

JUNE / JULY

1982

# THE CLIPPER NRMC MEMPHIS TN.

VOL 16 NO3



## THIS IS A DRILL

Recently, a Disaster Preparedness Drill was held to test NRMC Memphis' ability to a mass casualty situation. Twenty - five marines from MATSG -90 assisted the staff by seeming as mock casualties during the 40 minute drill.

NRMC Memphis is required by the Joint Commity on Accreditation of Hospitals and the Bureau of Medicine and Surgery to conduct at least two Disaster Preparedness Drills per fiscal year utilizing mock casualties. These drills provide the staff with seemingly realistic mass casualty situations, allowing the command to gain practical experience while providing a mechanism by which to correct identifiable problems.

The goal of the command is to provide the best possible care to the victims of mass casualty situations, within the limitations inherent to any emergency operation.

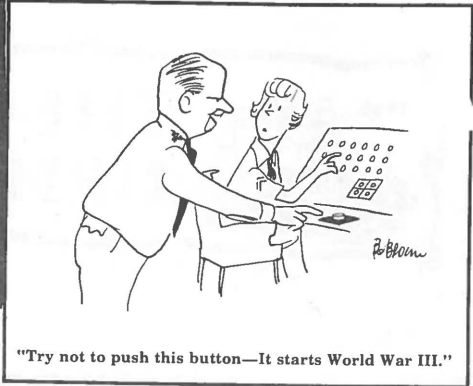
LT HUDSON, MSC, USNR



CAPTAIN OLLIE EMERINE, MC, USN.....COMMANDING OFFICER  
 CAPTAIN E.L. GEHRY, MC, USN.....DIR., CLINICAL SERVICES  
 COMMANDER RICHARD COAN, MSC, USN...DIR., ADMINISTRATIVE SERVICES

DUPLICATED SEMI-MONTHLY ON GOVERNMENT EQUIPMENT WITH NON-APPROPRIATED FUNDS AND IN COMPLIANCE WITH NAVEXOS P35 REV. JULY1958. DISTRIBUTED FREE OF CHARGE TO PERSONNEL OF THE NAVAL REGIONAL MEDICAL CENTER MEMPHIS, MILLINGTON, TENNESSEE, THE CLIPPER SOLICITS ITEMS FROM ITS READERS. OPINIONS EXPRESSED BY THE WRITERS ARE THEIR OWN AND NOT TO BE CONSIDERED AS OFFICIAL EXPRESSIONS BY THE DEPARTMENT OF THE NAVY.

HCMC NORMAN J. DAVID, USN.....EDITOR-IN-CHIEF!  
 HN J.L. SHMIDT Jr., USN.....EDITOR



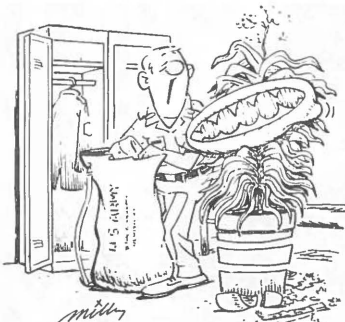
# SAILOR OF THE YEAR

OS2 Larry Dowdell has been chosen as NRMC'S Sailor of the Year due to his outstanding achievements while serving as Assistant Chief-Master at Arms.

He has excelled even though he is functioning in a position outside of his rating. His present position may appear to be a simple one but he is required to perform myriad tasks, some of which include POIC linen management and an integral part of Operating Mgt. Service, etc.

He is presently enrolled in Shelby State Community College where he is pursuing his Associates Degree in Political Science as part of his ultimate goal of achieving officer status in the United States Navy. He is only a few semester hours short of his goal.

CONGRATULATION!!!!!! Petty Officer Dowdell we wish you continued success in your Naval career.



"Yes, but what harm could there be taking it back to the States, Sarge... SARGE?... SARGE?"

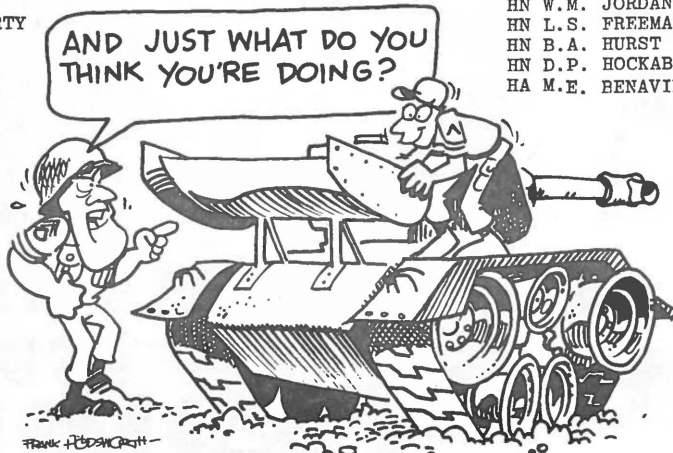
# Hail & Farewell

HA J.C. KAMINISKI  
 HR M.W. BUCKLEY  
 HA S.D. LEVY  
 HA D.G. RASHID  
 HA P.J. LINDSEY Jr.  
 HM2 M.D. KEATON  
 RP2 B.W. NEUBAUER  
 HM3 D.R. PACE  
 HN S.D. MCCALLUM  
 HA M.E. BROWN  
 HA T.L. ALEXANDER  
 HN L.M. SAVOIE  
 HN C.S. DAUSER  
 HA J.M. FRAZIER  
 HA R.W. FIELDER  
 HA R.W. ADAMS  
 HA M.D. TAYLOR  
 HA A.D. KINCHEN  
 HA P.F. WASSON  
 HM3 J.G. HICKS  
 HM2 V. QUIROZ  
 HA T.E. SOUDER  
 HN W.A. SHAW  
 HA J.D. LOOPER  
 HM3 C.M. KNIGHT  
 HA D. MULLINS  
 HA G.A. RODRIGUEZ  
 HA R.D. COLEMAN  
 HA W.F. JULIAN  
 HA S.C. D'AMATO  
 HA D.R. CLAYTON  
 HA R.E. SCHMIDT  
 HA C.L. WHEELER  
 HA T. KING  
 HA B.L. ISAACS  
 HM3 M.C. MCKAY  
 HA R.C. CAUSEY  
 HN R.G. KELLOGG  
 HM2 H.B. FRIEND  
 HA C.R. BROWN  
 HM1 R.D. MCINTRYE  
 HA C. BORDELON  
 HA T.J. DAUGHERTY  
 HM2 V. RHYNE  
 HN R.G. NEELY  
 HA J.J. JAMES

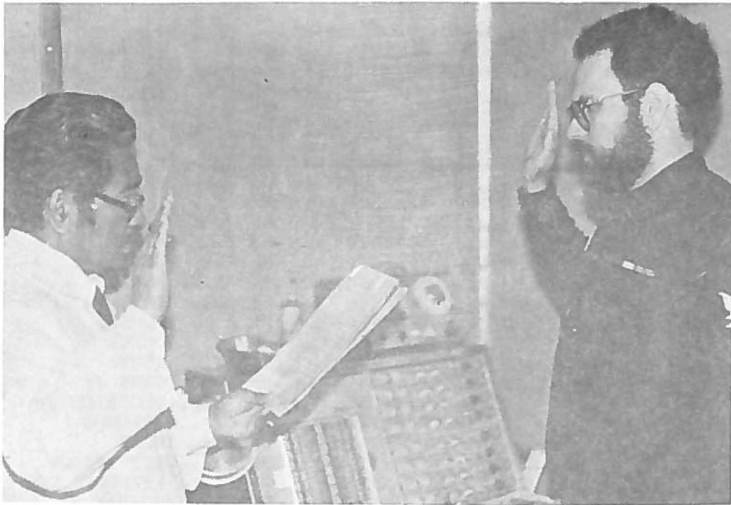
HN F.L. BRITTON Jr.  
 HM2 A.S. PETERSON  
 HA T. DOWELL  
 HM3 M.E. LAKE  
 HM2 A.C. CARMICHAEL  
 HA M.L. CHEEK  
 HA C.D. KIRKSEY  
 HA L. FOLEY  
 HA K. TAYLOR  
 HN M.A. ODOM  
 HA C.C. BEDSOLE  
 HA R.S. MOUNCE  
 HA G.W. BUNES  
 HA P.J. EDMONSON  
 HM3 B.S. GROVENSTEIN  
 HM1 R.N. BLYTHE  
 HA D.E. FREEMAN  
 HA C.R. CASSIDAY

HM2 B.K. COX  
 HA D.L. SMITH  
 HM3 D.E. GOODWIN  
 HN T.P. LANGER  
 HM3 J.E. FLYNN  
 HN R.J. LORESKI  
 HN C.E. BIXBY  
 HA R.R. HARMON  
 HN J. JENKINS  
 HN T.A. MONTELEONE  
 HN P.R. DIEGELMAN  
 HN S.M. THOMAS  
 HN M. HAYDEN  
 HM2 M.J. LATHAM  
 HN G.W. PHILLIPS  
 HN J.E. SCOTT  
 HN R.C. SALTI  
 HM3 N.M. RAMIREZ  
 HN K.J. LORENZ  
 HN E.P. GRIFFIN  
 HM3 J.G. ACKERMAN  
 HN M. ANGEL  
 HM3 L.K. LANDIS  
 HMC R.E. CARATHERS  
 HM3 W. ROUSE Jr.  
 HM3 N.S. NISPEROS  
 HN D.F. WOOD  
 HMC B.J. HOLLADAY  
 HM2 J.C. MOORE  
 HM1 T.J. FRANKS  
 HN J. ARAUJO  
 HM3 K. REYNOLDS  
 HM3 L.K. SAIN  
 HM3 T.R. SNOW  
 HN J. PLUNKETT  
 HN K.K. FORSCHEN  
 HM3 K.R. GREEN  
 HN R.A. MUSSO  
 HN L.J. SHAW III  
 HN T.A. BROOKART  
 HN S.J. KLEPP  
 HN W.M. JORDAN  
 HN L.S. FREEMAN  
 HN B.A. HURST  
 HN D.P. HOCKABOUT  
 HA M.E. BENAVIDES

HN W.L. SPAID  
 HN R.T. SMITH  
 HA E.D. COLEERT  
 HM2 E.L. LEE  
 HN M.H. FEARDEN  
 HN V.L. VASQUEZ  
 HN R.K. ROSS  
 HMC J.M. BOGARD  
 HN A.D. NORTH  
 HN H.L. RHODES  
 HN L.J. MOUNCE  
 HM3 W.R. CROWE  
 HN J.R. DOWNS Jr.  
 HM3 P.F. GOODRICH Jr.  
 HA D.P. ROBINSON  
 HN T.E. LUCAS  
 HN P.A. GRITTINI Jr.  
 HM2 D.L. NELDON  
 HN T.R. BROADAY Jr.  
 HN W.E. WOODSON  
 HA J.L. KOHLER  
 HN J.A. CHILDERS  
 HM3 R.L. RINES  
 HN R.G. FAULKER  
 HN M.J. O'NEAL  
 HA M.J. SISTI  
 HA C.A. COOPER  
 HN E. WATERS  
 HN A. RABANALES  
 HN D.N. MILLER  
 HN D.W. FOSTER  
 HN K. JONES  
 HN S.O. SMITH  
 HA S.L. WILSON  
 HN D.A. JANCO  
 HN M.A. HALEY  
 HN M.W. INMAN  
 HN T.M. DALY  
 HN C.D. BROWN



# AWARDS & REENLISTMENTS



HM2 Latham reenlists for another hitch. Dr. Lavarias performs this honor. HM2 Latham is the LPO for the EEG Clinic and will be departing soon for his new assigned duty station which is NRMG Guam.



DT3 Fletcher has got his up for another four years.

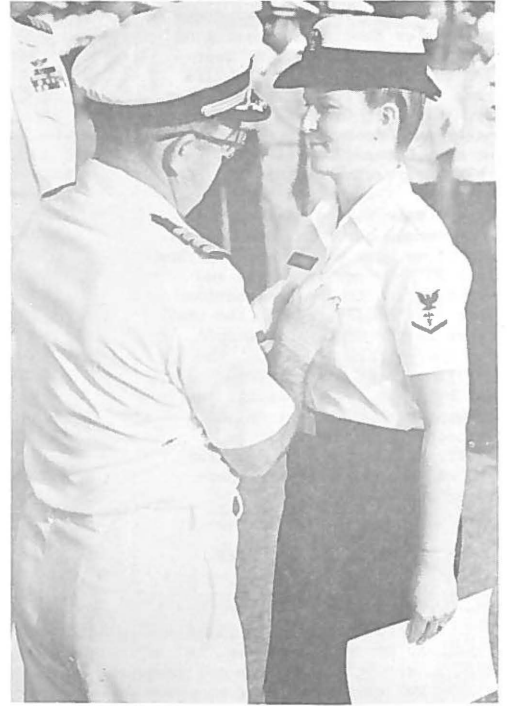
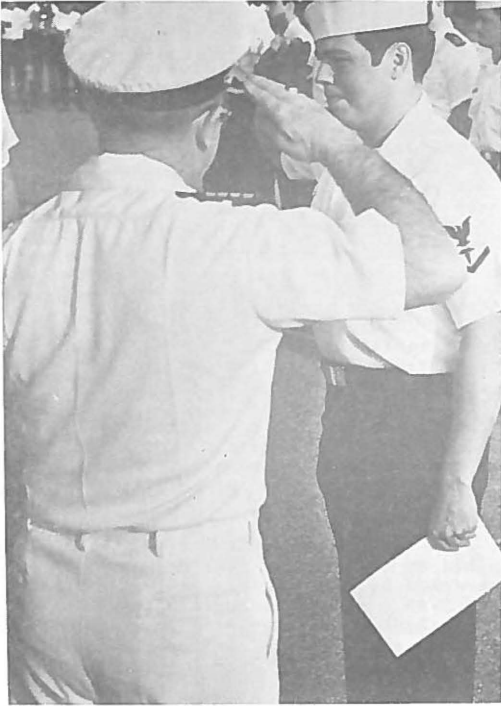


**HMCM CLEM  
FROCKED E9**



**HM3 ROUSE  
GOOD  
CONDUCT**

# AWARDS



**HM3 SARRICA  
GOOD CONDUCT**

**HM3 LUBECK  
GOOD CONDUCT**



**HM1 JARVI  
LETTER  
OF  
APPRECIATION**

# CMC

"I don't like the way they do that."  
"Why this or that?" "I wish they would change this or that!" Just sitting on your tush doesn't get it. You want changes that effect your daily life and your work and living spaces. Then become a GIFT Get Involved for Them. Volunteer and become an active member of the many Command Boards and Councils, like HRM, Recreation and Social, BEQ Advisory etc. The command is only as good as we make it. No single person makes a command but by a joint effort we can. If we have problems bring them to light so they can be solved and all can benefit. The new Recreation Building just didn't happen, the new furniture in the BEQ's just didn't happen, the parties we have at the command just don't happen. They are planned by those few who do. If you are unhappy with what they do and have a better idea, share it be that GIFT. See me I can use you, the command can use you and your ship-mates can use you.

COMMAND MASTER CHIEF

## WHICH COMES FIRST

Hospital Corpsmen have absurd priorities to which comes first, sailor, corpsman or technician. Such comments as "I'm a corpsman; that's why my hair is longer" or "I'm a tech; that's why I don't do that job" or words to that effect, implies that there are two people or more, whose separate and distinct responsibilities are in tumultuous conflict with one another. "NEVER - HAPPEN!!!!" Rarely will being a sailor, corpsman and tech create a situation.

Multifaceted roles have been with us since the beginning: child, son, daughter, student, ball-player, scout, adult, driver, spouse, church member, political party registrant, parent, etc. Each role carries its own responsibilities and requires special attention. Each is as varied as the individual in the situation, but rarely are they exclusive and contradictory.

Your obligation to clean your room, come to work on time, or to get a hair cut rarely interfere with your duty to take a proper x-ray or to have shined shoes or your duty to complete your monthly reports. In your various roles increased responsibilities are executed with your accountability for each. How you execute your responsibility as a sailor, corpsman, or technician is what will make you unique.

Don't be a cop-out with false priorities. Merge all your responsibilities and do each one equally well.

## HOW IMPORTANT IS YOUR ASVAB SCORE

When you are thinking about applying for that Hospital Corps 'C' School, there is one important factor to consider. Your ASVAB/BTB score. You may consider yourself the best qualified individual and you may have all the required recommendations for the specific school. But if your scores are too low, you are still considered ineligible in Washington's eyes.

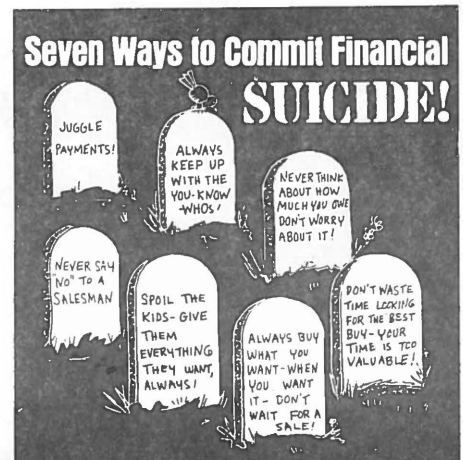
All school requests go before a selection board and are considered on the basis of the "most" qualified individual for the limited billet availabilities. The higher your scores the better your changes. If you don't meet the minimum requirements you are automatically eliminated.

The procedure for improving your score, if you are below the minimum, is time consuming and takes an effort on your part. Three requirements must be met. First, you must have at least one year's time between the two tests. Secondly, you must have a need to retest. Low original scores, that are too low to waiver, are considered the need. Third, and most important, you must show motivation to improve yourself. This means off-duty education in the area(s) in which you are low.

When all of these requirements are met, you are eligible to retest. At this point you are interviewed by the "Classifier", PNJ FRALEY, at S-97. He grants approval and administers the retest. If you have already retested once, you must receive approval from Washington and must wait 1½ years between tests.

One important item to remember, YOUR NEW SCORE STANDS. If you improve your score, the trouble was worth it. But if you happen to lower your old score, it also stands.

Your Command Career Counselor





Kierkegaard, the Danish theologian and philosopher, tells a parable of a wild duck. With his mates this duck was flying northward and landed in a Danish barnyard where there were some tame ducks. He ate and enjoyed some of their corn, and stayed, first for an hour and then a day, and then for a week, and then for a month, and finally, because he liked the good fare and safety of the barnyard, he stayed all summer.

But one autumn day when his wild mates were winging their way southward again, they passed over the barnyard, and their mate heard their cries. It stirred him with a strange thrill of joy and delight, and flapping his wings, he rose in the air to join his old comrades in their flight to the land of summer. But, alas, he found that his good fare had made him so soft and heavy that he could rise no higher than the eaves of the barn. So he sank back again to the barnyard and said to himself, "Oh well; my life is safe here and the fare is good."

Every spring, and again every autumn, when the wild ducks flew over his barnyard and he heard their honking cry, his eye gleamed for a moment and he began to lift his wings because he hoped to join his mates. But, at length, the day came when the wild ducks flew over him and uttered their cry, and he paid not the slightest attention to them.

This story reminds us that it is easy to forget our ideals and become content with lesser things. Our ideals inspire us to soar to higher levels of living, but we must constantly refresh our minds concerning our ideals. When we forget them, the equivalent of the barnyard may become the place where we are forced to live.

What has happened to your ideals? Have you forgotten them to become content with lesser things?

Hear the words of Jesus when he said, "Seek ye first the kingdom of God, and his righteousness; and all these things shall be added unto you" (Matthew 6:33).

## SAFETY

Summer is here and the power mowers are roaring away. Odds are that there will be a few missing fingers and toes by fall.

We don't want you to be among the mangled so we've made a list of some power mower safety precautions.

Thousands of people are injured every year in accidents involving power mowers. Parents who allow their pre-teenage children to operate power mowers or ride as passengers automatically place them in danger of being mangled or even worse.

Here are some sensible rules for operating power mowers SAFELY:

1. Keep the mower in good condition. Follow instructions carefully and allow only trained persons to operate the mower. Learn to use the controls so well that you will act instantly and automatically in an emergency.
2. Clear away stones, wires, and other debris from the area you are going to mow. These can be ejected from the discharge chute of the mower at deadly speeds. Keep children and pets at a safe distance.
3. Never adjust your mower wheels or blade without stopping the motor disconnecting the spark-plug. Injuries often occur when operators attempt to unclog discharge chutes or blades while the motor runs.
4. Wear personal protection clothing. Hard toe shoes or boots can protect toes and feet-tennis shoes, clogs and sandals, and bare feet are just inviting a trip to the emergency room. Use ear plugs or cotton balls to decrease the noise levels from the to your ears.
5. Mow only when the grass is dry. Wet grass is slippery underfoot and cause discharge chute and blades to clog.

## Mark Trail's OUTDOOR TIPS

### BOATING SAFETY SERIES

LEARN TO USE AND  
RECOGNIZE THE ACCEPTED  
DISTRESS SIGNALS...



FOR SMALL BOATS  
A DISTINCTIVE DISTRESS  
SIGNAL IS SLOWLY AND  
REPEATEDLY RAISING AND  
LOWERING OUTSTRETCHED ARMS

6. Steer a walking type power mower across slopes-never up and down. Then if the mower gets out of control or you slip down you will be out of its way. Drive a riding mower up and down slopes for stability.
7. Before changing direction always check behind you-make sure children and pets are in a safe location. With an electric mower watch out for the power cord.
8. To protect your feet and legs, always push the mower flat on the ground. Never lift, tilt or pull it toward you. Sturdy shoes and heavy, close fitting slacks or jeans are a must.
9. Always start your mower outdoors. Never operate the mower indoors where carbon monoxide fumes can collect.
10. Use a plug-in electric mower only in dry weather NEVER in the rain or when the grass is wet. An electrical short could remove your grass cutting capability forever.
11. Older children should be taught safe work habits (parents, teach by setting good examples. They should use a mower only under adult supervision.

And now a few words about gasoline. You know, the stuff that makes the engine run...

Remember fuels are hazardous. Gasoline vapors can be ignited by a hot manifold. Open flames nearby-like a gas water heater or even a lighted cigarette can cause a flash explosion. Always pour fuel into a cool tank in the open air.

If you store a small amount of gasoline for a mower, store it in a tightly capped metal can - never in plastic or glass. Store the container in a well-ventilated area, out of the reach of children and away from living quarters and any source of ignition. Remember, a gallon of gasoline has the same explosive potential as two sticks of dynamite.

And make sure children know the danger of gasoline-both liquid and vapor.

HAVE A BEAUTIFUL LAWN, BUT DON'T HAVE AN ACCIDENT!!!

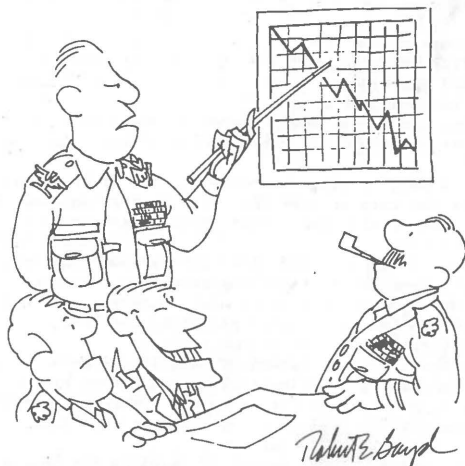
# POETRY CORNER

NO more must I have arms around me  
No more must I have drugs to calm me  
I've seen the writing on the wall  
There's no more need to hide at all.

The bricks have tumbled from the wall  
I did not seek to stay thier fall  
And now I am exposed to him  
He doesn't care where else I've been.

Smiling here with bricks at feet  
My head so clear, my thoughts so sweet  
The clutter NOW (AT LAST!) behind  
I take his hand. I rest my mind.

A FORMER SHIPMATE



"In lieu of no other suggestions, I am going to take Lieutenant Barne's recommendation and rotate the chart one quarter turn clockwise!"

# TWO CDR'S FROCKED



**CDR PRESLEY, MC**

**FAMILY PRACTICE**



**CDR STRAUGHN, MSC**

**PHARMACY**