

ALL HANDS

A group of women, likely a sports team, are running on a grassy field. They are wearing light blue short-sleeved shirts and dark pants. The woman in the foreground is smiling and looking towards the camera. The background is slightly blurred, showing other people and a crowd.

in this issue:

WOMEN at ORLANDO

MAY 1976

A Meaningful Tribute...



ALL HANDS

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MEMORIAL DAY: On 31 May the nation takes time to honor the war dead. At left, a funeral recently held at Arlington National Cemetery graphically illustrates the true significance of that day.

Front cover: Enlistees must qualify in various physical fitness exercises as an integral part of NTC Orlando's nine-week training program. For details see the articles beginning on the following page. (Photo by LTJG Lynn Howell, USNR)

BACK COVER: A three-inch bronze, high-relief medal commemorating the Navy's bicentennial depicts the sailing sloop "Alfred" and an American eagle on the obverse and modern nuclear vessels at sea on the reverse. The medal, designed by Hal Reed, was struck by the U. S. Mint. (See Navy News Briefs.)



Photo by: PH2 Terry C. Mitchell



Orlando Recruit Training:it's COED

—Story by JO2 Davida Matthews
—Photos by LTJG L. Howell, USNR

In 1974, a long-overlooked aspect of segregation in the Navy ended forever. In that year, boot camps for men and women were consolidated, ending 32 years of separate recruit training. Boot camp for women hasn't been the same since, as a recent ALL HANDS visit to the U. S. Naval Training Center, Orlando, revealed.

The consolidation at Orlando—and at the other recruit training facilities in Great Lakes and San Diego—involved more than mere geographic co-location. Today, training for men and women is basically the same, with few exceptions.

The reasons for this standardization involve the changing role of women in the Navy. Even though women are currently prohibited by law from serving aboard naval vessels other than transports and hospital ships, they share many operational roles with men. As Captain William G. Fisher, Jr., commanding officer of RTC Orlando explained, "We have to face the fact that times are changing. Many women are now being stationed aboard small craft, such as harbor tugs. We want these women prepared for anything the Navy throws at them. . . ."

A maximum of 10,000 recruits of both sexes can be trained simultaneously at Orlando but, except during peak periods, the number is between 3000 and 6000. The recruits are formed into companies of about 76 members each and housed within a battalion. Currently 950 women recruits, 28 per cent of the recruit population, undergo training at one time. They are assigned to battalions in the 2nd Regiment, which also includes one-third of the male recruits.

Lieutenant M. W. McClellan, who commands the 2nd Regiment, says problems resulting from the consolidation have been minor. "As the training became comparable to the men's training, we had even less problems," LT McClellan said. "Our standard female problem is motivation—some individuals feel they can't complete the training. These girls, most of them fresh out of high school, have never faced this kind of challenge before. They don't realize their own potential. The training may be a bit overwhelming, but we tell them to take it a day at a time."

The first few weeks are the hardest for both men and women. Their first morning as recruits begins at 0430, when they are informed that they have 20 minutes

to dress, make up their bunks, straighten up their area and get to the chow hall for breakfast. After eating, physical training tests and swimming qualifications take up the rest of the morning.

These early tests determine the level of conditioning and swimming aptitude of each recruit—man or woman—at the start of training. They are not overly rigorous, and most women achieve minimum qualification levels. Those who do not soon find themselves "helped along" by daily 0730 exercises on the drill field, a pursuit which all recruits share.

One swim instructor at RTC, Orlando theorized that the coeducational aspect of the initial physical fitness and swim tests may actually improve performance. "A competitive spirit makes our job a whole lot easier," he said. "The guys don't want a woman to show them up and the women want to prove they can do as well as the men."

The rest of the first week is a blur to the recruits—one day it's uniform issue, another day it's dental and medical exams. More time is spent with company commanders learning the basics, such as wearing of uniforms or shining shoes. They also receive their first of many inoculations.

The young woman recruit learns early that the most important person in her life during boot camp is the Company Commander (CC). CCs are 2nd class petty officers and above and highly motivated individuals. During the nine weeks of training, CCs' schedules are just as crammed as the recruits'. If a company musters at 0530, there must be someone there to take muster. At night, the CC is still aboard, doing paperwork, or counseling and instructing recruits. As one CC explained "It's the hardest job I've ever had, yet it's the most rewarding."

Another big help to the fledgling recruit is the Assistant Company Commander who is in reality a recent women graduate of boot camp. The ACC is a volunteer who showed initiative and leadership during her own training. Upon acceptance as an ACC, she remains at Orlando for six months before assignment to her first permanent duty station. ACCs assist during the first few weeks, helping the new recruits to adjust to their new way of life, and easing the burden of the Company Commander.

The female recruits have their first personnel inspection during the second week. This "PI" is conducted by company commanders, who inspect each other's companies. Since this inspection is in preparation for

Left: A seamstress checks over an enlisted woman's dress uniform during a fitting session.

future inspections by personnel of the Military Evaluation Department, the CCs let no detail escape unnoticed. With two CCs inspecting a company, the pace is faster than a normal inspection.

"We try to give the women an idea of what they will be facing when they are inspected in the forces. This way, we can give them help and advice," explained another CC.

By the fourth week, inspections are daily affairs. Drill classes have also become regular routine.

By their third week, the women get their first crack at the obstacle course. The obstacle course is the first real physical challenge to the women. As the course instructor observes, "They go after it with more enthusiasm than the men. After being cooped up in a classroom all day, the course lets them vent their energies."

Five minutes is considered a good time for the "O" course, a quarter-mile of grueling obstacles including rope climbs, balance beams, steep, slippery angles to clamber up, tires to run through, tunnels and various other tests. Cheering each other on, the girls attack the obstacles with seemingly happy abandon.

"Here, you can scream your head off, work out all your frustrations, and nobody thinks you're crazy. I always feel better after going through here. It releases a lot of tension," one recruit commented.

Recruit training is not all obstacle course and inspections—for men or women. Much training occurs in the classroom, and all recruits at Orlando receive classroom instructions in the most up-to-date facilities. Classes are held in a three-story structure equipped with closed-circuit television in the 57 classrooms. The building has its own broadcasting studio. Classes are coeducational whenever feasible.

During the fifth week, the women receive just as much training in water safety and survival as the men, right down to the abandon ship drill.

Ship's Work Week gives the recruits a small preview of what Navy life is really like—they are assigned jobs throughout the command in offices, the mess halls or the dispensary. Classroom work is interrupted, giving them a break in their academic studies. At the end of the week, each company has an afternoon of recreation. That afternoon is spent in the sun, relieving some of the tensions accumulated during the first six weeks.

Mary Astor of Des Moines, Iowa, was one of the women relaxing after Ship's Work Week. "You finally come to the realization that it's more than half over. That's enough to improve anyone's morale."

But the next week brings new and bigger challenges. Care and firing of the .45-caliber service pistol is one of the highlights. After three classroom sessions on characteristics of the weapon, safety and familiarization, the recruits fire both the .45 and M14 rifle. As division chief of the armory, Senior Chief Aviation Support Equipment Technician (ASCS) Charles Strickland explained, "The women take it right in stride. They seem to have more respect for the weapon and, as a result, they are more careful and pay more attention."

It is during this same week that the female recruits go through damage control and firefighting. The firefighting training facilities at Orlando are among the most modern in the Navy. Training is conducted without any visible smoke being emitted—afterburners are used to burn off carbon. In this training, recruits are taught fire prevention, how to extinguish different kinds of fires, and how to handle hoses.

The women also have the opportunity to experience the effect of tear gas firsthand. During instruction in nuclear-biological-chemical warfare, recruits learn the use of the Mark 5 gas masks, and take part in a very realistic demonstration of how they work.

Excitement builds as graduation nears. In the eighth week, company photos are taken, transportation home is arranged (recruits with "A" School guarantees or on-the-job training in nondesignated SN or FN ratings normally are allowed two weeks' leave after boot camp), and dress uniforms are tailored. The women also receive instruction regarding their first liberty, which is offered as an incentive, and is not automatic.

"Shore orientation" fills the last week of training for the female recruits and is similar to Fleet Orientation for male recruits. Since boot camp is unlike anything else in the Navy, these orientation sessions make for a smoother transition from recruit training to first duty station.

Spirits run high at this time. The realization that graduation is only a matter of days away improves everyone's morale. But these days are not without sadness. As one recruit put it, "When you are with someone for nine weeks, study with them, march with them and share a common goal, well, I feel closer to my friends here than I have with anyone in my life." Strong friendships are formed during boot camp—to survive for years to come.

Finally, the morning of the Brigade Review arrives. Approximately 93 per cent of the women who arrived here nine weeks ago march in review. The other seven per cent didn't complete training for various reasons,

including medical or emotional problems. "Proportionately," said LT McClellan, "10 per cent of the men don't make it through boot camp either. The women seem able to adjust better and faster."

Feelings on the part of the recruits on the training they had received are varied: "You couldn't get me to do it again for a million dollars . . ." "Sure, it was hard, but I've never had such a feeling of accomplish-

ment before." Many agreed with this view.

One opinion was unanimous—boot camp was something they'll "never forget."

Hopefully, they won't—the training and regimen will stand them in good stead in whatever life they choose. As the graduating recruits stand their last review, one can't help but reflect on their future. The transition from civilian to military life is complete, and one hurdle has been cleared. These women have faced a challenge and met it. Other challenges lie ahead.

Below: Woman recruits show what double time is all about.



NTC ORLANDO



Almost 10 years ago, Orlando, Fla. was selected as the site for the Navy's third "boot camp." In 1965, Congress had appropriated an initial \$14.9 million for a facility to accommodate increased enlistments and to relieve overcrowded conditions at the recruit training centers at San Diego and Great Lakes.

Seven locations in five eastern states were considered before Orlando, "the city beautiful," was chosen in December 1966.

Orlando was selected for many reasons—availability of existing facilities, favorable climate and the city's enthusiastic response. The city dates back to the early 1840s when it was a trading post called Jernigan. The name was changed in the 1850s to honor Orlando Reeves, an early settler who lost his life in a skirmish with Indians.

In 1875, Orlando's population numbered 75 people—

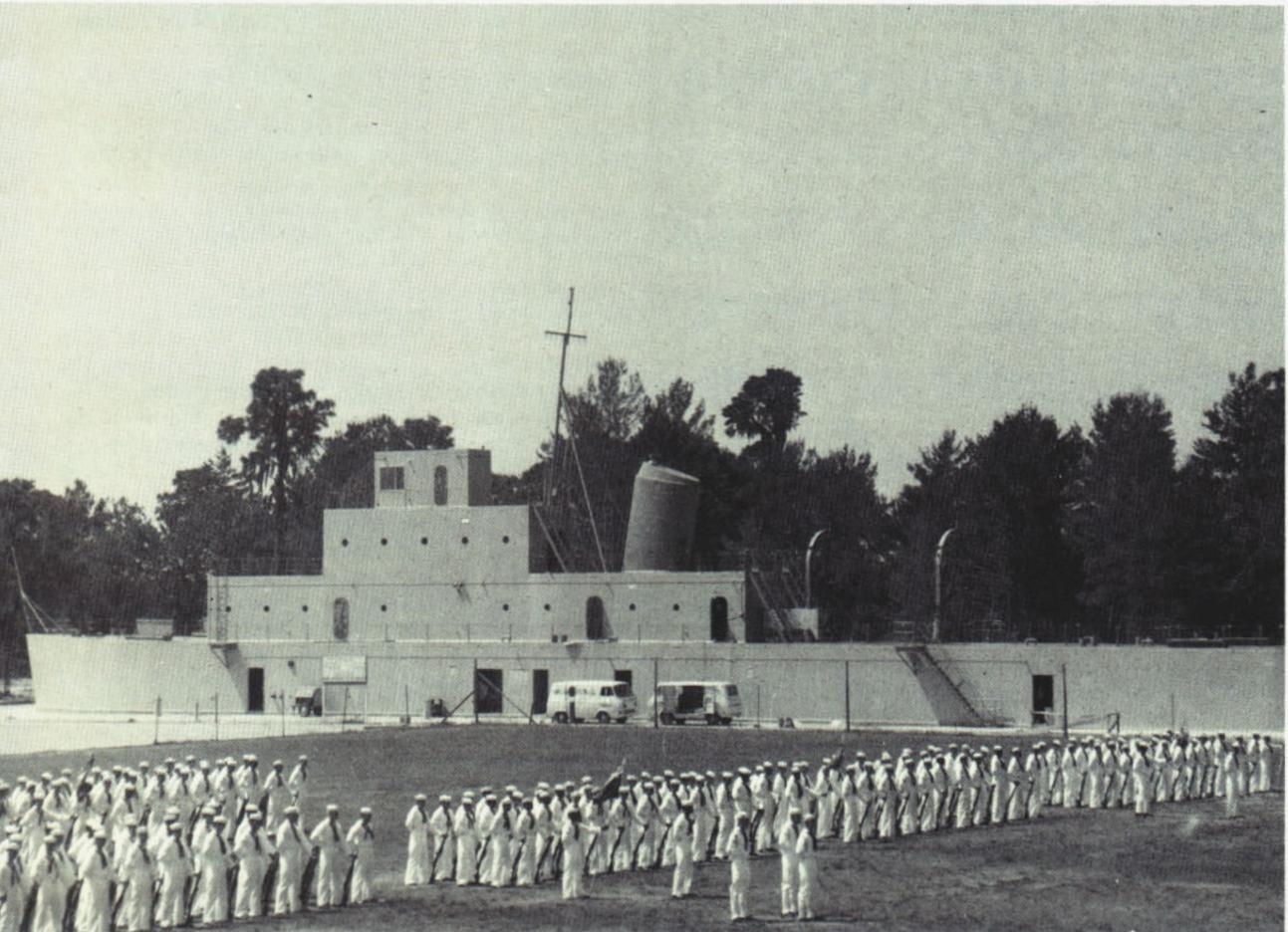
Left: A recruit serves as a flag bearer during Brigade Review. Below: Several companies stand in formation alongside USS Bluejacket, the Center's mock-up training ship.

today, 100 years later, the city ranks as one of the fastest growing metropolitan areas in the U. S.

Nineteen months after its selection, Naval Training Command Orlando was commissioned. What had been an air base, first under the Army and later under the Air Force, was now on its way to becoming a major Navy training installation.

Like its counterparts at San Diego and Great Lakes, NTC Orlando encompasses a broad array of training facilities in addition to recruit training. Its complex of schools provides training for Navy personnel—officer and enlisted—at the recruit, primary, advanced and specialized levels. In all, 22 separate commands are now located at the training center.

At present, there are about 2000 military personnel of all branches of the armed forces attached to NTC Orlando. In addition, the number of recruits undergoing training varies from a low of 4500 to a maximum of 9500. Another 1200 students are attending various Navy schools. When the move of the Nuclear Power Schools of Bainbridge, Md., and Vallejo, Calif., to Orlando is



completed, the population will be increased by 280 staff members and a student body of 2500. The base also employs more than 2400 civilians.

As one of the newest commands in the Navy, NTC Orlando is geared toward modern, efficient training. The Recruit Training Command, largest command aboard the center, has all the appearances of a college campus. The training building reflects the latest in educational facilities—a television studio and classrooms equipped with closed-circuit television supplement classroom instruction.

Perhaps the most noticeable characteristic of the Recruit Training Command is its newness. Connected by 20-foot-wide concrete walks, the buildings reflect an architectural coordination which is rare at older installations. Another unusual feature is that no utility lines mar the view—all lines are underground. The Recruit Chapel dominates the complex—the pyramidal building won an architectural award in 1971 from the American Institute of Architects.

Because of the influx of new schools at NTC, a large construction program continues. Fourteen new three-

story bachelor enlisted quarters are now complete, and nine more are under construction. Also, a \$6.5-million, 300-unit housing project has been completed this past summer to supplement the existing 668 homes the Navy assumed from the Air Force. The housing and support area of McCoy Air Force Base, located 10 miles south of the center, was annexed to NTC on 1 Jul 1974 when the air base was deactivated.

Other activities at the Naval Training Center include the Naval Training Equipment Center, Service School Command, Naval Regional Medical Center, and the Enlisted Navy Recruiter Orientation Detachment.

Spread over 1200 acres dotted with lakes, NTC continues to grow under a master plan that will make it one of the Navy's most attractive facilities. Currently a mixture of the modern and traditional military base, the NTC complex seems destined to be the "showcase of the Navy."

Right: Graduation ceremonies at NTC Orlando are observed by visiting friends and relatives.

COMPANY COMMANDER'S SCHOOL

Company commanders are the key to successful transition of recruits from civilian to military life. In order to perform this duty effectively, company commanders first attend Instructor School in Norfolk, then Company Commander's Schools, at recruit training commands in San Diego, Great Lakes and Orlando.

Company Commander's School trains qualified enlisted individuals to undertake the basic military training of a company of naval recruits—high-sounding words for a lot of hard work. Instructors are themselves company commanders alternating from their regular assignment of training recruits.

Navy personnel, females E-5 and above, and males E-6 and above, with performance marks above 3.4 for the last three years are eligible for duty as company commanders. Candidates must be physically qualified according to standard Navy physical requirements and have desirable leadership characteristics, maturity and emotional stability.

The six-week course is broken down into five phases of training. The first is a basic indoctrination. Here, topics such as conduct, receiving and forming a company, and forms, records and reports are covered.

Phase two places emphasis on the importance to the recruits of the proper wearing of the uniform, and

barracks inspection standards and cleanliness criteria, as well as personal hygiene. This phase also includes the fundamentals of teaching the recruits how to maintain the uniform by proper laundering procedures and how and where to stow their uniforms properly.

Military drill forms the basis of the third phase of training. Company commanders must know basic drill procedures and formation. Skill in this area is obtained by drilling a company and observing other company commanders at work.

Human behavior and human goals have become an important part of recruit training. The student CC receives an overview of the Navy's Equal Opportunity Program, observes the recruits in Human Goals classes and participates in a Communications Workshop. This phase of Company Commander's School aids the prospective CC in developing an understanding of the recruits' feelings and attitudes as well as improving the company commanders' ability to handle situations.

Completing the training is "shadow time." Student CCs shadow or observe a company commander working with a company. This phase of training can last from one to three weeks, depending on how long a student feels he or she needs to observe. After assignment to a company, the new company commanders attend the same classes their charges do—in essence, they go through boot camp again. By doing this, a CC can relate to the recruits' experiences and reactions.

Proof of the success of the school is in the final "product"—high quality Navy men and women. As company commanders continue to train recruits with the same high degree of professionalism, the Navy is assured a consistent supply of young, eager people to fill its needs.

Right: AZ1 Patricia Cox teaches Company Commander trainees how to instruct recruits in folding clothes. Students are (l-r) BM1 J. D. Hughes, ABCS R. E. McGuire and BM1 H. C. Elam. (Photo by LTJG Lynn Howell)



Take Two Minesweepers, Add a Little Rain and...

—Story by JO1 Paul Long

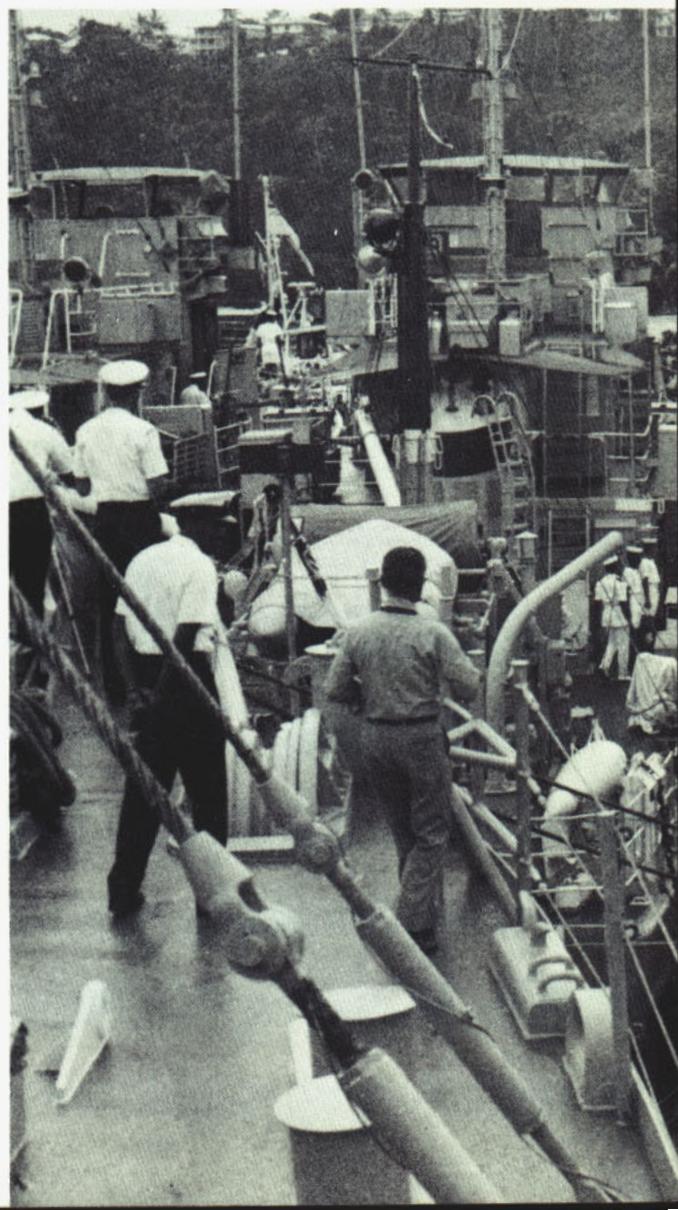
Despite the rain, a navy was born.

Rain is considered to be a good omen in Fiji, so people's spirits weren't dampened when it rained during the recent ceremony marking the birth of the Royal Fijian Navy. HMFS *Kiro* and HMFS *Kula* became the first ships in the Fijian Navy in a ceremony held at Suva which was punctuated by native dances and the smashing of bottles of kava on the bows of the two ships.

On hand for the event was the salvage ship USS *Bolster* (ARS 38) which had accompanied *Kiro* and *Kula* from Long Beach, Calif., to Suva via Pearl Harbor.

Kiro and *Kula* are the former U. S. coastal minesweepers, *Warbler* (MSC 206) and *Vireo* (MSC 205). The Fiji government acquired them last year and renamed them after two of their native birds. Fijian crewmen sailed the ships from Seattle, Wash. to Long Beach, Calif., where they received seamanship training.

Then it was on to Pearl Harbor for three weeks of search and rescue training. At Pearl, *Bolster* served as



host for the crewmembers of the youthful Navy.

While in Hawaii, the Fijian sailors toured the island of Oahu, including the Punchbowl National Cemetery.

Lieutenant Commander Kenneth Malkus, commanding officer of *Bolster*, said, "The Fiji crews were very professional. En route from Pearl to Suva we did formation steaming, gunnery practice and refueling.

"There are 70 billets in the Fijian Navy, and 5000 volunteers applied. The Fijians were very selective and it showed in their shiphandling."

When the ships arrived at Suva they were greeted by wall-to-wall people. That evening a dance was held for *Bolster's* crew. The officers attended a formal mess dinner at Queen Elizabeth Barracks and the Sergeants' Mess held several affairs for *Bolster's* chiefs and petty officers.

The ship commissionings took place the following morning, preceded by a traditional kava ceremony. Gifts were presented the prime minister including a sperm whale's tooth (tabua), considered the greatest

gift that can be bestowed on an individual in Fiji.

Following the ceremony Lieutenant R. G. Bruce, *Bolster's* exec, was invited to a village where a kava ceremony and dinner welcomed *Kula's* executive officer back after a long and successful voyage.

After dinner a lali was struck to signal a family gathering during which the men chanted and the women danced.

Bolster held open house during the visit and a total of 1500 people toured the ship. Early the next morning *Bolster* got underway; once clear of the harbor, *Kiro* and *Kula* came alongside and their crews cheered the Americans. "That was a very moving experience," said LCDR Malkus.

Again, it began to rain.

Below: Fijian Army band performs before a large audience during commissioning ceremonies marking the birth of the Royal Fijian Navy.



Meanwhile, Over in Tonga

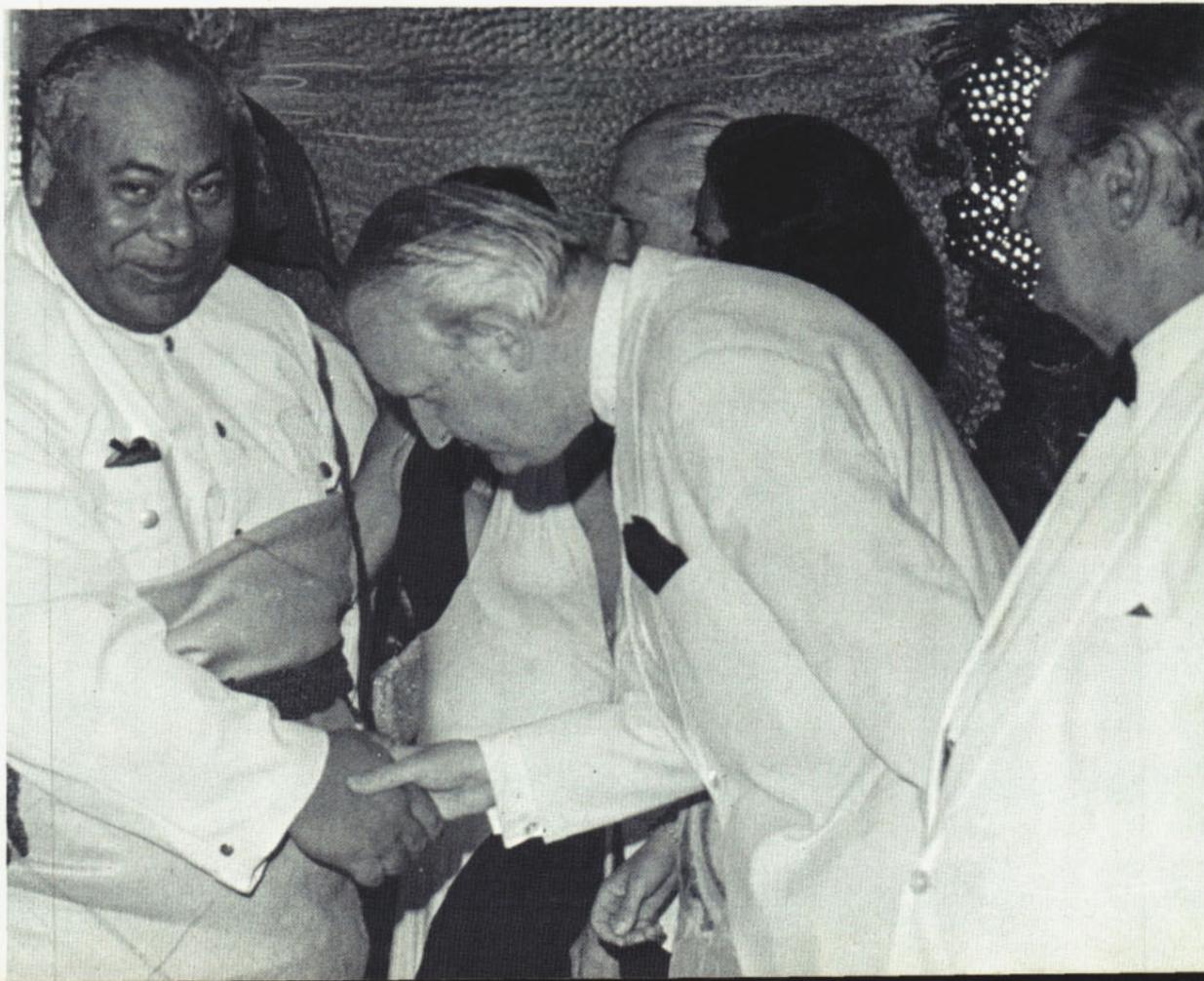
When Captain James Cook visited Tonga two centuries ago he named the South Pacific island group the Friendly Islands. The crew of USS *Horne* (CG 30) visited Tonga during its Constitutional anniversary celebration and fully endorsed that meaningful title.

Horne provided official United States government representation during the Tonga celebration. In 1900, by a treaty of friendship with Great Britain, Tonga became a self-governing state under the protection of

Great Britain, ruled by a hereditary king. On 4 Jun 1970, Tonga became completely independent and a member of the Commonwealth.

Comprised of about 150 atolls astride the International Dateline, and the same latitude as Tahiti, Tonga is often called the "Crown Jewel of the South Pacific." It is the first country in the world to greet each new day.

Shortly after *Horne* arrived, thousands of schoolchil-



dren and numerous bands in colorful native dress paraded down palm-lined streets festooned with commemorative arches depicting the history of the tiny island kingdom, which has about 90,000 citizens. In the evening the people lighted torches along the entire beach of the main island and the smaller atolls surrounding the harbor.

Aside from the normal sightseeing and souvenir-buying connected with any port visit, the U. S. Navy men were feted at a gargantuan feast. More than 5000 people lounged on the beach near the royal residence. Suckling pig, taro root, shrimp, lobster, sea bass, bananas and watermelon abounded. Almost every American had a "host" to help him through the local fare which was carried to the beach in 12-foot-long picnic baskets. In addition, a basket was sent to the ship for the men who remained on watch.

About three hours of traditional dancing and song followed. Large groups of colorfully dressed Tongans performed music not unlike that common to Hawaii. As the women swayed gracefully to the gentle melodies, the men carried out elaborate and vigorous counterpoints of harmony and dance rhythms. The costumes, made up of leaves and flowers, were subjects for visiting photographers.

In addition to the United States representation, New Zealand sent the frigate HMNZS *Taranaki*. Diplomatic representatives from most of the nations surrounding the Pacific and many from Europe were present. The United States was represented by its ambassador to New Zealand, Armistead I. Selden, Jr., who is also a captain in the Naval Reserve.

Official duties prevented the Tongan king from making a visit to *Horne*, but Crown Prince Topouto did come aboard and was impressed with the modern guided missile cruiser. Captain Lawrence Layman, USN, the commanding officer, presented the prince with photographs of the ship and a brass plaque commemorating his visit.

The diplomatic corps and Tongan officials enjoyed a formal reception aboard *Horne*, followed by an afternoon party on HMNZS *Taranaki*.

On the second evening, a gala Constitution Ball was held at the International Dateline Hotel, with the grand march reviewed by King *Toupu IV*. Rear Admiral Gerald E. Thomas, USN, Commander of Pacific Fleet's Cruiser-Destroyer Group Five, embarked in *Horne*, was present at the event as were many of *Horne's* officers. The march was followed by evening festivities.

The measure of the Tongans' friendliness was best shown in the marketplace where prices were substantially lowered for the benefit of the visiting sailors. Large wooden Tikis (native totems), tapa cloth of vegetable fibers, and basketry were the main selling attractions despite the fact that most businesses were closed for the holiday. The sailors also formed close associations with their New Zealand counterparts and with the

American Peace Corps people assigned in Tonga. All of the private clubs opened their doors to the Americans, who have been held in high regard since U. S. troops trained there during World War II.

It was with a good deal of regret on the part of her crew that the ship departed the quaint and beautiful island paradise after a two-day stay. While the crew lined the rail, a 21-gun salute was fired as *Horne* passed the royal palace.

Horne made the trip through the South Pacific following completion of a six-month deployment with the Seventh Fleet. The ship also visited Guam, American Samoa and Tahiti during her return transit to San Diego.



Left: Tonga's King *Toupu IV* greets guests at a gala Constitutional Ball held at the International Dateline Hotel. Right: USS *Horne* crewman shops for souvenirs during their ship's Tonga visit to take part in the tiny island nation's recent Constitutional anniversary celebration.

BICENTENNIAL SALUTES

France
Renders
Honors
14 Feb
1778



The guns sounded 22 times outside the breakwater at Brest, France, on 14 February—the 198th anniversary of the first salute given the Stars and Stripes by a foreign power. The frigate USS *Jesse L. Brown* (FF 1089) fired 13 guns to the French Navy and in return received nine guns from the French destroyer *Dupetit-Thouars*.

No reason to cry “foul.” The 1976 reenactment went off nearly as accurately as the 1778 salute, with the exception that the Revolutionary War event took place in Quiberon Bay, 60 miles south of Brest.

In the 1778 event, John Paul Jones, in command of the sloop of war *Ranger*, was itching for a chance to entice a salute from a foreign power which would symbolize recognition of United States sovereignty. *Ranger* was flying the recently adopted Stars and Stripes.

In Quiberon Bay, he dropped anchor on 14 February in the midst of a French naval squadron under Commodore La Motte Piquet. Jones offered to present a 13-gun salute if it were answered gun for gun. Uncertain of the political and diplomatic relationship between the two nations, the French commodore offered to reply with only nine guns. Jones, though not completely happy, agreed and the salutes were fired.

The 1976 commemoration was shifted to the city of Brest for logistic reasons. The city today is headquarters for French Forces Atlantic, and local citizens ashore could both see and hear the salute as it was

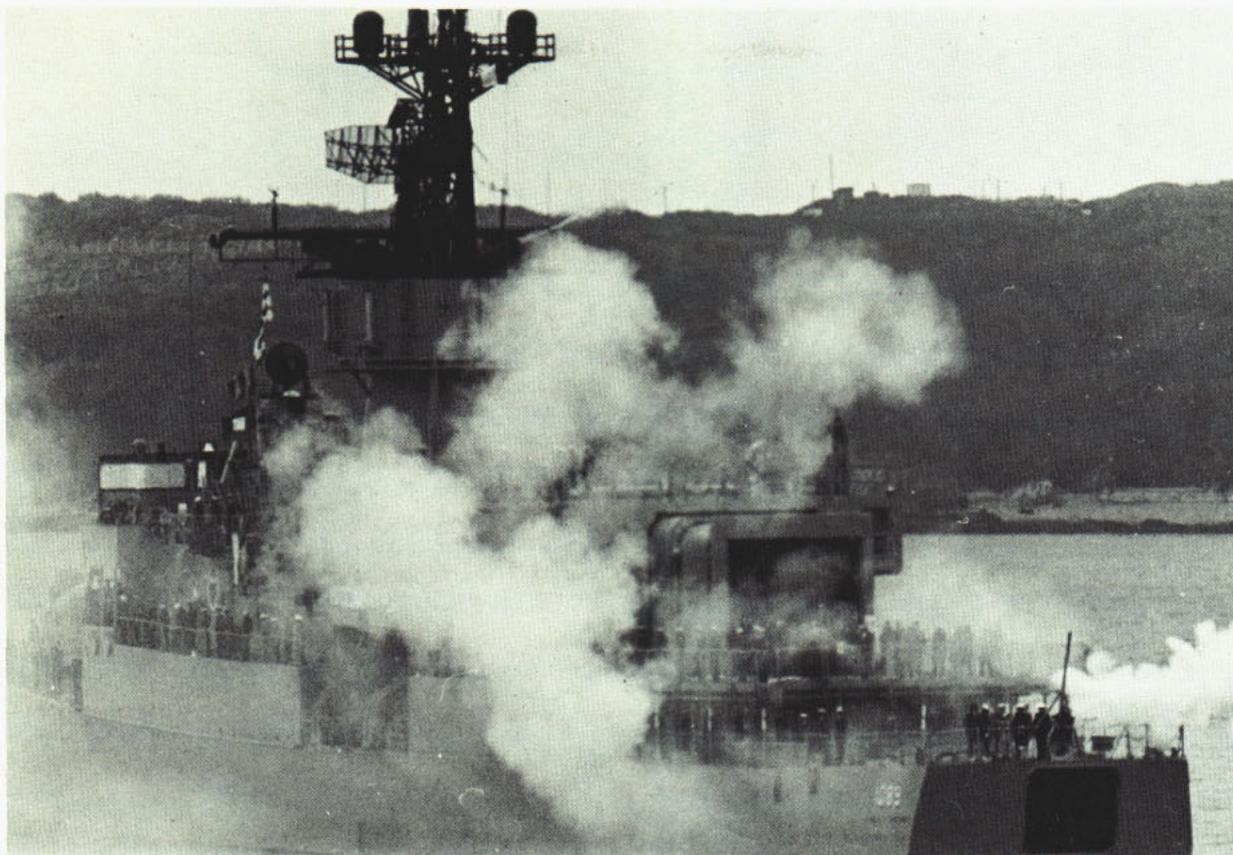
exchanged between *Jesse L. Brown* and *Dupetit-Thouars*, with the frigate USS *Valdez* (FF 1096) in the vicinity.

The American ships, en route to their home port after a six-month deployment with the U. S. Middle East Force, had arrived in Brest on 11 February. They departed for the States upon completion of the historic salute and the ceremonies that followed.

During the visit a wreath-laying ceremony was held at Brest’s monument honoring American Navymen of World War I. This was attended by representatives of various French veterans’ organizations. Ceremonies were also held aboard *Valdez* and at city hall. A dance for enlisted men of both ships was also held at the city hall and other social functions took place during the four-day stay.

Adding to the Bicentennial air, both ships were dressed at night in “bicentennial lights,” with lines of alternating red, white and blue light bulbs strung from the mainmasts. Mementos were created from the polished bases of 40mm saluting shells and a specially designed commemorative scroll was designed and presented by the visiting sailors along with Bicentennial flags.

The visit by the American ships and the exchange of salutes sparked further interest in France in the American Bicentennial and even led to the discovery of significant letters in French Naval Archives about John Paul Jones. The Brest Bicentennial Committee and



Left: *Ranger*,—oil painting by Edward Moran—exchanges salutes with a French squadron in 1778. Above; USS Jesse L. Brown (FF 1089) reenacts *Ranger's* salute.

Brest University used the event to spark interest in an upcoming four-day seminar to be held at the university on the subject of the American Revolution. Besides John Paul Jones, Brest also was used as a staging area by Admiral Francois De Grasse and General Comte De Rochambeau.

The high value which the French placed on the

Brown-Valdez visit was emphasized by French Navy Squadron Vice Admiral Le Franc who said, "The ceremonies which marked this call gave rise to a special emotion in both the Brest civilian and military milieus and this emotion was caused by their military simplicity, their friendly familiarity and their deep significance. They symbolized both the esteem and the friendship which brought our flags together over the seas for two centuries and our free and independent nations' ideals. I wish that this 14 Feb 1976 remain a memorable day both for the U. S. Navy and the French Navy."

St. Eustatius Reenacts Historic First

You probably have never heard of St. Eustatius—or Statia, as it's called by its inhabitants. It's a small island in the Netherlands Antilles which claims the distinction of being the first foreign power to render a salute to the fledgling American Navy.

The Dutch returned the gun salute of an American Navy brigantine in the roadstead of Oranjestad, capital of St. Eustatius, on 16 Nov 1776. The anniversary of the famous salute has been observed every year by raising the Stars and Stripes on the site of a plaque given the island by President Franklin D. Roosevelt commemorating the event.

Also during the Revolution, the island was the lifeline for the shipment of ammunition, gunpowder and other

vital supplies from America's allies in Europe, particularly France, to the struggling army of the 13 colonies. The island was sacked by the British in 1781.

Today, the people of Statia are hard at work on plans to mark America's Bicentennial. Government and civic leaders have given priority to restoring several 18th century buildings, one of which will become Statia's Bicentennial Library. There are plans also to construct a 20-unit, low-cost housing development to be named "Bicentennial Village."

Statia's Bicentennial Committee hopes eventually to raise money to fully restore Fort Orange, the impressive ruins of a Dutch Reform Church, and the second oldest synagogue in the Western Hemisphere.

LEADERSHIP

BEGINS WITH SAILING

A bold and exciting sailing program is rapidly taking shape at the U. S. Naval Academy. This resurgence of midshipman sailing is the result of some striking changes in both facilities and personnel.

It began in March of 1975 when Captain Alexander G. B. Grosvenor took command of the Annapolis Naval Station and became commodore of the Naval Academy Sailing Squadron. An avid yachtsman and accomplished ocean racing skipper, CAPT Grosvenor arrived intent on revitalizing Academy sailing.

Left: Heeled over in a swift Shields class boat, midshipmen sail close to the wind. **Below:** A bow lookout calls sail trim on the jib during a race on the Chesapeake. **Right:** A midshipman sits in the pulpit of one of the Academy ocean racers to warn the helmsmen of any obstacles.



"I believe sailing is the one sport at the Naval Academy in which a midshipman can confront nearly all the challenges he will experience as a naval officer," said CAPT Grosvenor. "Every time a midshipman goes out on a sailboat, he deals with leadership, personnel management, rules of the road, small boat handling, maintenance and basic seamanship. Sailing can demand the physical exertion of most other sports. You can lay them out on the deck of a sailboat as well as you can on the soccer field. Sailing is the only one that has it all."

One of the first things the captain did to revitalize the program was to obtain the services of Graham Hall, a well-known East Coast sailor, as the director of sailing.

Hall is a graduate of the U. S. Merchant Marine Academy and is former sailing director of the State University of New York Maritime College. He has a varied sailing background. Last year he was tactician in the America's Cup contenders *Valiant* and *Mariner*, and skippered *Valiant* in her final trial race at Newport. He finished third in the 1975 Congressional Cup and was one of 10 skippers invited to compete again this year. In small boats, he took first place in the 1971 Fireball and 470 National Championships and won the North American Men's Championship in the 1969 Malory Cup.

To assist Hall, Lieutenant Tom O'Brien became the Academy's Sailing Officer. Also an experienced ocean racer, LT O'Brien was a crewman on the 1974 America's Cup victor, *Courageous*. The staff includes several part-time professional coaches, volunteers from the Naval Academy Sailing Squadron and a few local yachtsmen.

Good boats are, of course, important to the success of any sailing program. The Naval Academy has a fleet of the best.

It starts with 30 fiber glass knockabouts (modified 24-foot *Rainbow* sloops) which are used chiefly for plebe training and recreation. Varsity intercollegiate and intramural competition is sailed with twelve 44-foot *Luders* yawls, five 30-foot *Shields* sloops, thirty 420s and 12 one-man *Lasers*.

Most impressive of the fleet seen tied up in the yacht basin, next to the new Robert Crown Sailing Center, are the Academy's new eye-catching ocean racers. All are named after historic U. S. Navy sailing vessels. Heading the list is *Guerriere*, the former *Gusto*, a 60-foot Morgan-designed sloop recently donated to the Academy by Homer Danius of Melbourne, Fla. Next is *Syren*, a 58-foot Sparkman and Stephens custom-built sloop formerly known as *Siren Song*. *Insurgente*, a Palmer Johnson 48, was assigned to the Naval Academy last January after she was confiscated by the govern-





Above: Navymen train aboard the Academy's fiber glass Luders yawls. Below: Two-passenger 420s make for keen competition during training races.

ment for smuggling. *Fair American*, a 38-foot Sparkman and Stephens custom one-tonner rounds out the Academy's sailboat inventory.

"Racing, inshore as well as offshore, is the ultimate expression and test of seamanship and competence in sailing," according to CAPT Grosvenor. The focus of the Academy sailing program under his and Hall's leadership has been in developing topnotch racing teams, and shifting as much responsibility to the midshipmen as is feasible. All Academy yachts have midshipmen skippers and, in all offshore races, each boat has aboard at least one coach who is a fully qualified ocean racing skipper in his own right.

Under Hall's coaching, the varsity dinghy team moved up into the top 10 among college sailing teams. They're presently ranked fourth in the nation. Last fall they were unranked nationally. The varsity dinghy and Shields sailors also took the Mid-Atlantic Intercollegiate Sailing Association dinghy, freshmen, and team racing championships, as well as two Atlantic Coast titles last fall.

In addition to sending its intercollegiate teams around the country to compete, the Naval Academy annually sponsors the Kennedy and McMillan Cup regattas—the only intercollegiate competitions in the country sailed



in identical large yawls, the Academy's *Luders* yawls. Midshipmen varsity yawl crews also compete year 'round with civilian yachts in Chesapeake Bay races.

Naval Academy boats with midshipman crews have regularly been represented in offshore races. However, as little as two years ago only one yacht—a chartered one at that—was entered by the Academy in the Newport to Bermuda Race. By comparison, this summer 10 Academy boats will be offshore with more than 100 midshipmen sailing them. Four—*Guerriere*, *Fair American*, *Syren* and *Insurgente*—will compete in the Newport-Bermuda Race in June. *Syren* will then continue on to New England for the Marblehead-Edgartown Ocean Race, Monhegan Island Race and the New York Yacht Club Cruise off the Maine coast in August.

Also in June, six of the *Luders* yawls will participate in the Tall Ships Race from Bermuda to Newport in company with sail training ships from all over the world. The yawls will then join Operation Sail '76 in New York City on July 4th as representatives of the Naval Academy.

These sailing activities reveal the emphasis of the newly revamped Naval Academy sailing program—getting a maximum number of midshipmen on the water for valuable experience as future naval officers.

While CAPT Grosvenor is naturally enthusiastic about the prospects of Naval Academy sailing, he is quick to point out that the expanded opportunities for midshipmen sail training are possible only because of the public's generous contributions of yachts to the sailing program. The majority of the Naval Academy's sailing program is supported not with government funds but through private donations.

"Thanks to a few generous Americans," he said, "the Naval Academy now has the largest and most varied college sailboat fleet in the country."



A midshipman secures the mizzen boom after a yawl training sail. Below: During Plebe summer, all midshipmen learn to sail.





INTERVIEW WITH NAVY SURGEON GENERAL

VADM DONALD L. CUSTIS

Medical and hospital care, and the savings realized, are among the principal benefits of a Navy career. But just as important is the Navy's need to attract and retain highly qualified doctors, dentists, nurses, corpsmen and medical service officers to maintain services.

What the Navy is doing to enhance its medical service for both patients and staff members was explained to ALL HANDS in an interview with Navy Surgeon General Vice Admiral Donald L. Custis, MC, USN.

Q. *Recruiting and retaining a sufficient number of physicians have been difficult for all the services. What are the Navy's problems in this area, and what goals have we established?*

A. Our problem, as far as the Medical Corps goes,

is not one of failing to recruit or retain. We've done surprisingly well. Our problem is an imposed shortage of physicians based on the budget. The medical departments' end strength has been pushed down along with the size of the Navy. Today our five corps (Medical, Dental, Hospital, Nurse and Medical Service) are all at, or near, authorized strengths.

But last year we lost all of the Nurse Corps subsidized accessions—all of the nursing scholarship programs were eliminated. We've depended heavily on accessions from these subsidized nurse school programs. Something like 400 nurses must be recruited off the streets next year to account for the RAD (released from active duty) volume that's to be expected there.



It's the same way with the Medical Corps. Our subsidy programs have been eroded. The Berry Plan physician pipeline—whereby physicians were given time to finish their specialty training before they serve their two-year obligation—will be dry, for all practical purposes, in FY '77 and completely dry in '78. That program had been a major source of physicians for us. Our goal for next year will be to recruit almost 500 physicians. It remains to be seen how successful we will be.

Q. *What makes the Navy attractive to a physician in terms of retention?*

A. I'm sure that our increased retention and our recruiting to date are due not only to the attractiveness of a military medical career, but also to the anxiety people have about what's happening in the private sector. The malpractice situation in civilian medicine is a very frightening thing. A young surgeon just finishing his training may have as much as \$25,000 to \$35,000 malpractice insurance premiums to pay in his first year of practice. If he's a neurosurgeon it can go as high as \$45,000. It's not the thing we like to see working in our favor, but it certainly is one of the reasons why we've had increased retention.

Q. *Do you expect that the Uniformed Services University of the Health Sciences will help solve this imposed shortage of physicians?*

A. I think the Uniformed Services University is the most misunderstood of our several programs in military medicine. It was never intended to be the source of any significant accessions. Even when it is going full blast we will realize from graduating classes no more than 50 physicians a year.

Its value is in the area of retention. We have the opportunity to train what will be a hard-core cadre of career-motivated physicians. We know we have only been able to retain about 1.5 per cent of those physicians who get their training—including residency and specialty training—in the private sector. On the other hand, one-third of those the Navy has trained stay on for a career.

We're hoping that the people we train at the USUHS will have the same kind of dedication and motivation that makes for career people. That's the importance of that medical school.

Q. *What are some of the constraints which Navy*

medicine faces today?

A. There are quite a few. And many of them are felt by our patients because they affect our ability to provide care. It's all traceable to austerity and the budget. For the past year we've been working with progressively reduced resources. We've had to reduce the size of our civilian support staff, and neglect essential maintenance of our facilities. We've had to hold back on replacing broken or obsolete equipment. That gives us less to work with, less to offer the patient.

And, paradoxically, at the same time our resources have been reduced, other budget cuts have resulted in an increased workload—not just for the Navy Medical Department but for all military medical departments. I'm referring to the changes in CHAMPUS reimbursement levels. Here is where the Navy family really feels the pinch, and we feel it, too.

Because of the change in the way CHAMPUS pays bills, some civilian doctors refuse to accept CHAMPUS payments in behalf of military families or retirees. And when people do get outpatient or hospital care under CHAMPUS, many find that they are unable to pay the increased difference between the physicians' charges and the CHAMPUS-allowed payment. CHAMPUS only pays in the 75th percentile of charges; any amount above that must be paid by the patient. So they come back to the military hospitals, and we simply no longer have sufficient resources to care for all of them.

On top of that, a large number of retired personnel and their dependents who previously had unrestricted access to civilian health care must now first seek care from a military medical facility if they live within 40 miles of it. If care is not available from the military, they are given a nonavailability statement and back they go to the civilian system.

But even when we don't provide the actual medical care, we have an overwhelming administrative burden just processing the paperwork for these patients. A lot of patients don't realize this, and don't understand why it takes so long to get that nonavailability statement.

Q. *What does issuing such a statement involve?*

A. The patient has to be seen by a physician and a diagnostic workup has to be done. Then the hospital commander has to determine whether or not he can provide treatment. Then and only then, can he make a decision regarding nonavailability. The paperwork for all this is tremendous. But we don't have one extra





dollar or one extra person to handle the load. So there are lines of patients waiting to be seen, waiting to get into the military health care system. It makes for a lot of unhappy patients.

Q. Will you explain the "pool" concept please?

A. Well, the "pool" concept was conceived out of need. When the draft ended we lost the availability of large numbers of general medical officers (GMOs). In the first year we lost approximately 1000 GMOs who were draft derived.

Now, many operational medical billets cannot and should not be filled by highly trained specialists. It's very wasteful to put a neurosurgeon, for example, on board a destroyer or even an aircraft carrier for an extended period of time. He's overtrained for the job. What's more, his professional expertise will deteriorate.

So, we developed the fleet medical pool concept to fill selected billets in the fleet with a specialist—an orthopedic surgeon, a urologist, or whatever his speciality—on a short-time basis. This way we keep the physician clinically based in one of our hospitals, but give him temporary additional duty aboard a given ship for a certain period. The program, so far, has been for a 90-day period but, in the future, it will probably extend to the length of a ship deployment—as much as six months. Then we'll have him go back to his clinical base. These short-term assignments will fill the Navy's need for medical support of the fleet, while ensuring the specialist doesn't become professionally stagnated.

Even when we have the right people to fill these billets, we feel strongly that the fleet pool should continue in operation for a second reason—namely, to remind medical people that our primary mission is fleet support, and to ensure everybody is knowledgeable about the fleet and its medical requirements.

Q. The pool concept is now in a pilot program phase. Does it appear that it's going to work well?

A. It has worked very well. Those who have gone aboard ships in this program have, almost without exception, come back very enthusiastic about their experience. Ships' skippers who have worked with these people are also enthusiastic.

There is still a residual concern by some that a physician aboard a ship should be a full-time presence, something that's very difficult to counteract.

Q. *How do patients accept physician's assistants? Is it a popular program? (Physician's assistants are specially trained Hospital Corps warrant officers who do routine medical work so that physicians are free to concentrate on more complicated cases.)*

A. Very popular. Our monitoring of their acceptance shows that almost unanimously patients like them. There are a few isolated episodes where there is something less than satisfaction, but it happens with patient-doctor relationships, too.

Q. *What is the future of the Physician's Assistant Program in the Navy?*

A. Well, the situation is very confused. For a while we thought we might lose the program, but it has since been reinstated by the Assistant Secretary of Defense. But we still lost a lot of resources before that decision was made. One result is that we can't put anybody new into the program this year. Those who are now in training will be able to finish, but we won't be able to start anyone new. It doesn't look like we will meet our goal of 550 PAs by FY 78. And we were counting on having that number to compensate for the shortage of general medical officers. We need them to provide Navy men and women with primary health care.

The Secretary of Defense has authorized the Uniformed Services University to start training paraprofessionals, including physician's assistants, but that program can't be gotten ready until a year from this fall. We are trying to get authorization to train our own PAs until such time as the university training program is ready to go. Otherwise, the Navy PA training program will die—at least until the university picks it up.

Q. *What changes are being made in shore-based health care administration to make health care more efficient?*

A. You're referring, I'm sure, to the concept of regionalized management.

Regionalization takes a medical catchment area such as Tidewater, Va., the nation's capital, or the San Francisco Bay area, and identifies a central hospital which oversees the management and administration of all facilities, satellite hospitals, or ambulatory clinics in the area.

Some of the regions are farther along than others because they began earlier or had fewer personnel restraints. In some areas, financial management and





procurement are centralized. Some, for example, have centralized pharmacy support. We are moving toward more and more centralized food service.

On the clinical side, probably the outstanding example of what regionalized clinical service can be is the automated laboratory service. The first such service is located at Bethesda—it's called LABIS (Laboratory Information System)—where specimens are sent from the entire region and processed in a central laboratory with automated equipment. Automated printouts of reports go back to the satellite facilities.

This same type management is being extended into other clinical areas such as electrocardiography, radiology and automated patient appointment systems which ultimately can be centrally handled for an entire medical catchment area.

On top of all that, where there are Army, Air Force and Navy facilities, the whole concept of regionalization has been applied on a cooperative basis in the Tri-Service regionalization Program. It remains to be seen how far along we can go with single management of such regions.

Q. *What do Navy patients think of regionalization?*

A. It's too bad that regionalization as a management tool was timed coincidentally with this environment of inflated health care costs and defense budget austerity. I'm sure many of our beneficiaries are confused and think that regionalization is somehow the reason for resource insufficiency. It's not.

If it hadn't been for regionalization we couldn't have made our scarce dollars and our limited number of personnel stretch as far as they have. But to someone who is relatively disinterested until he gets sick, and who knows that previously his little facility nearby used to handle things very well, regionalization seems to be the reason for any shortcomings. It doesn't sound like something that's working to his advantage. But he doesn't realize that he might not be able to get any medical care at all if regionalization hadn't happened.

Q. *Aside from regionalization, are there any other major improvements or changes made or planned in medical services?*

A. The first one which comes to mind is the replacement of obsolete facilities by new construction. It has a name, the Laird Accelerated Medical Military Construction Program.

This program was to be a five-year crash effort to

replace all obsolete hospitals and clinics, but it's been slowed down considerably. Instead of five years it's probably going to take 10, but we've come a long way just in my time in this job.

For example, we have dedicated, opened or occupied six new hospitals—Roosevelt Roads, P. R.; Charleston, S. C.; Pensacola, Fla.; Camp Pendleton, Calif.; and New London, Conn. We have coming up this summer or fall the new hospital in New Orleans, La. The replacement of the Naval Hospital Bethesda has been funded and is off to a good start. We currently are constructing new hospitals at Port Hueneme, Calif.; Bremerton, Wash.; and Orlando, Fla.

There are other hospitals that did not get approved and have been deferred. Good examples are the naval hospitals at Camp LeJeune and Cherry Point, both in North Carolina. Portsmouth, Va., is badly in need of additions which have been delayed. And of course, the big delay, the big disappointment, is the new hospital construction for San Diego, Calif. That has slipped and may slip even further.

Q. *In the meantime, before the new hospitals can be constructed, will the present facilities be able to handle the medical requirements in those areas?*

A. Medical care for active duty personnel has never suffered. By law, we are obliged to take care of active duty people. Dependents of active duty people, as well, must be cared for when facilities are available. Retired people and their dependents may be cared for when facilities are available.

If you remember those priorities, and remember the shortage of resources we have, you will understand there are many areas, in fact probably *all* areas, where our facilities are not providing the care they *could* provide to the retired and the dependents of retirees, if we had more resources. CHAMPUS is used very heavily.

It's ironic that, as the Navy gets smaller and its medical department gets smaller, the demand for medical care on the part of the whole spectrum of beneficiaries—our total beneficiary population—gets larger. The nation has 10 million beneficiaries in the military medical system. Those that are identified as Navy and Marine Corps total two and a half million.

Q. *What important medical and dental research is the Navy now involved in?*

A. I think some of the most exciting things that are





currently going on in our research program have to do with infectious diseases, with the emphasis on immunology. The Naval Medical Research Institute at the National Naval Medical Center will very likely make a breakthrough in developing a vaccine for malaria.

Along very similar lines, there is promise of a possible breakthrough in developing a vaccine for schistosomiasis (a disease contracted by skin contact with the waterborne parasite). That work is progressing in our Navy Research Unit in Cairo, Egypt. It's a very widespread and serious disease, and success in developing the vaccine would be a tremendous advance.

Some other programs are the new diving chamber being built at Bethesda which will make research possible on biophysiology and hyperbaric pressure at depths never before achieved. Also, Navy dentists are hoping to develop a vaccine against dental decay.

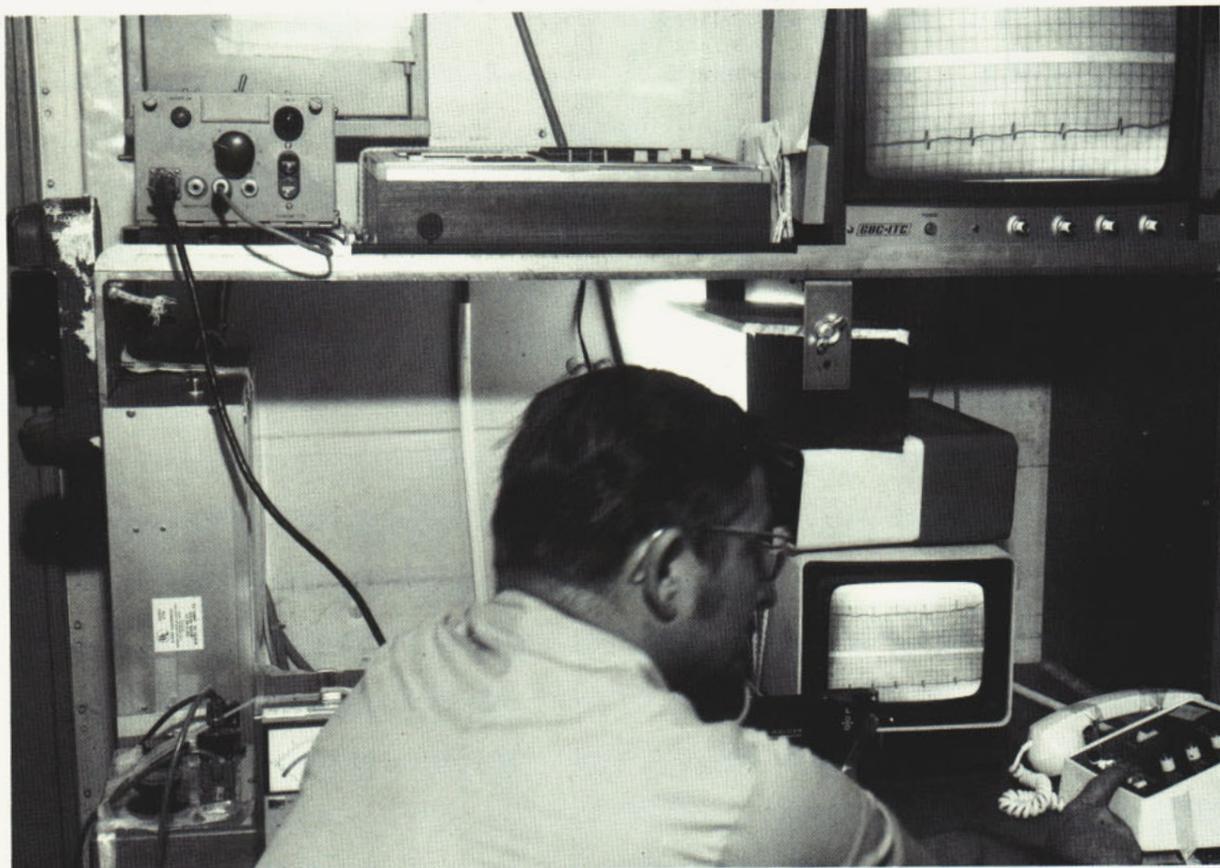
One thing that I think is tremendous is remote communication via satellite as it involves Navy medicine. That could enable an independent duty corpsman on a ship in the middle of the Pacific, for example, actually to have an audiovisual consultation with a physician in San Diego Naval Hospital about a given patient on board the ship, with transmission of electrocardiographic tracings, X-rays and physical findings (see next page).

Q. *One final question. Can you sum up what the Navy family—active, dependents, retired—can expect in health care in the near future?*

A. For one thing, the active duty member and his family can expect a continuation of excellent health care. There are some geographic areas where it is more difficult to get Navy medical care, but I think we can do better in that regard—and we will be doing better.

Care for the retiree and dependents of retirees is something we want very much to offer. For one thing, the patient mix that it provides is absolutely essential to our training program. If the day ever comes when military medicine is charged only with the care of healthy, young adults we will not be able to maintain our training program for lack of patient mix. The attractiveness of military medicine as a way of practice will no longer be there. It would take a draft to bring in people against their will to work in such a system.

What I'm saying is, we want to maintain patient mix, we want to care for the retired and the dependent. Our ability to do so depends on what resources we are given.



Remote Medical Diagnosis System

Navy corpsmen and physicians are using satellites and high frequency radio waves to treat patients. It may sound like something out of science fiction, but it's true, here and now.

The Remote Medical Diagnosis System (RMDS) enables corpsmen aboard ships to communicate directly with doctors ashore or in other ships. This is done by television pictures and accompanying voice transmissions which are sent via satellite, using commercially available slow-scan video and voice transmitters and receivers. The system is being developed for the Bureau of Medicine and Surgery by the Naval Electronics Laboratory Center, San Diego, under the sponsorship of the Naval Medical Research and Development Command. The goal: to improve medical support to the operating forces.

RMDS has already proven itself in tests and in an actual emergency. Corpsmen aboard USS *Alamo* (LSD 33) were able, successfully, to amputate the crushed fingertip of a shipmate using instructions and guidance received through RMDS from a doctor in USS *Juneau* (LPD 10). RMDS saved critical time and eliminated the need to highline the man to *Juneau*.

In a medical emergency, the patient would be placed

in front of the RMDS camera in sickbay. Using the picture of the patient on the screen in his receiving terminal, the physician can assist the corpsman from a remote location.

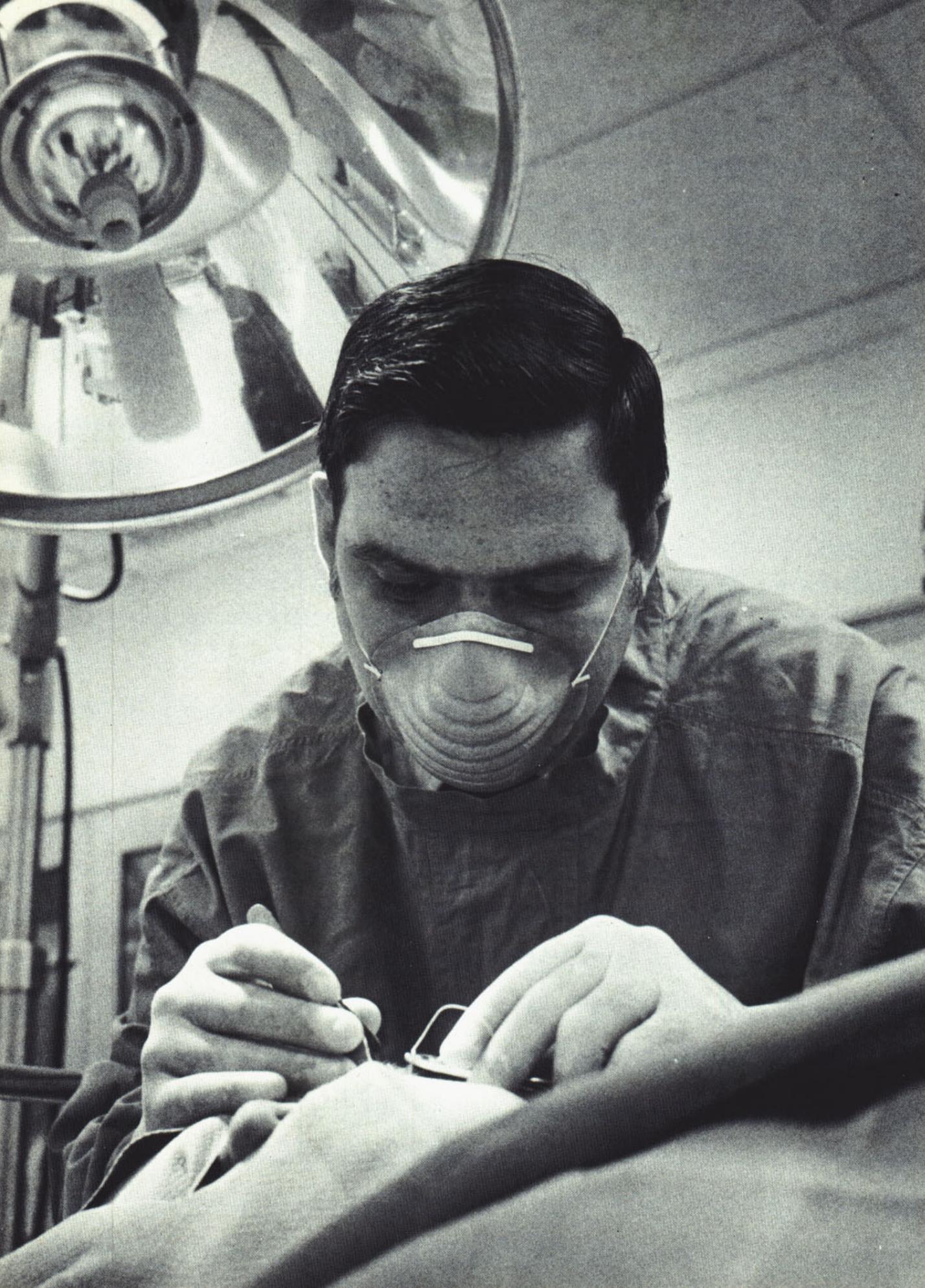
Along with the patient's picture, the RMDS can also send and receive pictures of X-rays, electrocardiograms and other clinical data. The patient's medical record and past medical history can also be displayed and discussed with the receiving physician, in order to afford the best treatment possible.

The system is not limited to satellites and radio waves. Telephone lines and line-of-sight microwaves can also be used to send and receive signals. This allows small dispensaries to "call in" specialists from a larger naval hospital to help diagnose or treat their patients.

In nonemergencies, RMDS can be used to broadcast training lectures for specialized treatment. With an audio and video recording capability built into the system, an entire operation or treatment procedure can be recorded on cassettes and replayed for later training or review of treatments and operations.

Science fiction? No, just Navy medicine trying to do a better job for you.

—PH2 Terry Mitchell



FOR THE LOVE OF MAN

A Portfolio of Navy Medicine

Test a blood sample, suture an incision, listen to a heartbeat, deliver a baby, ease a patient's pain and anguish; these are a part of the Navy doctor's day.

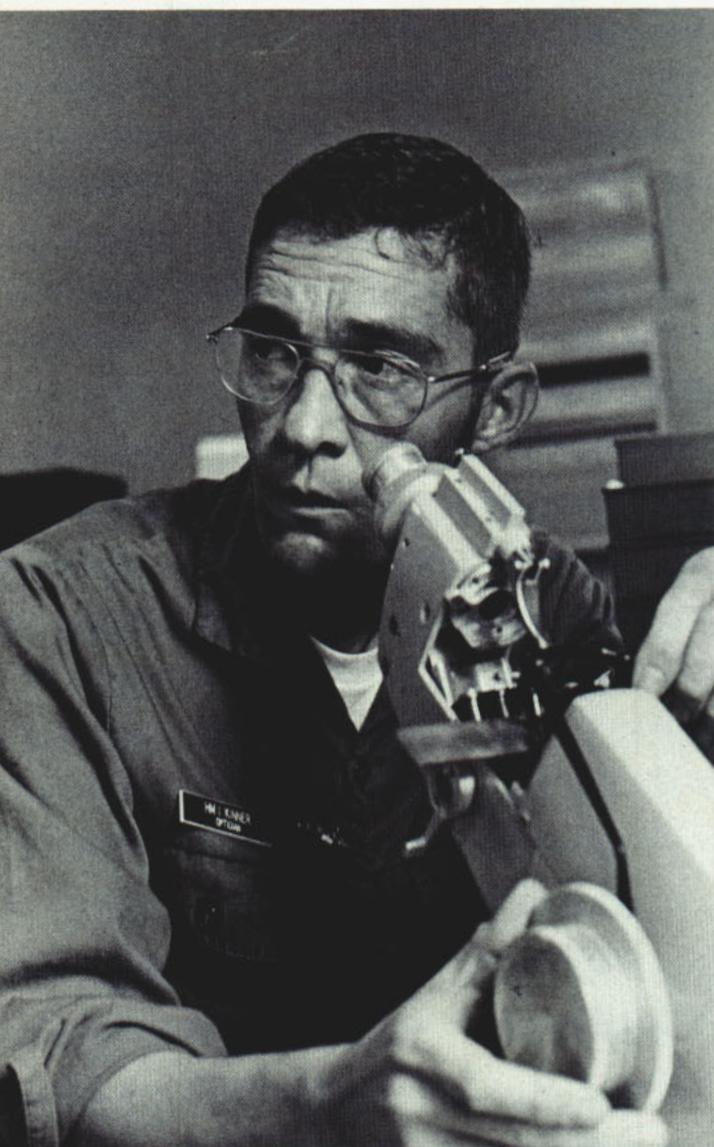
"... I will use treatment to help the sick according to my ability and judgement, but never with a view to injury and wrongdoing. I will keep pure and holy

both my life and my art. In whatsoever houses I enter, I will enter to help the sick . . . For where there is love of man, there is love of art . . . and it is well to superintend the sick to make them well . . . to care for the healthy to keep them well . . ."—*Hippocrates*
(460-377 B.C.)



Physician's assistant and corpsman on the job.

A Portfolio of Navy Medicine



Checking power of eyeglasses.

Hematology Laboratory (Cpl. E. Abdelaziz).



Lab work (PHAA C. Hill).





Flight Surgeon aboard USS Kitty Hawk (CV 63).

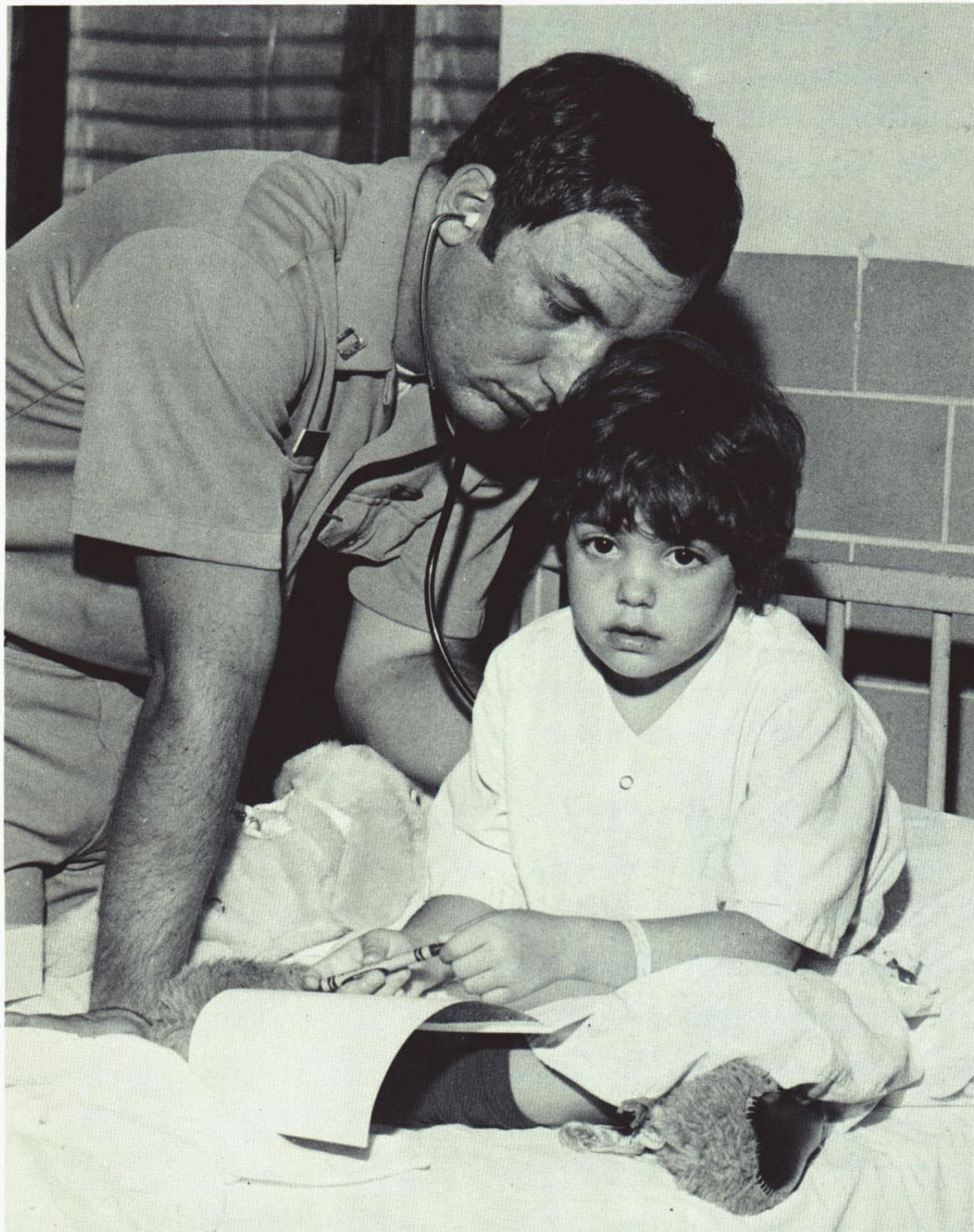
A Portfolio of Navy Medicine



A baby enters the world (right) and (below) receives initial care, all at NAS Pensacola.



*Pediatrician and patient at NAS Pensacola.
(PHAA C. Hill).*



STAYING IN or GETTING OUT

Very few people are fortunate (or unfortunate) enough to have their futures planned for them . . .



MCPON Robert J. Walker, USN

Therefore, each individual must make those career decisions which might lead to the degree of success which that person desires. Such career decisions are never easy.

Providing general guidelines for making such decisions is equally difficult since every person measures success in different terms, according to personal views and values. For instance, while success to some is measured in terms of money, others might measure success in terms of job satisfaction. And there are many other valid measures for success. For that reason, no two people have the same approach to making career decisions.

Generally, Navy members in their first enlistment experience many hours of difficult decision-making while trying to determine the best course of action for the future. Such decisions do not end after the first enlistment. Additional career decisions will be made at several points in a Navy member's career. All of us, at one time or another, have had to make a decision about "staying in" or "getting out."

It would be faulty thinking on my part if I believed that the Navy is for everyone. Undoubtedly, some people may be better off in the civilian job market. But too many other Navy people—people who are making valuable contributions to our quality Navy—make a decision to leave the Navy without giving proper thought to why they are leaving.

Needless to say, there are many pros and cons to consider before reenlisting. But in my estimation, the positive aspects of remaining on active duty far outweigh any negative factors. I don't want to use this forum to steal the thunder of our career counselors. So, I won't spend time writing about the many tangible benefits available for today's Navy personnel and their dependents. But, I would like to describe some of the intangible factors each Navy member should consider prior to making a career decision, no matter if that decision is after four years, 10 years, or 20 years of service.

Other than established benefits of rate and special reenlistment incentives, in my mind, there are four major reasons why Navy members remain on active duty: (1) they enjoy the adventure and travel associated with the Navy; (2) they feel comfortable being a part of a team with an important mission; (3) they are able to plan for the future because the Navy has established levels of achievement; and (4) they can grow in confidence with the increased responsibility earned by advancing in rate.

Adventure remains a part of our modern Navy. Going to sea is hard work, but it can be fun. There are very few easy times while at sea, and there are periods of loneliness and fatigue. But, there is also a thrill in getting underway, of pulling into a foreign port, or in accomplishing a mission and hearing the words—"Well done." Going to sea

has helped boys become men, and helped those men gain confidence in their abilities and the respect of their countrymen.

This opportunity for adventure and travel is also available for Navy enlisted women. Navy women and Navy men are now assigned to live and work throughout the world. This opportunity to live in a foreign culture and travel to many countries is an opportunity which is simply not available in most other professions.

While the advancement door does not always open the first time it is knocked upon . . .

Teamwork is another important aspect of the Navy experience. During my 28 years of service, I have developed many very close relationships with my shipmates. These friendships will last forever, even though I might not see some of my friends for many years. The Navy is a breeding ground for such close relationships because Navy people have learned to pull together as a team.

It is essential that Navy people work together as a team in order to accomplish effectively the mission of today's Navy. It is always satisfying to see your ship, your station, your division, or your department do well, but no one person can accomplish the mission of the Navy alone. It requires a total effort of all personnel—from seaman to admiral. Working together, accomplishing together, and then relaxing together will leave you with friends who are more than just acquaintances—your friends become shipmates, and shipmates stick together.

Another intangible benefit of importance to those who consider reenlisting is a clear look at the future. From the day a young person reports to recruit training, his future goals are within view. Just as if he were looking into a crystal ball, a young recruit can see the challenges of the future. Advancement patterns are established and a young sailor can establish goals based on pre-determined time-in-rate and time-in-service requirements. While the advancement door does not always open the first time it is knocked upon, a Navy member can continue to adjust his or her goals to meet advancement criteria and to overcome shortcomings.

Advancement in the Navy is a personal matter. An enlisted man or enlisted woman can advance as far as he or she desires without regard to

prejudicial barriers. What matters in the Navy are job performance, technical expertise, and professionalism. If you have these attributes and a desire to be number one (no one said it was going to be easy or automatic), you can reach the top of your profession. In fact, there is probably a young man or young woman reading this article who will one day be the Master Chief Petty Officer of the Navy. The path is clear—success is up to you.

As a member advances, the responsibility that member acquires also grows. Generally, by the time a young man or young woman reaches petty officer status, he or she has increased responsibilities and greater leadership opportunities. As that young petty officer advances, the leadership role becomes more specific and more demanding. With this additional responsibility come increased confidence in one's abilities, a feeling of self-worth, a pride of accomplishment, and an awareness of personal growth. Anyone who has "tacked on the crow" or "put on the chief's hat" knows exactly what I mean.

This opportunity for continued professional and personal growth should never cease during a naval career. Many senior E-9s with over 25 years of service still find a challenge in their work and a value in their contributions to our quality Navy.

There's one other intangible reason for reenlisting that more or less sums up all other intangibles. I stayed in the Navy because I liked it—and, that's why most people stay. There have been difficulties, but I have always liked what I was doing and always wanted to keep on doing it. If one doesn't like what one is doing, the adventure will be dull, teamwork will be limited, advancement will be slowed, and personal growth will be stymied.

I stayed in the Navy because I liked it.

If you are approaching a reenlistment date—I suggest that you talk to your career counselor and master chief petty officer of the command about the tangible benefits of reenlisting. Talk about pay, medical benefits, SCORE, GUARD II, NCFA, reenlistment bonuses, advancement opportunities, Navy schooling, and dependent benefits. Take a close and realistic look at what is offered on the outside. Don't make a quick decision. Think it over carefully. But just before you make a final decision, carefully consider the intangibles I have noted and others that you might add to the list. Sometimes these "intangibles" can make the difference.

- APPLICATIONS REQUESTED FROM WOMEN FOR FLIGHT TRAINING

Women officers and officer candidates desiring consideration for flight training have until 30 June 1976 to apply. CNO recently approved the enrollment of eight more women into the flight program, to begin training this fall. BuPersMan 6610360 contains further information on applications, which should be submitted to Chief of Naval Personnel (Pers-433e). Announcement of final selections will be made at a later date.

- NEW HAMPSHIRE OFFERS BONUS TO VIETNAM VETERANS

New Hampshire now offers a \$100 bonus to veterans of the Vietnam conflict. To be eligible, state residents must have served at least 90 days active duty between 5 Aug 1964 and 15 Aug 1973; or served anytime in Indochina between 1 Jul 1958 and 5 Aug 1964; and been awarded either the Vietnam Service Medal or the Armed Forces Expeditionary Medal.

Cutoff date for applying for the bonus is 21 Aug 1977. Applications and further information are available from Adjutant General, State Military Reservation, ATTN: Bonus Division, Concord, N. H. 03301.

- BATTLE EFFICIENCY RIBBON FOR ENLISTED PERSONNEL ESTABLISHED

Enlisted personnel permanently attached to units winning annual intra-type battle efficiency competitions now qualify for a newly established ribbon. The decoration replaces the "E" patch and once awarded, can be worn permanently. Subsequent bronze stars on the ribbon will indicate multiple awards. Design for the "E" ribbon is under study, and further details will be announced at a later date.

- NAVY CHAPLAIN TAKES TOP HONORS IN FREEDOMS FOUNDATION CONTEST

A Navy chaplain, Commander Marvin E. Hall, USNR, was one of the top winners of awards in the Defender of Freedom (Armed Forces Reserve) Foundation at Valley Forge annual contest.

CDR Hall, Senior Chaplain of the U. S. Naval and Marine Corps Training Center in Akron, Ohio, wrote a letter expressing his views on "Human Goals: A Proud Heritage," the theme of the '75 contest.

His letter, expounding on the symbolism of the American flag, stated in part: "The better we understand our past, the better we can handle our future. If we learn anything from our history, it is that there is no progress without pain--no success without sacrifice--no freedom without fighting..." The chaplain was awarded an encased George Washington Honor Medal and a \$100 U. S. Savings Bond.

- DEFENSE SUPERIOR SERVICE MEDAL ESTABLISHED

The President has signed an executive order creating a new medal--the Defense Superior Service Medal. The decoration ranks in precedence between the Silver Star and the Legion of Merit. Military personnel who serve in positions of significant responsibility in the office of the Secretary of Defense, Organization of Joint Chiefs of Staff, a specified or unified command, a defense agency or other joint activities can receive the award.

- LAST OF EAST COAST TRACKERS MAKES FINAL FLIGHT

The last east coast fleet operational S-2 antisubmarine aircraft recently departed NAS Cecil Field, Fla. on its final flight. It was flown to Davis Monthan AFB in Arizona for storage.

Air Antisubmarine Squadron 30 (VS 30) was the last Atlantic Fleet Squadron to fly the S-2 Tracker. The aircraft is credited as being the Navy's "most versatile airplane of its era."

In more than 20 years of service, Trackers have flown over six million hours and made almost three-quarters of a million carrier landings. Its overall accident rate was only .69 per 10,000 hours.

- CHAMPUS RULES OUT PAYMENTS FOR CHRISTIAN SCIENCE SERVICES

The Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) no longer pays for Christian Science services. The Defense Appropriations Act prohibits CHAMPUS payments for any service not necessary to diagnose or treat a mental or physical malady or injury as diagnosed by a physician, dentist or clinical psychologist. This prohibition precludes payment for Christian Science services.

- TITLE CHANGE CLARIFIES CT RATING

The Chief of Naval Personnel announced an official change in the title of the communications technician (CT) rating to cryptologic technician (CT).

The title change brings the name of the rating into better agreement with the designation of the officers and warrant officers associated with the rating. Limited duty (644X), restricted line (161X), and warrant officer (744X) are designated as limited duty officer (cryptology), and special duty officer (cryptology), and cryptologic technician, respectively.

Corrections to manuals and other documents affected by this title change will be made during normal revisions.

- 1975 MARVIN SHIELDS AWARD WINNER SELECTED

The Society of American Military Engineers selected Chief Builder Richard W. Brown of Mobile Construction Battalion Three (NMCB 3) as the 1975 Marvin Shields Award recipient.

The award, established in honor of the only Seabee awarded the Medal of Honor, is presented annually to an enlisted member of the Naval Construction Force who demonstrates exceptional technical and leadership skills.

BUC Brown won the recognition for his sustained superior performance as Chief-in-Charge of the NMCB 3 Material Liaison Office during the battalion's 1975 deployment to Diego Garcia. Because of the remote location and length of the supply line, his job was complicated to a degree seldom encountered by construction battalions during deployment.

The citation accompanying the award read in part, "...Although he had no prior experience in materials management at the battalion level, Chief Brown devised an organization and procedure which simultaneously provided essential training to his people and an uninterrupted flow of project materials to the battalion's operating companies."

- FIRST SEGMENT OF ENLISTED CONVERSION TO JUMPS NEARS

Conversion of the first segment of Navy enlisted personnel pay records to the full Joint Uniform Military Pay System (JUMPS) will begin on 1 Jul 1976. The segment includes all whose social security numbers end in zero, one or two. Remaining enlisted personnel will be converted to the computerized JUMPS accounting beginning 1 Jan 1977. A schedule for the ground-work to be accomplished by individual commands and the Navy Finance Center before the conversion is contained in NavComptNote 7220 of 30 Jan 1976.

- WORKSHOPS FOR SEVENTH FLEET SITE OPERATORS

Navy Shipboard Information Training and Entertainment (SITE) systems operators assigned to Seventh Fleet ships in the Western Pacific can improve their SITE system operations through broadcast training workshops conducted at the U. S. Naval Station, Subic Bay.

The Pacific Fleet Public Affairs Detachment's Operators' Training Program is designed to assist operators in enhancing their internal information programs through maximum use of the SITE system. Commanding officers desiring to send SITE operators to the workshops should request quotas and convening dates by message to Pacific Fleet Public Affairs Detachment, Western Pacific at Subic Bay.

- USS SELLERS, VP-45 PULL DOWN "HOOK EM" AWARDS

A guided missile destroyer and a patrol squadron took top honors in the newly established "Hook Em" antisubmarine warfare (ASW) competition in the Mediterranean. USS Sellers (DDG 11) and Patrol Squadron 45 earned their "Hook Em" trophies in recognition of exceptional ASW performance while operating with the Sixth Fleet.

Vice Admiral Frederick C. Turner, Commander 6th Fleet, established the award in December 1975 to provide recognition to Fleet ships, submarines and aircraft squadrons demonstrating exceptional ASW abilities.

- CARRIER F. D. R., 11 OTHER SHIPS TO LEAVE ACTIVE FLEET

The Secretary of the Navy has announced plans to retire 12 of the Navy's older ships during FY77.

Although 11 ships will be leaving the active fleet and one from the Reserve force, 20 new ships will enter the fleet during the transition period. The average age of the ships to be retired is more than 30 years. Consequently, additional retirements can be anticipated in succeeding years since more than 60 ships will be 30 years old at the end of FY77.

The destroyer Edson (DD 946) and the fleet tugs Mactobi (ATF 105), Quapaw (ATF 110), Paiute (ATF 159) and Papago (ATF 160) will join the Naval Reserve Force.

The aircraft carrier USS Franklin D. Roosevelt (CV 42) will be changed to inactive status and placed in the "Mothball Fleet."

Ships to be stricken from the Naval Register are the destroyers Holder (DD 819), George K. MacKenzie (DD 836) and Leonard F. Mason (DD 852); the submarine rescue ships Coucal (ASR 8), and Tringa (ASR 16); and the store ship Denebola (AF 56).

briefs navy navy navy navy

Prospective gains include eight Spruance-class destroyers, five nuclear-powered attack submarines, two nuclear-powered cruisers, two Tarawa-class amphibious assault ships, a guided missile frigate, a replenishment ship and a nuclear-powered aircraft carrier.

● VT-29 REACHES 17-YEAR SAFE FLYING BEAT

Training Squadron 29, NAS Corpus Christi, Tex., recently commemorated its 17th year of accident-free flying, an unprecedented record in the history of the Naval Air Training Command. VT-29 flew more than 158,000 accident-free flight hours since its last aerial accident in March 1959. Since then, VT-29 has trained more than 7000 naval flight officers, 5000 pilots and 2000 enlisted Marine navigators. The squadron is replacing its aged T-29B "Flying Classroom" aircraft with the newer T-29C.

● NAVY BICENTENNIAL MEDAL

A national list medal commemorating the bicentennial of the U. S. Navy is being struck by the U. S. Mint for release during Armed Forces Week 1976 (May 8-15). It is featured on the back cover of this month's issue of ALL HANDS.

The three-inch bronze high-relief medal shows the beginnings of the early Navy in 1775 with the sailing sloop "Alfred" and an American eagle on obverse; the reverse portrays the modern nuclear Navy (carrier, cruiser and submarine) at sea over the words "In defense of rights and liberties." The medal was designed by Hal Reed, award-winning painter and sculptor of Reseda, Calif., a Navy Art Cooperation and Liaison (NACAL) artist since 1972.

Congress authorized and directed the striking of a medal by Public Law 94-117 for each of the services-- Army, Navy and Marine Corps-- commemorating the bicentennial of their establishment.

Medals will be available from the Bureau of the Mint sales outlets in Philadelphia, Washington, D. C., Denver and San Francisco for \$6.00 each. For mail orders, list quantity desired and U. S. Navy medal number 534. Include check or money order (not cash) for \$6.25 each, payable to Bureau of the Mint, 55 Mint Street, San Francisco, Calif. 94175.

● TWO MORE PUBLICATIONS AVAILABLE THROUGH NAVY WIFELINE ASSOCIATION

Navy Wifeline Association has produced two more informative booklets. The first, "Naval Social Customs for Naval Officers' Wives," available free of charge, reflects the relaxed and informal social modes of today. The booklet provides guidance for wives of junior and senior officers with special attention to commanding and executive officers' wives.

The second publication, "Tag-Along to the Orient," can be purchased for \$2 per copy. Based on actual experiences of wives, the book contains detailed information about military facilities, recreation spots, transportation systems and more.

For either publication, write to Navy Wifeline Association, Bldg. 210, Washington Navy Yard, Washington, D. C. 20374. Enclose a \$2 check for "Tag-Along to the Orient."

When Checking in, Check Out PSC



Right: Personal Services Centers throughout the Navy offer linens and similar items to Navy personnel checking onboard before their household effects shipment arrives.

Your detailer just called and said your orders came through. You're going to Mildenhall, England.

What does the Navy have there, and *where* is Mildenhall? With visions of tea cups (or perhaps a pint of gingerbeer) dancing through your head, you set out to learn what you can about your new duty station.

Where to begin?

Probably the best place is the nearest Personal Services Center (PSC). The PSC isn't all things to all people, but for a Navy individual or family with a problem (and not only transfer problems) it's a good bet you can find help there. In your case, you'll probably find a complete welcome aboard and area guide package for the Navy's facility in Mildenhall. This will help you plan your transfer by telling you beforehand what to expect when you arrive in England.

Formerly called Family Services Centers, PSCs were established after the Secretary of the Navy's 1965 Task Force on Retention conducted a thorough study of family morale. The group concluded that the Navy needed an active, comprehensive program to solve or minimize the problems of the Navy family. In July 1966 the Bureau of Naval Personnel announced plans to open centers at 15 locations. The idea has proven extremely popular, and has now expanded to 56 centers located around the world.

"We recently changed the name to Personal Services Center," said Lieutenant W. R. Patteson, head of BuPers' Family Services Section, "to get away from the image that the centers are for married sailors only. They're not. They are there to help single individuals as well."

Each PSC is required, as a minimum, to offer the following services:

- Publish and maintain a file of welcome aboard packages.
- Maintain a library of welcome aboard packages for other areas and commands. These include overseas bases, and some Army and Air Force bases where Navy personnel are stationed.
- Maintain a lending closet offering household items such as dishes, silverware, pots and pans, blankets, baby beds and so forth to be lent to those arriving in the area before their household goods. At some centers this function is handled by Special Services in conjunction with the PSC.
- Maintain liaison with local wives' clubs and civilian organizations which can aid troubled Navy people.
- Offer a referral service (and some counseling) for local, state and federal social services. This includes

such agencies as adoption bureaus, the Veterans Administration and the food stamp program.

- Support the homeport officer for deployed units.
- Act as Liaison with CHAMPUS officials.

In addition to these requirements, most PSCs offer many other important services. Depending on the individual PSC, these may include listings of part-time jobs for adults and teenagers, listings of baby-sitters and summer camps, dependent orientation and social services seminars, and car pool and travel information. Many PSCs are now beginning to conduct consumer education courses. Your local PSC may also be able to assist you with information about passport applications, voting registration, insurance, separation, preparation for retirement, the Survivor Benefit Plan, personal financial management and recreation.

"In many cases," said LT Patteson, "the offices of the chaplain, Special Services, legal services, Navy Relief Society and Navy counselor work closely with the Personal Services Center." If they are not physically a part of the PSC, they will be at least in close proximity with the center.

When it's transfer time, or anytime you have a personal problem, visit the people at your nearest Personal Services Center—they're there to help you, and are happy to do it. Here's where you'll find them:

Directory of Navy Personal Services Centers

LOCATION	TELEPHONE	HOURS
U. S. Naval Station ADAK Box 2, Code 111 FPO Seattle 98791	A/C 907 579-2258 AV 317-579-2258	0800-1700, Mon.-Fri.
Naval Air Station ALAMEDA, Calif. 94501	A/C 415 869-4256/4257 AV 686-3193	Bldg. 2, 0800-1630 Mon.-Fri.
U. S. Naval Air Station (ATTN: Code 1101)	A/C 808 684-4132/8138	Bldg. 20-A, 0730-1600,
BARBERS Point, Hawaii FPO San Francisco 96611	AV 43-00111 (Ext. 684-4132 or 684-8138)	Mon.-Fri.
Public Affairs/PSC Officer U. S. Naval Air Station BERMUDA FPO New York 09560	AV 934-1800 Ext. 3132/6196	NAS, (St. George's)
BOSTON—See South Weymouth		
Naval Support Activity Code 53.A 136 Flushing Avenue BROOKLYN, N. Y. 11251	A/C 212 834-2633/2634 AV 456-2633/ 2634	0700-1600, Mon.-Fri.,
Naval Air Station BRUNSWICK, Maine 04011	A/C 207 921-2557 AV 476-2557	Bldg. 585, 0800-1200, 1300-1630, Mon.-Fri.
Naval Air Station CECIL FIELD, Fla. 32215	A/C 904 771-3211 Ext. 8155 AV 434-1730	Bldg. 24, 0745-1600, Mon.-Fri.
Naval Station	A/C 803	Bldg. 180,

Naval Base CHARLESTON, S. C. 29408	743-5425 AV 794-5425/ 6155	0730-1600, Mon.-Fri.	NORFOLK, Va. 23521		0800-1200 Sat.
Naval Air Station CHASE FIELD, Box 10 Beeville, Tex. 78102	A/C 512 FL 8-1120 AV 861-2531	Admin. Bldg., 0800-1630, Mon.-Fri.	Naval Support Activity LONG BEACH, Calif. 90801	A/C 213 547-6805 AV 360-6038	Bldg. 22, 0730-1600, Mon.-Fri.
Housing Referral Office Code 096	A/C 415 671-2741	Bldg. IA-15, 0730-1600, Mon.-Fri.	Naval Support Activity, VALLEJO, Calif. 94592		
Naval Weapons Station CONCORD, Calif. 94520	AV 730-1550 Ext. 2741		Naval Station MAYPORT, Fla. 32228	A/C 904 246-5344/5570 (PSCO) AV 460-8344	Bldg. 210, 0800-1600, Mon.-Fri., Thurs. until 1900
Housing Office Naval Air Station CORPUS CHRISTI, Tex. 78419	A/C 512 937-3125/ 3126	Bldg. E-24, 0730-1600, Mon.-Fri.		A/C 901 872-1711 AV 966-5281	Bldg. South-7, 0800-1630, Mon.-Fri.
U. S. Naval Air Station CUBI POINT, Philippines FPO San Francisco 96654	AV 861-3336 AV 884-1101 Ext. 5-6277	Admin. Bldg., 1st Floor, 0700-1600, Mon.-Fri.	Naval Air Station Code 23500 Millington, Tenn. 38054	A/C 714 271-3608 AV 959-3614	Bldg. M-244, 0730-1600, Mon.-Fri.
Naval Training Center GREAT LAKES, Ill. 60088	A/C 312 688-2198/4765 AV 792-2198/ 4765	Bldg. 1-A, 0745-1600, Mon.-Fri.	Naval Air Station MIRAMAR San Diego, Calif. 92145	A/C 415 966-5334 AV 462-5561, 2 or 3 302047	Bldg. 42, 0800-1600, Mon.-Fri.
U. S. Naval Station Box 52 GUAM FPO San Francisco 96630	339-7117/3132	Bldg. No., BKS NR 1, 0745-1630, Mon.-Fri.	Naval Air Station Code A-1 MOFFETT FIELD, Calif. 94035	AV 462-5561, 2 or 3 302047 Ext. 533	AGNANMO, Admin. Bldg., Room G22
Naval Construction Battalion Center Code 454 GULFPORT, Miss. 39501	A/C 601 864-6220 AV 363-4481 Ext. 481/586/ 587/588	Bldg. 54, 0700-1530, Mon.-Fri.	U. S. Naval Support Activity NAPLES, Italy FPO New York 09521	A/C 203 449-3874 AV 241-3874	Bldg. 137, 0800-1630, Mon.-Fri.
Naval Air Station P. O. Box 90 JACKSONVILLE, Fla. 32212	A/C 904 772-3284 AV 942-3284	Bldg. 955, 0800-1630, Mon.-Fri.	Naval Education & Training Center NEWPORT, R. I. 02840	A/C 401 841-4285 AV 948-4285 A/C 804	Bldg. 1, 0745-1615, Mon.-Fri. Bldg. CEP-26, (TEMP HRS.)
U. S. Naval Station KEFLAVIK FPO New York 09571			Naval Station 8903 Hampton Boulevard NORFOLK, Vir. 23505	444-3182/2479 AV 690-3182/ 2479	0800-1700, MON.-Fri., 0800-1600 Sat.
Naval Air Station KEY WEST, Fla. 33040	A/C 305 296-3511 Ext. 207/530 AV 894-3400	Bldg. 135, 0800-1630, Mon.-Fri.	Housing Referral/PSC Naval Air Station NORTH ISLAND San Diego, Calif. 92135	A/C 714 437-6693 AV 951 + Ext.	Bldg. 697, Rm. 100, 0800-1630. Mon.-Fri.
Naval Air Station Code 11500 KINGSVILLE, Tex. 78363	A/C 512 595-6197 AV 861-1110 Ext. 6197	Bldg. 700, 0800-1630, Mon.-Fri.	Naval Air Station OCEANA Bldg. 321 Virginia Beach, Va. 23460	A/C 703 425-2236 AV 274-2236	Bldg. 321, 0730-1600, Mon.-Fri. Bldg. 2218
Naval Air Station LAKEHURST, N. J. 08733	A/C 201 323-2570/2680 AV 624-2570/ 2680	Bldg. 4, 0800-1630, Mon.-Fri.	Code 72 Naval Training Center ORLANDO, Fla. 32813	A/C 305 646-4617-5628 AV 791-4617/ 5628	0730-1600, Mon.-Fri.
Naval Air Station LEMOORE, Calif. 93245	A/C 209 998-3225 AV 949-3225	BOQ Wing B, Rooms 133 & 115, 0800-1630 Mon.-Fri.	Public Works Housing Office Naval Air Station PATUXENT RIVER, Md. 20670	A/C 301 863-3260 AV 356-3260	Bldg. 504, 0930-1500, Mon.-Fri.
Naval Amphibious Base Little Creek Bldg., 3006	A/C 703 464-1091/7537 AV 680-7537	Bldg. 3006, 0800-1700, Mon.-Fri.	U. S. Naval Station Box 9 PEARL HARBOR, Hawaii FPO San Francisco 96610	A/C 808 432-8240/6193	Bldg. 93, 0800-1600, Mon.-Fri.
			Naval Air Station PENSACOLA, Fla. 32508	A/C 904 452-3393/4 AV 922-3393/4	Bldg. 635, 0730-1600, Mon.-Frc.
			Naval Support Activity PHILADELPHIA, Pa. 19112	A/C 215 755-3095 AV 443-3461	Bldg. 104, 0800-1600, Mon.-Fri.
			Naval Air Station Code 664 POINT MUGU, Calif. 93042	A/C 805 982-7898 AV 873-8457/ 7781	Bldg. 1, Rm. 110, 0745-1615, Mon.-Fri.

Naval Construction Battalion Center, Code 313 PORT HUENEME, Calif. 93043	A/C 805 982-4885/4706 AV 360-4885/ 4706	Bldg. 354, 0800-1630, Mon.-Fri.
Naval Hospital PORTSMOUTH, Va. 23708 Code 811 PUGET SOUND Naval Shipyard Bremerton, Wash. 98314	A/C 703 A/C 206 478-2747/8 AV439-2747/8	Bldg. 206 0800-1630, Tue.-Fri.
Box 1 U. S. Naval Station ROOSEVELT ROADS, Puerto Rico FPO New York 09551	AV 431-3371	
U. S. Naval Station ROTA, Spain FPO New York 09540	AV 727-1110 Ext. 2753	Bldg. 210, 0830-1730, Mon.-Fri.
Naval Station Box 105 SAN DIEGO, Calif. 92136 Naval Training Center SAN DIEGO, Calif. 92133	A/C 714 235-1358 AV 958-1358 A/C 714 225-3409 AV 957-3409 886-3270	Bldg. 225, 0730-1600, Mon.-Fri. Bldg. 202, 0730-1600, Mon.-Fri. Bldg. 7400, 1000-1200 & 1300-1500, Mon.-Fri.
U. S. Naval Communication Sta. SAN MIGUEL, Philippines Box 2 FPO San Francisco 96656		
U. S. Fleet Activities SASEBO, Japan Box 36 FPO Seattle 98766 Active Duty Personnel Office	237-3414/3450 335-5600 Ext. 209	Admin. Bldg., Box 36, 0800-1630, Mon.-Fri. Bldg. 17 0800-1630 Tues.-Sat.

ATTN: Mrs. Martin
Naval Air Station
SOUTH WEYMOUTH, Mass. 02190
(Formerly at Boston)
U. S. Naval Station
SUBIC BAY, Philippines
FPO San Francisco 96651

Naval Station TREASURE ISLAND San Francisco, Calif. 94130	A/C 415 765-5130 AV 869-5130/ 5139	Bldg. 31A, 0745-1615 Mon.-Fri.
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Naval District Washington, Anacostia WASHINGTON, D. C. 20374	A/C 202 433-2028/2029 AV 288-2028/ 2029	Bldg. 57, 0730-1600, Mon.-Fri.
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Naval Air Station Code ADRS WHIDBEY ISLAND Oak Harbor, Wash. 98278	A/C 206 257-3350 AV 820-3350	Bldg. 12, 0800-1600, Mon.-Fri.
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Naval Air Station ADPF WHITING FIELD Milton, Fla. 32570	A/C 904 623-3643 ext. 538 AV 436-1850 +	Bldg. 1415, 0730-1600, Mon.-Fri.
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U. S. Fleet Activities Code 130 YOKOSUKA, Japan FPO Seattle 98762	Ext. 234-5089	Bldg. G-110 0800-1630, Mon.-Fri.
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Below: Guesthouse information at other installations is provided by Personal Services Center.



'HER HORIZONS ARE LIMITED'

USS WILLIAM R. RUSH

The ship is old, yet she hides her age. Wear and tear seems to show only where expected, as with the overlay paneling in the wardroom and, possibly, in the cramped and well-used living spaces. Age shows, too, on the mess decks where at least 32,850 meals have been served since her commissioning. That's a lot of meals, but then USS *William R. Rush* (DD 714) has had an active 31-year career.

These days *Rush* no longer deploys to the Mediterranean or takes the long way home—as she did in 1972. Then she made a round-the-world return to her home port on the East Coast via the Pacific Ocean and Panama Canal from a starting point in the Middle East. Those were the days, for *Rush*, of the long hauls and the seven-month deployments. In her career with the active fleet she made a total of 13 Med deployments.

These days it's a different story, but she isn't growing barnacles either. The word deployment has given way to another term—Reserve training.

Since early 1973, *Rush* has been a unit of Destroyer Squadron 28. Her mission involves the Naval Reserve Force (NRF) and she, specifically, drills selected Reserves from the greater New York area.

When she joined NRF her complement was reduced by approximately 100 men. The slack is taken up by an equal number of selected Reserves who drill aboard *Rush* at sea each month. The nucleus crew—Regular Navy officers and men—is *Rush's* backbone. They keep



Above: Selected Naval Reservists from the greater New York area drill aboard Rush each month. She operates out of New York City in support of the Naval Reserve Force.

her going day by day, and perform all the chores normally associated with an operating unit of the fleet, besides maintaining necessary equipment and gear aboard. At sea, the selected Reserves fill in the blank spaces and work side by side with the ship's regular crew.

Among her officers in the nucleus crew there are five graduates of the Naval Academy. They are quick to dispel any idea that they are serving in the "backwater" of the Navy. To them, and all aboard, *Rush* is an important unit of the operating forces. They are also quick to counter any criticism of their Reserve contemporaries.

"There's a certain amount of discrimination against Reservists and their ships," said Lieutenant Mike Thomas of *Rush*.

Rush's Operations Officer, Lieutenant Allan D. Wall, pointed out, "We do the same things as regular fleet units. We may even do them better. For instance, we qualified in our annual gunfire exercise the first time around.

"As recently as October, we racked up 16.6 hours 'ping time' on sonar. That's the length of time we were right on top of subs, tracking them with our scopes. Tracking a sub these days is no easy task."

Both lieutenants admitted that their "indoc" upon reporting aboard *Rush* was responsible for their getting off on the right foot. "I reported from the cruiser *Newport News*," said LT Wall. "The exec sat me down and explained the ins and outs of the Reserve program right there. That helped. His main point was that we work under extremely difficult conditions. We see new faces every time at sea—it's not like having the same crew around all the time."

What about the Reservists themselves? "These guys know their stuff. They've been there and they've done it all—in Vietnam and other places. They have the campaign ribbons to prove that they've been around," said Wall.

"It would be a pleasure to serve with these guys in a tight situation," he said.

Mike Thomas added, "We're 60-40 manned. The Reservists make up 40 per cent of our crew when he head to sea. The Bureau of Naval Personnel computes

the manning levels; we're assured—in case of war—that a trained crew will take over the ship.

What's it like to be homeported in New York City, far from any naval facility? There are some frustrations in the high living costs and lack of normal military facilities.

"It's good duty," said one chief boatswain's mate, "but I'm glad I got my orders to move on."

But New York is a mecca for some on board, and many crewmembers specifically requested duty with the NRF. "Some of the crew would rather have this kind of duty above anything else," said one officer.

The majority of the enlisted crewmen live at Mitchell Field, an old Air Force base at Bethpage, L. I. Most of the officers live at Fort Totten in Queens, on the other side of the Throg's Neck Bridge. Fort Totten is a small post which supports the National Guard in the area. It could be called a "weekend fort," bursting its seams on Saturdays and Sundays, while presenting a lonesome picture during the week.

Queens—or at least the area near Fort Totten—is a lively, bustling borough, compared to the more quiet reaches of the upper Bronx, but the catch lies in the 75-cent, one-way toll charged on the Throg's Neck. Liberty call, therefore, dictates crossing the Bronx and heading for mid-town Manhattan.

"Trips to and from Manhattan are few and far between," said one Navy wife. "New York is a place that takes quite a bit of time to get used to; there's always the fear of getting lost on those subways."

Rush's operations are not strictly limited to operations off New York City. In March 1975, for instance, the ship paid a three-day, Bicentennial visit to Albany. In April, *Rush* operated for a couple of weeks in the Jacksonville, Fla., area and made a port call in the Bahamas. Tender availability—for two weeks—took place at Mayport, Fla.

"It's nice to be on the move," said Wall. "That's what a sailor's life is all about. But there's one thing for sure when you're aboard an NRF ship: There's no use dreaming about a Med deployment and calling at one foreign port after another.

"But, we can enjoy the ship driving she offers. *Rush* may be old but is she ever responsive!"

Below: LT Allan D. Wall, left, checks with the helmsman while standing Officer-of-the-Deck watch.



USS GEORGE K. MACKENZIE

'SHE'S GOT HERITAGE'

Story by JO1 Paul Long;
photos by JO1 Long and
PH2 J. Kristoffersen.



Above: USS George K. MacKenzie (DD 836) refuels. Right: MacKenzie resumes screen station astern of USS Wichita (AOR 1).



Destroyers like her have nearly disappeared, making way for newer, more sophisticated ships packed with computerized technology. Still, USS *George K. MacKenzie* (DD 836), built some three decades ago, still prowls the Pacific.

The many modern conveniences on newer ships throughout the fleet cannot be found aboard this late WW II-vintage destroyer. Size and design are largely to blame. There is no room on board for a crew's lounge, nor for a closed-circuit television system. Push-button technology hasn't found its way above—or below decks, either.

There is, however, something intangible, but nonetheless pervasive, on *MacKenzie*—it bubbles up from her stifling hot engine rooms and pours over her sea-tossed decks.

The crew calls it pride.

Seaman Barry Conley senses the feeling while working on deck, performing routine safety checks on the orange life jackets surrounding him. Conley spent four years in the Army before joining the Navy—*MacKenzie* is his first ship. "I'd rather be on this ship than one of the newer ones," he says, "even though they have better air-conditioning."

Why?

"I like this old thing—she's got heritage," he replied.

The accomplishments of *MacKenzie* are numerous. Commissioned in Boston in 1945, she was named for Lieutenant Commander George Kenneth MacKenzie, killed during WW II while commanding the submarine USS *Triton* (SS 201). He was posthumously awarded the Navy Cross for heroism.

In her early years she saw combat action in Korea and patrolled the Formosa Strait. In 1962, she sailed to New York, where she underwent major overhaul to keep pace with the times. A helicopter deck supplanted one of her gun mounts and she received new antisubmarine weapons. As she moved into middle age, the tempo of her life increased.

MacKenzie escorted carriers in the South China Sea, helped recover four *Gemini* spacecraft and provided gunfire support off Vietnam.

She helped open a new era of American presence on the globe. In 1974 she was part of an Indian Ocean task force which visited Ceylon, Iran and Kenya.

Yesterday is gone—what about today?

The captain of *MacKenzie*, Commander Thomas Davis, admits his ship's presence in today's nuclear age seems a little incongruous. Still, he says that you can't discount her value to the Seventh Fleet.

CDR Davis doesn't visualize *MacKenzie* sailing alone into unfriendly waters. "It is entirely reasonable to expect we would be employed as part of an integrated force where the primary and secondary capabilities of all units could be used regardless of the apparent power or range of systems installed on individual units," he said.

The captain lives and works in a small stateroom which seems larger than it is through the judicious arrangement of furniture.

According to her skipper, 30 years of service have left few marks on *MacKenzie*. "General maintenance and preservation have kept the hull and equipment operating as efficiently and reliably as those of a newly commissioned ship."

But the time is coming when it will not be feasible to update her equipment and systems.

"It's not impossible to install modern systems in *MacKenzie*," he states, "but it is very expensive in a ship that does not offer more space."

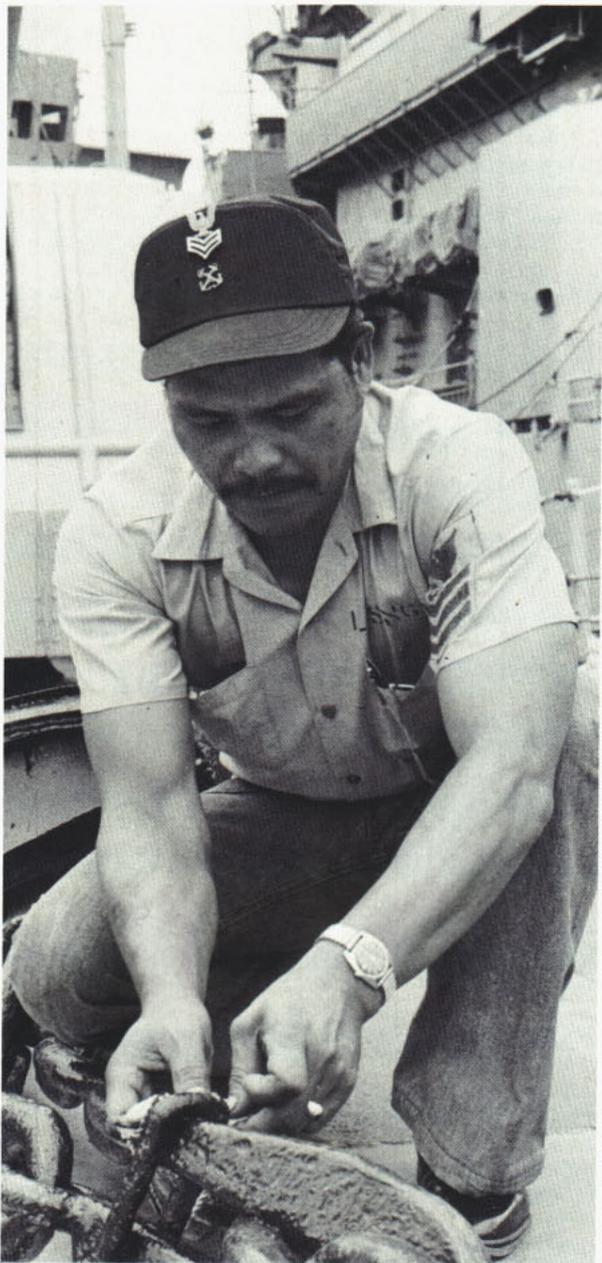
Does commanding an older ship present any special challenges?

"To me, the essential challenges of commanding a Navy ship are the same regardless of the age of the ship," he said.

"Many of the older hands have served numerous tours in similar ships and requested *MacKenzie* by name because of the type of ship and the reputation she has for reliability and high morale."

"I constantly stress that the age of a ship is a relative thing. If the fact that being 30 years old is used as an excuse for letting appearance and condition slide, then the ship will look 30 years old. A 30-year-old ship means there are 30 times as many sea stories to be told about the ship than one a year old. In all other aspects the old and new ships can have the same appearance. It's all a state of mind."

Boatswain's Mate 1st Enrique Losongco could tell you four years' worth of sea stories about *MacKenzie*. (Losongco is the subject of a story in the December 1974 issue of *ALL HANDS*, relating his meritorious ad-



vancement to BM1.) That's how long he's served on her. Losongco has all but single-handedly run *MacKenzie's* deck department. He is in charge of 37 men, all of whom know where he stands and they respect him.

"They do their work," he says, "and I give them plenty of latitude. If they goof off, well . . ."

In his 20 years of naval service, Losongco has served only two years of shore duty. "I like this ship," he says, "people stick together as a group, enlisted and officer. I only wish there were space for a lounge, you know, someplace to get away from the job after hours and write letters."

MacKenzie's mess decks serve as combination community center, movie house and library for 1st class petty officers and below. Officers and chief petty officers have their own combination wardroom and lounge or mess/lounge.

Professionally, *MacKenzie* offers Losongco and his men a 24-hour challenge. "No matter what you do, there is always rust. Ships like this are made of a type of metal that rusts easily. The newer ones have more aluminum, which cuts down on rust and corrosion. But I don't mind. When you work as hard as we do, time goes by fast."

"You learn all aspects of the boatswain's mate rating on this type of ship." Losongco feels that a seaman should serve on a ship like *MacKenzie* immediately after boot camp. "If you come here first, then go to a new ship," he explains, "you appreciate what you have on the newer ship."

Boiler Technician 1st Ira Neal appreciates what he has onboard *MacKenzie*—responsibility. Neal is responsible for *MacKenzie's* after fire room. That translates into \$4 million worth of engineering equipment, not to mention 13 men.

He emerges from his hot working environment sipping a cup of piping hot coffee. "It's better for you to drink this right after working down there, than drink something ice cold," he explains. "It's not such a shock to your system."

MacKenzie is Neal's fourth ship of the same type. He says he would have it no other way. "The engineering plant is so durable. It's self-sufficient. We can light off without an outside source. We don't need

Left: BM1 Enrique Losongco checks an anchor chain. Right: FA Richard Cox stands by at main control.

electricity to run the engines. If we lost the rudders we could still maneuver by varying the speed of our twin screws."

Neal says the "hole" where he works is a blisteringly hot place. Why does he do it? How does he convince the younger men that the job is rewarding?

"Someone has to do it," he replies. "As for me, I try to maintain good humor all the time. That definitely helps. I communicate with these guys. They understand me, and we all understand the job at hand."

For instance, they had just six days to get ready for a boiler inspection. "I didn't make any promises about liberty. I just said if we get the job done, we'd see about some time off after it's over." Each man worked 10 to 12 hours a day getting ready for inspection. That was in addition to his regular maintenance work and watches. Routine such as that is routine for fire room personnel.

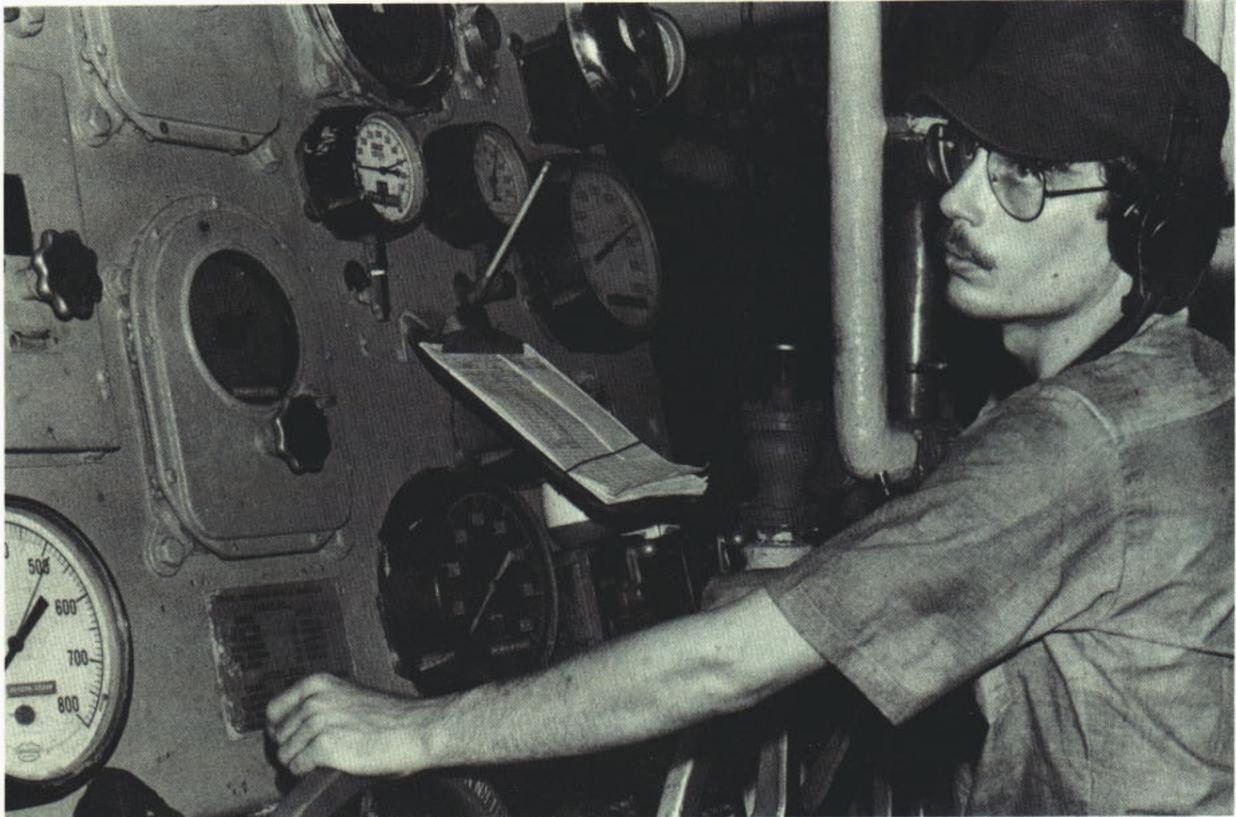
Neal glances at his grease-stained hands and admits he is willing to be transferred to another ship.

"I'm tired. I'd like to go to something that doesn't go to sea as much. I've reached my goal on *MacKenzie*. I've done the best I can do."

MacKenzie's guns are those that were installed on her during construction. Dependability and durability are obviously their forté. "I could shoot for three or four days with these guns and maybe have just minor problems," states Chief Gunner's Mate Norman Armstrong. The 49-year-old chief has been in the Navy 28 years. "I've served on everything from a battlewagon to a destroyer escort," says Armstrong. "My favorite type ship is a heavy cruiser. Of destroyers, I prefer this type because they have my kind of equipment."

He says *MacKenzie's* guns rarely break down because they operate on a simple principle. "All we have are electricity and hydraulics," he explains. "Now on the new guns, you have electronics and microswitches, an altogether different breed of gun." Armstrong plans to retire in two years. He says it's time to make room for the younger men, and guns.

As she has so many times before, *MacKenzie* is scheduled to sail for the naval gunfire range near Subic Bay. Her crew will man their battle stations and practice shore bombardment. If they do as they have in the past, they will remain at general quarters for many long hours. They will sleep little—and so will she.



NAB Little Creek

Sports and Recreation

An occasional whaleboat race across the cove and back and frequent clandestine boxing smokers in the hold sum up the range of sporting activities available to the average seaman in the early days of the Navy. His hours were spent mending canvas sails and hollystoning teakwood decks—there was little time for fun or sport.

Today's Navy boasts a worldwide sports network which proudly lays claim to several Olympic medal winners as well as All-Navy and Interservice "champions." Organized Navy sports provide a myriad of diverse recreational outlets and clubs for sailors and dependents alike.

Naval Amphibious Base, Little Creek, Norfolk, Va. is one of those commands with a large, well-developed sports and recreational program. Incorporating more

than 20 intramural sports and numerous special interest and recreational facilities, the base's program exemplifies what can be done at the local command level in support of the Navy Sports Program. Having combined ingenuity, participation and enthusiasm, NAB Little Creek has something for everyone.

Boredom is probably the only pastime NAB Little Creek doesn't offer Navy men and women. There's simply no time or place to be bored. The base's 2147 acres are dotted with recreational facilities—tennis courts; soccer and rugby fields; baseball diamonds and football fields; an 18-hole golf complex complete with putting course, miniature golf and a driving range; a fully equipped gymnasium; a bowling alley featuring 40 lanes and a pro shop; beaches equipped with cabanas; picnic areas; horseshoe pits; an archery range; track; fishing lake; theater—and that's not all!

Additionally, special interest groups sponsor guitar and ballet lessons; tennis, judo and karate instruction; belly dancing; and exercise and slimnastic classes. For those inclined toward less active pastimes there are hobby shops—auto repair, woodworking and ceramics—camping, fishing, and boating. Highlight of the program is intramural league play in 22 major sports combined with numerous tournaments conducted in minor sports such as chess, table tennis and horseshoes. Every pastime that even the smallest group of active duty sailors, retirees or dependents could request is offered some time during the year.

"Our objective is to involve every sailor and dependent in some form of recreation," said Del Purdin, the base's athletic director. "We realize that everyone doesn't want to be a star quarterback or golf pro—and everyone can't be—but he or she does have an opportunity to participate in something on either a competitive or pastime basis."

Left: Golf ranks among the favorites of the Saturday morning crowd at Little Creek. (Photo by PH3 Kurt Olson)



The program has grown 80 per cent in the last five years. The majority of new facilities were constructed through the Navy's Self-Help Program. Little Creek's gym was once the home of a single basketball court. It also served as the base chapel. Today it comprises two basketball courts, several squash and handball courts, a boxing ring, two exercise rooms—one for men and another for women—a lady's sauna, a judo and karate studio, table tennis equipment, an athletic gear issue room which also houses rental lockers and a laundry service, and the athletic office.

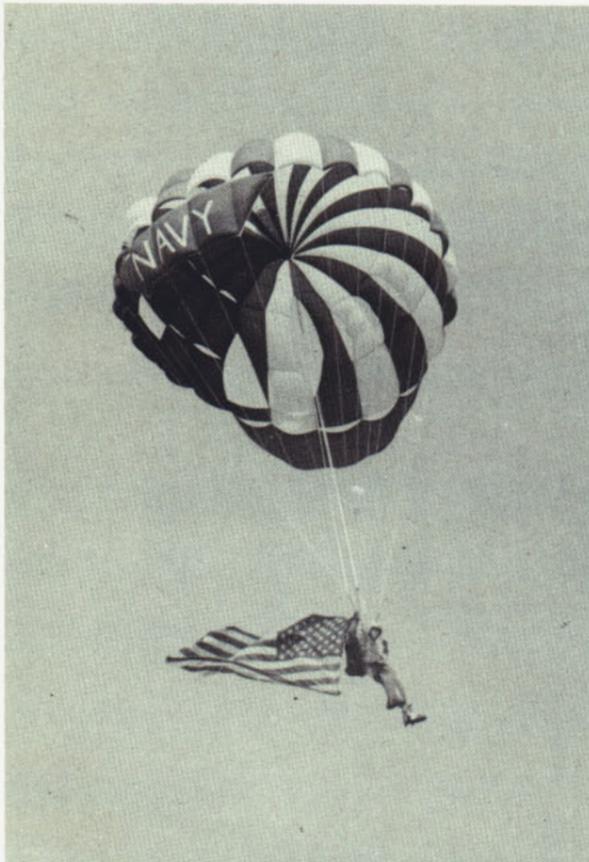
Another facility constructed through Self-Help is the driving range. "We carved it out of a field of sand," said Purdin. "After hauling out tons of sand, we filled the hole with fertile soil and planted grass."

Most of the facilities—picnic areas, baseball diamonds, assorted pro shops—were built by base personnel and they're proud of their accomplishments. Skilled labor was provided by the maintenance department while continuing the upkeep of ongoing operations and grounds.

"I have seven men who help manage the Special Services operation of the entire base," said Bob C. Stumpf, assistant Special Services director. "These are all men who have been connected with the military so they identify with sailors and are familiar with their needs. That's the key to our job—working for the sailors."

Captain N. H. Olson, commanding officer, said the

Below: CAPT N. H. Olson, CO at NAB Little Creek, makes his 1000th skydive, proving he's not content with being a spectator.



program works well because "of the people directly in charge. They're enthusiastic and want to provide the fleet with the best athletic program possible. They're always searching for ways to improve it and are dedicated to involving as many as possible."

Actively involved himself, the captain is an avid skydiver with more than 1000 free-fall jumps to his credit. He is also a soccer and tennis player, swimmer, golfer and all-round athlete. CAPT Olson attends most major sporting events in an official capacity to present awards and congratulations, and monitor the program.

J. L. McGinty, Deputy Recreational Services Director, and Commander J. M. McCauley, the recreational services officer, are responsible for determining what that direction will be. CDR McCauley ensures that Special Services guidelines and base policies are followed and McGinty handles the never-ebbing tide of paperwork and promotion.

A constant concern in a program this size is adequate cash flow to maintain facilities, purchase equipment, pay scorekeepers and referees and finance expansion. A portion of the money is provided from nonappropriated funds and the remainder results from in-house activities. Little Creek Special Services owns and operates the bowling alley and bowling pro shop, golf and tennis pro shops, a small printing shop, and a boat and camper rental service. Earnings from these operations channel back into the program.

Special Services money is not used to support special interest programs such as judo lessons or tennis instruction. Special Services does provide special interest groups with facilities and guidance in conducting their programs. Financing is provided through dues, charges and donations.

"We've been told that it's easy for Little Creek to have an outstanding recreational program because we have the money," said Purdin. "Yet, it doesn't take money to get sailors interested and participating. We started with very little money and few facilities and built a commendable program."

Purdin also said local commands can use their own officials to cut expenses and use equipment in stock to start a league or hold a tournament. An influx of money isn't necessary. "Of course," he conceded, "money helps, but the essential ingredients are desire and enthusiasm."

For most of the program's officials, desire and enthusiasm translate into more than the usual eight-hour day or five-day week. "If you're going to have a successful program," said Purdin, "you have to be dedicated and willing to sacrifice some of your own time to accomplish the task. That often means 14- or 15-hour days and sometimes six- or seven-day weeks. This is especially true when major tournaments are being held."

As to whether the extra hours are worth the results, Stumpf added, "There's no better dedication and professionalism in the Navy than that found right here. We get our reward when we see sailors using the facilities and enjoying the programs."

Sports participation among the 34 ships homeported at the amphib base and its 37 tenant commands is centered around the Admiral's Cup competition—the nucleus of the sports program. The cups—one each to

Sports and Recreation

the winning afloat and shore units—are awarded to the commands winning the greatest number of competition points during each year. Commands earn points not only for high placement in tournament/league play, but also for the number of competitions they engaged in. Sports participation, anywhere, can earn a command points whether the unit is underway holding a shipboard tournament in cribbage or in port playing basketball with a foreign team. Thus commands are credited not only for winning, but for the energy of their programs.

Competition is structured so ships can compete no matter where duty takes them. (If they need gear, it can be checked out from Special Services before getting underway.) USS *Boulder* (LST 1190), for instance, was away from Little Creek for six months during the last competitive year and still managed to accumulate enough points to win the afloat cup and the Atlantic Fleet sports award. During the same year, she also won several operational efficiency "Es" due, in part, to the esprit de corps built through her crew's sports participation.

The Admiral's Cup competition, for both shore and fleet units, is organized from the athletic office where Purdin and Fred Lockwood, the sports coordinators, keep the program running on an even keel.

With each of the 22 major sports a similar promotion and organizational procedure is followed. First, a flyer announcing the formation of a league and eligibility requirements is sent to NAVSURFLANT, COMPHIBTWO and all tenant commands. They, in turn, publicize the information in PODs, command newspapers and on bulletin boards.

Next, a formal notice providing details is distributed, followed by an organizational meeting with all team captains. "We don't dictate how their league will be run," said Purdin. "Our job is to coordinate the league and give guidance; that's exactly what we do. They tell us how they want to run the league, and from their input a set of bylaws is established."

Both Purdin and Lockwood firmly believe league management must emphasize democratic participation or the program will ultimately fail. If there is a conflict between the league's desires and Special Services guidelines, the manual (Special Services) rules. However, in cases where no specific instructions exist, a vote is taken and majority rules.

Finally, a schedule is prepared which includes shore-based commands only. Seagoing units are added on a weekly basis to ensure they will be in port and able to participate. "We found that this works best for maximum participation," the director said. "So many times, if you make a ship follow a straight schedule and it has to get underway, interest is lost due to forfeits and it drops out. This way there are no cancellations and no forfeits."

Each week after the league has started, Lockwood prepares a status sheet which lists standings of each team—resident and afloat—the last game's scores, and individual player statistics. "We find this helps keep individual interest alive. Everyone likes to see his name

in print and know how he stacks up with his competitors," said Lockwood.

At the end of each season, after all the tournaments have been played and the winners declared, the records are "closed out." The closing-out phase is extremely important to Little Creek's program, since it includes player and team statistics for each sport, suggestions for improvements, itemized expenses, and an up-to-date list of Admiral's Cup points with relative standings of each command.

A copy of the final statistics is sent to each command, even to those which did not participate. "Sometimes, this draws a command's attention to the program and it is encouraged to enter the next season. Also it serves to help spur interest in upcoming events," said Purdin.

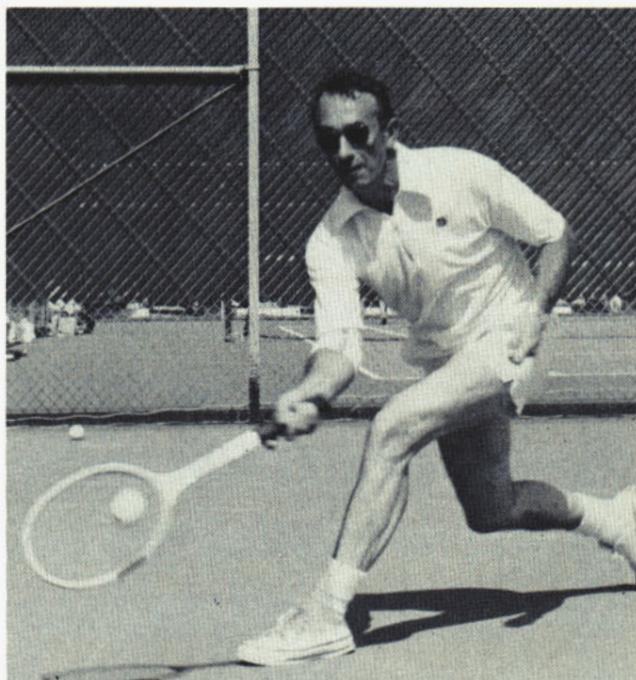
Minor sports—those not in league competition—are conducted in much the same way as a major league with the exception of weekly stats. Since minor sports are conducted on a tournament basis only, they require less records and usually run for one to seven days.

A tournament's or league's conclusion is not all status sheets and post-play announcements. Celebration and an awards presentation include plaques, Olympic-type medals, jackets and trophies.

When an All-Navy or Interservice contest is hosted, which is often, the same types of awards are presented to winners and runners-up with the exception of one—a unique memento exclusively from Little Creek.

"Years ago, we thought of a gift which would say 'Thanks, men, for coming,'" related Purdin. "We wanted one that wasn't expensive and yet would be

Below: There's plenty of opportunity for Navy men and women to play tennis with more than 20 courts open year 'round, along with numerous tournaments.





Above: Sailing, always a favorite, is not neglected in the recreation program.

appreciated because too often a visiting athlete leaves a command without so much as a thank-you. To avoid that happening here, we present each participant in a major sporting event with a souvenir towel imprinted with the sport, name of base, and the year he participated. The appreciation has been overwhelming."

"When a team comes to the base for a sporting event, a luncheon or picnic is held in its honor. Team members are welcomed aboard, introduced to officials and made to feel at home. At Little Creek, this is considered to be very important," said CAPT Olson.

After seeing the sports and recreational program in action, one would think they've gone about as far as they can go. Not so, according to the director. "We have plans to install many more facilities and even start some new leagues." An indoor swimming pool, lights added to picnic areas, and individual stalls at the auto hobby shop are included in their plans.

For commands whose sports program lacks oomph and could use a boost, Purdin suggests the current operation be evaluated to determine if more facilities are needed to meet the desires of the personnel on board. Before launching a massive construction program,

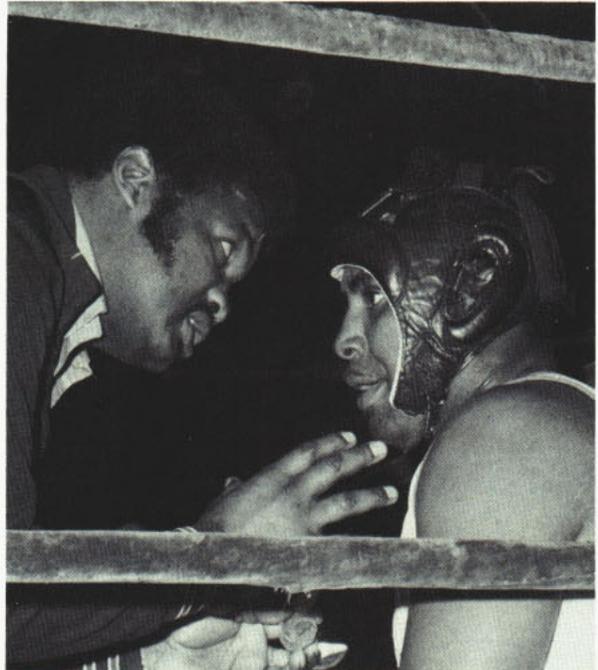
however, it's necessary to meet the people and get their ideas. If you need a place to start, or some ideas about how to build, contact the Little Creek Athletic Office at Autovon 680-7478.

"Proceed on an experimental basis," suggests Purdin, "and publicize your plans. You have to take the view that a recreation program is a product which, in order to sell, must be made as attractive as possible."

He emphasized what works at Little Creek, may not work at another command. Said Purdin, "Our way is not necessarily the best, but it does work for us. We're willing to share our ideas with any command or athletic officer if they feel it may help get more people participating."

—By JO2 Dan Wheeler

Below: Boxing adds yet another dimension to the well-rounded sports program at the Amphib Base.



Bicentennial Visitors “Honor America”

—By PH2 Terry Mitchell





Armed Forces Week—1976—was marked in style in the nation's capital. Thousands of Bicentennial visitors to Washington, D. C., toured two display domes set up on the Washington Monument grounds; watched movies in a portable minitheater operated by the Navy; witnessed military drills; and listened to service bands and the Navy's famous Sea Chanters.

Pageantry, musical performances and displays all centered around the theme, "Honor America." Highlight of the week's events was a joint service salute to Medal of Honor recipients who served "Above and Beyond" for their country.

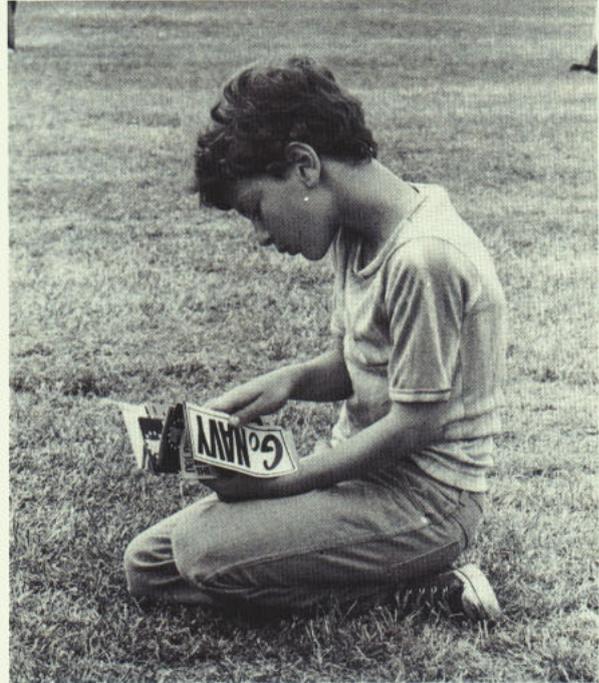
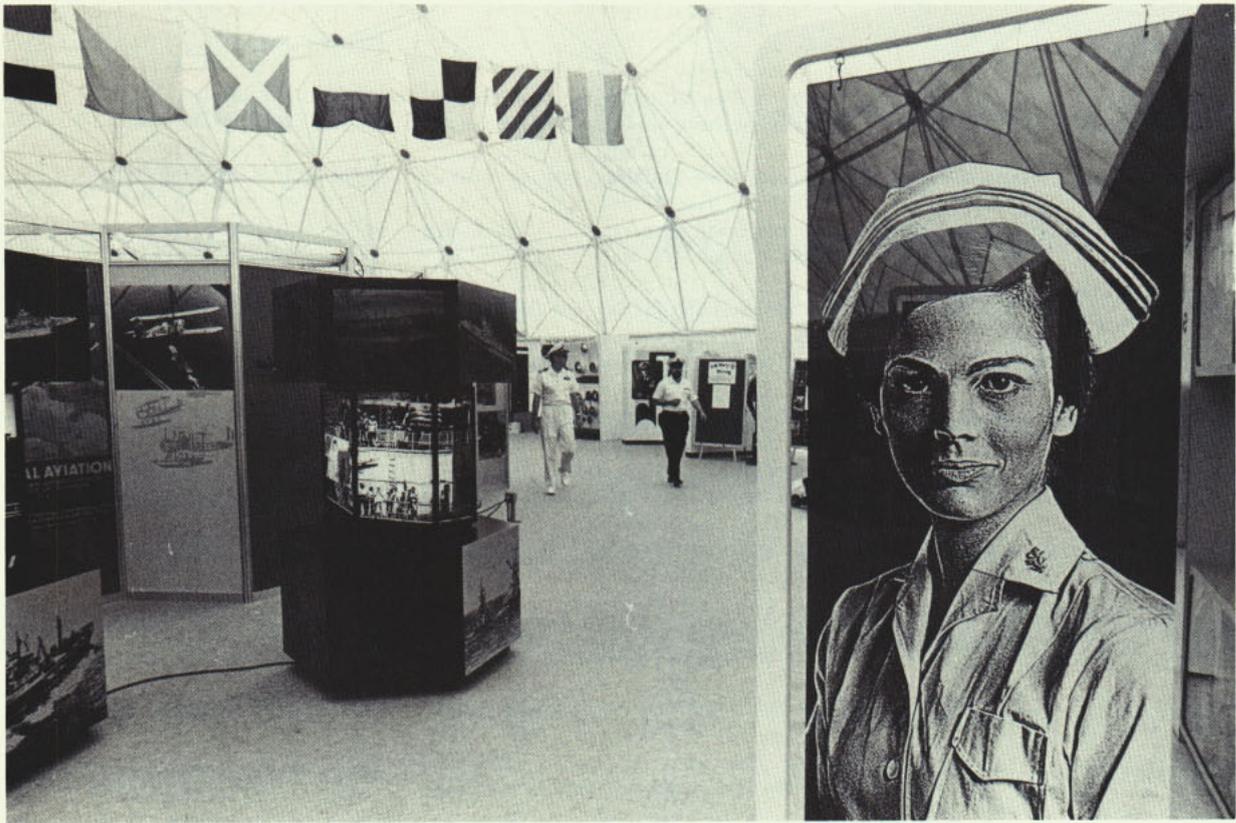
Joint service events were held on the weekends of 8-9 May and 15-16 May; Navy had its own day on 14 May.

Visitors saw a videotape show of the new Surface Effect Ship; displays dealing with the Navy

Nurse Corps and hard-hat diving; and a unique presentation centering on the Navy's first hero, John Paul Jones. A photo display of Navy history captivated young and old alike. Visitors attended movies on women in today's Navy and the ships and weapons of the modern fleet.

Also taking part in events on Navy Day were the Navy Band, the drill team from the elite Navy Ceremonial Guard and the Brigade Drum and Bugle Corps from the Naval Academy, along with the U. S. Naval Academy Band. The programs ran the entire gamut of music, from Beethoven to Basin Street jazz.







letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and give complete address. Address letter to Editor, ALL HANDS, Navy Internal Relations Activity, Office of the Chief of Information, Washington, D. C. 20360.

Safety Violations

SIR: I enjoy reading ALL HANDS very much. You put out some good information and have very interesting articles.

As an instructor, teaching Boatswain's Mate Training at the Naval Amphibious Base, Little Creek, Va., I have considerable interest in underway replenishment. Having just read your article in the January 1976 issue entitled "Mobile Logistics Support Force, Auxiliary Ship Navy," I have noted in some of your pictures several safety violations.

On pages six and seven, the bottom picture is showing linehandlers tending lines during highline transfer operations. The first thing I noted in the picture was that one man did not have his life jacket made up properly. With those tie ties flopping around loose he's just asking to be pulled overboard. The second man has tie ties that are not made up properly, but at least he has made an attempt to do them up.

The safety helmets appear to be the proper construction type, but none of the chin straps are under the men's chins. This is required during underway replenishment.

One man has his long-sleeved shirt rolled up instead of rolled down and buttoned. The men's trousers should be tucked into their socks. This is just excess cloth that could get fouled if the rig should part.

Gentlemen, in almost every picture that I have seen on underway replenishment there are numerous safety violations. It is this type of supervision that gets people hurt or killed.—BMC Roger R. Black, USN.

● *We're grateful for your kind comments about ALL HANDS and also for pointing out to us some of the safety violations. We are passing them on to the Fleet.—ED.*

A New Enlistee

SIR: Having read many past issues of ALL HANDS, I find it to be most informative and interesting. Having just enlisted in the Navy myself, ALL HANDS has shown the many aspects of Navy life, both ashore and at sea, Navy policies, Navy people, and current ship deployments. The Navy recruiter gave me these magazines since I like to read Navy literature.

I'm due to enter boot camp on 22 Jul

'76, and then to ADJ school in Memphis, Tenn. I'm very satisfied with the Navy's "Cache" (delayed entry) program under which I have enlisted.

Many people of my age are very liberal toward military service and current foreign policy.

I am very proud of the U. S. Navy and am excited to serve in today's modern Navy. I look forward to sea duty and serving as an aviation machinist's mate.

SR W. E. Dutton, USNR

● *Thanks for those kind words. Good luck to you in your Navy career.—ED.*

Early Reenlistment

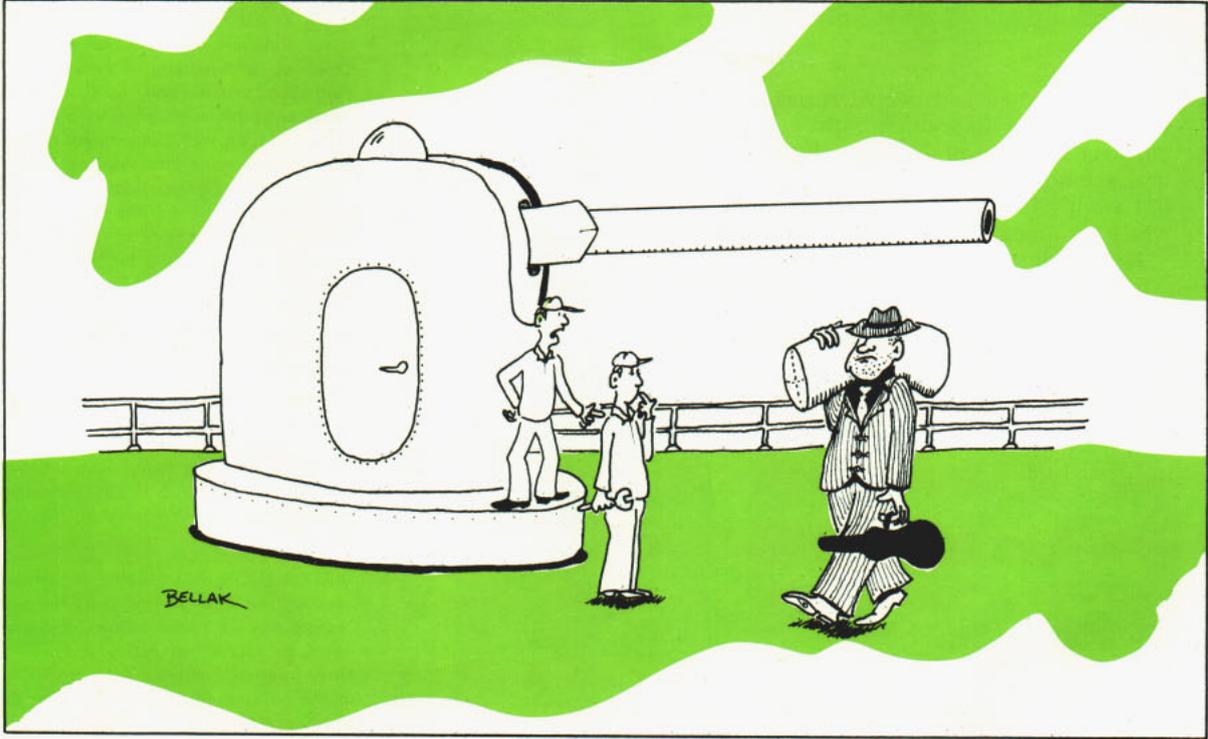
SIR: I would like to know if I am eligible in all respects for an early reenlistment? I was recruited in the Republic of the Philippines in September 1973 and signed for a six-year enlistment. I wish to become a U. S. citizen and one of the requirements is that I have to ship over. The question is, am I qualified for an early reenlistment, and if so how do I go about this process?

Also, if I am eligible for an early reenlistment, am I qualified to receive my SRB?—EM3 G. A C.

● *You may be discharged early in order to meet the reenlistment eligibility requirement for naturalization. You must, however, reenlist while serving in the United States or one of the U. S. territories (see BuPersMan 6210180). Commanding officers have the authority to discharge a member one year or less prior to normal expiration of enlistment, or enlistment as extended, for the purpose of immediate reenlistment. Discharge more than one year early requires approval of the Chief of Naval Personnel. Such requests should be addressed to the Bureau of Naval Personnel (Attn: Pers-5221).*

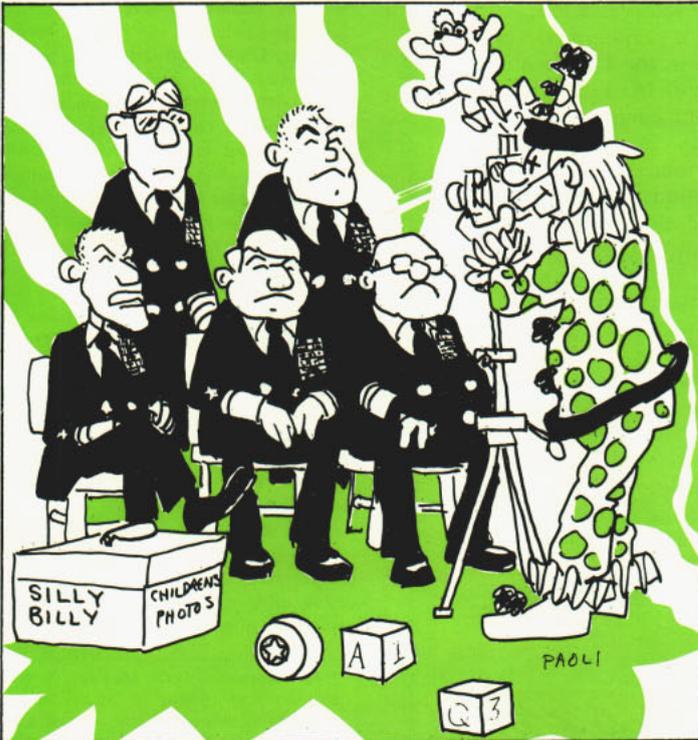
A member who has received a bonus (regular or selective) based on present enlistment contract and who reenlists early for the purpose of obtaining eligibility for naturalization, will be required to pay back the bonus for that portion of the contract not served.

Members reenlisting early, who are eligible for SRB entitlements upon reenlistment in accordance with BuPers Instruction 1133.26, will have the unserved portion of the present enlistment contract deducted from the reenlistment term in establishing the SRB entitlement.—ED.



"He must be our new gunner's mate."

Cartoons



"I wonder what happened to the regular photographer?"

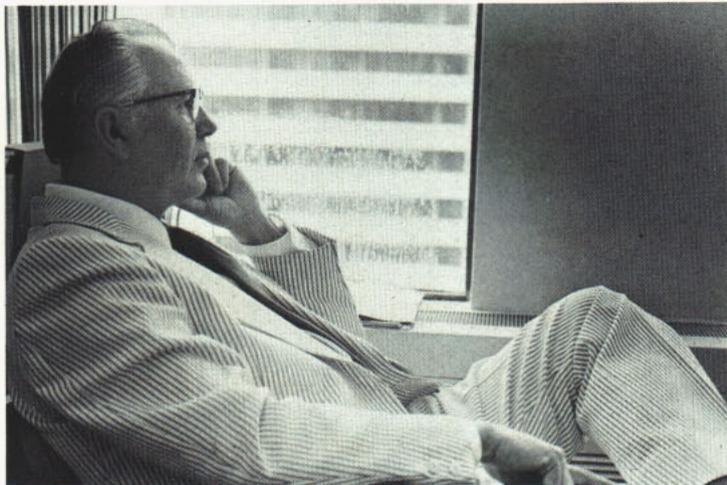


"Nothing personal, Art, but we just got word from the top to get rid of all excess personnel."

TAFFRAIL TALK

Three hundred and twelve issues later, John A. Oudine has ended his long association with ALL HANDS Magazine. Spread out over a period of 26 years, that may not seem like a lot of issues, but it comes to filling more than 19,968 pages and selecting 624 front and back covers—to say nothing of special editions which, at times, ran better than 98 pages each.

John Oudine has put a lot of time, effort and plain sweat into ALL HANDS. The last 13 years he served as the magazine's editor and it staggers the imagination when one thinks of the countless ideas that flowed from him month after month. Now we know



why editors sometimes sit and stare out of windows for long, long moments, letting the ideas flow and develop and jell.

John's government service stretched over a period of 33 years, beginning in World War II when he served in the Pacific on the staff of ComAirSoPac and Carrier Air Group 15. Following the war, he continued for a time as a lieutenant commander in the inactive Naval Reserve.

A graduate of Columbia with an M. S. in journalism, he served as an information officer with the United Nations in China. Later, he was one of a two-man staff on the old BuAer News, now NavAirNews. He then switched over to the Bureau of Naval Personnel, working on the Naval Reservist and ALL HANDS.

During his time with the magazine, John served under no less than 10 chiefs of the Bureau and, later, under two Chiefs of Information.

To this day, none of us know exactly how old he is. We only know he doesn't look a day over 50 (some say his appearance hasn't changed in the last 20 years). He carries himself ramrod straight as always.

The one thing he emphasized is that he's "not retiring," he's "merely leaving government service." This is to be expected. John is not the type to just sit in the sun and let the days go by.

Here's to you, John, and here's to your lovely wife, Elaine—may your days be long, may your copy sell and may your galleys be error-free as always.

Farewell, shipmate.

The All Hands Staff

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