

ALL HANDS

MAGAZINE OF THE U.S. NAVY



African-American Heritage
FEBRUARY 1996

ROBERT

Any day in the Navy 1996

May 9, 1996, is just like any other Navy day. That's why it is so important to us.

We are asking our readers to record the events and the people on their ships and installations that day. All Hands will use these images to tell the Navy's story in our October 1996 edition.

We want photographs that capture the faces of Sailors, Marines, Navy civilians and their families. We're looking for imagination and creativity. Your subject might be something you see every day but says something special about your people or your command. Or, you might get a shot of something unusual, a once-in-a-lifetime photo opportunity. Our only rules are that the subjects in the photographs reflect the diversity of the Navy and there are no safety or uniform violations.

Use different lenses — wide angle and telephoto — to give an ordinary photo a fresh look. Shoot from different angles and don't be afraid to bend your knees or find a higher viewpoint. Experiment with silhouettes and time-exposures. Shoot color or black and white. Whatever you shoot, remember it's the people, not the hardware, that make the Navy what it is.

Photos must be shot during the 24-hour period of May 9. Submit processed and mounted color slides. Or, send us quality black and white or color prints, either 5x7 or 8x10.

Submissions must include full credit and cutline information: full name, rank, duty station and phone number of the photographer; the names and hometowns of identifiable people in the photos; details on what's happening in the photos; and where the photos were taken. This year we'd like to do something different: record the time that you took the photo and include that in your cutline. Captions must be attached individually to each photo or each slide. Photos must be processed and received (not postmarked) at All Hands by June 7, 1996. Photos cannot be returned.

Our mailing address is:
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Address questions to PH1 Dolores Anglin
at DSN 288-4209 or (202) 433-4209.



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

Photographer:

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

Photograph:

Time photograph was shot: _____
Caption (what the photo depicts): _____

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

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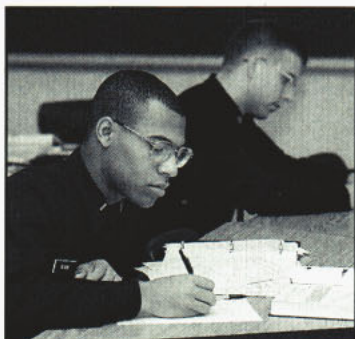
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March exam

■ The next cycle of advancement examinations for petty officer 1st, 2nd and 3rd class is approaching. Navywide advancement opportunity for the March exam is expected to be equal to or slightly better than the last cycle. All Active-Duty Special Work/One Year Recall personnel, regardless of time served on active duty, will compete for advancement as Reserve Inactive. This will provide advancement opportunity for these personnel from selected reserve quotas.

The third class exams are scheduled for March 5. Second class exams are scheduled for March 7 and first class exams will be given on March 12. †

sea duty

■ The Bureau of Naval Personnel (BUPERS) changed the way chiefs, senior chiefs and master chiefs are assigned to sea duty.

The new placement system began Dec. 1, 1995, and is very similar to the successful process for officers and Regular and Training and Administration of Reserve (TAR) CPOs.

"The role played by CPOs – especially at sea – is critical and gaps are simply unacceptable," said VADM Skip Bowman, Chief of Naval Personnel.

The process starts with the detailer and officer reviewing job options.

Then, the detailer proposes the officer be placed in a specific billet. The placement officer reviews the nomination and, upon acceptance, works with the command to determine an acceptable report date. That's how BUPERS will begin detailing chiefs.

The change applies to regular E-7 to E-9s in the FC, GS (including GSE and GSM), PM and AK ratings and TAR E-7 to E-9 in the BM, AK, and SK ratings.

"Not only does gapping cause readiness problems, it also puts newly reporting chiefs in the position of assuming a new job without the benefits of a face-to-face turnover," said Bowman. "I am convinced this initiative will ensure the continuity of khaki leadership at sea."

More information is available in NAVADMIN 271/95. †



"A" school

■ If you're a qualified Sailor eligible for immediate transfer you can attend one of the following 28 "A" Schools that still have FY96 quotas: ABE, AE, AECF (combined FC/DS/ET), AME, AMS, AT, AW, AZ, CTM, CTO, CTR, CTT, EN, ET(SS), EW, FT, GM, GSM, HT, IC, MM, MS, MT, OS, RM, STG, STS and TMs. What's more, all of these ratings currently offer excellent advancement opportunity.

Sailors within 12 months of EAOS, who meet all school requirements listed in Chapter 7 of the Enlisted Transfer Manual, should submit an ENCORE request for available "A" school quotas. All other fully qualified Sailors requesting quotas must submit NAVPERS 1306/7. With a positive commanding officer endorsement, the minimum 12-months-on-board requirement will be waived.

If you are not fully qualified for your desired "A" school, there are several programs designed to expand the list of ratings for which you may be eligible. The Job Oriented Basic Skills (JOBS) program allows you to improve academic and functional skills to improve your ASVAB test scores. The Bureau of Naval Personnel (BUPERS) encourages commands to review service records of Sailors who

minemen

■ As part of the Navy's effort to establish a cadre of enlisted mine warfare professionals, the mineman (MN) rating will expand and open up to Sailors in other ratings who have earned mine warfare Navy Enlisted Classifications.

Those of you in the expanded MN rating will serve sea duty in surface and air mine-countermeasure units and shore duty in mobile mine assembly groups (MO-MAGS), as well as performing other functions related to mine warfare.

Opportunities to convert to the expanded rating will be open to enlisted mine warfare specialists in the BM, DS and STG ratings who hold specific mine warfare NECs. If you are eligible, submit a request for conversion by message to BUPERS (Pers 292). Selected individuals who have served at least a three-year tour of MCM/MSO/MHC duty can also apply. These applications will be screened by BUPERS in consultation with Mine Warfare Command. †



entered the Navy during the summer months when "A" school availability is limited. Many of those individuals meet the requirements for highly technical ratings and are excellent candidates to attend "A" school during the first half of FY96.

BUPERS representatives are available to travel to major commands to make "A" school reservations for junior enlisted Sailors. To request this team, and for additional information, contact LT Robertson (PERS #4010S) at DSN 223-1326 or (703) 693-1326. More information is also available in NAV-ADMIN 278/95. †

When you are selected for conversion into the MN rating, you may be detailed at your current PRD to sea or shore duty.

The revised MN occupational standards and new MN Personnel Advancement Requirements bibliography, along with a study guide, are now available and will be included as part of the September 1996 exam cycle.

More information is available in NAVADMIN 256/95, or from CDR Brown, surface combat systems enlisted community manager, at DSN 224-6503 or (703) 614-6503; or by fax to DSN 224-6502 or (703) 614-6502. †

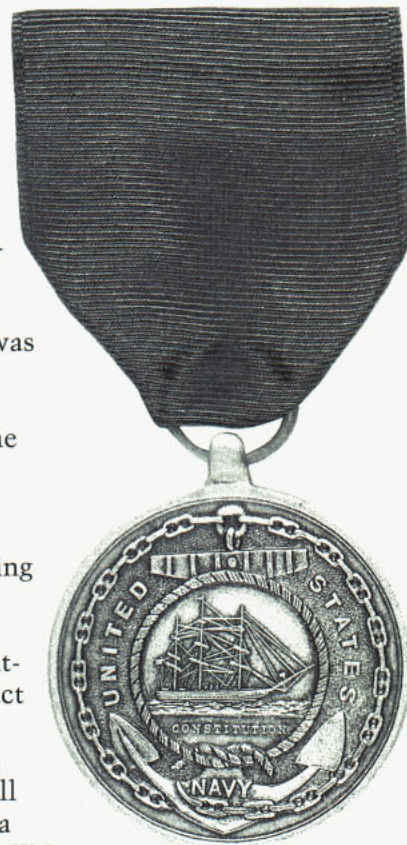
Good conduct

■ Sailors can now earn a Good Conduct Medal in three years, instead of the four years currently required, because of a change in eligibility approved last week by Secretary of the Navy John Dalton.

SECNAV's action also affects the Marine Corps Reserve Medal and the Naval Reserve Meritorious Service Medal. The change for all three medals is effective Jan. 1, 1996.

The Navy Good Conduct Medal was established by the Secretary of the Navy on April 26, 1869, to recognize the "All around good Navy enlisted person, qualified in all phases of conduct and performance." The award was given based on three-year increments until Nov. 1, 1963, when the requirements were lengthened to four years.

The change will bring the Navy in line with the other military services which currently award Good Conduct Medals for three-year periods. Implementation of this change will follow as specified in a forthcoming NAVADMIN. †



DECK PLATES

Stay the course, make a difference

An interview and photos by JO1 Ron Schafer

Master Chief Aviation Ordnanceman (AW) David Borne is the Fleet Master Chief for U.S. Atlantic Fleet. Borne, a 25-year Navy veteran, is from Luling, La. He has been assigned to a variety of commands and positions, from working with guided missiles on a carrier off the coast of Vietnam to command master chief of a deployed attack squadron during the Gulf War.

Journalist 1st Class Ron Schafer sat down with AOOCM(AW) Borne to discuss issues currently facing Sailors on the deckplates.

AH: You spend a lot of time talking to Sailors in the Atlantic Fleet. What are they saying? What's on their minds?

Borne: "One of the questions that always seems to come up as I'm talking to Sailors is, 'Is the drawdown over?' People are concerned about their future. They want to know if their careers are still in place.

"We also get questions about something that means different things to different people and that is quality of life... I think we have to continue working and making sure that what we're doing is going to make a difference for our Sailors.

"We can't just spoon-feed Sailors and expect them to grow up to be leaders."

"How do you do that? You spend a lot of time talking to Sailors, talking to supervisors, talking to senior leadership of the Navy, making sure we're all on the same track. If we go off in different directions nobody benefits. We'll get farther up the hill if we work together than if we go off on our own."



Fleet Master Chief David Borne tells Sailors, such as these on board USS *Anzio* (CG 68), responsibility is a two-way street – Navy leaders must help Sailors reach their goals, while Navy men and women must strive to do their very best.

AH: What else are Sailors worried about?

Borne: "OPTEMPO, PERSTEMPO and upward mobility. Sailors also want to know that the Navy will keep its word regarding special programs we've offered."

AH: The end of the drawdown is now in sight ... what opportunities can we expect to see in the coming years?

Borne: "A message came out recently about 'A' schools saying there are seats available ... if we have these seats available, we want to make sure our men and women have an opportunity to get those seats. With that, along with some terrific officer programs – the Seaman-to-Admiral program being the newest of those – we have a lot of opportunities. That makes a difference because upward mobility is the key."

AH: The Navy is making programs available, but what about the individual Sailor's responsibilities?

Borne: "I think it's a two-way street. I have a responsibility to do all I can to help Sailors realize their goals and their dreams because that's good for the Navy. You, as a Sailor, have a responsibility, to this Navy and to yourself, to do the very best that you can. That means you have to study. That means you have to do the things that you know will keep you competitive. We can't just spoon-feed Sailors and expect them to grow up to be leaders. They have to become involved in that process. And it doesn't happen overnight. There's a lot of hard work involved ... You have to strive to make a difference for the better."

AH: How do you account for the success of your 25-year career?

Borne: "Not being afraid to give a day's work for a day's pay. I always believed that hard work was going to pay off sooner or later."

AH: Who were the role models that helped shape you, and what lessons did they teach you?

"You have to strive to make a difference."

Borne: "My mom, who always told me not be afraid of hard work, and my brother, who was the reason I joined the Navy. The most important lesson learned has been to treat people with respect and dignity ... period!"

AH: A lot of the success of a Sailor depends on his or her leaders. What is the main ingredient for good leadership?

Borne: "We use a lot of buzz-words and phrases like 'leadership by example' and 'you have to be a good follower before you can be a good leader.' That's very accurate. You can come up with 15 of those and then tonight think of three more. But, I believe treating people with respect is key."

AH: Young people today face a lot of tough choices. How do we help our young Sailors make the right decisions?

Borne: "People in society generally don't have the opportunity to do some of the things we do. They don't hold their fingers over buttons that can change the face of the world as we know it. They don't control, in one command or in one unit, firepower that can be absolutely devastating. They don't generally have the type



"Two out of 100 is two too many," says Borne, talking about people who are not committed to supporting the Navy's equal opportunity policies.

of responsibilities that we give people at an early age, early in their careers. There are a lot of things in [today's] society that we, clearly, won't accept in this environment, with the job that we do.

"What we're really doing, by setting the standards the way we do, is taking the best and telling them, 'You are the best that society has to offer. Now, we're going to put you in an environment where the standards are even higher.' ADM William J. Flanagan Jr., (CINCLANTFLT) says, 'We're here to serve, not to be served.' And, to be a part of this outfit, you must be willing to serve the American people. Knowing our mission, knowing our job, knowing what we've taken an oath to do ... clearly our standards are going to have to be higher."

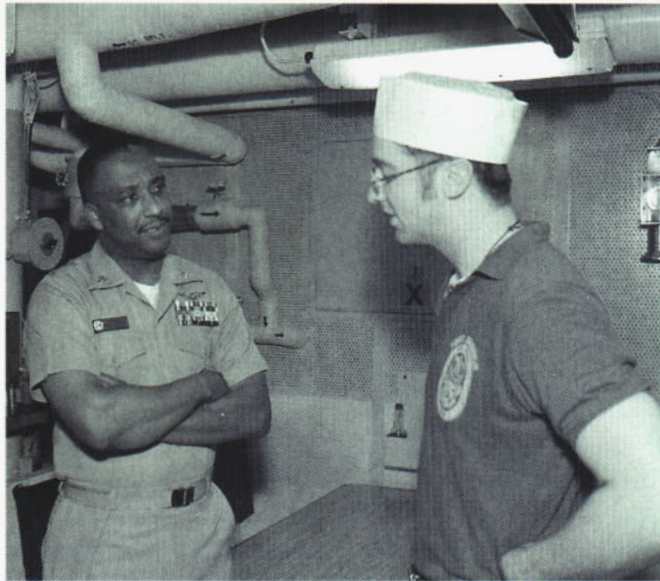
"Clearly our standards are going to have to be higher."

AH: Is the Navy still an exciting place to be?

Borne: "Yes. The opportunity to travel throughout the world ranks high. Visiting foreign countries really makes one appreciate living in America. Also, Sailors know they are really making a difference in the world."

AH: At your last job, you worked with Navy equal opportunity programs and you continue to be involved in these issues daily. Have we achieved equal opportunity in the Navy?

Borne: "When I draw an analogy between what goes on in the Navy and what goes on in society, I think we're ahead. But, I also think that we have a way to



OSSR Wesley C. Fisher Jr., of Elmsford, N.Y., talks one-on-one with the fleet master chief on USS *Anzio* (CG 68) mess deck.

go. We've made some great strides. We have some things in place that should guarantee that we can do the right thing and that we can make the right moves. We can come up with rules, policies and regulations, but you need people committed to following those rules and regulations to make it work. If you have two

“The most important lesson ... treat people with respect and dignity ... period!”

people out of 100 who don't do it the right way, those are two that you're going to hear about. That's where the focus is going to be. Does that mean we're having major problems? No. It really reinforces the fact that it's a never ending job, that you can never let your guard down, that you can't just stop and say, 'we've accomplished our task.' Because two out of 100 is two too many."

AH: What about career opportunities for minorities in the Navy?

Borne: "When I came in the Navy, in 1971, and made a cruise on USS *Saratoga* [CV 60]. I don't think we had a black master chief on the aircraft carrier. To be honest, I'm hard pressed to recall if there was a black chief. I know we had a black officer, a pilot, in one of the squadrons and I remember just staring at this guy – always looking for him, always wanting to observe him.

"When you compare that scene with what I see today, we've made some tremendous strides. It's not uncommon to see that nowadays, not just with African Americans but with other minorities as well. It's great to see women in some of these positions where it used to be just men. It's great to see Hispanics in these positions. When I think of minorities moving in the right direction, I don't just think African American. I think of Native Americans, I think of Hispanics, I think of different ethnic backgrounds that make up this Navy. It's a mix that comes together for the common good of all Americans.

When everybody plays a part in making it a great country, then everybody should benefit from it being a great country."

“When everybody plays a part in making it a great country, then everybody should benefit from it being a great country.”

AH: What can you tell us about the Sailors you meet day-to-day?

Borne: "I think that today, Sailors are better than they've been in a long, long time. And I think it's because they have leaders who stand up and accept responsibility. When Sailors come in, they make a commitment. And I think they understand what that commitment is. They're not being driven by the draft. They're not being driven in because they want to avoid doing something else or they want to avoid going to certain places. I think they're coming in because they want to be a part of an organization that stands for something. And I think we do stand for something. We

“If you want to see what somebody's made of, check them out under pressure.”

take our lumps but, you know, that's part of life too.

Sailors are committed and very tough. If you want to find out what somebody's made of, check them out under pressure. Because that's when you'll really know who you're dealing with." †

Schafer a Norfolk-based staff writer for All Hands.



Equal treatment for everyone

It's not only right — it's readiness

Story by JO1(SW) Jim Conner, photos by PH3 Sammy Dallal

The five men stood in a circle staring at each other, each waiting for someone to utter the first word. Their mission was cut and dry. They had to make all the rules — no matter how complicated or trivial — that would govern an entire society. Their group's decisions would become law and affect everyone regardless of their race, gender or religious beliefs.

The scenario, an experiment in role playing designed to show how racism can be prevalent even on a subconscious level, is part of the fourth week in a 16-week Equal Opportunity Advisor Course at the Defense Equal Opportunity Management Institute (DEOMI), Patrick Air Force Base, Cocoa Beach, Fla. It involves students from all branches of the military including the U.S. Coast Guard.

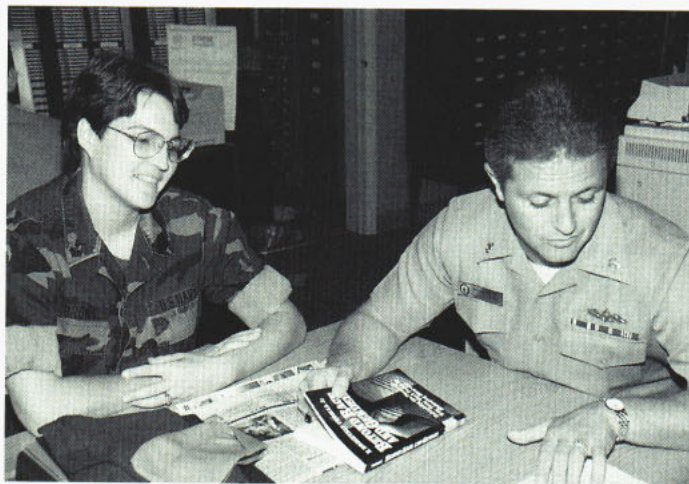
At DEOMI, EO advisor

classes of about 100 students break down into six groups. Each group is told to form their own society of which white males would make all the rules. After about 20 minutes a facilitator shows up to discuss the student reactions.

"We don't really teach students anything here," said Senior Chief Aviation Machinist's Mate Frank Bishop, a course facilitator. "We help students open their eyes to

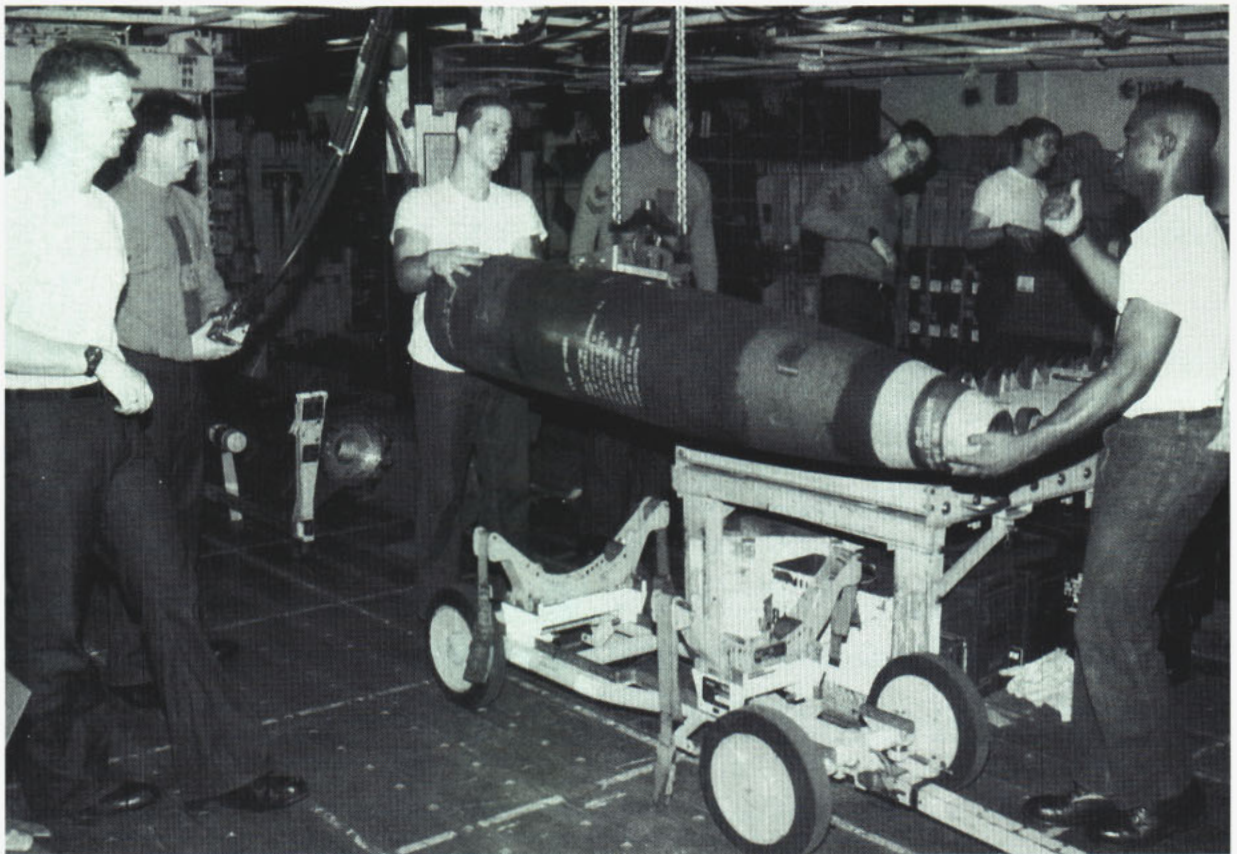
things they've never seen before. We talk about racism, sexism and sexual harassment. We give them definitions and then we role-play and let them figure it out," explained the Miami native.

The course is a big eye-opener for many students. "I've realized many things since coming here," said Chief Gunner's Mate Robert Lott, a student from Santa Rosa, N.M. "It's pulled the blinders off



▲ Two students study in the DEOMI library for the next day's class.

G-3 Division Sailors aboard USS *Theodore Roosevelt* (CV 71) load a 1,000 pound bomb from a skid cart to an ordnance assembly area in preparation for Bosnian airstrikes.



my face, making me much more aware of equal opportunity and equal employment opportunity issues."

"It's pulled the blinders off my face ..."

— GMC Robert Lott

DEOMI offers several other course dealing with EEO, however the Equal Opportunity Advisor Course is the school's most intense and comprehensive program. A guest lecture series is incorporated into the curriculum and students can discuss equal opportunity and related leadership issues with experts in the field. Organized athletics are also built into the curriculum to promote team building and help relieve stress. Every Wednesday afternoon students gather on the field to play softball or volleyball.

Senior Chief Radioman Ann Howard, assigned to Naval Air Station Fallon, Nev., said the course made her aware of more than just EO issues. "We also learn much about ourselves," said the New Orleans native. "The most exciting thing for me is learning the similarities of other cultures."

The need for DEOMI arose from the violent and nonviolent protests against racism of the late 1960s.

Military leaders were convinced that race relations education had to be provided to the armed forces. DOD then established the Race Relations Education Board, and in 1971, created the Defense Race Relations Institute. To reflect its growth, the name was changed to the Defense Equal Opportunity Management Institute in 1979.

DEOMI is housed in six buildings with numerous classrooms, two auditoriums, an audiovisual department and administrative offices. Additionally, the institute maintains a library with more than 12,000 books, research reports and audio visual products.

"What we do here is of major importance," said Army Col. Ronald M. Joe, the institute's commandant. "The readiness of our forces is the primary concern of all our military and civilian leadership. And people are the most important aspect of our military readiness. If people are not taken care of or are being discriminated against, they are not effectively pointed toward mission accomplishment," explained the Daytona Beach, Fla., native. "Therefore, it's a leadership issue and it is the responsibility of every commander to keep his or her people focused on the mission."

To ensure their message reaches as many people as possible, DEOMI's Mobile Training Team (MTT) is constantly on the road training various commands around the globe. On an average, MTT trains 3,000 people a year.

Chief Signalman David A. Higgins of Vandalia, Ohio, a facilitator at DEOMI, has advice for leaders throughout the fleet. "If people aren't aware of what

Curriculum

The 16-week Equal Opportunity Advisor Course graduates about 350 students annually, and is the most intensive and comprehensive program at the school. Classes are designed to improve students' leadership and advisor skills by focusing on effective leadership, communication skills, cultural factors and unit cohesion. Students also learn their service's equal opportunity policies and programs.

A two-week Equal Opportunity Program Orientation for Managers course trains about 150 students per year. The course is an orientation on equal opportunity issues and helps students new to the field learn effective management of an equal opportunity program.

The Senior Enlisted Equal Opportunity Workshop (for senior enlisted advisors E-7 to E-9) is designed to examine current and potential equal opportunity problems that could affect mission readiness. The one-week workshop includes lectures, guided discussions, exercises and case studies dealing with equal opportunity and human relations issues.

The Reserve Component Course trains about 360 students per year, and parallels the 16-week course, but is structured in two resident phases of two weeks each, and one nonresident correspondence phase. Scheduling is flexible to meet the needs of students and commanders.

The Civilian Equal Employment Opportunity Courses (EEO) are designed to train about 360 EEO personnel a year. There are three different two-week courses targeted at senior EEO program managers, EEO specialists and EEO counselors. These courses develop cultural awareness and enhance skills in EEO complaint processing, current EEO law, communications, counseling and dispute resolution techniques.

DEOMI Mobile Training Teams ensure constant contact with the services through exported EO training workshops. In addition, the teams conduct Senior Executive EO Seminars for all rear admiral/brigadier general selectees and senior executive service equivalents.

DEOMI Research Role

In 1987, DEOMI began researching, monitoring and publicizing equal opportunity (EO) findings. Since then, their research has expanded through innovative programs:

— Internship programs allow service members and civilians to work at DEOMI for 30 days on specialized projects. The results are used by advisors and others in the field.

— The Summer Research Program permits visiting researchers from civilian institutions to investigate equal opportunity issues. Their results are compiled, published and distributed to interested researchers and DOD agencies.

— The Military Equal Opportunity Climate Survey, a confidential organizational survey lets commanders assess EO and organizational climates of their units. (Call DSN 854-2675 for information.)

— Reports and summaries about minorities and women in the armed forces are prepared and distributed to equal opportunity advisors and agencies charged with implementing EO policy.

— DEOMI's Electronic Bulletin Board provides graduates and field agencies immediate access to current information in the EO field.

— DEOMI's internet address is open to everyone interested. The address is: <http://www.pafb.af.mil/deomi/deomi.htm> (For more information concerning the internet contact LCDR McDonough at (407) 494-6096 or DSN 854-6096.)



others feel, their behavior may never change," said the 19-year Navy veteran. "Leaders who want to be more effective should listen to their people. It gives me great personal satisfaction when I look at a student and see a light bulb come on. I know that person will go back to his or her command and be a much better leader."

Maybe one day racism, bigotry and all forms of discrimination will be eliminated from society and

institutes like DEOMI can close its doors forever. But just as the small experiment in role-playing showed — we can all learn when it comes to equal opportunity and fair treatment for everyone. †

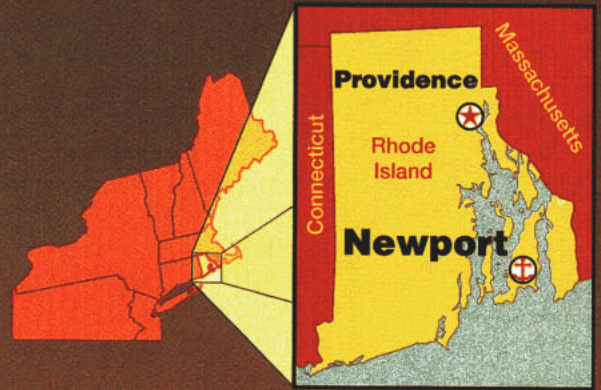
Conner is a photojournalist and Dallal is a photographer for All Hands.

Assignment: Newport, Rhode Island

Progressive training, traditional site

Story and photos by PH1 Dolores L. Anglin





For more than 200 years, the coastal town of Newport, R.I., has been the site of some of the Navy's most important events. During the Revolutionary War, the surrounding Narragansett Bay harbored the small fleet of the Continental Navy. During the Civil War, U.S. Naval Academy faculty and students moved to Newport to avoid capture by Confederates.

At the height of World War II, 80 percent of the torpedoes used by our country were manufactured at the Goat Island Torpedo Station, just a stone's throw off Newport's shore. Today, the Navy in Newport continues to contribute to our nation's security. But now the product is even more important: highly trained people for the fleet.

Newport is home to more than 30 Navy and DOD commands and activities. It is the premier training site for surface officers and newly commissioned staff corps officers, senior enlisted personnel and prospective midshipmen. Nearly 1,700 military staff members educate and support approximately 2,200 students on a daily basis.

Some of the Navy's largest commands in Newport include the prestigious Naval War College, Surface Warfare Officers School, Naval Justice School, Naval Undersea Warfare Center Division Newport and Naval Education and Training Center (NETC).

NETC operates seven schools which include Broadened Opportunity for Officer Selection and Training (BOOST), Damage Control Division Officers School, Officer Indoctrination School, Senior Enlisted Academy, Chaplains



Photo by Ron Fontaine

Sunset over Newport Bridge, Newport, R.I.

Green Lane housing at Newport, R.I.

School, Communications School and Instructor Training School. But while Newport may be a mecca for those wishing to broaden their knowledge, it's also a challenging assignment for senior enlisted personnel serving as instructors.

"We educate a lot of junior and senior officers, and we have a lot of senior enlisted people in instructing positions," said Master Chief Electrician's Mate (SS) Kevin M. Pierre, NETC'S command master chief.

"As an instructor, you have an opportunity to sharpen your speaking skills to get your point across to a student. You also have the opportunity to get away from the operational side of the house, slow down, take a close look at yourself and identify areas [for improvement] professionally and academically," added Pierre.

Gas Turbine System Technician (Electrical) 1st Class Jimmy F. Kilgore, an instructor at Surface Warfare Officers School (SWOS), was an "A" school instructor for four years, but now teaches gas turbine plants for various surface platforms to junior and senior officers.

"Instructing at this level gives you a chance to form the leadership you are going to work for out in the fleet. Here, we can ensure when a junior officer gets to the fleet he or she knows what to expect and will have a good foundation of engineering knowledge," said Kilgore.

"This is also the place that most junior officers get their first impression of enlisted people. We answer a lot of questions that junior officers have about how to handle their work centers and how to earn the respect of the enlisted personnel," said Kilgore.

At first glance, Newport may seem to cater only to officers and senior enlisted Sailors. But it's a rewarding duty station for junior enlisted Sailors as well. Assignment to a training command allows Sailors time to start or continue their college education.

Higher education is available from Harvard University, an hour north of Newport in Boston, as well as private schools like Salve Regina College, in the heart of Newport.

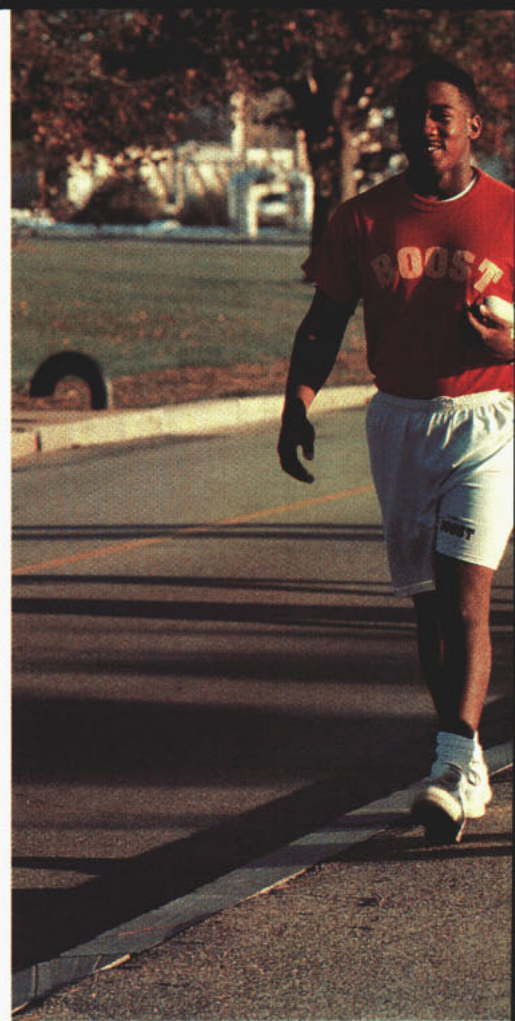
"This is a good place to work on areas like your education," said Seaman Marcela Gonzales, assigned to the Naval War College Security Office.

"I've accomplished more here than I would have been able to at other duty stations. The command really supports extra education and volunteer work," added Gonzales.

Newport isn't only about studying and school. For transient students and permanently assigned Sailors, Newport offers plenty of activities to help unwind or entertain.

Small, cozy cafes and specialty shops, separated by vintage homes dating back to 1699, make for long, leisurely walks on the waterfront. Beaches draw the volleyball and sunbathing crowds while sailboats and fisherman fill Narragansett Bay. Some of the most expensive real estate in the country can be found on Bellevue Avenue and the breathtaking coastline is always a favorite place. Providence, R.I., and Boston are within an hour's drive for those seeking a faster pace.

Duty in Newport can also be a time of reflection and growth.



▲ Souvenir shops and cozy cafes line Thames Street, making it a favorite spot for tourists.



◀ MMFN(SS) Michael C. Thomas (left), of Washington, D.C., and ET3 Michael M. Barksdale, of Baltimore, Md., both members of the Broadened Opportunity for Officer Selection and Training (BOOST) Program, finish up the day with a workout.

▼ Officer Indoctrination School students attend TQL classes during their training at Newport.



◀ MU1 Heidi L. Willson, of Winsted, Conn., plays the saxophone during a practice session at the band room at Newport.

"This place gives Sailors time to think and work on their careers. For single Sailors, it gives them time to reflect and refocus professional and personal life. For families, it provides more time to spend with your kids," said Pierre.

Musician 1st Class Heidi L. Willson, a member of Navy Band Newport, wife and mother of two, is just finishing up her second tour at Newport.

"Newport is a place you would want to come back to. It's beautiful, clean, has lots of history and there is so much to do here. It feels like home to me," she said.

Challenging assignments, small town appeal, high-quality colleges and loads of activities in the New England area make duty in Newport worth checking into. †

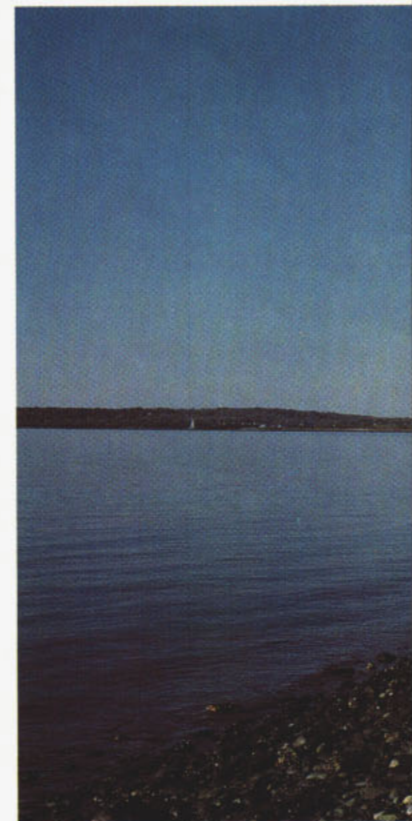
Anglin is a photojournalist for All Hands.

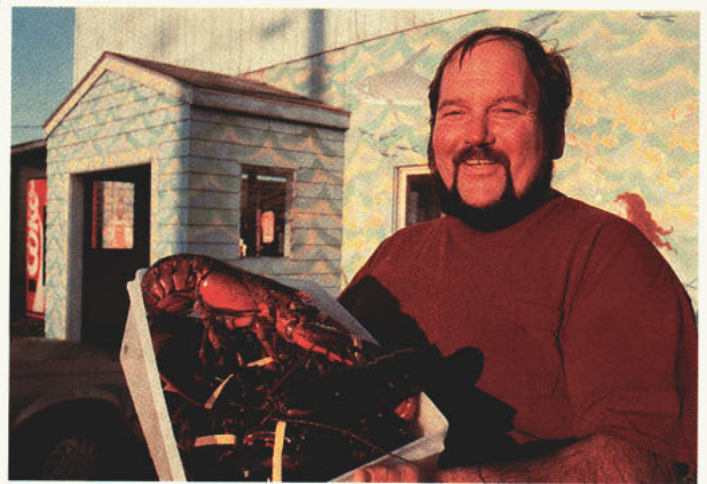
● The Breakers mansion, built for Cornelius Vanderbilt in 1895, is just one of many turn-of-the-century mansions open for tours to the public. Some of the most expensive real estate in the country can be seen on Bellevue Drive in Newport.

➤ GSE1 Jimmy F. Kilgore, of Mobile, Ala., explains how a gas turbine engine works to students at Surface Warfare Officers School.



▲ EMCM(SS) Kevin M. Pierre (left), of Bacherin, La., shakes hands with Laura Tesoro after her husband's, SK1 Geroncio A. Tesoro, re-enlistment ceremony at the supply department.





▲ John J. Caminiti, of Newport, R.I., displays fresh lobsters from his shop.

◀ MU1 Heidi Willson and MU1 Allan Willson, both musicians with Navy Band Newport, collect shells with their sons Ethan and Noah at Carr Point after a long workday.



Story and photos by
PH1 Dolores L. Anglin

Above the bronze doors of the Naval Academy Chapel, Annapolis, Md., inscribed in Latin, is the motto, "Not self, but country." Officer candidates embrace these words the moment they take the oath as midshipmen, assuming what many call a life-long commitment. There is, however, a segment of the Academy who apply this ideal before ever seeing those words. They are the students of the Naval Academy Preparatory School (NAPS).

Every July, about 260 young men and women come to NAPS located in Newport, R.I., to take the first steps toward becoming an officer. Some are fresh out of high school, while others — nearly 20 percent — are straight from the fleet. For the next 10 months they undergo military indoctrination, challenging academics and rigorous physical training to prepare for life at the U.S. Naval, U.S. Coast Guard or U.S. Merchant Marine Academy.

NAPS prepares students who need an enhanced academic foundation. The program emphasizes information technology, English composition, mathematics, chemistry and physics.

"If you want to get into the Academy, this is absolutely the best way to go," said Midshipman Candidate Shawn E. Conniff, of Canadensis, Pa. "This program prepares you academically and physically so that you're not thrown head first into the rigors of the Academy," he added. Conniff, a former Navy electronics technician 3rd class who came through the nuclear pipeline, talks of flying F/A-18s and one day commanding an aircraft carrier.

"This is a phenomenal deal," he said. "As long as you stay out of trouble and keep up your academics, you'll get into the Academy."

"If there is a mismatch between academic scores and achievement, then they look at that carefully," said Stephen Arendt, dean of NAPS. "The student may very well seem like an excellent prospect for a military leader, but there is something happening in the academic realm. This would be a reason for an individual not getting a direct appointment (to the Academy)."

It's at this point the Academy decides the student may benefit from NAPS Arendt said. "The climate here is conducive to individuals making up some of what they lost academically," he added.

More than 80 percent of students who start NAPS receive appointments to the academies to which

NAVAL ACADEMY PREPARATORY

Preparing



A midshipman candidate walks to classes at Perry Hall.

our future

they apply. Many students earn athletic scholarships, but let there be no mistake, academics come first. Always.

"The teachers here make you work, but they also support you with extra instruction. The command emphasizes academics above athletics and the academics are hard," said Midshipman Candidate Maura A. Duggan, from Farmington Hills, Mich. "Grades always come first." Duggan, a determined young woman, graduated from high school only eight months ago.

Academics are just one aspect of the training needed to prepare a candidate for life at the Academy and as a military officer. Military training, routine and organization round out the rest of the program. The first three weeks of NAPS are equivalent to boot camp, complete with haircuts, uniform issue and classes on military rank structure and protocol.

A typical NAPS day starts at 6:15 a.m. Students hit the ground running with breakfast, field day, last-minute study sessions and watch-section musters. At 7:30 a.m., they spill out the doors and fall into formation. Platoon leaders sound off the muster report. The battalion commander, an intense-looking, prior-enlisted machinist's mate 3rd class, steps forward and instructs platoon leaders to take charge and carry out the plan of the day.

Classes start at 7:55 a.m. sharp. For the next seven hours, candidates

soak up math and science lessons from military and civilian instructors. As classes end, students find the day isn't over. Physical training comes next.

All candidates participate in varsity or intramural sports such as lacrosse, soccer, football or sailing. Varsity teams compete against local junior colleges and preparatory schools. Physical training helps develop teamwork and a sense of competition, but it also helps the students step back and refocus before hitting the books during the evening study session.

Some students say that NAPS fits a 36-hour day into 24 hours. Maximizing their time is crucial, but instructors and the student chain of command bring organization to a student's full and hectic day.

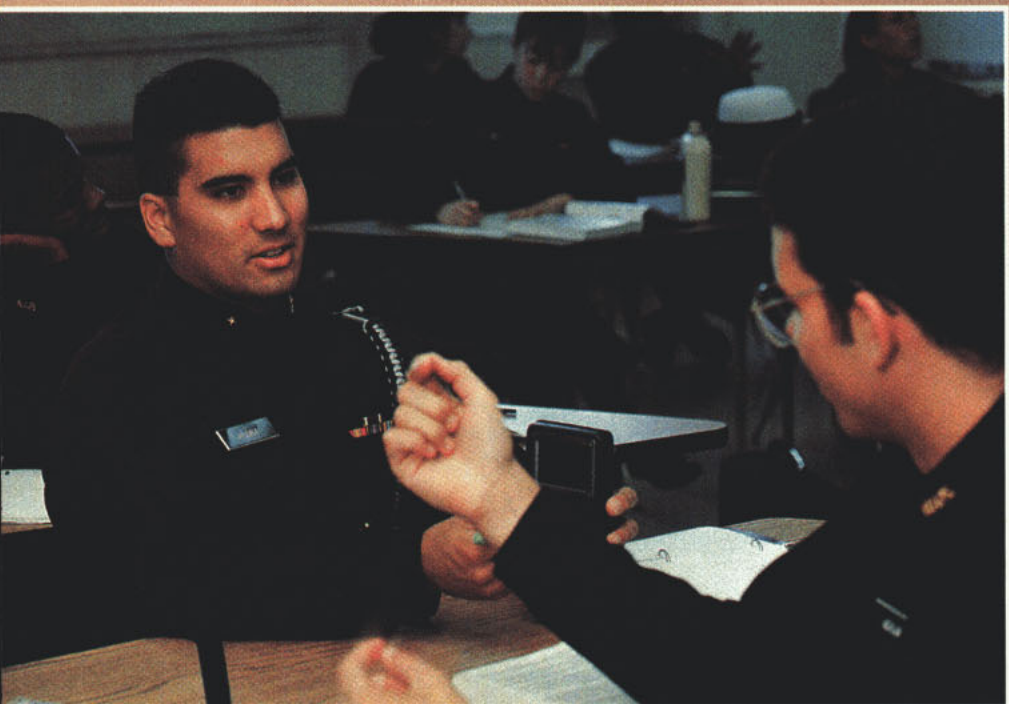
"The program here teaches you not only academics, but also time management, self-discipline and teamwork. Everything here is set up around those things," said Midshipman Candidate Eric Hu, a native of Menlo Park, Calif. "Leadership is definitely a strong point here, too. The staff emphasizes that by giving the students positions of leadership over a squad, platoon or the whole battalion."

Battalion Commander Midshipman Candidate Jaime Apodaca is the liaison between the student body and the executive officer. A former MM3, Apodaca had a bit of a head start in leading and governing the battalion.

"As a junior petty officer, I learned how to work with and talk to people," said Apodaca, an El Paso, Texas, native. "To get things done, you have to use a little strategy, a little tact with your people. In my position,

► Watch section muster includes personnel inspections on the quarter deck.

▼ Midshipman Candidate Jaime Apodaca, from El Paso, Texas, discusses a chemistry problem with a classmate.



► Executive Officer Midshipman Candidate Maura A. Duggan, of Farmington Hills, Mich., stands tall at morning quarters.

►► Midshipman Candidate Kristen Rasmandel, of Columbia, Md., shows off her soccer skills during a practice.

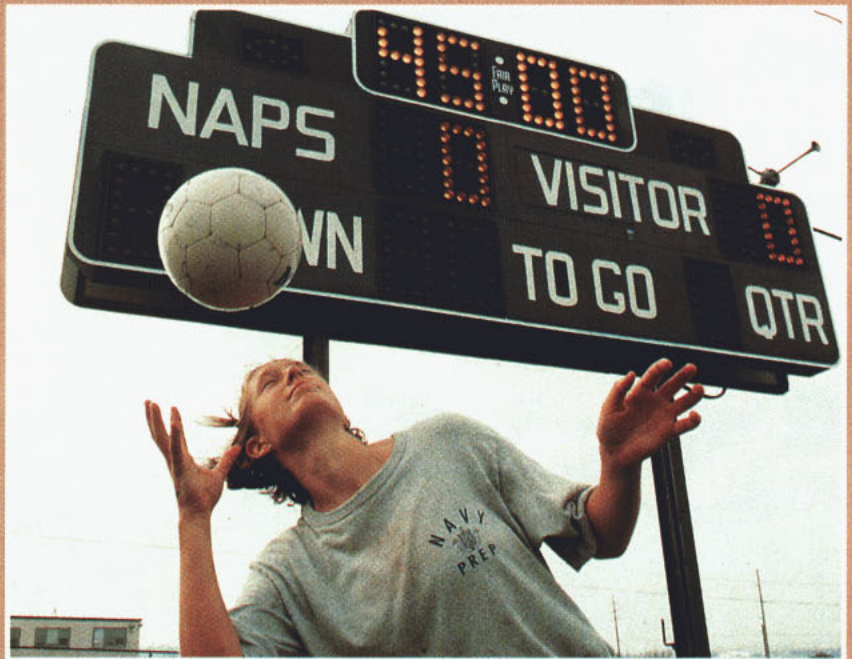


Photo by Ron Fontaine

it's not so much that these people work for me, but rather I work with them. I have to remember that I'm one of them, not senior to them, and yet I still have to get the job done."

NAPS also instills in candidates, whether straight out of high school or prior enlisted, the ideals of honor, loyalty and commitment. For many, this initial year of education and training may be the very thing that gets them through the next four.

"For those people who may think they're not ready for the Naval Academy, NAPS should definitely be considered," said Midshipman Candidate Cherece A. McKinney, of St. Louis. McKinney was initially accepted to the U.S. Military Academy, West Point, N.Y., but decided to go Navy. "If I didn't come (to NAPS) I don't think I would be prepared to go to the Academy. I'm stronger now in my academics and this program is really maturing me. This program is definitely, definitely worth it," she said. †

Anglin is a photojournalist for All Hands.



▲ Midshipman candidates march to class.

▲▲ LT Julia E. Dillon, of Nanuet, N.Y., tutors Midshipman Candidate David R. Carmel of Worth, Ill., in physics.

► Midshipman Candidate Norman F. Spicer (left), of Lakewood, Ohio, and Midshipman Candidate Eric H. Hu, of Menlo Park, Calif., work out a physics problem in class.



For further information on Naval Academy Preparatory School requirements, call 1-800-638-9156 or write Commander, Naval Academy Preparatory School, Newport, R.I. 02841.



From the ground up

Blue Angels maintenance team keeps 'em flyin' high

Story by JO1(AW) Michael R. Hart

U.S. NAVY
Blue Angels

KEVIN W. WILLIE/ANALYST, BLUE ANGELS
LEFT: JAMES HARRIS/USNavy.com

FEBRUARY 1996

21

They're one of the most high-profile flight demonstration teams in the world. Each year millions of spectators fill airfields nationwide to witness their aerial wizardry.

Blue Angels pilots make it look so easy, guiding their F/A-18 *Hornets* through graceful twists, turns and acrobatic maneuvers.

They dazzle crowds with their high-speed, high-flying precision. Children and adults cheer with anticipation and excitement as the blue and gold jets scream across the sky.

That excitement is generated by the pilots'



Photo by PH1(A/C) Casey Atkins



Photo by PH1(A/C) Casey Atkins

▲ AMS2(AW) Allen Castillo (left), from Manila, Puerto Rico, and AMS2 Robert Owens, from Cunningham, Ky., wait for the engines to shut down after a performance before assisting the pilot.

◀ A normal work day, according to AMS2 Todd Campbell, of Harrisburg, Pa., is 13- to 16-hours long.

precision and well-rehearsed showmanship.

However, there are many more members of the Blue Angels team working on the ground — before, during and after the air show. These top-flight maintenance technicians help ensure the Blues can get in the air on time — every time.

"My position with the Blue Angels is very important, because I'm part of a team that represents the U.S. Navy as well as the U.S. military in the United States and foreign countries," said Aviation Electrician's Mate 2nd Class Joey Thomas, a Sulphur Springs, Texas, native.

As a squadron video technician, Thomas sets up public address systems for airshows and maintains all radio and communications gear. He also videotapes the demonstrations for safety and critique purposes. "I'm proud to be a member of the Blue Angels team. It's the chance of a life time," said Thomas.

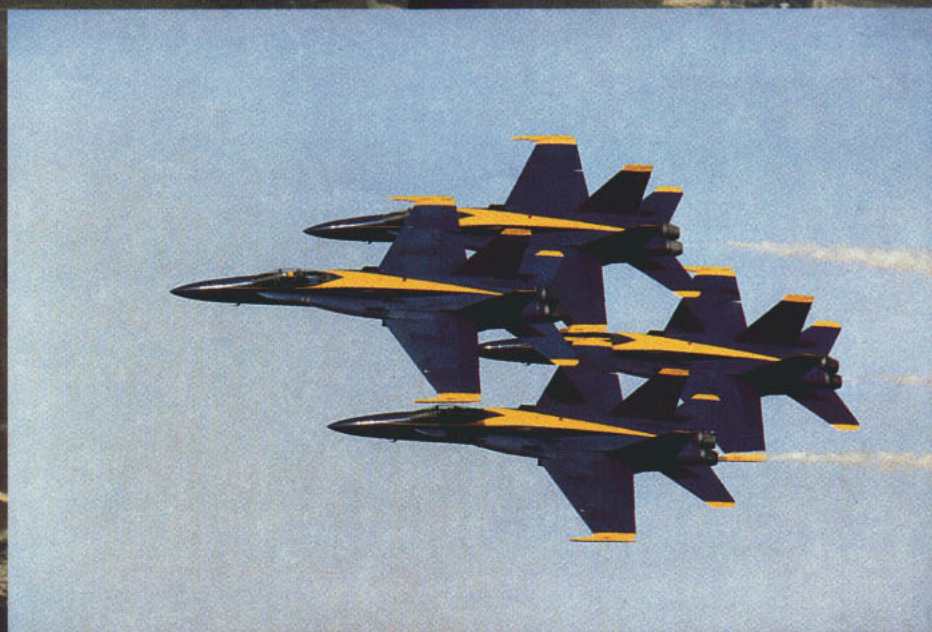
And it's something each member takes seriously.

"I represent the Navy in a professional manner at all times," said Aviation Structural Mechanic (Structures) 2nd Class Todd E. Campbell, an airframe

See GROUND, Page 27



AD1(AW) Foster Stringer, of Birmingham, Ala., services a Blue Angel F/A-18 with smoke oil before a demonstration.



Blue Angels 1996 Schedule

March

16 NAF El Centro, Calif.
23-24 * Davis-Monthan AFB, Ariz.
30-31 Tyndall AFB, Fla.

* Possibility exists for Davis-Monthan to be a Saturday only show.

April

6-7 Easter Weekend
13-14 MCAS Beaufort, S.C.
20-21 NAS Norfolk
26-28 MCAS El Toro, Calif.

May

4-5 Yakima, Wash.
10-12 Fort Lauderdale, Fla.
18-19 Andrews AFB, Md.
22 U.S. Naval Academy
25 Moody AFB, Ga.

June

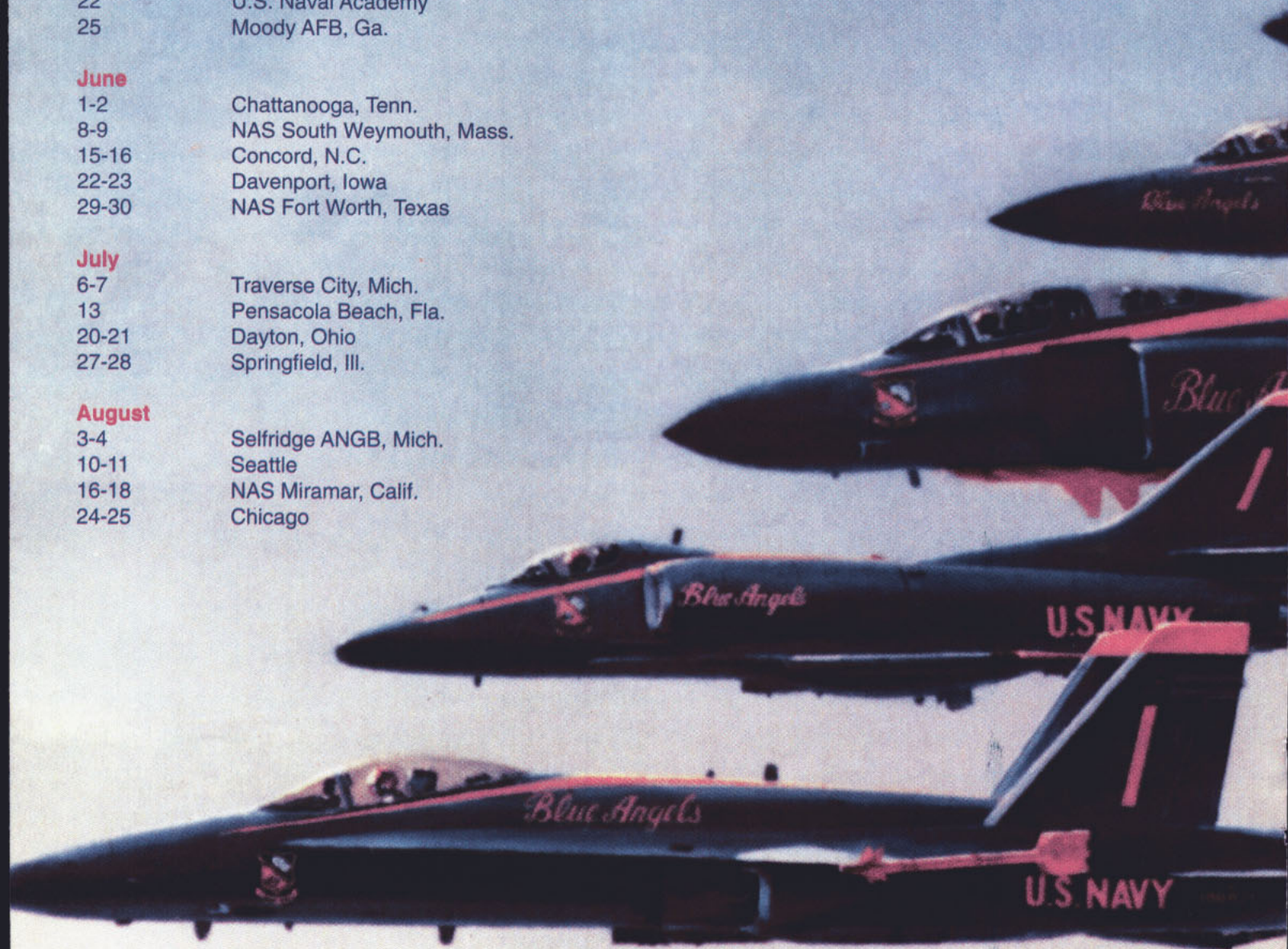
1-2 Chattanooga, Tenn.
8-9 NAS South Weymouth, Mass.
15-16 Concord, N.C.
22-23 Davenport, Iowa
29-30 NAS Fort Worth, Texas

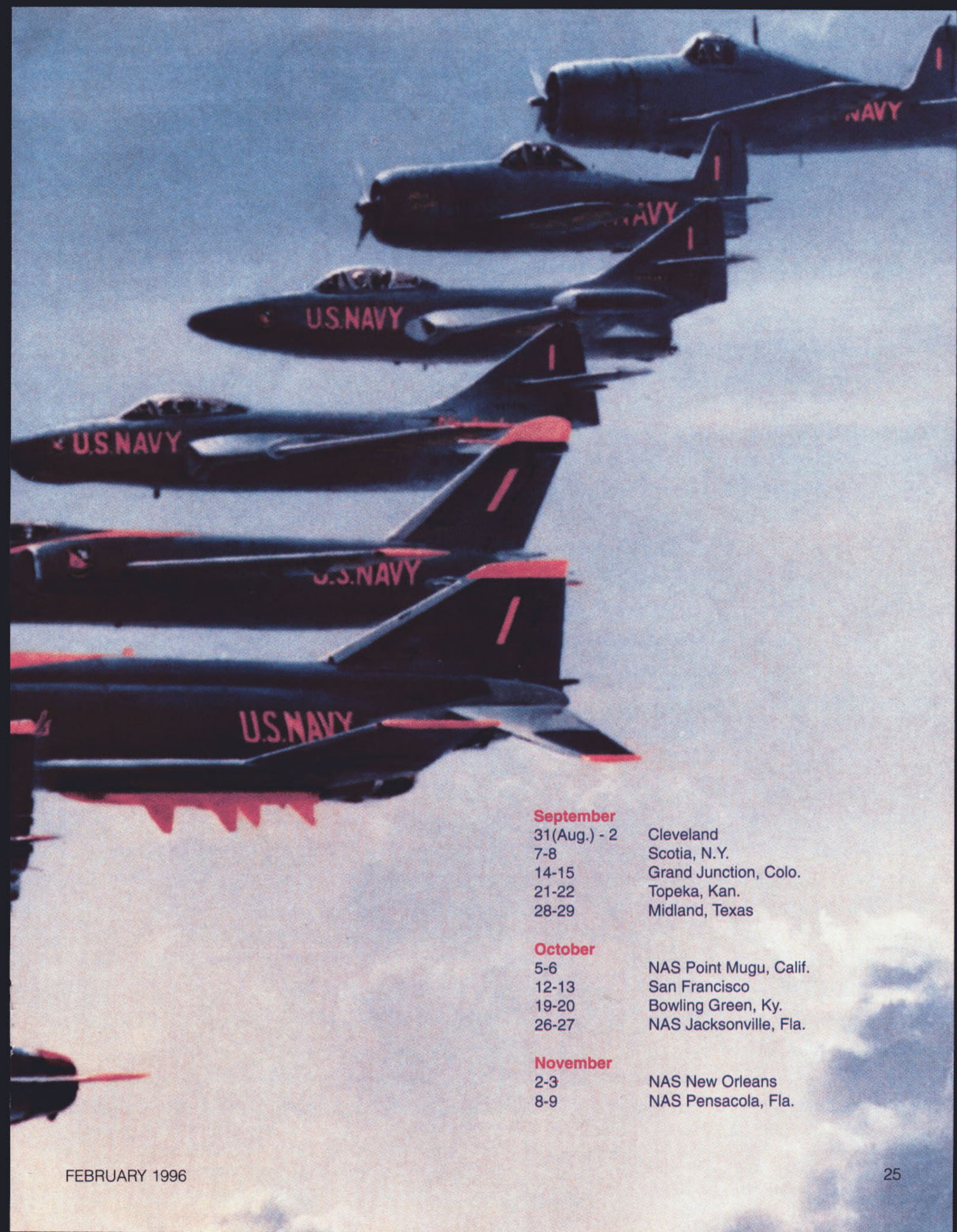
July

6-7 Traverse City, Mich.
13 Pensacola Beach, Fla.
20-21 Dayton, Ohio
27-28 Springfield, Ill.

August

3-4 Selfridge ANGB, Mich.
10-11 Seattle
16-18 NAS Miramar, Calif.
24-25 Chicago





September

31(Aug.) - 2	Cleveland
7-8	Scotia, N.Y.
14-15	Grand Junction, Colo.
21-22	Topeka, Kan.
28-29	Midland, Texas

October

5-6	NAS Point Mugu, Calif.
12-13	San Francisco
19-20	Bowling Green, Ky.
26-27	NAS Jacksonville, Fla.

November

2-3	NAS New Orleans
8-9	NAS Pensacola, Fla.



GROUND, From Page 22

mechanic from Middletown, Pa.

That "professional manner" includes meeting and greeting spectators to answer questions and sign autographs, and more importantly, keeping the aircraft at peak performance.

On airshow days the mechanics rise around 5:30 or 6 a.m. to do "morning turns," performing pre-flight and post-flight inspections, flight control checks and starting up the engines. There are countless other inspections such as daily, turn-arounds, 100, 200 and 400-flight-hour inspections.

"A normal work day consists of about 13 to 16 hours," said Campbell. Unlike some fleet-going squadrons, Blue Angels mechanics do not use a day or night check system - with overnight crews completing required maintenance. "We have only one shift - we call it, 'day check-stay check,' which means we work as long as necessary to have the jets ready to perform the next day.

"It's very demanding maintaining these aircraft," said Campbell. "When I'm assigned to a specific task, I approach the problem with a killer instinct. I want the jets to look and fly their best at every show site."

Continuously maintaining the jets might not be glamorous work, but it's an essential part of the job.

"The maintenance we do on the aircraft is very important to our overall mission," said Aviation Ordnanceman 2nd Class (AW) Willie Adams, a squadron crew chief from Atlanta. "It gives me great pride when I sign a piece of paper saying an aircraft is safe for flight. My job is important because I am the final person to look at a jet before the pilot takes to the air. That's the greatest pride of all." †

Hart is a photojournalist assigned to All Hands.

Fly with the Blue Angels

The Navy Flight Demonstration Squadron, the Blue Angels, is accepting applications for the 1997 show season. There are open billets for E-5s and E-6s in virtually all aviation ratings, as well as yeoman 1st and 2nd class, journalist 2nd class, draftsman 2nd class and chief aviation electrician's mate.

If you'd like to travel throughout the United States and represent the Navy, this demanding duty may be for you.

Sailors interested in applying should submit a NAVPERS 1306/7 which includes: present command endorsement, a copy of your last three performance evaluations, PRD/EAOS, valid telephone numbers (work and home), date submitted and a complete mailing address.

Applicants must have a projected rotation date of fall 1996. Specific submission guidelines are contained in the Enlisted Transfer Manual (ENLTRANSMAN), Chapter 9.23.

In addition to the requirements listed in the ENLTRANSMAN, journalist and draftsman applicants should be prepared to present a portfolio of their published work during their scheduled interview.

Applicants who are deployed between now and March 1996 or stationed overseas, must send three photographs [front, side and back views in uniform of the day (not dungarees)] and a letter from a flight surgeon or medical doctor stating the applicant is medically cleared for arduous duty/remote duty transfer. These items should accompany the member's NAVPERS 1306/7.

Submissions must be received by the Blue Angels no later than March 10, 1996. Assignment to the Blue Angels is considered Type 5 neutral duty. Questions may be directed to YNC(AW) Francis Heibult or AZC(AW) Scott Johnson at DSN 922-2583 or (904) 452-2583. †



There's nothing more spectacular than a cockpit view during an air show.

The Blue Angels

50 years of heavenly flying

June 15, 1946, was a perfect day for flying: light winds and sunshine against the backdrop of a beautiful deep blue sky. Eight pilots from the Navy's Flight Exhibition

Team, all World War II veterans, took to the sky, performing death-defying twists, spins and twirls.

Showcasing their aerial wizardry in choreographed precision would be the mark of excellence for this newly-formed team, that later became known as the Navy's Blue Angels.

In April 1946, the idea for establishing a flight exhibition team occurred to then-Chief of Naval Operations, ADM Chester W. Nimitz. He wanted a vehicle to promote the Navy in the heartland of America. Today, the Blue Angels remain a strong force in the Navy's recruiting efforts, serving as positive role models and goodwill ambassadors for the Navy.

The Flight Exhibition Team made their first public appearance in June 1946, as they helped commemorate the dedication of Craig Field at Naval Air Station Jacksonville, Fla., during the Southeastern Air Show and Exposition.

The aviators flew for thousands of spectators, including aviation enthusiasts, would-be pilots and dozens of reporters.

Their aircraft of choice — the Grumman F6F-5 *Hellcat*.

From the *Hellcat* in 1946 through the '50s, '60s, '70s and '80s to the present, Blue Angel pilots have banked and rolled in many different aircraft, such as the F8F *Bearcat*, F9F-2 *Panther* and F9F-8 *Cougar*. Go to an air show these days and you'll find them dazzling audiences in the F/A-18 *Hornet*.

The Blue Angels have performed for more than 257 million spectators since 1946, including 5.3 million in 1994. †

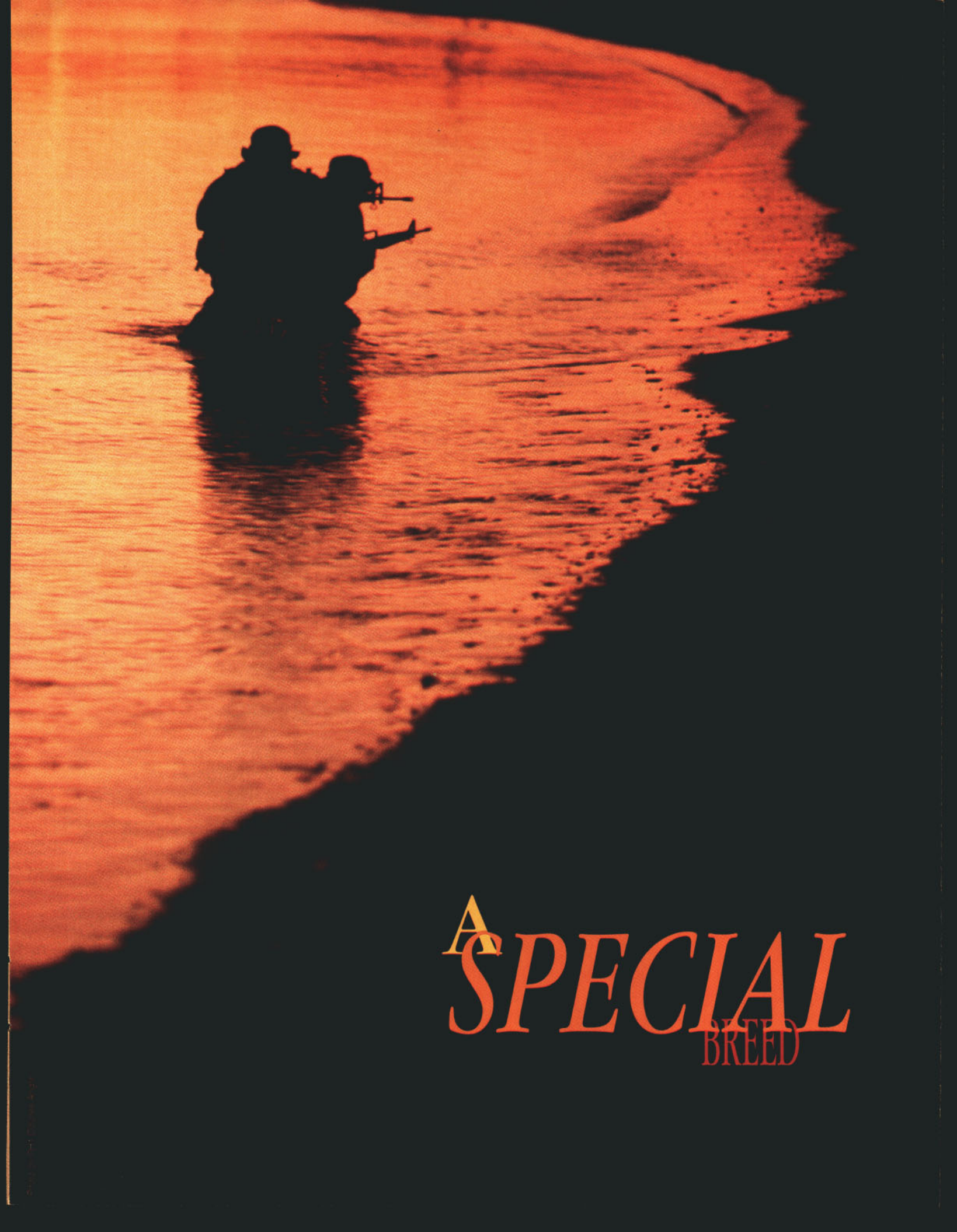


U.S. Navy photo



U.S. Navy photo

▲ CDR Donnie Cochran, of Pelham, Ga., has commanded the Blue Angels since November 1994.



A
SPECIAL
BREED

Photo by PH2 Scott D. Sagisi



▲ BUD/S class 201 line up their rubber raiding craft for approach to the beach at Naval Amphibious Base Coronado, Calif.

► OS3 Anthony Avila, from White Salmon, Wash., sets a perimeter during an exercise at Naval Amphibious Base Coronado,

►► Submarines enhance SEAL stealth by delivering them anywhere, anytime.



U.S. Navy photo



SEALS

Sea-Air-Land

Silent warriors, deadly force

Story and photos by JO1 Ray Mooney

Four men in jungle camouflage strain to lift their burden. Their features are obscured by green and black paint. Combat knives and swim fins hang securely from their belts. These Navy commandos pick up their inflatable boat and head 100 yards to the beach. As they move out, one of them mutters a testament to the hard work involved in their chosen profession.

"This is 90 percent of what we do, right here; carry boats to the water."

It's not all glamour being a Navy SEAL (Sea, Air, Land), according to Boatswain's Mate 1st Class (SEAL) Brian Cooper, an 11-year SEAL veteran from San Luis Obispo, Calif. "It's hard work. You work in all types of environs. Even though SEAL Team 1 is the jungle team, we're still going to Kodiak, Alaska, to work in cold weather operations. We're going to do water ops, air ops and go to the desert. We're busy, definitely on the move the whole time."

"It's not as glamorous as I thought it would be," said ENS Tom Dejarnette, a Nashville, Tenn., native who's been a SEAL only three weeks, "but it's still the best job anybody could ever have."

This isn't a complaint, but rather a dose of reality. "There's actual paperwork and stuff like that involved in being a SEAL. You don't always get to run around out in the jungle," Dejarnette said, with a grin.

Other myths disappear as well when compared to the reality of being a SEAL. For example, you don't have to have the body of a Greek god. "You can't just look at somebody and say, 'Oh, he's a SEAL.'" Cooper said. "Our sizes go from Schwarzenegger-types to little skinny guys. You've got guys that are huge, then you've got guys who are my size, small guys."

"You've just got to want it," Dejarnette adds. "Anybody can do it if they want it."

"It's what's inside of you," Cooper continued, agreeing with his new teammate. "That's what BUD/S (Basic Underwater Demolition/SEAL training) is all about. If you want it, you'll make it. If you don't, you won't. In Hell Week, they don't kick anybody out. You have to quit, and if you quit, you didn't want it."

Hell Week is the sixth week of BUD/S training. It's the most physical and emotionally challenging week faced by Sailors who hope to wear the naval special warfare insignia someday. It's the gut check of the 25-week course that provides the basics of naval special warfare and either makes or breaks all prospective SEALs.

It made Dejarnette just a few months ago, Cooper 11 years ago and continues to produce members of a very close-knit community. "It's like an extended family," Dejarnette said. "I'm sure it's closer than any other community there is, because everybody depends so directly on everybody else for their lives and safety."

"Everybody does the same job, so whether you're at work or you're out in town and you talk shop, everybody's relating and coming up with ideas," Cooper said. "It's not like one person has an overall bigger picture than anyone else."



Phase 1 BUD/S instructor QM1 Joe Hawes, from Hartford, Conn., keeps a close eye on his troops during surf passage drills.



It hasn't changed much in the last decade or so since Cooper first joined the ranks. "In 11 years, we've gotten a little more technical in some spots, but the job is relatively the same." Technological advances haven't eliminated the aspects of the job that first attracted Cooper and probably many others to becoming a SEAL. "You're still patrolling the jungle, you're still shooting, you're still jumping out of airplanes and blowing things up."

So the glamour is there, and so is the paperwork. Interested? †

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

● SEALs take a building during a training exercise.

▼ Mistakes can be costly. Fortunately this time the result is only having to hold a boat full of sand over your head. GMGSN Daniel E. Waters, a BUD/S student from Baltimore, helps his crew with their boat.



U.S. Navy photo



Want the adventure?

For information on how to become a SEAL, review MILPERSMAN article 1410380, see your command career counselor or call the SEAL In-service Recruiter at (DSN) 224-1091 or (703) 614-1091.

U.S. Navy photo





▲ EOD techs practice fast roping at Fort Story, Va.

EOD

Explosive Ordnance Disposal

Clearing a path in harm's way

Story and photos by JO1 Ron Schafer

More than 100 million leftover land mines are spread throughout 62 countries around the world, dangerously awaiting an unsuspecting passerby. An armed bomb gets hung up on an aircraft aboard a U.S. Navy aircraft carrier. An improvised explosive device is discovered at a U.S. Embassy, compliments of a terrorist.

These are not plot lines from a new movie or television show. They are real scenarios — occurrences that, in today's world, are all too real. Fortunately, the Navy has sophisticated specialists ready to deal with such incidents.

The Navy's Explosive Ordnance Disposal (EOD) community consists of approximately 1,000 Sailors whose mission takes them around the globe, where they encounter everything from conventional ordnance to nuclear, chemical and biological weapons.

EOD teams include Sailors from several ratings. They are trained as divers, EOD technicians, demolition experts and parachutists. Those who volunteer for this arduous duty must be in excellent physical condition to complete a 12-week diving course at the Naval Diving and Salvage Training Center, Panama City, Fla.; the 57-day Phase I EOD training at Eglin Air Force Base, Fla.; and the 77-day Phase II EOD course at Indian Head, Md.

"I was a fleet boatswain's mate aboard USS *Flint* [AE 32] when I applied for the diving program and got accepted," explained Chief Boatswain's Mate (EOD) Roger S. Perkins. "There was an EOD team on board and I talked with them. They told me about the EOD assistant program. That sounded kind of neat so I got into that. In 1988, I graduated from EOD technician's school."

Perkins said the diving opportunities originally attracted him to EOD. But, according to the Reeding, Calif. native, the desire to stay involved much more.

"Parachuting, diving and blowing things up — they're all fun," said Perkins. "I guess it's the thrill of the job. You never know when you're actually going to get called in on a real bomb or a real IED (improvised explosive device)."

Being an all-volunteer force in an

Who ya gonna call?

What do you do if you think you may have found some type of explosive device? Who should you call?

Chief Hull Technician (EOD) Clint Hospodar of Meadville, Pa., an improvised explosive device instructor at Navy Explosive Ordnance Disposal Test and Evaluation Unit 2, Fort Story, Va., offers some common sense suggestions.

Pay particular attention if you are in an area that has been the subject of previous threats. Otherwise, based on your location and threat level, be aware of:

- ↘ *unattended parcels or packages left on public transportation;*
- ↘ *objects found in high traffic areas or areas where people congregate;*
- ↘ *individuals who intentionally place objects somewhere and then walk away;*
- ↘ *anything which seems to be out of the ordinary.*

If you suspect you have discovered something:

- ↘ *aboard a ship, contact the OOD;*
- ↘ *aboard a Navy installation, contact EOD;*
- ↘ *off base, contact local authorities.*

◀ TM1(EOD) Mark Strickland X-rays a pipe bomb during a training scenario at Naval EOD Technical Division Indian Head, Md.

all-volunteer Navy means EOD technicians are a select group. It also means that the motivation to remain part of that group is unique. There's more to this career path than just incentive pay.

"It's exciting," said Hull Technician 1st Class (EOD) Ronald L. Loeser, Jr. of Louisville, Ky. "There are a lot of different areas of interest, for instance, demolition, diving, parachuting, and helicopter rope suspension training."

"You have to want to be an EOD tech, and a professional sailor," Perkins said. "We're looking for people who are career oriented and are planning on moving up — fast."

"I've found the group of [people] I work with are real professionals," Loeser said. "They're high caliber and it's a joy to work with these folks."

"When you get into this type of business, doing this kind of work," explained HTC(EOD) Clint Hospodar of Meadville, Pa., "it takes a lot of responsibility. So, you have people who are highly motivated to do a good job. That's why we can do so much work with such a small group of [people]."

Navy EOD teams are on the job around the globe, ensuring the safety of ships, aircraft, installations and personnel, ready to clear the way. †

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

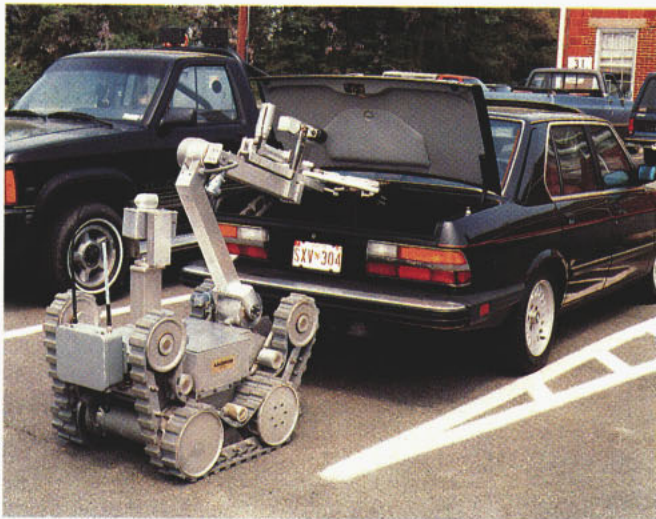
● BMC (EOD/SW/AW/PJ) Russ Dinkins (right), from Mobile, Ala., and BM1 Arthur Meier (EOD/SW/PJ), of Grants Pass, Ore., wait for the signal to exit over the drop zone. Both sailors are members of EOD Mobile Unit 2, Det. Norfolk.

▼ The remotely operated *Andros* attacks an improvised explosive device (IED) in a motor vehicle.

▲ Special Boat Units, like this crew from RHIB Det. H at SBU-12, San Diego, primarily insert and extract SEALs during special warfare operations.



Photo by PH1(NAC) Marty Maddock



U.S. Navy photo



Joining EOD and SBU

Sailors interested in applying for Explosive Ordnance Disposal or Special Boat Unit duty can see their command career counselor or contact the program detailers at DSN 224-1091 or (703) 614-1091.

SBU

Special Boat Units

Special delivery with a punch

Story and photos by JO1 Ray Mooney

Under cover of darkness, you leave the amphibious ship in a 24-foot rigid-hull inflatable boat (RHIB). Eighty miles from the coast, your mission is to carry your cargo — a small group of highly trained SEALs (Sea, Air, Land). You cut through the open sea as quickly as possible, fighting stinging spray and nasty swells. About 12 miles from the beach, your boat slows and the SEALs slip silently over the side to begin their swim toward hostile shores. Insertion complete, your next task will be extracting those special warriors.

"That's the basic function of a special boat unit," said LT Greg Granieri, officer-in-charge (OIC) of Special Boat Unit 12 in San Diego. "The primary mission is to conduct naval special warfare in support of the SEAL teams, individual coastal patrol and interdiction operations."

Special boat units operate two basic types of craft, according to Granieri, a Santa Ana, Calif., native. The RHIBs (24 foot, 30 foot models) and the MK-5 special operations craft, an 82-foot special operations patrol craft, are their primary work horses. They also operate armored transport troop carriers and other patrol boats.

"If the SEALs are heading into an area, and they're doing it by water, more than likely we're the platform that's carrying them into whatever hot zone they're going to," Granieri said. "We bring them to their infiltration point and drop them, then they either swim in or take their own small inflatable boats."

SBU boat crews are trained at the Special Warfare Combatant Craft Crew Member School at Naval Amphibious Base Coronado in San Diego, according to Chief Boatswain's Mate (SW/CC) Samuel L. Brown, a Calais, Maine, native in SBU-12's training department. "The course is nine weeks and covers communications, navigation, basic weapons, surf passage and the systems and engines of the different craft we operate."

"You have to be physically fit and you have to enjoy the challenges, both mental and physical," said Chief Engineman (SW/CC) Carl Conn, Assistant OIC of the MK-5 detachment. "I'm an engineman, but I spend less time working at that than I do in other areas such as navigation or electronics or gunner's mate."

Conn, from Pendleton, Ind., compares SBU training to shipboard Enlisted Surface Warfare Specialist programs. "[In ESWS] you glaze over the top of it. Here, you have to get in-depth, you have to know the nuts and bolts."

Expertise goes beyond SBU hardware: Crew members become geography experts, as well. For combat boat crews, the call of duty can be cold weather operations in Kodiak, Alaska; a six-month forward deployment in the tropics of Guam; or a month or two living on the economy in a country you've never heard of before, almost always in support of Naval Special Warfare. These are just a few of the challenges facing combat crew members. It's not for everybody. †

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



EN1 Felix B. Johnson, from Las Vegas, inspects an engine of an RHIB (rigid-hull inflatable boat) at Naval Amphibious Base, Coronado, Calif.



African-Americans and the Navy

Yesterday



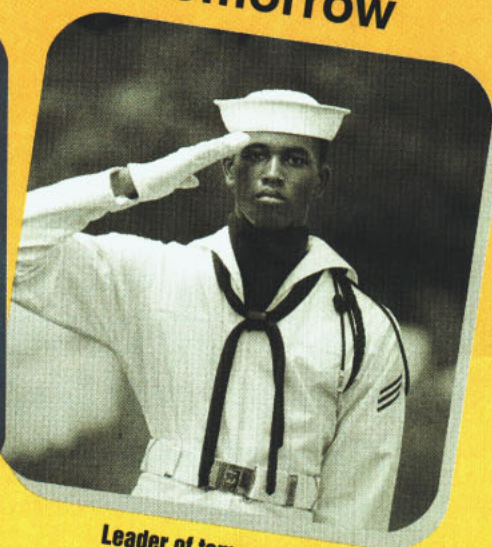
Doris (Dorie) Miller

Today



CAPT Johnnie Boynton

Tomorrow



Leader of tomorrow

Story by Patricia Oladeinde

“Those who cannot remember the past are condemned to repeat it,” said George Santayana, a philosopher and author. This year, the theme for Black History month is “African American Women — Yesterday, Today and Tomorrow.” This month, All Hands will go a step further, by looking into the roles African American Sailors played in shaping Navy history.

America was created and defended by people from all walks of life and backgrounds. African Americans have been an integral part of our history beginning long before America became a nation.

African Americans in uniform – particularly Sailors, have fought and died in each of our country's major conflicts. From the Revolutionary War, both World Wars and up to the recent Persian Gulf War, African Americans have been on every battle front,

Revolutionary War (1775-1781)

African Americans fought in most major battles of the Revolutionary War, including Lexington and Concord, Bunker Hill, Trenton, Long Island, Savannah, Valley Forge and Yorktown.

Several black regiments, some composed of former slaves and black

Santo Domingans, fought for our country's liberty.

Gen. George Washington moved to bar all black enlistment into the Continental Army. He modified his stand when the British governor of Virginia promised to free all blacks who fought for the British.

The War of 1812

This war was primarily waged at sea. President James Madison, a slave owner, tried to fight the war without blacks, but barely a year into the war he turned in desperation to black soldiers. Again, states could not fulfill their recruiting quotas with whites, and many white soldiers

deserted the Army soon after experiencing combat.

Black Sailors accounted for more than 15 percent of the Navy during this period.

They served as spies, pilots, infantrymen, laborers, cooks and teamsters.

Opposite page from left: Doris (Dorie) Miller, an MS3 aboard USS West Virginia (BB 48), was this nation's first World War II hero at Pearl Harbor. He won the Navy Cross for taking up an anti-aircraft gun and rescuing his mortally wounded captain. Center: CAPT Johnnie Boynton is the highest ranking African American woman officer in the Navy. She is the commanding officer, Service Schools Command, Orlando, Fla. Right: The future of the Navy depends on the seamen of today, who will be the senior enlisted leaders or officers of tomorrow.

willingly defending and serving this nation, with enthusiasm and valor.

The reasons African Americans enlisted in the Navy decades ago and still do now, are as varied as their backgrounds.

"My decision to serve in the military was motivated by the strong values [instilled in me] by my parents," said CAPT Johnnie M. Boynton, commanding officer, Service Schools Command, Orlando, Fla. "I dared to believe the best about our nation, despite sitting in the back of racially segregated buses and attending racially segregated schools where separate certainly was not equal. Despite all this, I maintained faith in my nation and in my government. When the nation faced the tough challenges of the Vietnam conflict, I felt a sense of duty to serve in the military."

Master Chief Storekeeper Alice Smith stationed at Naval Station Annapolis, Md., echoed similar sentiments. "I wanted to be a part of what was going on in the country, so I chose the Navy. I wanted the opportunity to excel, but I needed discipline. More importantly, I wanted to further my education and leave Memphis even though it wasn't fashionable or politically correct for a woman to serve. I was proud to be an American and I wanted to show it. Wearing the uniform did that for me."

For Boynton, a native of Kenner, La., and the highest ranking African American woman officer, wearing the uniform means more than she can explain. "I represent the Navy and the full spectrum of what the Navy encompasses. I have invested in it, and it in me. I hope to serve as a model of achievement to those who aspire

to [achieve] upward mobility in the Navy and as a reminder that those who mentor and support our people can make a profoundly positive difference in the successful career development of those members."

According to statistics, based on a study by Howard University political science professor Ron Walters, the military has attracted more African American talent and created more opportunities for African Americans than any other sector of American society, especially within the last 20 years. Although African Americans make up 12 percent of the civilian American population, they fill 18.39 percent of the Navy's enlisted ranks and 5.33 percent of its officer ranks.

The military's level playing field has been particularly attractive to African Americans because it rewards merit, not race, according to Charles Moskos, author of *The New Republic's* article, "Why the Military Is Truly the Only Integrated Institution in America."

"As I look around at civilian organizations and corporations, I know the military has led the way in opportunity by integrating its force, combating drug problems, dealing with their housing crisis and a lot of other things," said Smith. "One simple reason why the military attracts many African Americans is its structure. Look at the pay, rank, education, rights and recruiting. It's identical for everyone, it's fair," she said.



Photo by JOC Chris Price

SKCM Alice Smith said, "I never thought I'd get to this position, let alone, out of boot camp."

The Civil War (1861-1865)

Whether it was the solidarity of the American union of states or the question of freedom for blacks from slavery and involuntary servitude, the blacks emerged as a military source.

They participated in this war as a result of a combination of events

and circumstances, but the most notable was a tremendous manpower shortage of white men.

President Abraham Lincoln feared the slave states might bolt to the confederacy if black troops were used. Therefore, he denied the application of every volunteer black unit until July 1862.

Spanish-American War (1898)

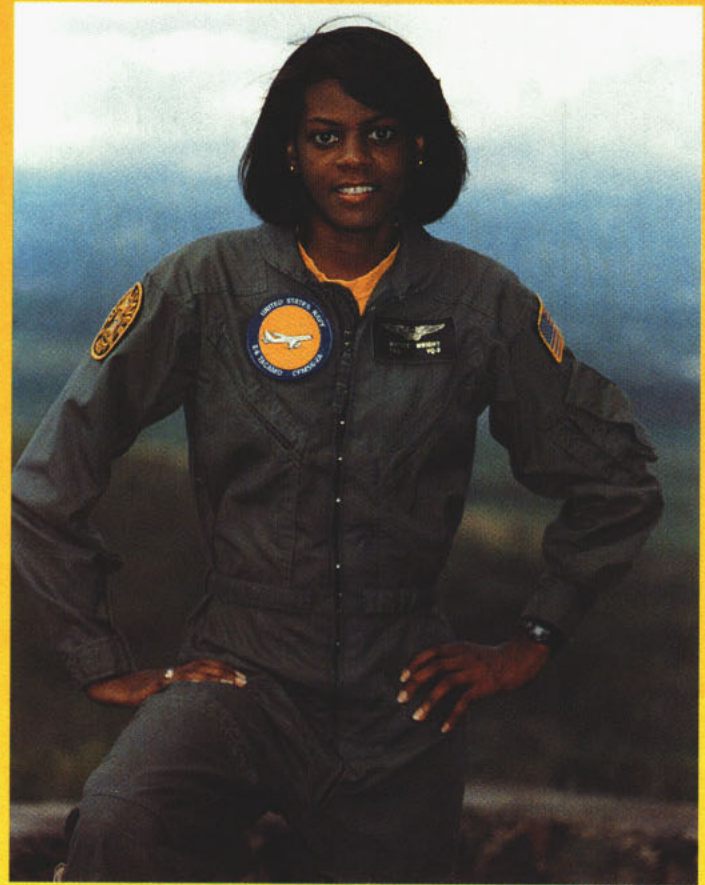
When the U.S. battleship *Maine* was sunk in Havana, Cuba, on Feb. 15, 1898, 22 black Sailors perished. Two months later, the U.S. declared war on Spain.

On July 1, 1898, the all black 24th Infantry led the charge up San Juan Hill, and the all black 25th Infantry Regiment

participated in the capture of El Caney, six miles to the northeast. As the short war came to a decisive end, one of 52 Medals of Honor awarded was given to a black Sailor, Fireman 1st Class Robert Penn, for action off Santiago, Cuba, aboard USS *Iowa*.



▲ LTJG Harriet Ida Pickens and ENS Frances Wills, two of the first black WAVES (Women Accepted for Voluntary Emergency Service), were commissioned at Naval Reserve Midshipmen's School, Northampton, Mass.



▲ ENS Matice Wright, the Navy's first African American woman naval flight officer, is assigned to Fleet Air Reconnaissance Squadron 3.

The Navy is committed to equal opportunity and nondiscrimination, regardless of race. Its hierarchy of rank actually breaks down racial barriers.

Today, unlike the past, African Americans serve in every capacity in the Navy, including flag rank. Like most of their shipmates, their rewards are based on distinguished performance in defense of the United States.

No one is claiming the Navy has reached total equality in everything. However, their advances from

the past are indisputable. The enlisted and officer minority populations have steadily increased, and African American Sailors now hold positions that were once unattainable.

The achievements and sacrifices African Americans have made will always be remembered, and their work will continue to carve a niche in U.S. Navy history. †

Oladeinde is a staff writer for All Hands.

World War I (1914-1918)

When the United States declared war on Germany, the call went out for black volunteers to serve in the war zones in France and Germany.

The Navy's policy toward black Sailors reflected segregation, and most of the 10,000 African Americans who

volunteered were assigned as mess specialists.

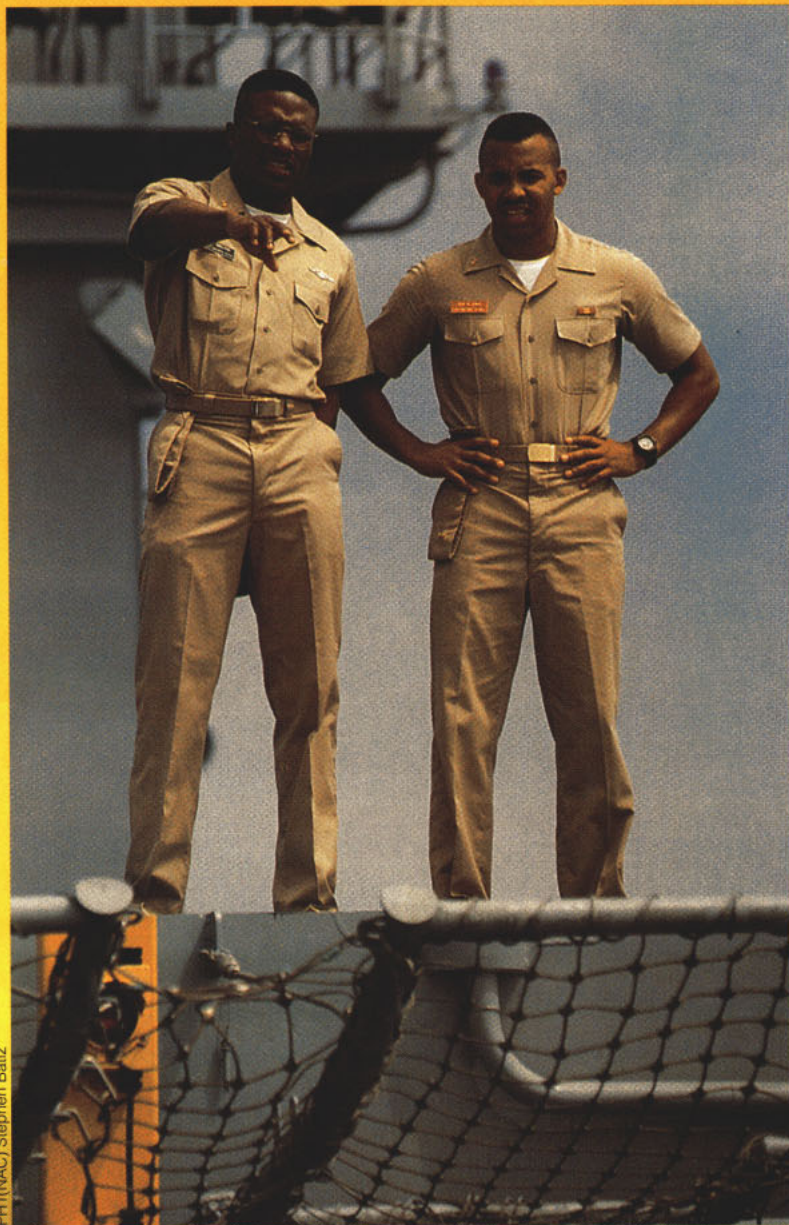
World War I allowed blacks to fight for democracy in an international war; and expand the basis of their economic security and social stability the military offered.

World War II (1941-1945)

America's involvement in World War II came on the morning of Dec. 7, 1941. Japanese fighters bombed Pearl Harbor destroying much of the Pacific Fleet on the slumbering U.S. naval base there.

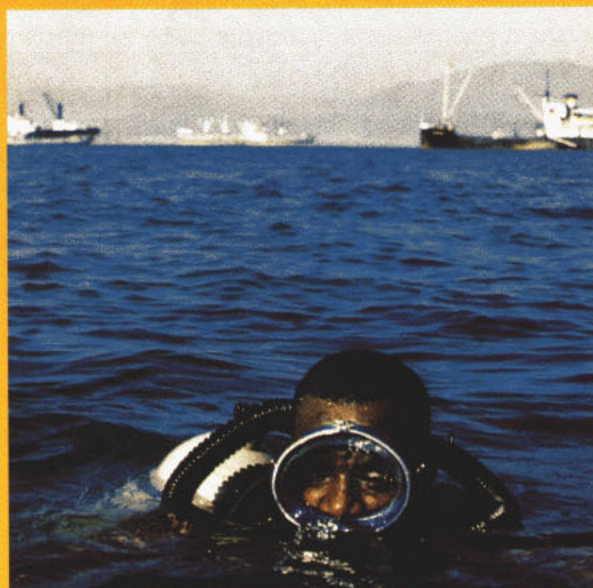
Segregation and discrimination kept blacks out of combat roles. But

the National Association for the Advancement of Colored People's "Double-V" slogan (victory against fascism abroad and discrimination at home) made progress with breakthroughs like the commissioning of the nation's first black Navy officers, the "Golden 13."



PH1(NAC) Stephen Batiz

Midshipmen aboard USS Cowpens (CG 63) bid farewell to San Diego as the ship deploys.



▲ MM2 Franklin Marshall, a Navy explosive ordnance disposal team member, searched for mines, especially those attached to ship's hulls during the Vietnam War.



▲ The 22nd Special Naval Construction Battalion celebrates the end of the war at Naval Amphibious Base, Manus, Admiralty Islands.

Korean War (1950-1953)

On June 25, 1950, North Korean forces, ripped across the 38th parallel, driving hard for the Republic of Korea (ROK) capital in Seoul. Seventeen days after the first bombshell burst, the men of the 24th Infantry Regiment, a unit which, for all of its 81 years, had been composed entirely of

black combatants, landed in Korea from Japan. The 24th had all but routed the ROK army and forced them into one strategic retreat after another.

The saga of segregated black military units came to an end. The passing of Executive Order 9981 in 1949 desegregated the military.

Vietnam War (1960-1973)

Between the Korean War and the conflict in Vietnam, the Kennedy Administration designed a program to weed out the remaining vestiges of discrimination in the Armed Forces. Secretary of Defense Robert McNamara impressed upon the military establishment the need for equal

opportunity for black Sailors. Statistics released by DOD showed almost 15 percent of the infantrymen serving in Vietnam were black. Added to these were 5.1 percent of the Navy, 8.9 percent of the Marine Corps, and 8.3 percent of the Air Force, a total of 9.3 percent of the military.

Models of Success

Nelson strikes a balance between communities

Aviation Maintenance Administrationman 1st Class Sonya Nelson's drive and accomplishments positively affect both the Naval Strike Warfare Center (NSWC), where she is assigned, and the local community. Nelson, a former NSWC Sailor of the Year, is the maintenance administration supervisor and leading petty officer in her division.

The Mobile, Ala., native said her main job is to "ensure my subordinates are ready for the fleet." She supervises two Sailors and five civilians.

"AZ1 Nelson has a keen ability to balance professional maturity

and technical expertise with a fun and outgoing personality," said LCDR J.D. Waits, Strike's maintenance officer. "She is the key player in the good working relationship between civilian and military personnel in the maintenance department."

Off-duty time keeps Nelson as busy as her time at work. Heavily involved in the community, she is instrumental in teaching and molding the lives of pre-schoolers and young adults through her work with a youth ministry.

Nelson said her key to success is "to accept each brick wall you run into as a learning experience and



apply the experience." †

Story by LT Herman Phillips and photo by PH2 Regina Wiss, both assigned to Naval Strike Warfare Center, Fallon, Nev.

Leader is a model leader

Sometimes he is called a golden boy. His high school in New York City was a ship donated by the Maritime Association, where he began studying navigation at 14 years old. He attended Maritime College for two years, then earned an associate's degree at Bronx Community College before joining the Navy. He was on a fast track toward the top.

Senior Chief Quartermaster (SW) Miles T. Leader scoffs at that clean-cut image and whips out a copy of a 2.3 evaluation he got as a QM2. He had just come from duty at the Pentagon and was aboard the newly recommissioned USS *New Jersey* (BB 62). He had some personality conflicts — call them problems — and he was not recommended for advancement or retention.

There was enough gray area, however, to earn him a two-year probation and Leader made the most of it. He went to USS *Carl Vinson* (CVN 70) and during his first Western Pacific cruise, earned a Navy Achievement Medal and

qualified as an Enlisted Surface Warfare Specialist. Then, he picked up senior sailor of the quarter and was later promoted to QM1.

With only eight years in, Leader made chief petty officer and was sent to general duty at Naval Station, Long Beach, Calif. "Instead of sitting behind a desk there, I wanted a challenge," Leader said. He volunteered for tug boat duty, earning a craftmaster Navy Enlisted Classification (NEC) in the process. Another promotion came. "I think that's what made me competitive. Having college and then getting the NEC, I picked up senior chief."

He also became the president of the community council at Murphy Canyon Heights, the largest, single-site military housing complex in the world, according to Leader. He started a food bank for needy families, a neighborhood watch program, a yard-of-the-month program, a traffic committee, a newsletter and a handful of other programs to improve the community.



"When I came on shore duty, I said, 'I still have a duty to the Navy. Why can't I have the same duty to my community?'" Leader said. "What good is it to defend this nation, to give my life if need be, and not want to spend an hour or two a week in my community?"

Leader hopes one day to be a command master chief. †

Story and photo by JO1 Ray Mooney, a San Diego-based photojournalist for All Hands.

From third-place start, Williams now leading first

Born the third of nine children in Port Arthur, Texas, Yeoman 1st Class Larry D. Williams knows the meaning of the words teamwork and leadership.

Williams has served in positions of enormous responsibility since leaving boot camp. His first assignment aboard USS *Acadia* (AD 42) had him filling an E-6 billet as legal yeoman for a crew of 1,200. Today, he serves as leading petty officer of Flag Division and Command Career Counselor on the staff of Commander, Naval Surface Force, U.S. Pacific Fleet, a position for which he was hand picked.

His 12-year career has provided him with numerous challenges, which Williams says he thrives on.

"I'm always looking to expand myself to new challenges when reporting aboard a new command. I

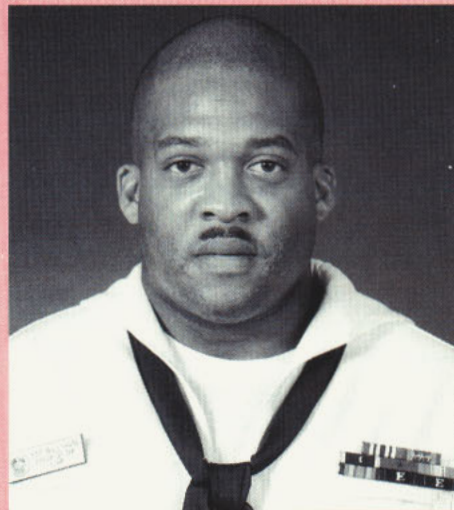
live by the theory that if it's broken, I can and will fix it,"

Williams particularly enjoyed a challenging tour of duty at Naval Special Warfare Development Group in Dam Neck, Va.

"Being selected from among the best in the Navy for joint duty was an honor. Providing administrative support during major JCS (Joint Chiefs of Staff) training exercises was really exciting," he said.

Williams continues to set goals and attack them full force. His career goals include earning a bachelor's degree in physical therapy and selection to the Limited Duty Officer program.

"My career goals have certainly been on the upward ladder and with all the opportunities out there today, you must take advantage of them," said the 30 year old. "Doing



my best and producing superior results will lead me to the top of that ladder. Displaying motivation, dedication, perseverance and meeting all challenges [head on] and [with] enthusiasm are the keys to success." †

Story and photo by JO2(SW) Dan Smithyman assigned to the public affairs office, Commander, Naval Surface Force Pacific, San Diego.

Good attitude keeps this Sailor on track

Ship's Serviceman 1st Class Velma Clayton of Sikeston, Mo., aboard USS *Dixon* (AS 37) in San Diego works as record-keeper for the sales and service division, a ship's store operator and as the assistant laundry supervisor.

Clayton said she joined the Navy for several reasons. "It was something I really wanted to do. The stability is great. I get to see new places, meet nice people; I guess I just like it." She said she enjoys the challenge of making rate and strives to be an example of success for other African-American women in the Navy.

LTJG Christa Ford, *Dixon's* sales and service officer, describes Clayton as having superior performance and rating knowledge as well as other qualities that make her stand out in today's Navy.

"Clayton constantly exceeds all expectations. Her positive attitude and natural ability to lead define what every Sailor should strive to be. An outstanding and model Sailor, she is a pleasure to work with."

Clayton has set her sights on becoming an officer through the Limited Duty Officer program. Her career goals also include advancing to chief petty officer and earning her enlisted surface warfare specialist pin.

Clayton spends her off-duty time reading, going to movies and shopping. She attributes her personal success to two things, "God and my family. Especially my sister, she backs me 100 percent. She believes in me even when I don't." †



Story and photo by JO2 Traee Walters assigned to USS Dixon (AS 37).

Around The Fleet...

Seabees...

Six Seabees, one active duty and five reservists, are serving as crew leaders for 21 teenagers working on two community-improvement projects in Nantucket, Mass. The six-week project is part of a new Civil-Military Cooperation program designed to give "at-risk" youths work experience and skills training while performing meaningful projects for the

community. "The kids are doing better than we ever thought possible, and we haven't had anyone quit," said Master Chief Constructionman (SCW) Robert Kuchta, project manager.

On one project they are building a 24-by-36-foot concession building for a new ball field. The other project is to renovate and turn a laundromat into town offices.

"We're teaching them basic construction skills and we'll



Photo by Daryl Smith

SWCS Robert Kenny (right) supervises demolition work on the old laundromat.

provide them skills and self-esteem for the future," said Kuchta. †

Discovery day...

An estimated 1,200 people – mostly students from 120 area schools – attended the fifth annual "Discovery Day" at the Naval Postgraduate School, in Monterey, Calif. Through a variety of hands-on activities from the "Incredible, Edible, Flying Cheese Ball" to Virtual Reality – participants learned that science can be fun.

"This activity can be done by just about anyone," said CDR Mike Witt, while setting up the "launch pad" on a straw for a three-year-old boy, at the Flying Cheese Ball table.

"By using the Bernouli principle – the same principle that makes aircraft fly – the force from blowing into the straw makes the cheese ball float in the air."

The primary motive behind "Discovery Day" is to stimulate interest in science through fun. However, it isn't just for kids. Carmel, Calif., resident Jose Fernandez particularly enjoyed the "Whirling Coffee Cup," where a Styrofoam cup filled with water is balanced on a paper plate suspended by three long pieces of yarn, then swung 360 degrees without spilling.

"This is lots of fun. I didn't even get wet," he said. †

Ten-year-old Kathryn Dwyer finds her way through a maze that tests spatial perceptions during Discovery Day at the Naval Postgraduate School in Monterey, Calif.



Photo by JO1 Diane Jacobs

Air Force arriving...

Secretary of the Air Force Dr. Sheila E. Widnall watched the U.S. Navy's air force in action during a visit to the aircraft carrier USS *Constellation* (CV 64).

The secretary was flown aboard in a Navy C-2A *Greyhound*, while the ship conducted flight operations off the southern California coast.

During her three-hour visit, the secretary steered the ship, watched naval aviators land their aircraft and toured the ship's combat direction center and bridge.

"It's a fascinating piece of technology – highly capable; it gives our nation a lot of flexibility," Widnall said.

She also commented on the inter-operability between the Air Force and Navy, emphasizing that the two services often work together in both training and actual operations. "Anytime we can consolidate missions and work together we're saving money and allowing each service to pursue new opportunities, which there's always plenty." †

Competition...

Sailors of the mine countermeasures ships, coastal mine hunter, and mine countermeasures rotational crews stationed at Naval Station Ingleside, Texas, battled in training classrooms, on the wharf and pier and in the waterways recently, to compete for top honors during the first Surface Warfare Training (SWT), or 'sweat' week held at the Naval Station.

SWT Week involves competition between ships' crews, from man overboard drills and pipe patching, to cake-baking and typing. According to LTJG David Autrey, SWT Week coordinator, "It's almost like an intramural sporting event," Autrey said. It gave them a chance for a little friendly

competition, and to brag on their abilities," said Autrey.

RADM John D. Pearson, Commander, Mine Warfare Command, presented the overall winner of the event, USS *Warrior* (MCM 10), with the Mine Warfare Commander's Cup Trophy.

"The skills these Sailors demonstrated reflect the emphasis that the U.S. Navy puts on training done on a day-in, day-out basis. This was an outstanding opportunity to recognize the ships and crews who excel in day-to-day training." †

Teams pick their "biggest and beefiest" shipmates for the six-man Tug-of-War team. Here, SA Albert Brawn of Camden, N.J., leads his Mine Countermeasure Rotational Crew Echo teammates.



Photo by JO2 Denny Boyles

Community ...

Photo by JO3 Mark Wagner



USS *Trepang* (SSN 674) crew members have expanded the true meaning of UNITAS, the Latin word for unity, by sharing their experiences and enlightening more than 2,000 U.S. school children on the many facets of South America.

Originally, *Trepang* volunteers wrote to 15 schools in the United States, describing their experiences and sent stamps, money, tourist brochures, post cards and newspapers from the ports they visited.

Instead of sending just one souvenir for the children to

LT Chris Lozier, electrical officer and main propulsion assistant, sorts through foreign currency for one of the school's packages.

see, the crew sends as many items as possible so teachers can give them to students as incentives.

Most schools use the materials for bulletin boards and to track the submarine's progress. "One of the teachers is assigning students to do research projects based on the places we visit," said *Trepang's* Commanding Officer, CDR John T. Locks.

The majority of the schools participating the program aren't based in Navy communities. "We looked for schools outside Navy areas because we want to let the people know, hey, you have a Navy that cares about you," Locks said. †

Bearings

Sailor, son duo leaves them wanting more

The audience responded enthusiastically to a new country western duo from Lemoore, Calif., recently at the Tulare County Fair. The two turned more than a few heads at their debut — shaking a “little booty” in the process.

But interested ladies will have to wait a few years until one of the singers reaches courting age.

Aviation Electronics Technician 3rd Class Mark Sansom and his over-achieving two-year-old son Matthew were a big hit with fairgoers. Sansom, who is attached to the Aviation Intermediate Maintenance Division (AIMD) at Lemoore Naval Air Station, has been singing for 17 years, but Matthew is new to the stage.

How “Matty and Daddy,” as they’ve been nicknamed, came to appear together at the fair is a story in itself.

Sansom and a partner were planning to compete in the country western talent competition at the fair, but a last-minute trucking job took his partner out of town.

“My wife suggested I take Matthew up there and he became an overnight star. He stole the show,” Sansom said, referring to the talent show tryouts.

Dea Sansom, Matthew’s mother, said her younger son has been singing from a coffee-table stage in their living room since he could stand up. She thought pairing the two was a natural, since Mark has won several singing contests and has a voice that has been compared to Garth Brooks.

Sansom traces his singing roots back to his birthplace, Wayne, W.Va., where he started singing in the fifth grade. And, like Matthew,



he has long had an affinity for country western music.

Country music has always had a soothing effect on Matthew, Dea said. “Since he was born, you could have music on really loud and he would fall asleep,” said the mother of three.

“... he became an overnight star. He stole the show.”
— AE3 Mark Sansom

The father and son duo wore matching blue, plaid flannel shirts, black jeans and cowboy boots at the fair. Little Matthew seemed oblivious to the large crowd that assembled to watch him perform. Bouncing around on stage, the toddler

Country western singers, AT3 Mark Sansom and his 2-year-old son, Matthew perform during a county fair in Lemoore, Calif.

clearly enjoyed his moment in the spotlight.

When their performance was finished and it was time to turn the stage over to the next act, the little buckaroo continued to back up the musical groups that followed, intermittently dancing and singing while dad restrained him from jumping back on stage.

Asked if he enjoyed his debut, Matthew was uncharacteristically shy. He looked up through long, blond eyelashes and nodded yes.

What does the future hold for father and son? Mark Sansom says he is looking for his big break in the business, but if he doesn’t make it, he knows Matthew has a future in country western singing. †

Story and photo by Michele Seaburg, a staff writer for the Hartford Sentinel in Lemoore, Calif.



Frigate's crew frees entangled turtles

Returning home from a Persian Gulf deployment, the crew of the guided missile frigate USS *Curts* (FFG 38) thought the remainder of their cruise would be routine. They were soon reminded, however, that life at sea is rarely routine.

Late one afternoon, a crewman in *Curts'* SH-60B *Seahawk* helicopter spotted several sea turtles entangled in an abandoned fishing net.

"We couldn't believe what we were seeing," said Aviation Anti-submarine Warfare Operator 1st Class Carl Brown of Winter Haven, Fla. "We had to make another pass to be certain," he said.

The pilot and copilot, LT Chris Long of Chicago and LT Nels Enberg of San Diego, reported the

sighting to *Curts* some 80 miles away. The ship immediately altered course to help rescue the turtles. The crew soon discovered 11 turtles entangled in the net, however, one had already perished.

Within two hours of *Curts'* arrival, the surviving 10, three-foot-long, 100-pound turtles, believed to be leatherbacks, had been released from the net.

"It was easy cutting, but the turtles were really wrapped up," said Hull Maintenance Technician Fireman Hans Sievert of Sterling Heights, Mich.

Other boat crew members of the sea turtle rescue were ENS Price Strader of Glide, Ore.; Senior Chief Engineman Michael McCarthy of Green Bay, Wis.; Boatswain's Mate



HTFN Hans Sievert of USS *Curts* (FFG 38) frees a sea turtle from an abandoned fishing net 375 miles west of India.

3rd Class Mark Leiberg of Simi Valley, Calif.; and BMSN Joseph Starika of Canon City, Colo. †

Story by JOC Lance Johnson, photo by ENS Price Strader, both assigned to the Carrier Group 5 public affairs office.

Movie fan aboard USS *Guam*

Where can you find 'Dracula,' 'Frankenstein,' 'King Kong' and the 'Wolfman' all in one place?

If you're aboard USS *Guam* (LPH 9) you can find them – the movies, that is – in the office of Senior Chief Navy Counselor (SW/AW) Ted S. Gammon, a native of Turner, Maine.

Gammon started collecting movies about three years ago when he reported for duty at Naval Air Station South Weymouth, Mass.

"I've always been a big movie buff. I can remember as a kid, we would go to the drive-in all the time. My mom would take us because it was a \$1 a person or \$5 for a carload, so we would pick up the neighbors and go to the movies," Gammon said.

"My favorites were the horror

movies, like the black and white version of 'Night of the Living Dead.'

Gammon's collection started with black and white movies. "The first movie I bought was a boxed set of three movies including 'Creature from the Black Lagoon,' 'Revenge of the Creature' and the 'Creature Walks Among Us,'" said Gammon, whose all-time favorite movie is 'Dr. Zhivago.' He estimates he has about 50 black-and-white movies in his collection of nearly 400 he has on board, not to mention those at home.

"People are shocked by how many movies I have when they come to my office."

Gammon said he loans movies out, but never charges for them. I'm



NCCS Ted S. Gammon, command career counselor aboard USS *Guam* (LPH 9) sits at his desk surrounded by the nearly 400 movies he has collected during the last three years. Gammon said horror movies are his favorite, but he collects everything from epics to comedies.

a real popular guy when we're underway during Halloween." †

Story by JO1 Douglas M. Scherer, photo by PH1 R.L. Scharf, both assigned to USS *Guam* (LPH 9).

Bearings



A return to Pearl Harbor

ADM Chester W. Nimitz called him, "the man who knew what I needed before I knew I needed it."

That man is retired CDR Howell "Hal" Lamar, who served as Nimitz's aide from February 1941 to November 1945 and had a front-row seat to World War II.

"The admiral didn't go anywhere without me," said Lamar. "He knew he could depend on me."

Lamar first met Nimitz while serving at the Bureau of Navigation (now the Bureau of Naval Personnel). Little did Lamar know that he would be at Nimitz's side during one of the most important eras in U.S. naval history — the Pacific campaign of World War II.

Lamar, who recently wrote a book on those war experiences called *I Saw Stars*, turned 85 in November and lives in Titusville, Fla. The former aide shared some of his more humorous stories about the admiral who ran Pacific naval operations during World War II.

Recalling when he first joined Nimitz in Pearl Harbor, Lamar discovered the admiral had a bad case of the shakes from the stress of the job. It was suggested that Lamar interest the admiral in gallery-range shooting to help steady his nerves. "It worked," said Lamar. "We must have shot a million rounds. The admiral got very good, and his hands stopped shaking."

Lamar added you could always gauge how the war in the Pacific was going by their activities. "If the battle went well that day, we pitched horseshoes in the backyard," he recalled. "If things were tense, we had target practice."

Pearl Harbor has changed

dramatically during the past 50 years since Lamar served with Nimitz on the Makalapa Compound. On this, his first trip back to Pearl Harbor since 1967, Lamar toured one of the newest additions to the Pacific Fleet, USS *John S. McCain* (DDG 56), homeported in Pearl Harbor.

"I saw things I never thought I'd see," Lamar said. "All the advanced technology, the incredible weaponry — there's just no comparison to the Navy today and that of Nimitz's era. I think if ADM Nimitz were around today, he'd be just as amazed as I am at how far we have come," Lamar said. "I was so impressed with the pride and the knowledge these young Sailors have. I think the Navy right now has some of the best people we've ever had."

During his visit on board *McCain*, Lamar recounted the



Retired CDR Howell "Hal" Lamar served as ADM Chester W. Nimitz's aide at Pacific Fleet headquarters in Pearl Harbor during World War II. During a recent visit to Pearl Harbor, Lamar toured the guided-missile destroyer USS *John S. McCain* (DDG 56) — one of the newest additions to the Pacific Fleet.

"The Navy offers a rare opportunity to have some of the most memorable experiences of your life. Take full advantage of it, do your job well, keep your record clean and you'll go as far as you want."

— "Hal Lamar"

memories of his years in the Navy. He noted it was not only the times in which he lived, or the distinguished admiral he worked for, but the Navy itself that was responsible for the memories of his lifetime.

"The Navy offers a rare opportunity to have some of the most

memorable experiences of your life," Lamar said. "Take full advantage of it, do your job well, keep your record clean and you'll go as far as you want." †

Story and photo by JO2 Lisa A. Mikolizyk, assigned to CINCPACFLT public affairs.

Have a healthy heart ...

More than 7 million Americans suffer from coronary heart disease. Every year, 500,000 Americans die from heart attacks. Here are some ways the American Heart Association (AHA) recommends to lower the chances of developing heart disease.

Lower blood cholesterol

Blood cholesterol is a waxy, fat-like substance in the blood. According to AHA, cholesterol and other fats can't dissolve in the blood.

- Know your blood cholesterol level (more than 200 means twice the risk of having heart disease).

- Have your blood cholesterol levels checked at least every two years.

- Work with medical professionals to find ways to lower blood cholesterol.

To reduce cholesterol:

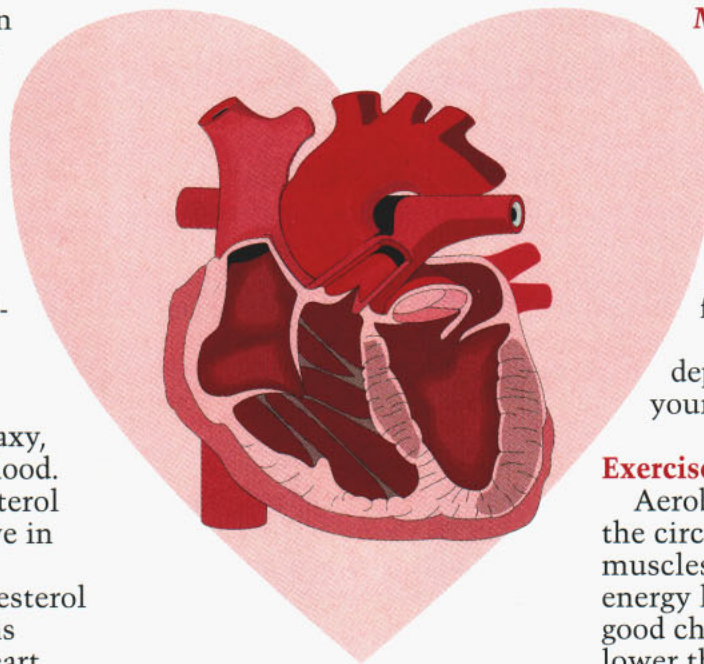
- Eat more fruits, vegetables, grains, dried beans, rice, pasta, nuts and seeds which contain no dietary cholesterol.

- Eat less meat, poultry, seafood and dairy products which contain dietary cholesterol.

- Limit daily cholesterol intake to 65 total fat grams with only 20 grams of the 65 grams coming from saturated fat based on a 2,000 calorie per day diet.

Check your blood pressure

High blood pressure damages blood vessels especially in the brain, eyes, heart and kidneys. Here are some recommendations from the AHA.



- Blood pressure more than 140/90 is considered high.

- Exercise regularly to reduce blood pressure.

- Lower salt/sodium intake.

Quit smoking

According to the American Cancer Society, 390,000 deaths from cancer, heart attack and stroke are caused by smoking. Smokers have a 70 percent higher risk for developing heart disease than those who don't smoke, and smokers have higher cholesterol and blood pressure levels. What can you do to reduce your risk?

- Quit! Sign up for smoking cessation classes.

- Smokers who quit reduce their risk of heart disease by 50 percent.

- The AHA says smoking has been shown to lower HDL or good cholesterol levels.

Maintain proper weight

According to the AHA, overweight people risk higher blood pressure and higher cholesterol levels.

- Reduce excess weight to the ideal recommended standard for age, sex, and height.

- See your medical department to determine your ideal weight.

Exercise

Aerobic exercise strengthens the circulatory system and muscles, increases oxygen and energy levels, and increases the good cholesterol which helps to lower the bad cholesterol, lower blood pressure and control weight.

- Exercise aerobically 30 minutes or longer, at least three times a week.

- Aerobic exercises include running, swimming, walking, etc.

Manage stress

Manage stress and improve your emotional health to decrease the chance of heart disease.

- Try relaxation exercises, meditation, visual imagery, bio-feedback and/or yoga.

- Exercise helps reduce the effects of stress. †

For more information contact the American Heart Association toll free at 1-800-242-8721 or World Wide Web Home Page on the Internet at:

<http://www.amhrt.org>

Shipmates



Douglas Robb was recently awarded the Military Sealift Command's (MSC) Distinguished Career Achievement Award. The award recognizes professionalism, integrity, sustained growth and interest in marine transportation. Robb, a chief engineer, was also awarded \$7,500 as part of the award. Robb, a native of Petaluma, Calif., is assigned to MSC, Washington D.C.



Interior Communications Electrician 2nd Class Kelly D. Redman of Fleet Logistics Support Squadron (VRC) 40, Norfolk, recently received a Navy Achievement Medal for her outstanding performance as legal officer and yeoman for the squadron. Redman, who attended Legal Clerk School to prepare for this assignment, also performs her in-rate duties while working in her out-of-rate billet.



CAPT James T. Corbett received the 1995 San Diego Community Heroes Award. Corbett was recognized for volunteering nearly 800 hours of time to organizations like Big Brothers and the Chula Vista Literacy team. Corbett, a native of Malden, Mass., is assigned as commanding officer Navy Public Works, San Diego.



Hospital Corpsman 2nd Class Reginald Hinson received a Navy Achievement Medal for heroic action. While on his way to work, Hinson came upon a two-car collision and evacuated two injured motorists from one of the vehicles, while a second Sailor assisted victims in the other car. Hinson, from Orlando, Fla., is assigned to Aviation Survival Training Center, Naval Air Station Norfolk.



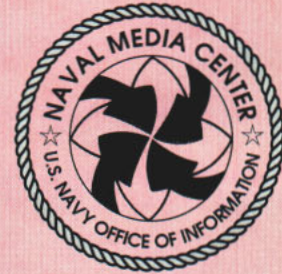
Journalist 1st Class (AW) Kimberly S. Marks was selected as Sailor of the Quarter for the fourth quarter FY95 for Commander, United States Naval Force, Central Command. As the force and fleet journalist, the Elizabethtown, Ky., native handled the Joint Information Bureau during Exercise *Eager Mace* in Kuwait. She was also recently selected to attend Officer Candidate School.

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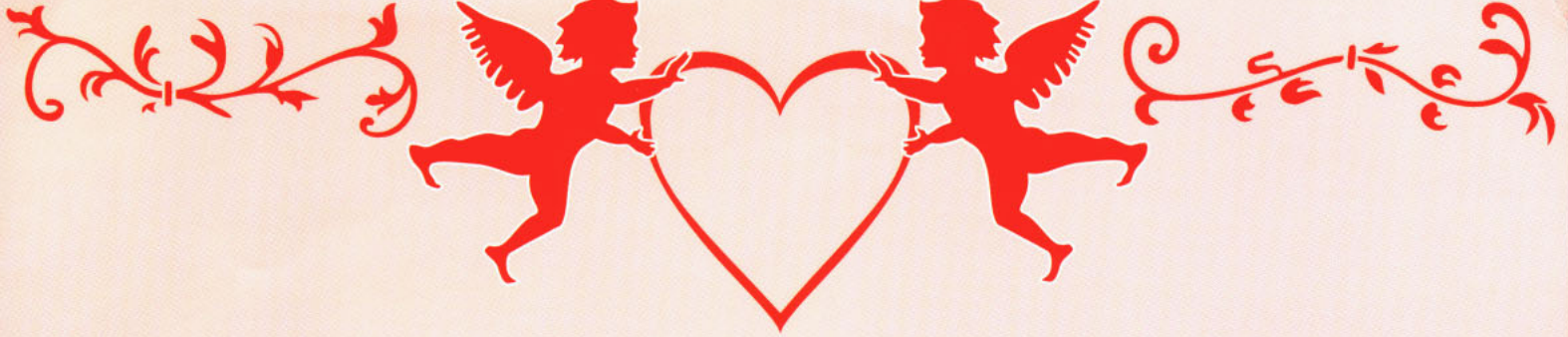
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Stay in touch for Valentine's Day

Deployed? TAD? Whether you're across the globe or just across the street, there's no better time to call or send your messages to family members and friends. And just in time for Valentine's Day!

Here are just a few ways you can stay in touch:

NEX Phone Card

Many ships offer ways for Sailors to call home ... even at sea and at a relatively low price. The Navy Exchange (NEX) offers prepaid calling cards in various denominations of \$13 to \$50. More ships offer Sailors phone services through Challenge Athena uplink and most calls cost about \$1 a minute. Sailors using INMARSAT to make phone calls will have to pay an average of \$7 to \$8 a minute and won't be able to use the phone card.

USO Grams

USO Grams are non-emergency personal letters sent electronically through a ship's satellite communications system. A one-page letter usually costs about \$3 to send.

To send a letter, purchase a special diskette from a USO, ship's store or Morale, Welfare and Recre-

ation (MWR) office. After writing your letter, save it on the disk and return it to the USO, MWR or shipboard representative who will then send it through the Shipboard Automated Logistics Transmission System (SALTS).

Your message is received at the other end in about two hours and the addressee is then notified to pick up the message.

Class Easy Messages

This time-tested method has been offered by ships for years and provides Sailors and families a way to stay in touch. No matter where you are in the world — forward deployed, in the field or under the sea — Sailors can usually send and receive Class Easy messages as long as they are served by a communications department. The cost is nominal. Your message may be delayed because of operational commitments, but Class Easy

messages are still an inexpensive and reliable way to communicate with loved ones.

MARS

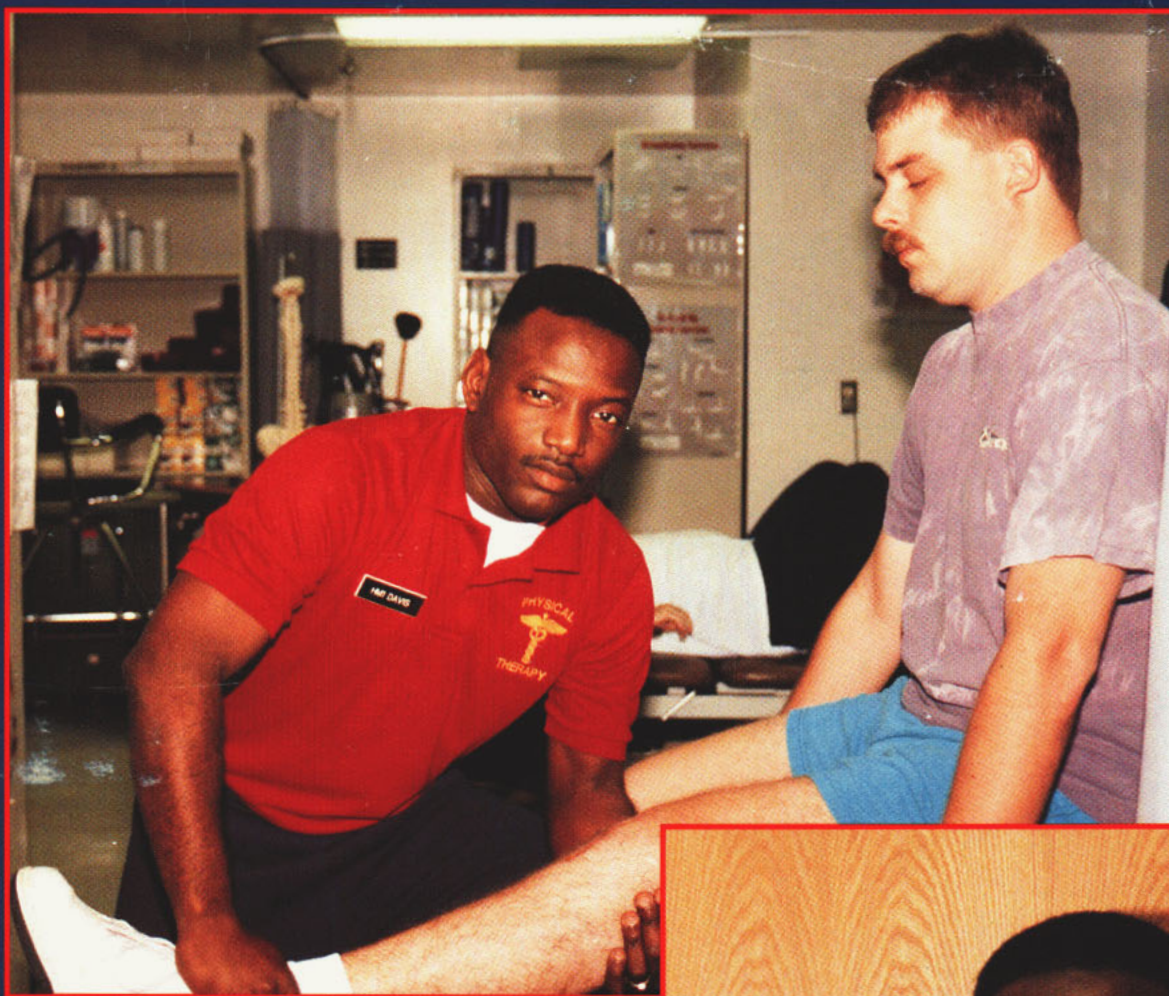
Many ships have Military Affiliate Radio System (MARS) outlets. Run by volunteers, MARS connects you to a worldwide network of amateur radio operators who will help you call home. Your conversation may not be private, but MARS calls provide another inexpensive way to reach out and touch someone.

Gift Services

If the nearest shopping mall is hundreds of miles away, you can still find the perfect gift for your loved ones and get it there on time. Ship's stores offer a variety of ordering services through NEX and commercial retailers. You can order fresh flowers, plants and seasonal arrangements, candy, balloons and special gift baskets for your special someone.

So, if this Valentine's Day finds you thousands of miles from home, you can still let your family and friends know you're thinking of them. †





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Kings Bay, Ga.

HOMETOWN: Chattanooga, Tenn.

JOB DESCRIPTION: Department Head
of Physical Therapy, Medical Clinic's
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Division Leading Petty Officer

PLACES VISITED WHILE IN THE NAVY:
Orlando and Jacksonville, Fla.; Charle-
ston, S.C.; San Antonio; Camp Lejuene,
N.C.; Great Lakes, Ill.

BEST PART OF THE JOB: "Hearing a
patient tell me that they feel better. I
leave the clinic fulfilled and happy after
hearing that."

