

# ALL HANDS

JUNE 1983

in this issue

---

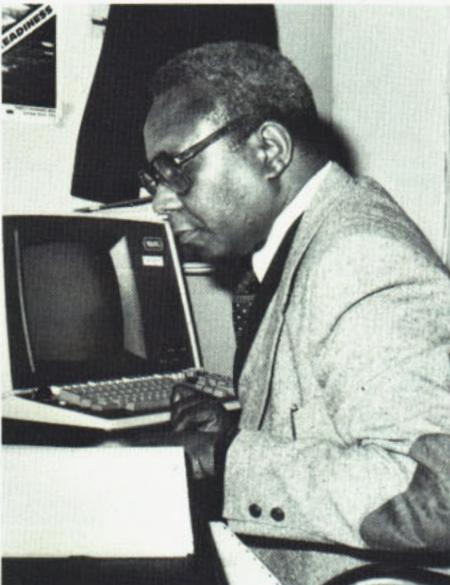
'Old Ironsides'



*BM3 David M. Parrish and SN Clifford Hayes of USS Belleau Wood's (LHA 3) deck department hold onto Buoy 51 in Victoria Harbor, Hong Kong, as the San Diego-based amphibious assault ship makes mooring approach. Photo by PH3 James Kendricks.*



Page 2



Page 14



Page 30

# ALL HANDS

JUNE 1983

MAGAZINE OF THE U.S. NAVY

60th YEAR OF PUBLICATION—NUMBER 797

Chief of Naval Operations: ADM James D. Watkins  
Chief of Information: COMO Jack A. Garrow  
CO Navy Internal Relations Act: CAPT John A. Georg  
Director NIRA Print Media Div: CDR Perry C. Bishop

- 2 **HELPING TO EASE THE PAIN**  
Casualty Assistance Calls Program at work
- 8 **A CHANGE FOR THE BETTER**  
One-Navy concept at work
- 10 **TO RIDE THE RISING SUN**  
U.S. sailors find life on Japanese ships a little different
- 14 **NAVY CIVILIAN SCIENTISTS GO TO SEA**  
Solving problems where they happen
- 18 **THE SPIRIT OF USS CONSTITUTION**  
Ship's company brings the past into the present
- 28 **CAPODANNO'S GUNNERS GO TO WORK**  
Where practice makes perfect
- 30 **THE TRAGEDY HITS HOME**  
Bombing of Embassy in Beirut kills 17 Americans
- 40 **THE NAVY REMEMBERS**  
June historical events highlighted

## Departments

34 Bearings    42 Currents    47 Mail Buoy    48 Reunions

## Covers

Front: Boatswain's Mate First Class Benjamin J. Dellucci sounds a call on the boatswain's pipe. His 19th century counterparts used the pipe to signal the crew to raise or lower the sails—its sound could be heard even over cannon fire. Photo by PH2 Tibor Zoller.  
Back: USS *Coral Sea* (CV 43), "San Francisco's Own," passes under the Golden Gate Bridge on the first leg of an around-the-world cruise that will end in late September when the carrier enters Norfolk Naval Shipyard for overhaul. Photo by Ken McNeill Jr.

Editor: John F. Coleman; Managing Editor: Joanne E. Dumene.

Associates: Richard Hosier (Layout), Michael Tuffli (Art).

Contributing Staff: JOC James R. Giusti, JOC Lon Cabot, JO1 Dale Hewey, JO1 J.D. Leipold, JO1 Gary Hopkins, Kenneth J. Rabben, Marge Holtz, JO3 Joy Hill-Payne.

Research: Elaine McNeil, Candace Sams.

Production: LT DeAtley H. Cotton, DM2 Eugene Clark, PH2 Robert K. Hamilton, DMSN R.M. Henry, Karen L. Nelson.

All Hands is published from appropriated funds by authority of the Navy Internal Relations Activity in accordance with Navy Publications and Printing Regulation P-35. Second class postage paid at Philadelphia, Pa., and additional mailing offices. Articles, letters and address changes may be forwarded to the Editor, All Hands, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332. Phone (202) 325-0495; Autovon 221-0495; Message: NAVINREACT WASHINGTON DC

# Casualty Assistance

---

# Helping to

**It's 3 a.m. in Pensacola, Fla. It's been raining for five days and many of the roads are nearly flooded. An aviation machinist's mate first class is driving the long, dimly lit road back to Naval Air Station, Pensacola, where he lives. Suddenly, he comes across a huge puddle of water. He swerves, goes into a skid, then crashes head-on into a utility pole. He's survived by a wife and two children.**

The difficult period following the death or disappearance of a service member is usually filled with questions, doubts, fears and even anger from family and friends. It is a time when family support must be given promptly, accurately and with as much empathy, compassion and understanding as humanly possible. That's when the Navy's Casualty Assistance Calls Program enters the scene.

The program operates under the control of Commander, Naval Military Personnel Command, specifically the Community and Personal Services Division. The mission of the Casualty Assistance Calls/Funeral Honors Support Program is to provide the Navy member's next of kin with the necessary information and assistance that will help them adjust to the new conditions produced by a mishap.

Commander Robert J. Wilson is director of the Community and Personal Service Division (NMPC-64). Joseph L. Greer and Cindy Sublett serve as head and assistant head of the Casualty Assistance Branch, respectively. Aided by 14 civilian employees, they handle the particulars concerning more than 650 active duty Navy deaths a year, caused by anything from accidents to illness.

They also are involved with helping the families of retirees who have died (an average of more than 5,000 deaths a year) and with some 2,000 cases a year involving seriously ill patients. In all, they provide assistance to about 16,000 next of kin each year.

In addition, the branch acts as coordinators of the Funeral Honors Support program which assists in arranging funerals and rendering specific honors.

"The branch is the central focal point for every activity concerning Navy deaths," said Wilson. "They monitor the transportation of the seriously ill or the shipment of remains. They also track and coordinate Judge Advocate General (JAG) investigations for all Navy casualty cases and en-



# Ease the Pain



# Casualty Assistance

sure that all personal effects of the deceased are returned to the family.”

**The Florida highway patrol has arrived at the scene of the Pensacola accident. The rescue squad removes a military identification card and driver's license from the petty officer's wallet.**

Once the command is notified of the casualty by the highway patrol, the member's record will be scanned for names and addresses of the primary next of kin (spouse, eldest child, parents) and the secondary next of kin (children from former marriages, married children or a close relative), if any. (It is most important that all Navy members keep their Page 2s [record of emergency data] up to date to avoid any delay in notifying appropriate family members of an illness, accident or death).

When proper identification is made, the command then initiates a personnel casualty report and sends it to Commander, Naval Military Personnel Command and to the CAC/FHS program coordinator in the area in which the primary and secondary next of kin live (or the appropriate overseas CAC/FHS program coordinator). This report contains such information as the member's name, Social Security number, duty status as well as a brief statement of circumstances involved. Additional important information is the home address of the next of kin.

The CAC/FHS coordinator, in turn, assigns a casualty assistance calls officer and provides him or her with the details of the incident. In this case—the Florida accident—Commander, Naval Base, Charleston, S.C., one of seven CAC/FHS area program coordinators in the United States (see accompanying listing), will do the tasking. When possible, the CACO appointed is of the same or near rank/rating as the deceased member and has similar Navy experience.

Officers with at least two years active duty and senior enlisted members (E-7 through E-9) are normally assigned as CACOs. Enlisted members, E-5—E-6, are usually assigned to assist CACOs in the performance of their duties.

All CACOs are active duty members, and the majority of them are attached to reserve training centers. Many also come from ROTC units, but all Navy members, except those on recruiting duty, are subject to CACO duty, even if it's just to assist the CACO.

**The doorbell rings, the petty officer's wife answers. She is greeted by an aviation machinist's mate first class. Her intuition takes over. The visiting sailor can see it in her face. He knows that people react in different ways to news of death. He hopes that her pain isn't manifested in anger.**

The CACO, in uniform, along with the command chaplain, will pay a personal notification visit to the next of kin as soon as possible, but no later than 24 hours after the inci-

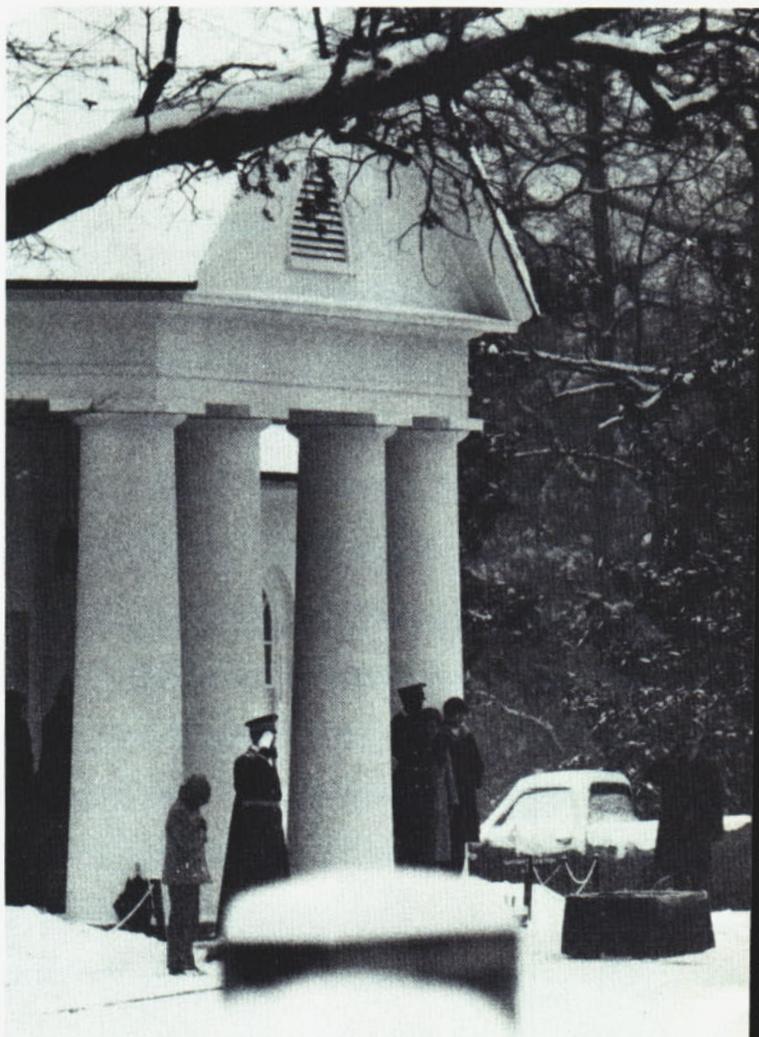
dent. From that moment on, the CACO is the Navy's representative between the command and the next of kin. He or she takes full responsibility for that family's welfare.

“The CACO will be assigned to look after that family as long as is needed,” said Greer, “until they can start a new lifestyle and until all survivors' benefits are paid.”

“We had one CACO assigned for 13 years,” said Wilson. “One of our pilots was shot down in Southeast Asia during the Vietnam conflict and he was placed in a missing status. A CACO was assigned to his family until the pilot's status was changed from missing to presumed killed in action—that was 13 years later.”

As a rule, notifications are made between 6 a.m. and 10 p.m. unless it is obvious that the next of kin may learn of the tragedy through the news media. Every effort is made to withhold such information from the media until the next of kin have been officially notified and told of the details.

CACO coordinators are responsible for designating and training CACOs. To help complete that task, there is the “Casualty Assistance Calls Program Manual” (NAVMIL-PERSCOMINST 1770.1) that gives step-by-step procedures and information for those assigned such duty.



During the initial visit with the member's next of kin, the CACO tells the family the essential details of the casualty as he knows them. The CACO will also arrange for any immediate financial assistance, when required. If applicable, the calls officer will also advise the next of kin that—in the Florida accident case—a JAG investigation will be conducted, with results normally available in 30 to 60 days. The CACO will then assist the family, should they so desire, in writing a formal request to JAG for the investigation.

“For every active-duty death that happens in the Navy that does not result from natural causes, a JAG investigation is done,” said Wilson.

“Out of 650 deaths, 200 a year are from natural causes. Most deaths occur outside naval bases, and more than 45 percent of Navy deaths are due to automobile accidents; JAG investigations are done on every accident.”

If a death or injury occurs within the confines of a naval installation, the Navy is the investigative authority. On the other hand, if it happens in the civilian community, the prevailing civilian authority conducts its own investigation. These results are then forwarded to the naval command with investigation responsibility for review and further dissemi-



nation up the chain of command. All investigations eventually reach JAG for final review.

**The petty officer's wife is told, “A letter of circumstances regarding your husband's death will be forwarded by the CO in 48 hours. You can also expect a confirmation of casualty telegram within the next 24 hours. But if you have any more questions, either give me a call, anytime, or please call the next of kin liaison group at this toll-free number.”**

The NOK liaison section of the branch handles some 3,000 calls a month and reports to the appropriate casualty assistance calls officer concerning their contact with the next of kin. This ensures that information passed to the next of kin is complete, accurate and constant. The toll-free number is 1-800-368-3202. Navy people stationed in Virginia should call collect (202) 694-2926, if they have any problems, questions or comments.

After initial notification, the CACO arranges—at the next of kin's convenience—at least two more visits. The second visit is to aid with funeral arrangements and to provide immediate financial and personal problem assistance, if it was inappropriate to do so during the first visit.

Such assistance includes arrangements for the funeral,

# Casualty Assistance

preparation, care and shipment of the remains, issuing of death certificates, providing escorts for the remains and any appropriate honors desired by the family. The CACO attends the funeral, and, if the services are conducted in the area of the deceased member's command, he or she will ask the commanding officer to allow shipmates to attend.

**“You had mentioned after the funeral that you wanted to move back to your home in Indiana. I'm going on leave soon to Ohio, and, if you'd like, I could drive your truck for you.”**

The third and subsequent visits are to help the next of kin complete necessary forms for all eligible benefits. This includes arranging dependent travel and the shipment of household goods and privately owned vehicles, if the next of kin chooses to relocate. The discussion of health benefits

programs, educational assistance, state rights and benefits, and federal employment preference is usually done at this time.

For cases involving missing and captured casualties or retired members and reservists, the procedures and assistance are slightly different; different benefits and privileges are taken into account. But in all cases, the CACO lends the helping hand that makes a devastating tragedy a little easier to deal with.

As a message to all CACOs and prospective CACOs, Wilson said, “Treat the family with the same degree of sensitivity and feeling that you would want your family to be treated with if it was your death. You have to have a genuine concern and compassion during this most emotional time. That is paramount.”

—Story by Vickie J. Oliver  
—Photos by PH2 Robert K. Hamilton

## Casualty Assistance Calls Funeral Honors Program Coordinators Areas of Responsibility

### **Commander, Naval Base, Philadelphia, Pa.**

Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Ohio, Michigan and Indiana.

### **Commander, Naval Base, Norfolk, Va.**

West Virginia, Kentucky, and Virginia less Arlington, Fairfax, Stafford, King George, Prince William and Westmoreland counties.

### **Commander, Naval District, Washington, D.C.**

The District of Columbia, Maryland and the counties of Arlington, Fairfax, Stafford, King George, Prince William and Westmoreland in Virginia.

### **Commander, Naval Base, Charleston, S.C.**

South Carolina, Georgia, Florida, Alabama, Tennessee, Mississippi and North Carolina.

### **Commander, Naval Reserve, New Orleans, La.**

Louisiana, Arkansas, Oklahoma, Texas, Kansas, Missouri, Iowa, Illinois, Minnesota and Wisconsin.

### **Commander, Naval Base, San Diego, Calif.**

Arizona, Nevada, California, Utah, New Mexico and Colorado.

### **Commander, Naval Base, Seattle, Wash.**

Wyoming, North Dakota, South Dakota, Idaho, Nebraska, Washington, Oregon, Montana and Alaska including the Aleutians.

### **Commander, Naval Air, Atlantic Fleet**

Azores, Bermuda and Iceland.

### **Commander U.S. Naval Forces Caribbean**

Cuba, Panama, Puerto Rico and West Indies.

### **Command Force Air, Mediterranean**

Mediterranean (littoral).

### **U.S. Naval Facility, Argentina**

Newfoundland.

### **Commander U.S. Naval Forces Japan**

Japan and Okinawa.

### **Commander, U.S. Naval Activity, United Kingdom**

Northern Europe and the United Kingdom.

### **Commander U.S. Naval Forces Korea**

Korea.

### **Commander Naval Base, Pearl Harbor, Hawaii**

Hawaii and the islands of Wake, Midway, Kure, Johnson, Palmyra and Kingman Reef.

### **Commander U.S. Naval Forces Marianas**

Guam and the Trust Territories of Pacific Islands, Australia and New Zealand.

### **Commander U.S. Naval Forces Philippines**

Diego Garcia, Hong Kong, Philippines and Singapore.

# The Karoleys:

## 17 Years of Dedicated Service

Talk about twin brothers Francis and George Karoley and you talk about dedication to the Navy—not just dedication, but DEDICATION. Mention the Karoleys and you mention an enviable record of Navy support.

The twin naval reservists have become cornerstones in the growth of the current naval reservewide retention and career development program—the policies and systems being used to help guide the entire 94,000-person Naval Reserve Force. Francis and George, attached to Patrol Squadron 66 at Naval Air Station Willow Grove in Pennsylvania, have pioneered a humanistic management approach for career counseling development and retention management for the Navy.

They traveled at their own expense to Navy and Naval Reserve commands throughout the United States, providing management assistance and development. They helped develop and update a variety of career counseling, management and retention courses throughout their careers. The twins literally wrote the book on career counseling in the reserves: the 300-plus page “Naval Reserve Career Counseling Manual” P-1550.

In a 1982 Pentagon ceremony, they were awarded the Naval Reserve’s first Golden Helm Award. The award is to be presented annually to the active-duty Naval Reserve command that achieves the highest overall performance in the field of retention management.

In their 17 years in the Naval Reserve, they have completed some 50 Navy service schools totaling more than 6,200 hours in such fields as avionics, electronics, computers and management. They have completed more than 200 correspondence courses.

Francis and George have worked at this feverish pitch for the Navy throughout their careers with one simple premise kept in mind: treat people as people.

They started out in the Navy in 1965 as trademan and both are now senior chief aviation anti-submarine warfare technicians in the Naval Reserve.

They also work for the Navy as civilians; Francis as a supply systems analyst for the Aviation Supply Office in Philadelphia, and George as an employee development specialist at the Philadelphia Naval Shipyard.

In addition to their Navy achievements,

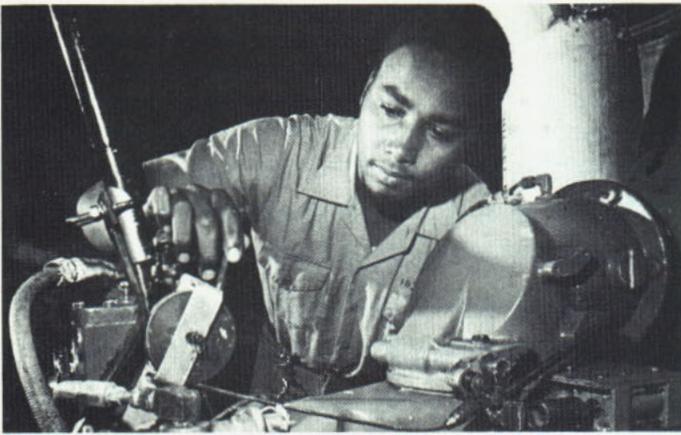
they have amassed a total of 12 academic degrees—five master’s degrees, five bachelor’s degrees and two associate degrees. They also hold 38 licenses and professional certifications.

Through their performance, dedication and outstanding records, Francis and George Karoley have shown that people can make a difference and that with a little determination much can be accomplished in today’s Navy.

*George (left) and Francis Karoley with the Golden Helm Award.*



# A Change



“The Navy has changed more than any other single institution I know of . . . not only in the field of technology but also in its integration policies.”

George Cooper, one of the first black Americans to wear the gold stripes of a U.S. Navy officer 39 years ago, made that comment last year during a three-day cruise aboard the guided missile destroyer USS *Kidd* (DDG 993).

Cooper and nine other survivors of the group originally known as “The Golden 13” made the cruise in commemoration of the significant step they took March 17, 1944.

When the Golden 13 became the first black Americans to don uniforms of naval officers that March day, the barriers of segregation in the Navy began to fall.

“The Navy has changed 180 degrees,” added Cooper, who has held the post of director of the international work study program at Antioch College in Yellow Springs, Ohio, and was president of the Dayton Navy League Council.

And so it has. Today, black Navy men and women work together with other professionals in every field from nuclear propulsion to computerized electronics, displaying the technical expertise needed today to operate and maintain the complex, sophisticated systems on board today’s ships and aircraft.

“The Navy’s a great place for a young man to learn responsibility,” said Lieutenant Larry D. Newby, a Naval Academy graduate who is communications officer aboard the nuclear-powered attack submarine USS *Atlanta* (SSN 712). “It’s a good start in life for a young guy.”

But the Navy doesn’t provide opportunity only for men. Airman Rita Mahome has found excitement and challenge in her job as an aviation structural mechanic and plane captain for a multimillion dollar F-14 *Tomcat* jet fighter belonging to Fighter Squadron 101 at NAS Oceana, Virginia Beach, Va.

“It’s my baby,” said Mahome. “It’s my job to make sure the plane is in top



Today, black Navy men and women have taken their places to share all aspects of Navy work and life: (clockwise from top left) EN3 Reggie Henderson, Lt. Larry D. Newby, HN Wallace A. Horner, PH1 Clarence Griffin.

# for the Better

condition before I turn it over to the pilot.

"People ask me why I love my job even though I have to work in all kinds of weather day or night. I tell them that aviation is what's happening and the Navy is where the action is."

Recently promoted to petty officer second class, McCoy "Buzz" Baxter Jr. of the tank landing ship USS *Fairfax County* (LST 1193) said, "The Navy is one of the best organizations around because it's a dependable and secure way of life—especially the way jobs are right now on the outside."

A disbursing clerk who handles thousands of dollars in making sure his shipmates get paid, Baxter was rewarded for his dedication when he was named the 1981 *Fairfax County* Sailor of the Year.

"After I graduated from high school, I couldn't find a job that had any kind of future," said Hospitalman Wallace A. Horner, twice nominated for sailor of the quarter at the Naval Regional Medical Center in Charleston, S.C. "The Navy offered me good training and the chance for travel and advancement."

"Advancements made by blacks in the Navy are a revelation and an inspiration," said Dr. Samuel E. Barnes, one of the Golden 13. Dr. Barnes retired in 1981 as chairman of the health and physical education department at the University of the District of Columbia.

"The integration process has certainly been a benefit," Barnes added. "It makes for a stronger Navy. Just think, there were only 13 black officers at one time. Now we have at least five black admirals and any number of black commanders and captains. The opportunities now compared with those days are mind-boggling. It's unbelievable, but it's great."

Dalton L. Baugh Sr., another member of the Golden 13, agrees. "There has been a tremendous improvement in Navy facilities and manpower in the past 39 years," he said. Today, Baugh owns an architectural engineering firm in Boston.

Yes, the Navy has changed. Today,



black men and women contribute every day to the successful completion of Navy missions around the world. They continue to build on their honored Navy tradition of pride and professionalism, taking their places along with other Navy people. Obviously, the change has been for the better.

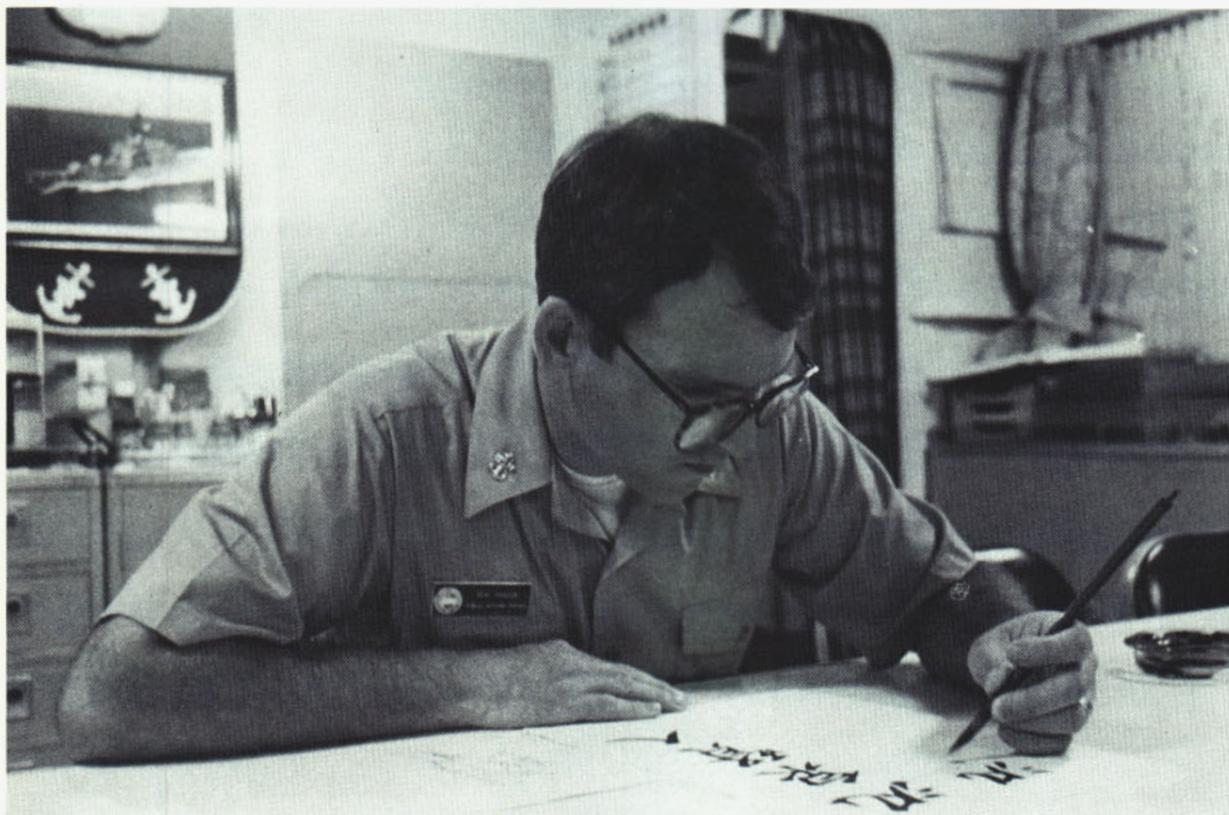
*Whether in aviation or disbursing or any other field, young black women and men like AN Rita D. Mahome (above) and DK2 McCoy Baxter Jr. (below right) meet the Navy's challenges and strive for even more responsibility.*

—Story by JOC Mike McGougan  
—Photos by PH2 Tibor Zoller  
PA Center, Norfolk, Va.



# Personnel Exchange

## To Ride the Rising Sun



The Hawaiian sun reflected brightly off the crisp, white uniforms of the sailors lining the rails of the sleek destroyer as it slipped past the USS Arizona Memorial. They stood ramrod straight in reverence to the fallen seamen below. Their young faces mirrored an emotional struggle as their minds tried to understand the attack so many years ago.

These sailors were like so many who have sailed in and out of Pearl Harbor, except for one thing: the flag under which they served was the Rising Sun. The kanji characters rimming their caps identified them as members of the Japanese Maritime Self Defense Force. They were in Hawaiian waters as part of a joint training

exercise with the U.S. Navy. USS *Coral Sea* (CV 43) led the 12 ships of Battle Group Charlie along with three ships from the Japanese Escort Division 52: JDF *Haruna* (DDH 141), JDF *Shirane* (DDH 143) and JDF *Asakaze* (DDG 169).

As part of the U.S. Navy's Personnel Exchange Program, several American sailors had the rare opportunity during the exercise to spend a few days with the Japanese and observe Japanese sailors at work. American vessels played host to a number of Japanese mariners.

The initial impression made by the Japanese ships on U.S. Navy people was one of absolute cleanliness. After having traveled across the Pacific and engaged in sim-

*JOC Kent Hansen attempts making the kanji characters that compose his name while in the CPO mess aboard JDF Shirane.*

*Photo by Master Chief Engineer Tatsuo Ishimatsu.*

ulated combat operations, the ships looked as though they had just slipped down the ways after commissioning. As the Japanese cast off, a sailor with a small bucket of haze gray paint went from chock to padeye on every ship to retouch those areas that had been rubbed raw by mooring lines.

After the ships cleared the harbor, the crews shifted into working uniforms—two-piece royal blue jacket and trousers, with zippers and Velcro fasteners instead of buttons. A patch over the left breast pocket displayed their rates.

The berthing facilities were similar to those aboard American vessels, but pillows resembled headrests used in automobiles. Sheets and blankets were replaced by white quilts called futons.

The greatest adjustment the visiting Americans had to make was to the Japanese diet. Breakfast, lunch and dinner included steamed rice. Of course, the only utensils were chopsticks. Fish (raw and

fried) was the staple, supplemented with ample portions of pickled vegetables, soup and seaweed. An interesting addition to the routine was a nightly snack served to the crew at 8 p.m. This might vary from thick slices of buttered toast with jam to buckwheat noodles and vegetables in a broth.

During one evening meal, Southern fried chicken was the entree. No one would say

whether the meal was in deference to the Western guests, but from the accumulation of partially eaten chicken evident after the meal, it became apparent that much of the crew would have preferred some other cuisine.

The at-sea workday, however, was similar to that aboard American ships. Activity was everywhere throughout the ship, whether it was polishing brightwork and keeping a high gloss on the deck or conducting flight operations from the helo deck.

Yet in the face of the constant workload, the crew seemed to be relaxed and at ease in their jobs.

Lest anyone mistake their attitudes as lax, Japanese crew members dispelled that myth at general quarters drills. Hatches were logged shut to set material condition zebra so quickly that any who may have been slow in responding would be trapped where they shouldn't be. Indeed, it was the Americans, unfamiliar with the ship and the Japanese commands over the IMC, who found themselves tardy. Fortunately, grinning Japanese sailors seemed happy to assist visitors to reach the area established for viewing a drill.

During a man overboard drill, the fast-acting crew was able to respond, turn the ship around and retrieve "Oscar" in less than five minutes. Their handling of the two 5-inch guns was so rapid and dexterous that it resembled a trapshooter sighting clay pigeons.

Working relationships were friendly but professional. Orders were never questioned, just simply obeyed. Junior sailors entered and departed compartments with respectful bows. Courtesy was shown to Americans and Japanese at every echelon.

In spite of the rigid discipline, the morale of the crew was noticeably high. "Life in the Japanese navy is very good," explained Personnelman Third Class Koyama Masanobu. "I must serve two years more, but then I think I will stay in the navy."

Masanobu operates the modest ship's store in addition to caring for the crew's personnel records. American sailors pur-



*Dinner is ready in the JDF Shirane CPO Mess. The entree is breaded fried pork with noodles, pickled octopus and vegetables. Photo by JOC Kent Hansen.*

# Personnel Exchange

chase candy bars and cookies in the ship's store, but the big sellers with the Japanese are a sort of fish jerky, rice crackers and dried cuttlefish. Two soft drink coolers offered beverages ranging from a cool coffee soda to a carbonated yogurt drink, plus a popular American cola.

Perhaps the greatest contributors to good morale were the two onboard hot tubs. Even the most irritable found it difficult to remain tense while soaking in the hot,

*A typical after-supper scene in one of JDF Shirane's berthing areas where the crewmen can read, play cards, swap sea stories or just relax. Photo by JOC Kent Hansen.*

neck-deep water.

Life aboard a Japanese ship, compared to life aboard a U.S. ship, is not without its hardships, however. On an entire cruise (which in some cases lasts up to six months), the Japanese crew receives no mail, nor do they expect any. Their library is limited to fewer than 200 books, and a three-ship escort division carries only 15 movies. A dozen or so videotapes from Japanese television comprised their total recreation facilities. Supplemental leisure activities include games of cards or jogging in place.

Through it all, the Japanese sailors re-

main cheerful. They have accepted their mode of life without complaint. Almost every bulkhead showed evidence of interaction with the American Navy: a ship's ball cap, a plaque or photos of American and Japanese sailors arm in arm.

Although the Americans were aboard to observe the Japanese, the Japanese hosts were also honestly interested in Americans. "I can learn about what you do from books," said Chief Gunner's Mate Yasuaki Murata, "but when I talk to you, I learn about your heart."

—Story by JOC Kent Hansen  
USS Coral Sea (CV 43)



# The Long Way Around

At one time, Christopher Rice couldn't get an appointment to the U.S. Naval Academy at Annapolis, Md. But he didn't let a little thing like that stop him. Today he represents 4,500 midshipmen in his position as deputy brigade commander at the Naval Academy—the academy's second highest midshipman leadership position.

Rice graduated from high school in 1975 but didn't enter Annapolis right away. "I was qualified," he said, "but because the competition was so strong, I was unable to get an appointment."

After spending a year at the University of Maryland, Rice enlisted in the Navy. He went through boot camp in Great Lakes, Ill., and studied to be an aviation structural mechanic at Memphis, Tenn. From there, he was assigned to Naval Air Station, Cubi Point, Republic of the Philippines.

While working on jet aircraft in the Philippines, Rice never lost sight of his goal to attend the U.S. Naval Academy. In an effort to attain that goal, he applied and was accepted to the U.S. Naval Academy Preparatory School in Newport, R.I.

Once at the prep school, he was selected as battalion commander, the highest leadership position that could be attained. "I led by example," he said, "trying to gain the respect of people who looked on me as an equal."

Rice said his previous Navy experience helped him later at the Naval Academy. "It was hard at first because I was older than the first classmen (seniors) who were responsible for our military training," he said. "But because of my experience, I knew what to expect and could see past the bad times to a better future."

While at the academy, Rice has seen some of that "better future." He spent a summer in a trans-Atlantic sailing

race from Boston to Norway as a member of the academy's varsity sailing team. As a watch captain aboard the 98-foot *Astral*, he was responsible for the crew on deck during his watch. While aboard, he experienced three major storms with winds up to 80 mph.

"It was a valuable leadership experience because I got a taste of what it's like to be responsible for a vessel," he said. "Many things can go wrong; you have to be able to react quickly. I had been through hurricanes and tornadoes, but going over 60-foot waves really brought home the power of the sea."

An aerospace engineering major, he had a head start on most of his classmates because he already knew the basic principles of flight and the major aircraft components. But still he found the academic program challenging.

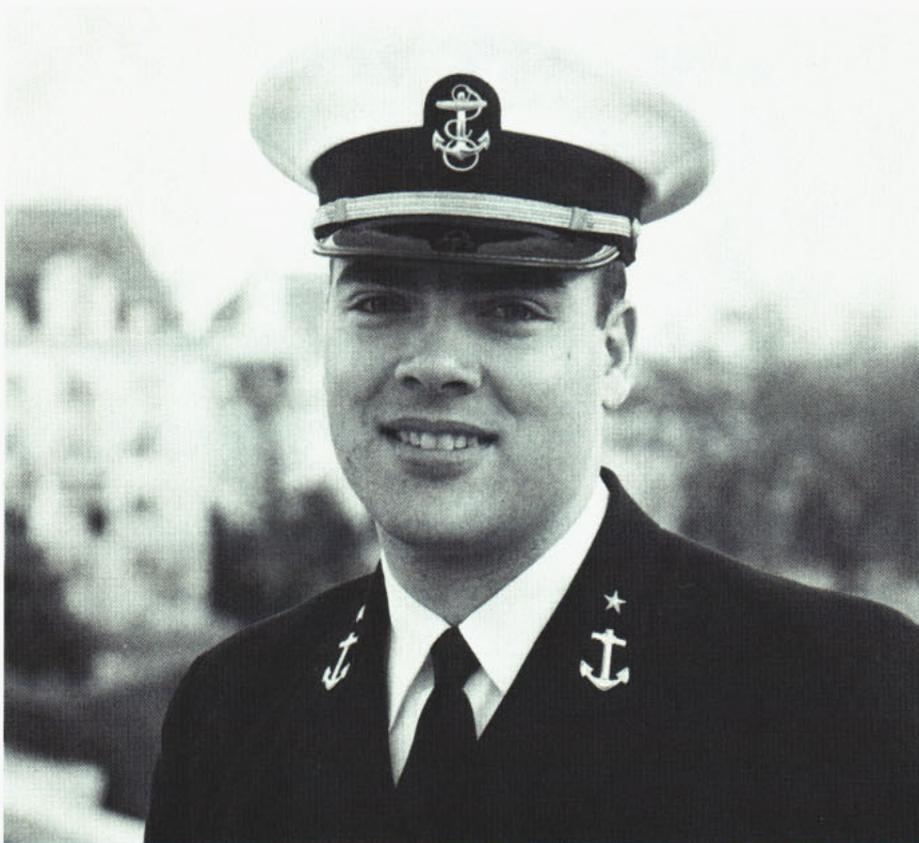
"I was getting so bogged down, I didn't think I would ever get through the academy, but I learned to budget

my time and not worry about things that were coming up," he said. As a result of his efforts, he has consistently made the dean's list for academic excellence.

Like most engineering majors, Rice is working on an aircraft-design project during his senior year. "The project tests our ability to draw on what we've learned," he said. "We have to depend on that and what we can discover through independent study and research."

When Rice graduates this month, he hopes to go on to Navy flight school at Pensacola, Fla. He's taken the long way around to get where he is, but he's not complaining. "You've got to take advantage of all the opportunities and give it your best," he said.

*Editor's Note—This story got crowded out of last month's issue but Rice's struggle to succeed is too important a story not to see print. Commissioned last month he'll begin flight training in July.*



*As deputy brigade commander, Christopher Rice has the second highest midshipman leadership position at the U.S. Naval Academy. Naval Academy photo.*

# Solving Problems

---

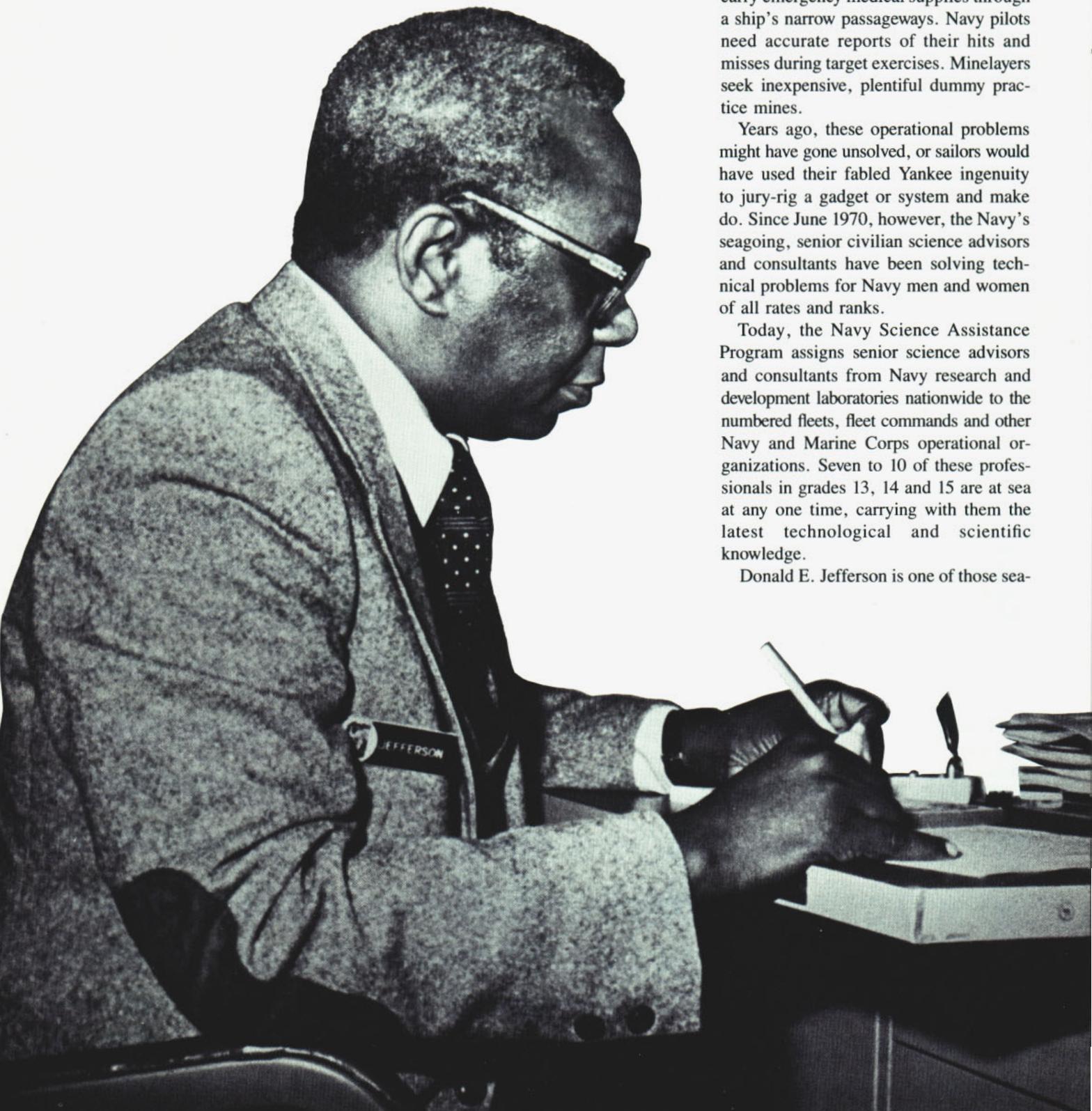
## Navy Civilian

A Navy corpsman finds it difficult to carry emergency medical supplies through a ship's narrow passageways. Navy pilots need accurate reports of their hits and misses during target exercises. Minelayers seek inexpensive, plentiful dummy practice mines.

Years ago, these operational problems might have gone unsolved, or sailors would have used their fabled Yankee ingenuity to jury-rig a gadget or system and make do. Since June 1970, however, the Navy's seagoing, senior civilian science advisors and consultants have been solving technical problems for Navy men and women of all rates and ranks.

Today, the Navy Science Assistance Program assigns senior science advisors and consultants from Navy research and development laboratories nationwide to the numbered fleets, fleet commands and other Navy and Marine Corps operational organizations. Seven to 10 of these professionals in grades 13, 14 and 15 are at sea at any one time, carrying with them the latest technological and scientific knowledge.

Donald E. Jefferson is one of those sea-



# Scientists Go to Sea

going senior science advisors. He works at the Naval Surface Weapons Center's White Oak Laboratory in Silver Spring, Md., near the nation's capital, but has been assigned to the Commander, Second Fleet in Norfolk, Va. In a moment, we'll join Jefferson aboard USS *Mount Whitney* (LCC 20), the Second Fleet flagship, but first let's look at those problems mentioned earlier.

The corpsman in our example asked that his life jacket be modified to carry medical supplies. The Naval Ocean Systems Center in San Diego, recommended a special flotation device with pockets for a corpsman's equipment.

Naval aviators who missed targets didn't know how far off the mark they were. So, scientists developed a floating disposable target with transponders in the air and water. Distance from a miss to the target is measured by computing the time it takes a projectile's sound to travel between the transponders. Now aviators have the floating automatic scoring target or FAST system.

Dummy mines are rare and expensive. Civilian experts "saved a lot of money," an NSAP official said, by using Mark 82 and Mark 83 bomb cases, nose plates and parachutes to make inexpensive dummies simulating mine-laying trajectories.

The Navy Science Assistance Program began during the Vietnam War when civilian scientists were sent to Southeast Asia to make on-the-spot modifications to equipment. The project, known as the Vietnam Laboratory Assistance Program, worked well. The Naval Material Command, with ultimate responsibility for the program, made the concept permanent in December 1981.

Technological development normally takes eight to 10 years from problem iden-

tification to a suggested solution. NSAP people recommend feasible, practical solutions to fleet operational problems within six months to a year, according to John F. Harris, the program's deputy director. The program handles more than 60 projects a year on a budget of about \$6 million, he said.

Today, about 16 science advisors and consultants are part of a team in addition to the program director, his deputy, a small staff in the White Oak offices and coordinators at each of the Navy's 12 laboratories nationwide. The Navy has pioneered in short-term managerial and technological response to operational problems, thanks to science advisors like Don Jefferson.

Jefferson originally planned a one-year tour with the Second Fleet but extended for another year because, he explained, "I couldn't absorb it all in one year. I've been in Navy labs since 1951 and had some fleet

interactions, but never on a very intense scale. This has been a fantastic, tremendous learning experience."

Jefferson has extensive experience in mine warfare but is involved with all phases of naval activity. "My charter, so to speak, is to deploy to all warfare areas and take part in all activities. All warfare areas come together here in the Second Fleet. I'm learning about air, surface, submarine and mine warfare, and I see how they're integrated. I look for problems the fleet thinks can be solved in the lab. My door is always open to staff members with problems. I can also propose NSAP projects for problems that can be solved in a comparatively short period and within limited dollar amounts."

Jefferson learned his assignment requires more than mere scientific expertise. "A science advisor needs reasonable interpersonal skills in addition to knowledge and a broad scientific background. You



Donald E. Jefferson at work in his stateroom (left) on board the Second Fleet flagship, USS *Mount Whitney* (LCC 20) and with Vice Admiral James A. Lyons Jr. (right), Commander, Second Fleet.

# Solving Problems

*Seagoing science advisor Donald E. Jefferson and his ship, USS Mount Whitney.*

have to be willing to translate almost two languages—military as well as research and development. I'm learning the military language. It's a lot easier to translate military needs into a lab job if you understand the basic problem.

"I don't mean to imply that military people speak a language scientists can't understand. But some special jargon can lead to occasional misunderstandings. I'm particularly alert to this and try to avoid misunderstandings."

Jefferson brings a sophisticated academic background and extensive practical experience in civilian and Navy assignments to his shipboard duties. He holds undergraduate and graduate degrees in physics with a minor in electronics and has completed work for a doctorate in oceanography.

"In 1951, I went into what was then the Naval Ordnance Lab and specialized in electronic circuit design and analysis. Down the pike, I looked at environmental interactions and got training in oceanography. When I finished that, I started on problems requiring operations research and then got involved in computer science. There are no college courses involved in mine warfare, and I'm basically self-taught in that field," he said.

Jefferson has earned a large number of awards and letters of appreciation and commendation during 30 years in civil service. He also has obtained patents on several inventions.

Jefferson was at a turning point in his career when he heard of the science assistance program about two years ago. "Sometimes you feel as if you're butting up against a stone wall; that there must be some other way to do your job. I'd been finding ways around the system for many years. This time I asked, 'Wait, stop, see if there are other ways; what else is available?'"

"When the science advisor idea came up, I didn't have a full understanding of the services the program provided," Jefferson explained.

He talked with colleagues who had served as seagoing science advisors, and their enthusiasm for the program helped



Jefferson crystallize his thinking. "I began to see the program's value and thought I'd take a shot at it and try to make a contribution.

"Science advisor billets are unique in the civilian/military structure," Jefferson explained. "There's a highly competitive, two-stage selection process in each lab and among all Navy labs. Lab selections are recommended to the various operational commands, and they have a chance to see if you fill their needs and to accept you or not. After that hurdle, there's an intensive, month-long training and indoctrination program. The result has been one of the most rewarding experiences of my career."

Variety, access to Vice Admiral James A. Lyons Jr., commander, Second Fleet, and the ability to tap the rich scientific and technological resources in the Norfolk, Va., area help make Jefferson's job exciting and rewarding.

"My discussions with Admiral Lyons" Jefferson said, "are usually about priorities." He may ask what the labs are doing

to solve a particular problem. I check with the NSAP coordinators at the Navy labs to learn their capabilities and I attend briefings.

"I'm also aboard to establish rapport between the research and development community and the fleet. I try to learn about and understand fleet problems, what has and hasn't worked and why. Then I explain how the labs can help. The labs are anxious to help and need to test concepts under operating conditions. We eliminate duplication."

Jefferson has initiated several NSAP projects since he's been with the Second Fleet. One exemplifies the use of scientific know-how to solve a seemingly simple, nagging problem. Old, worn-out ships are commonly used as targets, but they need some equipment on board to make them appear alive.

"The staff uses a set procedure to request equipment for the target ships," Jefferson explained. "It's time consuming and a pain-in-the-neck, and the personal con-

tacts that make it work must be re-established every time someone ships out. I requested stockpiling a modular package which includes various types of electro-mechanical emitters. The staff will be able to request the equipment it needs. The new system will save considerable time, provide continuity of acquisition and allow standardization."

Jefferson also helped the Second Fleet automate its ships' scheduling. Now, with push-button ease, planners can determine where and when ships are deployed and what they're doing. Admiral Lyons gave Jefferson a meritorious civilian award for his work on this project.

Jefferson is one of a small group of Navy civilians who know what it means to go to sea for many weeks. Despite the problems and hard work, he finds it adventurous.

"Getting under way is exciting," he said. "Once, I was at sea 30 days before the first port call. I thought it would be pretty dull, but there were so many things going on, I didn't have time to be bored.

"Living and working at sea was an excellent way to get to know people. I talked and worked with the sailors in the combat information center, for example. They knew I was available, that I wanted to know their problems and their ideas. I

didn't limit my acquisition of information to any particular rank. I had good rapport up and down the line and got a lot of good information that first cruise."

Jefferson admitted, however, that some situations required finesse and understanding. He explained, "I told one chief petty officer that one of my tasks was to look at the problem he was having with a system to see what I could do to solve it. The chief said the main problem was that 'too damn many people are trying to solve the problem. If you'd just get out of our hair and let us do it. . . .'

"I told the chief if he could convince me he could solve the problem, I'd spend time keeping people out of his hair. He explained all of his problems and the solutions he had worked out for some of them. The chief was on target—he knew what he was doing," Jefferson said.

Jefferson also found himself relating to officers much differently than he had as a lab scientist. "I felt uneasy about socializing with officers when this assignment started. I'd not done so before. It turns out when you get a bunch of officers together, they relax. A lot of important suggestions and ideas come out in casual conversation," the scientist said.

Sailing with the Second Fleet hasn't been all work. Jefferson has had liberty

in many Caribbean and European ports. While in Naples, Italy, he met with the Sixth Fleet's science advisor.

Jefferson, like his military colleagues, has to cope with leaving his family to go to sea. His comments will have a familiar ring to sailors. "My wife and I thought it would be better for her to be at home in Silver Spring, Md., rather than in Norfolk when I went to sea. She works, too, and we didn't want her to give up her job. We visit when I'm in Norfolk, and she meets me at some of the ports of call.

"My wife has developed great relationships with some of the other wives. They meet the ship when it ties up. There are enough pluses to make up for the negatives of being separated."

Don Jefferson has learned a lot by going to sea. "I've developed rapport with Navy military people. I can ask questions about technical problems. I've learned the value of discussing problems with the people involved and not making unilateral decisions."

Soon Jefferson will leave Second Fleet for a new assignment. He's looking forward to using the knowledge and insight gained as a seagoing science advisor to help the fleet from his laboratory ashore.

*By Kenneth J. Rabben and JOC Jim Giusti*

## NSAP Success Stories

The Navy Science Assistance Program provides practical solutions to about 60 short-term fleet problems annually through its civilian science advisors and Navy laboratories.

Here are some success stories:

Science advisors examining Marine Corps vehicles aboard repositioned ships at Diego Garcia discovered brake fluid in the stored vehicles was breaking down. They improved the fluid before more damage was done.

The Air/Surface Coordination Office

Mediterranean was having a difficult time manually arranging the movement of people, equipment and material by ship and aircraft. The problems were similar to those faced by major airlines. Science advisors and a supporting engineer designed a computerized, distributed command and control scheduling system. It's now saving time and money for the Sixth Fleet facility.

The reading ability of many Navy recruits is substandard, according to Navy education specialists. A human factors specialist from a Navy lab will try to help recruits at a Dam Neck "A" school this year with a computer-assisted reading instruction program.

The Marine Corps used to mark its night bombing test ranges by putting jeeps at appropriate spots along the ranges with

their headlights lit. NSAP people developed an inexpensive solar-powered, high-intensity light to mark the range permanently.

Another Marine Corps project involved designing a portable rack to hold dragon rounds in jeep trailers more securely for travel over rough terrain. The dragon is a bazooka-like guided projectile.

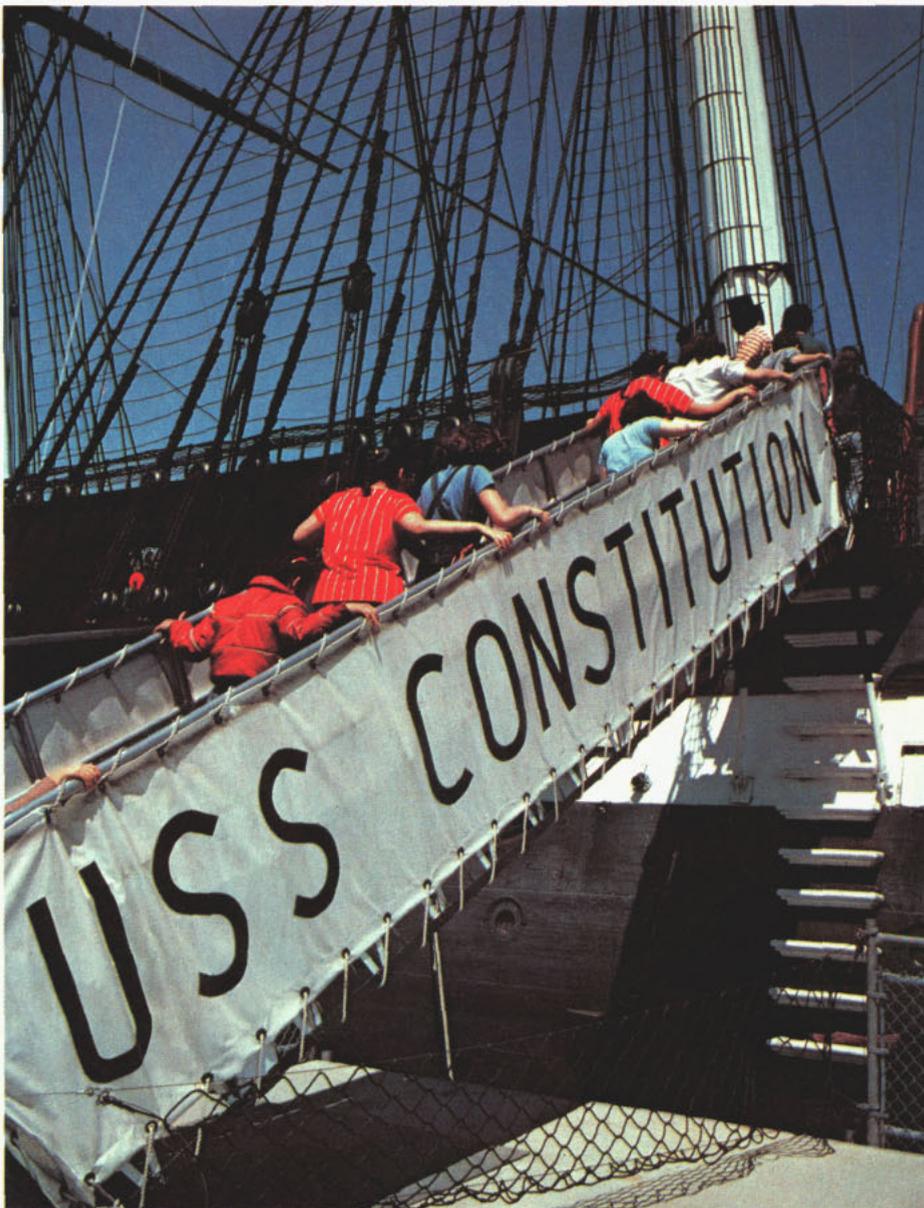
Not too long ago, Navy pilots needed a device to simulate surface-to-air missile attacks on their aircraft. Science advisors and lab people came up with "Smokey Sam," a dummy cardboard and Styrofoam projectile 18 inches high and 2 inches in diameter. The projectile emits a SAM's characteristic ground cloud and in-flight smoke plume. It does no damage to an aircraft.



'Old Ironsides'

# The Spirit of USS Constitution

Story by JO1 Glenna Houston  
Photos by PH2 Tibor Zoller  
PA Center, Norfolk, Va.



A loud crack breaks the silence of the night.

The watch aboard the 184-year-old USS *Constitution* hurries from below decks to the spar deck, where the sound seemed to come from. He finds no damage.

The next morning he reads a historical note in the plan of the day. On that date, in the 19th century, the mizzenmast had been snapped by lightning.

"At night when the tourists are gone and it's quiet, the ship belongs to the men who lived, fought and died on her," Yeoman First Class Daniel G. Merrill said. "I've never seen a ghost, but I've definitely heard some strange sounds. Other crewmen have seen some strange things on board.

"But I think the spirits of these early men like what they see. We've kept her in good shape," he added.

Commander Herman O. Sudholz, *Constitution's* commanding officer, said he learned of the ghosts a few months after he had taken command in September 1980.

"I've heard stories of boatswain's pipes being played at night, and some people have had 'visions' or seen images," he said. "But like all wooden ships, *Constitution* makes a lot of noises, because the joints aren't tight.

*Opposite page: SA Joseph Egdorf at the helm.  
Left: As many as 6,000 people a day board USS  
Constitution, at the Boston National Historical  
Park, Charlestown, Mass.*

# 'Old Ironsides'

The rigging and the water also add to the sounds.

"As part of an energy conservation measure, I suggested that we turn off half the lights at night after the ship had been cleaned up. I was told flat out that there was no way I was going to keep a duty section on board if I turned the lights out."

Boatswain's Mate Third Class Brett W. Shugar spotted an animal on board one night. He saw its tail disappear around a doorway and chased it, but he could find no trace of the visitor. Later that night, he and another man saw a white-faced monkey disappear through a hatch. They searched the ship and couldn't find it.

Then Shugar, a ship's historian, did some research at the nearby Constitution Museum. He found that Captain Charles Stewart, *Constitution's* com-

manding officer from July 1813 to July 1815, had a white-faced monkey as a ship's mascot.

"One mess management specialist dreamed that a man fell and broke his

leg," Sudholz said. "He came in the next morning and asked if anyone had been hurt. We checked the historical section in our plan of the day and found that 100 years ago on that date a



*Constitution's stern (right). A look at the rigging on the spar deck (below) gives an idea of the coordination once needed to work the ship's sails and yards.*





*Above: SA Douglas Caudill describes features of the spar deck. Upper right: Wearing a War of 1812 lieutenant's uniform Constitution's executive officer, Lt. Shan Delmar, stands on the quarter-deck. SN Douglas Lareau mans the helm. Left: The Constitution Museum entrance on the grounds of Boston National Historical Park.*

man fell in the cockpit and broke his hip. The cook hadn't read the plan of the day, and no one had mentioned the incident to him.

"Then one night an ex-Marine in the crew saw a figure in a red cape on the deck. It wasn't until after he told me about it that I found there was a time when Marines on board wore red capes.

"They say the night of my change of command none of the watch section slept. The ship was full of noises. Doors that had been locked were found open, and some that had been opened were found closed," Sudholz added.

"Sometimes I have a weird feeling on the spar deck," Seaman Kevin J.

Gibson said. "Twice I think I've seen a figure sitting on the bowsprit. Other men have said they've seen figures in the fighting tops."

Boatswain's Mate First Class Benjamin J. Dellucci also claims to have seen the monkey. "I've also seen officers in the captain's cabin and an old man walking the deck at night."

"I'm not going to try to explain it," the captain said. "I don't think I would ever scoff at the stories. I feel ships have a spirit, a life. And I've never been on any other ship where there's such a strength of identification. Crew members never say 'they' when they talk about the ship while conducting a tour. They say 'we did this.' They feel they're still part of the same crew that was here 184 years ago."

The ship's present crew of 41 enlisted men and two officers has the normal responsibilities of a ship's company including administration, supply, maintenance of the spaces where they live and preservation of the *Constitution* itself. They also stand watch, keeping the ship secure and safe. Each man is trained in damage control and fire fighting.

But the most visible part of their job is meeting the public. As many as 6,000

# 'Old Ironsides'

people a day visit the *Constitution*, the oldest commissioned warship afloat. It is homeported at the Boston National Historical Park, the former Boston Navy Yard, in Charlestown, Mass.

"We make it a point to present the ship not only in a historical fashion but also as a U.S. Navy ship," executive officer Lieutenant Shan R. Delmar said.

The crewmen wear uniforms that might have been worn by a captain's gig crew in the early 1800s—red and white striped shirts, white trousers and black flat-topped, brimmed hats with ribbons.

"Based on what we've been able to find in letters and logs, we're trying to be authentic with the uniforms," Sudholz said. "We've redesigned the jacket to be closer to what was probably worn in 1812.

"Actually, in 1812 the sailors wore 'slops' (inexpensive clothing) that the purser bought ashore. Their hats were generally made of canvas coated with tar, and they didn't wear shoes. They made rain slickers out of canvas and also coated them with tar.

"Tar was plentiful aboard ship because all the hemp lines were coated with it. When it was hot, the tar would drip down on the clothing. At best, the uniforms were sloppy, and I'm con-

vinced that's where the phrase 'don't look sloppy' comes from—in other words, don't wear your slops.

"I couldn't put my crew into that type of garb and present a uniform naval appearance. The public expects a clean-cut, squared-away sailor."

Every man in the crew has to learn about the masts and rigging and know what the various decks were used for. He must learn the ship's history from its keel laying to the present, know how and why it was built, and be able to explain the purpose of each artifact on board.

"The people who come aboard are always interested in how the sailors lived," said Storekeeper Second Class Denis J. Thibodeau.

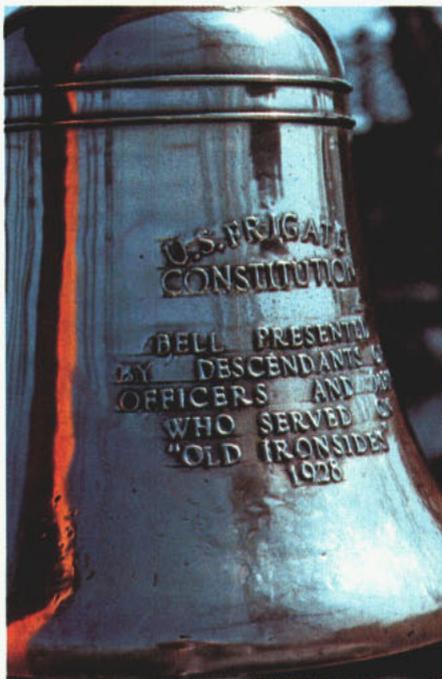
"In 1812, an ordinary seaman earned \$10 a month. He shared berthing spaces with more than 400 other men. He slept in a hammock that was shared by at least one other person—one man would sleep while the other had watch. Everything he owned was hung in a sea bag beside his hammock."

Mess Management Specialist Second

*Interesting sights on board Constitution include a detail of a woodcarving atop the brow, the ship's bell and the 32-pounders on the spar deck. Designed in Carron, Scotland, these guns had a range of about 400 yards. Each gun required a crew of four to nine men.*

Class Charles T. Christie said the food served to the crew in the 1800s was pretty bad.

"Back then the cook seemed to boil everything," he said. "They ate mostly hardtack, a kind of dry bread, and soup made from salted meat and dried vegetables. Officers ate the same food



that the enlisted men ate, but they added their own spices.”

Besides preparing food, the cook also gave the crew haircuts, performed minor surgery and pulled teeth.

Medical care for the crew in the 19th century was quite primitive. The most common surgery was amputation, which normally took less than five minutes.

Many of the crewmen say the ship’s “grog tub” is their favorite artifact on board.

“The grog tub is the barrel where the

men got their daily half pint ration of grog, a mixture of rum and water,” Seaman Douglas L. Lareau said. “They used to get straight 198-proof rum, but they’d hoard it down in the bilges until they felt like a good binge.

“The British had the same problem with their sailors until Admiral Edward Vernon came up with a solution in 1740. He found that if the rum was mixed with water it soured in a few hours, so the men had to drink it right away. Vernon always wore a grogram cloak—grogram is a coarse silk mate-

rial—and he was called ‘Old Grog.’ Thus, his mixture of rum and water was called ‘grog.’”

Fireman Apprentice William R. Concannon said his favorite part of the tour is sick bay.

“It was all the way forward on the berthing deck, so it was the worst ride of the whole ship,” he said. “Most men didn’t want to be there because their names would go on the binnacle list, and they wouldn’t get their ration of rum.

“When a crewman died, his body was sewed into a spare hammock weighted with a few cannon shots, and he was buried at sea. Supposedly, a number of men deserted the ship by faking death. They’d cut their way out of the hammock after being thrown overboard and swim to shore. To prevent any crewman from faking death, they came up with the ‘snitch stitch.’ The last stitch in the hammock went through the man’s nose.”

Built in Boston, *Constitution* was launched in October 1797. President Thomas Jefferson chose Joshua Humphreys, a Philadelphia Quaker and technical genius who exerted a tremen-



*Whether the view is the ship's stern or catshead, USS Constitution is a wondrous sight, one well worth the trip to Charlestown.*



# 'Old Ironsides'

dous influence on the American Navy, to design it.

Costing \$302,718, the *Constitution* was as expensive in real terms to the nation's economy then as an aircraft carrier is today.

The ship was designed as a 44-gun frigate, although it carried as many as 55 cannon. It was strong enough to defeat an enemy of equal size and fast enough to outrun a larger vessel. It carried almost an acre of flax sail on its three masts and with a good wind could sail at 15 knots.

The *Constitution* served in about 43 combat engagements against the French, the Barbary pirates and later against the British in the War of 1812. It never lost a battle, never was boarded by the enemy and never had a cannonball go through its sides.

The British were responsible for giving the ship its nickname, "Old Ironsides." In battle with the 49-gun frigate HMS *Guerriere* in 1812, shots were seen to bounce off the *Constitution's* outside planking. One British sailor shouted, "Huzzah! Her sides are made of iron."

*Crewmen on USS Constitution are responsible for preserving the ship. SA Timothy Pierce (below) and other crewmen do their bit by scraping paint.*

The *Constitution* more often came closer to destruction at the hands of its own nation than it ever did in battle. In 1830 it was reported unseaworthy and condemned to be broken up. A poem by Oliver Wendell Holmes, "Old Ironsides," aroused public feeling and the ship was rebuilt.

It was partially restored again in 1905 as a result of popular sentiment but was not completely restored until the 1920s. Funds raised largely by schoolchildren were matched by federal money.

From 1931 to 1934, the *Constitution* was towed 22,000 miles, pulled into 90 ports around the country, and hosted 4.5 million visitors. Since 1934, "Old Ironsides" has made its home in Charlestown, directly across Boston Harbor from the shipyard where it was built. As many as 750,000 people a year walk the wooden decks.

"I think the American public has a right to see the *Constitution*," the captain said. "She's their ship. She was more than once saved by the American public when the government would have gotten rid of her. She belongs to the public. They paid for her originally, and their tax dollars support her. She's a bargain—a 184-year-old ship which essentially turned the tide of the War of

1812, our second war of independence.

"We've had many requests to tow her again, but I don't think the Navy would ever give it serious consideration. Ships have been known to break a tow. They just wouldn't put her in a potentially hazardous situation.

"I only wish I was able to do what the 19th century captains were able to do—take her to sea. But it would just be too dangerous. People don't realize that sailing ships didn't leave port—sometimes for days, even though they were scheduled to—because of unfavorable winds and tides.

"A great many sailing ships were wrecked because they got into a bind of adverse tides, currents and winds. There was nothing even the most able mariner could do to prevent it."

*Constitution* is taken from its pier once a year on July 4 during its annual "turnaround" cruise. Tugs move it into Boston Harbor where it fires a 21-gun salute to the nation. It is returned to its berth facing the opposite way so it will weather evenly.

"The biggest problem in preserving a wooden ship is rot," the captain said. "Saltwater preserves wood, but it's a never-ending problem to keep freshwater, which causes rot, out of the wood. Once rot starts, it spreads like cancer. We impregnate the wood with preservatives before we put it into the ship, which helps a lot, and she does have salt packed between her frames so that any freshwater that seeps in is turned into salt water. The 8 to 10 percent of the ship that's original is all below the waterline."

According to Dellucci, preserving the outside surface of the *Constitution* is painstaking.

"We have to be careful to remove paint without damaging the surface of the wood," he said. "There's a lot of self-satisfaction in knowing I'm responsible for taking care of something that can't have a price tag.

"I think visiting the *Constitution* gives people a chance to experience the past. I see a lot of people daydreaming when they come here. If they're like me, they are imagining what it would have been like to sail on her."



# Captain Isaac Hull Collection

The USS Constitution Museum at the Charlestown Navy Yard in Boston, Mass., opened a major new exhibit in May built around a collection of artifacts that belonged to Captain Isaac Hull. As commander of USS *Constitution*, Hull met and defeated the British frigate *Guerriere* in the early days of the War of 1812.

"It's my opinion that the less said about a brilliant act, the better," Isaac Hull wrote to the Secretary of the Navy in September 1812 following his victory. His triumph was the talk of two continents, the subject of countless songs, plays, poems and broadsides.

Congress voted Hull a gold medal and his officers silver ones. Captain and crew were instant celebrities, basking in national pride. In terms of national adulation, he was the astronaut or Lindbergh of his day.

Today, Isaac Hull, who with one masterstroke ended the age-old British domination of the seas, is largely forgotten. Through this exhibition of his personal effects, the USS Constitution Museum hopes to restore Isaac Hull to his rightful status as a genuine American hero and tell the story of Hull as devoted custodian of a large and unruly family and his career as a naval officer.

The impetus for his exhibit came from a curator's dream-come-true: a phone call from Mrs. Roger C. Elliot, Hull's great-great-grandniece (Hull had no children of his own). "I have a number of things that belonged to Isaac Hull. Perhaps the museum would be interested. . . ."

The "number of things" include many of the treasures showered on Hull by a grateful nation: a six-piece gold-on-silver tea service, a 30-inch silver urn, a set of gold-edged dueling pistols, his gold medal, the medal of

the Society of the Cincinnati, a gold-and-steel presentation sword made by Nathan Starr. Personal items include: his pocket watch, snuff box, family seals, eyeglasses and case, logs, reams of correspondence and his portrait painted by Gilbert Stuart.

In all, the collection comprises more than 40 three-dimensional objects and more than 350 pieces of archival material. Additional items for the exhibition are on loan from the Wadsworth Atheneum in Hartford and the New Haven Colony Historical Society.

Opened in 1976, the USS Constitution Museum has as its purpose the preservation and interpretation of America's oldest commissioned ship, USS *Constitution*. It is the nation's only museum devoted solely to "Old Ironsides" and the American sailing Navy.

—By Leslie Anderson,  
USS Constitution Museum

"Isaac Hull," oil on canvas by Gilbert Stuart, 1807. From the Mrs. Roger C. Elliot collection, now at the USS Constitution Museum.



'Old Ironsides'

# The Dirty



# Dozen

The “Dirty Dozen” (plus two) are a group of artisans dedicated to the preservation of USS *Constitution*, our oldest commissioned warship.

When the Boston Naval Shipyard closed in 1973, a study was made to determine the best way to preserve the ship known as “Old Ironsides,” and the Portsmouth Naval Shipyard was designated to complete the overhaul. Soon after, 12 men were chosen to work on the preservation. Two were later added to the group. Officially known as the Maintenance and Repair Facility, National Historical Park in Charlestown, Mass., the group also was called “the Dirty Dozen.”

The language used by this dedicated

*Left: Gerald McCarthy of the USS Constitution Maintenance and Repair Facility keeps an eye on the ship's main yardarm as it is raised to its resting place after overhaul. Below: Dan Scully brazes a bandsaw blade used to help restore Old Ironsides.*



group is unique—carlings, scarphs, scantlings, cant frames and breast hooks are terms that only an 18th century sailor would fully understand. The equipment used is also special: adzes, slicing chisels and horsing irons.

The craftsmen themselves have made many of their jigs and tools. The job of maintaining a circa 1797 warship requires extraordinary skills. This small group possesses those skills and more; each man can and does assist with all of the various trades employed.

The Dirty Dozen are knee-deep in pride for the *Constitution*. It shows in their work, in their conversation and in their willingness to share their experience and expertise with the warship's present-day crew.

*Gerald McCarthy (left) and Clarence Gaudet are maneuvered into place by a crane before raising the ship's main yardarm.*

Their relationship to *Old Ironsides* is so special that Commander Herman O. Sudholz, *Constitution's* commanding officer, dedicated the ship's 1982 Turn-around Cruise souvenir book to the “small group of highly skilled artisans which is made up of civilian shipwrights, riggers, woodcraftsmen and equipment operators. They are truly USS *Constitution's* other crew. Were it not for their abilities and skills, this cruise today would not be possible.”

—Story by JO2 Estelle Noah  
—Photos by JO2 James P. Woodworth,  
NavInfo, Boston

# Capodanno's Gunners go to Work

Maneuvering among pleasure boats and commercial vessels as it cruised through the Chesapeake Bay, the frigate USS *Capodanno* (FF 1093) looked like a waterborne Gulliver in a sea of aquatic Lilliputians. But the smaller vessels kept a wary distance as the frigate cruised away from heavily traveled sea lanes toward its target area.

In *Capodanno*, at various nerve centers, fire control technicians and gunner's mates checked and adjusted equipment that would soon deliver a pounding to the marshland of Bloodsworth Island. Located north of where the Potomac River flows into the Chesapeake Bay, Bloodsworth Island is an uninhabited, government-owned island used as a practice range for naval gunfire support training and other gunnery exercises.

Chief Fire Control Technician (Guns) Bob Nelson strapped on sound powered phones and scanned a pattern of computer monitor lights before him.

"Shouldn't be long now," he said as the movement of the ship's 5-inch/54-caliber guns sent a low rumble through the gunfire plotting room.

Nelson and five other fire control technicians lit off their computers and radar consoles as Chief Gunner's Mate John Horan completed the last prefire check on the Mark 42 rapid-fire gun mount two decks above. Gun and fire control system checks determined whether the vast network of electronic circuits and hardware was ready and ensured mechanical as well as personnel safety throughout the gunfire exercises.

Meanwhile, spotters on the beach called in fire-target information which



the ship's combat information center deciphered into target coordinates. That information was relayed to the fire control computers as ammunition was moved into gun mount loader drums and readied for firing.

"Once CIC has relayed the gunfire coordinates to us," Nelson said, "we load the information into our fire control computers. The gun mount is then placed in the remote and we're ready for our firing mission."

Although modern technology plays an important part in naval gunfire support aboard most surface ships today, much still depends on the human elements of timing, accuracy and teamwork.

Once the order to stand by for firing is given, *Capodanno* gunner's mates in

the magazine, carrier room and gun mount move through a closely coordinated scenario.

The mount captain monitors the electronic transfer of ammunition into the gun-loading system as ammunition is automatically shifted from the ammunition room to the carrier room. In the gun house, the gun captain doubles as the mount safety observer and monitors the upper gun-loading system. A one-man control (OMC), also located in the gun house, verifies the gun's firing direction through a sight telescope.

Like other exercises involving teamwork, there are variations to the procedures in naval gunfire support. For example, when the ship's target can be visually sighted, the OMC serves as the firing monitor. However, during in-

direct control shoots, spotters located on the beach or near the target verify the aim.

"This ship was designed with a secondary mission of gunfire support," Horan said, "so the NGFS exercises we conduct are important training tools."

Although gunfire support training is incorporated into the daily duties of gunner's mates and fire control technicians, an actual gun shoot involves the ship's entire crew.

"All Navy ships capable of providing NGFS must successfully complete five basic gunfire exercises every 18 months," said Horan. "Those exercises include conducting direct and in-

direct firing missions, both at high speed and from a stationary position, as well as night illumination firings."

Although Atlantic and Pacific fleet surface ships with NGFS capabilities maintain their NGFS qualifications while on deployment, they all are re-

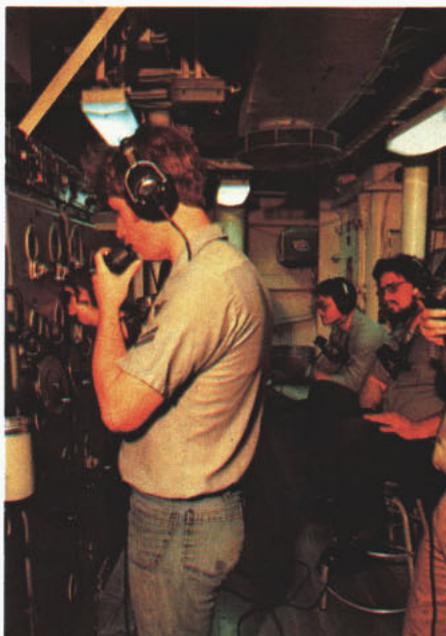
quired to maintain high qualification levels before beginning a deployment.

Atlantic Fleet ships generally conduct their NGFS qualifications at either the island of Vieques—off the eastern coast of Puerto Rico—or Bloodsworth Island, while Pacific Fleet ships obtain their NGFS qualifications at California's San Clemente Island or at Kahoolawe, Hawaii.

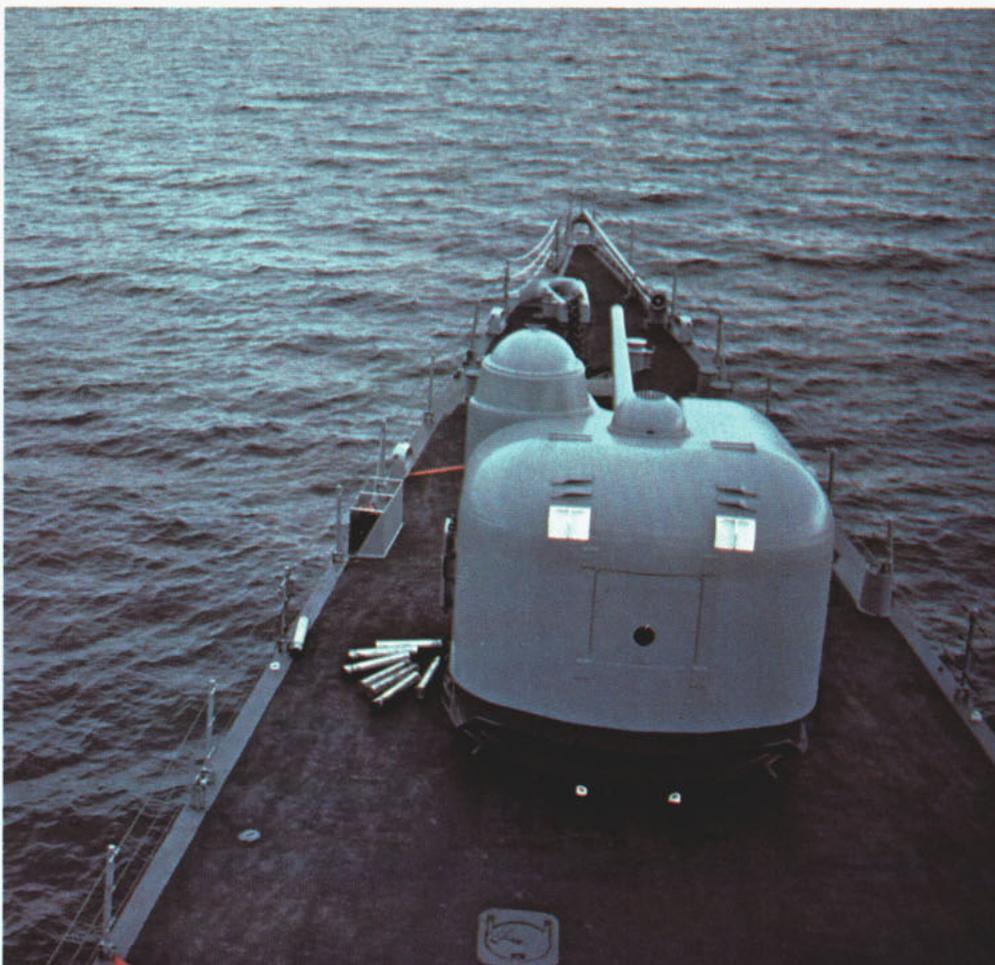
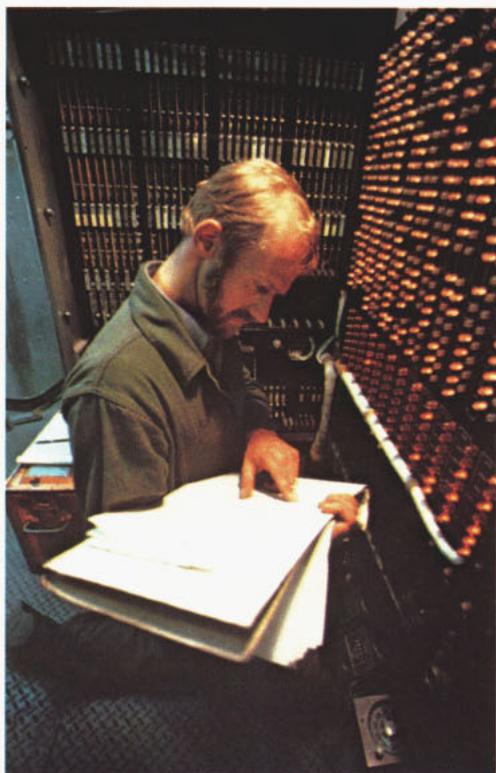
During *Capodanno's* three days off Bloodsworth Island, more than 175 rounds of ammunition were fired as the ship successfully completed all the required gunnery exercises.

*Capodanno*, named after Chaplain (Lt.) Vincent Capodanno who was posthumously awarded the Medal of Honor for heroism in Vietnam, proved once again it was capable of living up to the nickname "the fighting father."

*By JOC Lon Cabot*



*Up to the minute coordination between controllers in Capodanno's fire control spaces and gun mounts helps make the ship's gunfire support exercises a success.*



# The Tragedy Hits Home

## THE PEACEMAKERS

Robert C. Ames  
Thomas R. Blacka  
Phyliss N. Faraci  
Terry Gilden  
Kenneth Eugene Haas  
Deborah M. Hixon  
Frank J. Johnson  
James Foley Lewis  
Monique Lewis

Staff Sergeant Ben H. Maxwell  
William R. McIntyre  
Corporal Robert V. McMaugh (USMC)  
Staff Sergeant Mark. E. Salazar (USA)  
William Richard Sheil  
Janet Lee Stevens (journalist)  
Sergeant First Class Richard Twine (USA)  
Albert N. Votaw

They gave their lives for their country.

A few were soldiers, one was a journalist—most were members of the diplomatic corps. When their bodies arrived at Andrews Air Force Base—five days after the terrorist bombing of the U.S. embassy in Beirut—the president and Mrs. Reagan led ceremonies honoring the victims.

Calling the victims “peacemakers,” President Reagan said, “They knew the road they traveled was hard and fraught with peril. They walked that road with cool professionalism and a deep sense of purpose. They knew firsthand how an afflicted mankind looks to us for help—with faith in our strength, our sense of justice and our decency.”

*Photos by JOC Lon Cabot*





“Let us here in their presence serve notice to the cowardly, skulking barbarians in the world that they will not have their way. Let us dedicate ourselves to the cause of those loved ones, the cause they served so nobly and for which they sacrificed their lives, a cause of peace on earth and justice for all mankind.”

—President Ronald Reagan, April 23, 1983,  
Andrews Air Force Base, Md.

## What's in a Name?

The legacy of a veteran World War II submarine commander and the feats that distinguished him with three awards of the Navy Cross were recognized Jan. 29 with the commissioning of the fleet's newest guided missile frigate, USS *Underwood* (FFG 36). Named in honor of the late Captain Gordon Waite Underwood, it is the

only ship on the Navy's active list to be named for a former submarine commander.

A 1936 graduate of the Naval Academy, where he was presented a sword for athletic excellence, Underwood was credited with the sinking of 76,000 tons of enemy shipping during three patrols of the submarine USS *Spadefish* (SS 411) in the Western Pacific.

Earning a master's in marine engineering from MIT, Underwood later commanded the 81-man *Spadefish* on the submarine's first three deployments to the Pacific from July 1944 through July 1945.

*Spadefish's* history, drawn from patrol reports and recollections of its crew, describe an aggressive series of daring actions which earned Underwood three successive awards of the



*Capt. Gordon Waite Underwood (left above) and with members of his crew (above) aboard USS Spadefish (SS 411) following a successful patrol in the Pacific.*

Right: Cmdr. Andrew C. Beck II, commanding officer of the USS Underwood. Below: Commissioning ceremonies of USS Underwood. Photo by PH2 George L. Betz.



nation's second highest award for valor.

On the night of Nov. 17, 1944, off China in the Yellow Sea, *Spadefish* pressed home a bold surface attack on a convoy.

"The *Spadefish's* first attack was on a large escort carrier. . . . Her decks were fully loaded with planes which burned furiously after four torpedoes of a six-torpedo salvo hit their mark. . . . While the escorts dropped depth charges on fish and phantoms, many hands came topside to watch the carrier burn and vanish."

The sinking of the 22,000-ton *Jinyo*

was followed by a second attack on the convoy after midnight. Radar-equipped escorts "commenced shooting 20mm, 40mm and 5-inch" weapons at the surfaced *Spadefish*.

"When finally their aim improved and

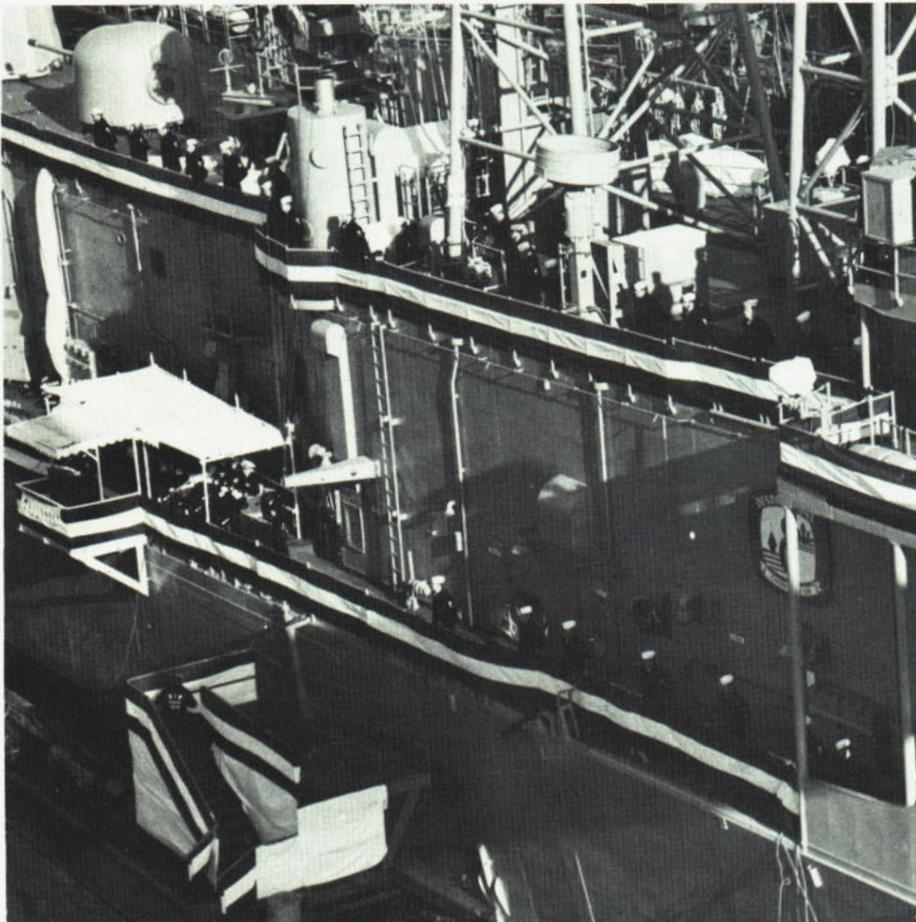
the shells started whining over the bridge, Captain Underwood ordered all hands below, remaining alone on the bridge to con the ship. He then turned the stern toward the approaching destroyers, fired a full salvo, and registered hits on Submarine Chaser No. 156. That one disappeared in a huge cloud of smoke. . . ."

*Spadefish* had scored her ninth kill; eventually 14 ships would be sent to the bottom by Underwood.

*Spadefish* completed its fourth and fifth patrols under another commanding officer and ended its career with a total of 27 ships—nearly 125,000 tons—sunk.

Following a series of shore assignments, Underwood, a New Yorker, retired from the Navy in 1962. He died in 1978, at age 67, after a stint as executive vice president of a manufacturing firm in California.

The ship bearing his name joins the more than two dozen *Perry*-class guided missile frigates now in commission.



# Bearings

## Count 'em—42

A plaque listing the names of all 42 graduates of the Navy's Officer Candi-

date School at Newport, R.I., who have achieved flag rank was unveiled recently on the quarterdeck of King Hall, the OCS dormitory.

## Sailors Brave Stormy Seas



Constructionman Recruits Robert L. Boyd and Charles E. Harris were sitting on a pier one day recently at Port Hueneme, Calif., when a woman sought their help for a man struggling in the water. Boyd and Harris raced down the pier and onto the beach where they scrambled out of their uniforms and dashed into the storm-driven waves.

Upon reaching the weakly struggling man, they pushed and pulled him through the waves to the shore. Almost exhausted themselves, they carried him up onto the beach where they were greeted by a crowd of people clapping and shouting encouragement. John Engberg of Oxnard, Calif., the man whose life they saved, was whisked away by medical people to a local hospital.

Commander J.R. Stark, command-

*UTCR Robert L. Boyd (left) and UTCA Charles E. Harris at the site where they saved a man's life.*

ing officer, Naval Construction Training Center, Port Hueneme, has recommended Boyd and Harris for the Navy and Marine Corps Medal.

On Feb. 23, the Port Hueneme Chamber of Commerce honored the two sailors at a breakfast where the chamber's president, Ms. Pat Pratt, presented them with certificates of appreciation. They also received congratulations from Port Hueneme's Chief of Police Robert A. Anderson and a letter of thanks from Engberg.

Asked if they would do it again if they had to, both Boyd and Harris answered in the affirmative.

—By JO2 John K. Wells  
NCTC Port Hueneme, Calif.

Rear Admiral Andrew A. Giordano, commander of the Naval Supply Systems Command, whose name is on the plaque, took part in the ceremony along with Commodore Thomas R.M. Emery, commander of the Naval Education and Training Center; Captain Robert L. Ceres, OCS director; and Operations Specialist Thomas J. Bembenek, who made the plaque.

Admiral Bobby R. Inman, now retired, is the only four-star admiral whose name is on the plaque. Admiral Inman, who was graduated in the fourth OCS class in March 1952, was recently deputy director of the Central Intelligence Agency.

The first name listed is that of Rear Admiral Fran McKee, who was graduated from the former Women's Officer School in Newport in December 1950. Rear Admiral William A. Armstrong is the first male listed, having graduated in the third OCS class in January 1952. OCS did not graduate its first co-educational class until Nov. 2, 1973.

Other flag officers whose names appear on the plaque are Rear Admirals Frank C. Collins Jr., Robert E. Morris, Clinton W. Taylor, James B. Reap, Raymond R. Couture, Peter R. Brown, Thomas S. Maddock, Sayre A. Swartztrauber, James T. Taylor, Henry J. Davis Jr., William J. Finneran, Paul R. Gates, Bruno A. Pomponio, Gerald C. Sullivan, William A. Cockell Jr., Conrad J. Rorie and Harold N. Wellman.

Also listed are the names of Rear Admirals John F. Addams, Richard J. Grich, John R. Grubb, Duncan P. McGillivary, Pauline M. Hartington, Joseph L. Flores, Paul W. Dillingham Jr., Howard H. Haynes, Joseph S. Sansone Jr., Richard C. Berry, Don H. McDowell, Thomas F. Brown III, John S. Jenkins, John H. Fetterman Jr., James J. McHugh, Richard M. Dunleavy, Ming E. Chang, Benjamin T. Hacker and Thomas E. Flynn, plus the names of Commodores David E. Jeremiah and Stewart A. Ring.

## VERITAS V

Seventy military and civilian NATO leaders met recently to discuss the increasing importance of the Mediterranean Basin to Western security. The meeting, called VERITAS V, was sponsored by Allied Forces Southern Europe in Naples, Italy.

In his closing remarks at the conference, Admiral William J. Crowe, com-



mander in chief Allied Forces Southern Europe, stated "If there is a single common theme that has woven itself through our discussions, it is that of the ever-increasing importance of the Mediterranean Basin, and the lands that bound it, to Western strategy."

*Gen. Frederick J. Kroesen, commander in chief of U.S. Army in Europe (right), with former Italian ambassador to Japan Carlo Perrone-Capano, one of the speakers at VERITAS V. Photo by MSgt. Bob Wickley, USAF.*

## NMCB 133 Awarded Peltier

Naval Mobile Construction Battalion 133 received the 1982 Peltier Award for its accomplishments as the most outstanding unit of the naval construction force. It was the second time in three years that the Kangaroo battalion has received the Society of American Military Engineers award.

During the six-month home port period in Gulfport, Miss., the battalion set Seabee center records in overall class attendance, disaster recovery training and exercises in rapid runway repair. They also earned the 1981-82 Construction Battalion Atlantic Fleet Marksmanship Trophy for qualifying 538 of 547 shooters.

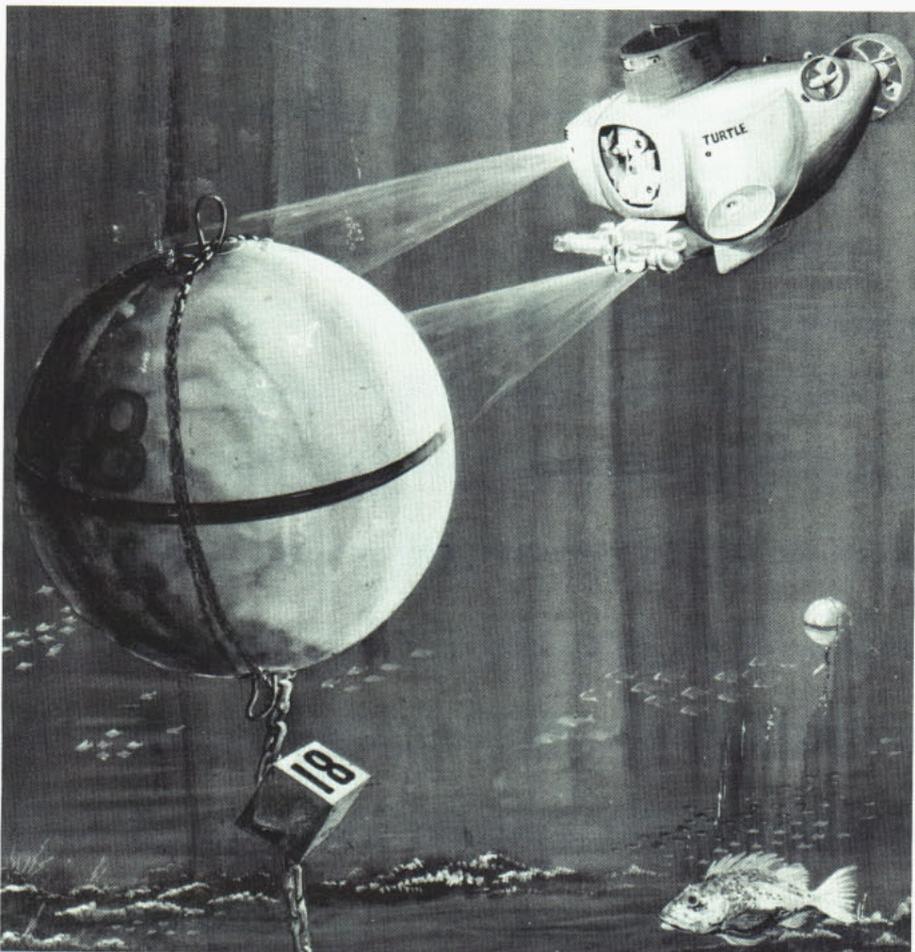
Deploying to Europe in March, NMCB 133 hit the ground running. Twenty-seven projects were undertaken in Rota, Spain, and 24 were completed with no reworking necessary.

In praising their accomplishments, Rear Admiral William M. Zobel, commander, Naval Facilities Engineering Command and Chief of Civil Engineers called the battalion's upgrading and dedication of Camp Mitchell a "superb achievement."

He also added, "The men assigned to detachments in Sigonella, Italy; Nea Makri, Greece; Souda Bay, Crete; and Holy Loch, Scotland, demonstrated a zeal, pride and professionalism that will long be remembered throughout the European Theater."

*—By Ruth Jackson  
NavFacEngCom*

**Ocean Pressure Test on Concrete.** An artist's drawing depicts a Navy submersible inspecting one of 18 concrete spheres emplaced 10 years ago in the ocean at depths ranging from 1,800 to 5,000 feet by the Naval Civil Engineering Laboratory, Port Hueneme, Calif. It was part of a continuing program designed to study concrete as a material for pressure-resistant, deep-ocean structures. Purpose of the concrete block, shackled to a 53-foot-long, 2 1/4-inch anchor chain, was to test the effects of high pressure seawater upon the physical and chemical properties of concrete during extended periods. NavCivEngrLab is now studying the recovered concrete spheres. Technology developed by NavCivEngrLab will permit the design and fabrication of military concrete structures in the ocean such as offshore storage of ordnance and submerged fuel storage facilities.



# Bearings

## Devils on Ice

On board USS *Puget Sound* (AD 38), a plaque on the door leading to the air conditioning and repair shop (56/B) says, "Devils on Ice, We Know We're Good."

You may not have had the opportunity to meet or work with the "Devils on Ice," but if you had, you would know the plaque is appropriate—they are good.

Machinist's Mate First Class David Hendershot, called "Hotshot," is the head "devil." He has a reputation of being among the finest mechanics in the Navy. *Puget Sound* is the only destroyer tender on station in the Mediterranean Sea. Still, Hendershot and his crew have faithfully serviced each Navy vessel that came alongside during the past year. Each Navy ship requires different work—some jobs are easier than others—but the ships have one thing in common: they are all repaired by the "Devils on Ice."

"Fly-aways" are some of the most

important jobs assigned to the air conditioning and repair shop. Hendershot said, "It seems we've been everywhere—flying from Rota to Israel and other places in between."

In the shop, a folder brims over with "Bravo Zulus" (congratulatory notes) from chiefs, commanding officers and admirals from Naples, Italy, to SHAPE, Belgium. Such kudos are received after virtually each job.

When most people think about air conditioning, they usually think in terms of keeping food fresh or making people comfortable. The men in 56/B describe air conditioning as an essential element in a modern warship. "There would be no paychecks to hand out if the computer couldn't be kept cool. Missiles could not be launched. Sleeping on board ship in the Mediterranean or the Indian Ocean would be miserable without air conditioning," said Hendershot.

Besides Hendershot, six other machinist's mates are in the 56/B shop. Machinist's Mate Second Class Dan Amick has been on board *Puget Sound* for a year, and he thinks the duty is fantastic. "There is always something

different to work on and to learn about. Each ship has unique problems that need to be overcome," said Amick.

Machinist's Mate Fireman Ray Bynum has spent two years in the 56/B shop. The travel is what he enjoys most. "I've not only learned about repairing and maintaining air conditioners, but I've also learned a lot about different countries and their people," he said.

However, doing jobs all over the Mediterranean and Indian Ocean offers little opportunity for liberty. Hendershot said, "We work a lot of hours; sometimes we don't hit the beach for days. A job can take anywhere from a few days to weeks. But it's something you learn to live with."

Hendershot and his men have been catapulted off aircraft carriers. They've been dropped from a helo onto a pitching destroyer's deck cruising at 20 knots. They go wherever the job takes them. They do what has to be done.

—Story by SN Robert Froding  
—Photo by SN John Lewis  
USS *Puget Sound* (AD 38)

Front (l-r): MMFN Ray Bynum, MM1 David Hendershot; back (l-r): MM3 Mike August, MM2 Dan Amick, MM3 Phil Cormier.



## Holding Back the Sea

When severe winter storms and high tides threatened Navy family housing and other facilities at Naval Station Treasure Island, San Francisco, local Navy officials immediately took steps to prevent further damage.

Exceptionally high tides, which occur about once every 100 years, combined with unusually severe storm conditions to topple into the ocean huge portions of the sea wall surrounding

*High tides and severe storm conditions seriously eroded Treasure Island's sea wall. The Golden Gate Bridge is in the background.*



Treasure Island. Lieutenant Junior Grade James Lebiedz, staff civil engineer, requested emergency repair funds, through the naval station commanding officer, from the Pacific Fleet commander in chief. CinCPacFlt provided the funds almost immediately.

Repair to the sea wall began with the installation of rock, called rip-rap, extending 30 feet out into the water from the existing bank. A local contractor used 25 dump trucks, each hauling 24 tons of rock, to complete the project.

Installed first, next to the existing bank, were 29,000 tons of small rocks weighing about a pound each. Next



*One of 25 dump trucks used in the project unloads 24 tons of rocks to repair the sea wall at Naval Station Treasure Island.*

came 3,750 tons of rocks weighing about 200 pounds apiece. Last came nearly 1,000 1-ton boulders. The contractor used a crane with a special attachment to precisely place the largest rocks. Finally a bulldozer spread dirt on top of the rock.

Captain C.M. Maskell, commanding officer of San Francisco Bay Navy Public Works Center, said, "The sea wall repair project at the naval station represented good work on the part of everyone concerned."

Also involved in the effort were the Naval Facilities Engineering Command, Western Division, which provided on-site engineering support, and the resident officer in charge of construction, western division, who arranged for the contractor and provided inspectors.

*—By Jerry Boling  
Navy PWC, Oakland, Calif.*

# Bearings



**General John W. Vessey Jr.**, Chairman of the Joint Chiefs of Staff, on a visit to Naval Training Center, Great Lakes, Ill., meets Seaman Recruit R.E. Stratton following a demonstration of ship mooring procedures at the Seaman Lab, Apprentice Training Division. In his talk at a Recruit Graduation Review, General Vessey emphasized the importance of teamwork. He said, "One of the things recruits learn—whether they stay in the Navy for an entire career or whether they leave it at the end of their first enlistment to go on to some other civilian pursuits—is that the most important thing about the Navy is teamwork. It's not a one-man show. It belongs to everyone, all the men and women who are in the Navy." He also said, "It doesn't make any difference what the color of the man's skin is that's next to you, what state he came from, what his religion is, what his ethnic background is, whether he was rich or poor; what counts is what's in his head, what's in his heart and what he can do with his hands to help the team get its job done. Your buddies depend on you. You depend on them. Learn to get along with them. Learn to make the team work."

*Photo courtesy of NTC Great Lakes Photo Lab*

## GPO's Popular Pubs

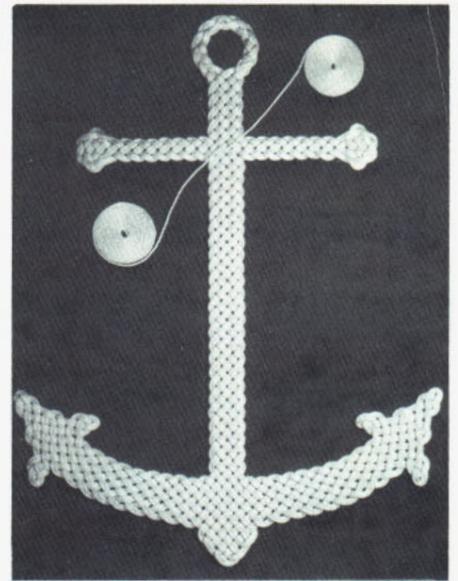
The Government Printing Office has released its latest catalog listing nearly 1,000 of its most popular publications. From more than 16,000 titles available, the GPO offers a variety of subjects including agriculture, business and industry, children

and families, diet and nutrition, history, hobbies, science and technology, and vacation and travel.

Practical publications are also popular: "Ideas for Better Eating," "An Inexpensive, Economical Solar Heating System for Homes" and "An Introduction to Running." GPO also offers color posters and lithographs.

## All Tied Up

Glenn E. O'Neal, a retired chief boatswain's mate whose "largest knot" was featured in the April 1982 *All Hands*, has completed an even bigger knot. Shaped like an anchor, the new knot stands 52 inches tall and 39 inches wide. O'Neal used 320 feet of 3/16-inch-diameter nylon line to tie the knot.



"I have been working on and off for 10 years trying to design the perfect anchor knot," said O'Neal. "Each section of this knot has been worked over several times. I've used the best patterns that I could design and then combined them into a single knot."

According to O'Neal, there are only two American knots: one is the knot used to tie a sailor's neckerchief, and the other is his new knot. He calls it the "U.S. Navy Knot."

When ordering by mail, you may use your Visa or MasterCard. GPO also accepts phone orders between 8 a.m. and 4 p.m. EST, Monday through Friday, at (202) 783-3238. To receive a catalog and order form, write the Superintendent of Documents, U.S. Government Printing Office, Department 33, Washington, D.C. 20402.

# Goals Change But Challenges Remain

Commander Donald O'Shea admits coming a long way during his 30-year career—from a 17-year-old boot seaman to chief petty officer at age 24, commissioning as an LDO, and now commanding officer of USS *Point Loma* (AGDS 2). But no matter what his rank, O'Shea is a sailor in every sense of the word. As he said, "I love the sea, and I love going to sea."

"Being a ship's commanding officer is a sailor's dream," he added. "I'm particularly fortunate to command a unique ship, one with the newest mission in the fleet."

Besides having facilities to accommodate deep-diving ocean research vehicles, *Point Loma* recently was equipped with sophisticated, computerized radar systems resembling four giant golf balls on its bow. The ship will be part of the *Trident* missile support program providing range safety, tracking and telemetry support for the periodic testing of the Navy's newest submarine USS *Ohio* (SSBN 726), now operating in the Pacific.

*Point Loma* is unique in another way. O'Shea's crew includes the largest percentage of women members on any ship in the Navy. "More than 50 percent of our officers are women," he said. "We have the highest percentage of women in decision-making roles, with four departments headed by them. Additionally, 25 percent of our enlisted crew is composed of women."

"I'm told that for every 10 women requesting sea duty, only one gets orders to a ship. That means I've got some of the best women in the Navy," he said. "The average female sailor is older than the average male sailor, too, and I feel performance reflects the women's maturity and confidence."

Although something usually happens every day to give O'Shea satisfaction, he said his greatest pleasure is witnessing the individual accomplishments of his crew. "Ships' missions differ and goals change, but a commanding officer's challenge always remains in the leadership and development of his people. Every time I par-

ticipate in someone's advancement ceremony or witness a crew member developing professionally, I take it personally. It makes me feel good."

A New York City native, O'Shea attended Cardinal Hayes High School but dropped out in 1952. Seeing the Navy as a real-life adventure, he enlisted in 1953 and volunteered for submarine duty. "I finished my education in the after-battery spaces of a Navy submarine. That's how you really learn about life."

For more than half of his career, O'Shea has been stationed overseas, primarily in the Far East. While on the staff of Submarine Group Seven, he was an adviser to the Japanese submarine forces. He also spent two years as a submarine adviser to the Taiwanese navy.

"Taiwan had purchased two old U.S. Navy subs, and I was part of the deal," he said. "These were their first submarines, and I had to teach their sailors how to run them, beginning with the basics."

After learning to speak fluent Chinese in only a few months, O'Shea spent an average of 16 hours a day with the Taiwanese sailors, "squeezing about 200 years of U.S. Navy technology into two years," he said.

In recognition of his work there, O'Shea wears the Taiwanese navy's dolphin pin, signifying he's qualified for duty aboard their submarines. Although smaller, it's similar in appearance to the U.S. Navy's coveted gold dolphin insignia, which he also wears.

Throughout his career, O'Shea says the Navy has caused some changes in him. But one thing never changes—he still loves the sea and still sees himself simply as a sailor.

—Story by JO1 Cheryl May Campbell  
—Photos by PH2 Randy G. Hayes  
Navy PA Center, San Diego



# The Navy Remembers

In commemoration of the Navy's 207th birthday on October 13, 1982, *All Hands* began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant June events.

Although it wasn't until October 1775 that what we recognize as the U.S. Navy was officially established by the Second Continental Congress, it was in June of that year that the first armed vessels had been commissioned by the colony of Rhode Island to defend the trade of the colony from depredations of British warships. Those ships were the forerunner of other state navies, as well as of the Continental Navy itself.

With the help of the French, the American Revolution was won, and the United States had earned its right to use the high seas. Ten years later, however, on June 3, 1785, the frigate *Alliance*, the last ship remaining in the Continental Navy, was ordered sold and the Navy was disbanded. But by 1794, with the Barbary pirates attacking American merchant ships and exacting tribute from the United States, the Navy was re-established. The first officers of the new Navy were announced that June.

## War of 1812

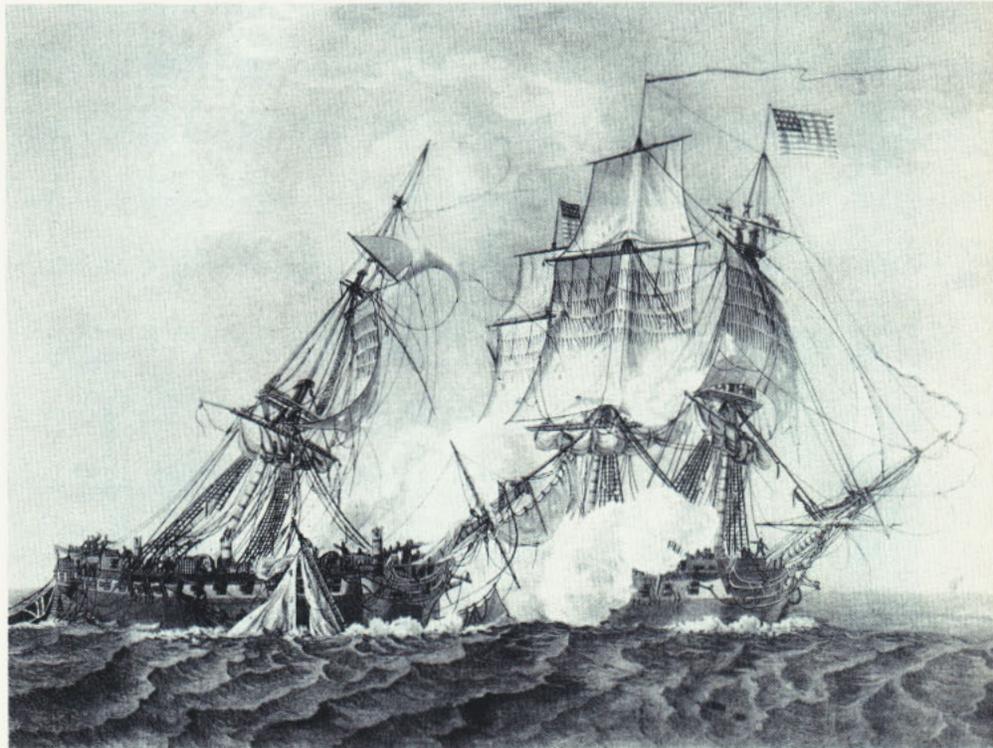
In the early 1800s, it did not seem that the small American Navy would dare pose any real threat to major seapowers. Still, on June 18, 1812, with many gunboats but only about 16-18 larger ships, the United States declared war on Great Britain. Britain's navy, by contrast, was the most powerful Navy in the world. Even so, the United States had decided it could no longer accept the British habit of boarding Amer-

ican vessels and seizing not only seamen of British birth but also American-born seamen and impressing them into the Royal Navy.

*Constitution's* defeat of *Guerriere* on Aug. 19, 1812, was the signal for popular support for an expansion of the Navy. In January 1813, Congress authorized four 74-gun ships of the line and six heavy frigates of 44 guns as well as several smaller vessels.

Although Captain James Lawrence's frigate *Chesapeake* was defeated on June 1, 1813, by the British frigate *Shannon* in a savage duel off Massachusetts Bay, it gave us those oft-quoted words, "Don't give up the ship." Lawrence uttered those immortal words in encouragement to his men when the battle turned against him.

The Battle of Lake Champlain in late 1814 was an American victory which ended the British advance southward through the



Champlain Valley. But ratification of the Treaty of Ghent did not come until early 1815. The young U.S. Navy had contributed in no small way to the ending of the War of 1812, and to the subsequent worldwide respect now focused on a young nation that had dared to take on the country whose ships had long controlled the seas.

## June Graduations

June 10, 1854, saw the first formal graduation exercises at the U.S. Naval Academy in Annapolis, Md. As recorded in Park Benjamin's book, *The U.S. Naval Academy*, it was a simple ceremony: "The first graduating exercises held at the Academy were those of the class of 1854, and consisted simply in the muster of all hands in the chapel at noon, the reading of prayers by the chaplain, a brief address by the Superintendent [Commander Louis M. Goldsborough], and the presentation of certificates of graduation."

There were six students in that class, and graduation had come after three years of study compared to today's four-year requirement. The certificate of graduation entitled the holder to a midshipman's warrant. Today, the class of 1983 consists of 1,084 students whose graduation means a bachelor of science and a commission as either a Navy ensign or a Marine Corps second lieutenant.

The brigade in 1854 consisted of 160 acting midshipmen "over 14 and under 16," whose curriculum did not even include any athletic programs. There were no foreign nationals, no blacks and no women. Today's brigade of 4,476 midshipmen includes 5 foreign nationals, 211 blacks, 298 women and 384 other minorities (176 Hispanic Americans, 186 Asian Americans, 22 Native Americans) who participate in 30 varsity and 30 intramural sports programs.

The first black graduate was John Wesley Brown in 1949; the first women—55 of them—were graduated in 1980.

From its small beginning—42 acres and 18 faculty members—the U.S. Naval Academy today spreads over 338 acres along the Severn River in Annapolis where a faculty numbering 533 nurtures the minds of the military students. The total number of academy graduates—not including the

class of 1983 stands at 49,341.

## Platforms of Sea-based Air Power

When USS *Ranger* (CV 4), the first U.S. aircraft carrier designed as such from the keel up, was commissioned on June 4, 1934, there was no doubt in the minds of farsighted Navy people that the carrier's power and importance would one day be unquestioned. That day came exactly eight years later on June 4, 1942, in the Battle of Midway, the second great naval encounter where opposing fleets remained completely out of sight of each other.

At the beginning of World War II in the Pacific, the odds had been heavily in Japan's favor. But the Japanese made a fatal error based on their belief that the battleship, not the aircraft carrier, was the central strength of the fleet. Their offensive against Australia had been stopped by the Battle of the Coral Sea, fought a month earlier. Even though that battle was not a decisive U.S. victory, it did focus attention on the vital importance of air power to the Navy's strategic planning.

The results of the Battle of Midway, however, removed all doubt as to the aircraft carrier's importance. With its potent sea-based air power, it was the major warship. A superior Japanese force had lost four aircraft carriers, along with hundreds of planes, and had to withdraw without having captured Midway Island.

Midway was the first decisive defeat suffered by the Imperial Japanese Navy in 350 years, and the U.S. Navy took full advantage of being on the offensive. More flattops were ordered. Cruisers under construction were converted to light carriers. Fleet oilers and merchant ships were modified to become escort or jeep carriers. Within one month after the Battle of Midway, the U.S. Navy had 131 carriers of all sizes in service, under construction or on order.

This construction and conversion program was matched by the Navy's pilot and aircraft replacement program. Together, they were considered among the foremost wartime achievements, certainly contributing to Japan's defeat. The U.S. Navy's superior quality and use of carrier-based air power remains a chief strategic con-

sideration more than 40 years—and thousands of technological advancements—later.

## Operation Overlord

Postponed one day to June 6, 1944, because of poor weather, "Operation Overlord"—better known as the Invasion of Normandy—found an unforgettable place in history. It was the greatest amphibious assault ever attempted, and it took the German army by surprise.

Under support fire from more than 600 warships, 4,000 U.S. and British ships and landing craft carried more than 150,000 troops and their supplies across the English Channel and onto the Normandy beaches of France on that day. It was "Operation Neptune," the naval part of the Normandy Invasion, and was the greatest invasion fleet the world has ever seen.

By evening, five divisions were ashore with a comfortable hold on all beaches except Omaha Beach, where German resistance was heaviest and enemy artillery deadly. Destroyers and battleships moved in with a furious ring of fire, however, to prevent the Germans from moving reinforcements up from the interior. According to an assessment of the invasion by the German army, "The fire curtain provided by the guns of the Navy . . . proved to be one of the best trump cards of the Anglo-United States invasion armies."

During June, the Allies gradually gained control of Normandy, crawling across the land hedgerow by hedgerow. In their favor was Hitler's fixation that another Allied attack would come farther north in the Pas-de-Calais area. Thus, General Erwin Rommel and General Ernst von Rundstedt were forced to accept piecemeal reinforcements and to see part of the Panzer strength wasted on scattered counterattacks.

June 27 saw the fall of the German garrison at Cherbourg. After five days of intense fighting, and the destruction of the American harbor installation nearby, the German force surrendered. The German army groups and Panzer divisions held near Pas-de-Calais—the shortest point between Britain and France—could not help defend the Normandy coast. Thus was Hitler's "Fortress Europe" breached by the Allies.

—By Joanne E. Dumene

# Currents

---

## **A walk at sea for the March of Dimes**

Sailors assigned to USS *Pensacola* (LSD 38) refused to let the matter of being at sea half a world away from home keep them from participating in this year's March of Dimes Walkathon. A long-time tradition in the Norfolk, Va., Tidewater area, the annual walkathon raises funds for the March of Dimes' fight against birth defects.

A number of *Pensacola* crew members had participated in previous walkathons, and as soon as the ship received word of this year's walk, plans were made for an at-sea version aboard *Pensacola*. The ship's 450-foot-long well deck was cleared of the landing craft normally stowed there, and promptly at 10 a.m. on Sunday, April 24, *Pensacola* men began walking and jog-

ging. They compiled a total of 322 kilometers (more than 200 miles) before the end of the day, raising more than \$2,700 in the process. Each participant was sponsored by fellow crew members who pledged a minimum of 25 cents for each kilometer completed. Gunner's Mate (Guns) First Class Bob Krepp, with 21 sponsors, raised \$700, the largest single contribution. Music for the walkers and joggers was provided by *Pensacola*'s rock band. At the end of their jaunt, participants were treated to a flight deck cookout with the ship's second class petty officers preparing and serving the food.

*Pensacola* is deployed with Amphibious Squadron Two in support of the Multinational Peacekeeping Force in Beirut, Lebanon.

## **Urinalysis for "A" School candidates**

All Fleet "A" School candidates will undergo mandatory urinalysis testing approximately 30 days before beginning travel to "A" school, according to NAVOP 046/83 of 13 May 1983.

Any "A" School candidate confirmed to have abused drugs will be declared ineligible for "A" School training for at least one year. Other appropriate action also may be taken. Reinstatement of "A" School eligibility will be made on a case-by-case basis upon request to Commander Naval Military Personnel Command via the chain of command. This advance screening is aimed at

reducing the number of candidates who test positive for drug abuse upon reporting to "A" School. Removing those individuals from "A" School eligibility will reduce the administrative burden and save travel funds involved in first arranging a school quota and then returning ineligible individuals to their parent commands. This initiative also will make more "A" School quotas available for reliable fleet members.

See NAVOP 046/83 of 13 May 1983 for additional information.

## **Former service members required to register for selective service**

A little known aspect of the Military Selective Service Act requires military veterans born after Jan. 1, 1960, to register with the selective service when they leave active duty if they have not previously registered.

Individuals leaving active duty military service are responsible for registering whether leaving all military service or entering the National Guard or reserve duty. Those who fail to meet this ob-

ligation may be subject to prosecution. The selective service system emphasizes that registration does not imply that an individual would be drafted or recalled in case of reinstatement of a national draft.

Plans are under way to include draft registration in processing individuals out of the armed forces. Until then, registration may be completed at any U.S. Post Office.

---

## **Officer transfer/redesignation application**

The next officer transfer/resignation (augmentation) board will convene Aug. 22, 1983. Deadline for receipt of applications by Commander Naval Military Personnel Command (NMPC-211) is June 22. Any applications received after that date will be deferred to the next board.

The board meets in February and August to consider applications from active duty officers for lateral transfer and to consider Naval Reserve and temporary officers for augmentation to the

Regular Navy. Specific information concerning eligibility and application for augmentation is contained in Article 1020120 of the "Naval Military Personnel Manual." Lateral transfer between the unrestricted line, restricted line and staff corps may be requested by active duty regular and reserve officers who meet general criteria as stated in Article 1020150 of the NMP manual, which also contains format and procedures for application.

## **Navy aids earthquake-ravaged town**

Naval Air Station Lemoore, Calif., responded immediately following an earthquake that hit Coalinga, Calif. (150 miles southeast of San Francisco), on May 2. A search and rescue helicopter quickly inspected the levees holding nearby Tulare Lake and then landed near the Coalinga Hospital to render assistance. Naval Hospital Lemoore sent three ambulances and 18 medical personnel to transport the injured to area hospitals. A fire truck and crew from the NAS Fire Department also responded and helped search the rubble for trapped victims.

Construction Battalion Unit 406 answered a call from the Red Cross for generators, emergency lighting and potable water while the on-station MARS operators moved their equipment to Coalinga to assist in re-establishing communications in the area. In the aftermath, the Seabees continued transporting drinking water to the area and the NAS air traffic controllers were declared the controlling agency by the Federal Aviation Administration for a 5-mile prohibited air space around Coalinga.

## **Drug use in foreign countries carries stiff penalties**

Most foreign countries deal harshly with those involved with illicit drugs. This concern was emphasized by the Department of State in an advisory dealing with Malaysia, where legislation enacted recently provides for a mandatory death penalty for convicted drug traffickers.

The advisory states: "Any person who is arrested as a trafficker will be subject to the death penalty regardless of the amount of drugs in that person's possession. In addition, any person, Malaysian or foreign national, found in possession of 15 grams (approximately one-half ounce) or more of heroin will be a drug trafficker by definition. The same definition will be applied for other drugs, including marijuana,

though with somewhat higher minimums."

The advisory further stated that "Anyone who enters a foreign country becomes subject to the laws of that country. While the Department of State and our consular officers overseas are concerned about all Americans arrested abroad, we cannot intervene in the legal process of another country or act as legal counsel on behalf of the imprisoned American citizen. Under present standards of international law, custom, and treaty, the United States cannot demand that Americans be given preferential treatment or rights not afforded to nationals of other countries."

# Currents

## Customs inspections can be easier

If you are returning to the customs territory of the United States with letters or packages, you can take several steps to simplify customs inspections and clearance.

Don't seal hand-carried letters. They are not considered mail until they are turned over to the postal service; therefore, hand-carried letters are subject to the same customs inspection and declaration as any other hand-carried baggage.

Packages and other items obtained overseas and which are the personal property of the individual carrying them must be declared on that individual's personal declaration (DD Form 1854). Packages and other articles being brought into the CTUS for the convenience of others must be declared and specifically marked on the declaration as being carried for the convenience

of others. These articles may subject the member carrying them to duties and internal revenue tax regardless of the exemption status of the carrying member. These packages or articles are subject to examination.

Individuals carrying letters and packages are responsible for their contents. Individuals who "unsuspectingly" carry contraband items are exposing themselves to severe penalties.

For more information on customs rules and exemptions, contact your local U.S. Customs Service Office. A helpful pamphlet entitled "Customs Highlights for Military and Civilian Personnel" is available free of charge by writing U.S. Customs, Washington, D.C. 22209, Attention: Information Office, Room 6303.

## Where we stand with SRB

An estimated 26,500 sailors will re-enlist this fiscal year under the Selective Re-enlistment Bonus program.

The SRB program was brought back on line on Oct. 1, after having been temporarily closed down on June 16, 1982, due to budgetary constraints. As promised by the CNO, the FY 82 award levels were authorized for the month of October 1983 so that people affected by the temporary suspension of the program would receive no less a bonus if they had actually re-enlisted last summer.

Recent changes to the program—outlined in NAVOP 11-83—include:

- Switching to FY 83 basic pay tables in computing bonuses.
- Extending the early re-enlistment eligibility window from 30 to 90 days before expiration of active duty obligation.
- Adjusting award levels to target funding more selectively to the Navy's most critical skill shortages.

The shift to the FY 83 basic pay table means a 4-percent increase in bonus amounts for sailors with

an EAOS of Oct. 13, 1983, or earlier. However, the actual bonus amount will be determined by the combination of pay table, award level and length of re-enlistment.

The Navy's SRB program helps eliminate shortfalls in specific skill areas. Last year, the Navy had a shortage of midgrade petty officers. During that period, the Navy's personnel requirements had grown. Not only did the SRB program help reduce the petty officer shortfall from more than 22,000 to about 17,400 but also helped increase overall Navy manpower levels.

SRB award levels are normally based on overall manning in a skill, manning in particular experience cells, retention rates in a skill, criticality of the skill and personnel costs. Those sailors who qualify for a re-enlistment bonus can receive a maximum bonus of \$16,000 even with non-nuclear skills. Those with nuclear skills can qualify for up to \$20,000. The total SRB payment is computed by the years of additional obligated service multiplied by monthly base pay, multiplied by the current SRB award level.

The bonus is paid in a 50-percent lump sum payment at the time of re-enlistment; the remainder is paid in annual installments on the anniversary of the re-enlistment. This method of payment was mandated by Congress and became effective in December 1981.

Individual commanding officers may authorize an accelerated payment of a sailor's anniversary payment under certain conditions. For example, an accelerated payment is a payment made in the same fiscal year that it is due, but before the anniversary date of the re-enlistment.

For example, a sailor's commanding officer can authorize a payment of an anniversary payment in January that is not actually due till July. There are also provisions for advance and remaining amount payments. These payments refer to payment of anniversary installments due in later fiscal years.

Advance and remaining amount payments are controlled by the Naval Military Personnel Command and are normally approved only for hardship reasons. Command career counselors have detailed instructions on applying for each of these methods of payment.

The Navy will be getting better use of its SRB funding by targeting the bonus to specific naval enlisted classification codes. Navy managers see this as a means of making special job qualifications more attractive. It is also an incentive for sailors to change to NECs that will be required to man the Navy's future generation of ships.

Another feature of the program expanded this year is the use of partial multiples. This now allows the Navy to target dollars more effectively in increments of one-half award levels. Although an SRB award level of six still remains the highest permitted by law, program managers have temporarily capped the Zone A and B multiples at four. This move was to encourage longer re-enlistments in return for maximum bonuses.

Expanding the early re-enlistment window up to 90 days before an EAOS allows sailors more flexibility to combine re-enlistments with PCS moves; it also will assist the efforts of fleet career counselors.

During the past two fiscal years, the SRB program has been modified more often than the program manager's desire with the attendant result of inducing instability to the program. Not all of this has been within the Navy's control. Most of the instability was due to congressional mandate and the delay in

the approval of the budget before starting the new fiscal year.

Congress recognized the value SRBs have on reducing the skill shortages, but it is also cautious with the Defense budget purse strings. SRB funding and the authority to spend it are controlled by Congress and must be acted on annually. The annual budget process adds instability to the program when congressional decisions are delayed well into the execution year.

The Navy continually reviews manpower trends in every Navy skill to ensure the best award level plan is in effect. Award level plans are usually modified at the beginning of the fiscal year and again during the April-May time frame. Setting award levels and adjusting the early re-enlistment window are two means the Navy has of ensuring the program remains within budgetary limits.

The nation's economic situation also impacts on the program. In a poor economy retention and enlistments may be high. Even so, the drain on qualified Navy petty officers from civilian companies continues within the high-tech ratings during this period. Thus, payments are lowered for those skills less in demand and raised for those most sought after.

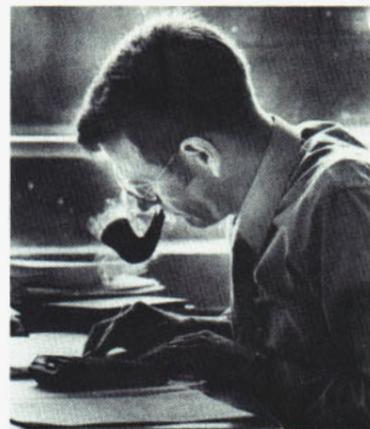
SRB is not an entitlement. Rather it is a management tool the Navy uses for retaining qualified sailors in critical skills. There is no guarantee that a rating or NEC on the SRB list this year will be there next year. When a skill shortage is eliminated, SRBs are removed.

The Navy's portion of FY 83 Department of Defense budget for SRB is 42 percent and represents a slight increase over the FY 82 budget. In addition to receiving the largest budget for SRB among all the services, Navy is the only service to pay a reduced SRB to Navy veterans returning to active duty. Although the bonus is substantially reduced, eligibility can extend to veterans with breaks in service of up to four years.

Future projections show the Navy's SRB program will grow proportionate and relative to the planned growth of the Navy to 600 ships and 15 battle groups. Considering the current economic climate, Navy personnel managers paint the SRB picture as the best yet for the service.

—Career Programs Branch  
Military Pers. Policy Div.  
Chief of Naval Personnel

## Brain Trust of the Military



Aptly tagged the brain trust of the military, the Naval Postgraduate School is one of the top graduate schools in the country. A center for intellectual fine-tuning, the school is essential in maintaining the technological lead that keeps the U.S. Navy second to none.

Midcareer naval officers hone their individual skills in specialties from aeronautical engineering and anti-submarine warfare to physics, oceanography and national security affairs. With their increased knowledge, graduates return to the fleet with improved technical abilities and management skills.

"It is no longer adequate for naval

officers to have merely a bachelor's degree," said Rear Admiral John J. Ekelund, school superintendent. "Today's officers need to stay on the cutting edge of technology, and graduate education helps."

The school's basic objective hasn't changed over the decades. For more than 70 years, students have kept up with trends in technology and streamlined transitions to more sophisticated military hardware. Often they contribute to the development of new concepts and equipment.

The school designs its programs to meet specific needs of the Navy. Captain Matthew Pasztalaniec, the director

of programs, works closely with fleet advisers in developing and updating programs.

This makes Monterey invaluable to those like Lieutenant Rob Hart, a student in the highly specialized anti-submarine warfare systems technology program.

"I couldn't get this education anywhere else," Hart said. "Other universities offer a systems technology curriculum, but none have a specific program in anti-submarine warfare."

The students feel that the emphasis on fleet application is beneficial. "You not only gain knowledge within your specialty," said Lieutenant Bob Johnson, "but you also learn how to apply it within the Navy. As a physics student, I'll know what's expected of me when I get out in the fleet."

The Naval Postgraduate School is recognized internationally for its quality education and its emphasis on research. Of particular note is its operations research curriculum, which ranks as one of the top in the country, and its meteorology-oceanography curriculum is considered to be the best.

"A favorite statistic quoted at Monterey," said Ekelund, "is that 50 percent of the Navy's admirals, along with 12 of the nation's astronauts, are graduates of the school. Every student has this potential, and it's our responsibility to develop it in each of them."

"We're affecting the quality of officer for the next eight to 10 years," said Pasztalaniec. "When students leave here, they're not only better specialists but better officers, too."

—Story by JO1 Cheryl M. Campbell

—Photos by Lon Lauber  
Navy PA Center, San Diego



# Mail Buoy

## Editor's note

We wish to rectify an omission in the March 1983 issue of *All Hands*. We did not credit Navy photographer, PH2 Lon Lauber, and Navy journalist, JO1 Cheryl M. Campbell, for their photographs used in the presentation dealing with the recommissioning of USS *New Jersey* (BB 62). Lauber's work is on pages 22, 24, 25 and 27—views of *New Jersey's* guns—and on page 26, a close-up of the ship's patch. Campbell's photograph of *New Jersey* in dry dock appears on page 16.

Lauber and Campbell are attached to the Navy Public Affairs Center, San Diego.

The information devoted to USS *New Jersey* (BB 62) was compiled from various historical sources and from submissions by many Navy photographers and journalists. We appreciate the work of all and certainly had no intention to omit mention of anyone who contributed to the feature.

## Friendly Readers

SIR: I'd like to express my appreciation to Chief Journalist Lon Cabot for the fine article he did on Chief Jones and me in the October 1982 issue. Thanks for letting the Navy and the nation know about the Canvasser Recruiter Program. I didn't know I had so many friends who read *All Hands*.—YNCS Jon V. Stieglmeier.

## Pair of Kings

SIR: The November copy of *All Hands* indicated on Page 13 under the title of "Navy Ships on Special Escort Duty" that USS *King* (DDG 41) was one of the U.S. Sixth Fleet ships involved in the PLO evacuation of Lebanon.

In a seemingly never-ending saga to separate the "Pair of Kings," it was USS *John King* (DDG 3) which took part in the evacuation and not USS *King* (DDG 41).

We in *John King* are a professional crew who are proud of our accomplishments. Any effort you could make to annotate your files to alert your staff of the "Pair of Kings" would be appreciated.

As an aside, *John King* recently completed her MED/IO deployment having steamed more than 40,000 nautical miles and spent 80 percent of the time (127 of 161 days) at sea.—Capt. S.J. Pryzby, USN

• *We've since learned that there are two Kings in the fleet. We picked the wrong one*

*when it came to the PLO evacuation of Beirut. Naturally, we didn't mean to slight the USS John King (DDG 3).—ED.*

## Hats Off to Wichita

SIR: Why is it you've not had any articles on USS *Wichita* (AOR 1) the past few years? I spent 2½ years on board *Wichita*, and I will always cherish the experience. It was a time of dedication and professionalism by the crew.

In August 1981, *Wichita* accompanied a carrier task group, taking over for USS *Kansas City* (AOR 3). After accompanying the group to Hawaii, *Wichita* was deployed with another task group off the coasts of California and Hawaii, spending numerous unscheduled weeks at sea.

*Wichita* is the first of her class and she has truly lived up to her position of "number one." Hats off to this fine ship and all of her crews. For me, *Wichita* is the best ship I've ever served on.—SK1 Jimmy Fassin.

• *From the outside looking in, it would appear that All Hands could cover each and every unit of the fleet and still have space left over to do the shore commands. In reality, we have a small staff and limited travel funds, and those funds are becoming scarcer as time goes on.*

*If we don't receive the information, we can't publish it. Ships should generate their own publicity or, failing that, get such material prepared by their next higher command. We'll take it from there as we do for about 60 percent of our material.—ED.*

## Ceremonial Guard

SIR: For as long as I have been reading your magazine, I have seen only one article in which the U.S. Navy Ceremonial Guard appears. I feel that it should receive more recognition.

These men are selected for sharpness, neatness, and skill. After their acceptance into the guard, they go through a trying period of training. Each day they are scheduled to do various services of greetings to foreign dignitaries, honoring naval officers at funerals, and performing at parades and summer ceremonies at the Washington Navy Yard.

Their uniforms are cleaned and pressed to perfection. Everything is done to achieve the best impression. They work long hours, sometimes from 5 a.m. to 11 p.m.—Mrs. Kathleen Creel.

• *Have faith—although we did a major feature in 1976 and a short piece in 1982, we*

*might get around to the guard again.*

*Your husband's command also could think in terms of filing a roster story, with pictures, with the Fleet Home Town News Center in Norfolk, Va. All they have to do is contact their local public affairs office.—ED.*

## Visiting France

SIR: In the December 1982 *All Hands*, your story about the USS *DuPont* (DD 941) visiting Bayonne, France, stated *DuPont* was the first U.S. warship in 40 years to visit that port.

I was aboard USS *Antelope* (PG 86) in the summer of 1975 when *Antelope* and USS *Grand Rapids* (PG 98) visited Bayonne, along with two German minesweepers and a French submarine. *Antelope* and *Grand Rapids* were homeported at Naples, Italy, with USS *Ready* (PG 87) and USS *Douglas* (PG 100), along with our tender ship USS *Graham County* (APG 1176), a converted LST ship. I remember how well the French people welcomed us to their town.—EN1 Kenneth R. Wilson, Jr.

• *Our source did not mention the 1975 visits of U.S. ships to Bayonne, France; they hardly would be aware of such a visit. Otherwise, we certainly would have made mention of the USS *Antelope* and USS *Grand Rapids* visits.—ED.*

## Crossing the Line

SIR: Recently our ship the USS *Mullinnix* (DD 944) crossed the equator, and 270 former pollywogs became "Trusty Shellbacks."

I have tried to find out the origin of the ceremony but can't locate anything on it, or how it originated.—Robert D. Sabol, USS *Mullinnix* (DD 944).

• *Your letter drew blank looks here at All Hands. The ceremony of "Crossing the Line" is so ancient that its beginnings are lost in the pages of history.*

*No doubt, back in the days of the early voyages of exploration, the ceremony had its beginnings out of boredom or to appease the gods and demons of the sea. It wasn't long, possibly, before it evolved into a custom of separating the men from the boys, or the landlubbers from the seamen.*

*We sometimes carry crossing the line stories, but the trouble with most of these presentations is that the resulting pictures are seldom usable. Have faith—we may be able to come up with such a story one of these days.—ED.*

# Mail Buoy

## C-WEST at Whidbey

SIR: In the January issue you did an article on "Cold Weather Survival" which my shipmates and I found to be interesting. However, we feel that an injustice has been done. As S.E.R.E. instructors with FasoTraGruPac we are also C-WEST (Cold Weather Environmental Survival Training) instructors teaching the C-WEST course offered each year at FasoTraGruPac detachment Whidbey Island.

This course is offered once a week for three months each year beginning the second week of January and ending in the last week of March or first week of April. This training has been offered by FasoTraGruPac for several years.

The particulars on the course offered by FasoTraGruPac C-WEST are:

One day classroom work including shelter construction, fire building, emergency signaling devices, cold weather medicine, water and food procurement. This is followed by one and one-half days of hands-on training which is conducted at the Mount Baker training site near the Canadian border.—PCR Allen, MMC Cochlin, ABH1 Musselman, HM2 Todd, PR2 Perry, PR2 Collett

• *We usually get in trouble when we use words such as "only" or "first." Our apologies for not mentioning your group too.*—ED.

## Dry vs. Wet

SIR: Concerning the February 1983 article, "The Navy's Deepest Divers," you make the following statement, "tropical fish, crystal bubbles floating past undersea plants, crustaceans glowing in the cold, cavernous blackness of the ocean floor—forget these and other images when you consider Navy saturation diving. That wet, undersea world bears little resemblance to the dry and scientifically controlled existence of Navy saturation divers."

You make it sound like there is not one saturation diver in the U.S. Navy that actually dives in the cold cavernous blackness of the ocean.

Located in San Diego is the diver training vessel *Elk River* (IX 501). This ship serves as the platform for the MK 2 MOD 0 deep dive system which makes open ocean saturation dives. Training first class divers to become saturation divers is our primary mission. And what

about the San Diego-based ASR 21 USS *Pigeon* which completed a 700-foot saturation dive to recover an F-14 fighter plane in 1978 and recovery of a 41-foot Coast Guard craft in 1979 in 315 feet of sea water?—K.O. Cline, G.A. Fisher

• Your comments concerning our feature, "The Navy's Deepest Divers," are valid. The information you included on the diver training vessel *Elk River* (IX 501) and USS *Pigeon* (ASR 21) should have been included in the story. However, the story's thrust dealt with "dry" dives rather than "wet" dives.—ED

## Reunions

• **Ocean DevRon Eight (VXN-8)**—Reunion July 8, 1983, NAS Patuxent River, Md., for former "Blue Eagle/World Traveler" officers. Contact Lt. Cmdr. Larry Corman or Lt.j.g. Kevin Dopart, VXN-8, NAS Patuxent River, Md. 20670.

• **USS Forrestal (CV 59)**—Reunion July 15-17, 1983, Philadelphia. Contact USS Forrestal (CV 59), PO Box 59, Philadelphia Naval Shipyard, Philadelphia, Pa. 19119; telephone (215) 755-3677.

• **UDT/SEAL**—Reunion July 15-17, 1983, Little Creek, Va. Contact Fraternal Order of UDT/SEAL, PO Box 5365, Virginia Beach, Va. 23455.

• **USS Eberle (DD 430)**—Reunion July 1983, Alexandria, Va. Contact Robert M. McKenzie, 309 Catawba Ave., Newfield, N.J. 08344; telephone (609) 697-1587.

• **Association of Minemen**—9th annual reunion, Aug. 12-14, 1983, Charleston, S.C. Contact Association of Minemen, PO Box 71835, Charleston, S.C. 29405.

• **USS James E. Craig (DE 201)**—Reunion Aug. 12-14, 1983. Contact Duane B. Engeldinger, 5401 W. Lincoln Creek Drive, Milwaukee, Wis. 53218; telephone (414) 466-5763.

• **USS Ranger (CV 4)**—17th annual reunion Aug. 19-21, 1983, Columbia, Md. Contact George Pyle, 8629 Oakleigh Road, Baltimore, Md. 21234; telephone (301) 665-1329.

• **USS Beatty (DD 640)**—Crew members interested in a reunion, contact Walter Purvis, 1365 Revere St., Aurora, Colo. 80011; telephone (303) 343-9752.

• **USS Ashtabula (AO 51)**—Reunion in Bethlehem, Pa., for crew members who served aboard from 1943 to 1948. Contact Alex Hertzog, 47 Evergreen St., Nazareth, Pa. 18064.

• **USS LST 582**—Crew members interested in a reunion, contact R. Edwin Novak, 2904 Hiss Ave., Baltimore, Md. 21234; telephone (301) 665-5953.

• **River Patrol Force (Task Force 116)**—Reunion Aug. 13, 1983, Norfolk, Va. Contact Mike West, PO Box 4066, North Hollywood, Calif. 91607, or John Williams, PO Box 5523, Virginia Beach, Va. 23455.

• **USS Medusa (AR 1)**—37th annual reunion August 1983, San Diego. Contact C.W. Mantz, 486 Welton St., Chula Vista, Calif. 92011; telephone (714) 420-9299.

• **USS Norton Sound Association**—12th reunion Aug. 26-28, 1983, Port Hueneme, Calif. Contact Robert Hovestadt, PO Box 487, Port Hueneme, Calif. 93041; telephone (805) 485-6144.

• **U.S. Submarine Veterans of World War II**—29th national convention Aug. 31-Sept. 4, 1983, Scottsdale, Ariz. Contact Milton J. Brown, 325 Emily St., Philadelphia, Pa. 19148; telephone (215) 468-6269.

• **U.S. Naval Air Station "Twin Cities," Minn.**—Reunion Aug. 27, 1983, Twin Cities, Minn. Contact Kirk Johnson, 7325 14th Ave. S., Minneapolis, Minn. 55423; telephone (612) 866-7194.

• **USS Greenling (SS 213)**—Reunion Aug. 30-Sept. 4, 1983, Scottsdale, Ariz. Contact George Hinda Jr., 172 N. Middlesex Drive, Carlisle, Pa. 17013; telephone (717) 790-2699 or (717) 243-3855.

• **USS Pennsylvania (BB 38)**—16th reunion Aug. 13, 1983, Anaheim, Calif. Contact Frank Nease, 2223 Mira Mar Ave., Long Beach, Calif. 90815; telephone (213) 597-3040.

• **USS Stephen Potter (DD 538)**—Reunion September 1983, Seattle. Contact Donald E. Huston, 19202 20th Ave. N.W., Seattle, Wash. 98177; telephone (206) 542-3495.

• **USS Florence Nightingale (AP 70)**—Reunion September 1983, Boston. Contact Bill Preskins, 39 Egerton Road, Arlington, Mass. 02174.

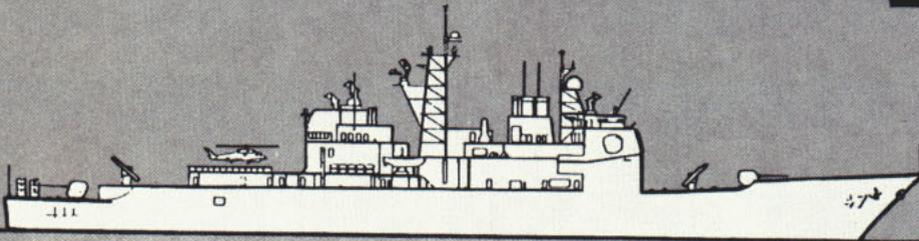
• **USS Calvert (APA 32)**—Reunion September 1983, San Francisco for ex-crew members from 1942 to 1966. Contact John L. Cole, 504 Centennial Drive, Kenyon, Minn. 55946; telephone (507) 789-6344.

*All Hands*, the magazine of the U.S. Navy, is published for the information and interest of all members of the naval service. Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All material not copyrighted may be reprinted.

DISTRIBUTION: *All Hands* is distributed to all Navy activities on the Standard Navy Distribution List on the basis of one copy for approximately six naval officers and enlisted personnel on active duty. Limited distribution to Marine Corps activities.

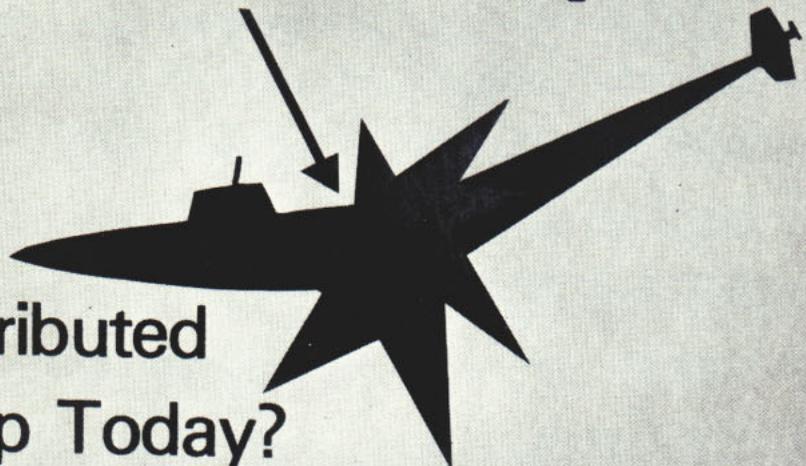
PERSONAL COPIES: *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Wash., D.C. 20402.

# SILENCE WINS



*There isn't Anything  
Funny About Practicing  
Good Noise Control  
Techniques*

*... On Second Thought,  
You Could Say...  
"It Cracks Ivan Up"*



Have You Contributed  
To A Quiet Ship Today?

