

ALL HANDS

MAGAZINE OF THE U.S. NAVY

HONOR COURAGE COMMITMENT

JUNE
1996

Photo by PH1(AW) Gary L. Reinhart



On board USS *George Washington* (CVN 73), AO2 Brian Ashworth, a member of Reserve Unit 291, sets the timing of an ejector assembly of an M-61A1 20mm Gatling gun. The Gatling gun fires 600 to 800 rounds per minute, has a capacity of 1,800 rounds and adds about 900 lbs. to the F/A- 18 *Hornet*.

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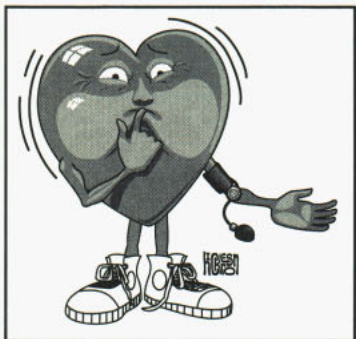
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Education

■ Beginning Oct. 1, 1996, the Navy's Tuition Assistance (TA) program will pay 75 percent of tuition costs for all undergraduate courses (not to exceed \$2,500 per individual per fiscal year). Graduate course tuition costs will be reimbursed at 75 percent of the total (not to exceed \$3,500 per individual per year).

The increased shore-based TA is designed to reflect current college costs. It also gives Sailors more flexibility to achieve higher educational goals and more college choices.

Sailors who earn a bachelor's degree during the fiscal year and wish to pursue their master's degree will still be eligible for graduate study funds. TA funds previously expended will count toward the graduate level funding cap.

Further information is available in NAVADMIN 066/96. The Bureau of Naval Personnel point of contact for TA issues is Dr. Fran Kelly, at DSN 223-1749 or commercial 703-693-1749. ‡

Training

■ Although the merger of the Radioman (RM) and Data Processing Technician (DP) ratings will not be complete until October 1998, a new "A" school has graduated its first class of RMs possessing the apprentice training needed to work in a PC/network/digital world.

To provide equal training for RMs and DPs already in the fleet, the Chief of Naval Education and Training (CNET) developed a 40-hour block of computer-based training (CBT), for data communications, computers, networks and other shipboard communications systems.

CNET began mailing the CBT on CD-ROM to all activities with RMs and DPs. For fleet RMs and DPs (E-7 and below) who have not graduated from the new "A" school, the CBT is mandatory advancement-in-rate

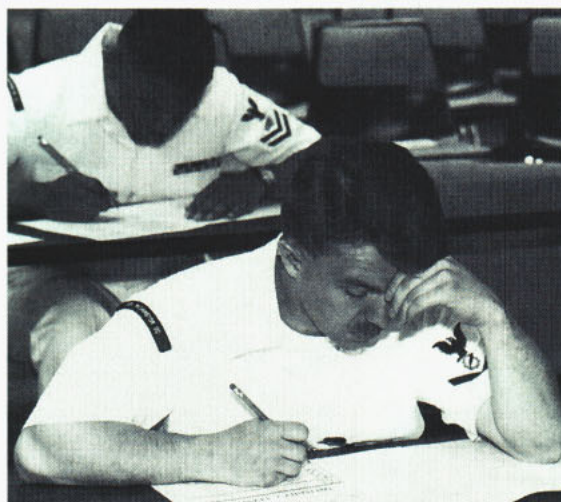
Evals

■ The Navy FITREP and EVAL (NAVFIT) software programs are now available to download or order by mail. The programs provide a Windows-based alternative for writing and submitting fitness reports (E-7 to O-6) and performance evaluations (E-1 to E-6).

The NAVFIT programs are owned and maintained by the Bureau of Naval Personnel (BUPERS) and may be copied and distributed at no cost.

The software was released on BUPERS Access (PERS 32 Conference Download Section); the BUPERS Home Page (<http://www.navy.mil/homepages/bupers>); and BUPERS Regs and Pubs CD-ROM. It can also be obtained by direct mail.

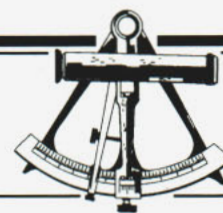
For more information, call Bill Wilson at DSN 224-7647, commercial (703) 614-7647 or e-mail Chief Data Processing Technician (SW/AW) Starr Deuel at p1011e1@bupers.navy.mil ‡



U.S. Navy photo

training and must be completed before the September 1997 advancement cycle.

NAVADMIN 059/96 describes the requirements needed for the computer-based training on CD-ROM. ‡



Seaman to Admiral program

■ The FY97 Seaman to Admiral program selection board will begin Sept. 9, 1996. Program eligibility and application procedures for the board are outlined in NAVADMIN 077/96.

Packages are due no later than July 1, 1996. The Seaman to Admiral program provides another path to a commission for active-duty enlisted Sailors and Naval Reservists (including Training and Administration of Reserves Sailors). The Seaman to Admiral board selects the 50 best-qualified applicants for appointment in the unrestricted line.

After graduating from Officer Candidate School, selectees are appointed permanent ensigns in the Naval Reserve and assigned to one of the following unrestricted line communities: Surface, Submarine, Special Operations, Special Warfare or Aviation (Pilot or Naval Flight Officer).

Officers are screened for selection to a bachelor's degree program at the Naval Postgraduate School,

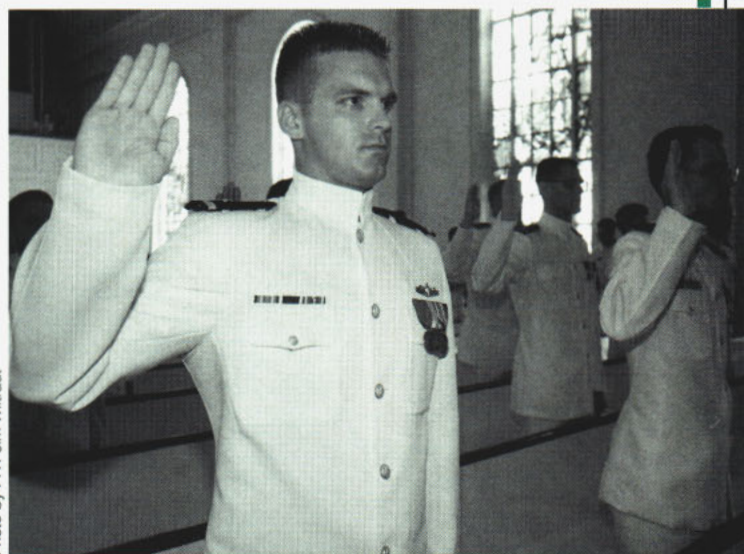


Photo by PH1 Jim Wiltraut

Monterey, Calif., after successful completion of their initial sea duty and warfare qualifications. For a complete list of eligibility requirements and the application format, see NAVADMIN 077/96. ⚓

High Tech

■ The way service records are filed has come a long way.

"They have gone from paper copies to microfiche," said LT Keith Wichmann, head of records control and quality assurance at the Bureau of Naval Personnel (BUPERS).

"Now service members microfiche are being transformed onto a digital computerized system," said Wichmann. "Instead of taking a picture of a document, we are going to scan the document digitally. Then it's written into WORM (write once read many), meaning it can be written only once. This is done for legal reasons, so it can't be altered."



Photo by PH1 Dolores Anglin

All microfiche files are scheduled to be converted into data disk before BUPERS transfers to Millington, Tenn., in early 1998. See **Fiche story Page 16.** ⚓

SECNAV kicks off Navy's 'Right Spirit' campaign



Photo by PHCS T. Cosgrove

"I expect every Sailor and Marine to be proactive. Each Sailor and Marine is ultimately responsible and will be held accountable for his or her own actions."

– John Dalton, Secretary of the Navy

Secretary of the Navy John Dalton recently announced a new initiative to counter the negative effects of alcohol use by Sailors and Marines. Secretary Dalton told the fleet, "any perception that alcohol is central to our traditions is wrong."

Both the Navy's "Right Spirit" campaign and a similar campaign by the Marine Corps called "Semper Fit" are aimed at all hands, from seaman to admiral, and private to general, with the goal of significantly reducing alcohol abuse and

"Any perception that alcohol is central to our traditions is wrong."

its negative effects on combat and personnel readiness. The Navy has implemented an immediate policy change that affects Sailors under the age of 21 by requiring all Department of the Navy installations to conform with the drinking age limitations of the state or country in which they are located.

"I expect every Sailor and Marine to be proactive. Each Sailor and Marine is ultimately responsible and will be held accountable for his or her own actions."

Dalton noted that Right Spirit is not an anti-drinking campaign, but rather, "it is a long-term

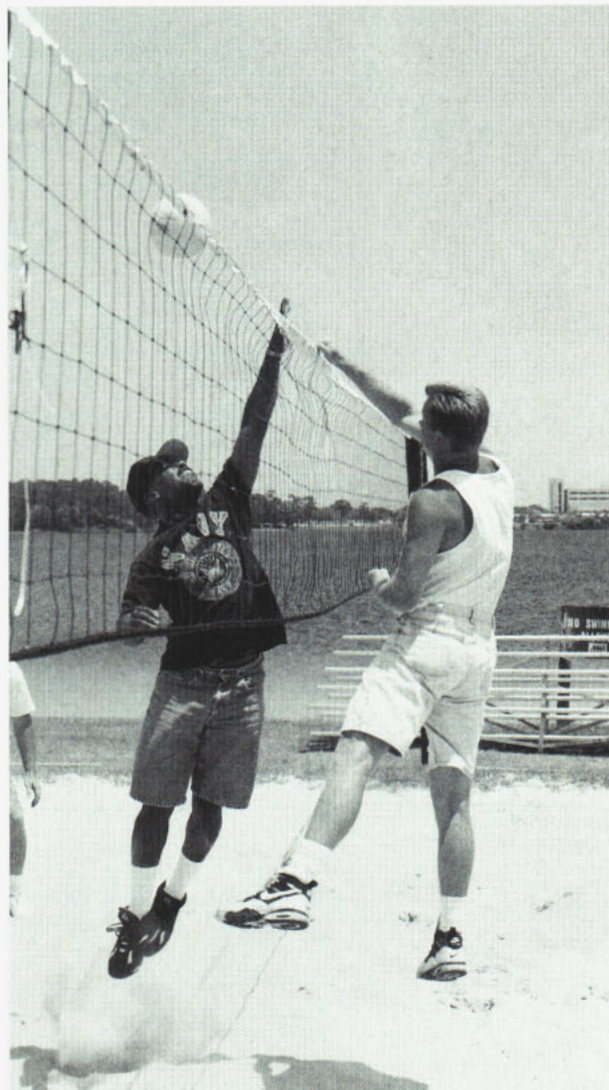


Photo by TM1 Sherry Leigh Seccombe

education, information and prevention campaign to ensure quality of life for members and their families and a safe and productive working environment." ‡

Secretary of the Navy John Dalton's leadership effort is built around four principles:

‡ **Leadership responsibility:** People in positions of authority, from petty officers to the most senior officers, should deglamorize the use of alcohol by setting a strong personal example.

‡ **Command responsibility:** Educating Sailors about responsible alcohol use, providing alternatives to alcohol at command events and taking appropriate action in response to alcohol-related misconduct.

‡ **Shipmate responsibility:** Sailors taking care of each other, both on and off duty, and challenging inappropriate behavior resulting from alcohol use.

‡ **Personal responsibility:** Individuals should be responsible and accountable for their actions.

Dalton added the Navy is also taking additional steps to improve education on alcohol abuse and awareness, including two new fleetwide education programs.

► The MK 5 makes a high-speed run through San Diego Bay.



Special Warfare's **NEWEST** boat makes its mark

Story and photos by JO1 Ray Mooney

It carries a full platoon of Navy SEALs, armed to the teeth and ready for battle. It uses the latest navigation and positioning systems to blast through the water at 50 knots making barely a whisper as it delivers its deadly cargo.

The new MK 5 Patrol Boat is the latest addition to naval special warfare. "The craft's primary mission is to provide a medium-range insertion and extraction capability to special operations forces," said LT Greg Granieri, officer in charge of MK 5 Detachment A, Special Boat Unit (SBU) 12, San Diego. "These forces would be operating in a low to medium threat environment."

However, SEALs don't operate these new boats. They're merely passengers. "The craft is manned by combatant craft crew members,"

said Granieri, a Santa Ana, Calif., native. Each crew has five Sailors, all graduates of the Navy's combatant craft course, with specialized training on the MK

"I'm the helmsman," said Boat-swain's Mate 2nd Class (CC) Steve Lareza, "But I can also be the communicator, navigator or engineer."

Cross-training is vital for all the crew members and contributes to the spirit of teamwork needed to accomplish their missions. "We do everything together on our exercises. We have to have teamwork," said Lareza, a native of Manila, Republic of the Philippines. "I drive the boat, but I can't get to my point without my navigator."

Lareza also couldn't get there without his engineer, who maintains the formidable twin-engine propulsion system. "Our power plant consists of two turbo-charged diesel



▲ HM3(FMF) David Wells mans his post on the aft weapons deck.



engines and two Swedish-made water jets," said Engineman 1st Class (CC) Dan Corkery, from Cheraw, S.C. "The diesels are rated at 2,285 horsepower each, which turn the water jets that pump out about 660 gallons a second. That's quite a bit of power." In fact, it's enough power to provide a top speed of 50

knots and a range of 500 miles, according to Granieri. At an economical 35 knots, the MK 5 increases its range to 600 miles.

The power is impressive, but just as noteworthy is the fact that this new boat runs on its tip-toes. Propelled by its hydro jets, the MK 5 is whisper quiet, adding stealth to its list of abilities.

Also on that list is its unique ability to retrieve a small group of SEALs from the water. That's a welcome change from other patrol boats.

"We usually have to pick our boat (CRRC) up and pull it out of the water," said Hospital Corpsman 2nd Class Chris Thompson, a SEAL with SEAL Team 5, San Diego. "Now we can just drive fast, get the engine tilted up and drive it on board. It provides quick extracts if you're being chased by someone, or just in a hot area. If you need to get out of there really fast, this is a lot quicker and it's a lot easier on us."

"One of the primary selling points of the MK 5 has always been its ability to get anywhere in the world within 48 hours," Granieri said. "It does that by C-5 airlift."

The entire MK 5 detachment includes two MK 5s, the trailers and tractor trucks to move the boats and six support vehicles. "All that equipment," said

Granieri, "along with a deployment package of repair parts go into two C-5s, so when you touch down, within 24 hours you're able to conduct combat operations."

So, no matter where the threat surfaces, the newest craft in the special warfare's flotilla will be ready to deliver the quick and quiet sting of U.S. Navy SEALs.

±

Mooney is a San Diego-based staff writer for All Hands.



▲ Helmsman BM2(CC) Steve Lareza guides the MK 5 through its paces.



◀ Combat swimmers from SEAL Team 5 drive their *Zodiac* combat rubber raiding craft up onto the MK 5 patrol boat. This capability allows an MK 5 to extract a SEAL team and be underway in seconds.

Coming in for a landing

Story by JO2 John-Henry Doucette

Two men stand watch on a circular platform perched four stories above the flight deck as a cycle of flight operations winds down aboard USS *Theodore Roosevelt* (CVN 71).

One man, known as a "spotter" for flight deck control, eyes the deck and speaks occasionally into a sound-powered phone. The other, Interior Communications Electrician 2nd Class Matthew I. Coburn, tracks aircraft launches and recoveries with a large swiveling camera mounted on the platform.

This and seven other electronic eyes scan *Roosevelt's* flight deck. Specially designed and strategically located, these cameras record every move during flight operations on a very dangerous 4.5 acres of steel real estate. The flight deck cameras are built into the

deck because of the sometimes hard to see procedures used in launching and landing aircraft on a moving ship.

All of the action on the ship's flight deck is aired on the ship's television system and recorded through the Integrated Launch and Recovery Television Surveillance (ILARTS) system.

"We record in case there's a mishap of any kind and to help train the pilots," said IC3 Robert Kyle. "We're in constant communication with the console."

The console, located one level below the flight deck, controls and records the ILARTS images as they come in. "The board is manned during flight quarters in case something specific needs to be looked at," said Kyle.

"Then we can

Photo by PH3 Emmitt J. Hawks Jr.



▲ An F-14 *Tomcat* is filmed as it catches the wire on USS *America* (CV 66) during Operation *Bright Star* while HMS *Cardiff* (D 108) cruises alongside.

► IC3 James McGuire, from Fort Lauderdale, Fla., shows ICFN Kenneth Johnson, a Boston native, how to operate the ILART camera switchboard and gives instructions to the cameraman over sound-powered phones.

Photo by PH3 Matthew Nighorn



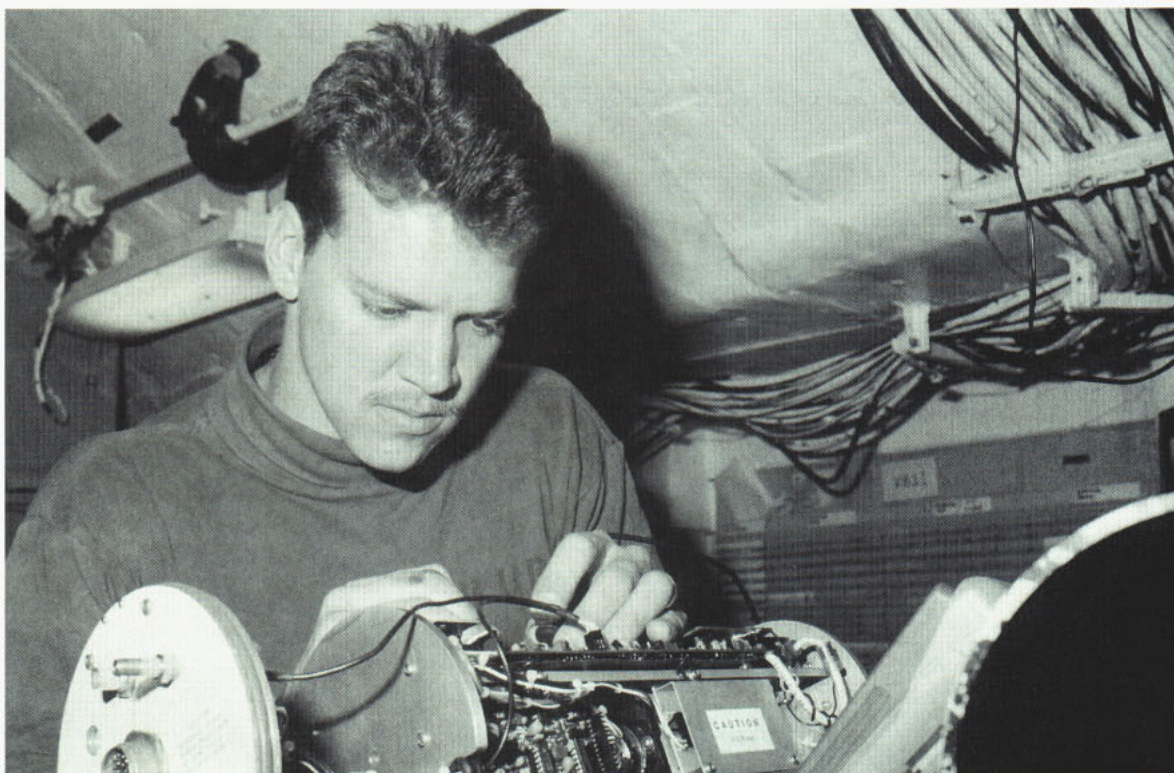


Photo by AN David B. Barber

◀ IC2 Matthew I. Coburn repairs the center line camera from the ILARTS system. This and seven other cameras record all activity during flight operations.



***“We have to be sure
all the angles are
covered.”***

– IC3 Anthony Veverka

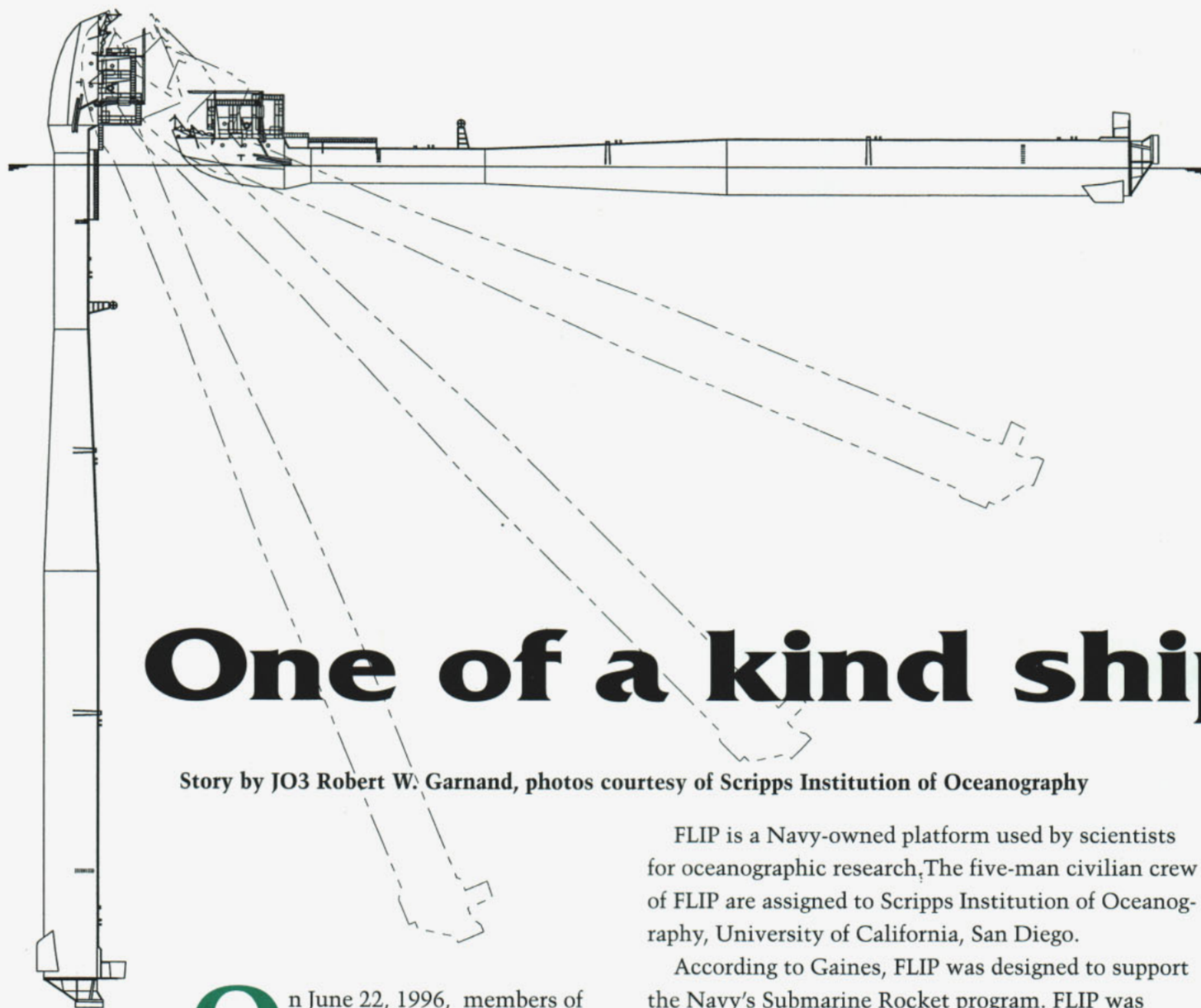
run up (to the console) and get it.”

Although it's not difficult for the ILARTS crew to figure out when aircraft will launch, knowing when they'll land is another story. They listen to the chatter between inbound pilots and the landing signal officer aboard *Roosevelt* to anticipate how and when to set up for each landing. In case of an accident, the videography can be studied to determine the cause.

“We have to be sure all the angles are covered,” said IC3 Anthony Veverka. “During launches, we get the aircraft as it hooks up to the shuttle. Each catapult has its own camera, except 3 and 4 — they share one. Then we switch over to the island during launch.”

“[This way] we can help ensure that mistakes don't happen again,” said Coburn. ‡

Doucette is assigned to USS Theodore Roosevelt (CVN 71) public affairs office.



One of a kind ship

Story by JO3 Robert W. Garnand, photos courtesy of Scripps Institution of Oceanography

On June 22, 1996, members of the Marine Physical Laboratory at the Scripps Institution of Oceanography will gather at the Nimitz Marine Facility in San Diego to celebrate the 34th birthday of the floating instrument platform (FLIP).

During the past 34 years, this ship has flipped more than 330 times, according to retired CAPT William Gaines, assistant director of the Marine Physical Laboratory at the Scripps Institution of Oceanography. "FLIP is the only research platform in the world with the ability to operate at sea in the vertical and horizontal positions," said Gaines.

When vertical, FLIP moves less than 10 percent of the surface wave height. This makes FLIP a very stable platform, he said, which gives scientists the ability to take accurate measurements at sea as well as making it valuable for all types of oceanographic research.

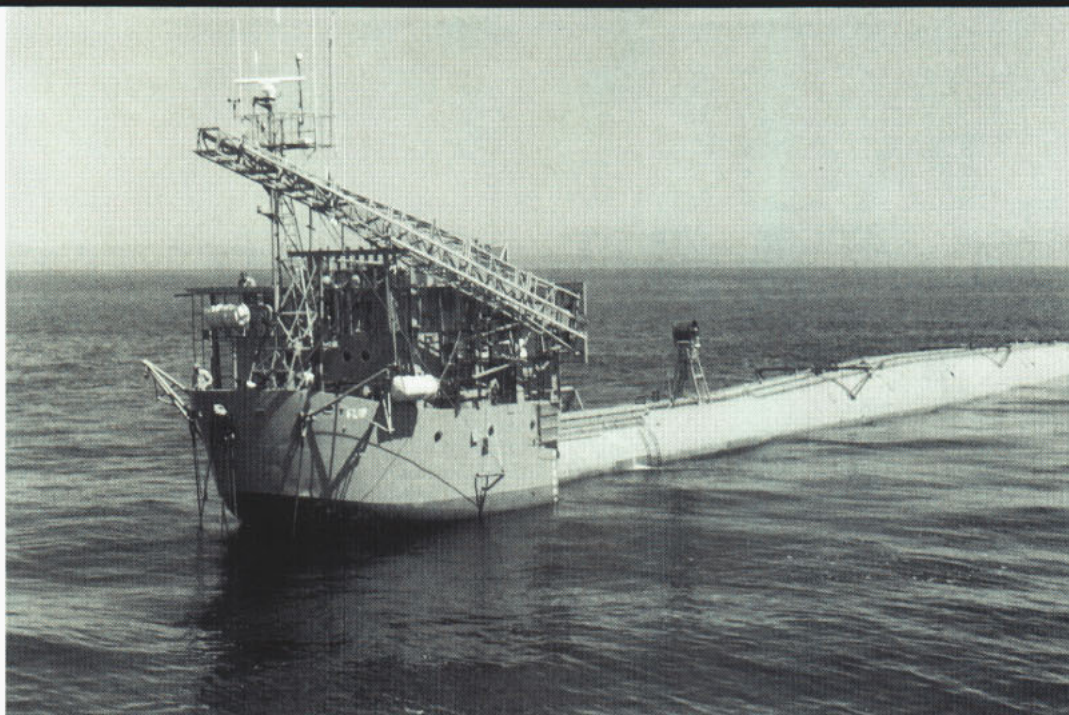
FLIP is a Navy-owned platform used by scientists for oceanographic research. The five-man civilian crew of FLIP are assigned to Scripps Institution of Oceanography, University of California, San Diego.

According to Gaines, FLIP was designed to support the Navy's Submarine Rocket program. FLIP was launched June 22, 1962, at the Gunderson Brothers Engineering Company in Portland, Ore., then towed to San Diego to begin oceanographic research.

FLIP is 355 feet long with the bow section providing room for machinery, electronic equipment and living spaces for crew members and up to 11 scientists. The aft part of the ship is made up of 10 ballast tanks.

FLIP does not have its own propulsion system, so it's towed to research sites in the horizontal position. Gaines said when the FLIP reaches its destination, some of the ballast tanks in the aft 276 feet of the ship are flooded, which causes the ship to flip into a vertical position.

"FLIP has three diesel engines that are used to generate electrical power for the platform and its installed scientific equipment. The diesel engines and the galley equipment are mounted on trunnions (pivot



It takes 20 minutes for FLIP to complete its transition from a horizontal to a vertical position. To move FLIP into a vertical position, ballast tanks in the aft 276 feet of the ship are flooded. Compressed air, stored in eight large air bottles, blows the water out of the tanks and maneuver the ship back into a horizontal position when research is done.

that **FLIPS**

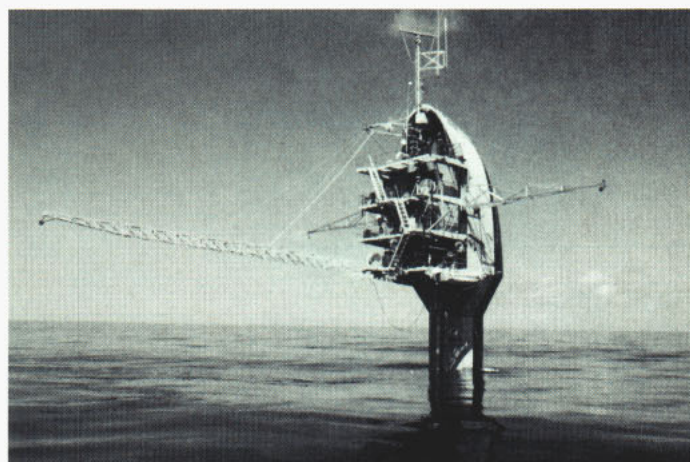
points) so they can be operated in both the horizontal and vertical positions. The electronic equipment used by the scientists is mounted on portable racks that are bolted to the deck for use when in the vertical position," Gaines said.

Preparing for the flipping maneuver takes one hour while the actual flip takes about 20 minutes.

Once Flip is in the vertical position, scientists begin their research from the four external decks located on the 55-foot bow section that stands above the surface of the sea. Also, observations below the surface can be made by monitoring equipment mounted along FLIP's 300-foot hull.

Gaines said after the research is done, compressed air, stored in eight large air bottles, blows the water out of the tanks and maneuvers the ship back into a horizontal position.

The FLIP is not a ship that goes out to sea just once or twice a year though. "FLIP has supported 10 separate scientific cruises from July 18, 1994, to May 14, 1995," said Gaines. "During 1995, FLIP spent 117 days at sea and supported a National Oceanographic and Atmospheric Administration research program on the coast of Oregon for 30 days."



As we tip our hat to a ship called FLIP, we salute the civilian crew and the Navy ship celebrating its 34th birthday. ‡

Garnand is assigned to the Commander Naval Surface Force, Pacific, San Diego public affairs office.

Keeping PACE with the future

Story and photos by JO1 Ron Schafer

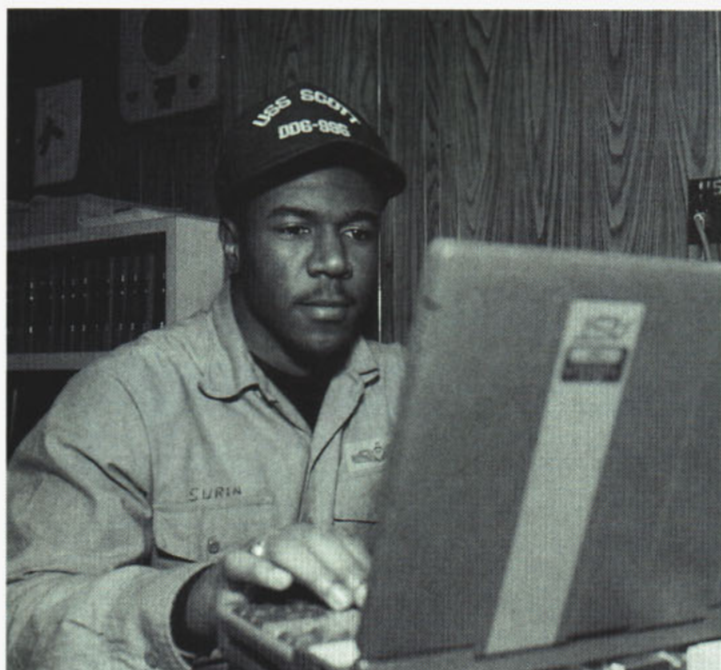
Earning college credit while at sea is now a little bit easier thanks to the Program for Afloat College Education (PACE). PACE lets Sailors on board ships, submarines and some remote duty stations continue taking courses toward their associate's or bachelor's degree while far away from a college campus. The program offers three levels of instruction: academic skills, college prep courses and college courses.

"There's still this feeling out in the Navy, that there's PACE I and PACE II — that PACE I is with instructors and PACE II is computers," said Dennis Moore, the program management division supervisor at Naval Education and Training Program Management Support Activity (NETPMSA), Pensaco-



▲ The computer-based courses use a self-paced interactive computer video format to lead students through the course.

◀ GSE2 Kender Surin, a Jamaica, N.Y., native is a PACE student on USS *Scott* (DDG 995).



la, Fla. "That's no longer true," Moore said. "We have one consolidated program called PACE. We deliver computer-based or instructor-led courses, based on the needs of the command."

The academic skills course offers refresher courses on reading, writing and mathematics. The college prep courses and college courses are available using instructors or an interactive computer/video format.

"The goal of this program is to help students earn associate degrees," explained Carol Thompson, PACE program manager at NETPMSA.



Photo by PH1 Dolores L. Anglin

Sailors can use PACE any time, anywhere and in small areas.

"It's a good course," said Fire Controlman 1st Class (SW) Kevin R. Fore of Dayton, Ohio, describing the computer-based course he took. "The thing I like is the flexibility. Where I stand watch, up in combat, we're on a rotating schedule. Trying to find time for a regular class is tough. With the computer class, I was able to work around my watch schedule."

Fore, stationed on board USS *Scott* (DDG 995), said he was able to get as much from the self-paced computer course as an instructor-led course he took on a previous deployment.

"With the computer course," he said, "you're forced to read every chapter, whereas an instructor might move around the book. I was able to get more out of

the course reading the entire book."

Besides the convenience of PACE courses, all college credits are recorded by individual schools that are members of the Servicemembers' Opportunity Colleges Associate's and Bachelor's Degree Program for the Navy (SOCNAV). Credits are fully transferrable. The Navy pays 100 percent of the tuition costs, but students are responsible for their textbooks and need to make sure the college has a SOCNAV agreement.

So, what are you waiting for? It's convenient, affordable and easy to get. All it takes is a commitment to learn and a desire to better yourself. After all, smarter Sailors make a smarter Navy. ‡

Schafer is a Norfolk-based staff writer assigned to All Hands.



Exams: How do we advance?

Story and photos by JO1 Ron Schafer

You study. You take the exam. You wait. We've all done it, and pretty soon it will be time to do it again. But what happens after the test is over? Who decides whether or not you advance, and how do they do it?

The answers are at Saufley Field, Pensacola, Fla., home of the Naval Education and Training Program Management Support Activity (NETPMSA).

The Navy Advancement Center at NETPMSA is staffed by fleet subject-matter experts and instructional systems specialists who oversee all areas of the Navy enlisted advancement exam, rate training manuals and personal advancement requirements (PARS).

According to Master Chief Machinist's Mate (SS)

Tom Connell, NETPMSA's command master chief, there's no secret formula that determines who gets advanced. "If you understand the internal mechanics of the system," he said, "[you'll see] it is a fair system and the performance of individual Sailors are judged in an equitable way."

Here's how it works. When you've completed your exam, the test booklet is destroyed. The answer sheet is verified for accuracy and validated by your educational services officer (ESO). After verification, the answer sheets are sent to NETPMSA by registered mail.

NETPMSA personnel re-verify the answer sheets and separate them into batches. Personal data and

***"There's no secret formula that determines who gets advanced."
— MMCM(SS) Tom Connell***

answers are scanned from the answer sheets and stored in the main computer. The scanner also locates discrepancies (incorrect rate, name, social security number, unit identification code, etc.) that must be corrected before the tests are scored. Invalid questions and answers are weeded out after 80 to 85 percent of the answer sheets are received.

Each answer sheet is scored and a raw score is determined. The raw score is simply the number of correct responses. From those raw scores, a bell curve is created within each rate based on population. From there, a standard mean deviation is derived for each rating exam to determine the standard score conversion.

After standard scores are calculated, NETPMSA tells the Bureau of Naval Personnel (BUPERS) how many Sailors passed the exam within each rate. At the same time, NETPMSA determines each Sailor's final multiple, a combination of your standard score, length of service, time in rate, awards, passed-not-advanced (PNA) points and evaluations. The candidates are then ranked (highest to lowest) according to their final multiple.

BUPERS then determines the number of Sailors they will advance within each rate and notifies NETPMSA. NETPMSA takes that information and figures the minimum final multiple score required. For example: BUPERS determines they can advance 10 signalmen to petty officer 1st class. NETPMSA counts the 10 highest final multiples and comes up with the final multiple required. If more than one person makes the final cutoff — in other words, if the minimum multiple required is 218.50 and five people have that score — those Sailors will be advanced.

There is no secret how exams are graded, and it's just as true there are no secrets to preparing for them. You have to study, but how do you go about that?

⚓ Start by forgetting the myths you've heard about your profile sheet. It does not tell you how many questions you got right or wrong. It only tells you how well you did compared to the other Sailors who took the same exam.

⚓ Second, the profile sheet does not tell you what you should study for the next exam. It only reflects how well you performed, in relation to your peers, on this exam. The next exam will not have the same questions and you might not be competing with the same peers.

⚓ Don't use the profile sheet as a basis for your training and study program. There are no shortcuts. You must study the entire advancement bibliography to be truly prepared. Using your PARS is a good place to start.

While we've all looked at the advancement exam with some trepidation, it really isn't that bad. Studying everything and using the most current bibliography, could mean the difference in earning that next chevron or a new set of anchors. ⚓

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

Go Fiche!

Microfiche, that is

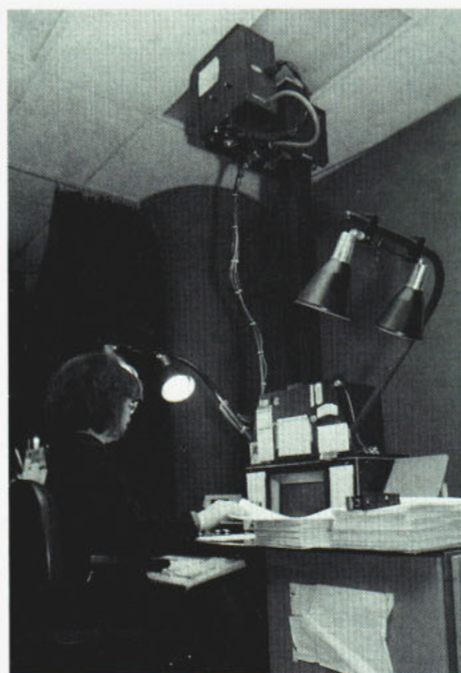
Story and photos by JO3 Jeremy Allen

Everybody from E-1 to O-10 has a microfiche, and keeping yours updated is very important, according to LT Keith Wichmann, head of records control and quality assurance at the Bureau of Naval Personnel (BUPERS). "The No. 1 reason you need to get your microfiche updated is for promotion," said Wichmann. "I can tell you there is a definite effect if a service record is not complete."

To ensure your record is updated, Wichmann said, "Order your microfiche and PSR every year. A PSR is a performance summary record, formerly called an ESR [enlisted summary record] or OSR [officer summary record]," he said. "This is a brief overview of the main portions of your service record."

What exactly is a microfiche? "A microfiche is an official copy of your service record," said Wichmann. "It's a sheet of film containing photo images of printed information from your service record. Your personnel support detachment (PSD) and administration office submit new documents to BUPERS, where it is added to your permanent record."

► A civilian employee at BUPERS scans records for a Sailor's microfiche.



▲ AT2 Tom J. Gambitsky from AIMD, Jacksonville, Fla., reviews his microfiche at BUPERS.

Chief of Naval Personnel maintains the permanent records of current officers and enlisted personnel in microfiche format in the Military Personnel Records System (MPRS). Master personnel records contain only specific types of documents that are important to personnel administration. Documents that might influence a member's career are retained and others are deleted by BUPERS.

"These files are primarily used for selection boards, but they are often accessed by detailers and people handling retirements, benefits and retention matters," said Wichmann. "It's a way to document awards, fitness reports and data for selection boards."

Documents coming into PERS 313D are separated. "We typically receive about 300,000 to 800,000 documents per month. Of those, we throw away 100,000 to 300,000 documents that don't belong," said Wichmann. "If you are unsure of what to send, check

Photo by PH1 Dolores L. Anglin



▲ Edilma Galeas, a photomatrix operator at BUPERS duplicates a microfiche.

BUPERSINST 1070.27 or ask your PSD or administration office," he added.

Many people send information that isn't necessary. Pages 4, 5, 9 and 13 are only accepted at the end of an enlistment or PCS transfer. If a person wants to send Pages 4, 5, 9 and 13 to the president of a board they can do so, but their microfiche will not be updated.

"Letters of commendation and letters of appreciation are not accepted, unless signed by the President, Vice-President or Secretary of Defense," added Wichmann. "People try to send information just before a selection board convenes. Usually the data is not needed and makes for wasted time and paper."

Don't wait until just before your selection board to get all pertinent information in your records. Take care of your records at least three months in advance. Don't take a chance and risk not getting an advancement because you didn't have your service record updated. ⚓

Allen is a staff writer and Anglin is a photojournalist, both assigned to All Hands.

How to get it

To get a copy of your microfiche or PSR, simply fax or mail a 1070/879 request (from your PSD or admin office) with your full name, Social Security Number, address and signature for processing to:

***The Bureau of Naval Personnel
ATTN: (PERS 313C1)***

***2 Navy Annex
Washington, D.C. 20370
or***

***Fax DSN: 224-8882 or
(703) 614-8882.***

Career

Rate	E1 SR/AR/FR/ DR/HR/CR	E2 SA/AA/FA/ DA/HA/CA	E3 SN/AN/FN/ DN/HN/CN	E4 PO3
Billet Assignment	Boot Camp	Initial Training	Ships/Shore Assignment or Advanced Training	Ships/Shore Assignment or Advanced Training
Target Advancement	<i>This is the minimum target for advancement. Time in service averages may differ for your rating.</i>	9 mos	18 mos	2 yrs
Time in Rate Requirement (Minimum)	9 mos	9 mos	6 mos	12 mos
Navy Leadership Development (mandatory)	<i>Refer to the Advancement Handbook for Petty Officers for your rating to find references and special requirements.</i>	•BMR •SN/AN/FN Course •Verify rating entry requirements for "A" school or OJT	•MR PO3 •PARS PO3 •Rate Training Course (as required) •NW Exam	•MR PO2 •PARS PO2 •Rate Training Course •NW Exam
Leadership Self-Development Courses & Qualifications (voluntary and nominative)	•Naval Orientation •Navy Regulations •Safety Afloat •Equal Opportunity in the Navy •Human Behavior •Basic Skill Courses •ESWS/EAWS/SCWS/SS as available •Professional Reading List (see Navy Leader Planning Guide) •National Apprenticeship Program Certification •Watch Standing Qualifications (most senior in rate)			
Off-duty Education	•English Composition •Basic Mathematics or College Algebra •Computer Literacy			
Key	BMR = Basic Military Requirements; MR = Military Requirements; NW = Navywide; NLDLP = Navy Leadership Development Program			

n



**E5
PO2**

Work Center
Supervisor

3 yrs

36 mos

- MR PO1
- PARS PO1
- Rate Training Course
- NW Exam

**E6
PO1**

Dept./Div.
LPO

6yrs

36 mos

- MR CPO
- PARS CPO
- Rate Training Course
- NW Exam

M



**E7
CPO**

Dept./Div LCPO
CPOIC

9 yrs

36 mos

- MR SCPO
- NLDP CPO Course
- Validation SCPO

a



**E8
SCPO**

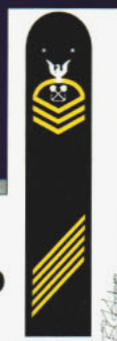
Dept./Div.
LCPO

12 yrs

36 mos

- MR MCPO
- Validation MCPO

p



**E9
MCPO**

Dept./Div. LCPO
Div. Off./CMC

15 yrs

At any point in your career, explore commissioning paths such as Seaman to Admiral, Naval Academy and Prep School, BOOST, OCS, NROTC, LDO and CWO.

- Advanced Technical Training, "C" Schools
- All other correspondence courses
- Command Training Team Course
- Command Assessment Team Course
- Career Information Training Course
- Stress Management
- TQL
- Navy Leadership Development Program
- Variety of assignments (including recruiting, recruit company commander, instructor and overseas)
- Strong performance at collateral duties such as DAPA, Training PO/CPO, PRT Coordinator, Career Counselor
- CMEQ, Command Training Team, or Command Assessment Team
- Professional Reading List
- National Apprenticeship Program Certification
- Watch Standing Qualifications
- Senior Enlisted Academy

- SOCNAV Enrollment
- Associate's degree by 10th year (rating related)
- Personnel Supervision
- Behavioral Science
- Communication Skills

- Bachelor's degree by 18th year
- Principles of Management
- Organizational Behavior
- Human Resources management

For more information, contact your career counselor or education services officer.

Hazards of surgical training virtually eliminated

Navy doctor develops technology for the OR

Story by JO2 Roy Decoster

Peeering intently at his work, a training surgeon carefully maneuvers the tools in his gloved hands through a complex operation. Feeling the pressure of his blade against his patient, he brings the scalpel down to make an incision. The surgeon has never performed this surgery before, and unfortunately the scalpel slips.

No alarms sound. No staff members hurry to save the patient's now-endangered life. Although the patient appears real to virtually every sense the surgeon possesses, it is actually a computer-generated environment called "virtual reality (VR)." The surgeon will learn from his mistake and improve his techniques, without risk to human life.

LCDR (Dr.) Richard Rowe, a staff neurosurgeon at the National Naval Medical Center (NNMC), Bethesda, Md., spends two days a week developing the technology used to generate virtual patients.

The technology centers around a high-speed computer, that creates realistic three-dimensional images of the various interiors of the human body on a screen, and makes them appear to react to manipulation exactly as the human body would.

After coordinating with Mike Lilienthal of the Naval Medical Research and Development Command, a tenant command of NNMC, Rowe received approval for a Cooperative Research and Development Agreement (CRADA) to develop the technology. Since then, Rowe and other experts have been honing the edge of VR technology hoping it will one day train surgeons.

To give a surgical student a real "feel" for surgery,

according to Rowe, the computer must also transmit tactile (touch) sensations back to the student's hand as if he or she were manipulating real objects. When the student bumps an organ with his "virtual" probe, he must be able to feel that contact through the instrument handle between his fingers.

As a teaching tool, the technology will give instructors a chance to put their students through some very rigorous paces. "In a virtual environment, you can take

[tough] anatomy, the most unusual anatomic variation, and make a surgeon deal with it," said Rowe.

How virtual surgeons will interact with the organ models has not been fully determined.

Currently, instru-

ment handles connected to robotic arms are being developed which can measure the force and direction of the surgeon's movements and apply the feedback forces which tell the surgeon that he has bumped, brushed, moved, cut or punctured the model he is working with. A model of something as complex as the human body requires a computer fast enough to process the massive amount of data involved.

"One of the challenges that we have is achieving a balance between resolution and the speed at which you can change the image you are looking at," said Greg Merrill, president and chief executive officer of High Techsplanations (HT), a company considered to be a world leader in VR medical visualization.

Any project including such advanced, expensive equipment is restricted by available funds, but "hardware is getting smaller and cheaper," Merrill added.

"To give a surgical student a real feel for surgery, the computer must also transmit tactile (touch) sensations back to the student's hand as if he or she were manipulating real objects."

— LCDR (Dr.) Richard Rowe

Virtual surgery software uses graphic models of the human body as patients. "Much of the research uses topographical models, created by a medical illustrator who modifies or sculpts photographic images that have been scanned into the computer," said Rowe.

These patients are constructed through mathematical representations (x, y and z coordinates) of points in space. If you connect enough of these points, they form objects called wire-frame models. Through a procedure called texture mapping, a photograph of a real organ is "wrapped" around the wire-frame by the computer, creating an organ that is "easily recognizable by a surgeon," according to Rowe.

well-respected neurosurgeon who visited HT for a demonstration of virtual surgery.

"Always, after a surgery, we would like to operate the same surgery again, but it is not possible," said Yasirgal. "Now, we can practice on the computer before doing surgery.

There is only one problem with the technology, according to Yasirgal. "I would like to be young again! I would like to be 40 so I could grow up with this equipment. The next generation must be trained

with this system," he concluded.

There is no way to tell where, when, or if ever the development of virtual surgery will end. Merrill thinks perhaps surgeons will eventually "record" a surgery in virtual reality and that later a computer will perform the actual operation, with much greater speed and dexterity.

This much is certain: Navy doctors involved in the creation of tomorrow's medical technology will be there, helping to push the envelope. ‡

Decoster is assigned to the National Naval Medical Center public affairs office in Bethesda, Md.

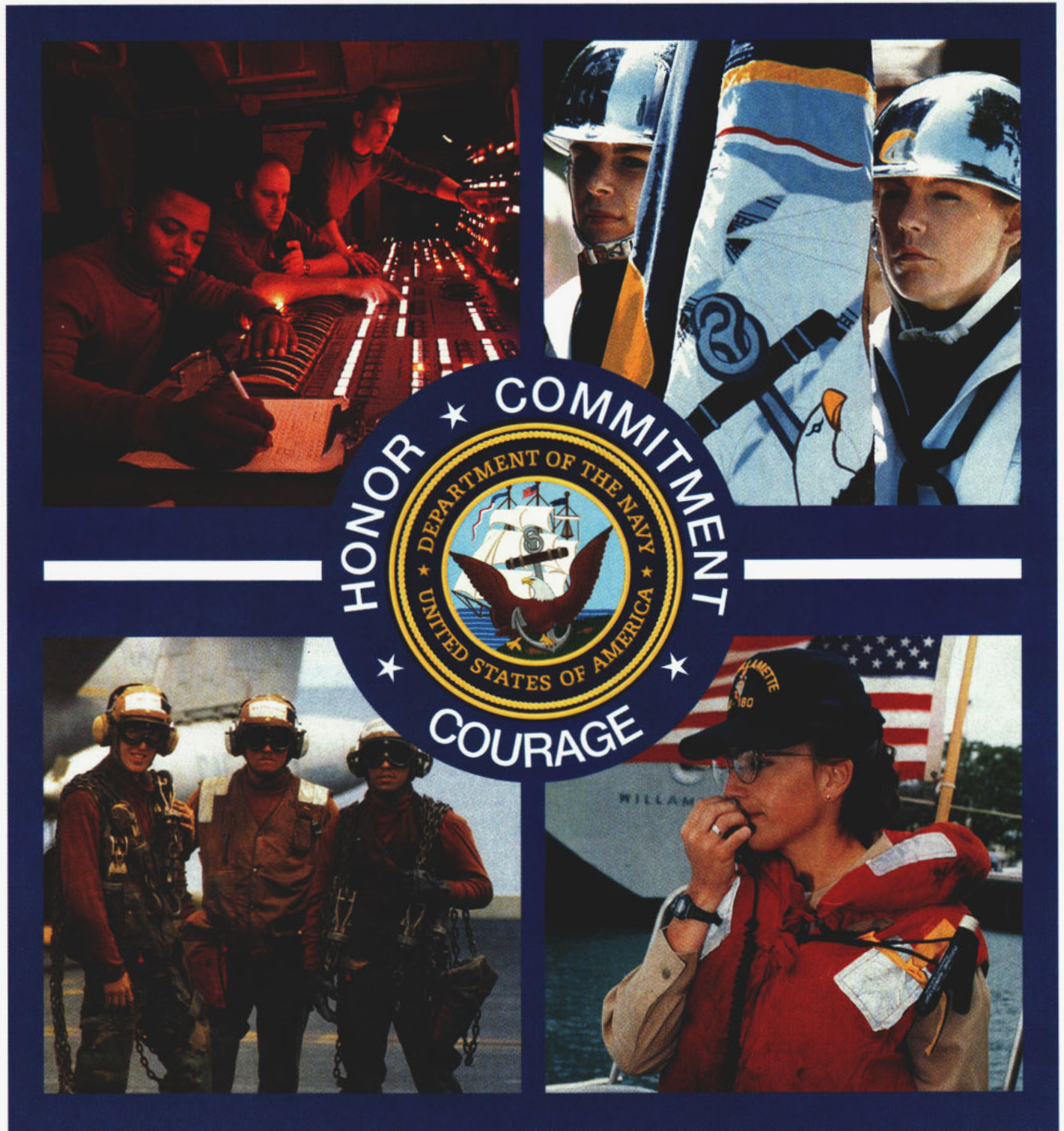


"Last year, the only computers capable of this type of simulation cost more than \$200,000. [Recently], a new computer [has been produced that is] almost as powerful for \$35,000," Merrill explained.

"In a year, this technology is going to be old. There will be something better and faster. Things that are difficult for the computer to do now, time-wise, in another year or two, they will be doing them considerably faster. You'll be able to do these things on a desktop computer," said Rowe.

That there is a very serious future for the technology is beyond doubt, according to Dr. Gazi Yasirgal, a

A Proud Tradition **The United**



States Navy

Throughout its history, the Navy has successfully met all of its challenges. America's naval service began during the American Revolution, when, on Oct., 13 1775, the Continental Congress authorized a few small ships, creating the Continental Navy. Esek Hopkins was appointed commander in chief and 22 officers were commissioned, including John Paul Jones.

From those early days of naval service, certain bedrock principles or core values have carried on to today. They consist of three basic principles.

HONOR: "I will bear true faith and allegiance ..."
Accordingly, we will: Conduct ourselves in the highest

ethical manner in all relationships with peers, superiors and subordinates; Be honest and truthful in our dealings with each other, and with those outside the Navy; Be willing to make honest recommendations and to accept those of junior personnel; Encourage new ideas and deliver the bad news, even when it is unpopular; Abide by an uncompromising code of integrity, taking responsibility for our actions and keeping our word; Fulfill or exceed our legal and ethical responsibilities in our public and personal lives twenty-four hours a day. Illegal or improper behavior or even the appearance of such behavior will not be tolerated. We are accountable for our professional and personal behavior. We will be mindful of the privilege to serve our fellow Americans.

COMMITMENT: "I will obey the orders ..." Accordingly, we will: Demand respect up and down the chain of command; Care for the safety, professional, personal and spiritual well-being of our people; Show respect toward all people without regard to race, religion, or gender; Treat

each individual with human dignity; Be committed to positive change and constant improvement; Exhibit the

highest degree of moral character, technical excellence, quality and competence in what we have been trained to do. The day-to-day duty of every Navy man and woman is to work together as a team to improve the quality of our work, our people and ourselves.

COURAGE: "I will support and defend ..." Accordingly, we will have: courage to meet the demands of our profession and the mission when it is hazardous, demanding, or otherwise difficult; Make decisions in the best interest of the Navy and the nation, without regard to personal consequences;

Meet these challenges while adhering to a higher standard of personal conduct and decency; Be loyal to our nation ensuring the resources entrusted to us are used in an honest, careful, and efficient way. Courage is the value that gives us the moral and mental strength to do what is right, even in the face of personal or professional adversity. ‡

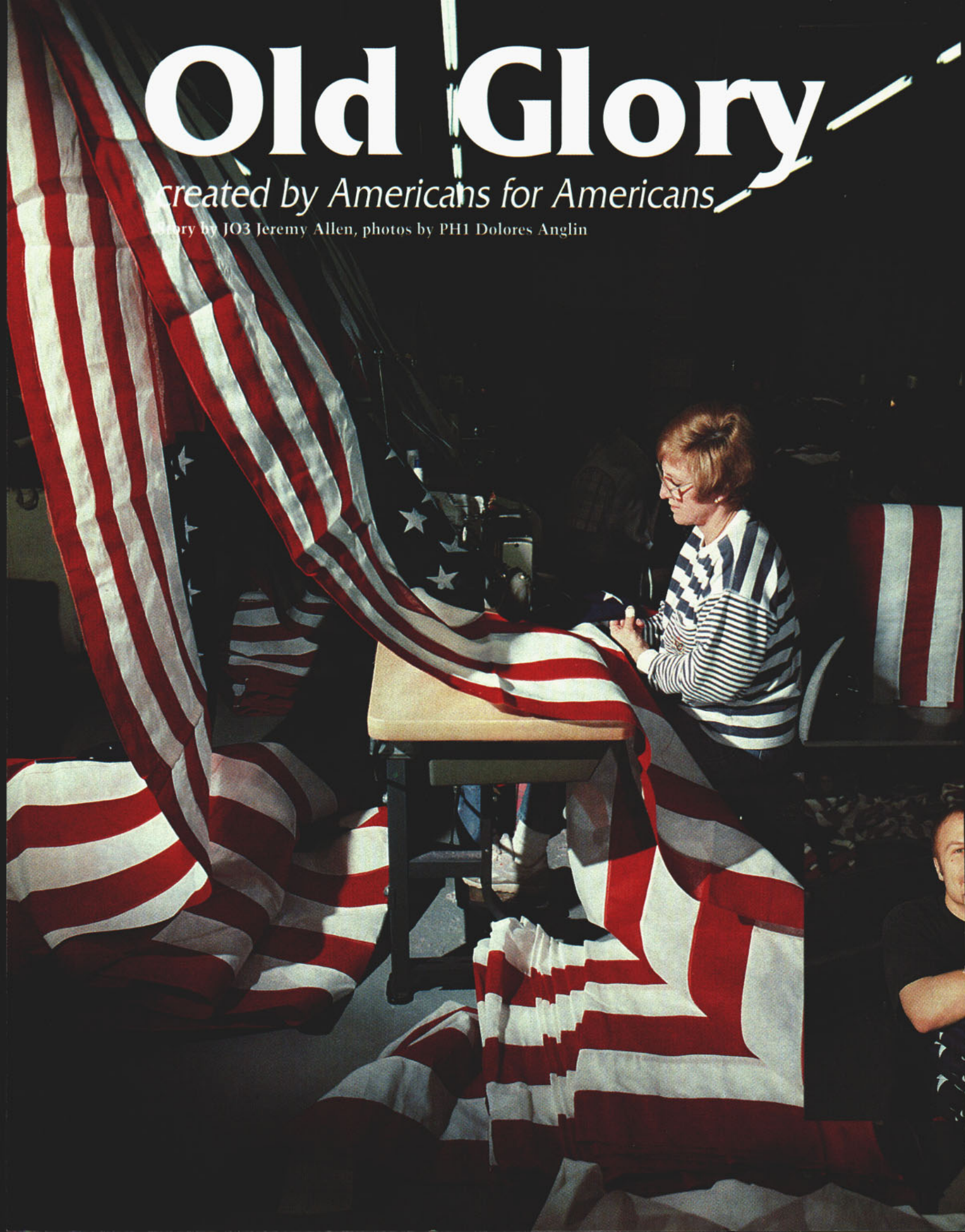


These are the CORE VALUES of the United States Navy.

Old Glory

created by Americans for Americans

story by JO3 Jeremy Allen, photos by PH1 Dolores Anglin



Yards of bright red, white and blue fabric hang endlessly over tables as rows of clattering sewing machines echo throughout the building. The sounds you hear are rare in today's high-tech industry; they are ordinary people making an extraordinary piece of America, one stitch at a time.

The birth place of most American flags is Walmensdorf, Pa., home of the Valley Forge Flag Co. These flags are seen around the world flying from city rooftops to ship flagstaffs. "From the Oklahoma bombing victims to President John F. Kennedy, our flags have been used around the world," said Rod Simmons, a retired Navy supply officer, now a government contractor at Valley Forge.

Flag making at the Valley Forge Flag Co. is more than just a job, it's a tradition. The company was started by the Liberman family, back in 1932, when they rented their first factory. The company now employs 350 people.

Inside the large, open-bay building, rows of people work on different parts of flags. "Valley Forge flags are patriotic, it's the American way," said Gil Rolon Jr. supervisor of the U.S. No.1 Kit packing area. "It's great seeing flags hanging on people's porches and thinking,

The most popular size flag sold

Size: 5 feet by 9.5 feet.

Number Sold: 400,000 to 500,000 flags per year.

Material Used: 3 to 4 million square yards of material a year.

Weight: 2.5 pounds each.

Number of People to Make It: 15 to 20.

Country of origin: All the American flag materials used are made in the United States.

'Hey, we made that.'"

Even with advances in technology and computerization of many industrial jobs, one thing still remains — the need for sewing machine operators. "Whatever there is to be sewed, I like to sew it," said Francis R. Major, who's been stitching Valley Forge flags for more than 53 years. "Right now, I do code flags for the Navy. I always look for our flag wherever I go. Major's dedication to her country is seen through her work. "I enjoy all the years I have worked here and hope I can work a little longer before I retire. It



◀ Anthony J. Cassler, a flag grommet press operator, poses with the bundle of flags that he finished putting rings into.

◀◀ A woman sews the red and white portions of the American flag together.

The Largest American Flag (made by Valley Forge Co.)

Size: 30 feet x 60 feet

Number Sold: 40 to 50 per year.

Material Used: 220 square yards of material to make just one.

Weight: 70 to 100 pounds and it takes 10 to 12 people to fold it.

Number of People to Make It: 20 to 25.

Country of Origin: All the American flag materials used are made in the United States.

makes me feel proud to work for a company such as this." Major feels she stitches a piece of American history with every flag she sews.

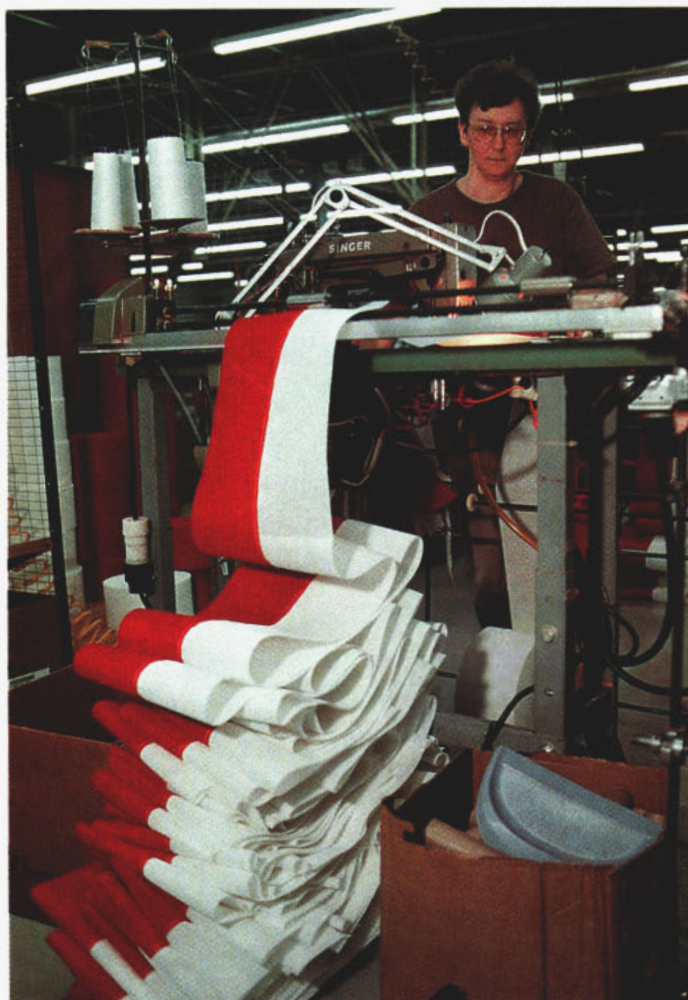
Flag history remains unclear, but the American flag began as an act of Congress more than 200 years ago. June 14, 1777, was officially designated as Flag Day.

The flag is more than just a nation's symbol — it also symbolizes the people who stand behind it.

Whether on the battle line or the production line, the American flag symbolizes freedom. "I feel honored to work for a flag company, doing something for my country," Major said. "I thank God I live in America." †

Allen is a staff writer and Anglin is a photojournalist both assigned to All Hands.

➤ Thousands and thousands of yards of material are used every day to make these flags.



▲ Another part of the flag is put together one stitch at a time.



'And the rockets' red glare ...'

Story by JO3 Jeremy Allen

A small historical landmark in Baltimore's busy Inner Harbor stands proud on the corner of Pratt and Albemarle Streets. Surrounded by skyscrapers, restaurants and tourist attractions, this little house is a link to a 182-year-old song.

As one of Baltimore's oldest residences, the Star Spangled Banner House was built in 1793. From 1807 to 1857, it was home to Mary Young Pickersgill, a ship and military colors maker.

According to Cynthia A. Nauta, director of the Flag House, "Mary was not quite as famous as Betsy Ross, but just as important." In July 1813, Pickersgill sewed the 30-foot by 42-foot flag that flew over Fort McHenry during the War of 1812.

It was this Star-Spangled Banner flag that inspired Francis Scott Key to write a poem that later became our national anthem.

"Key wrote the poem while being held prisoner by the British forces in the War of 1812. He was trying to secure the release of his friend, Dr. William Beanes, when they were detained until after the raid on Fort McHenry," said Nauta.

On the morning of Sept. 14, 1814, it was "by the dawn's early light, that Key saw "that our flag was still there," and in the intensity of the moment, wrote the lines of this famous patriotic song.

"Pickersgill was the daughter of a flag maker named Rebecca Young, who made the grand union flag, the



This post card shows what's left of Mary Young Pickersgill's flag, that now hangs in the Smithsonian Institution in Washington, D.C.

official flag of the United States. Pickersgill remained in the house until she died in 1857," said Nauta.

In 1927, The Star-Spangled Banner Flag House Association Inc., was formed to preserve the home. "Keeping its mission of interpretation, education and conservation, The Flag House offers tours and a museum to continue educating people on its historic and patriotic past," Nauta said. "This house is unique because it has the history of the only woman who sewed the Star-Spangled Banner — Mary Young Pickersgill." †

Allen is a staff writer assigned to All Hands



The Star-Spangled Banner

Oh! say, can you see, by the dawn's early light,
What so proudly we hailed at the twilight's last gleaming?
Whose broad stripes and bright stars, thro' the perilous fight,
O'er the ramparts we watched were so gallantly streaming?
And the rockets' red glare, the bombs bursting in air,
Gave proof through the night, that our flag was still there.
Oh! say, does that star-spangled banner yet wave
O'er the land of the free and the home of the brave?



Fifth Fleet:

A mile wide and a millimeter thick



SMSN Deshawn Noble transmits messages with the signal search light from USS *O'Bannon* (DD 987) to USS *Lake Champlain* (CG 57) in the North Arabian Gulf.

Story by JOCS Neil Guillebeau and ENS Kimberly Marks, photos by PH1(AW) Wayne Edwards

Sizzling hot! That's the temperature Sailors and Marines face in the Middle East for the majority of the year. It's also the nature of the Navy's mission there, where conflict and tension are commonplace.

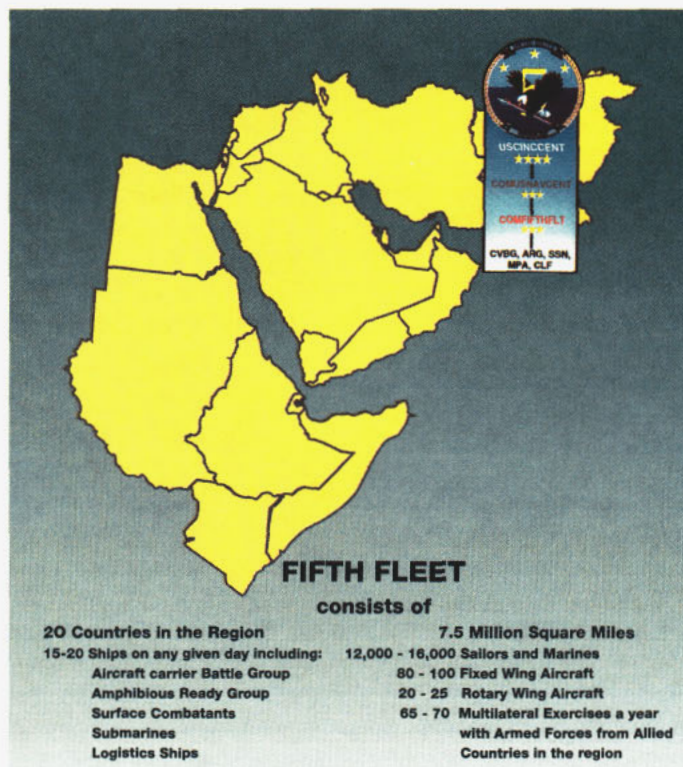
Crew members swelter aboard ships in the Arabian Gulf where the temperature reaches 120 degrees or higher. High humidity intensifies the torrid air.

With six major operations in 18 months; 12 in three years and nearly 70 naval and military exercises with 10 foreign countries and other U.S. military forces in the past year, the pace stays as hot as the temperature in the U.S. 5th Fleet.

Three operations are still active: Maritime Interception Operations, Operation *Southern Watch* and Operation *Vigilant Sentinel*. That equates to a lot of hard work and a demanding operational tempo, but Sailors and Marines are not complaining.

"We're doing a real job, a job that [affects] the world today. We're not just steaming around practicing for a crisis," said Torpedoman's Mate 3rd Class David Ambriz, of Santa Cruz, Calif., aboard USS *Harry W. Hill* (DD 986). "We're doing real missions."

"This is where the action is!" said Marine Corps Cpl. Heath Taylor of San Diego, a member of the 15th



Marine Expeditionary Force (Special Operations Capable) embarked aboard USS *Peleliu* (LPD 5). "There may be other hot spots in the world, but historically, this area is the hottest. This is my second deployment to the Arabian Gulf and it's never a dull time."

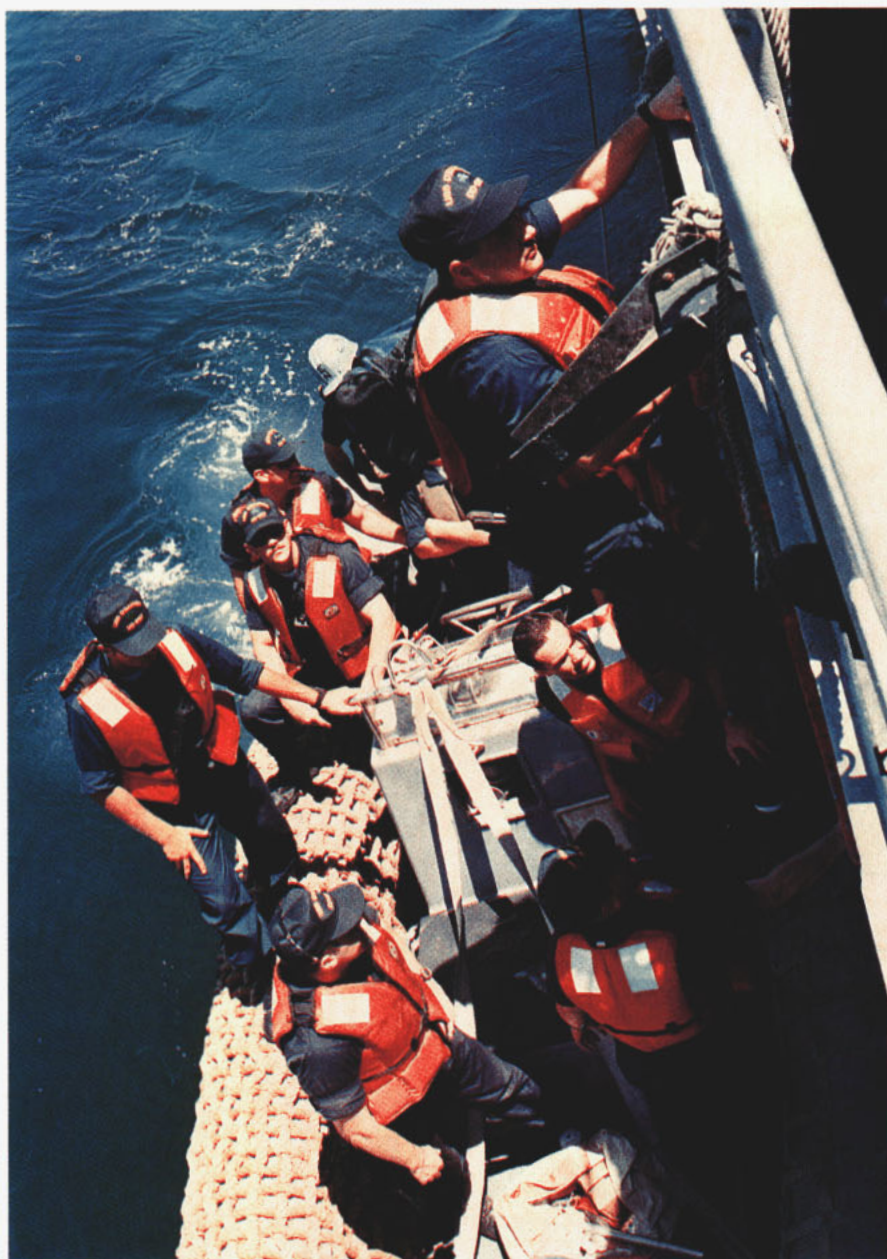
That's because 5th Fleet's area of responsibility (AOR) is expansive: 20 countries, including Egypt, Pakistan, Iraq and Kenya, and more than 7.5 million square miles.

"When the captain says go, it's up to us to make sure the engines are ready," said Gas Turbine System Technician (Mechanical) 1st Class Andres Leroux of New York City. He directs the maintenance of two gas turbine engine modules that hold two of the ship's four engines. "They are basically jet airplane engines, like the ones on DC-9s," he bellowed over the racket of engines and generators. "I work a lot hours, but it's worth it. I love it," said Leroux.

On any given day, naval forces make up 60 to 80 percent of all U.S. forces operating in the region. With approximately 800 Sailors and Marines assigned ashore to support the 20 ships in 5th Fleet's AOR, the pace can become quite demanding.

"We're a mile wide and a millimeter thick," said VADM Scott Redd, who leads the more than 15,000 Sailors and Marines assigned to U.S. Naval Forces Central Command and 5th Fleet. "Our ships and people help preserve stability in the region and protect U.S. interests," Redd said.

"Nowhere in the world does the United States [have clearer] vital interests at stake than in the Gulf," said Secretary of Defense William Perry. These interests include the survival of key allies in the region; halting the spread of chemical, biological and nuclear weap-



USS *O'Bannon* (DD 987) boarding team members return from a successful boarding of the motor vessel *Mai* in the North Arabian Gulf. *Mai* was found carrying nearly 3,000 metric tons of Iraqi diesel oil, violating U.N. sanctions, and was diverted to Kuwait.

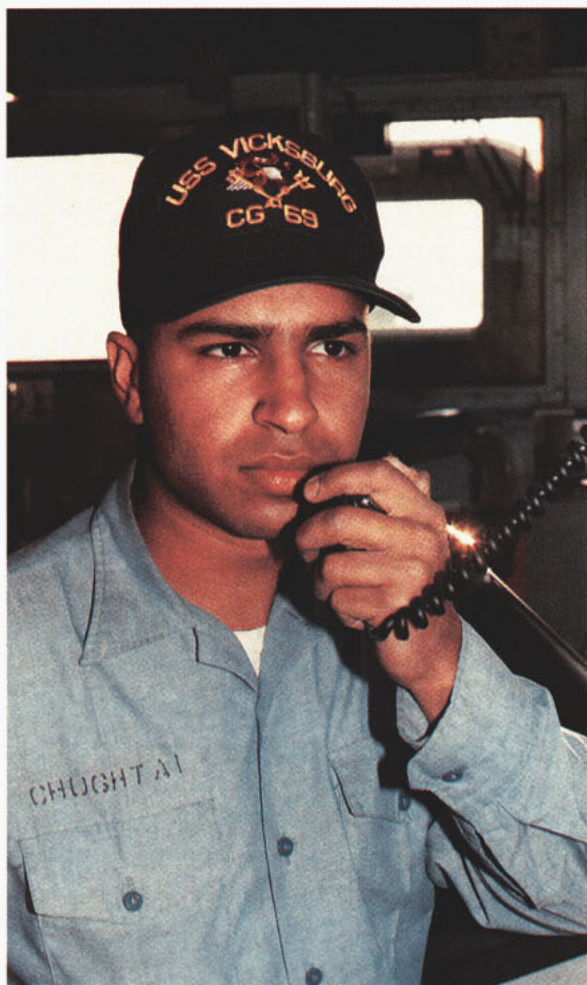
ons; and maintaining global and economic stability.

Of the area's natural resources, oil may be the most important. Two-thirds of the world's proven oil reserves are in the Gulf and 50 percent of that passes through the strategic choke points in 5th Fleet's AOR. Fifth Fleet's forward presence helps keep that interruption from happening. "By operating forward with a highly credible and visible combat capability, 5th Fleet deters potential aggressors who would threaten regional stability," Redd explained.

Exercises such as *Bright Star* in Egypt, the largest

Stand by for Boarding!

Story by JOCS Neil Guillebeau



▲ STG3 Farhan Chughtai gives instructions to a dhow in the North Arabian Gulf to stand by for boarding and inspection by USS *Vicksburg* (CG 69) boarding team. Chughtai serves as the ship's translator for maritime interception operations.

combined, multi-lateral exercise held in the region; *Infinite Moonlight*, with Jordan; *Eager Mace*, with Kuwait; and *Iron Magic/Iron Siren*, with the United Arab Emirates, reflect the diversity of 5th Fleet's team.

"Hard working Sailors and Marines are the key to our success in this region," said Master Chief Aviation Warfare Systems Operator (AW/SW) Scott Carmean, 5th Fleet's command master chief. "They do incredible work, an amazing amount of work, each and every day. Sailors and Marines serving in the 5th Fleet truly are America's best secret weapon." ‡

Guillebeau, Marks and Edwards are all assigned to Commander, 5th Fleet.

Dates from Iraq are the primary contraband found aboard dhows, the 70- to 100-foot wooden vessels shipboard inspection teams frequently board in the Arabian Gulf. U.N. sanctions prohibit all exports from Iraq, including dates, which can generate up to three times the price of oil.

Two of the major obstacles in dealing with dhows are not spotting them at all or if sighted, overcoming the language barrier of their crew members. "Most of the dhow masters are from Pakistan or India. They speak Urdu or Hindi," said LT Mark Becker, USS *Vicksburg*'s (CG 69) weapons control officer. "It's frustrating — almost impossible — to communicate with them without a trained linguist."

But *Vicksburg* has a secret weapon to bridge the communication gap. Sonar Technician (Surface) 3rd Class Farhan Chughtai, of Houston, knows how to speak the lingo. "I was nervous about volunteering to help. I had not spoken Urdu fluently for more than 15 years," he said.

Now, after more than 85 boardings, he is a confident pro, once again speaking fluent Urdu, a Pakistani dialect and Hindi, an Indian dialect.

"There's not a boarding done without Chughtai," said *Vicksburg*'s Commanding Officer CAPT T.J. Wilson III, of Biglerville, Pa. "And there are very few radio contacts made without him."

Chughtai is the 'linchpin' of Maritime Interception Operations (MIO) aboard the ship. "Without him, the order of difficulty for MIO boardings goes off the scale," Wilson said.



▲ USS *Vicksburg* (CG 69) crew members work on the personal qualification standards for Enlisted Surface Warfare Specialist.

Whenever *Vicksburg* makes radio contact with a dhow, the officer of the deck calls Chughtai to make the query. Since boarding parties need to question the dhow's master and crew, he goes along. Throughout

the night, the ship makes frequent radio contact with detained vessels. The ship also must query newly identified dhows by radio. Chughtai ensures everyone understands what is happening. "He gets about as many calls as I do at night," Wilson said.

A typical call may start on the ship's bridge, where Chughtai contacts the dhow's master. Then he may go with the ship's helicopter to persuade the dhow to stop. Later, back on the ship, he'll board a Rigid Hull Inflatable Boat, and bounce across the waves to translate for the boarding crew.

"One day we had six dhows to communicate with at one time," Chughtai said. "That was a hectic, yet exciting time."

With all the sophisticated equipment, computerized systems and technical expertise needed to run the *Aegis* cruiser, it all comes down to the true secret weapon in the Arabian Gulf to get the job done ... the American Sailor.

And for Chughtai, it's all in a day's work. ‡



CWO2 Glasgow, FCC John Synnes and LT Matt Reardon of USS *O'Bannon* (DD 987) discuss plans for boarding motor vessel *Mai* to inspect its cargo for possible violations of U.N. sanctions.

Guillebeau is assigned to Commander 5th Fleet public affairs.

Current Operations

Maritime Interception Operations (MIO)

Maritime Interception Operations enforce U.N. sanctions and help stem the flow of prohibited cargo going to or from Iraq. The U.N. sanctions prohibit export of any items from Iraq that could generate hard currency, or the import of industrial and military equipment. However, food and medical supplies are permitted for import into Iraq.

Since August 1990, the Navy has intercepted more than 22,000 vessels. The result: More than 10,000 vessels have been boarded. Of those, 550 have been diverted. It is the largest maritime sanction operation in history.

Operation Southern Watch

Operation *Southern Watch* monitors U.N. sanctions that prohibit Iraq from deploying aircraft below the 32nd parallel. Run by Joint Task Force Southwest Asia, 5th Fleet provides forces for the joint operation.

The no-fly zone enforcement prevents Iraqi

aggression and limits Iraq's ability to conduct offensive operations against its citizens in the southern region of the country.

Carrier aircraft complete an average of 1,000 sorties a month in support of the operation. Coalition forces have flown nearly 50,000 sorties over Iraq since the beginning of the operation.

Operation Vigilant Sentinel

Operation *Vigilant Sentinel* demonstrates U.S. resolve and commitment to peace, security and territorial integrity in Southwest Asia. The operation includes virtually all U.S. military activities in the region, including carrier battle group presence, pre-positioning ship placement and conducting several joint and combined exercises. In August 1995, 28,000 U.S. military personnel were on alert for deployment to deter any Iraqi threat. A month later, 5th Fleet's Arabian Gulf force swelled to more than 40 warships, the largest naval force in the region since Operation *Desert Storm*.

Nine rules for safe cycling

Story by Virginia Rae Mack

In four years, one Marine and four Sailors were killed while riding bicycles. During this time, 57 Marines and 216 Sailors were injured. Obviously, some of them weren't following the rules.

Millions of cyclists are on the roads every day, the same roads occupied by motor vehicles that are larger, heavier and faster than bikes. Therefore, the National Safety Council believes defensive driving applies to cyclists and motorists.

About 700 bicyclists are killed and some 39,000 suffer disabling injuries every year, according to the council's accident facts. Careful riding in traffic and wearing protective equipment are a cyclist's best shields against accidents.

All bicyclists, including family members and civilian workers, must wear a helmet while riding on Navy property. ⚓

Mack is the editor of Safetyline Magazine.



U.S. Navy photo

Mugging it up before the race

These three Sailors were **not** part of the Navy's bicycle safety statistics. When the Mountain Bike Challenge in Okinawa, Japan, began, they knew their bike's capabilities and used their heads by wearing helmets. They also obeyed the nine rules for safe cycling when they hit the road. From left are: CMC Craig S. Byer, CM2 Dave B. Borkowski and CM3 Robert R. Balmaceda, all avid bike riders. Borkowski finished fifth and plans to continue riding in future races.

National Safety Council



tips for safe cycling:

1. Obey traffic rules. Cyclists must follow the same rules as motorists.
2. Know your bike's capabilities.
3. Ride in single file with traffic, not against it. Bicycling two abreast can be dangerous. Stay as far right on the pavement as possible. Watch out for opening car doors, sewer gratings, soft shoulders, broken glass and other debris. Keep a safe distance from the vehicle ahead.
4. Make safe turns and cross intersections with care. Signal turns half a block before the intersection, using the correct hand signals. Use left arm straight out for left turns and left forearm up for right turns.
5. Never hitch rides on cars or other vehicles.
6. Before riding into traffic, stop, look left, right, left again and over your shoulder.
7. During the day or when visibility is good, wear bright clothing. At night or when visibility is poor, wear reflective clothing.
8. Make sure the bicycle has the right safety equipment. You should have: a red rear reflector and a white front reflector, a red or colorless spoke reflector on the rear wheel, an amber or colorless reflector on the front wheel, pedal reflectors, a horn or bell, a light and a rear-view mirror.
9. Use your head, wear a helmet. Head injuries cause about 75 percent of all bicycling fatalities. Look for helmets with approval stickers from Snell Memorial Foundation or American National Standards Institute.



Photo by PA3 Shannon Knight

Safe boating is your life preserver

Story by JO2 Christopher D. Alves



Photo by Dale Puckett

◀◀ Educating the public about boating safety is one of the main missions of the Colorado River Patrol. A member of the patrol questions a boater about safety equipment and no-wake zones.

◀ A fire extinguisher is inspected during a Courtesy Marine Examination by a member of the Coast Guard Auxiliary.



Photo by PH2 Steve Gzezdzinski

◀ Life jackets are an important part of boating safety. Here, a deck division officer from USS *Williamette* (AO 180), uses a life jacket while aboard a utility boat, as she helps the oiler get underway.

You're getting into your boat pierside with your friend, who's just finished a six-pack of beer. There are no life jackets in the boat, your bilge has fuel in it and your fire extinguisher is leaking. Think this couldn't happen to you? Think again. These are just some of the problems Coast Guard CWO3 Lowry Wilson from the Coast Guard Office of Boater Outreach and Education runs into.

"Alcohol and not knowing the rules for basic boating safety are the biggest contributors to accidents and deaths on the water," said Wilson. "Drunk boaters cause about 800 deaths a year."

Tests have proven that one-third the amount of alcohol that makes you legally impaired on the road makes you equally impaired on the water. However, alcohol isn't the only safety violation committed by boaters. Life jackets are another problem. Federal law requires one life jacket per passenger on boats 16-feet long or less. The life jackets must also be U.S. Coast Guard approved and ready to wear, according to Wilson.

Life jackets that are torn, waterlogged or unwearable are found on many boats. Wilson's staff often sees boats with five to six people on board and only two or three life jackets. "If you are on any boat, any time, wear a life jacket, as it could save your life," said Wilson.

If you are an experienced boater or just beginning, you should take safety courses from the U.S. Coast Guard Auxiliary, Marine Officer's Course, U.S. Power Squadron or state and local courses.

Another way to learn about boating safety is to pick up the pamphlet Wilson calls the bible of boating safety, "Federal Requirements and Safety Tips for Recreational Boats."

Tests have proven that one-third the amount of alcohol that makes you legally impaired on the road makes you equally impaired on the water.

"I recommend it to boaters because it's easy reading and small enough to carry with you everywhere," said Wilson.

The pamphlet covers registration, law enforcement, equipment requirements, operating procedures and safety and survival tips.

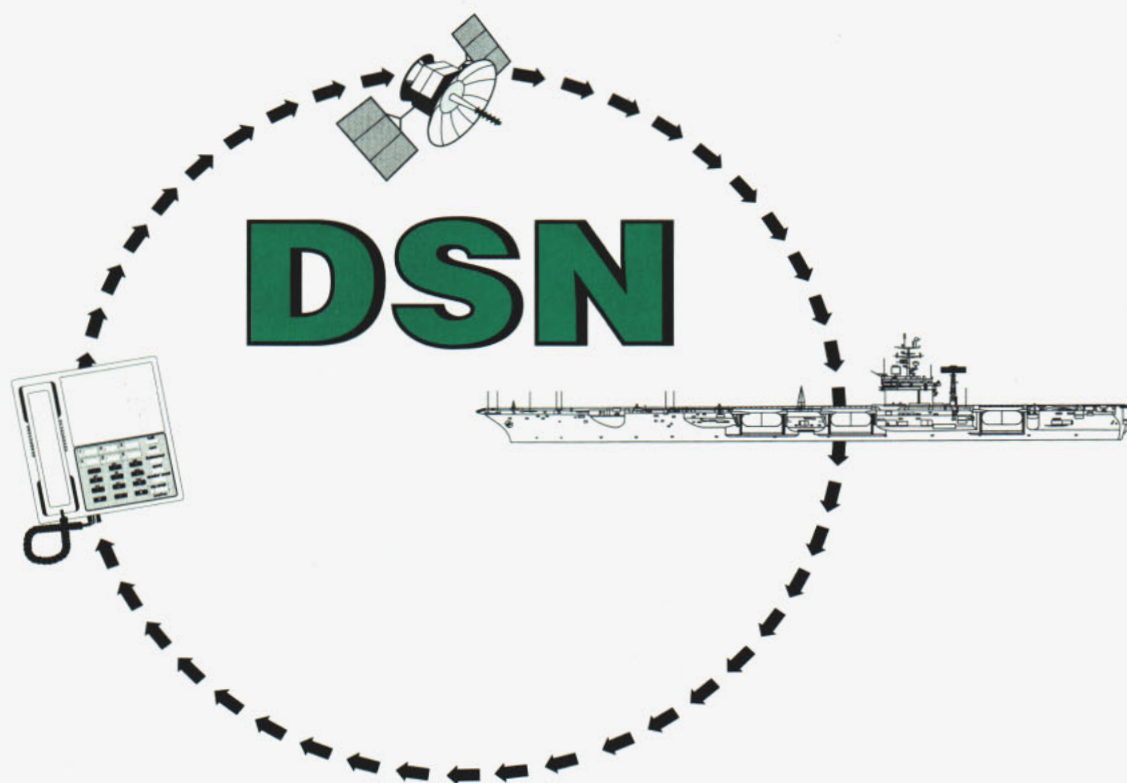
However, if you have a boating accident, a report must be filed within 10 days whenever there is damage by or to the vessel or its equipment. If there is an accident involving an injury requiring medical treatment, loss of life or the disappearance of any person on board a vessel, a report must be filed within 48 hours.

All accidents must be reported to the State Boating Law Administrator of the state in which the accident occurred. The only exception is Alaska where the report is made to the Coast Guard district commander.

Remember, don't drink and drive when boating, take boating safety courses and always carry your safety tips with you. It's a matter of life and death. ‡

Alves is a staff writer for All Hands.

High-tech service,



easy to use

Story by JO1 Siegfried Bruner

DSN, the Defense Switched Network, goes largely unnoticed by most users because it integrates easily with other telephone services. A great deal of technological wizardry goes into DSN, and the benefits

we reap from it grow constantly.

One benefit of DSN is it's primarily a digital network. The now-extinct Autovon system was primarily analog. There is a difference. Analog communications, especially over long dis-

tances, sound like two tin cans tied to either end of a long string: distorted and far away. A digital signal, however, is coded so that it sounds clear, like it's right next door.

No big deal, you might say, especially since many

commercial services have digital capabilities, too. According to Senior Chief Radioman (SW) Ted Eisenman, assistant for shore communications automation to the Chief of Naval Operations Space and Electronic Warfare Directorate, the Defense Information Systems Agency, which maintains DSN, gives its requirements to commercial providers, who in turn bid on contracts to carry DSN.

So why have DSN? DSN provides communication capabilities for military units in all types of operating conditions, including battlefield conditions and ships at sea. For instance, a ship at sea uses satellites to

send calls to a DSN switch which connects to DSN or commercial stations as needed. This type of connection also helps land-based callers to call a ship. The call is placed like an ordinary telephone call, even though the

technology used is extraordinary. "It's a modern maze of switches that takes the best technologies of both the commercial and the military acquisition pipelines, and we put it all together to make this automatic dialing system," said Eisenman.

DSN switches can make connections between numerous parties all at once. DSN also handles a wide range of specialized traffic. Computer modems use DSN to exchange critical information, Sailors can connect to BUPERS Access, the detailers' bulletin board system, on DSN lines; and various types of secure transmissions, such as the Secure Telephone Unit and secure facsimile transmissions can be made over DSN lines.

Cool, you say, but what's in it for me? If you've been involved in any of the various military efforts

around the world, such as those in Haiti or Bosnia, you probably used a field telephone to contact base units in the United States. On a more personal level, Sailors around the fleet routinely contact detailers either on DSN lines or through BUPERS Access. At work, you might exchange digital documents, such as text files, with coworkers at other locations. You might also fax information to other commands across DSN lines.

And there is more to come. As the Defense Information Systems Agency evolves, its communications system with faster and bigger transmission "pipelines" will be available for routine use by a wide range of

commands. The ability to move large data files across DSN lines is not an unrealistic goal anymore. In the not-so-distant future, for example, you might be able to go TAD to another country and have a

"It's a modern maze of switches that takes the best technologies of both the commercial and the military acquisition pipelines, and we put it all together to make this automatic dialing system."

— RMCS(SW) Ted Eisenman

"face-to-face" with your chain of command back in the United States through a video teleconference. Even though DSN offers a means to access global communications, future forms of DSN will be truly global, creating a more stable means of communication for all situations and in any environment.

Picking up the telephone at your command and calling another unit probably seems very easy to you — that's how the folks who provide the service want it to be. But think about this: when you find yourself in the middle of nowhere and in need of help, who you gonna call? Chances are the call won't get through without DSN. ‡

Bruner is assigned to Contingency Operations, Naval Media Center, Washington, D.C.



Understanding and controlling high blood pressure

High blood pressure can develop at any age. The good news is that with regular check ups, high blood pressure is diagnosed and treated easily.

More than 15 percent of the people who have high blood pressure have no idea the condition exists because its symptoms are not visible – it is known as the “silent killer.” The 50 million Americans who have this condition risk developing life-threatening diseases that can affect the heart, brain, eyes and kidneys.

Understanding Blood Pressure

Your blood pressure should be measured in beats per minute when the heart is pumping heavily (after some

exercise) and when it's at rest (after sitting) to determine if it's normal. The measurement is a combination of two numbers, for example, 120 over 80.

The systolic pressure, which is measured first, represents the force of the blood when the heart contracts to move blood through the arteries. A normal systolic reading is between 100 and 140.

Diastolic blood pressure, measured second, represents the pressure as the heart relaxes. Normal diastolic blood pressure is between 70 and 90.

How High Blood Pressure Develops

Age and lifestyle can influence arterial change. Arteries may get narrower because of a build up of fatty deposits on the lining of the artery wall. This

◀ YN3 Raul Perez gets his blood pressure checked at National Naval Medical Center, Bethesda, Md.

▼ Doctors monitor blood pressure during an exercise stress test at Naval Hospital, Rota, Spain.

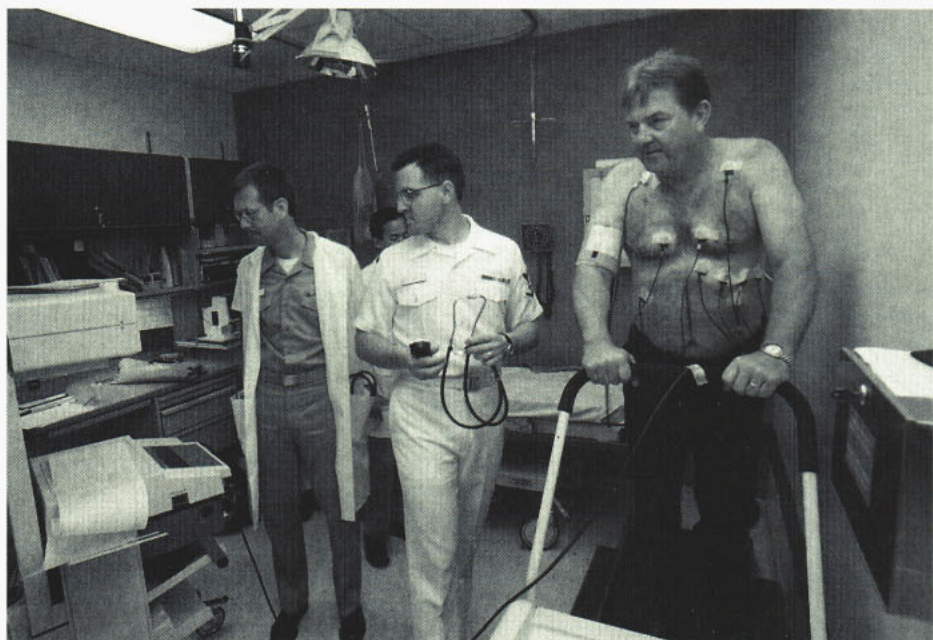
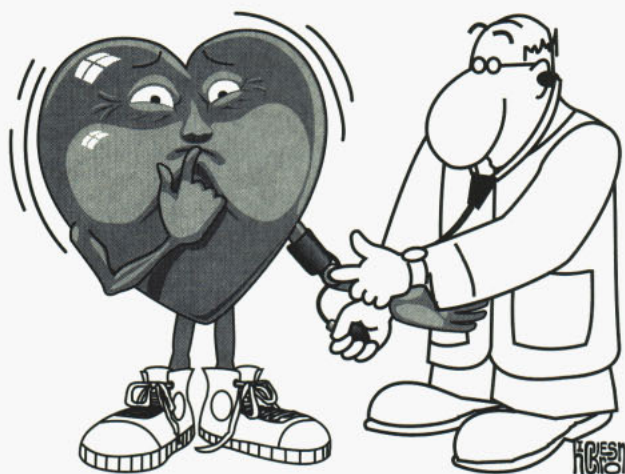


Photo by PH2 William Michael Saunders



makes the heart work harder to move the blood through the arteries. As time passes, the increased pressure makes the heart muscle thicken, and the arteries become less elastic and less able to handle further pressure changes.

Who Is At Risk?

Individuals with the greatest risk of developing high blood pressure include:

- Those with close relatives who have high blood pressure or heart disease,

- Older men and women
- African Americans.

Keeping Your Pressure In Check

To avoid the complications of high blood pressure, change your lifestyle. Corrective and preventive measures include:

- Reducing your weight,
- Restricting your salt intake,
- Drinking alcohol in moderation,
- Exercising three to five days a week and
- Smoking cessation

In some cases, these changes can lower blood pressure enough to make additional treatment unnecessary. Even when medications are required, smaller doses may be sufficient in conjunction with the changes in your diet and exercise.

A lifetime commitment to keep blood pressure under control can prevent its serious complications. If you have any questions or concerns, consult your physician. ‡

Compiled by JO2(AW) Alida Toler, a staff writer for All Hands.

Models of Success

From Vietnam to the Navy

Viet X. Tran doesn't know if he'll ever see his parents again. He was only 14 years old when he escaped from Hue City, Vietnam. Now his future's a little brighter as a fireman on board USS *Kinkaid* (DD 965).

"He's a model Sailor and one of the hardest working people I know," said ENS Adam Remoll, Tran's division officer.

Tran calls himself a survivor. When he left Vietnam, he was told that he was taking a trip with his older brother and sister. In reality, it was a journey toward freedom, one that would take him through the jungles of Vietnam, then on a voyage by boat to a U.N. refugee camp in Malaysia. While at the camp, Tran started learning English. He and his siblings lived on

two buckets of water and one bag of noodles a day. A year and a half later, he spent six months in another U.N. refugee camp in the Philippines. He was finally granted asylum in the United States six months later.

Foreign to U.S. customs and only partially fluent in English, Tran overcame these obstacles and graduated from high school. He enlisted in the Navy in 1993.

"After what I've been through, I feel like I can do anything," he said. "My advice to others is to do what you have to do now and don't wait." Tran is doing just that. Shortly after reporting aboard *Kinkaid*, he qualified as an electrician for converters and steering systems. Tran is optimistic about seeing his parents and he is sure to succeed, armed with the tools his



parents imparted to him — a hard work ethic, good attitude and a glimmer of hope. ‡

Story and photo by LTJG Roberto Decastro, assigned to USS Kinkaid (DD 965) public affairs office.

Navy helps Sailor reach goal

Jan.13,1988. A 19-year-old high school dropout was looking for something better in life. He turned to the military for better opportunities and a little discipline.

Today, more than eight years later and after earning his General Equivalency Diploma (GED), the "dropout" is a rising star at the Naval Strike Warfare Center. Yeoman 2nd Class (SW) Michael Garcia, a Tucson, Ariz., native is the center's classified material control petty officer (CMCPO).

He is personally responsible for the large volume of classified material shipped to and from the command. Prior to becoming CMCPO, he was the commanding

officer's yeoman.

"He cares about his subordinates and supports his superiors," said



YNC Ramona Terry, Garcia's leading chief petty officer. "He has the strongest work ethic I've seen in a long time.

A family man with a wife and two children, Garcia plans to make the Navy a career, eventually applying for the limited duty officer program.

"As a high school dropout, soon-to-be father and on the road to nowhere, I felt that (joining the Navy) was my best chance to realize the many opportunities in the world. You just have to take advantage of them," Garcia said.

‡

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

From Ireland to the U.N

Seaman James Whitney has always wanted to be a U.N. officer. However, what the Dublin native didn't know, was that the road to his commission led through the deck department of the Yokosuka, Japan-based destroyer USS *Fife* (DD 991).

Whitney joined the Navy to get military experience for his career choice as a U.N. officer. "I wanted to go to U.N. officer's school," he explained. "My dad's an Irish U.N. representative, a captain, and a interpreter of French and German."

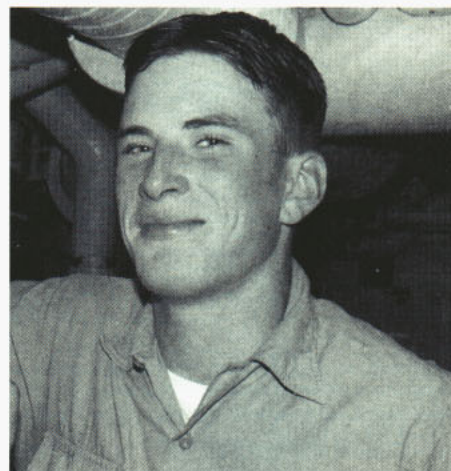
"I need three years of military experience, a college degree and some contact to get in," he said. He earned his bachelor's degree in foreign languages (French and German) last year and his dad is his connection to the U.N. All that is

left is the military experience.

"This is the best Navy in the world," Whitney stated. "It is tough to get into the U.N. officer's school. Only the top 15 students in Ireland who apply are selected. Otherwise, you need a decent resume."

Once Whitney enters officer's school in Ireland and finishes his interpreter's training, the U.N. post will be similar to the U.S. military. "Usually every three years you change your command," he explained.

His first assignment, he hopes, will be at home in Dublin. But, again like the U.S. military, there's no guarantee where he will go. "It could be Sarajevo, or anywhere in Bosnia, or Lebanon," he added dryly. Wherever the U.N. takes



him, he will always remember the beginning of his military training — training taught to him by the U.S. Navy on the destroyer *Fife*. †

Story and photo by JO2 Jason Chudy assigned to Carrier Group 5 public affairs office.

Following a family tradition

When Yeoman 1st Class Sylvia Westbrooks joined the Navy, she followed family tradition. "At one time, five of six members of my family served in the Navy," Westbrooks said.

Her father is a retired chief aviation boatswain's mate (fuels), her oldest brother and sister recently transferred to the Fleet Reserve, her youngest brother retired early and her sister is still stationed on a ship in the Norfolk area.

Westbrooks, an Albany, Ga., native, is the leading petty officer of Fleet Logistics Support Squadron (VCR) 40 administration office. "I supervise six personnel and am responsible for providing administrative support for a squadron of 430 personnel," said Westbrooks.

LT Steven Faggert, the adminis-

trative department head said, "Westbrooks displays the highest qualities sought after in a Navy petty officer. Her professionalism and meticulous tenacity have no equal. The aggressiveness and 110 percent work effort she puts into every project are simply incredible."

Throughout her career, Westbrooks has consistently been recognized as a top performer. She's received a Navy Achievement Medal and has two Sailor of the Month selections. She's also been a Sailor of the Quarter and Sailor of the Year.

Westbrooks said that the key to her success is, "Regardless of how insurmountable an obstacle may seem, always strive for and achieve your goals. Put forth your very best



U.S. Navy photo

effort in every endeavor." She said her next goal is to, "become an officer in the Navy through the limited duty officer program." †

Story by IC3 Stephanie L. Davis assigned to Fleet Logistics Support Squadron public affairs office.

Bearings

Sailor scales heights many fear to tread



Photos by Paul Pelot

Whenver Chief Aviation Boatswain's Mate (Aircraft Handling) Rick Poedtke is not working onboard USS *Tarawa* (LHA 1) as the air department leading chief petty officer, you can probably find him on a rock wall somewhere in America — climbing it!

The 39-year-old Vista, Calif., native spends much of his off-duty time climbing in Zion National Park in Utah and, in Yosemite National Park, Calif., on El Capitan, the largest exposed monolith in the world.

He enjoys taking shipmates along for some of his climbs. He says it gives them a "reality check" because rock climbing puts them in a position where they have to dig deep down inside of themselves to find out what they're made of.

"The only one I must answer to is myself on this one, so I can't give up," said Poedtke. "If I do, I've literally given up on myself. We can't have that now, can we?" ‡

Story by BMCM(SW) Alex Gardner, assigned to USS Tarawa (LHA 1).

ABHC(AW/NAC) Rick Poedtke wakes up after a "comfortable" night's sleep in his cot that hangs off the face of El Capitan. The monolith rises 3,604 feet from the valley floor of Yosemite National Park, Calif.



Navy nurse to the rescue

The Yokosuka, Japan, Fire Department recently presented a letter of appreciation to LT Susan Washington for performing emergency cardiopulmonary resuscitation (CPR) on a 73-year-old Japanese woman on a sidewalk while awaiting the arrival of an ambulance.

Washington, a CPR instructor and registered nurse, stepped forward, introduced herself in Japanese, and took charge of the situation. "No one on the street knew what to do," she said. A Japanese nurse also happened to be in the area. Together the two nurses initiated CPR.

"I just did what anyone trained would do," said the native of Florham Park, N.J. It was the seventh time Washington, a Navy nurse for nine years, had performed

CPR in a life-threatening situation.

She was particularly happy to have shared her skills in trying to save the life of a Japanese citizen. "The Japanese people have always been so nice to me. They've always helped me. I was glad to help."

According to Washington, CPR should not be attempted by anyone without proper training. She recommends everyone learn basic CPR to know what to do in an emergency. ‡

Story by Bill Doughty of U.S. Naval Hospital Yokosuka Public Affairs.



U.S. Navy photo

LT Susan Washington receives thanks from Hiroshi Suzuki of the Yokosuka Fire Department.



LISN Dennis L. Sikma talks to his parents back home while USS *Guam* (LPH 9) is underway in the Atlantic.

Sailors call home ... from the sea

Sailors and Marines aboard USS *Guam* (LPH 9) have something to phone home about. Now they can do it under way, from anywhere in the world.

It's called the Sailor Phone, and it costs \$1 per minute. Phone cards are sold in the ship's store for \$10 and \$20. "We had 3,000 cards on board," said ENS Trent C. Kalp, *Guam's* sales officer. "We're expecting 27,000 more."

According to Kalp, 10 cents of every dollar goes to the ship's Morale, Welfare and Recreation (MWR) fund. In the first two days of operation, more than 1,000 calls were made and \$1,243 was raised for the MWR fund.

Getting the phones installed was a team effort. With help from the

ship's electronic technicians (ETs) and contractors from Scientific Atlanta and CruisePhone, the satellite dome was installed the day before *Guam* left for a six-month Mediterranean deployment.

Despite a hectic schedule and a rapid installation, the contractors and *Guam's* ETs got 10 phones up and running in one week.

With the new phones installed, getting underway no longer means long periods of time without calling back home. And while the amount of MWR money being saved goes up, so will morale. ‡

Story and photo by JO3 E. Michael Wagner

Bearings

Scouts get carrier smart during weekend visit

Clutching an overnight bag in one hand, pocket camera in the other, and clenching a copy of the ship's welcome aboard pamphlet between his teeth, the teenager stumbled up the enlisted brow, saluted the flag and requested permission to come aboard.

"Request permission to ... Alright! Outtasite! Man, this place is dy-no-myte!" shouted the youngster abruptly, mouth agape, as he stood in awe of the vast, open hangar bay. "This is the biggest ship I've ever seen! A million Sailors must live here!" the boy said loudly as the officer of the deck smiled and granted him permission to board the ship.

When the shrill sound of a bos'n's pipe signaling morning colors prompted crew members to stop, turn and salute the flag, the 41 members from Boy Scout Troop 36, Dansville, Calif., knew their overnight visit aboard USS *Carl Vinson* (CVN 70) promised to be a memorable experience.

The two-day event featured a shipboard tour line-up that included dining with Sailors on the mess decks, visiting the ship's armory, chapel, flight deck and navigation and flag bridges.

Excitement filled the air during their stop at the armory where an M-14 rifle, a 12-gauge shotgun, an M-60 machine gun and an MK 5 flare pistol circled a table like a metal wreath.

"It made me feel good to be able



to talk about my job," said Gunner's Mate (Guns) 3rd Class Dwight Butler, G-2 Div., weapons department, as he explained the function of the M-60 machine gun to a group of Scouts. "This demonstration clearly shows that we do more than fly planes."

But while they marveled at the various displays and toured the spaces, the highlight of the visit was a hands-on damage control/firefighting training exercise. After dividing the Scouts into two groups, engineering department personnel helped the guests into fire fighting ensembles and oxygen breathing apparatus (OBA), and gave them a crash course in hose handling.

The hands-on damage control/firefighting exercise stole the show for many of the Scouts.

"What would happen if I sneezed inside one of these?" asked one youngster as he frantically tried to scratch an itch from outside his OBA. "Don't sneeze! Don't sneeze!" shouted some Scouts as a Sailor helped remove the mask and handed the boy a tissue.

At 7 a.m. the next day, the Scouts rolled out of their racks and down to the mess decks for morning chow, followed by a church service in the ship's chapel. A Marine Corps weapons demonstration in Hangar Bay 2, a visit to the medical department and lunch with CAPT Larry Baucom, *Vinson's* commanding officer, concluded the

festivities.

As they departed the ship, the Scouts reflected on their "wonderful experience."

"The armory impressed me the most!" exclaimed Doug Tellef as he drew an imaginary gun from an imaginary holster and fired an imaginary bullet.

"I liked the navigation and flag bridges the best, next to the armory, mess decks, medical and ... oh, heck, I liked everything the best!" added Adam Englehardt, as he hurried down the ladder from the O-9 level to the flight deck. †

Story and photo by JO1(AW) Bill Dagendesh of USS Carl Vinson (CVN 70) public affairs office.



Barbara Bush visits USS *Houston*

During a recent visit to San Diego, former first lady, Barbara Bush toured USS *Houston* (SSN 713).

She became *Houston's* sponsor after christening the submarine in 1981.

While visiting her boat, Bush presented a plaque to the Sailor of the Year, Quartermaster 1st Class (SS/AW) Bryan Robertson, cut a cake honoring the ship's 15th anniversary and met many Sailors.

Although her tour was brief, many crew members felt her visit was worthwhile.

"It is rare that we have someone that important come down to visit our ship and see what kind of job we do," said Sonar Technician (Submarine) 3rd Class (SS) Jeff Walker.

Other Sailors aboard the ship enjoyed the former first lady's company and humor.

"She is a nice lady," said STS3 (SS) Jim Graham. "It's good that we can have someone like her come aboard and see what our jobs are all about. I think it increases the pride the crew feels toward our ship."

CDR Dale M. Nees, *Houston's* commanding officer, summed up the feelings of all aboard when he said, "It's been an honor to have you aboard and we appreciate the support that you and your husband have given to the military." ‡



Photo by AN Gus Sarpanes

Former first lady Barbara Bush presents a plaque to USS *Houston's* Sailor of the Year QM1(SS/AW) Bryan Robertson during her tour.

Story by JO3 T.R. Ireland of USS McKee (AS 41) public affairs office.

Sailors reenlist on USS *Arizona* Memorial

Eight East Coast-based Sailors from the *Aegis* cruiser USS *Anzio* (CG 68) had a "once-in-a-lifetime" opportunity of reenlisting on the USS *Arizona* Memorial in Pearl Harbor, Hawaii.

"After today's reenlistment, I would say this was the most memorable experience I had in the Navy," said Master Chief Gas Turbine System Technician (Electrical) Douglas Fox, of Osage, Iowa.

"It's taken me 19 years to come to Hawaii. I've been stationed on the East Coast the entire time I've been in the Navy."

USS *Anzio* and its sister ship USS *Cape St. George* (CG 71), came to Hawaii to participate in the *Cooperative Engagement Capability Mountain Top Enhanced Joint Exercise*, the second phase of the

Cruise Missile Defense Advanced Concept Technology Demonstration, that took place in the coastal waters off the island of Kauai.

Chief Boatswain's Mate Anthony Driver, 29, first visited Hawaii at 17 while serving aboard USS *San Bernadino* (LST 1189) when the ship made a port visit to Pearl Harbor.

"I toured the *Arizona* Memorial back then, learned its history and what it stood for — and it really touched me," Driver said.

After the reenlistment ceremony, three Sailors raised and lowered the American flag to honor seven *Anzio* Sailors who will be retiring this year. ‡



Reenlisting from left are: YN3 Christopher Stanz, QM3(SW) Marshall Adams, FC2 Jeffrey Reves, STG2(SW) Patrick Long, OS1(SW) Paul Kicklighter, BMC(SW) Anthony Driver, GSEC(SW) Douglas Fox and EMCS(SW) Roberto Patricio.

Story and photo by JO3 Dean Nazario of Pacific Fleet public affairs.

Around The Fleet...

Christening ...

"Now therefore, I, Glenda E. Hood, Mayor of the city of Orlando, do hereby proclaim ... Fleet Logistics Support Squadron (VR) 58 Day in the city, and I'm very pleased to present this to all of you present," said Mayor Hood.

Those words were read from a proclamation by Mayor Hood as VR 58 christened one of its four Navy

C-9B transport aircraft "The City of Orlando," during a dedication ceremony recently at the Orlando Executive Airport, Orlando, Fla.

"VR 58 is proud of its accomplishments. We're proud of our reputation as the finest C-9 squadron in the Navy, and we're proud of our association with the city of Orlando," said CDR Joe C. Blake, commanding officer of VR 58. †

Safety record ...

Patrol Squadron (VP) 26, homeported at Naval Air Station Brunswick, Maine, recently set an aviation record for safety by flying 250,000 mishap-free hours during a

span of 33 years, logging more than 75 million miles, or the equivalent of 3,125 times around the earth. VP 26, now holds the record in both military and civilian aviation. †

Golden anchor ...

Naval Mobile Construction Battalion (NMCB) 4, homeported in Port Hueneme, Calif., was

presented the Commander in Chief U.S. Pacific Fleet Golden Anchor Award for 1995.

The award, which has been around since 1973, is presented

annually to recognize commands that have attained excellence in career motivation. Criteria for the award includes retention, team organization, sponsor and indoctrination programs, advancement statistics, awards and recognition and family programs.

The event marks the fifth time NMCB 4 has won the Golden Anchor. The command also won the Silver Anchor (runner up) five times. †

U.S. Navy photo



Rescue ...

Patrol Squadron (VP) 69 Combat Air Crew (CAC) 3 reservists, of Naval Air Station Whidbey Island, Wash., recently assisted in the rescue of 12 adults and five children aboard the 40-foot fishing vessel *Toku* when the vessel lost engine power about 517 miles south of Guam.

VP 69 located the vessel by setting up a radar, visual and infra-red detection search pattern.

While the merchant ship *Microtrader* was en route to the stranded fishing vessel, CAC-3 dropped a kit containing supplemental radios, water and rations to the *Toku's* occupants. When *Microtrader* arrived, it picked up the passengers and put *Toku* under tow. †

Award ...

Commander, Training Command, U.S. Pacific Fleet, RADM Francis K. Holian recently presented a Meritorious Unit Commendation to Afloat Training Group Pacific (ATGPAC), Naval Station San Diego.

The Meritorious Unit Commendation, or MUC, acknowledged ATGPAC's transformation to the "one-stop shopping center for afloat training," allowing ships to be self-sufficient to maintain the highest degree of combat readiness. †

Flight record ...

In August 1980, ENS Steven Gnassi made his first carrier landing in the EA-6B *Prowler* aboard the USS *Kitty Hawk* (CV 63) as a student naval flight officer. In February, Gnassi, now a commander, became the second aviator in *Prowler* history to surpass 4,000 EA-6B flight hours.

Gnassi, who recently took command of the VAQ-132 "Scorpions" of Carrier Air Wing 17, passed the 4,000 mark during flight operations with USS Enterprise (CVN 65).

"I feel very good about this accomplishment," the New York native said. "Especially consider-



U.S. Navy photo

ing the reduced funding and availability for flying." ‡

Artist ...

Very few people have the experience of flying military aircraft and painting them. But, LCDR Richard Dann, a naval reservist, is one of those rare people.

"I want someone to look at one of my paintings and say, 'Yeah that's how it really looks,'" Dann said. He flew SH-60B *Seahawk*'s for the Navy from 1987 to 1991. He is an aviation historian and has authored the book, *Wildcat Walk Around*, about the carrier-based fighter in European and Pacific theaters of operation.

He is assigned to Naval Air Reserve San Diego Unit Tactical Support Center 1294 at Naval Air Station North Island, San Diego. ‡



U.S. Navy photo

Shipmates



Mess Management Specialist 1st Class (SS) Brant K. Early was selected as White House Staff Mess, Washington, D.C., 1995 Sailor of the Year. Early demonstrated superior customer service to officials at the highest levels of government throughout the world. The Paterson, N.J., native coordinated logistics support for diplomatic events and recently received his degree in culinary art.



Aviation Structural Mechanic (Structures) 1st Class (AW) Donald R. Zeno was selected as the Helicopter Anti-Submarine Squadron (Light) (HSL) 37, 1995 Shore Sailor of the Year. As manager of the squadron's Maintenance Safety and Naval Aviation Maintenance Discrepancy Reporting programs, the Conroe, Texas, native's efforts increased squadron safety awareness.



Engineman 3rd Class Melodie A. West of USS Fletcher (DD 992) was selected as the Destroyer Squadron 31 1995 Junior Sea Warrior of the Year and 1995 Naval Surface Group Middle Pacific Junior Sailor of the Year. As divisional damage control petty officer, she achieved superior readiness through zero damage control material discrepancies. She is a native of Phoenix.



Electronics Technician 3rd Class David Oliver was named Junior Sailor of the Quarter 4th Quarter 1995 at Explosive Ordnance Disposal Mobile Unit (EODMU) 8. Oliver, a native of Minneapolis, works in the communications/electronics division of EODMU 8 and maintains and operates a variety of tactical communications equipment at Naval Air Station Sigonella, Sicily.



Data Systems Technician 2nd Class (SW) Joanne E. Neri was selected for the Enlisted Educational Advancement Program (EEAP). Neri, a native of Saratoga Springs, N.Y., will study computer science in an associate of science degree program at Grossmont College, San Diego. Neri is attached to Fleet Area Control and Surveillance Facility, Naval Air Station North Island, San Diego.

June **ALL HANDS** Contributors

JO3 Jeremy Allen
JO2 Chris Alves
AN David B. Barber
PH1 Stephen Batiz
William E. Beamon
JO1 Siegfried Bruner
JO1(SW) Jim Conner
JO1(AW) Bill Dagensh
PH3 Sam Dallal
JO2 Roy Decoster
JO2 John-Henry Doucette
Bill Doughty

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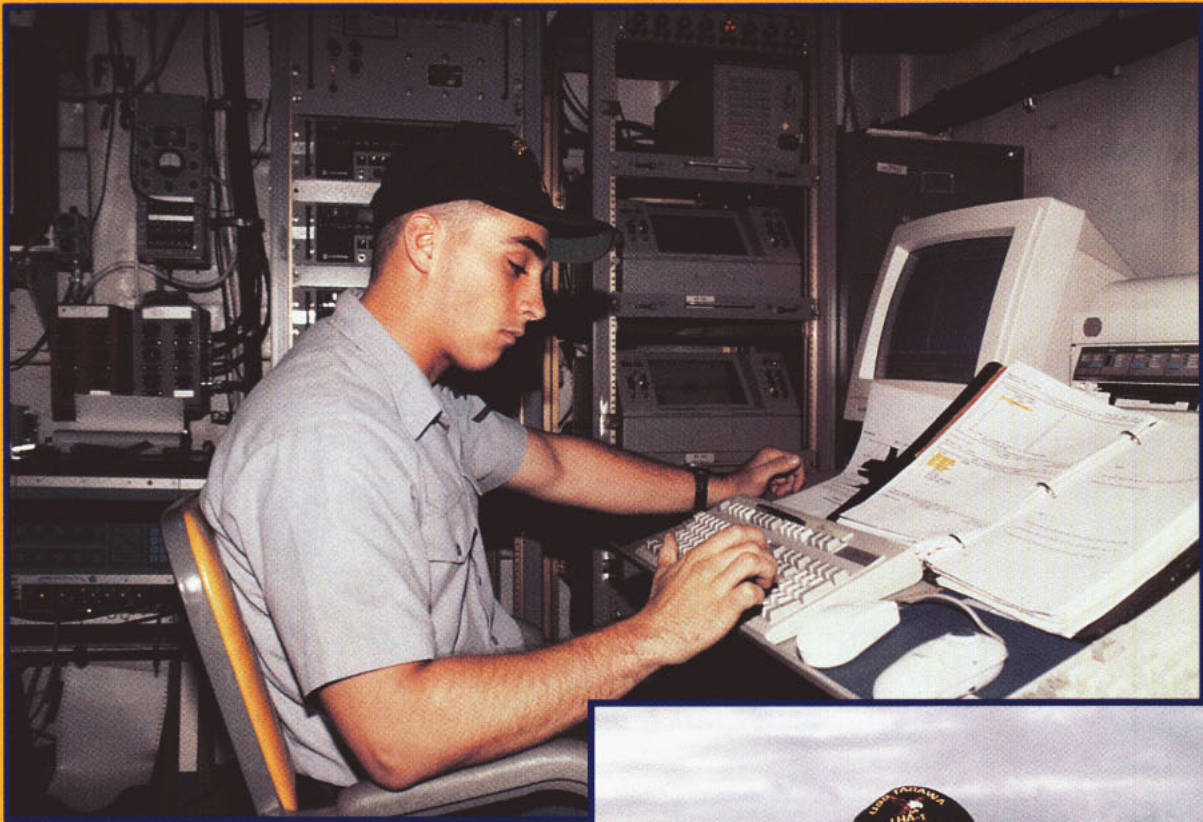
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Photo by PH1 Stephen Batiz

Sailors aboard USS *Independence* (CV 62) ready an F/A-18 *Hornet* for launch.



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JOB DESCRIPTION: Collects, analyzes, interprets and gives briefings on weather data.

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KEY TO SUCCESS: "Learn as much as you can and always treat subordinates with respect."

