ALL HANDS

JUNE 1984

- Interview With President Reagan
- Operation Overlord

A Navy milestone was achieved recently when six black Navy captains were selected for command of major sea and shore installations. Four of the captains recently paid a courtesy call on Admiral James D. Watkins, Chief of Naval Operations, who noted the significance of this event—the largest number of minority officers so chosen at one time—and stressed that it reaffirmed the Navy's commitment to equal opportunity. The six officers were slated for major command in March—40 years to the month since the first black Navy officers, the "Golden 13," received their commissions.

The officers pictured are (left to right) Captain Eugene Bailey, going to a major sea command; Captain Buddie Penn, who will receive a major shore command; Captain Emanuel Witherspoon, selected for a major project; Captain Walt Davis, selected for a third sea command and Admiral Watkins. Not pictured are Captain Mack Gaston, who will receive a major shore command, and Captain Malvin Bruce, currently en route as prospective Commander, Destroyer Squadron Five. Photo by JOC(SW) Fred J. Klinkenberger Jr.

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ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 1984 61st YEAR OF PUBLICATION—NUMBER 808

Our covers this month are in honor of Flag Day on June 14. In an address on that day in 1915, President Woodrow Wilson said, "The flag of the United States has not been created by rhetorical sentences in declarations of independence and in bills of rights. It has been created by the experience of a great people, and nothing is written upon it that has not been written by their life. It is the embodiment, not of a sentiment, but of a history, and no man can rightly serve under that flag who has not caught some of the meaning of that history."

Front: MSSN Lois Carey and SN Lawrence Milligan conduct morning colors on the parade ground of Naval Station Norfolk, Va. Photo by PH2 Jeffery Salter.
Back: A Chesapeake Bay breeze ruffles the colors during the U.S. Naval Academy's Brigade of Midshipmen Dress Parade held recently at the academy's Worden Field in Annapolis, Md. Photo by JOC(SW) Fred J. Klinkenberger Jr.

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Interview With

Photo by Pete Souza, The White House

The President

President Ronald Reagan met on Feb. 27, 1984, with representatives of five military service journals. JOI Gary Hopkins represented All Hands *magazine. The following interview consists of remarks made by the President during that meeting and the President's written answers to questions submitted by the publications.*

Q: *Mr. President, we understand that you served in the Army during World War II and we were wondering if you see any fundamental difference between the military of today versus the military of World War II.*

The President: I think it would be hard to make a direct comparison because World War II was a wartime situation, with draftees pouring in and all. Today is entirely different. But I think there is a great difference between now and the last few years, when there was justifiably low morale. Today, my pride in the all-volunteer military is—I think—shared by most other Americans.

But let me try to describe a very fundamental difference. As you know, we went from peacetime to war on a Sunday morning without much time in between. There were those in Washington who didn't think it was necessary to do anything for the military. That's always stuck with me and has guided my thinking about the military ever since. Prior to World War II, they were having their way more than they are today, but some of that thinking is still around. During the Louisiana maneuvers, just prior to Pearl Harbor, many of the soldiers had to carry wooden guns and use cardboard tanks to simulate armored warfare.

After the war, when some of our top officers met with the Japanese and talked about the war that they'd been fighting against each other, one of the questions was: Why Pearl Harbor? They said, "Why *not* Pearl Harbor?—We didn't think you'd fight."

That's a clear message. Weakness increases the danger of war. Today, we're making sure that our military can protect the peace.

In the days after World War I and the years following, hardly anyone thought there was going to be another war. The United States had fought World War I to end all wars.

Q: *What is your reading of the American people's attitude toward today's military?*

The President: Americans are very proud of their military, and it's richly deserved. When our administration began, just a little over three years ago, everyone said that we would have to reinstitute the draft, that the volunteer military would never work. But it has worked. The esprit de corps is there, and young men and women are proud to wear the uniform.

We have the highest percentage of high school graduates in the military that we have ever had in our history—even compared to the time when we were drafting so many millions. We have the highest percentage above the average intelligence level in the military. We have a waiting line of people who want to enlist in the service. And we have the highest retention of non-commissioned officers.

If we had gone to a draft back in 1981, we wouldn't have had enough non-commissioned officers to train the draftees. That's all changed. I tell you, I get letters like the one from a group of service members stationed overseas who wrote, "If giving us a pay cut will help our country, cut our pay." I wouldn't

Photo by Pete Souza, The White House

Photo by Pete Souza, The White House

cut their pay if I bled to death. The response from our service people, all of them, is just so remarkable. And the families—I've made a lot of telephone calls as President, tragic calls, to families of those who lost loved ones. I've never heard such pride, such willingness to accept that sacrifice was necessary.

And I've learned the hardest thing that a president will ever have to do, as far as I'm concerned, is issue an order that requires some of our uniformed personnel to go into an area where there is a possibility of harm. That's the only problem that ever causes me to lose sleep.

I wish that you could have been on the South Lawn when about 500 of those students from Grenada and 40 of the military just back from Grenada came to the White House at our invitation. The medical students and the military were all roughly the same age. The students couldn't keep away from those young men in uniform. Every one of the students wanted to tell them personally that they had saved their lives.

Some of the students came up to me and told me that when they were escorted to the helicopters—and there had been gunfire all around—our men in uniform placed themselves in such a position that if there was firing on them, the military would have been hit, not the students. They shielded the students with their bodies.

It was a wonderful thing to see. I've got a great deal of hope and optimism about the future of this country now, thanks to the quality of our young people, and their dedication. I believe that's the way our entire country feels.

Q: *Mr. President, do you believe that military pay and allowances are now sufficient or will you recommend any additional improvements?*

The President: There have been significant improvements in military compensation over the past three years. Large, "catch-up" military pay raises in FY 1981 and FY 1982, and improvements in special and incentive pays and travel reimbursements, have produced compensation levels that I believe are fair and equitable. I intend to maintain equitable and competitive rates of pay for our military personnel.

Q: *What support do you expect from the Congress for improved U.S. security in the next few years?*

The President: The way we have to look at defense is to determine what is necessary to assure our national security. What weapon systems? What numbers of personnel? Once you've decided that, you figure out—and figuring with a sharp pencil—what does it cost to provide that kind of national security? You can't look at our government's most basic responsibility and say, "how much do we want to spend?"

When we go to Congress with a defense budget based on a sound assessment of our national security needs, we run into some who say, "Oh, no, we only want to spend 'x' number of dollars." That's when I have to ask, "all right, what do you want to do without? Do you want to cut the pay for the military? Or what?"

The Congress has been supportive of our national defense needs over the past three years—that's why I think America is safer today. And I hope the Congress will help us keep America strong.

Q: *You have directed an expansion of the Navy to 600 ships, including 15 aircraft carrier battle groups. Will attainment of this goal involve any alteration in the role of the Navy in foreign policy?*

The President: With more ships, the Navy will be better able to defend the peace, although its basic role will be the same. And we should also see other benefits from an enlarged Navy. We won't have to keep ships deployed beyond their normal schedules. Ships will be maintained better. There will be more training opportunities, and readiness will be improved. Our Navy has been short of ships for too long, and I'm confident that our shipbuilding program will strengthen our military posture and enhance our ability to keep our nation secure.

Q: *What are your views on the naval contribution of our friends and allies to the security of the free world?*

The President: It's important that we recognize the contributions made by our friends and allies. We count on their support and cooperation to help keep our maritime lifelines open. The United States is dependent on the transoceanic import of vital

strategic material. Freedom to use the seas is our nation's lifeblood. With the help of others, we must be able, in time of emergency, to venture into harm's way, controlling air, surface and subsurface areas to assure access to oceans all over the world. We'd like to see some of our friends and allies do more in some areas, but they are providing valuable contributions for our mutual security.

Q: *In their report to you, the Military Manpower Task Force noted with approval the important contributions female military personnel were making to our defense capability but made no recommendation on their future strength and role. Could you share with us your thoughts on the future of women in the services?*

The President: Women are an integral part of the services, and I'm sure it will be that way in the future. At least, I hope so. By all measures, the future will be challenging and rewarding for our women in the services.

The services can take just pride for their record of leading the way in opening up non-traditional fields of occupation for women. Let's remember that women in the '80s are a diverse majority with varied interests and futures. Some seek to pursue their own careers, others focus on the home and family. Some seek to do both things. Well, no role is superior to another. What's important is that every woman have the right and opportunity to choose the role she wishes or, perhaps, try to fill them all.

Photo by Mary Anne Fackelman, The White House

Q: *Mr. President, how would you advise a military member to respond to the nuclear freeze proponents?*

The President: I don't want to tell your readers what to say, but I can give my view. I don't believe a freeze at current levels would be in our best interests.

I am committed to negotiating equitable and verifiable arms reduction agreements, ones that will substantially reduce the level of arms. A freeze would jeopardize our ability to attain this objective. A freeze at existing levels would lock in advantages favoring the Soviet Union and divert us from the goal of achieving substantial reductions. It would make the task of our arms control negotiators far more difficult and would be largely unverifiable. We must do better than a freeze. We must convince the Soviet Union to join us at the negotiating table and work out fair agreements providing for real reductions.

Q: *Speaking as our commander in chief and, as such, our ultimate retention officer, why do you think a person should opt for a military career today? And what advice or guidance would you offer a potential careerist?*

The President: A military career offers one of the most promising ways for young Americans to serve their country. And they'll serve with pride. A military career offers the training, travel and opportunity that those recruiters tell you about. That's a hard combination to beat, and the pay is competitive.

As to my advice for a potential careerist—I'd say hurry.

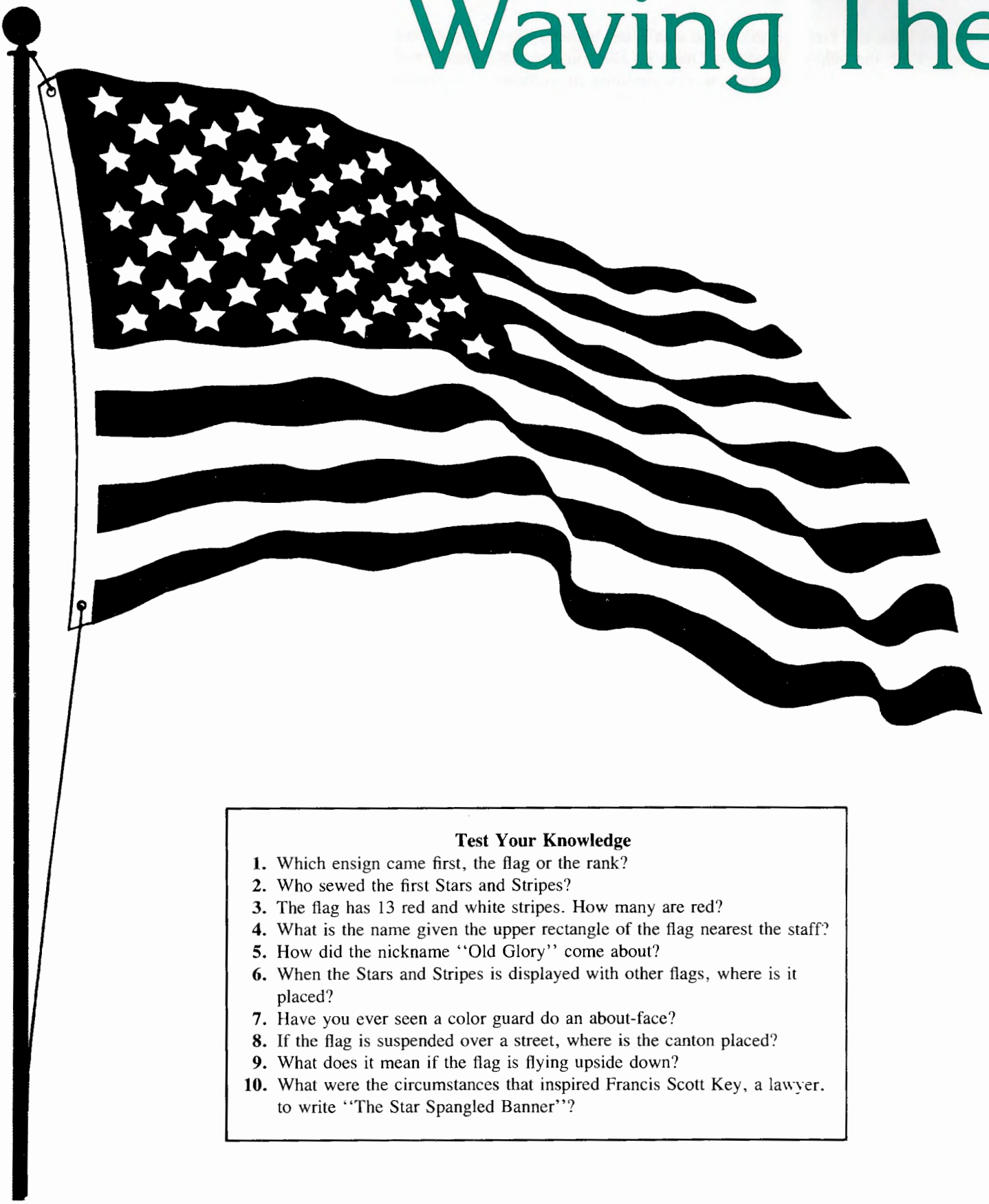
Q: *Why is the American public more supportive of the military now than during the Vietnam War? Do you sense a resurgence in patriotism?*

The President: There are a lot of reasons for the change in attitude that we all feel, and it's a welcome change. After seeing the White House meeting between our military people who had been at Grenada and those students they rescued, I had to recall that only 10 years ago, youngsters of that age in too many places were throwing rocks at men in uniform. Well, there's a different attitude now. Most Americans have come to realize that our country—as a democracy—is only going to try to do those things that are right. Democracies don't start wars; and no democracy ever got into a war by being too strong. It reflects well on the character of our country that we've been willing to fight for freedom in lands far from home. I think Americans have come to understand that better, and in the process, they've come to admire our men and women in uniform more than ever.

Q: *How do you view the U.S. military's role in world affairs in the near future?*

The President: I believe the U.S. military will be the key to keeping our nation secure, free and at peace. Without a strong military, we could not protect our worldwide interests. I intend to see to it that our military remains strong and capable of defending our country's interests and keeping the peace. □

Waving The



Test Your Knowledge

1. Which ensign came first, the flag or the rank?
2. Who sewed the first Stars and Stripes?
3. The flag has 13 red and white stripes. How many are red?
4. What is the name given the upper rectangle of the flag nearest the staff?
5. How did the nickname "Old Glory" come about?
6. When the Stars and Stripes is displayed with other flags, where is it placed?
7. Have you ever seen a color guard do an about-face?
8. If the flag is suspended over a street, where is the canton placed?
9. What does it mean if the flag is flying upside down?
10. What were the circumstances that inspired Francis Scott Key, a lawyer, to write "The Star Spangled Banner"?

Red, White and Blue

June 14 is one of those dates that sticks in your mind, but you may not remember why. You won't watch fireworks. You won't open presents. You won't even find a card in your mailbox.

Maybe this day of national observance is overlooked so often because it always falls on the same date. It isn't part of one of those welcome three-day weekends; you won't even get the day off.

As holidays go, June 14 ranks low on the remembrance list. That's a shame because it's the one day set aside solely to honor the Stars and Stripes, the star-spangled banner, "Old Glory"—our flag.

The United States flag has come under fire many times from outsiders opposed to American ideals. But sometimes, the flag is ruffled from within—from Americans whose expression of democracy demands an opportunity to differ with the status quo. Ironically, that very freedom of expression sometimes delivers Old Glory its strongest blows.

Last year, for example, a family in a Maryland planned community erected a flagpole in its front yard. According to the newspaper report, neighbors complained, and the development's management promptly told the patriotic household that flagpoles were not allowed without permission. Apparently, people were afraid that the flag-waving idea might catch on, more flagpoles might appear, and there goes the neighborhood. Eventually the smoke cleared, and the family was allowed to keep its flagpole.

Sometimes it's hard to remember that the flag represents *all* the people in the country. Flying the Stars and Stripes doesn't necessarily mean you agree with everything the United States does; it only means you believe in the ideals on which our government is based. In the past 200 years a lot of men and women have died defending that flag. Flag day—June 14—is your chance to rally around the flag and pick up where they left off.

* * *

On June 14, 1777, the Continental Congress set down guidelines for the U.S. flag. It was to be 13 alternating stripes of red and white, with 13 white stars on a field of blue. Because Congress made no provision for the arrangement of the stars, flagmakers could position the stars to their liking. Flags appeared with the stars lined up in rows, or forming circles or stars.

With the addition of two more states by 1794, the flag was altered by Congress to 15 stars and 15 stripes. By 1817, the Union had grown to 20 states, and the flag's design was in danger of becoming jumbled.

Navy Captain Samuel Chester Reid proposed the return to 13 stripes, with a star to signify each state. After much debate, Congress adopted Reid's basic proposal on April 4, 1818. As new states joined the Union, the flag was updated the following July 4, and the arrangement of the stars was determined by the President.

—By PH2 Liz Schading

Answers

1. Ensign comes from old Anglo-Saxon and Latin words meaning flag or signal. As early as 1598 the British used ensign to refer to flags. Ensign as a rank came later. The U.S. Navy first used the rank in 1862.
2. A legend prevails that Betsy Ross made the first Stars and Stripes, but there is no proof.
3. Seven.
4. The canton.
5. William Driver, a merchant captain in the 1820s and 1830s, nicknamed his Stars and Stripes "Old Glory." Twice, Driver carried "Old Glory" around the world. During the Civil War, Driver hoisted his own treasured flag over the state house in Nashville, Tenn.
6. In parades or ceremonies, the flag should be carried either in front and center or to the right of other flags. When displayed, the Stars and Stripes should always stand to the right of other flags.
7. Probably not. Aside from the fact that an about-face might cause the flagbearers to get tangled up in flags and poles, the Stars and Stripes would wind up on the left. For this reason, color guards always pivot, keeping the national ensign in its right-hand position.
8. Over a north-south street, the canton goes toward the east; over an east-west street, the canton goes toward the north.
9. An inverted flag is a distress signal.
10. During the War of 1812, Key boarded a British warship in Chesapeake Bay to negotiate the release of a prisoner of war. The British agreed to release prisoner Dr. William Beanes, along with Key and his associate John Skinner, but not until after the shelling of Fort McHenry. The British bombarded the fort most of that day (Sept. 13, 1814) and into the night. The next morning, Key spotted the waving Stars and Stripes through the smoke and haze, signaling an American victory. He was so inspired, he quickly jotted down the words to the song on an unfinished letter. Today, that same tattered flag—originally 30 feet by 42¾ feet—hangs in the Smithsonian's National Museum of American History in Washington, D.C.

A Link With

"It's show time!"

From Navy ships at sea to detachments in the outback of Australia, military people overseas are enjoying live American entertainment. Like food and fuel, this special stateside commodity is delivered on a regular basis to wherever American military people serve.

The Armed Forces Professional Entertainment Office in Washington, D.C., books 100 non-celebrity acts each year to tour remote and isolated duty stations. Staffed by representatives from the Army, Air Force and Navy, the AFPEO also works with the United Services Organization in getting celebrity entertainers—Bob Hope, Lou Rawls, Wayne Newton, Loretta Lynn, Charlton Heston and others—to the same areas. There is no measure of the program's value in terms of morale.

"I've been visiting some of these sites," said Lieutenant Commander Kenneth L. Whitehead, the Navy representative at AFPEO. "Some of them are so isolated that even when the people stationed there go to the nearest town they can't find anything close to American entertainment. So, we're providing entertainers our people can identify with, people who play music that is current in the states. Basically, it's a link with home."

An outgrowth of the USO/DoD touring shows program that sent celebrity entertainers overseas during World War II, AFPEO was established in 1951 to continue programs of free regularly scheduled live entertainment overseas. No matter how remote the duty station, AFPEO usually

Photo by PH2 Paul Soutar, Seventh Flt, PA Rep., Subic Bay

Above: A Dallas Cowboy cheerleader serenades a USS Bainbridge *(CGN 25) crew member.*

Home

finds a way to entertain the armed forces—even on ships at sea.

"It's hard to include ships in our program because they move around a lot—this presents logistics problems," Whitehead said. "For the past few years we have been sending acts to ships in the Indian Ocean via Diego Garcia. With the situation in and around Beirut and the deployment of ships in that area, we're taking a more active interest in providing our people with entertainment."

A Bob Hope Christmas show—that included performances by Brooke Shields, Cathy Lee Crosby, Ann Jillian, George Kirby, and Vic Damone—received national attention as it brought smiles and laughter to military people serving in the Beirut area (see *All Hands*, March 1984). Earlier performances by Loretta Lynn and Wayne Newton were less publicized by the media but no less appreciated by military audiences.

Lieutenant Colonel Richard Malone, the Army representative at AFPEO, said that when he was leaving USS *Independence* (CV 62) after a Loretta Lynn show, a petty officer stopped him in the passageway and said, "Thank you for the show. We haven't had liberty in 60 days but everybody is smiling this morning."

The 15 to 20 celebrity shows each year grab the headlines, but non-celebrity acts

Photo by PHAN Scott Guido, USS Midway (CV 41)

Left: While off the coast of Lebanon, USS New Jersey *(BB 62) crew members enjoy a Wayne Newton performance. Top: Ann Jillian entertains sailors and Marines on USS* Guam *(LPH 9). Above: "Cambridge" entertains on USS* Midway *(CV 41) in the northern Arabian Sea.*

are the bread and butter for AFPEO. In October, the first regularly scheduled non-celebrity group—Mega Band—performed for the Marines and sailors in Beirut and on ships deployed to Lebanon. After performing at sites in the Mediterranean, the band was flown by helicopter from Turkey to ships in the Beirut area. All non-celebrity groups performing in the Mediterranean area are now slated for Beirut-area performances.

Non-celebrity groups endure some hardships in entertaining the armed forces. Glamorous frills do not exist on an AFPEO tour. Roadies and non-performing spouses do not qualify as members of a group. Loading and unloading of equipment, setting up for performances and striking down afterwards are the responsibility of the group.

The DoD provides transportation, passports and other logistic support, plus a $50 daily living allowance for each member, to cover food and expenses. Even with little financial incentive—entertainers are not paid salaries—finding quality non-celebrity acts for AFPEO shows is not a problem.

"We get calls in here continuously from groups wanting to go on tour," said Whitehead. "These are professional musicians and music is their livelihood. They get to see parts of the world that they might not see otherwise and they're getting very appreciative audiences," he said.

Lynne and Bill Purse of the group Aergo agree. They have performed for AFPEO in both the Mediterranean and Caribbean. "The best sites are the remote outposts because the people there appreciate you the most. In the states, some nights are good and some are bad. On a tour like this every night is good," said Bill.

"Performing out there is a treat for them and a treat for us. A show like this is a

Entertaining The World's Best Audience

Up at 5, load equipment, travel to a performance site, set up, perform, strike the equipment, get some rest, up at 5 and start over again.

That's what "Liz Marks and Nickelodeon," a top 40 show band, did while entertaining military people in the Caribbean as part of an Armed Forces Professional Entertainment Office tour.

"There was no money in it (AFPEO does not pay salaries) but we're ready to do another tour because of the feeling we got from the military," said Marks. "They were the most exciting audiences I've ever played for in my life. The response we got was just incredible."

Performance sites included Puerto Rico; Guantanamo Bay, Cuba; and Honduras where the band went from air-conditioned comfort to steamy rain forests. Marks said that the whole tour was "such a contrast." They went from playing the Navy Ball in Roosevelt Roads, Puerto Rico, to living in tents in Honduras.

"I'll never forget playing in Honduras. There were rows and rows of guys . . . watching us set up. You could tell they were tired," Marks recalled. "We started to play and suddenly they seemed to come alive. By the end of the concert the Seabees were all around the stage . . . dancing with each other, and I jumped down and started dancing with them. It was great—I had never seen anything like it."

The band logged 30 performances in the 28-day tour—with one day off out of every eight. With 1,800 pounds of equipment to load and unload between shows the tour was far from a glamorous holiday.

Giving it their all, "Liz Marks and Nickelodeon" belt out a tune for Seabees in Honduras.

"I got a chance to go snorkeling two or three times but this was not a vacation," said Marks. In Honduras they were asked to do two shows a day which necessitated morning performances. "Trying to do 'Loverboy' at 9 in the morning is rough," she added.

Giving their all to their hard-working and appreciative audiences became the band's prime concern—even if it meant putting in some overtime.

"In our contract we're only supposed to perform for 75 minutes. We couldn't do that. They would get so into it that we would play for a couple of hours," said Marks. "When people are dancing, screaming, shouting and just having a good time, you can't stop playing."

"Liz Marks and Nickelodeon" brought a little bit of home to military people in the Caribbean during their tour. Their audience left an impression on them as well.

"It was a very moving experience for me—the rush I got when I looked into those guys' eyes. We were home to them and they didn't want us to leave," recalled Marks.

"Every time we would fly away in the chopper, there would be a few watching us go out of sight. I knew they were thinking of home. I wish everyone could see what the military is doing for us because . . . it takes a very special person to do what these guys are doing."

—Story by JO2 (SW) E. Foster-Simeon

way of saying that people at home remember the people who are out there," added Lynne.

At first glance, some duty stations on AFPEO entertainment circuits may seem out of place—unless you are stationed there.

"I think it's something that is really needed down here because it's pretty easy for morale to get low," said Journalist Second Class Linda Willoughby, stationed at Naval Station Roosevelt Roads, Puerto Rico. "If you're interested in scuba diving, snorkeling and that sort of thing Roosevelt Roads is excellent. But if you're interested in going to nightclubs or shows, it involves a minimum of an hour-and-a-half drive one way."

There are six AFPEO entertainment circuits—Alaskan, Caribbean, European, Mediterranean, Northeast and Pacific—designed to include all military sites overseas. Feedback from the field has been positive.

Each site sends a report to AFPEO rating the act. "It's usually E-4s thru E-6s who fill out the report, and 90 percent of their comments are positive. When they say a group is spectacular they usually go into enough detail to let us know that they're not just filling out a form," said Whitehead. "I think the groups are pretty much in line with what the people want."

"Although we in the Navy here are few and the audience was small, the Albins (a

Photo by PH2 Paul Soutar, Seventh Flt, PA Rep., Subic Bay

Left: USS Hepburn *(FF 1055) comes alongside USS* Sacramento *(AOE 1) so its crew can enjoy the Dallas Cowboy cheerleaders. Below: Capt. John M. Quarterman Jr. (right), CO USS* Guam *(LPH 9), leads applause for Bob Hope and members of his Christmas show.*

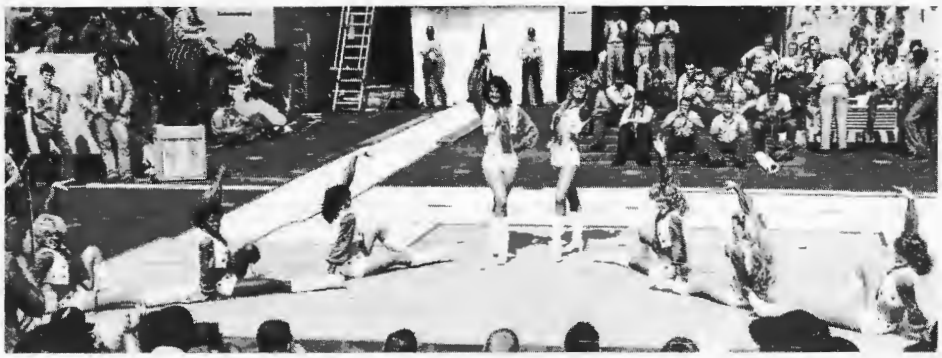


Photo by PH2 Paul Soutar

Photo by PH2 Dana Howe, USS Midway (CV 41)

Clockwise from above: The Dallas Cowboy cheerleaders take a bow on board USS Raleigh *(LPD 1). A USS* Kirk *(FF 1087) crew member dances with a member of "Cambridge" which entertained the* Midway *battle group. Air Force Tech. Sgt. Larry Johnson and Ev Wlodarczyk review AFPEO performance schedules.*

non-celebrity group) put on a tremendous show," said Captain L. W. Bailey, Commanding Officer, Naval Special Warfare Unit Two, stationed at the Royal Air Force Base in Machrihanish, Scotland. "Both after the show and the next day the group made a great effort to mix with the local military community. Their efforts meant a great deal to our folks who are 150 miles deep into nowhere," he added.

From Scotland to the Caribbean, AFPEO shows are welcomed by the armed forces. "We get a show about once every few weeks and response has been really good," said Chief Journalist Lew Reed who is stationed at Guantanamo Bay, Cuba. "The price is right and the shows are good quality. Apparently the music is what the people want to hear because the theaters where we have the shows are always packed."

The 18 to 25 year olds stationed in remote areas are the primary target audience of AFPEO, but all military people stationed overseas are covered by the program. "We try to get music that the majority of the audience likes—from rock and disco to country and soul—but we do make sure that there are some shows from every category," said Whitehead.

Circuit coordinators canvas area commands to find out the number of shows needed and the type of entertainment preferred. This information is forwarded to AFPEO which books the appropriate groups for tours.

Providing all remote military installations overseas with free American entertainment is a big mission. "That's our goal, but as long as we continue to receive new requests we haven't met it," Whitehead said.

"There are some isolated spots that this office doesn't even know about," he explained. "A remote duty station doesn't have to justify its need for entertainment—its remoteness is usually justification enough."

The USO often receives sole credit for shows that the AFPEO provides. Many military people overseas assume that any entertainment they receive is provided by the USO.

"Our working relationship with the USO is excellent and publicity is not our concern," said Malone. "But we would like the soldier, sailor, airman and Marine to know that Uncle Sam has a hand in providing these shows."

—Story by J02(SW) E. Foster-Simeon

To find out more about AFPEO shows and overseas entertainment circuits write to: Armed Forces Professional Entertainment Office (DAAG-MSE), 2461 Eisenhower Ave., Alexandria, Va. 22331. The code symbol insures prompt delivery to the action office.

Midway's Steel Beach Picnic

Story by Lt. Joe March

Photos by PHAN Scott Guido and PHAA Edward Richcreek USS Midway (CV 41)

How do several thousand men, who have been at sea for 45 days, break the stress of around-the-clock naval operations?

If they're crew members of the aircraft carrier USS *Midway* (CV 41) battle group, they have a picnic.

It was on a day late in February that Rear Admiral Thomas F. Brown III, Commander, Battle Force Seventh Fleet, directed the battle group toward anchorage in the North Arabian Sea for a day of "holiday routine."

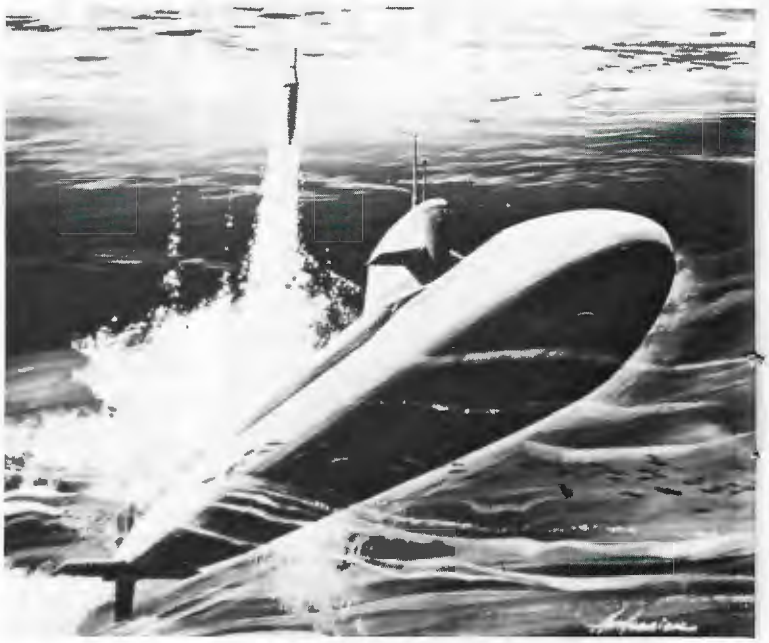
The occasion brought crew members up from work spaces deep below decks to enjoy the sun, camaraderie, great food, and boxing and wrestling "smokers." An additional treat was the two cans of beer for each man wishing to remember what that beverage really tasted like.

Highlighting the festivities was a live performance by the Armed Forces Professional Entertainment Office sponsored show "Cambridge," which entertained a deck full of sailors with country and western and hard rock music.

Late that afternoon, with their crews refreshed, the ships of the *Midway* battle group weighed anchor and returned to full operational status. Sailing into the sunset of the North Arabian Sea, they resumed their positions of vigilance.

Clockwise from above: Laurie Craft of "Cambridge" sings on USS Midway *(CV 41). "Cambridge" performs Top 40, hard rock and country and western music.* Midway *sailors line up for food and beverage during the steel beach picnic.*

The Wave Of The Future



In the science fiction film "Firefox," Clint Eastwood operates his aircraft and its weapons systems through thought control. In today's world of electronic warfare, this concept is not as fictional as it sounds.

Since the introduction of radar more than 40 years ago to the satellite surveillance of today, electronics systems have played a major role in naval warfare, and military pilots already have systems in early developmental stages which respond to their voices.

Rear Admiral Albert A. Gallotta Jr., Vice Commander, Naval Electronic Systems Command, said, "We no longer set to sea with orders sealed and men in crow's nests to find the enemy. Today, we use electronics."

According to Admiral Gallotta, sailors now use radar and other sensors in submarines, surface ships, aircraft and even spacecraft to find and engage the enemy electronically.

Captain William Heinz of the Navy's air warfare department said avionics has amplified people's inherent capabilities. Pilots can "see" far beyond the range of their own eyes and even over the horizon. "Ears" now hear electronic signals from greater distances. With these advancements, the Navy is seeing longer ranges and is counting on more kills per weapon.

"Most fundamental," said Heinz, "is the amplification computers have given to a person's brain. People can process huge amounts of information and control new weaponry today in a manner never known before the computer age."

According to Captain G.H. Kanady Jr., of the Attack Submarine Division, DCNO for Submarine Warfare, electronics has produced significant changes, especially in subsurface operations. Early submarines surfaced to take on fresh air and traveled on the surface to make speed. The introduction of radar in the early days of World War II, however, made it hazardous for German U-boats to surface during daylight hours. The Germans then developed the snorkel so they could run air-breathing diesel engines underwater. Thus radar was one of the factors leading up to the development of the nuclear submarine, the first true submersible.

Communications continue to be a very important aspect of electronic warfare. In

The semi-comic illustration at right shows that sailors in days of yore depended on their eyesight alone in seeking an enemy.

German U-boat U-118 (below), which had to surface to take on air, is shown under attack by planes from USS Bogue *(ACV 9), June 12, 1943. Today's submarines go around the world submerged and are capable of firing missiles from the depths. But P-3C* Orion *patrol aircraft sensor stations (left) make it possible to "see" into the ocean's depths.*

the early 1900s, the Navy pioneered the introduction of radio, or wireless, communication and changed the world. For the first time, ships could communicate by telegraphy with shore bases. That development has evolved into an extremely sophisticated system of communication linking Navy commands throughout the world. As Dr. Thomas Curry, former associate deputy for command, control, communications and intelligence, emphasized, however, electronic equipment must be supported logistically and must be easy to operate and maintain.

Curry said, "Take a piece of electronic gear into the Indian Ocean, and when the machine breaks down, it's almost impossible to repair even if you do know what you're doing. We haven't solved all of these problems, so we've got to keep emphasizing reliability and maintainability as we buy new equipment.

"Electronic warfare not only permits more precise engagement at longer ranges but also allows us to exploit the threat," said Admiral Gallotta. "Communications and radar links used in modern warfare can be decoded by receivers tuned to the

enemy's operating frequencies. This use of electronic countermeasures is an effective means of rendering enemy weapons systems ineffective."

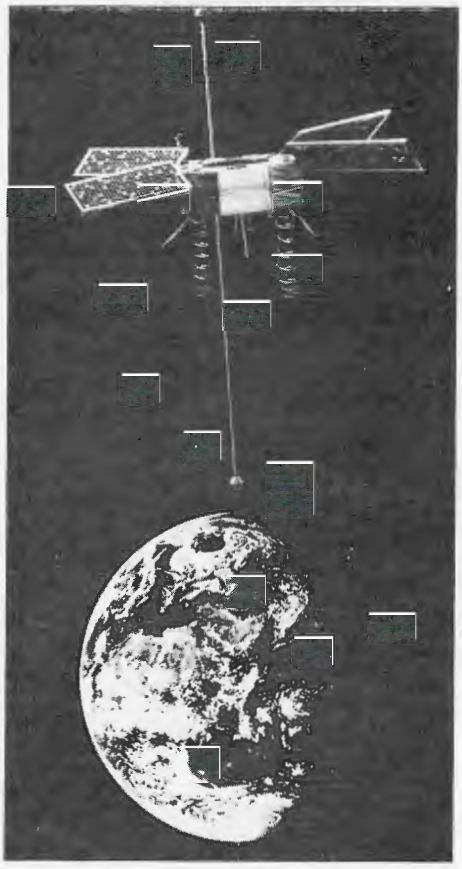
Heinz cited not only the movie "Firefox" but the recent Falkland Islands and Middle East conflicts as prime examples of the capabilities of electronic warfare.

"What we saw in Lebanon was the use of electronics to render very sophisticated weapons systems on Syrian aircraft useless and a demonstration that Syrian antiaircraft missiles on the ground could be offset by well-controlled use of electronics, control of your own weapons as well as the capability to render your enemy's weapons ineffective.

"Put yourself in the cockpit," Heinz said. "The airplane carries a new radar system computer that processes the radar signal so the radar scope produces what looks much like an actual photograph, allowing the pilot to determine what type of vehicle it is and whether it is hostile or friendly."

On an even higher altitude platform, the satellite development project Milstar should be helping the Navy communicate and navigate by 1991.

"The Navy is the military user of more than 50 percent of the nation's satellite capabilities," said Curry, "simply because of the Navy's function and its demand for beyond-line-of-sight, high capacity, high quality communications. We recognize certain vulnerabilities in the



Below: F-14A Tomcats *fly over the nuclear-powered aircraft carrier USS* Nimitz *(CVN 68), which bristles with the latest in electronic equipment. Right: An artist's conception of NAVSTAR's Satellite I. Opposite page: Two microcircuit chips designed to detect infrared radiation. Each of the dark rectangles is an element which produces an electrical signal in proportion to infrared radiation. Such infrared arrays are used for night vision, missile seekers and threat-warning receivers.*

Photo by PH2 G.W. Butterworth, FltAVComPac

current system that Milstar will remove, satisfying deficiencies in actions that might be taken to interfere with it."

According to Kanady, submarines will continue to utilize satellites as they move into the age of submarine-launched, long-range missiles. "We are required to target these missiles," he said, "not only with our on board sensors but with someone outside the firing platform."

Because the missiles are fired at such long ranges, the sub cannot "see" the target and someone will have to supply them with targeting information. That information, by its very nature, is complicated and lengthy. "We're looking at satellites as well as at other forms of communication," Kanady said, "where two computers, one on the launch platform and another at a remote targeting terminal, can link directly over the air and pass information at an extremely high rate of speed from computer to computer, then to the operator who will see it as a picture on a screen."

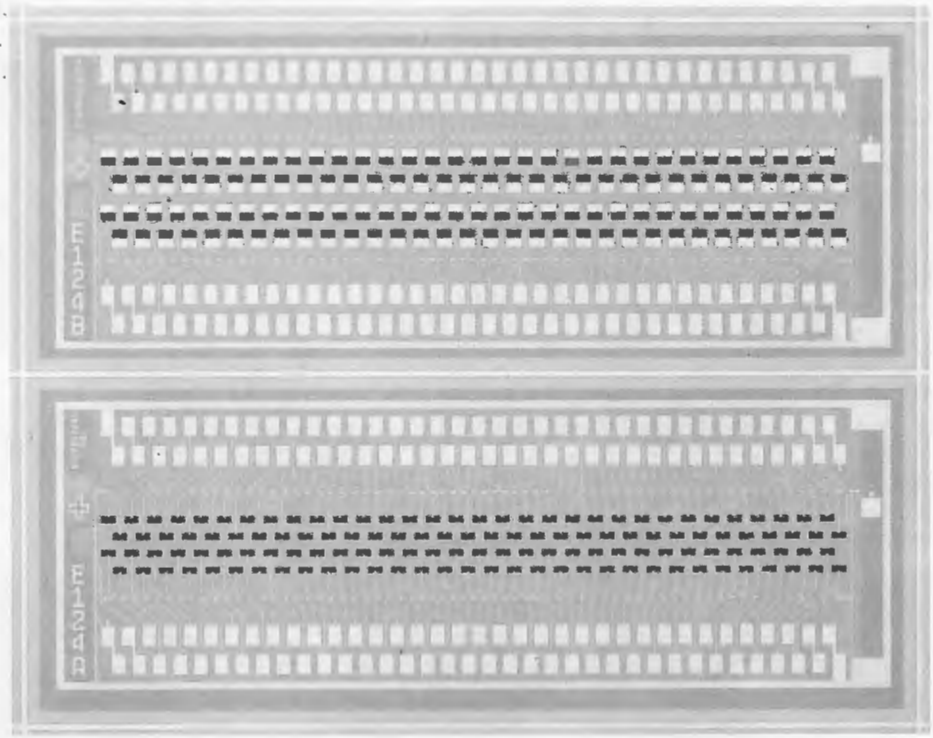
The latest addition to the Navy's space program is basically a reorganization, according to Navy officials. The establishment of a Naval Space Command is the latest step in a series of actions taken by the Department of the Navy over the last several years to consolidate Navy's extensive space efforts in support of the nation's maritime strategy.

These actions have included the establishment in 1983 of Navy Space Division in the Command and Control Department; inauguration of a postgraduate master's program in space engineering/operations in 1983 at the Naval Postgraduate School, Monterey, Calif.; and the 1983 assignment of a flag officer to head Navy space acquisition at the Naval Electronics Systems Command. According to Navy officials, the Naval Space Command is a logical next step for the Navy and is not connected with efforts to form a unified command for space. The purpose of this naval command is to improve our existing national security effort and support that space systems provide the fleet.

"Electronic warfare is a very important part of all naval warfare," Admiral Gallotta said. "An awareness of its applications in today's Navy must be broadened. Those of you who work with the problem must push on it. Those of you who don't work with it every day must find out more about it. It is the great wave of the future."

Because the real electronic systems are changing so rapidly, Clint Eastwood will have to do several sequels to "Firefox."

—Story by JO2 Bill George, NIRA Film and TV Division



Electronic Warfare Training Programs

Electronic warfare audiovisual training programs that provide in-depth information on friendly and enemy systems and capabilities are available at the audiovisual libraries at Norfolk, Va., and San Diego naval stations.

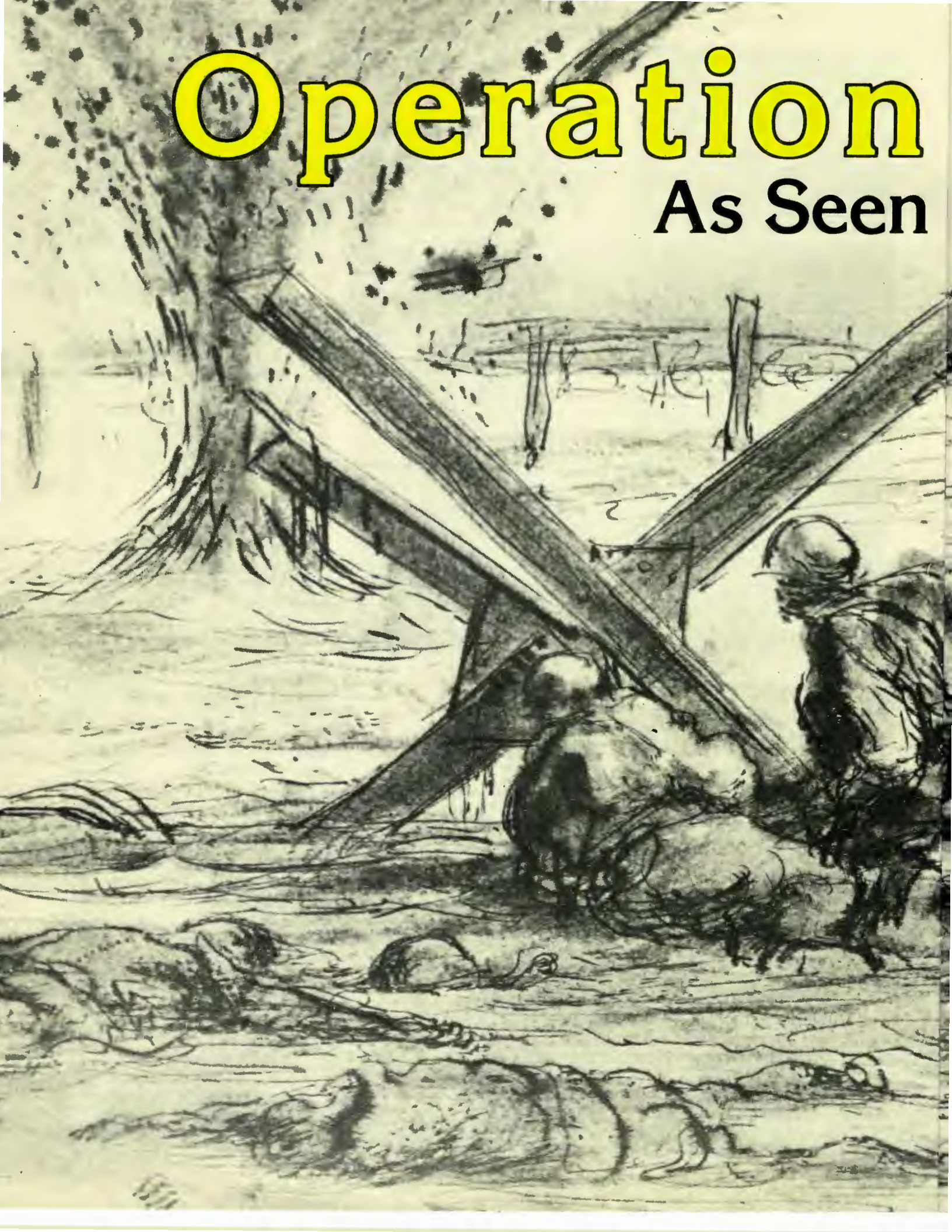
Each library maintains an inventory of programs that cover new electronic warfare systems, as well as current information on older systems. Some of the 50-plus programs available include operations security, Soviet ocean surveillance systems, military deception, enemy submarine threats, mission planning and Free/Third World missile systems. The programs are designed for fleetwide training, unit- and staff-level briefings, and as supplements to various formal courses in electronic warfare.

In the past, programs were issued directly to individual commands as produced. Recent directives concerning audiovisual production require that audiovisual libraries located at the Naval Education and Training Support Centers, Atlantic and Pacific, maintain and issue the programs. The centers service the eastern and western regions, respectively, with the Mississippi River being the dividing line.

Information on borrowing or retaining the programs can be obtained from the appropriate audiovisual library: NavEdTraSuppCenLant, Naval Station, Bldg. W-313, Norfolk, Va. 23511, Autovon 564-3013; NavEdTraSuppCenPac, Bldg. 110, Code N-53, San Diego, Calif. 92132, Autovon 958-5443.

Operation

As Seen



Overlord

By Navy Combat Artists

By Cmdr. Thomas Williams, NR Of Det. 206, Washington, D.C.

Though only a small part of Navy combat art depicts the Allied invasion of Normandy on June 6, 1944, the paintings enlarge vividly the view of the greatest amphibious invasion in history. They also depict the very real emotions experienced by artists who recorded their impressions of the Normandy invasion as it happened.

The three Navy combat artists whose works are featured on these pages captured the fire and smoke, gloom, tedium and fear of combat as few others have. There is no glamorizing of war here, no art for use as propaganda or mere decoration.

Instead, these paintings sharply heighten the action of the time because they are in color, while nearly all the still photos of the invasion are in black and white.

The vivid renderings of U.S. sailors and soldiers caught in the midst of war surrounded by sky, earth and sea are the works of Lieutenant Dwight Shepler, USNR, and Lieutenant Junior Grade Mitchell Jamieson, USNR, both of whom were aboard ships during the invasion, and of Photographer Specialist First Class Alexander Russo, USN, who went ashore in France two days after the invasion.

Although each of these three artists saw almost the same scenes at Normandy, they

recorded different aspects of the D-Day carnage. Shepler's works reflect the jolting contrast in size between men and military equipment; Jamieson's works show the terrible toll war took that day; Russo's works blend the best features of both in a near-monochromatic style.

Of the three, only Russo survives. He is a professor of art and chairman of the Art Department at Hood College, Frederick, Md. When he went ashore in France on D-Day plus two, he was not yet 22, but his memories of that day are clear:

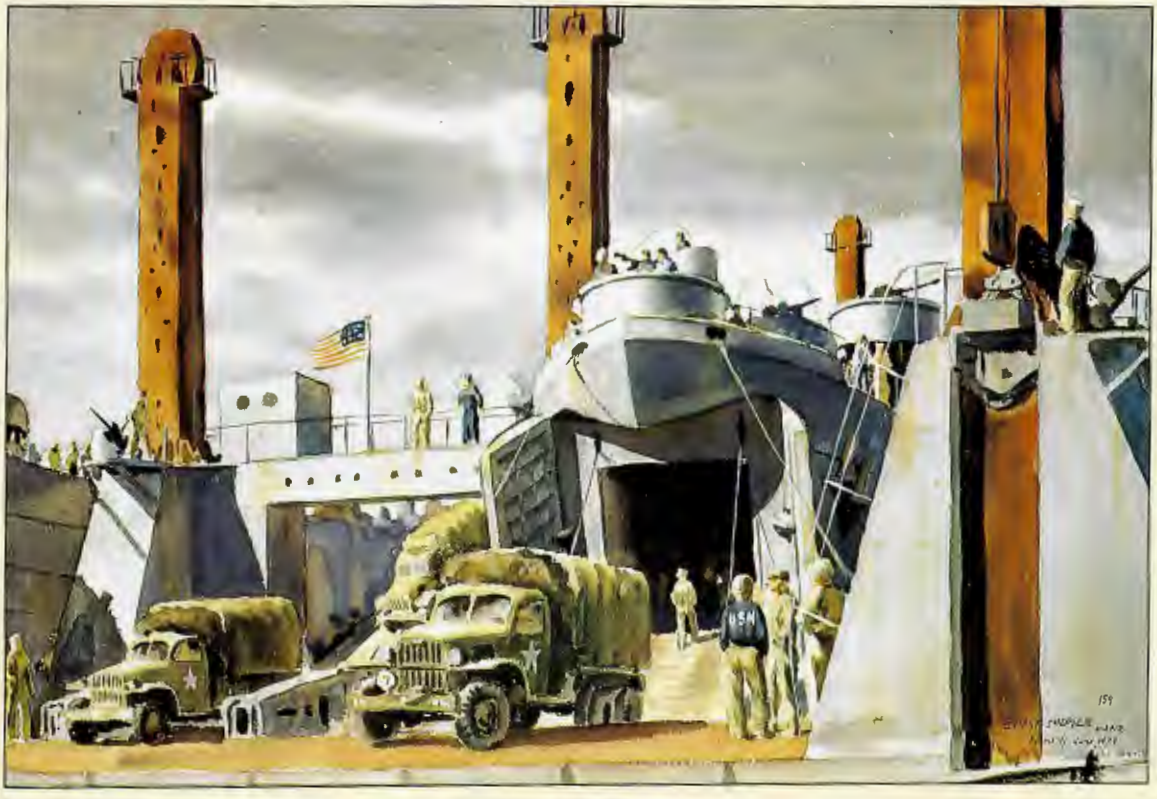
"I went ashore with an intelligence officer to see if naval gunfire had knocked out some German gun emplacements. You see, I was stationed in London, making models and maps of D-Day beaches. I took along a sketch pad when we went ashore and just made some very basic sketches. We were living in a foxhole on the beach."

These paintings plus other art can be seen at the Navy Combat Art Center at the Washington Navy Yard.

Jamieson's drawing, "Naval Demolition Men Blowing Up Obstacles," on the opening pages of this article (18 and 19) shows that the men of the Navy demolition unit were among the first ashore. Their job was to clear channels through obstacles and make unloading possible. Far left: "Heavies on Their Way Home After a Raid on France"-Russo. U.S. soldiers—remnants of a hard-hit beach battalion—look up to see Allied heavy bombers returning from a raid on France. Left: "The Cold Dawn of D-Day"-Jamieson. Stern-faced U.S. soldiers get ready to board LCMs. Lower left: "Morning of D-Day From LST"-Jamieson. LC1s pass before turning toward the beach; a U.S. cruiser and destroyer shell the beach; barrage balloons float overhead; and a P-38 fighter plane is hit, trailing smoke and flame. Below: "The Battle for Fox Green Beach"-Shepler. Off Fox Green sector, a stretch of the Omaha beach-head, destroyer USS Emmons *(DD 457) shoots at, and later destroys, the spire of the Church at Colleville-sur-Mer used by German gunners as an artillery control tower.*

Operation Overlord

Above: "Wounded Being Treated Aboard an LST"—Jamieson. LST crew's quarters were quickly converted into treatment centers for the wounded. Center top: "One of the Many"—Russo. German artillery hit this landing craft loaded with anti-aircraft halftracks just as it landed on the beach. Far right top: "An American Soldier Sleeps"—Russo. After the initial landings, a Normandy beach foxhole is as good a bed as any. Far right bottom: "Mulberry (Operation) at Work"—Shepler. An LST unloads vehicles onto floating pierheads that later were seriously damaged by the unusually fierce summer storm of June 19-22, 1944. Right: "The Tough Beach"—Shepler. German cross fire raked the shore, taking its toll on Omaha Beach.



Return To Normandy

**Story and photos by Cmdr. Thomas Williams,
NR OI Det 206, Washington, D.C.**

June 6, 1984, marks the 40th anniversary of the greatest amphibious operation in history, the Allied invasion of Europe. In 24 hours of what has become known simply as "D-Day," Allies put ashore on the Normandy beaches of France more than 150,000 men and more than 7,500 vehicles. The naval phase of the operation was called Neptune, but the invasion is generally known as Operation Overlord.

The peaceful stretch of beach shown at left was the site of some of the bloodiest fighting on D-Day. On the right flank of Omaha, it proved a deadly obstacle as landing craft and men came under a hail of gunfire from the cliffs. The German gun battery (below) was knocked out by naval gunfire early on D-Day.

Although the enemy had been led to believe that the Allies would land their forces farther to the north in the Pas-de-Calais area nearer to England, the Normandy beaches had been chosen as the main landing points long before the invasion. The Americans, British and Canadians landed on beaches code-named Utah, Omaha, Gold, Juno and Sword. By the end of D-Day, the Allies had achieved a toe-hold of a monumental, but costly victory: in some sectors American units had over 50 percent casualties.

Naval participation in the Normandy invasion stands out clearly: more than 7,000 ships—including no less than 3,000 assault craft—were used in the invasion. But it is little known that U.S. Navy pilots flew British *Spitfires* at Normandy to perform a gunfire-spotting role which would have been clumsy and dangerous in the Navy's slower floatplanes normally flown from battleships and cruisers. The U.S. Navy also provided gunnery officers to jump into Normandy with the airborne forces to provide gunfire liaison support to the airborne units operating behind Utah Beach. Also, a naval gunfire support team scaled the cliffs of Pointe du Hoc with the U.S. Army's Rangers.

Helping the American units get ashore were Navy and Army demolition teams of special engineer brigades assigned to blow up the steel, timber and concrete beach obstacles placed there by German forces. Sixteen underwater demolition teams of seven naval people and five Army engineers each operated at Omaha Beach on D-Day. One-third of the Navy members were killed.

In "The Invasion of France and Germany, 1944-45," by Samuel Eliot Morison, the difficulty of the engineering mission at Omaha Beach is expressed by a description of what happened in the early morning of D-Day: "One team was wiped out by an enemy salvo just as it was landing. Another had its charges all set to blow when a direct hit set them off and killed every man but one. Before the rushing flood—rising 12 inches every eight minutes—forced them to vacate, these brave men had blown five big channels and three partial ones through the hideous array of murderous obstacles."

Today, the calm and peaceful beaches of Normandy tell little of what occurred at the water's edge on D-Day. Monuments list the names of units that fought ashore. When the tide is out, blackened hulks littering the shallows become visible.

Perhaps Pointe-du-Hoc provides the clearest and most vivid reminder of the heavy combat which was part of the D-Day landing. A narrow jut of land reaching out to sea, it provided the enemy a

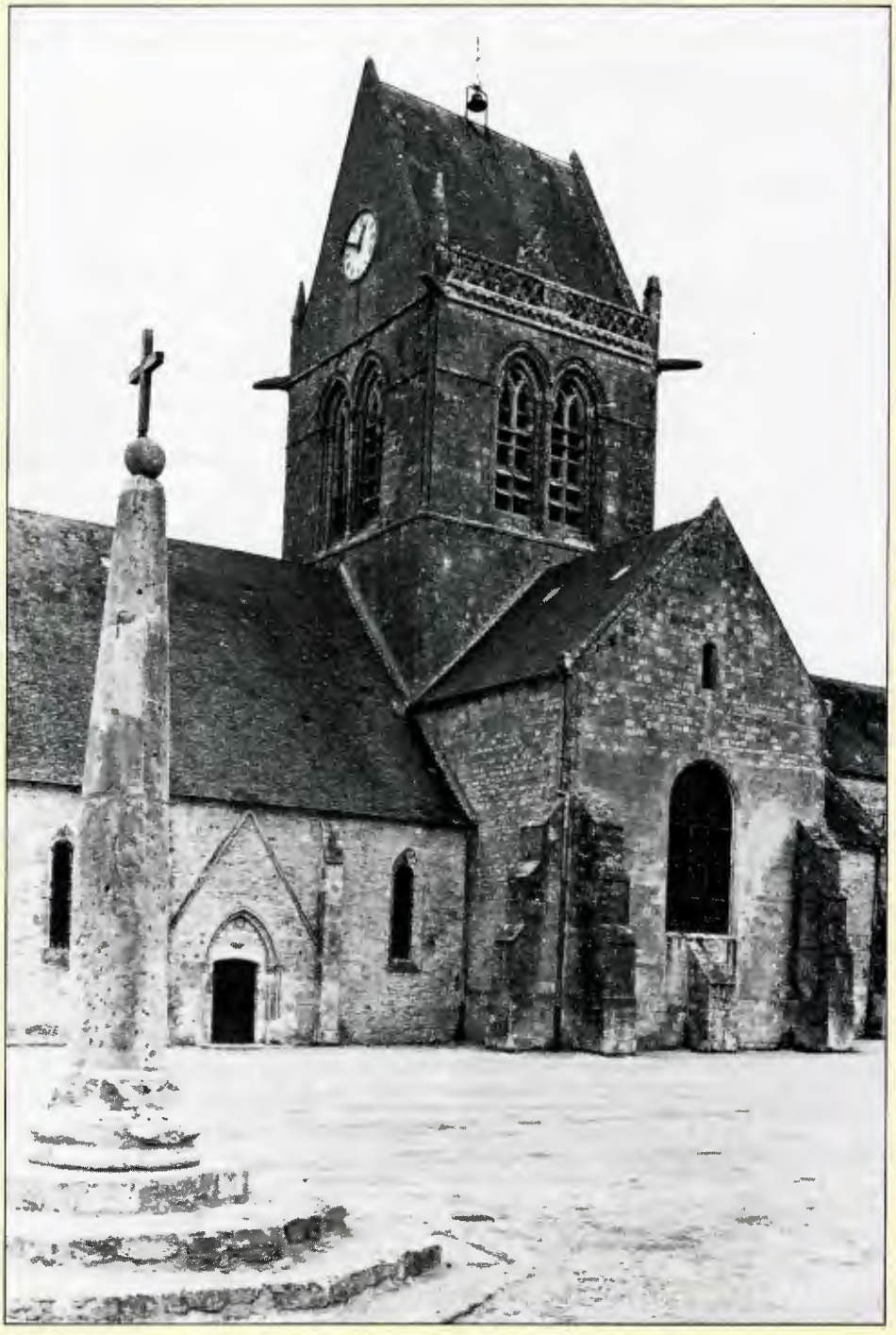
commanding lookout and defensive gun position. The Rangers were assigned the task of scaling the 100-foot high cliffs of the Pointe to attack and neutralize the gun positions. Up until the Ranger assault, the Pointe was pounded constantly by air and naval bombardment.

It is still heavily cratered and pockmarked and is a dangerous place to visit—signs warn of possible unexploded ordnance littering the area among the broken concrete bunkers and craters. Pathways lead visitors through the battlements to the point for a breathtaking view of the sea and a better understanding of the difficult task accomplished by the Rangers who scaled the cliffs.

The most poignant monument to the American effort on D-Day is the Normandy American Cemetery overlooking Omaha Beach between what were known as the Easy Red and Fox Green sectors. The cemetery contains the remains of 9,386 Americans of all military services. Three hundred and seven graves contain the bodies of "unknowns." In one plot, a father and son rest side by side; in 33 other plots lie pairs of brothers. The cemetery is operated by the American Battle Monuments Commission and is on ground granted to the United States in perpetuity by the French government.

From the cemetery, one can see most of Omaha Beach from an overlook which appears unchanged since the time of the invasion. It is possible to descend to the beach and walk among the same dunes and shingle that proved such formidable obstacles to the troops trying to get off the beaches into cover nearer the bluffs. Built atop a bunker overlooking the Fox Green sector is a monument to the 5th Engineer Special Brigade. A few yards up the hillside is a monument to the men of the 1st Infantry Division. A simple inscription on the monument reads: "The officers and men of the 1st United States Infantry Division who were killed in this period while fighting for the liberty of the world."

American visitors to Normandy should see the American beaches, Omaha and Utah, the American cemetery, and the museums at Arromanches, Sainte-Mère-Église and Bayeux. In addition, smaller museums are at the Pegasus Bridge in the



The church in Sainte-Mère-Église is virtually unchanged from the early morning hours of June 6, 1944, when the first Americans landed by parachute in the town square. Below: The Normandy American Cemetery overlooking Omaha Beach is one of the largest in the invasion area.

British sector, and at Ouistreham, where French commandos landed, and at both Omaha and Utah beaches. There's also a museum at Cherbourg. For a fuller view of the invasion and the role performed by the Allied participants, it is important also to visit the British and Canadian sectors where the beaches have an entirely different character. For the most part, they are flat and introduce low terrain, just as the flatlands do behind Utah Beach.

There are no commanding heights at Utah. The highest point seems to be the top of the monument to the 4th Infantry Division. A monument to the 1st Engineer Special Brigade lists each of the units attached, including the special naval units. Unlike Omaha Beach where summer homes have been built, Utah Beach today is virtually as it was on D-Day. The only noticeable change is probably the arsenal of landing craft and armor decaying in the sea air at the local museum.

Seven miles away from Utah Beach is Sainte-Mere-Eglise. The Airborne Museum there contains one of the best existing collections of airborne artifacts from the invasion, including a WACO glider and a C-47 transport. Sainte-Mère-Église is where, shortly after midnight on June 6, paratroopers began falling into the town as local inhabitants were putting out a house fire under the watch of the German garrison. The hapless paratroopers quickly became some of the first casualties of the invasion.

Monuments abound at Normandy. This one (left) is dedicated to the engineers who cleared the way at Utah Beach on D-Day. The monument to the Rangers who landed at Pointe-du-Hoc (below) is built atop a German observation post for the gun batteries overlooking the beach.

In the film "The Longest Day," actor Red Buttons immortalized Private John Steele and the church of Sainte-Mère-Église by landing, as Steele did, on the roof of the church where his parachute became entangled on the church steeple. Bullet marks are still visible on the stonework of the church and many houses around the square.

Curiously, the surrounding countryside in the Omaha beachhead areas is much as it was on D-Day. France and the world have changed, but Normandy still resides quietly in the shadows. Had it not been for World War II, Normandy would still find most of its fame in Camembert cheese and apple brandy, commonly called Calvados from the name of the region producing it.

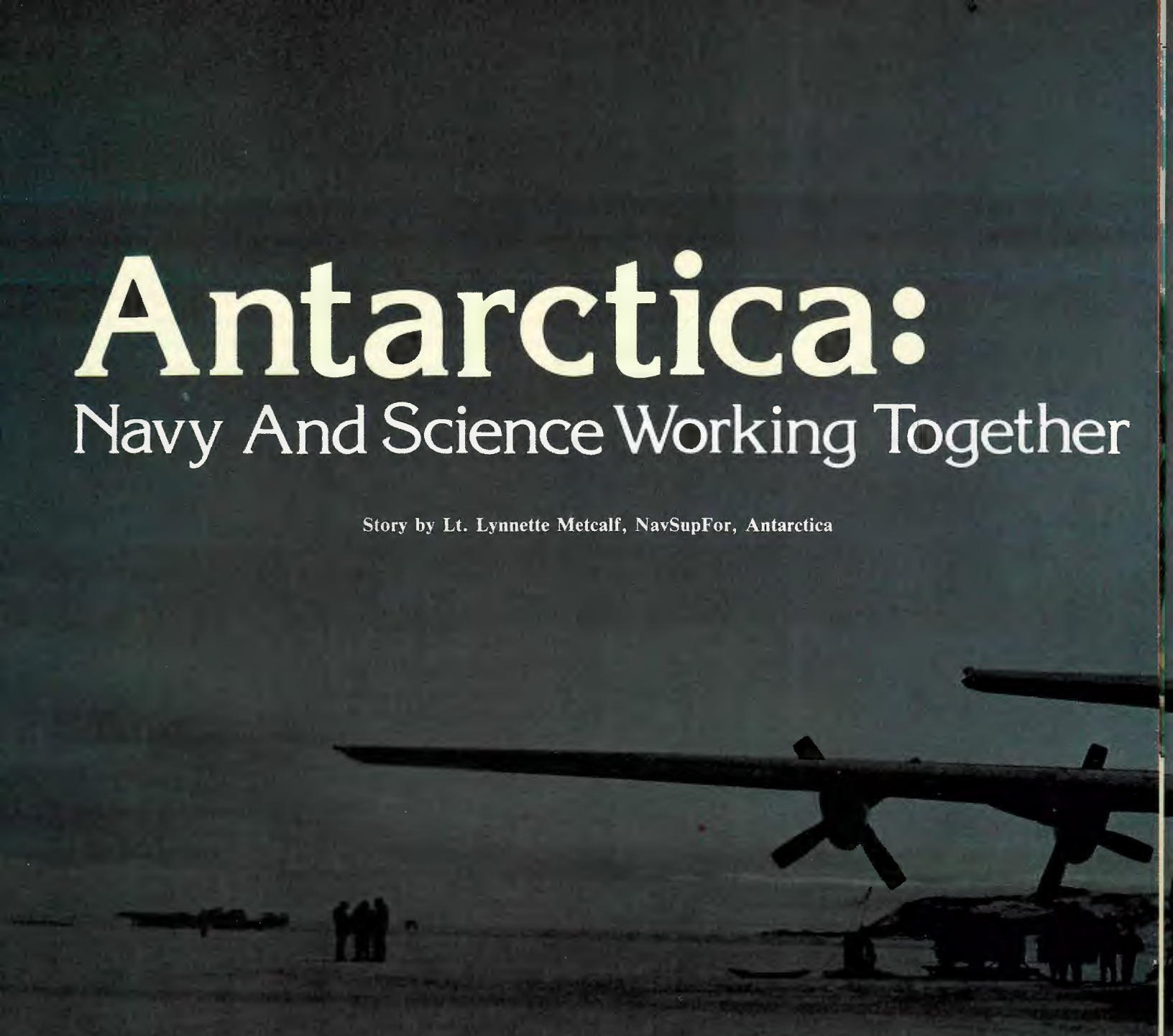
The Normandy invasion was a momentous event. It still consumes the imagination of historian and layman alike. It was as subject to the quirks of nature as any other enterprise testing the skill of man against the awesome power of nature. The invasion was almost called off because of bad weather and, shortly after the D-Day landings, an entire artificial port was nearly destroyed by a freak storm in the English Channel. It almost upset the timetable for the campaign by disrupting the flow of material for the battles behind the beaches.

The land has healed from the wounds of war and has hidden the scars of the invasion from the untrained eye. Only the monuments foster a remembrance of the great allied victory brought about by the concerted, combined alliance of strategies, forces and ideals. In the truest sense, the operation known as D-Day was the finest example of allied cooperation and the resolve of the allied powers to carry the war to Hitler's front doorstep. Less than a year after D-Day, the war in Europe was over.

The memories remain, however, and thousands of veterans from all sides will return to Normandy this anniversary year. They will be joined by the heads of state of the allied powers for ceremonies marking the 40th anniversary of the day that Hitler's Fortress Europe was breached. □

Antarctica:
Navy And Science Working Together

Story by Lt. Lynnette Metcalf, NavSupFor, Antarctica



Captain Robert Falcon Scott, beaten to the South Pole by a month by Roald Amundsen, painfully penned these last words in his diary just before his death in 1912, "Great God! This is an awful place . . .!" Trapped in a blizzard and dying of exposure, Scott, recognizing the irony of his position, vented his frustration. The very continent he had come to conquer had conquered him.

Antarctica is a land of extremes. Sci-

entists have recorded temperatures in excess of minus 128 degrees Fahrenheit. Coastal winds have exceeded 200 miles per hour—sustained.

On Antarctica, 95 percent of the world's fresh water is frozen into ice more than 2½ miles thick. Scientists say if the ice melted, the Earth's mean sea level would rise nearly 200 feet.

Yet, Antarctica is a desert. Precipitation at the South Pole averages less than one inch annually, leaving the continent drier than tropical deserts. There are no trees or grass—only ice and nature's awesome creations of volcanic rock towering thousands of feet into the world's cleanest air.

The Antarctic's reluctance to divulge its secrets is well-documented. Exploration there is a perilous journey into the unknown—it involves personal risk with sometimes fatal consequences.

In spite of the inhospitable conditions, however, scientists from all over the world descend on Antarctica during the austral summer (October to February). They study the continent's food chains, its biological, geological and astrophysical wonders, and break seemingly impossible scientific barriers for the betterment of animals and humankind.

The U.S. Navy makes it all possible. The Naval Support Force Antarctica, Task Force 199—also known as Operation Deep

Freeze—has the sole purpose of providing logistic support to scientists working in the Antarctic.

September heralds the beginning of the austral summer. For five months the continent is bathed in constant sunlight. Major science projects must be completed during this time or be deferred to the next season. With this time constraint, the task force's mission is clear—deploy to McMurdo Station as rapidly and efficiently as possible to permit maximum scientific research time. By October, science programs are well under way.

McMurdo Station maintains a summer population averaging 800, peaking as high as 1,200. Ten times larger than any other U.S. station on the continent, McMurdo boasts the largest permanent building in the Antarctic. Built by Seabee Unit 206 in 1969, the two-story structure berths more than 200 people and contains the dining facility, radio and television station, ship's store, laundry, linen exchange and consolidated store.

As the season gets under way, three other stations—Siple, Palmer and South Pole—are awakened from their winter isolation with the arrival of the summer crews. The resupply of these stations adds enormously to the overall logistic operation handled by the task force. While ships resupply Palmer Station on the Antarctic Peninsula, LC-130 *Hercules* ski-equipped aircraft provide fuel, supplies and mail to the other stations. To supply Siple Station, a fueling stop is required at Byrd Surface Camp, which is annually dug out solely for this purpose.

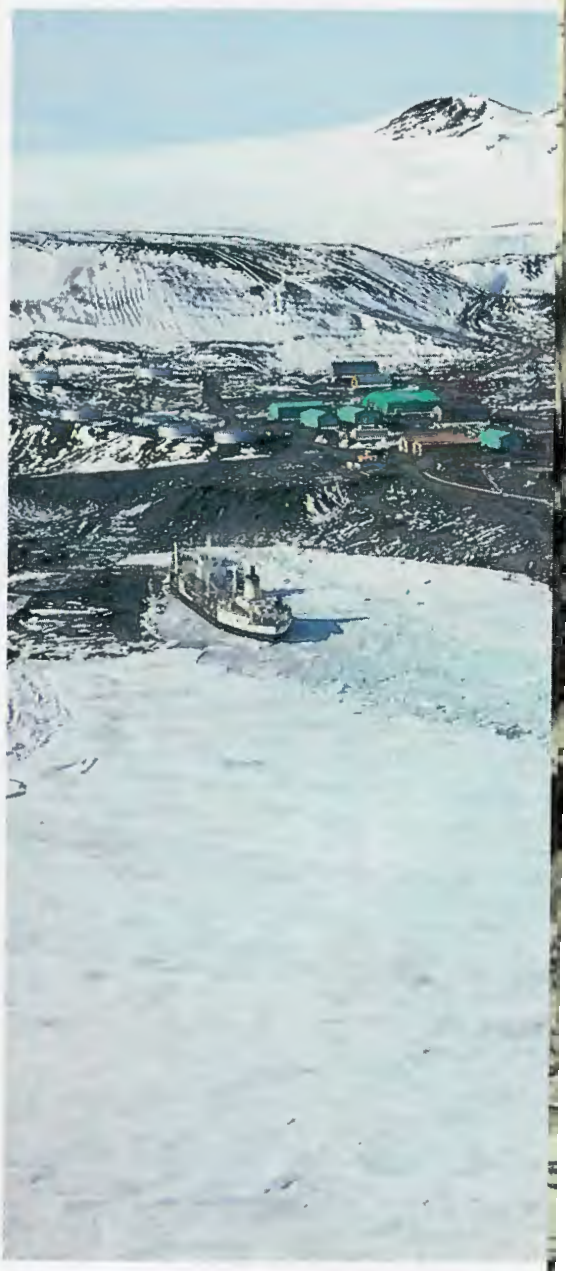
In 1982, nearly 500 missions and 6.5 million pounds of cargo were flown in for science and logistic support. Additionally, the helicopter wing of VXE-6 flew nearly 800 missions in support of science and photomapping.

Since the austral summer is short and support requirements are enormous, work days are long and fast-paced. At the end of the day, sailors, National Science Foundation staff and grantees, and Antarctica Services Inc. contractors converge on the McMurdo dining facility. The chow hall is the main social gathering center, and mealtimes highlight the day with dinners and pastries to tempt even the pickiest eaters.

"Our goal is to provide a menu that is both nutritious and acceptable to the crew,"

Right: Working in severe elements tests even the hardiest people. Photo by PH2 Larry Vaughn. Far right: A pair of Adelie penguins. Photo by PH1 Michael Mullen. Below: A Coast Guard icebreaker clears a channel into McMurdo Sound. Photo by PH1 Mullen.

Right: McMurdo station's air traffic control tower can be towed and repositioned as needed for maximum safety and visibility. Below: A dog sled team from New Zealand-operated Scott Base hauls scientists and administrators to McMurdo station for mail and supplies.



noted Chief Mess Management Specialist Billy Collum. "Freshies, that is, fresh eggs, fruits, vegetables, and the like, are essential in food preparation. When the freshies run out, we—the kitchen staff—can feel the drop in morale. The pipeline from Christchurch to McMurdo is crucial. A few minutes too long in the cold and we've lost a pallet of fruit or vegetables to freezing. Terminal operations cargo handlers do an outstanding job in delivering freshies on time and undamaged."

Because of the climate, conditions are hazardous, and the dry environment often causes respiratory illnesses. A minor accident can have major consequences. Wounds take longer to heal because of decreased circulation and suppressed immunity levels.

"People exposed to wind and subzero temperatures can develop frostbite in less than one minute," Hospital Corpsman First Class Alex Guerrero said. "Depending on the severity of the injury, the healing process can take as little as a week under medical supervision. Severe injuries can cause the loss of a hand or foot as a result of gangrene. We monitor very closely for frostbite."

Health and physical stamina are critical to the success of the support program. For that reason, stringent medical and dental screening is required for everyone reporting to the task force. Individuals with chronic illnesses, illnesses requiring repeated specialized treatments, or physical handicaps cannot be considered. Medical and dental facilities in Antarctica are limited and cannot handle extreme or exotic medical problems.

"In the past," said Lieutenant Larry Lentini, VXE-6 dental officer, "we have had major emergencies over abscesses and gum and wisdom teeth infections. These problems have resulted in stringent policies. Dental patients must be in class I or II condition or they are NPQ—not physically qualified for deployment. We take these preventative measures so that we have as few emergencies as possible while deployed. We're not set up for compli-

Another Season Premiere

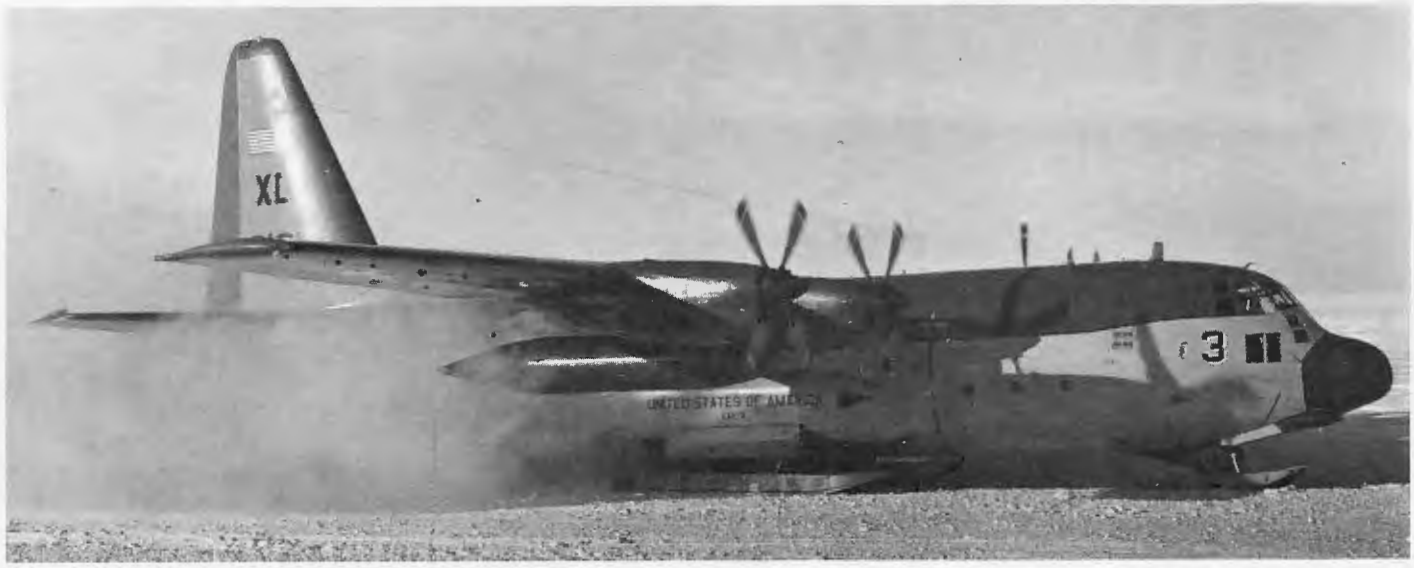
Antarctic Development Squadron Six (VXE-6), air arm of Operation Deep Freeze, got a warm welcome upon touchdown of the past season's opening flight. Although the temperature was frigid, the McMurdo Station manager wore a short-sleeved Hawaiian shirt to meet the plane.

"One year, the man who taxied us in was wearing a tuxedo and a top hat," said VXE-6 commanding officer Commander Jim Radigan.

This time, the crew of the LC-130 *Hercules* was greeted by a group of enthusiastic people who had been isolated there since the February before. "You'll never feel more welcome anywhere else in the world than when you step off a plane into the arms of folks who have been cut off from civilization for eight months," said Deep Freeze Commander, Captain Brian Shoemaker.

The weather, however, refused all common courtesy. The thermometer hovered at 68 degrees below zero, Fahrenheit. Because of the extreme cold, the *Hercules*' engines could not be turned off. In the cold and the two-mile-high elevation, the running engine formed contrails—condensation of water droplets in the aircraft's exhaust—which developed a dense fog inside and outside the plane. "The ice fog made it unsafe to on load cargo, so we were able only to load and unload passengers," Radigan said.

With the inauguration of a new season of operations, VXE-6 began flying fuel, supplies, scientists and support people along the 835-mile route from McMurdo to the Pole. Flying some 540 hours each season, the squadron supplies the South Pole Station with specially designed fuel for cold climates for use as a main source of power throughout the winter.



cated life-preserving surgery. The best we can do is keep the patient stabilized while operations sets up a medevac to Christchurch."

Pastimes while "on the ice" are as varied and as interesting as the people. Many pursue college credits through the Los Angeles Community College. Others immerse themselves in hobbies, writing books and reading. Television, movies and radio are available to all.

Aerobics exercise classes fill the camp gymnasium to capacity three times a week. Basketball and volleyball tournaments abound. Card or adventuring games, pool or shuffleboard tournaments, and dart games also are popular. Parties—from toga or costume to chili cook-offs, barbecues, and impromptu gatherings—are all ably supported by special services and the consolidated mess.

Computer buffs hand carry their equipment through the 9,000-mile air trek to McMurdo. Some program or use word processing, others develop gaming skills, and yet others develop new computer hardware and software. At last count, at least 10 personal computers were providing hours of leisure-time enjoyment.

Those looking for high adventure are offered the chance to attend McMurdo's Antarctic Survival School, a three-day ordeal that challenges even the hardiest of explorers. "It was a true adventure," Guerrero recalled. "One morning, in the 20 minutes it took to get our clothes and equipment organized, one of the guys got 'frostnipped'."

Many Navy people visit the Erebus Ice Caves, located on Ross Island 10 miles from McMurdo on the Erebus Ice Tongue. The crystalline caverns offer a display that turns anyone into a first-rate photographer and on to a great time. The caves are a "must-see" on the McMurdo list.

A special treat is a dinner invitation to New Zealand's Scott Base, a science station five miles away. New Zealand's cuisine and culture, not to mention a visit with their dog sled team, is an opportunity not to be missed.

By far the most popular activity on the southernmost continent is a space-A trip to South Pole Station where Navy people literally walk around the world in a minute—if you take it leisurely. A barber's pole with a reflecting sphere atop marks the spot of the exact geographic south pole. Every year it is moved according to mathematical calculations to compensate for the movement of the continent's shifting ice cap.

Old Navy customs aren't forgotten, and during the most recent deployment the chief petty officers initiated the command's first female chief, Chief Air Traffic Controller Dianne Feltham-Kidwell. Her initiation was laced with old Antarctic explorer traditions from which she jokingly said she hopes to recover.

Since 1946, the Navy has been awarding Antarctic Service medals in recognition of the difficult and dangerous working conditions faced by Navy people on this bitter continent. Now, and in the future, the Naval Support Force, Antarctica, and the organizations that make up Task Force 199 will continue to provide the finest and safest scientific support "on the ice" at the bottom of the world.

AG3 Robert Drake records weather observations for weather forecasting and air crew briefings. Photo by PH2 Larry Vaughn.

Science On The Ice

Antarctic research spans the entire range of scientific interest: medical to mineral, astrophysical to zoological. The long hours and fast pace of operations are not without compensation. The knowledge that what is discovered today may have significant impact on the future of humankind makes it a task well undertaken.

Last season, research on the underwater behavior of seals shed new light on an area of human tragedy. The reflexes seals use when diving underwater for food, wherein the metabolism rate slows dramatically, are being studied in connection with the as yet unexplained infant malady called crib death.

Scientists are trying to determine how seals can dive 1,500 feet or more—at times with fetuses—remain 20 minutes or longer, and surface with no damage to mother or fetus. Once revealed, the answer may lead to the prevention of crib death.

Other researchers are studying the unique "antifreeze" fish, known by laymen as Antarctic cod, which survives in the subfreezing temperatures of the oceans surrounding the white continent.

There also is intensified research on recently uncovered meteorites.

Additionally, as a result of continuing studies at the South Pole Station, scientific excitement is increasing in bacterial, viral and communicable disease research communities over the prevention of and possible cures for the common cold.

As long as Antarctica, the only continent relatively untouched by man, remains ecologically pure, the validity of the studies being conducted there will continue to add invaluable information to scientific world knowledge.

The Navy and Antarctica

The Navy was selected over the other armed services to provide support for Antarctic research because of its well-documented record of polar experience, dating back as early as 1839. An expedition led by Lieutenant Charles Wilkes helped to establish the existence of Antarctica as a continent.

Ninety years later, Rear Admiral Richard E. Byrd awed the world with his historic 1929 flight over the South Pole. He further enriched the world's knowledge of the ice-covered continent by directing four succeeding Antarctic expeditions.

Upon designating the Navy as the primary logistic support force, the secretary of defense authorized the service to request assistance from the Army, Air Force and Coast Guard. Today, an Army cadre provides cargo movement and delivery support, the Coast Guard supplies icebreakers, Military Sealift Command aids with cargo ships, and Air Force Military Airlift Command C-141s operate as part of Task Force 199 during the summer season.

The Royal New Zealand Army and Air Force provide additional support and cooperation. The New Zealand crews integrate with the Americans and work side by side in an international spirit of good will. By special arrangement, the Royal Australian Air Force has often participated in logistic movement of people and cargo.

Byrd's vision ". . . that Antarctica, in its symbolic robe of white, will shine forth as a continent of peace with nations working together there in the cause of science, setting an example of international cooperation . . ." fired the imagination of the world. South polar exploration had multiplied by the time of Admiral Byrd's death in 1957.

The International Geophysical Year of 1957-58 was proclaimed partly in recognition of the enormous scientific potential witnessed by earlier expeditions to Antarctica. During that period, scientists from 12 nations engaged in peaceful scientific research of the continent.

The Antarctic program of the IGY was so successful that scientists and their sponsoring governments wanted to make the arrangement permanent. The result was the ratification and enactment of the Antarctic Treaty of 1961. Participating governments agreed that Antarctica should be used for peaceful purposes only.

The treaty has fostered a spirit of international harmony and good will in which all nations cooperate in scientific and logistic support. Russian scientists winter-over at America's South Pole Station and scientists from the People's Republic of China study glaciology at Australian stations.

In February and March of 1983 USCG *Polar Star* (WAGB 10) visited 22 stations around the coast of the continent as part of reciprocal inspections authorized by the treaty (See "A Long, Lonely Cruise," October 1983 *All Hands*). At all stations, the crew and scientists aboard *Polar Star* were well-received. Admiral Byrd's legacy of "a continent of peace" has reached fruition.

Rescuers Are Ready

A search and rescue mission into Antarctica's rugged terrain and unforgiving climate requires special training and dedication. If an aircraft is forced down on the frozen continent, or if a scientific field party encounters danger, Antarctic Development Squadron Six is prepared.

PRCM John H. Blankenship

VXE-6 continually trains a 17-member team in first aid, CPR, cold-weather survival, ice/snow/mountain rescue methods, mountain climbing and parachuting.

"Our primary mission is survival and rescue," said Master Chief Aircrew Survival Equipmentman John Blankenship, the team's master parachutist. "Parachuting into an accident scene is a last resort to accomplish a rescue."

To cover that one chance, all members are initially jump qualified and must maintain their proficiency annually, both in the United States and in the Antarctic. Currently, members of VXE-6's pararescue team are the only people on the continent staging regular parachute jumps on the ice.

Working with the New Zealand Mountaineers Survival Team, VXE-6 pararescuers also provide a one-day polar survival course for squadron air crew and ground personnel.

Members of the team are volunteers, committed to Operation Deep Freeze for the entire season. Commander Jim Radigan, commanding officer, said, "I hope that I never have to use them in a survival situation, but, if one should arise, I know that we couldn't be in more capable hands."

Home From A World Cruise

Story by JO1 Glenn H. Jochum, Seventh Flt PA Rep, Subic Bay

The Navy's newest nuclear-powered aircraft carrier USS *Carl Vinson* (CVN 70) recently sailed beneath San Francisco's Golden Gate Bridge to its new home port of Alameda, Calif., completing an eight-month, 40,000-mile round-the-world cruise.

When *Vinson* set sail from Norfolk, Va., the Alameda-based, conventionally powered carrier USS *Coral Sea* (CV 43) began a similar voyage in a coast swap for the mighty ships.

According to *Vinson*'s commanding officer, Captain Thomas A. Mercer, the ship took a roundabout route. It followed a course to "demonstrate support for our allies and treaty commitments and to show a presence for peace," he said.

When the cruise began, many sailors held romantic notions of what a "world cruise" meant. The old-timers knew that it meant a greater variety of ports, more protocol and certainly a longer-than-average deployment. Mercer recognized the crew's sacrifice. "I think most people underestimate the potential of the sailor who works 14-16 hours a day as a matter of course and even longer during exercises. . .who will go all out for a command that appreciates him and how arduous things can get at times," he said.

The first port call was the principality of Monaco. In addition to its scenic harbor and friendly people, Monaco afforded easy access to Nice, Cannes, Paris and the Swiss Alps, all part of a tour package arranged by the USO. Lucky nights at the casinos and visits to perfume factories highlighted the visit.

In the next two ports, Casablanca, Morocco, and Abidjan, Ivory Coast, the sailors ran into language and cultural barriers. One crew member commented, "Rick's Cafe can only be found in Universal Studios, Hollywood, California." He was referring to the haunt that Humphrey Bogart made famous in the movie "Casablanca."

A long at-sea period followed. The days blurred together uneventfully for 64 days until the coast of Southern Australia appeared like a lush desert oasis. Having been away from an English-speaking country for four months, the crew treated liberty in Perth like a joyous reunion with an old friend.

The highlight of the deployment, however, seemed to be the Republic of the Philippines. "I've been to Guam, San Diego, Norfolk, Hawaii and Pensacola, and I'd have to say Subic Bay is the best," said one *Vinson* petty officer.

But after 10 days' liberty, most of the crew expressed relief to be ocean-bound again. "It was nice to get out to sea just to rest," seemed to be the consensus.

The port calls that followed came in rapid succession. There was Hong Kong, followed by Sasebo, Japan, and Pusan, South Korea. Civilian and military guests and international press members flocked aboard the ship at every port. They took what Mercer refers to as the "standing hour-and-a-half tour which provides a firsthand look at the ship's full mix of modern electronics and air wing weapons systems."

Finally, the carrier reached Alameda, new to many crew members, familiar to others. Local sailors range from Petty Officer First Class Milt Harris, who moved his family from the East Coast to Alameda when he was on USS *San Jose* (AFS 7), which has since moved to Guam, to Petty Officer Second Class Steve Vanucci, of Fremont, who was aboard USS *Iwo Jima* (LPH 2) when he swapped duty with a sailor who was East Coast bound.

Said Vanucci, "I think the area can easily handle us. They've had the *Coral Sea* for 30 years and the *Enterprise* for 20."

Harris, an Alameda native, said, "The city is pro-Navy, especially pro-carrier. I feel sure that *Vinson* will be an instant and lasting celebrity." □

USS Carl Vinson *(CVN 70) off the coast of Monaco during the carrier's port visit. Photo by PH3 Chuck Bennett, USS* Coral Sea *(CV 43).*

Sweet Rolls And Smiles

Story by JO2 Howard Samuelson,
Photos by PH1 Lon E. Lauber, Navy PA Center, San Diego

The polished stainless steel galley aboard a 3,000-ton Navy frigate is a far cry from mom's kitchen.

But with pots the size of oil drums and paddles that could double as oars, the Navy still tries to bring home-style cooking to its sailors—about 100 gallons at a time.

Aboard the guided missile frigate USS *Schofield* (FFG 3), Mess Management Specialist First Class Rodney "Bud" Steinruck makes sure his kitchen maintains its reputation as a good feeder.

"I tell my cooks to take pride in what they're serving or else don't put it out," says Steinruck, who has been in the business of feeding sailors for more than 10 years. "If my cooks aren't satisfied with it, they can't expect the crew to be."

During those years, Steinruck has rolled out of the sack morning after morning, long before the crack of dawn, to help prepare breakfast for the crew. Roosters aren't even awake when his cooks fire up a griddle about the size of your dining room table.

Every day aboard *Schofield*, cooks fry 30 pounds of bacon, 25 pounds of sausage, almost 30 gallons of scrambled eggs and upwards of 60 dozen eggs to order, depending on the appetite of the crew. To wash it down, the sailors drink hundreds of gallons of milk, juice and coffee.

When *Schofield* goes to sea, Steinruck assumes the role of night baker, preparing breads and pastries for the next day.

"At sea, I wait for the galley to secure after dinner, then I go in and bake all night," Steinruck said. He measures his success by the quality of his efforts.

He translates it into numbers.

"In port the crew goes through 30 to 45 pounds of store-bought bread per day.

MS1 Rodney Steinruck's baking expertise is demonstrated by the speed with which he kneads the dough (below) to the fascination displayed by a passing—and hungry—shipmate (right). At bottom right, Steinruck's rolls pass the true test: The discerning palate and sweet tooth of a shipmate.

At sea I bake 120 pounds of bread a night, and it's usually gone before dinner the next day. I know the bread I bake is good. I make it fresh."

That freshness sometimes gives him trouble keeping tabs on his pastries—especially when some of the sailors slip into the bakery for a midnight snack. "It happens all the time. Usually I yell at them, but I let them get away with a sweet roll.

"My three years as an engineer have helped me as a cook," he said, recalling when he joined the Navy in 1969 as a boiler technician. "I'm feeding the same type of guy I used to be. I know what it's like to work in engineering and what kind of an appetite they can work up down there. I understand what they want.

"So I put a little extra effort into what I prepare."

A menu selection board, with representatives from each division aboard ship, helps him determine the menu. "It's a young crew and a lot of them like fast foods—cheeseburgers and fries.

"Sliders (hamburgers) are the favorite."

Other favorites, according to Steinruck, are seafood and steak. "About twice a month, or for a special occasion like the ship's birthday, we'll prepare a surf-and-turf meal for the crew. They appreciate that.

"We also have ethnic nights, and we invite crewmen from different cultural backgrounds to come in and show us how to make their favorites. That's a lot better than buying it frozen."

According to Lieutenant Hart Odom, *Schofield*'s food services officer, there is a simple reason for the crew's heightened interest in mealtime.

"There isn't a whole lot more to look forward to when you're at sea except a good meal," Odom said. "The quality of our meals directly affects the mission capability of the ship."

Steinruck quickly admits that a favorite morale booster is his daily fare of sweet rolls and pastry which has brought more than its share of rewards.

"Late one night I couldn't find my paint brush to grease my baking pans, so I made a deal with a boatswain's mate. I offered him sweet rolls if he could get a fresh brush. Someone must have seen him come in with the brush and leave with the rolls. A few minutes later there were about seven guys lined up outside the door with paint brushes."

Steinruck didn't need any more brushes, but each sailor left with a smile—and a sweet roll. □

Bearings

Voting: An Essential Duty

Each year, we elect more than 500,000 public officials to serve in local, state and federal positions. These officials derive their authority from us—the voters who elected them. The responsibility to elect those we feel are best for the jobs did not end when we entered the military. As George Washington said, "When we assumed the Soldier, we did not lay aside the Citizen."

For military people, exercising your fundamental right to vote can be done easily by using an absentee ballot. The best way to get an absentee ballot is to use the Voting Assistance Guide and Federal Post Card Application. Your command voting assistance officer will have a copy of the guide and will provide you with an application and help you fill it in. A good rule to follow when submitting the Federal Post Card Application for voter registration and/or absentee ballot requests is to mail early enough to arrive at the appropriate state election official office no later than 30 days before the scheduled election, but no earlier than 60 days.

Exceptions to this rule are:

Colorado—no later than 32 days before;

New Mexico—no later than 52 days before;

North Dakota—no earlier than 40 days before;

Puerto Rico—no later than 70 days before.

For more information, see your command voting assistance officer or write: Navy Voting Action Officer, Naval Military Personnel Command, Code NMPC 12C, Washington, D.C. 20370.

Questions about voting?
Nationwide (except Virginia) call:
(800) 368-5056/Autovon 224-3248
In Virginia call:
(202) 694-3248/Autovon 224-3248

Running For The United Way

Thanks to sailors and Marines at Virginia Military Institute, the Lexington-Rockbridge County United Way is $3,741.75 richer.

The United Way contribution was money pledged to VMI Naval Reserve Officer Training Corps midshipmen and staff who staged a 10-mile run with donation pledges solicited for each mile completed. From parents and grandparents, aunts, uncles and friends, the donations poured in from California to Florida.

For one middie among the 146 who completed the 10-miler through the Rockbridge countryside, it was a special opportunity to repay United Way for aid he had received before entering VMI this year.

Midshipman The Lap Chau, a Vietnam refugee who now calls Roanoke, Va., his home, has not forgotten the support given by an American refugee organization when he and his family escaped from South Vietnam after the Communist takeover. His life in the United States was a new beginning for the pre-med major, and the benefit run for the United Way was a chance to repay, in a small measure, for food, medical attention and resettlement assistance he received through the American refugee organizations.

Although no prizes were awarded in the run, Midshipman John R. Urquhart of Jefferson, La., was the top money raiser in pledges collected by an individual—$361.70. Times were unofficial for the run; however, Midshipman Matthew F. Daniel of Richmond, Va., completed the 10 miles in 56 minutes and 56 seconds.

The Navy-Marine unit at VMI devoted a month in planning the October run in observance of the Navy and Marine Corps' 208th birthdays. The event was not only rewarding for the support the unit was able to provide United Way, but it also generated esprit de corps among the midshipmen and staff of the VMI NROTC unit at what is traditionally considered an Army school.

Happy Birthdays at Sea

Smooth as polished glass, a sphere of ice enclosed a colorful spray of flowers on a table in the center of the enlisted dining facility. A tray of hors d'oeuvres rested on one side of the ice sculpture. On the other side was a gift from the ship's bake shop: a large cake with "Happy Birthday: July, Aug, Sep" written in letters of icing across its top.

After hours of preparation, the crew's galley was presenting a special meal to the enlisted men on the Seventh Fleet flagship USS *Blue Ridge* (LCC 19) who had birthdays during July, August or September.

Although many Navy ships have traditionally provided something special for crew members on their birthdays, Master Chief Mess Management Specialist Stanley W. Sharpe, food division leading chief, believes this birthday meal program is unique.

"Some ships offer head-of-the-line privileges for the month, while others cook the guys special meals of their choice," he explained. "I took the idea from USS *Independence* (CV 62), where you were given a special meal on one day during your birthday month. We added the decorations, reserved seating and a cake, and invited everyone who had a birthday to attend."

MS1 Clinton A. Eastwood is serious about helping USS Blue Ridge *(LCC 19) sailors enjoy their birthdays.*

On *Blue Ridge*, the special meal includes filet mignon, lobster tail, crab legs, corn on the cob, baked potatoes and dinner rolls.

The ship normally tries to have a birthday meal every two months, schedule permitting, for E-6 and below men who have birthdays during the period.

"There are no written instructions that require us to do this," said Chief Mess Management Specialist Nicandro E. Estupin. "Our idea is to let people on the ship know we remember them on their birthdays. We put 100-percent effort into this project because we want the crew members to really enjoy themselves."

The crew never sees the planning, preparation and hard work that go into the birthday dinners. Even so, people in the food service division said crew members do thank them for the effort.

Photographer's Mate Airman John A. Warner, enjoying his second birthday meal on *Blue Ridge*, said, "It means a lot to know that the ship cares about things like birthdays."

By PH2 Philip M. Eggman
USS Blue Ridge *(LCC 19)*

Cars Attend Brumby's Picnic

Cars received as much attention as the food at a USS *Brumby* (FF 1044) picnic. "This is a picnic with a purpose," said one of the organizers. "It's to get the crew's cars in shape for winter and prevent car problems for the wives while we are at sea."

Dozens of cars—from shuddering old jalopies to the captain's vintage MG—received attention from *Brumby* mechanics.

Wives supplemented the picnic with numerous desserts and received basic instruction in dealing with common car problems.

Games and pony rides kept children amused during the instruction and maintenance periods. Local merchants contributed several gifts for a raffle.

One sailor, driving away in his reconditioned, winterized car, spoke for all when he said, "This was a super day."

Brumby *mechanics recondition and winterize the crew's cars during a recent picnic.*

Bearings

Chief Re-enlists Under Pressure

Although his body was subjected to a force of 392 pounds per square inch at the time, Chief Hull Technician (DV) John R. Hill insists that he was not "pressured into it" when he walked onto the ocean floor at a depth of 850 feet and re-enlisted.

HTC(DV) John R. Hill (center) gets together for a picture with other members of the USS Pigeon *(ASR 21) saturation dive team. Photo by PH2 Danny Lee, NTTC Pensacola, Fla.*

Hill, a member of the USS *Pigeon* (ASR 21) five-man saturation dive team, re-enlisted during a 16-day saturation dive conducted off the coast of Southern California. After exiting a personnel transfer capsule, Hill took the oath via an installed communication and monitor system.

One of the Navy's most advanced diving platforms afloat, USS *Pigeon* supports the Navy's deep submergence rescue vehicles and submarine rescue chambers. Features include the MK II MOD I Deep Dive System, designed to support six divers at depths of up to 850 feet. The system is equipped with two decompression chambers, four independent life support systems and two personnel transfer capsules.

Homeported in San Diego, *Pigeon* is also outfitted to support conventional diving up to depths of 300 feet.

Vehicles Purchased Overseas Must Meet U.S. Standards

American service people returning to the United States from West Germany with automobiles purchased abroad are finding these automobiles do not meet U.S. safety and emission standards.

German autos imported into the U.S. require limited modifications to meet Federal Highway Traffic Safety Administration regulations, but require substantial modification to meet Environmental Protection Agency emission standards.

While there are exemptions to emission standards for one-time purchases of foreign-manufactured autos more than five years old, military members should understand that in most cases automobiles purchased abroad do not comply with American regulations. Such automobiles must undergo costly modifications before they can clear U.S. Customs at ports of arrival.

Certain foreign manufacturers do sell new "export" models which comply with U.S. regulations and are ultimately intended for the U.S. market. Prospective buyers considering such vehicles should verify—with the manufacturer—compliance with U.S. regulations.

Federal safety standards questions should be directed to:

Director, Office of Vehicle Safety Compliance
Officer of Standards Enforcement
National Highway Traffic Safety Administration
U.S. Department of Transportation
2100 2nd Street, S.W.
Washington, D.C. 20590
phone (202) 426-1693

Direct emission control questions to:

Import Investigating Office
U.S. Environmental Protection Agency (EPA)
499 South Capitol Street, S.W.
Washington, D.C. 20460
phone (202) 382-7550

Modification of foreign manufactured and purchased autos to comply with U.S. safety and emission standards can be lengthy and costly. Caution should be exercised by anyone contemplating overseas purchase of a foreign manufactured automobile if desiring to bring it into the U.S.

USS Niagara Falls Changes Home Port

Photo by JO2 Russell Coons

The combat stores ship USS *Niagara Falls* (AFS 3) changed home ports from Alameda, Calif., to Apra Harbor, Guam, last September. Nearly 2,000 people waited on the rain-soaked pier for the ship to arrive.

The government of Guam hosted an island-style fiesta at scenic Ypao Beach on Tumon Bay honoring the ship. *Niagara Falls*' sister villages of Mongmong, Toto, and Maite took part in the traditional Chamorro fiesta.

The home port change eliminates more than 6,000 miles of ocean transit for the 489-man, 581-foot mobile logistic support ship when it deploys to the Seventh Fleet. The MLSF ship's mission is to replenish deployed units with everything from food to fuel, repair parts, cargo, fresh and frozen provisions, and mail and passenger deliveries. A detachment of two CH-46 *Sea Knight* helicopters is embarked aboard the ship for vertical replenishment operations.

The ship last deployed in March 1982 for 7½ months to the western Pacific and Indian oceans. Returning in November 1982, the "Friendly Falls" commenced a regular overhaul at Todd Shipyard, San Francisco, and then sailed to Guam.

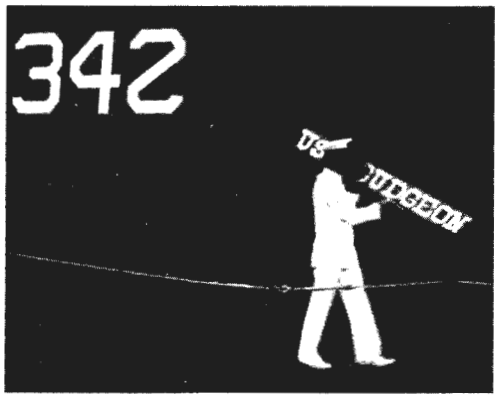
Under the direction of Captain Jack M. Bowers, *Niagara Falls* joins the USS *San Jose* (AFS 7) and the submarine tender USS *Proteus* (AS 19) on the isle where "America Begins Her Day."

Photo by PH1 Terrell Murrell.

Clad in colorful island wear, representatives from Guam's visitors bureau wave to the sailors aboard USS Niagara Falls *(AFS 3) pulling into port. The island women greeted each crew member with a seashell lei and kiss as he passed beneath the specially constructed and decorated arch.*

No Time For Mothballs

Story and photos by PH1 Bob Weissleder, FltAVComPac



You'd think that after 31 years in the United States Navy, even a ship should be able to retire. But the mothballs will have to wait for one daring whippersnapper—a second career with a new identity and a different navy will come first.

USS *Gudgeon* (SSAG 567), the last active-duty submarine of the diesel-attack "Tang" class, was decommissioned at San Diego's Point Loma Submarine Base on Sept. 30, 1983. It was transferred immediately to the Turkish Navy which renamed it TCG *Hizir Reis* (S 342). Turkey will use its new ship for defense requirements consistent with chapter six of the Armed Export Control Act.

Gudgeon, which became the first U.S. submarine to circumnavigate the globe during an eight-month, 25,000-mile cruise in 1957-58, had outlived its normal service life. But still too good for the scrap pile, the vessel was given to the Turkish government on a five-year no-cost lease agreement made possible by the Security Assistance Program.

Chief of Naval Operations Admiral James D. Watkins sent a message stating, "This transfer ceremony is symbolic of the ties between our two navies and our shared determination to protect the freedoms which we value so highly."

More than 300 people, including a group of World War II veterans from Los Angeles, attended the ceremonies. One veteran, Al Rupp, had served on the original *Gudgeon* (SS 211). America's first submarine to patrol the Japanese coast and the first U.S. submarine to score an enemy "kill," SS 211 sank more than 71,000 tons of enemy steel during its three-year career. Its battle record of 12 confirmed kills ranks 15th on the all-time battle honor roll. After stopping at Johnson Island on April 7, 1944, *Gudgeon* was reported missing during its 12th war patrol.

The second *Gudgeon* was commissioned Nov. 21, 1952. Although there was no submarine war in which to build a battle record, *Gudgeon* chalked up a fine duty record over its long years of service.

Gudgeon's last skipper, Commander G. Mike Wilson, read the decommissioning and transferring orders which erased USS *Gudgeon* from the U.S. arsenal and turned it over to its new commanding officer, Lieutenant Commander Sukru Bozoglu and the crew of *Hizir Reis*. As the U.S. Navy band played "Anchors Aweigh," the last watch team lowered and folded the American flag and crossed the brow. To the tune of the Turkish National Anthem, a Turkish watch team raised Turkey's colors and unveiled the sub's new hull numbers.

USS Gudgeon*'s (SSAG 567) commanding officer, Cmdr. G. Mike Wilson, reads the submarine's decommissioning and transferring orders before turning* Gudgeon *over to the Turkish Navy. The 31-year-old warship, given to Turkey on a five-year lease, was renamed TCG* Hizir Reis *(S 342).*

The Navy Steel Band

Story and photos by PH2 Jesus Diaz, FltAVComPac

It was 38 years ago that steel drum music was first heard in Trinidad. It was invented by the natives who fashioned homemade drums from pots, pans, paint cans and oil barrels left there by the U.S. Navy after World War II.

Today, the Navy's 13-member steel band, stationed in New Orleans, La., has refined steel drum music to an art. The band travels throughout the country, entertaining audiences with instruments made of 55-gallon steel drums obtained from a local steel plant. It is the only band of its kind in the U.S. military.

"If it hadn't been for the Navy leaving all the barrels down there in Trinidad, it probably never would have happened," said Chief Musician Rick Dupont, leader of the Navy Steel Band.

The steel band was formed in San Juan, Puerto Rico, in the 1950s after the late Rear Admiral Dan Gallery became interested in the island's "steel" sound and asked the local Navy band members to learn to play the drums. As their skill improved, they became popular in the islands and on the mainland. They now perform about 300 shows a year in 50 cities to an average annual audience of 250,000 people. Additionally, each year during the Mardi Gras festival in New Orleans, more than a million people hear the band play.

It was once thought that calypso was the only style of music that could be played on the steel drums, but the Navy Steel Band has developed a show with diversity that caters to a wide variety of tastes. Their shows include not only the traditional calypso but opera, country, Latin and pop as well.

"The only thing we haven't been able to do successfully is rock-and-roll," Dupont said.

The show is designed to build momentum with its varied style of music. Taking the audience through a series of peaks and valleys with tunes such as "Chariots of Fire" and "Star Wars," the band builds to a grand finale with "Rock Around the Clock" and the "William Tell Overture."

Since its primitive beginning in Trinidad, steel-drum making has become an art form. "It was poor man's music," Dupont said. "The natives experimented with the barrels and found that by indenting them, they could produce a note." Today, the Navy Steel Band makes its drums by stretching the flat bottom of a barrel with repeated blows from a very smooth sledgehammer, forming a bowl-shaped surface about 6 to 7 inches deep. Then, certain areas are marked off and formed into individual notes by ball peen hammers and temper heating the metal. Six barrels are required to produce a full musical scale of bass notes, while only one barrel, or pong, is required for the high notes.

Although some people look at the band as an easy way to serve in the Navy, members of the band see it differently. "It's a lot of fun, and I wouldn't trade it for anything else in the world, but it's not easy," Dupont said. "You have to consider the long rehearsals, preparations and travel."

"We're out promoting the Navy," Musician Second Class Ted Beverage said. "People see us and think of the Navy. It helps Navy recruiting."

Performing for such diversified crowds and communities can sometimes be a challenge. "You can't please everyone," Beverage said, "but we do a good job of pleasing almost everyone." □

The Navy Steel Band performs at Coronado Park, Coronado, Calif., before an appreciative audience, including 5-year-old Carrie Chalker who keeps time to the rhythm of the drums.

The Flexible Frigate

Story by P.M. Callaghan

Within a few years, the U.S. Navy should have at its operational disposal at least 50 *Oliver Hazard Perry*-class guided missile frigates—the largest class of escort vessel built since World War II. First authorized for construction in fiscal year 1973, the first *Perry*s came down the ways almost in the wakes of the *Knox*-class frigates (the last of whose 46 hulls went into service in 1974).

Originally designated as a "Patrol Frigate," USS *Oliver Hazard Perry* (FFG 7) would have been the "PF 109" (a numerical descendant of the World War II-era *Tacoma* class of patrol frigates). But the class' designation was changed to FFG—Guided Missile Frigate—which fell more in line with the vessel guidelines of other NATO navies. After all, *Perry* wasn't designed for just coastal patrol duties but for open ocean escort of convoys, underway replenishment groups and amphibious assault forces. The hull's displacement is comparable to that of the Soviet's *Krivak*-class destroyer, and the ship's armament is typical of that found in other ocean escort classes.

The mission of the FFG 7 class is to provide self-defense and effectively supplement planned and existing escorts in the protection of underway replenishment groups, amphibious forces, and military shipping against subsurface, air and surface threats.

These ships are more flexible than their *Knox*-class cousins because they can fire both surface-to-air and surface-to-surface missiles. The FFG 7 class is equipped with a single-arm, MK-13 missile launcher that can fire either a *Standard* or *Harpoon* missile, depending upon mission requirements and the mix of enemy forces.

In addition, each *Perry*-class ship has a MK-75 76mm dual purpose gun, with a rate of fire of 90 rounds per minute. This gun can be employed against surface and air targets. This gun is being supplemented by the *Vulcan-Phalanx* close-in weapon system currently being backfitted into earlier ships of the class and installed during the building period in those ships still under construction.

The *Perry* class is experiencing quite a bit of updating. Preplanned product improvements include fin stabilizers, LAMPS MK III including RAST (recovery assistance, securing and traversing system), TACTAS (tactical towed array sonar system) and Link II, as well as the *Vulcan-Phalanx* system. These improvements are being installed as they become available.

Fin stabilization, widely used in the design of Royal Navy escorts, will drastically reduce the roll of these frigates in high seas. This effect, along with the use of RAST (developed by Canada), will improve the platform's suitability for helicopter operations. These operations are especially important for the *Perry* class

Opposite page: USS Oliver Hazard Perry *(FFG 7). Left: USS* Fahrion *(FFG 22). Below: USS* Doyle *(FFG 39) when it was being prepared for launching in 1982.*

because the LAMPS MK III SH-60B *Seahawk,* or the LAMPS MK I SH-2 *Seasprite,* provide the ships with a stand-off capability against enemy submarines and an over-the-horizon targeting capability against surface ships. TACTAS will improve the class' submarine detection abilities, and *Vulcan-Phalanx* will increase the ships' chance of survival in a high-threat air environment.

To accomplish their mission and at the same time to remain cost effective, FFGs were constructed using innovative design concepts. These concepts include modular construction techniques and the utilization of labor-saving devices to keep crew size to a minimum. Improvements of habitability, lounge areas, berthing and mess facilities also have been incorporated in these ships.

With only one of its two LM-2500 gas turbines on the line, a *Perry*-class frigate can still make a respectable 25 knots. Each ship has a "take home" auxiliary propulsion system that can be used to return to port in the event of casualties to the main propulsion plant.

Other navies have shown an interest in the *Perry*-class design; four ships are being built for the Royal Australian Navy. (These ships are being built with USN ships by Todd Shipyards in Seattle. Other ships of the *Perry* class are being built by Bath Iron Works in Maine and Todd shipyards in Los Angeles.)

Perry-class frigates will be our fleet's most numerous class of ocean escorts and will be a familiar sight in battle groups, convoys, amphibious forces, and underway replenishment groups in the immediate decades to come. These ships have a lot going for them as they fulfill a variety of missions. □

Mail Buoy

Don't Forget SES Program

The article "Ships with Wings" (March 1984) gave a very good overview on the history of the hydrofoil program; however, some readers may have misinterpreted the short paragraph about two other important ongoing development efforts.

The U.S. Navy's air cushion vehicle program is about to enter the operational fleet with the LCAC. Furthermore, the Surface Effect Ship (SES) program has not received as much fleet attention as it did in the early '70s; however, the Navy is still actively involved in this area. SES-200, the Navy's only open ocean SES, recently completed an extensive operational evaluation, with very positive results. SES-200 holds the world's endurance record for alternative hull forms (which included hydrofoils), a 1,662 nautical mile non-stop, non-replenished transit from New Orleans, La., to Patuxent River, Md.—Lt. A.W. Le Boeuf, NATC, NAS Patuxent River, Md.

• *We are grateful that many of our readers take time to write and provide additional information which we then can share with all of our readers.*—ED.

Reunions

• **Salisbury Sound Association**—Reunion July 6-8, 1984, Pensacola, Fla. Contact Don Wade, 560 Campbell Hill, Marietta, Ga. 30060; telephone (404) 422-7369.

• **DesRon 23, "Little Beavers" squadron (World War II)**—Reunion July 1984, Clifton, N.J. Contact C.D. Lail, 159 9th St., Colonial Beach, Va. 22443; telephone (804) 224-7643.

• **USS Thomas (DE 102)**—Second reunion July 27-28, 1984, Philadelphia. Contact Eugene Essex, 410 W. Ash St., Zionsville, Ind. 46077; telephone (317) 873-2489.

• **USS Belle Grove (LSD 2)**—Reunion July 20-21, 1984, St. Louis. Contact Joe W. Bledsoe, 194 Pinegrove Dr., Bellbrook, Ohio 45305; telephone (513) 848-2855.

• **Tin Can Sailors**—Reunion July 12-16, 1984, Chicago. Contact Edward J. Ward, XO, Tin Can Sailors, Battleship Cove, Fall River, Mass. 02721.

• **USS Peterson (DE 152)**—Reunion July 13-15, 1984, Indianapolis. Contact Russell A. Jensen, 1324 Stanley Road, Plainfield, Ind. 46168; telephone (317) 839-2809.

• **USS Knapp (DD 653)**—Reunion July 5-7, 1984, Charleston, S.C. Contact James A. Williams Jr., 141 E. Hampton St., Camden, S.C. 29020; telephone (803) 432-4013.

• **USS Pennsylvania**—Reunion July 1984. Interested crew members, contact Leon and Sue Cooper, USS Pennsylvania Reunion Committee, 10905 Old Harbor Road, Fort Smith, Ark. 72903; telephone (501) 452-6958.

• **USS Eberle (DD 430)**—Reunion July 20-22, 1984, Asheville, N.C. Contact Robert M. McKenzie, 309 Catawba Ave., Newfield, N.J. 08344; telephone (609) 697-1587.

• **USS Twining (DD 540)**—Reunion July 26-29, 1984, Milwaukee. Contact Bruno Campagnari, Road #3 Dugan Road, Olean, N.Y. 14760; telephone (716) 372-1780.

• **USS McNair (DD 679)**—Reunion July 7-8, 1984, Hot Springs, Ariz. Contact Gene Mulbarger, 8118 Cheswick Dr., Indianapolis, Ind. 46219.

• **USS LST 582**—Reunion July 12-15, 1984, Evansville, Ind. Contact Ed Novak, 2904 Hiss Ave., Baltimore, Md. 21234; telephone (301) 665-5953.

• **Defense Information School**—20th anniversary in July 1984. Interested graduates should contact Office of Public Affairs, Defense Information School, Fort Benjamin Harrison, Indianapolis, Ind. 46216.

• **115th Naval Construction Battalion Veterans**—15th annual reunion July 26-29, 1984, Williamsport, Pa. 17701. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

• **USS Brewton (FF 1086)**—Second reunion July 7-8, 1984, Memphis, Tenn. Contact GMCS Jack Fogel, 6263 Rockledge Dr., Bartlett, Tenn. 38134; telephone (901) 377-8518.

• **USS Melvin (DD 680 and DD 385)**—Reunion July 19-22, 1984, New London, Conn. Contact Henry Rosypal, 316 E. Vine St., Millville, N.J. 08332; telephone (609) 825-0280.

• **USS Leary (DD 158)**—Reunion July 12-16, 1984, Chicago. Contact Thomas J. Johnson, 141 A.W. Maryland Ave., Aldan, Pa. 19018; telephone (215) 284-2891.

• **USS McGowan (DD 678)**—Reunion July 13-14, 1984, in Charleston, S.C. Contact Don Rogers, 30 Hurd St., Lynn, Mass. 01905.

• **U.S. Naval Academy Band**—Reunion July 28, 1984, for alumni at Elks Club, Annapolis, Md. Contact Carman Ellinger, 230 Kirkley Rd., Annapolis, Md. 21401; telephone (301) 266-6723.

• **USS Dashiell (DD 659)**—Third annual reunion July 14-15, 1984. Contact William Steffey, Route 1, Box 318, Homer, Ill. 61849; telephone (217) 582-2224.

• **USS Conner (DD 582)**—Reunion July 10-17, 1984, Chicago. Contact Lawrence G. Sheppard, 9754 52nd Ave. North, St. Petersburg, Fla. 33708; telephone (813) 391-7978.

• **USS Robert K. Huntington (DD 781)**—Reunion July 12-16, 1984, Chicago. Contact Joseph E. Sopko, 25 Swarthmore Building, Briarcrest Apartments, Hershey, Pa. 17033; telephone (717) 533-9566.

• **USS Norton Sound (AV 11/AVM 1)**—Reunion July 18-20, 1984, Port Hueneme, Calif. Contact USS Norton Sound Association, PO Box 487, Port Hueneme, Calif. 93041.

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Retired CWO2 Raymond E. Littrell feels the emotion of the moment at ceremonies marking the 60th anniversary of Naval Training Center, San Diego, which has trained an estimated three million recruits since 1923. Littrell, who graduated from basic training in 1923, was present for the anniversary celebration which included an open house, performances by the Navy Band San Diego, the Recruit Training Command Drum and Bugle Corps, Fifty State Flag Team, and Crack Rifle Drill Team. Topping off the celebration was recruit graduation for 500 young sailors. NTC San Diego transforms some 28,000 civilians into sailors annually and also provides follow-on specialized training for another 30,000 Navy men and women each year. Photo by PH1 Bob Weissleder, FltAVComPac.

Flag Day — June 14 • See Page 6

ALL HANDS

JULY 1984

Midshipman Kristine Holderied, receiving her diploma from Chief of Naval Operations Admiral James D. Watkins, makes history as the first woman to graduate at the top of a service academy class. Photo by JOC(SW) Fred J. Klinkenberger Jr.

ALL HANDS

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Covers:

Front: A sailor on USS *Wichita* (AOR 1) wards off the bitter cold with a makeshift face mask. Photo by PH1 Fel Barbante, ComSeventhFlt PA Rep., Subic Bay, R.P.

Back: Struggling to inflate an LR-1 life raft, a survival course student gets a mouthful of salt water. Photo by PH2 David B. Loveall, FltAVComPac.

Team Work '84

Fleet Exercises In The Arctic Circle

Story by Lt. Cmdrs. J. Noone, C. Blandy and C. Taylor

The postcard-pretty fjords of northern Norway—where majestic snowcapped peaks tower over vivid blue waters—were visited by a huge flotilla of warships from 11 nations earlier this year in the largest amphibious landing ever undertaken north of the Arctic Circle.

More than 150 allied ships and 300 aircraft took part in Team Work '84, an exercise to test the ability of NATO forces to reinforce and resupply northern Europe. The exercise culminated in a wintertime night amphibious landing in the Balsfjord and Malangen fjord near the city of Tromso, some 200 miles above the Arctic Circle.

A combined assault force of some 12,000 U.S. Marines, British Royal Marines and the Dutch Korps Mariniers stormed onto snowy beaches or flew into mountain landing zones in the middle of the night. By early the next morning, about 8,000 Marines were established with their heavy equipment on the beaches. Following the landing, Team Work '84 became linked with Avalanche Express, a ground evolution involving the Allied Command Europe Mobile Force and Norwegian regular and reserve troops.

Some 25,000 ground troops took part in the exercise, backed by sea and air forces from Belgium, Canada, Denmark, West Germany, The Netherlands, Norway, Great Britain, Luxembourg, Italy and the United States. French units also participated despite the fact that France is not a member of the military structure of the Alliance of NATO.

Although not as severe as in recent winters, the weather at the landing site was formidable—temperatures ranged from 20-30 degrees Fahrenheit, and snow was falling the night of the landing.

Vice Admiral Joseph Metcalf III, embarked on USS *Mount Whitney* (LCC 20), commander of NATO's Striking Fleet Atlantic, was on-scene commander in the amphibious operations area, having escorted the amphibious group across the Atlantic and through a submarine barrier in the Iceland-UK gap where some 20 Allied submarines were operating in an ''orange'' role. A large number of Soviet submarines had also been detected around the force. Admiral Metcalf said the various NATO forces in the exercise were meshing in a way he hadn't seen before.

''This was an exercise in conventional deterrence,'' he said. ''We were demonstrating to the Soviets that if they want to take on a force like this, it's going to be damn tough to do it.''

Overall coordination and planning of the exercise was done by the staff of the Supreme Allied Commander Atlantic, Admiral Wesley L. McDonald. This is a staff of officers from ten different NATO nations, located at Norfolk, Va. He, too, expressed that he was well pleased with

Ships from 11 countries gathered in Norway's fjords (opposite page) for Team Work '84. A Marine H-53 helicopter lands on USS Mount Whitney *(LCC 20) during a North Sea blizzard.*

the exercise. "The thousands of men and women who took part have shown that they have the will, even in peacetime, to face up to the dangers and difficulties of Arctic warfare," he said. "They have done it well."

Rear Admiral Robert B. Rogers, commanding Amphibious Group Two, was in tactical command of the landings and throughout the exercise the admiral emphasized the need for safety. "We had hoped to pull it off without a hitch," he later said. "I was determined that we would perform the mission with a minimum number of casualties."

This emphasis on safety paid off handsomely. Not only was there no loss of life, but there were no significant injuries and only one major equipment loss—a British *Harrier* jet that crashed shortly after takeoff from the carrier *Invincible*. The pilot was safely recovered.

Playing key roles in the exercise were the LHAs, LPDs and LSTs of Amphibious Squadrons Two and Six; surface combatants from Destroyer Squadrons Fourteen and Twenty-Two; a squadron of Marine *Harrier* jets (VMA 321) embarked aboard USS *Inchon* (LPH 12); and a battle group headed by USS *Independence* (CV 62).

Ground forces came from the 4th Marine Amphibious Brigade, commanded by Brigadier General Norman H. Smith from Norfolk, Va. Assessing one important aspect of the operations of the Marine Air Ground Task Force, the general said: "One of the things we planned to monitor was the air-ground support coordination with the different countries. Considering that there were close to a thousand fixed-wing sorties flown and only one aircraft was lost, the coordination was superb."

Among the exercise "firsts" was the presence of a Coast Guard unit on *Inchon*—Aviation Detachment 101 from Mobile, Ala.—a two-helicopter unit that handled search and rescue duties, plus initial medical evacuation for the landing. Lieutenant Kurt Carlson, explaining the presence of the unit on a Navy ship in a large-scale exercise, said, "We're experts in search and rescue operations, plus we had cold weather experience."

Another unusual feature of the exercise was that *Harrier*s aboard *Inchon* and HMS *Invincible* were called on to provide air defense for the task force en route to the landing site. This was because *Independence* was not able to join the task force until just before the landing.

The *Harrier*s performed well in their unaccustomed role, even intercepting Soviet aircraft that were observing task force movements. However, a cautionary word about use of the planes—designed primarily for close-air support—in an air defense role, was given by Captain Dennis S. Strole, commander of Amphibious Squadron Two.

"Can the *Harrier*s do the job as an air defense weapon? The answer is yes. But you have to remember the limitation of the *Harrier*'s capabilities in range, sophistication of weapon systems, radar, and, to some extent, speed," Strole said.

"So caution is the key word here," he added. "But when the protective umbrella of the carrier was not available, the *Harrier*s stepped in and did a tremendous job."

Team Work '84 was essentially an exercise in international cooperation, with the various countries working together to perform effectively in a common undertaking.

Said Admiral Metcalf: "Some may think the United States Navy can come running up here and do the job ourselves. I'll tell you we cannot, not without the assistance of the total NATO commitment. If nothing else has been demonstrated in this particular exercise, it's the necessity for everybody to operate together."

Admiral McDonald also emphasized the international aspects of the exercise. "The thousands of men of the eleven nations who took part in NATO's first large scale amphibious exercise under Arctic conditions can feel proud of their roles, both at sea and ashore in North Norway," he said. "They have demonstrated that SACLant has the capability to reinforce NATO's northern flank with highly trained and well-equipped troops, supported by land and sea-based air power. Their efforts are a clear statement of deterrence."

Lt. Cmdrs. Noone, Blandy and Taylor, members of NR NIRA Det 206, were on active duty with ComPhibGruTwo.

U.S. Navy Ships In Teamwork '84

USS *Austin* (LPD 4)
USS *Bowen* (FF 1079)
USS *Richard E. Byrd* (DDG 23)
USS *Canisteo* (AO 99)
USS *Charleston* (LKA 113)
USS *Connole* (FF 1056)
USS *Conyngham* (DDG 17)
USS *El Paso* (LKA 117)
USS *Thomas C. Hart* (FF 1092)
USS *Inchon* (LPH 12)
USS *Independence* (CV 62)
USS *Kidd* (DDG 993)
USS *La Moure County* (LST 1194)
USS *MacDonough* (DDG 39)
USS *McCloy* (FF 1038)
USS *Merrimack* (AO 179)
USS *Milwaukee* (AOR 2)
USS *Mount Whitney* (LCC 20)
USS *Nassau* (LHA 4)
USS *Richard L. Page* (FFG 5)
USS *Pensacola* (LSD 38)
USS *Ponce* (LPD 15)
USS *Raleigh* (LPD 1)
USS *John Rodgers* (DD 983)
USS *Saginaw* (LST 1188)
USS *Saipan* (LHA 2)
USS *Santa Barbara* (AE 28)
USS *Spartanburg County* (LST 1192)
USS *Spiegel Grove* (LSD 32)
USS *Spruance* (DD 963)
USS *Sumter* (LST 1181)
USNS *Truckee* (T-AO 147)
USS *Jack Williams* (FFG 24)
USS *Harry E. Yarnell* (CG 17)
USS *Yellowstone* (AD 41)

Yellowstone Does It All

Story by Lt. Janice M. Bellucci

While platoons of Marines stormed the snowy beaches of northern Norway, USS *Yellowstone* (AD 41) floated silently near the entrance to the Balsfjord. The ship was at anchor and appeared to be at rest.

Inside the ship, it was a different story. Skilled Navy technicians were hard at work, continuing the mission begun a month ago—the repair of equipment from other ships in exercise Team Work '84.

Yellowstone, commissioned in 1980, is capable of repairing ships' propellers, gas turbine engines, marine boilers, and nuclear-powered equipment. While none of those major repairs were required during Team Work, the tender's repair shops hummed with activity.

Hull technicians, electrician's mates, and people in other ratings made repairs ranging from electric motor rewinds and valve overhauls to optical equipment refurbishment. Repair officer Commander Barry Janov estimated more than 150 repairs were performed on board *Yellowstone* during that one-month period.

When damaged equipment could not be moved, *Yellowstone* repairmen traveled to other ships. "Tiger Teams" consisting of senior machinist's mates and boatswain's mates visited USS *Santa Barbara* (AE 28) to work on a line shaft spring bearing. On USS *McCloy* (FF 1038) they repaired the ship's evaporator.

The tender was more than a floating repair shop to its sister ships. It also provided them with services and supplies such as medical X-ray film sent to USS *El Paso* (LKA 117) and flexible hoses dispatched for USS *Milwaukee* (AOR 2).

The most valuable supplies, however, were the most basic—fuel and water. Using a tension rig, *Yellowstone* pumped almost 80,000 gallons of fuel to USS *Richard E. Byrd* (DDG 23) and USS *Conyngham* (DDG 17) and more than 5,000 gallons of water to *McCloy* and *Conyngham*.

Yellowstone crew members also provided other services during the exercise. They sharpened mulcher blades for USS *Nassau* (LHA 4), reupholstered cushions for USS *Nimitz* (CVN 68), and printed forms for USS *Charleston* (LKA 113).

The most critical services *Yellowstone* provided were for a chief petty officer assigned to *McCloy*. The seas were heavy but the chief, who had been taken ill, was successfully moved from one ship to the other in a stokes litter via a high line.

Shipboard doctor Lieutenant Deborah Daniels diagnosed possible appendicitis that could require immediate surgery. Shortly thereafter, the chief was flown by helicopter to a civilian hospital in Tromso, Norway.

Essential to many of *Yellowstone*'s functions, whether repairs, supplies or services, were the helicopters. First Lieutenant Miriam Cox estimates there were more than 130 helicopter landings and takeoffs aboard the tender during that time.

"That's more helicopters than this ship had seen in the previous 12 months," Chief Warrant Officer Tom Marshall said.

During the exercise, the tender sported a sign that read "Welcome to N.A.S. Yellowstone, Elevation 43 feet" on the bulkhead nearest the flight operations area.

The most important aspect of the exercise to *Yellowstone* was the proof of its mobility potential, according to the commanding officer, Captain F. W. Boufford.

"Our participation in United Effort/ Team Work '84 was proof positive of our capabilities at sea to repair, supply and service other ships," he said.

Photo by PH1 Kenneth H. Brewer, USS Mount Whitney (LCC 20)

Lt. Bellucci, a member of NR NIRA Det 206, was on active duty with ComPhibGruTwo.

This Beach Is Mine

Story by CWO2 Merle F. Jacobsen
Photos by PH3 Dan Kennedy, USS Nassau (LHA 4)

It's no secret that Marines are the ones who make amphibious landings. But they don't do it all by themselves.

Navy beachmasters—men like Chief Warrant Officer M.J. Sprangers, officer in charge of Beachmaster Unit Two's Detachment Bravo, and Boatswain's Mate Third Class David L. McVaney—help make it possible by preparing the beach for the Marines.

Sprangers said, "No two landings are alike. This billet makes being a ship's bo's'n seem like paradise." Sprangers, who joined the Navy in 1963, has had tours as the ship's bo's'n aboard USS *Nimitz* (CVN 68) and USS *Plymouth Rock* (LSD 29) during his 17 years of sea duty.

"Basically, we make order out of chaos," Sprangers said. When his beachmasters prepare a beach for landing by Marines or for their re-embarkation aboard ship, he has a chief boatswain's mate as assistant officer in charge and 18 lower rated men from deck, engineering, construction and communications ratings. They make BMU 2's motto, "This Beach Is Mine," come true.

Beachmasters are in charge of beach defense, surf salvage and traffic control. "To sum it up," he said, "we control everything that goes from or comes to the beach."

"Our counterparts," Sprangers said, "are the Marines' landing force shore party, the guys with the red patches; we wear yellow." Unless he has a beard, it is often difficult to tell a beachmaster from a Marine because they all wear camouflage utilities. The colored patches distinguish the Marines from the beachmasters.

The beachmasters use two M-813 five-ton trucks, two LARC-Vs (lighter amphibious resupply cargo vehicles), a D-8 bulldozer, a five kilowatt salvage light plant, a jeep and a "water bull" (water trailer).

Sprangers, whose unit participated in Team Work '84, said, "The wind chill factor makes this job miserable in the winter. The day of the landing there was a minus 25-degree Fahrenheit wind chill factor. It makes it hard on men and equipment.

"In the summer you have heat stress . . . it can be like an engineroom on the beachhead with the sun reflecting from the sand. There's dehydration and people start dropping like flies."

Spranger's Det. Bravo is one of six detachments that make up Beachmaster Unit Two. Assault Craft Unit Two and Amphibious Construction Battalion Two, along with BMU 2, make up Naval Beach Group Two, headquartered at Naval Amphibious Base, Little Creek, Va.

"We can deploy on a few hours' no-

RM2 William G. Taylor (opposite page) communicates with team members while Marines (left) wait to return to USS Nassau *(LHA 4).*

This Beach Is Mine

tice," Spranger said, and added that his unit spends eight or nine months deployed out of a year.

The amphibious Seabee units, he explained, carry causeways, a bulk fuel rig, two tender boats and a full salvage team to assist the beachmasters. Beachmasters, like the Marines, are transported to the beach by assault craft.

During its current Mediterranean deployment, Sprangers' unit is paired with the crew of Landing Craft Unit 1654, which belongs to ACU2. Both units were embarked in USS *Nassau* (LHA 4) during the exercise. After the exercise they embarked in USS *Ponce* (LPD 15). *Nassau,*

Ponce and USS *Saginaw* (LST 1188) make up Mediterranean Amphibious Readiness Group 2-84.

When the LCU is inside the well deck of an amphibious ship like *Nassau*, Sprangers and his beachmasters live in the host ship. But when the LCU leaves the "mother" ship's well deck, the beachmasters live, eat and work with the 10-man LCU crew as long as they're on the water. On the beach, the beachmasters live in tents.

Mess Specialist Second Class Earl Grindstaff of LCU 1654 said he doesn't mind having the extra mouths to feed with the beachmasters aboard. "I always cook them two hot meals a day—breakfast and supper—and, if time permits, lunch also."

"As far as the (beachmaster) unit goes, everyone pitches in and does manual labor. That would include John Paul Jones, if he were here. For example, chiefs and warrant officers rig wires for salvage operations right alongside seamen and firemen. Radiomen help out the boatswain's mates and engineers help the radiomen."

Sprangers, who joined the unit in 1981, is on his second tour with BMU 2. He said that in BMU 2's Bravo Det., "Everybody's cross-trained, everybody knows everyone else's job."

McVaney, now on his sixth major deployment during his two and a half years with the beachmasters, said, "We're all pretty close and I like that . . . closer than people are on most ships I've seen.

"You don't do just one thing. You learn to do the jobs of the signalman, the radioman and the engineer. It has to be that way. In the event of the real thing, we might lose half the people and wouldn't be able to do the job otherwise. It's challenging.

"I like the power we have, because when we're on the beach we run the beach." He said beachmasters don't have Navy enlisted classification codes but thinks they should have NECs. "You can't just take someone from a ship and expect him to do the job (right away). There's a lot more to it then it appears."

The fourth senior man in the unit, McVaney "drives" LARC-Vs, in addition to doing salvage, camp support and traffic control. "We work together a lot better with ACU and ACB than a lot of people on ships work with each other. We work together and help each other out on deployments and back at Little Creek, too.

"People on the team have to have initiative and be able to think for themselves," said McVaney. "We've got some pretty intelligent people who use their heads. You have to be flexible. The job always gets done. We like looking good. The Marines sure as hell couldn't get to where they're going without us." □

No matter what the job, beachmasters are in the thick of it.

More Than A

Story by JO2 Keith V. Lebling

As the misty, gray glow of morning spread across the North Sea, a small group of officers and enlisted specialists gathered in the Combat Information Center of an American destroyer.

The commodore, a U.S. Navy captain, entered. Following a briefing by the Portuguese staff operations officer and the Dutch staff anti-submarine warfare officer, he conferred with the chief staff officer, a Danish commander. He arranged to meet later in the morning with the Norwegian staff communications officer. It was the beginning of another day for the Standing Naval Force Atlantic.

StaNavForLant is a balanced squadron of modern warships, the only multinational naval squadron to operate permanently in peacetime. An arm of NATO, it was established in 1968 by the NATO Defense Planning Committee, and is under the operational auspices of the Supreme Allied Commander Atlantic.

"The basic mission of StaNavForLant is to train the ships of nine nations to work together," said Lieutenant Commander C. Van Duyvendyk of the Royal Netherlands Navy. "We will be the first force used in any NATO naval action."

Canada, the Federal Republic of Germany, The Netherlands, the United Kingdom and the United States commit ships continuously to the force by rotating two or three ships throughout the year. Belgium, Denmark, Norway and Portugal augment the force regularly, usually during eastern Atlantic operations.

StaNavForLant demonstrates the solidarity of the NATO alliance in an aggressive, visible way. "NATO strategy is forward strategy," said U.S. Navy Captain Gregory F. Streeter, ComStaNavForLant. "We want to keep Warsaw Pact forces in their own area."

"Continuous training is important so ships can rotate constantly and still form a perfect squadron," said Portuguese Navy Lieutenant Commander Pedro de Sousa Santos.

StaNavForLant exercises continuously with innovative warfare techniques. One example is Tactical Air Support of Maritime Operations, a system of integrating shore-based air support with naval forces.

"TASMO uses attack and fighter aircraft from NATO-member nation assets in the area of operation," Chief Operations Specialist Robert E. Poague said. "These aircraft are controlled from the allied ships after being launched from shore bases. Our controllers learn to coordinate the different types of aircraft available from the nations involved."

"Use of the TASMO system is particularly valuable training for the U.S. Navy officers serving in the force," U.S. Navy Lieutenant Commander George Ashbridge said. "TASMO represents Northern Europe's 'aircraft carrier,' hence the procedures for the employment of land-based attack and fighter aircraft are widely used and often practiced."

Exercise programs for StaNavForLant encompass all warfare areas. The ships are

Symbol

Photos by PH3 Willie Allen, StaNavForLant

Top: A Canadian Sea King *from HMCS* Skeena *(DDH 207), a Dutch* Lynx *from HNLMS* Piet Heyn *(F 811) and a British* Lynx *from HMS* Glasgow *(D 88) pass over USS* Guadalcanal *(LPH 7). Above: FGS* Schleswig-Holstein *(D 182) fires a round during gunnery exercises in the Baltic. Left: Sailors from Canada, the United Kingdom, the Federal Republic of Germany and the United States train on the bridge of* Glasgow. *Far left: Ships of the Standing Naval Force Atlantic in formation.*

among the newest available, with modern equipment, helicopters and weapons systems. A mix of sensors and armament provides a flexible and potent response to any threat.

The ships of the various member nations operate together continuously, spending over 60 percent of each year at sea.

Last year, aside from participation in the major NATO operation, exercise Ocean Safari '83, StaNavForLant took part in two British Joint Maritime Courses and the British exercise Springtrain '83. The squadron conducted operations in the Baltic Sea with the Federal German Navy, and in the Baltic Approaches with the Royal Danish Navy. It participated in a 10-day, multithreat exercise with the Royal Norwegian Navy, conducted tactical exercises with the Portuguese Navy, and took part in WestLant operations with the Canadian Forces.

Command of StaNavForLant is rotated annually among the navies that make up the permanent members of the force. Captain Streeter and his staff took command in April 1983. During his year as commander, the flagship pennant was passed from USS *Comte De Grasse* (DD 974) to USS *Dewey* (DDG 45). USS *O'Bannon* (DD 987) assumed the task in 1984. Captain Streeter was relieved by a German naval officer in April 1984.

"With full representation, we are a large and formidable force of ships," Streeter said. "Most importantly though, we are more than a symbol. We are an operationally effective force."

The Standing Naval Force Atlantic helps to provide NATO with the credibility necessary to assure freedom of the seas and peace in Europe. "The force is a good political tool," said Commander Ronald L. Lassiter, commanding officer of *Dewey*, "to show the world that NATO can work together." □

The "Living Memorial"

Construction Started

As early as 1791, Pierre L'Enfant—French designer of the original city plan of Washington, D.C.—envisioned a Navy memorial in what is now known as Market Square. His vision became reality on May 17, 1984, when the United States Navy Memorial Foundation broke ground for a national Navy memorial dedicated to "those men and women, officer and enlisted, who have served in the U.S. Navy" at some time during its two centuries of existence.

The memorial, consisting of a multipurpose amphitheater and adjacent garden, will be located on historic Pennsylvania Avenue—also known as the "Avenue of the Presidents"—and will take about three years and $10 million to con-

On Navy Memorial

struct. United States Navy Memorial Foundation president, retired Rear Admiral William Thompson, said, "the memorial will fill the need for a site set aside to honor America's Navy men and women."

The Pennsylvania Avenue Development Corporation, in charge of bringing new life to one of the best known streets in our nation's capital, has designated the 2.2-acre site to be developed as a "living memorial." Along with the adjacent "water park and garden," the amphitheater will feature:

- A multipurpose, modern concert stage to be used by the Navy Band and other armed services musical and performing arts groups.
- An engraved map of the Western Hemisphere covering the floor.
- A life-size statue of "The Lone Sailor" in the center.
- A series of bronze reliefs depicting Navy history.
- Two fountains with sculptures of sailors in peril on the sea.
- A commemorative area set aside to conduct official ceremonies.

The major fund-raising campaign to construct the memorial has begun and contributions are being solicited from corporations, foundations, veterans' organizations, Navy men and women and private individuals. Admiral Thompson said that "the U.S. Navy Memorial will contribute to the development of an awareness among Washington's many visitors that the country is a maritime nation . . . and depends on the seas for its security and commerce."□

Secretary of the Navy John F. Lehman Jr., Navy Memorial Foundation President retired Rear Admiral William Thompson, and Chief of Naval Operations Admiral James D. Watkins with a model of the United States Navy Memorial.

Memorial Log Room

The Navy Memorial will include a unique "Memorial Log Room" which will house a computerized vault of the names, ranks or rates and period of service of U.S. Navy men and women who contribute to the United States Navy Memorial Foundation. For a minimum contribution of $25, one name plus service dates will be entered into a permanent record showing service to the Navy and the nation. Additionally, those who are serving or have served in the Navy may sponsor the listing of any other former Navy member.

Visitors to the Memorial Log Room will be able to call up individual names and see them displayed on a giant video screen. U.S.N.M.F. president, retired Rear Admiral William Thompson, said, "We designed the amphitheater and log because we wanted something useful, something functional. We wanted a living memorial."

The Log Room provides a once-in-a-lifetime opportunity to have your name or the name of a friend or loved one who served in the Navy listed along with the other all-time Navy greats. It will be a permanent inscription that can be viewed at any time.

Much remains to be done before the Navy Memorial Museum is completed. Those who would like to have a part in building this national memorial should contact the U.S. Navy Memorial Foundation, PO Box 332, McLean, Va. 22101.

Finding A Way Out

Chief Torpedoman's Mate Richard "Mac" McDonald is dynamic. Whether acting as facilitator during one of the Navy's substance abuse courses, serving as substance abuse treatment specialist in an alcohol rehabilitation center or just sitting and talking with you, McDonald exhibits an attitude of meeting problems head-on and working to solve them.

But this has not always been so. When McDonald joined the Navy in 1962, he had a problem he was trying to run away from. Twenty-two years later, he is no longer a man with a problem—he's a man with a purpose.

Why did you join the Navy?

"I joined the Navy because I was running away."

Away from home?

"No. Away from me. For years I managed to hide myself behind alcohol, but I found out that it was futile. My commanding officer asked me if I wanted to go to alcohol rehabilitation in 1976. I did and life has just gotten better since that time. A lot better."

Why did you become a counselor?

"I thought I owed the Navy something for straightening out my life. I found that I had a capacity to understand and care for people and an ability to impart that caring in a way that would help someone else. I'm here because I care for people, and I see the Navy shifting to a caring environment dedicated to help our people."

Do you have a problem with people knowing you're a recovered alcoholic?

"As far as I'm concerned, no. But I usually won't tell people I'm an alcoholic if I think it will bother them. It can ruin an evening."

What kind of person is a "recovered alcoholic"?

"To me, a recovered alcoholic is an individual who has managed to come to grips with a problem in his or her life and to make some good out of it. Recovering alcoholics turn themselves around and become productive members of society. They realize they have a disease and the disease is alcoholism, and that it's not a case of a bad person trying to become good, but a sick person trying to get well."

What is alcoholism costing the Navy?

"It's difficult to put a dollar amount on it, but certainly millions of dollars in lost job time, accidents, hospitalization, etc. It's much more cost effective for us to rehabilitate a person and put him back to work than to discharge that person and recruit and train a replacement."

How about facts and figures on alcoholics in the Navy?

"Statistically, we see a societal rate of alcoholism of about 10 percent. That is probably mirrored in the Navy. As far as rehabilitation is concerned in the Navy, we successfully rehabilitate about 70 percent."

Has the stereotypic image of a hard-drinking sailor helped to disguise some alcohol problems in the Navy?

"Yes. I think when I first came into the Navy, my stereotype of a sailor was a two-fisted drinking man. Within certain ratings it seemed acceptable to be a hard drinker and a hard player, as long as you didn't mix your work and your play. Today, that image is deteriorating."

Many people have a negative idea of alcohol rehabilitation centers. What really goes on there?

"Contrary to some beliefs, there are no bars on the windows, the doors are not locked. They're allowed base liberty. During the first two weeks, there is usually a medical restriction so we can help the individual become alcohol-free. As far as the actual treatment is concerned, patients are in group therapy from 2½-3 hours a day. There are some teaching sessions, sessions with a chaplain, and sessions with a doctor who explains the medical aspects of alcoholism. We also have a physical therapy program and use the civilian program of Alcoholics Anonymous extensively. It's an open, caring and compassionate atmosphere and we're there to help people help themselves."

TMC "Mac" McDonald directs group interaction during the alcohol administration training and advisor course. Stationed at the Naval Alcohol Rehabilitation Center, Norfolk, Va., McDonald's primary duties are as substance abuse treatment specialist, NEC 9519.

ARCs are not the only avenue of assistance available for people with alcohol-related problems. What else is offered?

"The Navy has 26 alcohol rehabilitation services in naval hospitals, handling half of all residential alcoholism treatment. Counseling and assistance centers are another avenue. However, a big problem is that a person thinks when he goes to a counseling and assistance center, he ruins his career. But nothing is further from

the truth. Other avenues are preventive education through the Navy Substance Abuse Prevention Program, known as NASAPP; outpatient treatment of two or three days a week in the CAAC center itself, medical evaluation and counseling by a doctor. There are many alternatives."

The first person to provide drug and alcohol abuse assistance at the command level is usually a substance abuse coordinator. Does every command need one?

"Yes. OPNAVINST 5350.4 directed commanding officers to assign a top-performing E-6 or above the collateral duty of substance abuse coordinator within each command. The SAC performs the duties of the previous CODAAs and DAPAs."

What is the future of Navy alcohol abuse treatment?

"I see the Navy promoting an enlightened attitude toward alcoholism as a disease. I also see us pursuing a more active educational role and encouraging those who do drink, to drink responsibly, and to respect the right of their shipmates not to drink, if they so choose. Personally, I'm committed to returning to the fleet people I consider the best sailors in the world." □

—Story and photo by JO1 Dale Hewey

Becoming A Substance Abuse Coordinator

Each Navy command must have a substance abuse coordinator. If you are interested in filling the position, obtain your commanding officer's recommendation and then request that your command send you to the two-week SAC training course.

During the course, students cover the following topics:

- The role of a substance abuse coordinator.
- Regulations governing drug and alcohol abuse.
- Alcohol and drug abuse.
- Identification of abusers.
- Methods of detection.
- Disposition of abusers.
- Self-referral.
- Administrative screening.
- Levels of treatment available.
- After-care programs.
- Administration and records.
- Prevention and education.
- Command program development of assessment.

Candidates for SAC duty should be volunteers, top-performing E-6s or above, and preferably have two years remaining on current enlistment. The candidate must not have had a drug or alcohol abuse incident within two years and, if a recovering alcoholic, must have two years' continuous sobriety.

Class-convening dates, training sites and procedures for requesting quotas for the SAC course are contained in the Catalog of Naval Training Courses, NAVEDTRA 10500.

The Road To Substance Abuse Treatment Specialist

The Navy needs more substance abuse treatment specialists, and, although becoming one requires effort and dedication, the personal reward that comes from helping your shipmates is great.

The first step is to become a substance abuse coordinator. SACs' primary duties are to identify and refer alcohol abusers to preventive education or rehabilitation. SACs also provide their commands with drug and alcohol abuse education programs and advise commanding officers on all aspects of the Navy Alcohol and Drug Abuse Program.

To qualify, students must complete a two-week period of instruction learning about Navy organization, substance abuse policy, the disease of alcoholism, illicit drug use, and the availability of resources, and must demonstrate the skills necessary to work at the command level.

SAC graduates and collateral duty alcoholism advisors who have completed the alcohol administration training advisor course who are interested in becoming substance abuse treatment specialists (NEC 9519) must complete a 10-week course at the Institute of Substance Abuse Studies in San Diego. There they learn about alcohol abuse, planning and implementation.

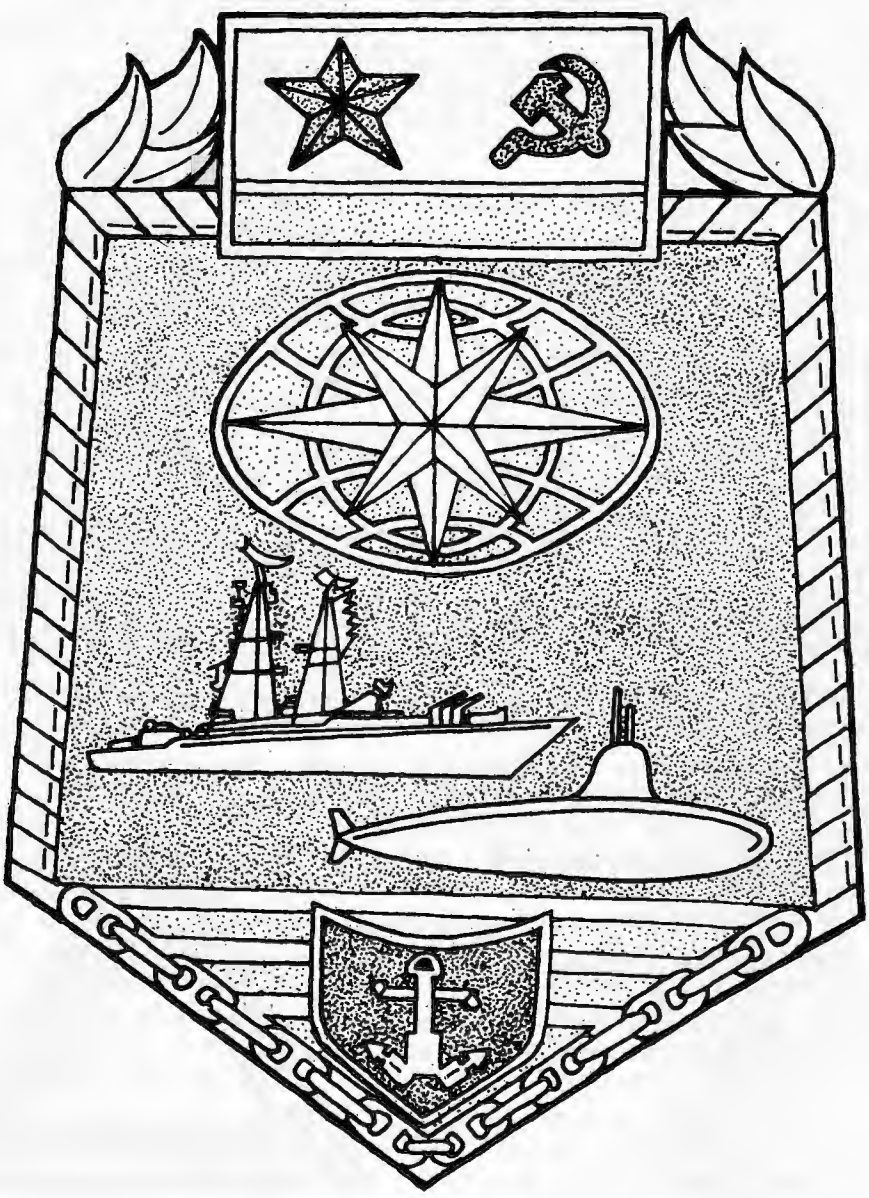
The course includes counseling techniques, and students engage in role playing and group exercises. Also, growth groups help students recognize personal problems that may interfere with effective counseling.

After graduation, students are designated substance abuse treatment interns and go on to serve a one-year internship, usually at one of the three naval alcohol rehabilitation centers or at one of 26 naval alcohol rehabilitation services located in naval hospitals. Upon completion of internship and after passing a competency exam, interns become certified substance abuse treatment specialists.

For more information about becoming a SATS, see NAVMILPERSCOM Notice 5355 of Aug. 29, 1983, or contact your command career counselor.

For more information on the Navy Substance Abuse Prevention Program, contact the Commanding Officer, Naval Alcohol Rehabilitation Center, Naval Station, Box 80, San Diego, Calif. 92136, Attention: Code 04, telephone (619) 696-6041.

SOVIET SEAPOWER



What is the Soviet navy? The usual response is: nuclear powered, ballistic and cruise missile-carrying submarines, cruisers, destroyers, aircraft and a global merchant and fishing fleet. Yes, these answers are correct, but not completely. The Soviet navy is much more than just the ships and aircraft of the Soviet Union. The Soviet navy is also the people who man these ships and aircraft, the country and society where those people live, and their thoughts and ideology.

But how can today's sailor learn more about the emergence of the so-called "Red" navy from a once pathetic cluster of outdated ships to today's sophisticated, high-tech ships that pose a direct challenge to the U.S. Navy? The answer is the CNO-sponsored Soviet Seapower Education Program, known as "Soviet Seapower," a seven-hour, in-depth analysis of not just the latest weaponry found aboard Soviet ships, but also the country, history and people and how that navy came to be the formidable seapower it is today.

"Soviet Seapower," a presentation of the Navy and Marine Corps Intelligence Training Center, has been shown throughout the United States. It has been highly acclaimed by those who have seen it. Topics addressed by this colorful, fast-moving multimedia presentation include not only state-of-the-art acquisitions into the Soviet fleet, but the lifestyle of Russian society, including some of its dominant social ills such as alcoholism. A deeply rooted paranoia resulting from the attack on "Mother Russia" by German troops in World War II—and the resulting fear of foreign invasion—is examined.

The austerity of life in the Soviet Union is also examined, including the shaping

of an average Soviet citizen's sense of values. The presentation's in-depth view of Russian society as a whole leaves no doubt that the weave of Soviet social fabric is determined solely by the ruling communist party. Elections as we know them? Non-existent. Complaining about a breach of individual rights, privileges or freedoms? Forget it, it is never an issue. All this is made abundantly clear with supporting evidence.

And what about the Soviet military man? (Equality for women in the armed forces is non-existent.) Is he really ready to lay down his life for Mother Russia? Probably, because from the time he joined the Young Pioneers or other youth groups he has been inundated with the virtues of Soviet life, the need for personal sacrifice, and the requirement to constantly be at the ready to prepare to engage any of the so-called "imperialistic dark forces of evil."

And, what better way to get a glimpse of Soviet naval life than straight from the proverbial "horse's mouth"? Indeed, as part of "Soviet Seapower" a Soviet officer and petty officer address the American sailors in the audience. The two naval representatives from the Soviet fleet offer an interesting and animated perspective of the United States, a perception most likely held by the "average Ivan" in the street. By the way, they also harangue their listening American naval audience about how much more disciplined Soviet life at sea is—spartan at best—and how it thus makes for better sailors. Actually, the two Soviets are an American naval officer and a senior chief petty officer who do a bit of role playing, but their portrayal is one which leaves an angry (because of the continuous anti-American rhetoric) but thankful ("It's a good thing we don't have to live like that!") feeling among members of the audience. At any rate, their portrayal definitely gets the patriotic juices flowing.

In addition to the seven-hour, classified Soviet seapower presentation, there is an evening, unclassified two-hour show for the benefit of spouses and other interested individuals.

A highly informative presentation, "Soviet Seapower" is fast paced and offers insights about Soviet contemporary life and the Soviet navy. It does not barrage the viewer with stodgy statistics or complicated graphs; instead it gives an overview of a nation which today poses continuing challenges to the United States in the realm of international diplomacy as well as upon the high seas.□

The Seapower Presentation

The Soviet Seapower Education Program was developed to increase awareness of the Soviet Union and its navy among officers, enlisted people, civilian government employees and military families. It offers Navy audiences the opportunity to learn more about the factors influencing Soviet naval developments and the geopolitical applications of the rapidly expanding, technologically advancing Soviet navy.

The program is available in two versions: A seven-hour daytime presentation is designed for military members and their civilian counterparts having at least a Secret clearance. There is also an unclassified version presented in the evening for the benefit of dependents and families. The presentations are designed for a minimum audience of 400 people.

Additional information on scheduling the presentation for your command can be obtained by contacting:

Program Manager
Soviet Seapower Education Program
Navy and Marine Corps Intelligence Training Center
Building N-25
Naval Station Norfolk
Norfolk, Va. 23511

Autovon 564-4194/1459 or commercial (804) 444-4194/3985

Searching For The Black Box

Story and photos by PH1 Fel Barbante, ComSeventhFlt PA Rep, Subic Bay, R.P.

Braving the bitter cold, a young American sailor watched a Soviet warship cut across his ship's path. Menacing seas and the long operation made him yearn for the warmer climate of Subic Bay in the Republic of the Philippines—his ship's home port. But he couldn't stop thinking about the 269 people who had been killed when the Korean Air Lines 747 went down. He knew his ship was needed to help search for the wreckage.

On August 31, 1983, a Soviet SU-15 interceptor jet shot down KAL flight 007 as it strayed over Soviet territory. Aboard the ill-fated aircraft were people from 14 countries—including 61 Americans—bound for Seoul, South Korea.

For two months following the incident, Seventh Fleet Task Force 71 searched 225 square miles of international waters in the Sea of Japan. No aircraft debris was found.

"It was frustrating that we didn't find anything," said Captain Charles Maclin, the Navy's supervisor of salvage and diving. "But you can classify the search as a success because now we are certain that the wreckage is not where we were looking. We covered every place . . . except for the area inside the 12-mile limit (recognized as Soviet territory). I'm convinced that is where the aircraft is, and the Soviets aren't going to let us in there."

Requests by the United States for permission to search these territorial waters were denied by the Soviet Union. However, the search was continued until every possibility of success was exhausted.

The search began when U.S. Air Force search planes tried to locate the aircraft shortly after KAL 007 was reported missing.

Four days later, the frigate USS *Badger* (FF 1071) and the destroyer USS *Elliot* (DD 967), on deployment with the Seventh Fleet, arrived in the area. The U.S. Coast Guard cutter *Munro* (WHEC 724), on a port visit to Tokyo from its home port in Hawaii, volunteered its services and joined the two Navy ships. USNS *Hassayampa* (T-AO 145) was called on to provide fuel for the small task force.

Air and sea units circled the area for several days, searching for survivors and floating debris, while Soviet warships and intelligence-gathering vessels maneuvered nearby. Although the prospects of finding survivors were rapidly diminishing, the South Korean government urged that the search continue. The operation changed from search and rescue to search and salvage.

Ocean search technician Don Dean (right) monitors Deep Drone's movements from the bridge of USNS Narragansett *(T-ATF 167) while the helmsman on USS* Callaghan *(DDG 994) (opposite page) keeps watch on the guided missile destroyer's course.*

News of the incident continued to echo around the globe as search specialists and salvage units from the United States were assembled.

"We were put on standby, packed and ready to go after the messages came in," said Machinist's Mate Second Class Victor Behlings, who is assigned to the Unmanned Vehicles Detachment, Submarine Development Group One in San Diego. "I first heard about KAL 007 on the news. In the back of my mind I knew we would go."

In less than 30 hours, Behlings and a team of side-scan sonar experts were in Japan loading their equipment aboard the Military Sealift Command ocean tug USNS *Narragansett* (T-ATF 167).

Narragansett got under way with Captain Maclin, 20 military and civilian technicians, side-scan sonars, the Deep Drone submersible and associated equipment which was stored in two mobile vans on the afterdeck.

Deep Drone is an unmanned submersible capable of retrieving small objects from 6,000-foot depths. It was deployed to recover wreckage from KAL 007 and the flight data recorder ("black box") that might provide information on why the aircraft deviated from its assigned flight route.

On Sept. 14, *Narragansett* and the guided missile cruiser USS *Sterett* (CG 31), homeported in Subic Bay, joined the search effort. Rear Admiral William A. Cockell Jr., the on-scene commander, directed operations from *Sterett*, Task Force 71's flagship.

Munro and *Narragansett* navigated through the search area towing electronic locators to detect the black box's signal. *Sterett* and *Badger* kept a diligent watch on the Soviet vessels that shadowed the search ships.

On Sept. 16, *Munro* detected weak intermittent signals—possibly from the black box—but technicians were unable to reacquire the signals when the ship passed over the area again.

"You should be able to pick up the pinger through a mile of water," said Don Dean, the head technician from Eastport International. "Sometimes you can pick it up better—it depends on the thermoclines (temperature layers) in the water."

The search area was narrowed as *Munro* began to employ side-scan sonar operated by a contracted team of civilians.

"Side-scan sonar is vastly different from submarine sonars . . . you don't use your ears," said Sonar Technician Second Class Jeffrey Newsome as he monitored the sonar's readout sheet.

The missile-like device scanned a field 300 yards wide as *Munro* moved slowly through the search area. As the device glided just above the ocean floor its emitted sound waves bounced off hard objects. The information sped through the tow cable and was processed in a machine that traced the shape of the contacts on heat sensitive paper.

Possible contacts were investigated by Deep Drone. The remote controlled unit's video cameras gave salvors a detailed look at the objects the sonar detected.

Meanwhile, the salvage ship USS *Conserver* (ARS 39), which arrived in the area the day before, detected pings where *Munro* had been earlier. Again Deep Drone was deployed. Again it found nothing.

During the dive, one Soviet vessel approached within a stone's throw. Despite repeated ship's whistle signals from *Narragansett*, the Soviet vessel continued to maneuver close by, causing concern for Deep Drone's control cables. After the drone was recovered, the Soviet ship departed.

"I'm not sure you could call it harassment. We were both flying the same signals—restricted ability to maneuver—so nobody's got the right-of-way," said Cap-

tain James Heagney, *Narragansett*'s master.

It soon became apparent that batteries powering the signaling device in the black box were dead. Fresh batteries were designed to last only 30 days; four weeks had already passed since the plane went down. "We're not even sure that the pings we heard were from the black box," Maclin said.

The search ships began relying entirely on side-scan sonar even though precise navigation could not be established. "An ideal navigation system would be one set up on land, but we can't do that here," said Tom Salmon, a Navy salvage expert. "Without precise navigation we'd be retracing our own tracks."

Seventh Fleet participation entered its fourth week and the hopes of finding KAL 007 were fading. Human remains and shattered airplane parts were discovered on Japan's northern coast. The Soviets turned over other articles to an international team on Sakhalin Island.

To the south of the search area, the replenishment oiler USS *Wichita* (AOR 1) provided the task force with fuel, food supplies, spare parts and mail shuttled in from Japan. Tons of supplies and hundreds of passengers were flown to *Wichita* by two Helicopter Support Squadron 11 CH-46s assigned to the ship.

The supply link originated at U.S. Naval Air Facility Misawa, Japan. Commercially leased trucks and Navy C-1 aircraft ferried supplies continuously to the logistics staging area in northern Japan.

Weeks passed and gale force winds and stormy seas battered the search ships. Several times the seas were too rough to continue search operations.

The guided missile frigate USS *Brooke* (FFG 1) replaced *Badger*, and the arrival of the guided missile destroyer USS *Callaghan* (DDG 994) pushed the number of Seventh Fleet task force units to six. The Soviets maintained some 20 ships in the area at the same time.

In the ensuing weeks, Rear Admiral Walter T. Piotti Jr. relieved Admiral Cockell in a routine change of command. The frigate USS *Meyerkord* (FF 1058) arrived, the guided missile destroyer USS *Towers* (DDG 9) replaced *Brooke*, and precision navigation was finally established aboard moored Japanese commercial tugs contracted by the Navy.

By Nov. 5, the "high probability triangle" of search for flight KAL 007 had been thoroughly combed—with the exception of USSR's territorial waters. Since Task Force 71 could not search inside that area, the operation was terminated. Many were relieved that the long search was over. But all were disappointed that the wreckage had not been found.

When it was over, Seventh Fleet Task Force 71 had grown to seven ships. In all, 12 U.S. ships, 22 aircraft and almost 5,000 people participated in the search.□

Bud Sharkey, MSC Far East PAO, contributed to this article

Search operations continue around the clock and almost under the very bow of a Soviet Kashin-class guided missile destroyer shadowing one of the U.S. ships.

Bearings

Portsmouth Honors America

Community projects paid off recently when USS *America* (CV 66), completed an overhaul at the Norfolk Naval Shipyard in Portsmouth, Va.

In a recent White House ceremony, Commodore Grace Hopper was promoted to her present rank by President Reagan. Commodore Hopper is the oldest person still on active duty in the Navy and currently serves as Special Advisor to the Commander, Naval Data Automation Command. An expert in computer systems, Commodore Hopper pioneered much of COBOL, one of today's most widely accepted computer programming languages. She gained public recognition after being featured on the CBS television program "60 Minutes." *Photo by Pete Souza, The White House*

The Honorable J.E. Johansen, mayor of Portsmouth, read a proclamation honoring crew members who had donated their time to help improve the city, and a gala picnic was held after the ceremony for crew members who had helped clean up a city park.

Events leading to the honors started when city officials and Captain Denis T. Schwaab, commanding officer of the carrier, jointly announced that *America* crew members would assist Portsmouth in the park clean-up project.

The Honorable J.E. Johansen, mayor of Portsmouth, Va., (left) and Capt. Denis T. Schwaab, commanding officer of USS America *(CV 66), at the ceremonies honoring* America's *crew.*

In other projects, *America*'s dental department provided a dental awareness program for Portsmouth public junior high schools. The ship's Quality of Life committee started work to improve Portsmouth's Holiday House, a home for retarded children. *America* crew members also repaired a United Way Campaign banner, and a volunteer projectionist from the ship showed the 1983 United Way Campaign film on more than a dozen occasions.

According to city officials, Portsmouth received more than $20,000 worth of labor from *America* crew members. Mayor Johansen added, "More importantly, and impossible to measure, is the impact that this project brings to the relationship that links this city to our Navy."

About the *LHD* . . . A new multipurpose amphibious assault ship is in the works for delivery to the fleet in the late 1980s. Shown above in art form, the new LHD was designed as a modified version of the *Tarawa*-class LHA and will be the first ship to use both air cushion landing craft and upgraded *Harrier* AV-8B aircraft. The LHD's primary mission is to embark, transport, launch and support elements of a Marine landing force using helicopters, landing craft and fixed-wing aircraft. LHD-1 will take advantage of the proven design elements in the LHA—the same hull, engineering plant and habitability standards—but will differ in deck configuration, stern gate design, "island" profile, survivability features and weapons suite. At 844 feet long and displacing 40,533 tons, the steam-powered ship carries a crew of 890 men and a complement of almost 2,000 troops. On an average day, the LHD will carry six to eight *Harriers*, 30 helicopters and three LCACs.

SecDef Recognizes Top Producers

The Secretary of Defense Award for Productivity Excellence initiated last year by Secretary of Defense Caspar W. Weinberger meant special recognition for 31 military and civilian employees of the Department of Defense who together saved the government more than $60 million. Fourteen of those people are employees of the Department of the Navy. Secretary Weinberger presented the awards himself at a special ceremony in Washington, D.C. He plans to repeat the ceremony this year. Those whose contributions prove to be the most significant for their service this year will be recognized.

All military and civilian personnel are eligible for this special recognition. Under the Military Cash Awards Program and Civilian Incentives Awards Program, awards are based on the value of the contributor's suggestion, special act or productivity initiative. OPNAVINST 1650.8B and CIVPERSINST 451 govern these programs.

In addition to receiving the annual productivity excellence award, an individual or small group whose contributions save $100,000 or more will be recognized personally by the Secretary of Defense.

There are many ways to save money on the job. If you know a way to reduce costs, increase productivity or eliminate waste, don't keep it to yourself—you could lose out on cash and honorary awards. There is always room for improvement, even in your own work area.

Make Productivity Excellence your motto.

Bearings

Living Memorial

Scores of trees will beautify a stretch of Highway 24 in Jacksonville, N.C., serving as a living memorial to sailors and Marines killed in Beirut.

The memorial will consist of a row of trees planted in the median strip between Camp Johnson and Midway Park.

One tree will be planted for each American serviceman killed in the Oct. 23 terrorist attack on the Marine contingent of the Multinational Peacekeeping Force in Lebanon.

Staff Sergeant N.W. Whetham, Lance Corporal James B. Dudney, and Corporal Robert A. Crowley—who were wounded in the attack—planted the first six trees.

Contributions are being made by individuals and groups to purchase the Bradford pear trees at a cost of $30 each.

Local junior high school students raised enough money to purchase 148 trees by babysitting and returning soda bottles. Another student raised $1,500 by auctioning her Christmas present—a "Cabbage Patch" doll.

—Story by Lance Cpl. Francine Savage
—Photo by Cpl. Brenda Kusay

Staff Sgt. N.W. Whetham—a Marine wounded in Beirut—plants the first tree during dedication of "The Living Memorial" in Jacksonville, N.C., honoring sailors and Marines killed in Beirut.

Keeping fit with a rigorous training program, PHAN Pete Lenardson, assigned to Commander U.S. Naval Forces, Marianas public affairs office, logs a few miles during his daily workout. The roadwork paid off for the photographer's mate with a first place finish in the "Alley Oop" 6.2-mile run on Guam. Lenardson clocked a time of 39:56 over hills and rough terrain to top the junior category record of 41:18. In winning the "Alley Oop" run, Lenardson finished more than a minute ahead of the men's open category winner. A former Maine state champion in the half-mile run, Lenardson has run competitively for four years.

Photo by Pam Briola, ComNav Marianas PAO.

Battenburg Cup

USS *John F. Kennedy* (CV 67) recently won the Battenburg Cup, an award for the overall best ship in the Atlantic Fleet.

The Battenburg Cup was instituted following a goodwill mission by Prince Louis of Battenburg in 1905. The cup was intended to serve as a symbol of the friendship and hospitality shown to the British by the United States. Although the cup was given originally to winners of a rowing competition, Admiral Isaac C. Kidd Jr., in 1978, began awarding the cup to recognize extraordinary achievement in the Atlantic Fleet.

Vice Admiral Robert F. Dunn congratulated *Kennedy* saying, "Your winning the 'Battle E' recognized you as being the best carrier. On winning this cup, you are officially designated as the best ship in the Atlantic Fleet. Your superb performance is of pride to us all."

USS John F. Kennedy *(CV 67), winner of the Battenburg Cup.*

Celebrating Abroad

As 400 old salts and weaponeers whispered sea stories around the tables heaped with hash and fried eggs and pickles wrapped in herring, a shot rang out. Actually, not just one shot, but every gun in the room exploded in unison whenever Barbara's name was mentioned by the "Head Cannon Cocker."

It was the feast of St. Barbara—the patron saint of artillerymen, gunners and weaponeers—and members of the Federal German Navy again celebrated at the Marinewaffenschule in Kappeln, West Germany.

Anita Gause takes charge of the traditional St. Barbara's christening ceremony.

Lieutenant Commander Tanny Heil and Master Chief Radioman Dave King paid the powder tax of 6½ taler and 4 silver groschens ($7.40 U.S.), then saluted St. Barbara's statue and were allowed to enter. However, Senior Chief Fire Control Technician Clifford Shuler scoffed at the salute. He was apprehended by two stout knights, loaded into the holy cannon and shot into the fest hall. (Well, almost.)

With her royal court in tow, St. Barbara herself was piped aboard amidst the smoke of 1,000 holy wunder candles (sparklers). Since boatswains' pipes were required as part of the uniform of the day, the shriek of the whistles could only be overcome by the firing of all the guns.

St. Barbara christened a few deserving weaponeers, and the remainder of the night was filled with skits and music. Cannon cockers were allowed to escape with their plunder of beer mugs and cannoneers manuals, and the memories of this fest of fests.

By FTCS Clifford W. Shuler, PEP Germany

LaSalle Celebrates

The "Great White Ghost of the Arabian Coast" marked its 20th anniversary in February with five days of festivities. Painted white to reflect the sun, USS *LaSalle* (AGF 3) cruises the Arabian Gulf as the flagship of Commander, Middle East Force.

The celebration began with a morning five-kilometer run around the flight deck, and a 10-kilometer run in the afternoon. During the remainder of the week the crew attended a birthday party, a cookout, bingo games and a talent show.

Sailors turned comedians, singers and musicians to compete in the afternoon sunshine for the enjoyment of their shipmates. The judges chose "Mess Crank Blues" as the winners for their spoof of mess deck attendants. The ship's band "Men Aloft" performed and provided back-up music for many of the acts.

Since its commissioning Feb. 22, 1964, as LPD 3, *LaSalle* has acquired a colorful history. It participated in the 1965 Dominican Republic crisis and evacuated Seabees from Guantanamo Bay, Cuba, the same year. *LaSalle* recovered a *Gemini II* space capsule in 1966.

In 1972, *LaSalle* underwent extensive overhaul, was redesignated AGF 3 (miscellaneous command ship) and assumed duties as ComMidEastFor flagship. It assisted in evacuating Americans from Iran during the 1979 hostage crisis. In 1980, *LaSalle*'s crew rescued six Norwegian merchant mariners from a burning vessel. *LaSalle* remains assigned to the Middle East, making frequent visits to Arabian Gulf and Indian Ocean countries.

—Story by JO2 Johnny L. Howard
—Photo by PH3 Ronald A. Vest
USS LaSalle *(AGF 3)*

Bearings

A Penny Saved. . .

Saving your money may be its own reward, but saving someone else's deserves recognition. For saving military dollars and for excellence in repairing jet engines, the USS *Nimitz* (CVN 68) aircraft intermediate maintenance department was recently awarded the 1982 Villard C. Sledge Memorial Maintenance Award.

The award is given annually to the intermediate maintenance activity within the Navy which has excelled in repairing certain aircraft engines. Lieutenant Commander Sledge devoted his naval career to developing a comprehensive aviation maintenance system that would ensure an outstanding professional maintenance program, with safety of operation being the paramount goal. *Nimitz'* AIMD best exemplified those standards during the year.

The 40 technicians in the *Nimitz'* jet shop do "third degree" level repairs on TF-30 and J-52 jet engines. Engines are repaired as far as the combustion chamber level—deeper work requires transfer of the engine to an off-ship repair facility.

"After the engine is repaired, it is placed on a test cell and moved to *Nimitz'* fantail where it is monitored from idle to full afterburner," IM2 division officer Lieutenant Phillip Cartwright said. "After the tests are done and the engine checks out, it's ready to go back into the aircraft."

The shop processed 57 engines and repaired 30. With only minor problems like wear and tear, foreign object damage or "high time" problems, the average work was completed in about 48 hours.

Being able to rebuild and repair worn equipment saves the Department of Defense millions of dollars each year, and AIMD officer Commander Glenn Boston spoke with pride of his crew. "Even though we repaired the engines only to the third level, the men in the jet shop accomplished the work with teamwork and pride. With help from Air Wing Eight personnel and the supply department, the whole engine maintenance system ran smoothly."

—By JO3 Steve Kimball, USS Nimitz, *(CVN 68)*

The name of this video game is Sub Hunt—and it's for real. The man at the console of the aviation anti-submarine warfare basic operator trainer is learning to be a submarine hunter and will use at sea the techniques he is learning here. The sensor equipment exposes trainees to the principles of detection and data-gathering systems used in numerous ASW aircraft. With this trainer, three "A" School instructors will be able to train up to three dozen Navy ASW sensor operators simultaneously.

Photo courtesy of Cubic Corporation.

Want to Be a Blue Angel?

The United States Navy Flight Demonstration Squadron—the Blue Angels—is accepting applications for the following positions on the 1985 team:

1. Three demonstration pilots (one will be a U.S. Marine Corps representative.)
2. Naval flight officer for the events coordinator position.
3. Marine Corps KC-130 pilot.
4. Flight surgeon.
5. Maintenance officer.
6. Supply Corps officer.

Selections will be made in September 1984. Interested officers are encouraged to submit applications as soon as possible.

Applicants for the demonstration pilot or naval flight officer positions should be tactical jet pilots or naval flight officers with a minimum of 1,500 flight hours. In addition, they should be regular naval officers who are currently on shore duty or are coming to shore duty.

All letters should be endorsed by the applicant's commanding officer and forwarded to the Navy Flight Demonstration Squadron with a copy to the Chief of Naval Air Training and the Chief of Naval Personnel (Pers-33A), or the Commandant of the Marine Corps (Code AA) for Marine applicants.

All letters of application should include each officer's experience and qualifications. Interested applicants should call the Blue Angels at (904) 452-2583/2585 (Autovon 922-2583/2585) or write: Blue Angels, Naval Air Station, Pensacola, Fla., 32508.

Ship's Bell Rings Victory

According to Navy tradition, a ship's bell remains silent until the ship is ready to go into battle. One ship's bell that has been ringing often lately is at the University of Illinois.

The ship's bell from the uncompleted *Illinois*, an *Iowa*-class battleship cancelled at the end of World War II, now rings for the University of Illinois football team. Every time the Fighting Illini score—and they scored a lot of points last season—a midshipman in the Naval Reserve Officer Training Corps rings the bell to indicate the team's total points.

The tradition started in 1982 when the NROTC unit obtained the bell from the Naval Historical Center, where it had been in storage for about 12 years. The NROTC unit, with help from parents, local businesses and the university's engineering department, refinished the bell and mounted it on a trailer. Since then, the bell has seen action in all of the Fighting Illini's home games and has been to several parades, tailgate parties and post-game celebrations.

—By Lt. Mark W. Paradies, University of Illinois.

The battleship Illinois' *bell and midshipmen who ring it for the Fighting Illini: 3/C Wayne Maki, 3/C Greg Tevonian, 4/C Kevin Elder, 3/C Frank Lucente and 1/C Steve Schmidt. Photo by Midshipman 2/C Tom McCook.*

'Gray Owl' Retires

An unusual event took place recently when a "Gray Owl" alighted at Naval Air Station Point Mugu, Calif.

It wasn't just any ordinary, old, gray hoot owl, it was the "Gray Owl of the Navy"—Captain Ken Haas, the most senior naval flight officer on active duty. Haas touched down at Point Mugu to visit his son, Lieutenant Ken Haas Jr., an EA-7L pilot with Tactical Electronic Warfare Squadron 34 (VAQ 34). Haas wanted to fly his last operational flight as "back-seater" for his son.

Father and son took to the air in a modified A-7 *Corsair II*. It was a low-level training flight over San Francisco, Reno, Nev., and back to Point Mugu. Watching from the backseat while his son handled the driving, Haas Sr. said, "I think this is something Ken had in mind—get his dad in the backseat."

The Gray Owl Award is an honorary award taking its name from a sculpture of a gray owl kept in the Naval Aviation Museum in Pensacola, Fla. Haas, the Navy's third Gray Owl, took the title in June 1983. Gray Owls hold their titles until they retire from the Navy.

The award was first presented to Captain George LaRoque in June 1979 by the Naval Aviators Association in Washington, D.C. It then went to Captain Dusty Rhodes who held the title until he retired.

Haas is the assistant deputy director for Worldwide Military Command and Control Systems ADP Tactical Support Directorate in Washington, D.C. Haas said, "The professional opportunities for NFOs are unlimited—I've seen lots of changes in the 30 years I've been in.

"I'm very proud of having my son in the Navy because I know how difficult it is to become a naval aviator. It's a tremendous challenge any parent can be proud of—it's a tough curriculum," he said.

Lt. Ken Haas Jr. (right) briefs his father, Capt. Ken Haas, on "back-seater" procedures.

Haas Jr., a graduate of The Pennsylvania State University, earned his wings in November 1982. "I didn't decide to fly until I got an orientation ride in a TA-4 during a Navy Reserve Officers Training Corp field trip to Beeville (Texas). As soon as I got that ride, I decided," he said.

—Story and photo by JO2 James Elliott, PMTC, Point Mugu, Calif.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Learning to Survive AT SEA

Story and photos by PH1 David B. Loveall

Clad in bulky flight gear and life preservers, a group of aviators and aircrewmen jumped over the side of a utility boat and swam toward an international-orange rubber raft. A hook from one of the life preservers ripped a fist-size hole in the raft's side. Although not part of the Deep Water Environmental Survival Training planned curriculum, the accident added even more realism to the survival at sea course.

"Start bailing water with your helmets!" shouted Aviation Structural Mechanic Second Class Dennis Giesy, an instructor. Pointing to one of the students, he ordered, "You take the hand pump and fill the center divider. The rest of you still in the water tie yourselves to the raft or hang on to the lifelines."

Two students frantically bailed water, flinging it wildly over their shoulders and onto two other students still in the ocean. Another student pumped hurriedly to keep from joining those bobbing in the water

Survival At Sea

Previous page: Out of the violent rotor wash and choppy seas, a DWEST student is hoisted to safety aboard a hovering CH-46 helicopter. Above: While on the way out to the day's operating area, DWEST instructor AMH3 Ron Taylor questions students to check how much they remember about their survival techniques before actually putting them to the test. Right: With the aid of the current, the green trail of a sea dye marker leads to a group of DWEST survivors.

around him. Then someone inflated the center section of the raft, making half of the raft usable. But it could no longer hold all of the students, and some still had to hang on to the side.

The raft, which was covered with green fluorescence from a sea-dye marker, rocked and swayed in the current. A few of the students became queasy, their eyes locked on the horizon and their faces expressionless.

A stench of sulfur from the orange smoke of a Mark 13 signal device lingered in the still afternoon air. Intermittent pops of Mark 79 pencil flares could be heard coming from the raft of a second training group.

Giesy passed around a long vinyl bag full of a black, gritty charcoal liquid.

"This is your water desalter kit," he said. "It makes the sea water drinkable. Just turn that little valve at the bottom and squeeze it like you're drinking from a wine bag."

A few of the students hesitantly volunteered to try the water. They sipped cautiously.

"Not bad," said Ship's Serviceman Second Class Paul Chvostovsky. "It tastes like regular water, just a bit salty."

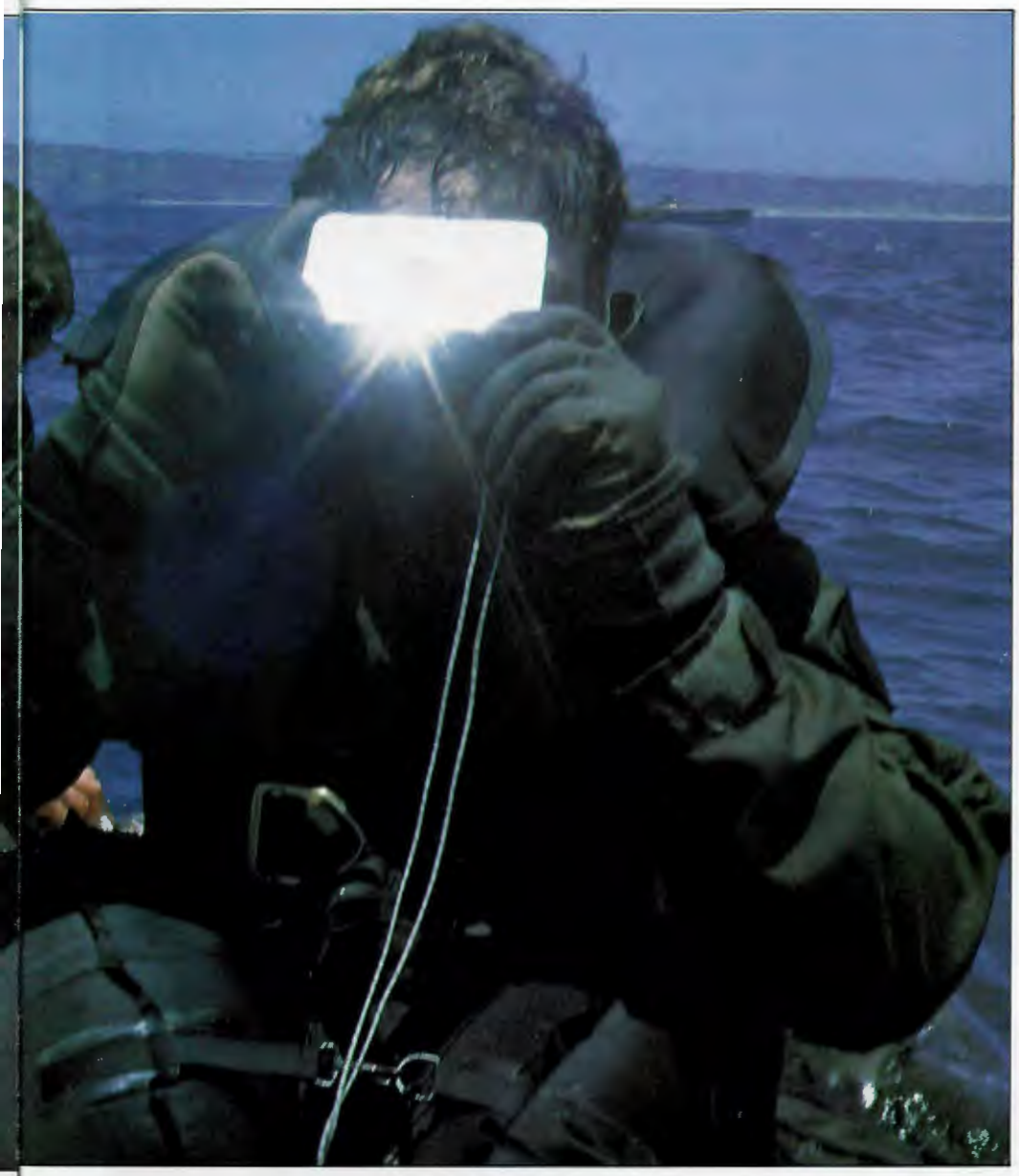
Helicopters circled overhead, and students swam one at a time in opposite directions from the raft to be picked up. Those lucky enough to swim with the current reached the required 75-100 yard distance quickly; those swimming against the current had a more tiring paddle.

Aviation Machinist's Mate Third Class Chris Mullen, one of the students, was tossed about in the turbulent rotor wash from the helicopter. The horse-collar rescue device kept swaying out of his grasp as the pilot maneuvered to steady his hovering aircraft.

"The only thing I was thinking about was getting to that hoist," Mullen recalled later. "It kept moving farther and farther away from me. I got kind of tired, but I just kept thinking I had to get to that hoist."

Inside the CH-46 helicopter, students deflated their life preservers and sighed with relief. Most agreed the hands-on experience gave them new confidence and would definitely help in a real-life situation.

According to safety reports and accident statistics, about one person from every 10 DWEST classes will have to rely on at-sea survival techniques after training. Usually a downed aviator or aircrewman has about an 80-percent chance of being picked up during the first 24 hours in the water.



Left: A student practices with a signal mirror. According to DWEST instructors, the signal mirror has been seen up to 40 miles away and can be used at night when the moon is out. Above: Using a pistol grip to help keep the survivor stable, an HC-11 aircrewman hoists a student into a hovering helicopter.

The Navy saw the need to give aviators and aircrewmen hands-on survival experience during the Vietnam War. Eighteen years later, the DWEST program at Naval Air Station North Island, San Diego, has refined the training to focus on survival equipment familiarization, signaling devices and extended sea survival—including an actual rescue at sea by helicopter.

The one-day course is mandatory for all Navy pilots, naval flight officers and enlisted aircrewmen. Chief Aviation Machinist's Mate Dail Slingsby, a DWEST instructor, estimates that 1,800 students attend the program every year. They spend a morning familiarizing themselves with their personal survival equipment—single- and multiperson life rafts, life preservers, desalting kits, signaling devices, canned water and air pumps. In the afternoon, they undergo hands-on training with various kinds of survival equipment.

"We try to use as much of that equipment as we can out on the water, when they're wet, cold and cramped in a raft," said Slingsby. "We provide a practical chance to use the gear in a real-life situation.

"The need for actual use of survival equipment in the water is how DWEST came about," he said. "Now we're teaching environmental survival aspects, also, such as how to extend your survival time and last a little longer out there."

According to Slingsby, DWEST is probably the most realistic training available. When thrust into a survival situation, aviators and aircrewmen are forced to use what's available to them.

"Like most things, if you haven't done something before, you're a little leery of it," said Senior Chief Aviation Structural Mechanic Garland Hatley, an instructor. "DWEST instills a sense of self-confidence. After attending the course, you know that, if you had to, you could do it in a survival situation."

Slingsby said that teaching students to overcome fears—and build positive motivation—in survival, is tough.

"Those who are afraid of water are still afraid; those who are afraid of helicopters are still afraid," he explained. "Some students get seasick and that will take away the will to survive—that positive motivation—quicker than anything.

"But if we can be of some benefit to the 20 percent who aren't picked up in the first 24 hours or if just one person survives out there, we'll have done our job," he said. □

PH1 Loveall is a photojournalist assigned to Fleet Audiovisual Command, Pacific.

The Navigator's Navigator

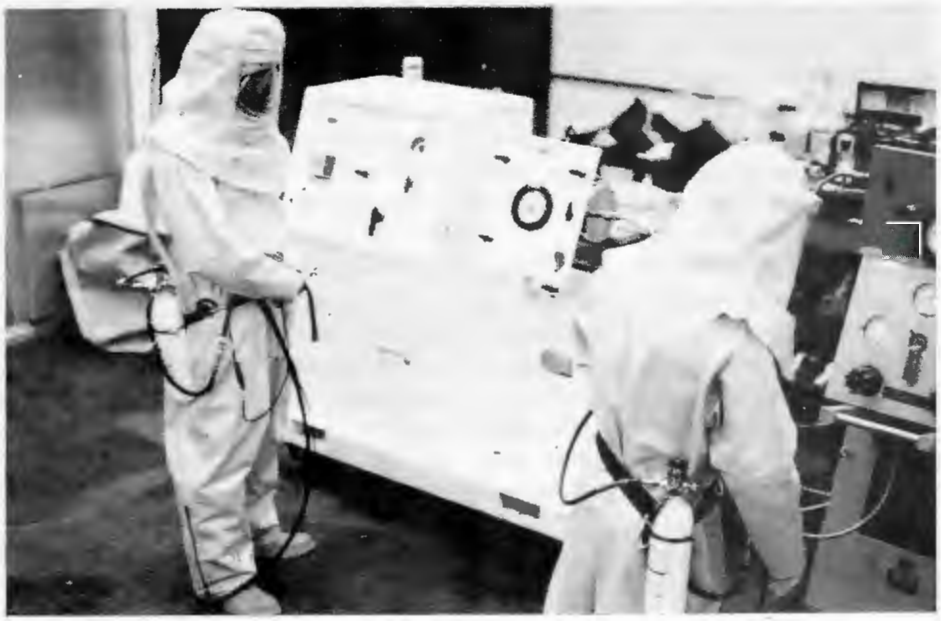
Story by JOCS David E. Fischer, NR OI Det 1118, Denver

Every 107 minutes five Navy navigation satellites orbit the earth. Their basic shapes resemble snare drums, and each has four solar panels extending from its sides as well as a transmitting antenna extending from the bottom and a 100-foot beryllium copper boom with a 3-pound weight extending from the top.

The booms cause the satellites to be gravity-gradient stabilized (Earth's gravity acts on the ends of the boom, thereby ensuring that the transmitting antenna is always pointing toward the Earth's center) and enable the satellites to transmit navigational data to ships 600 nautical miles below in all weather, worldwide, every two minutes.

Using the data of satellite transmissions, a ship can determine its position within 0.1 nautical mile. The ship can determine the position of possible navigational hazards, such as icebergs.

All the Navy navigation satellites now in orbit were launched by the Navy Astronautics Group, which was commissioned in April 1962. Located at Point Mugu, Calif., NAG became part of the Naval Space Command when the latter was established on Oct. 1, 1983.



NAG maintains and operates the Navy's astronautics systems, including spacecraft and ground components. As such, it is responsible for the five orbiting satellites which comprise the Navy Navigation Satellite System.

Four of the satellites are of a class called "OSCAR," while one of them is of a newer "NOVA" class. The NOVA was launched two years ago, while the oldest OSCAR is more than 16 years old.

Both models are solar-powered, but there are important differences. One significant improvement is that the NOVA can store data up to eight days, while the OSCAR has a memory capacity of only about 16 hours.

Another key difference is that the NOVA

has a self-propulsion system, which allows ground workers to maneuver the satellite within its orbit. The OSCARs, on the other hand, cannot be maneuvered after they are placed into their original polar orbits.

In addition to launching the navigational satellites, NAG personnel track and communicate with them from four ground tracking and injection stations located in Maine, Minnesota, California and Hawaii.

The satellites transmit data to NAG's digital computer center at Point Mugu via high-speed, computer-to-computer communications. Point Mugu's computers can predict the exact orbit of each satellite for the next 16 hours for OSCAR configuration and up to eight days for the NOVA. Those predictions are then transmitted from Point Mugu to the tracking and injection stations, which can then plan the proper times to inject information into the satellites' memories. It takes only 15 seconds to fill 16 hours of a satellite's memory.

Although the main use of the satellites is as a navigational aid for Navy ships, the information they provide has a variety of other uses for Navy and non-Navy users.

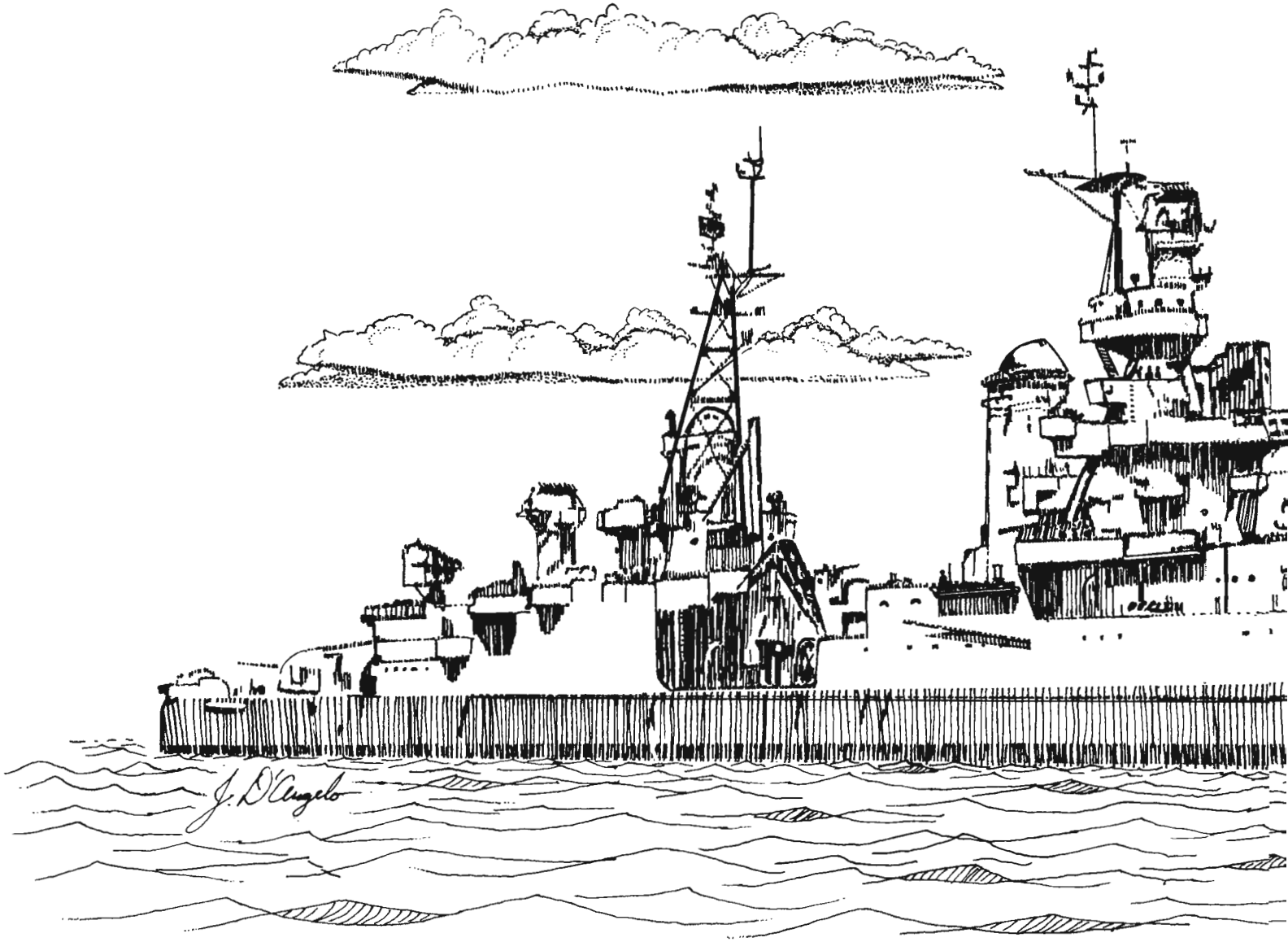
Navy navigation satellite system frequencies were opened to the general public in 1967. Since then, they have been used in such fields as commercial shipping, private boating and sailing, oil exploration, oceanography, aircraft navigation, land surveying and the synchronization of timekeeping.

With the Navy's reliance on space for maritime navigation and communications, the navigation satellite program will continue to have a high priority.

"Just as we require use of the seas to maintain our freedoms, so now we increasingly need the unimpeded use of space to ensure the security and well-being of our nation and our allies," Admiral James D. Watkins, Chief of Naval Operations, said at the establishment of the Naval Space Command. "We cannot afford to have the space power of another nation ever rob us of our goal of sea power."□

Far left, top: NOVA on a Scout booster on its way to the Vandenberg AFB, Calif., launch pad. Far left, bottom: Civilian technicians prepare to inject fuel into NOVA's self-propulsion system. Left: The first NOVA launches at Vandenberg AFB. Below: The Laguna Peak tracking and injection station near Point Mugu, Calif.

Remembering Indianapolis



Under cover of darkness, Japanese submarine *I-58* rose from the depths of the Pacific. Positioning itself where the direct courses from Guam to Leyte and from Peleliu to Okinawa cross, *I-58* soon spotted a target. Five and a half miles away, at 90 degrees true bearing, an enemy warship steamed on a steady course. Moonlight shining through a break in the clouds silhouetted the target against the horizon. It was a perfect setup. Immediately, the Japanese submarine submerged and lay in wait. Unknowingly, USS *Indianapolis* (CA 35) steamed to its doom.

There were 1,100 men on board the heavy cruiser *Indianapolis* when Japanese torpedoes ripped open its hull in the final days of World War II. Only 316 survived. Many people are either unaware of or have forgotten the circumstances surrounding the tragic loss of life in the sinking of *Indianapolis*. *All Hands* retells that story here.

Indianapolis was steaming unescorted between Guam and Leyte—just days after delivering vital components of the Hiroshima and Nagasaki atomic bombs to the island of Tinian, in the Marianas—when tragedy struck. At 12:05 a.m. on July 30, 1945, two torpedoes fired by a Japanese submarine ruptured the ship's starboard side.

Because of heavy casualties, intense fire and rapid flooding, damage control parties were unable to save the ship. In less than 15 minutes *Indianapolis* capsized and slid bow-first into a watery grave.

According to the "Naval Inspector General's Final Report on the Sinking of the USS *Indianapolis*," distress signals were sent by the sinking ship but those signals were never received by any ship or shore station.

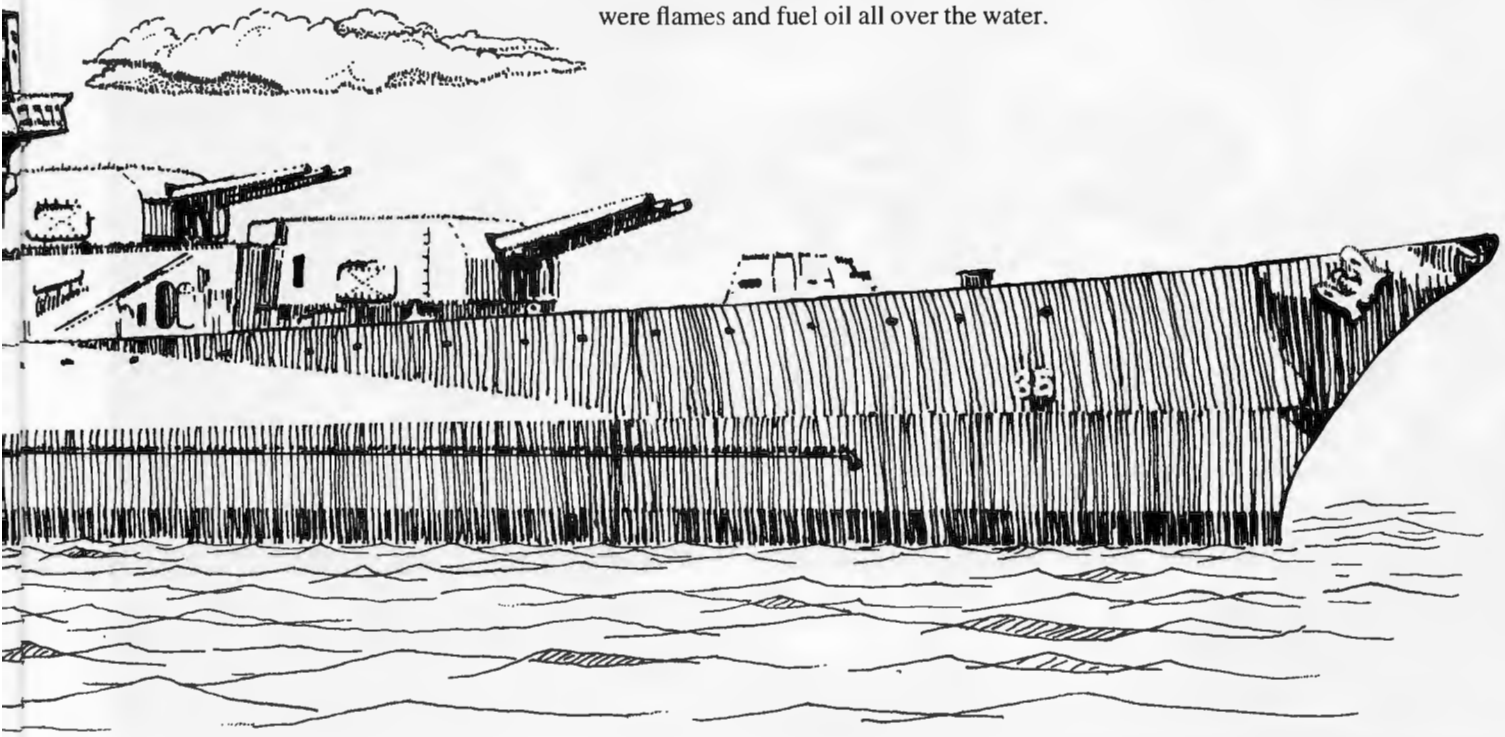
Internal communications on board *Indianapolis* were knocked out by the initial explosions, and the general word to abandon ship was never passed. However, most of the crew escaped the sinking vessel. About 400 of the 1,196 men on board went down with the ship—the remaining 800 abandoned ship or were washed into the sea when *Indianapolis* capsized.

"The ship had listed so far over on its side I slid off the keel and into the water. I had a life jacket over my right arm. There were flames and fuel oil all over the water. I heard explosions and hissing. I could see the screws out of the water still turning, and men jumping off the fantail. I swam to get away from the ship. I heard a terrible hissing and when I turned around all I saw was a great mountain of foam. It just kept rolling out. She was gone," one survivor told the *Washington Post*.

Crew members were able to release only 12 of the ship's 35 life rafts. Most of the initial survivors were adrift with life jackets and cork floater nets (floats connected by a network of lines) as their only means of support. They had no food or water and no protection from the blistering sun or the salt water eating at their wounds. Many of the men in the water died from exhaustion or wounds suffered in the sinking. However, hallucinations and sharks also took their toll.

According to a number of accounts, delirious crew members thought they could swim down to their sunken ship or to an imaginary island for a cool drink. Many swam to their deaths.

"One of the men in our group said he was going to swim ashore and get an amphibious jeep and come back for us," recalled another survivor interviewed by the *Washington Post*. "A guy would look at



you with such realism you weren't sure if he was crazy or you were."

Unfortunately, the sharks were not an illusion. It is believed that shark attacks claimed fewer than 100 lives but those attacks left a lasting impression on the survivors.

"I was in a larger group," said another survivor. "Somebody yelled 'shark!' and we saw this fin coming toward us and circling around. We tried to get as close together as possible. . . . A fellow had drifted off from the group. You know how the bobber on a catfish line floats on the surface above the bait and runs when a fish hits? The last time I saw this fellow, his head was running like a bobber. A shark had hit him. His head was like a bobber."

Because of a series of events that included a garbled message, human error and false assumptions, no one knew the vessel was missing. The ordeal at sea for the men of *Indianapolis* lasted four long days. Only 316 men survived.

After delivering its top-secret cargo at Tinian, *Indianapolis* had received sailing orders from the Commander in Chief, Pacific Fleet. The ship was directed to proceed to Guam for onward routing to Leyte. Upon arrival at Leyte, *Indianapolis* was to have reported, by message, to Com-

Indianapolis *survivors, taken by landing craft (below) to the island of Peleliu (right) for hospitalization, were later transferred (opposite page) to USS* Tranquillity *(AH 14).*

mander Task Force 95 who was then off the coast of Japan.

CTF 95 and Commander Task Group 95.7, who was to arrange training for the ship at Leyte, were both information addressees on the CinCPacFlt message. CTF 95 received and understood the message but CTG 95.7 received the message in garbled form. Because the message had a low security classification and the garbled transmission dropped CTG 95.7 from the address, the task group did not ask for a repeat. This is where trouble began for the ill-fated *Indianapolis*.

When *Indianapolis* arrived in Guam, the ship's commanding officer received routing instructions and a briefing from the port director on enemy activity in the area. Because valuable intelligence information failed to reach the port director, the ship was instructed to travel the most direct route between Guam and Leyte at a speed of 17 knots, zigzagging at the discretion of the commanding officer. The route was thought to be safe.

Unaware of increased enemy submarine activity in the area, *Indianapolis* sailed unescorted. Warships were considered capable of taking care of themselves, and the few escort ships available in that area were used where they were most needed. When *Indianapolis* departed Guam on July 28, no one knew that it would be the last major American ship to be lost in the war.

With the briefing complete and routing decisions made, the port director at Guam sent a message to CTG 95.7 and the port director at Leyte, informing them of the routing of *Indianapolis*. Included in the message was the date of its departure from

Split-second Decisions Aid In Rescue

As survivors of the heavy cruiser USS *Indianapolis* (CA 35) drifted in the Philippine Sea, two split-second decisions made miles away played key roles in their eventual rescue.

On the morning of Aug. 2, 1945, Lieutenant Junior Grade Wilbur C. Gwinn departed Peleliu on a reconnaissance mission in a twin-engine PV-1 *Ventura* bomber. He was to report, and try to sink, any enemy submarines.

During takeoff, the navigational antenna on Gwinn's aircraft was damaged. He had the option of turning back for repairs or continuing to navigate by dead reckoning. He decided to continue the mission.

While attempting to secure the damaged antenna, Gwinn spotted an oil slick on the water. Thinking it had come from a damaged enemy submarine, the pilot followed it. It led him to the accidental discovery of American sailors adrift and dying in the water.

Unknown to Gwinn and the rest of the Navy, he had sighted the survivors of *Indianapolis*, which had been torpedoed and sunk by a Japanese submarine four days earlier. But no one knew that until the next day.

Gwinn dropped the *Ventura's* life rafts to the men in the water and radioed for assistance. His messages set into motion one of the largest rescue operations in naval history.

Meanwhile, Lieutenant Commander W. Graham Claytor, commanding officer of the destroyer escort USS *Cecil J. Doyle* (DE 368), spotted a patrol plane. Claytor (who 32 years later became Secretary of the Navy) radioed the aircraft and discovered that it was en route to the scene of Gwinn's sighting. The pilot told Claytor that orders would probably be coming through for *Doyle* to assist in the rescue.

Knowing that communications logjams could delay the orders, Claytor used his own initiative and headed *Doyle* for the disaster area at full speed. The orders came through 1½ hours later.

Doyle was the first ship to arrive on the scene and the first to discover that the men in the water were survivors of *Indianapolis*. Claytor's message identifying the survivors was the first word to get through.

No one knows how many lives were saved as a result of Claytor's "stolen" 90 minutes or Gwinn's decision to continue on patrol. After being adrift for four days without food or water or protection from sharks and the elements, the 316 men plucked from the sea were near death.

Had Claytor or Gwinn made different decisions that fateful day, it is almost certain that there would have been far fewer survivors.

Guam and its scheduled date of arrival at Leyte. CTF 95 was an information addressee but did not receive the message.

CTG 95.7 received the message but disregarded it. Not having requested a repeat of the garbled CinCPacFlt message received earlier, CTG 95.7 was unaware that *Indianapolis'* routing concerned that group.

Possibly lulled into a false sense of security by the briefing from the Guam port director—who gave no indication of anything other than a routine transit—*Indianapolis'* commanding officer ordered the ship to stop zigzagging on the evening of

Indianapolis Served With Honor

The heavy cruiser USS *Indianapolis* (CA 35) was commissioned at the Philadelphia Navy Yard on Nov. 15, 1932. Its years afloat were proud ones. During peacetime, *Indianapolis* acted as flagship of the Scouting Force U.S. Fleet, and embarked President Franklin D. Roosevelt three times.

During World War II, *Indianapolis* was involved in operations in the northern Pacific where Japanese landings in the Aleutian Islands posed a threat. The ship later became flagship for the Pacific Fifth Fleet.

Indianapolis was involved in battles in the Gilbert and Marshall Islands, the Marianas and Palau, Iwo Jima, and Okinawa. The ship earned 10 battle stars during the war.

During the pre-invasion bombardment of Okinawa, a Japanese kamikaze pilot slipped through *Indianapolis'* defenses, scoring a hit with his bomb and crashing into the vessel's port side. The plane caused little damage but its bomb plummeted through several decks before crashing through the bottom of the ship and exploding. The concussion from the blast ripped two holes in the ship's bottom.

The severe damage sustained in the attack forced the battle-torn vessel to enter the Navy Yard at Mare Island, Calif., for repairs. After a 45-day repair and overhaul period, *Indianapolis* received orders to proceed at high speed to the island of Tinian with a top-secret cargo: vital components for the first two operational atomic bombs.

Indianapolis departed San Francisco Bay on July 16, 1945, foregoing a post-repair shakedown. The ship stopped at Pearl Harbor on July 19 and steamed on to Tinian. It arrived at Tinian on July 26, setting a record by covering some 5,000 miles in only 10 days.

After delivering its cargo, *Indianapolis* stopped at Guam. On July 28, the ship left Guam and took the direct route to Leyte. While steaming unescorted shortly after midnight on July 30, the ship was torpedoed twice by a Japanese submarine. The ship sank in less than 15 minutes, ending a career of 12 years, 8 months and 23 days afloat.

Indianapolis served with honor from Pearl Harbor through the last campaign of the war and went to its watery grave just two weeks before the war's end.

USS Indianapolis *(CA 35) as it appeared on July 10, 1945, while anchored off Mare Island, Calif., after a 45-day repair and overhaul period.*

July 29. Shortly after midnight on July 30, the ship fell victim to Japanese torpedoes.

Within 16 hours of the sinking, the advance headquarters of CinCPacFlt intercepted enemy information claiming that the Japanese had sunk something in the Philippine Sea. Unfortunately, the information was not evaluated as intelligence because the Japanese had developed a reputation for making false or exaggerated claims. During the war the Japanese reported damaging or sinking many Navy ships, which actually were steaming safely thousands of miles from where the enemy had reported sinking them. Had the enemy claim been evaluated as factual in this particular instance, the survivors of *Indianapolis* might have been located within 24 hours of the sinking.

Indianapolis was scheduled to arrive at Leyte on July 31, but no action was taken when it failed to arrive. Because of the earlier series of communications foul-ups, neither CTF 95 nor CTG 95.7 were aware that the ship was overdue.

The positions of Navy ships in the area were tracked on operational plotting boards at the headquarters of Commander Marianas on Guam and the Commander Philippine Sea Frontier on Leyte. *Indianapolis'* estimated position was plotted on a daily basis from the time it departed Guam. However, for security reasons, a CinCPacFlt directive in effect at the time prohibited reporting the arrival of warships. It was standing policy to assume that a warship had reached its destination on schedule. The marker for *Indianapolis* was removed from these plotting boards on its scheduled arrival date at Leyte.

The port director at Leyte was aware that the vessel had not arrived, but he did not report this information to a higher authority. He misinterpreted the CinCPacFlt directive prohibiting arrival reports and assumed that reporting non-arrivals was prohibited as well. For the men in the water, this was a tragic assumption.

It was not unusual during the war for a warship to be rerouted by higher authority before reaching its original destination. Sometimes, everyone concerned with a ship's movements was not informed of the change. Instances like this contributed to the port director's lack of concern over *Indianapolis'* non-arrival.

It was not until Aug. 2—four days after the sinking—that the survivors were accidentally sighted by a pilot on a routine search mission for enemy submarines.

A number of ships were dispatched to the area, but no one knew who the men in the water were. It was not until the first survivors were rescued that anyone knew *Indianapolis* had been lost.

Numerous aircraft and surface ships mounted an intensive search for survivors within a 100-mile radius of the area. The search lasted until Aug. 8, and it is believed that all survivors were located.

By the time the last sailors were plucked from the cruel sea, 73 percent of the men who had been on board *Indianapolis* when it departed Guam were dead. The final death toll was 880 sailors. Close to 500 men died awaiting rescue. It was the Navy's worst wartime disaster at sea.

When the scope of this tragedy was fully realized, the Navy took immediate steps to prevent a similar tragedy. CinCPacFlt ordered port directors to report Navy ships eight hours overdue to area commanders, who would then contact the vessel for a revised arrival time or initiate search efforts if contact could not be made.

Today, modern ocean surveillance gives the Navy continuous locations on all major ships. Communications techniques are so sophisticated that a ship sending a distress signal is almost guaranteed that the message will be received. Additionally, the unit status report—a daily report from Navy ships to their type-commanders—virtually eliminates the possibility of a similar tragedy.

The *Indianapolis* disaster occurred just two weeks before the end of World War II. It is ironic that four days before its sinking, the ship had delivered the cargo that brought a swift end to the war. □

—Story by JO2(SW) E. Foster-Simeon

References:

Helm, Thomas, *Ordeal by Sea.* New York: Podd, Mead, 1963.

Lech, Raymond B. *All the Drowned Sailors.* New York: Stein and Day, 1982.

Newcomb, Richard F. *Abandon Ship.* New York: Holt, 1958.

Navy Times, Sept. 24, 1975.

Washington Post, Aug. 5, 1975.

Washington Post, Aug. 6, 1980.

Funeral services for one of 880 Indianapolis *sailors lost in the Navy's worst wartime disaster at sea.*

Navy Medical Teams

Story by Lt. Cmdr. F. Stephen Wignall and Ensign Katherine Buck
Photos by PH1 Merrilee Mayberry and PH2 Carlos Drake
U.S. NavSta Panama Canal

In Rio Guasaro, an isolated settlement on the Caribbean coast of Panama, live 48 families who have no means of communication with the rest of the world. They subsist solely on the crops they grow themselves, and have no electricity, running water or medical facilities. Because of the lack of roads in the area, Rio Guasaro is accessible only by sea.

Two U.S. Navy patrol craft (fast) from U.S. Naval Station Panama Canal, accompanied by a Panamanian patrol boat, brought Navy and Panamanian medical/humanitarian assistance teams into Rio Guasaro. The team included doctors, dentists, corpsmen, barbers and civil affairs personnel. The joint effort was aided by the Navy's Project Handclasp which sent along medicine, toys and food.

The U.S. Navy medical team comprised students and staff from the Navy's training unit at Gorgas Memorial Laboratory in Panama City, Panama. All were participants in the "Medicine in the Tropics" program which is offered by the Navy to give in-depth experience in medical problems peculiar to the tropics.

Go To The Tropics

In conjunction with their laboratory training, the doctors also go out into the field to get hands-on experience with the problems they study. Recently, the physician/humanitarian assistance teams made two such trips: one to Rio Guasaro, and another to Guatemala's western highlands to treat some 2,500 Ixil Indians.

The Guatemala venture combined U.S. Navy, Army and Air Force medical teams with Guatemalan military medical and civil affairs personnel. This time the team was backed up by $12,000 worth of medical supplies provided by Project Handclasp and the U.S. Southern Command.

The team visited Nebaj, a small town in the rugged mountainous province of Quiche in western Guatemala, and Escuintla, an area south of Guatemala City. In Escuintla, people were treated for onchocerciasis, a major cause of blindness. Many people were suffering from acute respiratory diseases, infections and severe malnutrition.

In both Panama and Guatemala, the most frequent treatment was for parasites of the skin, blood and intestines. Dental treatment usually involved pulling teeth.

Both missions into the tropics not only benefited the residents of the isolated communities, but also allowed the physicians a chance to gain practical experience. It also presented the opportunity for the distribution of Project Handclasp toys, food and medicine. Project Handclasp, the Navy's people to people humanitarian assistance program, gathers donations from companies across the U.S., and the Navy distributes them overseas. □

U.S. Navy and Panamanian medical/humanitarian assistance teams not only rendered medical care to isolated villagers in Panama and Guatemala but also delivered Project Handclasp items, including balloons for the children.

High School NJROTC

Marching To A New Beat

Drilling after school in the gymnasium, attending class or catching the school bus, NJROTC uniforms fit right in with today's high school scene.

Lend an ear for a moment to the sounds of students in a high school corridor.

"Hey Marsha, wanna go to a movie tonight?"

"Can't Bob, sorry, gotta cram for a history test tomorrow. But call me later, OK?"

"Sue just told me that she heard it from Mary that Debbie broke up with Paul."

"Are you kidding? They've been going together for over a year."

A loud "BZZZZZ" blares out over the PA system: "Your attention please. Johnny Johnstone, Bill Williams and Rick Rickles please report to the vice principal's office." The announcement echoes throughout the halls.

From just beyond the gymnasium where basketballs are flying around comes a low and steady beating sound. The noise grows louder as marching feet hit the floor in unison. A voice pierces the rhythm.

"COLUMN RIGHT—MARCH!" and three-abreast, a squad of 30 students rounds the corner. Dressed in Navy blue uniforms, the students fill the hallway. With eyes straight ahead they march past the gym, each accentuated left step sounding like muffled thunder.

This scene would not be uncommon on a naval base, nor would it raise much interest on a college campus or at a military school. But a high school? In the United States? In 1984?

Yes, this is the scene at Herndon High School in the quiet town of Herndon, Va., located just outside Washington, D.C. It is a community-oriented town. Barely eight stoplights flash within its borders. It has three times as many churches as fast-food restaurants.

The high school is typical in all respects except one. A new elective was added to the school's curriculum—the Naval Junior Reserve Officers' Training Corps program.

NJROTC at Herndon High School has caught on like wildfire. In its first year more members joined NJROTC than tried out for the football team. Eighty-nine students signed up to learn about the Navy and military life.

The program is headed by two Fairfax County teachers, both retired Navy officers—Captain Frederic Blakeman and Chief Warrant Officer Bernard Spriggs. Together they bring 48 years of active-duty experience to the classroom.

Blakeman retired from the Navy after 24 years in aviation. He flew carrier planes and was awarded the Distinguished Flying Cross for action in Vietnam. Before reporting to Herndon High School he spent two years as a substitute history teacher at Robinson Secondary School in the county.

Spriggs worked his way through the enlisted ranks and then served several tours as flight deck officer aboard aircraft carriers. He taught NJROTC in Washington,

D.C., for two years before taking the job at Herndon High School. His enthusiasm for the program is evidenced by a more than 50-mile one-way daily commute to the school from his home in Maryland.

Blakeman and Spriggs were hired by the county school board. Though they represent the Navy, they work for the county and the county pays half their salary. The Navy reimburses the county the other half and provides the school with student uniforms, textbooks and other equipment necessary to carry out the program.

This is Fairfax County's first NJROTC program. There are 15 other NJROTC units in Virginia but all are in high schools near the Norfolk area. Blakeman said parents, the school board and the community will be following the new program's progress.

"We're being looked at very closely," he said. "The Fairfax County school system is conducting an evaluation of us now and there is no doubt we're getting very high marks."

Blakeman believes the program will expand. "The question of having the military in here has been resolved now," he said, referring to the anti-military sentiment found in the post-Vietnam era. "People know now that we are not here to recruit, nor to turn Herndon High School into a military camp, but that we're here to work with the kids.

"We're teachers first, military second. To be able to teach and be with these young people and also wear the uniform makes us happier than pigs in the Oklahoma sun," he said.

"Teen-agers today look at the military in a more positive manner," added Spriggs. "They know the military has become more choosy, more strict. They want discipline. They want someone to guide them. They want to know that you care about them."

Spriggs has a special flair for dealing with people. He doesn't always teach by the book. "We're able to do things that the teachers cannot do," he said. "We talk to the faculty and they let us know when there is a problem. Especially discipline problems. We call the cadets in and say, 'What's the story? Teacher said you did this in her class. That's not action expected of a naval cadet and it looks poorly for our company and let's square yourself away.'

"If a kid wants to be on a track team or a football team you know darn well that he is going to do everything in his power to do it right. Same thing here. The kids want to be in here. We say, 'You want to get ahead, you want promotion, you want recognition, you want to participate, then you're going to have to come up to standards.'

"I can't put a second class stripe on one of my cadets and have him go to another classroom and raise heck. That's portraying himself in a negative manner in a uniform that I've given him. It teaches them good citizenship, self-discipline, re-

spect for others and self-control," said Spriggs.

Students enroll in a four-year naval science program that stresses citizenship, self-discipline, leadership and Navy history. Students must be at least 14 years old and maintain a "C" average. The course carries one semester hour of credit.

Cadets attend five one-hour class sessions each week. Three sessions are spent on academics and two cover drill and military bearing. The average class numbers 15 students. On drill days, the cadets march.

The class begins when the instructor enters the room and the cadets come to attention. Spriggs then seats the class and takes muster. It's a Thursday afternoon and a uniform day (cadets wear their uniforms to school once a week). Spriggs addresses the class, "I notice some of you need haircuts. My petty officers come in Monday needing a haircut, they lose a stripe. Tuesday another. Wednesday, they lose it all and I'll replace them."

He takes an ordinary pencil and holds it up in front of the class. He tells the students to get a good look at it because he's going to go around the room and he wants each person to tell him something about the pencil. They cannot duplicate an answer. Each cadet then stands, shouts his/her name and a description. For example: "It's yellow, sir . . . It's got an eraser, sir . . . It takes up space, sir . . . It contains lead, sir . . . It came from a tree, sir . . . " and so on. With 14 students in one class he went around the room four times. That's 56 different observations about an ordinary pencil.

"It's a memory list," explains Blakeman. "It builds mental toughness, makes them look beyond the obvious and to think fast."

The senior class petty officer calls the cadets to attention and dismisses the class in an orderly fashion. Spriggs comments, "We teach the cadets how to follow orders. If you can't follow orders, how can you give them? I've lived through my whole Navy career telling my people that. Same thing goes here."

The cadets work under a merit/demerit system. Each student is given 100 merits to start with, and it is up to the individual to follow the rules or those merits will be taken away. "I give them 100 merits. Whether they add to or subtract from that number affects their grade, promotion, going on field trips, and everything else," Spriggs said.

Demerits can be given for infractions such as disrespect (25), false muster (25), cutting class (10), unsatisfactory haircut or shoeshine (5), and failure to salute (5). Demerits can be made up after school with extra drilling or work details.

Cadets advance in rank using a system similar to the Navy's advancement structure. They take written exams and are evaluated by the naval science instructor on leadership skills and maturity. The NJROTC unit has a student commanding officer, executive officer, a command master chief, as well as various individual officer and enlisted ranks. Spriggs says "they earn their rank here."

The program allows for some travel and field trips. The unit recently visited the

Why Do Students Join The NJROTC Program?

Senior cadet Lori J. Machado said, "A friend of mine was in and asked me to try it. At first I was in a gourmet foods class and I didn't think I needed that anyway, so I switched over. I joined about a month after it started. I got dogged a little bit at first, but not anymore. I'm glad I joined."

"I wanted to see if I could survive the military," answered senior cadet Steve Parks. "I want to fly jets. I already have 98 percent of my pilot's license. I want to go to college and then maybe the Air Force. I'm a little nervous about ships, so I'm looking into the Air Force," he said.

Sophomore cadet David Lantz also wants to fly, but for the Navy. "I just basically wanted to see what the military was like, see what ROTC was like and decide if it's what I want to do. I want to fly planes, and I like ships."

Junior cadet Denise Davis said, "My attitude has really changed since I've been in. I have more confidence in myself. At first some of the people gave us a hard time, but now, the people that laughed at us want to join."

"I was planning on going into the Navy after I got out of high school and some of my friends were already in the program," said junior cadet Kim Bishop. "One of my friends says that she looks up to us now that we're in and she wants to get in too."

Senior cadet Francesca Wist, executive officer of the unit, had her mind made up before coming into the program that she would join the Air Force, but now she's not so sure. "I wanted to see about the Navy. I've been in the Civil Air Patrol since seventh grade and was really interested in the Air Force. My dad suggested I look into other services, so I tried this. Now I'm not sure which way I'll go.

"People are interested in us," she continued. "They ask us a lot of questions like 'what is this?' and 'what's going on?' I think it's going to get a lot bigger."

Left: NJROTC instructor Bernard Spriggs helps Paul Lange "square away" his uniform during a personnel inspection. Below: Cadets come to attention in the classroom when their military instructor enters. Bottom right: Cadet Mark Regalbuto (right) has lunch with Jeff Neal in the school cafeteria.

Naval Academy in Annapolis, Md. Plans include a trip to Norfolk, Va., to visit the various ships and facilities on the naval base. They also will tour the Navy Memorial Museum at the Washington Navy Yard.

The cadets have civic duties in addition to their academic and military responsibilities. They marched in the town's homecoming parade and plan to compete in an ROTC drill competition with other units from surrounding areas. More noteworthy is the unit's contribution to the school's drug task force. The task force works with parents, citizens and other concerned parties to get drug information out to the students as well as provide counseling and a substance abuse prevention program.

According to Blakeman, the student body has received the cadets very well. "The students have accepted us. We have people coming on board who are friends of cadets. We find increasing numbers of people hanging around watching us drill. I'm sure many of those people are going to end up joining us next year.

"We're finding that we're drawing the better students. Our reputation is one of looking for winners, people who are willing to work. We have four varsity football players, a varsity cheerleader and several members of the school band, and this was just our first year."

According to Blakeman, there are some tangible benefits the students get out of the program. A student who stays in for three years can enlist in the Navy as an E-3; for two years, as an E-2. Blakeman has three nominations to the Naval Academy for qualified applicants, and recommendations to college NROTC programs.

Blakeman is ecstatic about the program's first year success. "We enrolled 92 students this first year without even trying. I've had nothing but positives from the parents. I haven't heard anything bad at all. The parents are very enthusiastic."

"I am excited about the quality of the young people coming along here," he added. "It's important to catch these people at the high school level. A freshman in high school is not too young to start developing the concepts of honor, integrity, self-discipline, and the basic aspects of leadership he needs. I think through this program we're picking up some people that we might not have otherwise.

"In two or three years time, I envision 15 percent of the student body, roughly 300 cadets, being involved in the program," Blakeman said. "It makes me feel good to know that we've got these kinds of quality students developing the leadership skills to fill the shoes of people going out the other end and retiring from the Navy." □

—Story and photos by JO2 Russell L. Coons

Herndon's NJROTC program is one of 233 nationwide. Almost 30,000 students are enrolled throughout the country at public and private institutions. NJROTC was established in 1964 as a way to introduce students to a curriculum emphasizing citizenship, leadership and naval science. It falls under the direction of the Chief of Naval Education and Training.

Thoroughbreds Of The Seas

Story by Lt. Cmdr. Chris Taylor
NR NIRA Det 206

Fleet Admiral Chester W. Nimitz said, "Of all the tools the Navy will employ in any future war . . . the destroyer will be sure to be there."

That statement was published in the U.S. Naval Institute's April 1954 issue of *Proceedings*, in a review of Theodore Roscoe's book, *U.S. Destroyer Operations in World War II*. The words rang true in Vietnam, and judging from the larger multimission destroyers in the fleet and under construction, the statement still applies.

The newest additions to the destroyer community are the *Kidd*-class ships: USS *Kidd* (DDG 993), USS *Callaghan* (DDG 994), USS *Scott* (DDG 995) and USS *Chandler* (DDG 996). All four are named for admirals killed in World War II. DDG 993 bears the name of Rear Admiral Isaac C. Kidd Sr., the first flag officer to lose his life in World War II and the first U.S. Navy flag officer to die in battle.

This new group of destroyers combines the principles of speed and defense found in its predecessors, with the multilevel arsenal and structural characteristics of its recent contemporaries. In short, *Kidd*-class destroyers are thoroughbreds among fighting ships.

The multilevel arsenal on these destroyers is a network of weapons systems, subsystems and equipment. The weapons suite is basically the same as that on a *Virginia*-class nuclear-powered guided missile cruiser—two twin standard missile launchers that fire anti-air missiles and anti-

Opposite page: USS Kidd *(DDG 993). Left: USS* Scott *(DDG 995). Below: USS* Chandler *(DDG 996).*

submarine rockets; two 5-inch guns capable of firing 20 rounds a minute; *Harpoon* anti-ship cruise missiles; *Vulcan-Phalanx* close-in weapon systems and two triple torpedo tubes. In addition, the ships carry SH-3 *Sea King* or SH-2 light airborne multi-purpose system helicopters with a maze of sonar, radar and fire control technology.

Collectively, the *Kidd*-class ships can perform missions in anti-air, anti-submarine, anti-surface, amphibious and electronic warfare, in addition to providing naval gunfire support. With these weapons and capabilities in a structural design comparable to *Virginia*-class cruisers, the DDG 993-class ships are a formidable foe for any adversary.

In fact, these are the largest and most powerful destroyers in the fleet.

At more than 8,000 tons displacement and 563 feet in length, these ships are nearly as large as the *Virginia*-class cruisers displacing 10,000 tons in their 585-foot lengths. When compared to the 418 feet and 4,000 tons displacement of the *Forrest Sherman*-class destroyers built in the 1950s or the 390 feet and 3,500 tons of the older FRAM destroyers, the *Kidd*-class ships are awesome.

The ships are powered by four LM-2500 gas turbines—basically the same engines used on DC-10 passenger and C-5 cargo aircraft—that provide 80,000 shaft horsepower and propel the ship to speeds over 30 knots.

The *Kidd*-class design is a modified *Spruance*-class design—the ASROC launcher was removed from in front of the bridge, and two twin standard missile launchers were added fore and aft. The contract to construct the ships was awarded in April 1978.

The Navy had four partly completed hulls with the potential to be the most powerful destroyers built in the United States; they were kept alive by supplemental appropriations.

Soon after the ships were commissioned, the Navy added *Harpoon* missiles and close-in weapon systems to the ships' already impressive armament. At about $510 million each, they represent a considerable bargain.

When the sailors who operate these ships call them "cool tin cans," they're not just speaking slang. The ships were given air-intake filter systems different from those in the *Spruance*-class destroyers. Four 200-ton plants air condition all manned spaces. The evaporators of the DDG-993-class produce 20,000 gallons of fresh water daily, so there should be no shortage of fresh water for the crew.

For the crews and for the Navy, the *Kidd* and the other three ships in this class are a welcome addition to the fleet. They are destined to keep alive the words of Fleet Admiral Chester W. Nimitz. □

Mail Buoy

New Jersey's First Replenishment

In your March 1984 issue, it was stated that USNS *Mispillion* (T-AO 105) was the first ship to replenish USS *New Jersey* (BB 62) under way since its recommissioning last December. USS *Wichita* conducted *New Jersey*'s first underway replenishment and vertical replenishment since its recommissioning. This operation was conducted the morning of March 8, 1983.—NC1 Jim C. Kleinfelder, USS *Wichita* (AOR 1)

• *What we meant to say was that it was* New Jersey*'s first WestPac replenishment by a civilian-manned ship.* All Hands *did not intend to slight USS* Wichita *or its fine crew.*

Reunions

• **Naval Air Transport Squadron, Inc.**—Reunion Aug. 6-10, 1984, San Diego. Contact Capt. Arnie Hudnall, 9807 N.W. 75th St., North Kansas City, Mo. 64153.

• **USS Chandeleur (AV 10)**—Reunion Aug. 2-4, 1984, Lynnfield/Wakefield, Mass., for crew members who served during World War II. Contact Mrs. Kenneth Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.

• **USS Sennet (SS 408)**—Reunion Aug. 29-Sept. 2, 1984, in conjunction with the USS Submarine Veterans of World War II convention. Contact Bob Wiley, P.O. Box 851, Tavernier, Fla. 33070; telephone (305) 451-4282.

• **USS Joseph P. Kennedy Jr. (DD 850)**—Reunion Aug. 16-20, 1984, Providence, R.I. Contact Kennedy Reunion Committee, Battleship Cove, Fall River, Mass. 02721.

• **USS Gainard (DD 706)**—Reunion Aug. 10-12, 1984, Norfolk, Va. Contact Cecil Kendrick, 720 Hemlock Crescent, Virginia Beach, Va. 23464; telephone (804) 495-1708.

• **USS Bowfin (SS 287)**—Reunion Aug. 29-Sept. 2, 1984, Chicago. Contact Thomas P. Stack, 42 Kellogg St., Waterbury, Conn. 06710; telephone (203) 755-3258.

• **USS Hoe (SS 258)**—Reunion Aug. 29-Sept. 2, 1984, Chicago. Contact Harry Flagg, 7003 23rd Ave. W., Bradenton, Fla. 33529; telephone (813) 792-6916.

• **PT Boat Squadrons**—Reunion Aug. 23-27, 1984, Houston. Contact P.T. Boats, Inc., P.O. Box 109, Memphis, Tenn. 38101; telephone (901) 272-9980.

• **USS San Francisco (CA 38)**—Reunion Aug. 29-Sept. 2, 1984, Detroit. Contact Ed Wittler, 2949 Flannery Road, San Pablo, Calif. 94806; telephone (415) 222-2187.

• **USS Hurst (DE 250)**—Reunion Aug. 23-26, 1984, Philadelphia. Contact Chuck Laird, 6 Breslin Ave., Haddonfield, N.J. 08033; telephone (609) 429-3783.

• **U.S. Naval Cryptologic Veterans Association**—Reunion Aug. 30-Sept. 1, 1984, Colorado Springs, Colo. Contact Joseph R. Butorac, 2723 E. Serendipity Circle, Colorado Springs, Colo. 80187; telephone (303) 574-2426.

• **Destroyer Escort Sailor's Association**—Ninth annual national convention Aug. 6-10, 1984, Houston. Contact Jack Collins, P.O. Box 68, Oviedo, Fla. 32765; telephone (305) 365-5331.

• **USS Bayfield (APA 33)**—Reunion Aug. 12-18, 1984, San Francisco. Contact M.G. Wamsley, 1902 Filbert St., San Francisco, Calif. 94123; telephone (415) 567-1526.

• **USS Topeka (CL 67)**—Reunion Aug. 10-12, 1984, Portland, Ore. Contact James W. Wilson, 1022 W. Abbott St., Muncie, Ind. 47303; telephone (317) 288-3949.

• **USS Pride (DE 323)**—Reunion Aug. 6-10, 1984, Houston. Contact J.C. Oxley, 1005 Arline Ave., Glendora, N.J. 08029; telephone (609) 939-4845.

• **USS Fletcher (DD/DDE 445)**—Reunion Aug. 30-Sept. 2, 1984. Contact Waldo Dickenson, 1932 Ainsley Road, San Diego, Calif. 92123; telephone (619) 277-3359.

• **USS Medusa (AR 1)**—Reunion Aug. 5, 1984, San Diego. Contact Charles Mantz, 486 Welton St., Chula Vista, Calif. 92011; telephone (619) 420-9299.

• **USS Frazier (DD 607)**—Reunion Aug. 29-Sept. 2, 1984, Seattle. Contact Loren Troxel, 20236 23rd Place, N.W., Seattle, Wash. 98177; telephone (206) 542-3612.

• **USS Enterprise (CV 6)**—Reunion Aug. 18-19, 1984, Plymouth, Ind. Contact Pauline Klopfelnstein, Rural Route 5, Box 428, Walkerton, Ind. 46574; telephone (219) 586-2137.

• **USS Missouri (BB 63)**—Reunion Aug. 31-Sept. 3, 1984, Portland, Maine. Contact Tony Alessandro, 5449 Leumas Road, Cincinnati, Ohio 45329.

• **USS Edison (DD 439)**—Reunion Aug. 10-12, 1984, Harrisburg, Pa. Contact Larry Whetstine, 8083 Haviland Dr., Linden, Mich. 48451.

• **USS Ranger (CV 4)**—Eighteenth annual reunion Aug. 10-12, 1984, Pensacola, Fla. Contact George Pyle, 8629 Oakleigh Road, Baltimore, Md. 21234; telephone (301) 665-1329.

• **USS Granville (APA 171)**—Reunion Aug. 31-Sept. 2, 1984. Contact Robert P. Blanding, 4559 Shawn Court N.E., Salem, Ore. 97305.

• **USS Greenling (SS 213)**—Reunion Aug. 29-Sept. 2, 1984. Contact George Hinda Jr., 172 W. Middlesex Dr., Carlisle, Pa. 17013; telephone (717) 243-3855.

• **USS Callaway (APA 35)**—Eighteenth annual reunion Aug. 7-9, 1984, Mystic, Conn. Contact Wallace E. Shipp, 5319 Manning Place, N.W., Washington, D.C. 20016; telephone (202) 363-3663.

• **USS Cabrilla (SS 288)**—Reunion Aug. 29-Sept. 2, 1984, Chicago. Contact W.E. Reitz, 1225 6th Place, Port Hueneme, Calif. 93041; telephone (805) 483-5242.

• **USS Elizabeth C. Stanton (AP 69)**—Reunion Aug. 31-Sept. 2, 1984, Knoxville, Tenn. Contact Sherman O. Dickson, 802 Christine St., Houston, Texas 77017; telephone (713) 643-9439.

• **USS Shangri-La (CV 38)**—Reunion Aug. 3-5, 1984, Columbia, Md. Send business size SASE to Bob Ketenheim, 26 Magnolia Circle, Shrewsbury, Pa. 17361.

• **VR-24 Association**—Reunion Aug. 16-19, 1984, San Diego. Contact Pete Owen, 24633 Mulholland Highway, Calabasas, Calif. 91302; telephone (213) 348-4056.

• **USS President Jackson (APA 18)**—Reunion Aug. 4-7, 1984, Memphis, Tenn. Contact Charles F. Safely Sr., 80 N. Reese St., Memphis, Tenn. 38111; telephone (901) 323-6197.

• **Guadalcanal Campaign Veterans** (all branches of service)—Reunion Aug. 3-5, 1984, Kalamazoo, Mich. Contact Gene Keller, 4043 Standish, Kalamazoo, Mich. 49008.

• **USS Bowfin (SS 287)**—Reunion Aug. 29-Sept. 2, 1984, Chicago. Contact Thomas P. Stack, 42 Kellogg St., Waterbury, Conn. 06710; telephone (203) 755-3258.

• **USS Ommaney Bay (CVE 79) & Embarked Composite Squadron (VC 75)**—Reunion Aug. 30-Sept. 2, 1984, Long Beach, Calif. Contact Lloyd Beighley, 3620 Lloyd Place, San Diego, Calif. 92117.

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