

# ALL HANDS

MARCH 1980

in this issue:

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USS Kennedy's Retention Effort  
Nassau's First 81 Days



*Eagle-eyed sailors from the USS Harlan County (LST 1196) on a practice range at Camp Smith, N.Y., seen through the remains of one of their targets. Camp Smith is a National Guard/Naval Militia facility 60 miles north of New York City. Photo by JOC Emmett Francois.*



# ALL HANDS

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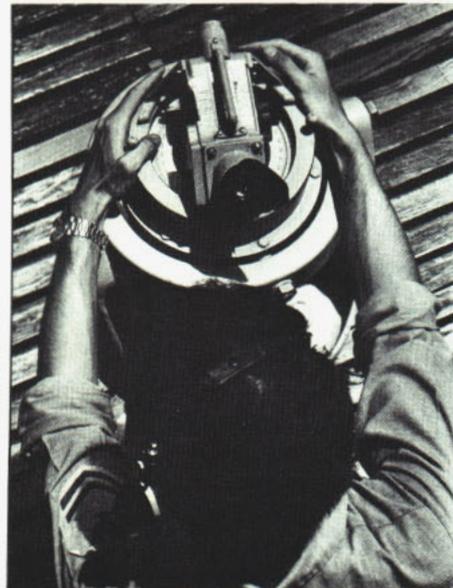
## Features

- 6 A SHIP THAT CARES**  
USS *John F. Kennedy* gives overhaul a new meaning
- 14 VISITING MID-AMERICA**  
1979 Great Lakes Cruise—another success story
- 16 SAILORS' HOLIDAY**  
USS *Mt. Baker* crew members form a sailing club
- 22 THE LONE ALUMNUS—CLASS OF 1903**  
Almost 100, ADM Walter S. Anderson tells how it was
- 24 THE 81-DAY WONDER**  
USS *Nassau* gets down to business in record time
- 28 DON'T WAIT—GO OUT AND GET THEM**  
Successful recruiters and their secrets of success
- 31 GET YOUR BALLOT NOW**  
Revised FPCA makes it easy to vote
- 32 NAVY BLUE GOES FOR GOLD**  
Navy bobsledders try for the Olympics
- 40 THEY KEEP ON TRACKING**  
What it's like on the *Trident* test circuit
- 46 FREE SPIRITS STAY IN SHAPE**  
Outrigger canoeists enjoy ancient sport

Page 22



Page 24



Page 40

## Departments

**2 Currents**                      **18 Bearings**                      **48 Mail Buoy**

## Covers

Front: *Kennedymen* in front of their shoreside home at Norfolk Naval Shipyard during overhaul. Photo by PHC John Francavillo.

Back: Navy's two-man bobsled team speeds through Zig-zag curve at Lake Placid, N.Y. Photo by PH1 Jim Preston.

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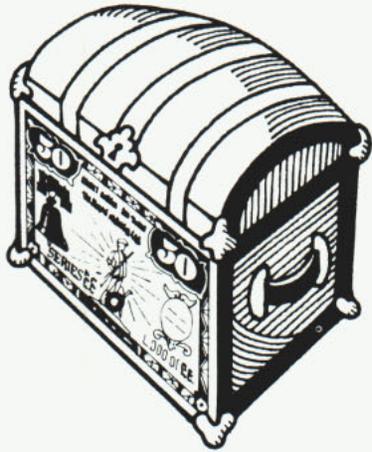
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# Currents

## New Savings Bonds Have Added Bonus



The new Series EE bonds which went on sale for the first time on Jan. 1 have been dubbed "United States Energy Savings Bonds." The interest rate on these new bonds was originally announced as 6.5 percent. However, those bonds held to their full maturity—11 years—will receive an added bonus of 0.5 percent interest for a total of 7 percent interest. Bonds redeemed before their full maturity will receive only the previously announced 6.5 percent interest. Savings bonds have carried various names down through the years, reflecting national priorities during changing times. The first bonds were known as Defense Bonds before World War II. From 1941 to 1945, they bore the name of War Bonds. Energy Savings Bonds will be used to assist in financing the vast effort required to meet U.S. energy needs during the coming years. After June 30, 1980, all savings bonds purchased through payroll savings programs will be Energy Savings Bonds, Series EE. Series H and HH bonds will not be affected by this added bonus rate. Series E bonds and U.S. Savings Notes ("Freedom Shares") will also receive the 0.5 percent "energy bonus" if they are held for 11 years from the date of the first semiannual interest period beginning on or after Jan. 1, 1980.

## Nimitz Group on Station in Indian Ocean

A three-ship carrier battle group—which had been operating in the Mediterranean Sea, 11,500 miles away by way of the Cape of Good Hope—is on station in the Indian Ocean. The nuclear-powered battle group, consisting of USS *Nimitz* (CVN 68), USS *California* (CGN 36), and USS *Texas* (CGN 39), departed from Italian ports on Jan. 4 and completed its transit to the Indian Ocean at an average speed of 25 knots. The *Nimitz* battle group relieved the USS *Kitty Hawk* (CV 63) battle group. The *Kitty Hawk* group includes USS *Berkeley* (DDG 15), USS *Jouett* (CG 29), USS *Stein* (FF 1065), and USS *Wabash* (AOR 5). Return of this group to West Coast home ports will end a deployment that began in May 1979. The *Nimitz* battle group will operate in the Indian Ocean region in company with another carrier battle group centered on USS *Coral Sea* (CV 43). USS *Nimitz* operates an air wing consisting of about 85 fighter, attack and support aircraft. While in the Indian Ocean, the *Nimitz* battle group will be under operational command of the Commander, U.S. 7th Fleet. Two carrier battle groups which preceded the *Nimitz* group into the Indian Ocean area were both on continuous duty at sea for more than three months. USS *Midway*'s most recent port call was Nov. 14, 1979, when she visited Mombasa, Kenya. USS *Kitty Hawk* was last in port when she departed Subic Bay, R.P., on Nov. 21, 1979.

## DOD Issues New ID Card Regulations

Changes affecting issue and renewal of dependent ID cards and ID cards for retired people and reservists are taking place. Highlights of these changes are the requirements for more frequent renewal of dependents' ID cards and a "new look" for retired and reserve IDs. As current retired and reserve ID cards expire, they will be replaced with the new versions. New ID cards for retired personnel will be blue instead of gray. New IDs for reservists will remain red and Geneva Convention information will be added. Neither of the new cards will show fingerprints.

## Aegis Ships Redesignated as Cruisers

*Aegis* ships, originally designated as guided missile destroyers, will be redesignated guided missile cruisers. Originally slated to carry the hull designation and number, DDG-47, the first *Aegis* ship will instead become CG-47. This first ship, currently under construction, is scheduled to be delivered to the fleet in January 1983. The projected lead ship of the class compares in size and armament to current modern cruisers in the U.S., Allied, and Soviet navies. In fact, its capabilities will exceed those embodied in cruisers currently in use. Ships of this class, built on the same hull as *Spruance*-class destroyers, have a larger displacement and a more capable, flexible weapons package. The heart of the new cruiser is its computer controlled *Aegis* weapons system that uses a radar to "see" in all directions almost at the same time. It can detect and track hundreds of aircraft and/or missiles at once. Data acquired by this system is processed and evaluated by the high speed computer, and an appropriate defensive response is arrived at in seconds. In addition to directing new Standard Missile 2 weapons against airborne targets, the *Aegis* combat system will control the ship's rapid fire guns, surface-to-surface missiles and antisubmarine weapons.

## Try it—Duty in Another Navy



Opportunities are available for U.S. Navy sailors who would like to take part in the Personnel Exchange Program (PEP). This program offers interesting and challenging duty assignments with armed services of the following countries: Australia, Belgium, Canada, West Germany, Italy, The Netherlands, New Zealand, Portugal, Sweden and the United Kingdom. Training for U.S. Navy enlisted personnel who are selected for this program includes professional training to meet specialized requirements for a particular exchange billet, foreign language instruction when required, and overseas diplomacy training to familiarize participants with essential information about the countries to which they will be assigned. PEP is an outstanding program for solid, capable performers, which has proven to be a rewarding experience for those who have taken part in past exchange programs. Additional information on the PEP program can be obtained from *TransMan* 9.25 or *Link* magazine, or by calling the PEP detailee (NMPC-492D) at AUTOVON 291-5618 or commercial (301) 427-5618.

## Alcohol-Drug Counselor Applicants Needed

There is an ongoing need for qualified alcoholism treatment specialists and drug and alcohol abuse counselors Navywide. Alcohol and other drug abuse counselors work with men and women who have abused alcohol and used other drugs to the point where their lives have become unmanageable. There are few jobs as rewarding as that of helping these troubled people come to grips with their problems and begin to live useful, productive lives. The basic requirements for becoming an alcoholism treatment specialist (SNEC 9519) are that the person be a volunteer, E-5 or above, and have two years of continuous sobriety if a recovering alcoholic. Persons desiring to become drug and alcohol abuse counselors (SNEC 9522) must be E-4 or above, and preferably, volunteers. Chapter 9.20 of the *TransMan* and CNMPCNOTE 5356 of Aug. 31, 1979, provide further guidance on application procedures and class convening dates. Additional information may be obtained by calling AUTOVON 224-1006/1055/1064/1099/1152, or commercial (202) 694-1006/1055/1064/1099/1152/1195 and asking for PNI John Strickland, or by writing Naval Military Personnel Command (NMPC-63), Washington, D.C. 20370.

## Commendations for 32 Sailors After Ship Collision

Thirty-two sailors stationed aboard the replenishment ship USS *Milwaukee* (AOR 2) have received commendations for their actions after their ship was struck in port by a civilian tanker. Five men have received Navy Commendation medals, nine received Navy Achievement medals, and 18 received letters of commendation from Commander, Service Group Two. USS *Milwaukee* was struck by the 42,000-ton tanker, *Sanko Prestige*, while the Service Squadron Four Navy ship was docked in Norfolk, Va. There were no injuries on either ship. Aboard the Navy ship, which sustained a 40-foot by 15-foot gash, port aft, this lack of injury was credited to fast action by crew members. One Navy Commendation medal awardee, Chief Operations Specialist Arthur N. Johansen, ran from a shower and pulled sleeping men from their bunks as the out of control tanker, with emergency signals sounding, bore down on the Navy ship. Chief Johansen's bunk and those of three other crewmen were crushed by the impact. Other Navy Commendation medals were awarded to Lieutenant Commander Dennis W. Plank, Command Duty Officer at the time, LTJG Thomas S. Hartman, who coordinated action in the ship's engine room, Machinist's Mate (MM) First Class Raymond W. Brubaker, who located ruptured pipes and secured the ship's watertight integrity, and Hull Maintenance Technician (HT) Third Class Michael J. Casali, the on-scene repair party leader. Navy Achievement medals were awarded to MMC Bernard J. Lawler, HT1 Frederick J. Bloomfield, HT3 Earl Henry Stevens Jr., HT2 Dale Allen Paris, HT3 Jeffery L. Payton, Ship's Serviceman Third Class Thomas L. Early, Boatswain's Mate (BM) Seaman Matthew P. Howard, BMSN Paul A. Garifalon, and BM2 George A. Beach.

## Faster Guard III Responses Forthcoming



GUARD III is a program which has matched many career Navy people with their choice of duty at reenlistment time. Moving to support the Chief of Naval Operation's (CNO) number one objective—retention—Naval Military Personnel Command (NMPC) has initiated two moves to enhance this matching process. NMPC will now respond to message requests for GUARD III assignments with message responses committing the Navy to a specific assignment as requested, or offer a counterproposal when that assignment is not available. The other move taken was the establishment of a hotline for COs and XOs who have reenlistment prospects who are within 30 days of separation. GUARD III requests are normally answered within 10 working days. Most of this time can be attributed to the lengthy and relatively complicated responses required and the order writing process. Under the new procedure, NMPC will make the commitment for a particular assignment by message. This will be the CO's authority to enter a GUARD III guarantee in block 32 of the reenlistment contract. Orders will then follow in the normal manner. In cases where requests are made which the detailee is unable to fulfill, a counteroffer will be sent back by message. Those requesters found ineligible to participate in GUARD III will be told how to achieve GUARD III eligibility if possible. The hotline for CO/XO use is connected directly to detailee branch heads in specific areas. The numbers are:

Seabee/SPEC Warfare/ EOD/Diving	(NMPC 401)	AUTOVON 291-5769
Engineering/Hull Ratings Submarine (Tech. Ratings)/ Nuclear Power/Strategic Weapons Ratings	(NMPC 402)	AUTOVON 291-5805
Aviation Ratings	(NMPC 403)	AUTOVON 291-5826
Admin/Deck/Supply Ratings	(NMPC 404)	AUTOVON 291-5834
Technical Ratings	(NMPC 405)	AUTOVON 291-5723
	(NMPC 406)	AUTOVON 291-5840/1

All of these hotlines can be reached commercially by dialing area code 301, prefix 427, plus the last four digits of the above exchanges.

## In Brief . . . . .

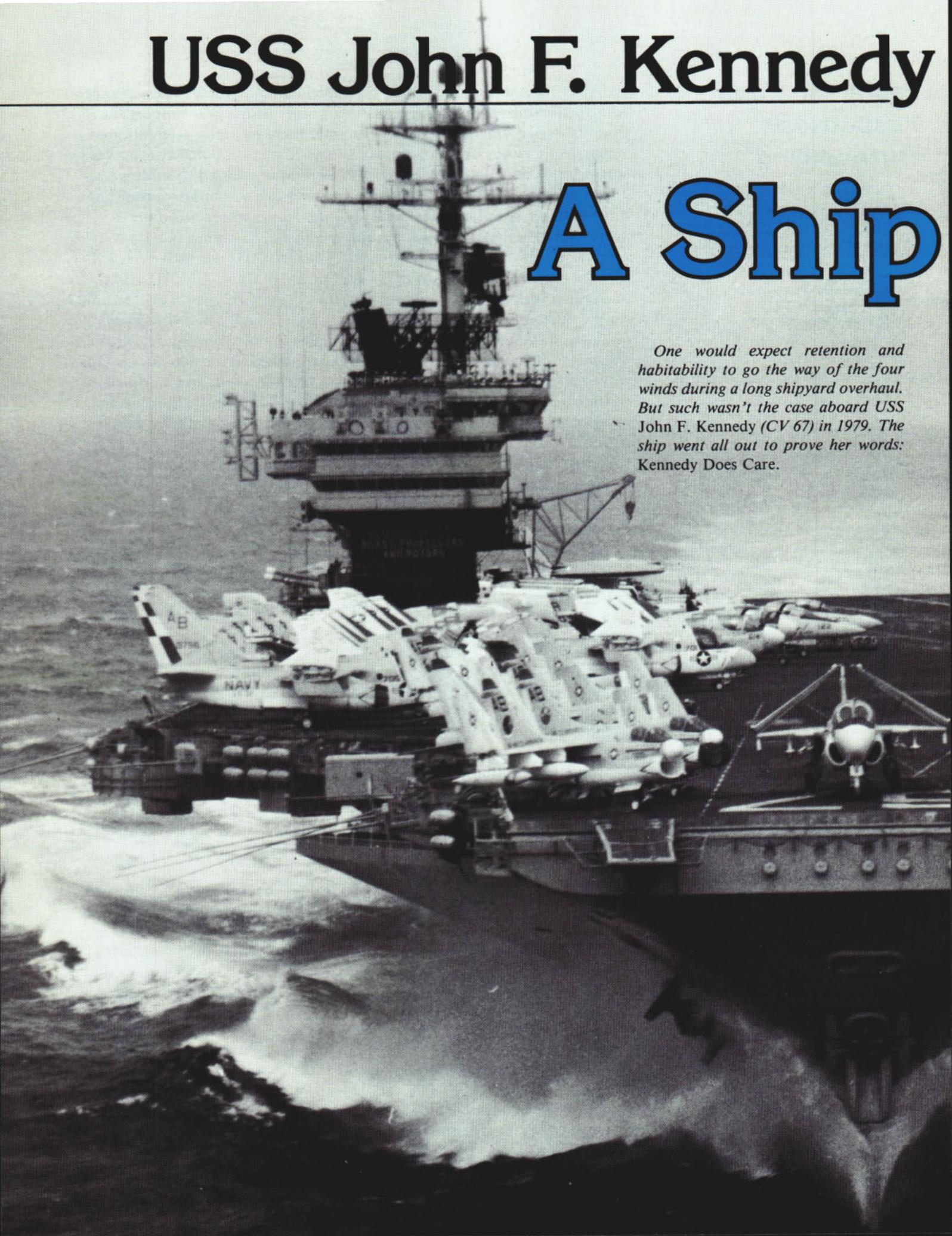
Retention hotline. . . A three-minute recording which allows a caller to obtain current information on Navy retention initiatives and status of legislation which could affect Navy personnel has been established in OpNav. The phone number is: commercial (202) 694-3722; AUTOVON 224-3722.

“Red-Eye” first class flight OK. . . The Deputy Secretary of Defense has issued blanket authorization for use of first-class night or “Red-Eye” flights for official travel. This applies only when rates for such flights are the same as day-coach fares, and the traveler saves the cost of a day of per diem by flying at night instead of waiting until the next day. NAVOP 009/80 has details.

# USS John F. Kennedy

## A Ship

*One would expect retention and habitability to go the way of the four winds during a long shipyard overhaul. But such wasn't the case aboard USS John F. Kennedy (CV 67) in 1979. The ship went all out to prove her words: Kennedy Does Care.*



# That Cares

*Kennedy* left the yard in Portsmouth, Va., early in February after a complex \$77 million, 11-month overhaul. Two years of planning went into the job—the second major overhaul since *Kennedy* was placed in commission a decade ago. In addition to the

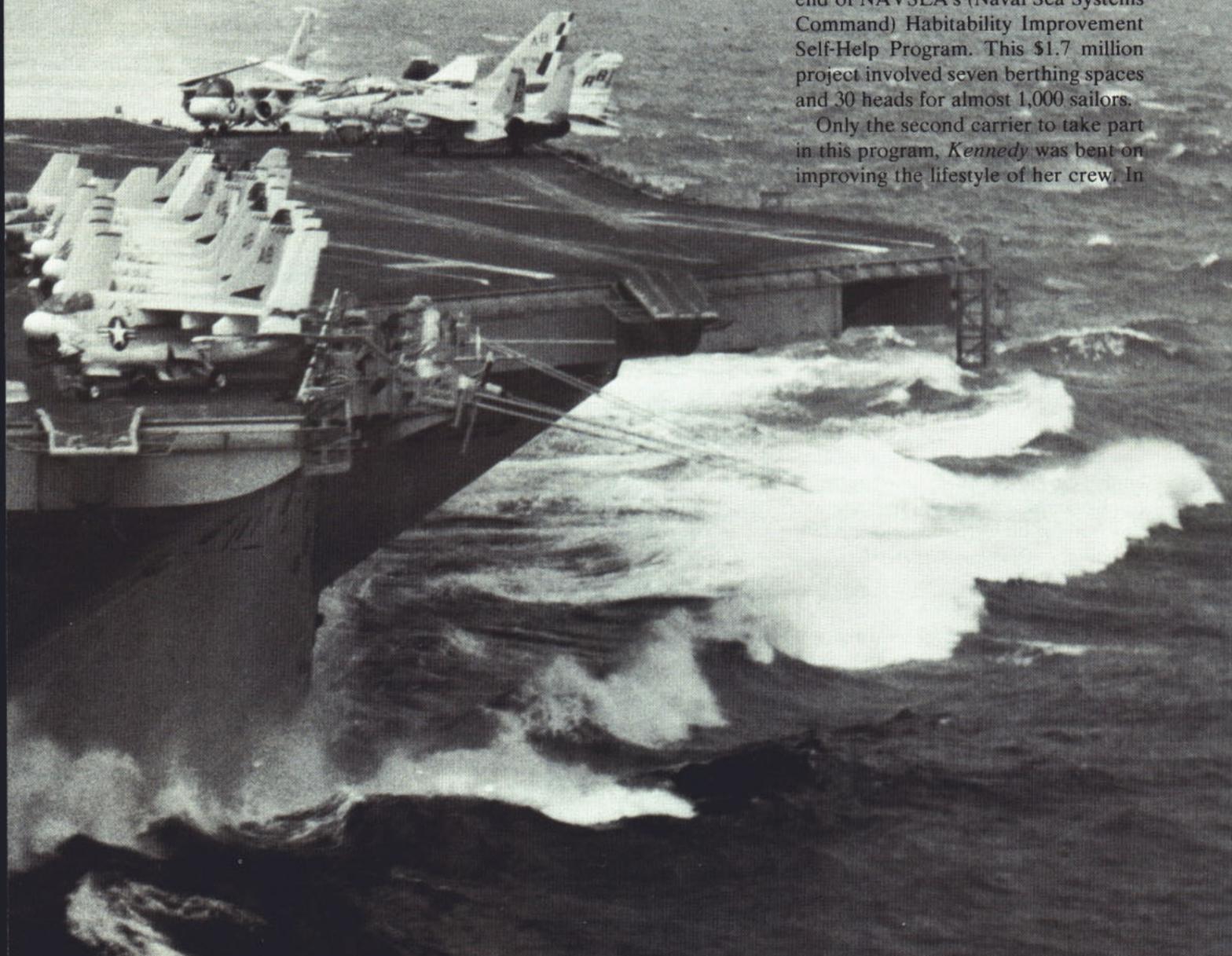
usual hull blasting and repainting, other jobs included installation of three NATO *Sea Sparrow* missile systems, extensive repairs to weapons and aircraft elevators, and the installation of a new 300-ton air conditioning plant.

Naturally, that wasn't all the major

work accomplished, but it gives an idea of the massive undertaking. Closer to the hearts of all aboard, the overhaul included installing the latest fast food service on the forward mess decks, and updating the carrier's laundry and dry cleaning facilities.

*Kennedy* also was on the receiving end of NAVSEA's (Naval Sea Systems Command) Habitability Improvement Self-Help Program. This \$1.7 million project involved seven berthing spaces and 30 heads for almost 1,000 sailors.

Only the second carrier to take part in this program, *Kennedy* was bent on improving the lifestyle of her crew. In



# USS John F. Kennedy

truth, the ship is their home and it was discovered long ago that shipboard living conditions are at the very heart of Navy retention. Inadequate berthing and sanitation spaces, consciously or otherwise, weaken the morale of the users

Long before the Habitability Program, some Navy crews pointed the way by taking matters into their own hands and bringing about changes to their living areas, albeit they were certainly bootleg in nature. But those changes didn't take into consideration such things as weight, combustibility and damage control—all battle-related subjects.

Still, the idea of crews taking matters into their own hands was intriguing. A problem had to exist. Why else would sailors resort to back-breaking labor to effect changes in their berthing areas?

Aboard *Kennedy*, the work called for creation of a Habitability Division to tackle the Self-Help Program during the yard period. In other words, while the yard was resurfacing the hangar and flight decks with new non-skid material, and undertaking major rework in the main machinery rooms, *Kennedy* sailors, organized in three shifts (to work around the clock), took on the berthing spaces and heads. In addition, a fire watch division was formed—a lot of welding had to be accomplished.

The schedule called for ripping out existing equipment to the point that only the bare compartment remained, graced by fixed plumbing, vents and electrical facilities. Stark and sufficiently prepped, in went new locker-bunk ("coffin") units, or new multisink combinations. The rip-outs, preparation and installation were all performed by Habitability Division personnel.

Their work would make anyone proud. Going from scratch, they created modern, efficient, color-coordinated berthing spaces along with well-lighted heads, complete with hot-air hand dryers and opaque glass shower doors to retain heat.

The quality of work showed that it was accomplished by men who were going to live in the spaces themselves. It was their home and they put their best effort into it—an effort which more

than matched the quality and quantity of material furnished.

As *Kennedy's* commanding officer, Captain Lowell Myers said, "The *Kennedy* sailor is treated with respect. He is extremely well-fed and his home is clean and neat."

But, as any sailor will tell you, yard periods are hard on the nerves. You no sooner get your spaces squared away than a shipyard gang comes in and welds a new thing-a-ma-bob onto the bulkhead and leaves the paint messed up, with more residue from shipyard work.

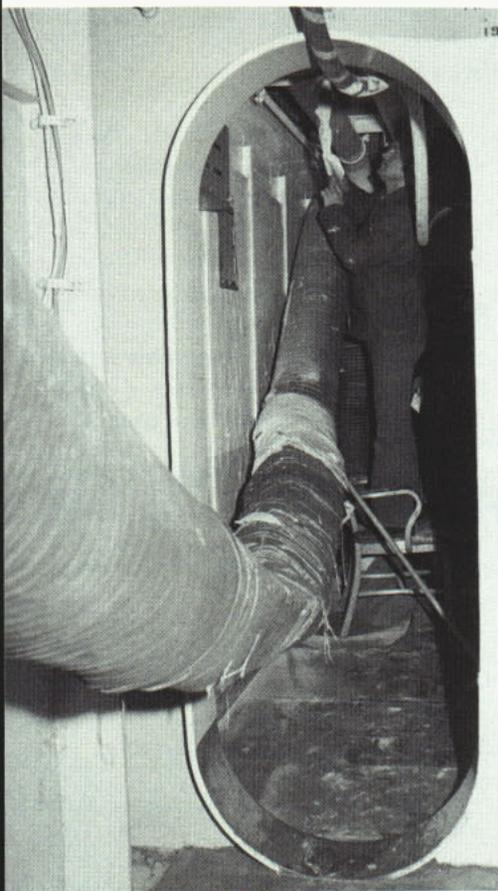
The bigger the ship, the bigger the job, and the bigger the daily obstacle course. Air hoses and electrical lines are draped all over the place, resembling something akin to a Chinese noodle factory following a violent explosion. What was true yesterday is false today. Where you walked upright yesterday you'll earn a goose egg on the noggin today. No one ever reaches a point in his shipyard existence where

he can safely say he's familiar with his surroundings. Gremlins seem to be constantly on the loose. Then, right in the middle of this daily confusion, someone decides to hold field day.

All right, you can live with the changing scene. You say you're as versatile as a Detroit auto designer in the midst of a panic year. Well, what about the noise, the constant assault upon one's ears? You can sweep up the dirt—even paint over it—but the noise won't go away. Your young nerves start to fray. Whose wouldn't? The pounding of chipping hammers driven by compressed air, sirens announcing yet another catapult test, the clanging of the bell on a shipyard crane, the shouting of a shipyard worker to his companion operating heavy equipment—all tend to make your nerves useless before their time.

Had enough of shipyard confusion? Well, *Kennedy* had enough and did something. In fact, she turned her yard period into an exercise in award win-





ning and morale building while keeping the quality of life as high as ever—maybe even higher. By winning five of the last seven awards presented to aircraft carriers, she achieved a milestone.

She won the Golden Anchor for the third consecutive year, taking the Atlantic Fleet award by retaining an average of more than four men per week for the entire year.

Kennedy also won her second consecutive Silver Anchor; took second place for her third consecutive Battle Efficiency Award; was first for the Marjorie Sterrett Battleship Fund Award; and, took the Bronze Hammer Award. The carrier was awarded a Meritorious Unit Commendation while operating in the continental United States and the Mediterranean from Dec. 1, 1977, to March 1, 1979.

Additionally, the 83,000-ton super carrier is currently a nominee and strong contender for her second consecutive Secretary of the Navy Energy Conservation Award. The Ney Committee even took a serious look at her galley and food service team (in a shipyard?).

At the root of it all is the motto one sees everywhere in the ship: “*Kennedy Cares*.” It’s on buttons and painted on bulkheads. These slogans are visible everywhere. Funny thing, *Kennedy* does care, and the feeling works its way down from CAPT Myers and his Executive Officer, Commander William R. McGowen, to the lowest ranking seamen aboard. On the crew level, “*Kennedy Cares*” seems to be a way of life. It’s an interaction between shipmates.

“*John F. Kennedy* carries the motto ‘We Care’ very high and with great pride,” said CAPT Myers. “The single most important factor that is considered in managing this large organization of patriots, while conducting a very dangerous business, is concern for the individual.”

Time was—years and years ago—a capital ship went into the yard and the crew tolerated a strange existence. No one, it seemed, was bothered or concerned—totally—with the welfare of his shipmate. Still, one way or another, everyone got through the phase. But the only “all hands” blast used to be the ship’s Christmas party or some such event.

CAPT Myers and CDR McGowen had other ideas when it came time for *Kennedy* to enter NNSY Portsmouth, Va. In fact, CAPT Myers tackled the problem *before* he took over as CO, by stopping at the yard in the fall of 1978 (en route to the *Kennedy*) to look the situation over. *Kennedy* didn’t wait for the situation to arrive before doing something about it—that’s not the *Kennedy* way.

The captain got a look at a vacant barracks suggested as possible housing for the crew. The barracks, M-22, was once the Sea School for local Marines. It had been used as a living facility by the USS *Franklin D. Roosevelt* as that ship was being readied for decommissioning. Myers said he’d take it “pro-



*Opposite page: The motto “Kennedy Cares” was carried everywhere, even on the ship’s temporary laundry. Top: During overhaul a ship can become one big obstacle course but ship’s work still goes on—at left Chief Machinist’s Mate Jimmy Humsick checks with one of his crew.*

# USS John F. Kennedy

vided it could be made safe." It had been vacant for about a year, the plumbing was on the fritz, electrical work had to be accomplished, and there wasn't a decent bunk or locker in the place. All told, the rehabilitation of M-22 was a sizable order. But matters were pressing — *Kennedy* was due to arrive in less than six months.

Old M-22 was only part of the housing package. Two decks of the shipyard's enlisted barracks, Dale Hall, Building 1439, were made available to *Kennedy*. That barracks had been modernized two years earlier so *Kennedy* sailors wouldn't be housed as far away as Dam Neck or Oceana; the vacant M-22 was needed desperately to fill the breach.

The shipyard came through with an "emergent request" that initially allowed for \$350,000 to be spent on plumbing, the electrical system, and painting to make M-22 usable. Other funds came through from ComNavAirLant which permitted the purchase of bunks and lockers for 668 men.

But that was only part of it—assembling the knocked down lockers proved challenging because of a manpower shortage. *Kennedy* arrived March 7, but the lockers in M-22 still defied speedy assembly—holes wouldn't line up, screws were the wrong size and there wasn't enough labor on hand. AirLant sent over about 50 temporary workers to aid a shipyard team. All was together in 10 days. M-22 (once the Marine Corps' second-oldest barracks) was again back in the people business.

During the months of overhaul, refinements were added. *Kennedy* sailors continued to improve their quarters, which they named "The *Kennedy* Hilton." The basement, just recently used for storage, was originally a gymnasium. Following weeks of trash hauling, cleaning, and painting, all by *Kennedymen*, the area was made into a recreation facility. A boxing ring was set up, and an old, manual-set bowling alley was turned into a shuffleboard court, which became popular with the single sailors living in the barracks. Eight "exercycles" were brought from the ship, mirrors were installed, and the physical fitness

room came into being (retiled and repainted), complete with wrestling mats, punching bags, barbell sets and a 16-station universal gym.

The *Kennedy* Hilton, in addition to serving as living quarters for single sailors displaced by the habitability work aboard, boasted no less than seven TV rooms, a free laundry, reading room, a game room with pool and ping pong tables, and two classrooms, besides berthing dorms. The shipyard has plans to continue to work in M-22 by constructing four-man cubicles in place of the open bays now in use. Spending will peak at about \$900,000 for M-22 alone, but the *John F. Kennedy* showed the value of the real estate involved, including the park area across the street from M-22 which was used extensively by the barracks' residents.

"It was extremely gratifying," said CDR McGowen, "to see two or three hundred *Kennedymen*—after a hard day's work—out in front of M-22, actively engaged in all sorts of sports."

Even the porch area of the old barracks was used. Four Sunday afternoon picnics were held on that porch during the ship's yard stay and the Portsmouth Armed Services YMCA arranged for local youths to attend and join the fun.

A single sailor, Interior Communications Technician Second Class David S. Ewert, spoke for quite a few of his shipmates when he said, "M-22 made the whole difference in the yard period.

Before we went to the yard, I expected to stay aboard ship. I didn't have any idea about M-22 being available to us.

"Living in M-22, I got to know people better. Before that, I just saw them aboard ship, and I really didn't get to meet them."

The ship's special services officer, Lieutenant Commander Dick Avery, started his athletic gear locker by purchasing 350 softball gloves. The softball craze had hit *Kennedy* with a will, and the carrier fielded no less than 27



teams (intramural). Despite many rainy days during 1979, the season reached a successful conclusion, with eight teams making the playoffs at the shipyard's Callaghan Center field—temporarily renamed "JFK Stadium"; three teams took top spots, winning JFK jackets.

This is part of McGowen's philosophy to keep *Kennedymen* happy. "I believe in the old 'work hard, play hard' line. Work a man hard during the day, pat him on the back for a job well done (lower down and harder if he does a rotten job), and give him activities to enjoy and the time to enjoy them. It works.

"Every three months, for example, we hold a gala 'all hands' picnic, complete with every type of food, refreshment and athletic event imaginable. In that vein, I believe we have the largest and finest athletic program in the entire fleet."

More money was spent on sports

gear. Besides softball, *Kennedymen* engaged in:

- Football—19 teams; jackets and trophies to the top four teams; Pumpkin Bowl during fall picnic (all-ship, seasonal events) was the top event—complete with cheerleaders, a 40-piece marching band and Miss Virginia.

- Ice Hockey—17-man team was in third place in Virginia Open Hockey League.

- Basketball—22 intramural teams plus a ship's team.

- Boxing—ship's team with 22 on the squad.

- Racketball—32 participants in a tourney; four went on to Forces Afloat tourney.

- Tennis—26 played in the Summer Picnic Tourney.

- Golf—eight intramural teams; LNI Gary Jahn won third spot at All-District, and took fourth in 5ND, and

16th in the Commander in Chief's Tourney at Cecil Field, Fla.

- Karate Club—LCPL "P.J." Pritchett instructs 14 students.

- Horseshoes at every picnic—spring, summer and fall.

- Pool—two tourneys locally, including one set up with single girls.

- Ping Pong—tables and gear purchased and tournaments formed.

- Volleyball—tournaments at every ship's picnic.

- Soccer—ship's team plays in Tidewater Soccer Association.

- Wrestling—19-man team in 11 classes in local competition.

- Weightlifting—38-man team.

- Two- and four-mile runs during picnics four times a year—300 runners.

For Dick Avery, all this was a drastic challenge. An F-4 radar intercept officer, the closest he got to a desk job was as a collateral duty public affairs officer for a squadron.

He took on his shoreside special services job on board *Kennedy* with vigor. Special services, particularly sports, was the hub around which the ship's retention effort revolved during the Norfolk Naval Shipyard stay.

Talk about the ship's overhaul and everyone—including Air Controlman First Class Howard Masterman—mentions the ship's bus. "One of the first things the ship did was buy a bus," said Masterman. "Besides being used for recreation, the Golden Anchor Special (the bus) was transportation for crew members who couldn't park in the shipyard because of the scarcity of spaces."

"Hey, it's a long way from Scott Center—outside the yard where the troops parked—to the ship's berth. It's even longer in the rain."

Masterman said that it used to take him as long to walk to the ship from where he had to park as it did for him to drive from his home in Norfolk.

The Golden Anchor Special was another of the *Kennedy's* Welfare and



Opposite page, top: LCDR Steve Pyles checks on progress in a berthing compartment. Below: Darlene McIntosh, Miss Virginia 1979, and CAPT Lowell Myers at the ship's fall picnic. Left: *Kennedymen* at work on one of the flight deck's jet exhaust baffles.

# USS John F. Kennedy

Recreation Fund purchases and, no doubt, it came in for a lot of ribbing. A name on its side and a new paint job couldn't hide the fact that the 1954, 52-passenger bus was really living on borrowed time. The \$2,495 the ship paid for it had to be viewed as putting good money after bad, especially since the engine, too, was a loser. But Lieutenant (junior grade) Bill Jackson of the deck department had faith, and the bus is living proof. The ship's engineers went to work on it and found that the Golden Anchor had an engine similar to that used by the ship's utility boats.

The only thing they didn't really iron out was the starting procedure—sometimes it called for the driver to start it from the outside, rear, and run like crazy to the front and board the bus before the engine died. Deck sailors move fast, though.

"The bus was used when we had *Kennedy* Day at Busch Gardens in Williamsburg," said Masterman. (Reduced garden tickets were further reduced by special services for a real \$5 bargain.) "It was also used when we had *Kennedy* Night at the ballpark."

Intelligence Specialist Third Class Mark Bobbitt reminded Masterman of the "detailers' trip" last May when the bus was again used to ferry a large group of *Kennedy* sailors to Washington to meet with their detailers and help line up their next duty. Bobbitt said trips like that help retention, but he's not sure about his own career plans after he completes his first hitch in a couple of years. "It's still up in the air," he said.

Wherever one goes aboard *Kennedy* one hears about standards, "Kennedy standards." At first, it seems to be just a term, a figure of speech much in the vein of a young person's constant use of "you know" and similar idioms. The ship's food service officer, Chief Warrant Officer Bob Potter, was the first to use the term "*Kennedy* standards."

"We came into the shipyard and developed the idea that nothing is too good for the enlisted members of the crew," he said. "Food affects retention, it affects morale, and, as anyone knows, the heartbeat of the whole ship is on the

mess decks. That's where the captain goes if he wants to find out how his crew is responding to any situation."

During the overhaul, 20 new convection ovens were installed at a cost of \$2,000 each (they doubled in price in just six months after installation). Another \$800,000 installation provided everything in the fast food line—all high vitamin enriched—from pizzas, submarine sandwiches, hamburgers, fried chicken, to you name it. Pride of the division is a new doughnut machine which produces 200 dozen per hour.

Potter and Lieutenant Chuck Finley, the Mess Services division officer, checked on every detail during installation and they weren't hesitant in giving

the "thumbs down" to shoddy gear and careless work. "If equipment doesn't work right, it lets the men down and defeats the system," said Potter.

With the shipyard guaranteeing its work (a standard situation for all its ship customers), shipyard supervisors and quality assurance inspectors on the scene, and *Kennedymen* checking everything, you could bet that high standards would be followed.

*Kennedy* standards were always on the mind of Chief Machinist's Mate Jimmy Humrich, who said: "We came into overhaul in really fantastic shape, engineering-wise. Oh sure, we had our problems; things get flat worn out after five years of steaming. But there wasn't



another carrier in the fleet that could steam like we could. We're sure going to come out better than when we came in."

These are veterans—Potter has better than 25 years, Finley, 19, Humrich with 15; one would expect them to speak in the affirmative. But the feeling reaches down to the lower enlisted, such as Mess Management Specialist Seaman Kevin Ford, also of the ship's food services division.



Involved with preventive maintenance of his division's equipment, Ford—with just a little over two years of service—is a confirmed *Kennedy* man. Besides being anxious to return to sea, and hopefully to the Med in the near future, Ford has a positive outlook concerning his job aboard the carrier. "I really enjoy my job. It's not something I wake up to in the morning and really don't want to do." A recent Sailor of the Quarter aboard his ship, Ford said, "I want to go as far as I can as an enlisted man—all the way to E-9."

The ship has to be doing something right, with hundreds of examples of how *Kennedy* cares for its men like Ford, Ewert or Masterman. The ship's laundry facilities are a good example.

As any sailor knows, keeping a clean seabag in the shipyard is a near impossibility. From the day a ship enters the yard, the laundry goes off the line and service isn't restored until the end of the overhaul. For married men with families in the area, the home washer and dryer take over but the single man has no such luxury. *Kennedy*, however, tackled the problem head on from the beginning of the overhaul.

As mentioned, laundry facilities were included in the restoration of M-22, but those machines hardly took care of the lion's share of the work. There were

more than 2,500 men and officers involved in this operation—a long way from the carrier's seagoing complement but still a substantial number.

Enter the "*Kennedy* Kleaners," brainchild of Lieutenant Commander Steve Pyles. Starting from scratch, Pyles, with the help of AirLant and others, secured a semi-trailer, painted it green and had "*Kennedy* Cares" stenciled on its side. So much for public relations. Next, they installed washers and dryers (24 each—no charge for using) inside the 28-foot trailer, stacking dryers on top of washers to conserve space.

All right, sounds good, but a malfunction could easily pump water onto the trailer's floor and cause a short circuit or worse, with all the cables involved. Not to let a small detail get in the way of progress, Pyles secured all electrical fittings to the overhead. With tables outside the trailer for sorting and folding of clothes, "*Kennedy* Kleaners" was in business.

There, then, is the story of an overhaul, a long overhaul at that. It's the story, more importantly, of a ship which seized the opportunity to do something about retention and turn the tables on the old line that says unauthorized absentee (UA) rates go through the overhaul during yard periods and reenlistments hit rock bottom.

In *Kennedy* as in almost any ship, there's a difference between the skipper's inport cabin and the crew's berthing areas. CAPT Myers and his exec, CDR McGowen, met the problem head on—even before *Kennedy* entered Norfolk Naval Shipyard a year ago. The captain and the exec showed that their world is the same world as their men—they're all shipmates—and as Myers said, his ship is a "large organization of patriots." *Kennedy* does care.—JFC

—Photos by PHC Richard D. Hill and PHC John Francavillo



Opposite page: *Kennedy* men exit their temporary home at the shipyard; M-22 was used while the ship was undergoing a rigorous 11-month overhaul. Left, top: CAPT Myers on the carrier's bridge as the ship left the yard following overhaul. Left: The basement of M-22 was turned into a gym during the *Kennedy*'s long stay.

# Great Lakes Cruise '79

## Visiting Mid-America



ALL HANDS

In late summer 1978, when three Navy destroyers visited port cities along the Great Lakes, they attracted people from miles around. The public waited in long lines, and even stood in the rain to cheer and wave the arrival of the warships. To most Midwesterners, it was a rare opportunity to see the Navy up close.

The excitement and adventure that made the Navy's visit a memorable success was present again during Great Lakes Cruise 1979. Thousands of folks turned out at every stop along the way.

During that six-week cruise, guided missile frigate USS *Oliver Hazard Perry* (FFG 7) and tank landing ship USS *Fairfax County* (LST 1193) stopped at ports on all five of the Great Lakes, visiting 14 American and two Canadian cities.

Navy officers and crewmen, along with 125 embarked Marines, were host to some 78,000 visitors who came aboard for guided tours, daylight transit trips, and luncheons. Getting a chance to see exhibits like an M-60 tank, a 105mm howitzer and other assault equipment gave visitors,

especially thousands of smiling youngsters, a special reason not to forget the day the Navy came to town.

To the sailors and Marines, too, the Navy's cruise to Middle America in 1979 was one that will not be forgotten.

—Story by PHC John Francavillo  
—Photos by PHC Francavillo  
PH3 Greg Hilton  
PHAN Jesus Diaz

*At each port city visited, sailors and Marines got a look at scenic Mid-America, while Midwesterners got a close look at life aboard a Navy ship.*





# USS Mount Baker

## Sailors' Holiday

In the days of mighty clipper ships, men sailed the seas powered only by their wits and the winds. Today, men of the modern Navy keep their kinship to the sea alive by mastering the ancient art of sailing.

Navy men aboard 6th Fleet ammunition ship *USS Mount Baker* (AE 34) boast of being one of the few crews in the Navy to possess its own fleet of sailing boats.

"It is a most fitting activity for the Navy," said *Mount Baker's* skipper, Commander John B. Bonds. "It's funny how we get out of touch in today's Navy with things like seamanship, navigation and other basic tools. Apart from those crewmen involved in watchstanding or in a few particular ratings, most Navy men don't learn much about seamanship. We need more emphasis on these basic elements of the sea. Aboard *Mount Baker*, we encourage all people desiring the enlisted or the officer Surface Warfare designator to join our sailing club."

An active yachtsman himself, CDR Bonds served on the committee that selected the foreign challenger to the

America's Cup in 1977.

Ammunition ships like *Mount Baker* usually must anchor well clear of land due to their cargo. According to Bonds, this sometimes presents problems in morale for the "outcast" crews. "The development of *Mount Baker's* sailing club was a deliberate attack on this morale problem," he said.

Through a \$7,500 recreation grant obtained from the Naval Military Personnel Command's Recreation Division, *Mount Baker* was able to purchase six *Laser* Class boats, safety equipment and an outboard-powered *Zodiac* chase boat.

"Then the real work began," said Hospital Corpsman Second Class Wayne Pratten, *Mount Baker's* sailing master. "We made launching floats from wood left over from ammunition cargo onloads. We then obtained surplus sonobuoy containers from salvage to provide necessary flotation."

When the sailing club was first organized, just about everyone was a beginner. "I feel that the best way to learn to sail is to do it," said Pratten. "Beginners get two hours of orientation and then they're on their own. This technique has proven quite successful."

To keep the sailing fleet financially

afloat, crew members pay \$2 for a two-hour sailing session. Coupons are sold through the ship's store.

"I never sailed before in my life," said Electrician's Mate First Class David Gillespie. "But now I do it every chance I get. I've been in the Navy five years, four aboard *Mount Baker*. The sailing club is the best morale booster I've seen aboard this ship."

When not in use, the boats are stored on the cargo deck in a rack which keeps them out of the way and secure. For launching, the boats are brought topside, lashed in pairs on floats and then hoisted over the side with the ship's cargo boom. Then the fun begins.

About 70 percent of *Mount Baker's* 330-man crew have joined in on the fun. After completing the necessary qualifications, each crew member receives a *Mount Baker* Sailing Club card, identifying the holder as a member of the U.S. Naval Sailing Association.

"I have sailing enthusiasts today who were disciplinary problems five months ago," said Bonds. "The spirit of competition, and the physical stamina and confidence instilled by the sailing club has made the difference."

—Story and photos by JO1 Ken Duff

*Mount Baker crew men spend an afternoon in company with the wind and the waves, trying to master the art of sailing.*

# Bearings



## Science Fair Winners

As winners of the Navy-sponsored National Science Awards competition, this year's regional and state science fair finalists were awarded a 10-day trip to Hawaii for a tour of Navy science and engineering facilities. The favorite activity for the 16 winners turned out to be an eight-hour cruise aboard the Pearl Harbor-based submarine USS *Pogy* (SSN 647).

The winners, called "Science Cruisers," were only a few years younger than some crew members of *Pogy*. Students and crew exchanged ideas and interests in such subjects as oceanography, astronomy, engineering and physics.

One of the Science Cruisers, 17-year-old Kenneth J. Schopp, a Milwaukee senior, won the Navy award for his design and construction of a graphite-monitored nuclear reactor.

Each year, the Navy participates in regional and state science fairs which exhibit various research projects performed and submitted by high school students. The Office of Naval Research sponsors the annual Navy Science Awards to reward and encourage scientific achievement. —JOI Cindy Adams

## Energy Savings at Annapolis

One of the most efficient energy conservation systems in use by the Navy is called EMCS (Energy Monitoring and Control System). Using EMCS, the U.S. Naval Academy saved an estimated \$600,000 over the last three years.

"In only two and a half years, the system paid for itself," said Jeff Hall of the academy's public works department.

The EMCS computer provides a continuous readout on energy efficiency while controlling the environment in seven academy buildings. If energy consumption exceeds a preestablished norm, or if there is an equipment malfunction, an alarm sounds and the computer immediately locates the trouble, thereby eliminating time-consuming trouble-shooting and speeding up repairs.

"Monitoring energy use is only the first step," said Hall. "Maximum efficiency at minimum cost requires control."

At the Naval Academy, heating and

cooling units are automatically shut down when buildings are unoccupied. Air conditioners and fans are used alternately to improve efficiency and prevent overloading.

To support the EMCS, the Naval Academy has taken other steps to conserve energy. They include:

- Installing storm windows in nine buildings;
- Developing a solar system for domestic hot water to serve 16 military family apartment units at Arundel Estates;
- Completing the final design for installation of isolation valves in Rick-over Hall;
- Designing a replacement heating and ventilation system for Halsey Field House to reduce utilities consumption up to 45 percent; and
- Completing a study of future projects for improving energy conservation in other academy facilities.

*Public works system operator Martin J. McLaughlin monitors the heating and cooling system at the Academy from this central panel.*



## Busman's Holiday!

Clear mountain air over Crowley County, Colorado, carried the delicious aroma of BBQ beef in all directions. It was the area's annual picnic that folks of Ordway, Colo., have been celebrating since 1911. To visiting Navy Mess Management Specialists John Britto and John Bundy, both attached to the Navy Food Management Team, San Diego, Calif., "Crowley County Days" was something big—really BIG!

The two came to this southeastern Colorado town to find out firsthand about the special "BBQ Beef, Cowboy Style" recipe that's made the county famous.

During their Navy careers, Senior Chief Bundy and Master Chief Britto have prepared many large meals—but not like the one they witnessed at the cookout.

The main course, BBQ beef, was prepared in a "cooking pan" that measured four feet by eight feet by three feet; the ingredients:

Mustard	7 gal.
Catsup	9 gal.
BBQ Sauce	7 gal.
Pepper	5 lb.
Salt	7½ lb.
Garlic Salt	2 lb.
Onion Salt	2 lb.
Celery Salt	2 lb.
Beef, ("diced" into 35-40 lb. chunks)	3,300 lb.

The giant-sized "skillet" was then placed in the oven—a huge pit dug in the ground by earth-moving equipment. While the main course was lowered into the hot fire pit to slow cook overnight, volunteers prepared some 300 pounds of pinto beans and a king's ration of sliced onions and pickles and fresh bread.

After three days of preparation (all by volunteer townspeople), the "free, all you can eat" festivities began. Thousands of hungry folks, their friends and tourists waited in line ready



to eat their fill while listening to Western music.

Piping hot, the diced pieces of beef were taken from the pan with pitchforks by servers wearing white gloves, who declared with great pride: "Come 'n' get it!" to some 5,500 very hungry

cowboys and two U.S. Navy men.

After Bundy and Britto thanked their hosts for their hospitality, the cooking lesson and the special recipe, they headed back to San Diego thinking, "This recipe was just made for the Seabees."  
—MSCM John D. Britto

## Wind Power

The largest windmill ever built for the Navy has been installed at Kaneohe, Hawaii, by the Civil Engineering Laboratory, Port Hueneme, Calif. The 20-kilowatt wind generator's 25-foot diameter metal propeller is mounted atop a 38-foot concrete tower. Testing of this and other wind energy conversion systems by the Navy will help determine the future of wind power as an alternate energy source within the shore establishment.

Approximately 180 Navy bases worldwide have recorded average wind speeds greater than 10 mph and could be considered as possible locations for wind machines. It is estimated that if wind systems were installed Navywide, energy savings could equal the equivalent of 700,000 barrels of oil a year.



# Bearings

## Swim Call

It better not be cold down there! A sailor gets ready to swing into the Mediterranean from the number four elevator of the carrier USS *Independence* (CV-62). Swim call is a way for the crew to relax and break up the routine of a long cruise. After hitting the water some 30 feet below, crew members return to the ship via a cargo net or one of the Jacob's ladders hung from the elevator.



But before a single person jumps in, several safety precautions are taken—including some rifle-toting gunners'

mates, who patrol the swimming area in liberty boats along with hospital corpsmen and signalmen.

— by JOSN G.L. Turner  
— Photo by JO2 George Aston

## Cleveland's Bell

Today, despite the use of clocks and watches, the ringing of the ship's bell still is used to mark the time of day. For retired Navy Captain John M. Kennaday, there is one ship's bell that has special meaning—the bronze bell that was used aboard the old, coal-burning armored cruiser USS *Cleveland* (C 19).



Kennaday was a young Navy officer in 1928 when he reported aboard. He never forgot "his" *Cleveland* nor the ship's bell, even after a 30-year naval career which spanned a time that took the Navy from the last of the coal-burners to the advent of nuclear-powered submarines.

Kennaday's memory of his first ship and of that bronze bell was rekindled a few years ago when he saw the bell on display at a museum in Cleveland, Ohio. He then began writing letters to numerous Navy commands, the U.S. Naval Academy Alumni Association, the Western Reserve Historical Museum and the city of Cleveland in an attempt

to have the bell returned to the Navy.

Now, five years after the start of Kennaday's letter-writing campaign, the bronze bell again rings for sailors on board a ship named *Cleveland*—San Diego-based amphibious transport dock USS *Cleveland* (LPD 7), the third naval ship bearing that name.

In a brief, but meaningful ceremony, Kennaday marked 12 noon aboard the new *Cleveland* by striking eight bells, thus bringing back to life the sound of an old ship's bell.

## Living It Up

The USS *Kitty Hawk* (CV 63) has won the first Naval Air Force Pacific Fleet habitability award. The blue habitability "H," established by Commander Naval Air Force, recognizes efforts made by individual Pacific Fleet carriers to improve living conditions afloat.

*Kitty Hawk's* selection stemmed from the outstanding efforts of her "Quality-of-Life" division, a special group dedicated to upgrading living conditions throughout the ship. The ship was cited for her berthing areas, especially those spaces normally used by aircraft squadron personnel. The carrier's excellent food services program, selected as the best aboard Pacific Fleet aircraft carriers in early 1979, also contributed to her selection.

The primary factor considered in selecting a winner was the amount of improvement made during the past fiscal year. Under the ship's self-help program, more than 500 berths and eight sanitary spaces were refurbished. The "Quality-of-Life" division prepares plans to bring the living areas to acceptable standards by using proven techniques. Much of the work is done by people who live in the spaces under QOL division's supervision.

The blue "H" on *Kitty Hawk's* bridge now tells the rest of the fleet she offers more comfortable living quarters and improved personal services.

## Twins Still Together

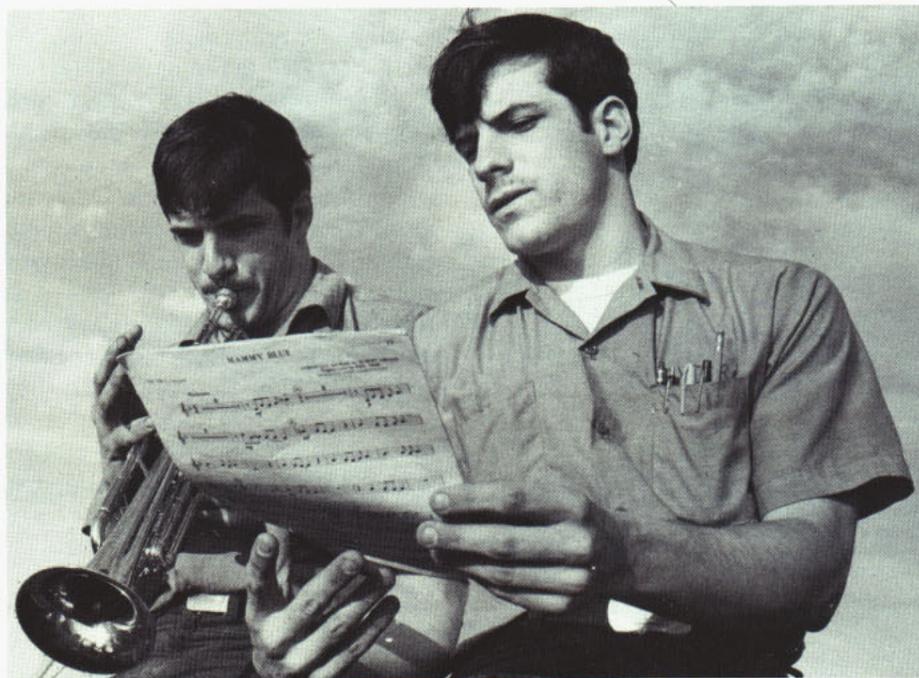
Joseph John and John Joseph—the Baxter twins—have been doing things together for the past 20 years, or as long as they have been alive. It's only natural that both would be serving aboard the same ship today, the 6th Fleet flagship USS *Albany* (CG 10), homeported in Gaeta, Italy.

Their duties aboard *Albany*, however, are different. Joseph is a personnelman third class, John a boiler technician third class.

"All our lives, we've done things together," said Joseph. "When we were kids, we were constantly being invited to parties simply because we are identical twins."

John added: "During high school, we were both active in sports and band. I played the clarinet and Joseph played the trumpet. During our junior year, we crawled nine miles to raise money for the high school United Way Campaign. Along with four sore knees, we raised more than \$200," John recalled.

*Baxter brothers brush up on a favorite musical tune.*



Joseph said that being an identical twin proved beneficial in their school studies. "Having your own double was an advantage," he said. "Many times John and I would switch classes just to break up the routine. I could never take my brother's job today, nor do I think he could take mine . . . the jobs are totally different."

When John entered the Navy in October 1976, Joseph followed one month later. "We requested brother duty so we could travel through Europe together," said John. "Besides stopping at ports in Italy, this year we've visited ports in France and Spain. And every time we return to Gaeta, we have the chance to travel to cities like Rome."

With regard to future plans, the twins aren't so identical. John plans to use his Navy experience as a boiler technician to work in some facet of engineering. Joseph says he plans to reenlist for orders to shore duty in Florida.

"We can't be identical all our lives," said Joseph. "We are both beginning to seek out and realize our own direction in life. But we will always be twins, that's something that will never change."

—JO1 Ken Duff.

## Fearless Fights On

Crew members of Reserve Minesweeper USS *Fearless* (MSO 442) recently marked the ship's 25th year of service with a party at the Charleston, S.C., Naval Base picnic grounds. Another cause for celebration was that *Fearless*—a reserve ship not fully manned—was credited during 1979 refresher training with a score high enough for a fully manned active ship.

*Fearless* also boasts such accomplishments as locating the F-14 that crashed off Jacksonville, Fla.; the successful search and rescue of a disabled catamaran overdue in Charleston; and checking the Charleston channel entrance for German mines reportedly laid in World War II.

## Zumwalt Awards

Six Navy Bachelor Enlisted Quarters (BEQs) drew top honors recently as the 1979 winners of the Admiral Elmo R. Zumwalt Awards for BEQ management.

Co-sponsored by the Secretary of the Navy and the American Hotel and Motel Association, the Zumwalt Awards give recognition to three finalists in two categories: large (500 or more people) and small (fewer than 500) BEQ management operations.

Based on total points earned from a special evaluation form, a panel chooses finalists in each category. After investigating management, administration, habitability, and custodial care in the large BEQs, the panelists selected Submarine Base, New London, Conn.; Naval Station, San Diego, Calif.; and Pacific Missile Test Center, Point Mugu, Calif.

For small BEQs, the top three winners were Naval Support Activity, New Orleans, La.; Naval Weapons Center, China Lake, Calif.; and Naval Coastal Systems Center, Panama City, Fla.

Each winning BEQ receives a bronze sculptured "Z" Award with certificates going to BEQ officers, managers and staff members.

# Determined to Hit 100

## The Lone Alumnus

If there's a stigma attached to old age, Admiral Walter S. Anderson doesn't know about it. "Even as a kid, I always wanted to be older," he said. "It seemed the older I got, the better life became."

At 98, life must be extremely good for the oldest living graduate of the Naval Academy (Class of 1903). He

has a vitality to be envied, possesses a keen mind, and vividly remembers events of long ago.

A native of Carlinville, Ill., Admiral Anderson entered the Naval Academy in the fall of 1899. "I wanted to come to the Naval Academy ever since my early teens. At 18, my dream finally became a reality. Even though my

father wanted me to be a lawyer and eventually become his junior partner, he helped me get a nomination to the Academy. But that's as far as he went—wouldn't send me through any kind of preparatory school," he said.

The admiral believes that, at the time, about one-fourth of applicants to Annapolis went to prep schools before tackling the Academy's rigorous, two-day entrance examination. He remembers that, despite being valedictorian for his high school class, the exam's reputation gave him some jitters.

When the results were known, Anderson found he had ". . . failed grammar and geography. But fortunately for me, they allowed applicants to retake portions of the test. The second time around, I passed. It was just by the skin of my teeth, but I did it."

Reporting to the Academy, he arrived at a much smaller campus than the one that exists today. "When I was there, the campus consisted of about 100 acres. We thought the grounds were really large then, and could hardly conceive of their being expanded—certainly not to the current 329 acres."

He described the campus at the turn of the century—a library, observatory, and a few other buildings. The athletic facilities included two boat houses, a gymnasium and an indoor swimming pool. Today, athletic programs alone encompass 27 varsity and 31 intramural sports.

In Admiral Anderson's days as a midshipman, classes included seamanship, navigation, ordnance and gunnery. There were also courses in physics, mathematics, English, modern language and law. Each midshipman



*ADM Anderson as he was photographed for his class yearbook.*

# -Class of 1903

took the same courses—a sharp contrast to the 18 major areas of study now offered.

The admiral finished sixth in his class of 50 with the rank of “passed midshipman”; graduates had to wait two years before gaining officer status.

Several months after being graduated in February 1903, (graduating early because of a need for seagoing officers), Anderson went to sea aboard the 400-foot cruiser USS *Brooklyn*, which had starred in the naval victory over Spanish forces at Santiago, Cuba, five years before. Within three months, Midshipman Anderson was serving as the ship’s senior officer of the deck. Later, he took charge of *Brooklyn*’s portside turret guns.

Thinking of those times when Navy ships still ran on coal, the admiral said, “We didn’t have all the expert ‘fire control’ back then that we have today. . . I would lay on top of the turret to spot for our gunners. And using an ordinary rubber hose, from me to inside the turret, I would relay messages—‘up one hundred, or right one hundred’—for proper sight adjustments.”

In 1905, he was an ensign aboard USS *Galveston*, one of five cruisers that made up the escort which accompanied the remains of John Paul Jones from France to the United States, arriving on July 22. Jones was reinterred at the then new Naval Academy Chapel on April 24, 1906.

Later assignments included duty as Commandant, Seventh Naval District and head of the Navy’s Board of Inspection and Survey. The admiral said the highest point of his career came just before World War II, when he directed the Office of Naval Intelligence under President Roosevelt. He retired in 1946 with 47 years of service.

Today, this gentleman of spectacular longevity is satisfied in knowing that his achievements over the last century have been many. “But I’m determined to do one more thing,” he says. “Stay

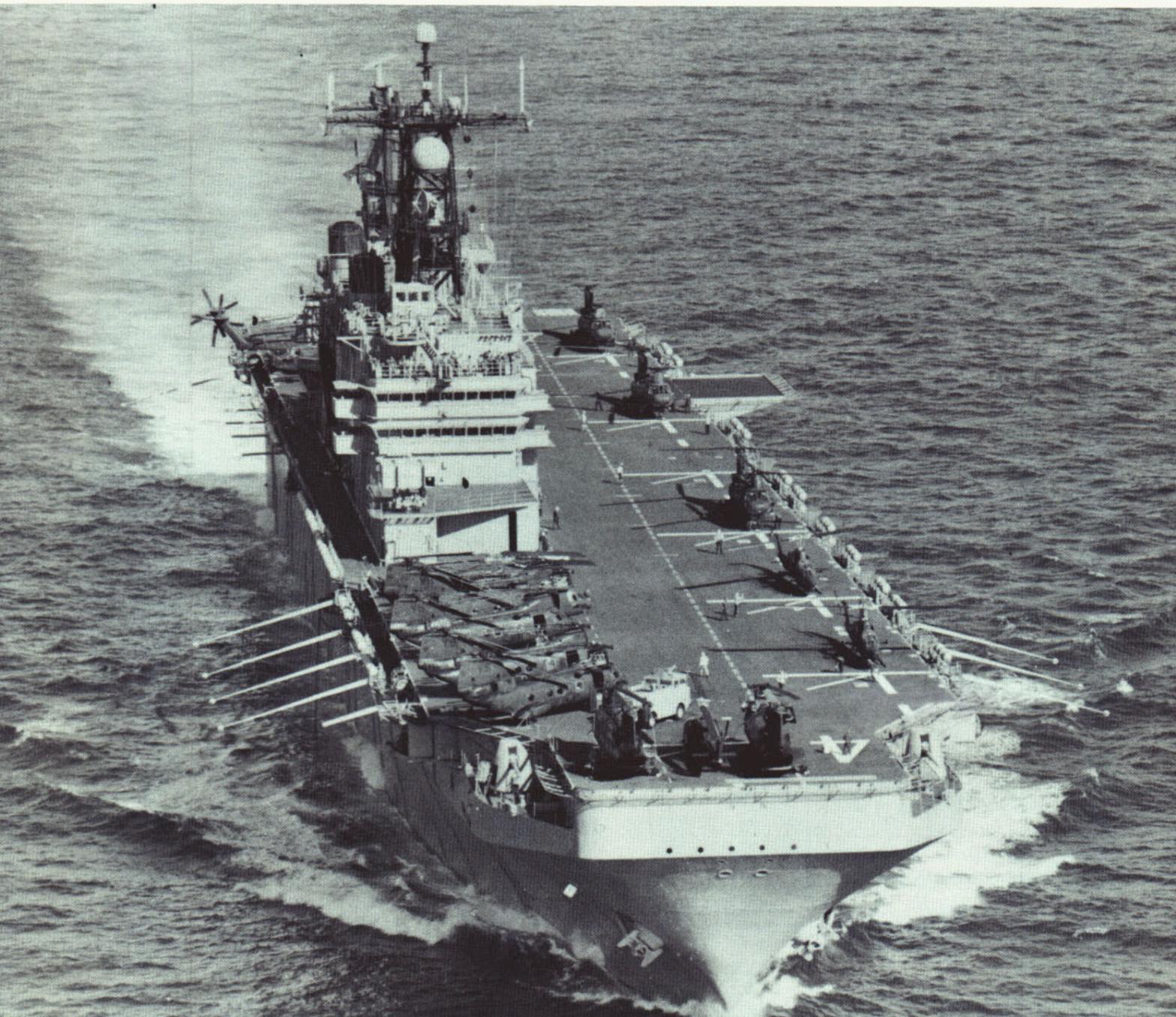


Admiral Walter S. Anderson

alive until Oct. 4, 1981, and outlive my grandfather—he came within three days of being 100.” With a confident

grin, the man who would be a centenarian makes an offer: “And \$20 says I’ll make it.” —Tom Hankus

*It's an all-out effort to undertake training while USS Nassau is under way.*



# USS Nassau

## The 81-day wonder

USS *Nassau* (LHA 4) was a new ship. It glistened inside and out. Decked out with 2,000 yards of bunting, it looked great; the commissioning proceeded without a hitch.

Then, it was down to business. The long months of shakedown were about to begin for the Navy's fourth and newest general purpose amphibious assault ship. The operations schedule included

an initial underway period from Pascagoula, Miss., to her home port of Norfolk, Va.; weekly operations off the Virginia Capes; and a shakedown training period at Guantanamo Bay, Cuba, all before year's end.

Then would come amphibious warfare shakedown and a post shakedown yard availability. *Nassau's* operational deployment wouldn't come into the pic-

ture until some time in 1981. At least that's what the CO thought.

Captain W.A. Kearns Jr., *Nassau's* commanding Officer, thoroughly briefed the crew. Looking ahead to the many tiring and sometimes boring months of training before the first operational deployment, he stressed professionalism and safety.

"First we crawl, then we walk, and



# USS Nassau

then, when we're ready, we'll run," he said.

And so, they got ready. Young, inexperienced hands grasped equipment that some had only read about. Drill followed drill as the experienced taught the inexperienced. Even the old salts learned as the ship's sophisticated, state-of-the-art combat assault systems were exercised. Cargo monorails, pallet transporters, fork lifts, elevators and cargo conveyor systems were used during drills, putting all hands in a uniquely "gator" operation: Condition One Alpha—the state of readiness established to land the landing force.

With two months of training, *Nassau* entered the month of October with a sense of pride. Much had been accomplished, but much remained. Hull and engines proved sound, gear was declared good. The nearly 40,000 tons of cold metal had been transformed into a highly efficient member of the "Gator Navy." The ingredients contributed by the crew were in correct proportions.



In an extremely short time, *Nassau's* crew had gained recognition for its aggressiveness and tenacity.

Then, during the early morning hours of October 2, while conducting underway replenishment training, *Nassau* received operational deployment orders. The ship returned to Norfolk that day and began loading and stowing stores and munitions to provide sustained support for embarked Marine Corps units for seven days.

Seven days later, *Nassau* departed for Morehead City, N.C., to embark the 38th Marine Amphibious Unit. A brief stop was made off Virginia Beach to onload four utility landing craft (LCU) from Little Creek's Assault Craft Unit Two.

By the next day, some 34 Marine *Sea Knight* (CH-46) and *Sea Stallion* (CH-

53) helicopters were hauling aboard troops and cargo. While cargo was hauled down from the 820-foot flight deck, the well deck bristled with activity as landing craft brought in additional troops and cargo, including 248 vehicles for use in support of the landing exercise.

By the afternoon of October 11, *Nassau* joined the older USS *Plymouth Rock* (LSD 29) and USS *Spartanburg County* (LST 1192), forming *Task Force One Four Five*. They then steamed for Guantanamo Bay.

It was only 81 days since the commissioning pennant had been hoisted over *Nassau's* deck. Now the ship was leading Guantanamo Bay Reinforcement Exercise (GTMO REINFORC-EX 1-79).

The pace en route was as rapid as it

had been during the onload. Suddenly, the total head count aboard had increased from the ship's crew of 835 to 2,500. New watch stations were manned while services and systems were operated to the maximum design capability. In addition to the main battery of Marine assault troops, *Nassau* carried more supplies and equipment than would be used by a Marine Amphibious Unit during a normal six-month Mediterranean deployment.

As H-hour approached on the 17th, *Nassau* found itself in Guantanamo Bay during a tropical downpour. At first light, the first wave of Marine helos lifted off. Within an hour, 22 helicopters were launched. The well deck was flooded and landing craft, loaded with troops and vehicles, emerged and joined the surface landing waves. Precisely on time, the air wave made a landfall at the exact minute dictated by the assault plan.

By the following afternoon, the administrative offload was completed. *Nassau* and crew had arrived.

In all, the 81-day-old ship had loaded, transported and offloaded more than 750 tons of cargo, 248 vehicles, 1,660 troops and 26 helicopters, in a 17-day evolution without a single injury, aircraft incident, or lost pallet of cargo. *Nassau's* sailors had put life into their ship.

Commander Amphibious Squadron Six summed it up: "The observations cited (in the end of ops report) are but a few examples of the extraordinary performance manifested by the crew of *Nassau*. Their continued enthusiasm and desire to excel will undoubtedly produce the best prepared and capable ship in the force."

USS *Nassau*, thrust suddenly into an operational exercise, had become a proud and respected ship of Amphibious Group Two and the Naval Surface Force, U.S. Atlantic Fleet.

—Story by LCDR Paul D. Wilkes Jr.

—Photos by PH2 K. M. Davis  
PH2 K. L. Reynolds  
PH3 C. P. Smith  
PHAN G. G. Neuenswander  
PHAN E. L. Shoup

Opposite page: More than 500 landings were logged by Primary Flight Control. Left: Two of the 248 vehicles transported by LCU from *Nassau* to support the landing exercise.



# Recruiters of the Year

## Don't Wait – Go Out and Get Them

There's no secret formula. All it takes is believing in what you're doing and doing a lot of it. That's what the Navy's 12 top recruiters for 1979 said about being a successful recruiter.

There were two winners from each of the Navy Recruiting Command's six recruiting areas. The best six enlisted

recruiters were selected from among 3,835 full-time recruiters nationwide. Six recruiting officers earned recognition as the best out of 213.

These recruiters and their spouses and some family members were honored in Washington, D.C., at award activities in January. During their stay, the re-

cruiters and their families met with Chief of Naval Operations Admiral Thomas B. Hayward, breakfasted with Secretary of the Navy Edward Hidalgo, toured Washington landmarks such as the White House and the Capitol, and were honored at luncheons sponsored by the Non-Commissioned Officers As-



sociation, the Navy League D.C. Council, and the Fleet Reserve Association.

At ceremonies at Navy Recruiting Command headquarters, the top enlisted and officer recruiters received Navy Commendation Medals while the remaining 10 received Navy Achievement Medals. At every event, they were

recognized for their aggressiveness and initiative.

To be a good Navy recruiter, each said, you can't wait for prospects to come to you—you've got to get out and meet people, attend festivals, go into schools, make use of radio and television, and do anything and everything that will provide good exposure for the Navy. After all, according to the winners, the Navy has a lot to offer; it's a recruiter's job to let people know about it.

Navy recruiter Marjorie H. Elliott, from Naval Recruiting Station (NRS) Lafayette, La., said that her "belief in the Navy" is the most important thing. She works in an area where the majority of the people are of French descent and are noted for their strong family ties and reluctance to move very far from home. Historically, recruiting in her territory has been extremely difficult. Nevertheless, in 1979, Yeoman First Class Elliott enlisted 102 persons into the Navy—nearly four times the national annual average per recruiter. As a result

of her achievement in recruiting such great numbers of quality individuals, she was selected as the outstanding enlisted recruiter of the year and meritoriously advanced to chief petty officer.

Chief Quartermaster Joseph A. Hajdinak of NRS San Diego, Calif., is credited with 101 enlistments. He said that a good recruiter must know more than his job. "You've got to be up on current events, too," he said, "and on the Navy's role in world affairs."

All of the Navy's top recruiters insisted that a recruiter's image must reflect credibility, not just while they're in uniform, but anytime and anyplace.

Operations Specialist First Class Calvin B. Thomas, a canvasser/recruiter at NRS Trenton, N.J., covers a 266-square mile area. He said much of his territory is influenced by the presence of several Army and Air Force bases. To some recruiters, competition like that might be a problem, but Calvin's unflagging enthusiasm and straightforward manner suggests that his ef-

*The Navy's top six enlisted recruiters were guests of honor at CruitCom headquarters in Wash. D.C. (opposite page l-r): OSI Calvin B. Thomas; SK2 Mary C. Bethel; QMC Joseph A. Hajdinak. RADM F.H. Miller, Commander Navy Recruiting Command; YNC Marjorie H. Elliott; Force Master Chief John Adams, Navy Recruiting Command; NCI Donald R. Grice; and MM1 Phillip D. Stevens.*

*Officer Recruiters (below l-r): LT John P. Curtiss; LT M. Jane Hruby; LT Jeffrey D. Cavanagh; LT Paula Barnes; LCDR David C. Kendall; Chief of Naval Operations Admiral Thomas B. Hayward; RADM Floyd H. Miller, Commander, Navy Recruiting Command; CDR Wallis M. Logan (NRD, Raleigh, N.C., second runner-up); CDR Charles E. Brooks (NRD, Washington, D.C., first runner-up); CAPT John Carpenter (outstanding recruiting district, Jacksonville, Fla.); and LCDR George I. Kuykendall.*



# Recruiters of the Year

forts to put the Navy out front were more fun than hard work. In any case, it paid off.

In 1979, Navy recruiters reenlisted some 6,800 prior-service men and women. Ship's Serviceman First Class Donald R. Grice of NRS Pensacola, Fla., said that more than half of the 82 people he enlisted were veterans. He suggested that recruiters who wage an active campaign to reenlist prior-service people can get results.

The outstanding officer recruiter of the year, Lieutenant Commander David C. Kendall of Navy Recruiting District (NRD) San Diego, said that no recruiter should expect every campaign to produce immediate results. He said the time a recruiter spends visiting schools, attending local functions and participating in volunteer projects is time well spent, and doing it as often as possible will pay off in the end.

Lieutenant Jeffrey D. Cavanagh, who works out of NRD Jacksonville, Fla., said it's not just the candidate that a recruiter must deal with, sometimes it's the spouse and family who also will want to know what the Navy can offer. He said that if it wasn't for the help of his wife, Kathleen, who frequently meets with wives and families of interested candidates to answer questions, he couldn't have done it. "A recruiter's wife doesn't get paid for helping, but the contributions and personal sacrifices she makes do a great deal for the recruiting effort," said Cavanagh. "Every good recruiter knows that there are some questions that a Navy wife can answer better than anyone."

In many instances, a female recruiter is the only recruiter to whom a candidate will talk. In 1979, over 9,100 women enlisted in the Navy, some of them after talking to Lieutenant M. Jane Hruby, a

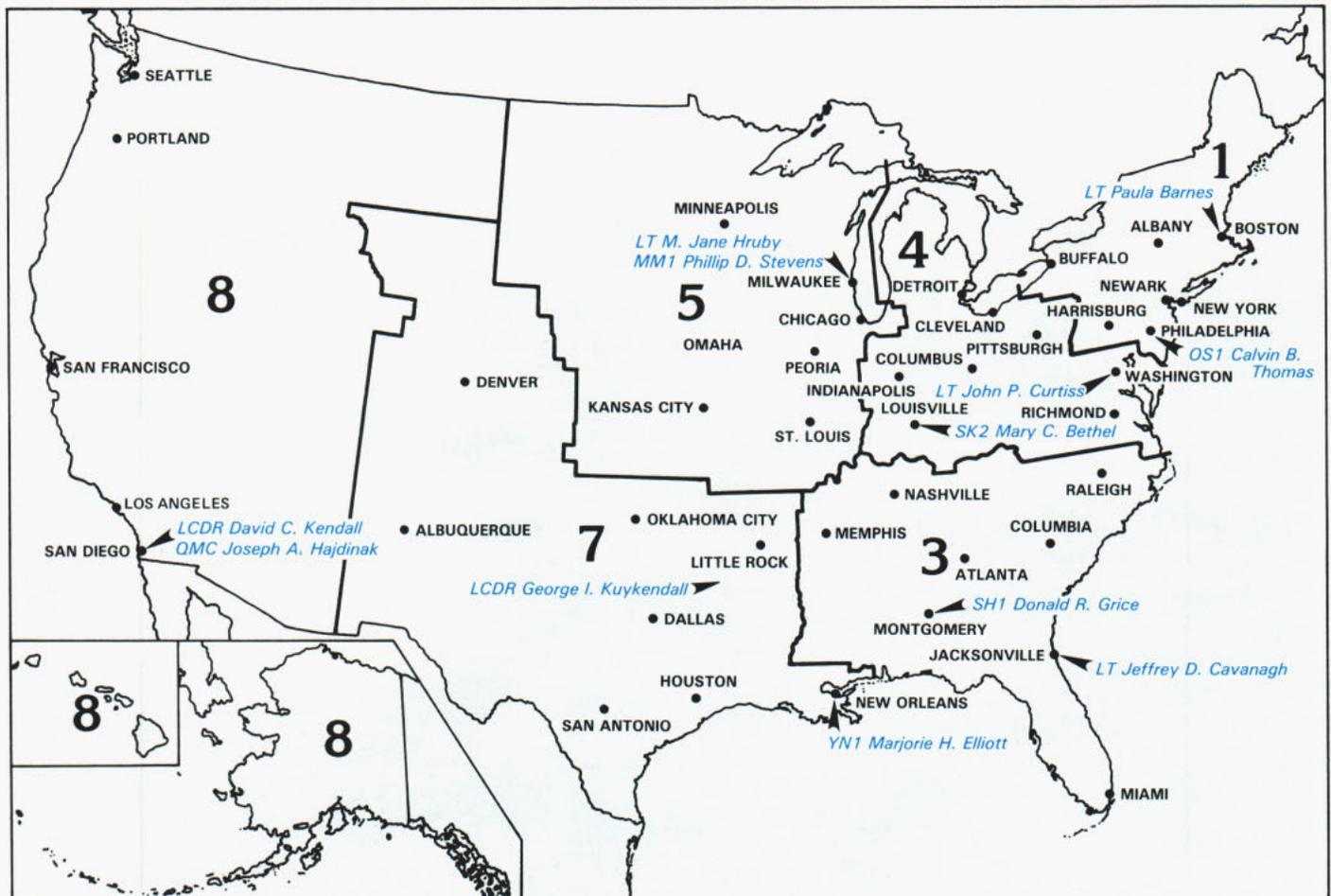
Milwaukee recruiter. She said many of the women she enlisted were especially interested in job security and job opportunities. "Equal pay for equal work," she said, "is a strong incentive for women looking at the Navy."

In the early days of the Navy, the best recruiters were probably the sailors who told the best sea stories. Exciting tales of faraway lands inspired more than a few young men to seek a Navy adventure. Such stories have helped Navy recruiting all along, but nowadays, say the Navy's best recruiters, there are stronger attractions than the lure of ocean voyages and tropical isles.

People are interested in training, education and a good future; a lot of them are women, a lot of them veterans who wouldn't hesitate to come back in. The Navy's top recruiters for 1979 believe that all a recruiter needs to do is find out who those people are.

—By JO2 Steve Bellow

## SIX NAVY RECRUITING AREAS



# FPCA Revised

# Get your ballot now

If you are among the five million U.S. citizens who will vote this year by absentee ballot, the new Federal Post Card Application (FPCA) may help make your absentee registration and voting easier than in previous election years.

The revised FPCA (to be used starting with the 1980 primaries) contains 16 detailed questions that provide all the states, territories and the District of Columbia with the information they need to process a voter's application. It replaces the old FPCA, which—over the years—has become outdated as state legislatures made changes to their election laws. The new FPCA was developed only after each state reviewed

the proposed application to insure that specific information requirements were included.

Almost all the states now accept the new FPCA form as a simultaneous application for both registration and application for an absentee ballot. The majority of states ask only that an eligible voter submit one FPCA. These states will then register and send an absentee ballot to the voter, who would then vote and return the ballot to the state.

Some states, however, may require a voter to submit two FPCAs—one to request registration, followed by a second to request an absentee ballot. And a few states will regard the sub-

mission of a completed FPCA as only a request to receive state registration forms. A particular state's registration and voting requirements will be made available to voters only when they send in a completed FPCA.

The revised FPCA is now available at military installations, U.S. embassies, and U.S. consulates worldwide. To obtain an FPCA, contact your Voting Assistance Officer located at your command.

When mailing the FPCA to your state, remember that it is a postage-free form as long as it is mailed at a U.S. postal facility or mailed from an APO or FPO facility. ↓

## STATE PRIMARY ELECTIONS—1980

### March

18 Illinois

### April

22 Pennsylvania

### May

3 Texas  
6 Indiana  
6 North Carolina  
13 Maryland  
13 Nebraska  
20 Oregon  
25 Puerto Rico  
27 Arkansas  
27 Idaho  
27 Kentucky

### June

3 California  
3 Iowa  
3 Mississippi  
3 Montana  
3 New Jersey  
3 New Mexico  
3 Ohio  
3 South Dakota  
3 West Virginia  
10 Maine  
10 South Carolina  
10 Virginia

### August

5 Kansas  
5 Missouri  
5 Michigan  
7 Tennessee  
12 Georgia  
26 Alaska  
26 Oklahoma

### September

2 Alabama  
2 North Dakota  
2 Virgin Islands  
6 Delaware  
6 Guam  
9 Arizona  
9 Colorado  
9 Connecticut  
9 District of Columbia  
9 Florida  
9 Minnesota  
9 Nevada  
9 New Hampshire  
9 New York  
9 Rhode Island  
9 Utah  
9 Vermont  
9 Wisconsin  
9 Wyoming  
16 Massachusetts  
16 Washington  
20 Hawaii  
20 Louisiana

## PRESIDENTIAL PRIMARIES—1980

### February

17 Puerto Rico<sup>1</sup>  
26 New Hampshire

### March

4 Massachusetts  
4 Vermont  
8 South Carolina  
11 Alabama  
11 Florida  
11 Georgia  
16 Puerto Rico<sup>2</sup>  
18 Illinois  
25 Connecticut

### April

1 Kansas  
1 New York<sup>3</sup>  
1 Wisconsin  
5 Louisiana  
22 Pennsylvania

### May

3 Texas<sup>1</sup>  
6 District of Columbia  
6 Indiana  
6 North Carolina  
6 Tennessee  
13 Maryland  
13 Nebraska  
20 Michigan  
20 Oregon

27 Arkansas  
27 Idaho  
27 Kentucky  
27 Nevada

### June

3 California  
3 Montana  
3 New Jersey  
3 New Mexico  
3 Ohio  
3 Rhode Island  
3 South Dakota  
3 West Virginia

### Notes:

- <sup>1</sup>Republican Party only
- <sup>2</sup>Democratic Party only
- <sup>3</sup>Subject to change

# NAVY BLUE GOES FOR

Six miles east of Lake Placid in New York's Adirondacks lies Mt. Van Hoevenberg. Although small in comparison to neighboring mountains and without noteworthy scenic qualities to speak of, Mt. Van Hoevenberg stands as a challenge to a special kind of winter athlete. Snaking down Van Hoevenberg's northern slopes is one of the world's most challenging bobsled runs.

It is here that the two- and four-man U.S. Navy bobsled teams come to hone their skills. In sleek streamlined sleds, they barrel down the shimmering glaze of ice. Racing against time, they challenge the mile-long, man-made course.

A sled is set in motion by the team sprinting 50 meters on the mountain top. A clock, tripped at the beginning of the first steep slope, ruthlessly ticks

the seconds away. Gaining speed, the team members mount with precision timing—and the momentum of the sled shifts from manpower to the force of gravity.

The driver concentrates on the narrow run. His hands react to the rapidly changing course. Reaching speeds of 90 miles an hour, the sled whips around the curves. It crosses the finish line and the clock stops. Cutting into the ice, the brakes throw up a snowy spray behind the sled as it rumbles to a stop.

With wind-burned faces and pounding hearts, the men sit quietly—their ears tuned to the loudspeaker. The mile took just over 60 seconds.

In 1963, bobsledding entered the Navy's sports arena. It happened when two aviation recruiters, then Lieutenant (junior grade) Paul Lamey and then Aviation Machinist's Mate Second Class Bob Huscher, were visiting colleges in northern New York.

"We were checking into a hotel just outside of Lake Placid when we met some Air Force bobsledders. The team's leader, Major General Perry Hoisington, suggested that it would be great to get another branch of the military involved in the sport. Excited about the idea, I asked how we could get started. The general said to meet them at the top of the hill in the morning," Commander Lamey said.

Since then, the U.S. Navy bobsled team has made a name for itself in the winter sports community, winning nine national and North American cham-

pionships, eight consecutively by Lamey and Huscher. The team also represented the United States in nine world championship events and has been on every Olympic team since 1968.

This season at Lake Placid, the Navy team was after another Olympic seat, in both the two- and four-man competition.

It takes a special athlete to be a bobsledder. According to Joe McKillip, the Lake Placid Olympic Organizing Committee's technical director for bobsled, "The ideal bobsledder is a cross between a weightlifter and a 60-yard dash man; the start is the most important part of the race."

Commander Lamey, who had kept active in the sport as the team's coach and officer-in-charge, agrees. "One-third of the race is won at the top of the hill. If you're behind by 25-hundredths of a second on each of your four competition runs, that will put you behind by a full second. In this sport, that could put you out of contention. Races are won by hundredths of a second."

Holding trials for a Navy bobsled team is impossible. Therefore, Lamey has to seek out candidates. Within the

## Navy Bobsled Team

- BM1 Bill Renton, UDT 21, Naval Amphibious Base, Little Creek Va.—Driver for the 2- and 4-man team.
- GMG1 Fred Fritsch, SEAL Team II, Naval Amphibious Base, Little Creek, Va.—Brakeman for 2-man team, Second seat in 4-man team.
- BM1 Mike Naus, Naval Special Warfare Group Two Detachment, Caribbean—Third seat in 4-man team.
- QM1 Rich Peters, SEAL Team II, Naval Amphibious Base, Little Creek, Va.—Third seat in 4-man team.
- ENS Al Ashton, USS *Hoist* (ARS 40)—Brakeman for 2- and 4-man team.

*Opposite page, top (l-r): Al Ashton, Mike Naus, Rich Peters, Bill Renton and Fred Fritsch.*



# Going for Gold

Navy there are those whose business and training prepare them for the mental and physical demands of bobsledding—the special warfare men.

“Physical fitness and training are the nature of their everyday business,” Lamey said. “That’s why I go to the special warfare group.”

“In this sport, you need to keep in shape year round,” said Gunner’s Mate First Class Fred Fritsch, a four-year bobsled veteran. “The nature of our jobs helps us maintain good physical conditioning. Then, a few months before the season, we begin a specialized workout, concentrating on developing the muscle groups required for bobsledding.”

It was this kind of physical conditioning that helped get Fritsch and Boatswain’s Mate First Class Bill Renton selected for the 1976 Olympic team. “We consistently had the fastest pushes at the top of the hill that year. We were out-pushing everybody by 20-hundredths of a second,” Fritsch said.

This season the team began formal group training at the Naval Amphibious Base, Little Creek, Va.—home base for most of the team members. Training consists of weightlifting, sprinting and pushing a modified four-man sled around a jogging track.

Since a bobsled isn’t too familiar a sight in the Norfolk area, especially one on wheels, they often attracted a lot of attention. “One youngster thought the sled was the machine that puts the white lines around the track. She couldn’t figure out why we were working so fast,” Renton said.

Before they obtained the modified sled, Fritsch had his own way of training, so he said. “I used to push my Volkswagon bus around the neighborhood every day. At least I got much better gas mileage then.”

Though preseason training was done mostly in spare time, the team received great support from their commands. Renton was scheduled for a major cruise prior to the season. With this being an Olympic year and Renton the Navy’s driver, his command let

him postpone deployment until spring.

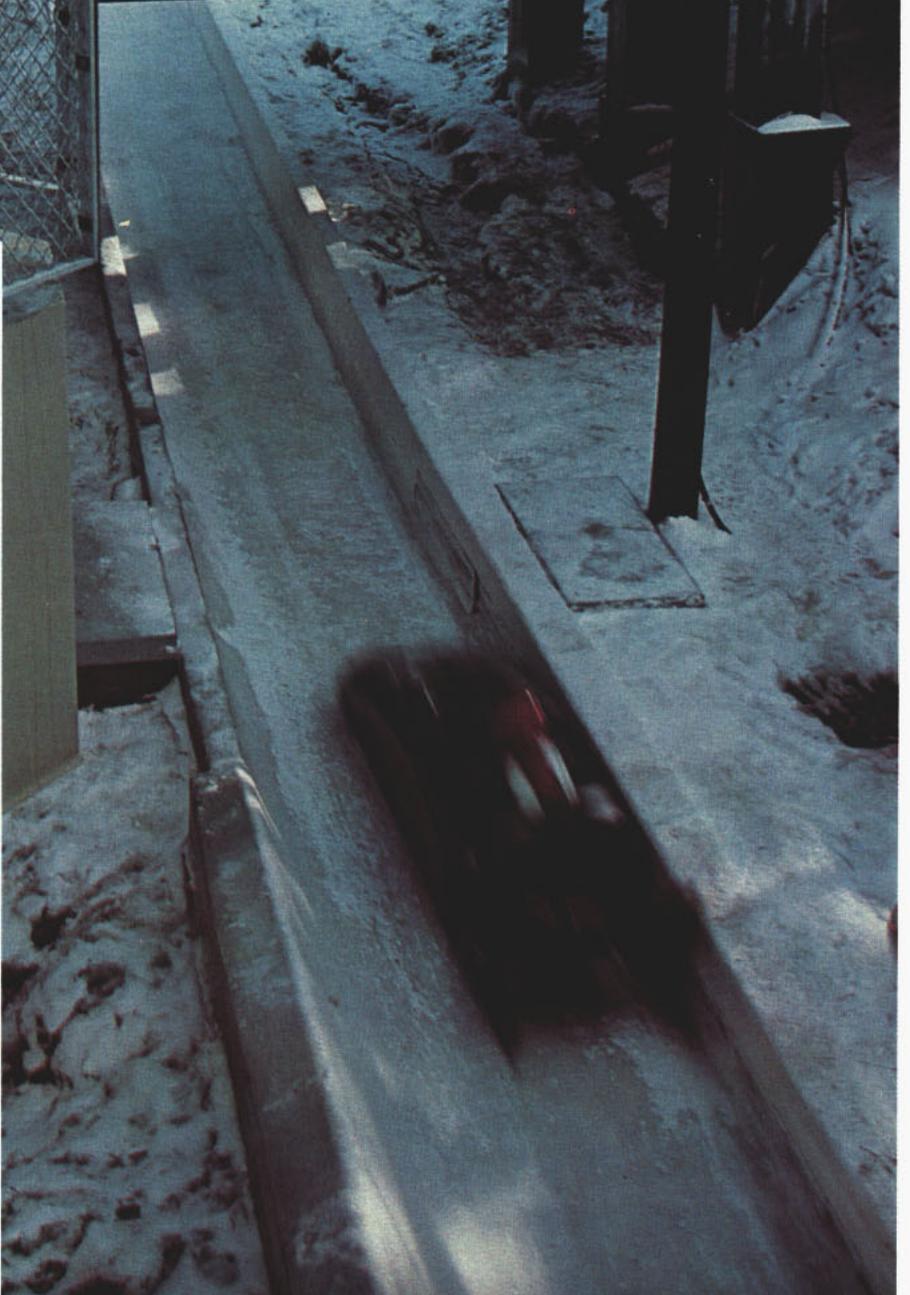
“This year they bent over backwards for us,” said Ensign A1 Ashton, a five-year team veteran. “Our commands understood our needs and supported our preparation.”

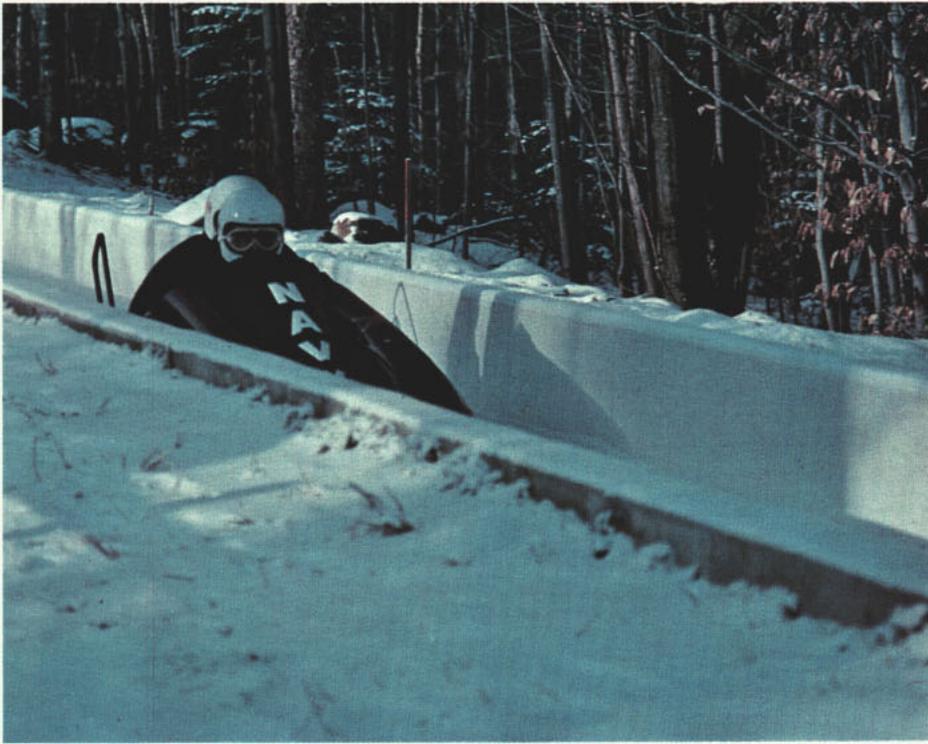
Much of the success of this unit is based on the Navy-instilled trait—teamwork. “All of us know that pulling together helps to get the job done, and done right. It’s part of our way of life. When something needs to be done, everyone pitches in,” Fritsch said.

And teamwork certainly pays off. To prepare a sled for a day of racing, this crew spends anywhere from three to six hours just sanding and polishing runners. It’s all done at night.

Starting with 100-grit sandpaper, all nicks and scratches are worked out of the steel blades. Then 120-grit sandpaper is used to remove the 100-grit paper impressions. They go through five grades of sandpaper before a runner is finally rubbed down with emery cloth. “The finished runners look and







*Driver Bill Renton finds out how the Navy team looked coming down the run and through the curves. Opposite page: Fred Fritsch shows Rich Peters how to polish runners to a glass-like finish.*



# Going for Gold

feel like glass. They'll skim over the ice," Renton said.

The sleds get an extensive going over for loose nuts and rivets. Then it's time for a paste wax and towel massage. Boatswain's Mate First Class Mike Naus, a rookie on this year's team, said he didn't realize how much work he was getting into. "But it's certainly worth it," he added. "We don't have to do any last minute adjusting and tightening out on the hill and this makes it safer. Our gear is always ready to go."

"In past years, the Olympic team was selected from individual instead of team performance. Brakemen were selected from the push times at the start, and drivers were picked after the fastest course times. Then they would put the fastest brakeman with the fastest driver, hoping to get the fastest team. But as a team they never got the trips to build confidence and experience. You don't get that in a couple of runs," Renton said.

Fritsch said of his last Olympics, his crew had only one previous trip together before competition. He was a member of a four-man team. "The coach kept switching us around trying to find the fastest combination." It happened to Renton again last year on the world team. "Once I had six trips and six different brakemen. Five of the six had never been on a sled before. The brakemen had been selected during push trials the previous summer."

This year, the United States National Bobsled Committee selected two- and four-man Olympic teams from the fastest results during the trials. The top 10 teams, after eight heats, compete six more times to select the two fastest overall teams. The Navy made the top 10 in the two- and four-man teams.

With the help of 2,000 cubic yards of cement, 161,000 feet of wire mesh and a 300-ton compressor that supplies 33 miles of piping with chilled ammonia, the United States may make a dent in this European-dominated sport. In 1979, \$3.9 million worth of improvements were completed on the Mt. Van Hoevenberg course. Now completely refrigerated, the run is usable in

temperatures up to 50° F. The old run, built for the 1932 Winter Games, would get sloppy in 30° F temperatures.

"With the new course we've extended our bobsled season by three months," Lamey said. "Instead of a two-month season, we have a potential of five."

The Europeans have had the advantage of a long training season. "Our 18 to 20 trips prior to an international event don't come close to the 200 to 300 for the Europeans. They turn on their refrigeration and begin sliding in October," Renton said.

"This is a first for us," Ashton said. "My last competition was the World Cup championships here at Lake Placid in 1978. We had only six runs on the course before the competition began."

The U.S. competitors trained this year on the very course used in the Olympic competition. The fastest course in the world, Mt. Van

Hoevenberg has some new features that also make it the safest. The old 1932 run had a series of four-by-fours at right angles to the run to keep sleds from sailing off the curves. Hitting that was like hitting a buzz saw. The new track has a solid plastic lip built at a slant over the curves. The sleds can bounce off this surface and continue down the course.

When there is a spill on the run, the announcer calls out "Eighty-one" and the location of the mishap. Bill Renton has had several in his career, but there is one he vividly remembers. "We were going down the old track and lost it in a curve called "Shady." After everything came to a stop, I checked myself over to make sure I was all right. I found that a nail from those wooden spars had left a groove in my helmet."

Both Renton and Fritsch admit they learned to respect bobsledding the hard way. In 1975 Renton began driving, and Fritsch teamed up with him as his



# Going for Gold

brakeman in the two-man sled. "We were smoking everyone when we began," Renton said. "In our first race we were in first place, a second ahead of everyone. But we had a wreck in the third heat. We didn't think much of it at the time, we just dreamed about how we'd smoke them the next race. But the same thing happened to us in our next two races. In three races we wrecked in the third heat; twice we were in first place."

"Our biggest mistake back then was overconfidence," Fritsch said. "We'd get out in front and relax, thinking we had the race won. But in this sport, when you relax, something is going to happen; for us, the worst always did."

Last year was the best I've had from the experience standpoint. I got about 70 trips on three different runs. That's more than I've had in my career. We also had a race every weekend. The program really helped me build my confidence and skills," Renton said.

Driving a bobsled requires quick judgment and hair-trigger reflexes. The driver's hands control the direction of the front runners with two D-shaped handles connected to the axle by two cables. It's a relatively simple steering

system but at speeds ranging from 40 to 90 mph, it's a system with very sensitive control.

"There's a fine line between under- and over-steering and getting it just right—almost undefinable," Renton said. "If you overdrive a sled (turn it too much) you're cutting too much ice. And if you cut too much ice, it slows you down. It takes a lot of trips to get the feel of driving with the strings.

"You have to drive the course as smoothly as possible, especially the upper half-mile where your speeds are slower. If you bump a wall up there, you lose precious time. At faster speeds, time lost is far less.

"All of my concentration is on getting the sled into just the right part of a curve. And there is no curve in the world that demands more concentration than Shady."

From the beginning of turn eight to the bottom of Shady—turn nine at half-mile point of the Mt. Van Hoevenberg run—there's a 100-foot drop. "When you can get a nice line going around Shady you feel up to four positive Gs pushing you into the seat. Then it's like there's a booster rocket on the back of your sled. You come out of that curve

like a shot from a cannon," Renton said.

Bobsledding isn't a free ride for the brakeman either. Rarely, if ever, are the brakes used except to stop the sled at the finish line. But the brakeman has an important seat on the sled.

The real job of the brakeman is to help the driver control the sled. "After we push off, I never see straight ahead again. Keeping my head centered behind the driver, I stay out of the wind stream. I have to use my peripheral vision to see exactly where we are. Then if I feel we're a little late in a turn, I can use my weight to help bring the sled back around.

"Touching the brakes in a turn is a major sin. When the metal teeth hit the ice, the brake acts as a third runner and can spin you around," Fritsch said.

Though Renton said he feels better than ever in the two-man sled, he likes the four-man even more. "The four-man sled is heavier and it is much more stable on the course." (Two-man sled gross weight cannot exceed 849 pounds; four-man sled cannot exceed 1,389 pounds.)

The four-man team this year consisted of Renton as driver, with Fritsch



behind him. The third seat was filled by one of the two rookies, Naus or Quartermaster First Class Rich Peters, while Ashton was the brakeman.

During the trials, not only did the Navy team stay consistent, they consistently improved. In the first weekend of competition (December 1979) Navy had a time of 1:05.01 in the two-man. Renton and Fritsch finished second in a field of 29. Their fastest time at the end of the trials was 1:03:93.

In the four-man, the Navy had a time of 1:01.05—24-hundredths of a second slower than the fastest time on the course.

"Make it or not, we're giving it our best," Peters said recently. "It's not every day you get this kind of opportunity. For someone like me who's always been involved in sports, it seems like a dream."

Each time the Navy bobsledders pushed off the top of Mt. Van Hoevenberg, they were putting every ounce of body energy behind their Navy blue sleds. As they rounded the finish curve, they were not chasing dreams, they were looking for gold.

—Story by PH1 Jim Preston  
—Photos by PH1 Preston and  
PH3 Jim Fleischmann

#### Editor's Note

Two members of the Navy bobsled team were selected to the United States Olympic Team. They are BMI Bill Renton of UDT 21, Little Creek, Va., driver of the two- and four-man Navy sled, and his brakeman, Ensign Al Ashton, a diving officer, also of Little Creek.

This is the fourth consecutive Olympiad in which Navy team members have represented the United States.



*Navy's two-man bobsled team takes a mean curve.*

OTSU-2

# They Keep On Tracking



As the heavily-laden tanker churns steadily through the water, its master watches a P-3 *Orion* pass overhead. Some 10,000 yards to starboard a helicopter keeps station above two slowly circling vessels.

The master isn't overly curious; he's been through the area many times and knows it to be frequented by the Navy. However, he's unaware of the strange device hidden from view between the two ships and what is about to happen.

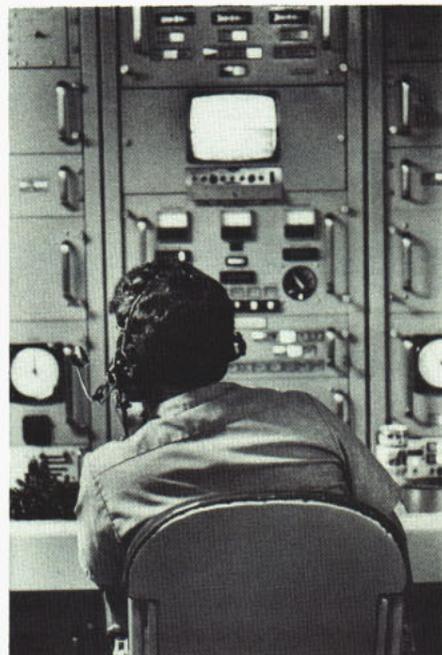
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Commander Walter B. Davis stands on the bridge of the Military Sealift Command ship USNS *Range Sentinel*

(TAGM 22) and watches the approaching tanker; behind him a clock silently ticks off the remaining minutes of the countdown.

"Boyd, what's the bearing to the T.I. mast?" asks Davis.

Storekeeper Second Class (submarines) Dan Boyd swings an alidade toward the test instrument mast coursing through the water between the *Range Sentinel* and USNS *Norwalk* (TAK 279), an MSC fleet ballistic missile resupply ship. At the other end of the mast, the fleet ballistic missile submarine USS *Francis Scott Key* (SSBN 657) prepares to launch a *Trident I* missile. Boyd



takes the sighting and reports the bearing.

"Wheelhouse, request you come left 15° rudder and add 20 turns," says Davis as he maneuvers *Range Sentinel* to stay between the submarine and oncoming tanker.

MSC Captain Jesse McCandless nods in silent agreement as Davis orders the course change. Although McCandless is the ship's master, Davis temporarily conns the ship as Commander, Launch Area Support ship—a role he assumes during missile launches.

It's a novel position for a naval officer, but then Davis and the 42 men of the Port Canaveral, Fla.-based Fleet Ballistic Missile Operational Test Support Unit Two (OTSU-2) are unique to the Navy, as well as to the MSC. Their mission, simply stated, is responsibility for communications, flight safety and obtaining telemetry data of FBM submarine-launched missiles. OTSU-2, working for Commander Submarine Group Six, is the only command of its type.

"What we're doing today is actually our secondary mission," explains Davis. "Our primary job, as part of the Navy's Ballistic Missile Operational Test Flight Program (OT), is to gather data during a simulated tactical, *Poseidon*, (and soon *Trident*) missile launch from a deployed submarine. The data is used to deter-

*Test instrument mast disappears in a cloud of exhaust as Trident's motors ignite. Above: Monitoring the missile from the antenna control console.*

# OTSU-2

mine the boat's state of readiness and the effectiveness of the FBM weapon system," continues the commander.

In addition to testing the effectiveness of the submarine, crew, and weapon system, the operational test measures OTSU-2's state of readiness as well.

During her patrol, the sub will receive a message from Commander Submarine Force, U.S. Atlantic Fleet, directing her to proceed to a designated refit site where up to four of her missiles are randomly selected and reconfigured with telemetry and destruct systems and exercise warheads. The sub then departs for a rendezvous with OTSU-2.

"We have to be at a certain spot, on a specific day, to locate and set up communications with the submarine," explains Hurley. "Since the boat, which has assumed a simulated wartime condition, isn't operating with an attached T.I. mast to indicate her position, we

track here solely with sonar," he said.

When *Range Sentinel* and the submarine rendezvous on station, the missile launch is conducted. The launch—called a ripple shot—consists of the firing of up to four missiles at a tactical firing rate while OTSU-2 simultaneously tracks them.

In addition to tracking the missiles, OTSU-2 is responsible for ensuring that the weapons don't endanger or encroach upon the territories or properties of any other nation.

During an OT, two Navy officers—certified as Flight Safety Officers by the Air Force Space and Missile Testing Evaluation Center Detachment One (SAMTECDET-1) at Patrick Air Force Base—monitor the missile's flight on a Flight Safety Console. These officers interpret the data displayed on the console and verify that the missiles are following their projected flight paths. If



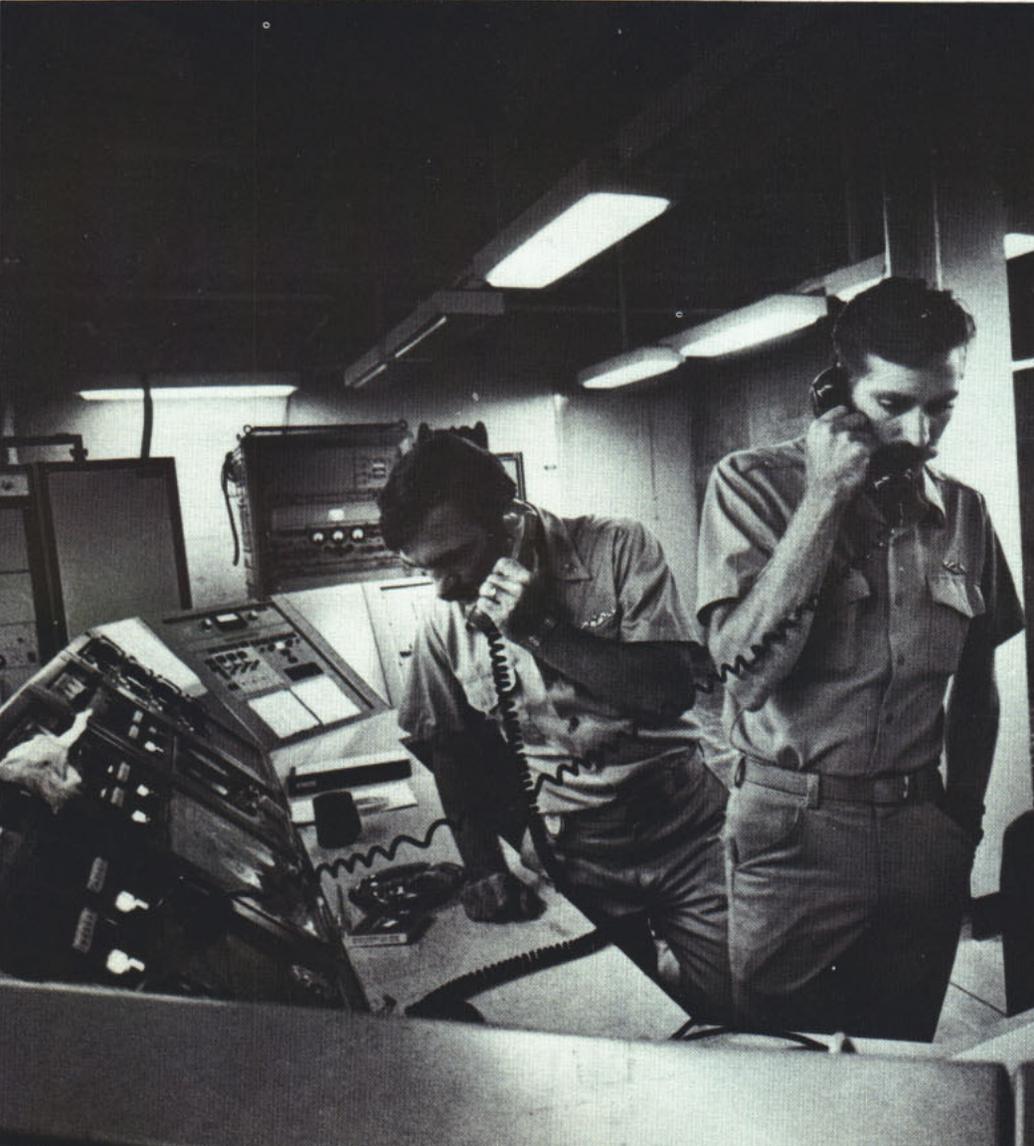
a missile strays from the expected path, the flight safety officers have autonomous authority to destroy it.

"We won't have destruct control during today's launch," says Davis. "Since we're operating in the Air Force Eastern Test Range and are fairly close to the coast, SAMTEC will have control.

"So," continues the commander, "if the bird becomes erratic and takes off in the wrong direction, SAMTEC will initiate destruction procedures."

The countdown continues as four large-dish antennas, located on the bow, gradually turn toward the T.I. mast. The antennas, controlled by computers from the telemetry room six decks beneath the bridge, will track and record the missile's flight.

Simultaneously, the data received from the missile will be processed through a data receiver equipment rack, sent to the auto-tracking system enabling



*Tracking a missile requires coordination from all quarters.*

the antennas to lock on to the bird and, finally, the data will be stripped and sent to recording equipment, computers, and data processing equipment for real- and post-time analysis.

Although the computer system controls the entire tracking operation, OTSU-2 technicians man the antenna tracking console and monitor the system. If the system fails, the Navy men can take over and manually track the missile.

"This system is somewhat contradictory," says a console operator. "Whereas you normally have machines supporting man, here, man backs up the machine."

Although the men acknowledge the telemetry room as the heart of their operation, the "supporting" elements of the unit—sonar, communications and navigation—receive equal attention.

"We install and maintain our own support equipment," says Hurley. "And, since most of our gear isn't the standard Navy shipboard type, it's doubly important that we know our equipment inside and out."

Of their equipment, Davis says, "We

can open a panel and know *exactly* what's in there because every wire was put there by us. It's great experience for our men . . . they're doing things that "A," "B" or "C" school doesn't even touch upon."

In addition, Commander Davis feels that the mission of, and the liability for, that equipment places more personal responsibility on the unit—per sailor—than most Navy commands.

"Besides the professional growth our men realize, both in and outside of their rates through voluntary cross-rate training," says the commander, "military duties are spread out to more junior rates than normally found on a large ship.

"And, where else will you find a command whose chiefs—all of them—are division officers? Or, whose chiefs routinely get the opportunity to drive a ship while working with and tracking a submarine?"

Though Davis may seem overly proud of his command, his assessment of the unit's professionalism is borne out by the fact that OTSU-2 has never failed to meet a commitment.

"Five minutes to launch," is announced over the ship's PA system.

Chief Hurley guides a group of embarked news photographers and reporters to the 06 level above the bridge, and shows them the best vantage point for viewing the launch.

"Keep your eyes on the T.I. mast," explains the chief. "When the countdown hits zero, the missile will nose out of the water—just for an instant—and then it'll ignite and be gone."

A reporter asks Hurley if the distant ships, now passing astern of *Range Sentinel*, is the *Krym*, a Soviet intelligence collector.

Hurley explains that it's a commercial tanker. "The *Krym* has followed us out to watch the launch, but I guess they figure that crazy Americans don't work on Saturdays."

"10 . . . 9 . . . 8 . . . 7 . . . 6 . . ."

Everything is in position and all attention is focused on *Key*'s T.I. mast.

"5 . . . 4 . . . 3 . . . 2 . . . 1 . . . 0 . . ."

Nothing happens. It's absolutely quiet . . . everyone seems not to be breathing.

Then, the missile, looking like a huge bobber on the end of a fisherman's line, pokes through the water.

Suddenly, the silence is shattered by a roar as the *Trident*'s motor ignites and shrouds the T.I. mast in white, billowing smoke. As quickly as the silence was broken, it returns as the missile leaves earth's atmosphere for a predetermined target.

All that remain are a slowly dissipating cloud of smoke and pieces of ruptured missile-tube closure floating on an incredibly light-blue patch of water.

"I think my heart actually stopped for a moment!" gasps a reporter.

Hurley agrees. "I've watched about 30 missile shots and it *still* impresses me."

For those embarked on *Range Sentinel*, the launch, lasting only seconds, climaxed a four-hour ride to the launch area. One can only guess at what a certain tanker's master thought as the missile erupted from the deep.

As *Range Sentinel* sets a course for home, OTSU-2 sailors discuss the launch and how it differed from others. It was the fourth *Trident I* launched from *Key*



— the only FBM-sub configured for *Trident* at that time—the third successful flight. A previous missile blew up shortly after launch from an, as yet, undetermined cause.

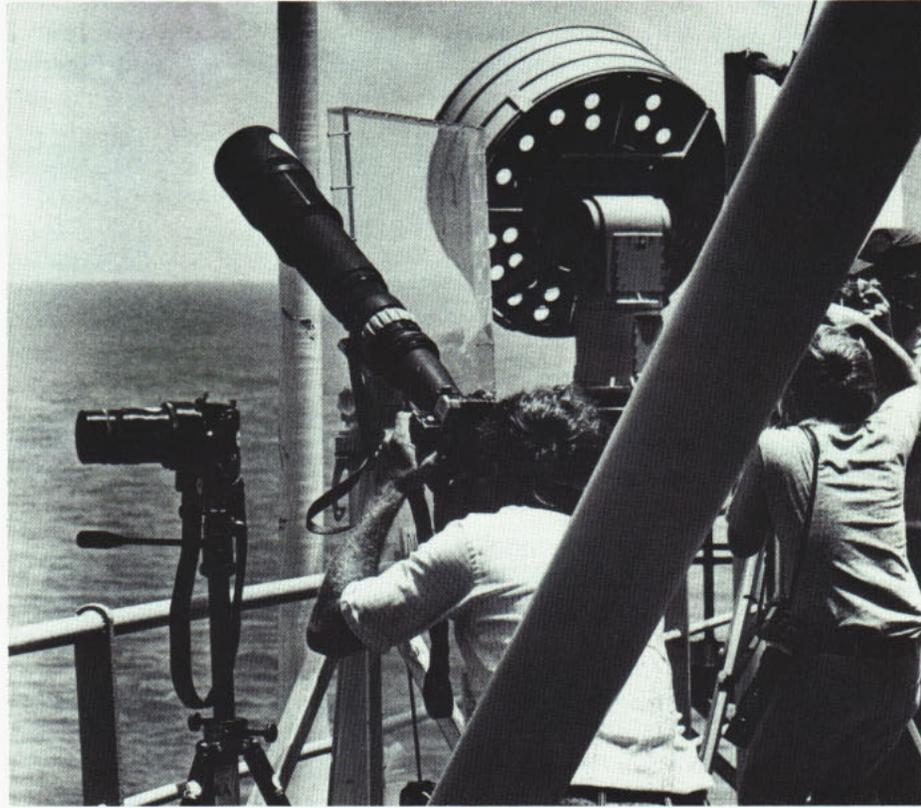
Many hours of work go into a launch that lasts for only seconds. To an outsider, the work seems not only repetitious, but, should a launch be aborted, cause for great frustration.

Davis says that repetition and frustration are minor facets of the job and candidly puts OTSU-2's philosophy into perspective.

"We tweak and we prep, prep and tweak . . . and then we either perform or we blow it right there. It pays to be good . . . you have to be good. You just do your job and do it damn well. . . ."

—Story and photos by  
JO1(SS) Pete Sundberg

*Technicians make final preparations during countdown (below) as photographers (right) get ready to document the missile's flight.*



# The Only Way To Go

Yeoman First Class (submarines) Jay Phillips stands by the brow, sailing list in hand, ready to check off the names of crew members as they embark. It's a routine task which he has performed many times, before numerous deployments. However, this pre-underway morning differs greatly from Phillips' past submarine days.

Instead of sleepy-eyed, dungaree-clad "boat sailors" making their way across the brow and quickly disappearing down the after battery hatch in search of steaming coffee, a T-shirt- and bluejean-attired young woman walks up the brow as if she not only knows where she's going, but also belongs there.

Fact is, she does belong; but then so does Phillips. Both serve aboard the same ship, USNS *Range Sentinel* (TAGM 22), but are in different crews. Sound confusing? Actually there's a simple explanation.

The woman is a member of the Military Sealift Command civilian crew which operates the ship, while Phillips and the men of FBM Operational Test Support Unit Two (OTSU-2) are, essentially, permanent passengers. In essence, OTSU-2, which represents the Navy's Fleet Ballistic Missile Program, and the MSC crew, which directly supports that program, justify each other's existence.

Activated in October 1971 as an independent unit of the submarine force under Commander Submarine Group Six, OTSU-2 is classified as sea duty with a normal tour lasting two years.

The 42-man unit is composed of four officers (CO, XO, and two Flight Safety Officers) and 38 enlisted personnel (25 ETs, 6 RMs, 3 STs, 2 YNs and 2 SKs). Of the 38 enlisteds, there are 29 submariners and 9 surface *skimmers*, who, "If you train 'em right," says one submariner, "aren't such a bad bunch."

The informality and tight-knit attitude associated with the submarine force is not only prevalent in the unit, but may

well surpass that found on a submarine.

"As a result of the multitude of organizations we deal with, we have had to develop a flexible lifestyle," admits Commander Davis. "And, as long as it doesn't interfere with our mission, we'll retain that flexibility."

Davis' philosophy is shared by the crew.

"It boils down to one thing," says Chief Radioman (submarines) Thomas J. Hurley. "When there's work to be done, you do it. It all equals out in the end," he adds. "Sometimes you'll work a 12- or 14-hour day, other times only three or four hours."

Though the attitude fostered within the command is a positive morale factor, assignment to the *Range Sentinel* serves to bolster that morale.

To men who have spent much of their naval careers on board submarines or ships with limited living spaces, life aboard the *Range Sentinel* is comparable to sailing on a luxury liner. They've traded bunks and small lockers in a ship's berthing compartment for air-conditioned, one- or two-man staterooms (according to rank) complete with head and telephone.

And, the familiar chow line has been replaced with restaurant-style dining where meals are ordered from a menu and served by a steward.

"When I first came aboard, I thought I'd died and gone to submariner heaven," says Hurley who spent the last 15 years on nuclear-powered fast attack submarines.

The comfortable accommodations and consensus that "it's the *only* way to go to sea" notwithstanding, *Range Sentinel* is not a pleasure cruise ship. OTSU-2 gets its share of sea time during various missile program-related duties.

In addition to the unit's primary mission of supporting the Operational Test Program, OTSU-2 and *Range Sentinel* support *Poseidon*, and in the

future, *Trident* submarine Demonstration and Shakedown Operations (DASO), Production Evaluation Missile (PEM) launches which includes the *Trident* shots currently being conducted by the USS *Francis Scott Key* (SSBN 657).

The DASO, conducted on all FBM submarines following a shipyard overhaul or conversion period, determines the readiness of the sub, crew, and weapons system before the boat deploys for fleet operations.

Although the primary site used by OTSU-2 for missile testing is the Air Force Eastern Test Range off Cape Canaveral, Fla., the Navy (Naval Ordnance Test Unit) also manages a complex which includes launch pads and blockhouses, missile assembly buildings, missile checkout buildings, and associated supply, administration and maintenance buildings. In addition, a Navy pier and supporting port facilities at Cape Canaveral are maintained for ships operating at the test site.

Is duty with OTSU-2 the best in the Navy?

Master Chief Electronics Technician (submarines) Bob Dibben thinks so. Dibben, a 26-year veteran, was set to retire until he was offered an OTSU-2 billet—he pulled his request for transfer to the Fleet Reserve.

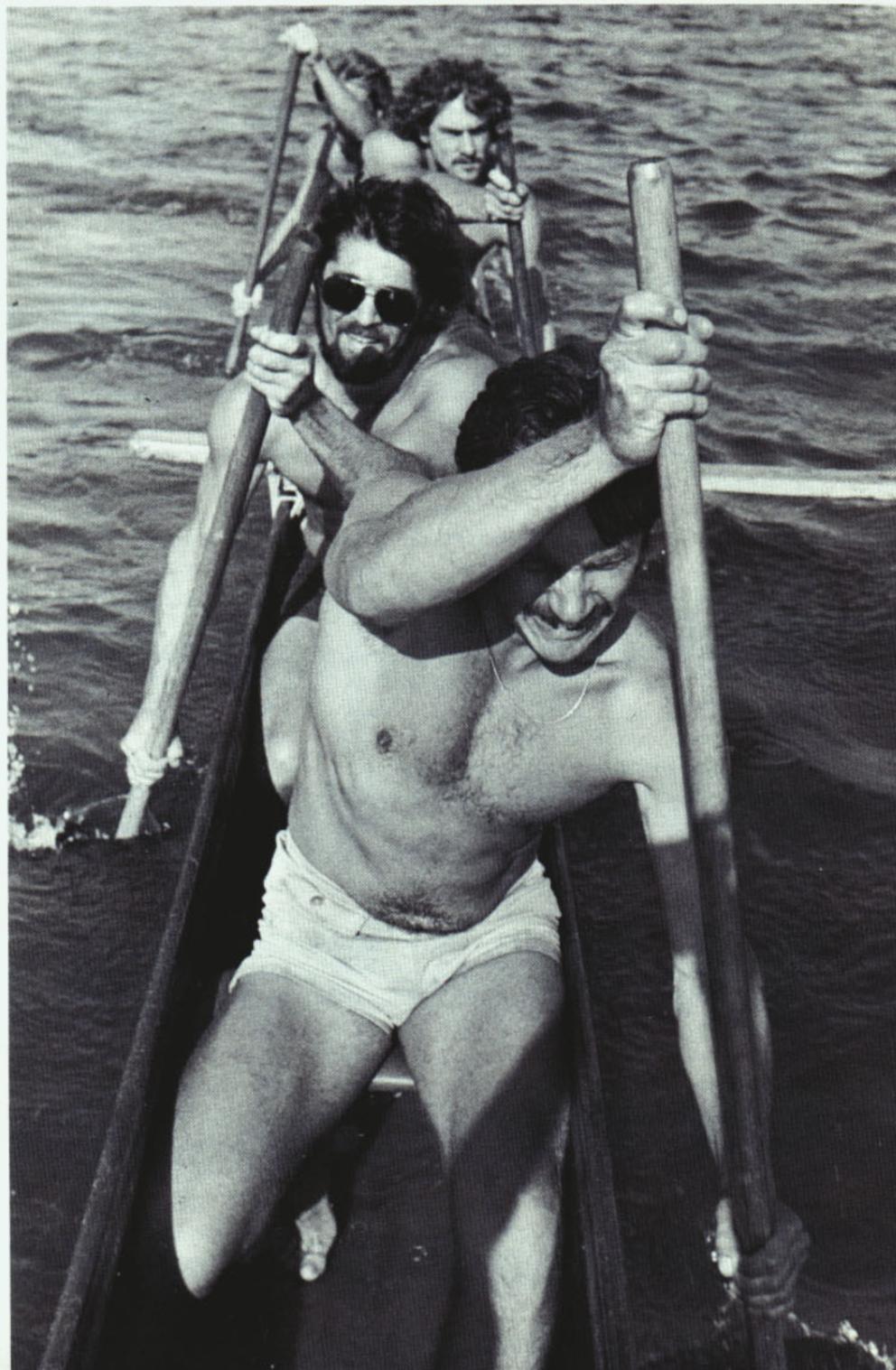
Storekeeper Second Class Dan Boyd was transferred to OTSU-2 under temporary additional duty orders because his enlistment was near expiration, prohibiting him from deploying with his ship. Boyd was so impressed with the unit that he reenlisted for a permanent assignment.

RMC(SS) Hurley, after 15 years of sea duty, had decided against reenlistment. Then came the opportunity for assignment of OTSU-2.

It's enough to convince almost anyone that going to sea with OTSU-2 is the only way to go.

# Free spirits stay

For PH2 Horton (left) and the other members of the Kanoa Outrigger Canoe Club, a two-hour paddling session is a good way to stay in shape.



# *in shape*

One of the world's oldest sports, outrigger canoeing, goes back more than 3,000 years. Native Hawaiians and other Polynesians built the first canoes from hollowed-out trunks of the koa tree, lashing onto one side the outriggers that stabilized them.

These ancients used the canoes to carry their trading goods and to transport people from one island to another. During tribal wars, they turned the graceful outriggers into fighting craft.

"Only in the last few years has outrigger canoeing become popular among mainland Americans," said Photographer's Mate Second Class Richard Horton, one of the most avid outrigger canoeists.

"In fact," said Horton, "that interest developed into such skill among statesiders that they won the annual Molokai race in Hawaii last year competing with Hawaiians, Tahitians, and other native masters of the sport."

This past summer, Horton spent every afternoon in Ventura harbor—20 miles from the home of Antarctic

Development Squadron Six (VXE-6) at Point Mugu, Calif. After work with VXE-6, he would join five fellow Kanoa ("Free Spirit") Outrigger Canoe Club members for a two-hour paddling session.

"It's a real workout," said Horton, "and a wonderful way to stay in shape."

Horton became interested in the sport last year when he watched outrigger canoes slipping through the waters off Pago Pago. At the time, he was on his way to the Antarctic. Later, in New Zealand, he saw a full-sized reproduction of an ancient outrigger in the museum at Christchurch. His fascination with outrigger canoeing as a sport eventually led him to become a novice crew member of the Kanoa Club.

This past summer, Horton and his fellow paddlers won second place in the Men's Novice Team category during the California state championships held at Santa Barbara.

"Now we're looking for more people who enjoy paddling outriggers as much as we do," he said. ↓



# Mail Buoy

## It's VR-24

SIR: I would like to bring to your attention the typographical error in the October issue of *All Hands* which described the Secretary of the Navy's visit to the Mediterranean, VR-24—vice VR-21 as reported — was proud to fly the Secretary to the USS *Dwight D. Eisenhower* (CVN 69) in one of our C-2A *Greyhounds*, part of The World's Biggest Little Airline.—Steven S. Dunning.

• *Your sharp eyes caught what we missed. Thanks.*—ED.

## New Book on Byrd

SIR: Your November 1979 article "RADM Byrd—All His Followers Were Volunteers" was a fascinating look at the achievements of a complex and unusual man. I was particularly interested in your coverage of Operation High Jump.

The Naval Institute Press is currently preparing for publication *Assault on Eternity—Richard E. Byrd and the Exploration of Antarctica—1946-47*, by Lisle A. Rose. This book, scheduled for release in June, describes in rich and colorful detail the excitement, tedium, triumphs and tragedies of the first of the major postwar American explorations of Antarctica: Operation High Jump.

—Lillian B. Wray, Naval Institute Press.

## Sweet Smelling Shoes

SIR: I read with interest and amusement

your article "Nylons vs. T-Shirts" in the November 1979 issue of *All Hands*. I, for one, prefer the use of old nylons, having no ready access to old T-shirts. For those of you (us) who still wear shoes which require "spit and shoe polish," try a commercial mouth wash instead of spit or water. I fell down laughing the first time that DPCS Linn McDowell recommended it to me, but it really works well!

—LCDR Elizabeth L. Morrison

## Missing Corps

SIR: In your November 1979 issue you published an excellent article on officer occupational specialties. But you failed to list the largest specialty in the Medical Service Corps, the Health Care Administrator. Among others slighted were the psychology, food service and optometry specialists.—LCDR B.T. Sparks, MSC, USN.

• *Thanks for bringing this to our attention. We certainly didn't intend to slight any specialty group. As we stated in the introductory paragraph to the Rights & Benefits section on Specialty Groups, page 47, November 1979 issue of All Hands, the specialty groups discussed were by no means complete.*

*We merely intended to provide—because of severe space restrictions—a brief description of a representative sampling of the wide range of professional skills employed in today's Navy.*—ED.

# Reunions

• USS *Ticonderoga* (CV - CVA - CVS 14) — Reunion for crews and officers in Boston, Mass. May 1 - 4, 1980. Contact James H. Morgan Jr., Waterside Lane, S. Berwick, Maine 03908.

• Destroyer Division, Asiatic Fleet—Reunion in Charleston, S.C., May 2-4, 1980, for crewmen who served aboard USS *John D. Ford* (DD 228), USS *Pope* (DD225), USS *Peary* (DD 226), and USS *Pillsbury* (DD 227). Contact J. Daniel Mullin, 1105 Whitehall Dr., Mt. Pleasant, S.C. 29464.

• USS *Ralph Talbot* (DD 390) and Destroyer Squadron Four—Reunion May 8-11, 1980, in Colorado Springs, Colo. Contact George E. Saunders, 3544 May Rd., Richmond, Calif. 94803.

• USS *Chicago* (CA 29 & CA 136)—Reunion in Chicago, Ill., May 16-18, 1980. Contact Don C. Kramer, 41 Homestead Dr., Youngstown, Ohio 44512.

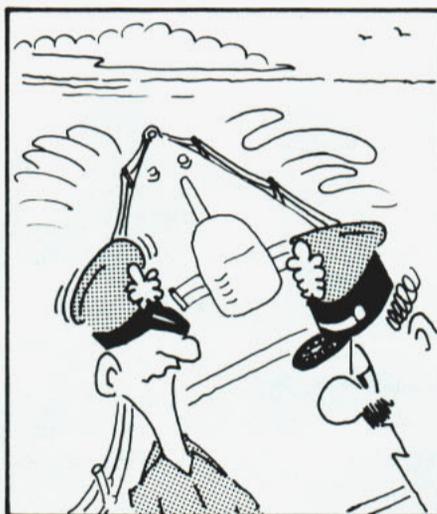
• USS *Miller* (DD 535)—Reunion May 17-18, 1980, San Francisco, Calif. Contact William L. Hewes Jr., 259 Solana Drive, Los Altos, Calif. 94022.

• USS *Ommaney Bay* (CVE 79) and Composite Squadron (VC) 75—Reunion June 6-8, 1980. Contact Howard W. Fisher, 8144 Parkwood Dr., St. Louis, Mo. 63123.

• Yorktown CV-5 Club, Inc.—Reunion in Chattanooga, Tenn., June 6-8, 1980. Contact Glenn S. Capps, 203 Bales Ave., Chattanooga, Tenn. 37412.



"I feel I must warn you that the crew isn't very happy with the energy conservation measures you've taken."



"Nonsense! They'll get over it, Bensen, they'll get over it."



"Row faster . . . faster!"

# Stern Shots

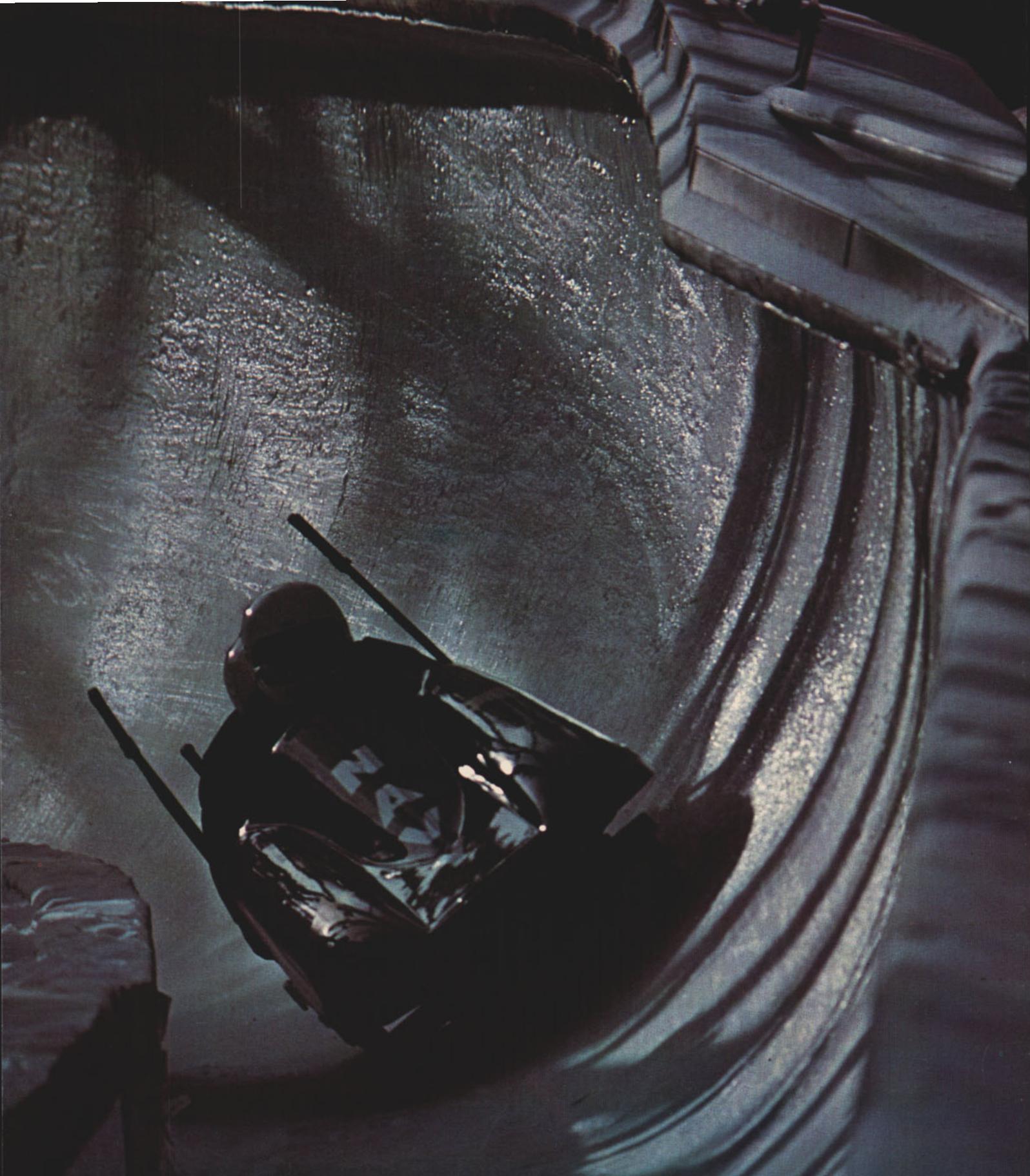
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History, some say, is "dry and dull." It can be. But a quick look at the history of an organization can give you a pretty good picture of what the organization is like and what it has done. Try your hand at naval history. Match the dates listed below with their historical event.

1. Dec. 3, 1775 \_\_\_\_\_
2. April 30, 1789 \_\_\_\_\_
3. Feb. 7, 1800 \_\_\_\_\_
4. Nov. 16, 1776 \_\_\_\_\_
5. Feb. 16, 1864 \_\_\_\_\_
6. Aug. 31, 1862 \_\_\_\_\_
7. July 2, 1946 \_\_\_\_\_
8. Aug. 3, 1958 \_\_\_\_\_
9. Aug. 8, 1925 \_\_\_\_\_
10. Feb. 1841 \_\_\_\_\_

- A. Navy Department established.
- B. First regulations providing details for enlisted uniforms.
- C. First U.S. man-of-war crossed the equator.
- D. First time U.S. flag was saluted.
- E. First official American flag hoisted on a ship.
- F. Issuance of grog was ended.
- G. A jet aircraft operated from an aircraft carrier.
- H. The first night carrier landing.
- I. First ship in history reached the North Pole.
- J. The first sinking of a warship by a submarine.

Answers: 1-E; 2-A; 3-C; 4-D; 5-J; 6-F; 7-G; 8-I; 9-H; 10-B



**Going for gold ● See page 32**