

# ALL HANDS

JUNE 1978







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# ALL HANDS

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## Covers

*Front: Recruits in formation at Orlando, Fla. Photo by PH1 Terry Mitchell. See page 10.  
Back: Artist Audie Bransford, an employee of the Long Beach Naval Shipyard, depicts high-lights in the career of Commodore David Porter.*

*At left: SA John Groh and SR Donald Pfouts were among the first in the Navy to wear new service dress whites when their ship, USS Boulder (LST 1190), paid a call at the Washington Navy Yard in early May. Photo by JO1(SS) P. Sundberg.*

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# Currents

## First Trident Submarine

**Unveiled** ● *Ohio*, first of the new *Trident* missile-firing submarines, was unveiled April 22 at General Dynamics' Electric Boat shipyard in Groton, Conn. The largest submarine ever built, *Ohio* was moved out of the covered assembly building at the shipyard onto a waterfront pier where it will undergo final assembly and testing. When completed, *Ohio* will have a submerged displacement of 18,750 tons and carry 24 *Trident* missiles, each with a range of 4,000 miles. *Ohio* is scheduled for launching in 1979.

## Traditional Uniform

**Returns to Navy** ● Traditional jumper-style uniforms again appeared on Navy ships and shore stations in early May as the fleet evaluation of jumper-style uniform fabrics got underway. The move is the result of a decision made by Chief of Naval Operations Admiral James L. Holloway III to return to the jumper-style uniform for E1-E4 personnel. Selected fleet units participating in the one-year evaluation now are receiving the uniforms. Other E1-E4 assigned to sea duty but not selected for the fleet evaluation are authorized to purchase the service dress blue jumper uniform through the Navy Exchange system. Other E1-E4 male personnel on shore duty, including reservists, will be eligible to purchase and wear the service dress blue jumper uniform on Aug. 1, 1978, as inventories of uniforms increase. Purpose of the fleet evaluation of new fabrics for the uniform is to check for easy care maintenance qualities before final fabrics are selected. Guidance for wearing the jumper-style uniform is contained in BUPERS Notice 1020 of March 22, 1978.

## Proficiency Pay for

**Recruit Company Commanders Increased** ● Special duty assignment (proficiency) pay for recruit company commanders will be increased effective Oct. 1, 1978, from the present \$50 per month to a maximum of \$100 per month. The proficiency pay increase, which also affects Marine Corps drill instructors, is as follows:

0-6	months' tenure	— \$50 per month
6-12	months' tenure	— \$75 per month
Over 12	months' tenure	— \$100 per month

At any given time, approximately 70 percent of recruit company commanders have accrued over 12 months' tenure which will make them eligible for the maximum \$100 rate of proficiency pay.

## BUMED Guidance

**on Asbestos-Related Health Problems** The Navy, in cooperation with the U. S. Department of Health, Education and Welfare, is attempting to notify Navy people, military and civilian, who may have been exposed to airborne asbestos that such exposure presents a health risk. In recent years, it has become known that

inhalation of airborne asbestos fibers can lead to serious health problems. Dangerous levels of invisible asbestos fibers can be created whenever asbestos is cut, milled or processed unless strict safety precautions are observed. According to recent guidance issued by the Naval Bureau of Medicine and Surgery, current Department of the Navy civilian employees, their relatives or their designated representatives who wish to file compensation claims as a result of asbestos exposure should contact the Navy Office of Civilian Personnel (OCP). Former civilian employees who wish to file should contact the U. S. Department of Labor, Office of Workers' Compensation Programs, Federal Employees' Compensation Section. Claims of active duty personnel will be processed through the Navy disability evaluation system. Former or retired military personnel should file with the Veterans' Administration. Present and former contractor employees should file with the U. S. Department of Labor, Office of Workers' Compensation Programs, Longshore and Harbor Workers' Compensation Section, or the State Workmen's Compensation Authorities, as appropriate.

#### **NRL Seeking**

**Long-Range Communication System** ● Scientists at the Naval Research Laboratory (NRL) are investigating whether neutrinos – minute particles capable of penetrating enormous amounts of matter – can be harnessed to transmit data directly through the earth. Neutrinos originate in the upper atmosphere, sun and stars and are believed to continually bombard the earth. By utilizing specialized detector systems, researchers can detect the passage of neutrinos through matter. Neutrinos now can be man-made and can be transmitted as very narrow beams of high energy to increase significantly the chances of their detection at long range. Because of the neutrino's unique penetration properties and presently available detection methods, global communication by man-made neutrino beams appears feasible in the future. NRL is pursuing a study which could lead to the construction of a large detector system for sensing and recording the passage of man-made neutrinos over large distances.

#### **Veterans' Education**

**Assistance Program Update** ● More than 15,000 naval personnel are participating in the Veterans' Education Assistance (VEA) program started in January 1977 as a replacement for the old GI Bill which was discontinued for personnel entering the Navy after Dec. 31, 1976. Navy participation is almost one-third the total of all the Armed Forces combined. Under the VEA program, the government provides two dollars for each dollar invested by individual service members which can be used in the future to attend college or vocation-technical school. For example, a service member who elects to have the maximum deduction from his pay of \$75 monthly over a three-year enlistment would receive \$8,100 for tuition – his \$2,700 contribution plus \$5,400 added by VA. The full \$8,100 would be paid in installments of \$225 for each month of full-time higher education completed. If the veteran decides not to use his education benefits after leaving the Navy, he can receive all the money he contributed but not the VA's portion. Participants can receive tuition payments after completion of the first period of obligated service or six years of active duty, whichever is less.



# CNO REPORT

The following excerpts are from the Navy's FY 79 Budget and Current Posture Report prepared by Chief of Naval Operations Admiral James L. Holloway III. He delivered it to Congress in February and in it describes where the Navy is today and where it needs to go to maintain maritime superiority. The report is also a policy statement which describes the Navy's role in implementing national military strategy, its mission, functions and responsibilities. It is intended for reading by all officers and senior petty officers and for use as a year-round basic policy reference document.

## A. STRATEGIC PRINCIPLES

The national strategy of the United States is significantly influenced by this nation's insular position on the North American continent. Because geopolitical considerations dictate a forward strategy which uses the oceans as barriers for defense, as military lines of communication, and as world trade arteries, national security cannot be assured without a balance of maritime superiority residing in favor of the United States and its allies. The United States Navy is the principal force required to achieve and maintain the maritime superiority upon which the nation depends.

## B. MISSION

The United States Navy's primary mission is to be prepared to conduct prompt and sustained combat opera-

tions at sea in support of our national interests. This means keeping open the sea lanes of the world, supporting treaty agreements, and maintaining a nuclear strike capability as a deterrent to nuclear warfare. The Navy must be able to deter or counter adventurism on the part of potential adversaries through continued maritime superiority. It must be able to defeat potential threats to continued free use of the high seas by the United States.

## C. FORCE REQUIREMENTS

An orderly planning process for the development of naval force requirements is an essential basis for the Navy's continued capability to fulfill its responsibilities in support of the national interests. This disciplined and carefully developed process is based on strategy, threat, and risk.

### 1. Strategy

The national military strategy which the naval force structure will be called upon to support;

### 2. Threat

The military force and weapons technology which the naval force structure will encounter in fulfilling its roles within the national military strategy; and

### 3. Risk

The degree of assurance that the Navy can successfully fulfill its roles in support of the national military strategy.

## D. NAVAL CAPABILITY

There are four distinct elements of naval capability which, in their aggregate, provide the total force capability of the Navy:

### 1. Force structure

The numbers and types of organized units, active and reserve, of operating ships (or craft) and aircraft, and the facilities of the supporting base infrastructure.

### 2. State of Modernization

The level of weapon system technology reflected in the components of the force structure.

### 3. Readiness

The degree to which the operating units in the force structure are capable of performing the tasks for which they were designed and organized.

### 4. Sustainability

The ability of operating units to continue to conduct naval operations over extended periods.

## E. FUNCTIONS

The Navy's two basic functions are sea control and power projection. The ability to perform these functions is a requirement if the United States is to use the seas to support its national policies and to defeat the forces of any state that would seek to deny such use.

## 1. Sea Control

Sea control is the fundamental function of the U.S. Navy and connotes control of designated sea areas and the associated airspace and underwater volume. It does not imply simultaneous control of all the earth's ocean area, but is a selective function exercised only when and where needed. Sea control is achieved by the engagement and destruction of hostile aircraft, ships, and submarines at sea, or by the deterrence of hostile action through the threat of destruction.

## 2. Power Projection

As an independent function, power projection is a means of supporting land or air campaigns, using capabilities designed for naval tasks. Power projection covers a broad spectrum of offensive naval operations, including strategic nuclear response by fleet ballistic missile forces, employment of carrier-based aircraft, amphibious assault forces, and naval bombardment with guns and missiles of enemy targets ashore in support of air or land campaigns.

## F. ROLES

In the functional exercise of its mission responsibilities within the national military strategy, the U.S. Navy has three main roles:

### 1. Strategic Nuclear Deterrence

The effectiveness of the submarine-launched ballistic missile combined with the virtual invulnerability of the SSBN provide the strongest deterrent in our strategic nuclear forces and thus are a stabilizing factor in the strategic nuclear balance.

### 2. Overseas-Deployed Forces

The Navy provides operationally ready naval components of overseas deployed U.S. forces to support allies and protect U.S. interests. These fleet elements are deployed to locations where they can engage hostile forces at the outbreak of hostilities and rapidly support forward-positioned U.S. ground and air forces, as well as U.S. allies.

### 3. Security of the Sea Lines of Communication

The success of a forward military strategy depends upon the Navy's ability to maintain the integrity of the sea lines of communication between

the United States and its forward-deployed forces, its allies, and those areas of the world essential for the supply of imports.

## G. RESPONSIBILITIES

In order to assure its continued capability to carry out the roles prescribed by the national military strategy, the Navy has two principal and distinct responsibilities:

### 1. Current Fleet Readiness

This refers to the capability of naval forces to carry out their roles in prompt response to the National Command Authorities. Current fleet readiness depends upon:

a. Maintaining the numbers, skills, and experience of personnel.

b. An efficient and effective logistic support structure to provide higher material readiness and sustainability.

c. A training program to achieve the most effective use of current sensor and weapon systems and platforms.

### 2. Future Force Capabilities

The future force capabilities of the U.S. Navy are mainly influenced by the projected force structure (numbers and types of units) and state of modernization (the level of weapon system technology incorporated in the force structure). Future force capabilities depend upon:

a. Weapon system development and procurement to provide naval

# CNO REPORT

A Report By

Admiral James L. Holloway III, U.S. Navy

Chief of Naval Operations

Concerning The

Fiscal Year 1979 Military Posture and Budget

of the United States Navy

March 1978



*"Fleet readiness deals with today while modernization deals with tomorrow, and the balance between the two must be very carefully weighed in the process of planning, development, and support of Navy programs."*

ships and aircraft with the most modern weapons technology available.

b. Aircraft acquisition to maintain or increase force structure and to maintain a high level of force modernization.

c. Ship construction to maintain, increase, or adapt force structure to changing requirements or projected threats.

## H. PERSONNEL READINESS

The Navy is continuing, as a matter of top priority, its efforts toward improving personnel readiness. It is important to keep enough people with the right skills to operate and maintain the ships, aircraft, and weapon systems in the fleet as well as to man the supporting shore establishments. As ships, aircraft, and other weapon systems become more sophisticated and complex, there is an increasing need for more technically trained personnel in the fleet. An expedient way of keeping the fleet properly manned has been the Fleet Readiness Improvement Program. This program, as a "quick fix" measure, has maintained manning levels at sea at approximately 100 percent since June 1976. However, a shortage of essential mid-level supervisory personnel at sea still exists. Moreover, to achieve full manning at sea it has been necessary to man some shore billets at less than 90 percent.

### 1. Recruiting

The Navy fell about 5,000, or five percent, short of the 116,000 new recruits required to attain the approved enlisted end strength for FY 77. This was the largest annual recruiting target since the advent of the All-Volunteer Force. With a 15 percent lower requirement for new recruits in FY 78, there is a greater potential that quotas can be met. However, with numbers of male high school graduates limited, unemployment decreasing, and industry, colleges and other military services recruiting in the same limited market, recruiting poses a formidable challenge. A conscious decision has been made to attain quality recruits even at the cost of sacrificing quantity, if necessary. The Navy intends to hold to established quality standards, while

reducing requirements for new male recruits through such measures as using more women, increasing civilianization of military positions, and reducing attrition.

With respect to officer procurement, accession plans were met for all officer communities with the exceptions of physicians where only 44 percent of the required 776 accessions were attained, and the nuclear power program which fell 116 accessions (18 percent) short of plan.

### 2. Retention

Although 96 percent of the established goal for entry into the career force was attained through first-term reenlistments in FY 77, severe reenlistment shortages occurred in about 35 percent of Navy enlisted ratings. These are primarily in the critical sea-going ratings. However, the failure to attain second-term reenlistment goals is of greater concern. These are petty officers with eight to 12 years of service and their reenlistment is necessary to sustain the career force. Such reenlistments in FY 77 were only 79 percent of goal, and about half of the enlisted ratings were seriously affected. There was also a slight decline in the retention of petty officers eligible for third-term and beyond reenlistments. This has resulted from about five percent higher-than-planned transfers to the Fleet Reserve. However, the number of reenlistments remains sufficient to meet Navy's needs for these supervisory personnel.

The U.S. Navy either has or will have significant retention problems in some specific officer communities. The Surface Warfare Officer retention rate is projected to remain constant at about 35 percent. Due to low accessions in FY 73 and FY 74, deficits are foreseen through FY 80. However, recent increasing resignations may be a forewarning of a decreasing trend in retention rates.

Pilot retention is currently on the downswing due to airline hirings. Significant retention deficits are projected, commencing in FY 79. The wide variation in pilot retention, the long lead time required to train a combat ready pilot, and the expense of training a pilot make this a major area of

developing concern in officer retention. In contrast to their Naval Aviator squadron mates, Naval Flight Officer retention is at about the desired level and is projected to remain stable.

Nuclear submarine retention stabilized in FY 77 after declining continually since FY 73. Still well below desired goals, retention is projected to increase slightly in FY 78.

## I. RISK ASSESSMENT

The U.S. Navy currently holds the advantage in the naval balance, although by only a slim margin of superiority over the Soviets in some scenarios involving the most vital U.S. national interests. In the event of conflict, the United States could probably retain control of the North Atlantic sea lanes to Europe, but would suffer serious losses to both U.S. and allied shipping in the early stages. The Navy's ability to operate in the eastern Mediterranean would be uncertain at best. If Pacific Fleet assets were to be shifted to the European theater in a NATO conflict, the U.S. forces remaining in the Pacific would be sufficient to protect the sea lanes from the continental United States to Hawaii and Alaska, but only the military lines of communication to our allies in the western Pacific.

The United States was clearly the dominant naval power in the world 15 or even 10 years ago. Today that is no longer true. The Soviet navy currently has the capability to challenge the U.S. Navy in many ocean areas. If the trends that brought this major change are allowed to continue, the balance of maritime superiority could tip in favor of the Soviets in the next 10 years. Since it takes an average of at least five years for a unit authorized for construction to become operational, the United States must begin now to build the requisite number of ships and aircraft if it is to maintain the advantage necessary to accomplish its sea control function and retain its current slim margin of superiority at sea. ↓

# ONE STEP AT A TIME

## Tom Harper's Greatest Battle

BY ELLEN TERNES AND  
LCDR GORDON PETERSON

Tom Harper's days as a Naval Academy midshipman are over this month. He joins his classmates in the commissioning oath, the hat toss, and the start of a Navy career in the Supply Corps.

Five years ago Navy doctors gave him three months to live. If you look at the 24-year-old today, you'd never guess he was once so weak from

*President Jimmy Carter presents the American Cancer Society's Courage Award to Academy Midshipman Tom Harper. Attending the White House ceremonies on April 6 were Dr. Wayne Rundles (left), ACS President; and Harper's parents, Mr. and Mrs. Jackson Harper.*

cancer that he couldn't walk up a flight of stairs without stopping to rest.

Back as a plebe—in 1973—Coach George Welsh felt Tom was a brilliant, tight end prospect. He made the varsity squad and planned to travel with the team to Ann Arbor for a contest with Michigan. He never made that trip.

The day before the game, Harper went to National Naval Medical Center in Bethesda, Md., to check out a swelling in his abdomen. He was operated on the same night—cancer had already spread to his stomach and lungs. Within a week, rigorous regimen of chemotherapy began.

Radiation treatment followed with two minutes of exposure on both sides of his abdomen and chest. Every 28 days there was the agony of five days of double treatment. By the end of the fifth day he was so sick he couldn't move—but he knew he had another 28 days' reprieve before the devastating double treatment began again.

As a dedicated group of Navy doctors worked with new drugs to cure him, Harper began his own recovery program.

"They told me on my birthday—Dec. 12, 1973—that I would be able to come back to the Academy," Tom recalls. "It was a great day. One of my first thoughts was—well, that's one step. Then I thought I'd be playing football."

He made that statement without full knowledge of the effects the disease would have on his body.

Becoming a walk-in patient, he left Bethesda for Annapolis and moved in with an assistant football coach, Commander Earle Smith. CDR Smith's wife, Carol, had recovered from her own bout with cancer several years earlier. The Smiths, along with George and Sandra Welsh, drove him to Bethesda regularly for treatment.

Radiation sessions ended in May of 1974, but chemotherapy continued. Long past the initial three-month prognostication of his doctors—in Au-



gust 1974—Harper began his second plebe year at the Academy.

As treatment progressed, Tom countered brutal side effects of powerful drugs with a demanding routine of physical fitness. Wracked with pain, he pushed himself to the point where he could even work out with the football team.

On the first day of exercise, he had to sit down after walking 100 yards. After a weight loss of 50 pounds from his 225-pound frame, there were days when he could barely walk down the hallways for classes.

Still, he wanted to play football. "I was determined that I would play again," he said. "I thought I could play the '75 season—I still did, right up to a month before the last game. I even worked out a schedule where I would play, missing just two games because of chemotherapy treatments."

Perhaps it was football that kept Harper going. "My ultimate dream was to play football," he said, "to be able to talk about my comeback. If it didn't happen, I wouldn't have a story to write."

Back at the Academy, his running continued—first the length of the football field, then the perimeter of the practice area. "I tried a quarter mile and got to the point where I would be ecstatic—I could run all the way around the track," he related. "I'd ask people to watch."

Players on the football team, the coaching staff, Tom's company officer, faculty, classmates—all offered support. But there was misunderstanding as well. Some people would never know of the debilitating effects of his treatment—the nausea, the fatigue, the painful case of shingles that made every step an ordeal.

Tom recalls that when the drives to Bethesda began, he and the normally reserved Coach Welsh had little to say. As time went on, the player and coach developed a close relationship. Welsh inspired Tom during the grueling workouts. "Every time I'd see Welsh I was psyched," Harper said. "I'd go out, he'd be looking, and I'd keep going."

All the time Harper continued to go

to class. "I would be tired by the time I got there," he said, "but I figured that if I received poor grades, they'd know I couldn't make it, so sometimes I would go to class right after chemotherapy. Then I noticed an improvement. Some days I'd walk to Chauvenet Hall and wouldn't be breathing hard."

The two years of chemotherapy were nearly over in 1975. There were many occasions for prayer during his recovery, and on the final day of treatment Tom sat for a long while in the Naval Academy Chapel. In retrospect, he describes the last chemotherapy session as "a piece of cake."

Tom will tell you that he never played football again. That's not the full story. In the spring of 1976 he suited up for spring practice.

"I remember sitting in the huddle and not even hearing the play—just looking around and thinking—Hey, I can't believe I'm here. I'd run through plays and it would bring back a memory of when I last played. I made a

few good catches and it made me feel good to hear the guys say 'nice catch.' "

But it was difficult to erase the effects of cancer. The years of treatment had cut his strength and natural reaction.

His limitations became more apparent, however. He noticed that he was falling behind in comparison to his teammates. He went home on leave that summer, continuing workouts at San Mateo, Calif. "I worked out with my high school team, and they just destroyed me. I was tired but I was disappointed that I didn't play as well as I thought I would."

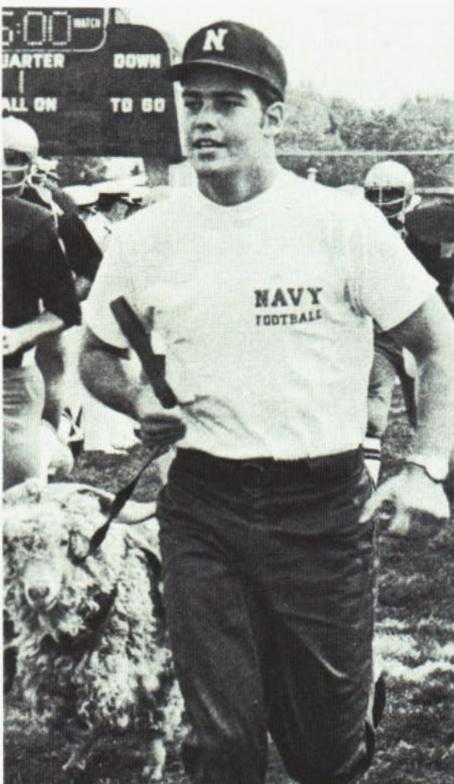
Still, disappointment didn't bring defeat. Harper returned to Annapolis for his senior year in the fall and joined the staff as an assistant football coach for the junior varsity team. He enjoyed working with the younger players—calling the defense in practice and suggesting an occasional play at game time.

During the past two years he has devoted a great deal of his spare time to helping other cancer patients. He has appeared at events sponsored by the National Cancer Society to share his story.

On April 6 this year, President Carter presented Tom Harper with the American Cancer Society's Courage Award in a ceremony in the Oval Office of the White House. A special honor, it is given to those whose personal battle against cancer offers hope and inspiration to all.

Tom's recovery came as a surprise to almost everyone, except himself. Those who know him best, including Coach Welsh and his doctor, attribute the recovery to his spirit and refusal to give up.

Captain Elliott Perlin (MC), the medical officer in charge of his treatment at Bethesda, provided testimony to that courage. "In oncology," he reflected, "we sometimes have success; more often, failure. It's a person like Tom who keeps us going." ⚓



Midshipman Tom Harper leads Bill the Goat across the gridiron at Navy-Marine Corps Stadium in Annapolis, Md., in 1976.





# THEORY BECOMES ON-THE-JOB REALITY

BY JO2 DAN WHEELER  
PHOTOS BY PH1 TERRY C. MITCHELL

Eighty-four youthful men wearing Navy-issue tennis shoes and dungarees with rolled-up cuffs sit on the deck listening to a Navy chief. The room is silent except for his voice, yet the recruits lean slightly forward, intent on hearing every word. Most will remember their company commanders' (CC) opening remarks for a long time.

"I am Senior Chief Petty Officer Hair and this is Chief Petty Officer Jenkins. We are your company commanders. While you're here at Recruit Training Command, Orlando, we're responsible for every phase of your training. During the next few days we'll be teaching you more than you think you're able to absorb. You might start thinking about seeing the chaplain or someone else. Before you do, come to your company commanders. We're here to answer your questions and help you solve your problems."

Senior Chief Storekeeper R. A. Hair nods to Chief Aviation Boatswain's Mate (Fuels) J. T. Jenkins who steps forward. While SKCS Hair was talking, Chief Jenkins was observing the recruits' reactions and making mental notes.

"Right now, about 75 percent of you are homesick. Some of you want to curl up in a corner and cry. A few want to go over the fence and hightail it home. Let me tell you something, gentlemen, it's the wrong thing to do. You may think you're the only man who feels that. You're not. Each of you is adjusting to an environment very different from any you've experienced."

Already, they've learned that. Most have been in the Navy for less than a week. They rise before dawn, march as a group, follow orders and say "yes, sir" instead of "OK." Each has passed a swimming and a physical fitness test. Since the day they were inducted, they've had little

*Part of a company commander's job is making sure recruits pay attention and absorb the day's lesson. CCs raise their voices only to get the recruit's attention.*

free time. Even the night owls welcome the relief of 9:30 p.m. taps.

"While you are here," continues Chief Jenkins, "the senior chief and I are going to tell you exactly what to do and when to do it. We'll tell you when to go to bed and when to get up; what to wear and how to wear it. We will teach you how to tie your shoes, shave and even wash. If you want to leave RTC with this unit, you'll learn to accept this. You joined. No one forced you. If you pay attention and give 100 percent all the time, you will walk through RTC's gates eight weeks from now as sailors in the world's finest Navy."

The first step of a slow transition is over. Each recruit knows his CCs and understands their function. He knows

what the Navy expects of him. In the weeks to come, he will learn to depend on his company commanders for guidance. Throughout his Navy career, he'll draw on lessons learned while at RTC.

"The purpose of basic training is to effect a smooth transition from civilian to military life," said Senior Chief Signalman T. R. Miller, the leading chief of Military Training Area One. "We don't train recruits to be professional sailors right away; we give them the basics and build from there. That's the company commander's main job."

Men and women are trained in Orlando. Training for women is identical to that for men with one notable exception: at present, female training units have only one company commander.

"Having two CCs doesn't necessarily mean less work," Senior Chief Miller said. "It means that, as a team, two CCs give recruits twice as much individual attention. Perhaps in the later stages of training, they can split the work and go home early, but there is always something extra a conscientious CC wants to do."

Whether male or female, a CC's day begins around 5 a.m. The first week with a new unit is spent teaching the recruits how to fold and stow clothes, clean a compartment and make a bed. Week two is spent reinforcing the first week's lessons and adding more basics.

During the first hectic weeks, a CC squeezes in teaching time whenever possible. Training units don't stay with their CCs except during scheduled periods of CC instruction. Recruits attend classroom sessions in which they are taught practical factors of Navy life such as rank structure, UCMJ and damage control. There are dental and medical appointments and administrative work to complete. CCs have little time allotted during the day for one-on-one unit training, so the hours between evening chow and taps become school call. Few CCs leave RTC before 9:30 p.m. during the first three weeks and all consider Saturdays the ideal time for teaching drill.

In spite of long hours and what some term "arduous shore duty," people do volunteer for the duty. "I volunteered to get experience in leadership," said Aviation Maintenance Administrationman 2nd Class Carolyn H. Mischke, a CC who has "led" six units. "I also thought—since I complained a lot about the quality of recruits these

*"To be an excellent company commander," LCDR B. F. Beil says, "you have to care about recruits . . . and use every bit of experience gleaned over a Navy career to turn each civilian into a sailor."*





days—I could help the Navy by getting in on the initial phases of training.”

Most don't volunteer, they're selected. “Sure, it's a tough job,” said Senior Chief Communications Technician (Collection) P. E. Zetterholm, “but our philosophy is ‘How many ships or duty stations have you volunteered for?’ You went where you were sent and you always did a good job. That's why you're a senior petty officer now.”

Being a company commander is unique. “It's rare for an enlisted per-

*Top: A recruit's “eye view” of his CC.*

*Bottom: When a CC looks like this, you can bet he's unhappy.*



son to have autonomous control over 80 or more sailors and to have the weight of responsibility such control entails," Senior Chief Zetterholm said. "In the fleet, a chief or first class petty officer may have a number of subordinates, but they also have work center supervisors and experienced petty officers to lessen the load. At Orlando, each CC exercises direct control over an entire training unit with some support down the recruit chain of command within the unit."

For that reason, every CC selected has been carefully screened for leadership ability, emotional makeup and a number of other factors considered essential for success (see accompanying article on page 18).

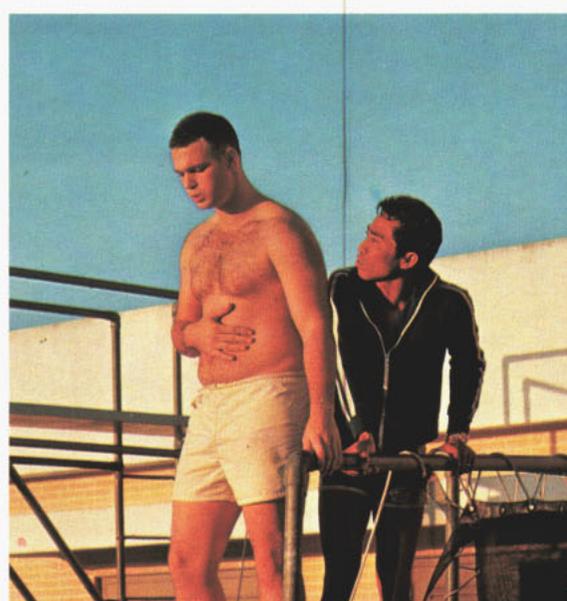
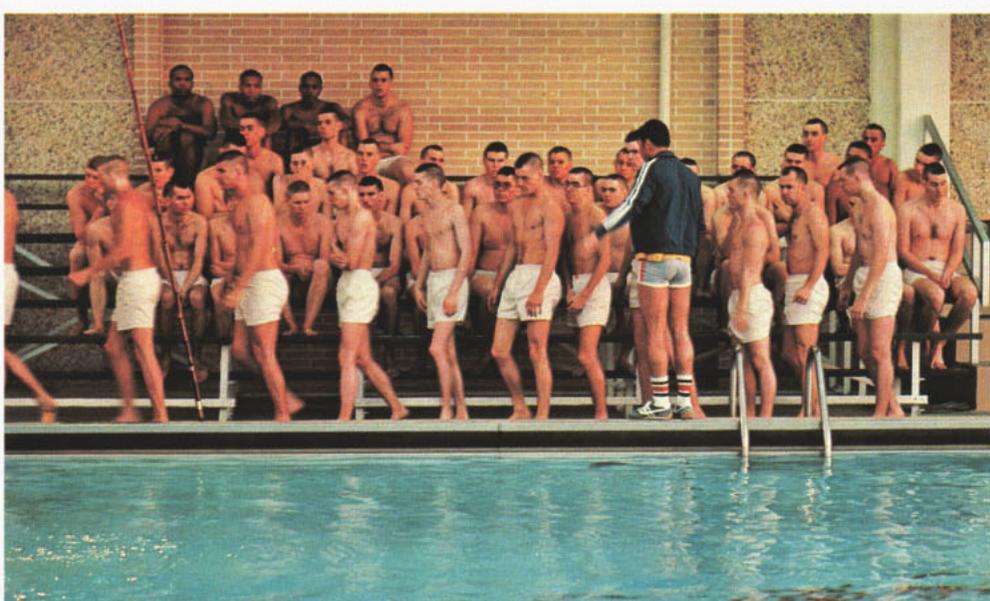
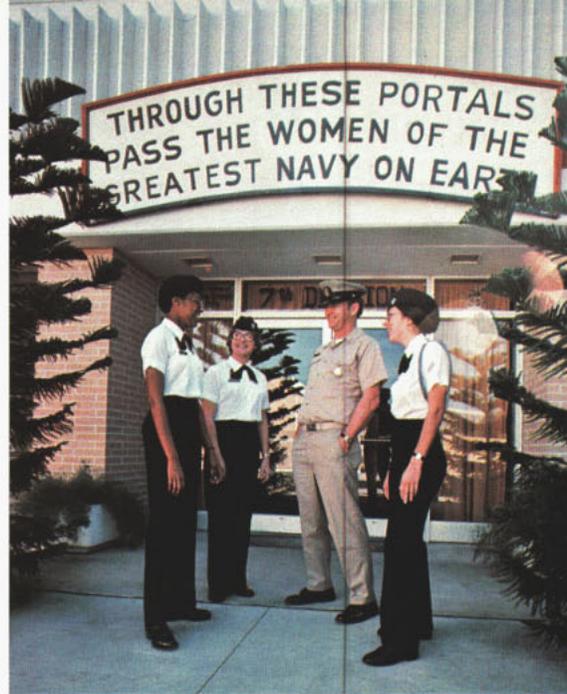
Following initial interviews and evaluations, prospective CCs are sent to Instructor Training School. From there, they go to a four-week Company Commander School where they learn to train recruits.

"When training recruits," said Senior Chief Zetterholm, who's division officer for the Staff Training Division, "you have to approach instruction as if you were teaching a first-grader. You have to be that specific. You are essentially teaching civilians who know nothing about the Navy except 'It's not a job, it's an adventure'."

After school, each company commander "shadows" an experienced CC for approximately 10 days to learn how classroom theory translates into on-the-job reality. "Before I attended the school and shadowed, I wondered if I could do the job and I was afraid I couldn't," said Machinist's Mate 2nd Class G. W. Buck. "By the time I'd finished all that, I was itching to pick up my own unit."

Having been taught that the first impression made when meeting a new







unit can materially affect the success of eight weeks of training, MM2 Buck carefully planned his entrance. "You don't walk in anymore and kick the trashcan to get their attention. You want to impress them as a professional. I even got an extra close trim from the barber about two hours before I met the unit, just to be sure."

"When I walked into the barracks and saw them, I couldn't do anything but smile for the first few minutes," he said. "I knew my first words were important. I had all this knowledge I had to teach and I wanted to do it right."

"Doing it right" is the key.

To a recruit, each company commander is the Navy. Experience has shown company commanders embody everything recruits expect professional Navy people to be. For example, when a recruit was asked about his first impression of his CCs, he said, "When I first met them, I didn't like the Navy. They came on kinda hard and I thought the Navy was going to be a bad experience." His opinion changed.

Due to the close environment, a CC can actually affect a recruit's outlook and mannerisms. "They imitate you," AZ2 Mischke said. "If I'm happy, they're happy; if I'm tired, they're tired. Everything I do is, in some way, reflected in them so I practice leadership and motivation by example."

Senior Chief Zetterholm provided another example. "It's funny," he said, "if we have a CC with an unusual way of walking, you can spot his training unit at a glance—they will all unconsciously mimic their CC's gait."

Fully aware of their effect on each person in their training unit, company

commanders judge their personal success by how well their recruits fare later in the fleet.

That sense of personal responsibility motivates CCs to spend the hours necessary to do the job well. "When I put a recruit out of that gate," said Senior Chief Boiler Technician T. L. Hutton, "I'm sure he or she knows at least as much about the Navy as I can possibly teach in the time allotted."

"To be an excellent company commander," said Lieutenant Commander B. F. Beil, military training officer, "you have to truly care about recruits you're training. If a CC is motivated to provide excellent recruits—someone he would proudly serve with—he will use every tool available at RTC and every bit of experience gleaned over a

Navy career to turn each civilian into a sailor."

Though there are satisfying aspects of being a CC, LCDR Beil and Senior Chief Miller are directly involved in one of the less pleasant jobs at RTC—dealing with young men and women who are not performing well. Initially, performance of "problem recruits" is observed and documented by their company commanders who use counseling, punitive exercises, appeals to pride and individual instruction to turn a recruit around. If that fails, the recruit is sent to the military training office.

"Most of the recruits we see in here are disciplinary problems," Chief Miller said. "They've tasted Navy life and decided, after less than a week,



*Left: A CC reaches for his pen while a nervous recruit waits. Right: Sometimes it takes one-on-one instruction to ensure that individual recruits understand the difference between their "exactly" and the Navy's "exactly" when it comes to folding clothes.*

that they don't like it. Part of a CC's job is identifying which are worth turning around and which, if forced to stay in the Navy and complete training, would be a detriment to the service."

"Sometimes, this decision—to keep a recruit or discharge him—proves a source of frustration for CCs," LCDR Beil said. "When they first joined the Navy, some of our CCs wanted to quit too, but someone said 'Hell no!' and made them stick it out. Now they're professional Navy men and women."

There are rewards. "If you get one recruit turned around and see him graduate—one out of hundreds that stood before your desk—that's satisfying," Senior Chief Miller said.

*"They copy you," AZ2 Mischke says. "If I'm happy, they're happy; if I'm tired, they're tired."*



## SO YOU WANT TO BE A CC?

Navy men and women who think they have what it takes to be a company commander (CC) can find out by consulting the Enlisted Transfer Manual (NAVPERS 15909B, chap. 10).

Instructor billets for CCs at the Recruit Training Commands are written for petty officers E-5 and above. Enlisted men and women selected for CC duty must be mature, stable and motivated. They must be temperamentally suited to train young people and fully capable of maintaining control of their emotions in stressful situations. Additionally, petty officers selected exemplify the highest military and personal standards.

A guaranteed three-year shore duty tour, up to \$100 per month special duty assignment (SDA) pay and guar-

anteed reassignment for a select few are some of the benefits available to a company commander.

Ideally, company commander billets are filled by volunteers. But whether a company commander is a volunteer or not, the petty officer must possess these specific qualifications:

- Leadership ability. In daily routine, potential CCs must continuously exhibit ability to motivate subordinates and secure confidence of superiors.

- Clean record. There must be no conviction by courts-martial, civil court (except for minor, non-repetitive traffic offenses), or non-judicial punishment awarded by captain's mast within the previous five years. Waivers may be granted only in cases of minor offenses.

- Ability to articulate clearly. Potential CCs should be articulate—able to communicate thoughts clearly and logically. Additionally, they shall have no speech impediment or pronounced accent which would detract from performance as an instructor.

- Ability to work with others.
- Ability to exercise sound judgment.

- Military bearing and deportment. Potential CCs shall not have a history of severe domestic or personal problems, no record of chronic indebtedness, or a record indicating excessive use of alcohol.

- No mark in performance evaluations less than SUU (superior to most, upper) within 36 months prior to consideration for selection. Waivers may be granted upon recommendation of commanding officers.

- Physically qualified to drill and keep pace with recruits. A medical officer evaluation is required to substantiate reports of physical inability to perform in prospective assignment.

- Emotional maturity.

If you meet the qualifications and would like to train Navy recruits, submit your request for recruit company commander duty via your chain of command and on your Enlisted Duty Preference Sheet.

Leading the recruits isn't the only job CCs do. Seventy-five percent of the administrative and management jobs at RTC are filled by men and women designated as company commanders but not leading a unit. All of the jobs support RTC's primary function: training recruits.

Company commanders work on a rotating schedule. During a three-year tour, master chiefs lead one training unit; senior chiefs lead two; and chiefs and below lead as many as nine. In between units, they fill various "hold" jobs such as swim instructor, dental appointment coordinator, administrative support and division staff posi-

*Eighty-four recruits begin their first day of Navy training with an indoctrination from one of their company commanders.*

tions. These jobs require less hours daily than leading a unit and they more closely resemble traditional shore duty.

Most CCs, however, prefer being an active company commander to working in a hold job—they figure that's what they're there for. Of course, the days are notoriously long and the frustrations frequent, but, "It's the progress you see day to day that keeps you going," Senior Chief Hutton said. "You think about the way those recruits came in and you see the way they leave—there's a 100 percent difference."

The difference develops so slowly that recruits are barely aware of their metamorphosis. Day by day, with constant company commander supervision and encouragement, the unit slouch

gets himself squared away and develops pride in his unit and his uniform.

Bolstered by her company commander's tales about the "Navy out there" an ambitious young woman dreams of becoming a petty officer. Everyone in every training unit begins to think of themselves as part of the team.

Graduation is the payoff—the culmination of eight weeks of hard training. When the recruits pass smartly in review, company commanders receive their reward for a job well done. The pride felt by each new sailor is reflected in each CC.

"At my first graduation," said one young CC, "I had to wear sunglasses so my recruits wouldn't see the tears in my eyes. I was damn proud." ↴



# Bearings

## Top Saxophonist

“Practice a lot and practice correctly” is the advice Chief Musician Dale Underwood offers young musicians seeking to improve their technique. MUC Underwood, featured saxophone soloist of the U.S. Navy Band’s Concert Band—the largest of the Navy’s performing units—has been practicing what he preaches since he began his musical career at age 9.

“Of course, at that time,” he said, “I never had any idea I would one day play with the Navy Band. My only goal was to be successful.”

An 11-year veteran of Navy music and a featured soloist during the Navy Band’s national tours, MUC Underwood has reached his goal. In July 1976, he performed as guest soloist during the 5th World Saxophone Congress held at the Royal College of Music in London. In 1977, he was



guest soloist at the World Saxophone Symposium in Brussels, Belgium, where he played a composition written especially for him by Clare Grundman.

Additionally, the saxophonist has been a guest soloist with Arthur Fiedler’s Boston Pops Orchestra.

Professional and military concerts keep MUC Underwood busy, but still he finds time to teach and perform with high school and college musical groups around the country.

“I have presented master classes and clinics at most of the schools where I played,” he said. “I advise every prospective saxophonist not only to practice correctly and diligently, but also to listen to a lot of saxophonists either on recordings or live to learn what they sound like. Then I tell them to listen to any soloist on any instrument for phrasing and musical interpretation.”

As a member of the Navy Band, Chief Underwood has reached the top of the military music world and he intends to stay there until he retires from the Navy. “Then I would like to do clinic tours around the country,” he said, “and do recitals and solos with high schools, colleges, universities and orchestras. Other than that, I want to keep on improving as a saxophonist and musician.” —By JOI Jun Calaunan.

## Planning Ahead

Almost \$1.3 million in fuel and maintenance costs may be saved annually at NAS, Patuxent River, Md., after modernization of a high-temperature hot water distribution system is completed at the station. Complete replacement of the seven-and-a-half miles of high-pressure pipelines is expected to take five years. The system serves 700 buildings.

“When the project is finished, we

expect to realize as much savings each year as we currently spend on heating fuel,” said Captain George Lake, the station’s public works officer. “The projected savings reflect not only the cost of fuel five years from now, but the additional savings derived from a requirement for less maintenance.”

NAS Patuxent’s buildings are heated by hot water which constantly moves from the plant at 400 degrees F. and returns in a parallel line at a cooler temperature, ready for reheating.

Pipes being replaced have been in use since 1961; almost all are underground and corrosion has taken its toll. A main problem with the existing system is that it is difficult to service.

The new system will be 50 percent above ground. Portions below ground will use high-pressure pipes insulated separately, then suspended together inside a larger pipe which will also be insulated.

## Heaviest Single Lift

What is the best way to get a 63-ton piece of machinery from California to Maine in one piece? Fly it!



With the guided missile frigate *Francis X. McNerny* (FFG 8) under construction at Bath Iron Works, the Navy was facing the problem of getting the main propulsion reduction gear from its assembly point in California to the shipyard in one piece. They called on the Military Airlift Command to transport the \$1.3 million gear on a C-5A *Galaxy*, the largest operational aircraft in the world. At 63 tons, the fully assembled reduction gear and its lifting cradle were reportedly the heaviest single unit lift ever made by the giant Air Force cargo plane.

The operation was undertaken when it was found that shipping the gear in sections by surface transportation cost more since the gear would have to be retested after reassembly. By shipping the unit intact, it could be assembled and tested at the manufacturer's facility. This more than offset the additional cost of air transportation. In fact, the Navy expects to realize significant savings by using this air transport alternative for heavy equipment.

*McInerny* is the first of 11 "follow ships" in the FFG-7 program, the prototype being *Oliver Hazard Perry*.

Present plans call for the Air Force to deliver reduction gears for these follow ships at a rate of one every three months starting in May.

## Fleeting Creations

Any ship's cook can tell you that the galley isn't the coolest place to work. But Senior Chief Mess Management Specialist Bruce Doyle has found a way to beat the heat—he works with ice. To be precise, the chief specializes in ice sculpture.

Chief Doyle's ice creations, used to enhance the meals aboard the fast frigate USS *Rathburne* (FF 1057),

warfare community for which Doyle carved the surface warfare officer insignia.

"I'd have to say it was one of the most difficult to execute," said Doyle. "What made it so tough were the many angles and intricate lines."

According to Doyle, special equipment isn't required. He uses a five-pronged ice knife, an aluminum-bladed hand saw, and imagination. Although simple tools can be used, he points out that handling large pieces of ice can be tricky. Care must be taken from the time the ice is acquired until the finished product is on display.

"Just one slip-up and it's all over,"



homeported at Pearl Harbor, are so well known that he's in constant demand for such occasions as ship receptions and changes of command. For these special events, Doyle strives to carve figures which characterize the theme of the occasion. One recent event was in honor of the surface

Doyle cautioned. "In addition to possibly cracking the block or destroying the carving, a person could be injured." Doyle once had two 300-pound blocks smash through the tailgate of his pickup truck—fortunately, no one was injured.

Although the chief spends most of



# Bearings

his time supervising the *Rathburne's* food services division, he's found time to teach some of the junior men the art of ice carving. "Like me," he predicts, "these men will soon realize how much class the carvings add to an event. They're learning fast and the figures they've created have added a special touch to the meals."

## School Honors Two

Two holders of the Medal of Honor, both natives of Abingdon, Ill., were honored when their home town dedicated a new high school auditorium and gymnasium in their names.

The auditorium was named after Vice Admiral James B. Stockdale and the gymnasium was named after his cousin, retired Marine Major Robert Dunlap. Both are graduates of Abingdon High School.

VADM Stockdale, President of the Naval War College at Newport, R.I.,

was presented the Medal of Honor in 1976 by President Gerald Ford for heroism while senior naval officer in the prisoner of war camps of North Vietnam. Major Dunlap was awarded the Medal of Honor in 1945 by President Harry S Truman for heroism on Iwo Jima. He was wounded in action while commanding Company C, First Battalion, Twenty-Sixth Marines, Fifth Marine Division.

The retired major is now a high school mathematics teacher and basketball coach in Monmouth, Ill.

Admiral Stockdale presented a small, clay replica of the flag-raising on Iwo Jima to the high school. It had been used by the sculptor as a working model for the Marine Corps War Memorial at Arlington.

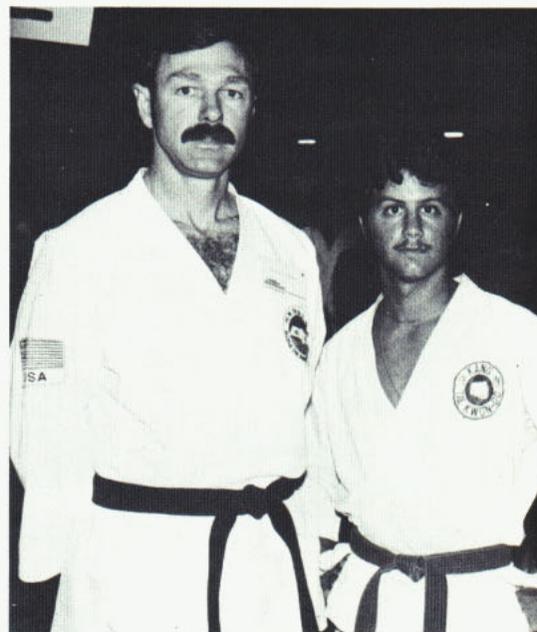
He also presented a copy of the original painting of the Revolutionary War battle of Yorktown. Captain David Beard, Stockdale and Dunlap's ancestor, participated in that battle.

## Weather Permitting

Perseverance is a discipline taught in the martial arts. Senior Chief Electronics Technician Don Richardson and his eight-man martial arts team aboard USS *Leahy* (CG 16) have learned this discipline well.

Richardson, a black-belt holder in the Korean martial art of *Tae Kwon-do*, has been practicing this form of self defense for five years. He formed and began coaching the *Leahy* team two years ago, but has not been able to enter his team in many tournaments.

"Our at-sea schedule on *Leahy* precludes participation in many of the tournaments," Richardson said, "We keep practicing and hoping to be in



Above: Four of the members of the *Leahy* Tae Kwon-do team (left to right) are Senior Chief Electronics Technician Don Richardson, Electronics Technician Seaman Mike Mount, Machinist's Mate Fireman Eric Werner and Personnelman 3rd Class Charlie Barron. Werner, stationed aboard USS *Henderson* (DD 785), joined Richardson's team for the 14th International Karate Championships at Long Beach, Calif., by invitation.

port during a tournament, but it doesn't work out that way most of the time. For example, we recently pulled into San Francisco only to find that a tournament had ended the day before.

"We don't give up. We keep practicing in port and at sea—every day at sea when the weather permits."

One of the difficulties encountered by a sea-going martial arts team is that when they do compete they do so against teams that practice in ideal surroundings ashore.

"We just can't practice in rough weather at sea," says Richardson. "Balance is very important. So we exercise. But if you're not in shape for a tournament, you can get your tail whipped pretty good."



Perseverance paid off for the *Leahy* team, however, during the recent Western Regional World *Tae Kwon-do* Championships in Corvallis, Ore. The team walked away with three second-place wins.

What is in the future for Richardson's sea-going martial artists?

"We have a tournament coming up soon in San Diego which I'm sure we'll be able to attend," Richardson said, "and the ship will be in Hawaii in the near future where we hope to find something going on. In any case, we will keep practicing and entering tournaments wherever we can find them."

## They Keep Giving

Most Americans take education for granted. That's why the crew of the *USS Barbel* (SS 580) were surprised to learn from their Filipino shipmates that students in the Philippines pay for their high school education.

This prompted the 87-man crew to donate \$680 to establish four scholar-

ships for public school students of Olongapo, the city adjacent to Subic Bay Naval Base.

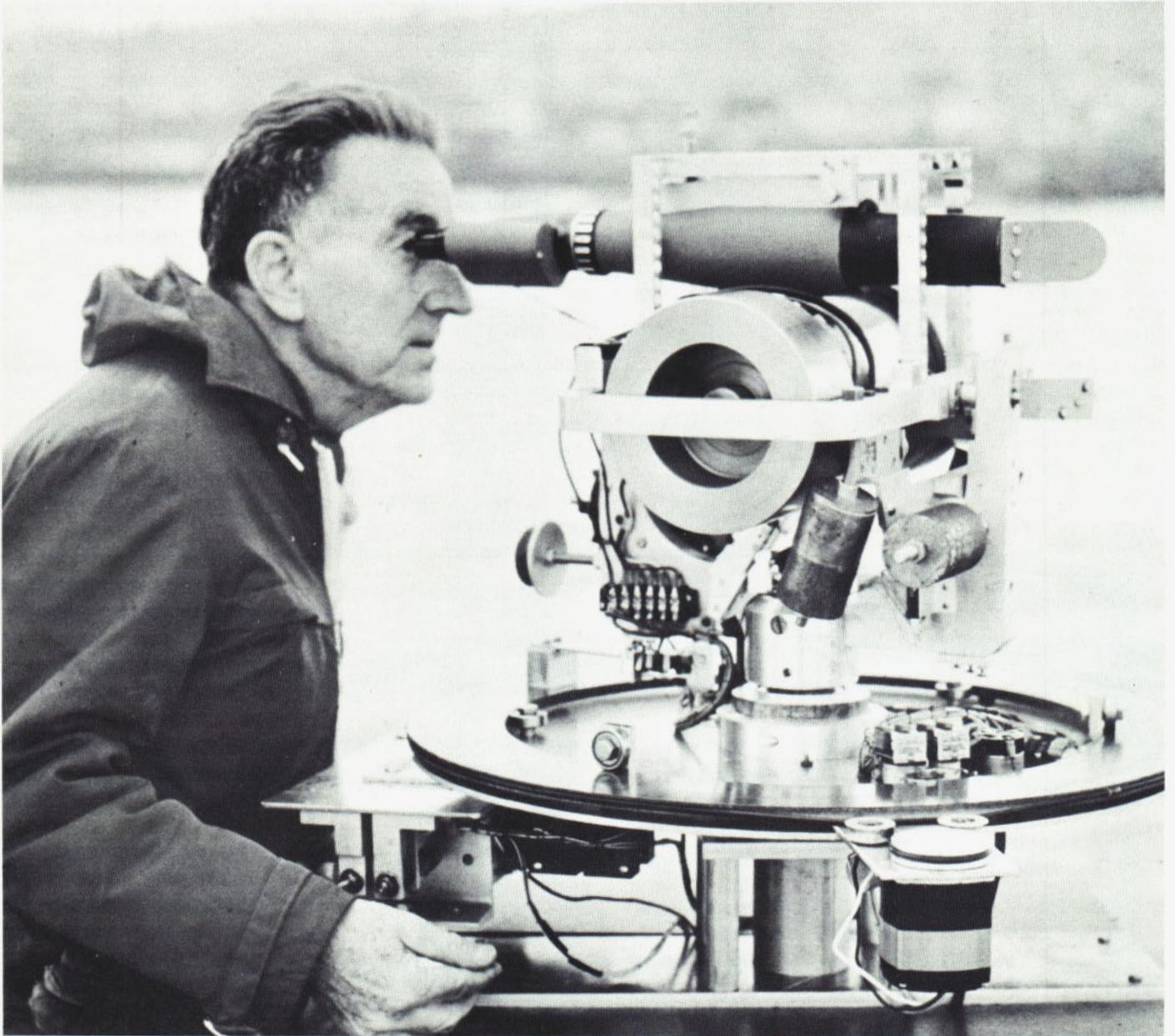
"Originally we were going to raise funds for just one scholarship," said Ensign Douglas Schaefer, *Barbel's* public affairs officer, "but after the first collection, we had over \$600. The men dug deeper into their pockets and came up with enough for four scholarships."

The scholarships will provide for the students' books, tuition and other expenses in high school for four years.

Generosity is not uncommon to the *Barbel* crew. During the last Combined Federal Campaign, they raised \$2,300. The men also donated blood at various liberty ports and purchased toys for an orphanage in Taiwan. ⚓



# Laser research



*Prof. Gene Crittenden (above) checks the alignment of the laser on board Acania.*

# lights the way

BY THOMAS A. HOULIHAN

"Red sky at night, sailor's delight; red sky in the morning, sailor take warning!"

This old saying has taken on a new meaning at the Naval Postgraduate School (NPS), Monterey, Calif., where members of a special research group regularly shine a red laser light across the bay throughout the night and into the morning.

The Electro-Optics/Laser Technology (EO/LT) research group, composed of faculty and officer-students from the NPS departments of meteorology, oceanography, physics and mechanical engineering, are trying to determine how effective laser communications across the seas can be. Specifically, their nocturnal efforts are directed at finding out how laser transmissions are affected by the marine environment.

Three primary effects have been identified:

The turbulence created by the temperature difference between air and sea causes the laser light to scintillate.

Salt spray in the air causes the light to diffuse or spread and become less coherent.

Waves on the sea's surface cause the laser light to dance and wander around on a receiving target.

These effects are a hindrance to the transmission of information on the laser beam. In fact, under some conditions, laser communications may become incomplete or impossible.

People from the Physics Department send and receive the laser transmissions. They transmit either ship-to-shore or shore-to-shore. Then, meteorology and mechanical engineering department members determine the characteristics of the marine environment through which the laser beam is transmitted. They are supported by the

crew of the research vessel *Acania*, operated by the NPS Department of Oceanography. In all, about 25 people—students, faculty, technicians and crew—participate in an experiment that can last from three to 14 days and involve operations anywhere in the Pacific.

The familiar red (helium-neon) laser light is only one of three beams that are transmitted during the NPS experiments. The other two beams transmitted are in the infrared (IR) range and are invisible to the eye. However, proper detectors at the receiving stations not only see these IR beams but also measure the twinkling, diffusion and wandering experienced by the beams.

When the transmissions are made from ship-to-shore, a special, stabilized platform developed by NPS personnel is used to keep the laser light on target even while *Acania* is pitching and rolling at her anchorage. In addition to this laser gear aboard *Acania*, a complete set of meteorological gear is measuring wind velocity, temperature and relative humidity. Also, special gear for measuring turbulence and aerosol (salt) particle distribution is mounted on the forward mast of *Acania* at several levels.

The recording and processing of this immense amount of data are done by instruments that fill the aft sections of the vessel. At the shore receiving station, a converted bus houses the necessary processing instruments. Additional meteorological gear accompanies this laser instrumentation so that environmental data can be gathered both aboard ship and ashore.

Two types of experiments are performed by the EO/LT research group. For the first testing, a laser beam is transmitted 10 to 15 kilometers across Monterey Bay, and *Acania* either sails along the path or anchors at specific

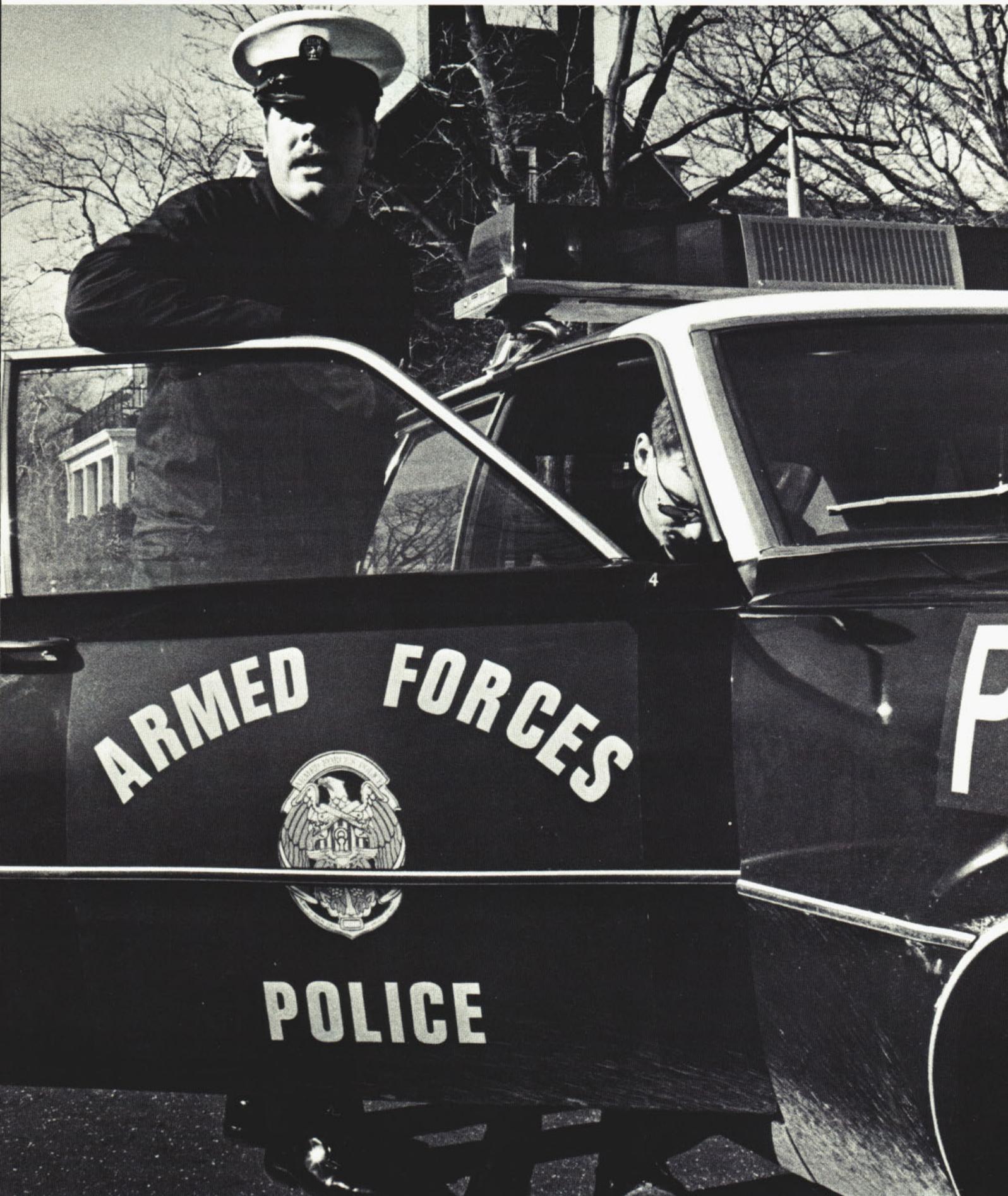


stations to record the appropriate meteorological data. In the second experiment, a laser beam is transmitted ship-to-shore and *Acania* sails away from the receiving station until the received light is so faint as to be masked by background noise.

These "extinction" measurements are sometimes performed during fog occurrences so that the effect of this weather type can be recorded in addition to all other variables.

So far, all experiments have included these surface measurements. Future plans include measurements to platforms mounted on kites tethered to *Acania*. A pilot experiment involved airborne laser laboratories aboard two KC-135s with *Acania* on station in the Pacific.

Future cooperative efforts involving calibration and data exchange experiments between a fixed tower at the San Nicolas Island station of the Pacific Missile Test Center and *Acania* are being scheduled. ↓



**ARMED FORCES**



**POLICE**

**P**

# Accepted by military, community, and police alike

STORY AND PHOTOS BY  
JO1(SS) PETE SUNDBERG

The young sailor sits in a Washington, D.C., bus terminal and stares at the clock overhead. It's 2 a.m.—he's due at his new command in Norfolk in six hours, but he's lost his wallet. Now, out of cash and not knowing where to turn, he thinks his case is hopeless.

Boiler Technician 1st Class Eric Bush pulls his patrol car in front of the



Left: UT3 Thomas Nichols. Above: Army SFC Roger Alsont, patrol chief, briefs the patrol section.

bus station, gets out and enters the building. He scans the waiting room and sees the seaman sitting on a corner bench nervously toying with his seabag. Bush approaches.

The sailor looks up and sees the badge and gun. He then notices Bush's crow. His face shows relief. Blurting out his tale, he's found someone who can help. The young sailor just met an Armed Forces Police officer.

Bush transports the young seaman to the Armed Forces Police Detachment (AFPD) headquarters at the Washington Navy Yard, arranges a place for him to spend the night and calls the sailor's command. By the next day, the young sailor will be safely on his way to Norfolk. For the Armed Forces Police, helping a service member is part of the day's work.

Armed Forces Police detachments are not new. The Hawaiian Armed Services Police (HASP), for example, was established in 1948. A year later the Military District Washington AFPD was initiated. Over the years, other detachments were organized in Seattle, San Francisco, New Orleans and New York.

The 83-member Washington detachment—17 are Navy men—has jurisdiction over more than 100,000 military people in the District of Columbia and surrounding area. The detachment, commanded by Army Lieutenant Colonel L. C. Hardmon, assists local police with matters involving military personnel in incidents away from military

installations. It acts as a single point of contact between the military community and civil authorities.

Three shifts per day provide 'round-the-clock service to the area. Thus, when a military person is apprehended by the civil police, the AFPD is immediately informed. In most cases, if it's a misdemeanor, the offender will be released to an AFPD patrolman. In turn, the offender's unit commander will be informed of the incident.

Not only does this keep military people out of jail and with their records clean, but it also provides the civil authorities with an alternate to the lengthy arrest-detention-court-jail method of disposing of offenders.

Although Armed Forces Police officers do not attend a formal police academy, they undergo a continuous training program which includes use of weapons, physical conditioning, court procedures and familiarization with local laws.

"The detachment is shore duty for the Navy people," said Senior Chief Construction Electrician Bob Garland, non-commissioned officer in charge of court liaison, "so we have no law enforcement training behind us as do the other service members of the Armed Forces Police."

An average of four hours a week is spent in the classroom by all AFPD members and it doesn't take the sailors long to catch up.

"We don't just give a man a badge and gun and assign him to a patrol,"

says LTC Hardmon. "He has to qualify with the weapon, be indoctrinated to our way of doing things and prove himself capable of handling the situation.

"Despite the lack of prior law enforcement training," adds Hardmon, "the Navy personnel learn exceptionally fast and we're able to put them on patrol shortly after they report to us."

AFPD members look and act like police officers and, as such, are accepted in the community, by civilians and police alike, as law enforcement officers. However, they are in a position unique to their job as police officers because their authority is limited by the federal Posse Comitatus Act which states that an AFPD officer will



*Counterclockwise from top: MAI B. J. Coltraine confers with Judge Thomas Monroe. Information can be obtained through a computer linked directly to the F.B.I.'s National Crime Information Center. A patrolman's life may depend upon his ability with a weapon. FTGC(SS) Jim Reynolds is responsible for his section's physical training.*

not, in an official capacity, be used to enforce civil law except under Presidential proclamation. AFPD's only jurisdiction is over military personnel as defined by the Uniform Code of Military Justice.

No law, however, prevents them from taking action to save a life, reporting and maintaining observation of felonies in the making, and backing up a civilian police officer in time of need. They also assist local authorities through the use of the National Crime Investigation Center computer which is linked directly to a terminal at the Federal Bureau of Investigation headquarters in Washington.

In addition to maintaining military law and order, the AFPD is often

called upon to escort VIPs, assist at military functions and carry out missions of mercy such as transporting blood from one hospital to another.

However, the work of the Armed Forces Police doesn't end on the streets.

"Last year an average of 170 military people a month had their day in court," says Garland, "and whenever a person appeared we had a court liaison representative there to help."

The representatives cannot give legal advice, but they can aid offenders by making them aware of possible sentences or fines the court is authorized to impose. It's up to the defendant to decide whether it's in his best interest to obtain legal representation. In addi-

tion to visiting incarcerated military personnel, an AFPD representative will also accompany him to court and advise him of the procedures applicable to that particular court.

"Most of the military people I've met in court have no idea at all about how to conduct themselves, or, for that matter, what they can expect from the bench," says Master-at-Arms 1st Class B. J. Coltrain, Arlington District Court representative.

"I'm also there to reassure them that their commands will not discipline them," continues Coltrain. "You'd be surprised at the number of people who assume that because they commit a civil offense, the military will also punish them for it."

If the offender has a clean record with the military and civil authorities, the representative will vouch for the person in court. In most instances, the judge takes such information into consideration when he rules on the case. After the case is disposed of, the representative informs the offender's unit commander of the results of the court action.

"We let the commanding officers know the outcome of the court action in case the person is jailed or has trouble paying a fine," says Coltrain. "The command can often help the man financially and, of course, they have to be aware of whether or not the person will be returning to the command."

The Armed Forces Police exists to help service members, whether it be a military family passing through the area, a soldier or sailor in need of help, or a military person involved in a civil problem.

Armed Forces Police are available 24 hours a day—and they are there to help you. ⚓



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#### ARMED FORCES POLICE DETACHMENTS

If you are in one of the following five metropolitan areas and need help, call the Armed Forces Police.

Washington, D.C.	202-433-3277
Hawaii	808-543-2641
New York, N.Y.	212-858-1133
New Orleans	504-363-1415
Seattle	206-941-3330

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# Racking up the Sea Time

The world's first permanent multinational naval squadron to operate in peacetime, the Standing Naval Force, Atlantic (STANAVFORLANT), celebrated its 10th year in March.

Under the operational command of Admiral Isaac C. Kidd Jr., USN, this permanent naval force is made up of ships from NATO Alliance countries. STANAVFORLANT, usually composed of between four and nine destroyer or frigate-type ships, serves as NATO's maritime spearhead in preserving free access in North Atlantic waters. Eight nations—the United States, Canada, the United Kingdom, Norway, Denmark, Germany, the Netherlands and Portugal—have participated in this force. During its 10 years of existence, some 45,000 officers and men have been trained in this unit.

Ships from different NATO nations normally remain with the squadron for up to six months. They are then re-

lieved by other NATO naval members.

STANAVFORLANT was first activated Jan. 13, 1968, in Portsmouth, England, after having been approved at the 1967 NATO Ministerial Meeting in Brussels. The first squadron consisted of four ships: the Norwegian frigate HNS *Narvik*, the Netherlands destroyer, HNLMS *Holland*, the British flagship HMS *Brighton*, and the USS *Holder* (DD 819).

Historically, the concept that men of different nationalities can serve effectively together at sea is not new.



Throughout recorded military history, men of different nations have joined together to battle common enemies. From the Revolutionary War to recent times, warships of allied nations have sailed together.

Usually, STANAVFORLANT ships operate 70 percent of the time in the eastern Atlantic with the remaining time spent in the western Atlantic area which includes the U.S., Canada and the Caribbean. It's not uncommon for the force to travel 55-60,000 miles in a year's time and visit 30 ports in 10 different countries.

Capable of full deployment within eight hours, the force spends approximately 60 percent of its time at sea. During its deployment, continual training is conducted and many large and small-scale NATO exercises in the Atlantic operating area are supported by STANAVFORLANT.

Training is not just limited to new tactics developed by the NATO leadership; requirements from each national guide must be met. Therefore, during in-port visits, personnel often participate in firefighting, damage control and weapons training in various localities.

An active cross-training program is also used to further mutual understanding and to provide insight into how others accomplish their jobs. The cross-training deals with officers and men working with their counterparts aboard another ship in the force. The program not only bolsters professional understanding, but also provides a look into customs, food, living standards and gives an insight into the general atmosphere aboard an allied ship.

More than ships at sea, the Standing Naval Force, Atlantic, by its very presence, demonstrates to a potential adversary the solidarity and cohesiveness of the NATO Alliance. It sails with the common purpose of preserving free access to North Atlantic waters. ⚓



# Rights & Benefits

## CHAMPUS-Care of the Handicapped

Although travel opportunities inherent in the life of all Navy men and women are attractive to many Navy families, this same travel can create special problems when a member of the family is a handicapped child or spouse.

Before these family members can qualify for public programs that would supply needed specialized care and training, they must first meet residency requirements. Fulfilling those requirements can sometimes be difficult.

To ease the burden placed upon these active duty people, a program for the handicapped has been established under CHAMPUS. It is available only to the handicapped spouse or child of active duty members who cannot establish the residency requirements that would entitle them to care under public resources.

Since retirees, spouses and children of retirees and deceased active duty members can establish needed residency in a particular location, they are not eligible to participate in this program.

Basically, the criteria for entrance is that the handicap involved—physical or mental—must prevent the individual from engaging in the basic activities of daily living expected of unimpaired individuals in the same age group. Also, the condition or handicap must be expected to continue or already has continued a minimum of 12 months. A CHAMPUS official will make the final determination as to whether the condition is sufficiently handicapping to qualify the individual for benefits under the CHAMPUS program.

Except for initial diagnostic services, all benefits must be approved by CHAMPUS before they are received. This preauthorization requirement includes rehabilitation, training, special education, institutional care and certain transportation costs. Any claims submitted without preauthorization cannot be honored.

Under the program for the handicapped, the sponsor pays a portion of the costs each month in which the dependent receives benefits, according to a sliding scale based on pay grade:

E-1—E-5	\$25	O-5	\$65
E-6	\$30	O-6	\$75
E-7 & O-1	\$35	O-7	\$100
E-8 & O-2	\$40	O-8	\$150
E-9, W-1, W-2 & O-3	\$45	O-9	\$200
W-3, W-4 & O-4	\$50	O-10	\$250

CHAMPUS then pays up to \$350 per month for authorized services; any additional amount is the sponsor's responsibility. If two handicapped family members are in the program, the sponsor pays the monthly share for only one. The \$350 limit applies to only one dependent—or the one incurring the least expense any given month. CHAMPUS will pay the entire monthly cost for the second beneficiary except for any portion of the sponsor's monthly share left over in paying for the first dependent's charge.

CHAMPUS stresses that public resources must be used as much as possible. The only time CHAMPUS will share the cost of care from private facilities is when a cognizant public official (any state, county or municipal official whose position provides him with knowledge of facilities in the area) issues a written statement to the effect that no adequate public facilities or funds are available to aid the beneficiary. In addition, the private concern must be a non-profit operation.

There are other considerations involved in the handicap program and you should contact one of the following for additional information:

- CHAMPUS advisor located at Uniformed Services medical facility.
- Any organization that processes CHAMPUS claims.
- OCHAMPUS, Denver, CO 80240.
- OCHAMPUSEUR, APO New York 09403, for countries in Africa, Middle East and U.S. European Command area (or OCHAMPUSEUR, 144 Karlsruherstrasse, 6900 Heidelberg, FRG, for those who cannot use the APO system).
- OCHAMPUSPAC, Hawaii Medical Service Association, 1504 Kapiolani Blvd., Honolulu, HI 98614 for individuals in the Pacific area.
- OCHAMPUSSO, Mutual of Omaha, 3301 Dodge St., Omaha, NE 68131, for individuals residing in Bermuda, the West Indies, Central America, Latin America and Mexico.
- The Surgeon General of the sponsor's military service.

A copy of the CHAMPUS regulation may be reviewed in the office of the nearest CHAMPUS advisor, or a copy may be purchased for a check or money order of \$4.25 from—

Superintendent of Documents  
U.S. Government Printing Office  
Washington, DC 20402  
(Stock No. 008 001 00102-9)



# Hands that reach across the sea

BY JO2 DAN WHEELER

The pleasure a single schoolbook gives a needy child hungry for knowledge cannot be calculated from figures scrawled on a ship's manifest; nor can it be measured in dollars and cents.

"I give a million thanks because these books you gave us have added so much to my knowing about the world," said a seventh grader overseas after getting her first geography book from Project Handclasp. "I never knew the world was so big."

That's what this people-to-people program is all about: Navy people meeting, helping and talking to citizens of foreign lands, thereby scaling the world down to human size.

Project Handclasp relies on contributions from individuals, service and religious organizations, and industry to provide the materials necessary to carry out its mission overseas. Through the cooperation of many donors, Project Handclasp has been able to ship approximately 2,000,000 pounds of charitable material, valued conservatively at \$3,000,000, throughout the western Pacific annually for the past several years. All of this material has been contributed by the American people.

This material has been transported by Navy opportune lifts to Taiwan, Korea, Hong Kong, Okinawa, Pakistan, the Philippines, the Marshall Islands, the Marianas, and, recently, to Mauritius and, for all practical pur-

poses, to all ports throughout the world visited by U.S. Navy ships departing San Diego and other West Coast ports. Distribution of the material is carried out directly by U.S. service personnel stationed in overseas areas or embarked in fleet units which visit these areas. Since its inception in 1962, Handclasp has been so successful that it prompted the Office of the Chief of Naval Operations to call it "the highest impact, cost-effective, people-to-people program in the Navy."

Basically, Handclasp has a twofold mission.

- To ship materials to major overseas shore commands for distribution in the areas served by the command.
- To serve as the primary source of materials available to afloat commanding officers for ship-sponsored, people-to-people programs at localities visited by Navy ships.

While Project Handclasp may not seem to be tremendously important to U.S. national defense, Handclasp has played a vital role in enhancing the Navy's image abroad. Such involvement is an important part of the Navy's contribution to national defense. It promotes personal diplomacy by eliminating the middleman; American service people do the actual distributing.

"In this way," said Commander Marchel C. Tevelson, Director of Project Handclasp, "not only are the people most in need assured of receiving the material, but the service personnel

involved in the distribution gain a keen insight into and have a greater appreciation for the problems and lives of these people. The service people involved in the distribution of Handclasp materials are ambassadors of good will . . . representing all the people of the United States."

That direct contact with recipients is probably the most satisfying aspect of the program. "This program," wrote another commander after his men distributed materials on Okinawa, "has provided command sailors with a chance to see life as it is lived in Okinawa's communities they would otherwise seldom see. It has given the Okinawan people an opportunity to meet and converse with the sailors and compare preconceived images with firsthand experience."

Donations arrive almost daily from across the U.S. For example, in December 1977, a New Jersey manufacturer donated 17,000 gallons of paint which subsequently were delivered to the Philippines. There, through a civic action project which combined efforts of Navy people and local residents, school buildings and orphanages took on a new and cheerful look. Project Handclasp was even in evidence following a recent amphibious exercise—Fortress Lightning—in the western Pacific when food and medical supplies were distributed to the inhabitants of Mindoro in the Philippines.

The city of Pasadena, Calif., donated a fire engine, eventually given to the



Volunteer Fireman Corps of Solala in Guatemala where it was direly needed. The Children's Hospital in Washington, D.C., donated hospital equipment and material to outfit a 40-bed hospital in Mauritius.

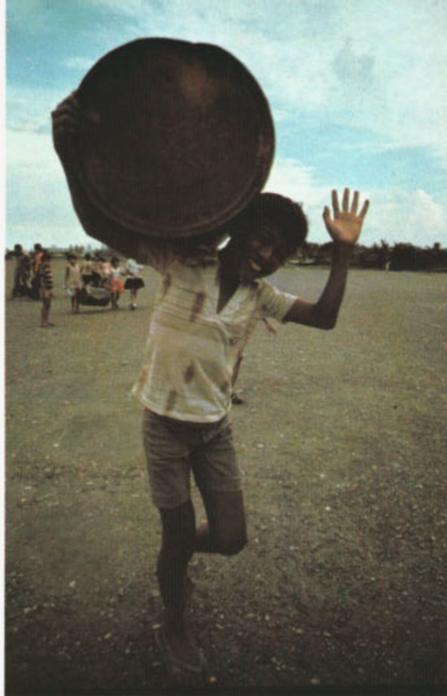
The California Catholic Daughters of America presented Handclasp with a check for \$6,000 in 1977 (one of their many donations) which was used to purchase treadle sewing machines and other sewing supplies. With each treadle sewing machine there were 50 yards of cloth, needles, thread, cotton, scissors, buttons, patterns, and sewing notions—all referred to as a sewing machine workshop. Project Handclasp's treadle sewing machine workshops not only make lasting gifts from the American people but also afford people an opportunity to learn a trade and become self-sustaining to some extent.

Two 40-foot truckloads of hospital equipment, including two iron lungs, were donated by a Nevada hospital. The list of donations goes on.

Material donations provide the vast inventory needed to operate Handclasp, but actual distribution overseas is the heart of the program. It's through person-to-person involvement at the scene that good will is promoted and the American image bolstered.

"I had a very warm reception wherever I went," said Chief Storekeeper J. D. Shannon of Headquarters Sup-





port Activity, Kaohsiung, Taiwan.

In May 1977, USS *St. Louis* (LKA 116) delivered 250 pallets of medical supplies, disposable diapers, baby care items, food, clothing and books to Taiwan for distribution. Disposable diapers delivered overseas are normally distributed to clinics, hospitals and other needy institutions. Large quantities of diapers have been sent to leprosaria and are used as bandages for the care of those in the advanced stages of leprosy.

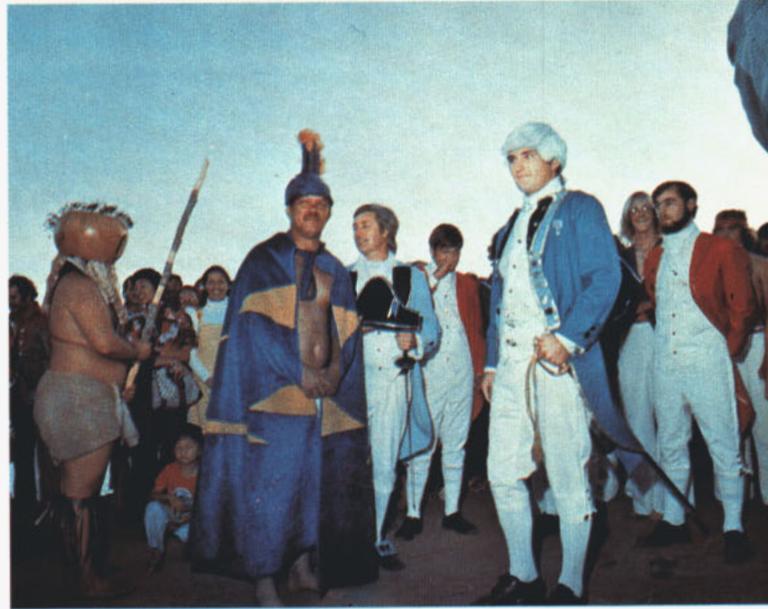
"On behalf of the people and the government of Guatemala, I extend to you and your Project Handclasp the most heartfelt thanks for all of the aid and assistance that you provided us in

our time of need," wrote Dario Soto Montenegro, Consul General of Guatemala. "It is because of people like you that no problem is too big to handle, that no disaster is too grave to overcome and no barrier too insurmountable."

Such high praise for Handclasp's efforts is typical of the feedback CDR Tevelson receives from military leaders, dignitaries and actual recipients after an operation is completed. Referring to the number and extent of Handclasp projects, CDR Tevelson said, "I'm proud we're able to do what we do. The tremendous response helps make it all worthwhile." ↓



# Captain Cook



# Rediscover's Hawaii

Not since a Hollywood movie company filmed "South Pacific" 20 years ago in romantic Hanalei had so much excitement come to the Hawaiian Island of Kauai.

The tiny town of Waimea, on Kauai, decided recently to hold a three-day celebration honoring the 200th anniversary of British explorer Captain James Cook's discovery of the Hawaiian Islands. To the surprise of many of the villagers, thousands of people showed up.

Every hotel room on the island was booked. Over 10,000 tourists came to celebrate Captain Cook's 1778 landing at Waimea.

At the request of Kauai officials, the U.S. Navy helped reenact Cook's landing scene. From the Navy's nearby Pacific Missile Range Facility (PMRF), Navy men dressed as British sailors of the late 1700s walked ashore at the mouth of the Waimea River. No one seemed to mind that the U.S. Navy hadn't actually been at Captain Cook's first landing.

Chief Petty Officer Harry J. Matthews and Petty Officer 1st Class William R. Hill, both from PMRF, Barking Sands, worked long hours with Waimea officials coordinating the joint military-civilian celebration. Transportation had to be arranged, the order of parade floats had to be selected, backdrops, props and stage lighting had to be coordinated for a children's group dance and there were hundreds of phone calls to answer.

And then all was ready!

The Navy's Pacific Fleet Band from Pearl Harbor kicked off the first day's celebration with a heavy rock and "down home" beat. "Tsunami," the band's rock ensemble, and "Pac-Country," its banjo-strumming, fiddle-playing, blue-grass group, performed simultaneously at Waimea's high and junior high schools.

Later, under the direction of Chief Musician Mike Holden, the 15-member Pacific Fleet Band joined graceful hula dancers and local Hawaiian performers in a parade down Waimea's main street.

People spent the next day visiting newly reconstructed ethnic cultural villages scattered throughout the town. The day's biggest moment was the reenactment of Captain Cook's historic landing, shortly before sunset that evening.

In torch-lit procession, the "Cook Landing Party" followed "Hawaiian Royalty" to a festive dance pageant set up under a huge, circus-style tent. The royal party consisted of Navy civilian workers and local villagers in ancient Hawaiian garb.

That evening, the "Tsunami" band gave "Captain Cook" a thoroughly modern reception—complete with electric bass. The rock show shared top billing with the latest in American pop culture—disco music.

Twice a day the salvage ship USS *Conserver* (ARS 39) gave diving demonstrations. The ship, moored at nearby Port Allen, brought along its own red, white and star-spangled 500-gallon tank with large plexiglass window. The 10-foot high tank was set up on the pier where *Conserver* divers performed in various styles of diving dress, including the 200-pound Mark 5 deep-sea diving suit.

The Navy divers were a special hit with the hold-on-to-the-side-of-the-pool age youngsters, whose eyes widened at the sight of one diver drinking a Coke underwater.

Early in the day, Marine sky divers from Kaneohe fell out of the sky to ohs and ahs from spectators below—especially when the sky diving team free-fell into a star formation before parachuting to the ground.

Three conch shell blowers signaled

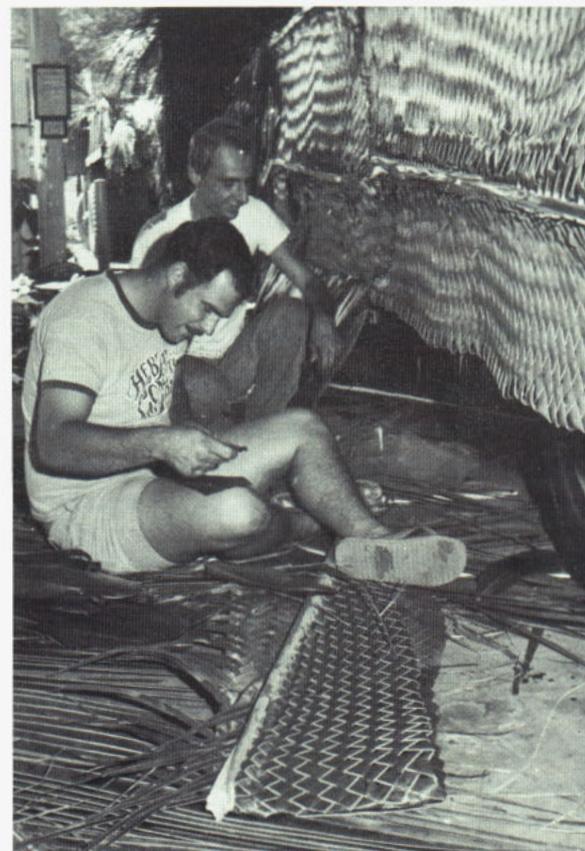
the beginning of the grand parade—the highlight, and end, of the three-day celebration. U.S. military color guards marched past grandstands and wall-to-wall crowds, while the Pacific Fleet Band played "Anchors Aweigh."

The Pacific Missile Range float, depicting sailors landing on Kauai, took second place in the non-commercial category. Atop a base of woven palm fronds, Hawaiian Royalty greeted the sailors as they "rowed" their boat over blue plastic waves.

A large rainbow, made of spray-painted table napkins, heralded the sailors' arrival to the "Rainbow State."

The float's theme, appropriately, was "Sailor's Paradise." The Captain Cook festival was just that.

—By JO2 Betty Pease; Photos by PH2 Patrick O'Connor and PH2 Larry Foster.



# Service on a Silver Tray

BY LCDR K. M. PEASE, JR.  
PHOTOS BY PH2 JOHN COLEMAN

Aviation's cardinal rule is that flying and drinking don't mix. Pilots of Marine Helicopter Squadron 264 found out, however, that flying CH-46 helos and drinking—expresso, that is—mixes quite well.

Some would say that it's all a pipe dream. It is.

It all started on April 17 when the people of the high-lying areas of Naples, Italy, turned on their taps and got nothing for their efforts. About 45 miles to the north of the city, near the mountain village of Altavilla Irpina, the earth had shifted and ruptured the pipe which feeds water under high pressure to Naples. Officials of the Italian Aqueduct Company—AMAN for short—had a serious problem on their hands.

The break in the system, which delivers 2.2 million liters of water per second to 40 percent of Naples, was in a remote area not serviced by roads and—to add more woe—a deep ravine lay between the nearest road and the break. Officials figured the only way to undertake repairs was by using helos but no Italian helo assets were available at the time.

Doctor Tito Biondo, the Prefect of Naples, requested help from Captain

*Aqueduct workers ready a piece of pipe to be lifted by a CH-46 of Marine Helicopter Squadron 264.*





Benjamin W. Cloud, commanding officer of the Naval Support Activity, Naples. He got it.

Two helicopters from HMM-264 aboard the Sixth Fleet amphibious assault ship USS *Guam* (LPH 9) were pressed into service. The helos, piloted by Majors Wesley Marks and Dave Pedersen, were units of *Guam's* Ma-

rine Amphibious Unit 32, skippered by Colonel Warren Cretney.

Marks' co-pilot was Captain Tom Moore; his crew chief was Corporal Mike Swensen. Pedersen's co-pilot was First Lieutenant Mike Windsor and his crew chief was Corporal James Smith.

Two days after the huge break, 16 of 80 sections of pipe had been moved into a nearby staging area. The remaining 64 sections were positioned at the break. But that's only skimming the problem.

The sections of pipe were cumbersome. Each weighed more than two tons, beyond the lifting capacity of the CH-46s. The AMAN people brought the pipes to the site by flatbed truck and then cut them in half to a workable weight of 2,000 pounds. Each section was about 10 feet in length and three feet in diameter.



*Left: Maintaining ground communications with a helo. Below: Looking over the situation with engineers at the site are (left) LTC John Solan, COL Warren Cretney, and (second from right and far right) CDR Tom Thomas and LT Ronald Holst.*



Marks and Pedersen ferried the sawed-in-two sections by day and the water company workers cut the longer pipes during the night. Lending a hand in the operation were Naval Support Activity's public works officer, Commander Tom Thomas, and his assistant, Lieutenant Ronald Holst. Radio control between the helos and the ground personnel was run by Marine Captain Tom Rollins and Corporal Richard Gelotti.

When it came time for a coffee break, the Italians did it in style. A



*Right: Local citizens visiting the construction site. Below: Marine CAPT Tom Rollins and CPL Richard Gelotti maintain communications with the two helos.*





strange but welcome sight was the appearance on the job of a man carrying a silver tray holding cups of espresso.

The Americans weren't on the scene long when things took on a festival air. The choppers aroused the interest of the local people and soon the road next to the site was crowded with autos and children escorted by adults. The children were eager to meet the "Americani" and even more eager to try out their English.

Lunch was the highlight of each day—people looked out windows and peered from balconies as the Marines and Navy men entered Altavilla Irpina for their midday break. AMAN's chief engineer, Francesco Liberi, saw to it that the Americans had memorable lunches of pasta, meat, cheese, sausage and mineral water. All efforts by the Americans to pay their own way went unheeded.

AMAN officials praised the Americans and stated that without their help it would have been months before full water service was restored to all of Naples. The Italian press also was quick to praise the humanitarian aid rendered by the Marines, the Naval Support Activity and the Sixth Fleet.

The Americans have returned to Naples and USS *Guam*. The water system is back in business. All in all, it was a rather normal operation. Still, it should provide those involved with memories for years to come—especially the memory of the man with the silver tray bearing steaming cups of refreshing espresso.

Now, that's class. ↓



*Top: The noon meals were feasts. From Left: MAJ Wesley Marks, CAPT Tom Rollins, 1LT Mike Wendor and LT Ron Holst. Left: Another vital link arrives at site of the break.*

# Bells of Abucay

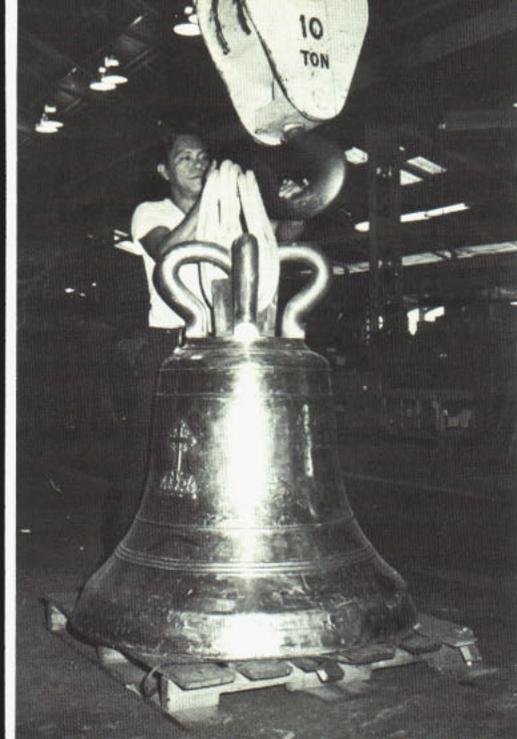
BY JOI LARRY AUSTIN  
PHOTOS BY FERDIE R. MENDOZA

Through almost a century of war and peace, the bells of Abucay rang out over the Philippine province of Bataan. Then, cracked and broken, ravaged by time, they fell silent. Now, thanks to the Navy men and women of Ship Repair Facility (SRF), Subic Bay,

*Right: Almost one ton of newly cast and highlypolished bronze bell is readied for its return to Abucay.*

*Below: A welder fits a newly cast clapper into one of the smaller bells of Abucay. Great care was taken to match the clapper's metal with that of the old bell.*





the five Spanish bells, newly bronzed and burnished, are once again the pride of the province.

When the bells were brought to Subic Bay for restoration, great care had to be taken to match the old metal with the new metal prescribed by SRF metallurgy shop. The oldest of the five bells had been cast in 1859; the newest, in 1892.

The four smaller bells were repaired with a foundry welding technique in which they were heated "white-hot" before molten metal was cast into cracked and missing areas. Each bell required about three days to complete the welding process which included casting new clappers. After filling had been completed, the bells were sent to

Shop 31 for machining and polishing on shipyard lathes, and, finally, to Shop 26 for installation of clappers.

The largest bell which stands about three feet high and has a diameter of 43 inches—about twice the size of the smaller ones—created the most problems for SRF. Welding techniques wouldn't work because the aged metal continued to crack even after repairs. SRF was forced to recast the 1,700-pound bell.

Again metal was tested for composition matching and a wooden pattern was constructed for casting. During casting preparations, four molds were made before workers were satisfied the form was correct. Under supervision of Nestor Del Rosario, a native of San Antonio, Zambales, R.P., 25 miles north of the base, the ancient bell was broken up for recasting.

It took a day to pour the ancient metal to which new bronze had been added. The new bell, heavier than before, had lost some of its inscriptions but workers were able to duplicate two religious crosses cast on the original.

All five bells were restored, but the job was not done until after the testing.

Early one morning, SRF workers, accustomed to the sound of shipyard machinery, were startled to hear church bells as the restoration team tried deliberately to break the bells. Pure, clear tones rang through the shipyard, proof of the repair team's careful attention to detail and individual commitment.

To celebrate the return of the bells, Abucay townspeople feted SRF workers with a ceremony of appreciation. A large friendship plaque was placed inside the church entrance.

After 10 years of silence, the bells of Abucay once more will echo across the land. ⚓



*Left: A welcoming banner for Captain Thomas U. Seigenthaler, Commanding Officer of the U.S. Navy Ship Repair Facility Subic Bay, stretches across the entrance of Abucay Church upon the return of the five bells.*

*Above Left: Polished, repaired and ready to toll, the five bells of Abucay have returned for duty after 10 years' silence.*

BY CATHERINE FELLOWS

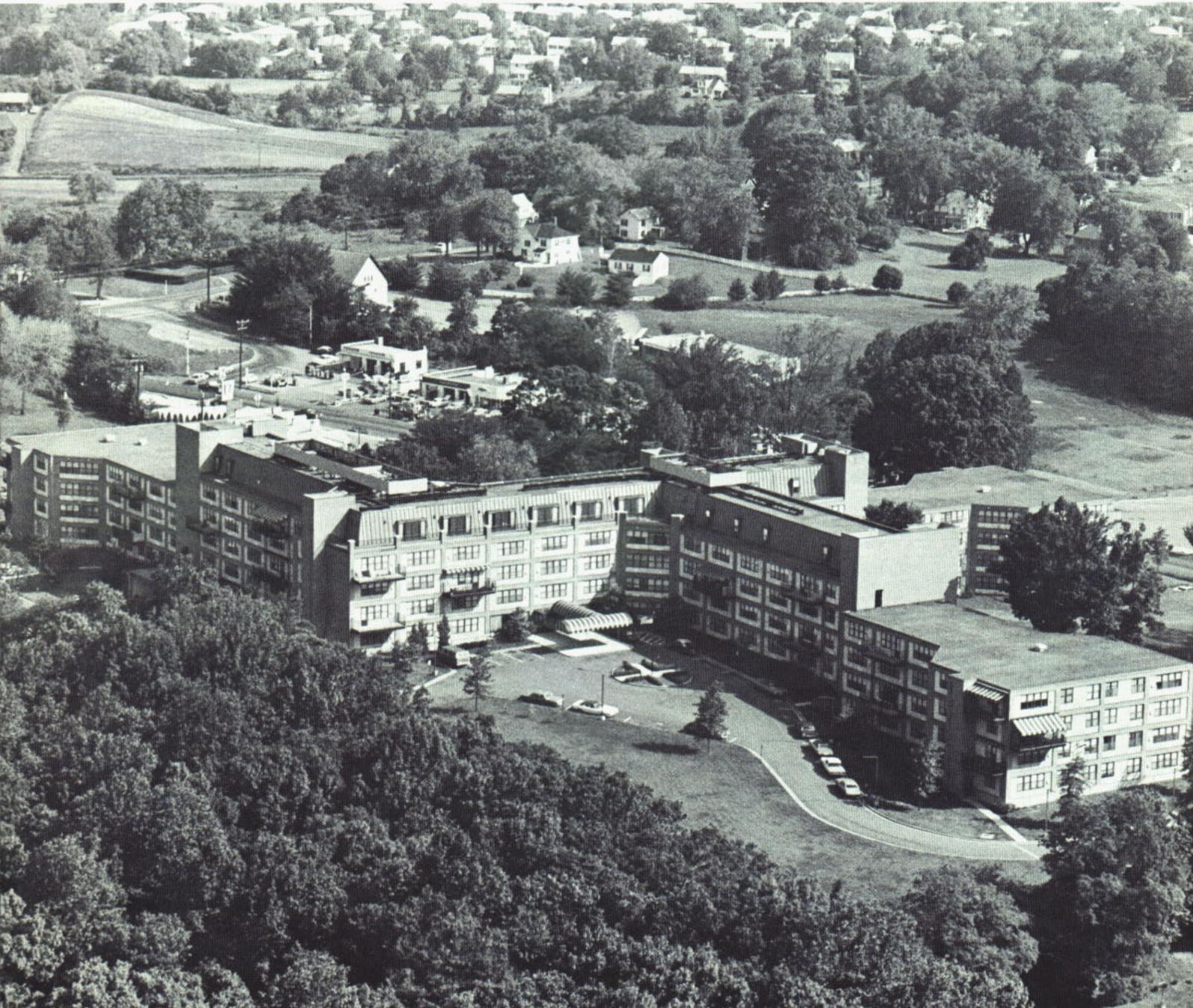
# SAFE ANCHORAGE

## Life at Carl Vinson Hall - the Naval Home

The Navy's tradition of caring about its people—even long into retirement—has tangible evidence in its two sea service affiliated residences: Carl Vinson Hall in McLean, Va., and the new U.S. Naval Home in Gulfport, Miss.

Both residences offer security and dignity to hundreds of sea service retirees—officer and enlisted—their widows and dependents.

Although each residence home has taken a different financial approach to demonstrate that the service cares for its own—Vinson Hall depends on private support, the Naval Home is government-operated—each approach has only one goal: care of the individual



and a collective commitment to the well-being of retired senior citizens within the Navy family.

### The Naval Home

When the Naval Home moved to Gulfport from Philadelphia two years ago, it carried with it a history that had roots in the Revolutionary War. In 1796, contributions from Navy men were solicited to establish a retirement fund for "disabled naval officers, seamen, and marines . . . who had served with honor and distinction during the Revolution."

The first Naval Home for such seamen was a handsome country house built before the Revolutionary War and surrounded by 24 acres of Pennsylvania meadowland. Here "faithful tars" lived while a permanent home was under construction in Philadelphia.

In 1827, the cornerstone for the home was laid and one of the earliest naval heroes, Commodore William Bainbridge, gave the keynote address stating that the home was being established for the seaman "who has been either worn out or maimed in fighting the battles of his country . . . He will here cheerfully and proudly live with his own messmates, with the companions of his former sports, toils, and dangers, and where they will animate each other recounting the pleasures which they enjoyed, the perils which they escaped, and the battles which they fought. . . ."

From the beginning, the Philadelphia Naval Home was a comfortable harbor for elderly and disabled Navy and Marine Corps veterans.

Two historical sidenotes:

- It was an outstanding architectural edifice built in the Greek revival design. It was placed on the National List of Historic Places in 1971 and designated a National Historic Landmark in 1976.

- The home predated the Naval Academy—in 1839, 11 naval officers were ordered to report there for instruction in "navigation, mathematics, languages and kindred subjects." Thus, the Naval School was first estab-

lished in Philadelphia and later moved to Annapolis, Md., to become the U.S. Naval Academy.

The "old salts" who live today at the Naval Home in Gulfport don't think of it in historic terms. To them it's the "Navy Hilton."

Located right on the Gulf of Mexico, the new home features a main building with two, connected, 11-story residential towers, along with single-story attached support facilities.

This new complex includes chapel, hobby shop, laundry, maintenance shop, greenhouse, swimming pool, summer pavilion and pedestrian overpass. The complex is laid out to take maximum advantage of the natural beauty of the area, even to the extent that residents' rooms and central recreational areas all provide a view of the Gulf and a nearby magnificent stand of live oaks.

All of the new Naval Home's 580 rooms are comfortably furnished, and include carpeting and air conditioning. Residents also have a theater, post office, recreational area—billiards and bowling are two favorites—Navy ex-

change cafeteria and retail store, plus a library and club.

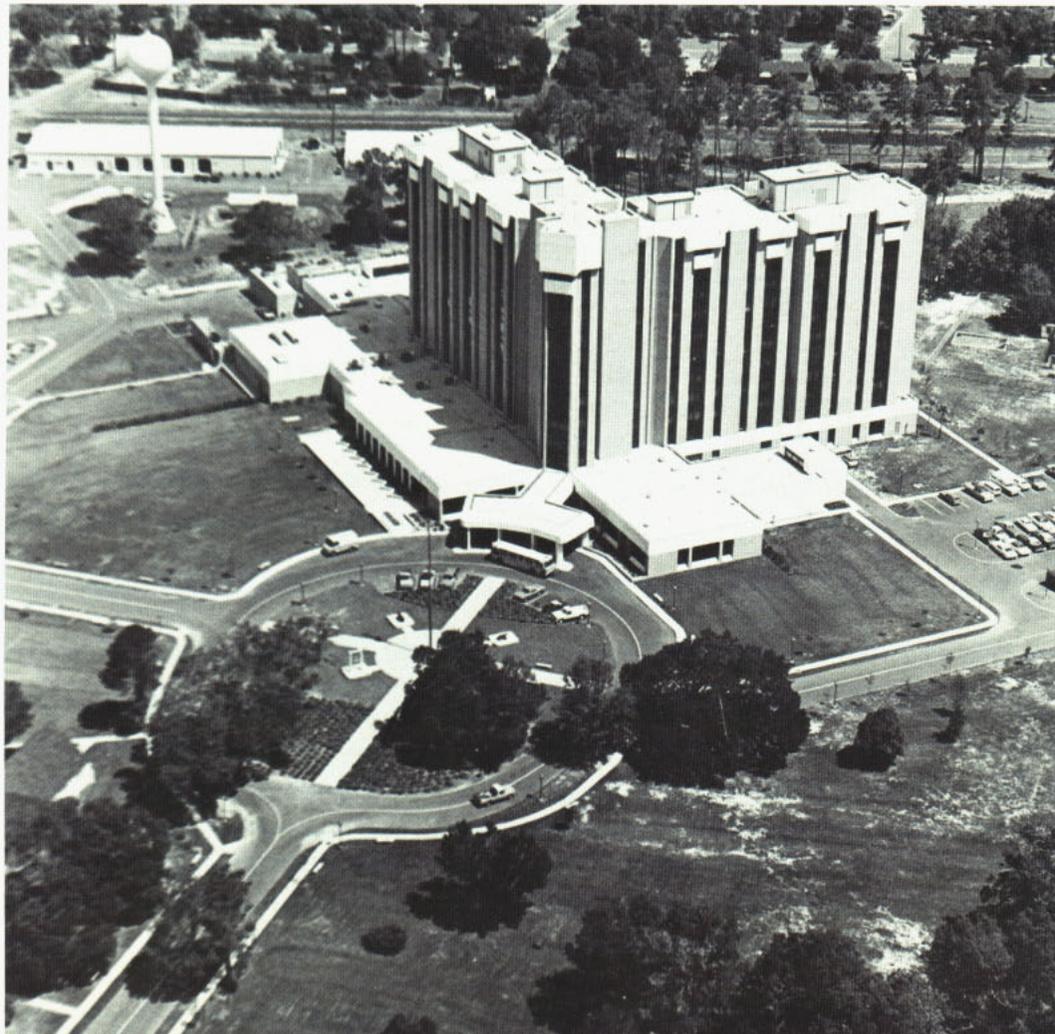
The Home has a 60-bed extended care medical unit with full hospital facilities and a dental clinic—both a branch of the Naval Aerospace and Regional Medical Center, Pensacola. Facilities include an outpatient clinic, physical therapy, X-ray laboratory, pharmacy and treatment rooms.

Governor of the Naval Home, Rear Admiral James C. Donaldson Jr., helps to merge the Naval Home's rich history and present "Hilton-like" atmosphere into a warm blend. "There are so many things that each of us can do for others here at the Home who are less able to do for themselves," he states. "Let's all resolve to do what we can within our capabilities for our fellowman."

At the Naval Home this resolution—the needs and wants of sea service retirees—has been achieved.

Carl Vinson Hall

Carl Vinson Hall—honoring the former head of the House Armed Services Committee—residents will tell you



Left: Carl Vinson Hall in McLean, Va.

Right: U.S. Naval Home in Gulfport, Miss.

that they feel they are a part of a large and caring family.

Nestled in a 13-acre tract of countryside in McLean, Va., the Hall's brick and stucco building crests a sloping hill. Clusters of maple, walnut, birch and pines screen the residence from the outside world. But the residents are not isolated. Far from it.

Not only is there convenient public transportation, to the horse races at Bowie, the Kennedy Center, National Theater, Arena Stage, or Wolf Trap Farm Park, for example, but the Hall also provides free bus service to Bethesda Naval Hospital, and nearby commissary and exchange.

For those residents who remain home, there's bridge, bingo, poker and Friday night movies; a craft studio; monthly lectures; hobby shop; and a MARS radio shack, with a licensed call sign—NONVH.

As one resident put it, "Rest? Well, that's up to you!"

Although there is plenty to do at Vinson Hall, and no one is idle, people aren't "pressured" into activities. The residents enjoy their independence; they come and go as they please. This is reflected in their living quarters—self-contained apartments ranging from efficiencies to two bedrooms, which residents may sublet if they desire to take a long vacation.

Each apartment has wall-to-wall carpeting, and air conditioning and heat that the resident controls. Venetian blinds, a kitchen with a refrigerator-freezer and garbage disposal, and a bath with a ceiling-mounted heat lamp and tub guard rail as a safety device, are all furnished the occupants.

Safety was uppermost in mind when the hall was designed. There are rails at the steps and along corridors, large doors and elevators for wheelchairs

and "panic buttons" in all the bedrooms and in strategic locations throughout the public areas. The signal devices are monitored at the main desk in the lobby, manned 24 hours a day.

It took long workdays for the Navy Officers Wives' Club of Washington, D.C., to change Vinson Hall from a project into reality, back in 1969. Their hard work culminated in the formation of the Navy Marine Coast Guard Residence Foundation—the non-profit corporation that operates the Hall. Since then, Vinson Hall has been virtually full and almost always has a waiting list. Because the comfort, well-being and happiness of each resident are the Hall's main goals, it is important to the management that residents have just the apartment they want. In fact, persons considering applying for residency are encouraged to stay at the Hall for a week or so—in one of the five guest units—to "get a feel" for their new

home before making up their minds.

Once they do, residents are assured of a warm welcome. The Hall's manager, retired CDR Charles R. Brown, feels that "Here at Vinson Hall we add not only years to people's life, but also life to people's years."

The Hall's sick bay is large and well-equipped; in addition to treatment, examination and physical therapy rooms, a nurse is on duty at all times. A salaried physician is on call and makes morning and sick calls each day. This medical care is backed up by the Bethesda Naval Hospital, to which residents have full access.

Dining facilities—lunch and dinner—are optional. Since residents have their own kitchens, many prefer to eat in their own apartments.

Additionally, there are the library, small chapel, beauty parlor, lounges, laundry rooms with automatic washers and dryers, space for private gardens,



*Top: LCDR John Channell repairs a radio in the hobby shop at Carl Vinson Hall.*

*Bottom Left: Mrs. William H. Hamman (facing) chats with Mrs. Winfield A. Brooks in Vinson Hall's arts and crafts shop.*



*Bottom Right: CAPT Charles C. Bramble and LCDR John Channell examine their handiwork—a completed cabinet.*



*Far Right: CAPT John E. Fairbank is Vinson Hall's amateur radio operator.*

and round-the-clock building security.

One contented resident summed up her Vinson Hall lifestyle, "We're all on a cruise here—either rest or recreation—and the sailing is fine!"

### Naval Home Eligibility

**Q:** Who is eligible for admission to the U.S. Naval Home at Gulfport?

**A:** Any officer or enlisted person of the Navy, Marines or Coast Guard who:

- Served honorably;
- Is unable to support himself by manual labor;
- Is ambulatory and in good physical and mental health; and
- Can care for himself and his rooms.

**Q:** Are women eligible for admission to the Home?

**A:** Yes. Women sea service

veterans—officer and enlisted—are eligible for admission, providing they meet the above requirements.

**Q:** Are married couples accepted as residents of the Naval Home?

**A:** Yes. However, the Naval Home does not have quarters for joint occupancy. The husband, therefore, is assigned to a room in the men's section of the Naval Home and the wife to a room in the women's section.

**Q:** What are the entry fees or charges for residents in the Naval Home?

**A:** None. Residents receive room and board, laundry service, haircuts, use of the pool and other recreational areas.

**Q:** How is the Naval Home supported?

**A:** It is an independent agency of the federal government whose annual expenses are part of the Navy's budget.

**Q:** How does a person apply for admission?

**A:** Write to: U.S. Naval Home, 01800 East Beach Boulevard, Gulfport, Miss. 39501.

### Vinson Hall Eligibility

**Q:** Who is eligible for admission to Carl Vinson Hall?

**A:** Any retired officer of the Navy, Marines or Coast Guard, their wives, widows, husbands, or close dependents, providing they are in reasonably good health.

**Q:** What are the entry fees or monthly service charges for residents in Carl Vinson Hall?

**A:** The following table shows the current entry fees and monthly service charges for the different types of apartments. These amounts are subject to change.

Unit	Entry Fee	Monthly Service Charge
Efficiency	\$ 8,750	\$257
Efficiency	9,400	280
One Bedroom	14,400	325
One Bedroom	15,000	355
One Bedroom	17,500	479
Two Bedrooms	19,400	502

**Q:** Is financial assistance given to those unable to pay the entry fee or monthly service charge?

**A:** Yes. Financial assistance is given to widows.

**Q:** May a resident remain at Carl Vinson Hall even though he or she becomes unable to continue paying the monthly service charge?

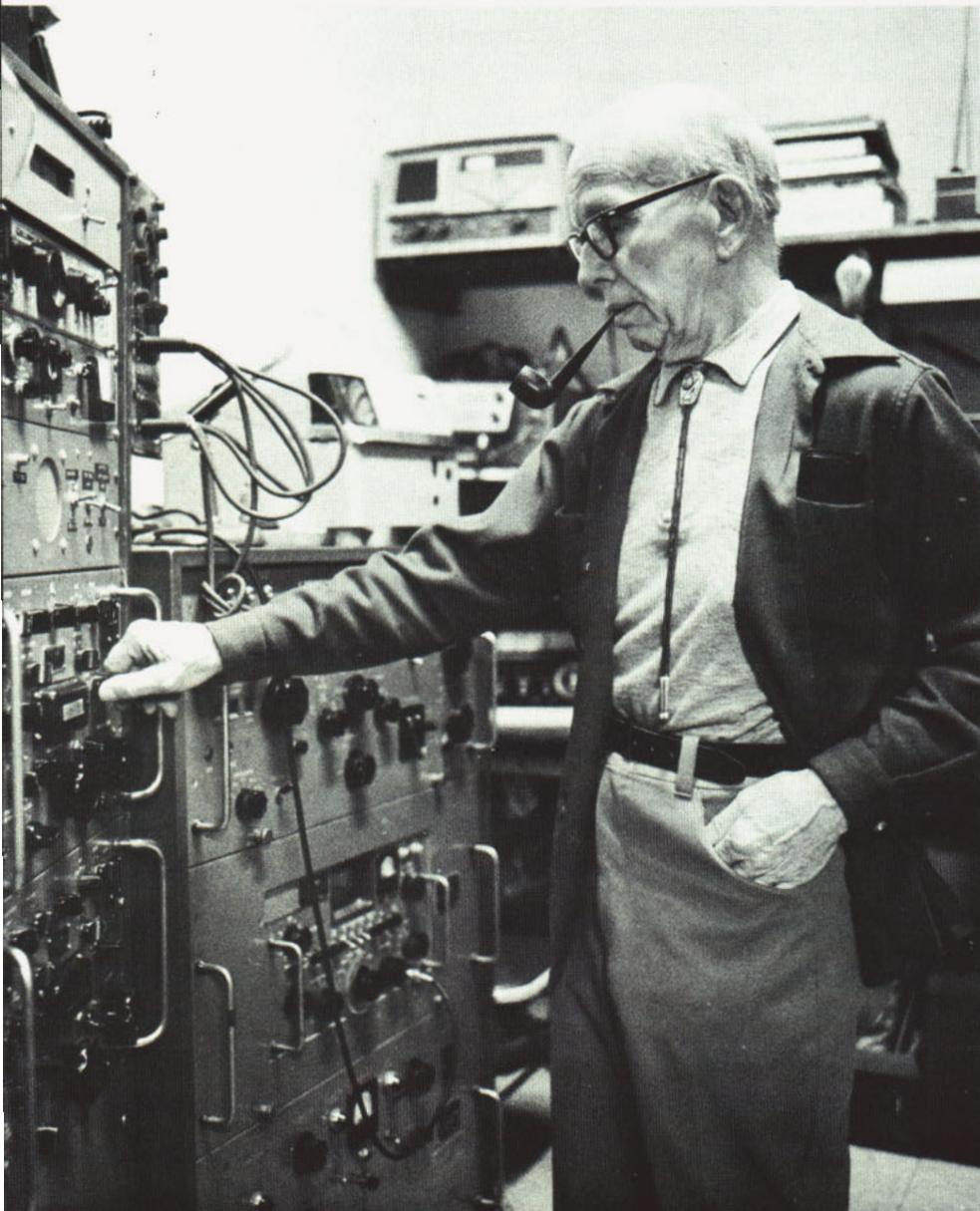
**A:** Yes.

**Q:** How is Carl Vinson Hall supported?

**A:** The Hall is supported by a private foundation at no cost to the government.

**Q:** How does a person apply for admission to Carl Vinson Hall?

**A:** Write to: General Manager, Carl Vinson Hall, 6251 Old Dominion Drive, McLean, Va. 22101 ↓



# Mail Buoy

## There's a Difference

SIR: I read with interest the article in the January edition of ALL HANDS—"Romeo Close Up." However, I do believe you made an error in saying the bosun of the watch and also Page's bosun trips the pelican hook. There is a tremendous difference between a bosun (Bos'n) and a boatswain. *Milwaukee* most likely has a Bosun (Bos'n) on her, probably a CWO2 or CWO3. Normally the person who passes the word is a leading boatswain's mate striker or rated boatswain's mate. I have never heard of or run across a bosun on an FFG. I feel certain that the person who tripped the pelican hook on the *Page* was either a rigger (seaman) or the rig captain (a leading seaman or rated boatswain's mate).

There is a lot of pride and professionalism along with tremendous hazards in CONREPS and refueling operations. People who are engaged in these activities notice small errors in stories as these. Though we Navy people in these jobs do enjoy reading them I feel more pride in knowing that the professionals who write the articles will ensure that every detail is taken care of. I know it would please myself and probably ease the mind of the Bos'n on the *Milwaukee* to know that CWOs don't have to pass the words over the IMC nor trip pelican hooks.—C. L. L. Armenter, CWO2, USN

● *You're absolutely right. CWOs don't have to pass the word over the IMC nor trip pelican hooks; boatswain's mates do.*—ED.

## Boat Gongs

SIR: Several former Navy men were discussing honors and ceremonies when the question of "Boat Gongs" came up. Could you give us some information on the origin of gongs over the IMC announcing the arrival/departure of commanding officers and others? When did it start and is there an established procedure for the number of gongs for a specific rank or office?—Roy Cella, Salt Lake City, Utah.

● *A search of the records in the Navy Department Library revealed no specific date when the practice of announcing the arrival of officers with boat gongs first*

*came into use. However, Naval Customs, Traditions and Usage by Vice Admiral Leland P. Lovette, USN (Ret.), offers a possible clue:*

*"A most interesting custom still remembered by older officers of the retired list was that of using lanterns after dark to light the way from the gangway to the hatchway leading to the officer's quarters. The anchor watch lined up and held six lanterns for the admiral, four for the captain and two for a wardroom officer. . . ."*

*The established procedures of boat gongs today are intended to keep ship's company informed on the arrival and departure of certain officers. It is not a part of prescribed side honors. The number of gongs corresponds to the number of side boys the officer would rate: vice admirals and above rate eight bells; rear admirals six; captains and commanders, four; lieutenant commanders and below, two. Normally, lieutenant commanders and below are not announced with boat gongs unless they are commanding officers.*—ED.

## Reunions

● *26th Naval Construction Battalion Assn.—Reunion 5-8 Oct., 1978, in Louisville, Ky. Contact Harry Friedrich, 3671 Mockingbird Ln., Dayton, Ohio 45430.*

● *River Patrol Force (Gamewardens of Vietnam Association Inc.)—Reunion 26 Aug. 1978 in Norfolk, Va. Contact YNCS John C. Williams, P.O. Box 5523, Virginia Beach, Va. 23455.*

● *USS Vogelgesang (DD 862)—Possible Reunion for commissioning crew and those who saw duty in her from 1945-1950. Contact "Rebel" Graham, 3936 Iowa St., San Diego, Calif. 92104.*

● *USS Seahorse (SS 304)—Reunion 2 Aug. 1978 at Sub Vet. WWII Convention in Norfolk, Va. Contact Paul E. Alexander Sr., 4050 Travona St., Redding, Calif. 96001.*

● *USS Topeka (CL 67)—Reunion for those who served onboard from 1944-1949, in Dallas, Tex., Aug. 11-13, 1978. Contact James W. Wilson, 618 Abbott St., Muncie, Ind. 47303.*

● *USS Manning (DE 199)—Reunion Oct. 20-22 at Bessemer, Ala. Contact Denzel J. Skerven, 1921 Lincoln St., Wisconsin Rapids, Wis. 54494.*

● *USS Sealion (SS 195)—Reunion 3 Aug. 1978 at Norfolk, Va. Contact Frank W. Gierhart, 6063 Pawnee Dr., Cincinnati, Ohio 45224.*

● *Patrol Squadron Eighty-Four (VP 84)—Reunion planned for Oct. 1978 at Pensacola, Fla. Contact A. W. (Homer) Jones, P.O. Box 3195, Meridian, Miss. 39301.*

● *USS Quincy (CA 71)—Reunion 15-17 Sept. 1978 in Springfield, Mo. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.*

● *USS Fletcher (DD 445)—Reunion in July 1978 in St. Louis. Contact Keith E. Snyder, Rd. #1, Box 167E, Keeseville, N.Y. 12944.*

● *UDT/SEAL—9th annual reunion, July 14-16. Contact Robert P. Clark, P.O. Box 5365, Virginia Beach, Va. 23455.*

● *NMCB NINE—Annual reunion at the Seabee Park, CBC, Port Hueneme, Calif., on June 24 from 1200 to 1800. Contact M.J. Olson, 5025 Thacher Rd., Ojai, Calif. 93023.*

● *USS Laffey (DD 459/724)—Reunion planned in New Orleans, La., mid-April 1979. Contact Cy Simonis, 3645 Farm Ranch Rd., South Bethpage, N.Y. 11714.*

● *USS Velocity (AM 128)—Reunion in New Orleans, La., on July 29. Contact William J. Anderson, P.O. Box 525, Taylorsville, Miss. 39168.*

● *USS Gwin (DD 433)—Reunion in New Jersey for all WWII shipmates, July 13-15 1979. Contact John S. Kozma, 80 Dick Street, Clifton, N.J. 07013.*

● *USS Emmons (DD 457)—Reunion in New York, October. Contact Dave Jensen, 87-26, 259 Street, Floral Park, N.Y. 11001.*

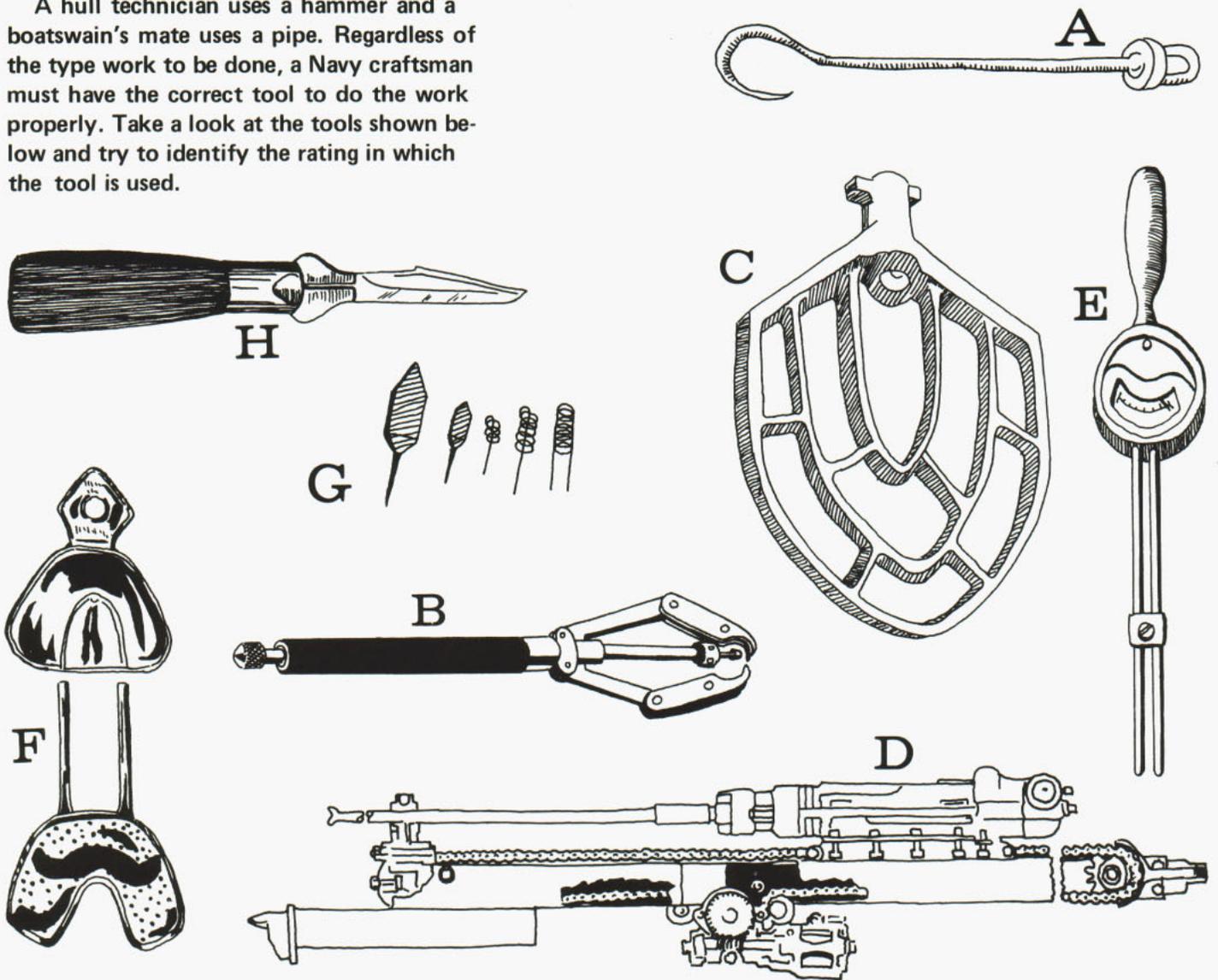
● *USS Vincennes (CL 64/CA 44)—Reunion at Vincennes, Ind., Aug. 7-9, 1978. Contact Peter H. Capp, 29 Myrtle Ave., No. Plainfield, N.J. 07060.*

● *PC 1137—Reunion June 17-18 in Pequot Lakes, Minn. Anyone who served onboard this vessel is welcome. Contact Loyal W. Chamberlain, 329 1/2 Ave. B., Snohomish, Wash. 98290.*

● *USS Pittsburgh (CA 72)—Reunion in Chattanooga, Tenn., July 21-23. Contact J.C. Ayers, Box 74, Wildwood, Ga. 30757.*

# Stern Shots

A hull technician uses a hammer and a boatswain's mate uses a pipe. Regardless of the type work to be done, a Navy craftsman must have the correct tool to do the work properly. Take a look at the tools shown below and try to identify the rating in which the tool is used.



Answers: A — Bench Hook — BM; B — Hand Remover — IM; C — Mixer Attachment — MS; D — part of a Crawler Mounted Rock Drill — EO; E — Pyrometer — EN; F — Impression Trays — DT; G — Internal Chills — ML; H — Bench Knife — PM



# David Porter

Commodore USN

NOT UNTIL THE PIRATES WERE WELL WITHIN RANGE DID PORTER SURPRISE THEM WITH A DEVASTATING BROADSIDE. THE SHRIEKS OF PAIN AND CONFUSION THAT FOLLOWED ONLY SLOWED THE ATTACK MOMENTARILY. REGROUPING THEY CONTINUED THE ONSLAUGHT, EVER REPLENISHING THEIR LOSSES FROM WHAT SEEMED AN INEXHAUSTIBLE SUPPLY OF MEN WAITING ON THE BEACH. MANY SAVAGE ATTEMPTS TO BOARD WERE DESPERATELY REPULSED BY THE AMERICANS.

THE YEAR WAS 1800. THE *USS EXPERIMENT*, A TOPSAIL SCHÖONER CONVOYING A GROUP OF MERCHANT SHIPS CAME UNDER SIEGE BY THIS HORDE OF WEST INDIAN CUTTHROATS, KNOWN AS PICAROONS. WHILE UNFORTUNATELY DRIFTING IN A CALM NEAR SANTO DOMINGO ISLAND, THESE HEAVILY ARMED FREEBOOTERS PUSHED FROM SHORE IN 10 BARGES. EACH CARRIED BOW-MOUNTED 4 POUND CANNON. THIS FEARFUL SIGHT PLUS THE EXISTING CALM WHICH PREVENTED ANY MANEUVERABILITY CONVINCED THE CAPTAIN THAT ANY ATTEMPT TO RESIST WOULD BE FUTILE. LT. PORTER ARGUED SUCCESSFULLY AGAINST THIS NEGATIVE THINKING AND TOOK RESPONSIBILITY FOR THE CONVOY'S DEFENSE. HE DISGUISED THE *EXPERIMENT* AS A DEFENSELESS LOOKING MERCHANT SHIP TO DRAW THE PICAROONS AWAY FROM THE MORE DISTANT VESSELS. THE TRICK WORKED AND THE FRENZIED ACTION LASTED FOR SEVERAL HOURS BEFORE THE PICAROONS FINALLY WITHDREW IN DEFEAT. HOWEVER, THEY WERE NOT COMPLETELY UNREWARDED. TWO MERCHANT SHIPS, THAT HAD BEEN ABANDONED BY THE CREWS, DRIFTED OUT OF

RANGE OF PORTER'S PROTECTIVE GUNS AND WERE TAKEN BEFORE A BREEZE FINALLY CARRIED THE REST OF THE CONVOY TO SAFETY.

PORTER CONTINUED ON TO SERVE WITH DISTINCTION AGAINST THE FRENCH, THE TRIPOLITAN PIRATES AND THE BRITISH IN THE WAR OF 1812. HIS REPUTATION FOR BRAVERY AND COMPETENCE GREW WITH GREAT MOMENTUM. IT WAS SAID THAT HIS CHARACTER WAS SIMILAR IN MANY RESPECTS TO THAT OF JOHN PAUL JONES AND ANDREW JACKSON. TO UNDERSTAND THIS, ONE ONLY HAS TO REVIEW PORTER'S CRUISE IN THE *ESSEX* DURING THE WAR OF 1812.

IT WAS UNFORTUNATE THAT HIS ZEAL TO UPHOLD THE HONOR OF HIS COUNTRY SHOULD CHANGE THE WHOLE COURSE OF HIS CAREER. BY THEN A COMMODORE, HE WAS AGAIN OPERATING AGAINST THE WEST INDIAN PIRATES. HIS DECISION WHICH COMPELLED SPANISH AUTHORITIES IN FAJARDO, PUERTO RICO TO APOLOGIZE FOR THE UNWARRANTED JAILING OF A NAVAL OFFICER BROUGHT PORTER A COURT-MARTIAL CONVICTION. HUMILIATED, HE RESIGNED AND BECAME COMMANDER OF THE MEXICAN NAVY IN 1826. AFTER PORTER'S RETURN TO THE U.S. IN 1829, HE ACCEPTED A POST IN THE DIPLOMATIC SERVICE. HE EVENTUALLY BECAME MINISTER IN CONSTANTINOPLE IN 1839. HE REMAINED THERE UNTIL HIS DEATH IN 1843 AT AGE 63. PORTER HAD THE DISTINCTION OF GIVING THE COUNTRY TWO FAMOUS NAVAL OFFICERS, HIS SON, DAVID DIXON PORTER AND HIS ADOPTED SON, DAVID GLASGOW FARRAGUT.