

ALL HANDS

MAGAZINE OF THE U.S. NAVY DECEMBER 1998



COOL JOBS

*Navy Sailors are living lives
most people only read about*

December

Features

12 My Mommy's a Mermaid

CM2(DV) Lisa Correa gets called all kinds of names – “Mud Puppy,” “Mermaid” and “Seabee Jane,” to name only a few. But for this Sailor, wife and mother, the only name that matters is her new title of “Seabee Diver.”

14 Sculpting Sailors

BMC(SW) Jeffery Dickinson is currently pushing his 11th division at Recruit Training Command Great Lakes, Ill., having instilled in more than 900 young men and women the Navy's Core Values of Honor, Courage and Commitment.

16 And the Band Played On

MU1 Connie Frigo is a 26-year-old saxophonist, a lover of music and a proud member of the U.S. Navy Band.

20 True Blue

AS2 LeJuan Clay and AE1 Karen Marini keep the Blue Angels looking great and flying high.



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Photo by JO1 Rodney Furry

Secretary of the Navy
The Honorable Richard Danzig

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Naval Media Center
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Print Media Coordinator
LT Tyrus Lemerande

EDITORIAL

Editor
Marie G. Johnston

Managing Editor
JOCS Steve Burghardt

Assistant Editor
JO1 Robert Benson

Editorial Staff
JO1 Ron Schafer
JO1 Rodney Furry
JO1 Jason Thompson
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DM1 Rhea Mackenzie

ART AND DESIGN

Rabil & Bates Communication Design

Creative Director
Debra Bates

Graphic Designers
David Chapman
Aimee Schuppert
Gene Thorp

PHOTOGRAPHY

Photo Editor
PH1 Jim Hampshire

Photographers
PH2 Joseph Gunder III
PH3 Lena Gonzalez

DISTRIBUTION

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All Hands (USPS 372-970; ISSN 0002-5577) (Number 980) is published by the Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20373-5819 and additional mailing offices.

Subscriptions: For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402; (202) 512-1800.

Postmaster: Send address changes to *All Hands*, Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20373-5819

Editorial Offices: Send submissions and correspondence to Naval Media Center, Publishing Division, ATTN: Editor, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20373-5819
Tel: (202) 433-4171 or DSN 288-4171
Fax: (202) 433-4747 or DSN 288-4747
E-mail: allhands@mediacen.navy.mil
Message: NAVMEDIACEN WASHINGTON DC //32//

Authorization: The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee.



Photo by JO1 Robert Benson

24 High Plains Drifter

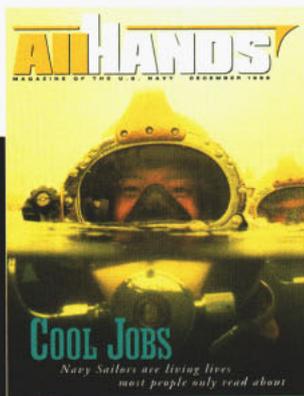
RM2 Kurt Essebagert, a Navy recruiter in the tiny Nebraska town of Scottsbluff (pop. 13,566) drives thousands of miles each month inviting young people to “Join the Adventure.”

28 Austauschsoldat [Exchange Soldier/Sailor]

STGCM(SW) James Stone and ETCS(SW) Rick Breininger are more than just Sailors – they are U.S. Navy Ambassadors, serving in the German navy as part of the Personnel Exchange Program.

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QM1(SW) Jon Thurston is “the man.” He commands an 85-foot torpedo retrieval boat based out of Pearl Harbor.



On the Cover

CM2(DV) Lisa Correa recently received her certificate from the Naval Construction Training Center's Underwater Construction School, becoming the first African-American woman to qualify as a “Seabee Diver.”

Photo by JO1 Rodney Furry



On the Back Cover

Newly-appointed Secretary of the Navy Richard Danzig hits the deckplates running by talking with – and listening to – Sailors.

Photo by PHCS Terry Cosgrove

36 Quantum Leap

OS2(SEAL) Michael Ford and his Leap Frog teammates perform all across the country in more than 50 precision, free-fall demonstrations a year.

40 Aquaman

PRAN Randy Hooks has a special friend named Dinky. Dinky is a 24-year-old Atlantic bottle-nosed dolphin and a member of the Navy's Marine Mammal Program.

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OCTOBER CORRECTIONS:

The Sailor featured on the cover is a radioman not an electronics technician as was indicated in the caption.

The ship featured on pgs. 9 and 44 was wrongly identified as USS *Fitzgerald* (DDG 62). In both cases, the ship pictured is actually USS *Chancellorsville* (CG 62).

Check us out Online at:



www.chinfo.navy.mil/navpalib/allhands/ah-top.html

CAT | **FLIGHT**





An F-14 *Tomcat* assigned to Fighter Squadron 102 (VF-102) flies over the coral reefs of Puerto Rico during a recent deployment.
U.S. Navy photo

CLASH OF THE

TITANS





The Midshipmen of Navy will meet the Cadets of Army for the 99th time Dec. 5 at Veterans Stadium in Philadelphia (CBS-TV, 12 p.m.). Navy is trying to make it two in a row, having defeated the Black Knights in last year's annual classic 39-7. West Point maintains a slight edge in the series 47-44 (7 ties).
Go Navy! Beat Army!
Photo by PH2 Damon Moritz

Around the Fleet



Navy Divers Search for Answers

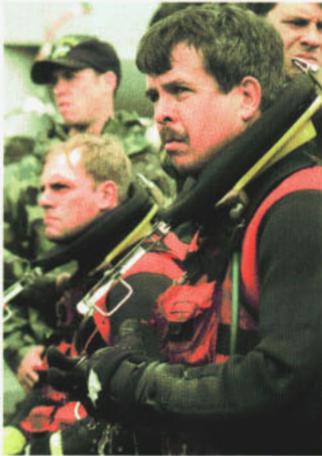


Photo by PH1 Todd P. Cichonowicz

HTC(DV) Charles Catoe and GM2(DV) Jim Urban of MDSU-2 prepare for a dive on board USS Grapple (ARS 53).

Thirty-two Sailors from Mobile Diving and Salvage Unit 2 (MDSU-2) recently accompanied the rescue and salvage ship USS Grapple (ARS 53) to Nova Scotia, Canada, where they assisted Canadian authorities in the

recovery of victims and wreckage from the crash of SwissAir Flight 111.

Because of the extremely low visibility in the area of Peggy's Cove where the MD-11 went down, the Navy brought with it a newly-developed piece of hardware to assist in the underwater search. The equipment is part of a larger suite of underwater sensors developed to hunt mines and includes a Synthetic Aperture Sonar and a Laser Electro-Optics Identification System – both of which are used to provide detailed images of the ocean floor. The complete suite is called the Mobile Underwater Debris Survey System and was operated from the Canadian Coast Guard vessel CCGV Hudson.

Story courtesy of Navy Office of Information East, New York.

Navy Assessment Center to the Rescue

There are some new sheriffs in town and they are working to drive the Y2K Bug from Navy facilities and bases worldwide. The Navy Assessment Center in Port Hueneme, Calif., has been established by Naval Facilities Engineering Command (NAVFAC) to help ashore commands locate their Y2K weaknesses. Some of the services provided by the Center include:

- Inventory assessment using the Navy Compliance Data Base.

- Research of Y2K impact on those items that are not in the data base.
- Risk Assessment of non-compliant Y2K items.
- Guidance on repairs, cost, timeline and contingency planning.

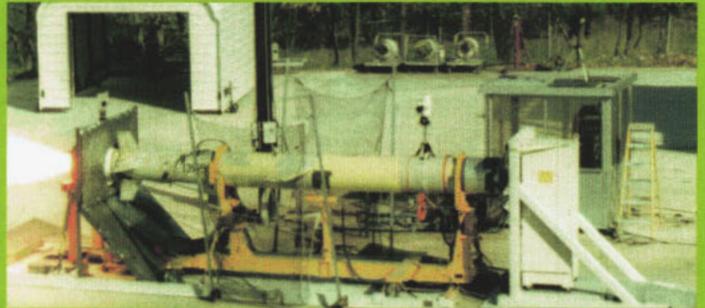
Your command should contact them today and provide electronic or hard copy inventory data via the specially-designed Y2K inventory data collection forms, which can be downloaded at the NAVFAC Y2K website

Block II Tomahawk Ready For Y2K

A Block II Tomahawk missile recently passed a Year 2000 Functional Ground Test at Naval Surface Warfare Center, Indian Head, Md. The test proved the missile's readiness to operate past Jan. 1, 2000,

the possible failure and/or degradation of related systems.

Prior to the live firing, several simulated Y2K test runs were conducted. These included a simulated launch made in 1999 with a landing in 2000,



and was part of the routine reliability assessment program run by Program Executive Officer for Cruise Missiles and Joint Unmanned Aerial Vehicles.

The Year 2000 (Y2K) problem is rooted in the potential inability of certain time/date dependent microprocessors and software programs to recognize the year 2000, thereby causing

another simulated launch made in 2000 and a third simulated launch made Feb. 29, 2000, to ensure the program recognizes a leap year. The actual firing run consisted of a launch in 1999 with the rollover to 2000 occurring approximately 60 minutes into a 191-minute flight. All tests, including the live firing, were successful.

The missile was strapped into the test stand for the duration of the "flight," which included rocket motor firing and separation; separation of all jettisoned items; deployment of fins, inlet ducts and wings; and operation of the cruise engine, fins and guidance systems. Launch commands and navigation inputs were provided by simulators to the missile so that its guidance and control system received the same signals as it would in actual flight.

A Functional Ground Test with additional Y2K objectives will be conducted on a Block III Tomahawk this November.

Story provided by PEO(CU) Public Affairs.

(www.nfesc.navy.mil/y2k).

Completed forms should be forwarded either by e-mail to nfescy2k@nfesc.navy.mil or via conventional mail to:

**Y2K Help Desk
Naval Facilities ESC
Code 21
1100 23rd Avenue
Port Hueneme, CA 93043**

For further information, call 805-982-1368, DSN 551-1368, or e-mail nfescy2k@nfesc.navy.mil.

Countdown to the Millennium

DAYS

396

HOURS

16

MINUTES

29

SECONDS

59

Embedded Chips - Dispelling Some Myths

The very essence of the Year 2000 (Y2K) problem is the potential failure of devices that rely on embedded chips for date/time information. Non-Y2K compliant chips will not comprehend the calendar rollover from 1999 to 2000, and, as a result, machines that rely on them may fail. If this problem gives you a cold sweat, you're not alone. All over the world, organizations are assessing their vulnerability to embedded chip failure.

Unfortunately, there's no quick fix for the problem, but you can minimize its impact by applying some good, old fashioned horse sense.

Essentially, the embedded chip problem boils down to one question: Does the device use a calendar to schedule events? The person with the most technical knowledge of the machine can best answer this question. If

no one knows, someone should contact the manufacturer, distributor or service facility to find out.

The next obvious question is, "Is it capable of displaying the date?" While not sufficient for a conclusion, this is a helpful question to explore. If the date can't be displayed, it can't be changed. If it can't be changed, it can't be set. If it can't be set, it can't hamper the operation of the equipment.

Consider a video cassette recorder (VCR) with its perpetually blinking clock. You can set the clock and calendar as soon as you power up the machine. Unplugging it causes the clock to "forget" everything. When you plug it back in again, the clock reverts to blinking, but the machine is still functional. It simply means you don't know what time or day it is until you reset the clock and calendar.

The bottom line is that everything with a power cord or a battery is not necessarily a failure waiting to happen. Take a good look around your work-center and evaluate each piece of gear or system in it using the handy checklist below. If you're not sure about a device, ask your LPO or Division Officer for guidance.

Remember: if there's no way to display the date, even on a device with a microprocessor installed, the device is not likely to fail. (Sometimes a date may only be displayable when the device is connected to a piece of diagnostic equipment.) If there is a displayable date function, but no on-board power supply providing continuous power when the device is unplugged, Y2K is also not likely to kill it.

Lastly, if a device in question has any impact on crew health or safety and you are uncertain

whether a date problem would cause that device to fail, keep it on your inventory of items requiring a complete Year 2000 check. Never compromise safety, even if you are 99% certain the item poses no Year 2000 risk. That last 1% uncertainty could kill or injure a shipmate.

Story by Dave Bettinger, Director for Business Solutions for CST2000, LLC, Portland, Maine, and Co-leader for the Society for Information Management's (SIM) International Year 2000 Working Group. He is also a former YN1 who served tours at Naval Station Roosevelt Roads and with Patrol Squadron 10 (VP-10). He has written numerous articles and spoken throughout the United States on Year 2000 issues.

EMBEDDED CHIP CHECKLIST

1. Does the device operate with electricity? If no, it's low risk. If yes, keep reading.
2. Does it have a battery or power supply? If no, it's still low risk. If yes, look further. Low risk items include hair dryers, analog clocks, electric pencil sharpeners.
3. Does it have a display? If no, it's low risk. If yes, keep going. Low risk examples include refrigerators, paper shredders, older microwaves.
4. Does it have a microprocessor? If no, it's low risk. If yes, keep looking. Low risk items in this category include television sets, stereo equipment, computer monitors.
5. Does it have a calendar? If no, low risk again. If yes, look further. Low risk items include microwave ovens, coffee makers, printers and most copiers.
6. Does the device use a calendar to schedule events? If no, it's low risk. Examples: digital clocks or calendars that don't schedule anything, cameras, watches, etc. Examples of high risk items include: phone systems, fax machines, irrigation systems, energy management systems that control lights, heat, etc., based on time and date.

Buying and Selling the U.S. Navy



TITLE DEED USS OHIO	
RENT \$22.	\$110.
With 1 BEQ	330.
With 2 BEQs	800.
With 3 BEQs	975.
With 4 BEQs	1150.

TITLE DEED F/A-18 SUPER HORNET	
RENT \$20.	\$100.
With 1 BEQ	300.
With 2 BEQs	750.
With 3 BEQs	
With 4 BEQs	
With FLAG QUARTERS	

TITLE DEED AMPHIBIOUS	
RENT \$26.	\$130.
With 1 BEQ	390.
With 2 BEQs	900.
With 3 BEQs	1100.
With 4 BEQs	\$1275.
Mortgage Value \$150.	
BEQs cost \$200. each	
Flag Quarters, \$200. plus 4 BEQs	
<small>If a player owns All the Lots of any Color-Group, the rent is Doubled on Unimproved Lots in that group.</small>	

TITLE DEED SEALS	
RENT \$16.	\$80.
With 1 BEQ	220.
With 2 BEQs	600.
With 3 BEQs	800.
With 4 BEQs	\$1000.
Mortgage Value \$100.	
BEQs cost \$100. each	
Flag Quarters, \$100. plus 4 BEQs	
<small>If a player owns All the Lots of any Color-Group, the rent is Doubled on Unimproved Lots in that group.</small>	

Photo courtesy of USAOPOLY

Wouldn't it be nice to own your own F/A-18E *Super Hornet*? How about a nuclear submarine or an aircraft carrier? Heck, how'd you like to buy an entire Navy base? Pick up the newest edition of Monopoly and you can – the "U.S. Navy" edition, that is. USAOPOLY, a California-based company, is paying tribute to Navy Sailors – past and present – with a somewhat salty version of the classic board game.

Monopoly has been a part of American culture since 1934, when it was introduced by

inventor Charles Darrow from Germantown, Pa.

The Navy version mirrors the original's design, but now instead of buying "Boardwalk" and "Park Place," you can get the deeds to a P-3 *Orion*, an F-14 *Tomcat*, the Blue Angels or USS *Arizona*.

As players move their specially-designed, pewter game pieces (submarine, anchor, helicopter, jet, white hat, battleship, aircraft carrier and shooter) around the board they prepare ships for getting underway, light off main engines, rotate watches

and sound General Quarters.

"We've tried to capture the excitement and tradition associated with this branch of the Armed Forces," said Dane Chapin, President and CEO of USAOPOLY. "We hope Navy admirers will enjoy this classic American game."

The new game should be in Navy Exchanges just in time for the Christmas season.

Story by JO2 Brigette Barnes, All Hands.

Nothin' But a Hound Dog



Photo by JO1 Bill Austin

HM2 Greg Bishop as his alter ego, Elvis.

Elvis is alive and he made a grand entrance at the annual "Sea N Sky Fest" at Naval Air Station Whidbey Island, Wash., when the "Flying Elvi" parachuted onto the base. Among the gaudy, sequined men of the Las Vegas-based aerial team is a black-wigged, curled-lipped petty officer assigned to Branch Medical Clinic, Marine Corps Logistics Base, Barstow, Calif.

Hospital Corpsman 2nd Class Greg Bishop from Louisville, Ky., has a passion for jumping out of airplanes – a passion which led him to become a skydiving instructor and eventually to audition for the "Flying Elvi." (That's the plural of Elvis.)

"Being a 'Flying Elvi' is the greatest thing in the world, man," said the sideburned-Sailor in a passable Memphis accent from behind his mask as "The King."

All ten members of the "Flying Elvi" are pro-rated skydivers, with a team average of more than 1,500 jumps each. They come from a wide variety of occupations including teacher, health inspector, pilot, writer, real estate agent... and now, U.S. Navy Sailor!

Story by JO1 Bill Austin, Naval Air Reserve Public Affairs.

DECEMBER 1998

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

Q: When the new utility uniforms come on line, what is the Navy planning to do with the surplus dungarees? Are there any recycle programs planned?

- AW2 Jack Wolfkill, VP-69

A: We have considered many options, but NEXCOM believes that most of the dungaree stock will be depleted by Jan. 1, 2001, when the utility uniform becomes prescribable. During the two-year transition period, the new-style utility will be an optional uniform, and dungarees will continue to be sold. This will assist in depleting the current stock of dungarees.

We are also issuing recruits five sets of dungarees through Jan. 1, 1999, at which time they will receive three utility uniforms and one dungaree uniform. Beginning Jan. 1, 2000, recruits will receive four utility uniforms. When utilities become prescribable on Jan. 1, 2001, any dungarees left in Navy inventory and in Sailors' possession will become organizational clothing.

I suspect there will be a great desire to shift to the new uniform as soon as possible. By Jan. 1, 2001, all E-6s and below will have received two yearly clothing maintenance allowances that will allow the purchase of four sets of utilities. We want all Sailors to plan accordingly. During the two-year optional period, E-6 and below will be required to have four sets of working uniforms in their possession, which may be either dungarees, utilities, or a combination of both.

Q: Retention of young Sailors is a big issue, but how does the Navy approach this issue with young nuclear Sailors when shore duty opportunities are very limited?

- MM2(SS) Lozano, USS Georgia (SSBN 729)

A: Nuclear-trained submarine retention requires some improvement for second- and third-term Sailors to meet steady-state manning requirements, but first-term retention is currently falling within the required retention goals. For the past ten years, the submarine force has been downsizing. As a result, lower overall retention rates were acceptable, even desirable, to proportionally reduce the entire force structure. Now that the submarine force downsizing is nearing completion, we have to reestablish the retention rates that support a steady-state force structure. We have begun taking steps to improve overall retention, including:

- Increased retention requirements for Zones A, B and C.
- Increased Selective Reenlistment Bonus (SRB) ceiling to the legislative limit of \$45,000 (from the previous cap of \$30,000) and increased SRB multiples for select ratings and zones. Additional adjustments to SRB multiples may be required to achieve the desired retention goals.
- Increased Special Duty Assignment Pay (SDAP) for nuclear-trained submarine supervisory personnel at sea (targets second- and third-term personnel) from \$175 to \$220/month shortfalls.

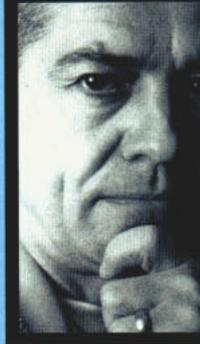


Photo by JO1 Robert Benson

Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

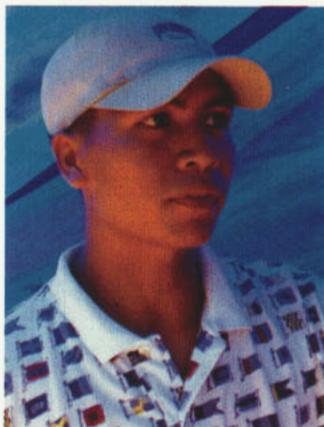
Sifting Through the Years

Most Sailors were in kindergarden during the war in Vietnam. For them, Vietnam is a piece of history – remembered in black and white film clips and old photographs in dust-covered copies of LIFE magazine.

But, for one Sailor in Joint Task Force-Full Accounting, (JTF-FA), Vietnam is more than just a memory. It is also home. When Cryptologic Technician (Interpretive) 2nd Class Dat Mai, 27, was seven-years-old his family climbed into a small boat to escape the war which ravaged his homeland. The small boat full of fellow refugees carried the Mai family from Cam Ranh Bay, in what was then South Vietnam, to the Republic of the Philippines. His family later settled in Portland, Ore.

“We just got tired of hearing bombs exploding,” said Mai.

Mai joined the Navy nine years ago, figuring his Vietnamese language skills would serve him well as a linguist. He was right. JTF-FA’s mission is to conduct investigations and excavations to achieve the fullest possible accounting of those still missing from the war in Southeast Asia (Vietnam, Laos and Cambodia). His ability to speak Vietnamese and his cultural background has made Mai an invaluable member on the JTF-FA team. He is a



CT(I)2 Mai talks about his childhood in Vietnam.

member of a 12-man Recovery Element (RE), a team which travels in-country looking for personal effects and/or human remains.

The RE teams frequently hire local Vietnamese men and women to assist them in the digging and screening process. It’s not uncommon to have 50 to 75 local villagers helping out at a recovery site – making Mai’s Vietnamese language skills extremely valuable.

Mai can usually be found on site under a bright blue tarp giving instructions to the local villagers as they sift through thousands of cubic feet of soil. A screening station usually consists of eight to 12 screens made of 1/4-inch mesh wire. The work is grueling. Temperatures can reach 100 degrees.

Mai also serves on Investigative Elements (IE). His

job is to assist in interviewing potential local witnesses about incidents from the war, which might help the IEs correlate an unaccounted-for service member to a particular site. Quite often in the course of these interviews, a Vietnamese witness, will offer to take the IE to the actual site where the service member was last seen or buried.

There are currently 2,081 service members still unaccounted-for from the war in Southeast Asia. Of those, 1,554 are believed to be in Vietnam.

“We should continue to look for those men and women who made the ultimate sacrifice for their country. It’s the honorable and humanitarian thing to do,” said Mai.

He is then interrupted by the woman next to him who is pointing at her screen. He stops and reaches into the screen and plucks out what appears to be a small clump of dirt. He takes his trowel, gingerly taps on it and after brushing it off, holds up a small brown vial of water treatment tablets still unopened after 30 years. He gingerly places the vial into a bucket with other artifacts and quietly resumes his search for those still unaccounted for from the Vietnam War.

Story by JO2 Jeffrey McDowell, CINCPACFLT Public Affairs.

CNO Testifies About Navy Readiness

Chief of Naval Operations ADM Jay L. Johnson and the other members of the Joint Chiefs of Staff testified on military readiness before the Senate Armed Services Committee Sept. 29.

In his opening statement, ADM Johnson said, “Our deployed mission readiness is good and we are indeed able to carry out our missions. Our tip-of-the-spear forces are doing superb work and that should both reassure you and make you proud.”

ADM Johnson told committee members that his number-one, short-term concern is taking care of Sailors.

“I would offer the following waterfront perspective having just returned from the Pacific Northwest. The resilience and esprit de corps of our men and women is no surprise to you, and it is most gratifying to me.

“But they indeed have very serious concerns. They’re working harder with no end in sight, they’re underpaid relative to what’s available to them on the outside, they believe the Redux Retirement System is broken, and they’re frankly tired of being asked to do more with less. These things are on their minds as they make career decisions.”

The CNO continued by reiterating his immediate concerns, including pay, retirement, OPTEMPO and quality of life.

ADM Johnson’s long-term concerns centered around building more ships. “We can’t sustain the Navy with the budget we have. Our sailors are counting on us to do something now.”

Story by JO2 Chris A Ives, CNO Public Affairs.

Anchors Aweigh Named 5th Best Fight Song

Anchors Aweigh, the Naval Academy fight song, ranks as the fifth best fight song in the nation according to a new book, *College Fight Songs: An Annotated Anthology*, to be released this fall. The book is written by Northern Illinois University Professor William Studwell.

Top 10 College Fight Songs

1. Notre Dame Victory March • 2. The Victors – University of Michigan • 3. On Wisconsin • 4. Down the Field – Yale University • 5. Anchors Aweigh • 6. Stein Song – University of Maine • 7. Fight on USC • 8. Ramblin’ Wreck from Georgia Tech • 9. The Eyes of Texas • 10. Across the Field – Ohio State

Bataan Aids in Disaster Relief

The Norfolk-based USS *Bataan* (LHD 5) arrived in Puerto Rico Oct. 7 for its first operational mission, "Operation Fundamental Relief," to assist with cleanup from the damage inflicted by Hurricane Georges.

Approximately 750 Marines, 100 Sailors and a small unit of soldiers combined forces with *Bataan's* crew of 970 for the crucial mission.

Bataan's primary mission is support for Marines ashore, using its flexible capabilities to provide logistics support, conduct boat operations and function as an airport to more readily reach isolated disaster areas quickly and effectively.

"I'm excited because it feels like we finally have a pay-off after all the hard work of commissioning," said Radioman 2nd class Liliana Armenta from Los Angeles. Armenta continued by explaining that humanitarian missions and the opportunity to have an impact on the world around her were two major factors which initially attracted her to the Navy.

"I just thought there had to be life outside of Los Angeles," Armenta said. "I plan to volunteer for as many functions as I possibly can.

"As a diplomat to all these different people, I want to prove the Navy is an effective ambassador."

Story by JO3 K.J. Lettow, USS *Bataan* (LHD 5) Public Affairs.

CNO Announces More Reductions in IDTC

In a Navywide message sent Oct. 15, Chief of Naval Operations ADM Jay L. Johnson announced further reductions in the number of inspections required during the time between deployments known as the "Inter-Deployment Training Cycle," or IDTC.

The newly-issued changes include:

- Elimination of all SECNAV/CNO special interest items requiring mandatory inspection and reporting.
- Immediate cancellation of an additional 15 inspections and assist visits.
- Consolidation of 72 inspections/certifications.
- Transformation of 27 inspections/certifications into optional assist visits.

These reductions are the second in a series of changes designed to cut the number of inspections, streamline training, increase commanding officer flexibility and improve quality of life for Sailors during IDTC.

The first set of reductions was announced Sept. 25, and included the elimination of five command inspections (On-site Command Inspection, 3M Inspection, PQS Inspection, Intelligence Inspection and ADP Security Inspection) and a

60% reduction in the basic training phase of IDTC, an increase in the time between underway material inspections by INSURV, a boost to the meaning of "stand down" during the 30-day post-deployment period, and the establishment of a Fleet Review Board to study and propose additional training and inspection efficiencies.

"This is a further step in the right direction to unburden the non-deployed side of our lives," the CNO wrote in his message.

"The IDTC initiatives will permit commanding officers to have more discretionary time and allow Sailors more time at home with their families."

The CNO also pointed out another important aspect of the IDTC initiative – creating a new level of trust at the commanding officer level.

"This, of course, requires our commanding officers to embrace this enhanced responsibility and exercise their authority to ensure operational primacy – readiness – while taking better care of their people. I believe they are more than equal to that tasking," the CNO wrote.

The complete text of the CNO's message can be found in NAVOP 010/98 (CNO Washington, D.C. 151947ZOCT98).

Story by CNO Public Affairs.

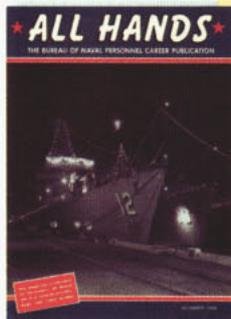
TIME CAPSULE

DECEMBER 1968

All Hands recognizes the Chaplain Corps and its 1,100 members for their service at home, on ships at sea, and with troops in Vietnam.

The Naval Photographic Center, Washington, D.C., celebrates its 25th anniversary while producing more than 150 movies a year, a feat which earns it the title "Little Hollywood."

The Deep Submergence Systems Project moves one step closer to improving its capabilities for deep-sea search, rescue, salvage and diving with the announcement that DSRV-1 is almost ready for delivery and sea trials.



USS *Sacramento* (AOE 1) completes more than 570 replenishments during her third Vietnam deployment, providing her customers with more than 38 million gallons of aviation gasoline and 2,000 short tons of provisions and freight. She also provides transportation for 930 passengers for transfer to other ships, delivers 57,140 pounds of mail, supplies almost 254,000 gallons of water and transfers more than 14,000 short tons of ammo.

And, finally, ship departments aboard USS *Franklin D. Roosevelt* (CVA 42) make giant Christmas cards for display in the hangar bay to celebrate the season.

UNITED STATES POSTAL SERVICE		Statement of Ownership, Management, and Circulation		FOR MAILING TO THE PUBLIC	
1. Publication Title		2. Issue Date		3. Issue Frequency	
ALL HANDS		DECEMBER 1968		MONTHLY	
4. Issue Number		5. Issue Month		6. Issue Year	
1		12		1968	
7. Issue Title		8. Issue Description		9. Issue Classification	
ALL HANDS		A MONTHLY PUBLICATION OF THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATIONS		GENERAL INFORMATION	
10. Issue Title		11. Issue Description		12. Issue Classification	
ALL HANDS		A MONTHLY PUBLICATION OF THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATIONS		GENERAL INFORMATION	
13. Issue Title		14. Issue Description		15. Issue Classification	
ALL HANDS		A MONTHLY PUBLICATION OF THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATIONS		GENERAL INFORMATION	
16. Issue Title		17. Issue Description		18. Issue Classification	
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19. Issue Title		20. Issue Description		21. Issue Classification	
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79. Issue Title		80. Issue Description		81. Issue Classification	
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ALL HANDS		A MONTHLY PUBLICATION OF THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATIONS		GENERAL INFORMATION	
88. Issue Title		89. Issue Description		90. Issue Classification	
ALL HANDS		A MONTHLY PUBLICATION OF THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATIONS		GENERAL INFORMATION	
91. Issue Title		92. Issue Description		93. Issue Classification	
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94. Issue Title		95. Issue Description		96. Issue Classification	
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97. Issue Title		98. Issue Description		99. Issue Classification	
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100. Issue Title		101. Issue Description		102. Issue Classification	
ALL HANDS		A MONTHLY PUBLICATION OF THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATIONS		GENERAL INFORMATION	

By Sarah Burford

CM2(DV) Lisa Correa mixes P.T. with quality time as she teaches her daughter, Jasmine, the fine art of the push-up.

My Mommy's a



Photo by Sarah Burford

Mermaid

Construction Mechanic 2nd Class Lisa Correa gets called all kinds of names – “Mud Puppy,” “Mermaid,” and “Seabee Jane,” to name only a few. But for this Sailor, wife and mother, the only name that matters to her right now is her new title of Underwater Construction Technician (UCT), or as the Navy’s diving community might say, “Seabee Diver.”

Correa recently received her certificate from the Naval Construction Training Center’s Underwater Construction School

and earned a distinctive place in Navy diving history, becoming only the second woman, and the first African-American woman, to qualify as a Seabee Diver. Though the recognition has been “nice,” she is quick to point out that the job is what really matters – and the chance to do something she has always wanted to do.

Born and raised in Japan, Correa’s formative years were spent as a “Navy brat,” following her father around the world while dreaming of the day when she too could have a Navy career.

“I had seen those big Navy posters used for recruiting, with people in uniform doing their jobs,” Correa said. “I wanted to be on a Seabee poster.”

Following boot camp and “A” school, Correa was assigned to Naval Mobile Construction Battalion 4 (NMCB-4). But she wanted something more. “Being a mechanic is oil change after oil change and that starts to get pretty monotonous. I wanted a change,” she said.

Then she discovered diving.

“Strong mind, strong body” is a way of life at the Dive School. During the six months of training in Panama City, Fla.,

students undergo rigorous physical training as well as classroom instruction in basic medicine, advanced physics and emergency procedures. The school boasts a 62% attrition rate. Beyond that, Correa had another obstacle to overcome. She was one of only two women in her class.

Unlike standard Navy Physical Readiness Requirements that have separate standards for men and women, the dive school has one standard. Everyone is rated the same. Correa found herself constantly challenged.

But Correa’s first taste of diving made all the hard work worth it. Though she admitted it was an overwhelming experience. “It was weird,” she said. “You really feel like a visitor in another world, and you understand just how much you have to respect that world.”

Correa gives much of the credit for her success to her husband, who is also a Seabee, and her four-year-old daughter, who loves to tell everyone, “My mommy’s a mermaid!”

Burford is assigned to Public Affairs, Construction Battalion Center, Port Hueneme, Calif.



Photo by JOT Rodney Furry

Photo by JOT Rodney Furry



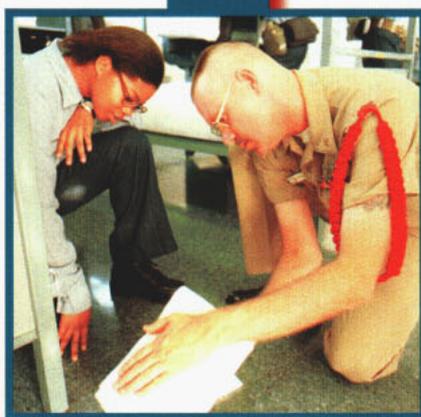
Correa is the first African-American woman to qualify as a "Seabee Diver."

Sculpting

At first glance he looks like any other chief petty officer. But, upon closer examination, there are two things that distinguish him: a red rope that hangs around his left shoulder and a badge with the words "Recruit Division Commander" attached to his pocket. This man takes raw, civilian molds and sculpts them into the Sailors of our future.

Chief Boatswain's Mate (SW) Jeffery A. Dickinson from Lenexa, Kan., like all Recruit Division Commanders, or RDCs, signed a pledge upon graduation from RDC school. The words are inscribed on a card he carries with him at all times and are a way of life for RDCs. It reads: "These recruits are entrusted to my care. I will train them to the best of my ability. I will develop them into smartly disciplined, physically-fit, basically-trained Sailors. I will instill in them, and demonstrate by my own example, the highest standard of honor, courage and commitment."

"The recruits look to me to set the example, so I must handle and present myself in a professional manner at all times. I counsel them on personal as well as military issues. I enjoy watching the scared, disorganized, young people slowly become Sailors," said the 16-year veteran. "For the most part the recruits are motivated and it's up to me to bring out the



best in each and every one of them. I get my reward when they pass-in-review and graduate."

He is currently pushing his eleventh division and has watched nearly 900 young men and women complete

THESE RECRUITS ARE

boot camp and head off to start their adventure.

Dickinson is stationed aboard Ship 6 (USS Carr) one of 14 barracks named after Navy ships at Recruit Training Center (RTC) Great Lakes, Ill. Each ship has 12 divisions with approximately 88 recruits in each division. Three RDCs are responsible for each division. Last year, nearly 50,000 recruits passed through the doors of RTC on their way to the fleet.

Earning the title of RDC is not easy. It involves a stringent screening process

followed by an intense eight-week course of instruction. Besides having outstanding evaluations, RDC selectees must be warfare qualified (waivers are considered on a case-by-case basis) and recommended by their commanding officer.

According to the barracks commander, LT Andress J. Lewis from Kalamazoo, Mich., Dickinson possesses qualities which make him one of the top RDCs at the command.

"In addition to being a top-notch RDC, he also takes on all sorts of collateral duties. He's on the command assessment team, tutors at a local elementary school and organizes base tours for local groups like the Sea Cadets. Just

about everything that comes along, he grabs it and does it."

When asked how he feels about his job and the recruits he works with everyday, Dickinson's answer was short and to the point.

"A lot of people say this generation is lazy. That's nonsense. They just need someone to show them the way."

Moore is a journalist assigned to Navy Public Affairs Center, Norfolk.

Sailors

By JO1(SW) Kevin Moore

Photo by JOC Paul Engstrom

ENTRUSTED TO MY CARE

RDCs must be omnipresent if they are to keep tabs on a division of 88 recruits. Try to hide something and they will eventually find it.

And the Band Played



TO BECOME A MEMBER OF

O

r

It has been five, long, exhausting hours. Standing at attention, they wait for the final announcements as the heat from the lights beats down. They have practiced and practiced and practiced. Each piece is now flawless – intricate movements repeated to perfection. Finally, it's over. The last rehearsal for the show's finale is wrapped up and with aching feet, sore legs and a sigh of relief they slowly exit the arena and retreat to their dressing rooms. Tomorrow evening thousands of people will fill the arena to watch military bands from all over the world. The U.S. Navy will be there – and they will be ready.

The U.S. Navy Band recently joined other military bands at a world-renowned, international Swedish Army Tattoo at the Globe Arena in Stockholm. This year's concert showcased military bands from Norway, Great Britain and Sweden as well as the United States.

The Navy Band doesn't often get the opportunity to travel overseas. Two years ago they journeyed to St. Petersburg and Kaliningrad in Russia to help celebrate the Russian Navy's 300th Anniversary.

But according to Musician 1st Class Connie Frigo, a saxophonist from Endicott, N.Y., the band travels quite a bit within the United States. "The great thing

about the traveling is that when we do public concerts, 95% of the time the places we perform are completely booked," said Frigo. "Thousands of people are watching us. We attract mostly war veterans and it's a great feeling to see the outpouring of enthusiasm for us."

The U.S. Navy Band tours one particular section of the country each year. The tours last approximately 30 days, give or take a day or two. Last year they performed all along the West Coast in California, New Mexico, Arizona and Nevada.

Unlike most ratings in the Navy, becoming a member of the U.S. Navy Band takes more than just boot camp and "A" schools. To become a member of any

**THE U.S. NAVY BAND
YOU HAVE TO BE SPECIAL.**

A mother and her child enjoy the music of the U.S. Navy Band at a square in downtown Stockholm.



of the 12 Navy bands throughout the fleet, you must have an extensive knowledge of music and pass a difficult audition. But to become a member of the U.S. Navy Band, you have to be special.

“An advertisement was sent to my sax teacher at Ithaca College in upstate New York,” said Frigo. “At the time I knew [retired MUCM] Dale Underwood, a world-renowned saxophonist in the

music community. He made the Navy Band familiar to me and he helped pave the way for saxophonists to make military bands a career.”

The U.S. Navy Band advertises for new members mostly through schools and trade papers. Frigo was a junior in college when she auditioned for her section.

But the men and women who make up our Navy’s finest concert band are not just musicians – they are also Sailors.

The U.S. Navy Band marches down a crowded street in Stockholm.



Music Around the World

The Navy has two premier bands, the U.S. Navy Band in Washington, D.C., and the U.S. Naval Academy Band in Annapolis, Md. They are the Navy’s finest, but certainly not the only ones out there. The Navy supports 12 fleet bands that provide music and entertainment to all of our Sailors in all parts of the world.

FLEET BANDS IN THE UNITED STATES:

1. Pacific Fleet Band – CINCPACFLT, Pearl Harbor
2. Atlantic Fleet Band – CINCLANTFLT, Norfolk
3. Navy Band Great Lakes – Naval Training Center, Great Lakes, Ill.

They participate in physical training, take the Physical Readiness Test every six months and are evaluated in the same manner as anyone else in the fleet.

These musicians work extremely hard at what they do. They practice for hours and sometimes are asked to perform at a moment's notice. Basically they're on call 24 hours-a-day.

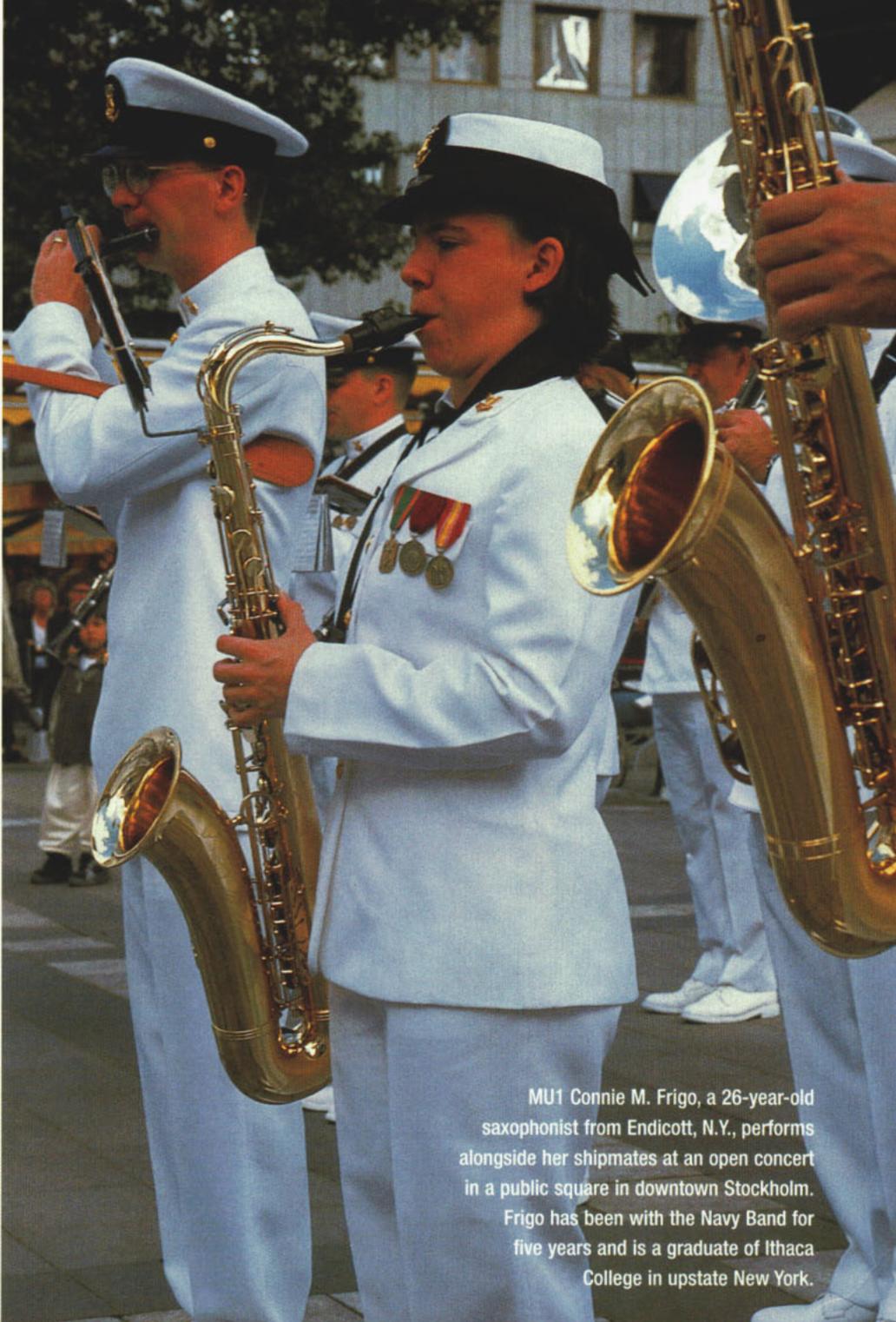
"The hardest part about our job is having to be flexible because anything can happen to our schedule and our performing situation. I think all of us are at such a level of training that the act of performing is what we want to do. We don't consider that hard. That's our passion," said Frigo.

The U.S. Navy Band is an organization consisting of many intelligent and incredibly talented artists. They hold bachelor's and master's degrees in music and a few even have their doctorates. When they decided to join the Navy it was because of their love of music and a desire for a prestigious career as a professional musician.

"I can't think of another place where you would find so many talented and intelligent people in one setting," said Frigo.

For these Sailors, their love of music and their desire to perform makes any sacrifice worthwhile. Their dedication, skill and talent makes them the best of the best.

Gonzalez is a photographer's mate assigned to All Hands.



MU1 Connie M. Frigo, a 26-year-old saxophonist from Endicott, N.Y., performs alongside her shipmates at an open concert in a public square in downtown Stockholm. Frigo has been with the Navy Band for five years and is a graduate of Ithaca College in upstate New York.

BANDS OUTSIDE THE UNITED STATES:

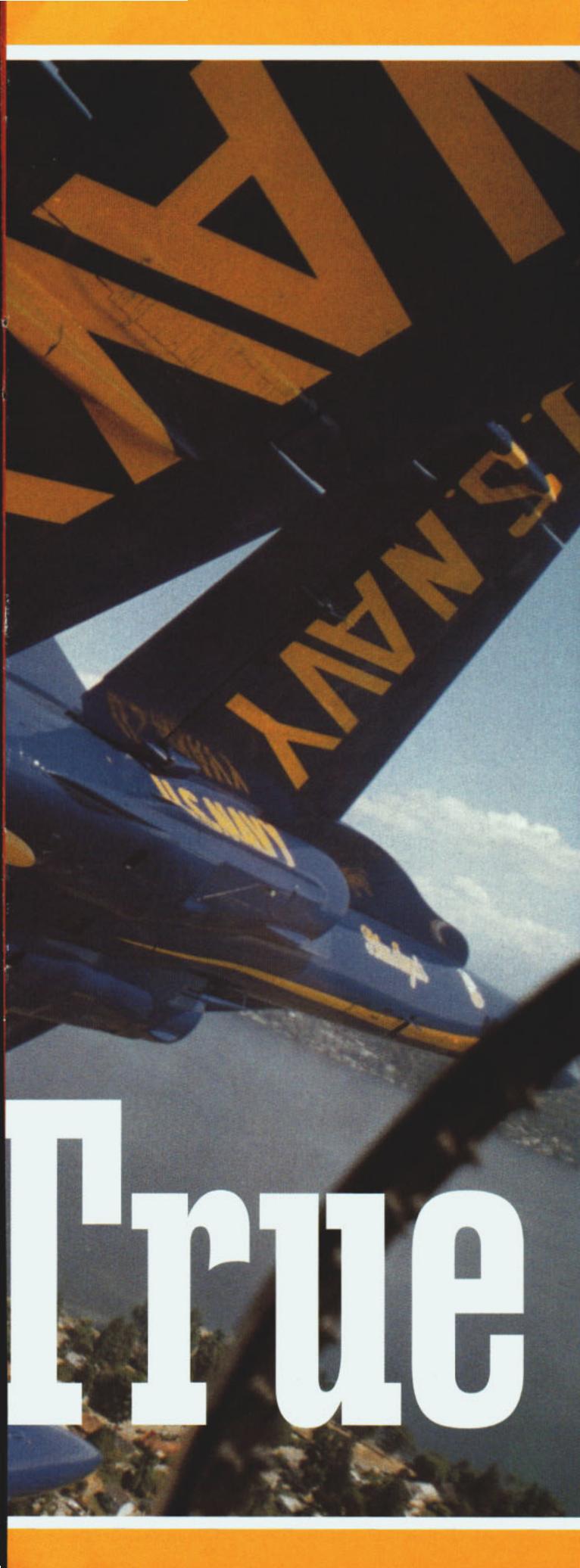
- 1. CINCSOUTH Band** – Naples, Italy
- 2. 6th Fleet Band** – Naples, Italy
- 3. 7th Fleet Band** – Yokosuka, Japan
- 4. Navy Band Jacksonville** – Naval Air Station Jacksonville, Fla.
- 5. Navy Band Memphis** – Naval Support Activity Memphis, Tenn.
- 6. Navy Band New Orleans** – Naval Support Activity New Orleans
- 7. Navy Band Newport** – Naval Education and Training Center, Newport, R.I.
- 8. Navy Band San Diego** – Naval Air Station North Island, Calif.
- 9. Navy Band Seattle** – Naval Submarine Base Bangor, Wash.



Photos courtesy of the Blue Angels

U.S. NAVY

Blue Angels



Millions of spectators gather all across the country every year for a chance to glimpse something spectacular. They come to see the Navy's Flight Demonstration Squadron, the Blue Angels, and some of the best flying in the world.

But before those planes can take to the air, a hand-picked, specially-trained crew works to ensure that those blue and gold fighters are solid, safe and awe-inspiringly beautiful. It takes a special Sailor to lead that ground crew. Here are the stories of two Sailors who have what it takes to prepare the "best of the best."

True

Blue

By JO1(SW) Dave Fitz



AS2 LeJuan Clay, Crew Chief for Blue Angel No. 5, takes his responsibilities very seriously. "That pilot's life is in my hands."

Fostering Success

Aviation Support Equipment Technician 2nd Class LeJuan Clay grew up mostly in New York City and should be, by his own admission, "strung out on drugs, in jail or dead." Instead, he is a crew chief for the Navy's premier flight demonstration team. But then Clay has always been different.

Clay grew up in and out of foster homes. He lived with two different families in New York and five in Southern California and has six foster brothers and sisters.

"When I lived in Manhattan, I would sneak up on the roof, like the other kids, to get away from the world. I would watch the planes take off from LaGuardia Airport. I always wished I could be on one."

Twenty years later, Clay got his wish.

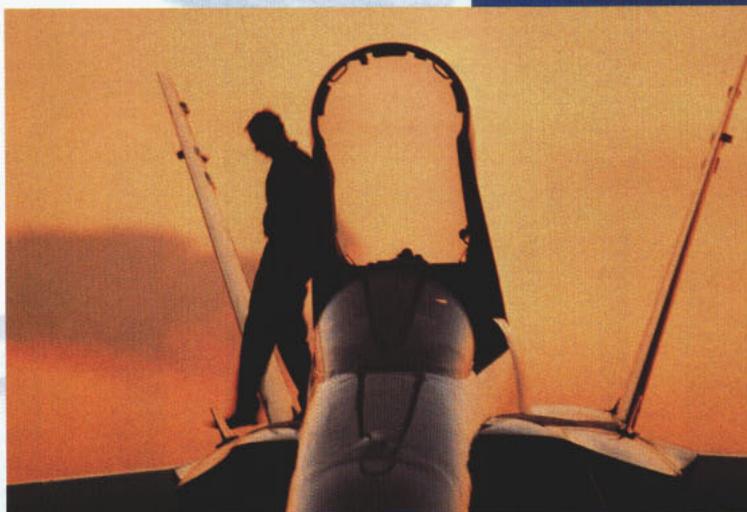
This year, as Crew Chief Bravo for Blue Angel No. 5, Clay will travel to 17 different locations all across the United States aboard the Blue Angels' C-130 support plane, "Fat Albert," to perform engine/instrument checks and preflight inspections of "his" aircraft.

"I love putting on the Blue Angel uniform every day."

Every time he walks onto the flight line, Clay is ready. "I can't be complacent. That pilot's life is in my hands."

Unlike in the fleet, Blue Angel pilots do not inspect their own aircraft – that responsibility falls squarely on the shoulders of their crew chiefs.

Clay describes his relationship with his pilot as very close, as if he were part of his family. "LCDR [Scott] Beare is a great person and pilot. I have all the respect in the world for him, but there is a deeper bond there. It is more than shaking his hand and putting him in the jet. He's appreciative of what I do. And that makes it all worthwhile."



Without the tireless efforts of their crew chiefs, the Blue Angels would never get airborne.

AE1 Karen Marini is the first woman in the history of the Blue Angels to be selected as a crew coordinator.



Checkin' Six

Even though she has performed the pre-flight routine hundreds of times, Aviation Electrician's Mate 1st Class Karen Marini from New Haven, Conn., still gets nervous. Though not as bad as the first time.

"I was out there with thousands of people staring directly at me. My knees were shaking terribly, my salute was trembling, but I got through it."

She has gotten through many during her first year with the Blues. "The Blue Angels are a unique part of the Navy and the uniform represents the teamwork and traditions from which we all stem. From the color of our suits and the American flag on our sleeve to the never-ending hard work that goes into earning our crest," she said.

"The training program for a crew chief is phenomenal. There is a lot of information to learn and the responsibility is unnerving at times. This job cannot be taken lightly; the jet and the pilot's safety are my responsibility."

But working with LT Doug Verissimo, the pilot for jet No. 6, has made it rewarding. "He is very laid back and shows his appreciation often. The bond between a crew chief and a pilot is incredible. Doing the simple things such as changing the tension level on the stick

to adjusting his seat level are major things for the pilot. Our goal is to make the pilots comfortable and for them to worry as little as possible."

The biggest obstacle Marini has to overcome as a crew chief is her height. The only woman assigned to the crew chief shop, she is only 5'4" while the other crew chiefs are 5'10" and taller.

"The support from the guys in the shop helped me overcome such things as reaching the ladder and diving into the intakes to inspect the engine blades. It may not seem like much, but the team depends upon everyone doing their job. had to find a way to get it done."

Marini said she hopes more women apply to the team. Currently only 12 of 125 crewmembers are women. "It is a lot of work but very rewarding! I would tell future Blue Angels, men or women, to learn as much as you can, not only about your particular rate but all that concerns the aircraft. It is all essential to the team's common goal."

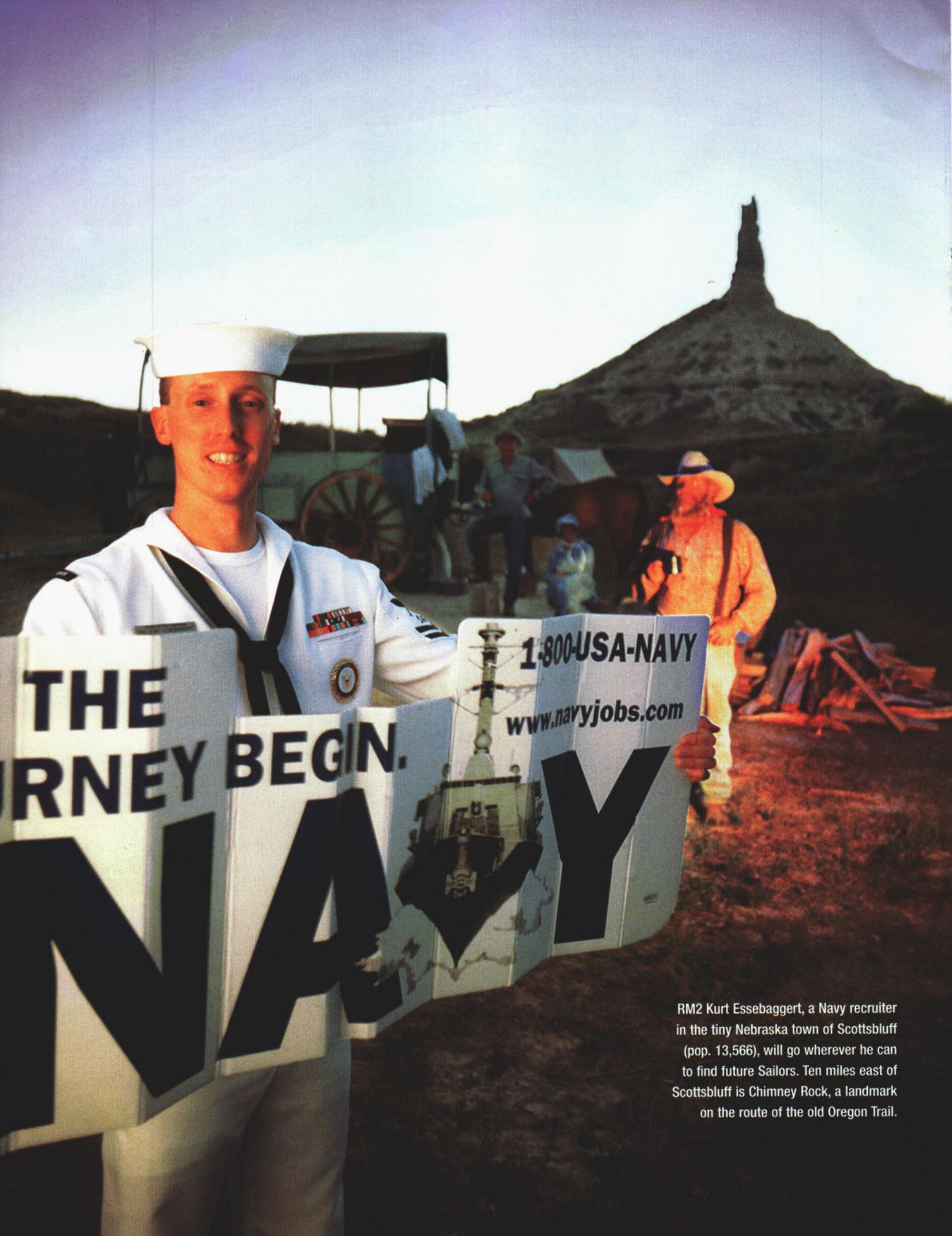
Next year Marini will serve as one of two crew coordinators. It will be the first time in the history of the Blue Angels that a woman has held that position. The crew coordinators are responsible for the overall training of the maintenance and support team in all squadron procedures. They coordinate ground operations necessary to facilitate a Blue Angels' performance.

Marini said she is excited about the new challenge but sad to leave the crew chief shop. "I feel we are a very tight-knit group because we all know the depth of the positions we hold. We look after each other in the shop, on the flight line and on the road. The guys I work with are knowledgeable in many different platforms of Navy and Marine Corps aviation."

Something else Marini said she would miss when she leaves the Blues is, "meeting the children," her favorite part of the job on the road.

"Walking the crowd line on the road and seeing the glow in the eyes of the children because of whom and what we represent puts everything into perspective."

Fitz is a journalist assigned to Blue Angels Public Affairs.



**THE
JOURNEY BEGINS.**

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NAVY

RM2 Kurt Essebaggert, a Navy recruiter in the tiny Nebraska town of Scottsbluff (pop. 13,566), will go wherever he can to find future Sailors. Ten miles east of Scottsbluff is Chimney Rock, a landmark on the route of the old Oregon Trail.

High Plains Drifter

Cows fascinate Radioman 2nd Class Kurt Essebaggert. He wonders why they stop eating and stare every time he pulls his government 4X4 off dirt road 87 and honks his horn. He also wonders why bullet holes riddle every highway sign near his duty station in the tiny village of Scottsbluff, Nebraska. Or how grasshoppers grow to be as big as Swiss Army knives and why it seems every Ford and Chevy pickup has a rifle rack mounted on the rear of the cab.

The list of unanswered questions grows daily for the big-city-schooled Essebaggert, who assumed duties as the the Navy's recruiter in Scottsbluff nine months ago. But thanks to Scott Fegler, a farmer at the edge of town, Lucy Cirille, a waitress in the city's only café, and many others like them, some of his questions are getting answered – slowly, but answered just the same.

This place is definitely different.

Scottsbluff is far from any ocean. In fact, the nearest body of water is probably Rosemary Johnson's backyard swimming pool on Route 9. With a population of 13,566, Scottsbluff

is a typical farming town and Essebaggert, a Denver native, is like a fish out of water as he learns to adjust to Scottsbluff's somewhat slower way of life.

Often acting as the sole recruiter for much of two states, Essebaggert is constantly on the road visiting towns so

Essebaggert won't get much help from this stranger, but he tries anyway. "I'll do anything for a laugh out here. You need to laugh to break the monotony."





Kari Semroska, a student at Chadron High School, shares a smile with Essebagert.

If there is one thing I'm good at, it's getting out and talking to people.

remote, so secluded, so far from anything, that he's an attraction every time he makes a school visit or house call. People stop and stare, they whisper and point. They call their friends, who gather to watch from a distance as the lean, six-footer walks by in his dress whites.

"When I heard I was going to be stationed in Scottsbluff," recalled Essebagert, "I did a double take and asked, 'where?' I had to go look at a map to find it."

During his first month at the recruiting station, Essebagert just observed, and at times admitted he was "completely lost" as he tried to learn the idiosyncracies of recruiting in a place where the Navy is as foreign as... well, a battleship on the Platte River.

Perhaps he was overwhelmed by the dizzying miles he and his fellow recruiter had to drive to visit schools and potential recruits' homes (up to 6,000 miles per month). Or maybe it was the things he

didn't learn in recruiting school, like how to flag down help when your car slides off an icy road into a snowbank – a road where you could wait for hours before another car appears on the horizon. Or how to safely maneuver your car through a passing herd of cattle.

"This place is definitely different," admits Essebagert. "We have a large area to cover (parts of Wyoming and Nebraska) and most of it is the same – farm fields and nothing else." The long drives give him a lot of time to observe. He knows how much a bale of hay weighs. He knows how many telephone poles make up a mile. And he knows just

how damn tough it is to recruit in Nebraska.

But that's no problem for Essebagert. He's got recruiting talent in his blood. His reason for becoming a recruiter, he claims, remains simple, "to make a difference in kids' lives." And the only way he knows to achieve that goal is by talking.

"People like to chit-chat out here," said the 26 year-old. "It's not like a large town where people you run into quickly say, 'Hi' and then, 'Bye'. Out here they'll stop and talk for 10 minutes or more at a stretch – complete strangers."

Strangers for only a matter of seconds. That goes away as soon as he

lays his wit, humor and confidence on them. "My mom says I have the gift of gab. If there's one thing I'm good at, it's getting out and talking to people."

Essebagert said he once recruited a young man in a Subway restaurant. "I was putting up a poster in the Subway and got to talking with one of the customers. He was so impressed that he went and joined the Navy a week later."

Sometimes Essebagert has a tougher time selling the Navy. Like three months ago, when he visited a small house in the country 65 miles from Scottsbluff. "I had to go there to do an interview with a potential recruit. I could understand what the boy was saying, but I couldn't understand his parents because of their thick accent. First time I met him, the father said 'es a nicst de ut, gua go gita he-bon.' I was completely baffled so I just smiled. Luckily I had my chief with me who was from the area and he understood." He translated that phrase ("It's a nice day out, I'm going to go get a T-bone.") and everything else during the interview.

During home visits, Essebagert does his best to teach what life in the Navy is

like, something he admits is tough when he speaks to those who have never been out of the state.

The uniform he wears is often enough to show one good reason for joining the Navy – travel. His ribbons and medals show his diverse background – a Joint Meritorious Unit Commendation from the Philippines, a Good Conduct Medal from USS *California* (CGN 36), and a Navy Achievement Medal from Japan. The most international thing in Scottsbluff may just be Essebagert himself. His office wall is lined with command plaques from Japan to Washington. He shows his Navy photo album to everyone he can – photos of port calls in Hawaii, Hong Kong, Korea, Australia and the West Coast.

"I've been all over and I let people know that. It helps sell the Navy."

Still, selling remains difficult at times. "They call this job an emotional roller-coaster, and that's even more true out here in Nebraska," said Essebagert. "We have recruiting goals every month that we have to meet. Sometimes we can easily do that, and other months it's more of a challenge."

Another challenge is overcoming negative responses. "For me, 'no' is a challenge. It makes me try harder. I don't push that person harder, I push myself harder. I can't understand why anyone would say 'no' to pay, education, room and board and a great way of life."

But hey, that's just one more thing we can chalk up to things Essebagert doesn't understand.

That, and cows and grasshoppers...

Benson is a photojournalist assigned to All Hands.

For me, 'no' is a challenge. It makes me try harder.

Essebagert spots a familiar face inside a classroom at Hay Springs High School.



T

he German frigate, FGS *Brandenburg* (F 215), is cutting slowly through the chilly waters of the North Sea just east of Denmark when the sonar operator notices a new blip on his screen indicating a

contact crossing the ship's path.

"*Sonar Kontakt!*" he calls from his station in the ship's Combat Information Center. "*Peilen* [bearing] *zwei-sieben-null* [two seven zero], *Entfernung* [distance] *vier tausend funf hundert* [4,500] yards," he continues, in smooth, although accented, German. It is, after all, only a second language to him – being that he is a master chief petty officer in the *United States Navy*.

Wait a minute.

What's he doing on a German frigate?

He's part of the U.S. Navy's "Personnel Exchange Program," or PEP, a program which allows American Sailors to serve with another country's navy while still on active duty.

Master Chief Sonar Technician (SW) James Stone is what the Germans call a *sonar meister*

– translated, he's the ship's sonar chief. But although he gets paid to hunt submarines, he's also an unofficial American ambassador. "We're ambassadors in a way that's different from diplomatic officials or even American servicemen serving in Germany. Our primary mission for being here with the PEP program is cultural exchange. And the only way to really make that happen is to break the language barrier. People aren't going to open up to you if they can't understand you. We help bring America to them. And we take a little piece of Germany with us when we leave."

According to LCDR Ed Olenick, PEP coordinator in Washington, D.C., there are currently officers, chiefs and petty officers serving in other navies all over the world. "We've got people in Australia, Canada, the United Kingdom and Germany, to name only a few. It's a two-year tour with the option to extend for a third. It is a one-for-one exchange; we send a pilot in exchange for a pilot and a sonar tech for a sonar tech. What's available depends on the needs of the other navies."

[Exchange Soldier/Sailor]

Austausch

He may be a master chief, but STGCM(SW)
James Stone still has to help "man the rails"
aboard FGS *Brandenburg* (F 215).

sch soldat

As a sonar *meister*, Stone has to help train the German equivalent of the U.S. Navy's operational specialists. *Obermaat* Sacha Gierden (a senior petty officer) from Cologne, Germany, gets instructions at the sonar station in *Brandenburg's* Combat Information Center.



Stone lives in *Brandenburg's* home port of Wilhelmshaven, just west of Denmark.

"The chiefs here are a little different from chiefs in the U.S. Navy. Once you make chief in the U.S., you're expected to be more of an advisor. Here, I'm more of a technician. As an E-8 at my last sea command, I had 30 people working for me. Here, I don't have anybody."

All crew members, regardless of rank, eat in a "mess style" setting and punctuality is expected. "If you're five minutes late, forget it," said Stone. "You'd better plan on catching the next setting – and you better show up five minutes early just to be safe."

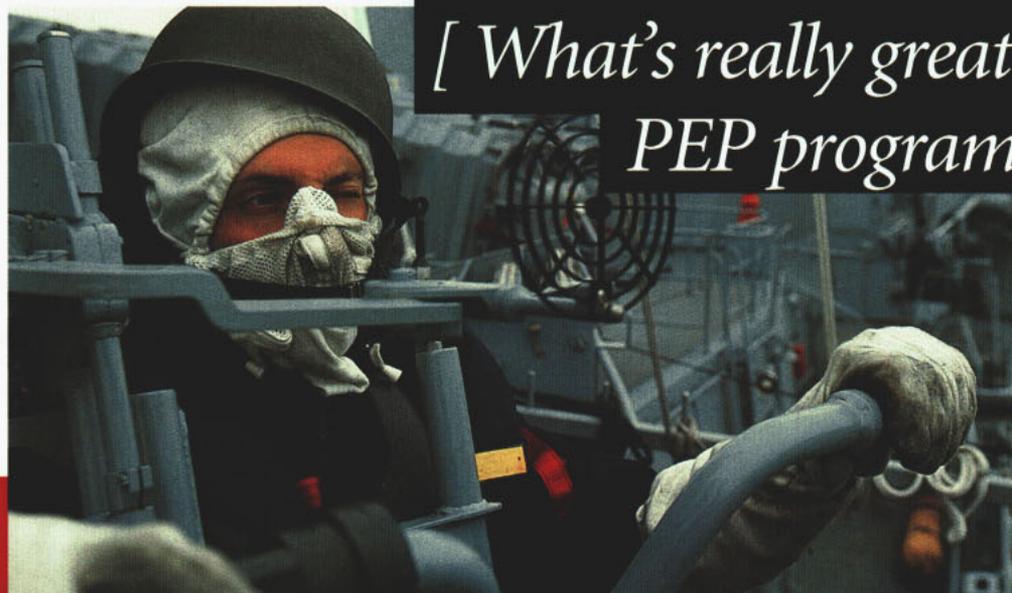
"The food here took a little getting used to," said Stone. "If something is *gekocht*, it's boiled. *Gebraten*, means it's pan-fried and *gebacken* is oven-baked."

The noticeable lack of water fountains can at times be inconvenient.

"Sometimes it's just plain frustrating," said Stone. "I was drinking water out of the tap in my stateroom one day when my roommate stopped me. 'Don't drink the water,' he said, 'it's got chlorine in it.' I asked him if I was going to die? He said, 'Probably.' I think he was kidding." Tap water is generally used only for washing. If you want water, you'd better get it bottled in the ship's store, or *kantine*.

Kameradschaft (comradeship) is important in the German Navy. *Oberstbootsmann* Udo Müller, the senior member of the chief's mess, said that *Kameradschaft* is sort of like being there for each other. "Germans are very social," said Stone. "Everyone wants to be accepted."

Senior Chief Electronics Technician (SW) Rick Breining of Fast Boat Patrol



[What's really great
PEP program

[What's he doing on a German frigate?]

Squadron 3 (*3.SchnellBootGeschwader*) is another PEP sailor serving in Germany. He lives in Flensburg, a port town just 15 minutes south of the Danish border. From the time he leaves home in the morning until the time he returns, he speaks only German.

Breining found that despite Flensburg's remoteness, it is fascinating duty. "What's really great about being in the PEP program is not serving with Germans, but rather living almost like Germans. I say 'almost' because we don't pay taxes. I know a lot of guys who live on the military bases in Germany and shop at the commissary and eat at the mess. They live in their tiny little piece of America. But that's not us. We have to buy groceries, get car parts and do all those things forward-deployed Americans would do without the benefit of a nearby military base. The nearest commissary to us is an eight-hour drive away."

There are some basic differences between the U.S. Navy and the German navy. "For every day of duty a German sailor stands, they get a point," said Breining. "If they stand duty on a Friday, they get a point and a half. If it's a Saturday or Sunday, they get two points." These points get added up at the end of the month by the *DZA-Beauftrager* (duty

time equalization representative) who will then give that person time off, extra money or a combination of both based on how many points they have accumulated.

The other big difference is that you can get beer on board – on tap or in cans. While underway, crew members can have two 'units,' that is two glasses or two cans, a day. "They take their drinking seriously here," adds Breining, "but they are responsible about it."

Breining's ship, the tender FGS *Rhein*, supports the fast patrol boats within the squadron. Unlike American tenders, German tenders have work centers, what they call containers, which can be craned on and off depending on the ship's current mission. Breining's ET shop is one of those containers. It is slightly smaller than a school bus and is home to his staff and all his electronic components.

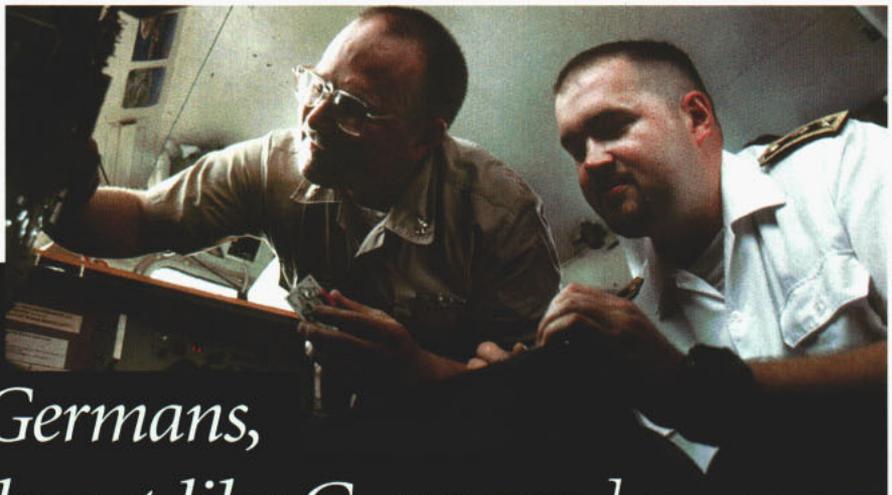
Breining and one other Navy Sailor, a lieutenant who teaches at the German Naval Academy, represent the only

American naval presence in the Flensburg area.

Fast Boat Patrol Squadron 3 will soon be decommissioned and its boats sold to a foreign country or transferred to another squadron. The tender's mission will be changed to minesweeping. But Breining won't pack it in and return to the United States. With less than a year until retirement, he plans to finish his career in a similar billet at a nearby base. Hoping he and Stone can continue to be American ambassadors to the German navy.

Gunder is a photojournalist assigned to All Hands.

For more information about the U.S. Navy's Personnel Exchange Program, visit www.anchorgroup.com/PEP-Germany



about being in the is not serving with Germans, but rather living almost like Germans.]

In the German navy, the chiefs are more like technicians than advisors. ETCS(SW) Rick Breining and *Bootsman* Andre Seifert, an *electroniker* (electronics technician) from the former East Berlin, troubleshoot the radar on board FGS *Fuchs* (S 6146), one of the fast patrol boats in Breining's squadron.

A German sailor keeps a close eye on the skies as a "hostile" aircraft nears *Brandenburg* (F 215) during training.



Torpedo Ch

Quartermaster 1st Class (SW)

Jon Thurston is lying in his rack this morning, blankets pulled high over his head. Outside his stateroom he can

hear the crew whispering, trying hard to keep

"MOST PEOPLE DON'T EVEN
WERE KIND OF



aser

Story and photos by JO1 Robert Benson

their voices low. It's not working. He can hear every word.

Still, that's not what is keeping him awake. Thurston's eyes would be closed – and closed tight – if it weren't for the constant pounding of

waves on the side of *his* boat – a boat which is 200 miles south of Kauai, in the open Pacific Ocean. The 85-foot torpedo retrieval boat he commands is bouncing like a bobber. And today, the power of the sea is showing no mercy.

EN KNOW WE EXIST
FORGOTTEN OVER HERE."

Thurston yells to the bridge to take up slack on the winch line being used to lower a torpedo into the water.

QM1(SW) Jon Thurston and a member of his crew haul in a torpedo.



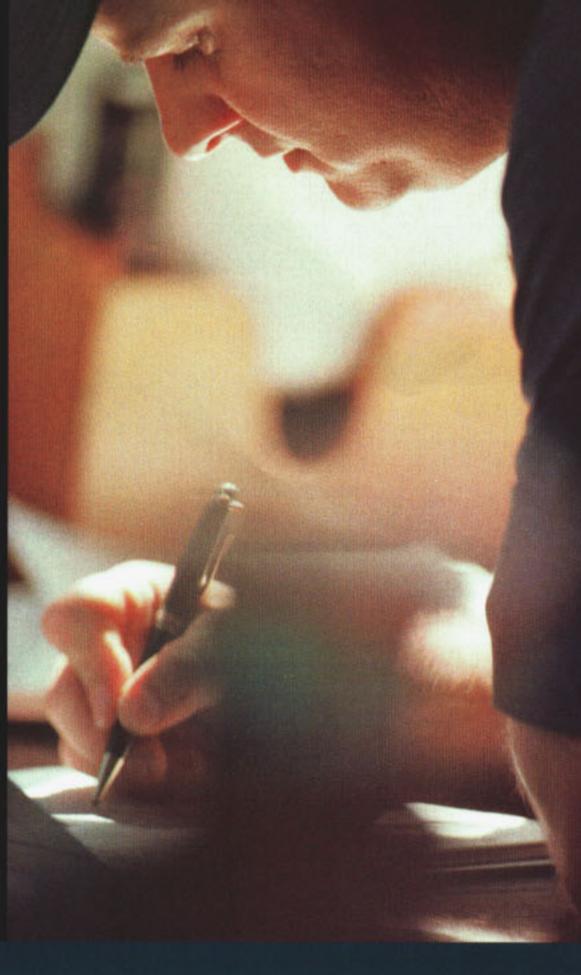
Finally Thurston has had enough. He heaves himself out of his rack and makes his way to the bridge, being sure to grab a cup of coffee on the way.

No sugar and no cream. Black – that’s the way he likes it.

This is Thurston’s boat. There is little doubt about that. Not many E-6s in the Navy can claim a boat as their own. But Thurston is the commanding officer of a multi-million dollar vessel. He has a crew of seven and the authority to call the shots.

“I love having my own craft, crew and the faith of the Naval Station C.O. to run them the way I want,” said Thurston. “For me, this is the best sea duty in the Navy.”

As craftmaster of the Pearl Harbor-based craft, Thurston is charged with running and maintaining the 20-year-



The evening sun paints Thurston in a warm glow as he makes an entry in his logbook.

old boat. He also carries out other skipper duties such as overseeing the well-being of his crew, scheduling upkeep periods with the local Intermediate Maintenance Facility, and submitting award packages for those under him.

The mission of his boat, *Chaparral* (TWR 7), is to provide service to the fleet – primarily submarines – in retrieving torpedoes. The rear two-thirds of the sea-going craft is open deck which leads to the water at the stern for the recovery and stowing of torpedoes. *Chaparral* also acts as a search and rescue platform for the Coast Guard in Hawaii.

“Most people don’t even know we exist,” said Thurston. “We’re kind of forgotten over here. I was in the Navy for 12 years before I even learned that torpedo retrieval boats existed.”

Then one day two years ago he learned about the boats in a quick way when he received orders to command one of them.

During a recent exercise, *RIMPAC '98*, Thurston and his crew played the part of a blockade-runner cutting through naval ship lines and a fishing boat with illegal contraband. They’ve ferried around VIPs, admirals and movie stars and they’ve transported thousands of Sailors to submarines.

All of it under the leadership of a good driver and a couple of diesel, 900-horsepower engines.

“The boat handles like a Corvette. Even though it’s 85 feet long, I’m able to maneuver it into a 90-foot pier.” Thurston’s ability to command is born of traits that he says every craftmaster has, “strong leadership, good boat handling

skills, knowledge of the rules of the road, qualification as conning officer, helm, and lookout, and a desire to excel.”

Traits he has honed over a matter of not days or weeks, but months and years. A curve that has spanned his entire 12-year quartermaster career.

Right now Thurston is working on finishing his master’s degree. Ten years from now he says he will probably be a lieutenant commander.

Now, there’s a vision: Thurston on the bridge of a brand new destroyer in the year 2008. With torpedo retrieval boat memories strong in his head, there is no doubt – he’s still in charge.

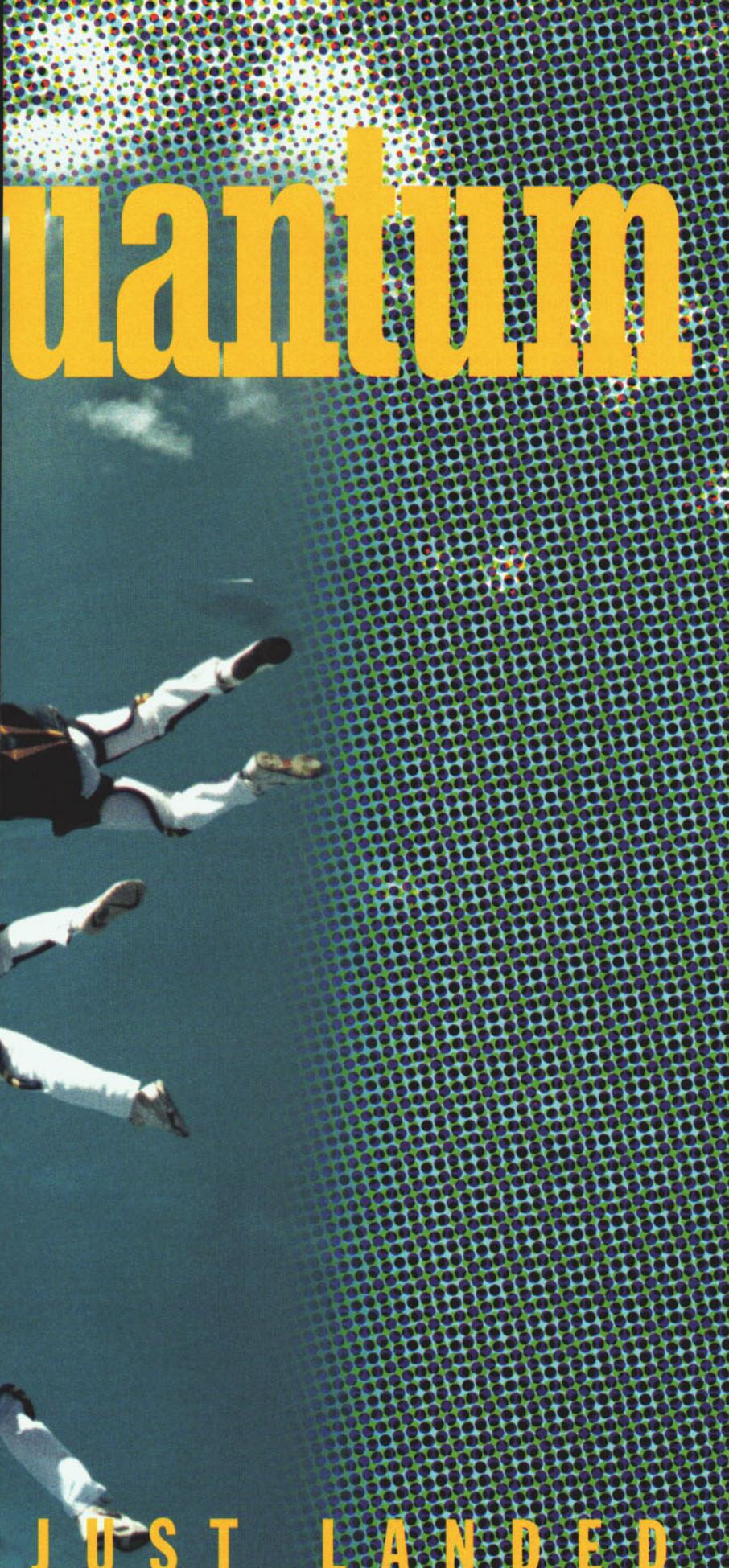
Benson is a photojournalist assigned to All Hands.

By PH2 Ted Banks

Eight Navy SEALs fall to Earth at speeds in excess of 60 mph during a Leap Frog demonstration.

Q

SUPERMAN



quantum

Leap

The crowd waits with biting anticipation. Thousands of feet above their heads, a team of specially-trained Navy SEALs exits the rear of a C-130 cargo plane with exacting precision. On the ground, fathers lift children onto shoulders as mothers point out the multi-colored smoke streamers deployed by the jumpers. With their chins held high, the crowd anxiously scans the sky above them, each wanting to be the first to see them coming. Then, finally, a chute deploys and the air show crowd erupts in an ovation of cheers as they read the word "Navy" stitched into the canopy. The men glide gracefully to the ground, each one hitting the mark with a wave and a smile to the thousands who have gathered in the sun. As the final member of the team sets down with the American flag trailing behind him there is no doubt the U.S. Navy Leap Frogs have arrived.

U.S. Navy photo

JUST LANDED

Based out of Naval Amphibious Base Coronado, Calif., 28-year-old Michael Ford of Lyneville, Ala., proudly serves his country as a member of this elite parabolic, free-fall parachuting team known as the Leap Frogs.

Ford performs 50 to 60 precision free-fall demonstrations a season throughout the United States, Canada and Mexico.

“Being able to travel and perform in front of millions of people is a really great feeling,” said Ford. “I am proud to be part of a team that puts on a show that is exciting, visually stimulating and very intense.”

Ford is one of 15 Navy SEALs on the team, which consists of two officers and 13 enlisted personnel from both the East and West Coast Special Warfare

SEALs (from left) BMC Dwight Settle from Houston, OS2 Michael Ford, BM1 James Boycheck from Fernel, Nev., and RM2 Jon Smith from Naples, Fla., go over mental notes after completing a “quad-by-side” jump at Marine Corps Air Station Miramar, Calif.

Photo by PH2 Ted Banks



OS2(SEAL) Michael Ford and the Navy Leap Frogs put on a show that is “exciting, visually stimulating and very intense.”



Photo by PH2 Ted Banks

Commands. In addition to skydiving, Ford is also an expert in demolition, small arms, surveillance and combat swimming.

As a Navy Leap Frog, Ford has taken his highly sophisticated airborne insertion SEAL training and transformed it into a visual aerial display consisting of free-falling formations and precision canopy maneuvering.

One of the many aerial maneuvers Ford performs is the "quad-by-side." The Leap Frogs are the only jump team in the world that has been able to successfully perform this maneuver during an air show performance. Ford and three other SEALs are held together

by quick release webbing that joins them as one, forming an inter-linked semi-circle, while all four deployed canopies race toward the ground at speeds in excess of 60 mph.

"The 'quad-by-side' is the most dangerous formation we do at shows," said Ford. "It gives me an incredible adrenaline rush, unlike anything else I have ever experienced."

But before Ford and his team members make their six-minute, death-defying, 60 mph, 13,000-foot jump, they spend hours upon hours preparing – checking their chutes and then checking them again. As the team rigger, safety is always on Ford's mind.

"Not only do I want to ensure my chute opens safely, but I want to ensure that everyone else on the team gets what they need.

"The day goes by quickly, and the next thing you know, you've made your jump and you are back on the ground," continued Ford. "The best part of the job is when we jump into elementary and middle schools. It's as if Superman just landed. Knowing that I have been a positive role model and that I could have influenced some of them to someday join the Navy are pretty good feelings."

Banks is a photojournalist assigned to the Navy Public Affairs Center, San Diego.



The Navy Leap Frogs perform at 50 to 60 precision, free-fall demonstrations each year all across the country.

Aircrew Survival Equipmentman Airman Randy Hooks has been in the Navy for less than two years, but already he has met hundreds of people and made dozens of life-long friends. At EOD Mobile Unit 3 at Naval Amphibious Base Coronado in San Diego, he made the friend of a lifetime – Dinky.

Story and photos
by PH2 Aaron Ansarov

Aquamarine



PRAN Randy Hooks has been attached to Dinky, both personally and professionally, since he reported to MK 6.

FRIEND OF A LIFETIME

Dinky is a 24-year-old Atlantic bottle-nosed dolphin trained for the Navy's Mark 6 (MK 6) Marine Mammal System.

Dinky has been with the Navy Marine Mammal Program since he was three. He is assigned to Hooks for the time being, or maybe it is the other way around.

Originally from Jackson, Miss., Hooks never dreamed that someday he would be working with a dolphin – and getting

receive is restaurant quality, and is thawed out and cleaned just before feeding.

This can get expensive – food and medication alone cost about \$15,000 per year per dolphin – but the payback in the number of human lives saved by these animals is incalculable.

Mobile Unit 3 has six highly trained MK 6 swimmer defense dolphins.

The Navy's Marine Mammal Program has fielded four operational marine mammal systems – the MK 5 sea lion

that may pose a threat to a ship or a pier. It was used in Vietnam, the Persian Gulf and most recently to support waterside security at the 1996 Republican Convention in San Diego.

The Navy loans a small number of its dolphins to non-government organizations such as universities and marine parks for research and for breeding purposes.

“Working with Dinky has been a once-in-a-lifetime experience for me that

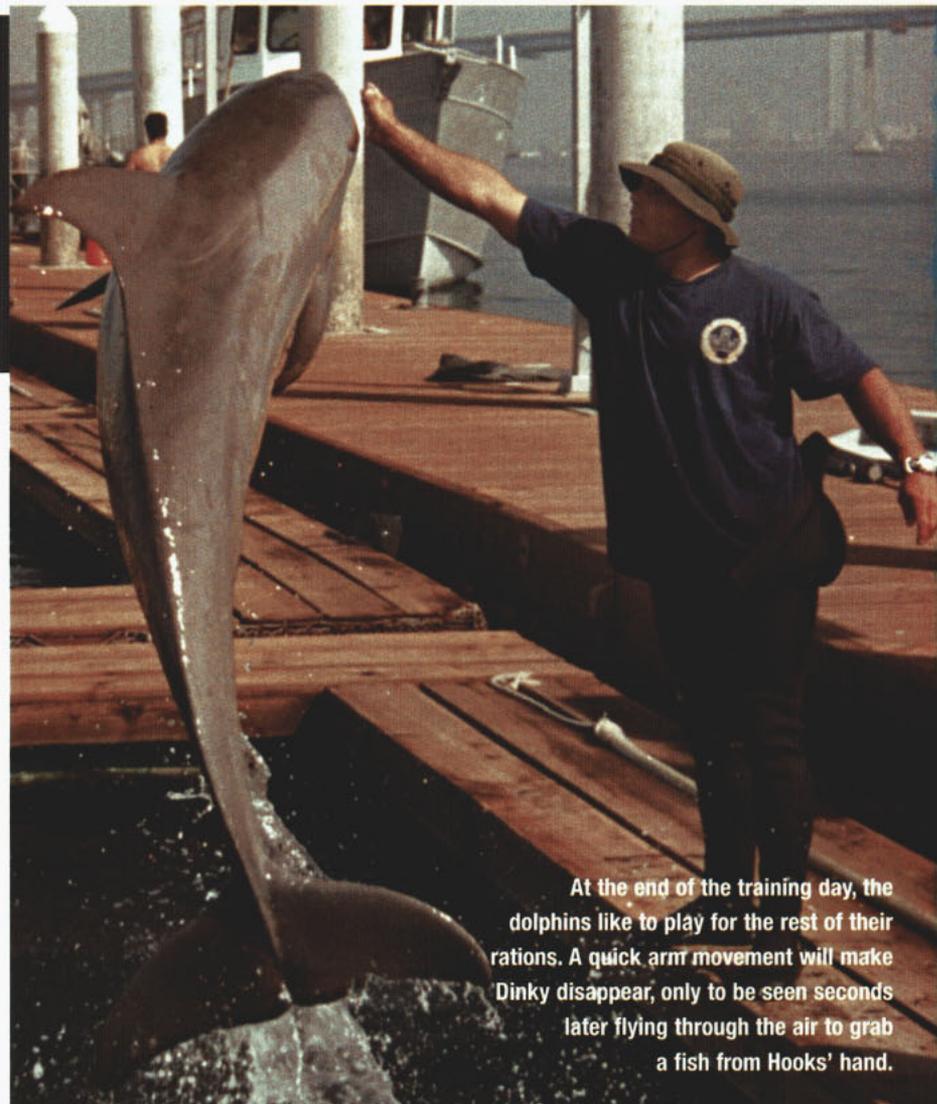
paid for it. “Some people go to marine parks and oceanariums and pay substantial amounts to spend a few hours with the dolphins. And it’s my job to spend most – to all – of the day with Dinky. It’s unbelievable,” said Hooks.

Hooks has been working with Dinky for eight months and has learned that precision counts. Dolphins can be exacting creatures, especially when it comes to the hand signals that Hooks uses to direct his mammal friend.

“If you make an arm movement incorrectly, they just look at you like you don’t know what you’re doing. When I first started working with Dinky, he walked all over me.”

Dolphins are very trainable animals. Once they are trained, they know exactly what they are signaled to do and, when signaled correctly, do it without question.

The Navy's dolphins are fed about 10 to 15 pounds of capelin, herring, mackerel and smelt a day to meet their dietary needs. “These dolphins are treated better than most humans. The fish that we



At the end of the training day, the dolphins like to play for the rest of their rations. A quick arm movement will make Dinky disappear, only to be seen seconds later flying through the air to grab a fish from Hooks' hand.

object recovery system, the MK 4 and MK 7 mine-hunting systems and the MK 6 system.

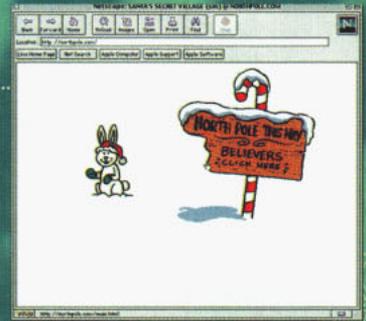
The MK 6 system is a dolphin swimmer and diver detection system that can mark the location of any intruder

I don't think I would have had the opportunity to do had I not joined the Navy,” said Hooks.

Ansarov is a photojournalist assigned to Navy Public Affairs Center, San Diego.

CyberSailor

Santa's Secret Village



'Tis the season

(to be surf

Cool Jobs

In this issue of *All Hands*, we've been looking at some of the cool jobs Sailors are doing around the world.

There are some web sites dedicated to these jobs. The Blue Angels' site



Blue Angels

(www.BlueAngels.navy.mil) provides visitors with a look at the Navy's only aerial demonstration team. Learn more about the people who make up the Blues, the squadron's history, or their current schedule of appearances.

Of course, I tend to think that all Navy jobs are pretty cool in one way or another. Almost every ship, squadron and shore station has a photo section dedicated to what their Sailors are doing everyday. While not all homepages are

listed, a good place to start is with Navy Online's Web Site Index (www.ncts.navy.mil/nol/cat.html). Check out these and other Navy sites and see what makes the Navy special.



Navy Online

Season's greetings! I just finished updating my wish list for Santa (added some more RAM and that DVD drive I've been wanting), e-mailed it and now the wait is on!

At this time of year cyberspace is bursting with sites dedicated to the holidays. Many will delight the kids and, let's face it, we all get a little kid-like this time of year (yep, even that salty old command master chief).

First stop, of course, is the North Pole. There must be a lot of techno-savvy elves around, because there's no lack of good sites. For instance, Santa's Secret Village (www.northpole.com) is a truly GREAT place to visit. From the homepage, you can venture into Santa's Den and see what the jolly old elf is up to, and pick up some ideas for holiday movies, books and music. In Mrs. Claus' kitchen, recipes for cookies, cakes and pies are there for the taking. How do Chocolate Mint Snow-Top cookies sound? The same can be said about The-North-Pole (www.the-north-pole.com). Not only will you find recipes and the chance to send Santa an e-mail, but you can read about how the holidays are celebrated around the world. So use your favorite search engine and find a site that suits your tastes.

Want to learn more about Hanukkah, or perhaps add to your holiday recipe book? A collection of pages titled "How to Celebrate Hanukkah" can be found at www.templeshalom.com/holidays/hanukah/hanukah_index.htm. Here are articles on family games, history, recipes and other topics about the Festival of Lights.

A relative newcomer to the holiday season, Kwanzaa, is also found on the net. CNN's Kwanzaa page (www.cnn.com/

The Underwater Web

Hour after hour I searched. I used every trick I know on every search engine I could find. I can only conclude that submarines are as stealthy on the web as they are underwater.

I was hoping to find the official sites for the Navy's SSN and SSBN fleet for review and consideration for the CSSOE Awards. Unfortunately, there aren't many around (at least I couldn't find them).

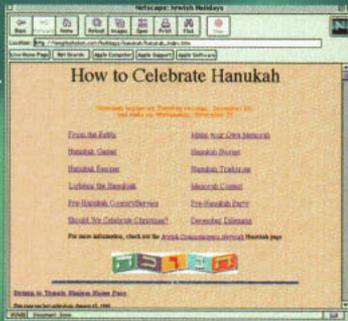
Rather than review the handful I could get to, I decided to ask for your help. If you are assigned to or know of a sub with an official website, send the URL to me. If I get enough of them, I'll feature the submarine websites in the April issue. Just send me an e-mail at cybersailor@mediacen.navy.mil and be sure to put "Submarine Website Search" in the subject line.

I look forward to hearing from you.



The-North-Pole

How to Celebrate Hanukah

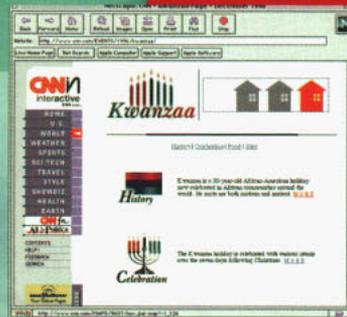


EVENTS/1996/kwanzaa provides some great background and stories, not to mention more stuff on food. This holiday celebration traces its creation to the African first-fruit harvests. The name comes from the Swahili "matunda ya kwanza" which translates to "first fruits." Of course, CNN also provides links to other sites around the world.

This might be a good place to remind everyone with kids that they need to pay special attention to the parental thing this time of year. Letting the little ones surf alone could lead them into places where selling is more important than telling. And don't forget about those nefarious (look it up) beings lurking about who use seasonal phrases to bring up their sites in searches for Christmas, Hanukah, Kwanzaa, etc. What appears on the screen might have nothing to do with the holidays.

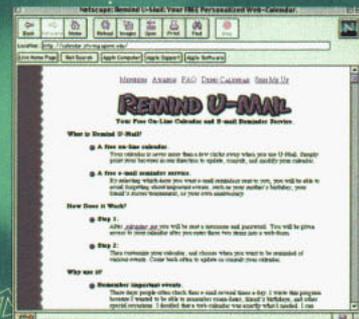
Whatever your pleasure, don't forget to send out those holiday cards. Need a reminder? Try Remind U-Mail (calendar.stwing.upenn.edu) for free e-mail messages reminding you of events and occasions.

If you've procrastinated through Thanksgiving and early December, you're probably panicking. For your family and friends in cyberspace, there's always e-cards. There are plenty of sites offering free e-mail greetings for any special occasion. Just fire up your favorite search engine and look for "greeting cards." You'll find dozens of sites, like Hallmark Connections



CNN's Kwanzaa Page

Remind U-Mail



Hallmark Connections



(www.hallmarkconnections.com) that offer free electronic greeting cards for anyone with e-mail capability.

Wherever you celebrate this holiday season, the Internet can help you stay close to those who count. It can give you the lowdown on worldwide celebrations and traditions, as well as the stuff to make some traditions of your own. Check it out and have a great holiday season!

Cyber Sailor

Eye on the Fleet

EYE ON THE FLEET

is a monthly photo feature sponsored by

the Chief of Information Navy News Photo Division. We are looking

for **HIGH IMPACT,** quality photography from **SAILORS**

in the fleet, to showcase the American Sailor in **ACTION.**



APACHE WRAP

Military Sealift Command's light, medium-speed, roll on/roll off vessel USNS *Soderman* (T-LMSR 299) lowers an AH-64A *Apache* helicopter to a pier in Rijeka, Croatia. The helo is en route to Tuzla, Bosnia, in support of Operation *Joint Forge*.

Photo by J02 Mike Powell



HEART FORMING

Sailors on board USS *John C. Stennis* (CVN 74) assemble on the flight deck in the shape of a heart as *Stennis* pulls into her new homeport in San Diego, Calif. The crew spelled out "We love (heart) San Diego."

Photo by PH2 Aaron Ansarov



DAMAGE CONTROL

QM3 Matthew Gorski from Barstow, Calif., plots a course for USS *Enterprise* (CVN 65) away from the Virginia Capes as Hurricane Bonnie bears down on the Atlantic coastline. Photo by PH1 Mario P. Romero



HARD DIVE

Divers assigned to Mobile Diving and Salvage Unit 2 are lowered by Sailors on board USS *Grapple* (ARS 53) to the crash site of SwissAir Flight 111 to retrieve victims and aircraft debris. Photo by PH1(DV) Andy McKaskle



To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil.

Mail your submissions to:
NAVY NEWS PHOTO DIVISION, NAVSTA ANACOSTIA, BLDG 168,
2701 S. CAPITOL ST. S.W., WASHINGTON, D.C. 20373-5819

Eye on the Fleet



TURNING TWO

AT2 Tom Crowe from Ligonier, Pa., performs preventive maintenance on an F-14 *Tomcat* on the flight deck of USS *Dwight D. Eisenhower* (CVN 69).
Photo by PH2 Shawn Eklund

PAST PRESENCE

Navy Quarterback Steve Holley displays the initials "JM" on his helmet in honor of his fallen teammate James McCray who died this past summer while on his midshipman's cruise.

Photo by PH2 Damon Moritz



HOLLEY

A close-up photograph of a dark-colored helmet. On the side of the helmet, the initials "JM" are visible in a circular emblem. Below the helmet, the name "HOLLEY" is printed in large, white, bold letters on a dark background.

HUMP DAY

MA2 Victor G. Vallejos from Oak Harbor, Wash., assigned to USS *Abraham Lincoln* (CVN 72), makes friends with a native during a recent port visit to the United Arab Emirates.
Photo by PHAN Matthew Hollowell



SWINGIN' SINGLE

A Sailor practices his stroke in the early-morning sun at NAS Oceana's golf course.
Photo by LT Mike Lent



STACKED DECK

Sailors from Deck Division on board USS *Abraham Lincoln* (CVN 72) take advantage of some pierside time in the United Arab Emirates to catch up on maintenance.
Photo by PHAN Matthew Hollowell



Shipmates



Aviation Electronics Technician Airman

Daniel Razevich from Troy, Ohio, was awarded Meritorious Captain's Mast at Naval Station Rota, Spain. Razevich was praised by his chain of command for possessing exceptional motivation, professionalism and dedication to duty. He is the first airman to qualify as an In-Flight Technician (IFT) on VQ-2's EP-3E *Aries II*.



Aviation Structural Mechanic 2nd Class (AW)

Larry Ferguson received the Naval Reserve Meritorious Service Medal for his work as a base police officer for NAVBASE San Diego. A 16-year Navy veteran, Ferguson resides in South County where he is a Sergeant with the Department of Corrections.



Aviation Warfare Systems Operator 2nd Class (NAC)

Andrew Wallace was selected Senior Sailor of the Quarter (3rd Quarter) 1998 for Helicopter Anti-Submarine Wing, U.S. Pacific Fleet, San Diego. The Grand Terrace, Calif., native was responsible for developing a training program for HH-60H Combat Search and Rescue aircrew – training he used during an exercise in Spokane, Wash., to rescue two people from a downed helicopter.



Disbursing Clerk 1st Class (SW)

Kenneth Godby was selected as Personnel Support Activity Det. Great Lakes, Ill., Sailor of the Year for 1997. A native of Pekin, Ill., Godby was recognized for his performance as the assistant pay director, travel branch supervisor and total quality leadership facilitator. He successfully reduced the backlog of travel claims by increasing efficiency from a 16-day to a five-day turn around.

On assignment

"Being on a German ship (FGS *Brandenburg*) is way different from an American ship," said PH2 Joseph Gunder, who traveled to Kiel, Germany, to do a story on the Personnel Exchange Program (Page 28). "Besides being able to get beer on tap while

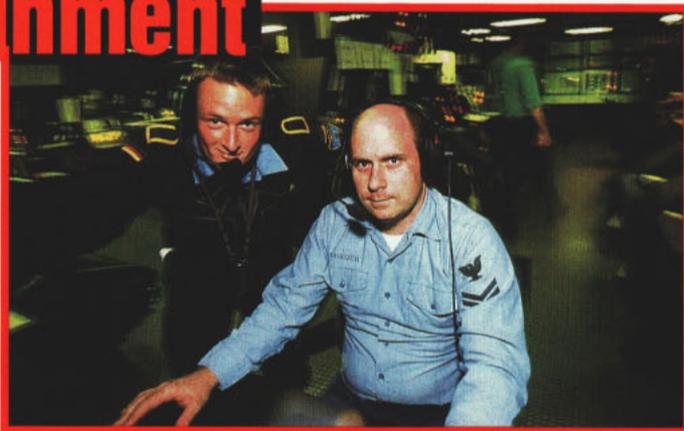


Photo by STGCMSW James Stone

on board, you're treated a little different. It's a lot more like a small family, except without sisters around. I was also given the opportunity to go for a ride on a *Lynx* (a European helicopter). I knew they were going to do winch exercises that afternoon, but I expected the helo to come in for a landing, not pull me up 30 feet from the flight deck! What a trip, what a ship!"

Did you know?

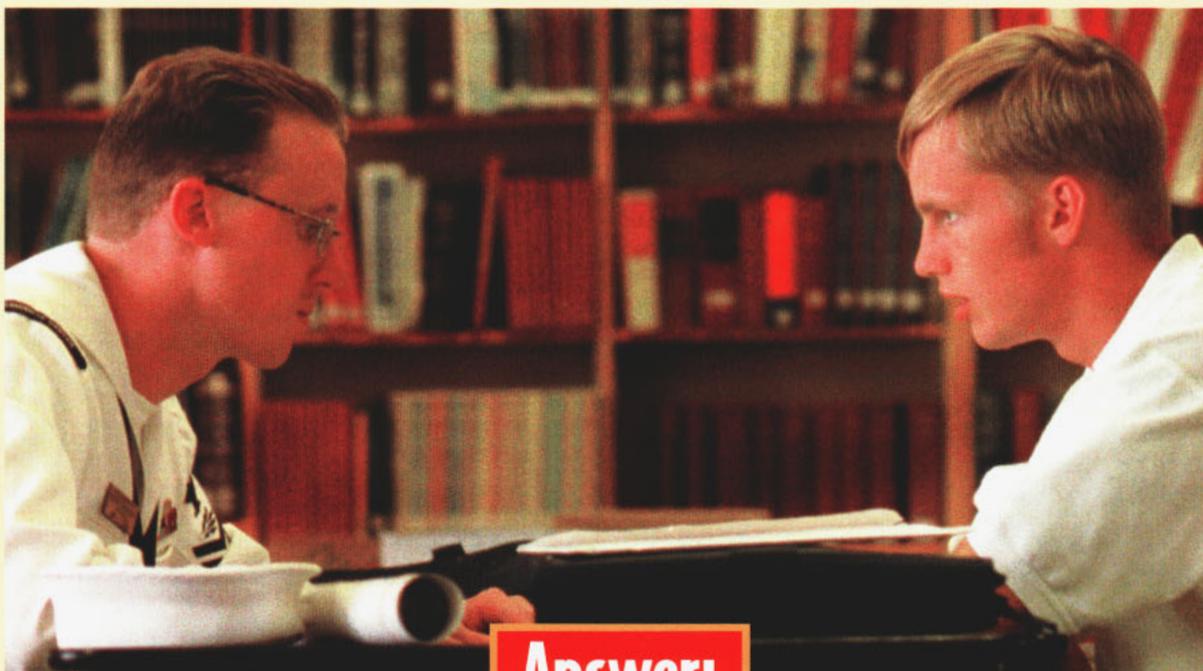
Sea Chanties were the earliest form of music practiced by American Sailors. These harmonious melodies were used to coordinate evolutions on deck, such as the raising and lowering of sails, and to help soften the rigors of shipboard life. (See story p. 16)

The Blue Angels were formed at the end of World War II by order of then-Chief of Naval Operations ADM Chester W. Nimitz, who believed a flight demonstration team would keep the public interested in naval aviation. The team first performed in June 1946 at their homebase, NAS Jacksonville, Fla. Two months later on Aug. 25, 1946, the Blue Angels introduced their now-famous "diamond" formation. By the end of the 1940s, the Blue Angels were flying jet aircraft, the Grumman F9F-2 *Panther*, in demonstrations all across the country. In response to the demands placed on naval aviation during the Korean Conflict, the team reported to the aircraft carrier USS *Princeton* as the nucleus of Fighter Squadron 191 (VF-191), "Satan's Kittens," in 1950. (See story p. 20)

Scotts Bluff, Nebraska, is named in honor of a fur trapper named Hiram Scott who, deserted by his companions, died alone at the base of the magnificent formation of bluffs along the North Platte River in 1828. Although many other settlers died on the old Oregon and Mormon Trails (covered wagon trails which are still visible in the passes between the bluffs) as well as the Pony Express route, it is Hiram Scott for whom Scotts Bluff and the City of Scottsbluff are named. (See story p. 24)

Bottle-nosed dolphins always seem to be smiling. The shape of their short noses gives the lasting impression of a grin and makes this species of dolphin one of the best-known and most-loved mammals in the world. These dolphins measure about 15 feet long and can weigh up to 440 pounds. (See story p. 40)

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