

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

中国人民解放军海军

CHINA  
FLEET

AUGUST  
1995



# Israel

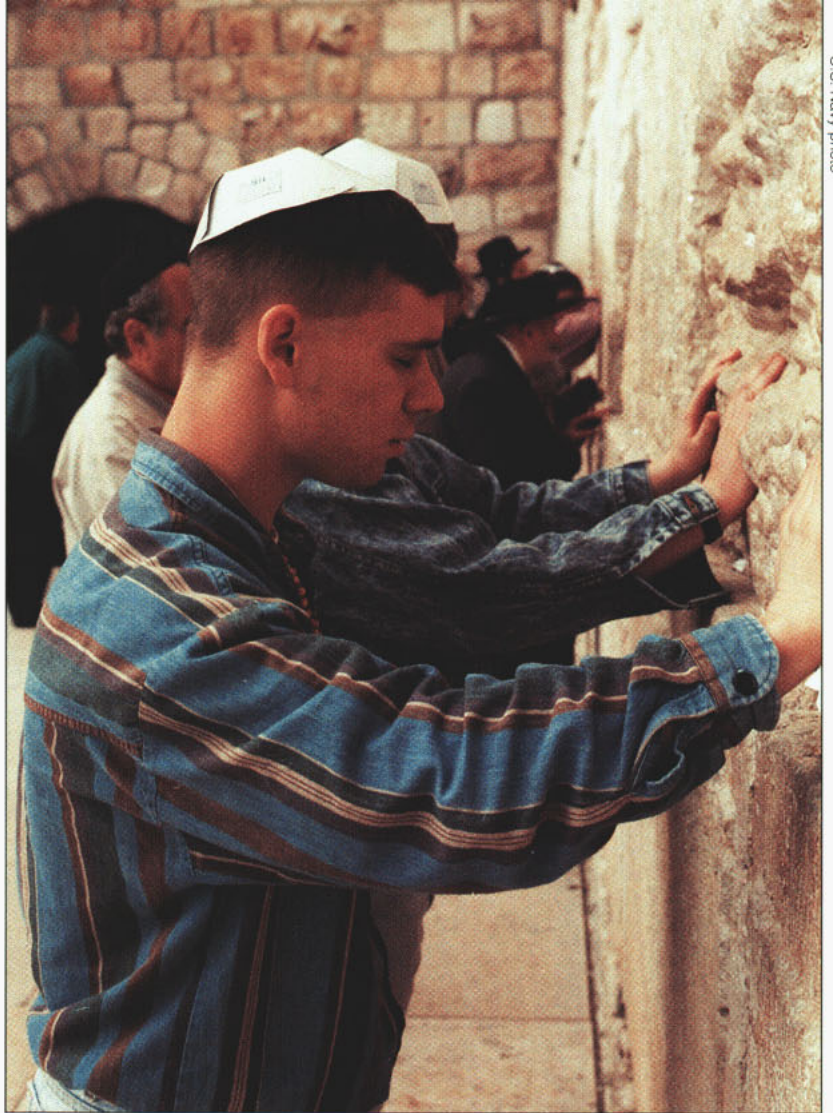
A recent port call in Haifa, Israel proved interesting for Sailors stationed aboard USS *Theodore Roosevelt* (CVN 71), as they enjoyed three days of liberty in the city.

According to *TR* Sailors, Haifa was the perfect starting point for exploring the Holy Land. Jerusalem in particular was a popular attraction.

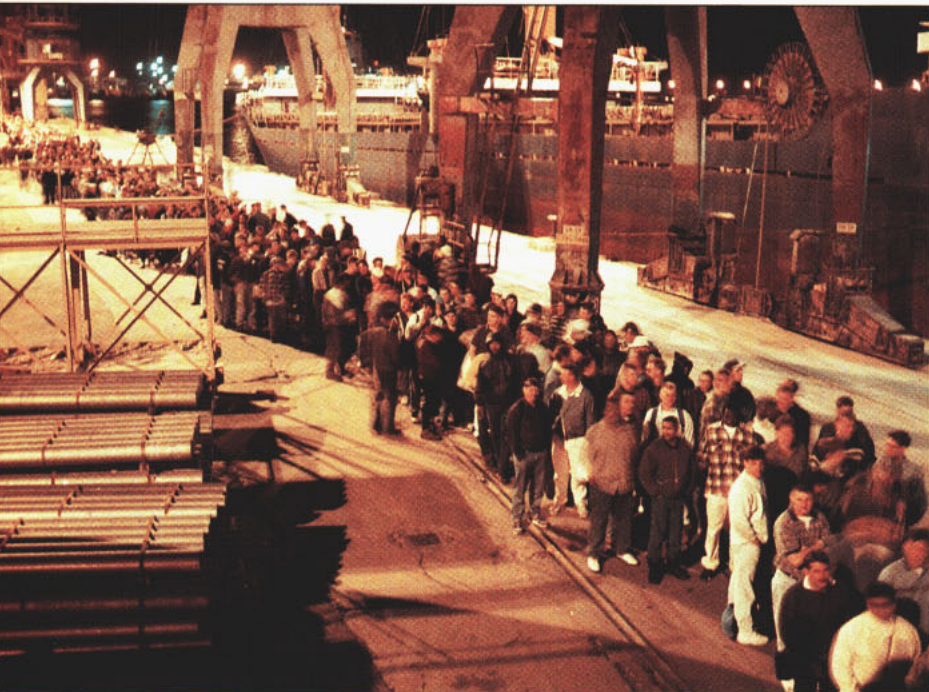
"It was the most moving thing I've ever experienced in my life," said Electronics Warfare Technician 2nd Class Craig P. Richardson.

"It was a dream come true," added Storekeeper 3rd Class Erik C. Makrush of the tour of Jerusalem. "I read about these things in the Bible — where Solomon and David built the city, where Christ walked the earth."

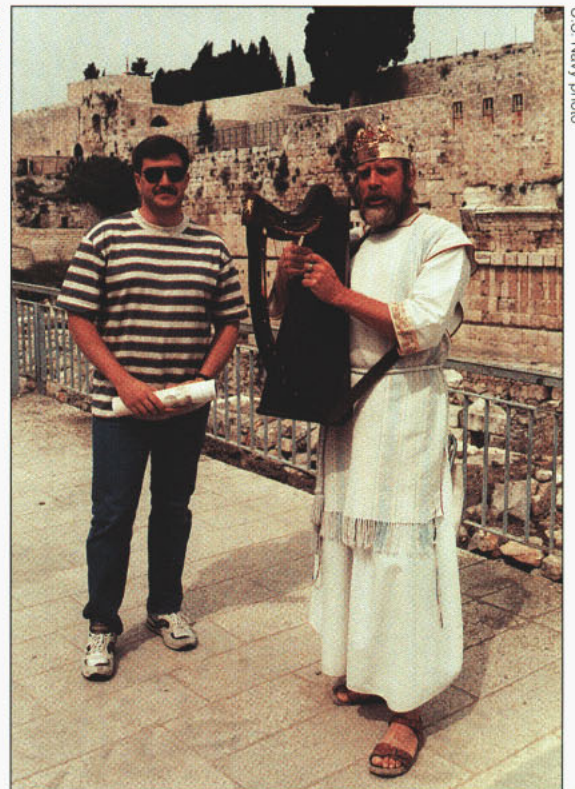
Walking the streets of the Holy Land was overwhelming for some Sailors as they toured the many Biblical sites. As the port call ended and he headed back to the ship, Cryptologic Technician (Communications) 3rd Class Mike J. Pittenger said, "Where Jesus had been ... I felt a presence."



U.S. Navy photo



U.S. Navy photo



U.S. Navy photo





## Life Saving 101

A search and rescue instructor demonstrates life-saving techniques to a student. See story on Page 28.



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*Front cover: A Chinese sailor stands by for inspection during the arrival ceremony of USS *Bunker Hill* (CG 52) to Qingdao, China.*

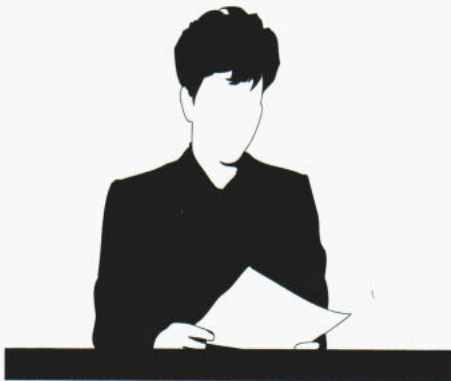
*Photo by PH1 (AW) Robert Shanks*



# Charthouse

## VHA survey important to establish rates

Do you know one of the quickest ways to control how much money you get in your pay check? Fill out the upcoming Variable Housing Allowance (VHA) survey and you should see results in January 1996.



The annual survey is being sent to all Navy members worldwide through their commands or personnel support detachments, to establish local variable housing rates for next year. Completing the survey is probably the single most important thing Sailors can do to ensure the correct housing cost information is provided to planners who set VHA rates.

The survey can be completed in 10 minutes or less, and the information requested can be easily provided from memory. The survey is being conducted May through September.

"I get lots of questions from Sailors about why their VHA is so low," said ADM Mike Boorda, Chief of Naval Operations. "Doing the survey correctly is the first step in getting the right rates set. We really do control our own destiny on this and it all starts with how correctly and completely you fill out the form."

More information is available in NAVADMIN 101/95.

## Navy sponsors Earth Year Photo Contest

To recognize the 25th anniversary of Earth Day, the Secretary of Defense has designated 1995 as Earth Year. The Navy is sponsoring an environmental photo contest in support of the special year.

Winners will be selected in the following categories — Cleanup, Compliance, Conservation, Pollution Prevention and Environmental Technology. Entries must be accompanied by a 35 mm slide or a print (with negative), and a brief paragraph describing the photo's contents, location, date taken and names of the people in the pictures.

The contest is open to all Department of the Navy (DON) military and civilian employees and their families. Each entry will become the property of DON for use in publications, displays and other activities supported by the Office of the Assistant Secretary of the Navy (Installations and Environment).

The deadline for submissions is Oct. 1, 1995. Send all entries to :

Catherine Stokes  
Office of the Assistant Secretary of  
the Navy (Installations and  
Environment)

1000 Navy Pentagon, Rm 4A686  
Washington, DC 20350-1000

For more information call Catherine  
Stokes at (703) 695-3487. †



## Tough standards set for handling equal opportunity cases

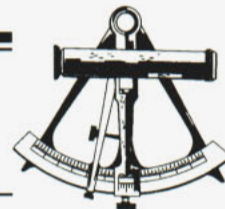
A high-level Pentagon task force on discrimination and sexual harassment, co-chaired by Secretary of the Air Force Sheila Widnall and Under Secretary of Defense (Personnel and Readiness) Edwin Dorn, has identified 48 ways to improve the military services' equal opportunity programs.

The group was charged by Secretary of Defense William Perry and former Deputy Secretary of Defense John Deutch to review the services' discrimination complaint processes

and recommend improvements. After working for more than a year, the group made recommendations on training, complaint processing, investigations, appeals and other related subjects.

The task force agreed the fundamental goals underlying the services' equal opportunity programs are unit effectiveness and individual opportunity and fairness. The group also identified five principles as the basis for fulfilling those goals: command commitment and accountability; service distinctiveness; clear policy; effective training; and prompt, thorough and fair complaint handling. Based on these principles, the task force concluded that the key to





success is holding commanders accountable for equal opportunity programs.

An updated DOD directive, incorporating the recommendations of the task force, is expected to be released shortly.

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## **New evaluation system helps Sailors**

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Bureau of Naval Personnel (BUPERS) briefing teams are crisscrossing the globe to provide Navy personnel details about the new evaluation system and a clear message of why the new forms will help Sailors' careers.

The new form saves the best parts of the present system while controlling grade inflation. To curb inflation, the new evals grade against clear standards that replace the old ranking system. The standards will improve teamwork by minimizing individual peer comparisons.

Chiefs now have a signature block and assign trait marks. The new system also includes mandatory counseling at the mid-point in the evaluation cycle for each pay grade.

The increased counseling and more direct involvement of the chief petty officer community will provide young Sailors precise feedback and help mentor and nurture those who require additional assistance.

The new system also simplifies the evaluation process. The two forms, one for E-6 and below and one for E-7 and above, look very similar. This increases effectiveness and decreases evaluation draft time. The goal is to simplify the process so drafters have a limited need to use the instruction.

Unlike the present documents, the new forms have only a small comments block. This block is intended for brief comments about the individual.

Comments should be in bullet format, specifically describe performance in quantitative and qualitative terms and include significant accomplishments that occurred during the period.

Drafters cannot use underlines, asterisks or any unusual typefaces. Continuation sheets will not be accepted. Graders are required to justify marks of one (below standards) and five (exceeds standards) that are given to the individual. No specific rank among peers is permitted.

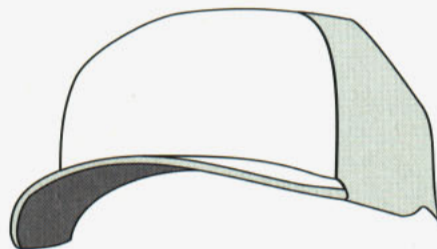
Another important aspect of the new forms is the promotion recommendation. Rankings in the top two categories are controlled by limiting reporting seniors to specific numbers (percentages). Reporting seniors can give only 20 percent of E-6s an "early promote" recommendation and 40 percent a "must promote" recommendation. For E-5 and below, reporting seniors can give only 20 percent early promote recommendations and a percent must promote recommendations.

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## **Ball caps to be mandatory with dungarees**

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Navy enlisted personnel are now authorized to wear the Navy ball cap or command ball cap instead of the white hat or garrison cap with dungarees. However, the white hat and garrison cap will remain optional with



dungarees until Oct. 1, 1996, when the ball cap becomes mandatory.

Units issuing command ball caps to arriving personnel may make wear of the ball cap mandatory. More information is available from BUPERS Notice 1020, dated March 21, 1995, or through the uniform matters section, Bulletin No. 26, on BUPERS access.

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## **Morning detailing permanent at BUPERS**

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The Bureau of Naval Personnel (BUPERS) is making morning detailing a permanent part of its enhanced



service to Sailors. Responding to requests from Sailors stationed in Europe and the Middle East, BUPERS started morning detailing on a trial basis in January. Because of its success, the program is now permanent. Since the program started, detailers have averaged more than 350 calls during each two-hour period.

During morning detailing, detailers are available from 6 a.m. to 8 a.m., EST, for Sailors stationed in the Middle East and Europe. The twice monthly sessions are the Tuesday after the new requisition is released (or Wednesday, if Monday is a holiday). For more specific dates, refer to *Link Magazine*.

Morning detailing takes place the same day as night detailing. During night detailing, detailers are available until 10 p.m., EST, for Sailors stationed on the West Coast, in Hawaii and the Far East. †



# 'Thanks for the

## *Keel laid for USNS Bob Hope*

Story and photos by JO1 Ron Schafer

Entertainer Bob Hope's support of troops both at home and abroad has been unyielding. From annual Christmas shows around the world to hosting 350 U.S. Marines and their families at his Palm Springs, Calif., home for Easter in 1991, Hope has entertained hundreds of thousands of U.S. and international service members for 54 years and during four wars. On Memorial Day

1995, his 92nd birthday, the Navy gave Bob Hope a birthday present — they named a ship after him.

The keel-laying ceremony, held at Avondale Industries, New Orleans, officially marked construction of an entire class of strategic sealift ships. The first ship in that class is USNS *Bob Hope* (T-AKR 300).

It was Secretary of the Navy John H.

Dalton's idea to honor Hope who has devoted his life to bringing a piece of home to deployed service members. In 1994, when Dalton announced plans for the new class of ships, he said, "We can never repay [Hope] for his contributions to the men and women in uniform, but we can show our appreciation with a class of ships named in his honor. This is our way of saying 'thanks for the memories.'"

Hope's tour of duty entertaining troops began in 1941 at March Field in California when he and a troupe of Hollywood performers broadcast his radio program for the members of the Army Air Corps stationed there. The show must have been a huge hit because, for the next seven years, all but two of his regular season radio shows were broadcast from Army, Navy, Army Air Corps/Air Force or Marine Corps bases.

In 1948, Hope began what became an annual tradition when then-Secretary of the Air Force Stuart Symington requested Hope go to Germany during the Christmas holidays to perform several shows for the GIs involved in the Berlin Airlift. In subsequent years, Hope and his show spent Christmases in Alaska, North Africa, Korea and Vietnam.

As the war in Southeast Asia began to wind down, Hope declared the 1972 tour as his last Christmas show. But, for



◀ Secretary of the Navy John H. Dalton joins Bob Hope at the keel laying ceremony of USNS *Bob Hope* (T-AKR 300). The ship is the first of an entire class of strategic sealift ships.





# memories...'

the next 10 years, Hope continued traveling to military and veterans hospitals throughout the United States during the holidays, complete with his troupe of fellow entertainers, providing his unique morale boost.

In 1983, Hope was on the road to Beirut to spend the holidays with U.S. Navy Sailors off the coast of Lebanon.

While on a goodwill tour of England, Russia and Germany in 1990, Hope was

once again called into service as he spent Christmas in the desert with U.S. troops in Saudi Arabia during Operation *Desert Shield*. During a stop on the trip, when informed that his audience of U.S. Marines was from Twentynine Palms, Calif., Hope replied, "You mean we came all the way around the world to entertain people who live just around the corner from us in Palm Springs?"

Hope's wife, Dolores, then extended an invitation to the assembled Marines saying, "When you're back in the Palm Springs area, drop in and see us." So, they did. On Easter Sunday 1991, the Hopes entertained 350 Marines and their families at their Palm Springs home. The Twentynine Palms-based *Desert Storm* veterans were the stars of the NBC-TV special "Bob Hope's Yellow Ribbon Party" which aired in April 1991.

"I am so pleased, as Secretary of the Navy, to be able to direct the naming of this future ship as a continuing token of

the Navy and Marine Corps' love and esteem for the man who always brought us joy and laughter," said Dalton in his remarks as the ceremony's principal speaker. "I am pleased that the Department of the Navy can offer you the rarest of birthday presents. But, as I have already said, I consider you among the rarest of men. The entire Navy and Marine Corps — along with all the services — salute you, sir, and wish you the happiest of birthdays."

"I kind of like that," Hope said of having a ship named after him, "because if I want to go anywhere, I just call for my ship.

"I've been so lucky," said the legendary comedian. "This is the best. And next year will be better than this, and the year after that better than that."

Up to six of the new roll-on/roll-off ships are expected to be built with USNS *Bob Hope* scheduled for delivery in September 1997. †



U.S. ARMY file Photo

▲ The 92-year-old Bob Hope has entertained hundreds of thousands of U.S. and international service members for 54 years and during four wars.

● Comedian Bob Hope is pictured here after arriving in London to entertain American troops in 1943.



Schafer is a Norfolk-based staff writer for All Hands.



# Recreational sailing

## *Teaching Sailors to sail*

Story and photos by JO1 Ron Schafer





One might think Navy Sailors, with sea duty tours and countless deployments under their belts, would be among the most seaworthy and intrepid seafarers on the water. Yet, how many of them actually know how to sail?

For those who have heard the ancient call of the sea, have been inspired by this spring's America's Cup races or are just looking for a whale of a good time, recreational sailing programs operated on naval installations worldwide have just what they are looking for.

At the Norfolk Naval Sailing Center, Naval Station Norfolk, Hampton Roads-area Sailors and their families can pick from an array of programs that cater to Sailors of all levels, from bay-bound beginners to open-ocean advanced skippers.

"About half the people we see walk through the front door have never been in boats before," explained Joe Bousquet, manager and sailmaster of the center. "So, we teach them, we train them, we qualify them and they sail here. Then, when they leave Norfolk, they have their sailing

ticket and they can just move into the system at their next duty station."

To become a qualified sailor, students must have swimming ability equivalent to Navy swimmer 3rd class (swim 50 yards in smooth water and tread water for five minutes) and complete the basic sailing course. The course consists of six hours of group classroom instruction, six hours of hands-on training on the dock and in the boat and six hours of one-on-one instruction in the boat. Prices for the course vary from center to center but, as Bousquet is quick to point out, they are usually considerably less than those at off-base sailing facilities.

"You walk in off the street and say, 'I want to learn how to sail,'" said Bousquet. "They'll sell you a course for \$400 and introduce you to whatever boats they have. The interesting thing is they have four students and one instructor in the boat so that, even when you're doing the practical part, you're only at the helm a quarter of the time because you've got to share the helm with three other students. Here, we have a basic sailing course that costs



◀ HTFA Brian A. Drake of Plaistow, Mich., and HTFA George W. Inskeep of Sonoma, Calif., (wearing bandanna) rig the sails on one of the 420 dinghies at the Norfolk Naval Sailing Center before taking their practical skills test.

◀◀ The 17-foot *Daysailer* is just one of the rental craft available at the center.





▲ AE2 James R. Monahan of North Plainfield, N.J., rigs a sail.

➤ A one-man *Laser* sailboat passes in front of a 420 dinghy in the marina area.



\$75. When you get out on the water, you're one on one with an instructor so you have private instruction, you're getting a lot more intense instruction, you go through three different types of boats and the text book. Everything is included."

According to Bousquet, responses from students are very positive. "We're not trying to turn out expert sailors," he said. "We just want to get them to where they're safe, they're not going to break anything or get hurt. We tell them, 'you've just signed off on your driver's ed ticket.' You're not going to be an expert driver. You need to drive



around the block a half-dozen times.”

Safety, as one might expect, is paramount. The boats at the center are all self-rescuing, that is they can be turned back over easily if they capsize. Life jackets are required and provided and safety boats are standing by if students get into trouble. Bousquet takes great pride in the center's safety record. “We've been here since 1963 and we've never had a fatality. We're very careful,” he said.

Sailors with previous experience are required only to complete a practical skills test and are given a local brief on boundaries and particular sailing craft at the center.

Aviation Electrician's Mate 2nd Class James R. Monahan of North Plainfield, N.J., learned how to sail at the Norfolk center last summer.

“I've been interested since I was young but I never got around to it,” he said. “Once I found out this was here, I came out.”

Monahan explained that, as a novice, he felt the training and assistance available from the staff were the sailing center's primary assets.

“The classes were very hands-on, very personal,” he explained. “They have a training boat. It's sort of like a Navy class. They show you everything you need to know so I felt pretty confident before we even got in the water.”

In addition to sailing classes and rentals, the center offers intramural racing, regattas, and sailing camps for children during the summer.

The Norfolk center has 14-foot *Lasers*, 420 (420 cm) dinghies, 17-foot *Daysailers*, windsurfers and catamarans available for rent from \$3 to \$5 an hour. Bousquet admitted that, even with the bargain rates, most people think recreational sailing is out of their price range.

“I think there is a misconception,” he said. “People look over at the (privately-owned) boats in the marina and think, ‘Oh, this is too expensive for me — I'm going bowling.’ But you can spend an hour sailing and spend less than you would for an hour of bowling. And you don't even have to rent shoes!” †

*Schafer is a Norfolk-based staff writer for All Hands.*

◀ AE3 Michael M. Butler of Rochester, N.Y., hoists the main sail.





# Blanking the Silver Bullets

## *Navy Mariners shut out trailblazing Colorado baseball team*

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

**W**hen it comes to professional baseball, everybody's got a favorite player. It might be a lanky pitcher who throws treacherous sliders and 95 mph fast balls, or maybe it's a crusty third baseman gunning down runners across the diamond. Others might enjoy watching a fleet-footed outfielder make heart-stopping catches at the fence.

One thing for sure, men aren't the only ones making spectacular plays on the baseball diamond anymore. There's a baseball team of women who may not be ringing the "W" column very often, but they certainly are making a name for themselves.

The Colorado Silver Bullets, the only professional women's baseball team in the country, are paving new ground as they travel the country playing men's amateur, college and professional teams.

They recently brought their show to Washington, D.C.'s RFK Stadium to play the Navy Mariners, an All-Star team from USS *Enterprise* (CVN 65) and other Norfolk-area commands. The game was one of 13 on the Silver Bullets' 50-game schedule to be played in major league parks around the nation.

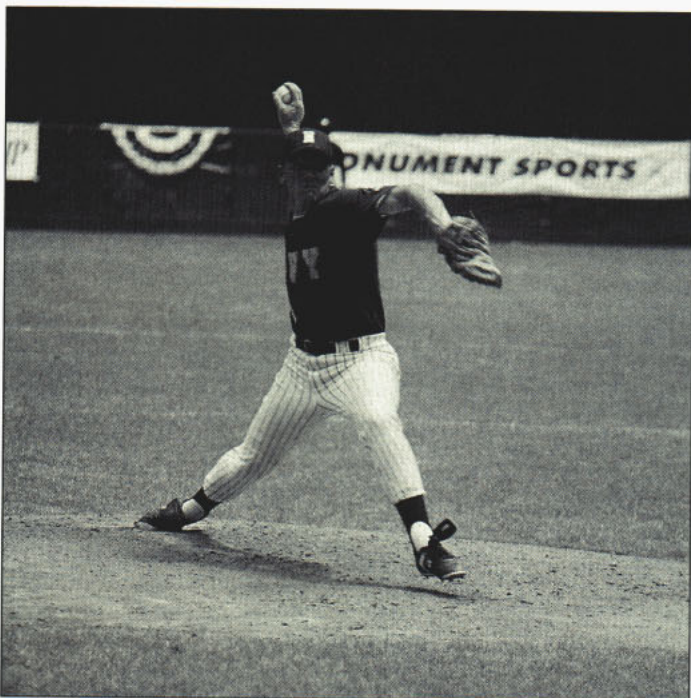
The Silver Bullets are led by manager, Hall of Fame Atlanta Braves and New York Yankee pitcher, Phil Niekro. Although the Mariners blanked the Silver Bullets 5-0 which included three runs in the third inning, they were impressed with the women's caliber of play, according to head coach Jeff Dudukovich. "When we scouted them it scared the living daylights out of me," said the coach. "They struck out only three times and had just two errors."

"I was a little nervous at the beginning of our game," said Mariners' second baseman Joe Saturno, who hit 3 for 4 with one RBI. "I didn't see them as women, just another team. They're good!" he said.

The 22 best female players in the country, according to Silver Bullets officials, were chosen from nearly 3,000 softball players nationwide. Most have been All-American college softball players.







▲ Navy Mariner John Hammon uncoils a pitch during fourth-quarter action against the Colorado Silver Bullets. The Mariners stopped the Silver Bullets 5-0 at RFK Stadium in Washington, D.C.

◀ Right fielder Brian Thomas smacks one of his two hits. The 6-foot-4-inch Thomas also had three RBIs.

▲ The Silver Bullets are quite popular with baseball fans nationwide. Right now they're a novelty, but in the future they'd like women to play alongside men and not just against them.

Pitcher Lee Anne Ketcham and first baseman Julie Croteau were the first women to sign with the men's Class A and AA Winter Baseball League in Hawaii.

The Mariners are no slouches either. Many of their players were high school and college baseball standouts before joining the Navy. Two of the Mariners were minor league pros. Shortstop Dave Cunningham played Class A ball for the San Diego Padres and Houston Astros farm clubs and Don Carr pitched Class AA ball for the Chicago White Sox organization.

The experience of playing a professional baseball team is something the Mariners won't soon forget. "It was a great experience for me," said rightfielder Brian Thomas after getting two hits and three RBIs. "I'm really impressed. They're fundamentally sound, are good hitters and play excellent defense."

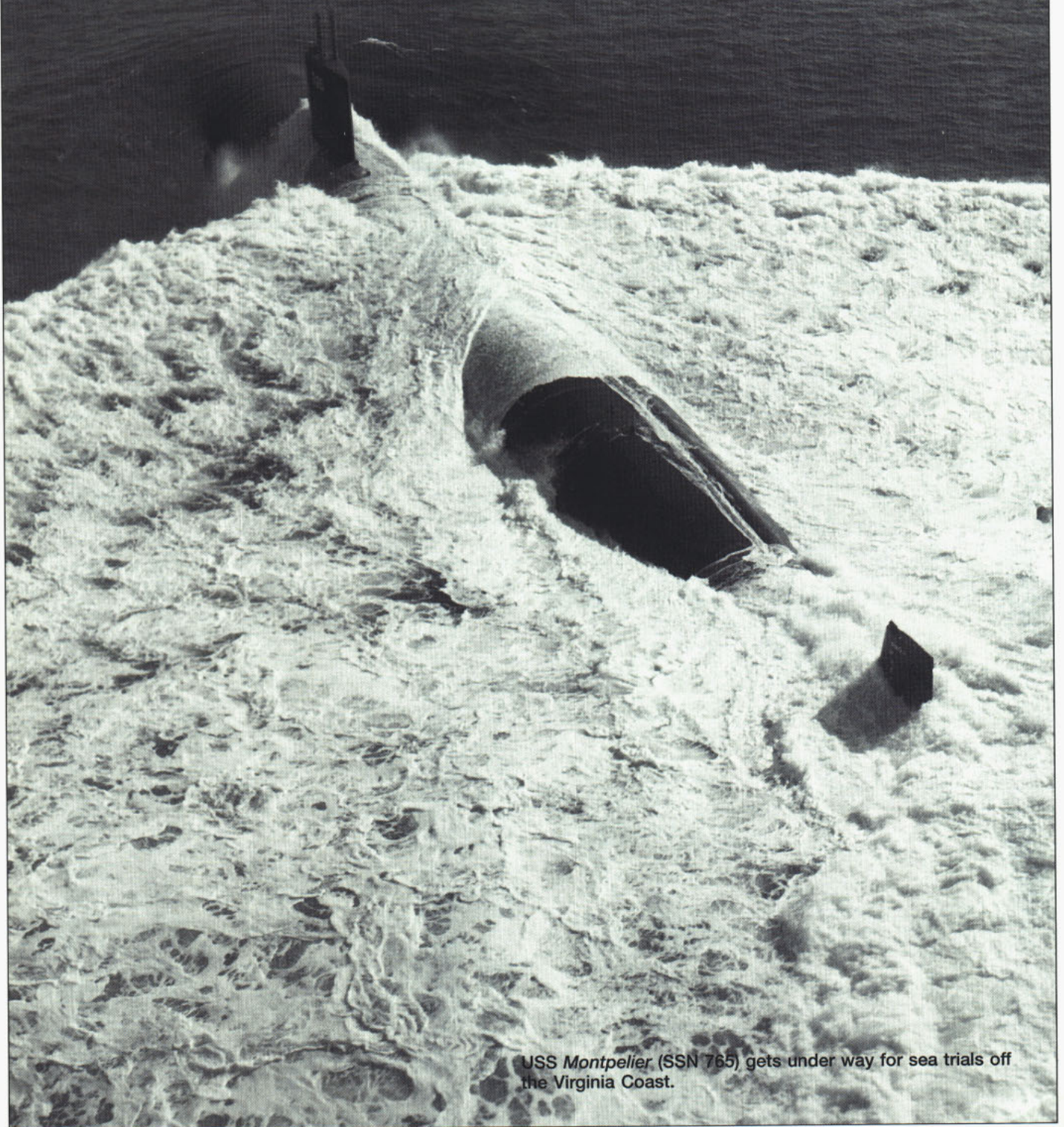
This may not be the last time the Mariners face the Silver Bullets. It could become an annual summer classic. "It was a fun game to play," said Saturno. "No matter what — win, lose or draw — I'll most definitely do it again."

*Hart is a photojournalist for All Hands.*



# Life under the waves

Photo by Jim Henson



USS Montpelier (SSN 765) gets under way for sea trials off the Virginia Coast.





Photo by PHAA David Schmidt

**QM2(SS) Bobby Christine from Houston, plots a course for his submarine to navigate safely hundreds of feet underwater. Navigating a sub underwater could be compared to flying a plane through the Alps with no windows.**

**Story by JO2 Brian R. Ellis,  
photos by Jim Hemeon and PHAA David Schmidt**

**W**hoever said, "No one intentionally sinks his or her own ship," never served aboard an attack submarine, because that's exactly what submariners do for a living. During the Cold War, however, people inside and outside the Navy knew very little else about the silent service.

Now, with the end of the Cold War, attack submarines and the missions submarines perform have come from under a veil of secrecy which protected them. They serve as perhaps the most flexible tool in the Navy's arsenal.

The XO of USS *Montpelier* (SSN 765), LCDR Michael Budney, of Horseheads, N.Y., said, "This ship can handle many different missions. We can conduct anti-submarine warfare with torpedoes, anti-surface warfare with torpedoes and harpoon missiles, land warfare with harpoon missiles, mine-laying operations and covert operations with SEALS."

*Montpelier* exemplifies the typical attack submarine of today's Navy. The ship carries about 120 Sailors and officers.

Most of the boat's business takes place in the middle of the ship on three levels. The front end is reserved for weapons and the majority of the boat's length and width is filled with engineering equipment and the nuclear reactor.

Machinist's Mate 1st Class (SS) Lloyd Holbrook of Visalia, Calif., said working in the engineering department aboard a nuclear-powered submarine is very safe. And taking away the nuclear side of his job, as a mechanic, he

does everything a normal engineer does. "I keep the screw turning, lights burning and water running."

Space is at a premium aboard subs. Every little nook and cranny is used. On deployment, decks are stacked with food. Submariners will be the first to admit they literally eat their way to the floor and the end of a deployment.

Still, even with cramped passageways and small racks, most members of this elite service said they wouldn't want to be anywhere else in the Navy.

Quartermaster 2nd Class (SS) Bobby Christine of Houston, said he feels privileged to be a part of the submarine community. "I like the small crews, because they become like a family."

Torpedoman 2nd Class Thomas Johnson III, of Augusta, Ga., agreed. He was part of the surface fleet for the first eight years of his career. "The crew's a lot tighter on a submarine than on a surface ship. The crew stands behind you."

Having shipmates ready to back you up in an emergency is very important aboard subs, especially at depths of 800 feet or more. To survive, it's important for submariners to be multi-talented in all ship's operations.

Training is stressed on submarines. "Everyone on board a sub is a well-trained, dedicated individual," said the Chief of the Boat, MMCM(SS) John Mosholder of Somerset, Pa.

And with this caliber of Sailor, today's submarine force will remain among the best the U.S. military has to offer in protecting America "Forward ... From the Sea." †

*Ellis is a photojournalist and Schmidt and Hemeon are photographers at the Navy Public Affairs Center in Norfolk.*



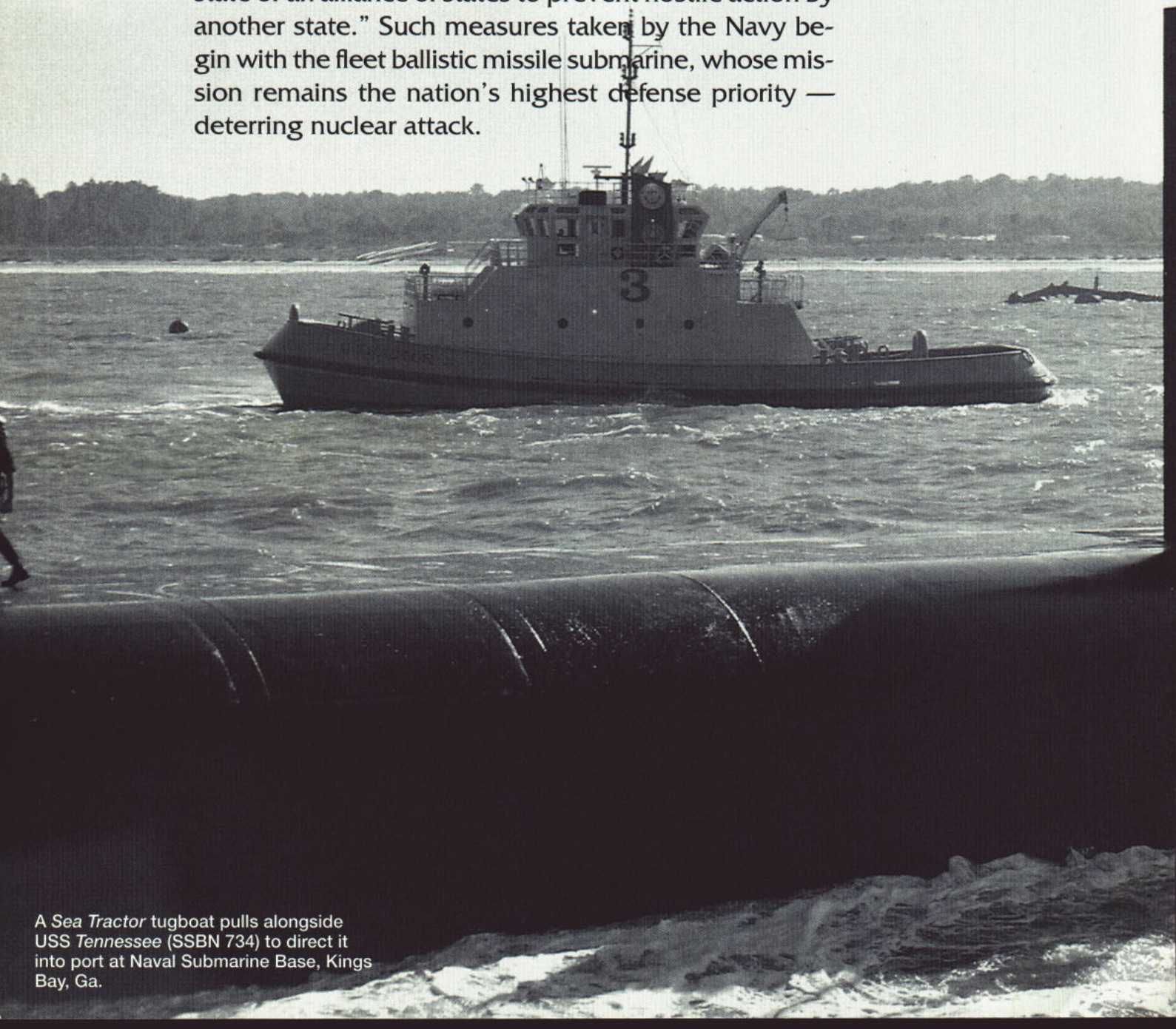
# Still Running Silent

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# Still Running Deep

Story and photos by  
JO1 Ron Schafer

Webster defines deterrence as “measures taken by a state or an alliance of states to prevent hostile action by another state.” Such measures taken by the Navy begin with the fleet ballistic missile submarine, whose mission remains the nation’s highest defense priority — deterring nuclear attack.



A Sea Tractor tugboat pulls alongside USS Tennessee (SSBN 734) to direct it into port at Naval Submarine Base, Kings Bay, Ga.







► MT(SS) Charles H. Hamilton of San Antonio, performs a weekly supply and vent valve maintenance inspection on a missile tube aboard USS *Tennessee* (SSBN 734).

With the end of the Cold War, many anticipated a change in the mission of the SSBN. Nothing could be further from the truth. Although the risk of a global nuclear confrontation has been drastically reduced, the threat of attack by a hostile state or terrorist group is still a very real danger that the United States cannot ignore.

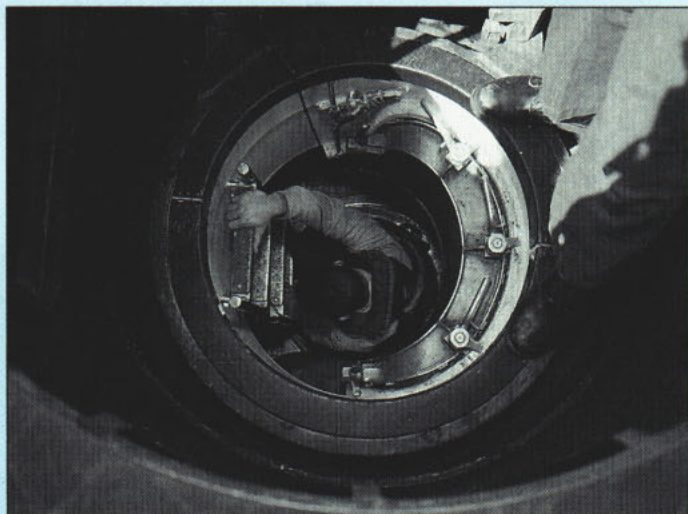
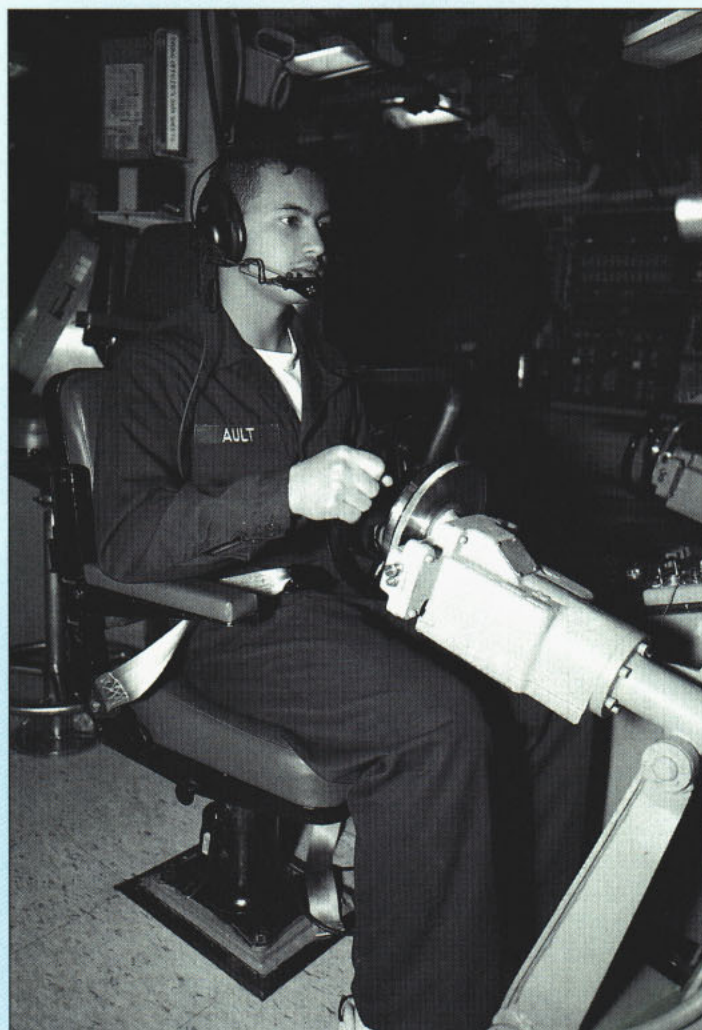
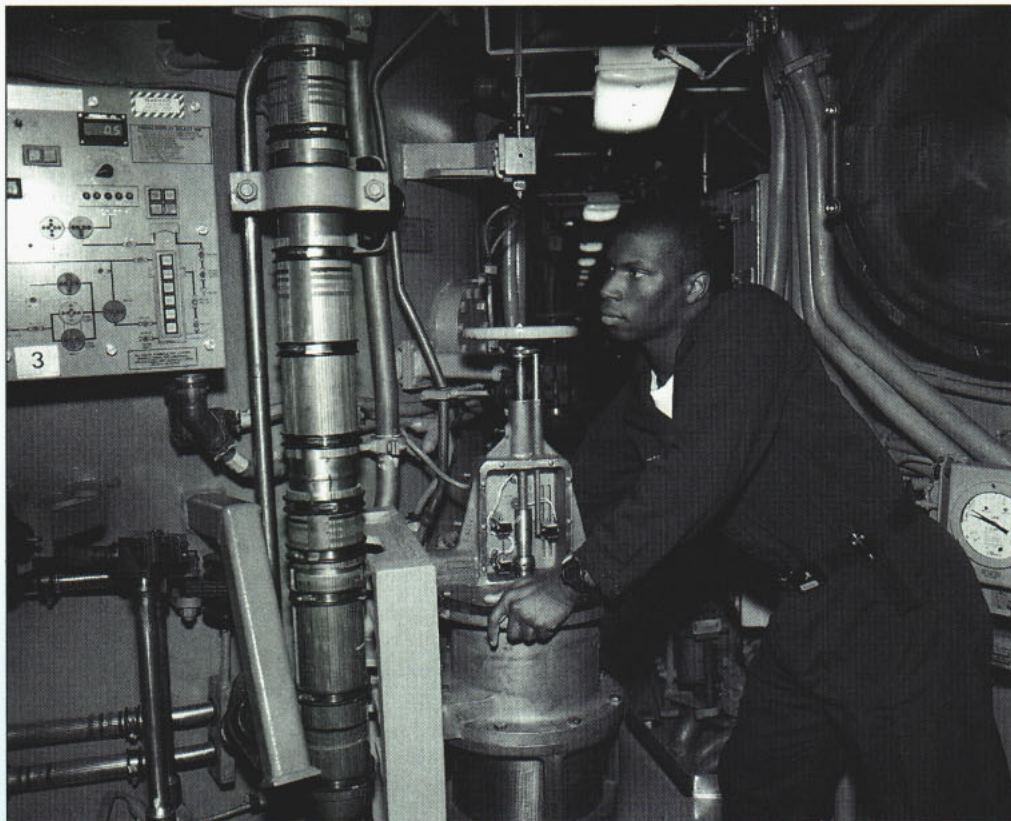
Therefore, maintaining a capable and effective strategic deterrent is crucial to our national security. Continued deployment of the fleet ballistic missile submarine provides a vital link in support of that effort.

USS *Tennessee* (SSBN-734) was the first *Ohio*-class ship to be built specifically with the *Trident II* missile in mind. Homeported at the Naval Submarine Base in Kings Bay, Ga., USS *Tennessee* and its crew of 160 proudly live up to the ship's motto — "America at its best." †

*Schafer is a Norfolk-based staff writer for All Hands.*

► SN David S. Ault of Sacramento, Calif., stands watch as the helmsman in the control room of USS *Tennessee* (SSBN 734).

▼ A crew member aboard USS *Tennessee* (SSBN 734) descends through the aft hatch back into the submarine.







◀ YN3 Steve Patterson of San Antonio, stands watch as the lookout while a harbor pilot directs USS *Tennessee* to the pier at Naval Submarine Base, Kings Bay, Ga.



# Charming the

## Exercise Cobra Gold strikes Thailand

**A** cobra's strike is swift and deadly. Any jungle warrior knows better than to mess with the big, bad snake.

The mere image of the broad hood, the raised head, the slow, hypnotic swaying is enough to send the fiercest foe tiptoeing to safer ground. Deterrence is the cobra's leading strength.

When 26,000 cobras get out of their baskets you have Exercise *Cobra Gold '95* in Thailand — the year's largest exercise for U.S. Pacific Command troops.

*Cobra Gold '95* is the 14th of a continuing series of U.S./Thai military exercises.

About 17,000 American Sailors, Marines, soldiers and airmen joined 9,000 of their Royal Thai counterparts as part of the U.S. cooperative engagement strategy — demonstrating the U.S. ability to deploy rapidly to exercises or operations with the Thai military.

The strategy calls for U.S.-Thai

● A Sailor directs an F-14 *Tomcat* into position for launch from Catapult 3 on the flight deck of USS *Independence* (CV 62).

➤➤ (Inset) Thai Col. (Dr.) Varavut Kanthar, of the Institute of Aviation Medicine, Bangkok, and CAPT Debra Nelson, Naval Hospital 220, examine a young villager at the Sap Takhian school in the village of Sapdhadein, Thailand, as part of a Medical Civil Assistance Program.



Photo by PH1 David Tucker  
Inset by Air Force Master Sgt. Ed Boyce



# Snake



Photo by Air Force Senior Airman Steve Thurow

◀ U.S. Marine Cpl. Matthew Courtney of 1/3 Marines, Camp Hansen, Okinawa, Japan, attempts to capture a king cobra by seizing its tail during Combined Jungle Environment Survival Training.





## OPERATIONS

cooperation to maintain peace, discourage threats or aggression, and, if conflict is unavoidable, confront and defeat the aggressor.

Navy players in the amphibious, surface, and mine warfare operations included about 11,500 men and women, mostly from 7th Fleet units.

Some 1,700 Marines of the III Marine Expeditionary Force and 1st Amphibious Wing joined field training exercises, amphibious ops, close air support and other operations.

U.S. troops also participated in a variety of civic action programs, such as medical and dental clinics and construction projects. †

● CAPT Andy Schneck (left), and Survival Escape Resistance and Evasion Instructor Staff Sgt. Scott W. Hansen try to signal the OV-10 pilots who are searching for them as part of the survival exercise.

➤➤ Petty Officer 2nd Class Darrell Thomas (center) instructs his bomb loading crew on the placement of MK 82 bombs being loaded on an A-6 *Intruder* spotted on the forward flight deck of USS *Independence* (CV 62).



Photo by Army Spec. Andrew McCalliard



Photo by Army Spec. Jerry Leque

▲ Army Sgt. Michael Carvalho has his sights set on an opposing forces soldier during a patrol as part of *Cobra Gold '95*. Carvalho is deployed to Thailand with the 25th Infantry Division, Schofield Barracks, Hawaii.





Photo by PH1 David Tucker



Photo by Air Force Senior Airman Steve Thurow



Photo by Air Force Tech. Sgt. Tony Lambert

▲ U.S. Navy SEALs and Thai Special Forces parachute from a *Hercules* over Thailand as part of a special forces deployment during *Cobra Gold '95*.

◀ Combined forces from the United States and Thailand head for the beach in U.S. Marine Amphibious Assault Vehicles at Hat Yao, Thailand.



### PORT-OF-CALL

# CHINA

Story by JO2 Nico Melendez,  
photos by PH1(AW) Bob Shanks

Arriving under the cover of thick fog, USS *Bunker Hill* (CG 52) became the first U.S. Navy ship since 1989 to moor in the People's Republic of China, when it arrived in the city of Qingdao, early this year.

As liberty was called, cracker jack-clad Sailors headed for the shops and sights of Qingdao.

"People were friendly and curious," said Gunner's Mate (Missiles) 2nd Class Louis A. Lee, a Brunswick, Ga., native. "I couldn't believe it. We couldn't walk down the street without someone wanting to take our pictures."

The Yokosuka, Japan-based Sailors were anxious to experience the mysteries of China. The ship was there for a three-day visit, and Sailors returned home with bags of souvenirs and merchandise — engraved swords, Chinese-crafted harmonicas, jade and hand-painted artwork.

"The shopping was incredible," said GMM2 Eric I. Palmer. "I bought jade, pearls and lots of other trinkets." Sailors looked for good deals, and took advantage of what they found.

Sailors also visited the world-famous Tsingtao brewery while others took a closer look at the temples of Laoshan Park, the birthplace of the ancient Tao religion.

Also available to the visiting Americans were tours of Chinese naval facilities including the National Submarine Academy and the Chinese Navy History Museum. There were also tours of two Chinese ships and a submarine.

"I was surprised by their navy," said Palmer. "It was interesting to see their living and working environment."

As a sign of rekindled friendship, RADM Bernard J. Smith, commander, Cruiser Destroyer Group 5 and Rear Admiral Ying Ding, chief of staff Chinese North Sea Fleet, along with sailors from both sides, gathered in Zhong Shou Park for a tree-planting ceremony.

"I hope this tree takes deep roots and the branches spread wide ...," Ding said. "I hope that one day our children will be able to visit this tree, and the bond between our countries will be even better." †

*Melendez is assigned to the public affairs office, USS Independence (CV 62) and Shanks is assigned to Fleet Imaging Command Pacific.*



Crew members of USS *Bunker Hill* (CG 52) enjoy sightseeing and shopping in Qingdao, China.







## LIBERTY CALL

- Qingdao, China, has great bargains for jewelry and gifts.
- The PRC flag is folded by crew members of USS *Bunker Hill* after flying from its main mast. The flag was hoisted on *Bunker Hill*'s arrival to Qingdao, China.
- ▲ RADM Bernard J. Smith, commander, Carrier Group 5, inspects Sailors of China's North Sea Fleet.















◀◀ The Chinese provided two war ships and one submarine for U.S. sailors to visit and tour while in port at Qingdao, China.

◀ The People's Liberation Army-Navy Band leader conducts the music for departing ceremonies for USS *Bunker Hill* (CG 52) at the end of the three-day port visit.

▼ Sailors from the Chinese North Fleet and USS *Bunker Hill* (CG 52) swap sea stories during a dinner party aboard *Bunker Hill*.







# Lifesaving 101

Story and photos by JO1 Kevin Stephens

ISO athletic men and women for challenging career in fast-paced, upwardly-mobile environment. Great incentives, pay and prestige, travel opportunities. Must be willing to jump out of helicopters.





**L**ifesaving is on the curriculum for Sailors, Coast Guardsmen and Marines attending Aviation Rescue Swimmer School at Naval Air Station Pensacola, Fla. The four-week course offers Naval Aircrew Candidate School graduates some of the Navy's most physically demanding training and a follow-on assignment where the job is to be a hero.

"We want to teach them to jump into any kind of sea, in any kind of weather, day or night, and be able to get pilots, aircrew or civilians out of the water as quickly and safely as possible," said Marine Staff Sgt. Rick Kern, an instructor from Jacksonville, N.C.

The school combines rigid military discipline, vigorous physical fitness training and hands-on learning to drive home the skills necessary to save people at risk in the water.

"Since most of the students are from boot camp, we maintain a much more cohesive, military-type environment," said LCDR Ed Skube, the school's officer-in-charge. "We start every morning with personnel inspections. They will have dungaree inspections daily and they will be inspected in their dress uniform weekly."

"It's definitely tough," said student Airman Ed Turkovich of Seattle. "The hardest part is the physical training.

"They push you to your limit and then you have to keep going. I guess it's more of a mental thing than anything else. The instructors try to motivate you to be tough and stuff, but underneath all of that they really want to help you. It comes through pretty clear, especially in the pool. They push you to motivate yourself," he said.

**Students at Aviation Rescue Swimmer School spend a lot of time in the water learning the best way to get themselves and others out of it.**







The working environment for a rescue swimmer is the open ocean an aspect that reflects heavily in the training — students must be completely at ease in water to perform their jobs safely.

"In training, when the students go through the maneuvers, the people portraying the victims will grab them and be very aggressive, and they'll hold on tight," said Skube. "But the students have learned the skills, both in the classroom and during dry-land drills before we let them in the water, and they are very comfortable with it."

Overcoming fear and learning to do the job right is the first obstacle these future rescue swimmers must overcome. If they can't manage it in a pool surrounded by life guards, they'll never make it in the fleet.

"Lifesaving is the most complicated part," said Chief Aviation Systems Warfare Operator (SW/AW/NAC) David Hill. "It takes a lot of concentration to be in the water and have someone panicking on your back."

"I don't know if you've ever been in the water and had somebody grab you, but I'll tell you I've been there and had someone grab hold of me for dear life. It was interesting because I'd been through the school, I remembered the procedures it taught me, and I found out they work," said Hill, an instructor from Jackson, Miss.

"There are eight major maneuvers that are basically right out of the Red Cross manual," said Skube. "The only difference here is we expect to deal with those things in

**As part of a final test before graduation, rescue swimmer students must save several simulated crash victims. Each student must conduct the rescue with absolute precision under the scrutiny of a team of instructors.**

more of a traumatic environment. For example, the rescue swimmers have to jump in and save people from a sinking freighter or a pleasure boat. The victims they'll have to rescue are a little more panicky than those you'll find in a swimming pool. So we have to deal with it differently."

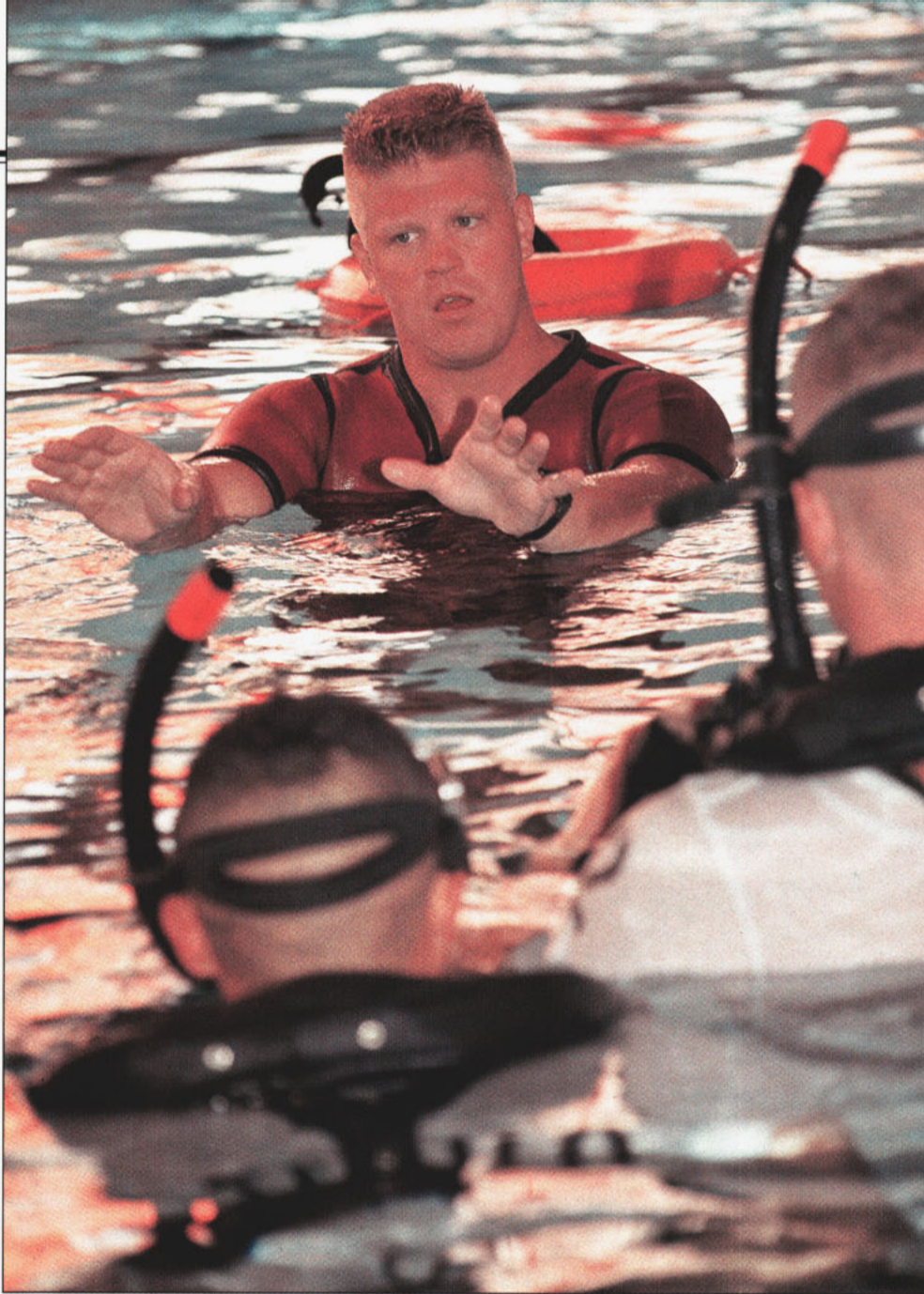
Being a rescue swimmer is risky business and training for it can appear to be fairly dangerous itself. But safety is always at the front of each training exercise.

"Everyone assigned to this command is a certified life guard," said Skube. "We have emergency medical technicians on the pool deck plus the safety observers who have all the equipment to take care of any problem. The students have been briefed so they know what's going on."

All the hard work and training is not without its rewards, however. The Navy has set up some extra perks for Sailors willing to take on the challenge of being a rescue swimmer. "The incentives for it are pretty good," said Skube. "They get search and rescue (SAR) pay on top of their flight pay. Some of these individuals are eligible for special reenlistment bonuses if they reenlist as SAR swimmers." †

*Stephens is a photojournalist for All Hands.*





▲ AD2(AW/NAC) Bradley R. Hoel from Stanley, Wisc., an instructor, demonstrates life saving techniques to a group of rescue swimmer school students.

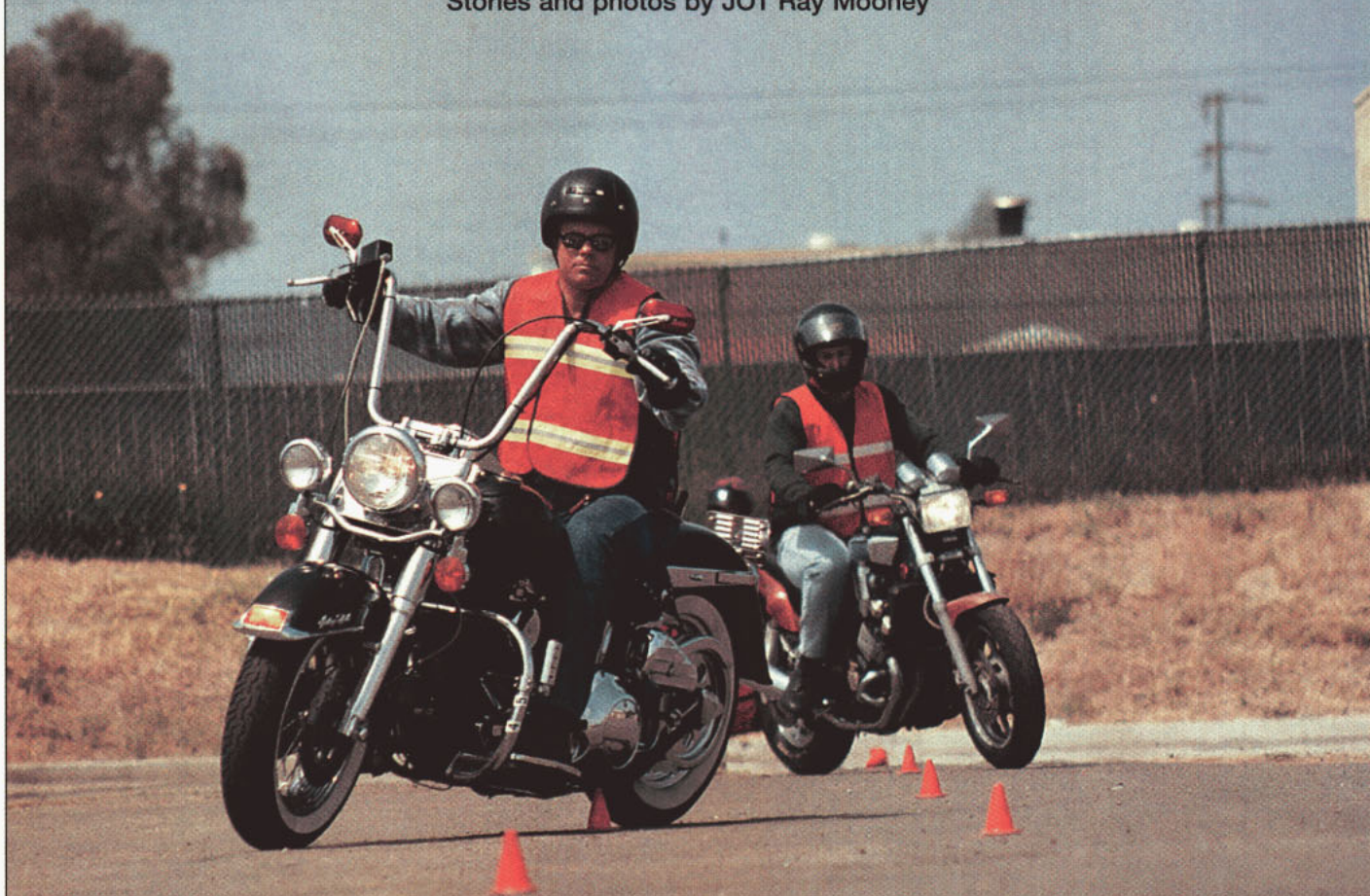
◀ Boot camp-like discipline is expected of students at Aviation Rescue Swimmer School, here preparing for a bay swim at NAS Pensacola, Fla.





# Motorcycle safety

Stories and photos by JO1 Ray Mooney



**M**ore than 90 percent of the motorcycle riders involved in accidents were self-taught or learned to ride from family or friends.

A frightening statistic, but hopefully one you're not part of once you've finished the Navy's required course for motorcycle riders. The class, Motorcycle Rider Course: Riding and Street Skills, is a product of the Motorcycle Safety Foundation and was adopted by the Navy in 1982. It's designed to teach you how to ride from just easing out the clutch and straddle-walking your bike, to swerving at high speeds to avoid a collision.

"People call it a motorcycle safety course, but that's not really what it is," said John Rummell, Naval Station San Diego's motor vehicle safety specialist.

"I've had people come into my office who would cop an attitude right off, saying I'm just doing this to get my base sticker, you can't teach me anything about biking," Rummell said. "They're right about the first part. You can't get a base sticker anywhere in the Navy without taking this course first."

They aren't usually right about that teaching thing, though.

"I had one guy apologize to me because he gave me some attitude at the beginning of the class," Rummell said. "When it was done, he came over and shook my hand and said, 'I didn't realize what I didn't know about biking, I've got a lot to learn.'"

Experienced riders, now students again, agree. "At first





I thought it was just another regulation, just another thing to throw in the way," said Seaman Apprentice Kevin W. Bassett, stationed aboard USS Harpers Ferry (LSD 49). "But now we're on our third day and I really feel like it's important," said the Oklahoma City native who's been riding since he was eight years old.

Rummell said people who have ridden for 20 years, even the folks who ride 1500cc touring bikes, still have something to learn. "When they start going through my riding range and have a hard time dropping their bikes or blowing through corners, they say their bike's so big they can't do it." Rummell proves them wrong by mounting their unfamiliar bikes and gliding easily around the range. "It's a matter of how much you really know. And listening, that's a big part of it. You've got to listen to us, because we know what we're doing."

The class is split down the middle between the classroom and the riding range, with emphasis on fundamentals like shifting gears, turning and stopping. These skills are then expanded into advanced levels of turning, braking and swerving.

"We learn something in the morning and then go out and apply it in the afternoon," Bassett said. "That's what I like."

The differences between cars and motorcycles are both obvious and numerous, the most critical being that bikes and their riders are far more vulnerable than four-wheelers and their passengers. But smaller and lighter equates to quicker and more maneuverable. Some riders, even experienced ones, fail to appreciate that maneuverability.

Of course, choosing a proper turning speed is one of

the exercises in the course, but if you blow it you have to trust the motorcycle and what you've learned about it. "Nobody really outperforms the motorcycle," Rummell said. "More often than not, if you compare the limits, the motorcycles are going to be higher than yours."

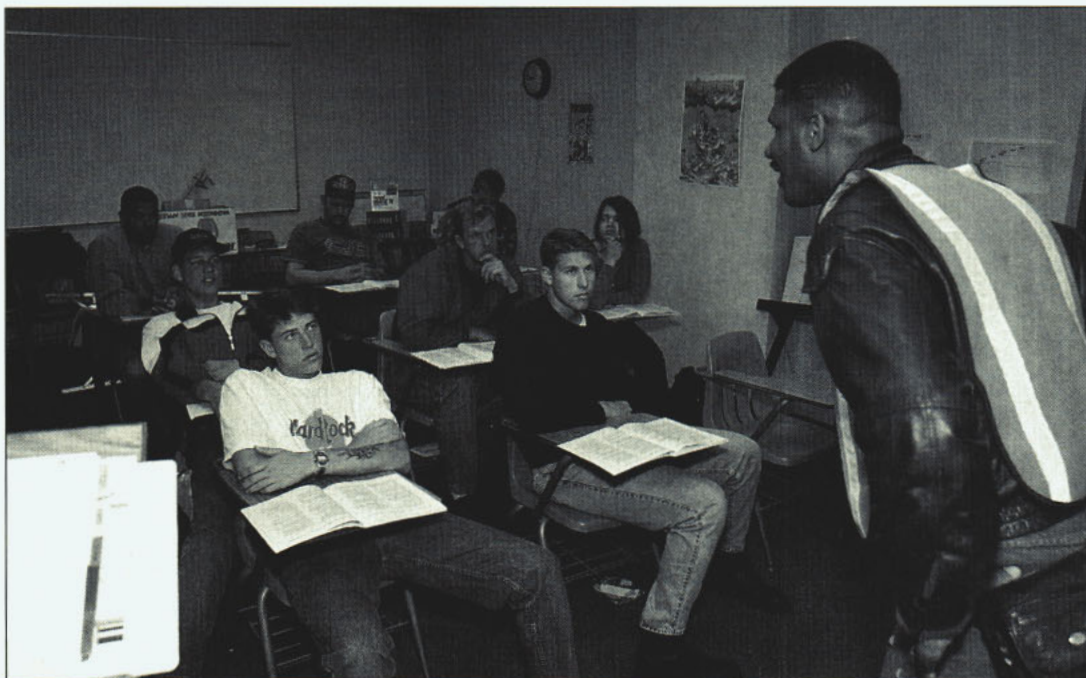
And after a couple days in the class and on the range, the students begin to believe it. "You see them go through that turn, people who don't like to lean with their bikes or are afraid they're going to lean too much and tip over," Rummell said, "you'll see them start to lean a little more, get a little more comfortable with the fact that they're sideways."

"I've learned a lot about maneuverability on the bike," said Aviation Boatswain's Mate (Aircraft Handling) Airman Apprentice Aaron C. Burleson, from USS Boxer (LHD 4). "It's actually a course that teaches you from scratch and I can handle my bike a lot better now than before I took the class."

Burleson, a Loveland, Colo., native, admitted he was one of the many who thought he knew everything there was to know about riding, but he has since changed his mind. "I've taken a lot of things I learned in the class and put them to work out on the street. I go out and practice certain things, like swerving and sharp turns, and it's helped me out a lot."

And that's the whole idea. To help you out a lot. To teach you or reinforce what you already know about riding. And to take you out of that 90 percent who are just an accident waiting to happen. †

*Mooney is a San Diego-based photojournalist for All Hands.*



◀ Students ABHAA Aaron C. Burleson of Loveland, Texas, (right front) and ENS Daniel T. Turnbow of Mercer Island, Wash., pay attention to the instructor during the Motorcycle Rider Course.

◀◀ LT Curtis J. Gilbert practices proper turning speed during an exercise.



# Wearing safety gear is a must

**A** big part of riding a motorcycle is the look. It's cool. Another big part of riding a motorcycle, *if you're in the Navy*, is the safety gear. That includes that bright orange vest that everyone has an opinion on.

What you may not know, is that regulations require Sailors to wear safety gear every time they ride, regardless of where they are.

"A lot of people think that once they get off base they can take their vest off, strip down to a T-shirt and shorts, put thongs on and go riding around," said John Rummell, the motor vehicle safety specialist at Naval Station San Diego. "The Navy has said that's a violation of their order. If you do go down, you're contributing both to the accident and the severity of it by not wearing your safety gear."

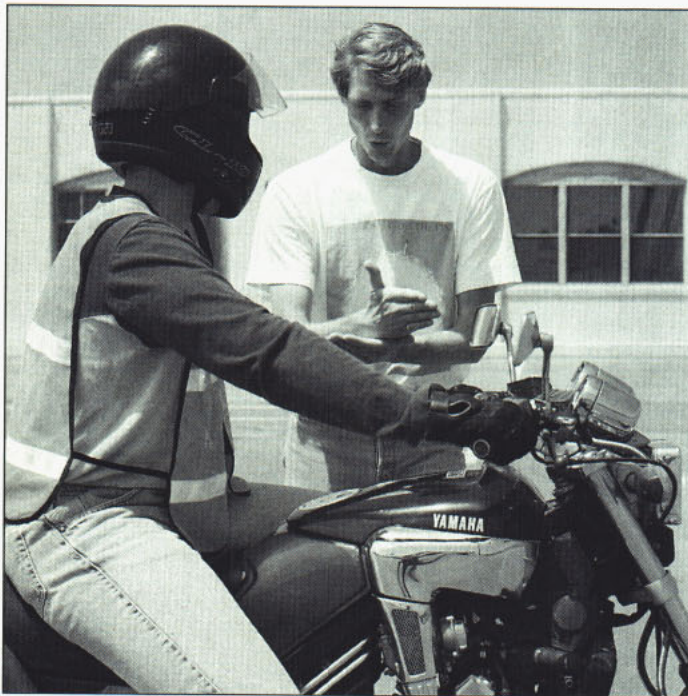
Rummell said an in-the-line-of-duty investigation will likely be initiated after an accident and if it's determined that you weren't wearing the proper safety gear, you could be held responsible.

A Department of Transportation-approved helmet, eye protection, long pants, long sleeves, hard-soled shoes, full-

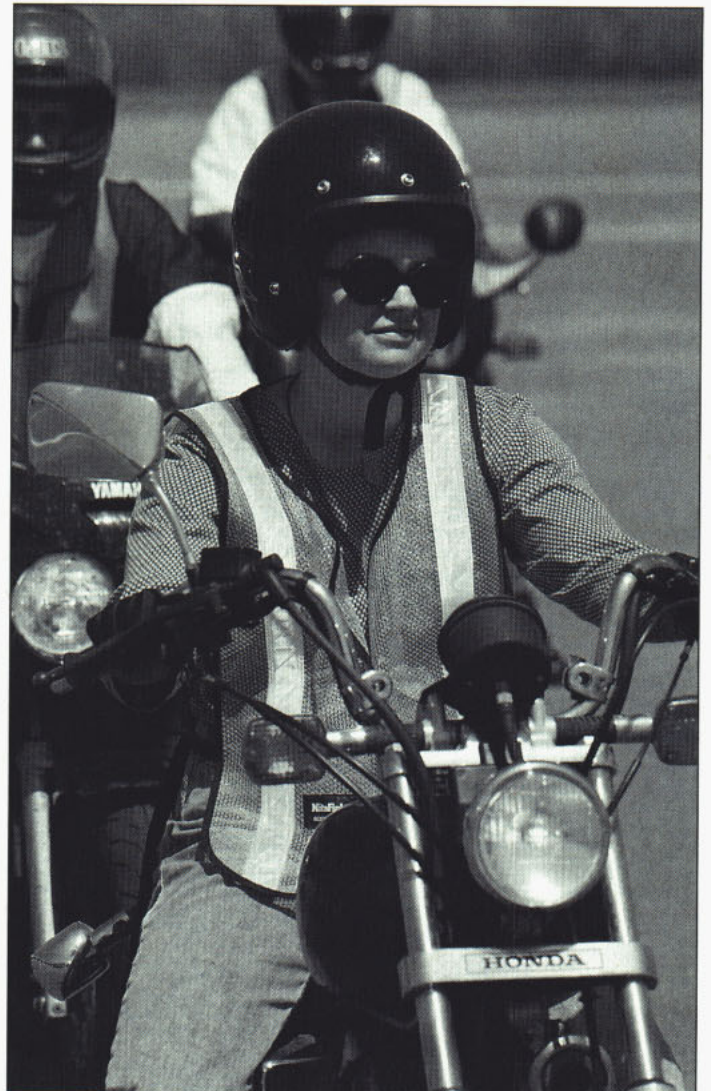


finger gloves, a retroreflective vest and your skills as a rider are the only things between you and the road. The state you live in may require more or less. Check with your local Department of Motor Vehicles. The Navy requires you have all eight. On base or off. All the time. †

*Mooney is a San Diego-based journalist for All Hands.*



John Rummell, head of instruction for the Motorcycle Rider Course, San Diego, teaches a student about the riding range.



ENS Emily P. Hampton waits for her run at the riding range.



# Buying a motorcycle

**Reasons to buy a motorcycle:**  
*They're cheaper than cars. Usually true.*  
*Insurance is cheaper. Usually true.*  
*They're easier to park. Usually true.*  
*Good gas mileage. Almost always true.*  
*They're just cool. Absolutely true.*

**O**K, maybe that last one is a little subjective, but whatever your reason for buying, your decision is a big step. Make sure you know where you're going.

"When people come in, they pretty much already know what they're going to get," said Tony Lopez, a San Diego motorcycle salesman. "They've got a unit already in mind."

Lopez said the younger crowd leans toward sport bikes almost exclusively — bikes like the Ninja or CBR. Other choices include standard bikes, like the Nighthawk; cruisers, like the Virago or Magna; or touring bikes, like the Goldwing.

Whatever you decide, take some advice from a guy whose business it is to sell you that motorcycle. "Think before you buy. Buy something that's going to suit your needs, not your impulse at the moment," Lopez said. "Once you ride it off, that's a five-year loan and you're buried under that bike. Think about it. If you're going to ride a girlfriend or boyfriend around, maybe you need a cruiser, not a solo-seat sport bike.

"Make sure you're going to be happy, because once you're into something that's \$8,000, it's tough to wiggle out of it."

But a motorcycle doesn't have to be that big an investment. For the first-time rider, a used bike might be more practical and much cheaper. "You can figure a good investment would be about \$2,000," Lopez said of used motorcycles. "Two to three grand will get you a very good bike, probably one that's in very good shape and one of the newer models, too."

Lopez said if you buy a used bike from a dealer, you can probably get a reasonable service plan to go along with it. "In California at least, dealers are required to follow certain procedures when selling used equipment, so it's usually a pretty safe bet." You should check with your state and local dealership about laws concerning selling used vehicles.

Dealerships also have a good idea when your ship's coming back from deployment, according to Lopez. They'll beef up the inventory and shell out some dollars for advertising, because they know the trend. "Those guys get off cruise, they have a big old check and the first place they hit is a bike shop or a truck dealership," Lopez explained. "They're going to buy a vehicle when they get back."

So, the dealers know you're coming. They're waiting for you. Just be sure you know what you're getting before you sign over that allotment to the finance company. It's a big decision. †



● ▲ Bikes on display at a San Diego bike shop.

## **Bikes are cool.**

But they don't have seatbelts,  
they don't have air bags and  
they can be dangerous.

**Ride safe. Arrive alive.**



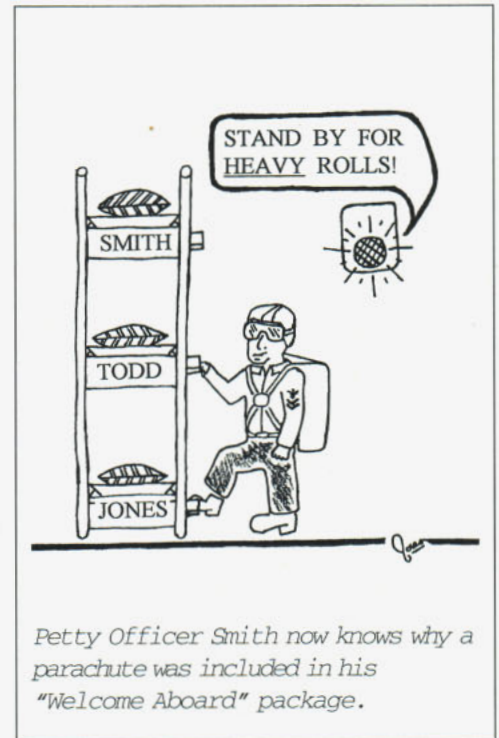


# Toons

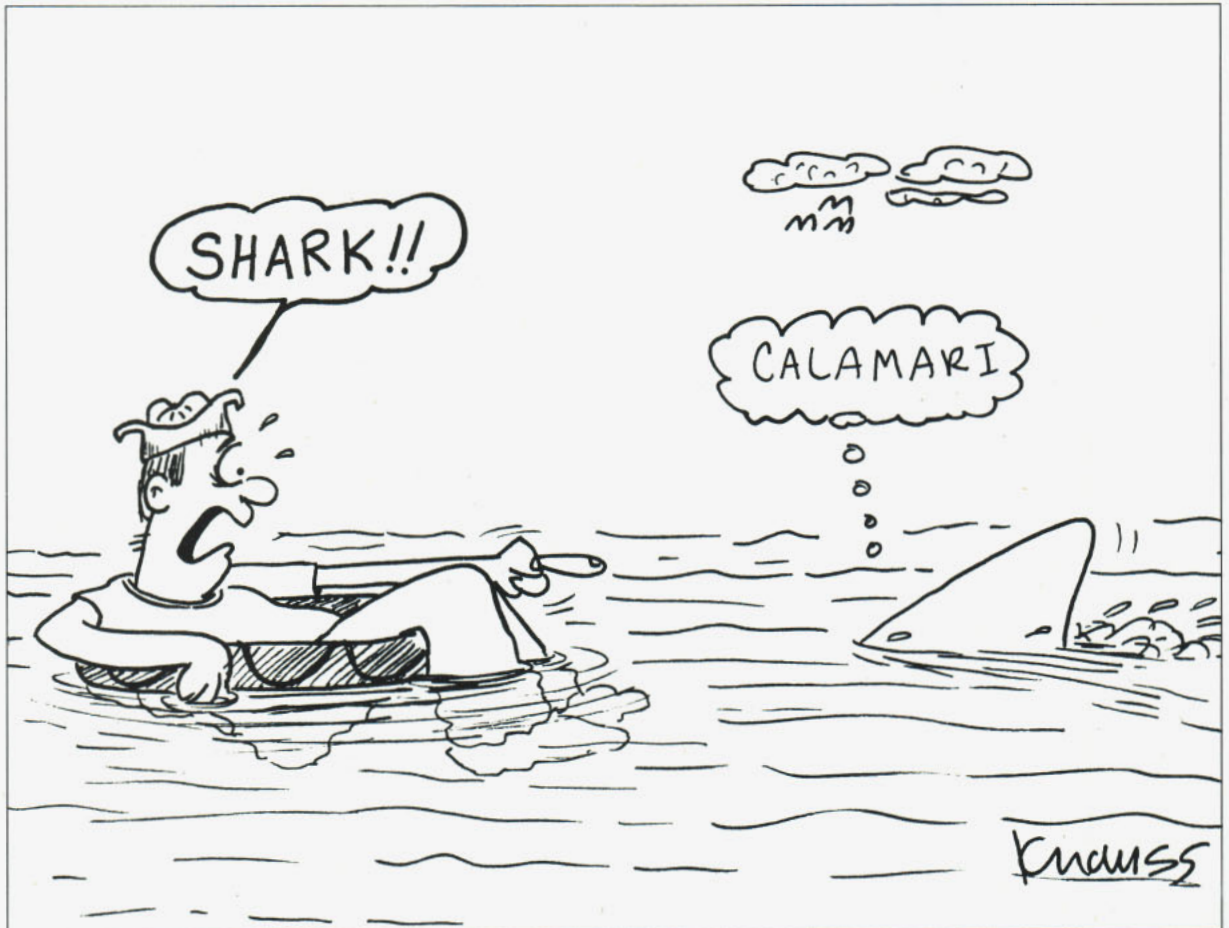
**Editor's note: All Hands received more cartoons than we expected, so we thought we'd keep printing them until we ran out. If you draw cartoons, please send them to us and we'll see if we can work them into the magazine. For more information call us at DSN 288-4171/4182 or (202) 433-4171/4182.**

*Right: OS2(SW) Jimmy R. Jones of Rochester, N.Y., assigned to NAVSTA Annapolis, Md.*

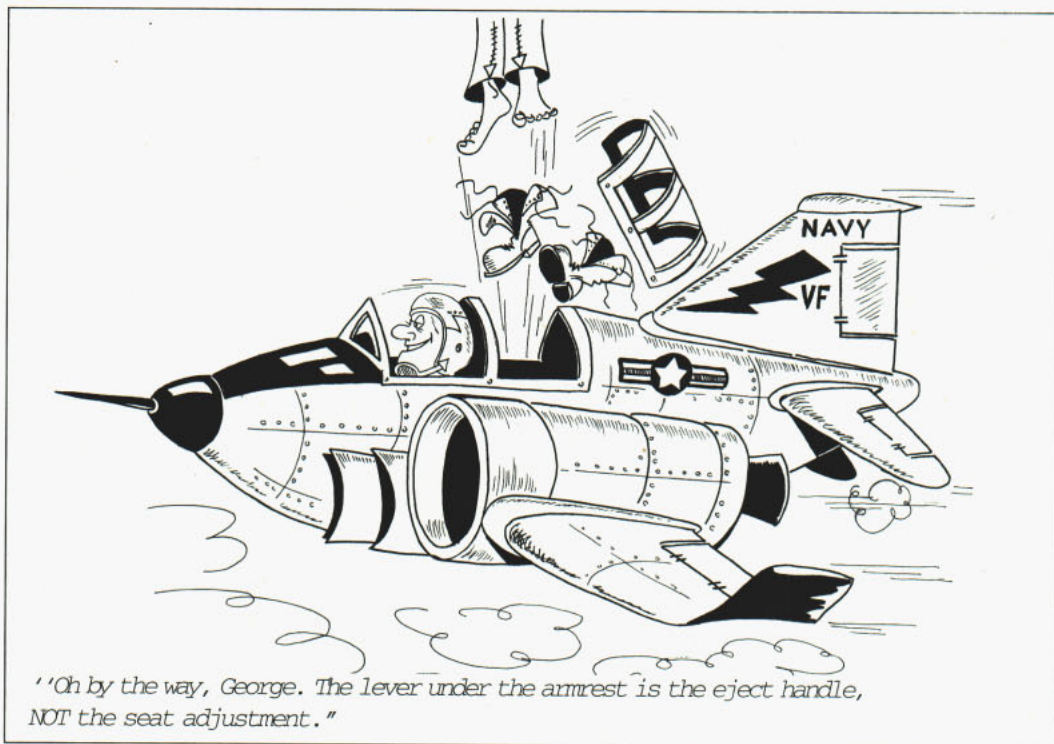
*Below: IC2(DV) Daniel R. Knauss of Bowling Green, Ohio, assigned to SIMA Charleston, S.C.*



*Petty Officer Smith now knows why a parachute was included in his "Welcome Aboard" package.*

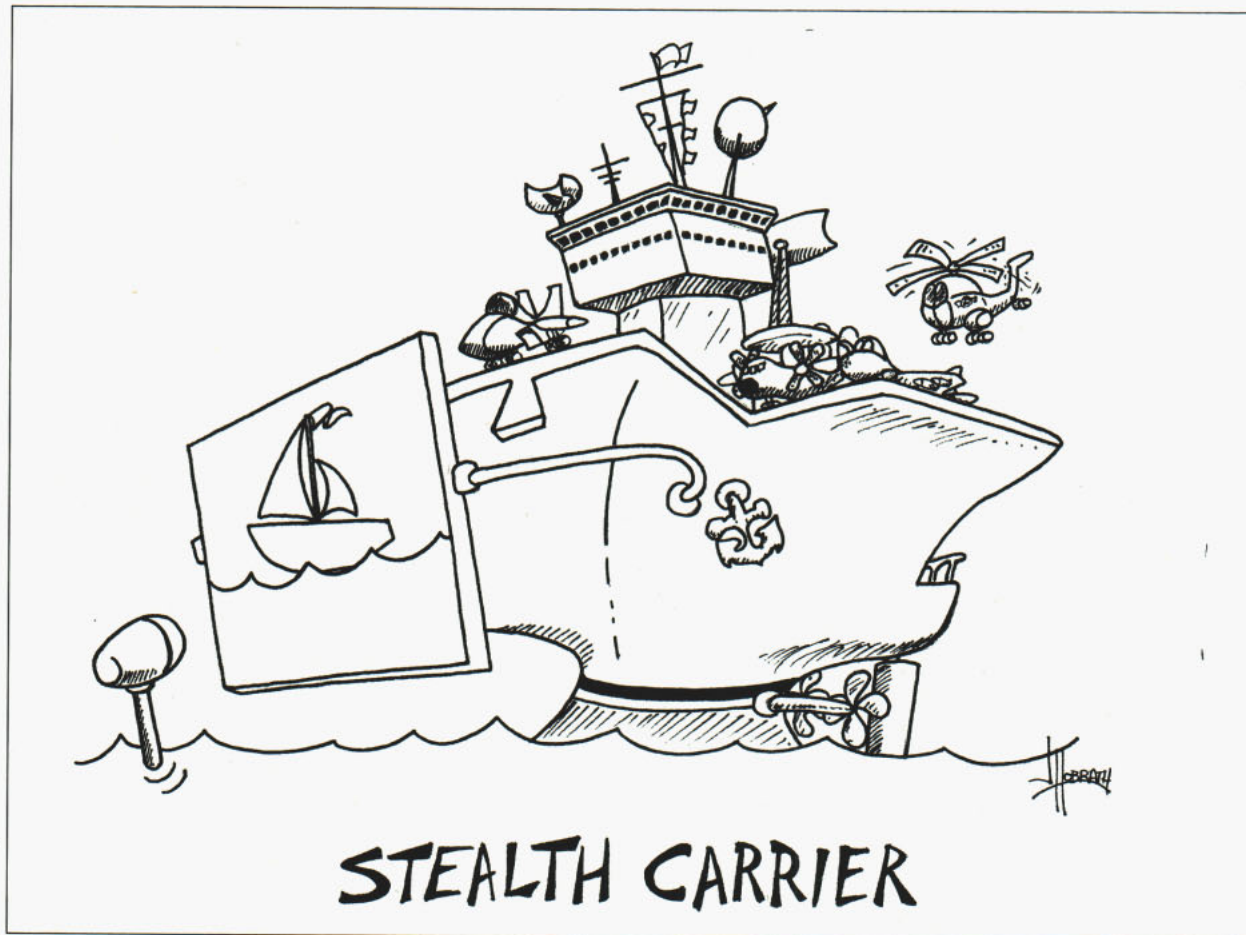






Left: CAPT John T. Williams, Ret., Bonita, Calif.

Below: PR1(AW) Jeff Hobrath of Cleveland, assigned to NAS Willow Grove, Pa.

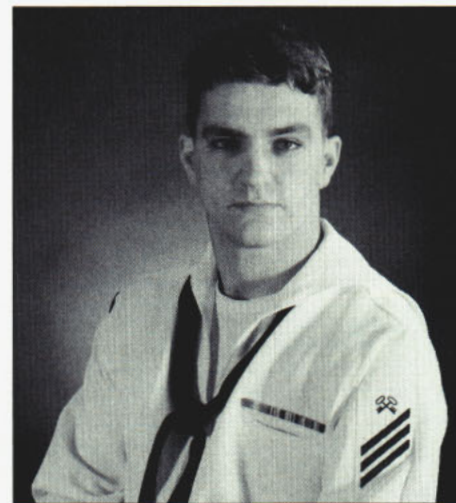
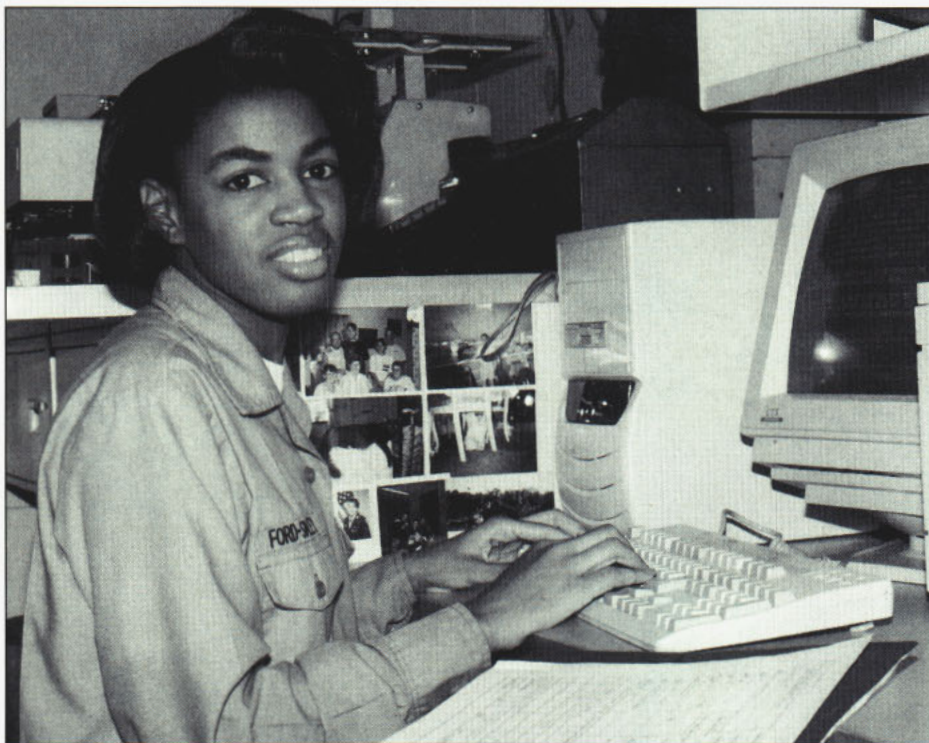




# Models of Success

All Hands' asked commands to send in their Models of Success – Sailors who continually set the standards of excellence. The response has been overwhelming.

Here are some of the men and women who show initiative, strive for personal and professional achievement and demonstrate leadership – making them model Sailors and keeping today's Navy great.



**▲ SKSN Ryan W. LeBlanc**

**Hometown:** Hot Springs, Ark.

**Key to Success:** "Constant proactiveness and respect for my superiors."

**Command:** USS *Thach* (FFG 43), Yokosuka, Japan.

**◀ YN2(SW) Pamela D. Ford-Smiley**

**Hometown:** Hammond, Ind.

**Key to Success:** "Whatever you do, you should do it well and give it your all. It is better to set a goal and fail at it, than to have never tried at all."

**Command:** USS *Yellowstone* (AD 41), Norfolk.

**▼ ATAN Benito Vasquez**

**Hometown:** Corpus Christi, Texas

**Key to Success:** "Keep a level head about life and explore all the opportunities available to you."

**Command:** Helicopter Mine Countermeasures Squadron (HM) 14, Unit 60180, Norfolk.

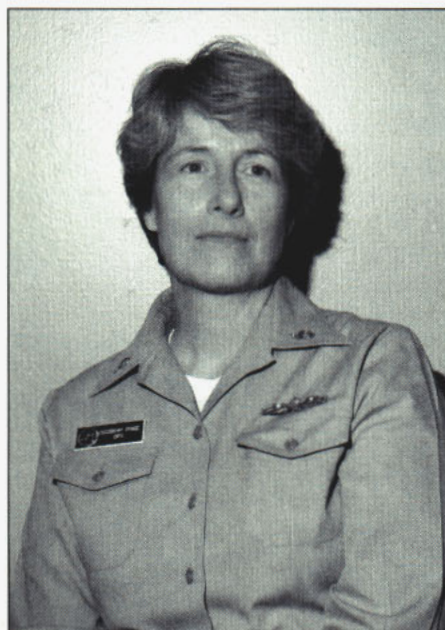


**▲ GMM3 Eugene Lee Amarrador**

**Hometown:** Jacksonville, Fla.

**Key to Success:** "Improve on a daily basis and have a smile ready."

**Command:** USS *Barry* (DDG 52), Norfolk.



**◀ OSCS(SW) Mary Prise**

**Hometown:** Painesville, Ohio

**Key to Success:** "When dealing with people, it is easier to adapt when your personality doesn't get in the way."

**Command:** PCU *John C. Stennis* (CVN 74).





◀◀ **RP2 Michele M. Erickson**

**Hometown:** Richville, N.Y.

**Key to Success:** "Have a determined sense of mission and set a good example."

**Command:** CREDO (N6), Norfolk.



◀ **YN1 Naomi Seale**

**Hometown:** Alhambra, Calif.

**Key to Success:** "I always put 100 percent effort in all I do. I can never be wrong for doing my best. When things go wrong, I don't spend all my time finding who is at fault — I just fix it and go on."

**Command:** Naval Air Station South Weymouth, Mass.



▲ **MA3 Scott A. Brooks**

**Hometown:** Logan, Ohio

**Key to Success:** "Be the best you can. Use logic and you'll produce quality results."

**Command:** USS Guam (LPH 9), Norfolk.



▲ **EM1 Noel B. Sengco**

**Hometown:** Manila, Republic of the Philippines

**Key to Success:** "Motivation to compete and reach the goal of the next higher level."

**Command:** Assault Craft Unit 2, NAB Little Creek, Norfolk



◀ **AD1(AW) Edward L. Jackson**

**Hometown:** Birmingham, Ala.

**Key to Success:** "Plan, set goals and be organized. Being a good leader is the key to prosperity."

**Command:** NAS Oceana, Va.





**▲ AD1(AW) Linda J. Teates**

**Hometown:** Morristown, N.J.

**Key to success:** "My ultimate key to success is my positive attitude and 'can-do' spirit."

**Command:** Naval Air Station, Jacksonville, Fla.



**HT1 John Kokkinos**

**Hometown:** Tampa, Fla.

**Key to success:** "Don't be a quitter."

**Command:** SEAL Team 2, Norfolk.

**◀ YNC(SW) Mary L. Fortier**

**Hometown:** Fargo, N.D.

**Key to success:** "Watch, listen and pursue. Take the duties that nobody else wants, follow sea/shore rotations. You may not like it at the time, but you will benefit in the end. Always take care of your troops, who in turn will take care of you."

**Command:** USNS Pecos (T-AO 197).



**▲ QM2 Abra D. Kieffer**

**Hometown:** Williamsport, Pa.

**Key to success:** "Believe in yourself, know what you want and go for it."

**Command:** U.S. Naval Forces, Japan.



**▲ MS3 Leo Palaganas**

**Hometown:** Daguphan City, Philippines

**Key to success:** "Initiative, patience and knowledge."

**Command:** USS Constellation (CV 64), San Diego.



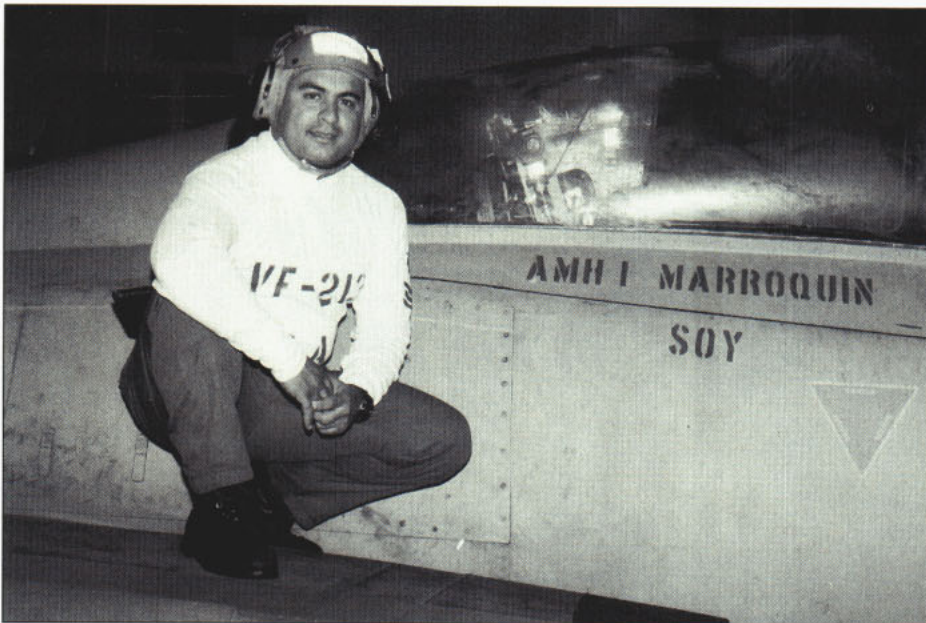
**▲ PN2 Deborah D. McAdory**

**Hometown:** Hueytown, Ala.

**Key to success:** "Be a willing listener."

**Command:** Personnel Support Activity Detachment, Atlanta.





◀ **AMH1(AW) Luis R. Marroquin**  
**Hometown:** Queens, N.Y.  
**Key to success:** "Take personal pride in each job — never go half way."  
**Command:** Naval Air Station, Miramar, Calif.



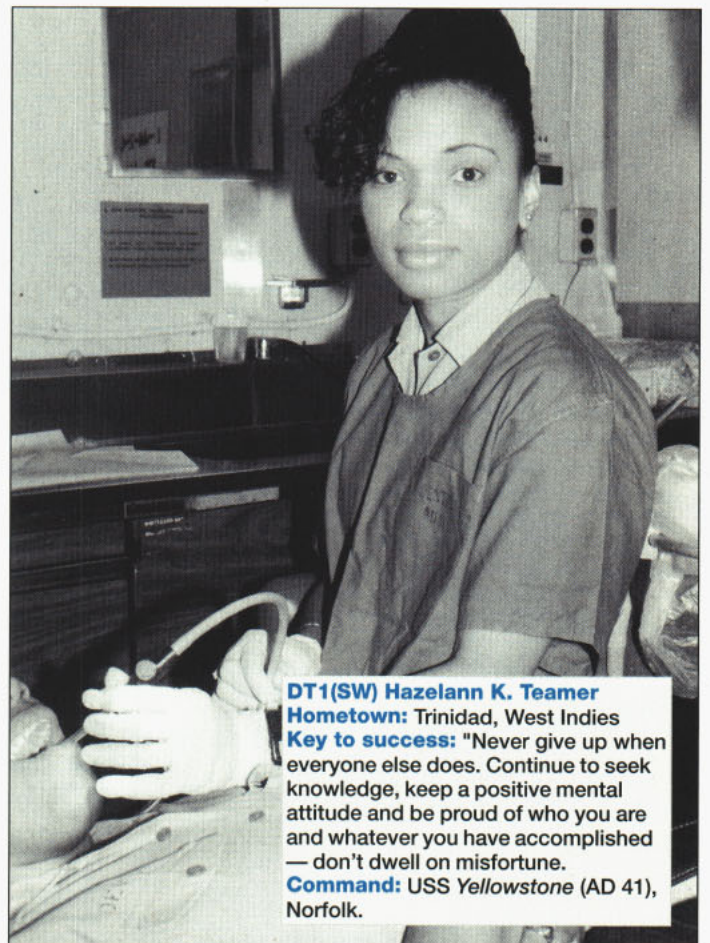
▶ **ABF1 Carlos S. Porcadas Jr.**  
**Hometown:** Kawit, Cavite, Philippines  
**Key to success:** "Hard work, dedication to duty, training and education."  
**Command:** STRATCOM, Tinker AFB, Okla.



▲ **OTM2 Cynthia L. Reynolds**  
**Hometown:** North Providence, R.I.  
**Key to success:** "Continually take on new challenges and seek out additional responsibility."  
**Command:** Undersea Surveillance Support Center, Norfolk.



▲ **SN Effie C. MacDonald**  
**Hometown:** White Sulphur Springs, Mont.  
**Key to success:** "Appreciate the people you work with. Have confidence in your abilities."  
**Command:** Mare Island Naval Shipyard, Calif.

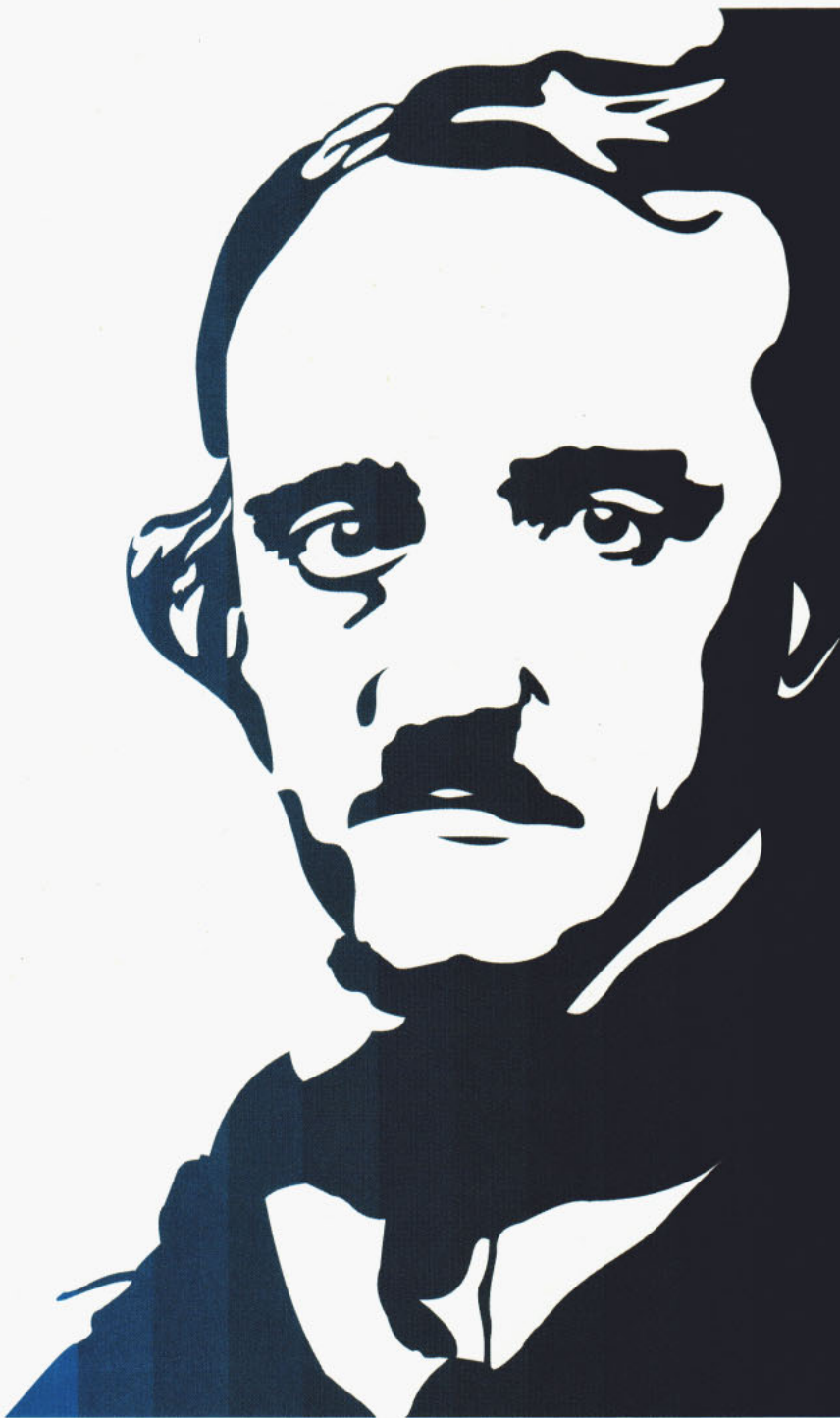


**DT1(SW) Hazelann K. Teamer**  
**Hometown:** Trinidad, West Indies  
**Key to success:** "Never give up when everyone else does. Continue to seek knowledge, keep a positive mental attitude and be proud of who you are and whatever you have accomplished — don't dwell on misfortune."  
**Command:** USS Yellowstone (AD 41), Norfolk.

▶ **OTA3 Landry Joseph**  
**Hometown:** Alexandria, La.  
**Key to success:** "Stay on top of things. Be aware of everything around you and do the best you can — set goals."  
**Command:** Naval Ocean Processing Facility, Dam Neck, Va.







**E**dgar Allan Poe — famed writer of mystery and terror — once said, “An established name is an estate in tenure, or a throne in possession.” With the name of Poe firmly established in the literary world, Electronics Technician 2nd Class Robert Poe, a distant cousin several generations removed, is on the verge of laying claim to his “estate.”

“I’ve been working on some short stories and mysteries based on Edgar Allan Poe’s short stories,” said the Niceville, Fla., native. “I’ve got a contract with a publisher, and my first book, tentatively titled *Return to the House Of Usher*, will be out next year.”

## *Quoth the Sailor, “Nevermore.”*

Story and photo by JO2 Lisa M. Novak



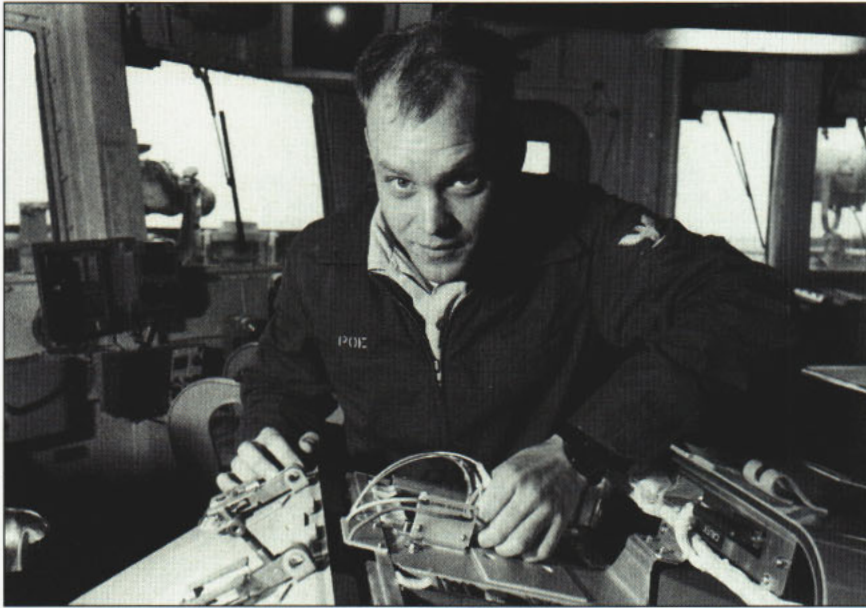


Photo by PH1(AW) Alexander C. Hicks

While having a contract with a publisher would be enough of a career for most, for Poe, writing is only a sideline. The 27-year-old writer works full time on board the guided-missile frigate USS *Kauffman* (FFG 59).

"As the primary exterior communications technician, my job is very important. My skills at maintaining the radios allow the ship to coordinate its antisubmarine warfare efforts and communicate with the rest of the world," Poe said. "My job gets stressful at times, but learning about the many ways electronics can be used is very exciting."

Poe said communication, of a sort, has been an outlet "ever since I could pick up a pencil."

*Return to the House of Usher* is a mystery novel based on Edgar Allan Poe's *Fall of the House of Usher*. "It's about a character similar to myself — a descendent of an illegitimate son to Edgar Allen Poe — who inherits the Poe legacy. He lives in a small town, Crowley Creek, Virginia. As things go on, he gets wrapped up in events related to Poe's short story."

ET2 Poe's book, published by Forge, is scheduled for release in January 1996, possibly in time for Edgar Allan Poe's birthday on January 19. He has a contract for a second book based on another Poe murder story, *The Black Cat*.

"I began writing *Return to the House of Usher* while on shore duty at the Caribbean Regional Ops Center at NAS Key West, Florida, and finished it before reporting to USS *Kauffman*," Poe said. "It took three or four months for the first draft, and I have been doing rewrites since then."

The original *House of Usher* story, critically described as Edgar Allan Poe's best, tells of the twins Roderick and Madeline Usher. Madeline falls into a trance and Roderick, thinking she is dead, buries her in a deep vault.

Edgar Allan Poe also was known for his murder tale *The Tell-Tale Heart*, and for *The Raven*, which is one of the most famous poems in American literature.

"I think Poe is a genius of a writer," the Sailor Poe said. "He has been an inspiration to me throughout my life. In researching Poe's life from time to time I have



ET2 Robert Poe, of USS *Kauffman* (FFG 59), connects a literary turn to fiction and a high-tech Navy career.

found interesting parallels between his life and mine."

Their attitudes toward military experience are not the same, however. Edgar Allan Poe joined the Army in 1927 and was discharged two years later as a sergeant major. Later, in an attempt to regain favor with his foster-father, he entered the U.S. Military Academy at West Point. When he saw a reconciliation would never happen, Poe purposely broke regulations and was dismissed from the service.

The present-day writer sees opportunities in the Navy. ET2 Poe has taken advantage of the schooling and job experience he's gained.

He said he's learned a great deal from working on radar, navigation and communication equipment. But, he said, a great deal of the important things he's learned weren't in school.

"I've learned to manage my time better and to work with people from different social, cultural and educational backgrounds. Through the Navy, I've gained the discipline, confidence, motivation and determination to fulfill my dreams."

The importance of dreams can't be understated in the Poe family. As his literary predecessor said, "They who dream by day are cognizant of many things which escape those who dream only by night." †

*Novak is a photojournalist assigned to the Navy Public Affairs Center, Norfolk.*

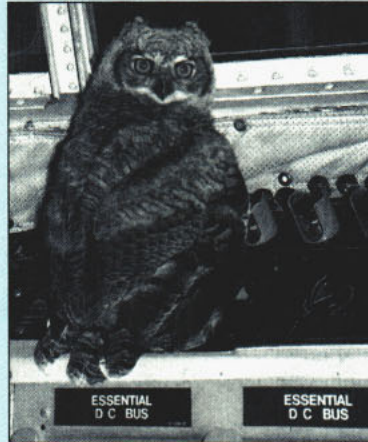


# Bearings

## Wayward owl strikes for wings of gold

**A** young and eager great horned owl recently took its maiden flight from its nest in the rafters of Hangar 34 at Pt. Mugu, Calif., home of the "Ice Pirates" of Antarctic Development Squadron 6. To the surprise of the owl and members of the squadron, the novice aviator landed in the flight station of an LC-130 *Hercules* aircraft. The month-old owl probably entered the aircraft through the forward escape hatch that was open for maintenance.

After the young aviator was found by some curious onlookers it was time to move the owl for its own safety. After all, it hadn't even been through simulator training yet. The task of relocation was given to Naval Air Weapons Station Environmental



Department Biologist Grace Smith who responded to the call armed with thick protective gloves and a confining tarp. The gloves protected Smith's hands from the owl's mighty razor-like

talons. The tarp protected the animal during the procedure, and apparently eased the minds of the owl's anxious parents as they watched from the rafters.

"When we got to it, the owl rolled on its back, clicked its beak and put its talons up in the air," said Smith. "It's a natural defense mechanism for these animals."

After the Ice Pirates' guest was carefully removed from its temporary perch, it was placed on top of a storage shack in the middle of the hangar where it immediately took flight in search of more private accommodations. †

*Story and photo by PH1 Dave Kruse assigned to the public affairs office, VXE 6, Point Mugu, Calif..*

## Sailors seek tutors for tots at NAS Fallon

**I** am really impressed with the work she has done for this program," said Air Traffic Controller 1st Class Corey Plumb, who works at the air traffic control tower at NAS Fallon, Nev.

"She has done an excellent job with my class and has shown some real abilities to teach," said David Wuth, a fifth-grade teacher at the Lahontan

Elementary School in Fallon.

These people are involved with the Partners In Education (PIE) school mentoring program in the Fallon area and they are talking about Aviation Electronics Technician 2nd Class Gloria M. Ballard, a native of Carlsbad, N.M.

Ballard is NAS Fallon's Aircraft Intermediate Maintenance Depart-

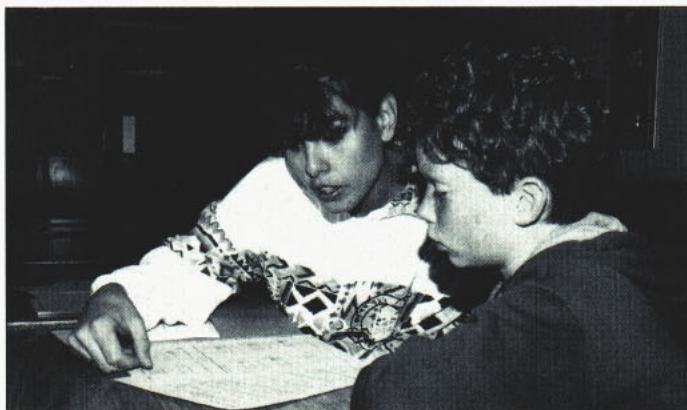
ment's coordinator for PIE. "I first got involved in September 1993 and was the only person from my department who was involved," Ballard said.

Since then, Ballard has been able to recruit several other volunteer Sailors for PIE. As part of the program, volunteers from the base tutor students in math, science and reading at Lahontan Elementary. The volunteers also help out in school-sponsored events.

"At first Sailors might do it (volunteering in schools) because it looks good on their evaluations to have community service. Then after they get more involved in PIE they start doing it because it gives them a sense of accomplishment and satisfaction from helping other people," said Ballard. †

*J03 Lee Swart is assigned to the public affairs office, NAS Fallon, Nev.*

**AT2 Gloria M. Ballard tutors a math student at Lahontan.**







## SAR team rescues exhausted skier

I just kept thinking don't fall down. I knew if I fell down it would be difficult for me to get back up," said Hospitalman 3rd Class William D. Schieding, stationed at NAS Fallon, Nev.

It came up when Schieding was trudging through 150 yards of waist-deep snow near Lake Tahoe, Calif., with a litter on his back to help rescue a stranded skier. According to Schieding, a member of the NAS Fallon Longhorn Search and Rescue (SAR) team, the victim decided to ski off a main trail and go down the back side of the mountain.

"The skier thought he could make it down that side of the mountain. Instead he became exhausted and couldn't make it," said Schieding.

"A friend of the skier notified the local authorities after he didn't return," said Schieding, a Munising, Mich., native. The Longhorn SAR team launched in an HH-1 "Huey" helicopter after their assistance was requested by the local Sheriff to help find and rescue the skier from the mountain.

After the SAR team arrived at the search scene command post, they were told the missing skier had been found but their help was still needed in rescuing him. The SAR pilot, LT Dan Keohane, landed the helicopter near the skier.

"Well, it wasn't exactly a landing," said Schieding, "because the skids on the helicopter went right through the snow but the pilot was able to keep the rest of the helicopter from doing the same."

Because there were many trees in the area, Keohane could not land the helicopter any closer than 150 yards away from the victim.

"After landing, I got out of the helicopter and trugged my way through the snow to the skier. I knew



**A** HM3 William D. Schieding checks a fellow Sailor's blood pressure and temperature at sick call in the Branch Medical Clinic at NAS Fallon, Nev.

**●** Schieding grabs his flight gear in the SAR ready room before launching on a flight.

he wasn't in real bad shape because when we first flew over his head he waved to us. He seemed very responsive," said Schieding. "Once I got to him he was so exhausted he couldn't walk. In fact, I had to help him dig his frost-bitten feet out of the snow."

Since the skier could not walk back to the helicopter, Keohane pulled the aircraft into a hover at about 100 feet overhead. Using a dual harness Schieding strapped the exhausted victim to himself.

Air crewman AMS2 Joe Coorough used a winch to hoist the men into the helicopter where Schieding administered first aid to the skier and wrapped him in a sleeping bag. The SAR helicopter transported the victim to a nearby airport for further transfer to a hospital.



Three hours later a major winter storm hit the ski area and covered the search area with two feet of snow.

"I don't consider myself a hero because I just did my job. I did what anybody else in the same situation would have done. I was trained to do this just like all of the other members of the SAR team," said Schieding. †

*Story and photos by JO3 Lee Swart, assigned to the public affairs office, NAS Fallon, Nev.*



# Bearings

## Students suit up for science, technology

**W**e were looking for a way to expose the kids to science in everyday life besides just a science fair," said Pat Matthias, library/media specialist at Sullivans Elementary School, Yokosuka, Japan. Matthias joined a group of Sailors to help students gain a better appreciation for science and technology.

"It was similar to a career day. We enlisted the aid of several commands on base who use science daily," continued Matthias.

Afloat Training Group (ATG) was one of eight commands that participated in Science Week. Fifth and sixth-grade children ran different tests on the water under the tutelage of Master Chief Boiler Technician (SW) John Clyburn, learn the finer points of the P250 portable pump from Electricians Mate 1st Class (SW) Joselito Reyes and how fuel for airplanes and ships is tested from BTC(SW) Richard Dunn.

Clyburn actually gave the students



**Andrea Neighbors, Jenille Arevalo, and Faye Rausch dress-out to perform a water purification experiment under BTCM(SW) John Clyburn's tutelage during their visit to ATG WESTPAC.**

hands-on experience in the lab. After careful explanation of why water is tested on board a ship, he showed them proper measuring techniques of chemicals and how to test the purity of water. Following the demonstration, each member of the class dressed out in lab gear and was able to test water to see if it was drinkable.

Other Sullivans students visited the hospital lab where they observed hematology, pathology and chemistry experiments. At the Naval Criminal Investigative Service they were instructed in forensic science and were shown fuming techniques for determining fingerprints.

The veterinary clinic staff gave tours of the operating room and let students view animal skulls and look at organisms through microscopes.

To end the day, students learned about environmental protection, visiting the hazardous waste storage facility, the incinerator at the solid waste plant, the recycling plant, the fleet industrial and supply center's hazardous material retail store, and the Public Works Center chemical lab, where they use state-of-the-art equipment to test the drinking water on base. †

*Story and photos by JO1 Elizabeth Bartlett COMNAVFORJAPAN Public Affairs Office*

## Sailors turn to for Oklahoma City

**I**mmediately following the bombing in Oklahoma City, Sailors assigned to Strategic Communications Wing 1 (CSCW 1), Tinker AFB, Okla., watched the destruction as the tragedy unfolded.



Within a few minutes, however, the Sailors moved to help. They provided around-the-clock support doing everything from driving fork lifts to delivering supplies and setting up blood drives.

"Anything that needed to be done, we did it," said Master Chief Aviation Boatswain's Mate (AW) Ron W. Collins, command master chief of Fleet Air Reconnaissance Squadron 3 (VQ-3).

"The turnout during this crisis was absolutely phenomenal," said Aviation

**AS3 Marvin Jon Vernon from Lafayette, La., and AT2 Gary J. McClure help set up spotlights for the relief efforts in Oklahoma City.**

Machinist's Mate 1st Class Kirk Burch. "Sailors have played a major part in the community since coming to Oklahoma City three years ago, and this was just one way we could help."

The Navy also donated about \$13,000 in material and relief supplies to support the rescue efforts at the demolished federal building.

"Oklahoma City welcomed the Navy with open arms three years ago and we wanted to support our community during this grieving period," said CAPT Vern Lochausen, CSCW 1 chief of staff. †

*Story by LT Flex Plexico, assigned to the public affairs office, Commander Strategic Communications Wing 1, Tinker AFB, Okla.*





# Roosevelt's supply system snaps forward

**A**s far as USS *Theodore Roosevelt* (CVN 71) is concerned SNAP I is history. Shipboard Non-tactical Automated Data Processing Program I (SNAP I), an outdated processing system plagued by unreliability and slow response time, was recently replaced aboard the carrier with the Navy's new shipboard processing program SNAP III.

The program processes countless pieces of information to help keep millions of items flowing through the ship's supply system.

SNAP III gives *Roosevelt* greater and quicker processing capability, and takes up half as much space. It is operated by the Automated Data Processing (ADP) department, whose data processing technicians spent long hours during *Roosevelt's* Preparation for Overseas Movement period installing the system. Many of the Sailors volunteered when they could have been on leave.

"The fact that it's here and operational shows the team spirit that the ship's personnel demonstrate in almost any challenge," said Data Processing Technician 1st Class Charles Rhodes. "The blue shirts in ADP got this job done."

The benefit is faster processing of any program run through SNAP III. Sailors throughout the ship can access SNAP through terminals in their office and get information they need quickly.

Users have noticed SNAP III is already making life easier. "The system is a lot faster than it was," said Aviation Storekeeper 3rd Class Ronnie R. Nelson of *Roosevelt's* Aviation Intermediate Maintenance Division (AIMD) Material Control. "It's faster getting from screen to screen. It's a far better system."



▲ DP2(AW) Thomas A. Vilevac and DPSN Timothy L. Pearson insert an eight millimeter data tape into SNAP III, a new data processing system aboard USS *Theodore Roosevelt*. The system uses the eight millimeter tapes to replace bulkier nine track reels employed by SNAP III's predecessor.

➤ DPSN Timothy L. Pearson removes a CD-ROM compact disc, one of many information-packed discs used by *Roosevelt's* new SNAP III system.

Aviation Maintenance Administrationman 1st Class Timothy A. Nunn uses SNAP III to access AIMD logistics systems. "There's a lot less downtime," he said. "We have more access to it than we used to, so our managers can make more timely decisions in support of our air wing." †



Story by JO2 John Henry Doucette and photos by PH3 Christopher T. Frye who are both assigned to the public affairs office USS *Theodore Roosevelt* (CVN 71).



# Shipmates



**Radioman 2nd Class Steve Manson** was selected as Strategic Weapons Facility Pacific's (SWFPAC) Sailor of the Quarter for second quarter 1995. Manson, a House Springs, Mo., native, was cited for his initiative, performance and commitment to mission accomplishment. Manson is assigned to Administrative Services/Military Personnel Branch, SWFPAC, Silverdale, Wash.



**Navy Counselor 1st Class (AW) Julie Christenson** was selected as the Commander, Reserve Patrol Wing Pacific (CRPWP) Career Counselor of the Year 1994. Christenson, a native of West Bloomfield, Mich., also headed up the VP-69 Retention Team. Under her guidance the team was awarded the "Golden Anchor" Award for retention excellence. Christenson is assigned to Naval Air Station, Whidbey Island, Wash.



**Chief Journalist(SW/AW) Doug Gabos** was recently presented the Commander in Chief United States Naval Forces Europe, Senior Enlisted Leadership Award. The award is presented to E-7s through E-9s who display exceptional leadership, professionalism and dedication to duty. Gabos, a native of Scotia, N.Y., is assigned to U.S. Naval Support Activity, Naples, Italy.



**Dr. Robert K. Parker**, head, Naval Research Laboratory's Electronics Science and Technology Division, Vacuum Electronics Branch, recently became a Fellow of both the American Physical Society and the Institute of Electrical and Electronics Engineers. Parker, a native of Alexandria, Va., was recognized for his contributions in the field of intense relativistic electron beams.



**LCDR Larry S. Hiponia** was recently awarded the Meritorious Service Medal. Hiponia, a native of Santee, Calif., was instrumental in establishing the first Japanese Maritime Self-Defense Force Operational Intelligence Center and its communication with the U.S. Navy. Hiponia is assigned to Battle Force 7th Fleet/Destroyer Group 5.



**LT Paul Fabish**, nuclear repair division officer on USS *McKee* (AS 41), was awarded the Naval Submarine League Levering Smith Award for Submarine Support Achievement. Fabish, a native of New Orleans, was recognized for his superior efforts in improving every aspect of nuclear repair capability. Fabish is assigned to Naval Submarine Base, San Diego.

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**ADM Mike Boorda**  
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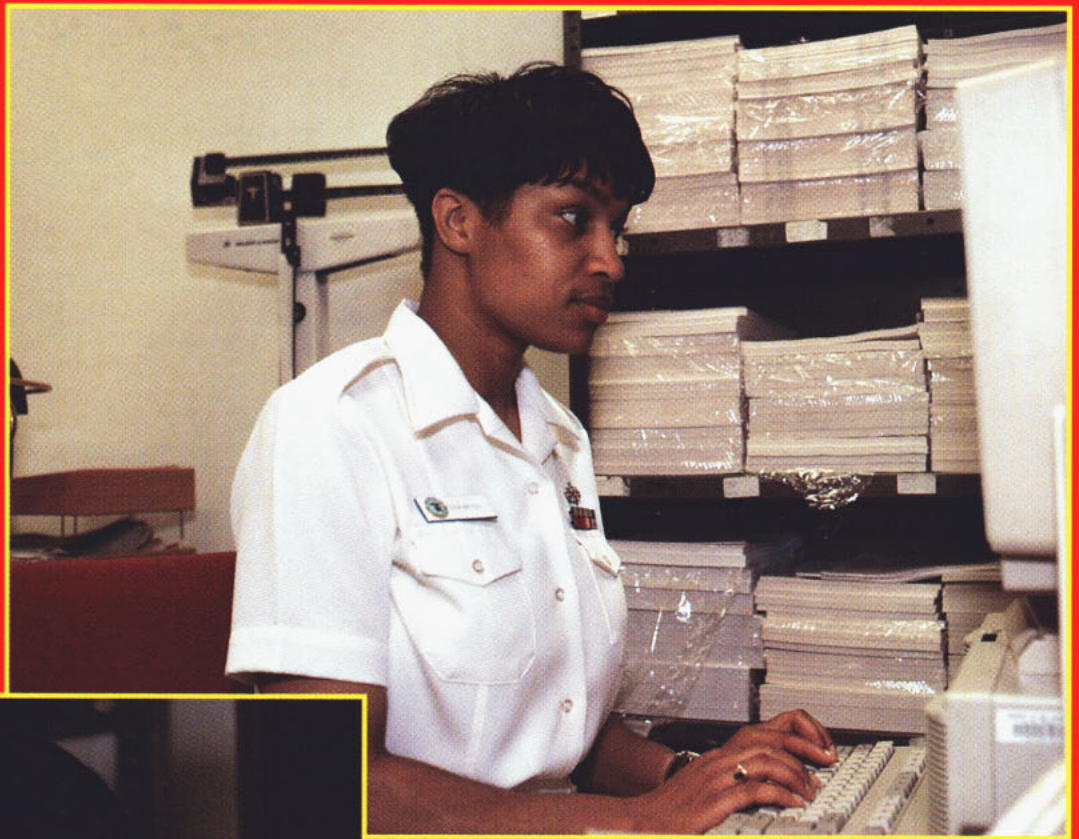
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Petty Officer 2nd Class Darrell Thomas (foreground) and another crew member push a bomb cart with two MK-82, 500 lb. bombs to the forward flight deck of USS *Independence* (CV 62) during Exercise *Cobra Gold* '95. (Photo by PH1 David Tucker.)





**NAME:** HM2(SW) Chetia R. Champion

**ASSIGNED TO:** ADM Joel T. Boone  
Branch Medical Clinic, NAB Little Creek,  
Va.

**HOMETOWN:** Gary, Ind.

**JOB DESCRIPTION:** "LPO and Basic Life Support coordinator, Education and Training Department — We're responsible for maintaining the training for the staff members here."

**PLACES VISITED WHILE ON ACTIVE DUTY:** Norway, Saudi Arabia, Bermuda and St. Thomas, V.I.

**HOBBIES:** Singing and reading.

**BEST PART OF THE JOB:** "The challenge of teaching a class. I'm nervous about standing in front of people but it just gives me the courage to go on and do better."