

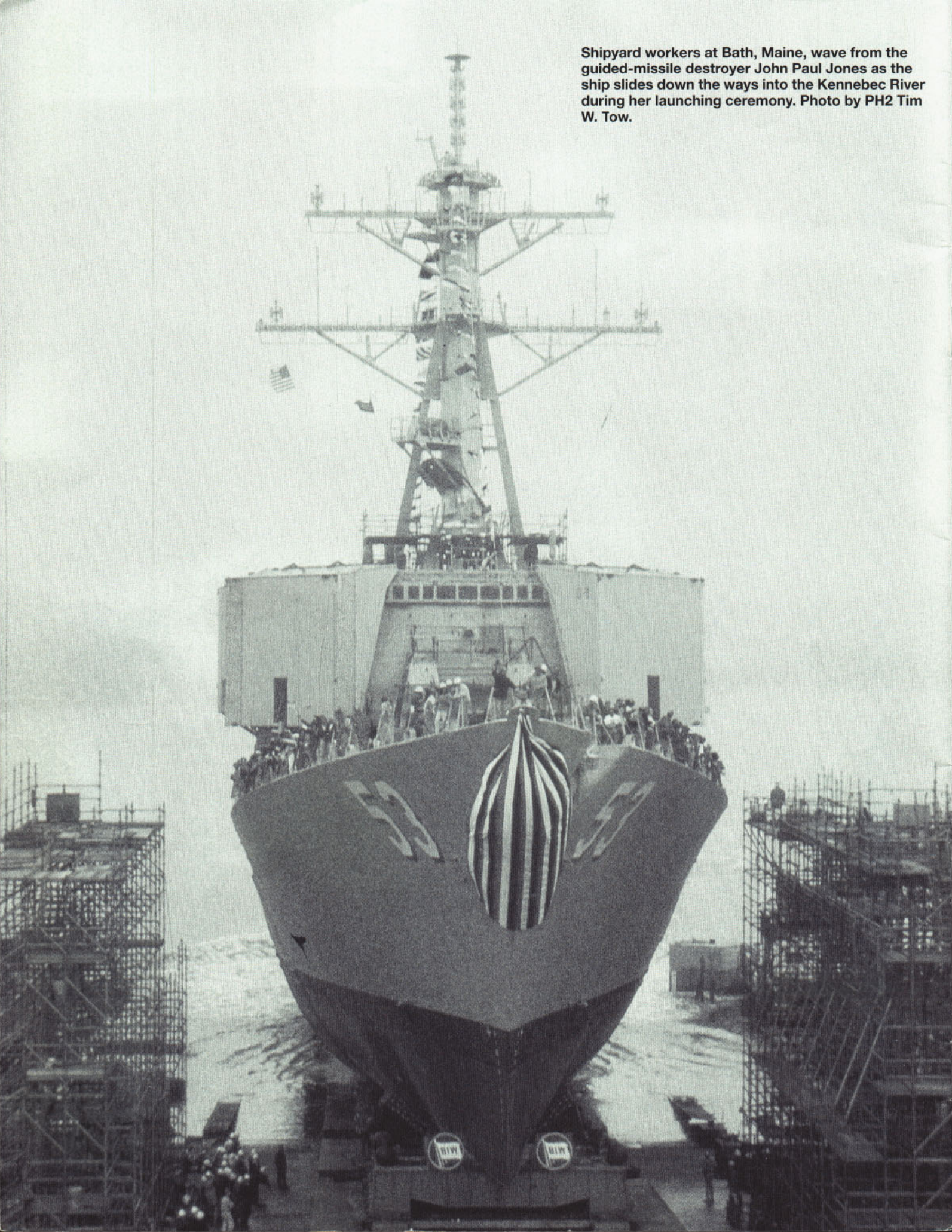
An underwater photograph showing three divers in a pool. One diver is standing in the background, while two others are in the foreground, one of whom is holding a diver's hand. The scene is lit with a blue light, and bubbles are visible in the water.

ALL HANDS

APRIL 1992

Surviving
the dive

Shipyards workers at Bath, Maine, wave from the guided-missile destroyer John Paul Jones as the ship slides down the ways into the Kennebec River during her launching ceremony. Photo by PH2 Tim W. Tow.



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ALL HANDS

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Photo by JO1 Jim Derheim

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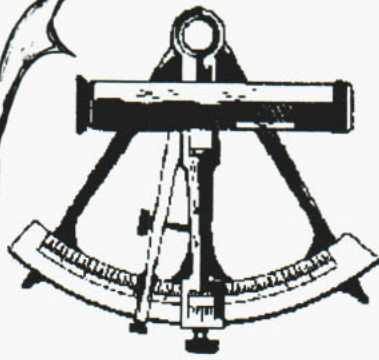
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Front cover: A safety observer with an extra air regulator stands by as a student replaces his mask underwater at Amphibious Base Coronado's Navy dive school. The student and his "buddy" are learning to remain calm during stress-inducing underwater problem-solving exercises. Photo by CDR (Dr.) L.J. Morrison. See story Page 18.

Back cover: The sun forms a shadowy figure as a naval vessel participating in *Unitas* XXXII cuts through the choppy South Pacific Ocean off the South American coast. Photo by LT Richard Boyle. See story Page 29.



From the charthouse

Public affairs commissions offered

Applications are being accepted in anticipation of approval of two Officer Candidate School (OCS) FY93 seats leading to a commission as an active-duty ensign, designator 1655 Special Duty (Public Affairs). The selectees will enter a 16-week OCS class scheduled to graduate during FY93. The program is open to active-duty enlisted persons who meet the following qualifications:

- Be a U.S. citizen.
 - Be at least 19 years old, but must not have reached their 35th birthday upon commissioning.
 - Earned a baccalaureate degree or higher from an accredited college or university in communications, journalism, broadcasting, public relations, or other liberal arts degree if the applicant has experience in public affairs.
 - Meets the physical requirements in the *Manual of the Medical Department*, Chapter 15.
- Application guidelines

are contained in OpNavInst 1120.2. Applications should be forwarded to Commander, Navy Recruiting Command (Code 313), 4015 Wilson Blvd., Arlington, Va. 22203, and received no later than Aug. 31. No qualification waivers will be granted.

ECP selectees named

Two hundred sailors have been selected to participate in the Enlisted Commissioning Program (ECP) for FY92. ECP provides enlisted sailors with previous college credit an opportunity to complete their bachelor's degree and earn a commission.

More than 500 sailors applied for the available slots. The selectees represent 42 of the Navy's 98 enlisted ratings ranging from third class to chief petty officers. More than half of the selectees have earned at least one warfare insignia, while 4 percent earned two. The selectees will receive permanent change of station orders to enroll full time at one of more

than 50 Naval Reserve Officer Training Corps (NROTC) host colleges and universities. Prior to reporting to their NROTC unit, they will attend an academic and physical training program at the Naval Science Institute, Newport, R.I. Selectees are commissioned upon graduation from college.

ECP selectees receive full pay and allowances at their enlisted paygrades and are eligible for advancement to the next paygrade while attending college. They are responsible for tuition, fees and books. However, they may use Veterans Educational Assistance Program (VEAP) or GI Bill benefits if eligible. Personnel who have already earned a bachelor's degree are ineligible.

Eligibility requirements and application details for next year's program should be released this June.

CPO time-in-grade waivers offered

The Navy is offering master, senior and chief petty officers the opportunity to retire after one year in their new paygrade, rather than waiting

two years (the required time in rate) or more to retire in grade.

Secretary of the Navy H. Lawrence Garrett III has given the Bureau of Naval Personnel (BuPers) authority to offer early retirement to service members in paygrades E-7 to E-9 to help meet new end-strength objectives.

Master Chief Petty Officer of the Navy AVCM(AW) Duane R. Bushey said that these early retirements, along with some reduction in accessions, are part of the Navy's manpower strategy during the force drawdown. "By encouraging voluntary retirements we protect our mid-career sailors from RIFs [reductions in force] and keep their promotion opportunities stable."

Those seeking retirement under these changes should forward requests to BuPers (Pers 273) with command endorsement. Application for transfer to the fleet reserve must be attached. More information is contained in NavAdmin 002/92.

TQL news

The Department of the Navy (DoN) is now producing a quarterly newsletter on total quality leadership (TQL) titled "TQLLeader."





Medal honors Kuwait liberators

The Department of Defense has accepted an offer from the government of Saudi Arabia to award its Kuwait Liberation Medal to members of the U.S. Armed Forces who directly participated in Operation *Desert Storm*. The award was established by King Fahd bin Abdul Aziz of Saudi Arabia to honor the outstanding performance of coalition forces in their historic liberation of Kuwait last year.

The medal is suspended from a green ribbon, with red, black and white stripes incorporating the colors of the flags of Saudi Arabia and Kuwait. It depicts a palm tree with crossed sabers, the emblem of the Kingdom of Saudi Arabia, superimposed on a sunburst symbolizing the light of free-

dom which again shines over Kuwait. Inside the sun emblem is a globe with a map of the Arabian peninsula in relief.

To qualify, U.S. military personnel must have been in or flown into the war zone between Jan. 17, 1991, (the start of the air war) and Feb. 28, 1991, (the cessation of offensive operations). The war zone, as designated by Executive Order 12744, incorporates Iraq, Kuwait, Saudi Arabia, Oman, Bahrain, Qatar, United Arab Emirates, the Persian Gulf, Red Sea, Gulf of Oman, Gulf of Aden and a northern portion of the Arabian Sea. Specific eligibility requirements and implementing instructions will be published by the Secretaries of the military departments in the near future. □

The purpose of the "TQLeader" is to communicate the activities of the DoN Executive Steering Group and to provide a forum for the exchange of information and ideas related to TQL.

For additional information, contact the "TQLeader" Editor, Quality Support Center, 1411 S. Fern St., Arlington, Va. 22202-2896; Fax (703) 692-1637.

MWR stresses club safety, comfort

The Navy's morale, welfare and recreation (MWR) operations place high priority on the safety and comfort of their patrons. Sailors can also help themselves by taking precautions against becoming an easy target for robberies, assaults and harassment — both on and off base.

Protect yourself by:

- Paying attention to street lighting. Make sure it's adequate when arriving and leaving base clubs and barracks.

- Knowing the base security numbers and locations.

- Drinking responsibly. Become familiar with command policy regarding alcohol and participate in the designated driver program. The updated report on the progress of women in the Navy cited alcohol use as a contributing factor in sexual assault and rape cases.

- Reporting inappropriate music selections and entertainment to club management or your chain of command. Reports should include instances of harassment.

If there is an obvious lack of security, or offensive or violent behavior occurring within club settings, bring it to the attention of MWR management or the chain of command so appropriate action can be taken.

Blue Angels schedule for 1992

April 4-5 — Wilmington, N.C.; **11-12** — MacDill AFB, Fla.; **24-26** — MCAS El Toro, Calif.

May 2-3 — Redding, Calif.; **9-10** — Cape Girardeau, Mo.; **16-17** — Chattanooga, Tenn.; **22-**

23 — Andrews AFB, Md.; **25** — U.S. Naval Academy, Annapolis, Md.; **30-31** — McConnell AFB, Kan.

June 6-7 — Watkins, Colo.; **13-14** — Hillsboro, Ore.; **20-21** — NAS Whidbey Island, Wash.; **27-28** — Davenport, Iowa.

July 4-5 — Traverse City, Mich.; **11-12** — Chicago; **18** — Pensacola Beach, Fla.; **25-26** — NAS Brunswick, Maine.

August 1-2 — Seattle; **8-9** — Abbotsford, Conn.; **14-16** — NAS Miramar, Calif.; **22-23** — Grissom AFB, Ind.

September European deployment — schedule will be announced at a later date.

October 3-4 — Houston; **10** — San Francisco; **11** — NAS Fallon, Nev.; **17-18** — NAS Moffett Field, Calif.; **24-25** — NAS New Orleans; **31-Nov. 1** — NAS Jacksonville, Fla.

Bases and organizations who would like to request a Blue Angels performance in 1993 are reminded that applications are due to the Office of the Assistant Secretary of Defense for Public Affairs by Aug. 15, 1992. □



Shaping the future

Molding a smaller, capable joint-warfare team

Story by Jan Kemp Brandon

The changing world order and new budget constraints go hand-in-hand with the concept for a smaller, joint-military force that will affect the structure of the U.S. Armed Services, according to America's highest-ranking uniformed military leader.

Army General Colin L. Powell, Chairman of the Joint Chiefs of Staff, discussed in a recent interview the FY 93/94 defense budget and its impact on military personnel and programs.

According to Powell, as the force structure and strategy change and U.S. troops draw down in Europe, the U.S. Armed Forces will still be very much a part of the new NATO military strategy.

"I think NATO is alive and well and American troops [naval forces] will remain in Europe with a valuable mission to be performed, not only as a bedrock of stability to the West, but the basis for new stability to the East," Powell said.

Powell stressed that maintaining that stability overseas will call for a smaller, joint-military force that can work together and exercise its strengths. He would like to see the services integrate their doctrine even more than they did during Operation *Desert Shield/Storm*.

"Joint warfare is team warfare. . . . Whatever the mission requires, we go together, form joint task forces and operate as a team. In order to operate as a team, everybody has to have the same concept of the game, the same doctrine, the same playbook," Powell said.

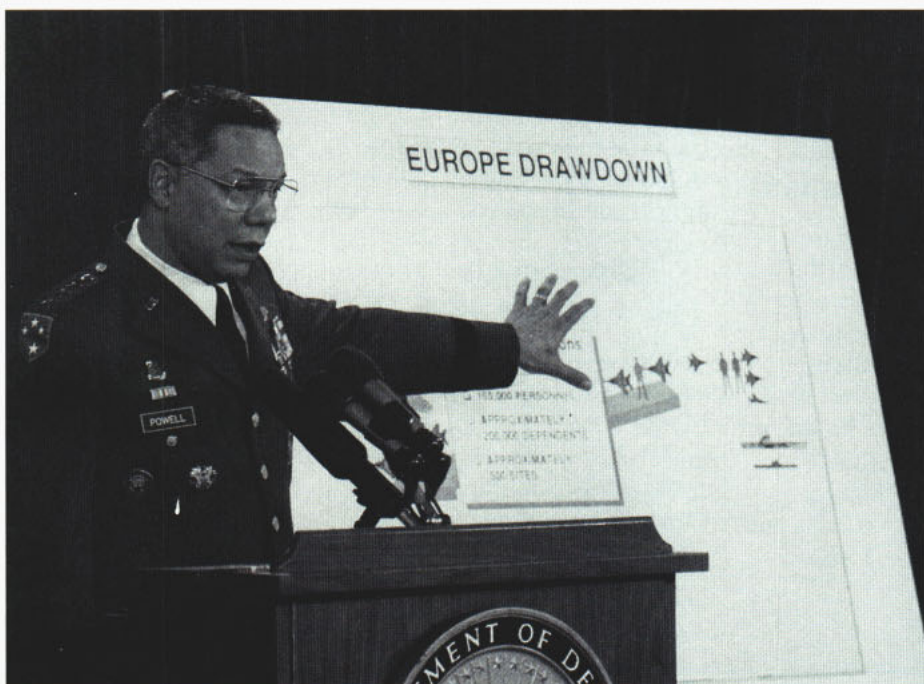
The Navy and Marine Corps have always operated as a team. And the Army and the Air Force, according to Powell, have improved significantly in that direction in the last 15 to 20 years, working together and aligning their battle strategy.

"I am anxious to see it all come together — air, land, sea, space — so that when we go into combat, everybody has a common doctrine. [That's] not to say that there isn't something unique to the Army, Navy, Marine Corps or the Air Force that shouldn't be unique," Powell said, "but when we put joint task forces together, we all have to understand one another."

Powell pointed to several operations where this concept is already taking place around the world, including *Provide Comfort*, where Army, Air Force, Navy and Marine Corps units are working together in an effort to help those Kurds fleeing the forces of Saddam Hussein. Guantanamo Bay is another example, where the four service branches and the Coast Guard are working together to support Haitian migrants.

"They all have to know how to operate together," Powell said. "Teamwork is the name of the game, while at the same time recognizing the unique differences, capabilities of the individual services and the pride that each service has in its own identity. We're not trying to make everybody 'purple.' We just want to make sure that when it comes time to fight, everybody knows how to fight purple."

Being prepared for known or unknown threats and having that common doctrine will continue to play an important role in the future stability of the United States. According to Powell, history points to situations and events that were



not always what they appeared to be. Five years after World War II, the United States went from a 12 million-man force down to almost nothing, unaware that the Korean conflict would force the United Nations to intervene.

"Nobody saw a threat," Powell said. "In fact, we said there was no threat. What happened in the Korean peninsula was not in our interest. We didn't care what happened, and the next thing we knew, American soldiers were dying because they were unprepared for that war. Nobody told me that we'd have to have Operation *Just Cause* in Panama a little more than two years ago. I didn't have forces specifically designed for the threat of having to go in on two or three days notice, with 23,000 troops to take down not just one man, but a whole defense force."

Iraq was another surprise example cited by Powell. "We had some level of cooperation from Iraq during the Iran-Iraq War as part of the reflagging of Kuwaiti tankers to protect them from Iranian attack. Suddenly, Iraq became a more aggressive, hostile [country] and started to attack its neighbors. Six months later we were at war with Iraq."

Powell pointed out that in the new world order there isn't going to be this "monolithic Red Army that you can point to as we have for the last 40 years. You have to recognize threats, but you also have to recognize that the new threat is uncertainty, the new threat is instability. Can anyone tell me what the [Soviet Union] will look like a year from now? Can anybody tell me what Russia will actually look like?"

Nobody is quite sure in what direction the world is going. Powell believes that until that direction is known, until everything is settled, "it is very, very wise for us to maintain our leadership position in the world," have the armed forces that are required for a nation such as ours defending our interests around the world.

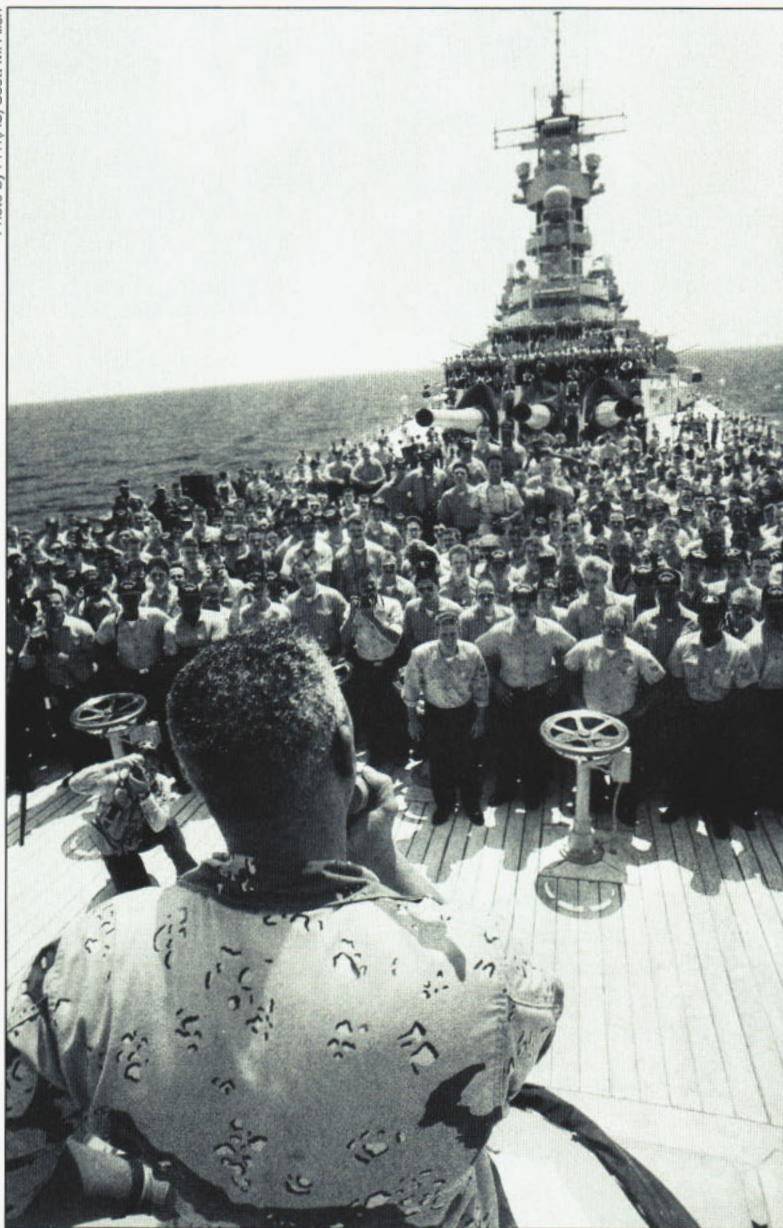
"I will resist efforts to cut or undercut our strategy because people don't like the fact that our dance card isn't full of threats. You go in that direction, and guess what, another threat will come along that you never imagined. . . . I can't identify a specific threat . . . but I

know where those threats are liable to emerge," Powell said. "I know how much force I will need to be able to move to that street corner, and how much lift and sustainment it will take to have a fight on that street corner, even if I don't know which bully

is going to show up. I also figure that if I am strong enough and I can get to that street corner with enough force, he won't show up. That's deterrence; that's peace;

"I will resist efforts to cut or undercut our strategy because people don't like the fact that our dance card isn't full of threats."

Photo by PH1(A/C) Scott M. Allen



Opposite page: Army Gen. Colin L. Powell, Chairman of the Joint Chiefs of Staff, briefs Pentagon media on the details of President Bush's revised FY93 defense budget. Right: Powell addresses the crew aboard USS Wisconsin after their arrival in the Persian Gulf in support of Operation Desert Shield/Storm.

that's progress. I don't ever want to see the United States in a position of being unable to respond to the bully on the corner because we took our marbles and went home."

The ability to respond to those known and unknown threats in the face of future drawdowns, according to Powell, will depend largely on "the services taking the force down in a responsible way; giving a great deal of thought to the impact that reductions will have on careers, families, assignment patterns, the education

"The best way to get through this is to keep your chin up. You're part of the greatest armed force in the world — the greatest armed force this nation has ever had."

system and on the anxiety in the heart and mind of every soldier, sailor, airman and Marine who may be faced with a career choice," he said. "I think we can bring the force down in a way that does not break the great morale, esprit [de corps] and professionalism that exists out there right now, if we're given the time to do it."

Powell emphasized that to have a force ready to go in harm's way to accomplish a mission, it has got to be a total force, well-trained and well-led with qualified people to do that, and a school system that's capable of producing qualified people.

And well-trained, qualified young men and women, specifically where the forward deployability of the Navy is concerned, according to Powell, will be more important than ever. "In a world of uncertainty where you don't know where the next crisis will be, the unique capability provided to us by our naval forces in both the Navy and Marine Corps — to be in a troubled area just across the horizon, not needing to impose on anyone's sovereignty — I think will be very, very important," he said.

The Navy routinely demonstrated this off the coast of Liberia, where sailors and Marines joined forces to evacuate people from this civil-war torn country and protect the American embassy in Operation *Sharp Edge*. Mogadishu, Somalia, presented a similar situation during Operation *Eastern Exit*, when our Navy-Marine Corps team rescued personnel from our embassy and

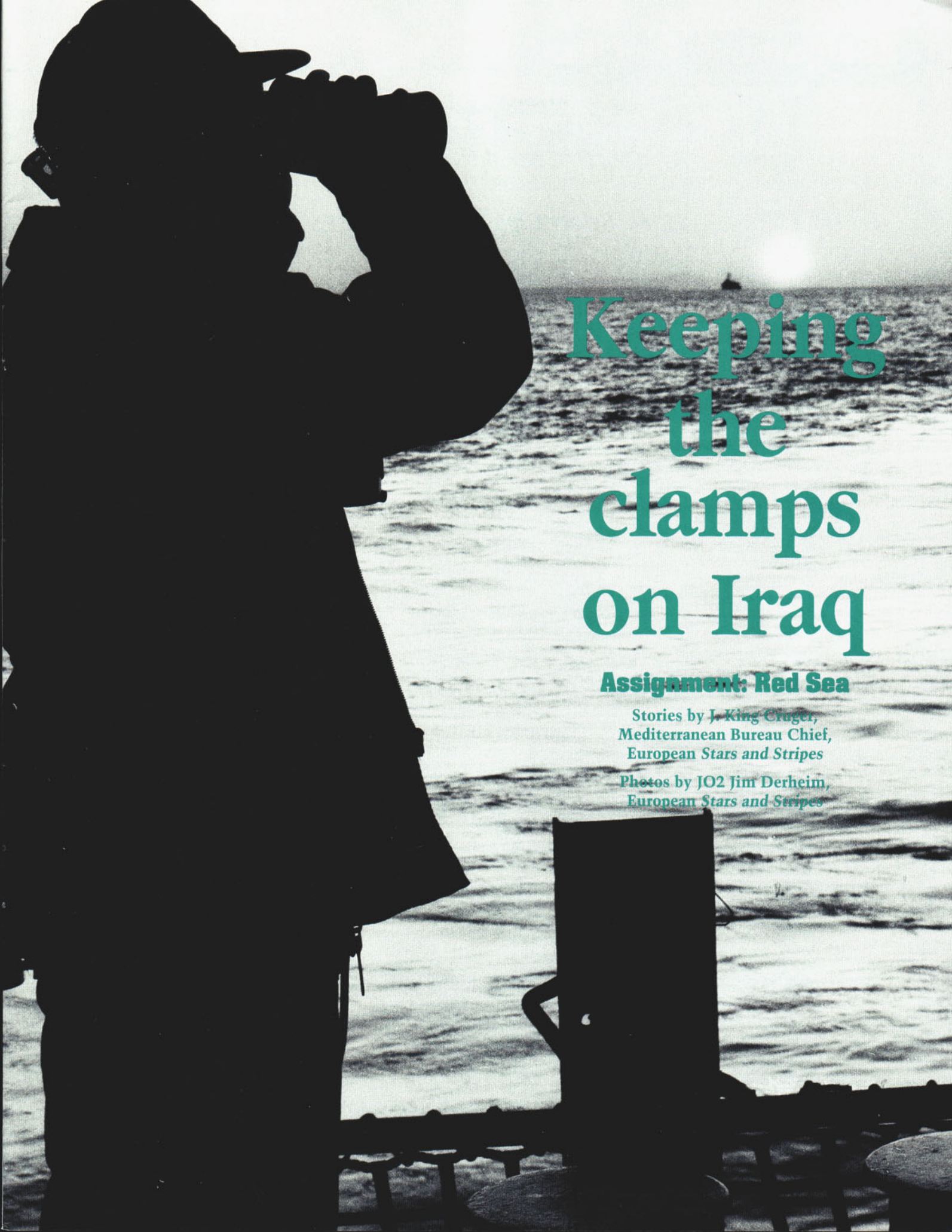


escorted 260 citizens from 30 other nations through fierce fighting.

This kind of training, this kind of capability demonstrated by our Armed Forces, and by sailors and Marines in particular, will prove itself as these young men and women go back out into the world, either as active-duty military or as civilians, according to Powell. "I frankly think our young men and women going out into the civilian job market have something of an edge over young people who are their age and have not had the benefit of military experience."

For those who stay in the Armed Forces, Powell's advice is, "The best way to get through this is to keep your chin up. You're part of the greatest armed force in the world, the greatest armed force this nation has ever had. There's a place for the best and the brightest. Just keep doing your job, and we'll try to manage the future in a way that minimizes the impact on the force." □

Brandon is editor of Navy Family Lifeline and Navy Editor Service.



Keeping the clamps on Iraq

Assignment: Red Sea

Stories by J. King Cruger,
Mediterranean Bureau Chief,
European Stars and Stripes

Photos by JO2 Jim Derheim,
European Stars and Stripes

A watertight grip

MIF crews still search for leakers and sneakers

No one gets by the Maritime Interdiction Force (MIF) in the Red Sea.

"Some ships will try to run along the coast, but our radar is so good we always pick them up," said LTJG Paul Cook, an anti-submarine warfare officer aboard USS *Aubrey Fitch* (FFG 34), one of five warships in the multinational MIF.

There is *Fitch* and two nearly identical frigates, USS *Stark* (FFG 31) — rebuilt after an Iraqi *Exocet* missile struck the ship in 1987 and killed 37 crewmen — and the Royal Australian Navy's HMAS *Sydney* (F 03), plus two French warships. The force is supported by the U.S. Military Sealift Command oiler USNS *John Lenthal* (T-AO 189).

The warships operate off the Egyptian coast in the Red Sea. The normal patrol area is south of Ras Muhammed, the tip of the Sinai Peninsula, which all shipping through the Gulf of Suez and the Gulf of Aqaba must pass. It's a busy place.

The MIF is constantly alert for the possibility of "leakers" — ships that pass through the intercept net — and "sneakers" — ships that deliberately try to pass undetected.

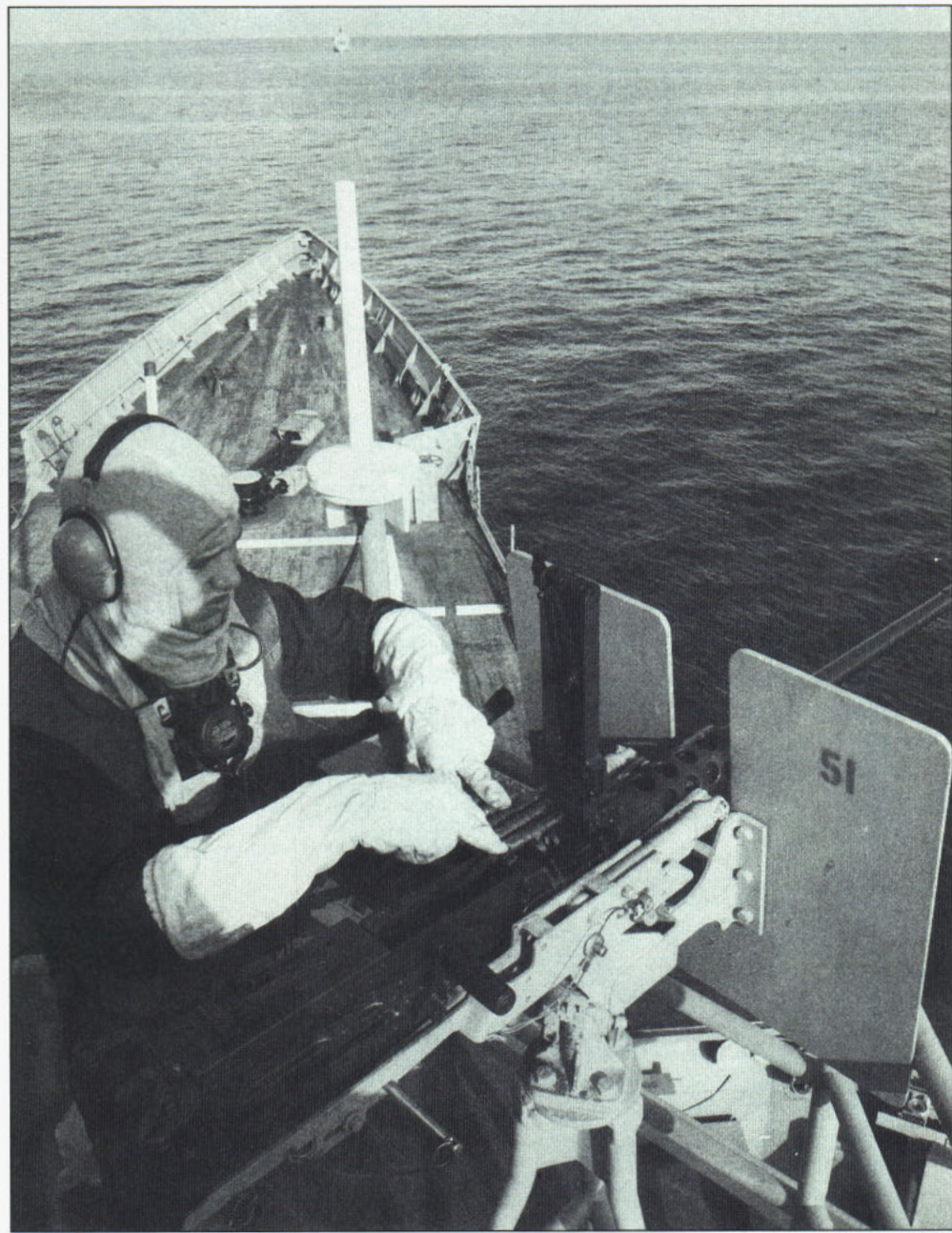
"Every night the skipper (CAPT Ray Tilcher) reports, 'No leakers or sneakers,' and we haven't let anybody through yet," Cook said.

Since operations began in the late summer of 1990, more than 13,000 ships have been intercepted and more than 3,500 boarded to determine whether they were carrying prohibited cargo intended for or coming from Iraq. Only 200 of these have been diverted.

These days, any goods bound for Iraq must go through the Jordanian

port of Aqaba. All shipping must pass through the narrow Strait of Tiran and into the Red Sea where the MIF ships wait. MIF boarding parties search all merchant vessels transiting the Strait of Tiran.

"Boarding parties go aboard fully armed. They mean business. We've conducted those 3,500 boardings without any incidents and that's the good part," said MIF commander, CAPT Peter W. Bulkeley.





Opposite page: USS Stark aims for her quarry as SN John Mikulin III readies a .50 caliber machine gun for boarding team protection. Above: A boarding team from USS Aubrey Fitch returns from their inspection of a merchant ship in the Red Sea.

Bulkeley participated in 100 of the 1,000 boardings he directed during seven months in command, and insisted that his ships' officers also go on some boardings.

"I went on the boardings to find out whether we are looking at the right things or not, and we are," Bulkeley said. "The way we do business has changed from considering everything a high threat to one of cooperation, and has changed from having to persuade ships to stop to now having nearly all of them stop on their own to be boarded."

Last winter, during *Desert Shield* and *Desert Storm*, boardings were made around the clock, but now merchants are asked to lay overnight and await boarding sometime after first light. Vessels are tracked on approach by radars and helicopters. Merchant crews are queried by radio to determine where they have come from and where they are bound.

Because the Red Sea is too deep for anchoring, vessels stop engines and drift while awaiting boarding.

The wind-whipped waters off Ras Muhammad can be surprisingly turbulent. The MIF operates about 60 miles north of where a ferry carrying nearly 600 people sank in mid-December during a fierce storm off the port of Safaga. MIF ships and helicopters helped search for the 180 survivors. Winds of 30 mph are normal for the area and can reach 60 mph, kicking up vicious seas.

"We have had some injuries during boardings. Broken legs and that sort of thing," Bulkeley reported.

Merchant vessels are contacted by radio from one of the warships prior to boarding. Here's how the exchange went recently as *Stark* queried an Egyptian vessel. The refrigerator ship *Al Marwa* had a crew of 28 Egyptians and was transporting a load of frozen meat and vegetables from Aden to Aqaba.

"Merchant vessel *Al Marwa*," radios Chief Operations Specialist Harry Havercamp. "This is U.S. Navy warship 31. The U.S. now intends to exercise its right to board and search under international law

in accordance with its previously published notice to mariners. The U.S. intends no harm to your vessel, cargo or crew. Be advised that if the inspection team confirms that you are not carrying prohibited cargo, you will be allowed to proceed to your destination.

"Do you have any weapons aboard?"

"Negative."

"Do you have any animals aboard?"

"Negative."

"Do you have any women or children aboard?"

"Negative."

Then, having ascertained the number of people aboard, Havercamp instructs the ship's master to allow some of his crew to man engineering spaces and the pilot house and muster the remainder on the ship's forecabin where they can be counted by *Stark's* helicopter crew. The helo approaches *Al Marwa* with pointed machine gun and hovers at the ready until the boarding is concluded.

After an uneventful inspection, *Al Marwa* is allowed to proceed to Aqaba. □

The blade's edge

*A daily duel
with tension and danger*

Boardings of merchant vessels are tense, dangerous, physically demanding, frequently disgusting and, according to the guys who perform them day in and day out in the Red Sea, fascinating and fun.

Boarding crews are hand picked from different divisions of the warships. Boarders must be in fine physical condition. They have to be for they must climb daily — fully armed and with loads sometimes weighing more than 100 pounds — the soaring sides of 100,000-ton tankers and container ships.

"Yesterday, we boarded a Jordanian oil tanker that had an 80-foot ladder. Some of the men, the ones with bolt cutters, had 50-kilo loads. You've got to be fit to do that," said Lieutenant Dave Jordan, gunnery officer aboard the Royal Australian Navy frigate HMAS *Sydney* (F 03), one of the ships in the multinational interdiction force (MIF) effort.

"Some of the crews on the merchant ships, especially on some of the smaller coasters, are pretty ragged and untidy men. One we boarded the other day had at least two inches of garbage in its holds that we had to wade through," Jordan said.

Ships to be boarded are required to lower pilot's ladders over the port side. The swaying ladders are made of rope and wood and are difficult to climb, even during the best conditions. When the sea is kicking up eight-foot waves, and the small whaleboats and rigid-hull inflatable boats used to ferry boarding teams are leaping up and down 16 feet

against the towering sides of the merchant ships, getting on and off is a very dicey deal. A mistimed leap may mean being crushed between hulls.

Many ladders are frayed, or have rungs that break under a sailor's weight. But the tensest part of the operation begins when the sailors climb over the ships' rails. It is then that they are most vulnerable to attack, perhaps by terrorists.

The Americans board in 12-man teams, made up of eight sailors and four Coast Guardsmen. The crews are dressed in blue coveralls. They wear no rank insignia and no name tags. Each man carries a shotgun or a .45-caliber handgun.

The boarders fan out fast to search the ship and account for all personnel. Once the ship has been secured, its crew is allowed to gather someplace inside where they can be comfortable while being guarded.

"The first few minutes of a boarding are pretty intense until we know where everyone is. Then we have a good time," said Chief Electronics Technician Richard Overstreet, a boarder from USS *Aubrey Fitch* (FFG 34).

Americans put boarding parties aboard by whale boat or helicopter. The "Aussies" however, can use their so-called "fast rope" technique. This involves having men slide down ropes from a hovering *Sea Hawk* helicopter onto the merchant's deck.

"Out of the 130 boardings we have carried out, we have done 20 of them by fast rope. It is safe and quick, and is particularly useful when a ship



won't stop or when we are having especially bad weather," said Commander Lee G. Cordner, *Sydney's* skipper.

Many vessels' masters are quite used to the boarding procedures. Some skippers, such as Master Antun Gold of the Maltese-flagged container ship *Ledenice*, are boarded so often that they are called "frequent flyers" by the MIF staff.

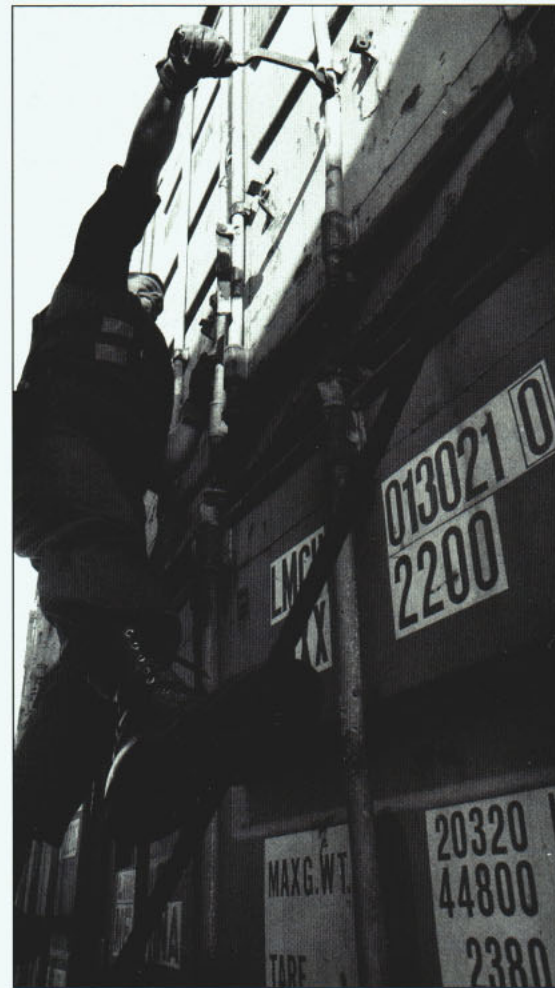
"Now everybody knows the inspection routine. Skippers all over the world know what they can and can't carry in and out of Aqaba," Gold said.

The boarding team examines a ship's manifests to ensure it is not carrying prohibited goods to or from Iraq. While this is being done, other team members examine cargo in the holds.

"Rats, cockroaches — you name them, and these ships have them — but they are no problem. The boarding is the fun part of the job. Ships



Left: CAPT Peter W. Bulkeley, Commander Destroyer Squadron 22, scales the side of the merchant vessel *Ledenice* in the day's first boarding. Below: ETC Richard Overstreet strains at the stubborn door of a cargo container. Even if ships' manifests list containers as empty, they must be spot-checked.



are strange animals. You always see something different aboard," said Coast Guard LT Pat Benish.

Navy Chief Sonar Technician (Surface) Allen Cashwell, the senior enlisted member of *Fitch's* boarding team, recalls the 90-degree day when he clambered aboard a ship hauling 60,000 sheep from New Zealand to Aqaba. In one of the ship's holds, he found a stinking pile of 900 dead sheep.

"Just about every ship I've boarded has roaches and my boarding partner likes to throw them on me. That's about the only thing I don't like about the boardings," said Gas Turbine System Technician (Mechanical) 2nd Class Jeff Ferry, another *Fitch* crewman.

Sometimes team members must wear respirators. Some of the vessels haul dangerous chemical cargoes and have sealed holds filled with toxic fumigants or devoid of oxygen.

"The worst part of the job is seeing

the way some of the crews have to live on these ships. Most of the ships are pretty nasty," said another *Fitch* boarder, Boatswain's Mate 1st Class Ron Zarzeck.

Often, ships' passages are unlighted. Holds may be 50 feet deep and must be entered by climbing down rusty ladders with missing rungs. The boarders search thoroughly, and often open and inspect hundreds of sealed containers.

"The most boardings I've done in a day was eight, but the worst day was one during which we only boarded three ships, but had to open 600 containers. You don't realize how tired you are until the end of the day," Overstreet said.

Even with so many boardings, few ships actually are diverted, said Coast Guard Captain Ned Kiley.

"Six percent of the ships have been diverted and many of the divers haven't been for prohibited cargo, but were because the ship's

manifest was not complete or its cargo was not accessible," Kiley said. "Sometimes a ship will shift cargo and get its manifests in order. A vessel boarded and diverted one day, may be allowed through later the same day."

BMC Jack Phillips, from USS *Stark* (FFG 31), is not a boarder, but he sees the boarding teams return day after day.

"Most days they come back soaked in sea water, but they are a pretty hardy bunch of guys," said Phillips. "They don't complain much." □

A team effort

"Coasties" share special skills

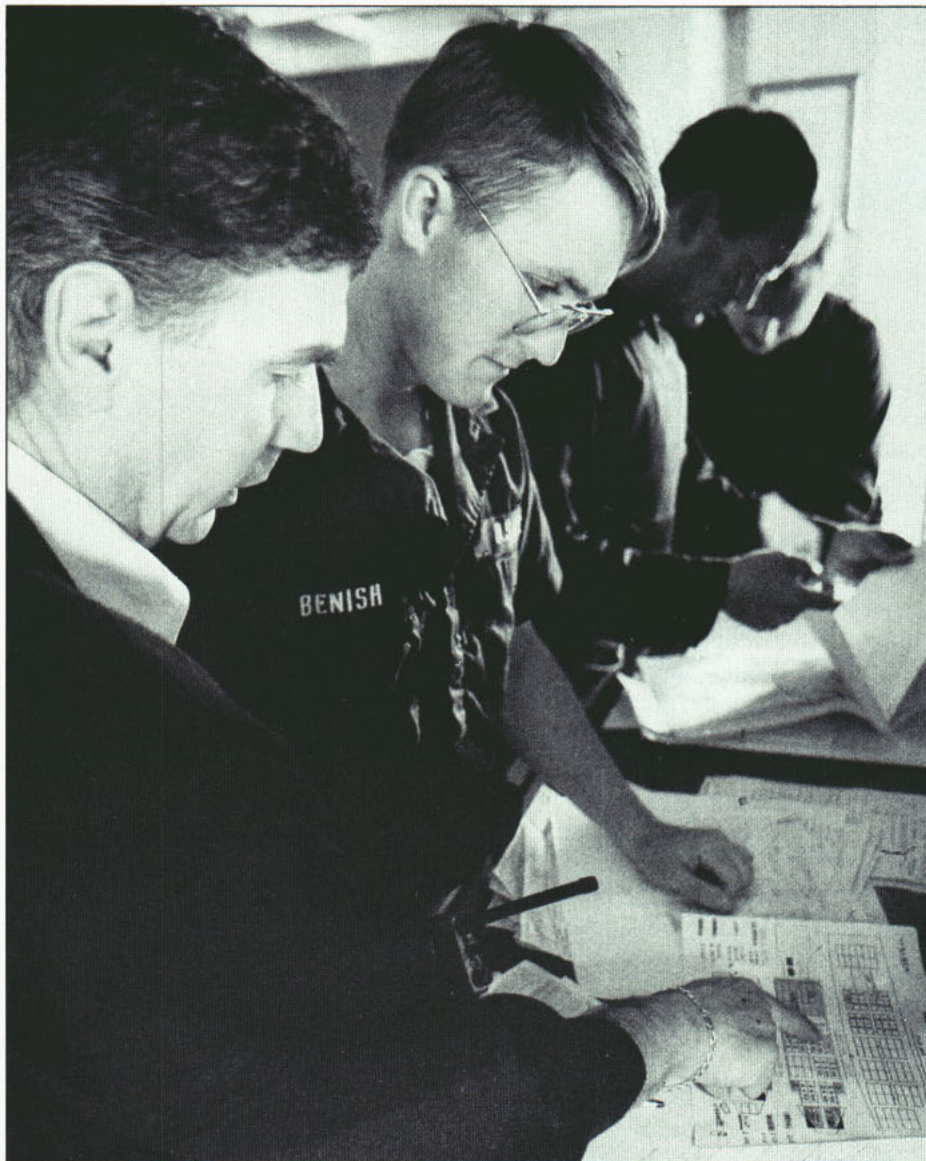
Multinational Maritime Interdiction Forces (MIF) have intercepted more than 13,000 ships and boarded nearly 3,500 to keep the clamps on Iraq.

"It has acted as a tremendous deterrent to Iraq reconstituting its military, although some other goods may be smuggled in or out," said U.S. Coast Guard Captain Ned

Kiley, until recently the ranking Coast Guard officer on the staff of U.S. Naval Forces Central Command in Bahrain.

Kiley, who helped coordinate the maritime intercept operations, said all current interdiction efforts against Iraq are taking place in the Red Sea.

"Iraq's ports on the Arabian Gulf





Opposite page: Coast Guard LT Pat Benish studies a vessel's manifest and documents with the master of the Maltese-flagged cargo ship *Lendence*. Center: USS *Aubrey Fitch*'s boarding team of 12 sailors and Coast Guardsmen scale *Lendence*'s pilot's ladder as *Fitch* (above) waits astern.

are inoperable due to war damage and blocked waterways, so maritime cargo destined for Iraq must be landed at Jordan's port of Aqaba and then trucked to Iraq.

"The Coast Guard has 24 people assigned to Naval Forces Central Command in Bahrain. The primary duty of eight of them is to advise on which merchant ships should be allowed to proceed to their destinations," Kiley explained. The other 16 are assigned to four four-man enforcement teams that help the Navy board ships.

Three teams operated in the Red Sea aboard the U.S. frigates USS *Aubrey Fitch* (FFG 34) and USS *Stark* (FFG 31). "The fourth team was training Arabian Gulf navies in boarding techniques and was poised to conduct intercepts should trade to Iraq start again through those waters," Kiley said.

The interdiction operations began

late in the summer of 1990 after the United Nations Security Council, acting in response to Iraq's invasion of Kuwait, passed Resolution 661, which prohibited the export or import of any goods with the exception of medicine and certain types of food.

Subsequently, the U.N. adopted Resolution 665, allowing member nations to use force to enforce 661. Kiley said the sanctions have remained in effect because Iraq did not comply with the timetable for destruction of certain types of its weapons, and did not allow proper inspection of its weapons facilities.

"Under terms of the cease fire, Resolution 687, food and medicine shipments into Iraq are permitted without prior notification. Also, certain humanitarian supplies, such as tents for refugees and irrigation pumps, are allowed, provided the shipments are cleared by the U.N.," Kiley said. "No trade at all is allowed out of Iraq, and Iraqi ships are not allowed to engage in trading of any kind."

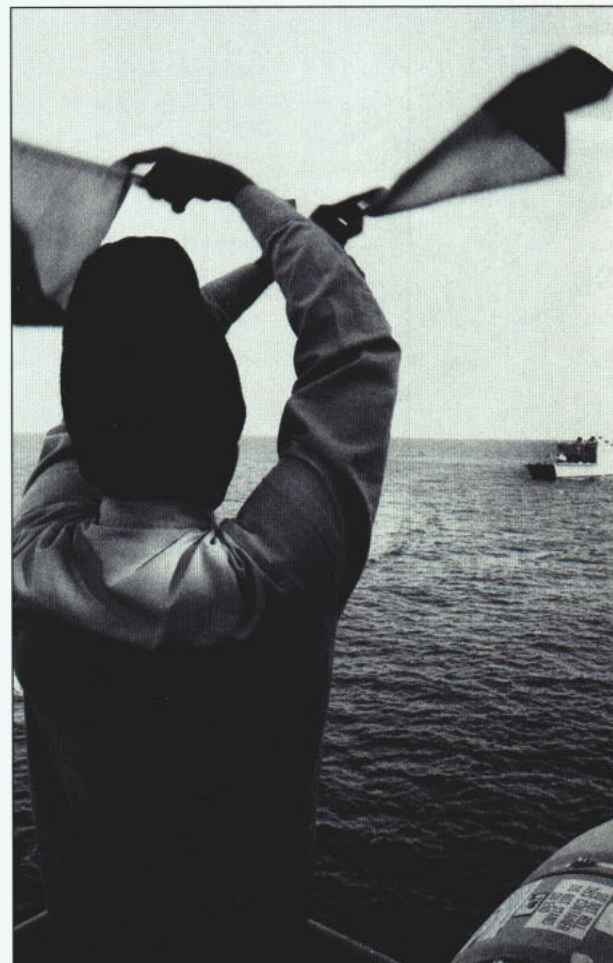
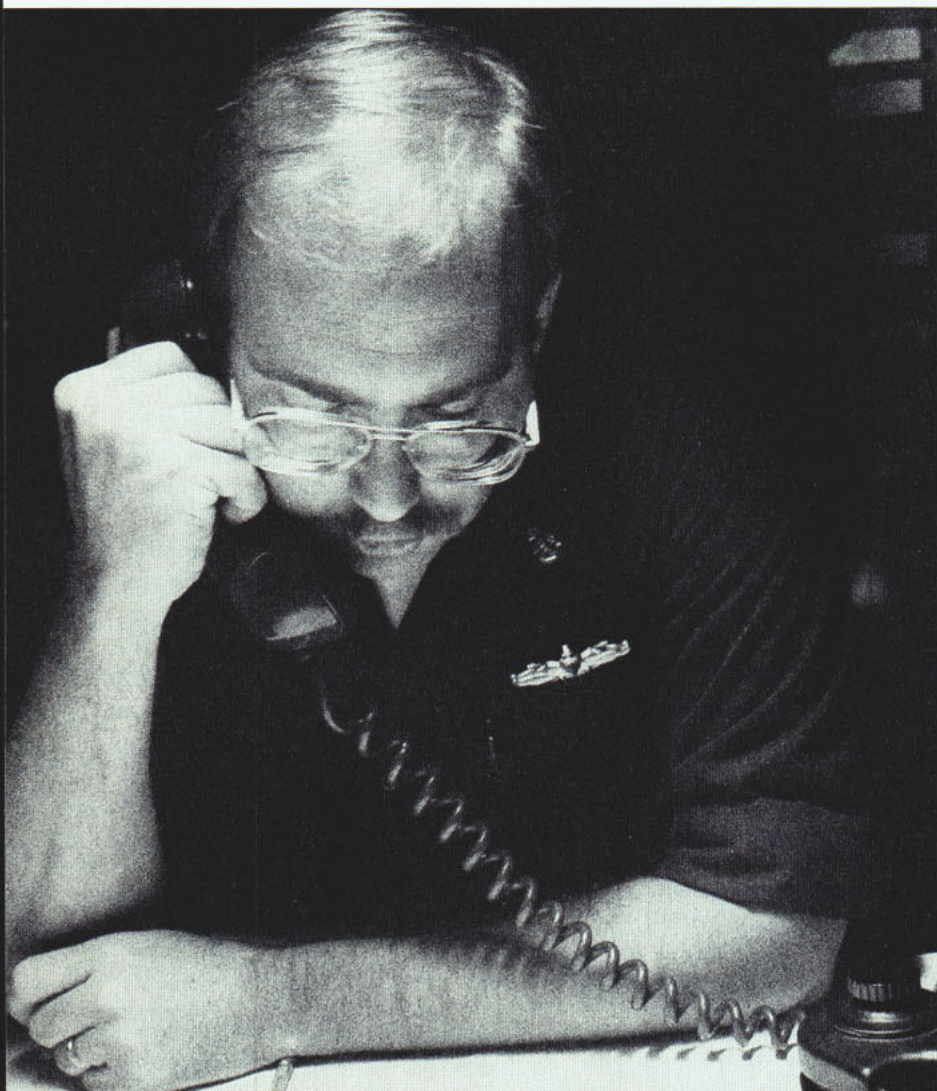
"The Coast Guard brings a wealth of expertise to the MIF's efforts in the Red Sea," said CAPT Peter Bulkeley, commander of the MIF operation. "The 'coasties' have extensive boarding experience and know the layouts of various vessels," he said. Also, they draw on their extensive drug interdiction experience.

Four Coast Guardsmen are part of every 12-man U.S. boarding team and the coasties say the Navy sailors have caught on fast.

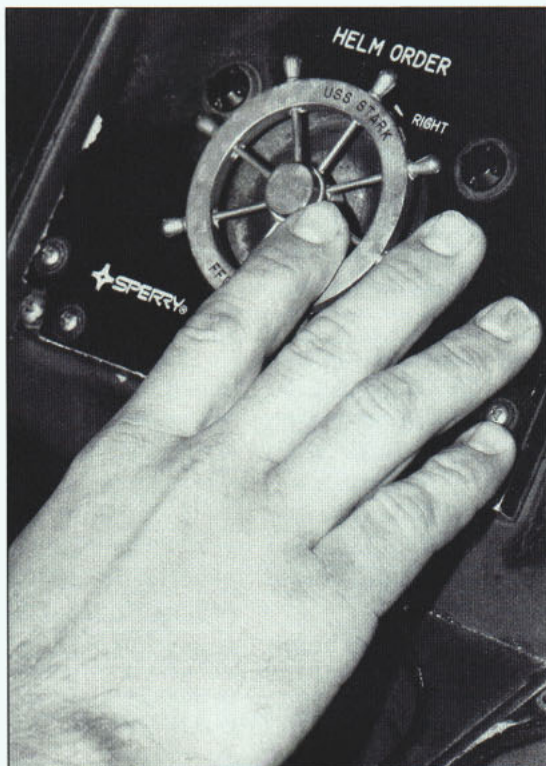
"The Navy is so well trained in boarding operations here that my job is practically not needed," said Coast Guard LT Pat Benish, a boarding team leader aboard *Aubrey Fitch*.

"This (the MIF operation) has given the Navy a whole depth of experience in boarding that could pay off in America's drug interdiction effort," Kelly added. □

Assignment: Red Sea

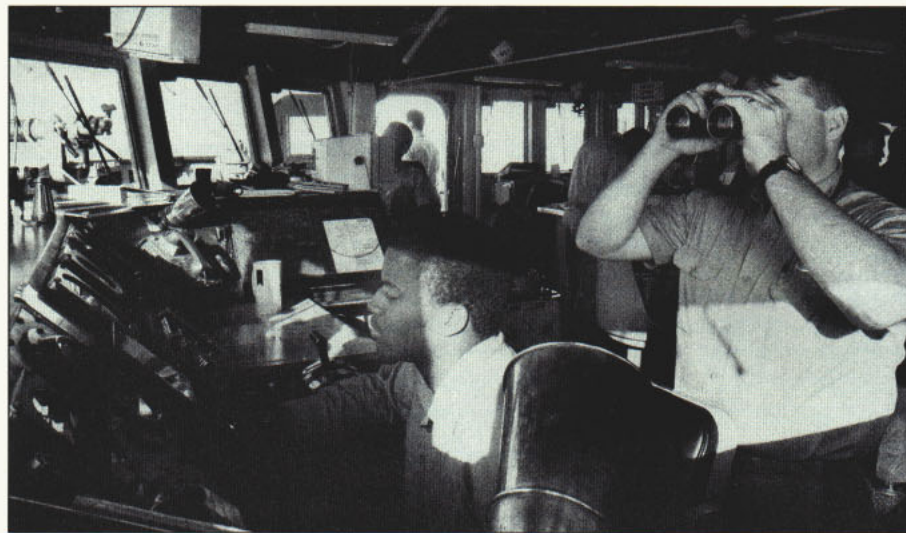


Above: ETC Harry Haverkamp queries the *Al Marwa's* master from USS *Stark's* combat information center prior to boarding. Right: *Stark's* maneuvers are executed with this scaled-down ship's helm. Above center: SN Marco Thornton signals HMAS *Sydney* prior to the Red Sea boarding. Center: *Stark's* embarked helicopter provides a watchful eye as a boarding team approaches *Al Marwa*.





Left: Sailors aboard HMAS Sydney assume defensive positions above the bridge to provide cover for the boarding team. Below: Helmsman SN Fadal Avant holds *Stark's* position during the procedure as BMC Ed Messmer keeps watch from the pilot house.



A stronger team

Valiant Blitz '92 *adds reality to training*

Story by J02 Roger Dutcher,
Photos by PH2 Clayton Farrington

As in years past, Exercise *Valiant Blitz '92* brought 7th Fleet sailors and 9th Marine Expeditionary Brigade (MEB) Marines together with Republic of Korea (ROK) sailors and Marines to test their combined combat effectiveness. The difference this year was that the training exercise followed closely behind several major world events.

U.S. sailors and Marines have had a busy year. Scheduled exercises gave way to crises such as Operation *Desert Storm* and military-led relief efforts Operation *Sea Angel* in Bangladesh and Operation *Fiery Vigil* in the Republic of the Philippines.

According to Marine Corps Brigadier General Michael J. Byron, commanding general of 9th MEB, the Gulf victory was sweet, but there is never a time to let your guard down.

"The success during *Desert Storm* was a direct result of many training exercises," Byron said. "We didn't just dial in success for *Desert Storm* and *Desert Shield*. We built it by solid, realistic training and enhancing the



flexibility of our team, much the same as we're doing in *Valiant Blitz* this year."

RADM Dennis R. Conley, commander of the 7th Fleet amphibious force, Task Force 76, explained how the planned exercises and real-life events work together to prepare troops for any contingency.

"Some of the challenges we faced during *Valiant Blitz '92* have been real-world," Conley said. "Typhoon Ruth initially affected our plans.

"It's very important to exercise flexibility in all our operations. Those in the Gulf can testify that they did not have a scripted exercise. They reacted to situations as they developed, and that's our job during this exercise."

USS *Blue Ridge* (LCC 19), forward deployed to Yokosuka, Japan, acted as the command and control ship. Others providing flight deck and troop carrying support were USS *Independence* (CV 62), USS *Bunker Hill* (CG 52), USS *Thach* (FFG 43) and USS *Rodney M. Davis* (FFG 60), all forward deployed to Yokosuka; USS *Dubuque* (LPD 8) and USS *Saint Louis* (LKA 116),

While the Tok Sok Ri beachfront still glows in flames, amphibious assault vehicles leave furrows in the stony beach, a sign of their early morning arrival in the Republic of Korea.

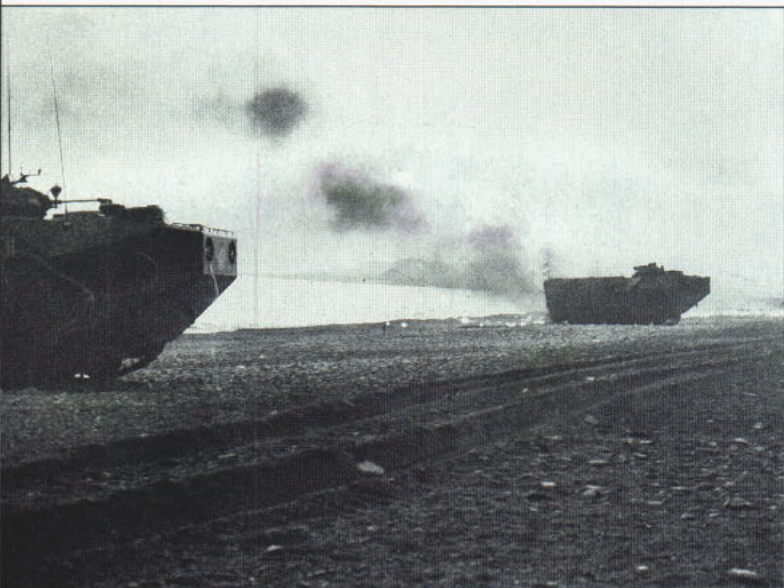
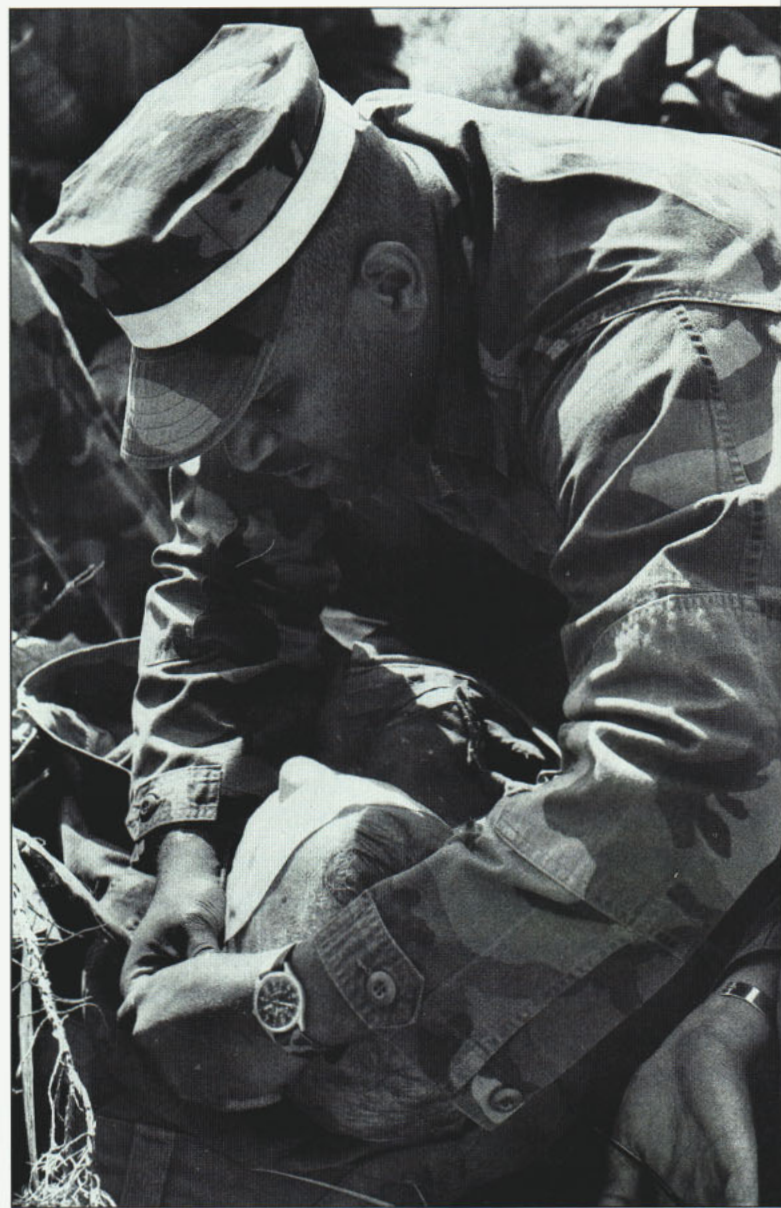


Photo by J02 Roger Dutcher



Left: A Marine Corps CH-46 *Sea Knight* carries *Valiant Blitz* Marines from USS *Dubuque* to a simulated battle ashore. Below left: Teamwork between Americans and Koreans was an important part of *Valiant Blitz* '92. Below: HN Shelly Macksen affixes a latex rubber "wound" to a "casualty's" face.



forward deployed to Sasebo, Japan; and USNS *Ponchatoula* (T-AO 148), homeported in Oakland, Calif.

The Marine Air-Ground Task Force consisted of infantry, artillery, aviation and support units from the 9th MEB, based at Okinawa, Japan.

During the exercise, the Navy-Marine Corps team worked closely with the ROK's 1st Marine Division, a sign of how service members from the two countries

have become longtime friends as well as allies on the battlefield.

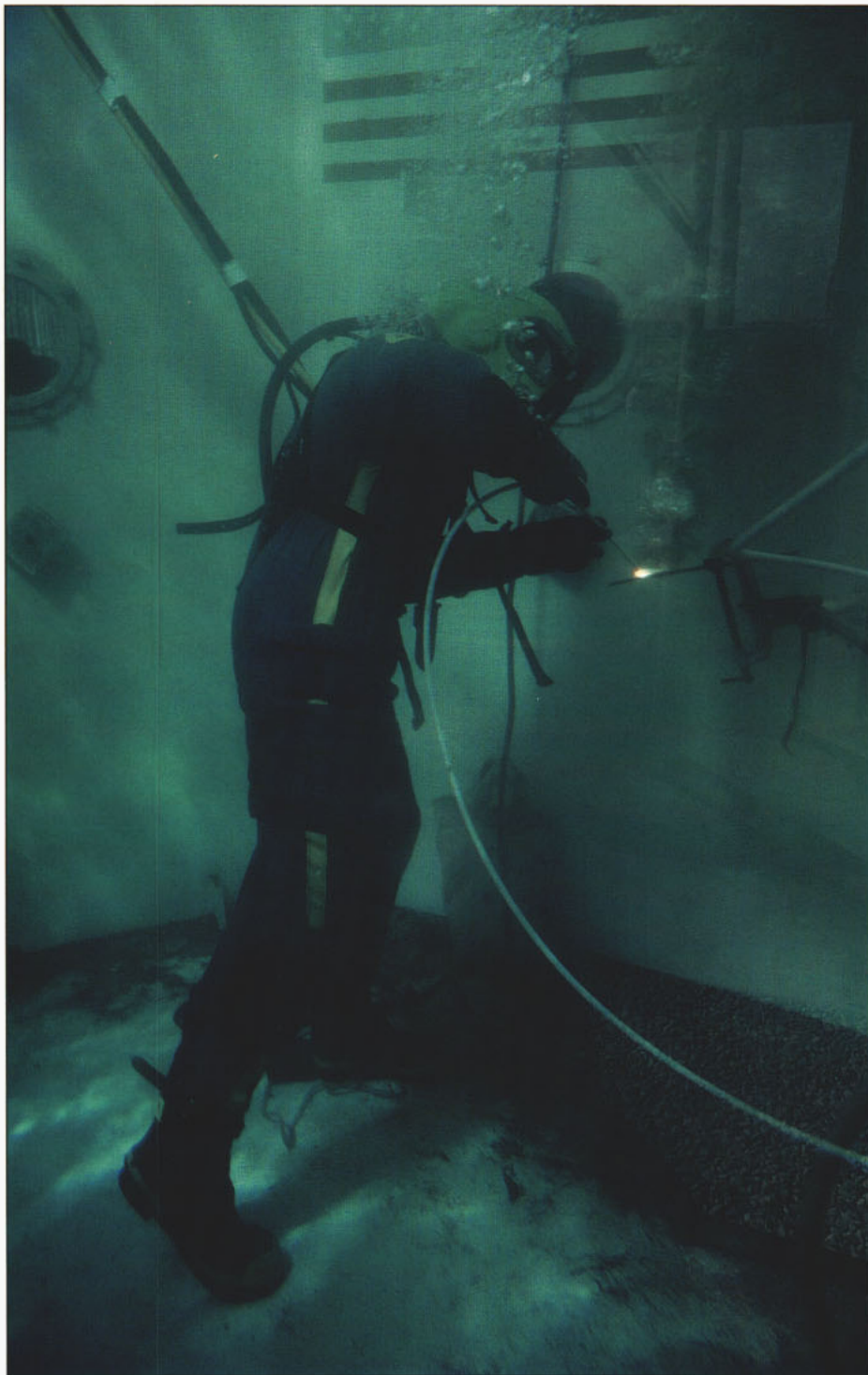
"For many of us Marines this is like old family — a lot of old friends and a lot of new friends." Byron said. "We're a team, and together we're both the stronger for it." □

Dutcher and Farrington are assigned to 7th Fleet Public Affairs Representative, Subic Bay.

Gateway to the deep

Before you dive, you learn to survive

Story and photos by JO2 Jonathan Annis



Safety is paramount" is more than a redundant catch phrase at Amphibious Base Coronado's deep sea diver school. It's a way of life. Which goes to say that if an applicant doesn't dive safely there, he doesn't dive for the Navy.

Every applicant that dreams of doing the Navy's "hard hat" and deep underwater work first tests the waters at this "Gateway to Navy Deep-Sea Diving" in San Diego, or a similar school at three other locations. Whether they enter the five-week Scuba Course or that course encapsulated in the 13-week diver second class course, they quickly learn that safety will be key.

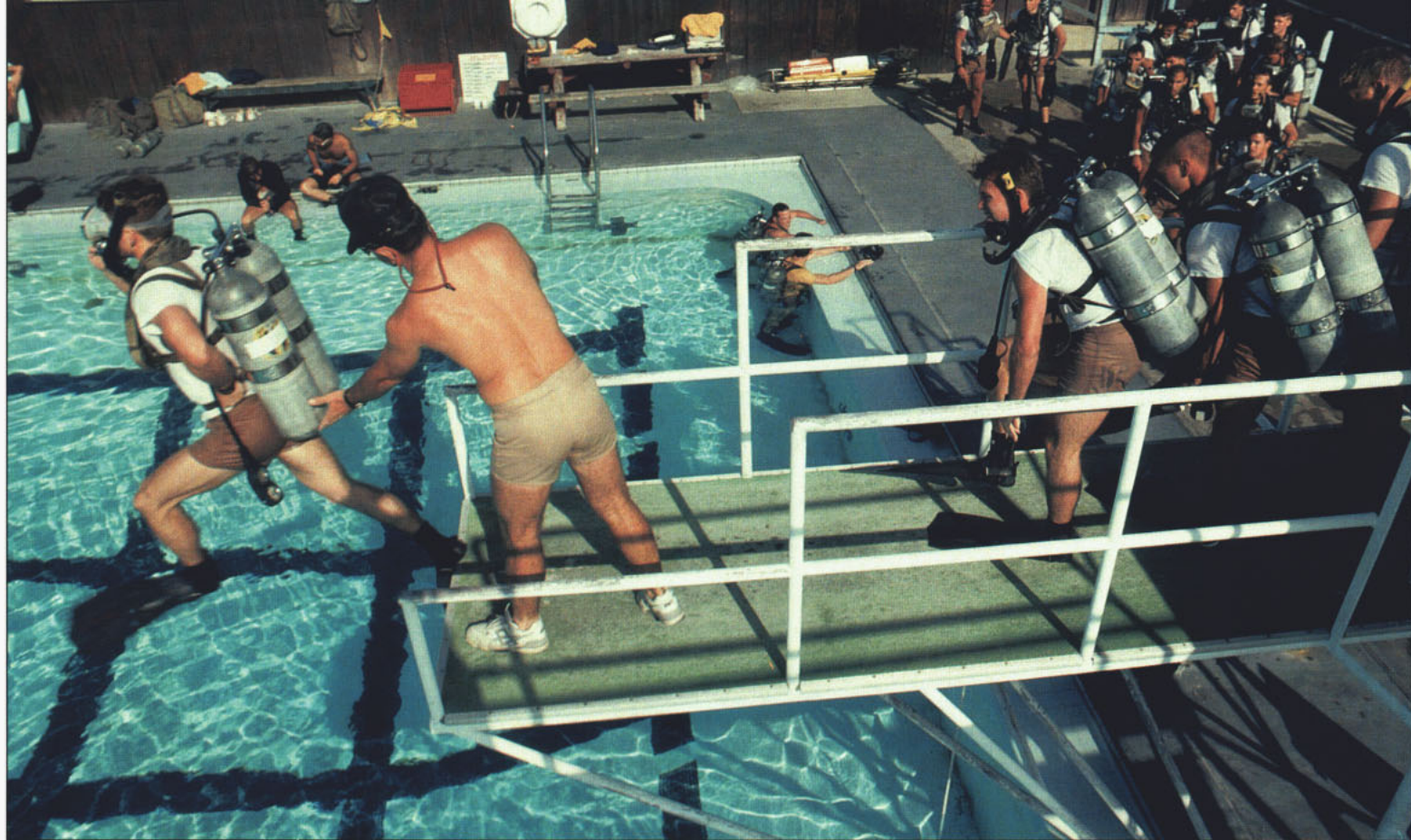
The gatekeeper at Coronado is LCDR John R. Snodgrass, director of the second class diver training department of the naval amphibious school.

"We've taken a lot stronger look at this peacetime Navy and we've got to be safer. A 'can-do' attitude won't cut it anymore," Snodgrass said. "We've got to not only can-do, but let's think about the job and make sure that we can, in fact, do it and do it safely."

It takes a lot of can-do just to get into these schools. Applicants come from the fleet, "A" schools and boot camp under the "Divefare" program. To qualify, each applicant swims 500 yards in 14 minutes, does 42 pushups, 50 sit-ups, six pull-ups and runs 1.5-miles in less than 12 minutes and 45 seconds.

Academically, applicants need a combined work and arithmetic rea-

Learning to make diving assessments isn't enough. While in their heavy diving gear, second class divers are also introduced to underwater tools.



soning (WK/AR) score of 104 from their Armed Services Vocational Aptitude Battery. Snodgrass said they must also be able to withstand diving pressures in a hyperbaric chamber test and prove their aquatic ability and ability to work in confined spaces with heavy gear without getting claustrophobic.

Once they've been accepted and arrive at Coronado, students are screened by the school's dedicated staff of diving medical specialists for any condition which could be contrary to safe diving. They're also given the physical prescreening test again in the interest of safety, since according to Snodgrass, this standard is a foundation for more to come.

Electrician's Mate Fireman Walter Schuvert said he trained hard to prepare for the school. "If you come here and plan to get in shape with what they give you, you won't make it," Schuvert said in his 12th week of training. Schuvert, like many of the other students, still runs, swims and works out at the gym after school.

This is in addition to rigorous, hours-long, early-morning physical training three times a week. The

dive school class formation is well known for its long runs in the sand and spontaneous shouts of "Hoo-yah!" on the eight-mile beach of Coronado's Silver Strand.

Students spend the first weeks of training developing their physical abilities, but also exercise their minds, as academics take priority. Before going underwater, they are drilled and tested in the basics of underwater physics and medicine to gain an understanding of how diving will affect their bodies. They can plan a post-dive analysis using Navy-developed scuba charts used by accomplished divers worldwide. They learn to rely on their gear, which becomes almost a part of them as they learn how to don, maintain and troubleshoot it.

Academics and physical training play important roles in conditioning the diver for in-water training, which begins during the third week of the scuba course. Students start out slow, becoming comfortable with their gear at different depths. Prior to a 130-foot dive that qualifies them as scuba divers, they undergo a final test — problem solving.

Student divers learn to jump from a platform with their gear on, as they would from a dive boat.

"Imposers" turn valves, pull off masks, regulators and tanks and enact other sources of stress on the students. Students are expected to "solve the problem" without panicking or surfacing.

"We're not doing this to harass the students," said Engineman 1st Class (DV) David K. Bradrick, an instructor. "We're trying to teach them to be comfortable in the water, and to relax when something goes wrong."

Panic can use up a limited supply of air, and surfacing too rapidly could be fatal. Problem solving is designed to make students stop and think without losing control.

Fortunately, each student has an ally in every exercise. They are paired up upon entering the school, learning to survive using the buddy system that's a necessity here and in the fleet. As team players they are inseparable, checking each other's gear and condition, motivating each other, sounding off in unison and synchronizing steps when walking with fins.



"Team concept is stressed from day one," said instructor Hull Technician 2nd Class (DV) Sean K. Osborn. "It takes a team to dive. You don't go by yourself; you always dive with a buddy."

Strict adherence to instructor/student ratios is another part of the school's safety program. For example, when a class of 25 students is at the pool, eight instructors are also there, including medical staff. At least one safety observer with an extra air regulator is posted underwater near each student undergoing problem solving. Ratios fluctuate according to the exercise, but the same instructor team gets familiar with their group, guiding them from screening test to graduation.

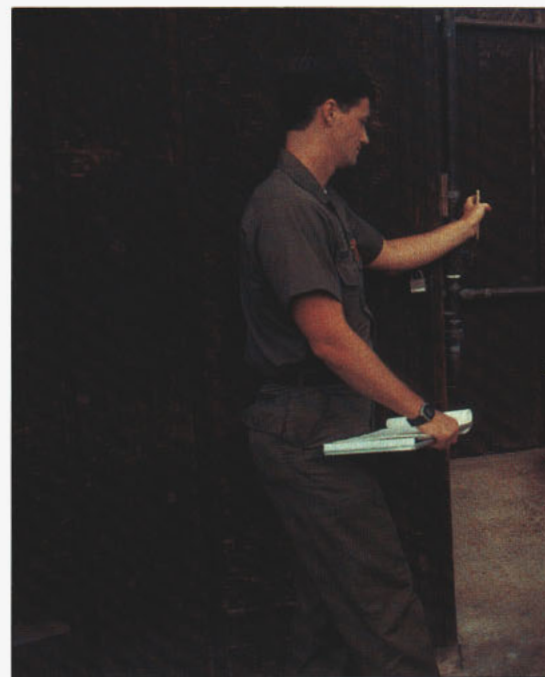
Instructors are diving and dive safety experts, having made visits to the fleet during quarterly safety stand downs. They share their experience during safety training held twice a week for their students. Before any evolution, no matter how redundant, students are given spe-

cific instructions, encouraged to ask questions and briefed once again on safety. Throughout the course, students are also taught how to signal a time-out, which will stop an exercise, and how to voluntarily drop on request (DOR).

"Due to the fact this is a voluntary, high-risk course, at any time during the training, all the sailor has to do is hand signal, or say 'I want to quit,'" Snodgrass said. "Training stops for that individual. If they want to DOR, they're brought out and processed out of the command."

At one time, attrition for deep-sea diver students was anywhere from 35 to 50 percent, but has since fallen to 11 to 14 percent, according to Snodgrass. Snodgrass added that, for safety, there will always be necessary attrition for those that find that diving isn't for them, but the training strategy has changed to eliminate unnecessary attrition and give the students practical experience.

Since changes incorporated last year, Snodgrass said students



quickly apply what they've learned with less classroom instruction and double the in-water time for both scuba and the deep-sea diver courses.

"Nothing was taken out that would keep them from being a safe



Left: Students prepare for several hours for one of the most anticipated exercises — an ocean dive to 130 feet. This dive comes during the 11th week of the second class diver course. The following week teams will dive to 190 feet, as deep as a diver can safely go with a normal air mixture. **Below:** Poolside meetings are common before any evolution as instructors keep students briefed in safety.



Opposite page top: The buddy system is an integral part of Navy diving. Students learn to stay close in a harsh environment during problem-solving exercises. **Above:** Getting wet is the easiest part of becoming a Navy diver. Students rinse off prior to entering the pool.

diver," Snodgrass said. "We felt they were getting more knowledge than they needed. You have a first class diver on the side to handle certain things."

Instead, second class diver students now learn how to perform assessments and install coffer dams as well as complete underwater welding tasks — from simple mechanical projects to screw changes. They get familiar with state-of-the-art equipment — the same type used by civilian divers, but thoroughly tested and redesigned to fit higher safety standards.

Navy standards present a different kind of diving for fifth-week student EMFA Jason Y. Tanaka, a native Hawaiian with prior experience who said he's still learning a lot. "I've dived as a civilian and then in this school, and there's a big difference. Safety is number one here. The procedures, surface time, decompression times are all different."

Tanaka and other students said they were eager to reach the fleet, but first they have to get past Snodgrass.

"The diving Navy inherently has had an outstanding safety record," Snodgrass said. "We take safety a lot

more cautiously than the civilian community does and our records speak positively for that.

"The Navy community is a comparatively small and elite force. I wouldn't graduate a single one of these individuals if I thought they were unsafe."

For those who graduate, there are incentives. For example, "Divefare" program students are automatically advanced to the rank of E-4. Dive pay is earned as soon as a student enters school, and after graduation whenever they are in a diving billet. Second class divers earn an additional \$110 per month. Should they become first class divers, they can earn \$175 per month and \$275 a month for a master diver. In addition, first class and master divers receive proficiency pay.

Of course the biggest payoff is the Navy's. According to Snodgrass, nearly everything that can be done in a dry dock can be done by divers.

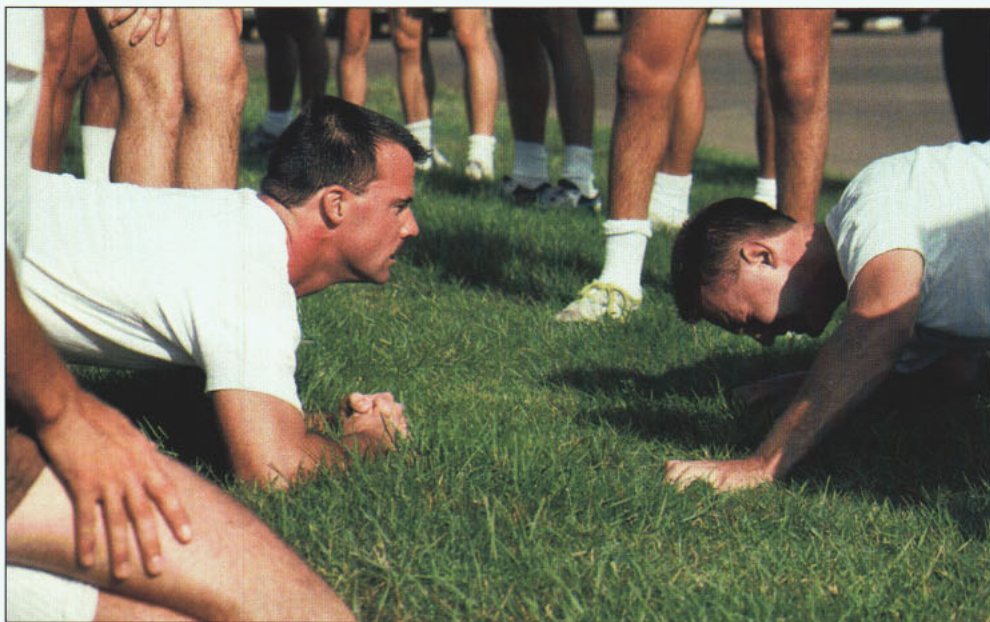
Right: A diver's buddy helps him get suited up before entering an underwater tools instruction tank. Below: All applicants must pass minimum fitness requirements before entering and upon arrival at the dive school. Physical training is rigorous in the weeks ahead.

The Navy of the future may need to depend on its underwater assets more to save millions in dry dock costs, and that's what he's preparing his divers for.

Perhaps the best testimony of the school's success comes from divers in the fleet, such as Hull Technician Chief (MDV) Richard D. Armstrong Jr. of the Consolidated Diving Unit at Naval Station San Diego.

"Once they come out of the school, I can hat 'em up that day and dive them," Armstrong said. "They come out here and we just continue with safe practices. Everything they learned is just reinforced here." □

Annis is assigned to NIRA Det. 5, San Diego. JO2(DV) Robert Palomares, Naval Reserve Public Affairs Center San Diego, San Francisco Detachment, contributed to this story.





Yard work

Constellation's SLEP repairs set new records

Story and photos by JO2(SW) James Leatherwood

Sailors from USS *Constellation's* (CV 64) P-7 division are hard at work trying to get their ship out of the yards and back to sea.

The ship has been at the Philadelphia Naval Yard undergoing a Service Life Extension Program (SLEP) since April 1990. The SLEP will add 15 to 30 years to the carrier's life.

During the projected 30-month yard period *Connie* will get a larger flight deck, refurbished berthing areas, refitted shafts and screws, and arresting gear upgrades, to name just a few of the planned improvements.

In the time that the ship has been in the yards, the men of *Connie's* repair shops have erected and are maintaining a fully-functional intermediate maintenance activity level repair facility. The facility enables engineering department personnel to rebuild old equipment and manufacture replacement parts, rather than buy new equipment.

"We machine down the shafts for pumps that are being rebuilt. We make Teflon bushings for the emergency diesel generators. Almost everything that has been taken out of the machinery spaces for repair has

been worked on by our shop," said Machinery Repairman 1st Class Rick Patrow, machinery repair shop leading petty officer (LPO). "Everything that pertains to the MR rating is here in Building 714," he said.

"Everything" includes drills, saws and lathes to produce metal and plastic parts for machinery and equipment.

MR3 Greg Dilts explained that he uses a band saw to cut Teflon plugs

Above: EM3 John Freeman examines one of more than 200 electric motors *Constellation's* motor rewind shop will rebuild before the carrier returns to sea.

out of raw stock. The plugs are then put on a lathe and turned into bushings, used to reduce friction and prolong the life of the emergency diesel generators.

While Dilts worked on bushings, MR2 John Steel was turning a metal bar into a shaft for a bilge pump.

"I'll machine this into a shaft and then the guys in the pump shop will install the new shaft into the pump," Steel said. "It's exacting work; the tolerance on this end of the shaft is one-half of one-thousandth of an inch."

The pump Steel was repairing is one of more than 230 turbine and motor-driven pumps the repair facility's shops will work on during *Connie's* SLEP.

Another vital aspect of the equipment in the main machinery rooms, auxiliary machinery rooms and pump rooms is the identification of each valve, pipe, switch and handle.

"We made more than 2,100 label plates in one month," said MRFN Timothy Haywood. "If we bought those out in town, they would have cost nearly \$5 each, just for the engraving — that doesn't count the materials for the plates themselves."

One reason for the high productivity of the MR engraving shop is their computerized engraving system. This allows them to make up to 200 label plates daily. Before the computerized system, it took nearly 20 minutes to produce just one name tag.

The next milestone in their effort is the undocking of the ship.

"We completely rebuilt all undocking-critical motors in less than two months," said Electrician's Mate 1st Class Rolando Bacani, rewind shop LPO. "All told, we've reworked more than 175 electric motors and we have only 51 left to do."

FA Terry Nunley and MM3 Marty Muniz replace valve seats in one of *Constellation's* 8-inch gate valves.

Rebuilding the motors involves removing the old copper windings and using a furnace to burn off the glue that holds them. The motor is then rewound with new copper, recoated and re-assembled.

After quality assurance checks, the rebuilt motor is painted and returned to the ship.

"We've just finished clad-welding the fuel oil strainers," said Hull Maintenance Technician 1st Class Bert Roberts, supervisor for engineering's ERO-2 work center. Clad-welding involves rebuilding the bottoms of the strainers, worn down through normal use.

"If the bottom isn't thick enough, it can blow out under pressure. That happened to one of the strainers on the way out here from San Diego, so we're rebuilding all of the strainers," Roberts said.

Rebuilding the strainers saves the Navy money. New strainers cost

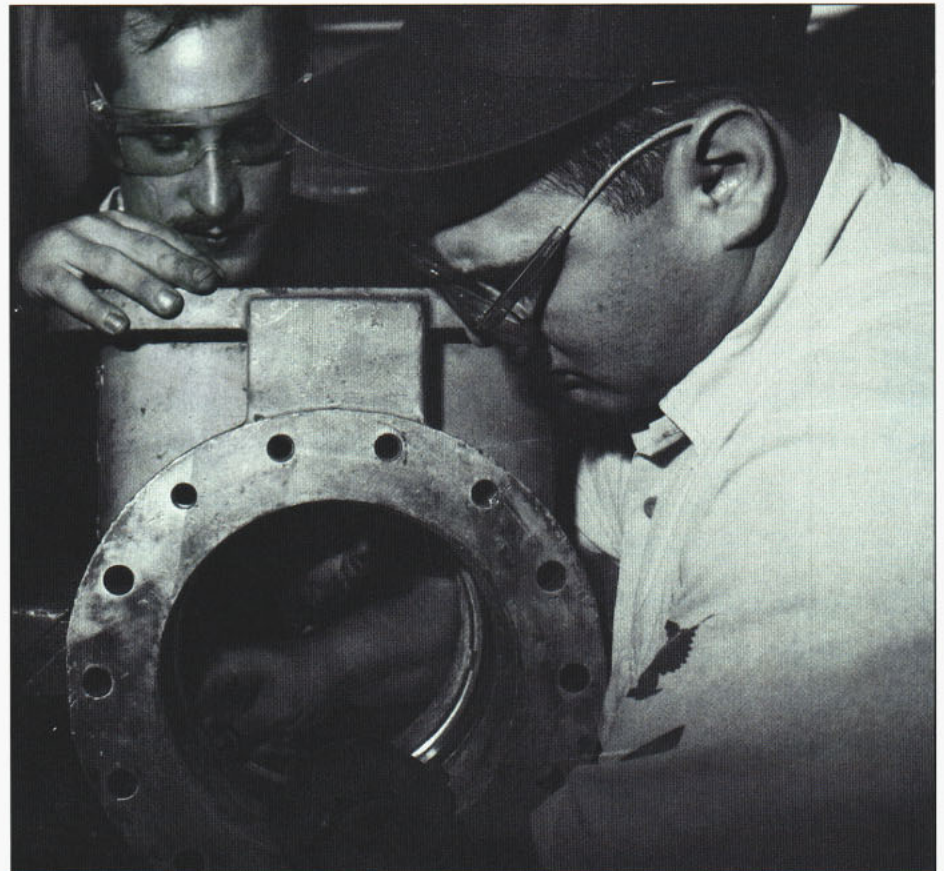
nearly \$6,500 each, and all 16 of *Connie's* strainers have been rebuilt, Roberts said.

According to LTJG Robert Novotny, even allowing for equipment, parts and labor costs, savings to the Navy approach \$6,000 per strainer.

"Our doing a good job now will save the men who take over when we leave a lot of expense and heartache," Novotny added. "Some of the parts we're seeing have never been completely overhauled."

"There are studs and fasteners that have never been loosened in the ship's 30 years of active service," Novotny said. "We're using the latest materials and following strict specifications so that the work we're doing will last another 30 years." □

Leatherwood is assigned to USS Constellation (CV 64).



High-tech supercharger

Constellation moves into the computer age

Story and photo by JO2(SW) James Leatherwood

When USS *Constellation* (CV 64) leaves SLEP, she will have a high-tech, state-of-the-art computer system. The new local area network (LAN), will allow work centers throughout the ship to share software and information. Crew members will use electronic mail to send memos and messages without leaving their work centers.

"This system will cut back on the paper memos sent throughout the ship," said Chief Data Processing Technician (SW) Jim Friedrichs. "The captain can have a personal computer (PC) on the bridge so people can interface with him."

PCs currently in use by ship's personnel can be linked into the LAN, allowing access to shared programs. These programs will run on file servers — the heart of the system.

"We'll have four file servers — two forward and two amidships," Friedrichs explained. The file servers are basically supercharged PCs, similar to computers found in most offices, but vastly more powerful.

"Our system is bigger, faster and more reliable than any other ship in the fleet is getting," according to DP2(SW) Ed Young, microcomputer support shop leading petty officer.

The system uses nearly four miles of fiber optic cable to connect the PCs to the file servers. The cable runs throughout the ship, similar to a firemain system.

"When the LAN first comes up, we will have electronic mail, word processing, database and graphics programs on it," Friedrichs added.

"Work centers that have specific software needs, such as the public affairs office with desktop publishing, can

leave their programs on the PCs in their offices," he added. "Having the common software programs on the LAN will free up a lot of space on the users' hard drives."

Security is a major concern. Special security programs will be installed before the first user signs onto the system.

"Each person on the system will have to use a password," he said. Even though no classified information will be stored or used on the system, departments and individuals will be able to "lock out" unauthorized users. Programs are already on hand to prevent computer

viruses from infecting *Constellation's* system and there will be no off-ship access to the LAN.

"We want to ensure there will be no way for a hacker to break into our system," said Friedrichs.

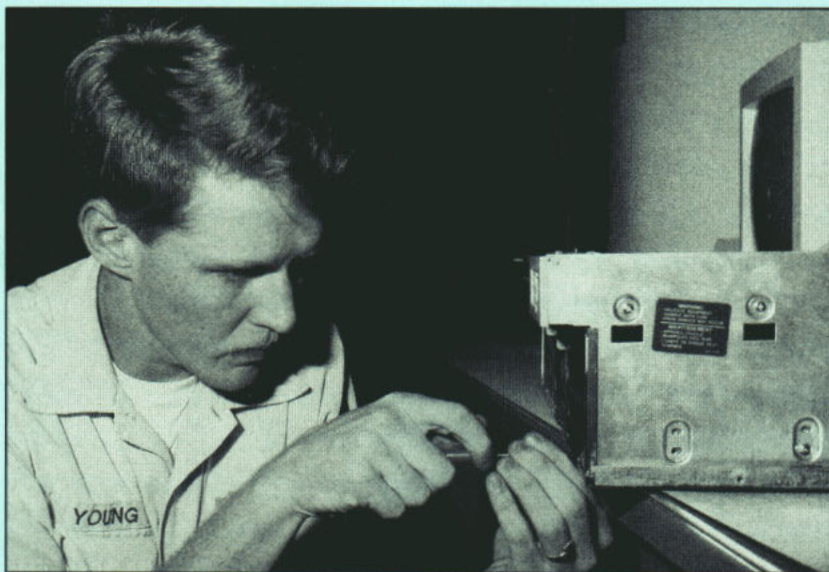
Power problems are also avoided. "The file servers have uninterruptible power supplies, so even if the ship loses power, someone on the system will have 15 minutes to save what he's been working on," Young said.

"Even if the fiber optic cable breaks, the system has extensive fault tolerance which allows it to continue working. A user would never even notice that there had been a problem."

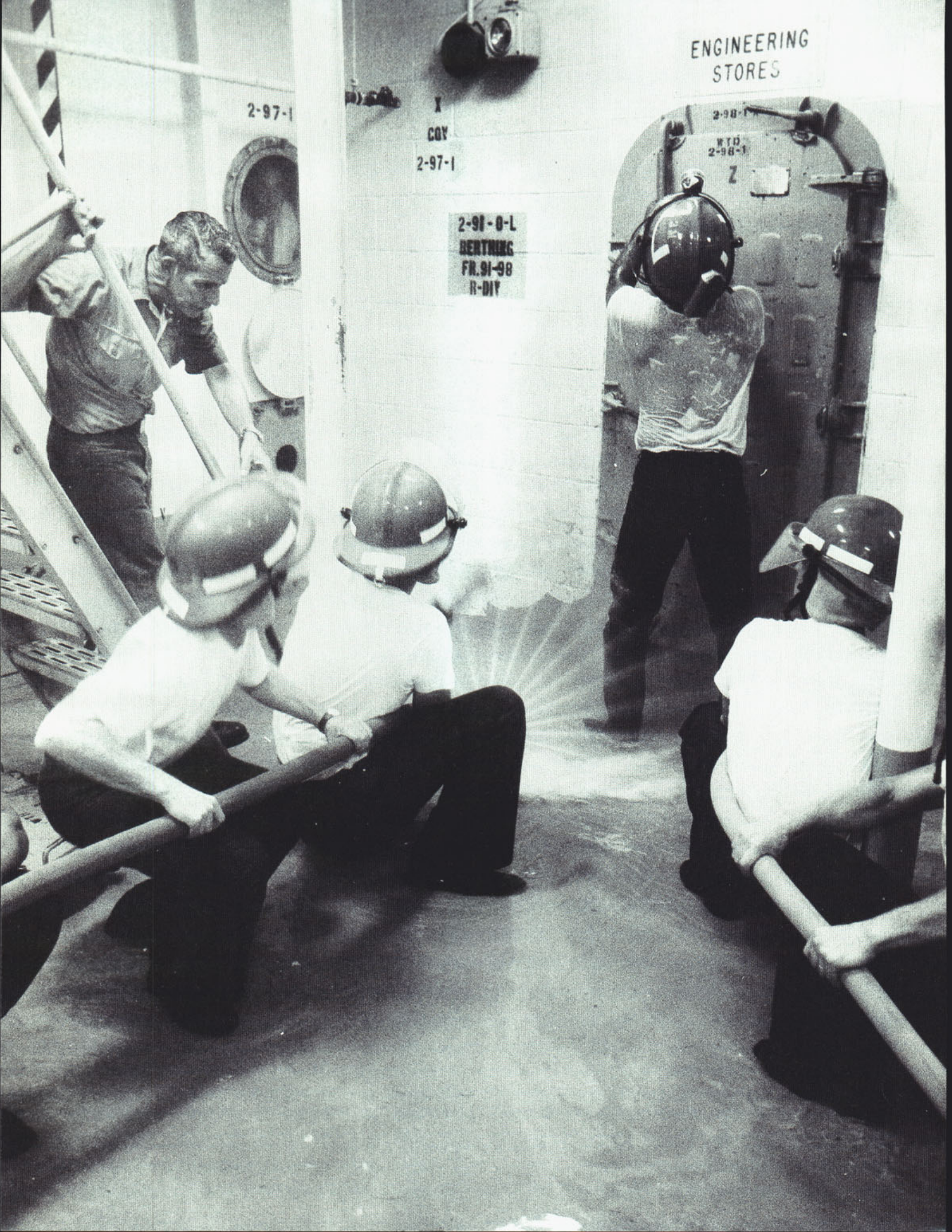
Speed, ease of use and reliability are the main reasons *Constellation* chose the system they did.

"We'll have the whole thing up and running by our sea trials," Friedrichs said. "When we leave Philadelphia to go back to the fleet, we'll have the most state-of-the-art PC LAN in the afloat Navy." □

Leatherwood is assigned to USS Constellation (CV 64).



DP2(SW) Ed Young prepares a hard disk drive for installation in one of the personal computers connected to *Constellation's* new local area network, a system that will help *Connie* steam into the 21st century.



ENGINEERING
STORES

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Save the ship!

Damage control trainer ignites a nightmare

Story by JO2 Celeste Barrett Rubanick, photos by JOC Lance Johnson

General Quarters, General Quarters. . . . All hands man your battle stations! Set condition Zebra throughout the ship and make reports to Damage Control Central!

"Incoming torpedo starboard side! . . . Hit alpha! Starboard side investigators away. Make reports to DCC."

Does this sound foreign to you? If you're an Advanced Paygrade (APG) student at the Naval Reserve Management school, New Orleans, it is very foreign.

APGs are naval reservists, some with and some without prior service, who attend the school for an intense two-week Navy indoctrination. Damage control training occupies two full days, one in a classroom and another in simulated ship spaces.

"You're slipping and sliding around, the ship is tossing violently, taking on tons of sea water and sinking quickly. It's dark. You're looking for your shipmates and trying to find your repair team — is this the sort of horrible situation you'd wish to face without proper training?" asked Chief Aviation Structural Mechanic James Toth, leader of the school's APG section. "They must be able to organize their teams and repair the damage quickly and effectively."

Students talk about the DC trainer in nervous whispers as the fateful day approaches.

Opposite page: Advanced Paygrade School Instructor AD1(AW) George E. Brown III (on ladder) guides naval reservists through a firefighting drill. Right: A Naval Reserve APG student, serving as messenger for a damage control exercise, struggles to hear the status of fighting a simulated fire.

"I'm really apprehensive about it," admitted Aviation Storekeeper 2nd Class Janet Sinclair. "I've heard it's the hardest thing we'll go through."

"It's a perceived notion," explained Aviation Electronics Technician 1st Class (AW) Gerald Dornburg, APG instructor. "Of course, we want that perception kept alive; we want the students alert and aware of their surround-

ings. Most important, we stress safety. Safety comes first."

"Damage control procedures change as new equipment is introduced or after lessons are learned from situations like the USS *Stark* (FFG 31) and USS *Samuel B. Roberts* (FFG 38) incidents," said fellow instructor Chief Electronics Technician Mike Harris. "But the basics remain the same."





Left: APG students receive instruction on donning OBAs. Below left: A student investigator searches for battle damage as hose teams battle a simulated fire. Below: An investigator relays damage reports to his messenger, who forwards the reports to damage control central.

"They learn to don OBAs (oxygen breathing apparatus) and EEBDs (emergency escape breathing device), apply pipe patches and handle hoses," added Aviation Structural Mechanic (Hydraulics) 1st Class David Boler, another instructor. "When they are assigned to a ship, they'll train constantly. Here, we plant the seeds for teamwork that are needed to complete the mission of the ship and the Navy."



The first day of training focuses on theory — how and why things are done. Day two tests that knowledge in a simulated environment with plenty of smoke, ruptured water lines, a hole in the bulkhead, emergency lighting and, most exasperating, a tough time communicating. Teamwork is paramount.

"We can only control two variables," Dornburg said, describing the simulator near New Orleans' lakefront Naval and Marine Corps Reserve Readiness Center. "We determine the amount of smoke and which pipes will rupture when. We want the scenario as real as might be encountered in the fleet."

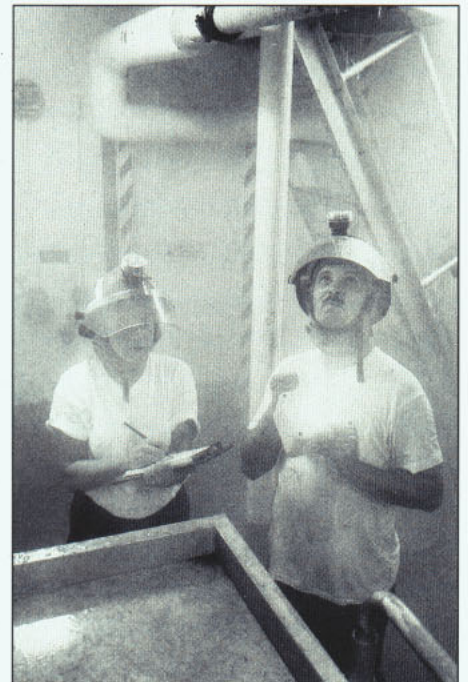
"I enjoyed it immensely," said a

soaked Storekeeper 2nd Class Jim Chambers as he emerged from the trainer. "I now know how to keep the flooded areas closed off and, most important, I know to report it first, sound the alarm, and then fight it."

"The training was just as hard as I thought it would be, with all the water, noise, difficulty with communication and tension," Sinclair said. "But there's no doubt I'll be more of an asset now."

Classes are broken down into 15-person teams with an on-scene leader, an access man, two nozzle-men, two hose teams, a repair team and two investigators. While in the trainer, the students wear proper battle dress, but without OBAs.

"It's worthwhile training," said instructor Aviation Machinist's Mate 1st Class (AW) George Brown.



"Very few of these people know anything about ships or damage control before coming here."

"I have more pride in myself and the Navy as a result of this experience," said Constructionman Forrest Barrett. "Save the ship; fight the fire; stop the flooding — that's what I learned."

SK3 Steven North agreed. "Everything about this course will help me with military life. I know I'll feel more confident walking onto a ship for the first time."

"This training has fired me up," Chambers said, typical of the more than 1,200 APG students attending annually. "I want to improve myself as much as I can." □

Rubanick is assigned to Naval Reserve Public Affairs Center Norfolk, Unit 208, Jacksonville, Fla., Johnson is assigned to Naval Support Activity, New Orleans.



A common bond

Unitas XXXII: mutual defense of the Americas

Four U.S. ships returned to their homeports Dec. 13, 1991, after a six-month deployment to South America as part of the *Unitas XXXII* Task Force. *Unitas* (Latin for unity) is an annual exercise designed to improve the interoperability of U.S. and South American forces. Born in 1959 from a seed planted by South American officers, *Unitas* has grown into one of the world's largest and most logistically far-flung multinational naval operations. The exercise joins ships, aircraft and naval ground forces of the U.S. Atlantic Fleet and nine South American navies.

During *Unitas XXXII*, the ships circumnavigated South America, passing through the Panama Canal, crossing the Equator and transiting the Strait of Magellan. The cruise consisted of port calls to 17 South American countries. Also participating in *Unitas XXXII* were Argentina, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay and Venezuela.

The *Unitas XXXII* Task Force was commanded by RADM Theodore C. Lockhart, Commander South Atlantic Force. Headquartered at Roosevelt Roads, Puerto Rico, Lockhart is responsible for U.S. Navy operations in the South Atlantic, as well as South Pacific and Caribbean waters surrounding South America. He was embarked in USS *O'Bannon* (DD 987) for the deployment.

Commander Destroyer Squadron 32, Captain R. Robinson Harris, was embarked in USS *Dahlgren* (DDG 43). In addition to the two flagships, USS *Aylwin* (FF 1081), USS *Sand Lance* (SSN 660) and USS *Barnstable County* (LST 1197) all participated.

The following pages represent a few highlights of *Unitas*, a symbol of the Americas' common bond for 32 years. □

Above: USS *O'Bannon* (DD 987) enters Talcahuano harbor, Chile, as part of the U.S. naval contingent for *Unitas XXXII*.



Photo by JOT Mark Boyd

Unitas

Photos by PH2 John Bivera



Left: A U.S. Navy SH-2 *Sea Sprite* approaches USS *O'Bannon's* (DD 987) flight deck off the coast of Chile. Below left: *Unitas* sailors were greeted with music and dancing indigenous of each country visited while participating in one of the world's largest multinational naval exercises. Below: Chilean sailors flank a wreath honoring the fallen sailors of USS *Essex* in Valparaiso, Chile.



Opposite page top: Sailors from navies involved in *Unitas XXXII* stand in formation during a wreath-laying ceremony for the 155 fallen sailors of USS *Essex*, a U.S. man-of-war crippled during an attack by British frigates in 1814. The sailors were buried on a Valparaiso hill. Opposite page far left: USS *Aylwin* (FF 1081) is assisted into port by a Chilean tug. Opposite page left: USS *Sand Lance* (SSN 660) crewmen prepare to moor alongside USS *O'Bannon* (DD 987) during a lull in *Unitas* exercises.



Is it real?

Future air traffic controllers get a taste of the real thing

Story by JO1 Walter H. Panych, photos by PH2 J.A. Espy

Navy Golf Delta Zero Six (GD06), Navy Millington tower, runway two-eight left, wind two-six-zero at one-zero, report initial."

"Navy Millington Tower, Navy Golf Delta Zero Six, roger."

Moments later, as Navy GDO6 banks and heads for a landing at runway 28-left, the air traffic controller carefully watches the approach and prepares for the next command.

"Navy Golf Delta Zero Six, check wheels down, wind two-six-zero at

one-zero, cleared for touch-and-go, runway two-eight left."

"Thank you, Navy Millington tower."

It sounds like normal communications for an incoming flight and air traffic controller at any airport.

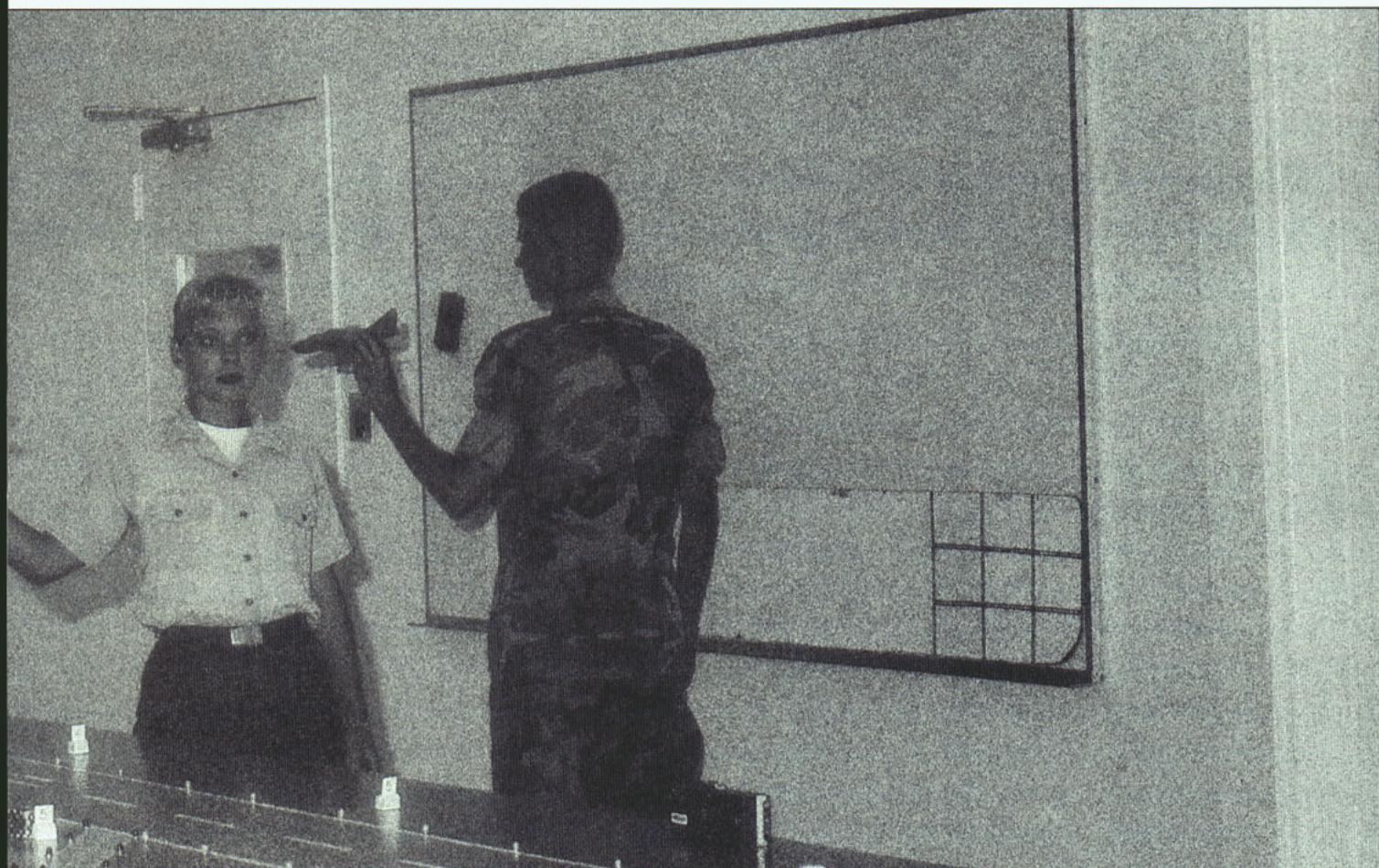
But in this case, it's a simulation at the air traffic controller (AC) "A" school located at Naval Air Technical Training Center (NATTC), Millington, Tenn. Here is where future Navy and Marine Corps air traffic controllers receive high-tech training from the Tower Operator

Training System (TOTS), the first of its kind.

On-line since April 1991, TOTS includes two simulated control towers in a windowless building, where students learn from a voice-activated recognition system. Students must store a template of their own voices in the computer, which can recognize approximately 40,000 combinations of nearly 240 words. TOTS can then identify students' voices and give appropriate responses to their directions.

"The new system is far more advanced and more realistic than the way students were previously trained," said Chief Air Traffic Controller (AW) Michael Rosenbaum, tower lab supervisor. "The old way — 'stat lab' — had them walk around an airfield made of ping-pong tables with model aircraft making landings and takeoffs. TOTS is exactly what students would see if they were in an actual control tower."

In a complex maze towering 50 feet above the deck, the trainer has a



Above: "A" school instructor AC1 Kathleen Powell gives commands to AR Rhonda Duncan and Marine Corps Pfc. Robert Wright during their training on the ping-pong tables. **Left:** Students store their voices in the computer for later use in the trainer.



classroom instruction prior to the lab work.

"It's more realistic than the earlier training we received in the 'stat' lab," said ACAA David Nelms, a student in the lab. "In the 'stat' lab, students slow down and speed up in their patterns and you don't get the actual feeling of an aircraft. TOTS does that."

The authenticity of the trainer provides students the "real thing." According to AC1 Ron Sparks, "I wish I had this trainer when I was an 'A' school student." □

series of 16 projectors that generate images of various types of aircraft, vehicles and background settings. The airfield can be dark, wet, well-lit, hazy, socked in or whatever conditions the operator wants. The screen, 25-feet tall and 36-feet across, appears to surround the tower, as in real life.

"It's a big improvement over the old way," said instructor AC1 Mary Funk. "The students still get training the old way, in preparation to train here in the tower."

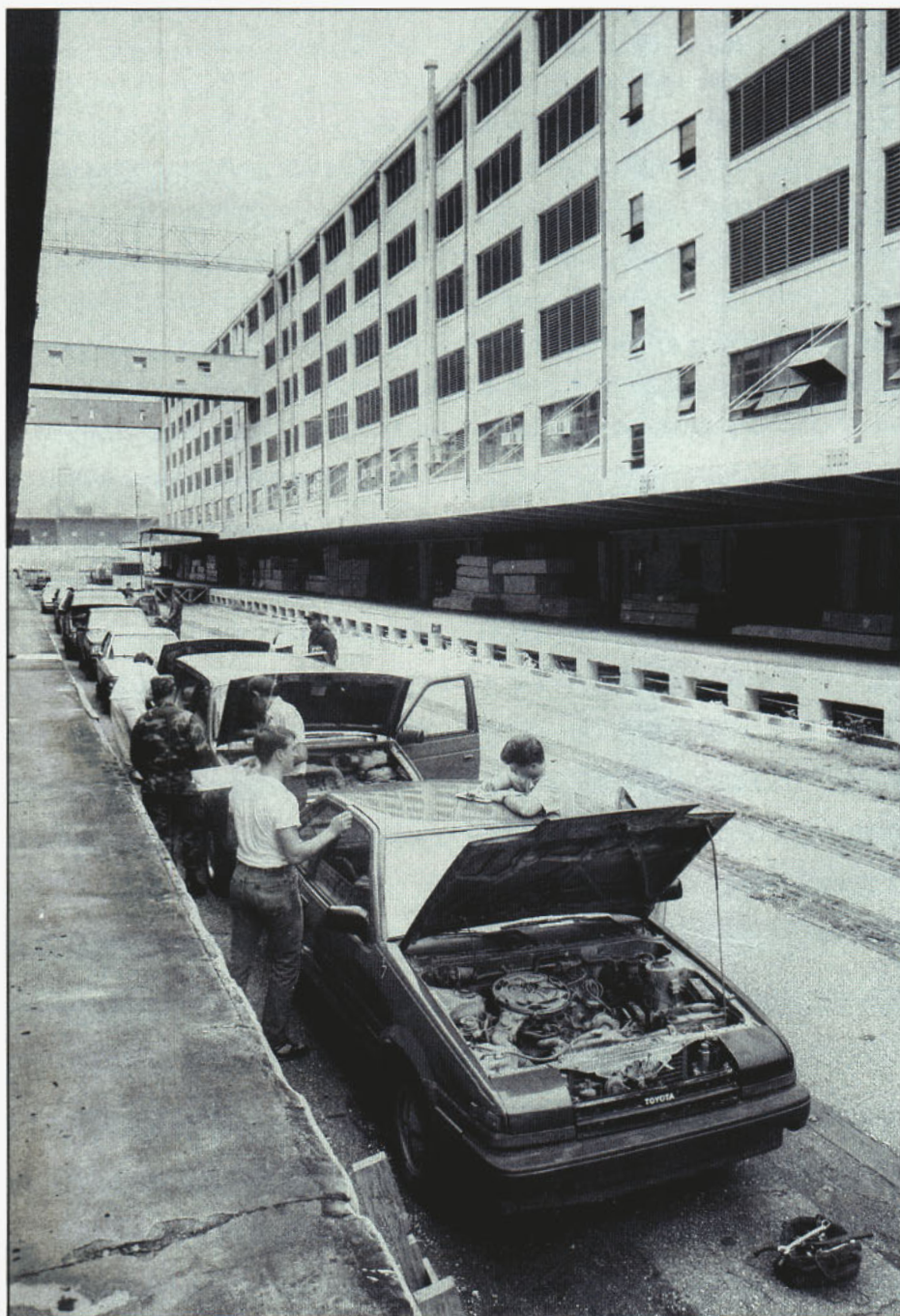
The trainer lab block lasts one week and is the second of three training blocks in the 16-week school, including seven weeks of

Panych and Espy are assigned to Chief of Naval Technical Training, Millington, Tenn.

Revving up to help

Volunteers repair volcano survivors' cars

Story and photos by JOC Lance Johnson



One customer who arrived at the Naval Support Activity, New Orleans' Auto Hobby Shop with a quote for \$2,600 in auto repairs is probably still bragging about spending just \$22 to fix his car, thanks to the help of a handful of "shade tree mechanics."

The customers these volunteer mechanics recently helped aren't just the weekend tinkerers hoping to save a few bucks on an oil change — they are survivors of last summer's Mount Pinatubo eruption in the Republic of the Philippines who had most of their belongings buried under tons of volcanic ash.

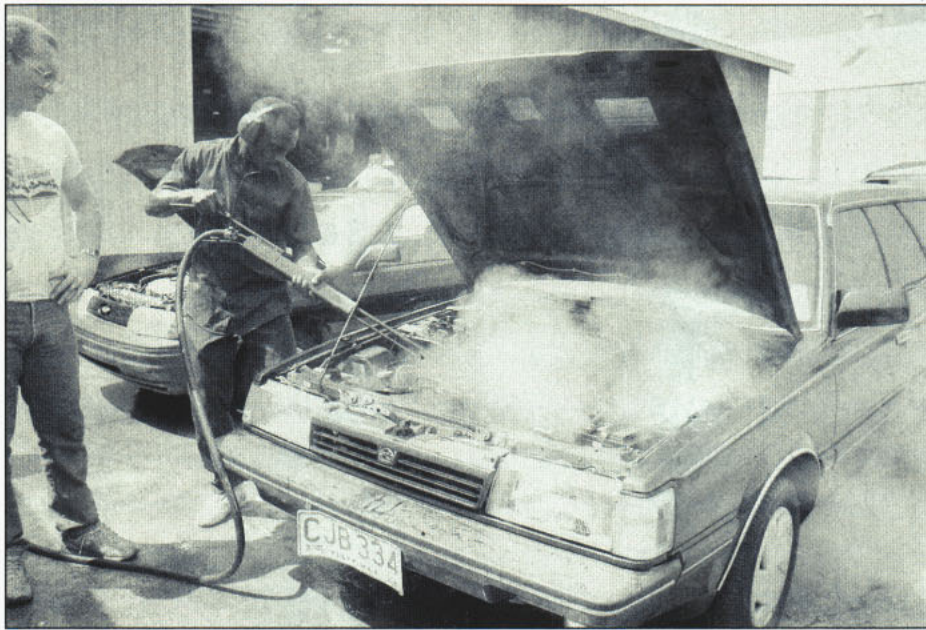
Take Air Force Airman 1st Class Miguel Booker, for example. The last time he saw his car it was covered with ash at Clark Air Base, Philippines. In early June, Booker and his wife abandoned all their belongings to seek refuge from Mount Pinatubo.

"I'll never forget 'Black Saturday,'" Booker said upon arriving in New Orleans three months later to claim his car from the Military Traffic Management Command.

Hundreds of vehicles, mostly belonging to Air Force members now stationed in the Southeast United States, continue to arrive from the Philippines. Many are still caked with several inches of ash.

"These cars are coming to us packed with ash," said Chief

Military members formerly stationed in the Philippines claim their volcano-damaged automobiles from the Military Traffic Management Command at Naval Support Activity, New Orleans' East Bank facility on Dauphine Street.



Left: Marine Corps Gunnery Sergeant Carrison Brown, a volunteer helper at Naval Support Activity's auto hobby shop, steam cleans volcanic ash from an Air Force member's car. Below: Air Force Airman 1st Class Miguel Booker holds a handful of volcanic ash he cleaned from an air vent in his car.

Machinist's Mate Kevin Waas of the auto hobby shop, where the volunteers help ensure claimed vehicles are road-ready. "Once you get it in your clothes, mixed with a little sweat, it hardens like concrete."

Almost a dozen volunteers have helped out at the shop, where some 50 volcano survivors have found friendly faces and willing bodies to work on their cars. Waas said that 12 to 15 hours are spent on each car as they go through an inspection and repair "assembly line" devised by the shop staff.

"We start with a thorough steam cleaning of the engine. Then we put the cars on a lift and steam the underside and chassis, too," explained Waas. "Next is an oil change and lube."

"Everyone gets brake inspections," added Quartermaster 2nd Class David Neaveill, another auto shop worker. "We've done at least 20 brake jobs." Other services provided include flushing radiators, mounting tires, replacing everything from batteries to ball joints and a wide range of other repairs. "Unfortunately, we can't do anything to save paint jobs, and the ash has ruined them," Neaveill said.

Neaveill relates the story of the service member told by a local auto repair firm that the ash had done major damage. According to the firm, numerous repairs were needed



at a cost of nearly \$2,600. The service member came to the hobby shop for a second opinion, and after two days of thorough inspections and some repairs, left after spending just \$22 for parts.

"It's been a test of everybody's experience," said volunteer mechanic Boatswain's Mate 2nd Class Lafayette Wright. "I've worked on [types of] cars I've never seen before," he said.

The survivors generally show up in groups of eight to 10 people; it takes a full day or two to get them safely on the road. With groups arriving about every other week, sometimes with no warning, the

volunteers and auto hobby shop staff have had to remain extremely flexible, never knowing when they might be needed to put in a long night.

"These guys have been incredible," said Booker, as a shop worker completed a safety checklist before releasing his car. "The Navy is trying to take care of us."

"The survivors have lost everything. For most of them, their car is about all they have left," said Neaveill. "At least we can help make that right." □

Johnson is assigned to Naval Support Activity, New Orleans.

The long paw of the law

*Military police dogs
will hold you —
ever so naturally*

Story and photos by J02 J. Vincent Dickens

A dog can be a man's best friend. It can also be a criminal's worst enemy.

A dog's keen nose and natural aggressiveness are weapons used by 7th Fleet security forces. The K-9 branch of the facility security department at U.S. Naval Facility Subic Bay, Republic of the Philippines, is the Navy's largest kennel with 100 dogs. The dogs are used for locating illegal drugs, seeking out explosive devices, routine patrols and intruder detection.

"In many ways a dog is better than a human partner," said Chief Master-at-Arms Terrence Smith, kennel master. "A dog isn't afraid to attack an armed suspect. If the suspect shoots at the dog, chances are the dog will just become more aggressive."

There are 94 patrol dogs housed at Naval Air Station Cubi Point. Four other dogs are drug detectors trained to locate marijuana, cocaine, hashish and heroin with a 90 percent detection success rate.

Once a year, Commander U.S. Naval Forces Phillipines must observe each dog's ability to detect drugs during training sessions and then certify the dog's use by signing a "probable cause" folder. This signature allows the dog to be used during drug sweeps aboard the bases at Subic and Cubi Point. Commanding officers of ships requesting the dogs' services must also sign the probable cause folder as the person with non-judicial punishment authority for the inspected unit.

"Contrary to popular belief, dogs don't have to be right on top of where drugs are hidden," said Smith. "I've seen them detect drugs up to 20 or 30 feet away."

The two qualified bomb dogs are certified in the same way as narcotics dogs. The dogs are required to maintain an accuracy rate of 95 percent and can detect explosives made from smokeless powder, dynamite, TNT, water gel and C-4, among others.

In recent years, training for both types of detector dogs has changed with the emphasis now being for the dog to alert with a passive response instead of an aggressive



Above: After a hard day's training, dog and handler share a moment of warm affection. The dogs are trained to work for praise as their reward.

response. "In the past, the dogs would find drugs hidden in expensive stereo speakers," Smith said. "The dogs, then, were trained to use the aggressive response — to paw at a place where drugs were hidden. This caused a lot of expensive damage for which the Navy was liable. Now, the dogs are taught to sit in front of a spot where they find drugs. The handler then gives them a little piece of food as a reward. Bomb dogs are given a ball to play with. For obvious reasons, you don't want a bomb dog to start pawing at an explosive."

Training time varies according to the ability and

personality of each dog. The Navy's dogs are procured in many ways by DoD, but most are purchased in Europe. Their training takes place at Lackland Air Force Base, Texas. Only dogs who show an aptitude for detection are trained to be detector dogs. Handlers are given six weeks of patrol training and an extra five weeks of detector school. Once the dogs reach the Philippines they are already trained.

"In some ways, however, the training has only just begun. The patrol handlers and the dogs have to establish a rapport, and that sometimes takes a month. We have no excuse when our dogs make a mistake," Smith said. "That's why our dogs are trained once a week for eight hours. They also get training throughout the week while on post."

One major goal when training the canine helpers is to control the dog's natural aggression. "The patrol dog must be moderately aggressive, yet controllable — to pursue, attack and hold an intruder only on command from the handler," Smith said. "Sometimes a suspect is running across a field and doesn't stop, even after you warn him that you have a military working dog. Then after you release the dog, the guy will turn around and see a big dog chasing him and suddenly have a change of heart. He stops and surrenders with his hands up. You have to be able to call the dog off at any time. That's why we work to control aggression."



Above: Training instructor Wilson Cabotaje gives "Max," a 4-year-old Belgian Malinois, the silent hand signal for "crawl." Hand signals are used by handlers in situations where verbal commands might endanger the handler or the dog. Below: Dogs are trained in apprehending and disarming suspects.

Despite the rigorous schedule, the dogs do gain certain benefits. "These dogs are treated better than a lot of people," Smith said. "They receive complete physicals semi-annually. We have a clinic with a full time vet and assistant, and the public works center sprays the kennel twice a month for fleas and ticks." Additionally, handlers spend one hour each day grooming and conducting health checks on their assigned military working dogs. The dogs are dipped once a month for fleas and ticks, and they are fed a controlled diet dry dog food, which is high in protein and medicated to prevent various diseases.

The dogs also receive exercise while they learn to obey verbal commands such as "sit," "down," "heel" and "stay." Detector dogs also learn "find 'em" and "seek." All dogs are trained to respond to hand signals for times when verbal commands might endanger the dog or its handler.

"I can hold a gun on a suspect who has a weapon concealed in his waistband," Smith said. "I can put the suspect on his knees, and the dog will go up and take the gun out of the waistband and bring it to me. The more I work around them, the more I'm amazed at how smart they are." □

Dickens is assigned to the 7th Fleet Public Affairs Representative, Subic Bay.

Friends in need . . .

7th Fleet sailors show heart by helping

Story and photos by J02 Roger Dutcher

After Mount Pinatubo awoke from a 600-year sleep to shake the Philippines in June 1991 and cover the land with tons of ash, the U.S. military joined together with their Filipino hosts to rebuild Subic Bay, Angeles, Olongapo and the surrounding villages following the assault by Mother Nature's fury.

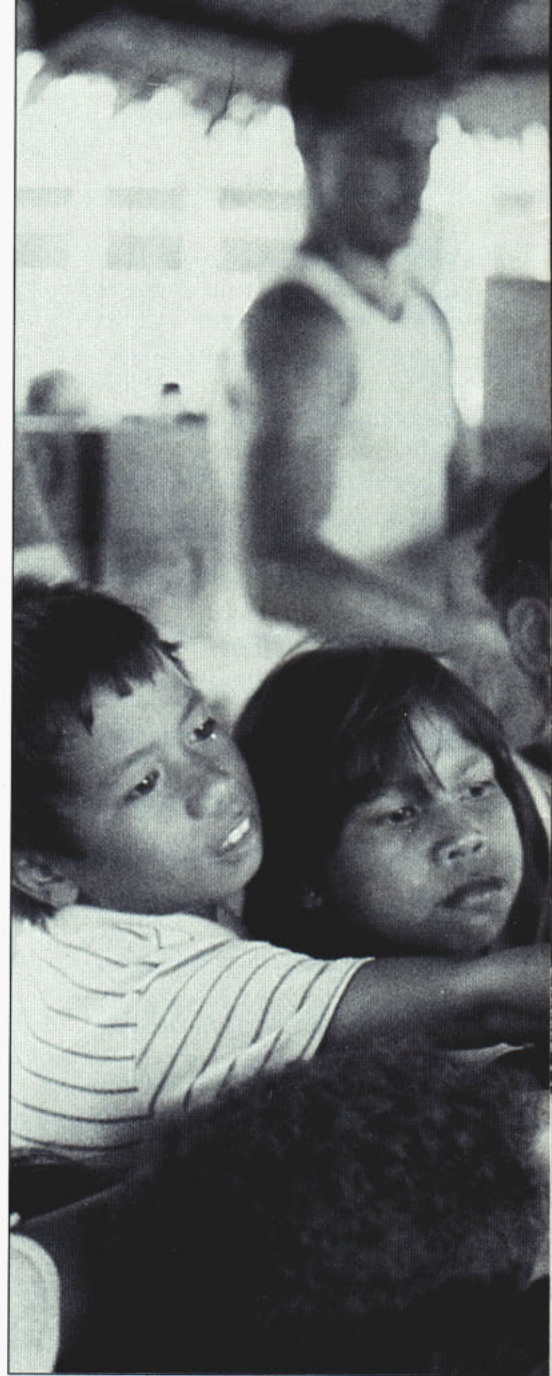
Nearly a year later, sailors and Marines continue to provide support to Pinatubo's victims, even as U.S. forces rush to vacate their facilities by the Dec. 31, 1992, withdrawal deadline.

Since World War II, when General Douglas MacArthur kept his promise to return to the Philippines in

victory, the bond between Americans and Filipinos has been strong, with a long tradition of mutual support and respect — the kind of bond found between two friends, far apart geographically and culturally, but brought together in a spirit of democracy and freedom.

That bond holds true, even as the U.S. moves from Philippine soil, as demonstrated by the sailors and Marines who continue to provide food, clothing and logistic support to areas ravaged by Pinatubo's wrath.

The following are just two examples of the myriad roles sailors are playing in raising the Philippines from the ashes.



The friendship between America and the Philippines was evident again when sailors from USS *Rodney M. Davis* (FFG 60) recently visited Naval Station Subic Bay, Republic of the Philippines and 17 crew members volunteered to bring food to evacuees of mud slides

Above: RP2 Dave Gomperton offers candy to young residents of an evacuation center in San Juan, Zambales. **Left:** Volunteers from USS *Rodney M. Davis* (FFG 60) team up with evacuation center residents to move food into an area for distribution. The center houses thousands of people whose villages were wiped out by mud flows from Mount Pinatubo.



and flooding in Botolan, Zambales.

Residents of villages in Eastern Botolan, near Mount Pinatubo, fled to evacuation centers where they were provided with food, shelter and medical attention after their neighborhoods were devastated by scorching mud and lava flows.

Chaplain (LT) Paul Roma, who led the volunteers, credited the 212-man crew's enthusiasm.

"We're a small ship, but we have a lot of heart," Roma said. "There's something about the Philippines that makes these guys want to get involved in projects like this."

The volunteers took cases of

meals ready-to-eat, fresh eggs and pudding to Botolan relocation sites.

Food was distributed to more than 8,000 people at Mayamban, San Juan and the Baquilan resettlement area.

Conditions in the northern Philippines were not news to the crew of *Davis*. The ship was on-scene when Pinatubo first erupted June 1991. The ash, mixed with rain from Typhoon Yunya, damaged buildings and caused massive power loss on and off the naval facility.

The crew was also involved in Operation *Fiery Vigil* — the evacuation of family members to the United States from the stricken Air

Force and naval facilities.

More volunteer work was on the agenda for the remainder of the ship's visit in the Philippines, including more food drops to evacuation centers in Zambales. One sailor summed up the reason for his interest in people hard hit by nature.

"I like helping people out," Storekeeper 1st Class Donald L. Blomdahl said. "If you follow world events, it seems you see less and less of people reaching out to others. People should help out when there's a need. It's what life is all about." □

Dutcher is assigned to 7th Fleet Public Affairs Representative, Subic Bay.

. . . are friends indeed

Sailors deliver personal touch to Philippine orphanage

Story by J02 Roger Dutcher and PH2 Clayton Farrington

It was a family atmosphere of a different kind recently, when a dozen-plus sailors from the 7th Fleet flagship USS *Blue Ridge* (LCC 19) and cruiser USS *Mobile Bay* (CG 53) spent the day with orphans from the King's Fil-Am Home in Olongapo, Republic of the Philippines, during their recent port visit to Naval Station Subic Bay.

The visitors were greeted by smiles, handshakes and hugs by the 24 children of the home that had received many visits from U.S. sailors in the past.

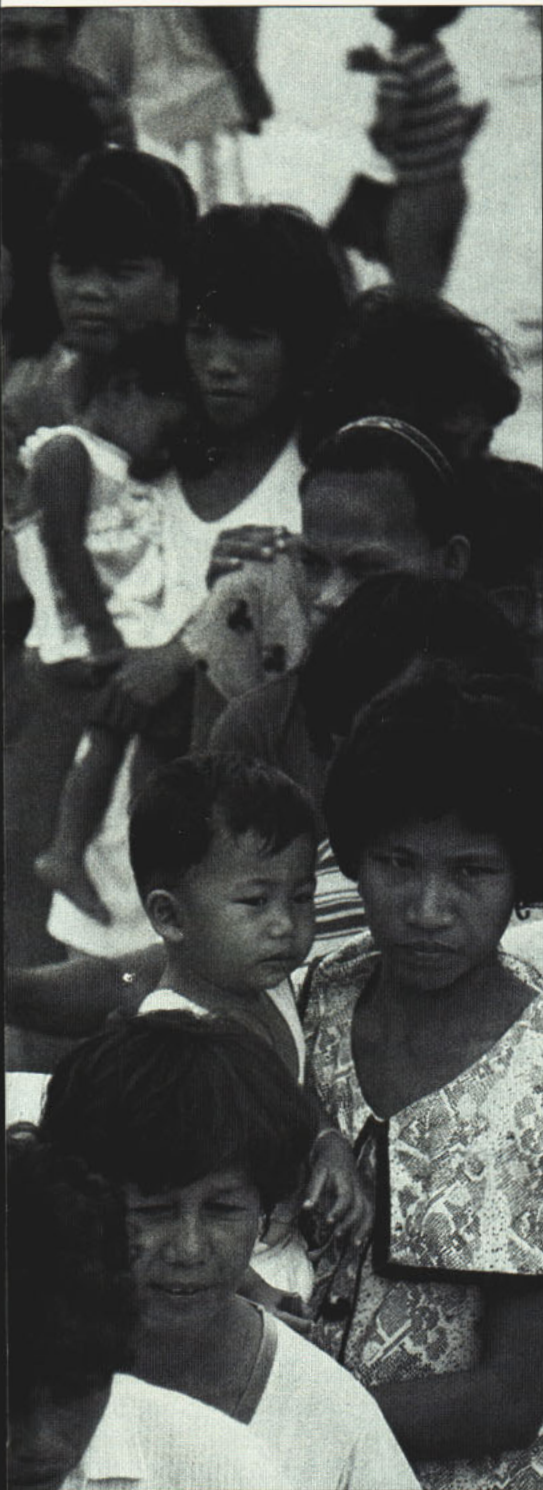
The sailors from *Blue Ridge* and *Mobile Bay* brought glad tidings, toys, candy bars and checks totalling \$400. Dental kits and on-the-spot dental and medical check-ups were also provided during their visit.

CAPT Alan Heisig, *Blue Ridge* commanding officer, said the sort of togetherness exhibited during their visit to the orphanage goes beyond any differences in views, whether personal or political. "It's a human-to-human relationship," Heisig said. "It has nothing to do with politics. We've always been friendly between



our two peoples. That allows for a person-to-person human touch."

Heisig was given a tour of the home, and assessed the needs for a school in the process of being built nearby. The building, formed from volcanic sand mixed with cement, would cut operational costs of transportation for the 14 school-age children, according to Fil-Am Home director Merle Andrade.



Opposite page: LT (Dr.) Wayne Ham of USS *Blue Ridge* keeps busy with a game of football turned baseball with two boys from an Olongapo orphanage. Left: Maligaya evacuees patiently await food given out by USS *Mobile Bay* crew members. Below: A young resident of the Lalic evacuation camp holds one of the meals ready-to-eat that his family received from *Mobile Bay* sailors.



Photo by PH2 Clayton Farrington

his arms and a few more gathered around him. "It's really the crew member doing this out of his heart," he said. "There's nothing more glorious than letting the U.S. sailor follow his own heart."

Mobile Bay sailors later followed their hearts to the Lalic, Ptaiwa and Palyan evacuation centers to distribute meals ready-to-eat (MREs). In their seven-hour journey, they gave six MREs each to at least 508 families — more than 2,032 people.

These camps were some of the closest to the volcano and home to some of those hardest hit.

"This is what I call social gospel," said Chaplain (LT) Kalas McAlexander, who tried his best to coax a smile out of the children.

By his side was Petty Officer 1st Class Mark Clark, who was handing out "lifesavers" to the children.

"If you've got candy, you can make a friend anywhere," he said.

The group worked in unison, unloading hundreds of pounds of food in each camp, where not a single cross look could be seen.

"Everyone on the ships should do this, if just to see how much these people need help," said FN Christopher Henderson.

Just before reaching the last camp, they stopped to catch a peek at the still-smoldering volcano, no longer a mountain, but a jumble of muddy hills surrounding a steaming lake.

SN Tim Holle walked to the edge of a road that once led to Pinatubo, but now leads to nowhere, ending abruptly at the edge of a cliff.

"I had no idea things were this bad out here," he said, shaking his head in disbelief.

LT Mike Lombardo, giving his ship's hat to a little girl who seemed to admire it, said, "It's sad to see what happened out here, but these people are tough, and I think they will pull through."

The little girl walked away proudly wearing her new cap — a symbol that friends indeed help friends in need. □

Dutcher and Farrington are assigned to 7th Fleet Public Affairs Representative, Subic Bay.

The children made the sailors feel at home during their visit. SN Allen Buchanan of *Blue Ridge* related his inspiration behind volunteering.

"I like making children happy," Buchanan said. "Sometimes they don't have big brothers. Bringing a little love is a personal achievement, and it makes me happy."

Heisig had one thing to add to that, as he sat with a small child in

Photo by PH2 Clayton Farrington

Spotlight on excellence

Study earned this doc his tassle

Story by JO2 David E. Smith

The rigors of sea duty sometimes present obstacles for sailors determined to pursue college degrees. But for one sailor aboard USS *America* (CV 66), credit is due for his efforts, and was received recently with the toss of a tassle.

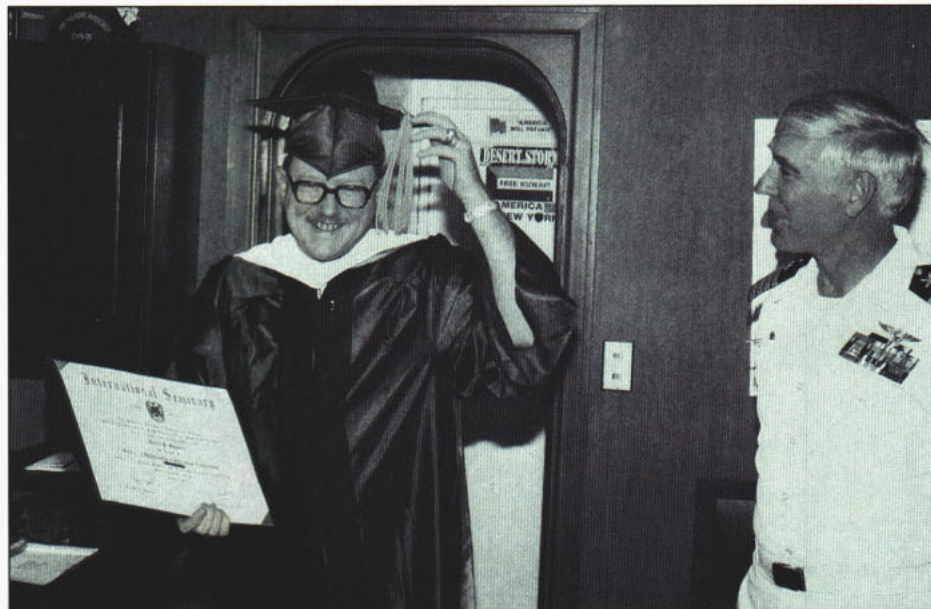
After returning from the Persian Gulf War in June 1991, Aviation Maintenance Administrationman 1st Class David P. Stanton, drug and alcohol program advisor (DAPA) for *America*, was notified that he had earned his doctorate in philosophy, Magna Cum Laude, from International Seminary, Plymouth, Fla. Draped in cap and gown, Stanton accepted the title in the in-port cabin of CAPT Kent W. Ewing, *America's* commanding officer.

"I only know three people in the Navy that have a doctorate, and they're admirals," Ewing said. "So you're joining the ranks of some pretty distinguished people."

Ewing stressed that the effort Stanton put into earning his doctorate should not be belittled because it was done through correspondence. "I can't say enough about Petty Officer Stanton's academic achievements and how much they directly apply to his Navy duties here on *America*," he added.

According to Stanton, to be a better DAPA, he focused his doctoral studies on substance abuse. "I had the counseling, and I needed that, but I didn't know very much about alcohol, other drugs or addiction," said the 15-year Navy veteran.

Originally, Stanton's goal was to obtain a bachelor's degree. In May of 1985, through extension classes at St. Leo College, Little Creek Amphibious Base, Norfolk, Stanton accomplished that goal, earning a



bachelor's degree in psychology and a place on the Dean's list. Through the Navy's Contract for Degree Program, the majority of the work for his degree was accomplished in class.

"I worked with a psycho-therapist two days a week for 18 months and wrote hundreds of pages of material," said Stanton.

With a lot of time left in the service, Stanton decided to go for his masters and doctorate. In April 1989, he once again graduated with honors — this time with a master's in analytical psychology from Vermont College of Norwich University, Montpelier, Vt. "It was the master's that got me this job," he laughed.

"I believe it's very fitting that this award be presented aboard this aircraft carrier, because much of the studies and hours and hours of research have been done aboard this vessel," said Dr. Daniel Tyler, president of International Seminary. Stanton's doctorate degree was a culmination of two years of work

AZ1 David P. Stanton switches his cap tassle to the opposite side, signifying graduation.

and a dissertation entitled, "Helping the Alcoholic."

Stanton has already received job offers from the University of California at Berkeley, the Tidewater Virginia Alcohol Safety Awareness Program and International Seminary, but plans to continue his Navy career to retirement before pursuing a teaching or counseling career.

All told, Stanton spent nine years completing his education. Although the cost of the three degrees would have set the average civilian back nearly \$14,000, Stanton used the Navy tuition assistance programs to reduce this out-of-pocket cost by more than \$10,000.

"I've proven a point to myself and anybody who wants to know," said Stanton. "If you want a degree in the Navy, you can get it — and I've got all three." □

Smith is assigned to USS America (CV 66).

Bearings

NMCB 1 helps American Samoa recover from Hurricane Val

There are hurricanes, and then there are storms like Hurricane Val which inflicted destruction and terror on the Southwest Central Pacific U.S. island territory of American Samoa in December 1991.

For five days, Hurricane Val blasted the island, causing unimaginable damage. Almost all of American Samoa and its nearby islands were without power due to downed or destroyed power poles and lines, putting most of the 45,000 residents in the dark for the holidays.

A week later, 28 Seabees from Naval Mobile Construction Battalion (NMCB) 1 landed on American Samoa ready to help restore power to the island for Christmas and the New Year. Assigned to the U.S. Army task force in Operation *Balm Restore*, the detail immediately went to work on their mission.

The detail was headquartered out of a U.S. Army Reserve Center in Tafuna, a town near the island's airport. They lived in tents, but showered and ate meals in the center. The typical work day started every morning, except Sundays and holidays, at 4:30 a.m., breakfast at 4:45 a.m., and work by 5:30 a.m. following quarters and a safety lecture. Then, it was off to climb power poles until around 6:30 p.m.

Weather conditions were rough for the crews, especially when they first arrived. American Samoa is near the equator and that meant battling extreme temperatures while climbing poles and dragging power lines through the island's jungle. Still, NMCB 1's detachment executed their mission flawlessly. Using two eight-man line crews, the detail, along with the American Samoa Power Authority, combed the western part of the island doing whatever was necessary to restore power.



Seabees climb utility poles in a local Samoan village to help restore electrical power to the island.

"We repaired or replaced secondary lines and supplied service entrance drops into people's homes," said Construction Electrician 2nd Class Michael A. Burgos, one of the line crew supervisors for the detail. "It was a lot hotter and more humid than on Guam, which made it difficult to do your job. You could be up on a pole for just a few minutes and be in a total sweat."

Despite arduous conditions, the work provided a training opportunity for some line crew members. "Not only was the experience good training, but being able to help someone in need at the same time made the task more worthwhile," said CE3 LaVaughn D. Campbell.

In addition to restoring power lines, the detail was tasked with placing and maintaining seven diesel-powered generators all over the island. A few of the generators were located in some of the most remote villages on the island. So, trying to get to them in the middle of the night to do repair or maintenance proved to be a challenge.

"We had generators on both ends of the island to contend with," said

Construction Mechanic 1st Class John Cadogan, in charge of a four-man crew from NMCB 1's Alfa Company. "We were running back and forth from one end of the island to the other ensuring that remote villages had basic power."

Living and working in Samoa was a tremendous experience, according to the detail's Officer in Charge LT Craig S. Hamer. "The Samoan people were very kind and courteous. They showed their appreciation at every opportunity," Hamer said, "from donating coconuts, bananas, and beverages, as well as throwing Christmas and New Year's parties for us, the Samoan people were very good to the Seabees. It was very clear that we were making some long-lasting Seabee friends."

The successful operation by the U.S. Atlantic Fleet's Battle "E" battalion was completed Jan. 10 when they loaded-up their tools and equipment and headed back to Guam to rejoin the remainder of their battalion. They left with a feeling of having made the recovery effort from Hurricane Val go much quicker and having helped the Samoans get things back to normal.

"I felt very useful there," Burgos said. "You could see how much the people of American Samoa appreciated our work, and that alone was worth the trip over there." Campbell agreed. "It was almost like we were put in a celebrity status. The people there were very nice and hospitable."

NMCB 1, "The First and the Finest," help prove the Seabee motto: "With compassion for others, we build, and we fight for peace with freedom." ■

Story and photo by JO2 James R. West, assigned to NMCB 1.

Bearings

Kennedy sailor lives for — and dies in — battle

Senior Chief Storekeeper (SW) Brian H. Kaneta has been killed in battle more than 100 times, but he lives to fight another almost monthly. He had been a participant on the day in which two wars concluded. One war brought tears to his eyes — the other brought joy of knowing that he could finally go home to his family.

Kaneta has served on USS *John F. Kennedy* (CV 67) for 50 months in several supply department positions, the last 24 as division officer for the Quality Assurance branch of the supply department.

The 37-year-old native of Kailua, Hawaii, joined a second military service in 1983 while still in the U.S. Navy. He became a Confederate Army infantryman to re-enact Civil War battles.

Kaneta has "fought" in more than 40 battle re-enactments during the past eight years in areas from Pennsylvania to North Carolina. In those battles, Kaneta has been killed hundreds of times, but as he explained, "you get up and fight another day."

Kaneta said re-enacting has been more than he ever thought it would or could be. "You can study something for a lifetime and not know it as well as living it once," he explained. "We try to teach the public the perspective in which the war was fought, through facts they never learned in a history book.

"Most people were taught only specific aspects of the period. Most will tell you the big issue of the Civil War was slavery, when most Confederate soldiers did not want to own slaves. We are taught the North was preserving the Union, when in fact it invaded a sovereign country — the Confederate States of America."

Studying has taught Kaneta that the Civil War was really about a

clash of lifestyles, with economics being the primary difference. He's sure soldiers on each side were doing what they thought was right.

In 1984, Kaneta participated in the first re-enactment of the South's



SKCS(SW) Brian H. Kaneta (second cavalryman from left) and his Civil War unit prepare for re-enactment during tri-centennial of the city of Yorktown.

surrender at Appomattox. He said it was the most emotional day he has ever spent. "I cried my eyes out. I really felt the experience. My emotions surfaced because it is not in an American's nature to surrender."

Kaneta has more than \$2,500 invested in Civil War uniforms, authentic down to the soles of his shoes — and horse. Over the years, he progressed from infantryman to cavalryman, and plays a dual role — sometimes a Confederate; other times a Union cavalryman.

In August 1990, Kaneta found himself sailing with *Kennedy* to the Red Sea in support of Operation *Desert Shield/Desert Storm*. Kaneta, reflecting on the action, said that from his research and experience with the Civil War, the art of ground

warfare has not changed in 5,000 years. The same strategic maneuvers are still practical today. "Speed, mobility and attrition wins battles and wars," Kaneta said. "Only the tools have changed in the years."

Kaneta found many parallels with the Gulf War and Civil War. The first thing the North did was blockade the South. "The first thing we did in 1990 was form an economic blockade of Iraq," he said. "The next thing that happened in both wars was political isolation. In 1861 there was no air power, so it was fought two dimensionally — naval blockade and political isolation. The added dimension of air power in the Civil War could have done in days, what actually took months and years [to accomplish]."

There were battle parallels as well. Kaneta said in the Battle for Atlanta, Army General William Tecumseh Sherman flanked the city as we flanked the country of Kuwait. As the South and Atlanta fell, Iraq was ousted from Kuwait. As for naval parallels, Kaneta explains the North had more money than the South and therefore had a larger naval fleet; while the South primarily fielded a coastal Navy. This was also the same as in our differences with Iraq.

Kaneta concluded by saying although the homecoming from the Gulf and the support of the American people were great, he personally felt happy because it was his sixth, and more than likely, last cruise — and *Kennedy* was returning to Norfolk with her entire crew.

"That war did not take my unit, *Kennedy*, or produce the casualties I'm used to in re-enacting war," Kaneta said. "For that I was very happy and grateful." ■

Story and photo by JOC Bob Young, USS *John F. Kennedy* (CV 67).

Bearings

America plays host to Vatican's elite Swiss Guard



When USS *America* (CV 66) hosted 38 members of Pope John Paul II's Swiss Guard during the carrier's port visit to Naples, Italy, during the Christmas holidays, the crew didn't know if they could impress the men who protect one of the most powerful leaders in the world.

The tradition of the Swiss Army's elite guarding the pope and the Vatican gates goes back to the time of Pope Julius II in 1506.

According to Swiss Guard Corporal Stefan Meier, every Swiss male must serve two years of active military service when they turn 20. Then they can volunteer to be part of the pope's guard. However, only 100 volunteers are selected for the prestigious honor.

Meier said one of best things about the job is meeting a variety of people

from different countries and cultures.

The guards arrived on the Norfolk-based carrier at noon and were escorted to *America's* forecandle for a photo session. They then dined in the enlisted galley and toured the ship.

On the tour, one of the highlights for the guards was a demonstration of firearms from *America's* Marine Detachment in their weapons spaces. There, the guards and Marines exchanged information on the differences and similarities of their weapons and organizations.

Other areas included in the tour were the navigation bridge, primary flight control and the flight deck, where the guards learned all about *America's* air power capability.

Another high point of the guards' tour was a visit to Jacksonville-based

Pope John Paul II's Swiss Guard relaxes aboard USS *America* (CV 66) during the carrier's visit to Naples, Italy.

Attack Squadron 32's ready room. It was there that pilots and sailors answered the many questions the guests had about *America*.

Prior to their departure, members of the guard were given copies of the photograph taken earlier, along with an assortment of ship's photographs and information, which they were eager to take back to the Vatican.

"This visit has been amazing," said Swiss Guard Lance Cpl. Josef Lieder. "We all hear about the power and force of a U.S. Navy carrier, but we don't comprehend its might until we see one. This trip to *America*, I will never forget." ■

Story by JOSA Derek Dillehay, assigned to USS *America* (CV 66). Photo by PHAN James Wix.

Bearings

NAF Atsugi medical team performs "shocking" rescue

On TV or in movies, a medical team is shown in the back of an ambulance applying electrical leads to the chest of a heart attack victim and "shocking" him back to life with a defibrillator. Unfortunately, in real life, such a procedure often does not work. Luckily, it did work at the U.S. Naval Air Facility, Atsugi, Japan.

Early one morning last November, a senior chief petty officer came into the Atsugi Branch Medical Clinic complaining of severe chest pain. Duty corpsmen quickly recognized an urgent situation. They started intravenous fluids, administered oxygen and took vital signs. Hospital Corpsman 1st Class P.J. Parejo called Flight Surgeon LT (Dr.) David Floyd at home. Clinic nurse LT Patricia Boyer administered nitroglycerine.

After examining the patient and his electrocardiogram, Floyd diagnosed a myocardial infarction (heart attack) and decided to transfer the patient immediately to Kitasato University Hospital by ambulance. HM3 John Kane drove the ambulance down busy Japanese streets. "Kane got us there in 12 minutes in morning rush-hour traffic," said Floyd. "He maintained close radio contact with the clinic to let them know of our situation."

Five minutes from the hospital, the patient stopped breathing and registered no pulse. In the back of the ambulance, HM2 Dianne Lohner and nurse Yuka Nakamura began cardiopulmonary resuscitation (CPR) while Floyd readied the defibrillator.

Despite CPR efforts, the patient remained unresponsive, pulseless and wasn't breathing. Floyd saw that the monitor showed ventricular fibrillation (rapid irregular contractions of heart muscle fibers not in sync



with heartbeat and pulse), so he chose to defibrillate [to restore the heart's rhythm]. The patient was shocked three times at increasingly higher energy settings.

Within moments, thanks to the expertise and professionalism of the medical team in the ambulance, the patient was revived and able to breathe on his own. By the time they arrived at Kitasato, he was awake, alert and talking.

"It was a very rewarding experience," Floyd reflected. "This is exactly what ACLS [Advanced Cardiac Life Support] is all about — non-cardiologists able to take care of cardiac patients." He gave high praise to the Atsugi clinic staff, the ambulance crew and the staff at Kitasato. "We have to give a lot of credit to their staff. They provide good care to critically ill patients." At Kitasato, the patient, who is in his 30s, received a blood-thinning and clot-dissolving drug to help recover from his brush with death.

"I've heard a lot of positive com-

Rescuers HM3 John Kane, LT (Dr.) David Floyd, Yuka Nakamura and HM2 Dianne Lohner, outside the Branch Medical Clinic, Atsugi, Japan.

ments from the community since this incident," said Atsugi Officer-in-Charge CDR Ed Robinson, obviously proud of his staff. "We've always had the capability to provide state-of-the-art, responsive, emergency care to our patients. [Now], we've had the opportunity to show our capabilities."

The next day, another patient came to the clinic, also in his 30s and suffering from chest pain. He too had suffered a heart attack, but luckily it was "a very small infarction." According to Floyd, the only risk factors these two had was that they were both smokers.

"These things always come in threes," said Floyd. "Now when a smoker comes in, I sit them in the same bed these gentlemen were in . . . and recommend they quit." ■

Story and photo by Bill Doughty, U.S. Naval Hospital Yokosuka, Japan.

Bearings

Clowning around means more than just getting laughs

"I've been a clown all my life," admitted CWO4 J.T. Sikes, material control officer with Patrol Squadron 24, deployed to Naval Air Station Keflavik, Iceland. With a twinkle in his eyes, a broad grin on his face and enthusiasm in his voice, Sikes added, "I love to make people laugh. It's a way of making people realize there's an easy escape to all their problems. Life is fun — enjoy it!"

Although the 26-year Navy veteran from New Iberia, La., has always enjoyed clowning around, he explained that he wasn't a "real" clown until two years ago. "The squadron had just returned from a deployment to Sicily when I was asked to organize a group to participate in a Multiple Sclerosis Walk-a-thon in Jacksonville, Fla. About 30 of us showed up that Sunday morning, along with 7,000 others, for the 10K walk.

"After we started, a 7-year-old boy in a wheelchair passed us with sweat dripping from his eyebrows. Occasionally he had to stop and massage his hands so he could continue to push his wheels. Here we were, enjoying a leisurely walk, while he was really working, struggling along. A couple of us decided to walk backwards to make it a challenge for ourselves. We were about finished when a group of clowns approached us and said we were crazy to walk a 10K backwards. They seemed to like the idea and joined us. I told them I had always wanted to be a 'real' clown, and the rest is history."

Sikes went to his first clown meet- ing and then checked out all the



books available on clowning in his local library. There were only three: one dealing with makeup, one on juggling and one on balloon tying. Within 21 days Sikes designed his face and costume, created a routine for "Bubba" and made his first public appearance. No one believed he hadn't received formal training.

Left: "Bubba" Sikes loves to make people laugh and stresses that "Life is fun — enjoy it!" Below: CWO4 J.T. Sikes says, "normal is boring," and challenges his co-workers to enjoy life.

Sikes also used a character named "Nerdy," created from what he feels were personal experiences. Nerdy wears a high pair of pants and greased, parted hair.

"I'll never forget one of my first performances as a 'real' clown and how my presence at the Humana Hospital in Orange Park, Fla., made a difference to the patients and to me," Sikes recalled. "I went there to visit the children's ward, but a nurse asked me to see one of the older patients as well. The woman's response inspired me and still encourages me to continue clowning today. Her face lit up when she saw me. She grabbed my arm and cried and said, 'I've been in this hospital for two weeks and no one has visited me.' She couldn't thank me enough and wouldn't let go of me. I was told later that the medical staff believed my visit was the turning point in her recovery."

After wiping his tears, Sikes continued, "You see, there is a real need for us to show others that someone cares about them. We all like to feel loved

and want to be happy, no matter how young or old we are, or what financial status we have or have not attained. A clown doesn't care about your status. A clown only wants to make you laugh." ■

Story and photos by JOC Terry Barnhouse, Commander Iceland Defense Force, Keflavik, Iceland.

Mail Buoy

Are you ready?

Many writers to numerous editorial sections, to include *All Hands*, have voiced the same complaint and/or question. Why hasn't their ship or platoon been mentioned as a participant in the Gulf War? If you were there, did your job and got out alive, that's all that's important. To those who can't be satisfied with that, be sure that there is another "conflict" on the horizon in which U.S. Armed Forces will be involved. As of this writing there was a coup attempt in Venezuela, and who predicted that to happen? So don't worry about being recognized, worry about being ready.

—HM2 Brian J. Peters
HQ Medical, AFSouth

Company's coming, fix it up

I read your magazine on a semi-regular basis. I am currently deployed aboard an LHA, and I found a comment made by a naval officer in your November issue of *All Hands* perturbing.

On Page 33, CDR Dwayne Covert remarked, "We tried to upgrade certain areas of the ship by fixing all the little things that slip through the cracks." Why does it take the short stay of 70 civilians to get those things that "slip through the cracks" taken care of? This is not my first encounter with that attitude. After reading your article, I would like to see some media members put in my berthing areas, since that seems to be a motivation for taking care of those problems that should be taken care of anyway.

—Staff Sgt. Michael Cooper
22 MEU, Radio BN Detachment

Reunions

• **USS Gosper (APA 170)** — April 15-18, Charleston, S.C. Contact Emery Smoak, 101 E. Murray St., St. George, S.C. 29477; (803) 563-4009.

• **Naval Security Group Activity Skaggs Island** — May 1-2, Sonoma, Calif. Contact Michael Dimmel, P.O. Box 1041, Sonoma, Calif. 95476; (707) 553-3332.

• **USS Yarnall (DD 541)** — May 12-14, New Orleans. Contact Rance M. Manning, 1272 Villa, Space 105, Clovis, Calif. 93612; (209) 299-8412.

• **USS Santee (CVE 29) Veterans Association** — May 27-30, Norfolk. Contact

John B. Mhell, P.O. Box 626, San Clemente, Calif. 92672.

• **USS Palmer (DMS 5)** — May 1992, Towson, Md. Contact Alfred Lunt, 208 W. Oakcrest Ave., Northfield, N.J. 08225.

• **NAS Olathe, Kansas** — June 24-28. Contact Joe Cox, Old Olathe Naval Air Museum, 8616 Kessler, Overland Park, Kan. 66212; (913) 381-3939.

• **USS Lowndes (APA 154)** — June 25-28, Harrisburg, Pa. Contact William "Bud" Kautz, 34782 Hiawatha Trail, McHenry, Ill. 60050; (815) 344-6326.

• **USS Forrest B. Royal (DD 872)** — June 25-28, Newport, R.I. Contact Ron Larsen, 1240 Franklin St., Wisconsin Rapids, Wis. 54494; (715) 423-8905.

• **USS Shangri-La (CV/CVA/CVS 38)** — June 28-July 3, Falmouth, Mass. Contact Tom Hill, P.O. Box 68386, Virginia Beach, Va. 23455; (508) 746-3692.

• **USS Guadalcanal (CVE 60), USS Pillsbury (DE 133), USS Pope (DE 134), USS Flaherty (DE 135), USS Chatelain (DE 149) and USS Jenks (DE 665)** — June 1992, Everett, Wash. Contact Jack S. Dutton, 5530 Winchelsea Drive, Normandy, Mo. 63121; (314) 522-3975.

• **USS Vinton (AKA 83)** — June 1992, Hickory, N.C. Contact Rick Coffey, P.O. Box 5145, Hickory, N.C. 28603; (704) 256-6274.

• **USS Vicksburg (CL 86)** — June 1992, Colorado Springs, Colo. Contact Pete M. Dosen, P.O. Box 491, Aguilar, Colo. 81020; (719) 941-4438.

• **Battle of Midway** — June 1992, Washington, D.C. Write to: 50th Midway, Box 168, National Naval Medical Center, Bethesda, Md. 20814.

• **VB/VPB 144, World War II** — June 1992, San Diego. Contact Lynn Hawkins, 24 Admiralty Circle, Coronado, Calif. 92118; (619) 424-9016.

• **USS Ashland (LSD 1/48)** — July 8-11, Portsmouth, Va. Contact Milt Ferguson, 1540 E. Moore Road, Hillsdale, Mich. 49242; (517) 437-7205.

• **11th Engineer Battalion, 3rd Marine Division** — July 8-12, Parris Island, S.C. Contact Charles Luhan Jr., 8451 S. Kilbourn Ave., Chicago, Ill. 60652-3045.

• **USS Independence (CV 62) and Air Wings** — July 9-12, Nashville, Tenn. Contact Denis J. Bagley, 12 Trenton Ave., Edison, N.J. 08817; (908) 819-0359.

• **RNMCB 17 Chief Petty Officers** —

July 24. Contact B. Speller, 68 Forestbrook, Gettysville, N.Y. 14068; (716) 636-2745.

• **USS Prichett (DD 561)** — July 24-26, Waterloo, Iowa. Contact Robert E. Van Sickle, Rural Route 1, Box 110, Freedom, Ind. 47431; (812) 829-3809.

• **NavComSta Londonderry, Northern Ireland** — July 27-Aug. 2, Derry, Northern Ireland. Contact Tom Porter, NM, Bldg. 420, Dam Neck, Va. 23461; (804) 433-8067.

• **VF 53/141 "Iron Angels"** — July 1992, San Diego. Contact Harold Dolin, 9646 Hamilton Hills Drive, Fishers, Ind. 46038; (317) 849-0218.

• **USS Rochester (CA 124)** — July or August 1992. Contact John Thompson, 665 School St., Stoughton, Mass. 02072; (617) 344-6354.

• **USS Dionne (DE 261)** — Aug. 5-7, Buffalo, N.Y. Contact Robert L. Nickerson, 3109 Bryan Road, Burtonsville, Md. 20866; (301) 236-0638.

• **National Seabee Veterans Association** — Aug. 5-9, Schaumburg, Ill. Contact Norm Hill, 90 High St., Exeter, N.H. 03833-2920; (603) 772-4475.

• **USS Chevalier (DD/DDR 805)** — Aug. 6-8, Fort Myers, Fla. Contact Donald R. Hall, P.O. Box 649, Shelter Island, N.Y. 11964; (516) 749-1128.

• **USS McCloy (FF/DE 1038)** — Aug. 7-9, Philadelphia. Contact Richard J. Oates, 5314 Todd Blvd., Mobile, Ala. 36619; (205) 443-5600.

• **USS Naifeh (DE 352)** — Aug. 10-12, Buffalo, N.Y. Contact David K. Boutilier, 22 W. Carr St., Whitinsville, Mass. 01588; (508) 234-2358.

• **USS (PC 1176)** — Aug. 10-12. Contact L. Warren "Red" Emery, 637 Carol St., Dover, Del. 19901; (302) 674-2631.

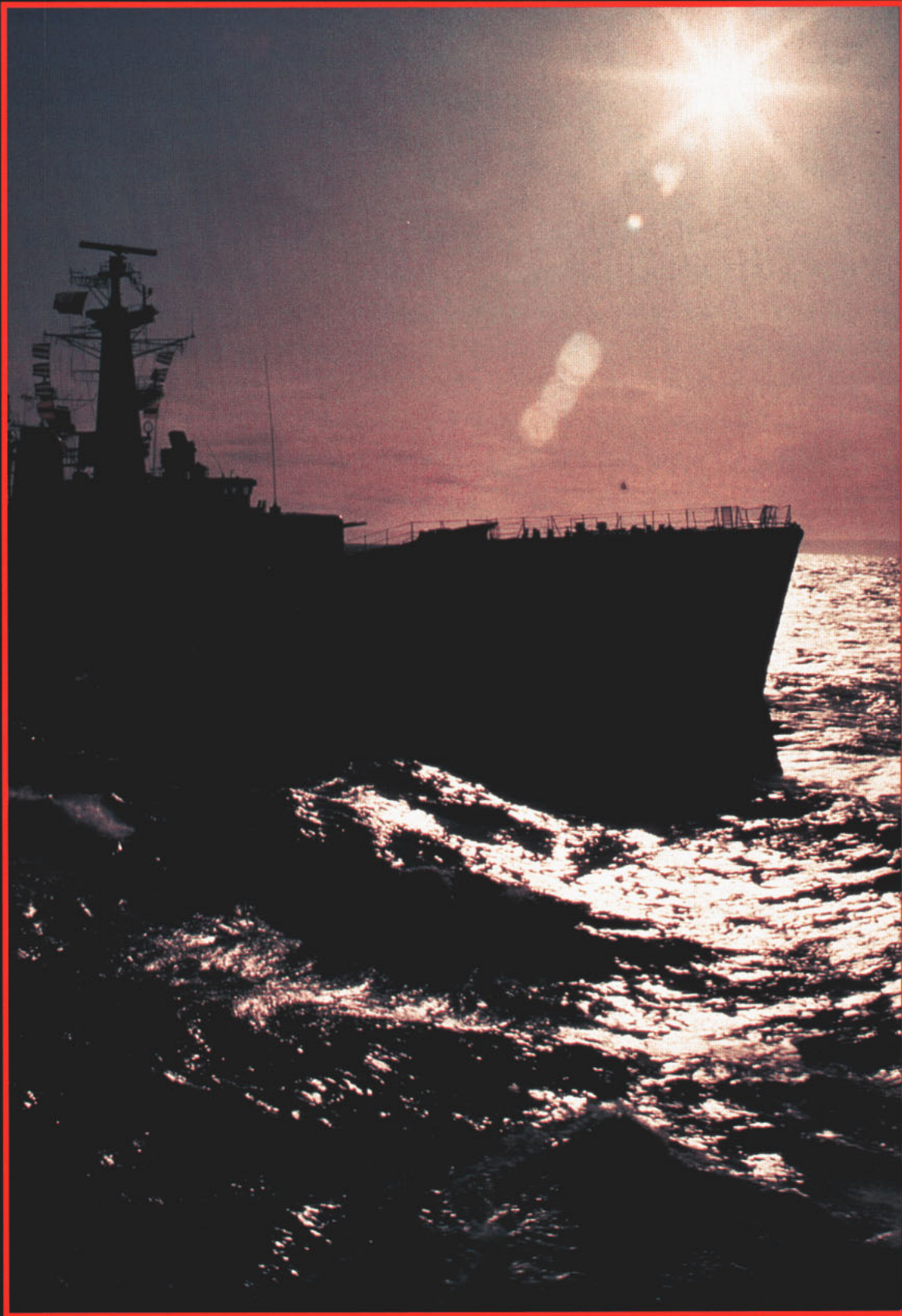
• **Cincinnati Reds Special Recruit Company (1972-1992)** — Aug. 12, Cincinnati. Contact YNC Harry Mills, 550 Main St., Room 2208, Cincinnati, Ohio 45202-3262; (513) 684-2806.

• **USS (PC 793) Association** — Aug 12-16, Nashville, Tenn. Contact Joseph O. Wilkinson, 461 Lawrence Switch Road, Jackson, Tenn. 38305; (901) 422-5795.

• **USS Brush (DD 745)** — Aug. 13-16, Denver. Contact Quenton Miller, 309 Fayette Davis Ave., Cleveland, Miss. 38732; (601) 843-5572.

Crewmen aboard USS O'Bannon haul in on a line as the destroyer arrives for a port visit during Uritas XXXII, a combined exercise involving the naval forces of the United States and nine South American countries. Photo by PH2 Johnny D. Bivera.





Uniting the Americas ● Page 29