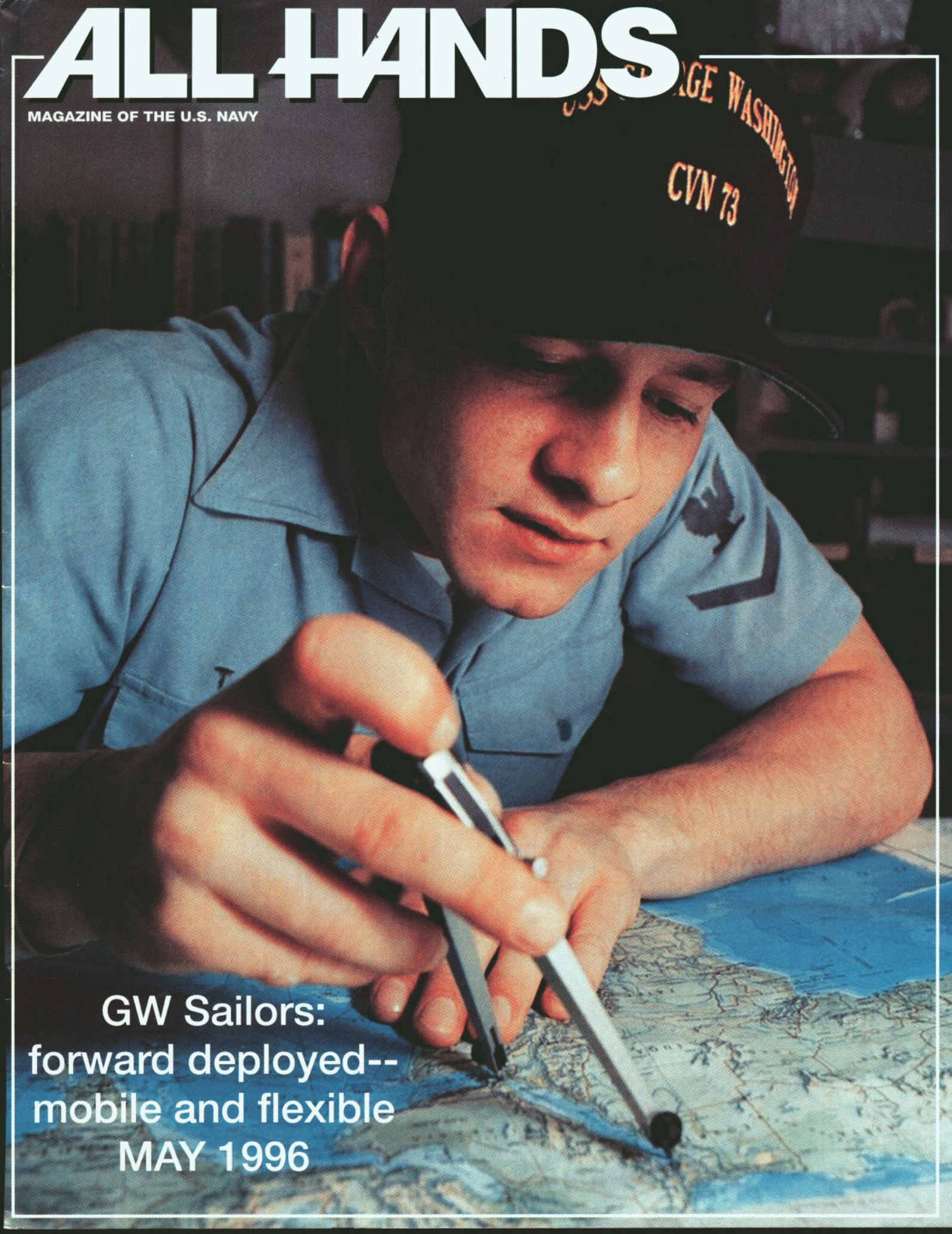
ALL HANDS

MAGAZINE OF THE U.S. NAVY



GW Sailors:
forward deployed--
mobile and flexible

MAY 1996

Make a wish

The U.S. Navy and the *Make-a-Wish* Foundation teamed up to make a dream come true for Sean Kornegay. The Benito, Texas, teen-ager, who has Non-Hodgkins Lymphoma, experienced a carrier landing aboard USS *Constellation* (CV 64) at sea and helped out with flight operations during his recent two-day tour of the ship. ⚓

Photos by PH2 Felix Garza

ALL HANDS Contents

Magazine of the U.S. Navy May 1996, Number 949

4
Higher education

The Senior Enlisted Academy puts the finishing touches on today's leaders.

6
Enlisted professors

Sailors in Monterey, Calif., make life easier for Naval Postgraduate School students.

8
Mentoring future leaders

Company Chiefs make a world of difference at the U.S. Naval Academy.

10
A little refresher goes a long way

Sailors get on FASTRACK to higher education

12
Protecting the environment

Shipboard waste disposal has come a long way on Navy ships.

14
Doing things the write way

Even government pens are recycled.

16
LA Law

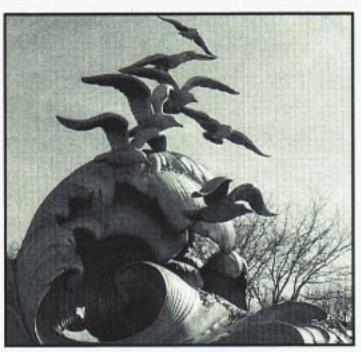
Legal assistance recommends using preventive law.

On the Cover

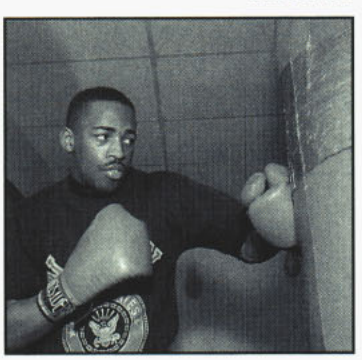
Front Cover: QM3 Jonathan Tipa of Falls Church, Va., practices navigational tracking aboard USS *George Washington*. (Photo by PHAN Joe Hendricks)
Back Cover: U.S. Navy photos

PAGE 8

PAGE 24



PAGE 32



PAGE 40

18
USS *Safeguard* (ARS 50)

The Navy has a special ship for a special job.

20
COD on deck!

Getting mail to the battle group keeps the COD squad busy.

24
GW – Forward deployed

USS *George Washington* (CVN 73) Sailors "turn to" the Gulf.

28
Assignment: Mayport, Fla.

It doesn't get much better than this in sunny Florida.

32
Memorial Day 1996

Fallen comrades are remembered every day in Washington, D.C.

36
Is there money in your future?

All Hands looks at U.S. Savings Bonds, your SGLI and Beneficial Suggestions.

40
Going for the Gold

Navy athletes – on the road to Atlanta.

Columns

2 **Charthouse**
44 **Bearings**
46 **Around the Fleet**
48 **Shipmates**

Charthouse

hot info

■ The Bureau of Naval Personnel's (BUPERS) Interactive Voice Response (IVR) system provides personnel information that Sailors want to know most — 24 hours a day — without the need to speak to a live person.

Through the IVR system, callers can access information concerning advancement results, orders, personnel requests, retention and Fleet Reserve (retirement) information.

BUPERS is working on a new plan to extend access to all Sailors regardless of geographic location. Currently, only CONUS-based Sailors can reach the BUPERS toll-free IVR line by dialing 1-800-NAVY-789. Sailors who call the number may either retrieve their own personnel information through digitized speech feedback from a BUPERS database, or connect to their detailer if they have follow-up questions. Using the toll-free service is much cheaper than accepting collect calls.

More information is available from the BUPERS Communications and Information Retrieval for Distribution section (PERS 4G2) at DSN 224-3368 or (703) 614-3368. ⚓

■ Mobile dental vans are now at seven pierside locations to provide routine dental care to Sailors, according to the Bureau of Medicine and Surgery.

Naval Dental Centers (NDCs) at Bremerton, Wash.; Norfolk; Jacksonville, Fla.; Pearl Harbor, Hawaii; San Diego; Naples, Italy; and Roosevelt Roads, Puerto Rico; can send a van to a command's front door, or brow. Fillings, cleanings and exams can be handled by a van closer to the deckplates based on a review of dental records at the NDC or at the request of the command master chief or commanding officer. Sailors needing more involved or specialized procedures are referred to the dental treatment facility.

Naval Dental Center Norfolk and San Diego have three vans, Jacksonville has two and the other centers have one each. Bremerton's van has one dental chair, but the rest have two chairs. All are staffed by one dental corps officer and two dental technicians.

Sailors can be seen for a routine 15-minute examination and X-ray appointment or can be scheduled for longer periods if they need a cleaning or fillings. ⚓

– Bureau of Medicine and Surgery

awards

ATTENTION: Bosnia vets

■ The NATO Medal and the Armed Forces Service Medal have been awarded for peacekeeping operations in Bosnia.

The NATO Medal is a foreign award. In addition to geographic presence criteria, you must be under NATO command or control and/or in a direct support role for a limited number of commands. Eligibility criteria and instructions for the NATO Medal can be found in NAVADMIN 297/95.

U.S. Navy photo

The Armed Forces Service Medal is a new award that may be issued to service members participating in Bosnia operations. The award is designed to fill the gap for military operations other than war. Eligibility criteria and a list of eligible ships and units can be found in NAVADMIN 057/96.

For more information call the Awards Board at (202) 685-6530/34/35.

If you're eligible for the Sea Service Deployment Ribbon, in addition to current requirements, you can now earn the award after completing two 80-day or longer deployments in a 12-month period. This change applies to deployments on or after Oct. 18, 1991.

The new policy will be included in the next revision of the Navy and Marine Corps Awards Manual.

HARP duty

■ Interested in returning to your hometown to share your Navy experiences? The Hometown Area Recruiting Program (HARP), which was traditionally for Sailors who had recently completed recruit training, is now available to all Sailors.

The Bureau of Naval Personnel has lifted the age limits on the program to allow more experienced Sailors to assist recruiters in their hometown by visiting friends and community leaders.

The program has proven effective for all Sailors, but critical manning in certain ratings has prompted a request for volunteers from the following to participate: ABE, AE, AW, CM, CTA, CTT, DS, ET, ET(SS), FC, GSE, GSM, JO, MM(SS), OS, RM, SM and STS. Nuclear field and TAR Sailors are also desired.

For more information, visit your command career counselor or see OPNAVINST 1300.16A or NAVADMIN 045/96. ⚓

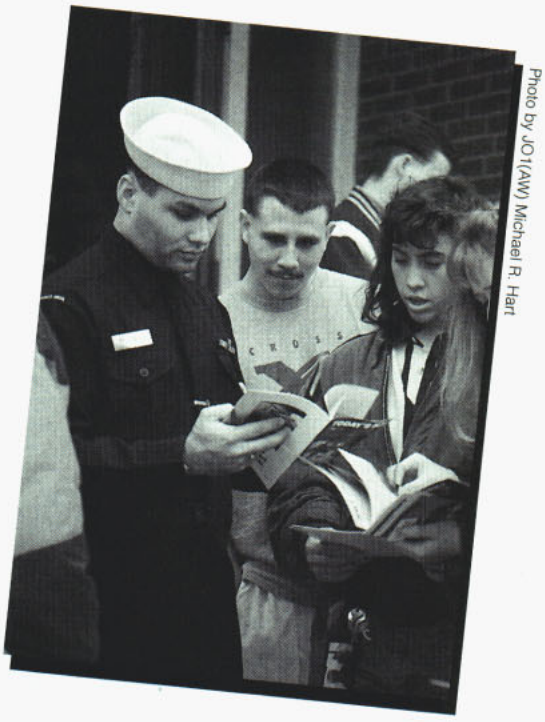


Photo by JO1(AW) Michael R. Hart

ratings

ML
Molder

PM
Patternmaker

■ The Secretary of the Navy recently approved disestablishing the Patternmaker (PM) and Molder (ML) ratings, effective Oct. 1, 1997, because of the changing needs and ship force structure within the Navy.

Chief of Naval Personnel VADM Skip Bowman released NAVADMIN 039/96 to let the 300 MLs and PMs, and their chains of command, understand the procedures to follow to prepare for the future.

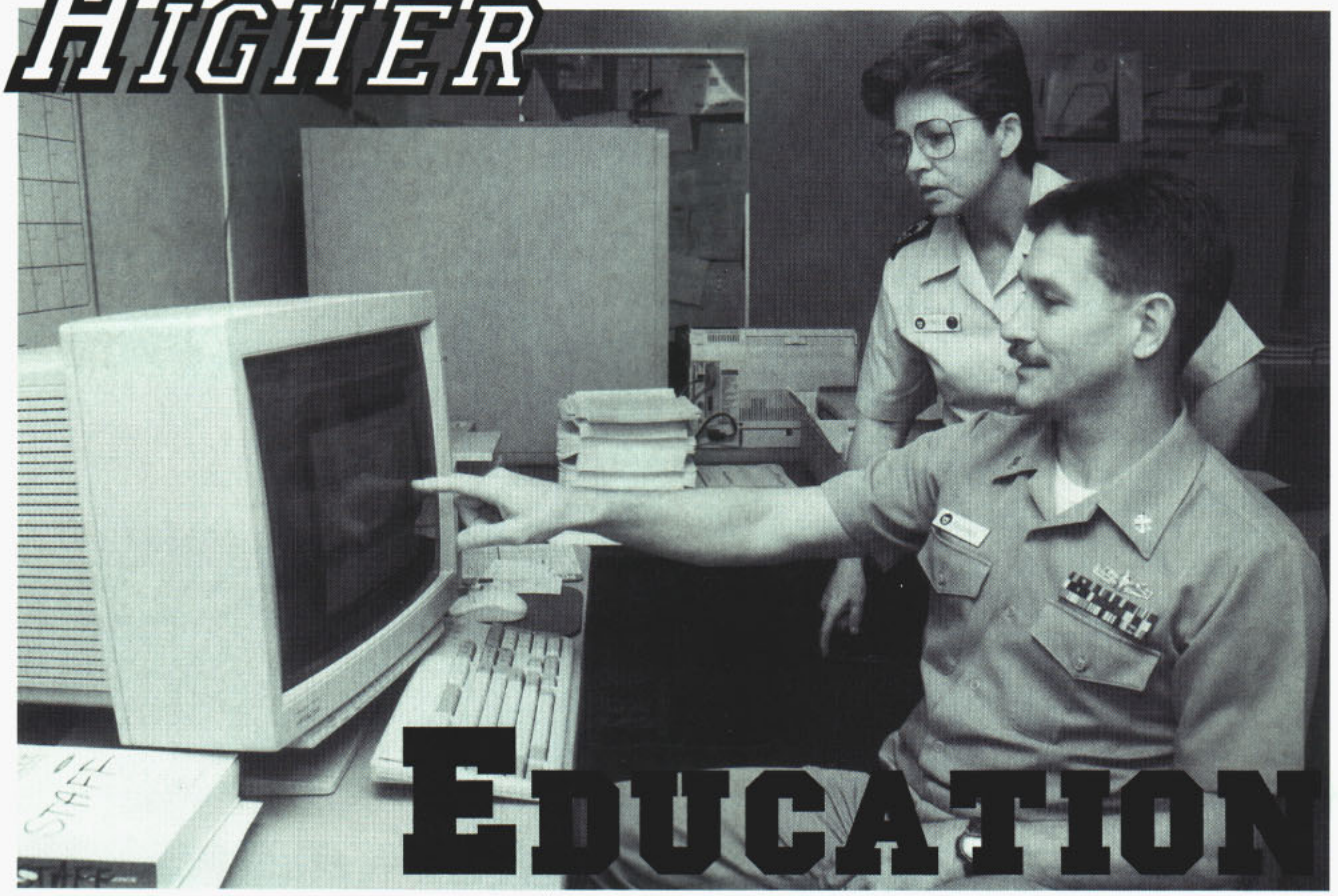
The last competitive cycles for MLs and PMs who have not converted to another rating will be the E-8/9 Selection Boards in March 1997 (only affects MLs); the E-7 examination in January 1997; the Chief Petty Officer Selection Boards in July 1996 and July 1997; and the Navywide petty officer examinations through March 1997. After these cycles, MLs and PMs must compete for advancement in new ratings.

All MLs and PMs should submit conversion requests reflecting three prioritized rating choices (using the ENCORE/FORMAN system) before Oct. 1, 1997. Qualified MLs and PMs are eligible to request conversion to any Career Reenlistment Objectives (CREO) Group 1 rating. The Master-at-Arms and Navy Counselor offer outstanding advancement opportunities. MLs and PMs may also request any CREO Group 2 rating. Requests for conversion to a CREO Group 2 rating will be considered on a case-by-case basis. Excellent career opportunities exist in the builder rating for senior PMs (E-5/6) with construction experience and for all junior PMs (E-4 and below). MLs and PMs who do not request conversion before Oct. 1, 1997, will be converted to the Hull Technician (HT) or Machinery Repairman (MR) ratings.

For more information, call the Hull Mechanical and Electrical Enlisted Community Manager (PERS 221G) at DSN 224-6501 or (703) 614-6501; the ML/PM Rating Detailer (PERS 402DE1) at DSN 227-4868 or (703) 697-4868; or the Conversion Program Manager (PERS-255) at DSN 223-1329 or (703) 693-1329.

More information is available in NAVADMIN 039/96. ⚓

HIGHER EDUCATION



From SEA to shining sea

Story by JOCS(AW) Gwyneth Schultz, photos by Ron Fontain

"This is a leadership finishing school," said Master Chief Operations Specialist (SW) A.C. Ottaviani, director of the Navy's Senior Enlisted Academy (SEA), in Newport, R.I. "We've been training people to become command master chiefs since we opened the doors 14 years ago. We're not here to make command master chiefs — they make themselves. We're here to make them better."

All command master chiefs (CMC) and chiefs of the boat (COB) must graduate from the SEA before reporting to their first assignment. The academy is open to chief and senior chief petty officers, also.

During the course, students must complete 11 written assignments, eight oral presentations, facilitate at least two student-led discussions and complete classes in human behavior, total quality leadership, national security affairs and other Navy programs.

Each class also completes a major project dealing with quality-of-life issues affecting Sailors. This project is more than just an academic exercise. Recent assignments resulted in recommendations that were incorporated into the Navy's new evaluation system and changes in the command master chief handbook.

Staff member Yeoman 1st Class (SS) Oscar Martinez sees nearly all the students the day they check in with orders in hand, and again the day they check out to pick up their records and plane tickets.

"When they come here, some students feel anxiety as well as excitement," said Martinez. "When they leave here, they are better than before and will have a positive impact on the fleet."

Positive influence is what the school is all about.

"Every master chief dental tech I ever talked to said this was the best Navy school ever. They were right!" said Senior Chief Dental Technician (SW/AW) Timothy W. Fox. "I've been to a lot of continuing education courses and this is the best all-around self-improvement course I've ever attended!"

Ever since he was a young petty officer, YNCS(SW) Daniel P. Hartman wanted to attend the academy.

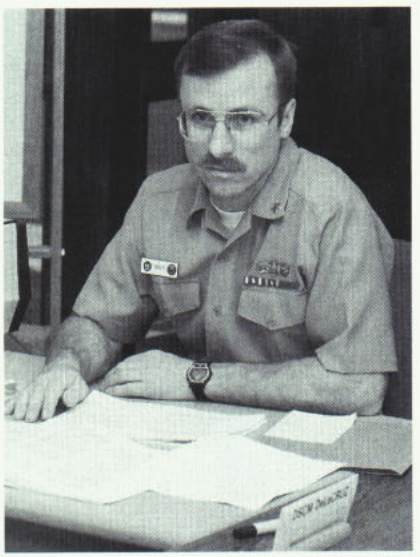
▲ "We don't create the curriculum to be memorized. We create it to generate thought and stimulate ideas," said Air Force Senior Master Sgt. Annie O'Neill, curriculum and instructional standards officer at SEA. Here, she answers a student's question.

▲ YN1(SS) Oscar Martinez, of San Antonio, discusses some administrative paperwork with HMCS Donna Williams, a Huntington, N.Y., native.

"When I was stationed at REDCOM [Naval Reserve Readiness Command] 13, I'd talk with the master chiefs and senior chiefs. They gave me the impression this was where you could get the finishing touches on leadership. When I made senior chief, I applied right away and I was going to keep on applying until I got accepted.

"The quality of the leadership here astounds me," said Hartman. "I expected good people because of the intensive screening, but this really amazed me. It reinforces and reconfirms my feelings about the high quality of the CPO community!"

"I didn't think I needed this," said Master Chief Radioman (SS/SW) Efren S. Pascual, "but after a week



▲ UCCM(SCW) Robert Bruff, of Grand Rapids, Mich., is one of several instructors who help senior enlisted Sailors refine their leadership skills at the Senior Enlisted Academy, Newport, R.I.

and a half, I discovered two very important things. First, you learn from your peers. You get a different perspective on how problems are solved. And second, this place brings you back to ground zero. When we're up in the CPO quarters, we sometimes forget what's happening down in the crew's berthing," said the two-time COB and CMC.

After they complete the nine-week class, the 60 or so graduates will head for their new assignments or return to their commands. Their rewards add up to more than a nice diploma and 18 college credits. Graduates also take with them lasting friendships, new information and invaluable sources of help for the future, as they head for duty stations around the world and across the armed forces.

"If there was one thing I'd say about the Senior Enlisted Academy," said Ottaviani, "it's that this place is probably the most challenging and frustrating, but rewarding educational experience that any Sailor can have."⚓

Schultz is assigned to the Naval Media Center, Washington, D.C., and is a graduate of the Senior Enlisted Academy.

Enlisted Professors

Story and photo by JO1 Diane Jacobs

For many Naval Postgraduate School (NPS) students, the school's "enlisted professors" make a big difference in their education. Sailors assigned to the school in Monterey, Calif., work as technicians in laboratories and teach graduate students servo control systems, radar, direct current converters, computer war games, microwave signals and a variety of other subjects.

"On graduation day last quarter, a student came up

◄ EW1 Frederick Chang assists LT Shenae Morrow with basic soldering in the electrical circuit lab. Morrow, a liberal arts major in college, is working on a master's degree in information technology management. Getting first-hand instruction on electrical circuits will help her understand the basics of communications systems when she returns to the fleet.

to me and [thanked me]. He told me he wouldn't have been up on the stage graduating if it weren't for us teaching in the labs," said Chicago native, Electronics Technician 1st Class Malachy Flisk, a lab technician in the servo control lab.

"We couldn't get our labs done without them," said electrical and computer engineering student, LCDR Alan Pietruszewski.

Learning the ins and outs of students' problems comes with on-the-job training, some of it from the fleet. Electronics Warfare Technician 1st Class Frederick Chang, from Lihue Kauai, Hawaii, has worked on electrical circuits on 10 ships.

"Teaching circuits is nothing new to me," said Chang. "But, what is new, is seeing students take what they've learned, and then applying it to research projects that affect tomorrow's Navy."

Each of the enlisted professors has years of experience working on a variety of shipboard equipment. However, the equipment at NPS is different from shipboard equipment.

"It's industrial, geared toward learning," said ET2 David Recker, who teaches in the power electronics lab. "Students take formulas they learn in class and apply them in the lab. They find that the formulas aren't 100 percent accurate. Power fluctuates, it's not clear and clean. Textbooks give pictures of the perfect signal. It's not that way in the lab or in real life," said the Cleveland native.

Recker recalls a Marine Corps captain who worked on the power supply for the HumVee. Apparently, Marines out in the field frequently had to shut down their radios to recharge batteries. This left them temporarily without vital communications.

"This student created a system where a battery recharges itself with a continuous cycle," said Recker. "I helped him manufacture a mounting plate for the battery charger and do radio failure tests to check parameters. His project was a success. Now, there's no down time for the radio, meaning continuous communication for Marines in the field."

Not every graduate student has an engineering or electrical background. Some have finance, computer science or liberal arts backgrounds.

For LT Shenae Morrow, a liberal arts major now studying information technology management, the enlisted lab technicians gave her a whole new outlook on computers. "I'm learning how to build circuit boards, so I have a better understanding of the basics of communications systems. Someday I could be buying such systems for the Navy. If I understand this part of it, I'll be able to make better decisions," said Morrow, while soldering a board. "I've never even touched a soldering iron before this. Petty Officer Chang has really helped me. I couldn't [have done it] without his help." ⚓

Jacobs is assigned to the Naval Postgraduate School public affairs office.

Mentors for future Navy leaders

Company

Story and photos by JO1(SW) Jim Conner

They're not professors, yet they teach students considered by many to be the cream of the crop — some of the brightest and most talented young minds in America. Known as Company Chiefs, these enlisted Sailors and Marines are mentors to approximately 4,000 midshipmen at the U.S. Naval Academy, Annapolis, Md.

"Company Chiefs are there to guide midshipmen throughout their tour at the Academy," explained Master Chief Intelligence Specialist James R. Mitchell, master chief of the Academy. "They also ensure the midshipman chain of command works and [they help with personal and professional matters]."

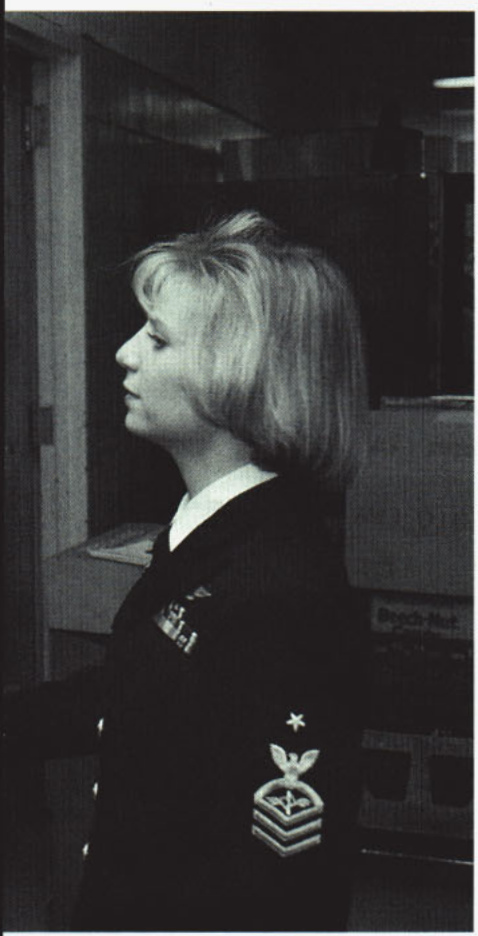
More than 600 civilian and military instructors teach midshipmen physics, engineering, mathematics and other sciences, but senior enlisted Sailors and Marines now provide a unique leadership perspective missing in other academic areas.

In 1991, five master chiefs and a Marine Corps sergeant major arrived to work with the brigade's six battalions.

According to Mitchell, the idea was so successful, two more senior enlisted Sailors and Marines were assigned to each of the six companies within each battalion.

Although Mitchell coordinates the senior enlisted leadership at the Academy, he doesn't separate himself from the midshipmen. "I talk with the mids every day and try to be approachable," explained the native of Carlsbad, N.M.

"If they have a problem, I work very tactfully to insert them back into the chain of command while nurturing them at the same time so they don't feel as if they are in trouble for seeing the master chief. It's important to teach these future leaders how problems can be solved within the chain of command."



◄ AZCS(AW) Charlene Boucher gives some pointers and last minute instructions to midshipmen before an inspection.

▼ SKCS(SW) Ricky W. Parker says the best part of his job is communicating with people. "I enjoy taking care of people and helping mold the future leaders of our Navy."

Chiefs

Midshipman 2nd Class Karl Kirkeby trains new midshipmen, known as plebes, when they first enter the Academy. He teaches his squad of 12 plebes the Code of Conduct and general orders of a sentry, as well as basic drill and ceremonies. Drawing from the experience of the Company Chiefs helps him a lot.

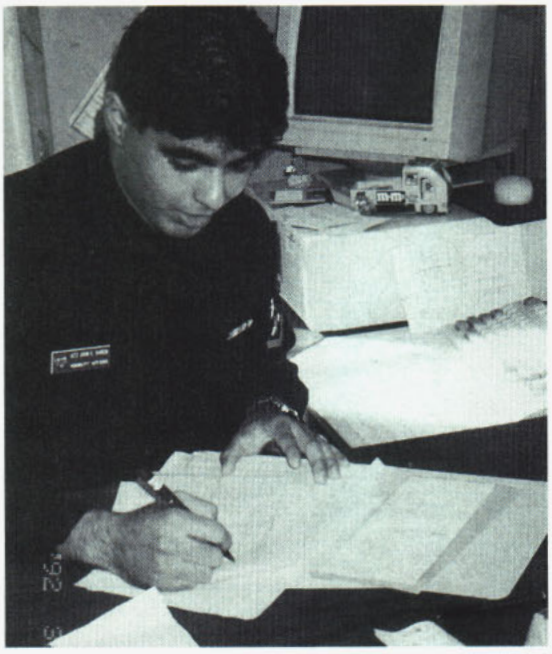
"The Company Chiefs are an essential [part] of the Academy," said Kirkeby, a 22-year-old LaCanada, Calif., native. "They give us a fresh perspective of what's going on in the fleet through the eyes of an enlisted person. They also provide us with options whenever there's a problem, instead of giving us the right answer, so we can learn for ourselves. Because of their many years of experience, I'm able to get advice on leadership issues such as how to get people to work together toward a common goal."

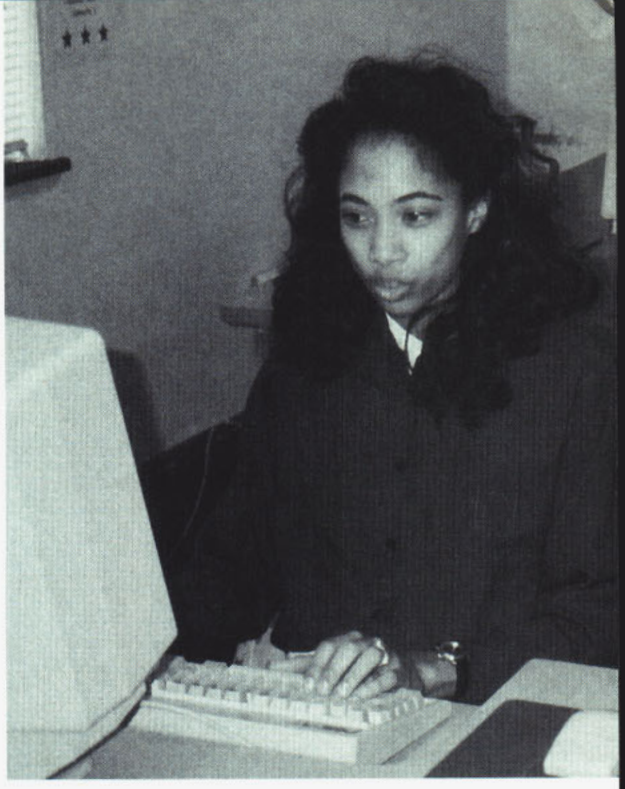
"I serve in a mentoring role to the midshipmen and try to steer them toward good leadership within the company," said Senior Chief Aviation Maintenance Administrationman (AW) Charlene Boucher, of Columbia Falls, Mont.

Senior Chief Storekeeper (SW) Ricky W. Parker, a 37-year-old native of Lexington, Tenn., feels that Company Chiefs provide midshipmen with a feel for the enlisted community they will lead when they enter the fleet as officers.

"I teach them how to deal with people, which is one of the most important aspects of a good leader," he explained. "This job provides me with the unique opportunity to help mold the future leaders of our Navy. It's a win-win situation where everyone benefits — enlisted and officers." ⚓

Conner is a staff writer assigned to All Hands.





A little refresher goes a long way

Sailors tackle FASTRACK at their own speed

Story and photos by Bill Dougherty

Sailors come to FASTRACK, a self-paced education program, for a variety of reasons. Some are making themselves more competitive for advancement. Others are polishing their academic skills, preparing for college.

These students want to improve in areas such as math and reading — and they're on a FASTRACK to do it. Just ask Chief Aviation Machinist's Mate (AW) Brad Fisher of Patrol Squadron (VP) 30, Jacksonville, Fla.

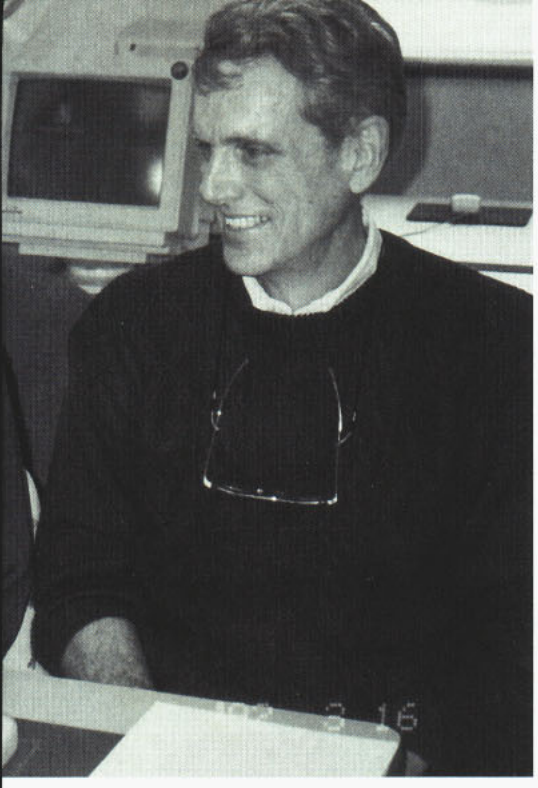
"I've integrated what I've learned into my job," said Fisher, who's working on math and English courses. "I used information I [got] from FASTRACK to help me explain a problem to one of my people at work. I just take them to the chalkboard and outline the problem and solution like I do for myself at the center. What I learn is not just [for] college credit, but information to help me with my college education, or use right now."

FASTRACK, which takes about 100 hours to complete, is a refresher program that helps students with language, math and reading skills. The only thing you'll spend on the program is your time.

In October 1994, NAS Jacksonville and Naval Amphibious Base Little Creek, Va., became test sites for Academic Skills Learning Centers. The centers were originally designed to help Sailors improve functional or "basic" skills. That's not the case anymore.

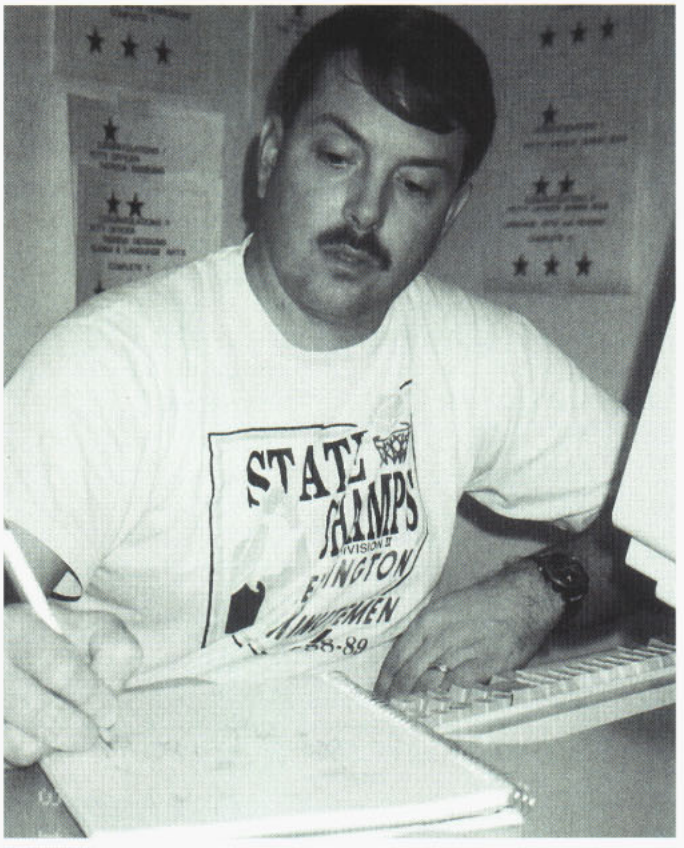
"We work on academic learning skills," explained Tony Broyles, NAS Jacksonville's Learning Center manager. "We allow students to improve their current abilities and achieve their personal goals at their own pace."

"I want to increase my ACT (American College Test) and ASVAB (Armed Services Vocational Aptitude



◄◄ AT3 John Garcia of NAS Jacksonville's Alcohol Rehabilitation Center applies the skills he learned at the Academic Skill Learning Center to complete his daily paperwork.

◄ HM3 Debra McLaughlin shows Tony Broyles, the Academic Skills Learning Center manager, something she learned during a lesson.



Battery) scores to help me apply for BOOST (Broadened Opportunity for Officer Selection and Training) and EEAP (Enlisted Education Advancement Program)," said Hospital Corpsman 3rd Class Debra McLaughlin, who works at Naval Hospital Jacksonville.

"[ACT] is a requirement for BOOST and EEAP," said McLaughlin. "But I knew I was ready, thanks to FASTRACK."

How the program works depends on the student's needs. In FASTRACK, students control the pace of their program. However, according to Broyles, they need to be committed and goal-oriented.

"Our program crosses all borders," said Broyles. "You have men and women, junior and senior ranks, all here for the same purpose — to improve their ability to learn."

"I have two years until I retire and want to get ready to go to college," said Chief Mess Management Specialist Mark Lamb. Lamb said he's using FASTRACK to prepare for College Level Examination Program (CLEP) tests and the rigors of taking college classes.

Dr. Fran Kelly, director of the Navy's Voluntary Education Program in Washington, D.C., said Academic Learning Centers will open at 50 more sites within two years.

▲ MSC Mark Lamb works a math problem at the learning center.

"The next new site will open at Naval Training Center, Great Lakes, Ill.," said Kelly. "That will be followed by 11 more sites in the first six months of FY97."

Other sites include: NAS North Island, Calif.; Naval Shipyard Pudget Sound, Bremerton, Wash.; Fleet Activities, Yokosuka, Japan; Naval Base, Guam; Submarine Base, Pearl Harbor; Naval Station (NAVSTA) San Diego; NAVSTA Norfolk; NAVSTA Mayport, Fla.; NAS Atsugi, Japan; NAVSTA Naples, Italy; and NAS Sigonella, Sicily. ⚓

Dougherty is assigned to NAS Jacksonville public affairs office.

George Washington cleans up

Story by AN Rob Schmeelcke

Furnaces have been used aboard naval ships for many years. At the turn of the century they burned coal, which allowed steam-powered ships to sail the seas in defense of freedom.

In today's Navy, there are other sources of fuel used to propel ships, but the furnace still remains in some ships. These furnaces feed on the huge accumulation of trash generated from our ships at sea.

Aboard the Norfolk-based aircraft carrier USS *George Washington* (CVN 73), the furnace is one of several sources used to combat the daily trash build up. This waste problem is being fought and won through the efforts of *GW's* environmental waste disposal unit (EWDU).

"The furnace is only one of several disposal methods we have here in the EWDU," said Chief Machinist's Mate (SW) David Behringer leading chief petty officer of EWDU. "The furnace is capable of incinerating 30 bags of trash in only one hour."

GW is also equipped with pulpers, which dispose of food waste products, shred paper and thin cardboard.

Also on board are compressed melting units (CMUs). The CMU, reduces garbage cans full of plastic to manageable eight-to-10 pound "pucks." The pucks, which resemble a manhole cover, are stored by *GW's* "A" division personnel until the ship enters port where the pucks are off-loaded and recycled.

"Our crew does a great job and deserves a lot of credit for working in an environment that is not always pleasant," said Behringer.

From the furnace to pulpers, shredders and CMUs, Sailors are ready to dispose of trash produced by *GW*'s crew. With the motivated crew in the EWDU, *GW* is leading the Navy to a more environmentally safe world. ⚓

Schmeelcke is assigned to USS George Washington *(CVN 73) public affairs office.*

"The furnace is capable of incinerating 30 bags of trash in only one hour."
— MMC(SW) David Behringer

U.S. Navy photo

● The pulper is loaded to dispose of food waste products, shredded paper and thin cardboard.

Gunston Hall reduces pollution

Story by JO2 Steve Midkiff

With increasing concerns about environmental pollution and ozone-depleting chlorofluorocarbons (CFCs), the Navy has developed an aggressive environmental protection and hazardous material disposal program, and the crew of USS *Gunston Hall* (LSD 44) is doing its part to keep the ship up to the new standards.

U.S. Navy photo

LT Mark Murphy, *Gunston Hall's* environmental protection and hazardous materials coordinator, ensures Navy policies and regulations concerning hazardous material and environmental protection are in place on board ship.

"We are training to implement the hazardous materials inventory and control system (HICS)," said Murphy. "This reduces the amount of hazardous materials on board and creates an inventory computer model that allows Sailors to re-order what they need so they don't have excess material."

Gunston Hall also battles pollution through an aggressive program that separates all plastics from other trash.

These programs have been very effective in reducing hazardous waste and environmental pollution, but the use of ozone-depleting products has become a major concern for the Navy and the rest of the world.

"In a shipboard environment, trying to be environmentally friendly has been a learning process," said Murphy. "The Navy is working diligently at creating viable solutions to ozone-depleting substances, plastics at sea and solid waste disposal. I think it will be a struggle and a learning process to break the habits of the past and become a friendlier Navy. But I think we will achieve this goal."

Gunston Hall Sailors are doing their part to make the Navy more environmentally friendly through shipboard environmental programs and participating in community projects such as the annual Clean the Bay Day. ⚓

Midkiff is assigned to USS Gunston Hall *(LSD 44) public affairs office.*

> ***"In a shipboard environment, trying to be environmentally friendly has been a learning process."***
> ***— LT Mark Murphy***

◀ DC2 Augustina Jones of Brooklyn, N.Y., checks the HAZMAT labels during inventory.

Recycled pens-

Story by JO2 Jason Thompson

They're used for everything, from signing evals and taking notes to scratching a hard-to-reach itch or even stirring coffee. And there's always one Sailor in every office who constantly clicks away on one. Click-click. Click-click. Click-click ... . They're everywhere, too: desk drawers, briefcases, shirt pockets and government vehicles. But, we usually can't find one when we really need it.

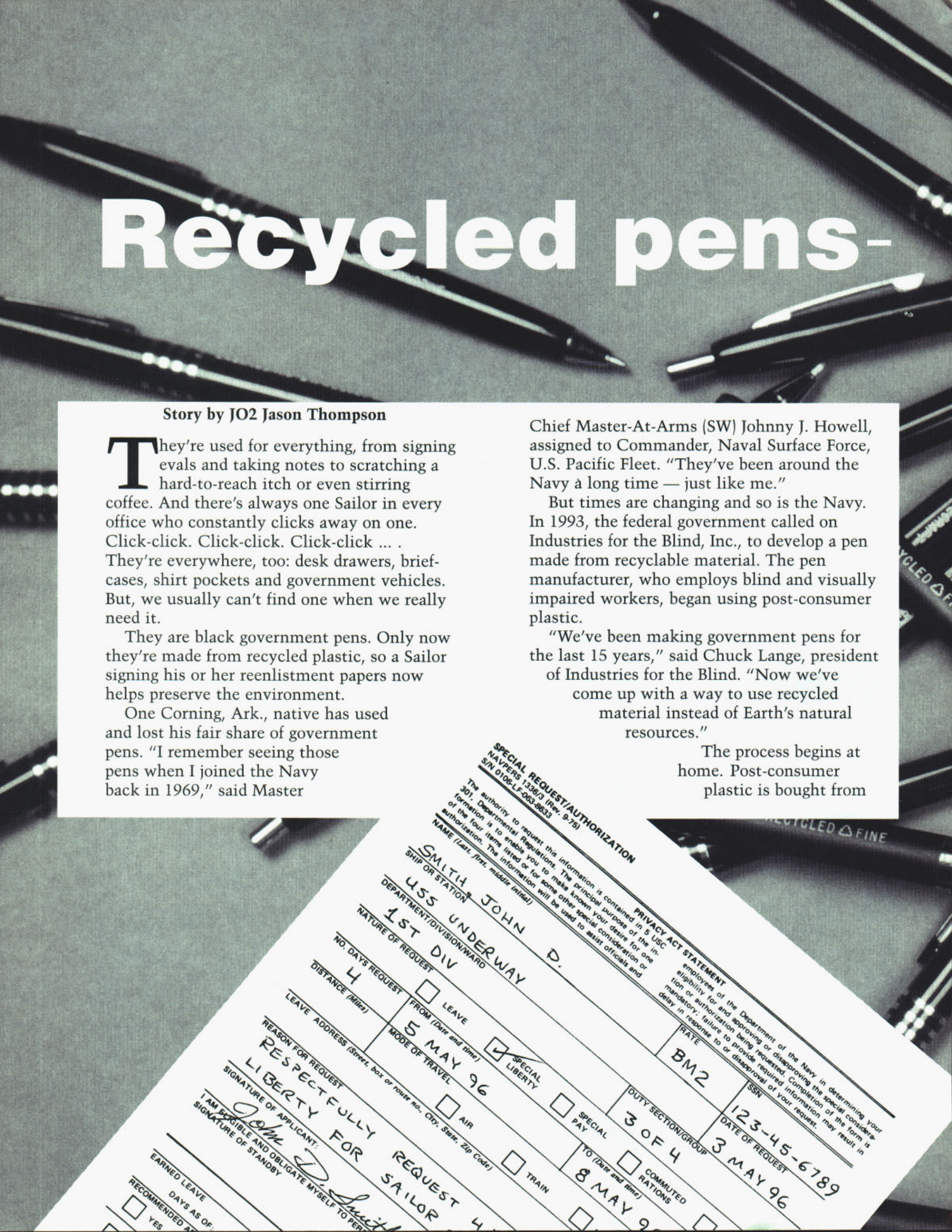
They are black government pens. Only now they're made from recycled plastic, so a Sailor signing his or her reenlistment papers now helps preserve the environment.

One Corning, Ark., native has used and lost his fair share of government pens. "I remember seeing those pens when I joined the Navy back in 1969," said Master Chief Master-At-Arms (SW) Johnny J. Howell, assigned to Commander, Naval Surface Force, U.S. Pacific Fleet. "They've been around the Navy a long time — just like me."

But times are changing and so is the Navy. In 1993, the federal government called on Industries for the Blind, Inc., to develop a pen made from recyclable material. The pen manufacturer, who employs blind and visually impaired workers, began using post-consumer plastic.

"We've been making government pens for the last 15 years," said Chuck Lange, president of Industries for the Blind. "Now we've come up with a way to use recycled material instead of Earth's natural resources."

The process begins at home. Post-consumer plastic is bought from



write for the environment

communities with recycling programs, melted down and re-shaped into the form of the pen's barrel. Then the pens are assembled, packaged and shipped to the fleet and other government agencies. Eventually they reach the thousands of Sailors who use them — and some who lose them.

Yeoman 3rd Class Ronald Crump II, assigned to Norfolk's Fleet Technical Support Center, said he can't keep track of them. "It seems like I go through a couple of pens every day," said the Detroit native. "One minute I've got two or three handy, the next minute they're gone!"

In 1995, the Navy bought more than 11.6 million pens. Each writes an average of 2,500 feet and together could draw a continuous line circling the earth 220 times. The more than 10,000 recycled pens the Navy bought that same year is small by comparison, but it's a start.

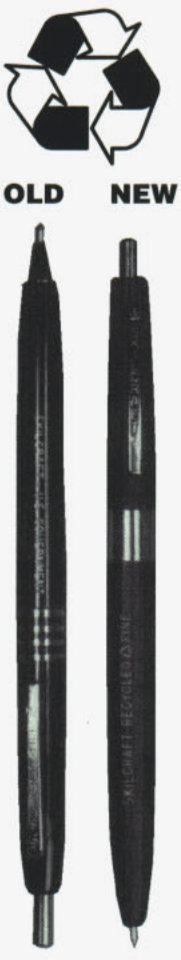
One Sailor assigned to Commander, Carrier Group 2 said the Navy is heading in the right direction. "We're recycling just about everything these days," said Radioman 2nd Class (SW) Marlon B. Peavy, a native of Chicago. "Paper, foil and now plastic. It saves money and the environment."

And it makes sense. The plastic we would have tossed in the garbage five years ago is now used to make new products.

"Today, recycled materials are taken and reused instead of ending up in a land fill somewhere," added Lange. "The environment benefits — we all benefit."

Times are changing, but some things will never change. Sailors everywhere, from the United States to Japan to Bahrain, will continue to sign, click and stir with black government pens. Now if we could only invent a way to keep track of them ... . ‡

Thompson is a staff writer assigned to All Hands.



Specifications

NSN 7520-01-386-1604

* Manufacturer: Industries for the Blind, a non-profit company in Milwaukee. The work crew consists of more than 150 people, most of whom are either blind or visually impaired.

* It is the first major alteration the pen has undergone in 15 years. The only change to its design is the main body, which is now 100 percent recycled plastic.

• Stats

1. Height: 5 inches
   Width: 1/4 inch
   Weight: 2 oz. each
2. The Navy buys more than 11 million pens per year.
3. The factory produces an average of 100,000 pens a day.

Photo by PH2 Ephraim Rodriguez

If you are a Sailor or family member looking for a will, power of attorney, notary services or some sound legal advice, you've come to the right place.

The Navy Legal Service Office (NLSO), specifically the legal assistance department, provides countless services at naval installations around the world — all absolutely free.

Story by JO1 Ron Schafer

While the courtroom drama you see in the movies is part of the Navy's legal system, the legal assistance department deals with many issues not directly related to the military. According to Legalman 1st Class Joseph F. Elliott, leading petty officer of the legal assistance department at NLSO Norfolk, the silver screen can cause an identity crisis.

"That's just a small part of it," said the Sterling Heights, Mich., native. "[Courtroom action] just shows the defense side and/or the prosecution side of the Navy Judge Advocate General (JAG) Corps. On the legal assistance side, we serve the clients. We take care of their wills, we prepare powers of attorney and provide legal assistance for minor criminal matters, such as traffic tickets."

You don't have to be in trouble to use NLSO. "The key to keeping your legal house in order is avoiding problems in advance," said Elliott. NLSO personnel routinely brief commands on the legal issues of which Sailors should be aware.

"We try to encourage preventive law," he said. "In other words, have your contracts read before you sign them. That could prevent going to court. Obviously, we have a lot of clients who wait until they've got problems before they come to us. In that respect, we try to be a problem-solver. But, we try to prevent

problems by encouraging them to come to us first."

LT Gordon H. Empey of Woodside, Calif., a legal assistance attorney at NLSO Norfolk, echoed the preventive law concept. Empey explained Sailors often make inviting targets for unethical businesses. In those situations, NLSO can help.

"There are an incredible [number] of people who prey on [Sailors] — car dealers , attorneys — all these people see somebody who doesn't know a lot about the law.

"[Sailors] will sign a contract and get into a situation before they know what they've gotten into. Then, all of a sudden, they're facing outrageous payment schemes or interest rates. We see divorce decrees or separation agreements where people don't realize they've agreed to waive parental rights or spend a fortune on support. There are many things we can do before you sign a contract or get into these types of situations," said Empey.

NLSO also helps with adoptions, income taxes, name changes, paternity, bankruptcy, child support and landlord/tenant problems. While NLSO attorneys cannot represent clients in court, they are able to give valuable advice and information in most matters. Many NLSO offices send attorneys out to sea to serve the fleet.

"When battle groups or the amphibious ready groups are getting ready to deploy, Sailors realize, 'I don't have a will, I don't have a power of attorney. I need all those things,"' said LT Karen Giaimo, one of NLSO Norfolk's legal assistance attorneys. "The great thing about going to the ship is you get to interact personally with the fleet," said Giaimo. "You can go to the mess decks, address a large group all at once, teach them how to fill out will work sheets and answer questions."

Although trying courtroom cases seems more glamorous, Empey said helping people has an attraction all its own.

"When I came in, I'd seen the movies," said Empey. "I thought I was going to be in court all of the time. But, within a couple of days, I could see what we were able to do here. When you see people come in here and you're able to help turn things around for them, it makes you feel pretty good. For me, it's one of the more rewarding things I could be doing because, every single day, we help somebody." ⚓

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

A Legal Checklist

— **Read the fine print!** The written word rules in contract law. In any type of contract or agreement, you may receive verbal promises. But, it's only what's written on the contract that matters.

— **Let an attorney read it.** Before you sign anything, bring it to your legal office — leases, contracts, any document. If you have any doubts, don't sign it. It takes about five minutes to look at something to tell you what you're obligating yourself to.

— **Separation agreements and divorce decrees.** See an NLSO representative before signing a separation agreement. Technically, Navy lawyers are not allowed to write a separation agreement for someone. But bring it by and let them read it.

Prior to Deployment

— Have a will before you go anywhere.

— Have a power of attorney so your spouse or your relatives can deal with your personal affairs when you're away from home.

— Be aware of the Soldiers and Sailors Civil Relief Act. If you're scheduled to appear in court while on deployment, you can have your hearing postponed under federal law. If there is a default judgment against you while you're gone, you have protection.

— Make sure you name a specific beneficiary for your Serviceman's Group Life Insurance (SGLI).

Safeguard to the Rescue

Story by JO3 Robert W. Garnand, photos by PH1 Gregory G. Hilton

"No one in the Navy or any other branch of service does anything close to what we do. We are the Navy's elite rescue and salvage team," said Gunner's Mate (Guns) 3rd Class Michael Porter, an Ahoskie, N.C., native.

USS *Safeguard* (ARS 50) de-beaches and tows stranded vessels, retrieves submerged objects from the ocean floor, lends fire-fighting assistance to ships and provides support for manned diving operations. Life on a salvage ship is highly demanding, said GMG2 (SW/DV) Greg Kurtz, from Simi Valley, Calif.

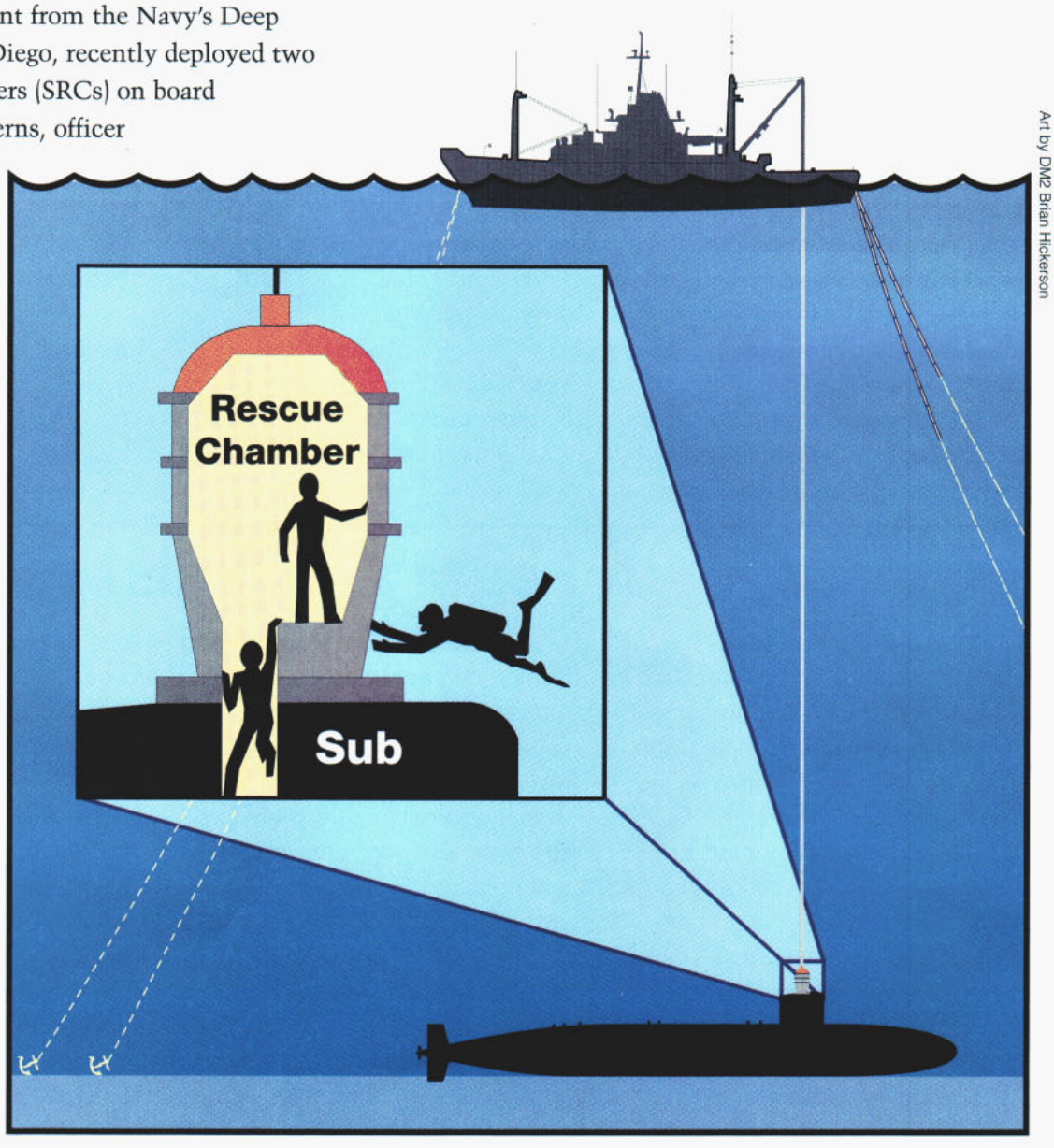
The *Safeguard* crew, along with Sailors of the diving systems detachment from the Navy's Deep Submergence Unit, San Diego, recently deployed two submarine rescue chambers (SRCs) on board *Safeguard*. LCDR Dan Kerns, officer in charge of the diving systems detachment said the SRCs will be submerged 400 and 850 feet in waters off La Jolla, Calif.

According to Kerns, SRCs need a stable platform to be lifted from the ship to the water or vice versa. *Safeguard* provides that stability.

"What really sets *Safeguard* apart from other ships is that it can be moored while at sea using its four anchors," said LT Don Cheramie, an engineering officer on *Safeguard*.

"*Safeguard* is one of only four ships in the Navy that can stay in one spot in the middle of the ocean and hardly be affected by waves and currents," said the New Orleans native.

For submarine rescues, Kerns said the SRC must be placed directly above a submerged submarine. A diver attaches a wire to the submarine. The wire is hooked up to a winch on the SRC. Once on top of the submarine, the SRC forms a seal around the downed boat's escape hatch. Then the stranded submariners can come out of the escape hatch, through a hollow space and into the SRC. From there, *Safeguard* Sailors take the SRC back to safety on the ship.



Art by DM2 Brian Hickerson

● SN Troy Southhall, of Bertranville, La., talks with the bridge via sound powered phones onboard USS *Safeguard*.

While most Navy ships train to avoid disaster or inflict it on the enemy, *Safeguard* steams full speed toward mishaps. "We just completed an exercise where we set two large dumpsters filled with railroad ties and pallets ablaze inside a training ship, cast it off and let the fire get real hot," said LCDR David Belt, *Safeguard* commanding officer.

"When the overhead was about to glow, we made an approach in the open ocean and attacked the fire. Then we grappled alongside and put a full repair party on board to extinguish it," added the Panama City, Fla., native.

"Salvage sailors have to do what all sailors on larger ships do, like stand the same watches and pass the same inspections, but with fewer people," said Kurtz.

Whether they are performing underwater repairs to damaged ships at sea, fighting fires from alongside a ship in distress or helping the diving systems detachment rescue stranded submarines, the crew of *Safeguard* are unique Sailors. ⚓

Garnand is assigned to Commander Naval Surface Fleet Pacific. Hilton is assigned to Naval Submarine Training Center Pacific, Hawaii, public affairs office .

▲ RM2 Kristy Richardson, of Elk River, Minn., (foreground) and RMC(SW) Anthony J. Sorague, of Mililani, Hawaii, connect cables in radio central on board USS *Safeguard*.

Photo by JO3 Robert W. Garnand

▲ Crew members load a submarine rescue chamber onboard during a training exercise off the coast of California.

COD on deck!

Story and photos by JO1 Ray Mooney

"COD on deck. Three thousand pounds of mail for the battle group." That announcement sends a ripple of excitement through Sailors on board every carrier in the fleet — courtesy of fleet logistics support VRC squadrons — the COD squad.

Carrier on board delivery (COD) defines the job and explains the nickname associated with these specialized squadrons. "Our primary mission is transporting high-priority cargo, passengers and distinguished visitors to and from the ships," said Aviation Structural Mechanic (Structures) 3rd Class Tom Baldwin, a VRC-30 crew chief.

VRC-30 is a COD squadron from Naval Air Station North Island, San Diego. And if you're haze gray somewhere in the world, there's an even chance that those brownies from home will arrive on one of their C-2 *Greyhounds*.

"There are only two COD squadrons in the Navy," said CDR Ferdinand L. Salomon, commanding officer of VRC-30. "There's VRC-40 on the East Coast and VRC-30 here on the West Coast." Between the two of them, anything transported to or from a ship at sea, anywhere in the world, gets delivered.

While the COD squadron's mission hasn't changed much, the way it is accomplished has definitely seen some overhaul. "We deployed our first detachment of sea duty people aboard USS *Kitty Hawk* (CV 63) for six months in June of '94," Salomon said. Before that, both VRC-30 and VRC-40 were strictly shore-duty commands serving only those ships within reach of their home bases. "Suddenly we were responsible for providing detachments to every carrier battle group departing the United States," said Salomon.

A detachment consists of roughly 44 enlisted Sailors, seven officers and two aircraft, according to Salomon. The detachments are part of the carrier air wings deployed for the length of the cruise. Of course, the pilots and air crew leave their shipmates as frequently as necessary to bring back the goods.

"I really enjoy the mission," said Baldwin, a Norfolk, native. "I know what it's like to be on the ship, and I like to get mail too, so I like that aspect of it."

"COD flights are really important," said Yeoman 2nd Class (AW) Darin L. Baker, a *Kitty Hawk* crew member from Gary, Texas. "They put the link between us and home. Everybody looks forward to the mail. People don't even mind working the Bravo working party when the COD comes on board, because they might have a letter in there."

As crew chief, Baldwin is one of two air

▲ AN Lisa F. Oswald, from South Haven, Miss., tows a C-2 *Greyhound* to the air terminal for loading.

U.S. Navy photo

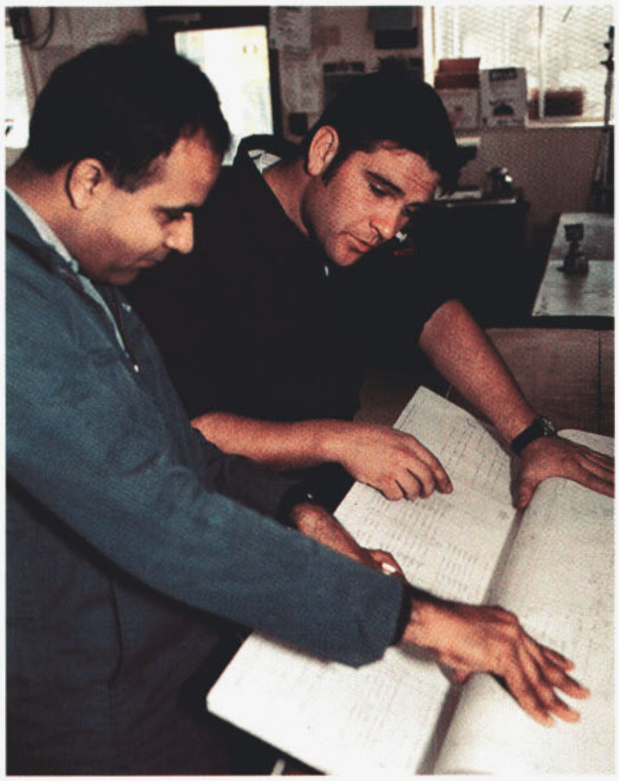
● Secretary of the Air Force Dr. Sheila Widnall heads back to the COD to depart USS *Constellation* (CV 64).

AMS3 Tom Baldwin and ADAN Scott Mallon load a spool of wire into the rear of a C-2 *Greyhound* headed for USS *Kitty Hawk*.

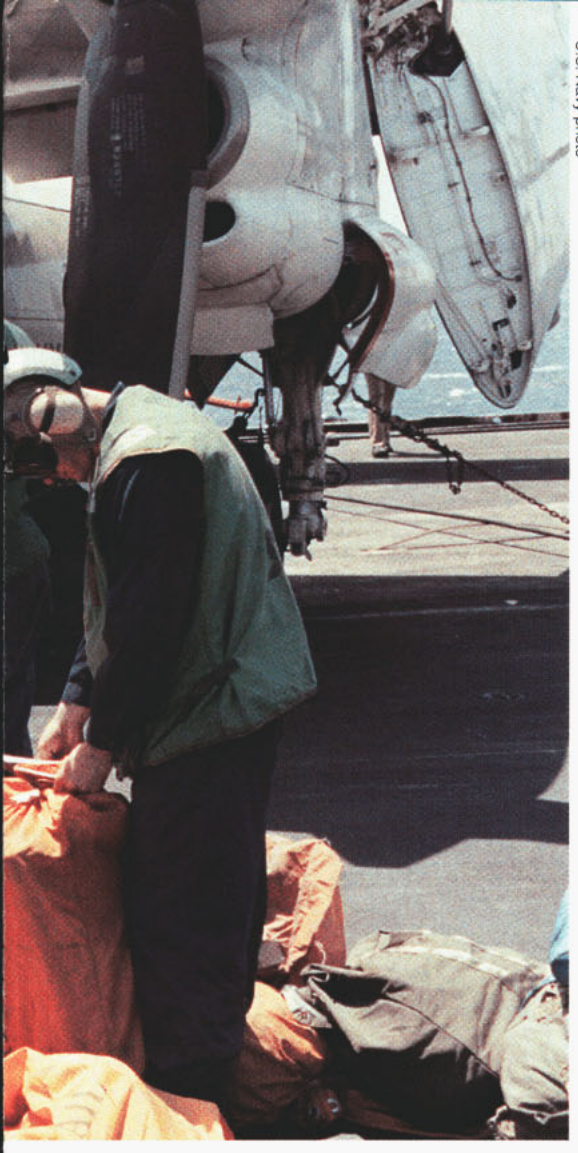
crew members responsible for cargo and passengers. Some of those passengers make up an aspect of the COD mission that often goes unnoticed. "We carry a lot of people on emergency leave, and you want to get them back." Baldwin said. "They've got crises at home and we're the only way they get back. It's nice to be able to provide that kind of service."

These squadrons go any and everywhere. They are the link between Sailors and family and friends. These air crew members are the lifeline for both critical parts and morale boosters. "We don't get a lot of recognition, though," Baldwin said. "They don't make movies about 'Top COD,' but when things break down they look to us. When they need an engine, an F-14 can't carry one out."

And just let the mail stop running for a little while. See how that plays at the box office. ⚓



➤AE3 Joel J. Steffen, (right), from Puyallup, Wash., and AT1 Paul Gill, of Phoenix, go over the schematic for UHF radio.



U.S. Navy photo

◀ Unloading the COD takes lots of work, but it's worth it to get the news from home.

▼AD2 Daniel S. Ames makes an integrity and security check on a C-2 *Greyhound* engine at VRC-30, San Diego.

◀ C-2 *Greyhounds* are used to transport high priority items such as mail, distinguished visitors and cargo to and from ships.

Forward deployed – flexible and mobile

GW Sailors `turn to' the Gulf

Photo by PHAN Kris White

The aircraft carrier USS *George Washington* (CVN 73) is forward-deployed in the Arabian Gulf for the fiirst time since the Gulf War. This time the mission is different.

Photo by PH1 Craig McClure

Photo by PHAN Joe Hendricks

Photo by AN Joe Hendricks

Flexible and mobile

Photo by LTJG David C. Jones

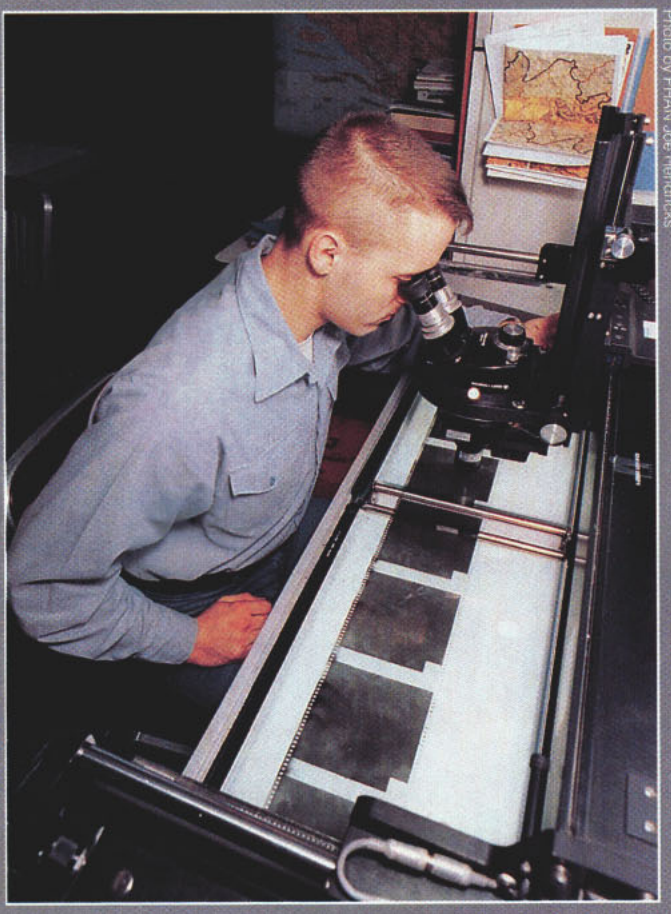


Photo by PHAN Joe Hendricks

Photo by PHAN Kris White

U.S. Navy photo

Photo by PHAN Joe Hendricks

Photo by PH3 Todd Summerlin

Assignment: Mayport, Fla.

It doesn't get much better than this

Story by JO1(SW) Jim Conner

Miles of sun-drenched beaches, warm sea breezes, tennis courts and golf courses — sound like a Club Med vacation resort? For many Sailors, it's home: Naval Station, Mayport, Fla.

According to CAPT Scott T. Cantril, the naval station's commanding officer, there is a Navy-community partnership in Mayport unlike any other in America. The citizens and merchants are gracious hosts and the Navy returns their hospitality through involvement in more than 55 community volunteer programs.

Photo courtesy of the Jacksonville Chamber of Commerce

▲ The St. John's River is an ideal place for sailing.

Located 15 miles east of Jacksonville on the northeast Florida coast, Mayport is one of four major naval installations in the area. It's also near many of Florida's main attractions, such as Disney World, Universal Studios Theme Park, Sea World and St. Augustine, the oldest city in America.

Mayport is home to more than 12,000 active-duty and civilian personnel who work at 55 tenant commands that include two carrier battle groups, 20 ships and five helicopter squadrons. It also serves as headquarters for the Western Hemisphere Group (WHG), which conducts counter-drug operations, UNITAS deployments and other missions in the Caribbean. The group's regional presence eases the burden of battle groups returning from Mediterranean deployments.

Mayport's full-service Family Service Center provides a variety of services designed to enhance family life such as education and training; marital, child, individual and financial counseling; and employment and relocation assistance.

"The best part about Mayport is the people," said Nina Buck, financial educator at the Family Service Center. "From the civilian community to the military, it's one of the friendliest Navy environments you'll find anywhere."

Mayport's Housing Referral Service can help Sailors who are looking for Navy or civilian housing. There are three district housing areas with more than 1,200 units as well as a 50-space mobile home park.

"We try to develop a personal relationship with Sailors, from the commanding officer on down," explained Becky Wood, Housing Referral Service director. "We guide them every step of the way and remain in touch. Many Sailors like this area so much, they choose to retire here."

The Naval Station's Morale, Welfare and Recreation Department manages a wide variety of activities to keep the whole family busy,

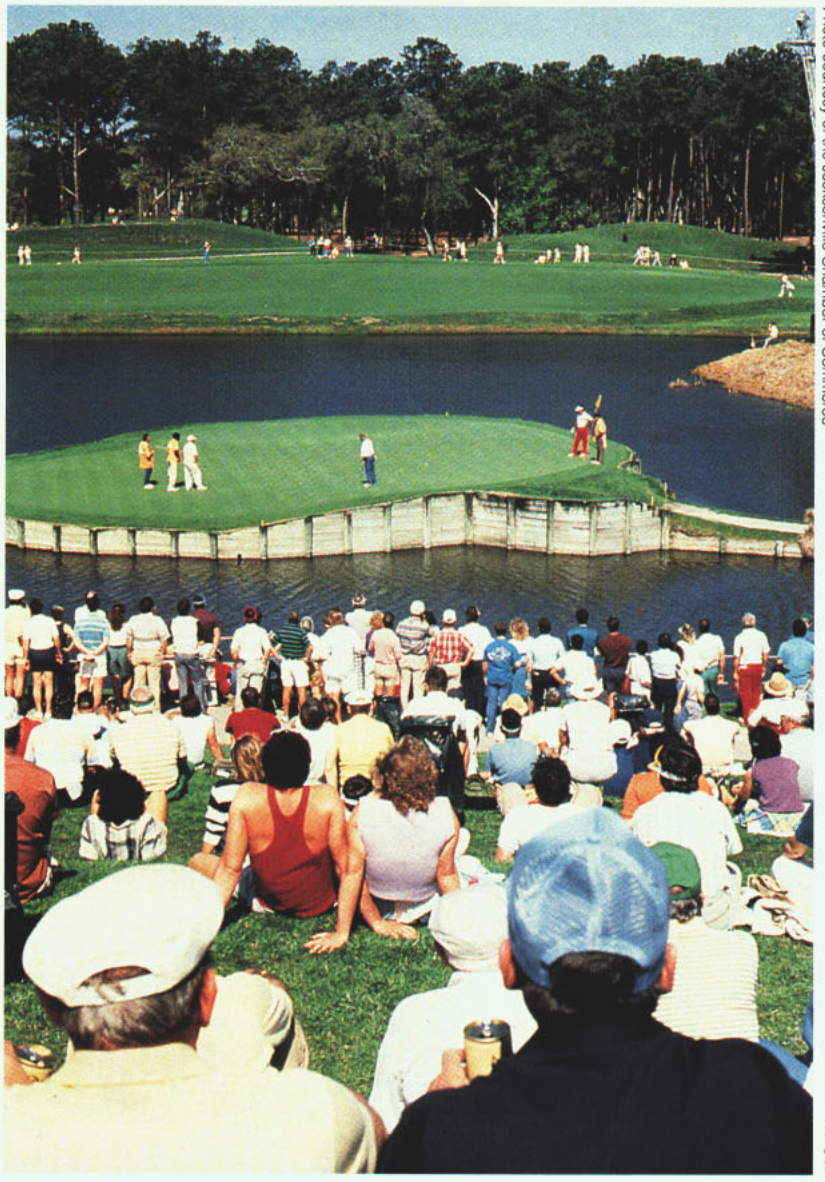


Photo courtesy of the Jacksonville Chamber of Commerce

◄ TPC at Sawgrass is located on Ponte Verde Beach.

U.S. Navy photo

▲ NAVSTA Mayport housing

Photo courtesy of the Jacksonville Chamber of Commerce

◄ The NFL's Jacksonville Jaguars play at Jacksonville's Municipal Stadium.

healthy and entertained. They have an 18-hole golf course, auto hobby shop, bowling alley, child development center and a gymnasium. The gym houses two full-size basketball and volleyball courts, four indoor racquetball courts, locker rooms, saunas, universal and free weights and exercise equipment.

Mayport's galley, the Oasis, is a two-time winner of the Captain Edward F. Ney Memorial Award for food service excellence. "We try to make our galley look like one of the finest restaurants in town," said Chief Warrant Officer Michael G. McMahon, food services officer. "After all, food plays a huge part in the morale of our Sailors. We try to prepare the best meals possible so everyone walks out the door smiling," added the Harrisburg, Pa., native.

▼ Surf's up in the Jacksonville area.

Photo by JO3 Rhonda Feeback

Nearby Jacksonville offers Sailors an abundance of activities from the Jazz Festival, a free, three-day event every October; to the Gator Bowl football classic each December. Sailors can visit the USO Center in Jacksonville to receive discount movie tickets or make use of the facilities which include a swimming pool, ping pong tables, a gas grill, a full kitchen, video games, a quiet room for studying and various sports equipment.

"I enjoy the weather and the shopping opportunities Mayport has to offer," said AN Jessica Bartlett of Scottsdale, Ariz. "In the local Jacksonville area there are some great stores on the beaches as well as restaurants. Also, the local people are very friendly to the military which makes me feel more at home. I couldn't have gotten a better duty station."

There are more than 200 parks in the Jacksonville area and more than a dozen northeast Florida state parks nearby. With 450 acres of ocean property, Hanna Park, located near the main gate of Mayport, offers a variety of salt and fresh water fishing and swimming, picnic sites, bicycle trails, camping, surfing and sunning. The park has 293 campsites with sewer, water and electric hookups. Recreation vehicles and tents are welcome.

Naval Station Mayport's commitment to total quality leadership was evident when it received the 1994 Governor's Sterling Award for Quality, the state's top award for quality management. There are more than 30 Quality Management Boards in place throughout the station. Through streamlining processes and becoming more efficient, Naval Station Mayport has saved taxpayers more than $12 million.

"One of the things that makes Mayport such a wonderful duty station is the overall consciousness of TQL," said SN John Bryan, stationed on board USS *Aubrey Fitch* (FFG 34). "And not only is the working environment great, we're in a great location," added the Litchfield, Ill., native. "When you think of all the beaches, the recreational activities and Disney World being close by, we've got the best of both worlds here in Mayport." ⚓

Conner is a staff writer assigned to All Hands.

Photo courtesy of the Jacksonville Chamber of Commerce

The Mayport/Jacksonville area is a great place to take a stroll on the Boardwalk (left), let your children play (below) or just watch a sunset (bottom).

Photo by JO3 Rhonda Feeback

Photo courtesy of the Jacksonville Chamber of Commerce

Memorials

Representing

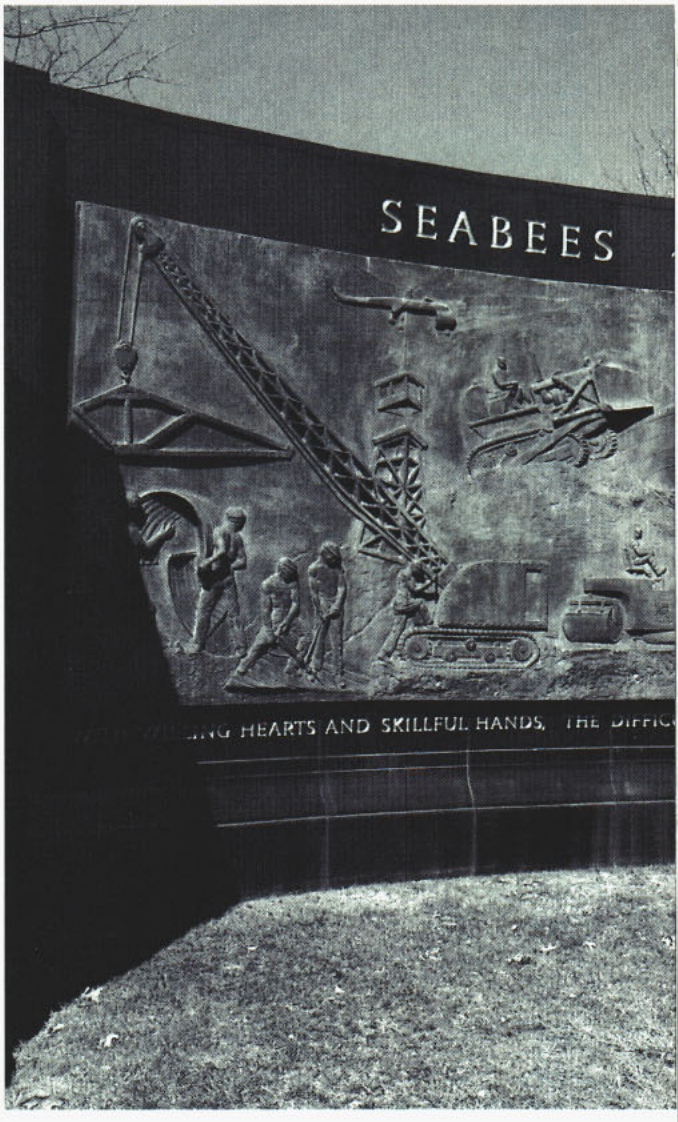


Photo courtesy of U.S. Navy Memorial

Washington, D.C., our nation's capital, is also the capital for memorials. While memorials mean different things to different people, they serve as a way to remember service members of the past and inspire us toward the future.

Many memorials were established to honor the triumphs and sacrifices of Navy and Marine Corps men and women. The following is a brief background on some military memorials to remember in this month of May — on Memorial Day and every day.

America's past

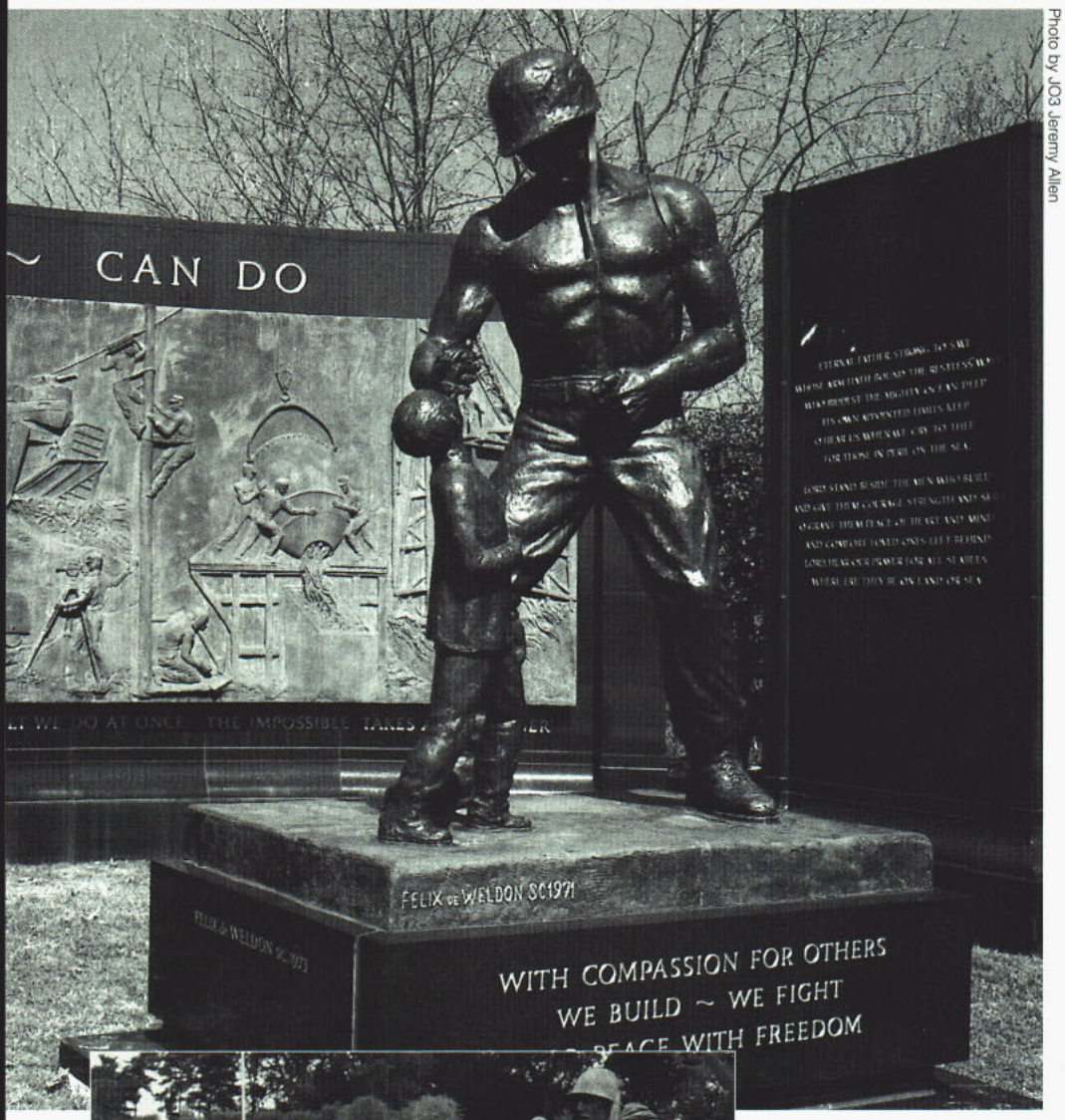


Photo by JO3 Jeremy Allen

U.S. Navy Memorial

Dedicated in 1987, this memorial honors Sailors of the U.S. Navy. "The Lone Sailor" stands on the largest map of the world and focuses on the earth's oceans. The memorial was authorized by Congress to honor the men and women of the sea services who have served their country in war and peace. Included with the "Lone Sailor" statue is a naval heritage center, amphitheater, fountain and concert stage. The memorial is open year around and is located at 701 Pennsylvania Ave.

Seabees of the U.S. Navy

Dedicated May 27, 1974, this memorial depicts Navy Seabees as builders, fighters and "Ambassadors of Goodwill." The memorial depicts a Seabee getting down from a bulldozer to make friends with a child. The bronze base portrays a panoramic view of Seabees doing a variety of trades. The memorial is located on Memorial Avenue near Arlington National Cemetery.

Photo by PH3 Sam Dallal

Korean War Memorial

The Korean War Memorial honors the men and women who, "answered the call to defend a country they never knew and a people they never met." The memorial has three parts — an advance party of 19 stainless-steel soldiers moving toward an American flag; a mural with an etching of 2,400 figures, representing the support forces, pilots, Seabees and landing forces; and a reflecting pool surrounded by a grove of Linden trees.

Memorials

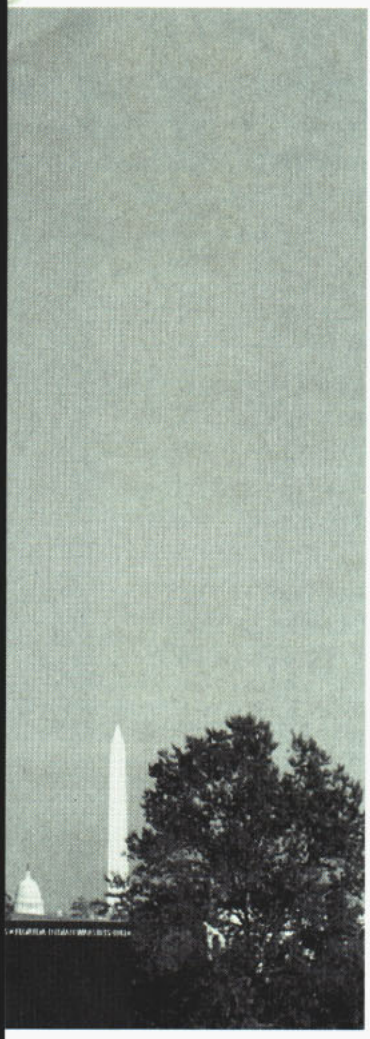
Marine Corp War Memorial (Iwo Jima)

Dedicated Nov. 10, 1954, this memorial is dedicated to all the Marines who gave their lives in the country's defense since 1775. The statue depicts one of the most famous moments of World War II on Mt. Suribachi. The 32-foot-high figures are raising a 60-foot bronze flagpole from which a flag flies 24 hours a day.

U.S. Army photo

Arlington National Cemetery

Arlington National Cemetery and the 200 acres immediately surrounding it were officially designated as a military cemetery June 15, 1864. Two presidents, William H. Taft and John F. Kennedy, are buried in the cemetery as well as more than 240,000 veterans. The cemetery is also home to the Tomb of the Unknown Soldier, which holds four service members from World War I and II, the Korean War and the Vietnam War.



U.S. Navy photo

Photo by PH3 Sam Dallal

Vietnam Women's Memorial

The Vietnam Women's Memorial is the first memorial in Washington, D.C, to honor women's military service. This statue, placed in the nation's capital Nov. 11, 1993, honors the more than 265,000 women who volunteered during the Vietnam era.

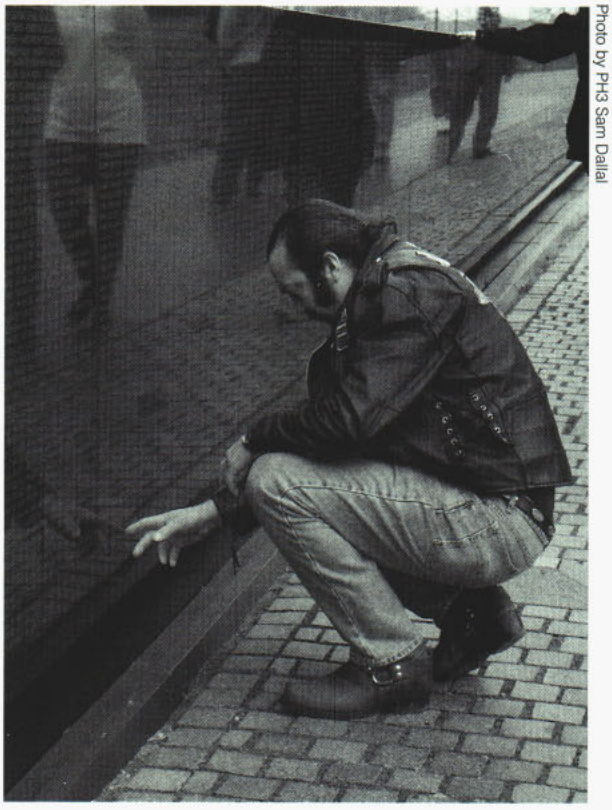


Photo by PH3 Sam Dallal

Vietnam Veterans Memorial

The funds needed to construct this memorial were raised by Vietnam War veterans. The memorial honors the men and women who served, died or remain unaccounted from the Vietnam War. The structure is polished black granite set in the ground to form a "V." Altogether, 58,196 names are inscribed on the wall. Dedicated Nov. 13, 1982, it is probably the most visited memorial in Washington, D.C. A statue of three young soldiers stands guard at the entry to the memorial. ⚓

Compiled by JO3 Jeremy Allen, a staff writer assigned to All Hands.

Is there money

Maybe you've struggled to save money. Perhaps you managed to save, but not very much. Now is the time to consider an easy way to save — U.S. Savings Bonds.

Savings Bonds are very affordable, pay interest and offer certain tax advantages. They are convenient for investors who want long-term savings and flexible enough for those who must have funds available.

A primary advantage of savings bonds is that you can buy them through the Payroll Savings Bond Program. Fill out the paperwork at your local disbursing office and choose the amount you would like to have deducted each payday (See chart below).

The purchase price of a bond is half its face amount; for example, a $100 bond costs $50. Bonds are available in $50, $75, $100, $200, $500, $1,000, $5,000 and $10,000 denominations. Visit your Personnel Support Detachment and fill out an allotment action request to select a payment plan that's right for you.

Most folks want to save money for their future. Some want to save for major purchases like a house, car or traveling. Others choose to use savings as a supplement to their retirement income. When parents use savings bonds to save for their child's education expenses, they can take advantage of tax exclusion laws. For details on education benefits request *Question and Answers about Savings Bonds for Education* from the **Bureau of the Public Debt's Savings Bond Marketing Office, Washington, DC 20226.**

There are two types of savings bonds now being issued; EE bonds and HH bonds.

Series EE Bonds

Series EE bonds earn interest through periodic increases in

Purchase price for U.S. Savings Bonds

Purchase price: $ 50
Redemption value: $100

Monthly deduction	Months
$ 5.00	10
$ 6.25	8
$10.00	5
$12.50	4
$25.00	2
$50.00	1

Purchase price: $100
Redemption value: $200

Monthly deduction	Months
$ 10.00	10
$ 12.50	8
$ 20.00	5
$ 25.00	4
$ 50.00	2
$100.00	1

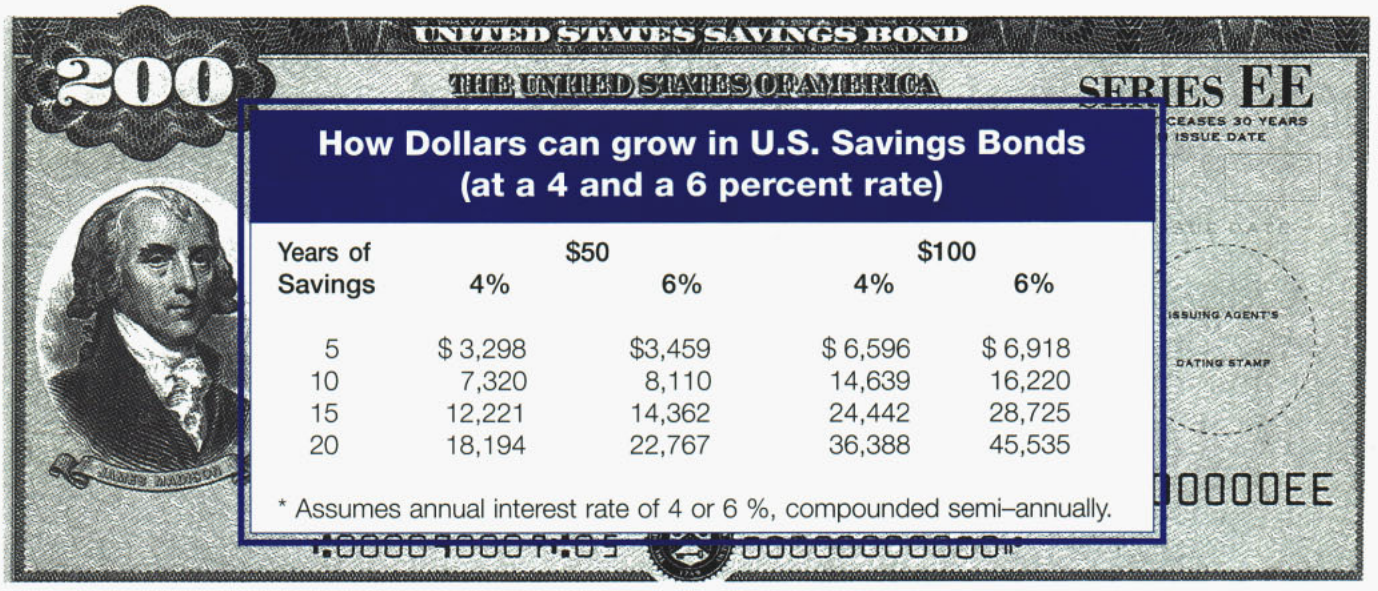
Purchase price: $250
Redemption value: $500

Monthly deduction	Months
$ 25.00	10
$ 31.25	8
$ 50.00	5
$ 62.50	4
$125.00	2
$250.00	1

Purchase price: $500
Redemption value: $1,000

Monthly deduction	Months
$ 50.00	10
$ 62.50	8
$100.00	5
$125.00	4
$250.00	2
$500.00	1

in your future?



How Dollars can grow in U.S. Savings Bonds (at a 4 and a 6 percent rate)

Years of Savings	$50 4%	$50 6%	$100 4%	$100 6%
5	$ 3,298	$3,459	$ 6,596	$ 6,918
10	7,320	8,110	14,639	16,220
15	12,221	14,362	24,442	28,725
20	18,194	22,767	36,388	45,535

* Assumes annual interest rate of 4 or 6 %, compounded semi–annually.

value for up to 30 years. They earn the short-term interest rates for the first five years. When they are between five and 17 years old, they earn the long-term interest rate.

The amount of time bonds are held until they are cashed is called maturity. There are two maturity dates for Series EE bonds. Original maturity is 17 years after the issue date and final maturity is 30 years after the issue date. Bonds stop earning interest at final maturity.

Series HH bonds

Series HH bonds are current income bonds available in denominations of $500, $1,000 and $10,000 and earn interest for up to 20 years. They can be obtained in exchange for E/EE bonds and U.S. Savings Notes that are at least six months old and have not passed maturity by more than one year.

Series HH bonds pay interest semi-annually at a fixed rate which is set for the first 10 years the bond is held. Interest is paid by direct deposit to the bond owner's designated account at their financial institution. When the bond enters the extended maturity period of an additional 10 years, the interest can change. HH bonds are currently paying 4 percent per annum and earn interest for a total of 20 years.

Lost, stolen, mutilated or destroyed bonds can be replaced free of charge as long as you can prove to the Bureau of the Public Debt that the bonds are still outstanding.

To assure that bonds can be identified, owners should keep records of bond serial numbers; issue dates; registration names and addresses; and the Social Security or Taxpayer Identification numbers in a safe place separate from the bonds. To apply for bond replacement contact the **Bureau of the Public Debt, Parkersburg, W.Va., 26106-1328**. Many banks stock the replacement application form, PD-F 1048.

Series E and EE Savings bonds can be cashed at most banks, financial institutions or Federal Reserve Banks.

For more information on how you can sign up for the payroll savings bond program, talk to your command's savings bond campaign coordinator or your disbursing clerk. Legal, technical or detailed questions can be answered at any Federal Reserve Bank Savings Bond Processing Site or by writing to the **Savings Bond Operations Office, Parkersburg, W.Va. 26106-1328**. To receive publications about savings Bonds write to the **Savings Bonds Marketing Office, Washington, D.C. 20226**. For current interest rate information call 1-800-4-US-BOND. ⚓

Information in this article was provided by the U.S. Treasury Bureau of The Public Debt.

Taking care of home:

Keep your SGLI info current

Most Sailors are familiar with preparing for combat readiness — general quarters drills and damage control qualifications are an integral part of shipboard life. However, many of us neglect some important documents that contribute to our personal readiness.

Two of these are the Page 2 and the Servicemen's Group Life Insurance (SGLI) election and certificate.

Part 1 of the Page 2 is an application for dependency allowance, which documents your family member's information. Part 2 lists the people you want notified in case of emergency or death, and who will receive your death gratuity and unpaid allowances.

These forms are filed in your service record and in your permanent personnel record at the Bureau of Naval Personnel (BUPERS). BUPERS recommends reviewing these forms annually to ensure the information is current, readable and accurate.

Update your Page 2 whenever there is a change in your family member status or number of family members, name or address of a family member, next of kin other than an immediate family member, name or address of beneficiaries for unpaid pay and allowances, allottee, or insurer citizenship of spouse, religion, location of wills or other valuable documents.

To change the beneficiary of your life insurance benefits, fill out a new SGLI 8286 and designate your beneficiary by name or relationship. As of Dec. 1, 1992, the maximum amount of coverage for SGLI and VGLI is $200,000.

In addition, personnel who are eligible to retire should carefully consider their options under the survivor benefit plan (SBP). For example, service members who die on active duty and were eligible to retire, or those who are death imminent but retired or retained and have not indicated their SBP coverage, are automatically enrolled for "spouse only" coverage under SBP. This SBP decision is normally irrevocable and could have a significant effect on the lives of your survivors.

Under spouse only, your spouse's SBP payment will be offset dollar for dollar by dependency and indemnity compensation. However, if you designate "child or children only," your children will receive the SBP and your spouse will receive dependency and indemnity compensation.

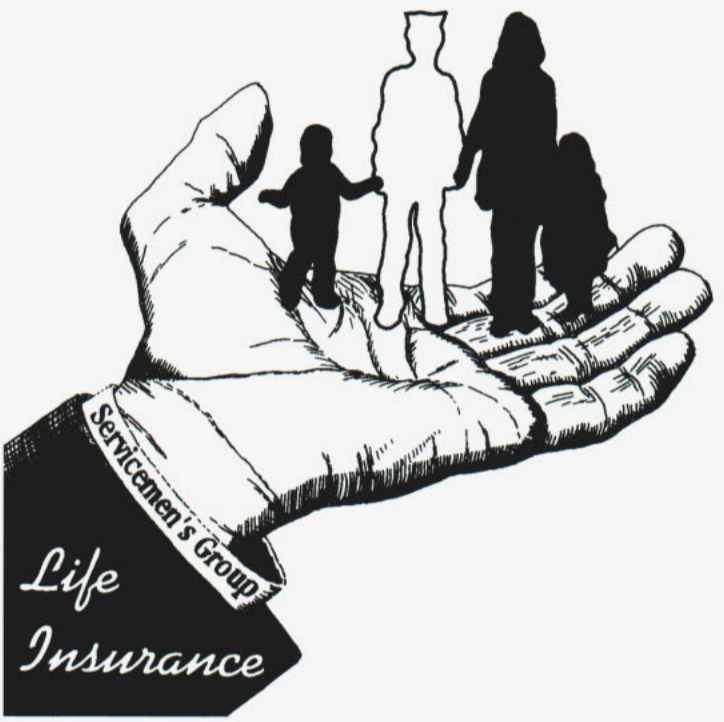
There are benefits and drawbacks to each election. You should get counseling to determine what is best for you. See your career counselor or personnel office for details for your own peace of mind and the protection of your loved ones. Keep your beneficiary information up to date at all times. ⚓

Information provided by the Casualty Assistance Branch (PERS 663), Bureau of Naval Personnel.

Who receives your SGLI death benefits?

If you do not make a specific designation on Form SGLI 8286, benefits are paid according to the following precedence.

- ☞ The surviving spouse of the member, if none,
- ☞ The child or children of the member, in equal shares, with the share of any deceased child to be distributed among the descendants of that child, if none,
- ☞ The parents in equal shares or all to the surviving parents, if none,
- ☞ A duly appointed executor or administrator of the insured's estate, if none,
- ☞ Other next of kin.



'Work smarter, not harder'

Benny Suggs put cash in your pocket

Story by JO1(AW) Michael R. Hart

The Navy has a program that could put you in a financial dilemma, but it's a dilemma we'd all like to have — what to do with a few extra bucks in your pocket.

If you have an idea that could save the Navy time or money, turn it into a Beneficial Suggestion or "Benny Sugg" through the Military Cash Awards program (MILCAP).

If your idea is adopted, you could receive a cash award up to $25,000 (see box).

Aviation Electrician's Mate 2nd Class (AW) Keith A. Hewlett received $200 for his suggestion, which allows two troubleshooters and a pilot to communicate simultaneously.

"Now, everybody is plugged in together," said Hewlett, a Poplar Bluff, Mo., native. "It's also good for training purposes. The new guys can listen in now instead of just watching," he said. Hewlett's suggestion also allows troubleshooters to repair two discrepancies in half the time — a savings of $27 to $76 per fix.

"It's made our lives a lot easier," said Hewlett, whose suggestion will save $12,000 to $35,000 a year in JP-5 fuel costs per F/A-18C squadron.

U.S. Navy photo

▲ ADC(AW) Jeff Brewer's idea of shipping squadron computers in water-tight containers will save each F/A-18C squadron approximately $7,000 to $9,000 a year.

Hewlett sees the big picture in the benefits of the MILCAP program. "Every bit we save could show up anywhere in the Navy," he said. "Who knows, maybe an extra Sailor might make rate."

Chief Aviation Machinist's Mate Jeff Brewer is another VFA 37 Sailor who benefited from a Benny Sugg. In an era of doing more with less, "every cent counts," said Brewer, who earned $200 for his idea. "[The Navy] can use that money [saved] somewhere else," said the Muscatine, Iowa, native.

Photo by AE3 Rodney Reynolds

▲ AE2(AW) Keith A. Hewlett, (left), is hooked up with another VFA 37 troubleshooter. Hewlett devised a method where two troubleshooters can communicate simultaneously with each other and the pilot.

Brewer suggested shipping computer systems in water-tight containers so that fewer would be lost or damaged. His suggestion will save each squadron $7,744 to $9,680 per year.

"If we can all reap the rewards [of Benny Suggs] then everybody will be more efficient and productive," said Monheim. "We all need to work smarter, not harder."

If you've got an idea that can improve the way your command does business, contact your MILCAP coordinator. ⚓

Hart is a staff writer assigned to All Hands.

Award Limits Approval Authority

* Commanding Officers -	up to	$5,000
* Chief of Naval Operations -	up to	$7,500
* Secretary of the Navy -	up to	$10,000
* Secretary of Defense -	up to	$25,000

Going for the gold

Navy pharmacist fills prescription for success

Story by JO1 Ron Schafer

Saturday, Feb. 10, 1996, 9 a.m

It's a clear, sunny day in Columbia, S.C. The temperature is in the mid 60s, and the streets are lined with curious spectators.

At the starting line on Main Street, more than 170 women are waiting for a shot from the starter's pistol at the 1996 U.S. Women's Olympic Marathon trials. Twenty-six miles and about 2 1/2 hours later, three women will earn the right to run in Atlanta for the U.S. Olympic Track Team. LT Barbara S. Kannewurf, a pharmacist at Naval Hospital, Portsmouth, Va., hopes to be one of them.

10:10 a.m., 10.5 miles

It's a good run to this point. Kannewurf looks strong, running about halfway through the pack. As she passes Brennen Elementary School, a group of third-grade students shout words of encouragement to their adopted runner.

Photo by JO1 Ron Schafer

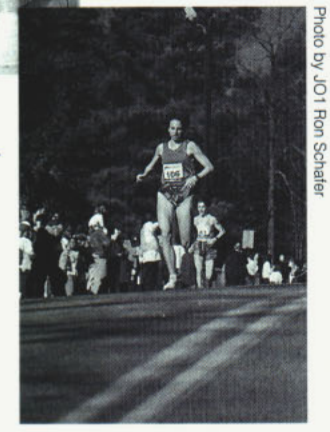


Photo by JO1 Ron Schafer

➤ LT Barbara Kannewurf fills prescriptions at Portsmouth Naval Hospital's Scott Center Annex.

➤ Kannewurf at the 10.5 mile mark of the 1996 U.S. Women's Olympic Marathon Trials.

Part of a program sponsored by a local newspaper, runners were "adopted" by classes from Columbia schools. Kannewurf met the students who adopted her during a visit to Brennen .

"She's really fascinating," said Susie Hines, a teacher at Brennen. "The kids asked her probably 300 questions before we finally had to stop. They just loved it. They were very excited about actually knowing somebody who is running in the Olympic trials. We also talked about her being a woman serving in the armed forces. I think some lessons were learned out of that."

It wasn't so long ago that Kannewurf, now the division officer at Portsmouth's Scott Center Annex, was a high school runner. She stopped running competitively after high school while completing her pharmacy degree at St. Louis College of Pharmacy. In 1991, she began working out again.

Arriving in Virginia, she and her husband, Dave, also a competitive runner, began searching for a coach who could train both of them. They found one in Matt Centrowitz, a two-time Olympian and former American record holder in the 5,000 meter race. For the past two years, the Kannewurfs have been driving to Washington, D.C., each weekend to work with Centrowitz.

After a four-year layoff, regaining that competitive edge wasn't easy, Kannewurf said.

"In the beginning, it was very frustrating," she said. "I felt like I was in much better shape than I was. As it turned out, I think I was doing too much. I almost quit. That's why I sought out a coach."

It worked. Kannewurf began running better and was having fun again. So much fun, that she decided to set her aspirations a bit higher. She started training to qualify for the Olympic trials. The target race was the Chicago Marathon, held in October 1995.

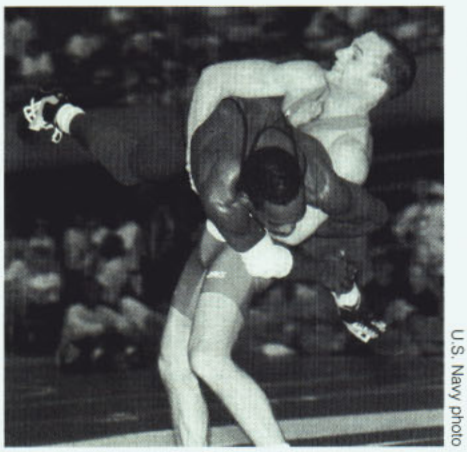
"This was the first marathon I ever actually trained for," she explained. "My goal was to break two hours, 50 minutes, which is the qualifying standard for the Olympic trials. I wasn't too concerned about running my absolute best time ever. I was just concerned about getting under the qualifying time."

Her time was two hours, 47 minutes, two seconds, and it was off to South Carolina. ⚓

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

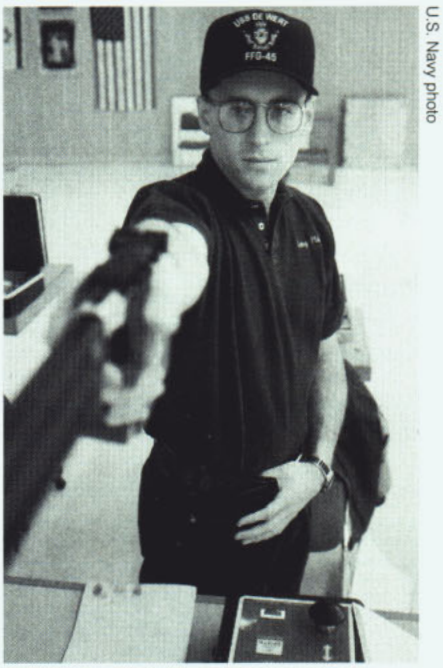
The golden road to Atlanta

Sailors and officers of the U.S. Navy are acknowledged the world over as the best at what they do, but many men and women who wear the uniform also strive to be the best in another field of endeavor — athletics. Navy athletes training to compete in the Olympics are at the top of their chosen sport, and represent our service as well as our nation. They go the extra mile for a very special reason — to be Olympic Gold Medalists. We at *All Hands* wish the best for the Sailors vying for a spot on the 1996 Olympic team:



U.S. Navy photo

Name: ENS Christopher C. Alvarez
Hometown: Woodinville, Wash.
Sport: Pistol Shooting
Command: USS *De Wert* (FFG 45)



U.S. Navy photo

Name: YN3 Robert L. Demeritt
Hometown: Atlanta
Sport: Greco-Roman Wrestling
Command: USS *Kitty Hawk* (CV 63)

Name: FA Steven L. Carter
Hometown: Harrisburg, Pa.
Sport: Boxing
Command: USS *Detroit* (AOE 4)

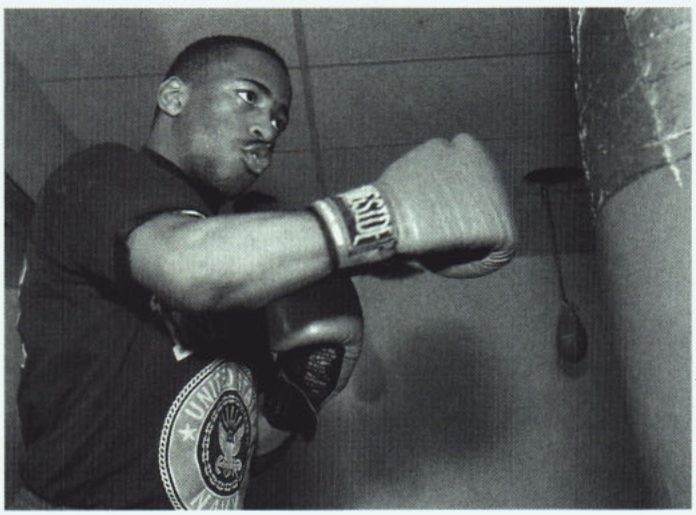


Photo by JO1 Ron Schafer

Name: ENS Ryan M. Cox
Hometown: Thousand Oaks, Calif.
Sport: Sailing
Command: U.S. Naval Academy, Annapolis, Md.

U.S. Navy photo

U.S. Navy photo

Name: LTJG William B. Graves
Hometown: Point Loma, Calif.
Sport: Sailing
Command: USS *Fort McHenry* (LSD 43)

Name: LT Ron Harris
Hometown: San Antonio
Sport: Track and Field
Command: Bureau of Naval Personnel, Washington, D.C.

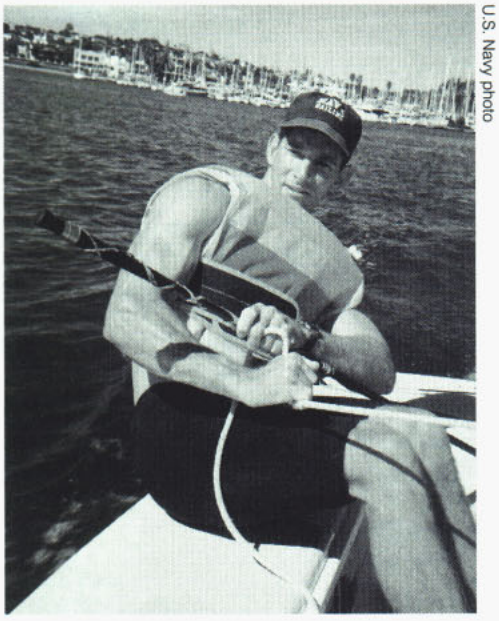
Photo by JO1(AW) Michael R. Hart

The golden road to Atlanta

U.S. Navy photo

➤ **Name:** LT Barbara S. Kannewurf
Hometown: St. Louis
Sport: Track and Field
Command: Naval Medical Center, Portsmouth, Va.

➤ **Name:** LT Susan Minton (left)
Hometown: Newport Beach, Calif.
Sport: Sailing
Command: Naval Atlantic Meteorology Center, Norfolk

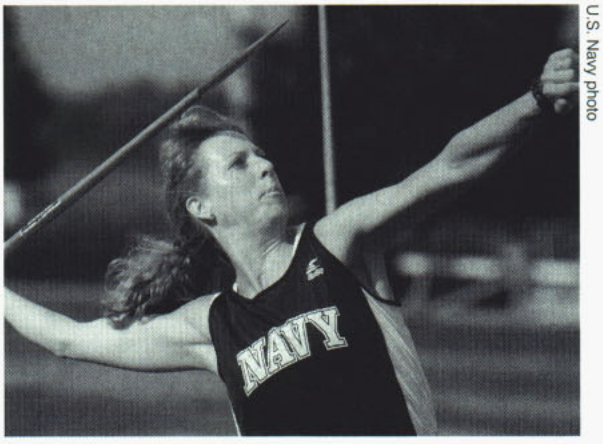


U.S. Navy photo

➤ **Name:** LTJG Brad Rodi
Hometown: San Diego
Sport: Sailing
Command: Naval Station, San Diego

➤ **Name:** HT3 Devlin Murphy
Hometown: Deerfield Beach, Fla.
Sport: Canoeing
Command: Submarine Base, Pearl Harbor

Photo by Phil Hoffman©U.S. Navy photo



U.S. Navy photo

➤ **Name:** ENS Christine R. Stancliff
Hometown: Bakersfield, Calif.
Sport: Track and Field
Command: U.S. Naval Academy, Annapolis, Md

Photo by JO1(AW) Michael R. Hart

➤ **Name:** LT Martha L. Shue
Hometown: Annapolis, Md.
Sport: Track and Field
Command: Bureau of Naval Personnel, Washington, D.C.

Navy Athletes of the Year shoot for Olympics

Story by JO1(AW) Michael R. Hart, photo by PH3 Sam Dallal

Many years of hard work and training has paid off for two Navy athletes who were recognized recently as the Navy top male and female athletes of the year. They received their awards — and medals — along with athletes of the year from the Coast Guard, Army, Marine Corps and Air Force, at a ceremony in Washington, D.C.

Yeoman 3rd Class Robert L. Demeritt, a Greco-Roman wrestler, and ENS Christine R. Stancliff, a javelin thrower, now eagerly look forward to competing in the summer Olympics.

> ***"The opportunity to represent the Navy and the United States in the Olympic Games is oustanding."***
> ***– Christine Stancliff***

Both were excited about their selection as the Navy's top athletes.

"It feels good," said Demeritt, a native of Atlanta, assigned to USS *Kitty Hawk* (CV 63). "Navy sports have really done a lot for me."

Demeritt, who wrestles in the 105-pound weight class, has been wrestling for 15 years. He was an All-American at the University of Minnesota, won a Silver Medal in the Pan Am Games, captured five Armed Forces Championships and has been ranked No. 1 in the country.

"I'm blessed. I was born with a talent to do this obscure thing — wrestle," he said. "It feels good to know that for 1995, I was recognized as the Navy's top athlete. It's an honor."

Stancliff, an assistant women's track and field coach at the U.S. Naval Academy, Annapolis, Md., had a somewhat less conservative reaction to her good fortune.

"I jumped up and down when I found out I had won," she said. "It's exciting," said the Bakersfield, Calif., native. "But it hasn't hit me all the way yet."

Mental visualization, along with physical workouts, have been the key to Stancliff's success. She's been competing for 13 years, the first six or seven years of which were committed to strenuous workouts — five hours a day, four days a week.

Representing the Navy as its top athlete is rewarding, but the dream of representing the United States in the Olympics has pushed Stancliff for 20 years. "When I saw Bruce Jenner [1976 U.S. decathlon gold medalist] run around that track waving the American flag, I told myself I was going to the Olympics. I just didn't know how," she said.

"The opportunity to represent the Navy and the United States in the Olympic Games is outstanding," said Stancliff. "That would be the ultimate achievement." ⚓

Hart is a staff writer and Dallal is a photographer assigned to All Hands.

Bearings

Children's home receives help from Sailors

Sailors of Antarctic Development Squadron (VXE) 6 delivered materials to the Cholmondeley Children's Home in Christchurch, New Zealand, recently as part of *Project Handclasp*.

The squadron delivered 30 skateboards, 15 pairs of rollerblades, 15 cases of juice, 25 cases of jelly and 75 cases of various hygiene items including bandages, mouthwash, toothpaste and baby wipes.

The home was founded in 1920 by Sir Cholmondeley, after his wife and newborn child died during childbirth. Today the home is used as a temporary residence for children ranging from two to 13 years old.

The relationship between VXE 6 and the Cholmondeley Children's Home has been getting stronger during the last five years.

"The great thing about the U.S. Navy giving us a helping hand isn't the fact that it saves the home money, but that the kids see someone who really cares about them," said Pat Barrot, the resident chef for the past five years. ⚓

Story and photo by PH2(NAC) Edward G. Bushey.

YNCM(SW) Ronald Ford and AK1 Tammy Speaker unload *Project Handclasp* materials.

Sailors help convent in Sicily

In the spirit of volunteering, Sailors from USS *Boone* (FFG 28), USS *Butte* (AE 27) and USS *Simon Lake* (AS 33) gathered in the Mediterranean to lend a helping hand to the Little Sisters of the Poor convent in Catania, Sicily.

According to Sister Maria Theresa, a member of the convent, Sailors from the ships moored at Augusta Bay, Sicily, have donated their time and energy to support the convent by working in the gardens, repairing the roof, cleaning windows and polishing brass and silver in the chapel.

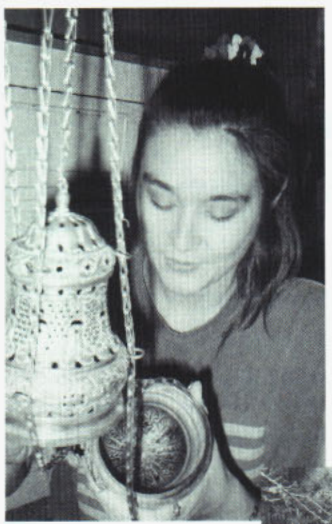
"Having an opportunity to help out where I can [while] seeing the foundations of my faith first-hand has been a great experience," said Machinist's Mate 1st Class Michael Wilson, a USS *Simon Lake* command career counselor. "I also enjoyed meeting and working with Sailors from the other ships."

LT Alex Hoover, 1st Division Officer from USS *Butte*, said he loves interacting with different cultures and enjoys performing community services. "This is really a nice change of pace for me," he said. "It's the only assignment that I've had involving gardening."

A traditional Italian luncheon of fresh pasta, cheese and soft drinks was served to the cleanup crew.

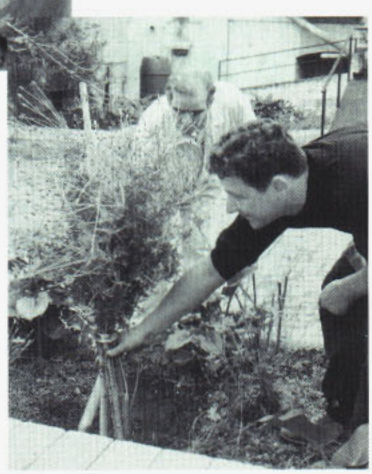
USS *Butte*'s Chaplain (LT) Leila Havadtoy, said the outing was a wonderful experience. "It was quite a pleasure to have people from three ships working together harmoniously during their time off," she said. ⚓

Story and photos by JO3 Jeff Thorson, assigned to USS Simon Lake *(AS 33) public affairs office.*



◀ ET3 Carian Pender from USS *Simon Lake* polishes silver for the Little Sisters.

▼ STG1(SW) Jeffrey Ennenga from USS *Boone* helps the convent's gardener Giovanni Saraniti replant flowers in the courtyard.



Divers push school children's physical fitness program

They are outnumbered, but undaunted. While staying in shape is part of their jobs as Sailors — getting hundreds of local school children into shape is what makes their job interesting.

Master Chief Electrician's Mate (SS/DV) Rick Donlon and Paula Bousquet, the Juliet Long School's fitness coordinator, were so pleased with the results of their joint efforts last year they decided to continue their "PT Partnership" this school year.

A recent survey of 4th graders revealed that 66 percent of boys and 75 percent of girls failed to pass a standardized physical fitness test.

Now, nine submarine school divers, from Naval Submarine School, Groton, Conn., and nearly 250 3rd graders from the Juliet Long School, Ledyard, Conn., are having the time of their lives.

"Their driving force remains the Presidential Fitness Challenge," said Donlon. "For Sailors, excellent physical condition is a way of life, but in recent years, the amount of the school day spent developing physical fitness has continued to shrink for Connecticut's school children.

"Today's school children have too much they have to learn every day to permit what used to be gym class back when I was in school," Donlon said.

A recent survey of 4th graders revealed that 66 percent of boys and 75 percent of girls failed to pass a standardized physical fitness test.

In contrast, the Juliet Long School children did far better than their contemporaries during last year's testing. Donlon and the divers are optimistic about this year's results.

"I figured it was a good sign when the kids insisted the program be expanded from last year," said Donlon. "This year we talked about working with just the 3rd and 4th graders — but last year's 4th graders, who were involved in the program last year, wouldn't hear of it!"

Some mornings it gets a little crowded on the confidence course or the kick ball fields.

Lauren Breor, a slightly out-of-breath 4th grader, paused after scaling a wall as part of the confidence course to confirm that she's "having fun."

"Your heart gets beating very, very fast when you're running around out here," confided Jaclyn Berry, a 3rd grader who successfully navigated the hand-over-hand horizontal ladder.

Krista Zink maxes out on her chin-ups as EM3 Chris Tolmie monitors her progress.

Linsey Reed, still huffing and puffing from 'diver push-ups', admitted the really fun part is doing the "secret diver's yell."

Donlon and the divers know that fun is an important component of the children's fitness program. However, Donlon points out that benefits such as increased self-esteem are the most important results. ⚓

Story and photo by William Kenny, Naval Submarine School public affairs officer.

Around The Fleet...

Cash award ...

Chief Electronics Technician (SS) Kevin Ramer, an instructor at Naval Submarine School Groton, Conn., will have a bit more income this year, thanks to a beneficial suggestion he submitted. His idea will save the Navy more than $120,000 a year.

Ramer revised the training curriculum so that students would use an emergency air breathing (EAB) apparatus instead of the oxygen breathing apparatus (OBA) for advanced training courses.

The cost of the individual OBA canister and its disposal totals almost $66 per canister because an OBA canister is considered to be hazardous waste after use.

Ramer forwarded his suggestion to Chief, Naval Education and Training (CNET) to be evaluated and implemented. There may be significant additional savings for the Navy and further cash awards for Ramer if his suggestion is implemented Navywide.

"I'd been told all kinds of myths about how long the "Bennie Sugg" pipeline was and all the paperwork you needed to file and how much hassle there was," said Ramer. "Let me tell you, in this case none of the stories were true. The Beneficial Suggestion Program works for the Navy, for the Sailor and for every taxpayer." ⚓

Photo by William Kenny

Home loans ...

Thinking of refinancing your home loan? If so, there's some good news because under a new Department of Veterans Affairs (VA) regulation, veterans may only be charged a maximum of two discount points when refinancing VA-guaranteed home loans. According to R.J. Vogel, VA Undersecretary for Benefits, the VA is protecting veterans from being overcharged.

"In many of the cases detected by our loan guaranty officers, the high number of points added to the loan may have resulted in a new loan amount substantially [above] the value of the property.

"As a result, those veterans could find they may not be able to get a high enough sales price to pay off the loan balance when they try to sell their property."

The VA has asked lenders to comply, voluntarily, with the two-point limitation and it also ordered special loan reviews and disclosure procedures. ⚓

Photo by JO1(SW) Jim Conner

Recommissioning ...

Sailors onboard USS *Blue Ridge* (LCC 19), the 7th Fleet flagship forward deployed to Yokosuka, Japan, re-created the ship's first commissioning ceremony to celebrate its 25th anniversary.

"It is not a recommissioning ceremony because she has not been decommissioned," said CAPT Terry Labrecque, the ship's 15th commanding officer. "It's an anniversary ... a birthday and far more than that. It's a re-affirmation of purpose and commitment, as in any sustaining relationship."

In the epilogue of the ceremony, VADM Archie Clemins, Commander, 7th Fleet, said that for many of the people in this part of the world, *Blue Ridge* is the United States.

"The men and women here are the best our country has produced. Any success we enjoy is a result of your hard labor, dedication, professionalism and the support of the spouses and families who make *Blue Ridge* the Navy's and the world's most capable flagship." ⚓

Vietnam vets ...

During an unseasonably cold and blustery weekend at Naval Station Mayport, Fla., veterans of one of the hardest-fought battles of the Vietnam War gathered, as they do every year, aboard the cruiser USS *Hue City* (CG 66). The only ship in the Navy's inventory named for a Vietnam-era battle, the ship and crew proudly carry the name and the legacy of the Battle of Hue City and of the brave men who fought and died there.

Though the battle has slipped nearly three decades into the annals of history, the memories of the more than 30 days of fighting are as vivid as if they took place only yesterday to the men who persevered through the horror of war and fought on to victory.

"It was a brutal battle," recalled Mike Lambert who fought with the Marines "H" Company. At Hue, three Marine battalions consisting of more than 2,000 men, attacked and defeated more than 10,000 entrenched North Vietnamese troops during a battle that began Jan. 31, 1968. When the Battle of Hue City finally ended March 2, 1968, 147 Marines were dead and 857 were wounded.

Photo by JO3 Beth Tessler

Photo by JO3 Beth Tessler

Aboard *Hue City*, a Sunday morning memorial service provided an emotional and fitting end to the reunion weekend. For the Sailors who serve aboard *Hue City*, the annual reunion weekend carries special significance and an unspoken obligation to carry forth the reputation of the brave veterans who fought at Hue. ⚓

Sports ...

From the first tip-off to the last buzzer, Marine Corps Air Station (MCAS) Iwakuni, Japan, Perry High School's Samurai ruled the Far East Basketball tournament. The tournament brings teams from Japan, Korea and Guam together in competition for top billing in boy's basketball. It carries with it as much pride and glory as any stateside championship.

Game after game the Samurai used a full-court press to force numerous turnovers. Jerry Bringley, a senior from Jacksonville, N.C., took three of his steals to the hoop in one period. Matt Gallinetti, a 6-foot-3-inch sophomore from El Toro, Calif., scored 14 points for the Samurai in one game.

Losing to the Taegu Warriers seemed to infuriate the Samurai as they beat Osan, South Korea, 60-32. The final game brought the Warriers and the Samurai back onto the court. "We have a good team and I think we are playing good team basketball," said Gallinetti.

Sam Baker, a 6-foot senior from Woodbridge, Va., added 11 points and five rebounds as the Samurai held Taegu to minimal scoring in the final period.

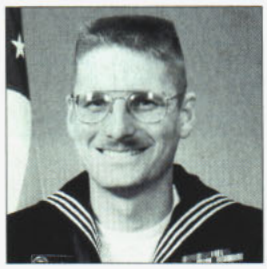
After the crowd calmed and the smoke cleared, Col. Robert S. Melton, commanding officer of MCAS Iwakuni, Japan, gave first place to the Samurai, with Taegu taking second. ⚓

U.S. Marine Corps photo

Shipmates

Aviation Electrician's Mate 2nd Class Gregory A. Smith recently earned his Enlisted Aviation Warfare Specialist pin and his Enlisted Surface Warfare Specialist pin while deployed on USS *Vella Gulf* (CG 72). Smith, a Monroe, La., native is stationed at Helicopter Anti-submarine Squadron (Light) 44, Mayport, Fla.

Electronics Technician 2nd Class (AW) Brooke Smith was chosen recently to participate in the Navy's Enlisted Commissioning Program. Smith, a native of Rochester, N.Y., will attend Old Dominion University in Norfolk, to earn a bachelor's degree in computer information systems. Smith is assigned to Fleet Area Control and Surveillance Facility, NAS North Island, San Diego.



Hospital Corpsman 2nd Class Geoffrey W. Young was named 1995 Junior Sailor of the Year at Hospital Corpsman "A" School, Great Lakes, Ill. Young, a Lyons, Kan., native, is a teacher at the school. He was cited for graduating three HM "A" School classes (210 students) in 1995 and for his many volunteer community services in North Chicago, Ill., while earning his bachelor's degree.

Legalman 1st Class (SW) Charles D. O'Brien received a Navy and Marine Corps Commendation Medal for his outstanding performance as Cruiser-Destroyer Group (COMCRUDESGRU) 8's staff leading petty officer. O'Brien, from Garden Grove, Calif., also earned his Enlisted Surface Warfare Specialist pin.

Boiler Technician 1st Class (SW) Earl F. McNeil Jr. will take the oath of office as an ensign next month. The Philadelphia native will report to Gas Turbine Engineering School in Newport, R.I., and then report aboard USS *Yorktown* (CG 48).

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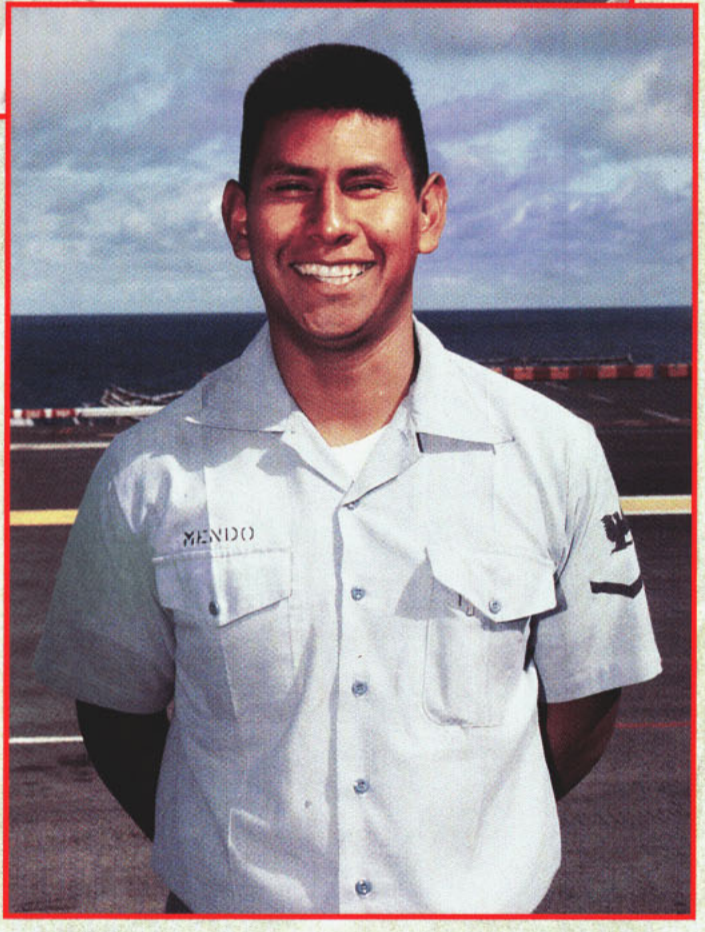
HM1 Yuri L. Robinson, a St. Louis native, demonstrates the SYVA Serum and Urine analyzer at Naval Hospital Rota, Spain. (Photo by PH2 Carl J. Smith)



NAME: ABH3 Saul Mendo

ASSIGNED TO: USS *Tarawa* (LHA 1), Air Department, V-1 division crash and salvage.

HOMETOWN: Huntington Park, Calif.

JOB DESCRIPTION: "As a member of the crash and salvage team I serve as a firefighter during flight operations."

ACHIEVEMENTS: Made petty officer 3rd class within a year and three months, and made Crash and Salvage Crew right out of "A" school.

HOBBIES: Rock climbing, running and swimming.

BEST PART OF THE JOB: "The thought that someday I may save someone's life."

KEY TO SUCCESS: "Stay motivated. Never give up!"