



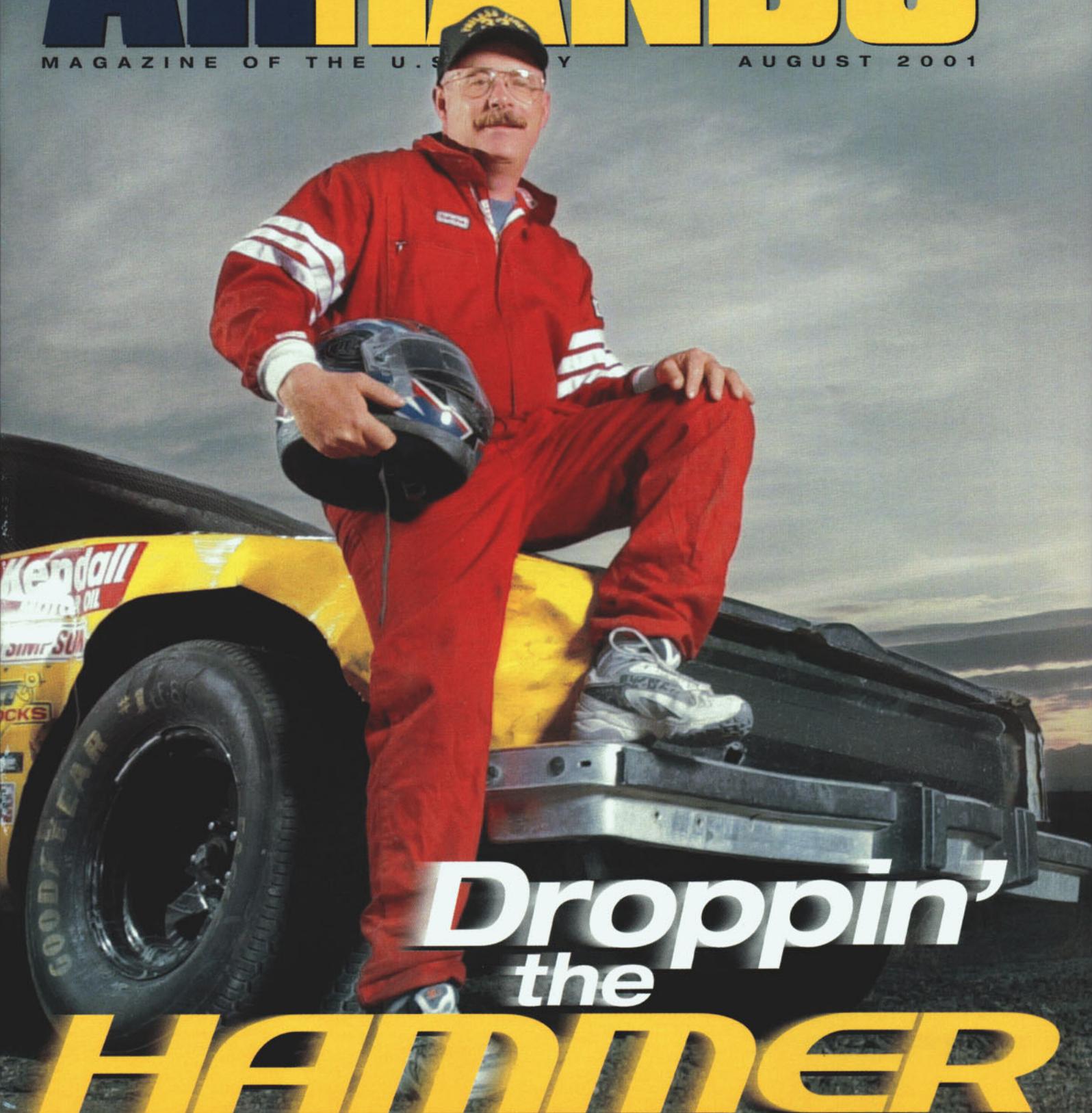
Keeping **GTMO** Green

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All HANDS

MAGAZINE OF THE U.S. NAVY

AUGUST 2001



Droppin'
the

HAMMER

August

Features

20 Time on the Water

Take 50 miles of beaches, bays, swamps, rivers and rocky cliffs, add a communist neighbor and you have the diverse geo-political area

that the Guantanamo Bay, Cuba, Harbor Patrol keeps safe and secure, 24 hours a day, 365 days a year.



Photos by PH2 Bob Houlihan

28 It's Not Easy Being Green

It's not easy being green in Guantanamo Bay – especially if you're a Cuban Rock Iguana, a Hawksbill turtle or a Cuban boa constrictor. But thanks to the Navy and visits from San Diego Zoo researchers, life is easier for these endangered species.

36 Bitten by the 'Snake

As they make the final turn home with nothing between their front bumper and the checkered flag but cool, dry, dust-filled Nevada air, adrenaline courses through their veins at a rate that would make extreme athletes jealous.

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14 A Clean Burn

The crew runs toward a burning inferno with terror in their eyes. As they unleash a charged fire hose on the orange and yellow glowing blaze, flames snap at them like dragon's breath. Every brush of water creates steam so hot they could swear their blood is boiling. As quickly as it began, the fire dies — thanks to the crash and salvage crew mobile trainer.

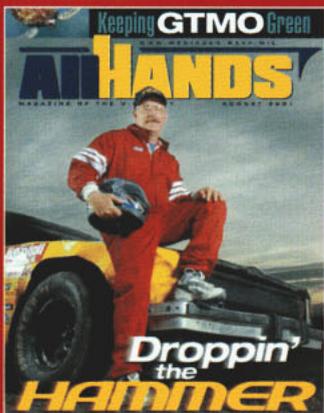


Photo by PH2 (AW) Jim Watson

All Hands
WINNER

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- 48 The Final Word



On the Front Cover

Sailors, like ATCS(AW) Richard Baum, find pleasure in dropping the hammer at the local dirt track after a hard week of work on the flightline of Naval Air Station Fallon, Nev.

Photo by JO1 Preston Keres

Next Month

All Hands takes you on a tour through Europe and discovers the changes being made to enhance the quality-of-service for Sailors and their families and why you should consider a tour there.



2000
Awards of Magazine
Excellence

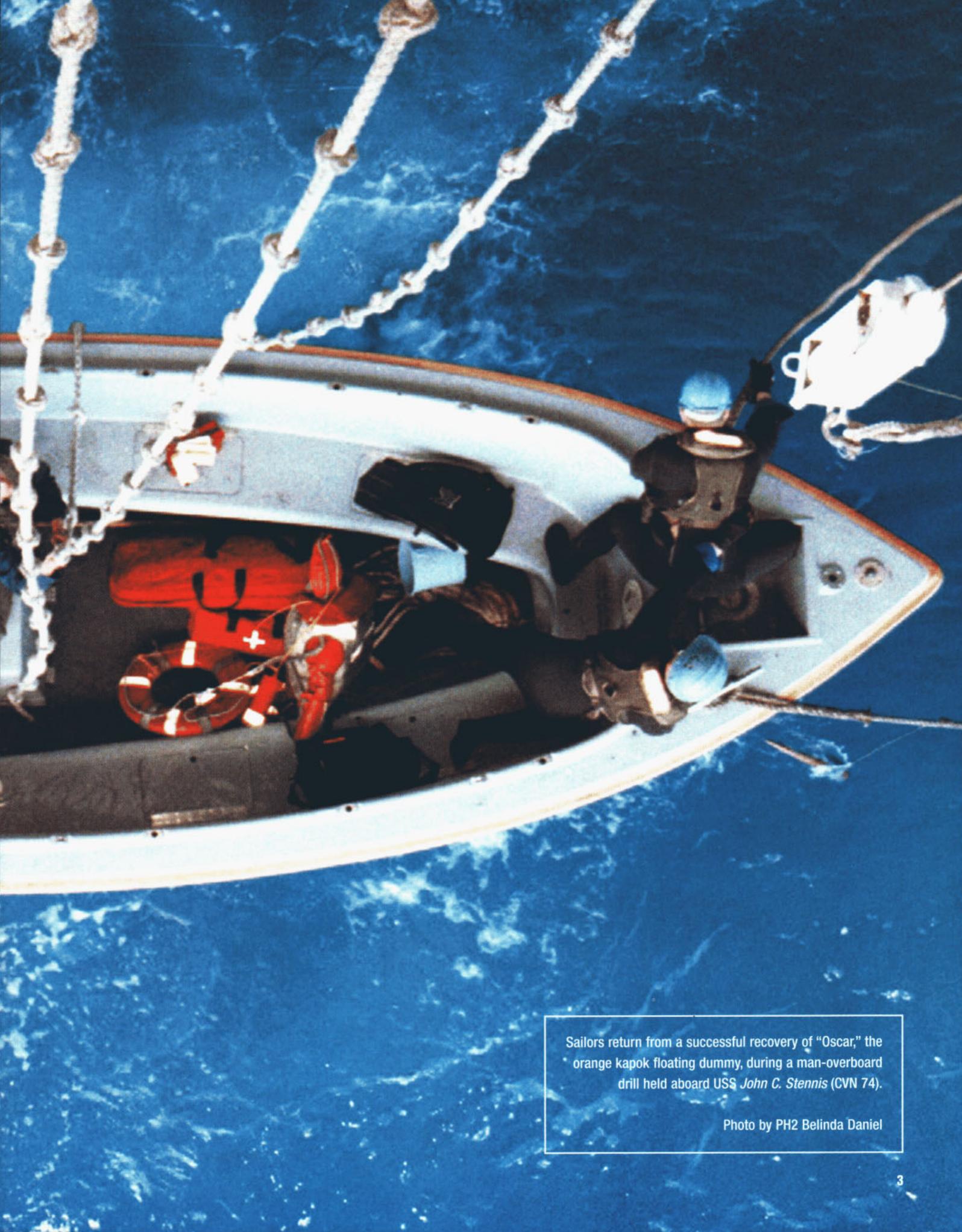
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Saving Oscar





Sailors return from a successful recovery of "Oscar," the orange kapok floating dummy, during a man-overboard drill held aboard USS *John C. Stennis* (CVN 74).

Photo by PH2 Belinda Daniel

Team **Effort**





The traditional Herndon monument climb at the U.S. Naval Academy can't be accomplished without the teamwork and determination of every plebe involved. Each freshman class has the same goal; scaling the 21-foot lard-covered structure and replacing the white plebe "dixie cup" hat with an upper-classman's cover in the shortest time possible. This year's class finished the challenge in 2 hours, 15 minutes, 52 seconds.

Photo by J01 Preston Keres

Around the Fleet

Editor,

I am writing regarding PH2 Bob Houlihan's "Twenty-4/Seven" article in the April 2001 *All Hands* magazine. I have been in the Engineering Department onboard USS *John Rodgers* (DD 983), USS *Doyle* (FFG 39) and USS *Blackhawk* (MHC 58). I have been a hard-working "snipe" all throughout my 14-year career.

BY THE Numbers

3

The height, in feet, of the flashover flame blast in the crash and salvage trainer that teaches Sailors how to fight two fires at once. (See story, Page 14)

18

The number of months Cuban Rock Iguana hatchlings are raised at the San Diego Zoo before being returned to the wilds of Cuba. (See story, Page 28)

50

The number of miles of beaches, bays, mangrove swamps, rivers and rocky cliffs that make up Naval Station Guantanamo Bay, Cuba. (See story, Page 22)

1000

There are about 1,000 spectators in the stands each week to watch 18 to 20 400-horse power race-cars run a 30-lap free-for-all to Rattlesnake's finish line. (See story, Page 36)

As an Interior Communication Electrician, I am especially proud to say that my rate has always had its place in the "hole." I was given the Firemen's red stripes in boot camp and kept them through IC "A" and as a new ICFA/ICFN afterwards on-board "The Fighting Sea Eagle," (USS *John Rodgers* DD 983).

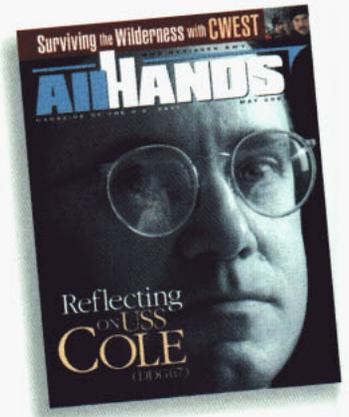
My petty officer crow replaced my RED stripes, but in no way did it take away from my pride in being an engineer.

Certainly some IC-men work in "Topside" Combat Systems, but by far, the majority of our rating works in the "pit."

Just ask the lady who has to wash the sweat, fuel oil, lube oil, grease, grime, dirt and smells from my uniforms. She works almost as hard as I do and asked me to put in a plug for all the hard-working spouses in the NAVY.

I hope that PH2 Houlihan may someday be assigned to cover the many hardworking IC personnel in the fleet and on shore duty. Then he can see first-hand what a well-rounded SNIPE looks like.

**IC1(SW/MTS)Whittemore
ENG Dept/EM-IC/MSCMC
Instructor and LPO
Great Lakes, Ill.**



Editor,

In your recent issue (May 2001), the story of USS *Cole* (DDG 67) really reached me. That incident happened the same day that I reported to my first ship, USS *Enterprise* (CVN 65). I saw the story on CNN on the ship's television.

SHIPMATES



LEGALMAN 1ST CLASS (SW/AW) DWAYNE F. LAYFIELD was selected as Judge Advocate General's Legalman of the Year 2000. Layfield was reconized for his outstanding duty as leading petty officer aboard USS *Kitty Hawk* (CV 63). The Saginaw, Mich., native supervised the command's tax program, which was viewed as the best tax program afloat. He also served as assistant coordinator for both the Enlisted Surface Warfare Specialist and Enlisted Aviation Warfare Specialist Training. Layfield is now assigned to the Office of the Judge Advocate General, Washington, D.C.



AVIATION WARFARE SYSTEMS OPERATOR 1ST CLASS (AW) ROBERT S. SCHRUPP was recently named Reserve Sailor of the Year for Patrol Squadron 64, NAS JRB Willow Grove, Pa. He was selected for his superior leadership as training department leading petty officer, expertise in the P-3C aircraft and dedication to the squadron, all of which greatly assisted unit readiness.



YEOMAN 3RD CLASS (SW) LEKISHONA JONES, a production assistant in the Public Affairs Office, Navy Personnel Command (NPC), Millington, Tenn., was recognized by the Memphis Food Bank for her volunteer work to feed hungry children. The West Point, Miss., native was cited for her contribution to breaking the food bank's previous record, sorting more than 28,000 pounds of donated food in one day. Jones also serves on the NPC funeral detail and was recently acknowledged for her outstanding volunteer work for the NPC Cultural Diversity Day.



PERSONNELMAN 1ST CLASS (SW/AW) CLARENCE LEWIS was recently selected as Commander, U.S. Naval Forces Korea's Sailor of the Year. Lewis is the Navy and Marine Corps manpower manager for U.S. Forces Korea and is stationed at Yongsan Army Garrison, Seoul, Republic of Korea.



Photo by JOC Robert Bennett

Speaking with Sailors

These questions are from
a recent MCPON
all hands call:

At first I was furious that somebody had the audacity to do this to the United States. But then I felt for the fallen shipmates and their families. I started to wonder how my family would be if I was on *Cole*.

I saw the ceremony at NAS Norfolk, and I was very touched. And now, after reading CDR Pittman's article, I'm prouder than ever to serve my country. Also, just like HMCM(SW/AW/FMF) Parlier, I am even more proud to re-enlist on board my ship.

Please keep printing those great stories you do. Also, do you plan on writing a story about the 6th Fleet, deployed in the Mediterranean?

B.J. VonRuden

USS *Enterprise* (CVN 65)

Editor,

BZ on your article, "In the Presence of Heroes." It is well-written and the pictorials are great. I only have one request. You have identified every one in the photos by name including their respective ranks but the photo on Page 24 is identified only as "an injured *Cole* Sailor."

PNCM(SW) Custodio

MILPERS/DET MCPO

PERSUPPDET, North Island

San Diego

Editor's Note: The Sailor in our photo on Page 24 asked that we not use his name.

Editor,

CDR Pittman's article, "In the Presence of Heroes" was superb. Thank you.

CAPT John S. Lineback

Naval Medical Center,

San Diego

Q: Can a personal credit card be used to cover official travel costs, especially on long TAD assignments where it may be difficult to pay the bill in full within 30 days?

A: No. I understand your concerns, but they are unfounded. Although the bank that issues the official travel card does expect payment within 30 days, it does not take formal action on those accounts unless they are significantly delinquent. If you cannot remit within 30 days due to extended travel, your command can ask for special consideration because of the situation.

The trouble many people hear about are folks not making payments within the appropriate time-frame, not talking to the bank about any problems making the payments and generally using their travel

claim payments for things other than paying their travel expenses carried on their official travel card.

There are not many people in the Navy who travel on official duty more than me. I use the card exclusively and do not violate the directive that mandates its use. In other words, you are not authorized to use your personal credit card for official travel expenses. I have never had a problem with either paying my bill or the bank not doing the right thing. This, like all credit card agreements, is a loan that the two parties agree to do certain things. If you do what you are supposed to, there will be no problem.

Use the card as it is intended.

Conduct your financial affairs with good discipline. If you do all that and still end up with problems with the bank, use your chain of command to resolve the issue.

Q: Do people who are forced out of the Navy because of drug use count against a command's retention figures?

A: We used to measure attrition numbers in our retention statistics. To put the right focus on retention and attrition, we now measure those numbers separately. When we started doing that we noticed our retention numbers are pretty good. More than 50 percent of everyone eligible to reenlist does so.

When it comes to drugs, we are not going to back off from the Navy's Zero-Tolerance policy.

Drugs are not a reason for attrition in the U.S. Navy; they are a symptom. Increasingly, what I see is that drug use is simply an off ramp used when the Navy

fails to adequately bring into alignment the unrealistic expectations of some junior Sailors with the expectations of the commands in which they serve.

When it comes to drugs, we are not going to back off from the Navy's Zero-Tolerance policy. There is a misconception that some drugs are harmless or can't be detected. The fact is drugs, like ecstasy, can do great harm and can be detected by the Navy's drug screening programs. ☒

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.

CCD Launches StayNavy.Navy.Mil Web Site

A new web site that features high-tech, timely and accurate career information for Sailors and their families is now available worldwide. The web site www.staynavy.navy.mil merges the Retention Center On Line into a newly designed site developed by the Center for Career Development (CCD) at Navy Personnel Command in Millington, Tenn.

"This web site is designed to provide easily accessible supplemental information pertaining to pay, benefits, duty assignments and rating information, and to allow individual record review on line," said CDR David Alexander, information technology director at CCD.

Alexander said that explaining benefits and offering crucial career information are essential to keeping Sailors in the Navy. "We've recognized the need to provide Sailors and their families with access to information required to make crucial career decisions. Historically, this information was not readily accessible."

Information resources on the web site include:

- **Enlisted Summary Record, Officer Data Card and Performance Summary Record on line.** These provide Sailors with immediate access to professional records. Service members will be able to verify their professional information and they also will be able to order their microfiche on line before an upcoming selection or promotion board.

- **Pay and Compensation Calculator.** This assists Sailors and their family members in determining how much they would have to earn in the civilian market to replace their current income.

- **REDUX vs. High-3 retirement comparison.** This assists members who have to make a choice between the \$30,000 bonus at 15 years of service or the High-3 retirement option. They can use this feature to best determine which option is in their best interest.

- **Rating Research Aid.** This provides a central and integrated source of information about any rating to include descriptions, entry qualifications, career map, selected reenlistment bonus calculator, advancement trends and education information.

A search tool is offered to Sailors interested in striking for a particular rating or to use a conversion process such as SCORE (Selected Conversion and Reenlistment).

STA-21 Improves Sailors' Career Opportunities

The new officer accession program, Seaman to Admiral-21 (STA-21), is

making it easier than ever for Sailors to make the transition from enlisted to officer while earning college degrees. The program eliminates the inequities between commis-

- **Assignment Research Aid.** This assists Sailors making transition decisions by helping them search by rate and geographic area to find an estimate of future billet openings.

Additionally, a multitude of local links will be available to assist Sailors in finding information about a new location or to help them make transition decisions.

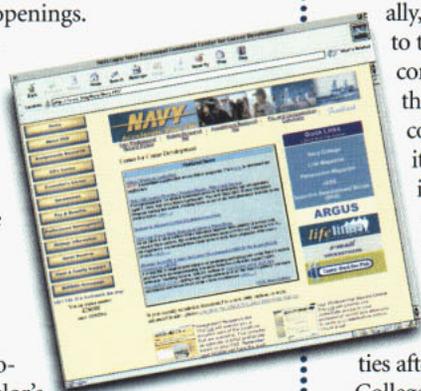
The best of the Retention Center On Line has been incorporated into the Counselor's Corner section by providing tools and information for both the counselors and their Sailors.

The Center for Career Development was established to help the Navy strike a more equitable balance between recruiting and retention. While retention is and always will be a command responsibility, CCD helps provide the fleet with the tools necessary to keep the Navy's high-quality Sailors in uniform. CCD is part of the Navy's continuing efforts to improve Sailors' quality of service — that is, a balanced combination of quality of life and quality of work.

To that end, one of the center's main objectives is to foster a professional climate in which retention is a culture rather than a single event conducted when a Sailor reaches a career decision crossroads.

For more information about the CCD, please contact CCD Public Affairs at (901) 874-2200. ☐

Story by LTJG Bill Danzi, Center for Career Development, Millington, Tenn.



eight of 14 commissioning paths by using a single application. There is one application deadline and one selection board.

Under STA-21, Sailors remain in an active-duty status while participating; they draw full pay, allowances, and benefits, and receive an education voucher valued at up to \$10,000 per year for tuition, fees, and book costs.

STA-21 is structured to produce 490 officers annually, which is comparable to the number of Sailors commissioned through the eight former commissioning paths it replaces. Participants in the new program will attend Naval Reserve Officers Training Corps (NROTC)-affiliated colleges or universities after gaining admission.

College preparation courses and officer indoctrination programs tailored to Sailors' needs are incorporated into this pipeline. The Naval Science Institute begins transforming enlisted personnel to officers in an eight-week program that provides professional courses and reduces the college workload by 18 hours — allowing Sailors to graduate and return to the fleet as officers, one semester early.

When used in conjunction with credits received from the Navy College Program, the STA-21 program can dramatically reduce the time necessary to earn a degree and a Navy commission. The selection board will evaluate the background of STA-21 selectees and identify those who will benefit from a college preparatory program to attend the new Broadened Opportunity for Officer Selection and Training school in Newport, R.I., for a three-to six-month individualized remediation program.

The STA-21 program was created to place a college degree

sioning pipelines. Previous officer programs varied greatly in the amount of pay and educational benefits available to Sailors.

STA-21 streamlines the application process by consolidating

Onassignment

and enhanced career opportunities within reach of today's Sailors. The program combines the following eight former commissioning paths: NROTC two-year, four-year, and Nurse option; Enlisted Commissioning Program Basic, Aviation option, Nuclear option and Civil Engineer Corps option; and the original Seaman to Admiral program.

For more information on the STA-21 program, go to www.sta-21.navy.mil see NAVADMIN 128/01; or call DSN 922-4967 or (850) 452-4967/, extension 313 or 337, or 1-800-NAV-ROTC; or by e-mail sta21@cnet.navy.mil. ☐

*Story by CNET Public Affairs,
Pensacola, Fla.*

Sailors Can Boost Their MGIB Benefits

A provision of the recently-enacted Veterans Benefits and Health Care Improvement Act of 2000 permits certain Sailors to increase their monthly Montgomery GI Bill (MGIB) program benefits by making an additional contribution to the program. Only Sailors who entered active duty after July 1, 1985, and enrolled in MGIB during their first two weeks of active duty are eligible.

Effective May 1, each additional contribution of \$4 will increase the monthly MGIB benefit by \$1 under the terms of the Act. The maximum additional contribution possible is \$600. Sailors contributing the maximum would realize an increase to their MGIB monthly benefit of \$150. In other words, Sailors who make the additional maximum contribution, and are enrolled as full-time students following active duty, will receive a total benefit of \$800 monthly.

There are specific limiting eligibility requirements that

apply to this provision. One constraint is that members who elect this option can contribute the additional amount only while serving on active duty. This is the law and is not waivable. However, eligible Sailors who were on active duty on the Nov. 1, 2000, enactment date of the legislation and separated prior to the effective date of May 1, have until July 31 to contribute. Separated members should make payment directly to the Department of Veterans Affairs (DVA). Affected members should contact the DVA at 1-888-GIBILL1, or 1-888-442-4551.

Personnel who are enrolled in the MGIB program by reason of involuntary separation, conversion from Veterans Educational Assistance Program (VEAP) or Vietnam-Era GI Bill, and those who enrolled in MGIB during the open enrollment period of Dec. 1, 1988, through June 30, 1989, are not eligible for this option.

"A nine-to-one return on

After spending a week at Naval Station, Guantanamo Bay, Cuba, with a team of researchers from the San Diego Zoo's Center for the Reproduction of Endangered Species, I was amazed at how docile boa constrictors are. You'd expect them to try to wrap you up or take a bite out of you, but they're really pretty mellow.

The San Diego Zoo team did an extensive population survey of Cuban boa constrictors and Cuban rock iguanas. One of the researchers' main goals is to show the fleet that protecting wildlife need not conflict with the military mission. In fact, according to the researchers, healthy natural systems are often those best suited to supporting the security and training functions central to military operations. ☐

(See story on Page 28)

*Houlihan is a photojournalist
assigned to All Hands.*

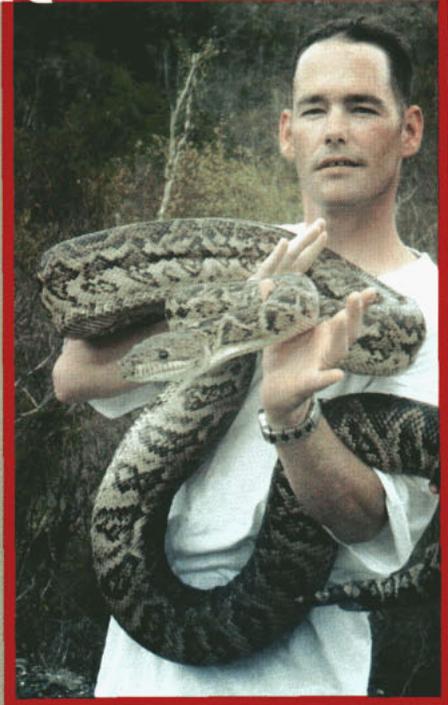


Photo by Jeff Lamm, San Diego Zoo

your investment is possible," explained Mrs. Kathy Wardlaw, branch head of the federal education programs branch (PERS-604) at Navy Personnel Command in Millington, Tenn. "Combine the current MGIB benefit amount with the benefit available by making the maximum contribution allowed by the new law, and use the benefit for the full 36 months to maximize your benefit."

Further details regarding necessary action for participation will be announced soon via Navy-wide message. Additional information is available by calling PERS-604 MGIB program customer service representatives at DSN 882-4258 or 1-800-962-1425.

Mrs. Kathy Wardlaw can be reached at DSN 882-4275 or (901) 874-4275, or by e-mail at p604@persnet.navy.mil. ☐

*Story by Michael McLellan,
NAVPERSCOM Public Affairs,
Millington, Tenn.*

NEOSH Survey Shows Progress

The 1999-2000 Navy Equal Opportunity and Sexual Harassment Survey (NEOSH) results are out and they indicate the Navy has made progress in providing all Sailors with equal opportunity and a harassment-free work environment. Additionally, the results reveal certain areas where the Navy will focus actions to remove inequality from its ranks.

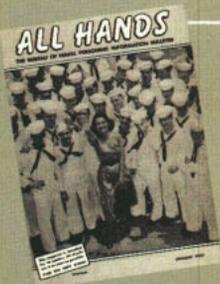
The NEOSH survey, administered every other year since 1989, was mailed to 15,103 Sailors representing all pay grades, genders and racial and ethnic backgrounds. Navy leaders received feedback on the progress made in areas of equal opportunity (EO), sexual harassment, gender equality and fraternization, as well as on additional training needs and educational programs.

"The good news is that, across all demographic groups, enlisted Sailors tend to have

Around the Fleet

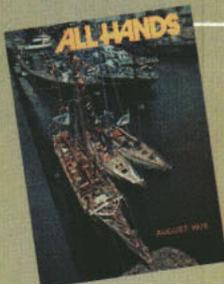
TIME CAPSULE

This month we look back in the *All Hands* archives to see what was going on in the Navy, 50, 25 and 10 years ago.



50 Years Ago – August 1951

In this issue of *All Hands* we reported on the creation of a United Nations Navy. Sailors from around the globe came together to preserve peace. We also highlighted what the Navy's ham radio operators go through to pass the word around the world, and we followed Sailors on liberty in the French Alps.



25 Years Ago – August 1976

This month in *All Hands* we joined the Fleet in New York City for the International Naval Review (INR). Sailors came from every corner of the globe to participate in the nationally televised event. We also told Sailors about the newest ship in the Soviet Navy.



10 Years Ago – August 1991

In this edition of *All Hands* magazine we listened to the CNO testify on Capitol Hill about women in combat. We also joined Sailors on the education front as they fought illiteracy, and we showed what the Navy was doing to fight the "invisible pollutant," radon.

neutral-to-positive perceptions of the Navy's equal opportunity climate," said LT Heather May of the Navy Personnel Command's professional relationships division (PERS 613) in Millington, Tenn. "The gender gap between female and male Sailors has virtually disappeared. This means the perception may be either good or bad, but all Sailors seem to feel the same way about it."

The survey indicates other good news, as well.

"Since 1991, there has been a significant increase in awareness of the Command Managed Equal Opportunity (CMEO) Program," May added. "And just about everyone understands the definition of sexual harassment, as well as what behavior constitutes sexual harassment."

Sailors also indicated a good understanding of fraternization policies. Less than 15 percent of enlisted and 7 percent of officers indicated fraternization was a problem at their command.

While Sailors are aware of appropriate professional behavior, racial and ethnic gaps in perceptions of discrimination still exist, especially between whites and blacks. Offensive speech is the most common form of unprofessional behavior cited, and more than one-third of female enlisted respondents were subjected to negative comments or jokes within the past year. About one-third of enlisted black and Hispanic Sailors also indicated discriminatory behavior in the form of negative comments or jokes.

However, the Navy needs to improve in the areas of sexual harassment aboard ships, in dining facilities and at base clubs, according to the survey results. Other noteworthy items include a lack of confidence in the grievance system and fewer officers attending EO training than in previous years.

Navy leadership recognizes that equal opportunity and diversity have a direct impact on readiness. In a recent message to all hands, Vice Chief of Naval Operations ADM William J. Fallon challenged deckplate supervisors, chief petty officers and officers throughout the command to become active proponents of EO and to become directly involved in monitoring their command's climate. The VCNO emphasized this includes ensuring the effectiveness of command EO training, and publicizing command policies against comments and jokes of a racist or sexist nature.

Commands throughout the Navy have the tools to raise equal opportunity and sexual harassment awareness. All Sailors are required to participate in annual EO/sexual harassment/ fraternization training, which is available in GMT through a web site developed by the Chief of Naval

Education and Training (CNET) at www.cnet.navy.mil.

Instructor guides and lesson plans are also available for download at the site.

For the future, the Navy is exploring the possibility of an interactive, computer-based training program where a Sailor can navigate through a variety of scenarios depicting situations of discriminatory or harassing behavior, and would "advance" to the next level only when their responses are correct.

The Navy's goal is to ensure every Sailor works in a professional environment, free of discrimination and harassment.

"Now more than ever, the Navy wants to be proactive — to identify and solve EO and sexual harassment problems before they happen," May said. "There is no way the Navy will be able to fix equal opportunity problems overnight, but it's a continuing process that we are all a part of."

For more information, please see NAVADMIN 070/01, or contact Lt. Heather May (PERS-613) at DSN 882-4283 or commercial (901) 874-4283, or by e-mail at mp613@persnet.navy.mil. ☐

Story By NAVPERSCOM Public Affairs, Millington, Tenn.

Watch That E-mail! Your Words May Come Back to You

More eyes may be reading your private e-mail than you intended. That's the message Navy leadership wants to get across.

In NAVADMIN 06/01, Sailors were warned about the potential hazards from indiscriminate e-mail use. Most e-mail goes out over an unclassified network (also known as a Non-classified Internet Protocol Routed

Network, or NIPRNET), and is subject to prying eyes — that's the message from the office of the Director of Space, Information Warfare, Command and Control

message can be reforwarded to thousands more. This increases the chances that a potential adversary could gain some inside knowledge of naval oper-

Alexander of the Navy's Office of Information, Sailors aboard USS *Cole* (DDG 67) were shocked to find out that the personal e-mail messages they sent home to family and friends were forwarded to the media to be used as quoted material in news stories — without the members' permission.

"What people don't realize is that once an e-mail leaves the ship, it enters the public domain," said Alexander. "And who knows where it will end up."

The other e-mail-related point that Navy leaders want to get out is that e-mail on a government interest system should conform to Navy policy. "Navy policy prohibits racist, sexist, threatening, pornographic, personal business, subversive or politically partisan communications."

Bottom line, according to the NAVADMIN, is that e-mail from Sailors reflects on the professionalism of the Navy. Members have to watch what goes into, or is attached to, e-mails to keep data out of the wrong hands and to keep up a sharp appearance.



Story by JO1 Joseph Gunder, editor, Navy Wire Service, Washington, D.C.

Education Continues to Pay Off Big with VEAP Conversion

Education can make a world of difference in your lifestyle, especially if you are a retiree. And financing that education is where the switch from the Veterans Education Assistance Program (VEAP) to the Montgomery GI Bill (MGIB) Program really pays off big.

The basic monthly payment under the MGIB Program is \$650 for 36 months of full-time schooling for a maximum of \$23,400, in comparison to a member enrolled in VEAP, who would receive a up to \$300 a month for 27 months of full-time training for a maximum of \$8,100.

Converting from VEAP to the MGIB Program requires a payment of \$2,700 into MGIB within 18 months of converting from VEAP. VEAP allows you to contribute any amount up to \$2,700. If you remain enrolled in VEAP, any unused portion of your VEAP contributions is fully refundable to you.

Total taxable income is reduced the same way as the current MGIB Program; whether it's by making the \$2,700 one-time payment, or by monthly payments.



(N-6), VADM Richard W. Mayo. "E-mail is not transitory and does not disappear like a verbal exchange," warned the message. "E-mail is not private and can easily be forwarded and modified beyond the control of any individual."

Specifically, Navy leaders want Sailors to consider Operational Security (OPSEC) before they hit that "send" button. A single e-mail from a Sailor on a ship sent to someone at home can be forwarded to hundreds of recipients, and that

ations and tactics that they could use to their advantage.

The NAVADMIN added, that a description of an event in an e-mail, may, by itself, or along with other data, compromise missions, capability, data or damage assessments.

"If in doubt," the message reads, "consult the chain of command and err on the side of caution."

But possible enemies aren't the only ones interested in Navy e-mail.

According to LT Jane

Ricky's Tour

By JO2 Mike Jones

mikejones43@hotmail.com



A Match For Life: ONR is Backbone of National Bone Marrow Program

No bones about it, few would guess that the Office of Naval Research is the backbone of the National Bone Marrow Donor Program.

In the 1950s, the Navy emerged as a pioneer in figuring out how to keep the body from rejecting organ transplants, including bone marrow transplants.

For a bone marrow transplant to work,

is looking for new ways to slow down tissue rejection response, allowing near matches.

It was at the instigation of Rep. C.W. (Bill) Young of Florida that Congress directed the Navy to establish a national bone marrow registry. This is how ONR came to spend \$32 million annually to support the Minneapolis-based National

INNOVATORS

the recipient's immune system must not try to destroy the donated marrow.

It was Navy researchers who cracked the code in understanding how the proteins found on the surface of most cells in the body, called human leukocyte (HLA) antigens, can be used to find compatible transplant donors.

Since only 30 percent of unrelated bone marrow donors can donate to each other, a test was needed to find a match. Today, potential donors from the National Bone Marrow Databank are screened with the inexpensive and effective HLA test developed by the Navy.

These HLA antigens give the body's immune system the ability to determine what belongs in the human body and what does not.

This is how the body also protects itself against harmful, infection-causing bacteria or viruses. Now, new work funded by ONR

Marrow Donor Program and 94 donor centers around the country.

Since the program's inception in 1986, more than 3 million Americans have registered as volunteer marrow donors. More than 250,000 of these donors are DOD employees.

"The new research in looking at cells at the molecular level, and finding out exactly what in the underlying processes initiates the rejection response, has applications to all transplants," says LCDR David Street, an ONR program manager.

For more information, or to interview for the program, contact Audrey Haar at (703) 696-2869 or e-mail haara@onr.navy.mil.

For more information on Navy research programs, visit www.onr.navy.mil. ☒

Story by Gail Cleere who is assigned to Office of Naval Research Public Affairs.

However, certain restrictions apply to the conversion program. Public Law 106-419 authorizes Sailors who participated (opened a VEAP account, regardless if money was put into the account) in the program on or before Oct. 9, 1996, and served continuously from that date through April 1, 2000, the opportunity to enroll in the MGIB Program. October 31 is the deadline to enroll in the MGIB Program.

Members participating in the conversion program who are retiring or transferring to the Fleet Reserve and elect to pay all or a portion of the required \$2,700 payment after retirement need to send all remittances and correspondence to Defense Finance and Accounting Service, Code PRRAB, 1240 East 9th Street, Lockbox-CL0001, Cleveland, OH 44199-2055.

Make checks and money orders payable to Defense Finance and Accounting Service. In the memo portion of the check or money order, write "MGIB."

For additional information on eligibility for conversion from VEAP to MGIB, call Navy MGIB Program customer service at 1-800-962-1425. For questions concerning payment procedures for the \$2,700, call DFAS at DSN 580-5986 (ext. 5005), or (216)522-5986 (ext. 5005). ☒

Story by JOC Milinda D. Jensen, CNP Public Affairs, Washington, D.C.

I need to take more ecstasy to get the same outcome
I have to stop these headaches
I feel persecuted, paranoid and anxious
I get depressed I have less appetite
My concentration is less and I get confused



I am feeling worn out
My relationships with friends and family are suffering

Don't let *ecstasy* be your *agony*.

<http://navdweb.spawar.navy.mil>



A Clean Burn

Brange and yellow flames lick at the firefighters like dragon's breath. Water is quickly turned into steam. Sweat pours from the firefighter's foreheads as adrenaline rushes through their veins. They are locked in mortal combat with the three elements of fire – fuel, oxygen, and heat. Fortunately, for the men and women of these crash and salvage teams, this time it's only practice.

"It's instinct and training that will get you through moments like that," said Aviation Boatswain's Mate 1st Class (AW/SW) Chuck Broadous, an instructor at Naval Air Technical Training Center (NATTC), Pensacola, Fla., who went through similar incidents on USS *John F. Kennedy* (CV 67) and USS *Enterprise* (CVN 65). "You never expect something to happen, but you sit there and think, 'What if?'" He added that training provides the answer to that question.

from the conventional trainer.

First of all, the new trainer is environmentally friendly, running strictly off of propane, which gives a much cleaner burn and less smoke polluting the air.

"When we first lit off the old JP-5 trainer here, residents were calling, as well as the news services, asking if a plane had crashed," said Joy White, director of public relations for NATTC. "The new trainer is a lot less visible to the surrounding community."



Fortunately for the students here at NATTC, Broadous can just turn off the fuel if things start to get out of hand. That way the students won't have to experience something as heart-pounding as their instructor's real-life shipboard experiences. Or will they?

With the newly installed trainer at NATTC, Sailors will soon be feeling even more heat. The Mobile Aircraft Fire Fighting Trainer (MAFFT) is the newest state-of-the-art trainer the Navy has to offer. And, according to the staff at NATTC, a lot has changed

The MAFFT also allows Sailors to battle the fire from "inside" the aircraft, giving a more realistic experience for what crash and salvage teams may encounter once out in the fleet.

"We have six different scenarios Sailors can be run through," said crash and salvage Instructor Aviation Boatswain's Mate 1st Class Mike Schiaccia, who has more than 20 years of Navy and volunteer fire fighting under his belt. "It's the flash-over that gets them every time though; boy does it get their attention."

And it should, since it's an unexpected three-foot-high blast of flames that blows its way above the heads of the students



six feet across the ceiling, trapping them within the trainer as they work frantically to douse the cockpit in front of them. With adrenaline pumping, two of the four-man teams must then turn and battle the fiery monster that has engulfed their position to create an exit to safety. "It catches most of them off guard since they are fixed on the one fire they are battling at the moment," continued Schiaccia. "This trainer is very exciting."

A Clean Burn



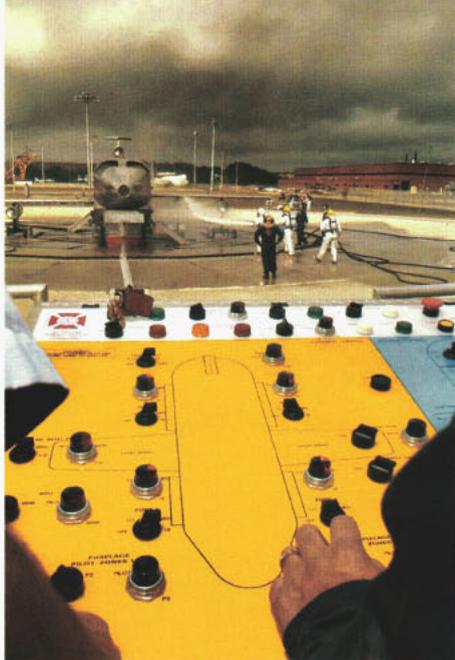
Far Left – It's not just instructing for ABH1(AW/SW) Chuck Broadous (left) and ABH1 Mike Schiaccia. It's a way of life and a passion for fire fighting that brought them to NATTC Pensacola, Fla.

Left – ABH1(AW/SW) Ronald Spears cools down the Mobile Aircraft Fire Fighter Trainer (MAFFT) at the end of the day by dousing it with cool water.

Above – An instructor is always on hand to observe the safety of the fire-fighting environment.

Another benefit behind of new trainer is that, "It's mobile," said Aviation Boatswain's Mate 1st Class (AW) Jason Obermeyer, pointing to the truck that transports and controls the scenarios for the MAFFT. When needed, the MAFFT actually folds up and looks similar to a semi-trailer, only with the head of an aircraft.

"We can take it to any location and give on-site training to the Sailors who



need it the most," said Schiaccia. "The times we have taken it out, people have actually wanted to know if it was the space shuttle."

However, the MAFFT isn't quite ready for Sailors. It has been undergoing inspections and training with civilian fire fighting teams and will become available to the fleet within the next few months.

"This is a high-risk course," said Broadous as he keeps a watchful eye on a civilian firefighter who charges the roaring flames of the MAFFT. "You have to be on the ball at all times and watch the students once their adrenaline

gets flowing. We need to be sure of this trainer and know we have the ability to keep our Sailors safe first and foremost."

Once the new MAFFT is online, the old JP-5 trainer will be refurbished as well, giving students yet another training tool for fighting interior fires. The MAFFT will then become available for the five-day course of Aircraft Fire Fighting Shipboard Team Training. The MAFFT will provide Navy crash and salvage team members with the specialized skills and knowledge necessary to operate as an aircraft carrier or amphibious aviation ship aircraft firefighting and salvage team.

"I really look at the training differently now," said Broadous, reflecting on his

time spent at the command and his numerous sea tours. "When I came into the Navy, the training wasn't even close to being as technical as it is now, Navy Sailors today are really getting the state-of-the-art training they need to be prepared for anything that should occur on the flight deck or anywhere on a Navy vessel."

They just hope they never have to use it. ☒

Watson is a photojournalist for All Hands.

A Clean Burn



Above – The Mobile Aircraft Fire Fighting Trainer (MAFFT) is unique in its design, with the ability to be moved and taken to various locations for training. It also uses propane, an environmentally friendly fuel.

Far Left Top – The main control panel, located in the back of the semi-truck used to haul the MAFFT from place to place, allows the instructors to run students through six different scenarios while keeping a watchful eye on the safety of the students.

Far Left Middle – With the smoke still rising, ABH1 Mike Schiaccia, ABH1(AW) Jason Obermeyer and ABH1(AW/SW) Chuck Broadous take a break in front of the Mobile Aircraft Fire Fighting Trainer (MAFFT).

Left – Making sure the area is safe is part of the job for ABH1 (AW/SW) Jason Obermeyer who waits for the next group to train in the Mobile Aircraft Fire Fighting Trainer.



Story and photos by PH2 Bob Houlihan

Time on the Wa



The ragged boats used by Cuban asylum seekers adorn the grounds outside Guantanamo Bay's museum. Looking at them closely, it's amazing that they were ever seaworthy.

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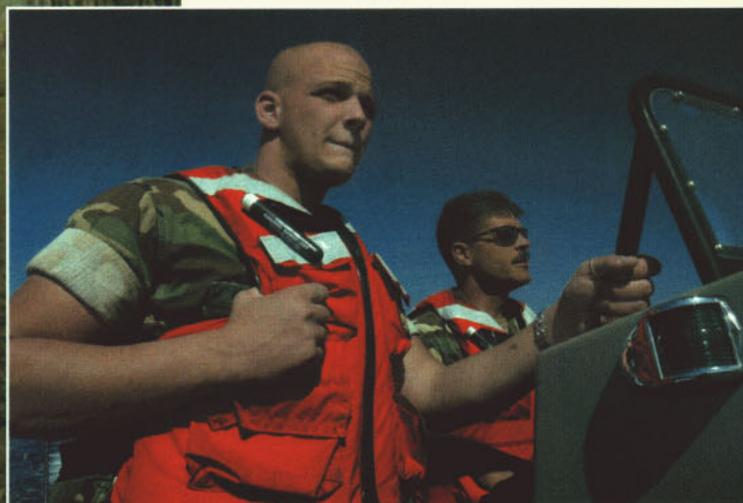


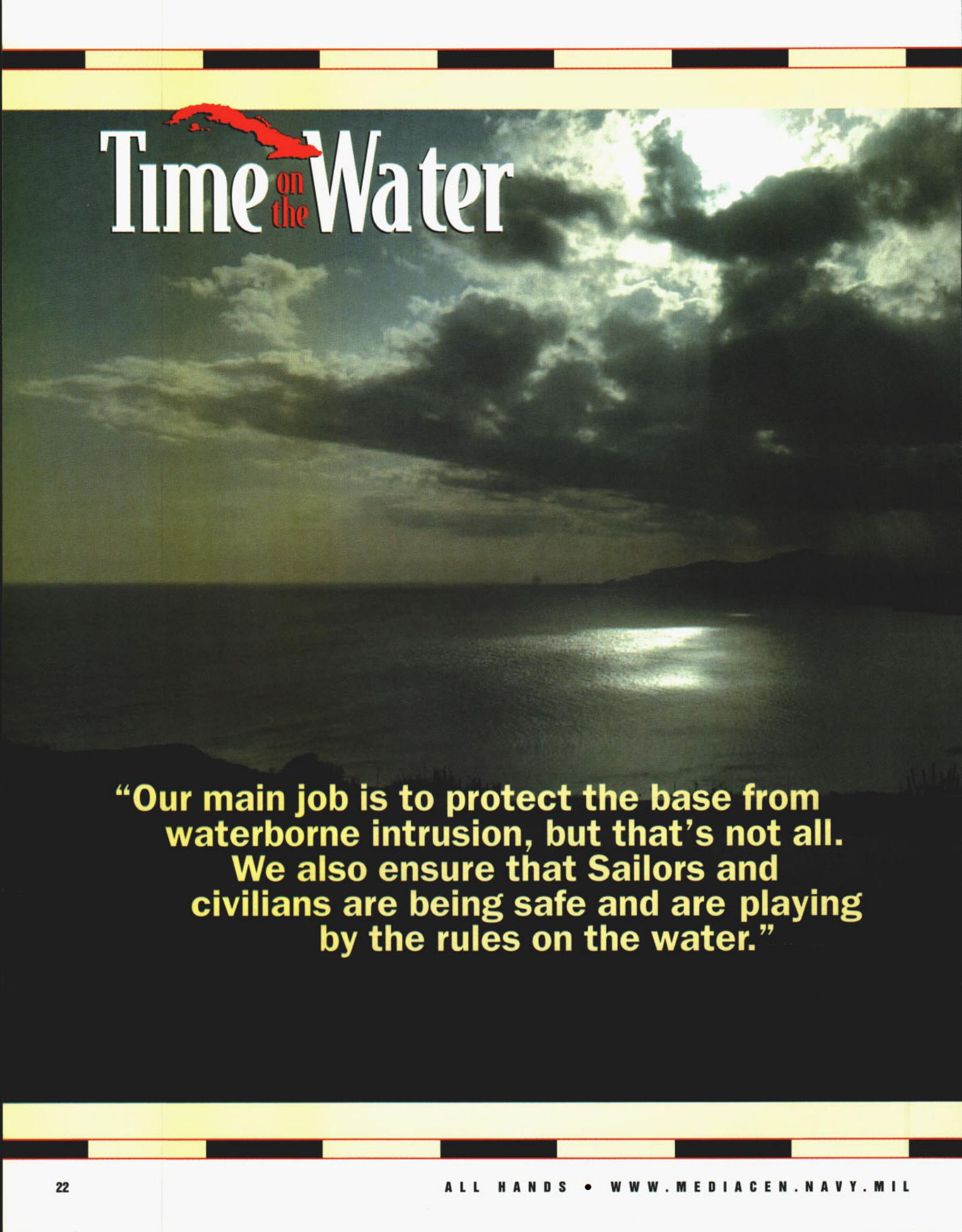
Spot an unidentified vessel on its way into Guantanamo Bay? Call the Harbor Patrol (HP). Got a 12-foot Cuban boa constrictor in your carport? Call HP. Need to know the limit of Spiny Lobsters you can catch on that next dive? HP's got the gouge.

MORE THAN 50 MILES OF BEACHES, bays, mangrove swamps, rivers and rocky cliffs make up U.S. Naval Station Guantanamo Bay's (GTMO) varied shoreline. Add a communist neighbor, and it becomes clear that the men and women of GTMO Harbor Patrol (HP) have one of the most diverse mixes of geo-political terrain in the world to navigate with their 25-foot watercraft. It's their responsibility to keep all of it safe and secure 24-hours-a-day, 365-days-a-year.

Welcome to Cuba.

When any vessel leaves the mouth of Guantanamo Bay, or "out of bounds" as the locals call it, they must file a float plan with Harbor Patrol and their boat must meet certain safety standards. MA1(SW) Eric Fernelius and BU3 Joe Cochran scan the horizon for boats as they cruise along GTMO's cliffs.





Time on the Water

“Our main job is to protect the base from waterborne intrusion, but that’s not all. We also ensure that Sailors and civilians are being safe and are playing by the rules on the water.”



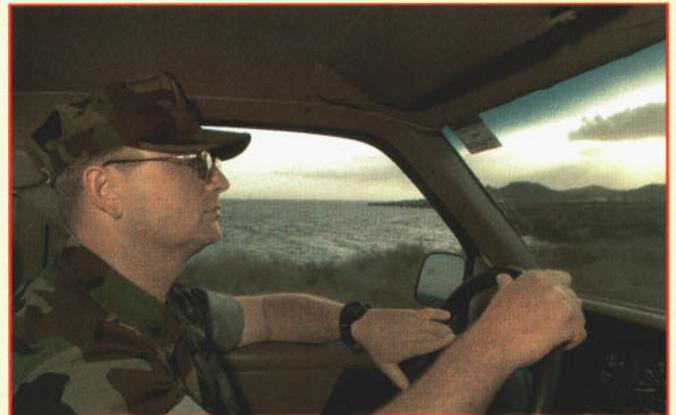
MA1 Chris Glover scans the waters of the bay below from his perch high atop one of Guantanamo Bay's many hills.

"We're the primary source of waterfront security," said Electronics Technician 1st Class (SW) Eric Fernelius, HP's leading petty officer. "Our main job is to protect the base from waterborne intrusion, but that's not all. We also ensure that Sailors and civilians are being safe and are playing by the rules on the water."

A watchful eye is constantly kept by the patrol on the waters outside the base port. Part of their vigil includes maintaining close contact with the 45 Marine Observation Posts (MOP) that ring the base to help coordinate vessel sightings outside of the bay. MOPs 1 and 45 are located right at the water's edge, high up on a cliff; so they can give the watch a bird's-eye view of what's going on.

"Having the MOPs out there gives us another set of open eyes 24-hours-a-day," said Fernelius. "The Marines are very helpful in spotting vessels that are further out to sea, and to determine their intentions."

The job becomes even more complicated when you take into account the many foreign-flagged ships regularly passing through Cuban ports.



MA1 Chris Glover, Guantanamo Bay's only Navy-trained game warden, makes a land patrol along the cliffs at GTMO.

Fernelius, back in GTMO for his third tour of duty, adds, "We've got the best job in the world down here. That is, until someone actually tries something."

These guys are the jacks-of-all-trades of the region.

Besides providing waterfront security, the multi-faceted HP team provides valuable assistance for personal watercraft by performing cooler checks to make sure people are obeying the base's fish and game regulations. They also act as game wardens, capturing nuisance reptiles and animals to be transplanted to the less-inhabited parts of the base.

"We also get quite a few Cuban asylum seekers," said Fernelius. "Some come by land, some by boat. We just give assistance and turn them over to our migrant

Time on the Water



Lined with mangroves, the Guantanamo River winds its way up from the bay to the Cuban border. Daily patrols travel the river to make sure nothing is amiss.

operations division.

“You’d be amazed at some of the boats and rafts they show up in. It’s amazing that some of them even float,” Fernelius added.

It’s a big ocean out there, and given the tendency for things to happen at just the wrong moment, GTMO receives more than its fair share of recreational yachters and sailors requesting safe haven in the bay. Most need to make repairs, get out of the path of an incoming storm or request emergency medical attention.

“When we get a request for safe haven, usually about once a week,” said Fernelius, “two HPs usually go to meet the vessel outside the mouth of the bay to determine intentions and do an inspec-



Reinforcing the importance of water safety, Harbor Court Magistrate, BMC(SW/DV) Robert Lambertsen, explains the implications a ticket issued to a Guantanamo Bay Sailor by Harbor Patrol. Offenders stand to lose their privilege to be on the water anywhere from 30 days to the rest of their tour, depending on the severity of the infraction.

tion to make sure there is no immediate threat to the base or people here.”

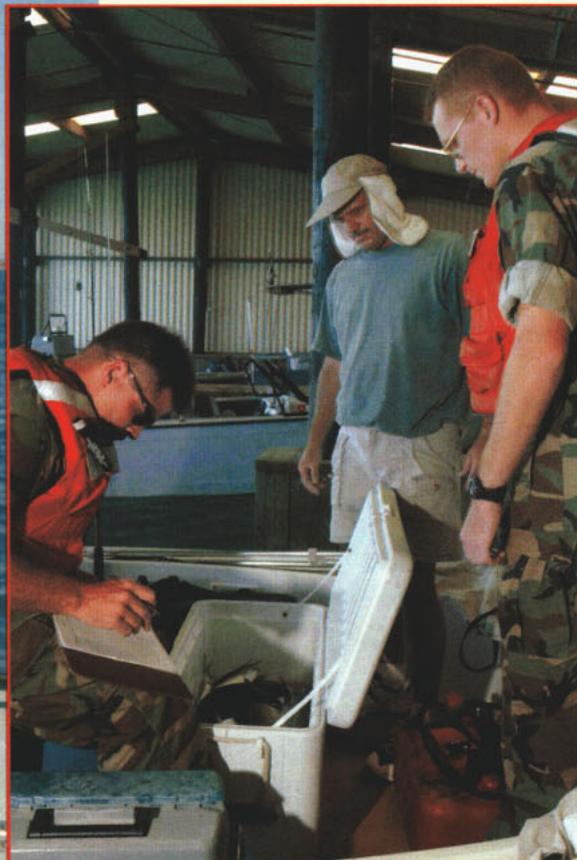
The HP watch is not just time on the water; land patrols are also done. While perched on the high hills above the bay, the HPs scan the mouth and back-bay areas, allowing for a wider and more complete view than could be achieved from a boat.

HP also augments the regular base police, as part of GTMO’s security force, by doing routine patrols and filling in on other land-based patrolman duties when they are short-handed.

Still, working out on the water all day in the Caribbean probably sounds like a great job, huh? Sign me up! Well, it’s not that easy. HP selects only the most motivated and squared away Sailors who report to GTMO security. Candidates



BU3 Joe Cochran uses the binoculars to identify a boat seen heading out of bounds from Guantanamo Bay.

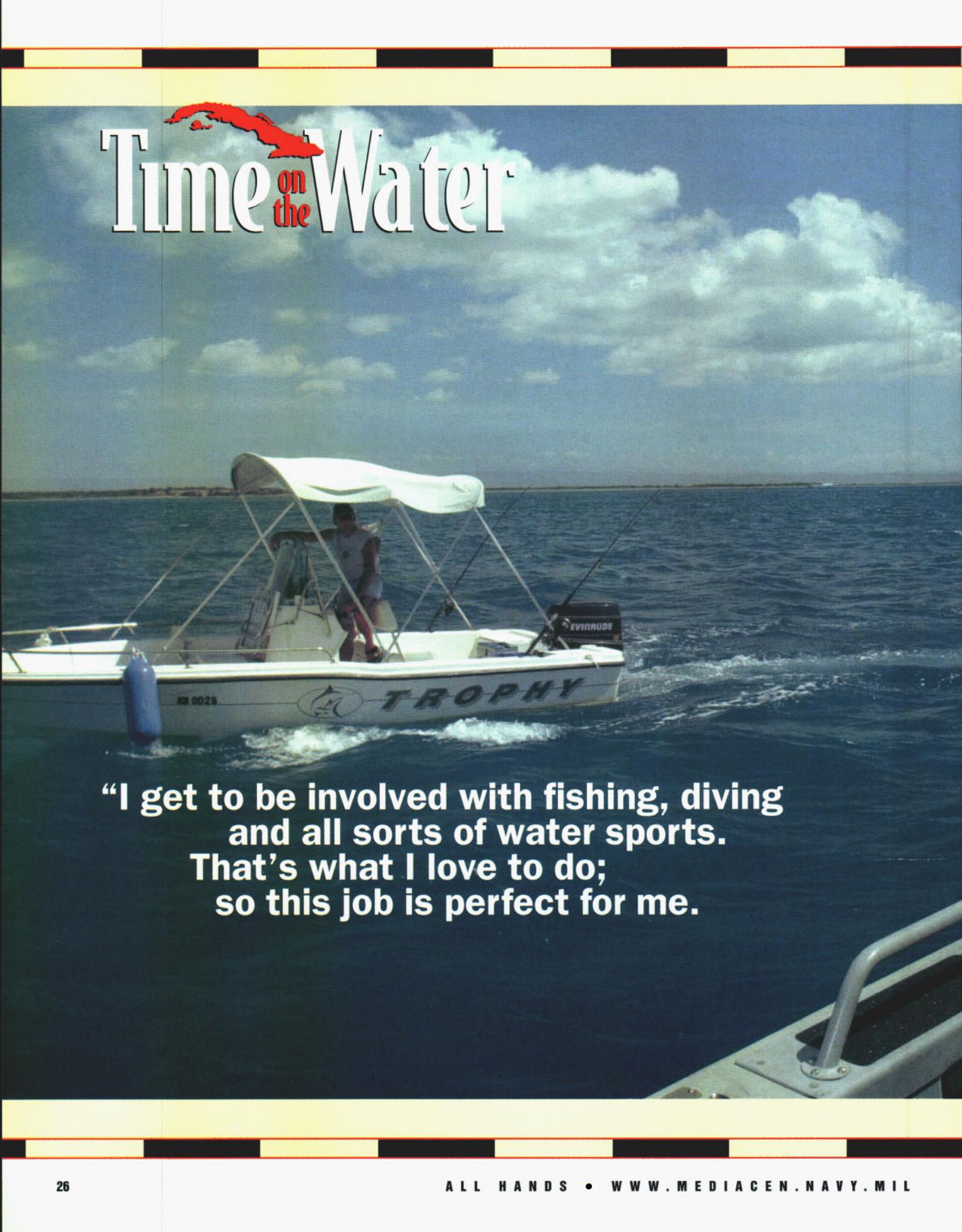


As base game wardens, ET1(SW) Eric Fernelius and CTM2 Chris Lewis are required to check the cooler of MRC(SW) James Stead in the boathouse at Guantanamo Bay.

must first complete all their normal department PQSs and training before even being considered by HP. Once assigned to the patrol, candidates are given a rigorous schedule of hands-on and written instruction.

“One of the most difficult phases of training is the night driving practical,” said Fernelius. “We take trainees to an area of the bay called ‘The Maze.’ It’s just like it sounds; blind bays, lots of twists and turns, and extremely confusing if you don’t know the way.

“On a moonless night, they have to be



Time on the Water

**“I get to be involved with fishing, diving
and all sorts of water sports.
That’s what I love to do;
so this job is perfect for me.**



With crystal-clear water and abundant marine wildlife, Guantanamo Bay is a haven for recreational boaters, divers and fishermen. ET1(SW) Eric Fernelius hails a fisherman to remind him about water safety and fishing regulations while on the water.



ET1(SW) Eric Fernelius is able to survey the whole base and surrounding waters, from the highest point on Naval Station Guantanamo Bay.

able to navigate the maze, and do it safely. Some people just don't have strong enough night vision to pass this part of the training," Fernelius added.

But, above all-else, safety is stressed at all levels of training. "You're no good to help anyone out there if you end up hurting yourself in the process," said Master-at-Arms 2nd Class Chris Glover, HP's training petty officer. "Safety is absolutely the most important thing when it comes to our training. We need to be sure our people can safely respond to any situation they run across out there on the water."

Like many others at GTMO, Glover was originally slated to spend an 18-month tour, but he and his family enjoyed it so much, they extended for another tour.

Glover, the only Sailor at GTMO who has been through the Navy's Game Warden School, spends a good deal of his time responding to the nuisance animal calls and helping GTMO's Public Works Department environmental staff with other animal-related activities.

Whether it's checking the bay for intruders, or acting as the base's game warden, there's a common thread between the members of HP. They all love their jobs.

"I love the fact that I've been given an opportunity to do something different," remarked Fernelius about his first out-of-rate tour. "I get to be involved with fishing, diving and all sorts of water sports. That's what I love to do; so this job is perfect for me.

"Nothing beats the time out on the water." ☒

Houlihan is a photojournalist assigned to All Hands.



**San Diego Zoo
Treks to Cuba
to Help
Naval Station
Guantanamo Bay
and Manage
Endangered
Species**

**It Isn't
Easy Being
Green**

A mature male Cuban rock Iguana suns himself on a high rocky cliff overlooking the Caribbean Sea. According to the San Diego Zoo team, iguanas prefer the coastal areas over the dryer mountains.



The beautiful bluish-green waters of Guantanamo Bay are home to three species of endangered sea turtles: green sea turtles, hawksbill turtles, and the mammoth leatherback turtle.

It may not seem so easy being “green,”

especially when you’re surrounded by rolling hills colored in various shades of brown. Despite its dusty grounds, U.S. Naval Base Guantanamo Bay, Cuba, has made a commitment to the island’s wildlife by protecting their unique environment and educating its Sailors and civilians alike.

Guantanamo Bay, or “GTMO” as the locals call it, is home to many endangered or threatened species, including the hawksbill turtle, the Cuban rock iguana, and a host of other plants and animals that are native only to the area in and around the base. Although located in the heart of the Caribbean, GTMO is quite dry. Cacti dot the landscape, and the terrain resembles the Southern California desert more than a tropical island.

GTMO’s Public Works Department (PWD) has taken an aggressive approach when it comes to protecting the environment. The environmental team manages their resources carefully, bringing in outside experts to evaluate the situation and make suggestions on how to improve the base’s animal and reptile habitats.

One such team, from the world-famous San Diego Zoo, recently visited the base to study the Cuban rock iguana, several sea turtle species and the Cuban boa constrictor.

Ten years ago, when San Diego Zoo researchers began looking for a suitable place to study some of the rarest reptiles in the world, an isolated military base seemed like a surprising place to look. But GTMO, like many Navy bases worldwide, supports vast areas of undisturbed natural habitat and is home to an impressive number of endangered species.

Located on the southeast tip of Cuba, Guantanamo Bay still provides a wide variety of valuable services to Navy and Coast Guard ships and aircraft operating in the Caribbean. But

beyond its main mission, it also strives to protect the dry forest habitat for a variety of endangered species, many of which are now in serious trouble in other parts of Cuba and the neighboring islands.

According to Dr. Allison Alberts, an ecologist with the Center for the Reproduction of Endangered Species (CRES) at the San Diego Zoo, among GTMO’s abundant wildlife, “the Cuban [rock] iguana is one of the largest and undoubtedly the most visible and charismatic. It seems that no one completes a tour of duty at GTMO without getting to know these prehistoric-looking giants.” These giant iguana can reach lengths of four to five feet when mature.

Alberts added, “Unfortunately, outside the safety of the fence line, Cuban iguanas are rapidly disappearing as a result of habitat loss, hunting and predatory danger from non-indigenous mammals.”

Since 1992, zoo researchers have been working with GTMO’s team of environmental specialists and volunteers from the local community to design conservation strategies to ensure that these unique reptiles survive into the future.

During this trip, the team of five scientists did an exhaustive survey of the iguana population by walking transected portions of ground and hand counting the number of reptiles seen in

When traditional methods don't work, Peter Tolson, of the Toledo Zoo, and Glenn Gerber, of the San Diego Zoo, use a little "liquid encouragement" to coax a dwarf boa constrictor out of his hiding place.



It Isn't Easy Being Green

During each trip the San Diego team makes to Guantanamo Bay, the researchers give an "iguana demo" to help educate the Navy family members about these charismatic reptiles.

Photo by Allison Alberts, San Diego Zoo



Every creature that is captured is carefully weighed, measured and photographed by Jeff Lemm, Research Animal Coordinator for the San Diego Zoo, to create an accurate database of Guantanamo Bay's reptiles and animals.



each area. Although the jury is still out on exact numbers, the population seems relatively stable.

As is elsewhere in the Caribbean, one of the main threats to iguanas at GTMO is the large population of feral cats that eat an untold number of baby iguanas each year. To combat this problem, researchers developed a head-start program for newly-hatched Cuban iguanas in 1993 with funding from the National Science Foundation's Conservation and Restoration Biology Program.

Using a rangefinder to read the slope of the beach, Katie Comer, the team's geologist, uses Tandora Grant as a reference point. Certain types of sea turtles like beaches with certain slope angles.



"For the first 18 months of life, we raised iguana hatchlings at the San Diego Zoo until they were large enough to defend themselves," said Alberts. "Before returning them to the wild, however, we wanted to be certain that they would be prepared for the rigors of life at GTMO. We were gratified to see that within a few minutes of release they were acting no differently than wild iguanas."

Since the onset of this program, the base iguana population has risen to a self-sustaining level and further head-starting is not necessary, but this valuable technique is now being applied to the iguanas' highly endangered cousins in Jamaica, Puerto Rico, the Cayman Islands and the British Virgin Islands.

Working with the base environmental staff, the research team also designed a set of "iguana crossing" signs for high traffic areas where collisions have occurred.

Interest in GTMO's remarkable wildlife continues to be high, as evidenced by the more than 75 dedicated volunteers who have helped with the research work over the years.

On this year's visit though, the researchers weren't just interested in iguanas. The Navy contracted the San Diego team to survey the various beaches to evaluate the base turtle-nesting environment. GTMO hosts the nesting beaches of the green sea turtle and the endangered hawksbill turtle. Even leatherback

It Isn't Easy Being Green



Having accurate records of their transects is important, so Jeff Lemm, Research Animal Coordinator for the San Diego Zoo, uses a global positioning system receiver to plot precise points at the beginning and end of each walk.



The endangered hawksbill turtle has been hunted intensely in other parts of the Caribbean, but the nesting beaches at Guantanamo Bay are a safe haven for these gentle giants.

Photo by Allison Alberts, San Diego Zoo

When looking for elusive boa's, the path of least resistance isn't where they will be found. The researchers seemed find the most snakes in the toughest areas to get to.

turtles, the largest of the sea turtle species, have been spotted in the bay. The researchers are doing intricate mapping of GTMO shores, taking into account the slope and the density of the sand to determine which species are best suited to which beach. They also evaluated the recreational impact at each location and will make recommendations on how to improve the habitat.

Relatively undisturbed and protected from hunting, GTMO's scenic waterfront areas are of regional importance for sea turtle conservation. To date, the zoo team has mapped 10 beaches on the base, using a global positioning system (GPS), and surveyed them for evidence of sea turtle nesting activity. Eight of the 10 beaches are used by hawksbill turtles and one by green turtles. Both species are protected under the Federal Endangered Species Act.

Two of the beaches have evidence of more than 100 nesting pits each and appear to be especially important for hawksbills.

"Given that hawksbill populations are under severe hunting pressure in Haiti and elsewhere in Cuba, it is crucial that these beaches be carefully managed to minimize human impacts," said Alberts.

"Together with natural resources personnel on the base, we are committed to evaluating alternative management strategies and raising public awareness about sea turtles and their nesting habits," Alberts said.

Along with the sea turtle and iguana work, the team also conducted a survey of a more secretive and difficult population on GTMO — the Cuban boa constrictor.

"This part is the hardest," said Jeff Lemm, Research Animal Coordinator for CRES. "Boas are nocturnal and very secretive; so you have to go out at night and search in all the cracks and under rocks. You just have to know where to look." Another major factor is the weather. "When it's too dry, the boas tend to stay in their homes," added Lemm.

The boas that were located and captured were given a physical examination and released with a radio transmitter taped to their tails. The goal was to track their movements and get a better idea of the habits of these elusive giants.



One of the main goals of the scientists is to give the people of GTMO a better understanding of the animals and reptiles that live on the base. "Education is key to the success of any conservation program," said Alberts. "Over the years, we have attempted to educate both military personnel and civilians through open lectures at our field sites, classroom presentations to elementary and secondary students, endangered species pamphlets, and newspaper and radio interviews."

Education and volunteerism are bringing harmony to the delicate balance between man and environment in the heart of the Caribbean.

Alberts added, "Part of the message we hope to send is that protecting wildlife need not conflict with the military mission. In fact, healthy natural systems are often those best suited to supporting the security and training functions central to military operations."

For GTMO and its ecology, being "green" may not be so easy, but it is a color well suited for the Navy base — even if it is brown. ☒

Houlihan is a photojournalist assigned to All Hands.

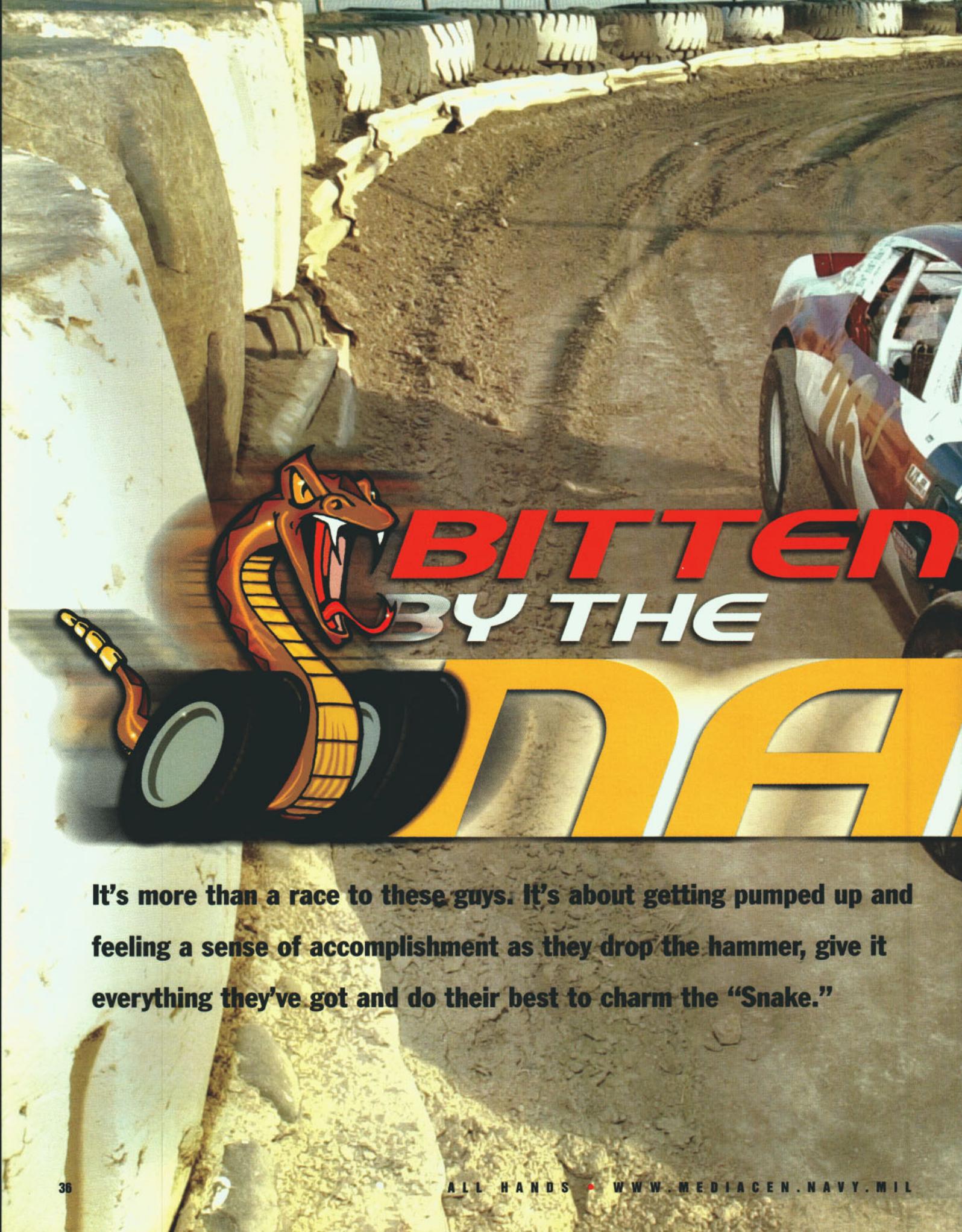
Although mainly there for the reptiles, the team also collected and counted various types of insects, including scorpions and tarantulas.



It Isn't Easy Being Green

Boas can be slippery suckers! Katie Comer struggles to keep a hold on a 12-foot Cuban boa constrictor that just doesn't want to be held. Each snake is stored in a cloth sack to be weighed then released.





BITTEN
BY THE
DNA

It's more than a race to these guys. It's about getting pumped up and feeling a sense of accomplishment as they drop the hammer, give it everything they've got and do their best to charm the "Snake."

Story and photos by JO1 Preston Keres



(L to R) ATCS(AW) Richard Baum, AME2(AW) Lynn Rinehart, AM1(AW) Warren Morris, and PRAN Bruce Gilmore spend many summer weekends at Rattlesnake Raceway in Fallon, Nev.

Photo by PH2 Aaron Ansarov

Tony Hunter, 13, gives a thumbs up as his dad, AMS2(AW) Lynn Rinehart pulls away after showing off to the fans.



Above – AM1(AW) Warren Morris looks around his car to ensure a safe entrance to the track for pre-race test driving. Unfortunately, he ran into some mechanical problems and was not able to race on opening night. This proves that anything can go wrong in racing, no matter how prepared you may be.

Right – Hanging out at Bob's Root Beer the night before race day, gives fans a chance to meet the racers and take a look at their cars.



Above – It may look beat up, but AM1(AW) Warren Morris' '74 Plymouth Duster cruises around Rattlesnake's dirt oval pretty quick. But because bumping occurs on the short track, he attaches a safety bar that will keep unwelcomed guests from rubbing his tires.



BITTEN BY THE NAKE

As they make the final turn with nothing between their front bumper and the checkered flag but cool, dry, dust-filled Nevada air, adrenaline courses through their veins at a rate that would make extreme athletes jealous.

Yeah, they could be out enjoying the scenery while camping or swinging the golf club at the local course, but for a group of Sailors assigned to Strike Fighter Wing Detachment, Fallon, Nev., this is a sport of passion that generates a sense of belonging and a sense of pride.

Their home on summer weekends is just off of Highway 50, "the Loneliest Road in America." But during the 15-night season, there isn't much loneliness at Rattlesnake Raceway. It's this racetrack, just outside of Fallon, that has brought fans and racers from miles around to root for their local racing heroes who jet across the quarter-mile dirt oval faster than a rattler slithers under a shade tree on a hot Nevada day.

For competitors like Senior Chief Aviation Electronics Technician (AW) Richard Baum, who serves as Rattlesnake Raceway's track president, being involved seems as natural as waking up in the morning.

"I like fast cars and have been driving them since high school, so I got involved

with drag racing several years ago," said Baum. "That wasn't as appealing to me after I went to a circle track some 20 years ago. I saw them going after it with everything they had, and I knew some day I had to do it."

According to Baum, it's the "short tracks," like Rattlesnake, that have produced NASCAR greats such as Rusty

sites that are less than a couple of hours away from the desert base. But with a little help and guidance from racing veterans, a person can get hooked on racing at Rattlesnake, according to Aviation Structural Mechanic 1st Class (AW) Warren Morris.

"Once a person gets involved with racing of any kind," Morris said, "whether they grew up around it or had stumbled into it with a little push from



Wallace and Jeff Gordon, and have generated dreams of stardom for many a racecar enthusiast. But rather than hoping for that day when a high-end advertiser splatters their logo all over their car for races at Talladega or Daytona, these Navy drivers are more about having fun and taking advantage of what their dirt track has to offer.

When Sailors and their families first report to Fallon, they are usually drawn to the area's premier hiking and fishing

a friend, there's a feeling created by the intensity of this sport that keeps them cruising around the dusty oval."

"It's totally about the adrenaline rush you get while you're out there," said Morris. "It's kind of like going down the highway at 80 mph and jumping into traffic somewhere with your heart pumping and racing. But on the track, you don't have to worry if you get bumped, or bump somebody or you



Rattlesnake
Raceway

Racing demands a
level of concentration that
puts a racer into a
“zone,” which allows
them to function at the
top of their game.



Above – With an American Flag paint job covering his '77 Trans Am street stock, AME2(AW) Lynn Rinehart paces himself around the dirt track during pre-race driving to get a feel for how the car will respond to during the race.

Left – The legends of racing affect the fans and crew of Rattlesnake Raceway, as a staff member of the track sports Dale Earnhardt gloves.

Right – Standing in Corner 3, the flagman tells the drivers to get into position as they prepare for the rolling start just after their next turn.

spin out.”

Racing demands a level of concentration that puts a racer into a “zone,” which allows them to function at the top of their game.

“You don’t hear the crowd or the other cars, you just see what you need to,” added Morris. “It’s your own world, and everything you do out there is caused by you.”

When he pulls out for a feature event with 18 to 20 other cars and 1,000 people in the stands, Baum feels the now-familiar rush that first got him into the



BITTEN BY THE NAKE



sport. "Lining up in the middle of the pack, or on the pole, makes your nerves race. You've got this 400-horsepower racecar sitting under you, and every other guy is going to try to beat you in a 30-lap free-for-all to the finish line," explained the 21-year Navy veteran who is participating in his seventh season. "The pressure, the excitement and the nervousness are truly awesome."

"Racing is like a roller-coaster ride; it varies from night to night," added Aviation Structural Mechanic 2nd Class(AW) Lynn Rinehart. "Even if I'm just going to the track to help other racers, I get nervous. I start to shake and get worked up. And when you're racing, you can run into someone and get mad at yourself, but you still get excited — the emotions go up and down when you're at the track."

And it's during those emotional times — when paint is being traded between cars — it never fails that everyone gathers their collective heads and rushes to lend any help they can to get a damaged car back in working order. It's almost as if the racers want to win, but winning doesn't count if everyone isn't on the track.

"The unique situation here at Fallon is that we have a track that's extremely friendly to entry-level racers and to the Navy," said Baum. "It has many Sailors who not only race at the track, but also help run it. That creates a real friendly environment and gets people involved."

And being involved is crucial for good morale; especially with the junior Sailors.

"If I wasn't racing, I would just be sitting around, too bored to deal with things," said Aircrew Survival Equipmentman Airman Bruce Gilmore, who began his rookie year at Rattlesnake this season. "So racing gives me something to do; something I like, so I stay out of trouble."

"Being stationed in the middle of nowhere, it's important to find things for guys like Gilmore to do to keep them out of trouble and out of the casinos and bars, where they don't belong since they're under 21," said Rinehart. "If they have something fun to do, they stay out of trouble and we don't lose them."

It's the chance to work on his car around many of his peers during his off-duty time that gives Gilmore, and other

junior Sailors who participate, a chance to see the chain-of-command in a different light. This is especially true in Fallon, where pretty much every command has khaki representation at the raceway.

"Working with the senior enlisted at the track makes life at work a little easier, knowing that the chiefs aren't there to just make life difficult, but rather to get a job done right the easiest way possible," said Gilmore.

"What's interesting about the two relationships is that they are able to see a more complex person than just another khaki," said Baum. "It makes them appreciate that their bosses are the whole package. I think that helps in a working relationship to a certain extent. They are



Photo by PH2 Aaron Ansarov



Above – Fans sit close to the fence as the cars streak by them testing the track before the racing begins.

Left – Who says racing is a man's sport? As a matter of fact ATCS(AW) Richard Baum's wife Lisa does more than hop in the car and cruise around the track. She leaves most of the drivers in her dust and has a reputation for being one of the best racers at Rattlesnake.

Right – They have the green and there they go! AME2(AW) Lynn Rinehart tries to gain the advantage at the green flag, but eventually fell off a bit during one of the early heats of the evening.

able to appreciate the whole person in a leadership position rather than the uniform. That feels good, because after all, that's what it's all about."

For those who wear anchors, there's a greater good for getting their people involved with such extra-curricular activities.

"This sport builds self-confidence in being able to do something, because it's their car, they own it and they're driving it in front of several hundred people. They're the ones who are going to look like fools if it's not working," said Baum.



BITTEN BY THE SNAKE

“And they can relate that perfectly to pilot preparation in aircraft.

It helps them be more self-reliant and more of a lateral thinker in terms of how to fix problems and how to work on things; so it helps all the way around.”

Many similarities can be made between working on these race cars and working on jets; after all, they’re both about rolling up the sleeves and getting dirty while trying to perfect a piece of high-performance machinery.

“Being in the Navy here and working on multi-million dollar aircraft, sets the

level of standard a little higher with the work you do off-duty,” said Rinehart.

“The quality of work still has to be the same – the car has to last just like the airplane,” added Rinehart, who works on the command’s F-18 *Hornets* by day, and his prized ’77 Trans Am, decked out in the American flag, by night. “What we do at work carries over. If you look at my car, you’ll see something I take pride in.”

According to Baum, it doesn’t matter what his troops get involved with after working hours as long as they take it on full bore and gain something positive from it. “They need a sense of purpose,” he said. “Whether it’s racing cars or

playing softball or any of the myriad of recreational activities that are available to them, they need to pick something and really go after it.”

For those few who choose to be bitten by the “snake,” racing provides the perfect opportunity to enjoy first hand the world of racing. And if newcomers aren’t careful, they too may be bitten by the addiction that only a place like Rattlesnake Raceway can provide – but then again, that’s not so bad if you ask the folks out at Naval Air Station Fallon. ☒

Keres is a photojournalist for All Hands.





Head 'em up and Move 'em out

Story and photo by JOI Preston Keres

They are arguably one of the most extreme Search and Rescue teams in the Navy. As a matter of fact, according to the veteran team members of the “Longhorns,” headquartered at Naval Air Station Fallon, this is the place to be if you want to test your skills and have a great time doing it.

“For a SAR swimmer this place is mecca,” said Aviation Structural Mechanic 1st Class (NAC) Sam Cox (right), crew chief and 17-year veteran. “We do more technical rescues here than anybody else in the country.”

And it was those precision rescues, or better yet, the fact that this team successfully completes those challenging flights over and over again, that led the CNO to recognize the NAS Fallon Longhorns as the TOP SAR TEAM IN THE NAVY.

As far as the Navy goes, you can't do this kind of flying anywhere else, said LCDR Rob Schneider, SAR pilot. So it forces you to take the things you learn, and the little, tiny things you already know, and expound on them. Every tool that is possible to help you, whether it's getting more out of the helicopter, getting more out of the winds, or getting more out of the crew, you have to get a little more out of everything you use.

Because of their demanding mission requirements, the Longhorns must form a close knit team. It is vital that everyone flying in this

Vietnam-era HH-1N Huey performs as one unit.

Stationed one and a half hours east of Lake Tahoe, and in close proximity to the Sierra Mountain range, with its prime hiking and skiing areas, the Longhorns keep extremely busy with flying that would send some teams packing. In 2000, the Longhorns' performance included 26 rescues ranging from a lost 60-year-old hiker with a broken femur to a 22-year-old snowboarder who fell 800 feet down a crevasse.

“You have to see it to believe it,” said Cox. “If they would have told me what we do before I got here, I would have called them liars.”

“After 1,100 hours in 46s, my first flight here scared me. I actually thought they were trying to intimidate me, but they weren't. It was an actual training flight,” said Cox. “But you get used to it, and you learn to think about everything that's going on around you.” He added that lifesaving has more than its obvious rewards. “This is the most fun I have ever had in my life other than when I was riding pro rodeo.”

It takes that bull rider's mentality, at times, to make it through some of the hairy conditions the Longhorns are faced with during their high-flying rescues. But, as long as there are people needing help and there's gas to fill the birds, the SAR team from NAS Fallon will be ready to respond 24-hours-a-day, 7-days-a-week. ☒

Keres is a photojournalist assigned to All Hands.



Eye on the Fleet

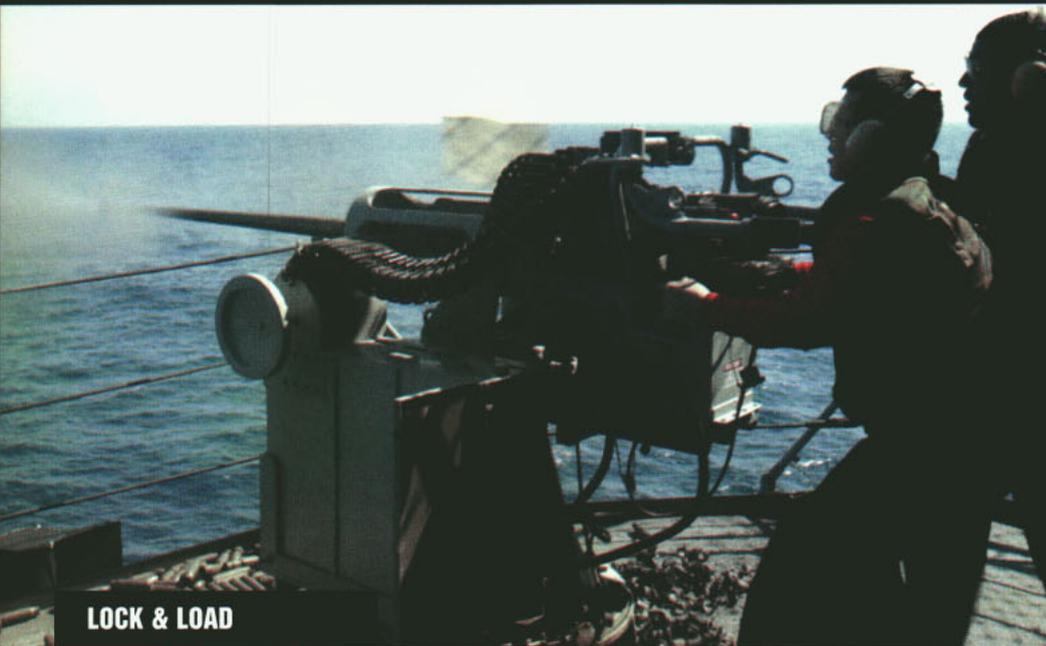
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LOCK & LOAD

AOAN Jose Medina fires a 25mm machine gun under the watchful eyes of GM1 Elwood Agent while participating in a training exercise aboard USS *Kearsarge* (LHD 3).

Photo by PH1 Martin Maddock



SUPER SEAL

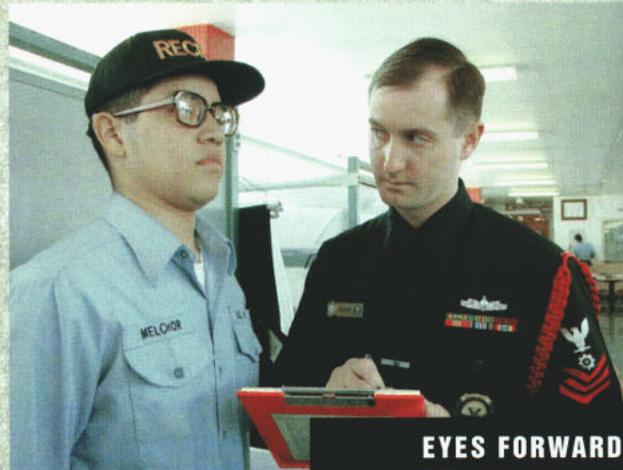
MM1 Bob Howell, a member of SEAL Team 5, San Diego, provides cover as members of Navy Special Boat Unit 22 Detachment extract the group during an exercise conducted at *Northern Edge* 2001.

Photo by Air Force Tech. Sgt. Brian Snyder

BARRACKS BUILDER

BU2(SCW) Barry Moyar, of Naval Mobile Construction Battalion 7, lays bathroom tile in the newest barracks constructed for the St. Vincent Coast Guard in support of *New Horizons '01*.

Photo by PH2 Laura Billett



EYES FORWARD

With his uncanny attention for detail, Recruit Division Commander (RDC) EN1 Richard O'Rawe inspects Recruit Nicolas Melchor. O'Rawe is the Recruit Training Command Great Lakes RDC Of The Year.

Photo by PH1 Michael Worner



HAULING LOX

AMSAN Tamara Hull hauls a liquid oxygen bottle back to her shop for maintenance aboard USS *Kitty Hawk* (CV 63).

Photo by PH1 William R. Goodwin

TO BE CONSIDERED

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Second Fleet Sailor Cheats Death

Story by JOC Robert Benson

When he's old and gray, he'll ease a stool up to the bar at the local veterans association, take a deep breath, and begin a fish tale he's told a thousand times.

"It happened back in '01, onboard the flagship Mount Whitney. I was fishing from the pier in Mayport, Fla., catchin' 'em two at a time. The wind started blowin' strong. The sky rapidly turned black. The bay began to churnup white caps and the heavens opened up. Then ... (composing himself) ... in a gawd-awful moment ... (swallowing hard), a lightning bolt shot down from above and ran through my body like a dagger of fire."

Experts say Florida is the lightning strike capital of the world. And one week a few months back Aerographer's Mate 2nd Class (AW) Richard Lemkuhl, a weather "guesser" with Commander 2nd Fleet, proved that axiom true.

He confirmed the truth, not through weather experiment, or by reviewing statistical figures; his research came first hand as Lemkuhl, 26, became the ship's first lightning rod.

"The Lord was mad, and Mother Nature was furious," his story may continue, with slight embellishment.

"There were some pretty dark thunder clouds out there," recalled Lemkuhl. "They kept rolling in and the skies got darker. I saw two to three lightning strikes within a mile of me."

Unlike the "Caddyshack" golfer who refused to quit, Lemkuhl's weather instincts got the best of him and he decided to call it a day. He was reeling his bait in when the lightning hit him.

"It was scary!" said USS Mount Whitney's Information Systems Technician 3rd Class (SW) Kelly Claycomb, a nearby onlooker. "I saw the lightning hit, and he was flailing his arms and legs. I was only 50 yards away."

"I didn't see it or hear it," Lemkuhl recalled. "The lightning came through my shoulder and went out my right foot. It felt like an explosion, not an electrical shock." He said it didn't even burn him or melt his shoes. "It kicked me back 10 feet, like someone threw me. I was twitching, and my adrenaline started to pump. I was more frightened than nervous. I landed on my feet. Then I stepped back."

Seconds later he was instantly overcome with emotion: scared, shocked, happy and confused all at the same time.

"I shouted to a nearby girl, 'I JUST GOT HIT BY LIGHTNING!' To which a startled and dumbfounded Claycomb

answered, "Wow! Really?" before she summoned help. Next, after Lemkuhl insisted he was OK, he started laughing. "I couldn't stop smiling for 30 minutes. I was happy to be allright and was happy it happened.

Happy it happened???

"Not everyone can say they've been hit by lightning and lived through it," said a proud Lemkuhl. "I can't believe I actually got struck!"

Hanging in Lemkuhl's office like a mounted trophy fish is a unit situational report which was issued after that incident and summarized in blunt detail how lucky he was: "MALE SVM WAS STRUCK BY LIGHTNING WHILE FISHING ON NAVAL STATION PIER IN VICINITY OF MT WHITNEY," it read in part. "SVM RECEIVED IMMEDIATE CARE BY MT WHITNEY MEDICAL PERSONNEL AND TRANSPORTED BY NAVSTA FIRE AND RESCUE TO BAPTIST BEACHES HOSPITAL."

He insists he is not clairvoyant as a result of the zap ("I'm not psychic or anything"). And he obligingly chuckles and plays along every time he hears, for the hundredth time, an "electric personality" joke. "Fishing with that approaching storm was probably the dumbest thing I've done," said Lemkuhl, laughing. "I still can't believe I actually got struck. I told my wife, and she was a nervous wreck. At first she thought I was joking, but once it set in, she was noticeably upset. She's still worried to this day."

According to the Lightning Research Center at the University of Chicago, there are 75 to 150 reported deaths per year from lightning strikes. Another 750 to 5,000 are injured.

All in all Lemkuhl has become a bit more weathered — no pun intended — in his forecaster job. Years from now, at that veterans' club, he will no doubt conclude his tallish tale with this sage advice:

"If the weather turns bad and the skies light up, stop fishing immediately. The biggest strike a large fish could muster, and the electric feeling of catching, it is no match for Mother Nature." ❏

Benson is a photojournalist assigned to USS Mount Whitney (LCC/JCC 20).

10Xteaser

Dale Earnhardt once used this during his race. Now, with some alterations, racers at Rattlesnake can do some laps with it. What is it?

Photo by J01 Preston Keres

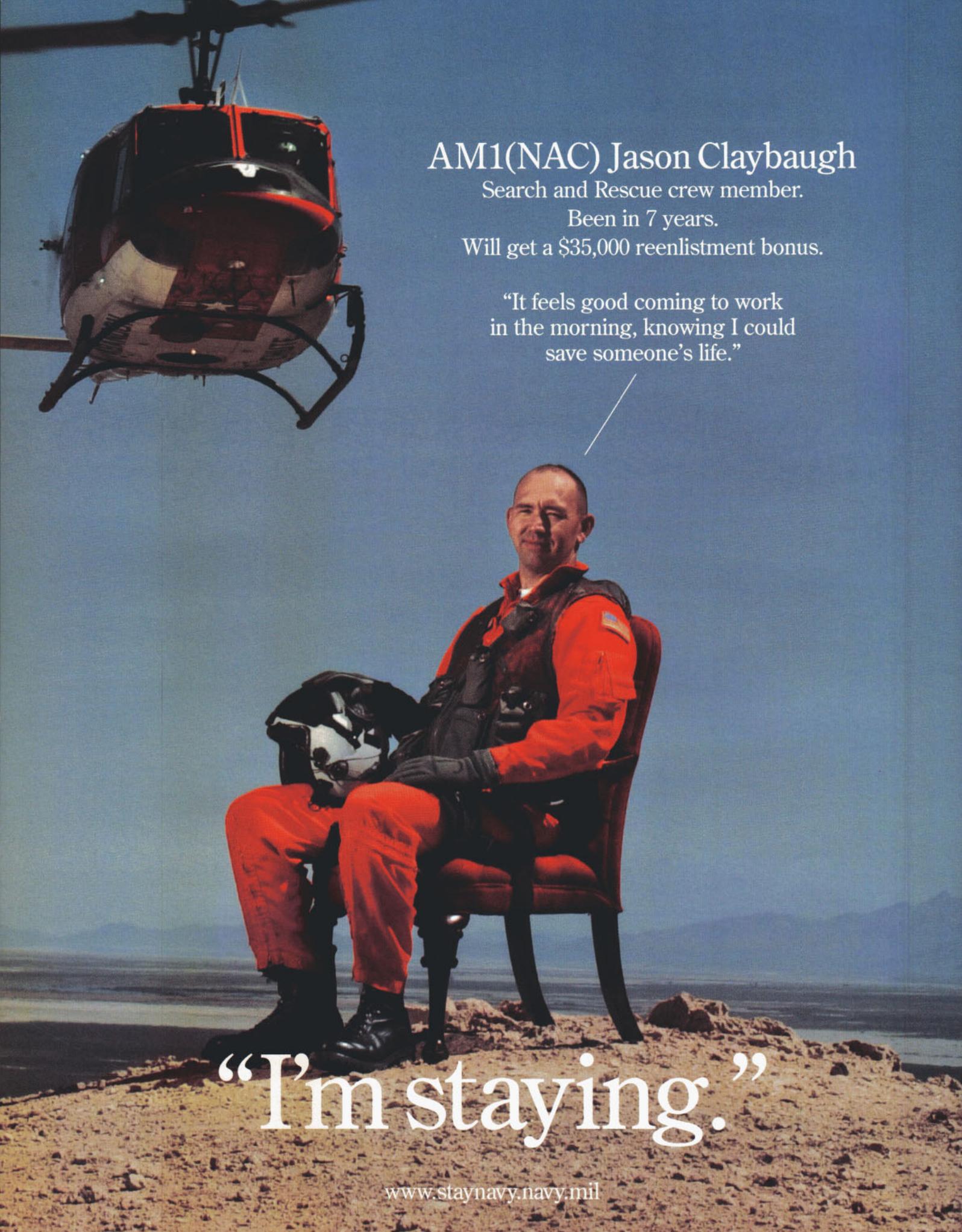
Last Month's Answer:



Last Month's Answer: The red rope used to symbolize a Recruit Division Commander at Naval Training Center, Great Lakes, Ill.

Photo by PH2(AW) Jim Watson

Go to our web site at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer...

A man in a red flight suit is sitting in a brown chair on a rocky outcrop. In the background, a helicopter is suspended in the air. The scene is set against a clear blue sky and a distant landscape.

AM1(NAC) Jason Claybaugh

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