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# All HANDS

MAGAZINE OF THE U.S. NAVY

FEBRUARY 2001

The  
**Gulf**  
YEARS

10  
After  
the  
**Storm**



# February

## Features

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The NSA Bahrain Security Team means business.

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If you get orders to the Middle East, you'll find just about everything you need and a warm welcome from the people of Bahrain.

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Operation *Desert Storm* ended 10 years ago this month. For the past decade, the U.S. Navy has provided more than 70 percent of the military personnel in the Gulf, based on a strategy of forward presence.

### 42 Rising to the Challenge

The first MWR Wilderness Challenge attracted 42 teams to the town of Fayetteville, W.Va. It was so popular, the coordinators will soon have a web site and are planning to support up to 200 teams in 2001.

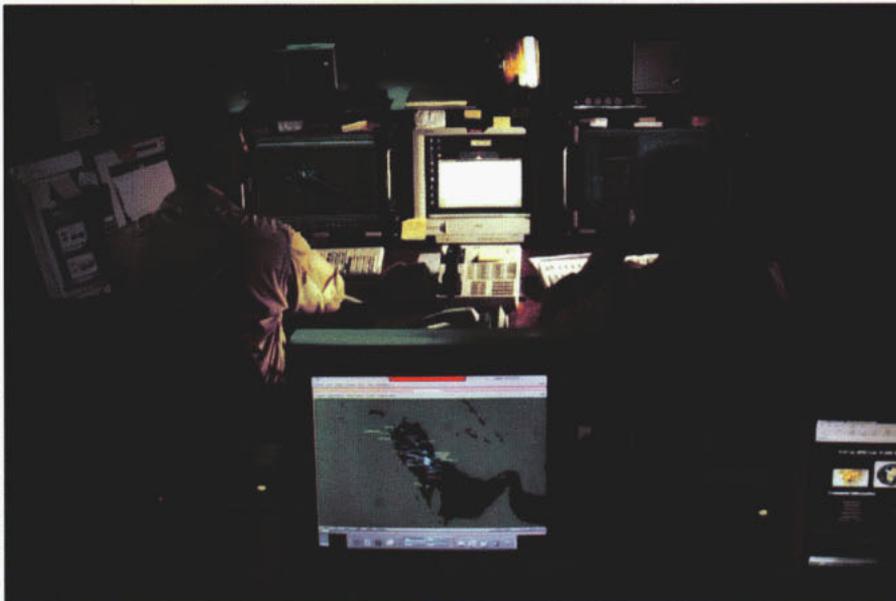


Photo by PH2(AW) Jim Watson

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## 48 Fox TV Brings The Game & More to Truman

Are you ready for some football? The crew of USS *Harry S. Truman* sure was, as they hosted "Fox Sports NFL Sunday," the Secretary of Defense, the Dallas Cowboys Cheerleaders and Sen. John Glenn in one of the largest productions to ever take place on board an aircraft carrier.



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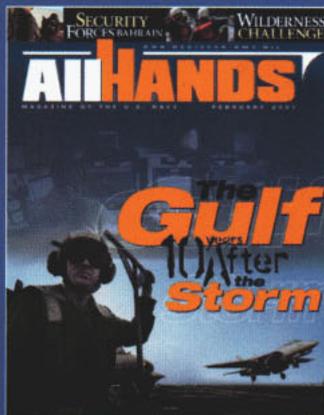
Photo by PH1 Tina M. Ackerman



All Hands  
**WINNER**



**2000**  
Awards of Magazine  
Excellence



### On the Front Cover

The security provided by USS *Abraham Lincoln*'s forward presence in the Arabian Gulf is synonymous with the security provided by Sailors aboard NSA Bahrain. Here, Bahrain's high-tech security command center is seen against the backdrop of Operation *Southern Watch*.

Photo-Illustration by PH2(AW)  
Jim Watson and JO1 Preston Keres

### Next Month

*All Hands* looks at innovations at sea and in a battle lab, focusing on how Sailors use technology to improve their quality of service.

Check us out Online at:

[www.mediacen.navy.mil](http://www.mediacen.navy.mil)



# Homecoming Hug



PNSN Rodrigo Serrano of Fort Lauderdale, Fla., a Sailor assigned to USS *Cole* (DDG 67), embraces his family in Norfolk after arriving from Yemen where 17 of his shipmates lost their lives in a terrorist attack Oct. 12, 2000.

Photo by PHAN Saul Ingle



# Helo **Hook**



AOAN Michael Tune of Milton, Fla., keeps a firm grip on the floatation coat of AOAN Erik White of Spokane, Wash., as he rigs a bundle of ammunition slings beneath a CH-46 *Sea Knight* helicopter on the flight deck of USS *Harry S. Truman* (CVN 75).

Photo by PH2 Shawn Eklund



# Around the Fleet

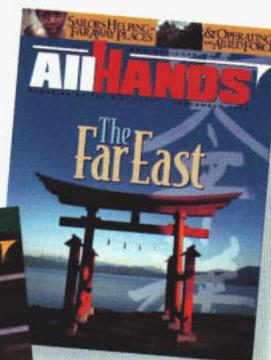
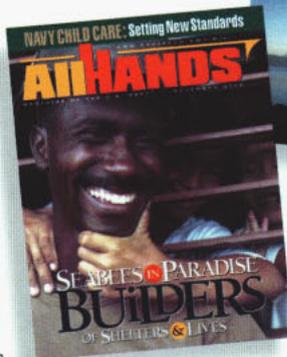
## Editor,

Thanks for recognizing the DMZ Sailors of the United Nations Command Military Armistice (UNCMAC) forward deployed at the Joint Duty Office (JDO) for the Advance Secretariat at the truce village of Panmunjom in north/South Korea in your December 2000 issue! It is important for people to know the U.S. Navy has always been heavily involved

with the Korean Armistice beginning with ADM Turner Joy to present time.

I was fortunate to be one of the select few U.S. Navy personnel who volunteered to serve on the DMZ (from February 1986 through July 1989). At the time, I looked for something different and my chance came during this tour at UNCMAC JDO in Panmunjom.

As YN2 Lopez would agree, it is indeed a very rewarding and daunting challenge, requiring 100 percent awareness as well as incredible professional



patience and calmness in extremely adverse psychological warfare.

Overseeing the Armistice Agreement for violations, maintaining liaison between the Korean People's Army/Chinese People's Volunteers (KPA/CPV) for clearing up misunderstandings

and general maintenance of the UNC areas are all important and necessary tasks requiring attention daily as well as maintaining an "open window" to look into the closed, hermit-like society of the north.

Working in the military makes me proud to serve my country, but during my tour there in Panmunjom, it fortified this feeling. What is happening on the DMZ every day is very important. Every day, a crucial point is conveyed to the north.

YNC(SW) *Cohn Lerche*  
SPAWAR DETPAC  
San Diego

## BY THE Numbers

### 250,000

The amount of money won by Electronics Technician 3<sup>rd</sup> Class David A. Colquitt on "Who Wants to Be a Millionaire." (See story Page 16.)

### 2,000

The average number of people who pass through the gates of Naval Support Activity Bahrain daily. (See story Page 14)

### 40

The number of teams participating in the first MWR Wilderness Challenge. (See story Page 42)

### 10

The number of years since Operations *Desert Shield* and *Desert Storm*. (See story Page 32)

## SHIPMATES



**ENGINEMAN 2ND CLASS NELSON R. BELTRAN-ALBUJA**, of Navy Recruiting Station Elmhurst, N.Y., was recently named Navy Recruiting Command's Enlisted Recruiter of the Year for FY00. Beltran-Albuja was meritoriously advanced to Petty Officer 1st Class by the Chief of Navy Operations, ADM Vern Clark, in a recent Pentagon ceremony. Beltran-Albuja enlisted 66 people into the Navy during FY00.



**INTERIOR COMMUNICATIONS SPECIALIST 1ST CLASS CINDY STEVENSON** from San Antonio, was selected as Commander in Chief, U.S. Naval Forces Europe's (CINCUS-NAVEUR) Sailor of the Quarter, 3<sup>rd</sup> Quarter. Stevenson currently supervises the Presentations and Briefing Theater at Headquarters in London.



**MACHINIST'S MATE 3<sup>RD</sup> CLASS JOSHUS D. WAMSER**, who is assigned to USS *City of Corpus Christi* (SSN 705) recently was awarded the Navy and Marine Corps Achievement Medal. He prevented a stranded motorist on the Piscataqua River Bridge from jumping off the bridge. Disregarding any potential danger to himself and displaying clarity under pressure, he talked the man away from the edge of the bridge, convinced him to sit in his truck and kept him occupied until help arrived.



**YOUR SHIPMATE'S FACE COULD BE HERE!** Does your command have a Sailor or civilian employee whose accomplishments deserve recognition? Send a short write-up and full-face color print or slide to *All Hands* magazine, Naval Media Center, 2713 Mitscher Rd., S.W. Anacostia Annex, D.C. 20373-5819 or e-mail your write-up and a digital 5" x 7", 300 dpi, high resolution photo to [allhands@mediacen.navy.mil](mailto:allhands@mediacen.navy.mil)



Photo by JOC Robert Benson

# Speaking with Sailors

**The MCPON calls on all Sailors to meet the challenges of the New Year**

P.S. In the above e-mail, I have referred to the north beginning in lower case while the South begins capitalized. To clarify, in Korea it is always typed in this fashion for obvious reasons that require no explanations.

**Editor,**

Since a fellow Seabee of mine voiced his opinion of the quality and variety of your articles (in the November issue), I felt I must respond in kind.

I have been reading *All Hands* since I joined the Navy 19 years ago, and I can honestly say that you cover all aspects of Navy life without exception, and in a very balanced way. The quality of the articles and the format of the publication is outstanding.

BZ on the November article, and keep up the good work.

**UCCM (SCW) Russ Borman  
BORMANR@jmf.navy.mil**

**Editor,**

I just wanted to commend your staff for a very interesting and imaginative October issue of *All Hands*. I use to oversee the publication of *Chips Magazine* which is the Navy's magazine for information technology. I know what is required to put out a quality product month after month. Your staff gets a big BZ for a job well done!

**Mike Sessions  
Theater Medical  
Information  
Program-Maritime  
SPAWAR PMW-154**

During the past 225 years, United States Sailors have answered the call to uphold freedom in virtually every corner of the globe. Not surprising to anyone, you rose heroically to every challenge the year 2000 presented. USS *Cole* (DDG 97) again tragically reminded us of how challenging our jobs truly are. It also served as a reminder that our commitment is very costly and important to building a better world.

Now we must again look to the future. Our Navy continues to face sweeping changes in the coming years. Your commitment to take ownership in these changes will be the cornerstone for the degree of success they bring. Just like the past 225 years, our Navy is only as strong as the professionalism and dedication with which you serve — knowing that, I rest assured we will continue to have the greatest Navy in the world for generations to come.

A top priority for Navy leaders this year has to be manpower. There are several issues that deal with manpower, but they all boil down to one simple act — treating every person in our Navy family as they deserve to be treated. We've had a push the past several years to "take care of your Sailors." Taking care of Sailors does not mean making things easy for them. We join the Navy for a variety of reasons, but one common reason for most is the desire to be challenged. One of every leader's primary responsibilities is to challenge their Sailors and prepare them for further suc-

cessful service in our Navy.

We have far too many Sailors leaving the Navy simply because we didn't meet their expectations. It is our responsibility to at least ensure those expectations are realistic. When they are realistic, we must strive to help our shipmates realize these expectations. If the expectations are unrealistic, we should immediately counsel our shipmates on what they can and should expect from our Navy.

Lowering our attrition rates and increasing our retention rates are keys to 2001 being a successful year for our Navy. Your help is essential. The proven most effective way to achieve both is by actively mentoring our shipmates. We have to take an interest in their goals and professional development. I'm asking every leader in the Navy, which is potentially every Sailor serving, to continuously strive towards motivating, inspiring and leading our shipmates.

It is truly a blessing to have the opportunity to serve in the greatest Navy in the history of the world. We must rise to the challenge to ensure the mark we leave on our Navy's heritage is a positive one. Every day you report for duty, you have an opportunity to positively influence your shipmates — seize each day shipmates! ☑

**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.**

## Civil War Soldiers & Sailors Database Unveiled

**A** new database was recently unveiled at the U.S. Navy Memorial, Washington, D.C., for African-American Sailors who served in the Civil War. The Civil War Soldiers and Sailors System Database holds information about 18,000 African-American Civil War Sailors. It contains personal information, ships served aboard and dates of service and is accessible through the Internet at [www.civilwar.nps.gov](http://www.civilwar.nps.gov).

"From the Boston massacre to *Desert Storm* and Bosnia, black Americans have served and continue to serve in defense of this nation's principles," said VADM Edward Moore, commander, Naval Surface Force, Pacific Fleet. "These patriots included 186,000 black Americans who donned the Union blues to serve on battlefields and ships."

The purpose of the database is to provide a resource to tell the story of the struggles and contributions of Civil War Sailors of both sides during a turbulent time in the nation's history.

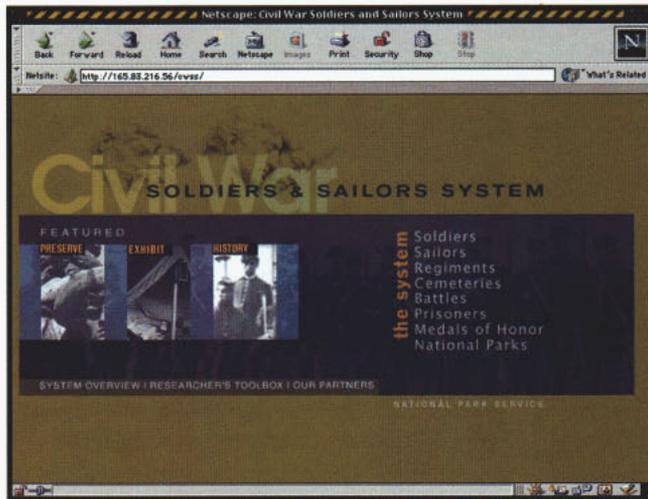
During the course of the Civil War, 18,000 African-American men and more than a dozen African-American women served in the U.S. Navy, making up some 15 percent of the total enlisted force. These Sailors served on almost every one of the nearly 700 Navy vessels. Eight earned the Medal of Honor for their heroism in battle.

The Civil War Soldiers and Sailors System Database is the product of a partnership formed in 1993 between Howard University, the Department of the Navy and the National Park Service. Funding for the program was provided through grants from the DOD Legacy Resources Management Program.

One man in attendance at the memorial that day carried a photo of one of his two great-grandfathers who served as Sailors in the Civil War. What would that great-grandfather say if he were alive today?

"He'd be pretty impressed," said Richard America. "He'd be pleased for himself, probably for his shipmates and his country."

For more information on naval history, contact the Naval Historical Center at [www.history.navy.mil](http://www.history.navy.mil). The U.S. Navy Memorial is at 701 Pennsylvania Ave. N.W., Washington, D.C. For more information about the Navy Memorial, go to [www.lonesailor.org](http://www.lonesailor.org).



Story by JO1 Joseph Gunder, editor, Navy Wire Service.

### New Sailors Learn How to be "Ship-Sailors" at "Thorn U"

**T**he Norfolk-based destroyer USS *Thorn* (DD 988) has a new approach to the standard shipboard indoctrination program. Newly reporting Sailors have been receiving a

four-week comprehensive training program that allows the command to accelerate the transition time needed to adapt to their new life at sea.

This program is called "Thorn University."

The majority of the young Sailors require guidance on what is expected of them, such

as making sure their parents know they've reported aboard, purchasing necessary uniforms and insignia, and stowing their belongings properly.

"When they come aboard, most of them are lost," said Thorn U instructor Damage Controlman 1<sup>st</sup> Class Charles Reuben. "And when they come

to Thorn U, we make sure they make that phone call home and take care of personal affairs. Then we continue the work they began in boot camp, helping them become good Sailors."

Thorn U is a significant change to the prior indoctrination system. In the past, the training only skimmed over numerous subjects in a mere two weeks. Sailors were then expected to finish their Basic Damage Control (DC) qualifications in three months.

Thorn U covers everything from the chain of command to ship-board DC, allowing the students to become DC qualified and begin working towards the completion of Material, Maintenance, and Management (3M) and quarterdeck watch qualifications by the conclusion of their four-week course.

"It's a good thing that your qualifications start here," said Electronics Warfare Technician 3rd Class Hermes Valle, a recent Thorn U graduate and class leader. "It motivates you to keep working on them."

The program enabled Valle to complete his quarterdeck watch requirements in only 42 days instead of the Navy's standard 60 days.

Thorn U instructors also advise the Sailors to take part in the ship's mentoring program. The key idea behind the ship's mentor program is to steer young *Thorn* Sailors toward role models and "squared away" shipmates.

The program also encourages young Sailors to select someone as a mentor who has

# Onassignment

a few years experience in the Navy, and is capable of guiding them in the right direction.

"They choose who they want to be their mentor," said Reuben. "But it has to be an individual with a good attitude, not one that's going to try to take him/her down the wrong path."

Graduation day consists with the ship's Commanding Officer, CDR Alfred L. Pope, presenting each Sailor with a certificate. Pope also spends a few minutes finding out what the Sailors have learned and their opinions about Thorn University.

"We're in the business of warfighting," said Reuben. "To do that we need strong Sailors. Building strong Sailors is what Thorn U is all about."

More information about USS *Thorn* can be found at [www.spear.navy.mil/ships/dd988](http://www.spear.navy.mil/ships/dd988). ☐

*Story by SURFLANT  
public affairs.*

## At Sea and in Port, Class is in Session Aboard USS *Cushing*

**H**igher education is a primary goal for many Americans. Its value in expanding one's horizons and opportunities is limitless. Further education is also highly sought by many members of the U.S. Navy who desire to increase their knowledge and improve their skills while serving their country. What about those members of the Navy who cannot easily attend college classes and must deploy to sea?

The crew of USS *Cushing* (DD 985) found their answer in the Program for Afloat College Education (PACE) — in essence, a classroom at sea.

The PACE program is designed to provide advanced education to Sailors aboard their ships. There are two types of courses — instructor-based and CD-ROM-based. Both types of courses earn students three semester college credits for each class, which they can apply towards their associate's, bachelor's or master's degree.

The supervisory agency is Central Texas College, Killeen, Texas.

Thirty-five courses in 15 different subject areas are available on CD-ROM, covering both lower and upper level studies. Instructor-based classes are held both underway and in port.

Courses on a destroyer-sized

ship are usually taught one at a time with topics ranging from Criminal Justice to English to History. Fifty-eight *Cushing* crew members are presently enrolled in the CD-ROM courses.

LJTG Matt Cieslukowski, of Norwich, Conn., *Cushing's* educational services officer, said that Navy recruiting efforts often emphasize the educational opportunities available to Sailors.

"On *Cushing*, we make that happen," Cieslukowski said.

On Sept. 25, 37 crewmembers graduated from the instructor-based Criminal Justice course, which was taught twice each day in *Cushing's*

"Covering the Wilderness Challenge in Fayetteville, W.V. gave me a new appreciation for those to participate in these kind of sports. It's one thing to run a PRT, its quite another to walk a six mile forced hike along a hilly wooded path, in the cold.

Just getting into position to shoot pictures required a little extra effort. If I wasn't climbing up hills or down rocks, I was hiking a mile and a half just to get to the big puddles where the bicyclists would take their spills (during the bike relay). In some places, the surface the bikers rode was so soft that it was barely mud at all. I remember taking one step onto what I thought was just mud. Instead, my foot sank shin-deep in black gunk! Yet those riders went over that stuff twice, once up and back again.

This was sure a change of pace from editing the Navy News Service." ☐

*Gunder is a photojournalist assigned to All Hands and the Navy News Service.*

Photo by JO1 Preston Keres



# Around the Fleet

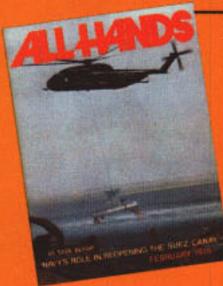
## TIME CAPSULE

This month we look back in the *All Hands* archives to see what was going on in the Navy and the world 50, 25 and 10 years ago. In each issue, we see how the African-American Sailor has become an integral part of the modern Navy



### 50 Years Ago — February 1951

We showed Sailors stepping up to the challenge of learning to live and work in modern day electronic ships. We also looked at the new waterproof gear Sailors would be getting and we examined the difference between “rate” and “rating.”



### 25 Years Ago — February 1976

*All Hands* reported on the Navy's role in reopening the Suez Canal. We also visited the Navy firefighter school at NTC San Diego and watched as USS *Blue Ridge* (LCC 19) underwent shock tests in the Pacific.



### 10 Years Ago — February 1991

This month we focused on the role of the African-American Sailor in the Navy. We asked Sailors from around the fleet to comment on the state of the Navy and where they see themselves in the future.

“PACE has been extremely popular with the crew,” Kimmel explained. “After calculating all the student-hours logged in the PACE program (including classroom attendance and GD-ROM work), you’ll find that *Cushing* has invested more than 3,200 hours in higher education since January. The PACE program belongs to the crew. Their interest and enthusiasm truly make the difference.”

*Cushing* has hosted several PACE courses on board in the last several years, all taught by different instructors and centered on different areas of study. *Cushing*'s last PACE instructor was retired Marine Corps Col. Trent A. Williamson, of Sequim, Wash. Williamson has been a PACE instructor for nearly one year and has been attached to several other ships, including USS *Port Royal* (CG

73) during a deployment to the Arabian Gulf. He feels that the pace program gives Sailors unique opportunities they wouldn't have otherwise.

“The courses fill the blue-jackets' off-duty time with productive study, which broadens their horizons and affects them in a positive way.” Williamson said.

As Williamson attests, the PACE program is more profitable than distance learning. “Distance Learning, in which students study and take exams online over the Internet or through the mail, is impersonal and sometimes difficult. PACE brings the students into contact with the instructor, giving them a chance to develop a better understanding.”

PACE student Cryptological Technician (collection) 3rd Class (SW) Travis Greer, of Denver, showed his satisfaction.

“PACE has given me a chance to pursue my degree while serving my country in a full time job,” Greer said. “What a deal!”

More information about PACE and other Navy college programs can be found at [www.navycollege.navy.mil](http://www.navycollege.navy.mil). ☒

Story by LTJG Steve Lowe,  
public affairs officer  
USS *Cushing* (DD 985).

## Detailers Call Sailors — Signal Big Changes

In the past few weeks, several Sailors have been surprised to receive phone calls from their detailers a full year in advance of their projected rotation date.

Nothing was wrong, the detailers reassured them. They weren't being sent to sea duty early, nor were there orders to a remote corner of the world. The detailers just wanted to talk ... and listen.

The calls were a part of what may be the biggest change in the order writing process in decades. The Detailer Communications Initiative (DCI) is a new effort by Navy Personnel Command (NPC) in Millington, Tenn., to take a proactive approach to detailing by contacting Sailors earlier in the distribution process.

“We're making the detailing experience more personable, professional and positive,” explained LCDR John Heckmann, DCI Coordinator for NPC. “We're taking a more active role in the Sailor's career desires and career planning. We want to help Sailors have rewarding Navy careers,” he added.

“The most noticeable change to the Sailor in the fleet will be having more human interaction during the detailing process,” Heckmann said. “We intend to engage Sailors by calling them first, prior to reaching the negotiation window nine months from their PRD. We'll also be working closer with Command Career Counselors to ensure the detailer's perspective is part of the member's career planning.”

To help make detailers more accessible to Sailors, changes have been made to automatically route incoming phone calls to available detailers to increase the personal service for each call and minimize the voice-mail alternative. Detailers will also be getting more help to reduce their administrative burden, allowing them to spend more time talking with Sailors.

Under DCI, detailers will begin contacting Sailors by phone 12 months before their projected rotation date (PRD) or end of active obligated service (EAOS). Ideally, a Sailor will have their command career counselor or leading chief petty officer present during the call, where detailers will discuss

rating-specific career options with the Sailor, and help identify particular needs and desires.

At 10 months prior to PRD or EAOS, an "orders preparation checklist" will be sent via naval message to the Sailor. This reminds the Sailor to discuss options with their family; update Page 2 family member information in their seervice record; investigate special programs options; and to contact their detailer at the nine-month orders negotiation window. At the nine-month window, the Sailor should have a good idea of what type of orders they desire when viewing available orders on BUPERS Access. The Sailor will then call their detailer, discuss the orders they're interested in, and make a formal application through their career counselor on the Job Advertising and Selection System (JASS).

DCI stresses detailer accessibility on many levels. In addition to frequent phone and e-mail communication, detailers will pay more visits to the fleet to meet Sailors face-to-face and discuss detailing and career options with them. In addition, detailers will make more extensive use of video teleconferencing, and automated presenta-

tions on the detailing process will be accessible to Sailors on the Internet and on the BUPERS CD-ROM.

DCI is being implemented as quickly as possible. Detailers are working hard to learn new communications skills and state-of-the-art technologies to make it a success. Besides new and improved training for detailers, there are numerous action items being worked behind the scenes, all designed to enhance the detailers' ability to communicate with Sailors.

"We know that improving the communications link between the Sailor and the detailer is the key to making the detailing process work better," Heckmann said.

"We're going to keep looking for ways to strengthen that link and we'll be monitoring feedback from the fleet closely," Heckmann added. "Surveys have shown that the detailing process is often a significant factor in a Sailor's decision to stay or go, so we'll be doing everything we can to make a positive impact on their decision to stay." ❑

Story by JOC(SW/AW) Mike Morley, NAVPERSCOM public affairs.

## Sailor Wins Big on Game Show

Electronics Technician 3rd Class David A. Colquitt wanted to be a millionaire — or at least a quarter of a millionaire.

In just a short time, Colquitt, an Indianapolis native, and his family found themselves with an extra quarter million dollars to spend. It all happened when a USS *Ogden* (LPD 5) Sailor decided to try out for the game show "Who Wants to Be a Millionaire."

Colquitt heard about the show from friends and thought, "Hey, this is something I can do."

With that thought in mind, he called the 1-800 number at the end of September to try out for the show. After answering a series of multiple-choice questions, he got a return phone call saying he had been selected to participate on the program.

About a month later, Colquitt and his wife headed to New York City for taping. The show paid for travel, accommodations and meals while there, making the trip totally stress-free for the couple. When the day came for the recording,

Colquitt was excited.

"I walked into the studio for the rehearsal and my first impression was, 'Wow, I'm here. I'm doing it,'" Colquitt recalled. "It was just mind-boggling that I had actually pulled this off; that I had actually done it, that I was going to make an idiot of myself on national television."

Exceeding his own expectations, Colquitt made an impression from the start of the taping. Qualifying to get into the "hot seat" meant having to be the first person to answer a multiple-choice question correctly. Colquitt felt secure in his ability to answer that, but was very surprised when his name popped up as the first one finished.

"My jaw dropped when I qualified for the hot seat," Colquitt said. "I didn't know what to expect then. I've seen people get knocked out with an off-the-wall question at \$100."

He was even more surprised when the star-host of the show, Regis Philbin, informed him he had made \$32,000 and still had his lifelines left. A phone call to a friend, removal of two wrong answers (50/50) and polling the audience are the three "one-

## Ricky's Tour

By J02 Mike Jones

mikejones43@hotmail.com



## Let's Hear It for Ear Protection

Story by JO3 Paul Newell

**Y**ou can't escape it. There's really nowhere to hide. From the deafening scream of a jet engine, to the constant rat-a-tat of a needle gun, loud and annoying noises are everywhere on USS *George Washington* (CVN 73). Even Sailors who don't work in a space with loud equipment probably work near one.

Some may say they're getting used to the crashing, roaring and screeching that goes along with life at sea on a carrier, but Safety Department's Storekeeper 1st Class(SW) Tom O'Neil, one of two hearing protection monitors aboard "GW," says the

time since 1981, something he's paying the price for today.

"I have 65 percent hearing loss in my left ear, and 45 percent in the other from years of flying," Lucas said. "It's too late for me, but recently the Navy committed \$13 million to investigate the potential reduction of noise aboard its ships. During the yard period, this ship is scheduled to install mounted orifices with the jet blast deflectors. They should greatly reduce the incredibly loud sound on the flight deck. They are also looking into supplying active sound continuators in the cranials, a device

# INNOVATORS



only thing he wants his shipmates to get used to is safeguarding their ears.

"The most frustrating thing is seeing people constantly disregard the need for hearing protection," said O'Neil. "It just doesn't seem like they know what they are being exposed to."

If they knew, they might wear hearing protection all the time. Take for instance, the boatswain's mate who needs to put that new coat of paint on the bulkhead. First thing is to take off the old. Needle gunning is a good way to do that, but it's also extremely noisy — 113 decibels. It wouldn't take an unprotected Sailor long to get the same ringing in their ears they might experience after attending a rock concert.

CDR Bob Lucas may not have damaged his ears rockin' out to Guns-n'-Roses, but sure enough, GW's safety officer is trying to make some noise of his own. His motivation for reducing noise aboard GW comes from years of personal experience: abusing his hearing while flying helicopters. In fact, he has logged over 4,000 hours of flight

that will reduce heavy background noises."

But are such measures necessary? What is sustained exposure to noisy environments actually doing to our ears anyway?

"After staying in a noisy area long enough, the ear's nerves will be affected," said GW's physician assistant, LT Roger Talbot. "Going to an occasional rock concert or cranking up the radio is fine once in a while, but constant exposure will harm our ability to hear. It's a gradual progression and we really need to be aware of the effects of working in spaces where sound generates heavy noise."

That's especially true for flight deck Sailors. For hours each day, they are exposed to sound levels that can reach over the 130-decibel range. According to GW's industrial hygiene officer, LT Mike Lutte, that's enough to make your eardrums bleed. Besides using the common yellow earplug "foamies," these Sailors are also required to wear "Mickey Mouse ears."

"With only one form of ear protection,

*Continued on page 14*

time-use" lifelines given to contestants to assist them with winning.

At the \$250,000 mark he had a 50/50 lifeline left and a question about the birth name of Mother Theresa. Once half the answers were knocked out, he guessed between the last two by using an old rating exam maxim: "When in doubt, 'Charlie' out" (meaning he picked "C"). The tactic worked (though it's not recommended during regular rating exams).

Before the show, Colquitt promised himself that after reaching the \$32,000 mark, if he had no lifelines left for the "big money" questions, he would walk away. He kept his promise. Colquitt walked away \$250,000 richer.

Arriving back in San Diego, Colquitt first had an opportunity to see his shipmates at a Halloween party for the ship. People knew he'd been on the show, but didn't know how well he had done. Immediately upon walking in, fellow crew members bombarded him with questions and congratulations.

Colquitt described the whole trip as a "life-changing experience." Both he and his wife are excited to pay off some debts, provide for their son's education and maybe even buy a new car. Colquitt will be enjoying a small taste of what it's like to be a one-quarter millionaire. ☑

*Story by JO2 Diann Paternoster, SURFPAC public affairs.*

## High-Year Tenure (HYT) Adjustments

**O**ur Navy currently possesses the most talented and experienced enlisted workforce in our history. Need for this talent and experience increases as we embark on a steady-state force after years of downsizing.

As the Navy evolves with more complex technology throughout our platforms, we will need a greater depth of enlisted supervisors and managers. Retaining more senior Sailors reflects our new strategy to increase aspects of retention with the intent to lower our reliance on recruiting. To strike this better balance to retain Sailors with more than 10 years of service, an adjustment to some enlisted high-year tenure (HYT) service limits is necessary. This applies to USN, USNR(TAR) and USNR personnel serving on active duty (minimum two-year obligated service). New limits for affected pay grades are as follows:

Pay Grade	Old Limit	New Limit
E-4	10 Years	12 Years
E-5	20 Years	No Change
E-6	20 Years	22 Years
E-7	24 Years	24 Years with Para. 3 guidance
E-8	26 Years	26 Years with Para. 3 guidance
E-9	30 Years	No Change

**This change will be reflected in the next update to Ref. A.**

To ensure rating advancement does not stagnate in the near term, as more experienced Sailors are retained, the Navy has recently obtained the authority to increase the number of Sailors in the senior enlisted pay grades (E-4 to E-9) to accommodate these HYT additions. This plan will allow our personnel several more opportunities for advancement while retaining Sailors with the talent and experience the Navy needs for the future.

For E-7 and E-8 personnel, staying on active duty past 24 and 26 years respectively, is something we want you to con-

sider as your rating and leadership skills provide our Navy with unique benefits. Your waiver request will be considered on the basis of our mutual agreement that (if applicable) a new set of orders is desired and/or the manning levels and health of your respective rating can accommodate such.

Personnel in receipt of Fleet Reserve authorizations due to HYT and who desire to remain on active duty must request cancellation from CNPC (PERS-823) within 30 days of this NAVADMIN and cite same as authority. Personnel offices and servicing PSDs should make every effort to inform all HYT affected Sailors on termi-

nal leave of the specific opportunities authorized by this NAVADMIN.

HYT waiver requests will still exist for personnel to exceed these new limits. Waivers will be considered on a case-by-case basis and given approval only when deemed in the Sailor's and Navy's best interest. Procedures are defined in Para. 5E of Ref. A. For more information, contact PNCS(SW) Bohrn, N132C4A, at DSN 225 3853 or (703) 695-3853. ☐

## Navy Announces Personal Financial Management Program

Recently, a 25-year-old Jacksonville, Fla.-based Navy aircraft mechanic needed an extra \$300 to pay for unexpected expenses, so he went to a well-known local company for a loan to cover him until payday. On payday he did not have enough money in his paycheck to cover his regular bills plus this cash advance. He could not let the check to the original lender bounce, so he went to yet another local company for an additional loan and wrote several more checks totaling \$390 to cover the original \$325 advance plus fees.

He ended up starting a trend that went pay day after pay day until five months later, he was writing checks totaling \$2,950 to cover the "floats" created by the original \$300 loan.

According to the Navy and Marine Corps Relief Society, millions of Americans every year are targeted by lenders who market to the young, under-informed and under-privileged. These "lending predators" seek out vulnerable citizens who feel that they have limited lending resources available and are unwittingly and, more often than not, led down the road to financial ruin.

To better protect Sailors from these "lending predators," Comptroller of the Navy Charles Nemfakos announced Nov. 14 that the Navy is initiating a new Navy Personal Financial Management (PFM) program starting this fiscal year. The new PFM curriculum is designed to develop good financial habits early in the training of officers and enlisted personnel and prepare them to avoid these "lending predators."

The Navy's initiative will

provide two days of professional non-military instruction at "A" schools and apprentice training for nearly 57,000 boot camp graduates; a PFM undergraduate level education for Naval Academy midshipmen; and expanded Bureau of Personnel outreach to junior Sailors, spouses and command financial specialists.

The need for financial advice to junior Sailors was felt by one squadron commander, CAPT Andy Anderson, commanding officer of Patrol Squadron (VP) 30 at NAS Jacksonville, Fla. Back in 1993, he was CO of VP-16, also in



Jacksonville, when a young Sailor approached him and asked for advice on how to best invest \$500.

"So I asked him, how much do you have in savings? How much do you have in life insurance?" Anderson inquired. "So I started talking to him. Within a few minutes, I had an audience of about 20 guys standing around me with their mouths open. So I knew I had a market."

## Let's Hear It for Ear Protection cont.

*Continued from page 12*

flight deck Sailors would suffer some serious hearing loss after a while," said Lutte. "That's why they need double hearing protection."

To determine noise levels, Lutte and O'Neil travel to spaces they suspect are excessively noisy. A noise dosimeter, tells them exactly how many decibels are being produced in the space. Lutte, who is responsible for determining which work centers are prone to high noise levels, says between 84 and 104 decibels requires single hearing protection. Anything over 104, requires double hearing protection.

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"We'll stop a lot of them and say, 'Hey shipmates, you need to stop what you're doing and get some hearing protection.' I mean, we'll go get it for them if we have to."

But sometimes, Sailors don't appreciate Safety Department's efforts.

"The most frustrating thing is seeing repeat offenders and the attitude you get from them," O'Neil said. "They just don't understand that it only takes a minute or so to don the proper safety measures. I guess they just feel bothered by us, but it's our job to care about their well-being."

O'Neil isn't the only one who cares about his shipmate's hearing. Hospital Corpsman 2nd Class Tamara Marks, a facilitator of preventive medicine, said Sailors in certain departments must have their hearing tested annually.

"The Safety Department has determined that there are Sailors from six departments who require audiograms each year: Air, Engineering, Deck, Weapons, Aircraft Intermediate Maintenance and Reactor," Marks said. "We'll give them the test and compare it against the initial one they were

given in boot camp. This will determine whether or not they've suffered hearing loss. If they have, we will talk to them and re-educate them on the importance of hearing protection, and suggest common ways to avoid it."

But what about the Sailors, like V-4's (Aviation Fuels) Airman Jose Santiago, who can't escape the noise?

"The arresting gear is right above my berthing," he says. "You can hear exactly when the plane hits the deck. It's like, 'Bam!'"

Unfortunately for Santiago and his roommates, flight operations won't be flown around their schedules. But Lutte says GW is looking into helping out these Sailors, too.

"For Sailors from the Air Department and squadrons, the majority of their living spaces are right under the flight deck," Lutte said. "It seems like they never get a break."

We're evaluating the possibility of adding acoustic insulation to their berthings, to decrease noise levels there."

While long-term solutions to some of the bigger noise problems are being worked out, O'Neil says Safety's willing to do what they can to assure Sailors get the hearing protection they need.

"We're always willing to teach our shipmates about hearing protection or to give out ear plugs to Sailors in need," O'Neil says. "If their division or department doesn't have the money in their funds, we'll help out. At \$19 a box, it's the kind of investment we like making. After all, we are here to help our shipmates hear." ☒

*Newell is a journalist assigned to the public affairs office, USS George Washington (CVN 73).*

Anderson started a financial planning seminar for his squadron. It was just a two and a half hour talk about buying used cars, homes and how personnel can get into trouble with credit.

"It almost became a full-time job," Anderson explained, "and I knew the Navy needed it."

The Navy is making sure that the same sort of financial skills training that Anderson gave to his squadron will now be given to junior Sailors while they're still young.

"There is considerable evidence of the importance of providing our Sailors with a sound foundation of personal financial management skills early in their careers," Nemfakos said. "Providing such a foundation would result in reducing disciplinary problems in the fleet and domestic problems at home; failing to provide it would contribute to the erosion of the Navy family."

The Navy budget for the PFM initiative includes \$6 million this fiscal year for startup costs and a six-month development period, and \$8.9 million in FY02. The Chief of Naval Education and Training (CNET) has developed an implementation plan which includes awarding a contract in Spring 2001, followed by a pilot program, and commencing training as early as August 2001. ☒

*Story by OASD public affairs.*

## ARGUS System Helps Assess Career Decision Influences

The Navy launched a web-based questionnaire system in January 2001 that gathers specific data from Sailors on retention influences at major

career milestones such as reenlistment, advancement, permanent change of station and separation.

Known as "ARGUS," this system will provide Navy leadership with a critical measurement tool to assess and evaluate factors that influence Sailors' career decisions.

ARGUS was designed by Navy Personnel Command's (NPC) Navy Personnel Research, Studies and Technology (NPRST), and sponsored by NPC's Center for Career Development (CCD). The system's name comes from a creature in Greek mythology that had 100 eyes and could see everything. The CCD hopes the system will give them the same kind of monitoring ability over Sailors' careers.

"The ARGUS system will provide command leadership a critical measurement tool to evaluate factors that influence Sailors' career decisions, and to make informed program and policy decisions to positively influence the career decisions of our most valuable resource — our Sailors," explained LCDR John Banigan, CCD's ARGUS project coordinator.

Banigan continued, "Once the database is established, commanding officers will be able to query the ARGUS database for a summary of influences affecting their command's retention and attrition as compared to the fleet."

Some of the influences addressed in the questionnaire include quality of service; leadership; job satisfaction; civilian industry employment; pay, compensation and benefits; education opportunities; personal and family life; and housing.

"ARGUS is an important tool that Navy leaders can use to improve their Sailors' personal and professional life," said

CAPT Jake Ross, CCD director. "If we are to be successful in retaining our high-quality Sailors, we need measurable data to use in our efforts."

Ross emphasized that the success of ARGUS is dependent upon the Sailor's truthful answers about quality-of-service and quality-of-life related policies and programs.

"The results of ARGUS will assist senior leaders on determining actions that will improve our Navy," Ross said.

ARGUS was implemented by the CCD as part of its mission to provide the fleet with all the tools necessary to keep the Navy's high-quality Sailors and officers in uniform. These tools include site visits by CCD traveling teams to Navy installations that present career decision workshops for Sailors and families, professional training for Navy Career Counselors and Command Retention Teams and detailer group discussions. The CCD is also working to develop web-based interactive products to aid Sailors and their families in making informed career choices. ☒

*Story by ENS Bill Danzi who is assigned to the Center for Career Development, Millington, Tenn.*

## It's "Mail Call" in the Arabian Gulf

There are certain things Sailors look forward throughout the day. Some of the obvious include getting in the chow line for a delicious meal, doing laundry, or perhaps enjoying some quiet time reading a book or listening to music.

The true highlight of any day, however, is hearing two words over the 1-MC announcing system in the passageways, hangar bays and workspaces.

"Mail call." Morale is instantly improved following the announcement and as mail orderlies make their way from locations all over the aircraft carrier to the mailroom. Eagerly standing in line, they present their orderly cards and identification. Some walk away with a handful of letters, others haul overstuffed orange mailbags to their workspaces where shipmates are standing by in anticipation.

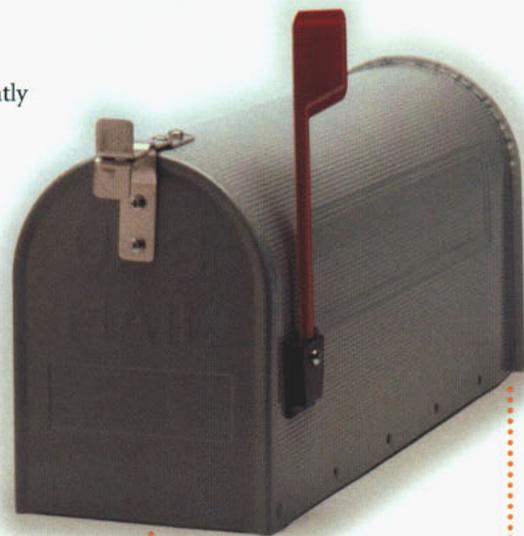
The availability of telephones and the Internet allows personnel to make calls home and to send and receive e-mail on a fairly regular basis. Still, nothing compares to getting letters or opening care packages and sorting through the contents.

A bag of cookies, compact discs, clothing, photos of the family — you name it and it's probably in there.

So, who are the unsung heroes who brighten the lives of so many by delivering the highly anticipated letters and care packages? The Sailors working in USS *Abraham Lincoln's* (CVN 72) very own post office, that's who — the 12 postal clerks responsible for ensuring that mail leaves the ship and gets to where it's supposed to go.

Perhaps more importantly, they also receive thousands of pounds of mail on a weekly basis and must separate it box-by-box, letter-by-letter, for every single recipient.

According to Postal Clerk 1<sup>st</sup> Class Darrin Williams, doing the job right is extremely



important. "A lot of things can go in the mail, including care packages, bills and official mail," Williams said. "People are depending on us for personal mail and official business."

Sorting through all the mail is a constant effort. Every day, mail is coming and going.

"We receive up to approximately 15,000 pounds of mail for ship's company and the air wing, more if we get mail for the battle group. We send about 4,000 pounds per week," said Williams.

The bottom line — all mail is considered important. For Sailors far from home, away from friends and family, letters and care packages take on even greater significance.

"Sometimes e-mail and the phone lines aren't working, so to get that letter or care package from home gives people that sense that they are not so far away. When you actually have something tangible in your hands, it makes a big difference," added Williams. ☒

*Story by JO1 David Rush, assigned to the public affairs office, USS Abraham Lincoln (CVN 72)*



ho

Under the intense heat of the Bahrain sun, OS2 Max Derck and AMS3 Nathan Burdick stand watch.



**T**he sun beats down with a vengeance, and a hot, swirling desert wind blows sand and grit everywhere. People on the street bustle about as if on a mission, some dressed in comfortable and inexpensive work clothes, others in the newest fashions from Italy and Paris, and still others in the traditional thobes and abayas of the Arabian Peninsula. The streets are filled with automobiles, and the mix of imports, both inexpensive and pricey, characterize the international face of business in this progressive Gulf country.

# eat underheated conditions

NSA Security Force Means Business

Welcome to Bahrain.

It has been home to U.S. Navy ships for more than 50 years. The Naval Support Activity lies on the eastern end of the small island in an area known as Juffair. Duty in this part of the world is challenging but rewarding – and sometimes dangerous.

Story and photos by PH2 (AW) Jim Watson



“B

“Move the car,” screams SMSN Ryan Willis as he and his partner rush the vehicle that has just stopped in front of the gate. This was all part of an unannounced drill in which the security officer wanted to see how well the guards would react during the heightened threat condition.

### Focused on Security

Smirking, the Sailor watches the gate guard in desert camouflage search his backpack. "Careful," he says with a giggle. "You might run into my bomb."

Only thing is, nobody else is laughing. The 240-pound gate guard, dressed out in 20 pounds of extra gear — flack jacket, Kevlar helmet, ammo, water bottle, M-16 ready by his side, can't find anything funny in what has just been said. For the last seven hours, this member of the Naval Support Activity (NSA) Bahrain security team has been standing in the humid 100 degree-plus weather that Bahrain is so well known for, sweating a river

and watching the heat rise off the street in those eye-mystifying mirages. "Drop to the deck, hands on your head!"

"Bomb threat at the front gate," the guard yells into his radio.

And now the real fun begins as a barrage of Naval Security Force personnel and Marines appear in a flash, weapons drawn, with a blur of orders being screamed at the top of their lungs. The situation becomes extremely tense; today this joker messed with the

# ombthreat at the front gate,"

the guard yells into his radio.

wrong security team on the wrong base in an area of the world where terrorism really happens.

This time it's just a training evolution, but it's training evolutions like these that save lives. Of course, the security forces at NSA Bahrain don't usually have to deal with a real-life scenario of this nature, but they are ready and serious — deadly serious if need be — and the safety of the base, American citizens and equipment are the only thing on their minds.

"This is an enormous acknowledgement," said LCDR Gordon Sheeks, security officer, Naval Security Force Bahrain, after learning NSA had been recognized by DOD for its antiterrorism/force protection



*Above* — Everyone has the potential of being a danger until proven otherwise. That's why MA3 Mario Swita keeps a vigilant eye while on watch.

# underheatedconditions

program. "When I got here I met with the Fifth Fleet Commander, and he said he wanted a security force comparable to the Marine Corps. It took a year, but after that, a Marine colonel arrived on base and commented on how good the "Devil Dogs" looked. I just smiled and said, "Thank you Sir, but those are Sailors."

Although this is nothing new for Sailors — the Navy has always had security forces — Bahrain's security is a little different than your average base. Sailors here are working with some of the most high-tech gear on the market and literally, under some of most heated conditions on the planet.

"It gets pretty warm here," laughs Operations Specialist 2nd Class Max Derck. "Sometimes there is so much humidity it looks like it just rained, but we're not that lucky. Its bearable though because of the training we get. This base has tools and technology the likes of which I've never seen on a Navy base."

The high-tech he speaks of includes hundreds of cameras monitoring the area, the ITI VaporTracer explosive detectors used to look for car bombs, Bore/Fiber scopes and X-ray baggage scanners looking for anything out of the ordinary. These all help make them one of the safest and best security forces in the world.

Its not just the cool gadgets and tools that allow these Sailors to do their jobs, physical security training has many other benefits as well.

"They have really taught me to use my voice," said Master at

Arms 3rd Class Laurie Taylor, one of the few female patrolman at NSA Bahrain.

"The assertiveness has helped me in many ways and has let others know I am here to my job, and do it well."

Another aspect of the training is situational awareness on watch. Using the powers of observation — noticing something that seems just a little out of place — could make the difference between life and death.

"You really have to be on the ball and pay attention at all times," said Signalman Seaman Ryan Willis. "Being in 'Threatcon Charlie' here means no one stops in front of the gate in a car, and there's a 100 percent baggage check and auto check before even entering the base."

*Below — Bahraini soldiers act as interpreters for security personnel like MA3(SW) Laurie Taylor.*



And with more than 2,000 personnel entering and leaving the base daily, this job is no small task. But Master at Arms 3rd Class Shannon Bragg said, "It's worth it. I like living here compared to anywhere else in the world. Especially as an E-3 or E-4. The lifestyle in town in my own apartment is great. I will truly miss it here when I have to leave."

The living conditions are the upside in an area where bomb threats and the potential for terrorism keep service members on their toes.

With several hundred personnel on the security force, including a few Marines and Bahraini nationals, Sailors from various ranks and rates walk the perimeter and watch the walls day and night. This boundary takes some of these Sailors to the sea in harbor patrol units, to guard any American ship that moors in the Bahrain Port.

"My team provides a viable 24-hour tactical operations cell around the pier," said Chief



You would do well to keep clear of Rico,  
MA2 Bruce Metcalf's partner  
(guard dog) at NSA.

"He's over there!" screams EN3 Laryl Helberg as a fishing boat breaks the perimeter. The waterborne operations team patrols the harbor in Bahrain.



# underheated conditions

Engineman (SW) John Higdon, leading chief petty officer of the boat unit.

With 35-foot and 19-foot patrol craft, the NSA security force deters possible threats from coastal waters before they even arise.

"I really enjoy riding in the boats on patrol," said EN3 Laryl Helberg, a waterborne patrolman for NSA. "We make sure that no boat enters our area. It's mainly fishing boats looking to make a quick crossing of the harbor, but you never know who may be in that one boat."

It is clear that everyone on the security force at NSA Bahrain takes the job very seriously. It also happens to be why the unit has been awarded the CNO Navy Law Enforcement and Physical Security Organization Excellence Award for the last three years now, which was no easy feat with all the competition worldwide.

"When I came to Bahrain, I knew the job here would be a challenge," said Sonar Technician (Surface) Seaman Kyle Lovins, a patrolman on

base. "It definitely has been, but it pays off when we are recognized by others."

And this may be why a one-year billet turns into a two, and some times three-year billet for the security personnel stationed at NSA.

"I've been here for three years," said Master-at-Arms 1st Class Christopher Breckenridge. "And I plan on coming back here as the assistant security officer after I make limited duty officer (LDO)."

What is it that makes these Sailors ask for duty in an area so far from home with such a harsh climate and potential danger? Could it be the money? Sure tax-free duty is great, and the extra money for hostile fire pay helps, but those are material reasons that don't hold up when compared with the sacrifice of sometimes leaving your family behind and living in a foreign land far from the customs and norms of American life.

"I just feel safer here," said MA3 Laurie Taylor. "I just feel safe."

That feeling is echoed by Boatswain's Mate 2nd Class Ventrail Baker.

"I have my family out here," said Baker. "I like the feeling that I am protecting something worth protecting, and the family and friends I have made here really make the difference." ✉

*Watson is a photojournalist assigned to All Hands.*

**Below** – With hundreds of cameras monitoring the base at all times, three Sailors stand watch in the high-tech Combat Operations Center.



**S**ince the attack on USS Cole (DDG 67), the Navy is looking at anti-terrorism force protection (ATFP) through a whole new set of eyes and realizing it's going to take some new measures, in addition to a "change in culture," to deal with these threats.

CAPT Tim Holden, the Navy's director for Antiterrorism Force Protection (N 34), spearheads a division in the Pentagon that makes recommendations to Navy leadership about how best to protect Navy/Marine Corps forces at home or abroad.

"The CNO started this process by putting out a message concerning a 'zero-based review' (that is, to start with a clean slate) of our ATFP measures," said Holden.

While acknowledging in the message that all of the risk can never be eliminated, the CNO told commanders that the Navy is not going to wait for a lengthy review to ensure everything possible is being done to be at the right security posture.

"The cultural change I'm talking about, and now I'm seeing this from a terrorist's perspective, is to think of this as a war, a campaign. A campaign that has strategic, operational and tactical levels to it."

This cultural change Holden discusses would involve each member of a ship, installation or unit. They would act as the command's "eyes and ears." Sailors on the ship, ashore on liberty or in the local community would raise their level of awareness and be on the lookout for anything unusual.

"It becomes everyone's business to be involved with force protection. This would expand the sensor capability on a ship or installation," Holden said.

Holden proposes the best way to approach force protection in today's world is through the use of "operational risk management." Units must prioritize to get the maximum deterrent effect for the investment.

"We have to prioritize our efforts because

it just makes better sense to have the host nation provide the outer defensive perimeter and security around our ships and aircraft. We, of course, will maintain the inner perimeter," Holden said.

#### 4. Look at sensor technologies to give the unit commander a final tactical awareness

Some of these would include television cameras, thermal imagers and FLIR (forward-looking, infrared radars). These devices could be permanently installed on ships or remotely operated from the shore, Holden explained.

## After USS Cole: New Initiatives Taken, New

Subsequently, the Secretary of the Navy, in consultation with the CNO and the Commandant of the Marine Corps, established a DON task force to review the force protection posture and identify further actions that may be needed in the mid-term (three to nine months out) and far-term (FY02 and beyond).

"We're working closely with the Marines," said Holden. "We're looking at ways in the near-term, the mid-term and the far-term to reduce the threat to the department from terrorist attacks with a whole new perspective after Cole."

"This means we can't back away from these threats," Holden said. "Instead, we need to determine how we can continue to operate and at the same time reduce our vulnerabilities."

"The Cole incident is obviously a wake-up call. Before Cole, our focus was on shore installations, which are vulnerable because they are fixed, static positions. If a terrorist was interested in attacking the United States, our view was that they would target our shore bases."

"Since USS Cole, we've had to expand our thinking. I think the response to Cole is going to involve a fundamental change in our culture," Holden continued. "Up until now, we've been very comfortable fighting our enemy at sea. That's how we built our ships and that's how we operate."

we can't defend everything, everyplace, all the time," Holden said.

Some things Holden said units can do to lessen the risk of a terrorist attack:

#### 1. Improve situational awareness

"The Navy has assumed in the past they would have some kind of a warning," Holden explained. But with USS Cole, there were no warnings or specific indicators.

"Although intelligence will still be an essential part of how we do business, it just sets the stage or establishes the context so the CO of a ship will be more aware of the environment in which he or she is operating," Holden said.

#### 2. Establish a physical "stand-off" barrier between the ship/aircraft/ installation and the potential target

"This barrier will not only lessen the effects of weapons but will give the unit CO an extra window of time to make a decision," Holden suggested.

#### 3. Encourage friends and allies of the United States around the world to provide an appropriate level of protection

"Navy ships visit foreign ports at the invitation of the host nation. Not only is it their responsibility (under international law),



Photo by PH2(AW) Jim Watson

## 5. Consider the use of non-lethal technologies as a dissuader

A lot of these are still in the future. But low-tech alternatives today might include a charged fire hose or, at night, bright lights near the waterline to expose a potential threat.

"We are also taking a hard look at non-lethal weapons as a means to escalate our repose capability," Holden said.

An initiative that Holden's office has been working on is to further professionalize the Navy's security forces ashore. Those billets that now use the 9545 naval enlisted classification (Physical Security/Law Enforcement Specialist) would be converted to regular master-at-arms (MA).

"The reason for this is to make all Navy security forces ashore a professional force, a career force comprised of masters-at-arms," Holden said.

Another reason, Holden explained, was that the Navy just wasn't getting enough manning by non-MA Sailors with the 9545 NEC. This way, an appropriate level of ATFP manning would be derived by recruiting MAs at the E-1 level and growing the MA community to fill all the law enforcement billets, rather than filling these with Sailors from different rates with the 9545 NEC.

The world has changed for the Navy. The ATFP threat has demonstrated itself to be very real and will be around for a long time. The Navy is now refocusing its attention to

better protect its forces while meeting its worldwide responsibilities as a combat-capable forward-deployed force. ☒

*Gunder is the editor of Navy News Service, and is assigned to All Hands.*

Inside NSA Bahrain Armory, STG3 Perry Cartwright hands out weapons during shift change.

# Culture Needed





# It's NOT CULTURE It's

Photos and Story by JO1 Preston Keres  
and PH2 (AW) Jim Watson



# SHOCK

HOME TO 5TH FLEET SAILORS

# JUST DIFFERENT

IT'S NOT  
CULTURE SHOCK  
IT'S JUST DIFFERENT

HOME TO 5TH FLEET SAILORS



As for the Sailors and family members who do know where Bahrain is located — between the Saudi Arabian mainland and the island of Qatar if that helps — few actually know what the island has to offer, or what kind of life is led in this oil-bearing land.

Arabic is the official language of the country, English is widely spoken and understood, and there are many customs and traditions unfamiliar to the westerner. Islam is the country's official religion, and is practiced by 95 percent of the population according to official estimates.

After Iraq invaded Kuwait Aug. 2, 1990, U.S. and British troops were allowed to deploy in and out of this strategic island. Today, it is the headquarters to Commander, Naval Forces Central Command and the U.S. 5th Fleet.

Take a walk with *All Hands* as we stroll the streets and surrounding area of the capital city of Manama, where you will get a taste and feel of the local culture and people.

*Left* — Well into the desert stands a shady tree in solitude. The Tree of Life, as it is called in Bahrain, is still a mystery — the tree's water supply is unknown. *Opposite page* — While it is easy to get caught up in the hustle and bustle of modern city life, much of Bahrain still remains the same — in a time since past.

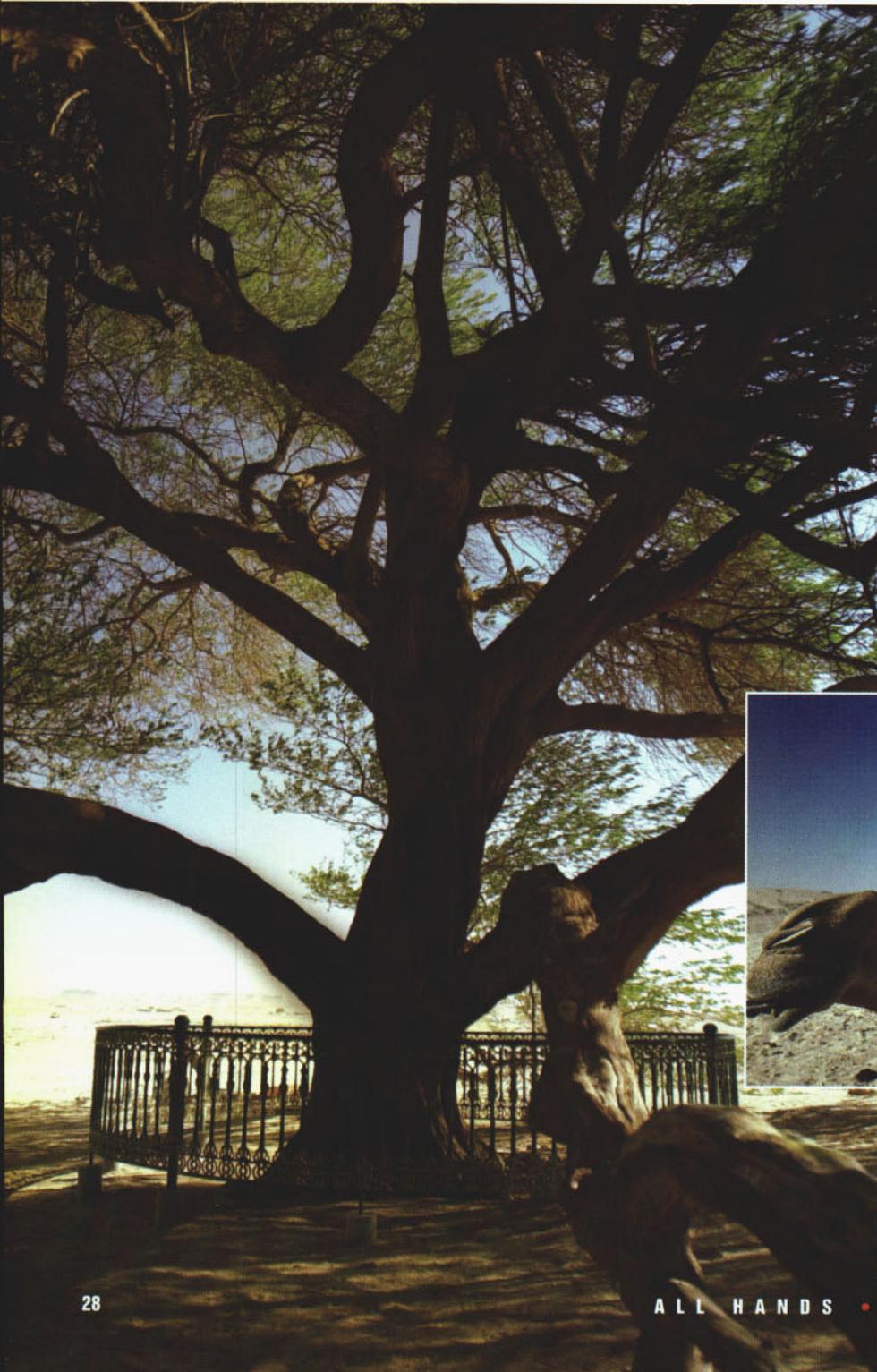


Photo by PH2(AW) Jim Watson

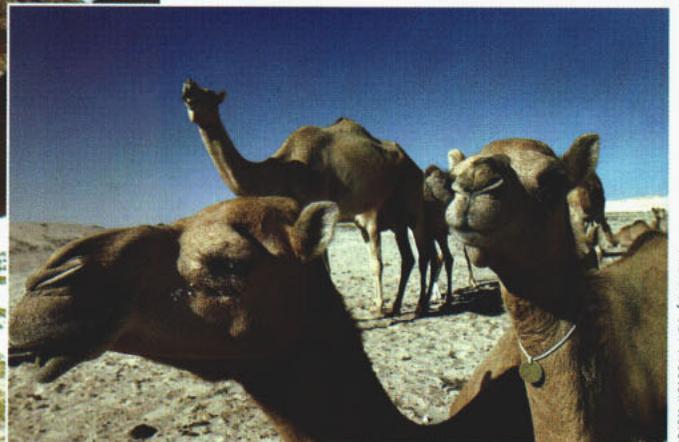
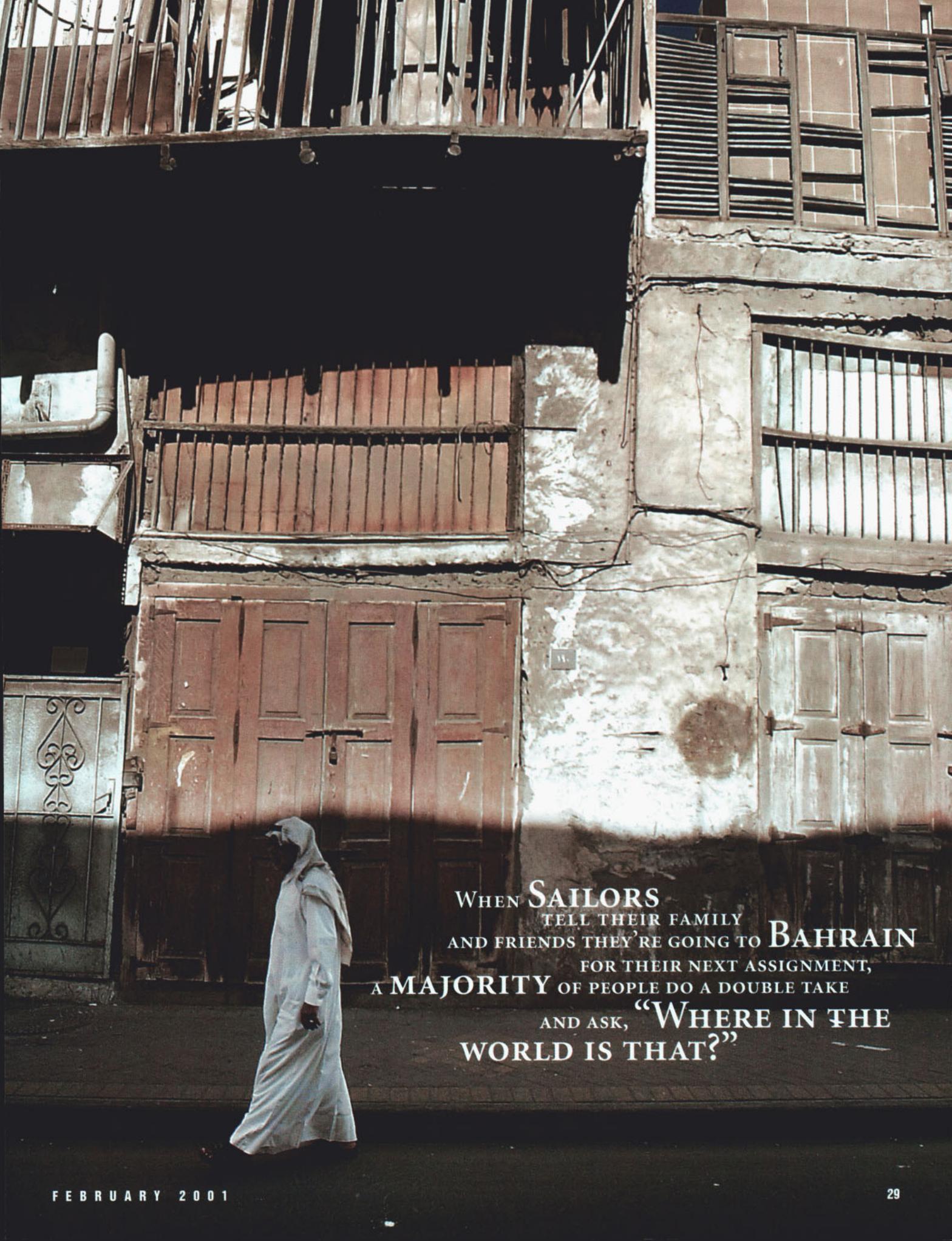


Photo by JO1 Preston Keras

*Above* — Camels are everywhere in Bahrain. They can even be found outside some restaurants, and offer visitors an up close and personal experience unlike any you would find at a zoo back home.



WHEN **SAILORS**  
TELL THEIR FAMILY  
AND FRIENDS THEY'RE GOING TO **BAHRAIN**  
FOR THEIR NEXT ASSIGNMENT,  
A **MAJORITY** OF PEOPLE DO A DOUBLE TAKE  
AND ASK, "WHERE IN THE  
WORLD IS THAT?"



It's Not  
CULTURE SHOCK  
HOME TO 5TH FLEET SAILORS  
It's Just DIFFERENT

On our journey through the city, you'll see shops and small restaurants pepper the narrow streets that line the inner workings of the capital.

Don't be alarmed that you won't be able to find typical American food. You'll find hometown restaurants like Ponderosa, Pizza Hut, McDonald's and even Hard Rock Cafe Bahrain close by.

Bahrain also offers a multitude of shopping options – just expect to haggle with the vendor. Many vendors expect nothing less and it can be fun as well as possible. You may want to take a friend who has lived in country a while along with you on your first expedition into town.

Whether you're looking for top-of-the-line gold jewelry or that special handcrafted "magic carpet" for your living room, you'll find just about everything you need as well as a warm welcome from the people of Bahrain. ☒

*Keres and Watson are photojournalists assigned to All Hands.*

**Opposite Page** – Bahrainis are eager to help out with any question and also a little curious about you and what you are doing in their country.

**Right** – Anywhere you travel in Bahrain, you will be intrigued by the beautiful architecture that makes this area of the Gulf so unique.



Photo by JO1 Preston Keres

It's not unusual to see late-19th or early-20th century technology used during a visit to a cobbler's shop in downtown Manama.



Photo by PH2(AW) Jim Watson



Photo by JO1 Preston Keres

**Above** – A small kitten finds its way through the busy streets of the souq.

10 years  
After  
the

Sto



Photo: JO1 Preston Keras

**t's an October morning in the Arabian Gulf. As the sun peeks over the glass-still horizon, ships of USS Abraham Lincoln's (CVN 72) battle group prepare for another day of real-world operations.**

They deployed from West Coast homeports in August; they'll return home in February, almost six months to the day of departure. During their time in the Gulf, they'll support Operation Southern Watch and United Nations sanctions against Iraq, keep a watchful eye on the rest of the region, provide assistance in the aftermath of the terrorist attack on USS Cole (DDG 67), and engage regional allies in exercises designed to build and maintain strong relationships.

It's challenging on the pointy end of the spear. Since Feb. 27, 1991, when then-President George Bush declared suspension of Operation Desert Storm hostilities against Iraq, naval forces have maintained a robust presence in the Gulf. Sailors and Marines comprise more than 70 percent of all military personnel in the

region most of the time.

Back in her hometown of Amherst, Mass., Gunner's Mate 3rd Class Michelle Deveney might be enjoying the brisk fall weather, watching orange and red leaves float to the ground on a cool October breeze. Football weather. Time to either button up your jacket or head inside to the more hospitable climate of a roaring fire in the family room and a cup of hot chocolate.

But not today. Air temperature is 102 degrees in the Gulf, and hotter still on the flight deck of *Abraham Lincoln*. The heat rises off the steel flight deck in waves, and the acrid smell of jet exhaust and the roar of aircraft engines numb the senses. Flight deck directors in yellow jerseys move aircraft and equipment around the deck purposefully through

the use of crisp hand signals. *Tomcats* and *Hornets* maneuver to the catapults, after-burners ablaze, before vaulting off over the horizon. In a few minutes, they'll be patrolling the no-fly zone over Iraq in support of Operation *Southern Watch*.

Deveney takes it all in from her watch station next to a .50-caliber machine gun. Some of the .50-caliber gun mounts are manned 24 hours a day aboard *Abraham Lincoln*; others are manned within minutes when general quarters is sounded.

Story by CDR Hal Pittman



AN Rusty Cooper stands by to retrieve the arresting wire on the flight deck of USS *Abraham Lincoln* (CVN 72) during afternoon flight operations.



Photo by JO1 Preston Keres

OS2(SW) Christopher Pierce and SM2(SW) Eddie Thomas from USS *Crommelin* (FFG 37) prepare for a routine search and seizure boarding. *Crommelin* was in the Arabian Gulf conducting Maritime Interception Operations.

## Desert Shield/Storm Chronology

1990

August

**AUG 2:** Iraq invades Kuwait. Eight U.S. Navy Middle East Force ships are present in the Arabian Gulf.

**AUG 6:** Defense Secretary Dick Cheney travels to Saudi Arabia to discuss request for assistance and deployment of U.S. forces in country. Cheney also travels to Egypt and receives permission to send U.S. warships through the Suez Canal.

**AUG 7:** USS *Dwight D. Eisenhower* (CVN 69) carrier battle group transits the Suez Canal en route to the Red Sea.

**AUG 16:** Multinational maritime intercept operation begins challenging ships going to or from Iraq and Kuwait, consistent with U.N. Security Council Resolution 661.

- USS *John L. Hall* (FFG 32) executes the first maritime intercept by a U.S. warship.

**AUG 18:** In separate incidents, USS *Reid* (FFG 30) and USS *Robert G. Bradley* (FFG 49) fire warning shots across the bows of two Iraqi oil tankers leaving the Gulf.

September

**SEPT 4:** USS *Goldsborough* (DDG 20) boarding team performs the first boarding and seizure of an Iraqi freighter in the North Arabian Sea.

**SEPT 7:** Amphibious Ready Group (ARG) Alpha units USS *Okinawa* (LPH 3), USS *Ogden* (LPD 5), USS *Fort McHenry* (LSD 43), USS *Cayuga* (LST 1186) and USS

*Durham* (LKA 114) with the 13th Marine Expeditionary Unit (MEU) embarked, arrive in the Gulf of Oman.

**SEPT 23:** USNS *Mercy* and USNS *Comfort* steam together for the first time in the Gulf, making Navy medical history.

First tandem deployment of hospital ships; USNS *Mercy* (T-AH19), USNS *Comfort* (T-AH 20).

Photo by PH1(AC) Scott M. Allen



"I know that we're keeping the ship and everybody on it safe, and that's a rewarding part of the job," she says. "Training, training and more training is what we're doing right now. That's the best way to be able to do our job effectively."

Deveney is a "red shirt" attached to Weapons Department. She's been in the Navy three years, and all of her time has been spent aboard the carrier. She works night-check — an 8 p.m. to 8 a.m. shift — and sometimes mans the gun mount for more than six hours at a stretch, keeping her eyes open for anything that might appear unusual. She drinks plenty of fluids to stay hydrated.

"I think the hardest part of this job is being away from friends and family," she says. "They worry about me, but I e-mail

them to let them know everything is fine and I'm safe. My father was in the Army in the Persian Gulf, so my parents know what it's like here."

And while she sometimes may long for those cool fall days back in Massachusetts, Deveney realizes the mission here is real and the stakes are high.



The Central Command theater extends from Egypt beyond the Arabian Gulf into Central Asia, and south to the Horn of Africa. The theater encompasses 25 countries with a wide array of terrain and climates. There are more than 420 million people in the region, and they speak six major languages with hundreds of dialects. The Middle East is also the birthplace of the three great monotheistic religions — Islam, Judaism and Christianity — and home to a number of ethnic groups with considerations and ways of thinking far different from the average American.

Oil was discovered in the Middle East in the 1920s, and this greatly changed the region's strategic importance on the world stage. Today, the Middle East claims nearly 70 percent of the world's oil reserves, and almost 50 percent of the oil consumed daily worldwide passes through the Strait of Hormuz. The Strait is 40 miles wide and separates the Arabian Gulf from the Gulf of Oman.

The U.S. Navy first entered the Arabian Gulf in 1879, when Commodore Robert W. Shufeldt sailed the American

# 10 Years After the Storm

man-of-war USS *Ticonderoga* through the Strait of Hormuz on a diplomatic mission to the region. The Navy has had a continuous presence in the Gulf region since the 1940s; it gained USS *Valcour* (AGF 1) as flagship in 1966, and *Valcour* was replaced by USS *LaSalle* (AGF 3) in 1972. There is no flagship today.

In the 1980s, Iran and Iraq were at war. In the late 1980s, the United States participated in Operation *Earnest Will*, reflagging Kuwaiti tankers under the Stars and Stripes and escorting them into the Gulf. With the increased U.S. presence came increased tensions; in 1987, an Iraqi aircraft hunting Iranian tankers fired two *Exocet* missiles into USS *Stark* (FFG 31) by accident, killing 37 Sailors. The following year, USS *Samuel B. Roberts* (FFG 58) was heavily damaged by an Iranian mine during escort operations. In retaliation, U.S. naval forces destroyed two oil platforms and sank or crippled two frigates and six Iranian gunboats used to attack Gulf shipping.

When Iraq invaded Kuwait in August 1990, it kicked off a naval deployment that eventually included six carrier battle groups conducting combat strikes from the Red Sea and Arabian Gulf as part of Operation *Desert Storm*.

In the 10 years since, the United States



Photo by JO1 Preston Keres

October

**OCT 1:** USS *Independence* transits the Strait of Hormuz en route to the Arabian Gulf (first time a carrier has been inside the Gulf since USS *Constellation* (CV 64) in 1974).

• Super Servant III arrives in Bahrain with her cargo of U.S. Navy minesweepers: USS *Adroit* (MSO 509), USS *Impervious* (MSO 449), USS *Leader* (MSO 490)

and new mine countermeasures ship USS *Avenger* (MCM 1).

**OCT 30:** A major steam leak in the engine room of USS *Iwo Jima* (LPH 2) kills 10 crew members.

November

**NOV 29:** U.N. Security Council approves resolution authorizing use of military force unless Iraq vacates Kuwait by Jan. 15, 1991.

December

**DEC 21:** An Israeli chartered liberty ferry shuttling crew members of USS *Saratoga* (CV 60) capsizes and sinks off Haifa, Israel, killing 21 Sailors.

January

**JAN 2:** Maritime intercept update: 6,221 challenges; 749 boardings; 32 diversions.

**JAN 12:** USS *Midway* (CV) enters the Gulf.

**JAN 15:** USS *America* (CV 66) carrier battle group transits the Suez Canal and arrives on station in the Red Sea. USS *Ranger* carrier battle group arrives on station in Gulf.

First employment of maritime and afloat pre-positioning ships for seaborne mobile logistics.



Photo by PH1(AC) Scott M. Allen

# 10 years After the Storm

has maintained a powerful naval presence in the Gulf. In 1992, the staff of Commander, U.S. Naval Forces Central Command (COMUSNAVCENT) moved from Hawaii to Bahrain, and in 1995, the commander took on the additional responsibility as Commander 5th Fleet. Fifth Fleet coordinates all naval operations throughout the region.

One of NAVCENT's key missions is Maritime Interception Operations. This effort commenced in August 1990 as a means of stemming goods forbidden by the United Nations from entering or leaving Iraq. During the last 10 years, ships and boarding teams from 19 countries have queried ships moving into or out of Iraq nearly 30,000 times. They've conducted almost 13,000 boardings with more than 750 smugglers diverted from their route. The Navy conducts reconnaissance and surveillance, and uses surface ships, special forces and aircraft to query, board and divert potential sanctions violators. USS *Crommelin* (FFG 37) recently deployed to the Gulf as part of the multinational Maritime Interception Forces.

"Whenever we're in this area, we can get called away at any time," says signalman 2nd Class (SW) Eddie Thomas, a *Crommelin* Sailor from

Greenwood, N.C. "Boardings can take anywhere from one to eight hours from the time we leave the ship to the time we arrive back; it all depends if the ship is diverted (as a smuggler) or everything checks out."

Thomas has been in the Navy 11 years, and this is his fourth trip to the Gulf. He's been aboard *Crommelin* two-and-a-half years, and is a member of the 20-man Visit, Board, Search and Seizure Team (VBSST) that conducts merchant ship boardings. He is also on the "Hot Team," the six-man team that boards uncooperative merchant ships and takes over the bridge, securing the ship for first investigation. *Crommelin* Hot Team members get specialized training at the Fleet Training Group in Pearl Harbor, where they learn procedures for securing a ship.

"The hardest part of the job is not knowing what's going to happen," Thomas says. "It gives you a sense of uneasiness — we can't let our guard down until we get back to *Crommelin*. If we go out to a vessel and secure it safely, we know we've done what the U.N. wants.

"The mission builds teamwork," he states. "When your shipmates are on the rails clapping and patting you on the back, it makes you feel good."

A standard intercept might work something like this: USS *Crommelin*, patrolling the Northern Gulf, detects a commercial tanker slipping out of Iraqi



Photo JO1 Preston Keres

## 1991 Desert Shield/Storm Chronology cont.

January

### JAN 16:

U.S. troop strength update: 425,000 in region; 60,000 Navy, 75,000 Marines.

- U.S. Navy ship strength update: 108 total; 34 Arabian Gulf; 35 North Arabian Sea/Gulf of Oman; 26 Red Sea; 13 Eastern Mediterranean.

- To date, 19 countries have deployed ground forces and 14 nations are participating in naval efforts.

### JAN 16:

At 7 p.m. (EST), the White House announces that "the liberation of Kuwait has begun." The offensive action against Iraq, Operation Desert Storm, begins under provisions of 12 U.N. Security Council resolutions and resolutions of both houses of the U.S. Congress.

### JAN 17:

USS *San Jacinto* (CG 56) fires the first *Tomahawk* cruise missile from the Red Sea between 1 and 2 a.m. (Gulf time). Moments later, USS *Bunker Hill* (CG 52) fires the first *Tomahawk* cruise missile from the Arabian Gulf.

- The Navy launches 228 combat sorties on the first day of Desert Storm from six aircraft carriers in the Red Sea and Arabian Gulf.

- The United States reports an F/A-18 and an A-6 lost over Iraq.

- Three Marines and one Navy corpsman are injured in Saudi Arabia by Iraqi artillery fire near the Kuwaiti border — the first ground combat casualties of Desert Storm.

Photo by PH2 Shane McCoy



An E-2C *Hawkeye*, from the Carrier Airborne Early Warning (VAW) 125 prepares to leave the flight deck of the aircraft carrier *USS George Washington* (CVN 73).



LTJG Bart Jumaos maintains continuous contact with *USS Crommelin* as part of the visit, board, search and seizure team during maritime interdiction operations in the Gulf.

**JAN 18:** *USS Nicholas* (FFG 47), in operations with Army helos and a Kuwaiti patrol boat, neutralizes Iraqi forces firing on coalition aircraft with anti-aircraft artillery and shoulder-fired SAMs from 11 Kuwaiti oil platforms in the northern Gulf. Five Iraqis are killed, three are

wounded and 23 Enemy Prisoners of War (EPWs) are taken aboard *Nicholas* for transfer to a holding facility.



**JAN 19:** Navy A-6s and A-7s successfully launch a standoff land attack missile (SLAM) against an Iraqi target for the first time in combat.

First combat use of the Standoff Land Attack Missile (SLAM).

Photo by PHAN Enrique Ortega

• *USS Louisville* (SSN 724) fires the first submarine-launched *Tomahawk* cruise missile in combat history while submerged in the Red Sea.

**JAN 21:** The United States warns Iraq that it will be held accountable for mistreatment of U.S. Prisoners of War (POWs) after Iraq



announces captured Americans will be placed at strategic target sites as "human shields."

The first submarine launched *Tomahawk* cruise missile in combat.

U.S. NAVY Photo

**JAN 23:** An Air Force F-16 is downed by artillery fire over Kuwait. The pilot ejects over the Gulf and is rescued by Helicopter Anti-Sub Squadron (Light) 44, embarked aboard *Nicholas*, marking the first over-water combat SAR.

**JAN 24:** Navy A-6s attack and destroy an Iraqi minelayer and sink an Iraqi Zhuk patrol boat. Another Iraqi minesweeper hits an Iraqi mine while attempting to evade A-6 fire.

territorial waters and perhaps hugging the coastline to avoid detection by Maritime Interception Forces. Navy assets track the ship and, when the merchant ship is in a position to be queried and boarded, the VBSST goes to work.

The officer-of-the-deck aboard *Crommelin* queries the ship on bridge-to-bridge radio about the merchant's point of origin, destination and cargo.

In most instances, ships have legitimate cargoes and points of origin. If an inspection of the commercial ship is in order, *Crommelin* dispatches the boarding team aboard a rigid hull inflatable boat (RHIB); they move to the merchant vessel to review its manifest and inspect its cargo.

Once aboard, the team talks to the captain and crew, inspects the ship's records and looks for signs of possible smuggling. If necessary, they will divert the vessel from its intended route to a holding area in the Gulf where the violation of sanctions will be addressed by the U.N.

"For the most part, we know these guys aren't bad people," says LTJG Scott Gebicke, *Crommelin* Hot Team member. "They just need to make a couple of dollars to make a living. We're not out to hurt them, but we're not going to give them any liberties, either. We also place a big concern on our own safety."

Sanctions enforcement is a busy job, according to Thomas. "The Gulf is just as intense as it was 11 years ago, but now I have a better understanding of what the mission is all about and what we're trying



SEAL Team 2 (Echo Platoon) clears a room during a practice boarding of USS *Normandy* (CG 60).

Photo by JPH2 Shane McGary

## Desert Shield/Storm Chronology cont.

1991

January

• A-6s and F/A-18s attack the Umm Qasr Naval Base, hitting four Iraqi ships.

**JAN 25:**

Iraq dumps several million barrels of oil into the Gulf from the Sea Island crude oil tanker loading terminal off the coast of Kuwait. Five pre-positioned Iraqi tankers in the occupied Kuwaiti port of Mina al Ahmadi are drained of oil, adding to the spill's volume.

• Described by DOD as "an act of environmental terrorism," the spill is approximately 20 miles long, three miles wide and three feet deep and threatens to foul the intakes of Saudi Arabia's desalinization plants.

**JAN 26:**

At least 12 Iraqi MIG-29s, F-1s and 12 transport aircraft have landed in an undisclosed location in Iran, a declared neutral country.

**JAN 27:**

A-6s attack and destroy an Iraqi ship, and coalition naval forces continue to hunt Iraqi patrol and mine-laying boats in the Northern Gulf and near Bubiyan Island.

**JAN 30:**

Two weeks into Desert Storm, the Navy has flown more than 3,500 sorties from six carriers and launched more than 260 *Tomahawk* cruise missiles.

February

**FEB 6:**

USS *Missouri* (BB64) destroys four artillery emplacements and a command bunker with a 16-inch gun barrage in support of Marines. In a second salvo, *Missouri* fires 28 16-inch rounds against a radar control site, completely destroying it. *Missouri* fires a total of 112 16-inch shells and 12

5-inch rounds in eight fire support missions during a 48-hour period.

• Within two hours of relieving her sister battleship, USS *Wisconsin* (BB63) conducts her first naval gunfire support mission since the Korean War, firing an 11-round salvo with her 16-inch guns



The helicopters of HC-2 Det. 2, known as the "Desert Ducks," are a common sight for battle groups operating in the Gulf.

supports what I do so I always try to get a message to her after every boarding to let her know everything is fine and went well."



Operations Specialist 2nd Class Linard Jones, of Gable, S.C., has been in the Navy four years. He has been in Bahrain on the 5th Fleet staff for two of those years, and he stands watch in the NAVCENT/5th Fleet Tactical Flag Command Center (TFCC). Today, Jones is parked in front of multiple computer screens, monitoring tactical pictures and providing feedback to the TFCC watch officer. Jones knows he's on the cutting edge of 5th Fleet operations; the next real-world operation is only a phone call away, and that telephone sits squarely on the console between the watch officer and his assistant, directly in front of Jones.

"It's scary sometimes because you never know what to expect," Jones says. "You have to be aware all the time.

"Sometimes I know what's happening before it comes on CNN," he says. "I never took the Middle East seriously until I got here. It's difficult to deal with at times, but I can make a difference because I am here and in the thick of it. It's a real team here and everyone has to work together to complete the mission."

When the TFCC phone rang on the morning of Oct. 12, 2000, it was USS *Cole* (DDG 67) on the other end of the line, calling from Aden, Yemen. *Cole* had just

# 10<sup>YEARS</sup> After the Storm

suffered a terrorist attack that killed 17 Sailors and wounded nearly 40. *Cole* had been scheduled to eventually enter the Gulf to join the Maritime Intercept Force; instead, that morning, TFCC became the focal point for collecting information and dispatching emergency medical assistance, damage control teams and force protection elements to Yemen to aid *Cole's* crew. Within a few hours, Navy and Air Force aircraft were launching from around the region to deliver emergency help, and USS *Hawes* (FFG 53) and USS *Donald Cook* (DDG 75) were inbound for Aden.

The attack on USS *Cole* reinforces the potential volatile nature of operating in the region. In the years since *Desert Storm*, naval forces have launched strikes on Iraq four times, and still conduct daily flights over Iraq with weapons ready in the event U.S. aircraft are challenged. Terrorism, border disputes and humanitarian crises are sources of instability in this part of the world.

In the past decade, the Navy helped put humanitarian forces into Somalia to alleviate famine and violence, and later helped withdraw them to prevent further bloodshed. Terrorist actions and activity have become an all too real part of the regional security climate; the Navy provided emergency response after

Photo by PH1 Todd Cichonowicz

and destroying an Iraqi artillery battery in southern Kuwait. Nicholas escorts the battleship while a Marine OV-10 Bronco calls in the fire mission.

**FEB 18:** Within three hours of each other, USS *Tripoli* (LPH 10) and USS *Princeton* (CG 59) strike mines while conducting operations in the northern Gulf.

**FEB 21:** *Wisconsin* fires 50 rounds off Khafji, Saudi Arabia, and destroys a command complex, while her RPVs spot targets and provide coastline reconnaissance.

**FEB 23:** At 5 p.m. (EST), President Bush addresses the nation to report he has directed Commander-in-Chief, U.S. Central Command, Army Gen. H. Norman

Schwarzkopf, in conjunction with coalition forces, "to use all forces available, including ground forces, to eject the Iraqi army from Kuwait. ... The liberation of Kuwait has entered a final phase."

• Following President Bush's statement, SECDEF announces the commencement of a "large ground offensive."

**FEB 24:** At 4 a.m. (Gulf Time), assault elements of the 1st Marine Division (1st Battalion, 5th & 7th Marines, supported by 3rd Tank Battalion) and 2nd

Marine Division (6th Marines and armor) easily breach Iraq's defense lines of minefields, barbed wire, bunkers and berms.

First-ever location, identification and neutralization of a bottom-influence mine during combat operations (USS *Avenger* in the Northern Gulf).

Photo by CDR John C. Roach, Jr. USNR



First employment of Navy Fleet Hospitals.

Photo by PH2 Milton Savage

# 10 years After the Storm

terrorist attacks in 1996 at Khobar Towers in Saudi Arabia and in 1998 at U.S. embassies in Kenya and Tanzania. While the attack on USS *Cole* last October was still under investigation at press time, there is no doubt that the threat of terrorism in the Middle East is very real.

Regardless of the threat, Navy leadership directs the high operational tempo and the continuous carrier battle group presence to support U.S. national interests and enhance peace and stability in the region.

“Naval forces constitute the primary U.S. engagement instrument for shaping the international stage and for providing an in-theater response capability that is employable immediately,” VADM Charles W. Moore, 5th Fleet commander, recently wrote in *Seapower* magazine.

From the Naval Support Activity and 5th Fleet headquarters, the 5th Fleet commander can carry out operations and exercises designed to promote ties with Middle Eastern countries. With rotationally deploying ships from both the Atlantic and Pacific Fleets, 5th Fleet typically has more than a dozen ships and 15,000 to 20,000 Sailors and Marines. They cast a powerful shadow, reassuring friends and allies of U.S.

commitment and deterring potential foes, both today and tomorrow.



For GM3 Deveney at sea aboard *Abraham Lincoln*, that tomorrow will look a lot like today, with temperatures above 100 degrees and the constant rumble of jets being catapulted from the flight deck. She'll work another shift and she'll stand a vigilant watch on the .50-caliber to protect her shipmates.

For SM2(SW) Thomas aboard *Crommelin*, it's much the same; tomorrow may yield a diversion of illegal shipping, but more often than not, it'll be just another day in the Gulf. The days run together out here — blistering sun, water as smooth as glass, and the ominous quiet. Sailors call it “Ground Hog Day,” after the Bill Murray movie where every day looks the same. Everything, that is, until something unforeseen happens. The old military adage of “hours of boredom, punctuated by moments of sheer terror,” is alive and well in the Gulf. Your guard is ALWAYS up.

In these turbulent waters, the American Navy navigates the political shoals and does what it does best — projects power. Through it all, the backbone of American policy in the Gulf, the venerable American Sailor, stands the watch. Just as that Sailor has done for more than 50 years.

VADM Moore has high admiration

for his warriors. “There is not enough I can say to praise their talent, commitment and professionalism,” he says. “Oftentimes, the deciding factor in mission accomplishment falls on the shoulders of a young petty officer boarding a merchant ship in the Arabian Gulf, the Marine corporal interacting with his Kuwaiti counterpart during a bilateral exercise or the Navy or Marine Corps aviator patrolling the skies over Southern Iraq. They are magnificent.”

One of those young warriors aboard USS *Crommelin*, Information Technology Specialist IT(SW) Dameon Garber, from Tucson, Ariz., puts it another way: “We’re going to miss Thanksgiving, Christmas and New Year’s,” he states matter-of-factly. “The thing that will make it worth it is knowing we’re out here making a difference. We have to do this to make life better for everyone else.” ☒

*Pittman is chief of publishing, Naval Media Center, Washington, D.C.*



Photo by PH2 (NAC) Jeffrey S. Viano

## 1991 Desert Shield/Storm Chronology cont.

February

• The Navy, along with British, Saudi and Kuwaiti naval forces conduct carrier air, minesweeping and amphibious missions along the east coast of Kuwait.

**FEB 25:** Naval forces, including *Wisconsin* and *Missouri*, continue naval gunfire support and other operations. *Missouri* alone fires 133 rounds on targets. Minesweepers clear

additional fire support areas for the battleships.

**FEB 26:** DOD announces that U.S. and coalition forces are engaging, out-flanking, out-maneuvering and

destroying armed and fully-retreating Iraqi troops. Twenty-one Iraqi divisions are destroyed or rendered combat-ineffective.

• A Marine reconnaissance unit becomes the first U.S. force to enter Kuwait City, and it retakes control of the U.S. Embassy. Marines comb the neighborhoods for Iraqis. Pockets of resistance remain, including Republican Guard units. At Kuwait International Airport, Marines engage Iraqi tanks.

• Using RPVs and Marine spotters ashore to zero-in on targets, including artillery, mortar and missile positions, ammunition storage facilities and a Silkworm missile site, *Wisconsin* and *Missouri* fire more than 1,000 rounds of 16-inch ammunition in support of ground operations. *Missouri* alone fires more than 1 million

pounds of ordnance. *Wisconsin's* RPVs provide onsite reconnaissance support from 11 nautical miles out for advancing Marines.

**FEB 27:** President Bush addresses the nation, declaring “Kuwait is liberated. Iraq’s army is defeated.” The President announces that at

12 a.m. (EST), “exactly 100 hours since ground operations commenced and six weeks since the start of *Operation Desert Storm*, all U.S. and coalition forces will suspend further offensive combat operations.”



USS *Wisconsin* (BB 64) fires a *Tomahawk* cruise missile against an Iraqi target, one of 24 *Tomahawks* launched by the dreadnought during the first two days of *Desert Storm*.

Photo by John R. McCutcheon



Photo by JOI Preston Keres

Hours are long and arduous while operating in the Arabian Gulf. Many Sailors find themselves working more than 12-hour shifts while extending the work day with ship duties. Onboard USS *Abraham Lincoln* (CVN 72), GM3 Michelle Devere and AN Danny Greece take a short break during a morning underway replenishment.

Sailors aboard USS *Tucson* (SSN 770) cruise the surface of the Arabian Gulf while operating in the area as part of Operation *Southern Watch*.

**March**

**MAR 2:** By an 11-to-1 vote, the U.N. Security Council approves Resolution 686, outlining the conditions Iraq must meet prior to a formal cease-fire.

**MAR 3:** Schwarzkopf and joint Forces Commander Gen. Prince Khalid bin Sultan bin Abdul Aziz meet seven Iraqi military

officials, led by Deputy Chief of Staff Lt. Gen. Sultan Flashesheem Ahmad, at Safwan Airfield in occupied Iraq. After a two-hour meeting, the Iraqi military formally accepts all demands for a permanent cease-fire.

**MAR 6:** President Bush addresses a joint session of Congress: "I can report to the nation; aggression is defeated. The war is over."

**MAR 8:** After two weeks of non-stop minesweeping operations, the port of Kuwait City is safe enough to reopen.

**MAR 11:** With a helo from USS *Biddle* (CG 34) providing air cover, the 1,000th boarding of a freighter is completed in the northern Red Sea.

**MAR 14:** The Emir of Kuwait returns from exile.

**MAR 27:** The first Navy air combatants returning to CONUS, Carrier Air Wing 3 (embarked aboard *John F. Kennedy*) and Carrier Air Wing 17 (embarked aboard *Saratoga*) arrive at their U.S. homeports.

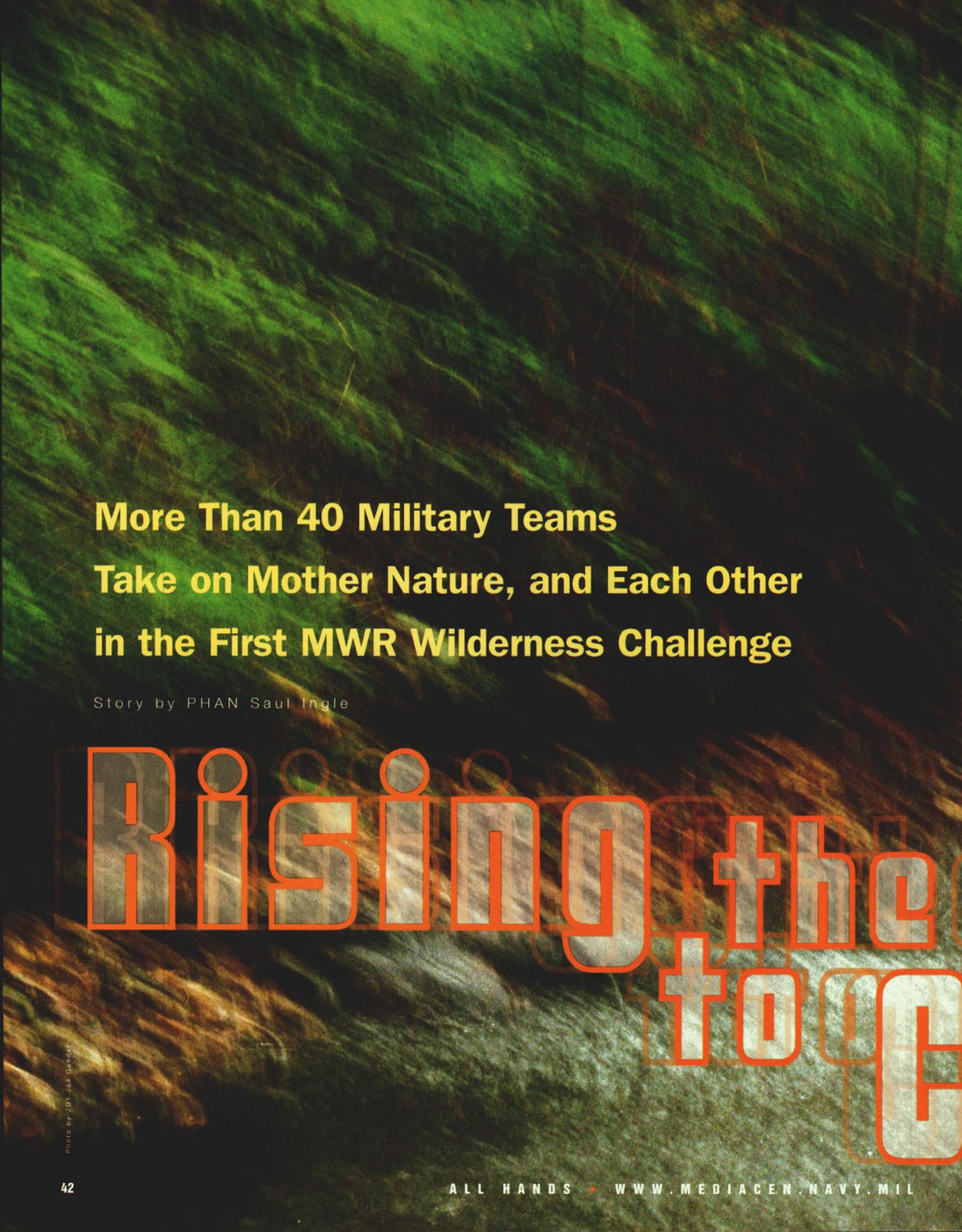
**April**

**APR 1:** The first West Coast warship to return, USS *Marvin Shields* (FF 1066), arrives at her San Diego home port.

**APR 6:** Iraq accepts the U.N. terms for a formal cease-fire.

**APR 9:** The U.N. Security Council approves Resolution 689 establishing a United Nations-Iraq-Kuwait Observer Mission to monitor a permanent cease-fire.

**APR 11:** The U.N. Security Council announces that a formal cease-fire has been established, ending the Gulf War.

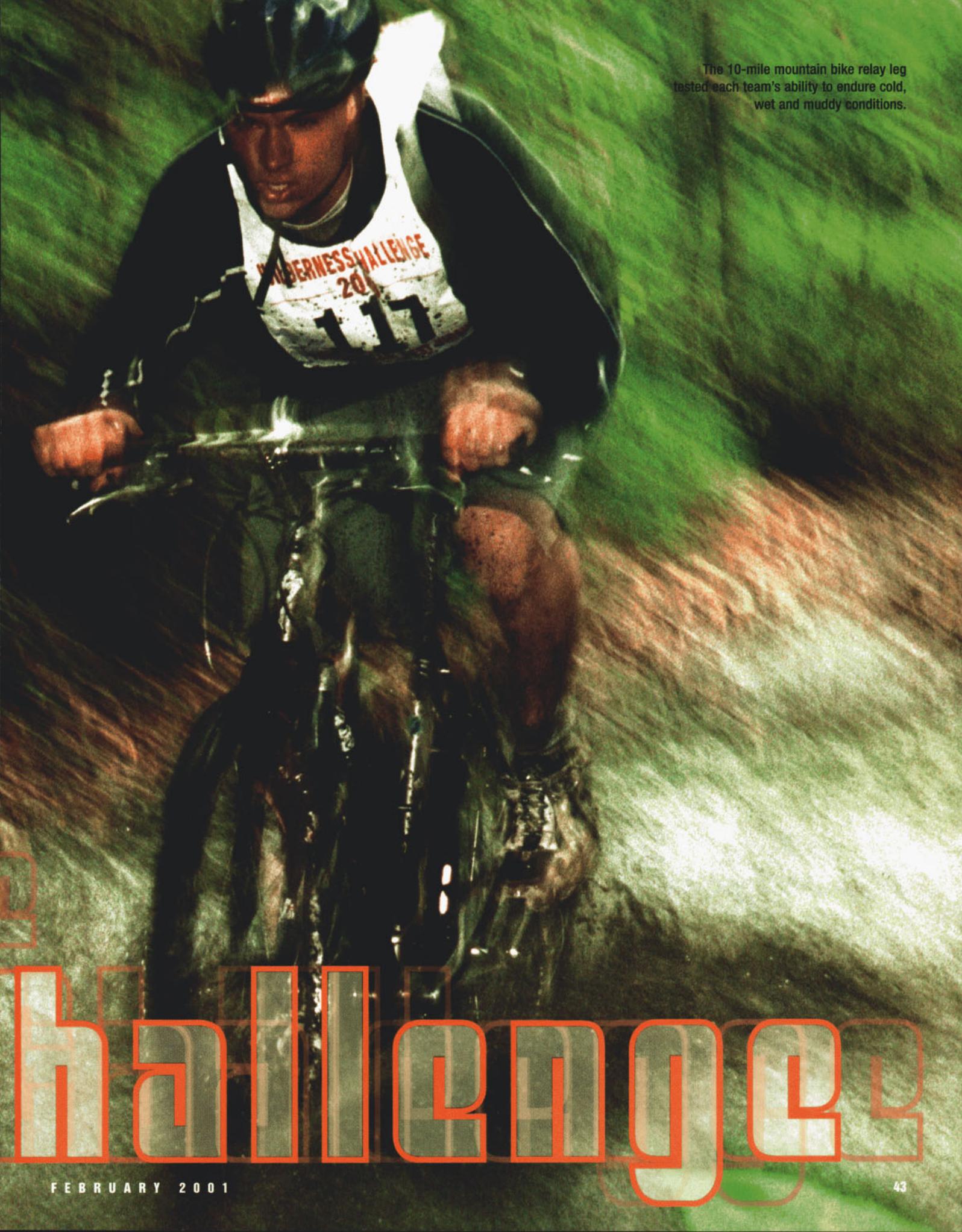


**More Than 40 Military Teams  
Take on Mother Nature, and Each Other  
in the First MWR Wilderness Challenge**

Story by PHAN Saul Ingle

# Rising together

Photo by J01 Jea Gunders

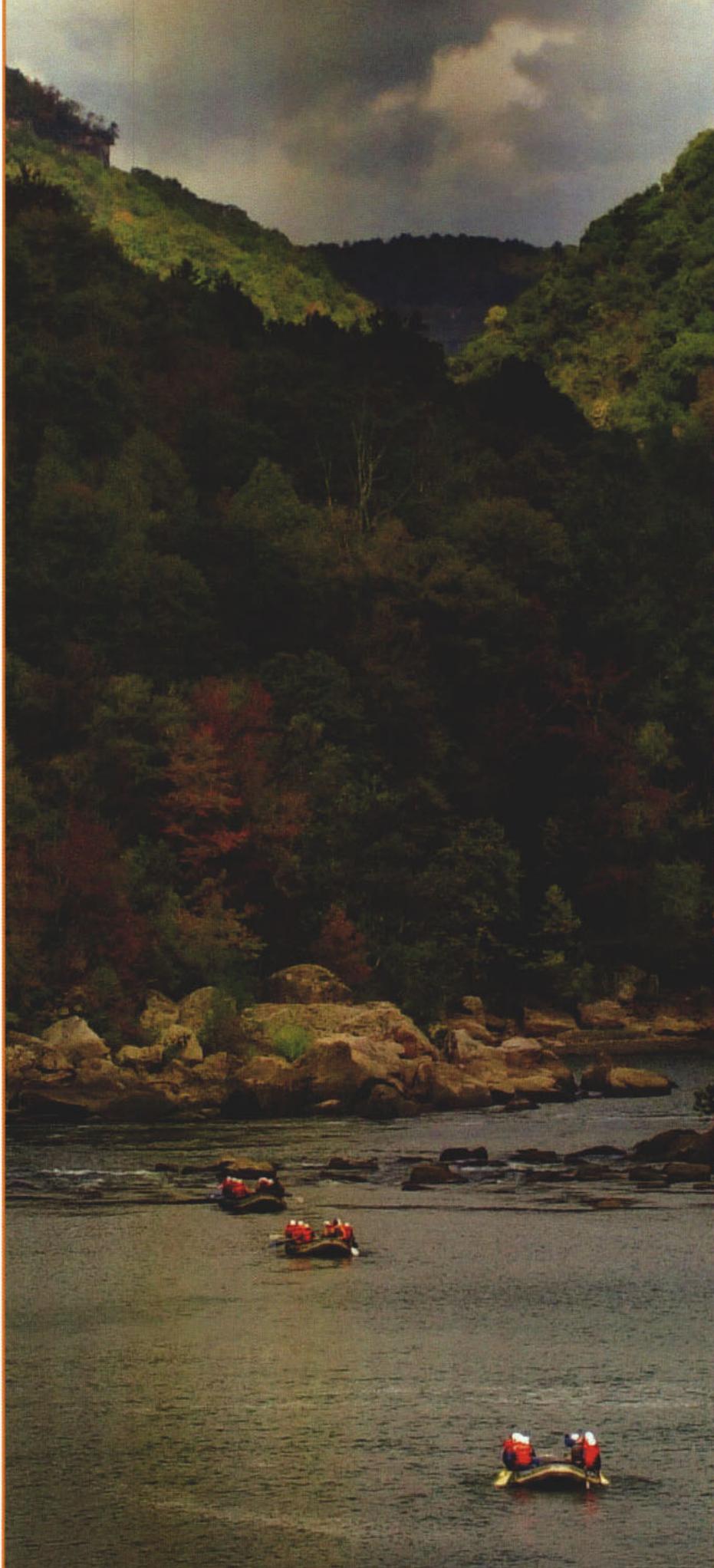


The 10-mile mountain bike relay leg tested each team's ability to endure cold, wet and muddy conditions.

# Challenge

FEBRUARY 2001

43



**T**heir feet pound against the uneven earth. Pain like they have never felt before courses through their bodies. Giving up would be too easy.

A 40-mile mountain bike relay left them muddied and weak. The challenging 5.5-mile journey down a raging “Class-5” river left them cold and soaked to the bone. Now they’ve been running down an unforgiving mountain trail for what seems like an eternity.

They chant encouraging cadences to take their mind off the pain. “One more mile”, shouts a Morale, Welfare and Recreation (MWR) assistant as they pass a checkpoint. With renewed vigor, they increase the pace, chasing the other teams who are experiencing the same hell.

During the final event of the weekend, the trail gives way to asphalt as they approach the tiny town of Fayetteville, W.Va., nestled in the scenic Appalachian Mountains. They pass the local ice cream shop as curious on-lookers give a friendly wave.

At last, they round the final corner. The marble dome of city hall — the race’s end — comes into view. A look of satisfaction and relief appears on the competitors’ faces as they finish as a team. They may not have finished first, but they are all winners, because they, along with 41 other teams, completed the first MWR Wilderness Challenge.

The Wilderness Challenge was originally designed for a smaller crowd.

“We were hoping to get 20 to 30 teams to participate,” said Mike Bond, Wilderness Challenge event coordinator. “But word got out and it exploded.”

According to Bond, they received requests from nearly 70 teams and had to

The diverse fall colors and calm waters gave a scenic start to the whitewater rafting portion of the race, but the raging rapids of the Gauley River in West Virginia were just around the corner.



The forced hike looked more like a run as the teams sprinted through the forest to put distance between themselves and the other 40 teams in the race.

turn some away because they hadn't planned on such a large response.

"We're planning for 200 teams next year so we should be able to handle it," Bond added. "We will even have a website for Wilderness Challenge 2001."

The teams were made up of five active-duty military members, which included at least one woman on most, and there were a couple of squads consisting of all women. Many of the teams spent weeks training for the event,

which took place last fall.

"We did a lot of beach runs," said Chief Hull Technician Edward Fogarty of Assault Craft Unit 4 in Norfolk. "We've wanted to get a team together for something like this for a while, and when we

**TM3 Mellisa Gibson of the Torpedomen from Assault Craft Unit 4 in Norfolk, relaxes after completing the forced hike, a 6.2-mile trek through the mountains of West Virginia.**



Photo by PH2(AW) Jim Watson



Bone-jarring potholes and mud puddles swallowed mountain bikes whole as the competitors pedaled their way through the mountain bike relay leg of the Wilderness Challenge.

Photo by PH2(AW) Jim Watson

## They may have not all finished first but



Photo by PH2(AW) Jim Watson

**Above** – The teams had to endure a bone-chilling, 8-mile whitewater raft race down a river that at times reached Class 5 levels of turbulence, one of the most extreme ratings for a river.

**Right** – SN Rod Hanks, SN Rashaad Waller, SN Gregory Chuchro and SN Joe Banko of the Navy Ceremonial Guard, Washington, D.C., run to the finish as a team in the final leg of Wilderness Challenge 2000.



saw it, we signed up.”

The competition, organized by the MWR department of Naval Station Norfolk, was held to meet the rising interest in outdoor adventure sports.

“We took a survey asking Sailors what they wanted to do, and an overwhelming number told us they wanted more outdoor-type things,” said Bond.

Nineteen Navy teams competed in the race, and while a Marine team from Quantico, Va., won, every team gave it their best effort. Many said they would be back next year.

So, if you're up to the challenge and want to join in on a little cross-service rivalry, or if you just want to go have some competitive fun with your friends, contact your local MWR representative for details on Wilderness Challenge 2001.

It may involve a little pain and you might miss an episode or two of “When Animals Attack,” but it will all be worth it when you cross that finish line next year. ☑

*Ingle is a photographers mate assigned to All Hands.*

# they all finished winners.



Photo by JOI Praston Keres

Photo by PH2(AW) Jim Watson

IT3 Woodrow Caldwell from USS *Peterson* (DD 969) describes his 10-mile trip down the muddy trail as, “awesome” during the mountain biking leg of the Wilderness Challenge 2000.



# **A**re you ready for some football?

The crew of USS *Harry S. Truman* sure was. "Fox Sports NFL Sunday", the Secretary of Defense, the Dallas Cowboy Cheerleaders and Senator John Glenn all invaded *Truman* to take part in the largest production ever held on a deployed aircraft carrier.

## Fox TV Brings **The Game** & More to *Truman*

Story by JO1(SW) Joel Huval

"Fox Sports" production team members flew in a week early to prepare for the live broadcasts of two NFL pre-game shows Dec 16th and 17th. The talent, Howie Long, James Brown, Cris Collinsworth and Terry Bradshaw arrived early to sign autographs and prepare for the taping.

It was cold, wet and windy on the flight deck that morning as the "Fox Sports NFL Sunday" taping got underway, but even the worst winds couldn't silence the crowd that gathered around the set. Autographed footballs were hurled into the crowd, and Sailors laughed and cheered as Marines chased Bradshaw off the "Toughman" turf and around the flight deck before bringing down the former Steelers Hall-of-Fame quarter-



Photo by Pfc. Roger D. Gendling

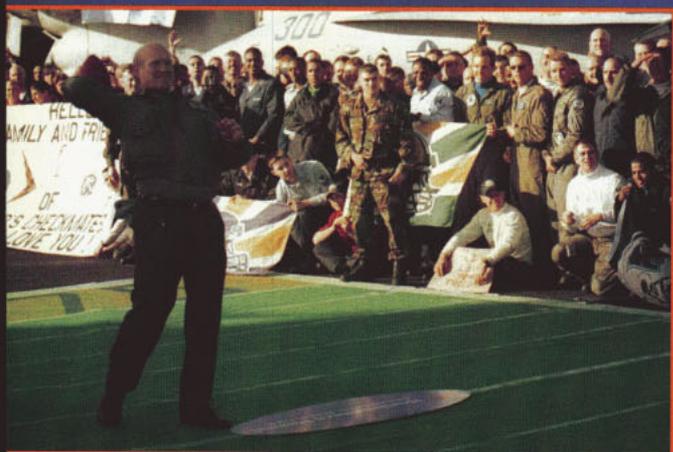


Photo by Pfc. Justin Bana

**Above Left** – James Brown, Terry Bradshaw and Howie Long cut up during a flight briefing in a squadron ready room on board USS *Harry S. Truman*. **Left** – "FOX NFL Sports" host Terry Bradshaw launches a football into the crowd of Sailors and Marines who gathered on the flight deck.

Photo by Pfc. Tina M. Ackerman

Fox talent Cris Collinsworth joins crew members on top of an EA-6B *Prowler* while on a break during the filming of the "Fox NFL Pregame Show."





Photo by PNE Mark Ebert

*Above* – Sailors and Marines gather on the flight deck to watch the taping of the “Fox NFL Sports Pre-Game Show,” as USS *San Jacinto* (CG 56) steams alongside.

*Right* – Terry Bradshaw interviews Secretary of Defense William Cohen and his wife Janet for the “Fox NFL Pregame Show” on the flight deck of USS *Harry S. Truman*. *Below* – The Dallas Cowboy Cheerleaders entertain *Truman*’s crew during their flight deck dance routine.

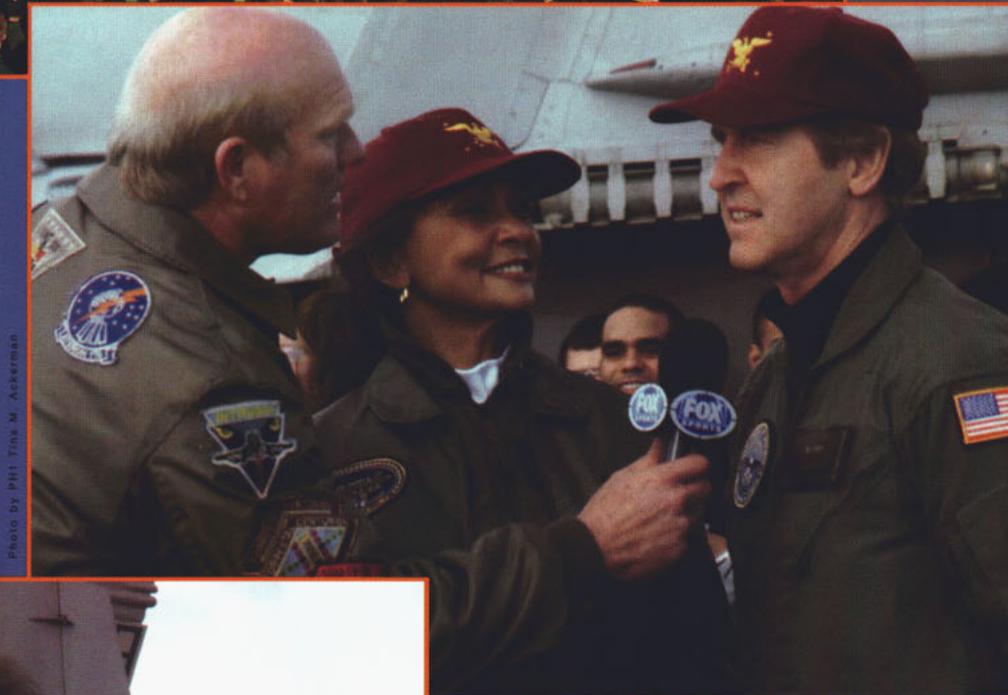


Photo by PNT Tink M. Ackerman



Photo by PNT Tink M. Ackerman



## Fox TV Brings *The Game* & More to Truman



Photo by PHAN RODGER D. SCHILLING

**Above** – "Fox Sports" host Terry Bradshaw receives a complimentary hair cut from SH3 Brian Bell before taping the NFL Pre-Game Show that aired on the Fox Network December 16th and 17th. **Below** – Howie Long and Terry Bradshaw autograph ballcaps for crew members assigned to Flight Deck Control while on board to film the "Fox Football Pre-Game."

back. The cheerleaders put on a half-time show and then it was back to the live fun of their second production taping.

Fox Sports announcer James Brown wrapped up the days taping session with a message to the troops. "In the two days we've been aboard this ship, we have come to a much greater appreciation for the job the men and women of the Department of the Navy and indeed, the Armed Forces in general, execute daily to ensure our freedom and interests are well protected. Collectively, they symbolize and epitomize what our 33rd President, Harry S. Truman, was all about. A man who was wise in policy, valiant in action and distinctive in leadership. Thanks to all aboard *Harry S. Truman*, truly the strength of America," he said. "God Bless you all."

The day didn't end there. When the Fox set closed down, another set opened. Secretary of Defense (SECDEF) William Cohen's Holiday



Photo by PHAN RODGER D. SCHILLING

Terry Bradshaw demonstrates an alternate use for wheel chocks to members of *Truman's* flight deck crew.

USO show, his last before leaving his post as SECDEF, kicked off in the ship's hangar bay

"This marks our fourth, and last, holiday tour," Cohen said. "I want you to know how much serving in this capacity has meant to me and my wife. It's been the best possible experience of our lives. I say that with the greatest sincerity, having had the opportunity to serve you and see what sacrifices your families make on behalf of our country. It is truly inspiring."

The crowd's mood lifted as the USO entertainers made their way to the stage, emceed by MTV V-Jay Ananda Lewis. Music, laughter and fun were king on the biggest day *Truman* has witnessed since July 25, 1998 – the ship's commissioning.

"I am glad to have been part of such a historical event," said ITSN Will Morales, of *Truman's* Combat Systems Department. "This day has given me memories that will last a lifetime." ❏

*Huval is a journalist assigned to her Truman Public Affairs Office.*



Photo by PHAN RODGER D. SCHILLING

## Heritage Watch

Story and photo by PHAN Saul Ingle

If you were to ask many of today's youth about the name John Paul Jones, you would most likely get a response like, "Isn't that the guitarist for Led Zeppelin?"

If you were really lucky, you might get the response that he was a captain, a Sailor or something, but that's not the answer IC3 Warren Kelley would give you. "He's my watch," says Kelley.

Under one of the most recognizable chapels in all of Annapolis, Md., lays the tomb of Commodore John Paul Jones at the United States Naval Academy. The tomb of the great naval leader, famous for saying "I have not yet begun to fight," has been a landmark tourist attraction at the Academy since exhumed from a French cemetery early last century and placed in Annapolis in 1913.

Kelley stands his first watch of the day, keeping an eye on everything around him. "It's a four-hour watch with a two-person rotation every day," Kelly says.

"I am here to watch over the tomb, make sure no one tries to cross the ropes and to answer tourists' questions," he says.

So rest easy Commodore. IC3 Warren Kelley has the watch. 🇺🇸

*Ingle is a photographer assigned to All Hands.*

All Hands is introducing a new photo column, "twenty 4 seven," dedicated to spotlighting Sailor's duties and watches that provide a vital service for the Navy around the clock. Send your ideas for future spotlights to the editorial staff at [allhands@mediacen.navy.mil](mailto:allhands@mediacen.navy.mil).



# Eye on the Fleet

**EYE ON THE FLEET** is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for **HIGH IMPACT,** quality photography from **SAILORS** in the fleet to showcase the American Sailor in **ACTION.**



## MARK V FASTROPE

A HH60-H *Sea Hawk* deploys SEAL team members onto a Mark V assault craft.

Photo by PHC Johnny R. Wilson

## LIFE SAVING SPEED

Stretcher bearers respond to a general quarters drill in the hangar bay of USS *Harry S. Truman*.

Photo by PH3(AW) Aaron J. Lebsack





## GAS CHECK

GSM3 Michael Edwards of Detroit inspects a fuel sample for sediment during an underway replenishment aboard the guided-missile destroyer USS *Curtis Wilbur* (DDG 54).

Photo by PH2 John Collins

## HELO FIX

Sailors attached to Helicopter Squadron (HS) 15 perform maintenance on an SH-60 *Sea Hawk* helicopter on the flight deck of USS *George Washington* (CVN 73).

Photo by  
PH2 Johnnie Robbins

## TO BE CONSIDERED

forward your high resolution (5"x7" at 300dpi) 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.

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## BOMB WORK

GMC Peter A. Grubb of Glenville, Pa., attached to Explosive Ordnance Disposal Mobile Unit (EODMU) 5, prepares a mechanical impact device before disposing of a World War II bomb during a surface drill.

Photo by PH3 Lamel J. Hinton

# “What’s the deal with coffee?”

Story by JO2 Pete Robertson

I hate coffee.

Every once in a while I’ll find a decent-flavored variety I can tolerate, but only after I pour it into a sugar bowl and mix in a pitcher of milk.

But why bother? When I want to look the part of your average caffeine-driven Sailor, I’ll just boil up some hot water and mix up a nice mug of hot cocoa. But, it’s hard to command any respect, knowing you’re carrying a mug of instant chocolate substitute.

As a non-coffee drinker, I’m definitely in the minority aboard ship. Pots of java brew day and night. Sailors are constantly snagging cups of coffee.

So I set out on a journey to better understand the Navy’s unique relationship with coffee.

I started in what I figured was a pretty obvious location. In USS *George Washington*’s Chiefs’ Mess, where individual coffee mugs hang proudly on a board in the back, Mess Management Specialist 2nd Class Travis Hale breaks it down for me in terms of supply. “We go through about three to five pounds a day of grounds. That makes about 15 to 20 gallons. Plus, we’ve got the cappuccino machine down here now. They love that.”

However, the big kahuna, in terms of sheer volume, is S-2, supplying coffee to both the forward and aft mess decks. MS2 Brian Holbert, running the floor during night check, said that during a full day, Sailors drink 65 to 75 gallons of coffee out of S-2’s two five-gallon containers. “People come along, and grab a cup all day long. They’ve got the same setup up forward and they do about 30 gallons of coffee a day,” he said.

That only begins to speak for how much Sailors love their coffee.

AMCS(AW) Stephen Eleyet of Strike Fighter Squadron (VFA) 81 makes a good point. “We’re in the Gulf. It’s more than 100 degrees and we’re still drinking this much coffee.” The coffee mess in his work center also provides coffee to the squadron’s ready room — brewing about 10 pots in one day.

No doubt, people can be passionate about their coffee. More than that, though, don’t let a Sailor develop a liking for another flavor, a different method of preparation or even a name — especially all those foreign-sounding names like latte, mocha, espresso or cafe au lait. You’ll have a hard time convincing yourself you’re not in a real coffee house instead of say, the Chiefs’ Mess.

“It’s funny, because you’ll see these stereotypical big, burly chiefs with huge coffee cups in their hands, and they’ll get upset, saying, ‘There’s no more cappuccino. There’s no French vanilla ...’” said a Chief’s Mess Sailor who gave me the “inside scoop,” on the promise of anonymity. I guess there’s a reason the Navy Memorial sells a statue of “The Chief” with coffee mug in hand.

“At turnover time in the morning, people will have an attitude if that coffee’s not going,” said AOC(SW/AW) Daniel Willis of G-3. The light on his coffeepot is on, even as we speak. “In the morning, when day shift comes on, they can’t even see yet, but they’ve got a coffee cup in their hand,” Willis added.

“The reason people drink coffee is usually to get themselves going in the morning,” Hospital Corpsman 2nd Class (SW/AW/FMF) Omar Azmitia explained. “But PT will do the same thing. If you get up half an hour earlier and go run, you’ll be good to go. You’ll get your blood circulating in the morning.”

“Coffee, soda, ... the first thing caffeine does is dehydrate you. Also, it has a tendency to increase your heart rate. You feel like you’re getting a buzz, but you’re only increasing your heart rate temporarily,” Azmitia said. “Because you get that initial surge, you want another one to keep going, but when it comes back to normal, you feel tired again. Also, it stains your teeth in the long run.”

If that’s the case, I’ll stick to cocoa. ☒

*Robertson is a journalist assigned to the public affairs office, USS George Washington (CVN 73).*

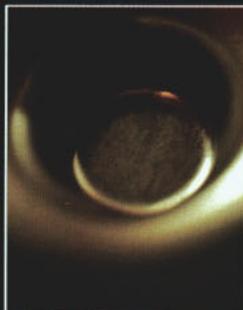


# 10Xteaser

**This equipment will leave  
you all tied up at work.  
What is it?**

Photo by PH2(AW) Jim Watson

## Last Month's answer:



The two-way lock on the door of some of the newer barracks allows roommates to have their own room and share a kitchen and head.

Photo by PHAN Saul Ingle

Go to our website at [www.mediacen.navy.mil](http://www.mediacen.navy.mil) or wait for next month's inside back cover to learn the answer...

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