

# ALL HANDS

AUGUST 1983



in this issue  
A Look at Bangor



## CHIEF OF NAVAL OPERATIONS

### Equal Employment Opportunity Policy Statement

The policy of the United States Government is to provide equal employment opportunity for all persons regardless of race, color, national origin, religion, sex, age, or non-disqualifying physical or mental handicapping conditions. The Department of the Navy's equal employment opportunity goals and objectives fully support this policy.

I am personally committed to the principles of equal employment opportunity and encourage full utilization of the skills of every Navy employee, including handicapped persons and disabled veterans. I encourage command initiatives to implement these principles and I expect positive and effective action to achieve our affirmative action goals.

During the past decade, we have had some success in improving Navy's EEO posture. We are beginning to change our work force profiles with respect to the numbers of minorities and women we now employ; however, our rate of progress must be improved.

In the next few years we must make considerable improvements in such areas as women in non-traditional occupations, minorities and women in all occupations and grades where under-representation exists, with emphasis on increasing qualified minorities and women in supervisory and senior level positions. Additionally, we must increase the hiring of handicapped individuals and provide reasonable accommodation for those employees who now find themselves with handicapping conditions.

The obligation to support the equal employment opportunity program and to carry out a successful affirmative action effort is shared by all personnel, both military and civilian, but especially by managers and supervisors who continue to provide organizational leadership. Such individuals have significant responsibilities which require decisions and actions consistent with the principles and intent of the Navy's EEO program.

I look forward to your full cooperation and achievement consistent with the high standards of the Navy Department.

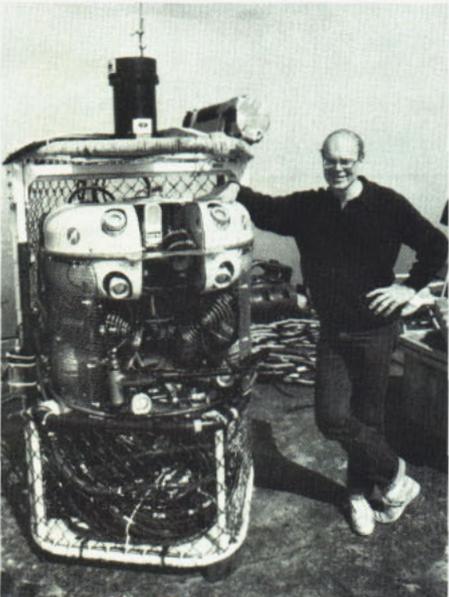
James D. Watkins  
Admiral, U.S. Navy



Page 2



Page 10



Page 42

# ALL HANDS

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Chief of Naval Operations: ADM James D. Watkins  
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**2 SETTING UP A NEW LIFESTYLE**  
 Quality of life is high priority aboard USS *Saipan*

**8 THE NEW AO 177 CLASS**  
 Sustaining our fighting forces at sea

**10 CORPSMEN WHO WEAR SILVER DOLPHINS**  
 Nuclear submarine medical technicians on independent duty

**16 WWI NAVY NURSE LOOKS BACK**  
 Nurse Crane tells how it was in 1914

**18 THIS IS THE PLACE**  
 First home port for *Ohio*-class submarines

**28 IT'S GETTING BETTER ALL THE TIME**  
 Overseas duty couldn't be better than at La Maddalena

**42 MUSEUMS ON THE FLOOR OF THE LAKE**  
 War of 1812 ships are three-dimensional blueprints

**46 THE NAVY REMEMBERS**  
 August historical highlights

## Departments

24 Bearings

36 Currents

48 Mail Buoy/Reunions

## Covers

Front: USS *Ohio* (SSBN 726) comes out of dry dock at Bangor's Delta Pier. Photo by PH1 Steve Smith, Navy Public Affairs Center, San Diego.

Back: Some of the daily activity in the La Maddalena area. Photo by PH3 Kurt A. Lange.

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## Setting Up A New Lifestyle



What began as an aggressive physical training program on board USS *Saipan* (LHA 2) to prepare personnel for the Navy's new Physical Readiness Program—mandatory this October—has evolved into a comprehensive "Lifestyle Modification Program" designed to improve both personal and professional environments.

It all began during the ship's recent overhaul period at the Norfolk Naval Shipyard in Portsmouth, Va. The appointment of a full-time command fitness coordinator was followed by the inclusion of a 90-minute exercise period in the ship's daily routine.

Participation in various calisthenics and competitive sports was encouraged by the command to tone one's muscles and spirits. Wednesdays were extra-special to the *Saipan* crew. That was when the exercise period included Jazzercise, a 45-minute session of bending, stretching, jumping and dance led by—would you believe—a woman instructor.

Some of the men admitted they were initially attracted more by the instructor than by the exercises. However, they soon grew to like "bouncing to a boogie beat in a planned way." They also appreciated the conditioning which resulted from dance routines designed to improve cardiovascular fitness and muscle flexibility.

The dramatic improvement in physical conditioning and morale aboard *Saipan* led to other creative efforts spearheaded by Lieutenant Commander Bob Ryan, the assistant supply offi-



*Far left: Of the 450 sailors aboard USS Saipan (LHA 2) who took the fitness tests, more than 99 percent passed the sit-up test. Left: The pack begins to thin out as sailors round the second curve and head down the back-stretch on the first lap of the 1.5-mile run during divisional fitness testing. Below: Lt. Tom Harper, officer in charge of the NAS Oceana commissary, speaks about his fight against cancer while a midshipman at the U.S. Naval Academy in the mid-1970s. Photos by PH1 John H. Wright and PH3 Dan Kneisler, USS Saipan.*

cer, to improve the overall quality of life for the nearly 900 officers and men of the 40,000-ton general purpose amphibious assault ship.

Ryan, in concert with the command fitness coordinator, Aerographer's Mate Third Class Bill Wittpenn, and the ship's medical officer, Lieutenant Carlos Rosende, molded a lifestyle modification program designed to improve the *Saipan* sailor's quality of life by emphasizing attitudes, activities and concepts that will produce positive personal and professional results.

Of particular importance was the implementation of a health education hour. The hour was designed by Rosende and Ryan to provide the crew (particularly crew members who exceeded the 22 percent body fat measurement, the maximum permitted by the Navy's new health and physical readiness instruction OPNAVINST 6110.1B) with the most current information that could assist in modifying lifestyles.

Topical features each Monday afternoon during the health improvement oriented hour included presentations on nutrition, weight reduction principles and general health information. The hour affords any *Saipan* crew member and those crew members whose presence is mandatory because they exceed 22 percent in body fat, an opportunity to gain information that will make their life experience more productive and healthy.

"The foundation of the *Saipan's* Lifestyle Modification Program is treating ourselves and our shipmates with respect," explained Captain Jack W. Re-



# USS Saipan

nard, former *Saipan* commanding officer. He is now commanding officer of the Navy Personnel Research and Development Center in San Diego.

“The overall quality of life on board ship is directly related to the value which the individual crewman places on himself—his sense of self-worth—and how he respects his shipmates.

“In all my talks with the crew and with their dependents, I always emphasized the importance of treating each other—and ourselves—with respect,” Renard said. “This, of course, includes respect for our bodies resulting in fitness and a positive lifestyle, plus improvements wherever possible in the physical environment.”

The goal of *Saipan*’s program is to improve the quality of life by modifying lifestyles and changing living spaces



to provide positive alternatives to self-abuse and negativism.

In addition to increasing emphasis on physical fitness, the lifestyle program also focuses on

- General education and cultural activities.
- Selection of alternative foods available in all the ship's messes.
- Achievement of well-being through physical fitness.
- Extensive rehabilitation of ship's berthing spaces.

Recently, to underscore the Navy's new emphasis on health and physical readiness, a Quality of Life Week was

*Left: Capt. Jack Renard meets with former St. Louis Cardinal's team captain Curt Flood and his son, PH3 Chris Flood. Below left: Rear Adm. Paul J. Mulloy stresses the role of physical fitness. Below: Renard inspects the crew.*

organized on board *Saipan* featuring such speakers as Curt Flood, former St. Louis Cardinal center fielder; Commander Tony Whitney, a Naval Reserve exercise physiology expert; Captain Bill Jackson, the Chief of Naval Operations Special Assistant for Health and Physical Readiness; and Lieutenant Tom Harper, a Supply Corps officer and officer in charge of Naval Air Station Oceana's commissary store who overcame cancer when he was a midshipman at the U.S. Naval Academy.

The week was highlighted by division fitness competition, using the physical readiness tests (a 1.5 mile run, sit-ups and a reach flexibility test) contained in OPNAVINST 6110.1B as the competitive bench marks. More than 450 *Saipan* sailors took the first tests with 96 percent passing.

"The physical fitness of our young sailors is impressive and a number of old salts even surprised themselves," Renard noted. In one instance, Captain Ted Willandt, *Saipan's* executive officer, completed all three events at the "outstanding" level for his age group.

Captain Dave Bennett, current commanding officer of *Saipan*, stressed the evolutionary quality of the ship's lifestyle program by citing plans to "include more educational and cultural activities, to help fitness deficient personnel with an expanded Health Education Hour. That program is designed to develop an improved and standardized program for the ship's messes."

*Contributing to this story were Lt. Cmdr. Tracy Connors, NIRA Det 206; Lt. Cmdr. C.W. Lawing, PH1 John H. Wright and AG3 Bill Wittpenn, USS Saipan.*



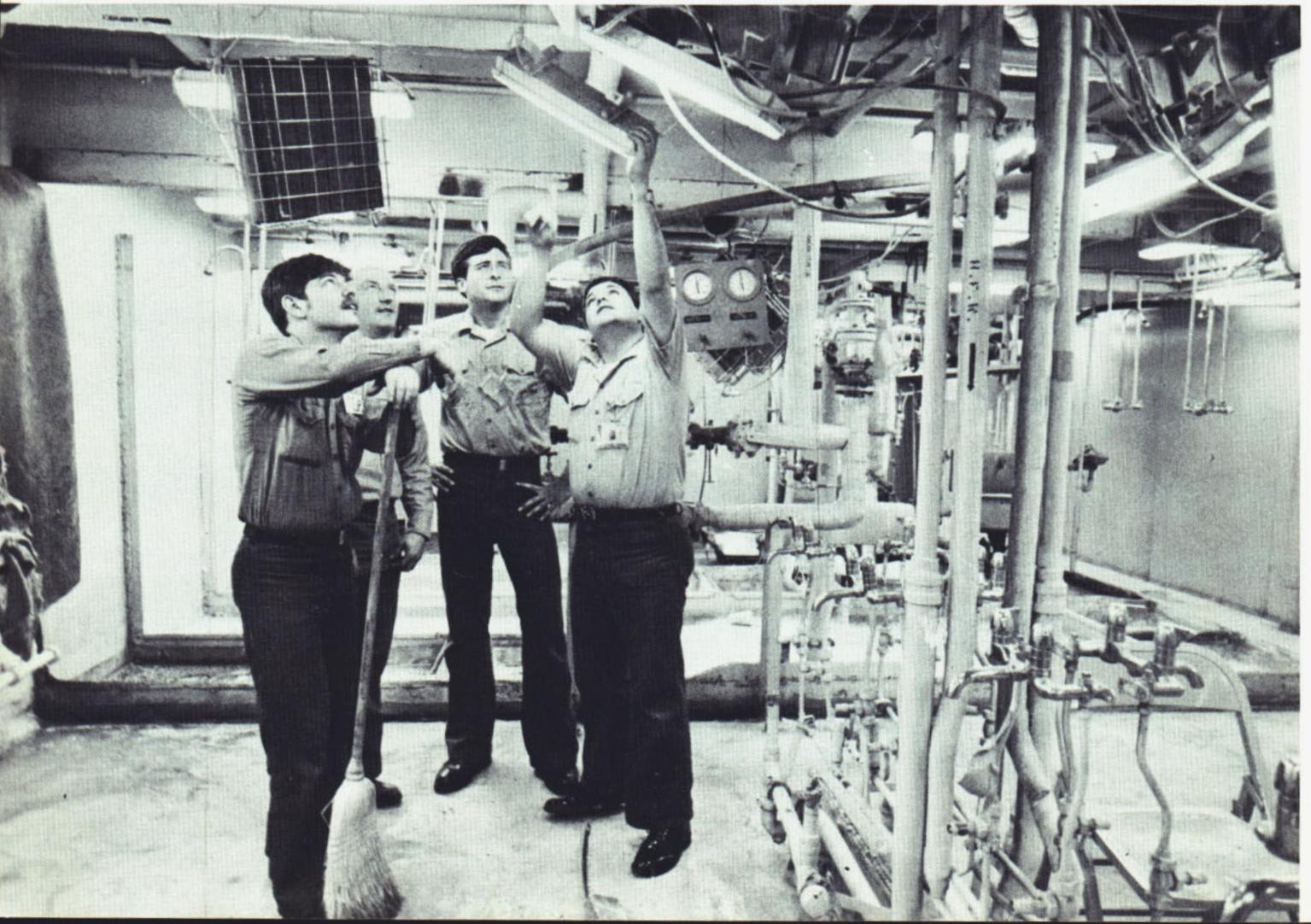
# The Rehab Guys

Their shipmates call them the "Rehab Guys," but they call themselves "HBO1." No matter what they are called, they are a very special team aboard the general purpose amphibious assault ship *Saipan*.

What HBO1 did was to renovate *Saipan's* crew and troop berthing areas during an 11-month yard period at Norfolk;

this was an important part of the ship's lifestyle program to improve the quality of life aboard ship. "The hours have been long and the work has not been done under very favorable conditions, but these guys have done a tremendous job," reported division leading petty officer Signalman First Class Paul Jacques.

It took a total team effort to accomplish the improvements assigned to HBO1. From reworking broken bunk and locker drawers and handles to replacing plumbing fixtures and lights, the renovation was accomplished with the talent found among the division's 13 men who represent various departments throughout the ship. Crew members





Far left: OSSA Jeff Conroy, AGAA Carl Hon-egger and SMSA Mark Kalp discuss daily work assignments with SM1 Paul Jacques. Left: BMSN J.W. Strobele goes over painting preparations with Jacques. Below: YNSN David Lukasavage and RM2 Brian Day hold field day in their newly renovated berthing compartment. Bottom: DMSN Enrique Torres installs new bunk curtain rods as SMSA Mark Kalp lends a hand. Photos by PH1 John H. Wright, USS Saipan.



joked that *Saipan's* "We Do It All" motto had "In Overhaul" added to it.

The end results of the project are clearly visible in clean, smart looking berthing spaces for the nearly 500 ship's company and 1,700 embarked Marines.

Procurement of an almost endless flow of supplies and materials was a major challenge—many parts were not available through the Navy supply system. Renovation of living and recreational spaces during yard period required 2,000 rolls of tape, 150 rolls of fire retardant paper, 350 gallons of paint, 100 locker drawers and associated hardware, 300 bunk lights, 750 pairs of bunk curtains, 2,000 pillows and 1,200 mattresses. In addition, 200 gallons of floor stripper and wax was required, plus hardware, to restore ironing boards and tables. The only outside assistance needed was for spray painting the compartment overheads and for some electrical repairs.

Renovation began in troop berthing areas. As troop spaces were completed, *Saipan* sailors were relocated to troop spaces to live until work in their berthing spaces was completed. When the

crew returned to their spaces, they were greeted by new mattresses and covers, pillows and, of course, new paint. Also, there was a "little thing" that meant a lot to all—every sailor had a bunk light that worked.

"It was amazing to see the amount of

work HBO1 did and the pride that these young sailors took in their work," noted Lieutenant Commander Duane Cutter.

Story by SM1 Paul G. Jacques  
Contributor: Lt. Cmdr. Tracy Connors,  
NIRA Det 206



# The New AO 177

Story by PH2 Jeffrey Salter and JOSN Tom Francis

Photos by PH2 Salter

Whitecaps pounded the hull of one of the newest of the AO 177-class ships as it steamed through the Yucatan Channel. Three black hoses swayed as they stretched across some 40 yards of churning sea to the aircraft carrier USS *Nimitz* (CVN 68).

Deep in the bowels of the oiler, buttons were pushed, valves were turned, and aircraft fuel was pumped at a rate of more than 3,000 gallons per minute to satisfy *Nimitz's* seemingly insatiable appetite.

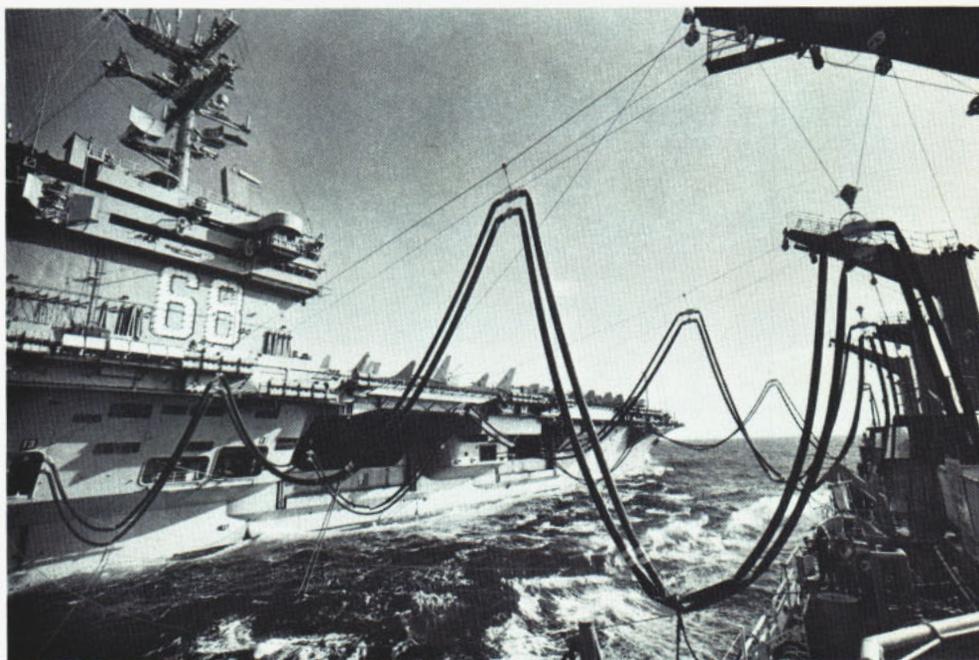
Fast destroyers and carriers like *Nimitz* are considered the fighters of the fleet. They protect our sea lanes. But to be effective, the fleet must be sustained at sea. The Navy accomplishes that by auxiliaries such as tenders and oilers, ammunition ships and stores ships.

Ships like the AO 177 (*Cimarron*) class have been supplying the fleet at sea for the past 40 years. One of the major factors contributing to the United States' victory in World War II was the Navy's ability to sustain fighting forces at the geographic locations where their power was most effective—whether or not a base was handy.

During the war, the closest fuel depot was Pearl Harbor, Hawaii—4,000 miles from where the Pacific Fleet was operating. Consequently, oilers, with their ability to carry some 5 million gallons of fuel, formed a floating pipeline that kept the fleet in action for weeks at a time. Similar arrangements were made for food and ammunition delivery.

The newest class of MLSF (Mobile Logistics Support Force) ship, the AO 177-class oiler, is unique in its design and brings modern technology to that floating pipeline, still necessary in today's Navy. USS *Merrimack* (AO 179) and USS *Monongahela* (AO 178), two of the newest AO 177-class ships, now operate with the Atlantic Fleet. Soon to be joined by USS *Platte* (AO 186), they demonstrate the Navy's unmatched capability of providing reduced manpower through automation.

Many of the jobs in the engine room of an AO 177-class oiler that once required



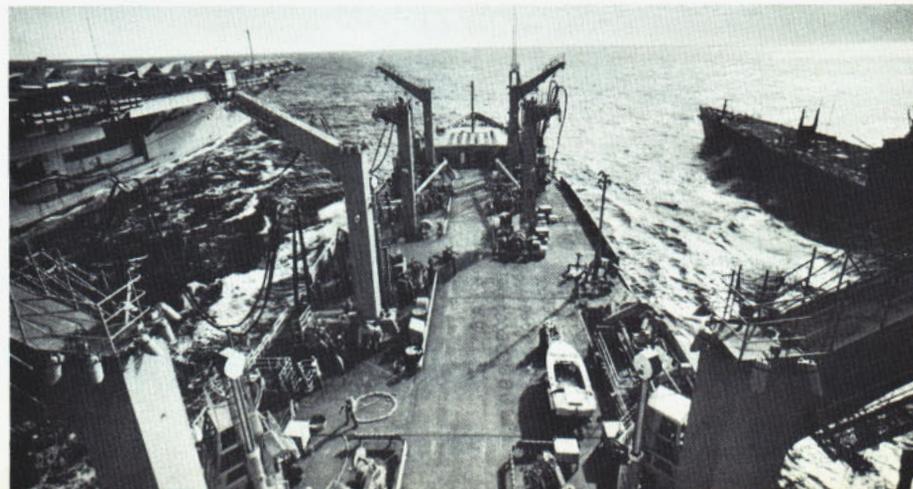
a watch stander can now be done by pressing a button on a control console. According to one main control engineering officer of the watch, the AO 177-class oiler has state of the art equipment in automatic controls. With automation, six people can run the entire engineering plant. Without the automation it would take 12.

An autopilot on the helm aids in navigation. The AO 177-class ships' ballast and cargo transfer systems are fully automated and designed to effect a safe and efficient transfer of fuel.

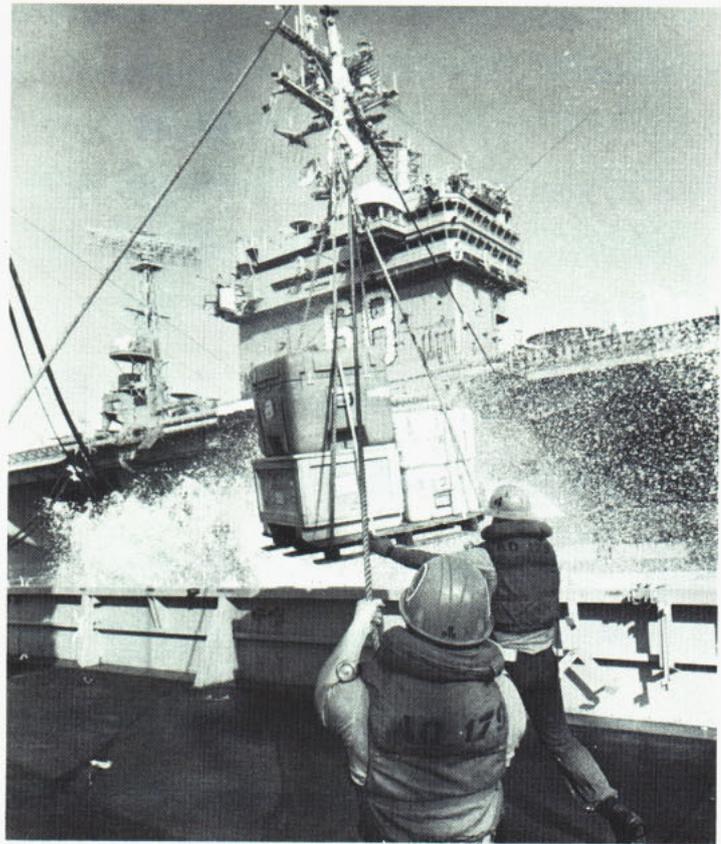
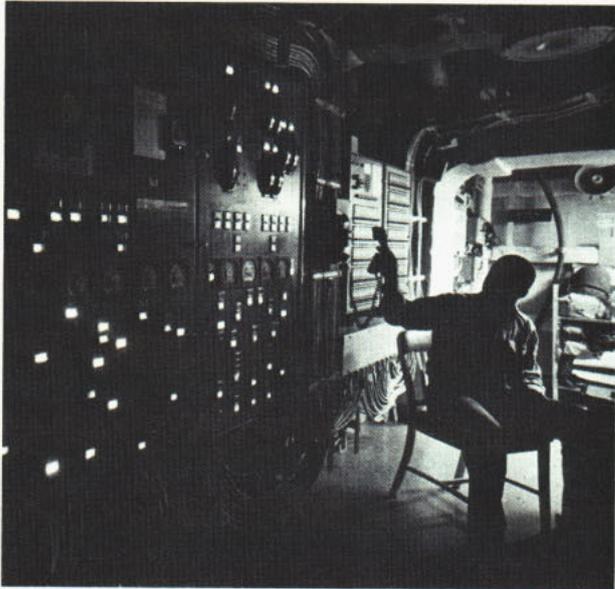
The oilers can provide three double-

probe fuel rigs to port and two single-probe fuel rigs to starboard, delivering a maximum of 900,000 gallons per hour of marine diesel fuel and 540,000 gallons per hour of JP-5, a volatile jet fuel. Fleet freight, mail and dry cargo, as well as people, are transported via connected underway replenishment or by helicopter vertical replenishment.

During UnRep, a ship lines up either port or starboard of the oiler. (Sometimes an oiler will UnRep two ships simultaneously—one to port and one to starboard.) Messenger lines are established,



# Class



communication and span wires are passed, the fuel hoses are connected, and the pumping of fuel begins. When finished, the ship disconnects and pulls away—it's like a moving gas station, but one that's moving at about 10 to 15 knots.

"We UnRep in just about any weather," said *Merrimack's* executive officer. "We put our best people on and man various critical stations. But the Navy has been doing this for 40 years, and we've gotten pretty good at it."

The UnRep can take several hours, depending on conditions. After that, crew members can relax in *Merrimack's* gym, which has weight training equipment, or in the ship's library. The ship also has a stereo system and television on the mess deck, giving it a homelike feeling. Each berthing area is equipped with a lounge and a television. The ship's store is very large in comparison to the size of the crew.

"If I'm going to be aboard a ship, I'd like it to be a good one," said one second class petty officer.

Commander, Carrier Group Eight, Rear Admiral Jerry O. Tuttle, said in a letter that "The overall performance of USS *Monongahela* (AO 178) during exercises United Effort and Northern Wedding was outstanding in that she admirably performed the tasks assigned."

The crews of *Merrimack* and *Monongahela* are eagerly demonstrating that the Navy's newest fleet oilers are "hitting the

ground running" and are fully capable of continuing the U.S. Navy's expanding role on the oceans around the world.

## Cimarron's First WestPac

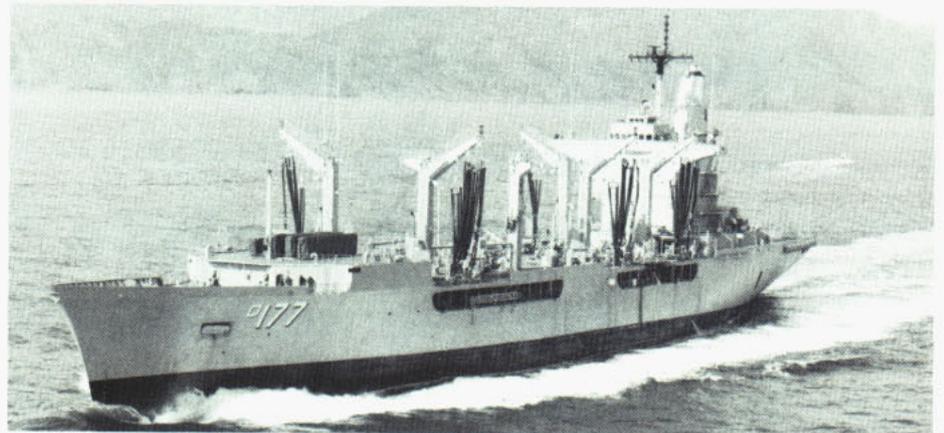
By JO3 Warren A. Patton, USS *Cimarron* (AO 177)

The first of a new class of fleet oilers, USS *Cimarron* (AO 177), completed its first Western Pacific deployment earlier this year, steaming more than 40,000 miles while completing some 150 underway replenishments during the six-month cruise.

While deployed, the Pearl Harbor-based *Cimarron* and its crew of 13 officers and 186 enlisted men participated in joint mil-

itary exercises with forces from the Republic of Korea (in Team Spirit '83) and with Malaysia (in Mekar '83).

During a four-day port visit to Pattaya Beach, Thailand, the *Cimarron* crew donated items such as food, clothing and medical supplies to the Pattaya Orphanage as part of the continuing Project Handclasp.





# Corpsmen Who Wear Silver Dolphins

By Jan Herman  
Editor, U.S. Navy Medicine

To his fellow submarine crewmen he's "Doc," the man they depend upon to treat them when they're ill and advise them when they're well. The purity of the air they breathe and of the food they eat is his responsibility.

Although medicine is his profession, "Doc" knows his ship as well as any other submariner. He trained with them and earned his silver dolphins.

"Doc" is a nuclear submarine medicine technician (HM-8402), one of a unique group of Navy corpsmen. These corpsmen provide the only medical care aboard the Navy's attack and fleet ballistic missile submarines when those ships are at sea.

Those who have served as corpsmen in the submarine service insist that the challenge is unequalled anywhere. "The responsibility you have on a submarine is a lot greater than what you will ever have on any other type of independent duty," points out Master Chief Hospital Corpsman Steve Campbell, a 17-year Navy veteran with two three-year submarine tours under his belt.

One would be hard pressed to find fault with Campbell's statement. Like independent duty corpsmen assigned to other ships, submarine corpsmen head their respective medical departments and are responsible for maintaining the health of their crews and the living and working environment. They differ from other independent duty corpsmen in degree of independence. A corpsman assigned to a destroyer or frigate can consult, in an emergency, by radio with other surface ships having physicians aboard. But, because radio silence is essential for the success of a submarine's mission, submarine corpsmen must carry on their duties in situations where medical advice is sometimes impossible to obtain.

Although submarine people are the best medically screened crews in the Navy, a corpsman's diagnosis of serious disease or injury is his alone. In the most extreme case he might have to advise the skipper as to whether a patient should be medically evacuated. Such an event could well abort a submarine's mission.

To say that submarine corpsmen carry tremendous responsibility upon their shoulders would be an understatement. Although few in number (there are, for

example, only 144 submarine corpsmen in the Atlantic Fleet), this elite group plays key roles in safeguarding the health of those who serve in the submarine service.

Jan K. Herman, editor of *U.S. Navy Medicine*, talked with four veteran submarine corpsmen about their calling and was kind enough to share the interview with *All Hands*. This presentation first appeared in *USNM*, December 1982.

**Q:** *Is it true that when one thinks about submarine duty, what comes to mind is being submerged for months at a time and there is a great deal of responsibility?*

**HMC Gray:** Most of that is true, but there are a lot of positive things also. I really like the freedom to make my own decisions. As a submarine corpsman, I function as a department head and deal directly with the XO and CO. It's easy to build credibility with them if you do your job well. There is a tremendous amount of administrative responsibility—making sure the crew members go through dental and the various medical services to ensure that when you go to sea you've eliminated any unnecessary medical problems.

**Q:** *The recruiting posters traditionally invite you to join the Navy and see the world, yet do you really get to see much*

*Independent duty corpsman HMC (SS) Thomas Gray aboard USS Cincinnati (SSN 693).*

# Corpsmen

*of the world aboard a submarine?*

**HMC Gray:** We do get more of an opportunity to see the world aboard an attack submarine than an FBM (fleet ballistic missile) submarine. I've been to some choice liberty ports you'd never visit on a surface ship.

**Q:** *Have you run into a medical emergency where you had to go to the skipper and recommend a medevac?*

**HMC Bartholomew:** Once I had to contend with a crewman with an amputated finger. Fortunately, we were close in and the medevac was uneventful. But I've had other emergencies. I had to extract teeth that wouldn't respond to antibiotics, and treat one patient with a kidney stone and another whose lung collapsed. The latter was a very touchy situation because we couldn't use radio communication. We watched the patient closely for several weeks. Bed rest and antibiotics helped stabilize him. But I was prepared for the worst.

**Q:** *You are trained to handle dental emergencies. What are the typical cases you encounter?*

**HMC Gray:** Chipped teeth, dislodged fillings. A serious case might involve an abscess. We have antibiotics and dental materials for temporary fillings, and instruments to do minor restorative work. As a last resort, we can perform extractions.

**Q:** *What kind of medical library do you have aboard?*

**HMC Bartholomew:** We carry minor surgery books, pharmaceutical textbooks, the *Physicians' Desk Reference* and the *Merck Manual*. I have a book from advanced Hospital Corps school that is very helpful.

**HMCM Carroll:** We're also required to carry the BUMED 6820 series instruction that lists the textbooks required on board different ships. The corpsman depends heavily upon his library especially when there's an emergency. You must be ready to handle just about anything.

**HMC Gray:** I constantly review medical procedures for the more serious casualties I might face.

**Q:** *Being the only corpsman aboard, you're also the pharmacy tech. What kind of drugs do you carry?*

**HMC Bartholomew:** Everything from the smallest decongestant tablet to the high narcotics. You must have the drugs available for any emergency.

**Q:** *Besides having the medical responsibilities, you're also the environmental health officers aboard. What does that job entail?*

**HMC Bartholomew:** While under way and submerged, you must constantly monitor the atmosphere for different gases. With a sealed atmosphere, one gas in the wrong concentration could put a whole crew down. The breathing atmosphere is constantly recycled through filters, precipitators and scrubbers.

**Q:** *What types of disease do you see most often while under way?*

**HMC Gray:** For the first seven to 10 days into a cruise, if there's a cold among the crew, everyone will generally get it. But by middeployment, a surprising thing happens. Virtually everyone heals up and is free from upper respiratory infections from then on. Once the cold runs its cycle, that's it.

You do run into fungal infections such as athlete's foot but that's about the extent of it. Because you have a well-screened and isolated community, it's a very healthy environment.

**Q:** *As the environmental health officers, do you also monitor sanitation and inspect food preparation and serving spaces?*

**HMC Bartholomew:** I check the food service people on a daily basis. On a



weekly basis I inspect the whole ship—heads, showers and food service areas. If you are lax, you put the health of the entire crew in jeopardy. Dirty dishes and sub-standard food can quickly affect the crew's health and morale.

**Q:** Why did you decide to become a submarine corpsman?

**HMC Gray:** I wanted to return to independent duty following instructor duty.

*HMC (SS) Frank Carroll, HMC (SS) Thomas Gray, HMC (SS) Josiah Bartholomew and HMC (SS) W. Ben Parker (lower left, l-r) talk about the job of a submarine corpsman as illustrated by Gray at the medication locker (left), in his combination office and sick bay (below), and at the central atmosphere monitoring system (lower right).*

I wanted submarines simply because of the challenge, the responsibility and the fact that I would function as an integral member of the crew. You can't knock the pay either. It amounts to about \$250 extra a month for me. Career wise, I think it has been very rewarding. I feel that anyone who can handle himself well on a submarine for three years is pretty much qualified to do anything.

**Q:** How many tours would you like to have aboard a submarine?

**HMC Gray:** I think you need a break between tours, but I'd ride them forever without a qualm.

**HMC Bartholomew:** Right now I'm on a break time, but when sea duty comes up again it's going to be submarines. The

quality of the people I work with is superb.

**Q:** What are some of the courses a submarine corpsman candidate takes at NUMI (Naval Undersea Medical Institute)?

**HMC Bartholomew:** You learn dermatology and evaluation of abdominal problems using the new computer tape program. You get a full week of dental training followed by radiation health.

**Q:** What does the radiation health training consist of?

**HMC Bartholomew:** You learn the effects of radiation on the body and how to treat patients who have sustained high radiation doses.

**HMC Gray:** The radiation health program is where they separate the men from the boys. If anyone is going to drop out, that's where it happens.

The program is divided into four phases covering monitoring equipment used aboard the submarine—how to do assays for tritium, how to handle spills or other accidents that might occur, and the medical problems associated with low- and high-level radiation exposure. A good amount of chemistry and physiology is involved.

The admin part of radiation health is also a key part of the submarine corpsman's total administrative workload. At least 75 percent of your admin effort is strictly for maintaining physical exams on



# Corpsmen

people, keeping the health records and keeping track of your monitoring program. We had extensive laboratory training so that we'd have the know-how to do necessary lab work at sea.

Physicians lectured us on specialties such as orthopedics, cardiology and internal medicine. We got to work for a period of time to gain some experience and diagnostic ability. A student would also pull duty in the emergency room as part of the training.

**Q:** *What is the size of the crew you take care of on an attack submarine?*

**HMC Bartholomew:** We carry 128 people on USS *Silversides* (SSN 679), but we average about 120 at sea.

**Q:** *How does submarine duty affect your family life?*

**HMC Bartholomew:** It can be tough. Wives have to really know and understand what part you play in the overall picture.

**HMC Gray:** The families and the crews are generally closer knit than you find in

the surface Navy. The wives really look after each other. You can go away with the assurance that if anything goes wrong at home your spouse will have all the assistance she needs to get through the problem. That's a real plus.

**Q:** *What is a typical day for a submarine corpsman at sea?*

**HMC Gray:** You don't have a regular 8 to 5 day. It's a 24-hour schedule. I generally rotate through a 24-hour cycle where for a while I'm up in the evening hours, then the early morning hours, and then during the regular workday. That gives me a chance to see each of the watch sections. I try to make contact with those I've treated to see how things are progressing.

I'll do a sanitation walk. Atmosphere samples are usually done on a weekly basis. One of the watch stander's duties is to take readings from the atmospheric monitor. These are recorded on a 24-hour basis and submitted to the CO as a daily report.

**Q:** *What gases are you monitoring?*

**HMC Gray:** Oxygen, carbon dioxide, carbon monoxide, hydrogen, et cetera—all the ambient gases you may have in the breathing atmosphere.

**Q:** *What do you do about sick call?*

**HMC Gray:** We don't have regular sick call hours. Generally, when someone's hurting or not feeling well, he will seek you out. Many times, when doing my daily walk-through, the men will tell me how they're feeling.

**HMC Carroll:** When you're at sea, sick call is 24 hours a day.

**Q:** *How does the FBM differ from the attack submarine? What's the FBM's normal crew size?*

**HMC Parker:** The FBM usually runs about 150 men and has a sick bay to work in, even though it's 2 feet wide and 8 feet long. The FBM schedule is also different. They are out so many days and in so many days. From a psychological standpoint, you can see the crew going through stages when

## Earning Silver Dolphins



Earning the right to wear the silver dolphins is anything but easy. The selection process is rigorous and education extensive. The nuclear submarine medical technician (HM-8402) is not simply a corpsman but a submariner as well. Diagnosing and treating disease and injury are only part of his job. He is in charge of the ship's radiation health, occupational and preventive medicine, and atmosphere control programs. Because he wears the same device on his uniform as an auxiliaryman, an engineman and a machinist's mate, the submarine corpsman must also qualify the

same way. That means knowing his ship from stem to stern.

A corpsman begins training for the 8402 NEC only after he has had at least six years in the Hospital Corps and has become a hospital corpsman second class. After 46 weeks of training at advanced Hospital Corps School, he graduates as an independent duty hospital corpsman HM-8425.

Fifteen more weeks of school follow at the Naval Undersea Medical Institute in Groton, Conn., consisting of basic submarine school, comprehensive radiation

training, atmosphere control and the specifics of submarine medicine. After this 61 weeks of training, he is designated an HM-8402, but, before being accepted for submarine duty, one more hurdle must be crossed—an examination by a radiation health board.

The formal education may be over for awhile, but the training process never ends. Every 18 months, the submarine corpsman must go through a two-week clinical refresher training program given either at Portsmouth or San Diego. The program is designed to sharpen his skills, for example, insertion of IVs, endotracheal tubes, etc. Those nuclear submarine medical technicians rotating from a shore station back to submarines go through the same program.

At 12-month intervals, there also is an administrative refresher course on radiation health at NUMI.

Aboard an attack submarine or fleet ballistic missile submarine, the corpsman constantly hones his skills both by practicing his profession and by consulting the on-board library and computer that serve as the only references at sea.

we begin a patrol cycle. Once you learn it you know when to make yourself more available to the crew. You can also pinpoint problems.

**Q:** *What kind of problems?*

**HMC Parker:** Personal problems, family problems. As the corpsman, you have to be more stable than everyone else. You are the doc, the chaplain, the mother, father, grandmother and grandfather to these people. You can't just say "go away, don't bother me." You've got to be there when you're needed.

**Q:** *As submarine corpsmen you wear silver dolphins. How do you qualify as a submariner?*

**HMC Gray:** By learning the ship. The wealth of experience you gain by the qualification process is a real plus. By the time you finish you know virtually every piece of machinery on board and how it functions. Qualification takes from six to nine months. When you first report on board you have two responsibilities—maintenance of the medical department and studying for qualification. You have to know the ship because in an emergency you would be required to take charge of a damage control situation.

**Q:** *Are you also responsible for training the crew in first aid?*

**HMC Bartholomew:** Once a year I'll devote three to four days after normal working hours to run the crew through everything from applying a bandage and splinting a fracture to CPR. Most crew members are very interested. I've had some come to me individually to ask for additional training. I enjoy teaching.

**Q:** *If a young corpsman comes to you and says he wants to be a submarine corpsman, what kind of advice would you give?*

**HMC Bartholomew:** Two corpsmen I've talked with are already at NUMI and due to graduate in December. I took them aboard for a few hours and let them follow me through my whole routine. The reward, I told them, was the challenge of accomplishing what has to be done. They came back and asked for letters of recommendation.

**HMC Parker:** I'd first check out his motivation. A lot of guys are good corpsmen, but many cannot handle the load to



which submarine corpsmen are subjected.

You've got to be aggressive; you have to be a go-getter. You set your sights on your purpose. My purpose is to keep my crew healthy so they can work and fulfill the mission. If you want to be a submarine corpsman, you'll make rank, get paid well—but you'll also work your tail off. If you're not willing to do that, we don't need you.

**HMC Gray:** I'd tell him to be prepared to face the challenges. I wouldn't lie to him and make it sound glamorous. It's a lot of hard work, but it is also the epitome of what being a corpsman is all about. If he likes to work independently, has a lot of personal initiative and a great deal of pride in what he does, it is the perfect way in which to satisfy all three. I honestly feel that a submarine corpsman is a member of a very elite group.

Chief Hospital Corpsman (SS) Josiah S. Bartholomew—served in USS *Proteus* (AS 19), three years aboard USS *Silver-sides* (SSN 679), and is now a staff instructor at Naval School of Health Services, Portsmouth, Va.

Chief Hospital Corpsman (SS) Thomas

*HMC (SS) Gray uses an on-board computer to aid in making diagnoses.*

H. Gray—served in USS *Shreveport* (LPD 12), as an instructor at Naval School of Health Services, Portsmouth, Va., and is now assigned to USS *Cincinnati* (SSN 693).

Chief Hospital Corpsman (SS) W. Ben Parker—served in USS *George Washington Carver* (SSBN 656) as radiation health officer at NRMCC, New London, Conn., and is now assigned to USS *Buffalo* (SSN 715).

Master Chief Hospital Corpsman (SS) Frank H. Carroll—served in USS *Grayling* (SSN 646), USS *Daniel Boone* (SSBN 629), USS *Ulysses S. Grant* (SSBN 631) and is now administrative assistant to the force medical officer, Submarine Force, U.S. Atlantic Fleet.

For more information on the Nuclear Submarine Medicine Program (HM-8402) see your Navy counselor or call the HM "C" school detailer at NMPC, Autovon 224-4547.

# Grains of Salt

## WWI Navy Nurse Looks Back

By JO1 Kay Hickox  
PACEN Det 220

*When the Stanford University School of Nursing formed a unit in April 1916 to serve in World War I, Lucile Matignon Crane was one of 50 who signed up. She was graduated as an operating-room nurse in the Stanford School of Nursing's first class in 1914. Mrs. Crane and her unit served in Strathpeffer, Scotland, where she was assistant to the Navy's chief surgeon there, Dr. John Stillman, also from Stanford.*

*Today, Mrs. Crane, 92, lives in Oakland, Calif. She recently related the following about her experience as a Navy nurse more than six decades ago.*

\* \* \*

It was January 1917—Lucile Crane was 26—when the Navy's Reserve Nurse Corps No. 2 arrived in Scotland. The unit was bound for a hospital near Strathpeffer, about 18 miles above Inverness and 10 miles from the coast. The hospital, converted from two resort hotels, could serve up to 2,000 patients.

"The war was winding down for the Navy when we arrived in Scotland," said Mrs. Crane. "The German Fleet was effectively bottled up, so our Navy's major job was to patrol the North Sea."

Navy No. 2 mission was to provide care for war victims who came mostly from front lines in France.

"They (the soldiers) were about two days coming to us, so they had already received first aid," said Mrs. Crane. "When the convoys of wounded arrived, we'd work like the dickens for a short time. Some of them needed surgery from gunshot wounds, and we did all kinds of repair work.

"Then we took care of civilians, too," she said. "And we took care of the people from the North Fleet, British soldiers...and anybody that was sent to us."

But Scotland was not considered a choice assignment.

"Much to our disgust, we were too far away from any danger," she said. "We were all kicking our heads because we weren't in France. By the time we went over there, the German Fleet was contained, and you knew who was going to win. Here we were, way up in Scotland and kind of ashamed we didn't suffer like the nurses in France who went through hell."

Army nurses serving in France not only worked under gun-

fire sometimes, but they also lived in tents not far from the lines.

"I tell you, we were all young people, in our early 20s," Mrs. Crane said. "We were all active and having a good time. We didn't take the world too serious, and we were always broke. When we had cigarettes, we didn't have matches. And when we had matches, we didn't have cigarettes."

The nurses' salary was \$60 a month, including overseas pay, and room and board.

After the war, Mrs. Crane returned home on the old USS *President Grant*.



*Lucile Crane (right) with her brother-in-law, Lt. Reuben Hunt, and sister, Bertha, Christmas Day 1917 in Paris, and as she is today (far right) with some of her World War I mementos.*

“Ten women—and I don’t know how many thousands of men—came back on that ship,” said Mrs. Crane. “And when we were mustered out (in New York), I was dead broke.”

She returned to California and, soon after going to work in a hospital, in Modesto, she met her husband, Everett. They married and she retired from nursing in 1922.

During World War II, she returned to nursing to help meet the nation’s critical shortage of nurses.

Her memories from Scotland include many light moments, like when the nurses made ice cream when sugar was a rarity. The ice-cream episode started when the nurses found two cans of sweetened condensed milk in a store in the nearby village.

“When we found an ice-cream freezer, we purloined sugar and eggs from the kitchen,” she said.

But they did not have the ice they needed.

“We sent to Glasgow where we got it from the undertaker,” she said, laughing deeply. “I’ve forgotten how the ice cream tasted, but not what we went through to make it.”

One of the bad times was when the unit was hit with an epidemic of flu and then one of diphtheria.

“That flu epidemic went through like a dose of salts,” she said. “But we didn’t have it severely and there were no casu-

alties. Maybe that was because we were young with a lot of energy and a lot of stamina.”

The one regret Mrs. Crane carries with her today is that her unit had no official status.

“They had a few Navy nurses at that time, but when they took in the influx for the first World War, the Navy really had no rank nor any place for us,” she said. “We had no rank and we had no status. We were neither the corpsmen nor the officers.”

Recently the Army recognized its World War I nurses. Mrs. Crane still has hopes the Navy will, too.

After her husband’s death 20 years ago, Mrs. Crane moved into the Lake Park Retirement Community in Oakland, where she has found time to serve on the board of directors and on the house committee on safety and nursing.

While Mrs. Crane credits her parents for “good genes” leading to long life, she does maintain a regular health program.

“I don’t eat between meals,” she said. “I have to keep my weight down...it’s my pride. I walk two miles a day. Now, at my age, and because I do have a little heart condition, I have to walk a mile in the morning and a mile in the afternoon. But nothing stops me.”



# Bangor Sub Base

# This Is the Place

Story by JO2 Howard Samuelson

Photos by PH2 Randy Hayes

Navy PA Center, San Diego



On Washington State's Hood Canal near the Puget Sound, within view of the snow-capped Olympic Mountains, the Navy is completing construction of the largest, single-mission military base built since World War II.

The base includes 5,000 acres of timberland, home for deer, bear, coyotes, foxes and an occasional cougar. Conservation and preservation of native beauty are prime considerations in the development of Naval Submarine Base Bangor, the Navy's first home port for the *Ohio*-class submarine.

The base began full-mission support with the arrival of USS *Ohio* (SSBN 726) last summer. Nine more of *Ohio*'s sister ships will eventually call Bangor home by the end of this decade.

"We're happy the ship is here and we are, in fact, doing what we were designed to do," said Captain John H. Kinert, commanding officer of the base.

Bangor's single-purpose dedication to the *Trident* program is unique from the multimission responsibilities of older naval bases such as Norfolk, San Diego and Pearl Harbor. In 1942, the

Navy purchased 7,000 acres of north-west timber country—155 nautical miles of deep water from open ocean—to build a naval magazine. Back then, the land was dotted with apple orchards and chicken farms.

Bangor has since served as an ammunition depot and as a *Polaris* missile facility, a predecessor to *Trident*. Ten years ago, Bangor was selected from 88 other possible locations as the first home port for *Ohio*-class submarines.

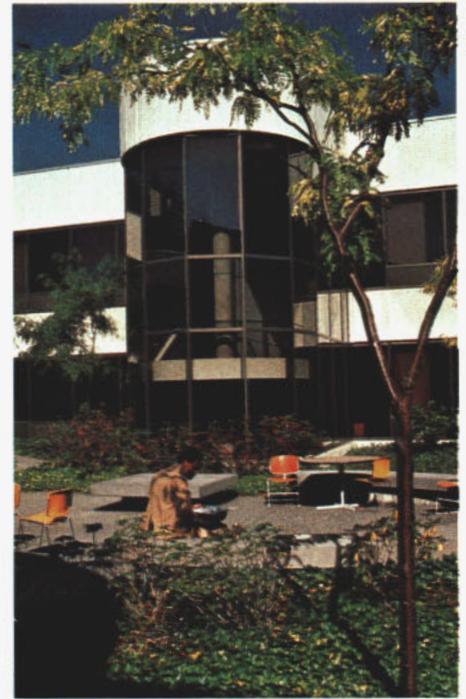
"This base was designed from the ground up," said Kinert. "The real estate was converted from an old Navy ammunition depot for one purpose—to support *Trident* and the *Ohio*-class submarine.

"I'm the landlord," he explained. "I have the buildings, dining facility, gymnasium and Navy Exchange providing the services people need to make this a nice place in which to be."

If the community continues to grow at its recent rate, 1,300 families will arrive within the next three years. Like those there now, they'll find a base designed to get the job done, but not at the expense of supporting the sailor or his family.

"Right now we have 799 family housing units on base. They're modern and the families are extremely happy," said Kinert.

According to the housing director, Ray Hanna, Bangor is already plan-



ning for the expected influx of families. "The wait for housing currently depends on the number of bedrooms a family needs," said Hanna. "There is up to a six-week wait for three- and four-bedroom units."

When it comes to two-bedroom units, there is a six-week to three-month wait since these units are most in demand. Two-bedroom units comprise most of the base's housing inventory.

For the expected influx, by 1987, construction of an additional 500 housing units has been requested. "All the new houses built in fiscal years '86 and '87 will be two-bedroom housing for families of senior enlisteds," said Hanna. "We furnish a range and refrigerator, otherwise units are unfurnished. Two-bedroom units are carpeted on the upper floor primarily for sound-proofing purposes."

The housing projects are built within easy walking distance to nearby elementary schools; older children are transported to the local high school in Silverdale.

At the center of Bangor's residential area is the personnel services "core" area. It is designed for easy access on foot to any exchange or recreation facility. The

Left: USS *Ohio* (SSBN 726) exits dry dock at Bangor's Delta pier. Photo by PHI Steve Smith. Below: A *Trident* Training Facility class learns *Trident*-launching procedures. Upper right: John Penton finds a quiet moment during lunch in the courtyard of the administration building.



# Bangor Sub Base

core area includes an enlisted dining facility, a movie theater which can also be used to stage live performances, an 18,000-volume library and a recreation complex.

At the recreation complex, residents enjoy use of an Olympic-sized swimming pool, seven indoor handball courts, two squash courts, separate men's and women's exercise rooms, locker rooms, saunas, a gymnasium with the capacity for two full-court basketball games, photo lab, ceramic and lapidary shops, 16-lane bowling alley, golf pro shop and classrooms. Nearby are athletic fields and courts for tennis, football, soccer and softball.

The consolidated mess (open) incorporates a design unique to the Navy in that it has a common kitchen shared by separate clubs within the same complex. The kitchen is shared by the Enlisted Club, Second and First Class Petty Officers' Club, Chief Petty Officers' Club and the Officers' Club. This arrangement allows the facility to be operated on a cost-effective basis by making use of one staff and common

appliances.

The top deck of the mess has banquet facilities with a small stage for live entertainment. There's also a fast-food deli/take-out for the convenience of all hands.

Navy Exchange facilities available in the core include a uniform shop, dry cleaners, coin-operated laundry, beauty and barber shop, cafeteria, watch repair, florist and mini-mart. All these are incorporated in a 23,000-square-foot Navy Exchange building. A commissary is under construction next door and is scheduled to open this summer.

*At work and at play, residents and employees find that facilities at Naval Submarine Base Bangor are first class: (right) explosives handling wharf; (upper right) MR2 Debra Welton works on a brace at the refit facility; (lower right) Marines Antwan Morse and Theodore Blackwell during a friendly game in the gym; (below) one of the unaccompanied enlisted personnel housing modulars.*



Submarine Base Bangor supports three major tenant commands: Trident Training Facility, Trident Refit Facility and Strategic Weapons Facility, Pacific.

The purpose of the Trident Training Facility is to train sonar technicians, electronics technicians, fire control

technicians and others serving aboard *Ohio*-class submarines. Even this building is unique; it is a structure designed in coordination with the adjacent landscape.

"The appearance of rust is designed into the structure," said Master Chief

Sonar Technician Robert Ross. "Panels on the outside walls were sprayed with a substance that creates a protective coating when mixed with the oxidation process. That is, when it started to rust, it formed its own protective seal."

The process results in an almost maintenance-free building. The building has won a design award from the American Institute of Architects, and it won the Secretary of Defense's Blue Seal Award as the finest military construction of 1979.

Inside the training facility, the submarine itself is broken down by systems and mock-ups built throughout the center. "We train the crews who man the submarine," said Lieutenant Junior Grade Larry Arden, an instructor. "That's our mission—to provide pressure/team-training as well as advanced training."

When a *Trident* submarine is between patrols, it receives its checkup at the Trident Refit Facility. This complex houses \$10 million worth of equipment in machine, optical, pipe, overhaul and electrical shops.

The Trident Refit Delta, a pier designed to accommodate three submarines at one time, includes the only



Things to do (swimming at left) and to view (grazing deer below) when not going to school (lower left).



# Bangor Sub Base

dry dock in the world constructed parallel to the shoreline.

This command is responsible for maintaining all systems aboard the *Trident* submarine, with the exception of refueling the nuclear core. It could be compared to a land-based submarine tender, but the ship's superintendent, Chief Electrician's Mate Dennis Doty, says it's much more.

"The big difference is that we're bigger and we have much larger facilities," he said. "We have machines that can cut through 6 inches of steel plate. We can literally punch holes through an inch-and-a-half of steel. We also can overhaul an entire periscope here."

A theory popular at the refit facility is that they could complete an *Ohio*-class submarine overhaul there. They've already brought three tugboats back to life by completely overhauling them.

"Our mission is to handle the submarines," said Doty.

With the *Ohio*-class *Tridents*, they have their hands full.

The *Ohio* carries the third major

generation of fleet ballistic missile—following *Polaris* and *Poseidon*. The awesome power of *Ohio*'s punch is its 24 *Trident* missiles—assembled and maintained at the Strategic Weapons Facility. These missiles have almost twice the range of *Poseidon* missiles. And the *Ohio*-class submarine, with more than twice the tonnage of any previous U.S. submarine, can patrol an area 10 times greater than submarines armed with *Polaris* or *Poseidon*.

Advanced sonar, superior speed and super-quiet engineering make it virtually impossible for enemy "killer" submarines to detect *Ohio* during a 70-day patrol.

The facility's explosive handling wharf is the equivalent of 14½ stories tall. At 165 feet, it's the tallest structure in the county. It is also winner of a design award from the American Institute of Architects.

Bangor, according to Hull Technician First Class John Matheson, abounds with experienced people. "It's a talented mixture of civilian and military expertise," he said. "You have

a civilian employee who performed a particular job for 20 years. Add that to the military's training and you can't beat that amount of experience at one place. This place has it."

Matheson feels, too, that the scenic beauty of the area is a great attribute. "Most people are amazed at how beautiful this place is," he said. "And they're proud to be here. I don't think there's anywhere else in the country they could be and have a more beautiful place to live and work at the same time."

The wilderness setting is a natural benefit of the Northwest. "Once you're here, you're struck by the beauty," said the commanding officer. "And you can't miss it—the trees, the waterway. It's not unusual to see deer feeding close by my office window."

The man in charge of enforcing game regulations and protecting the wildlife roaming Bangor is retired Gunner's Mate Lewis Hill, who is now the base game warden. During his 30-year Navy career, Hill spent 22 years on destroyers, visited more than 60 countries and made a few trips around the world.

"I still work for the Navy, but now I follow the guidelines of Washington State's Game and Fisheries Department," Hill said.

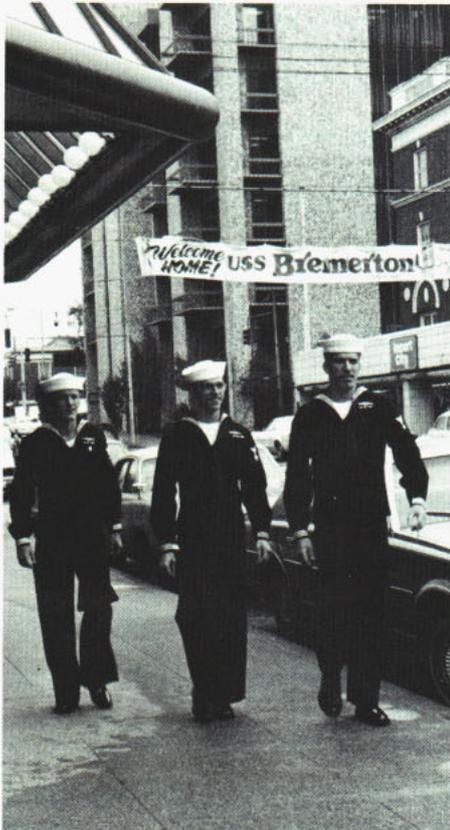
Hill's job entails monitoring the local hunting seasons—everything from pheasant to deer. "We put out a notice for all military, their dependents and retired military," said Hill. "Then we have a lottery, and the only hunting we permit the winners is with shotgun or bow and arrow, no rifles."

As "the landlord," Kinert is well aware of what the area offers the sailor. "Anyone who loves to sail, fish or hunt—this is the place," he said. "You have fresh and saltwater fishing, skiing all year round, opera, theater, ballet and big-time teams like the Mariners and Sea Hawks. And, if that's not enough, Canada is just up the road a piece."



A housing area playground gets plenty of use.

# Bremerton Meets Bremerton



Bremerton met *Bremerton* for the first time recently when the nuclear-powered attack submarine USS *Bremerton* (SSN 698) made a port visit to the Washington state city of the same name.

As soon as liberty was called, crew members began a social calendar which left everyone exhausted from a generous five-day portion of Bremerton hospitality.

Preparation time for the events was limited because submarine schedules are not generally released to the public. Consequently, several city clubs, community organizations and citizens began hasty welcome preparations only days before the 12 officers and 115 enlisted men of the *Bremerton* arrived.

For the arrival of the *Bremerton*, Elizabeth McGowen, sponsor of the first USS *Bremerton*, a World War II heavy cruiser, was invited to join the new *Bremerton's* sponsor, Helen Jackson, wife of Sen. Henry Jackson, at the arrival ceremonies.

Enlisted members joined the local American Legion for an "all-you-can-eat" spaghetti dinner on their first

evening in port, while the officers participated in a reception in their honor at the Puget Sound Naval Shipyard Officers' Club.

A "Bremerton meet *Bremerton*" reception was held the following evening. After a second dinner in their honor, crew members were guests at a Bremerton High School football game. During halftime, the crew members were introduced to—and received a standing ovation from—the crowd.

The next day, it was the crew's turn to show appreciation to the city. During the annual Bremerton United Way parade, crew members marched beside a 23-foot model of the *Bremerton*. The city honored the sub's commanding officer, Commander Douglas S. Wright, by naming him the parade's grand marshal.

*Bremerton's* men have fond memories of their brief, but enjoyable, meeting with the residents of the beautiful city of Bremerton, Wash.

—Story by JOI Terry Borton

Photos by PH1 Steve Smith and Greg White/Weigand, Naval Sub Base Bangor



# Bearings

## The Tarpleys Go Sailing Again

Six years ago, Frank and Kaye Tarpley sailed from Puerto Rico to New York in a 27-foot sailboat. With almost no sailing experience, they completed that cruise in 54 days.

Last year, with a new 29-foot sailboat and the 1976 trip under their belts, the couple went to sea again, this time from Houston, Texas, to Norfolk, Va. Frank, a senior chief mess management specialist, had been ordered to SACLant headquarters from USS *Buchanan* (DDG 14) in San Diego. Kaye, by the way, is now assistant head nurse at Norfolk General Hospital. They shipped their boat, "Panacea," from San Diego to Houston where they began the 2,200-mile journey on May 27.

During the voyage, the couple maintained a four-hour watch rotation except for special moonlit nights when they stood watch together. One night they dropped the sail and "parked" in the middle of the Gulf of Mexico while wind and waves rocked the boat violently. They celebrated Kaye's birthday with the accompaniment of jazz, rock and soul music from a New Orleans radio station. All they needed was a cool drink; their ice had melted by the third day out.

In early June they felt the effects of Hurricane Alberto, sweeping toward Key West, Fla. In her log, Kaye wrote, "We have some pretty heavy seas to contend with where we are, and changing sails, reefing the main and navigating occupies time and takes our minds off the storm. Despite the heavy seas, we are making terrific time and in the right direction."

Frank's log entry at the time said, "We hope the storm dies out or we will have to alter our course." On June 5, Alberto weakened, and the couple "ate properly for the first time in a couple of days and caught up on some much needed sleep."

They arrived in Key West on Sunday, June 6, where they took on supplies and

made a couple of Laundromat runs. They continued their journey on June 8, and three days later again ran into rough weather with swells up to 25 feet. Nonetheless, the plucky *Panacea* made it to Charleston, S.C., harbor on June 13—right on time, as it so happened. The fuel line split, and petroleum leaked over the engine just as the Tarpleys pulled up to a fuel pier.

The next two days were spent repairing the engine and preparing for the final leg of the journey up the intercoastal waterway.

After another stop at a North Carolina port, the Tarpleys reached Portsmouth harbor on June 26, pulling into the marina at Norfolk at 4:40 that afternoon to end their 30-day odyssey.

—Story by JO3 Ethel Kortz  
—Photos by PH2 Kevin Knapp,  
SACLant Norfolk



*Frank and Kaye Tarpley, after an afternoon sail on Panacea, pull into Portsmouth Harbor and lower the sails.*

## Point Mugu Programs

Point Mugu, Calif., is in the midst of renovating and expanding its recreation services. Bob Sinnott, director of recreation services at the naval air station, heads the project and is also working to develop fitness and leisure programs for the Navy community.

The bowling center is being remodeled first. Next, the gymnasium's hardwood floors will be refinished, and new locker rooms, a sauna and a new gear issue counter will be added. These facilities will become part of a new fitness center staffed by trained counselors.

Other plans include repairing the fishing pier, adding new jogging trails, refurbishing the outdoor track and hiring a golf professional to give lessons. The child-care center will receive a new ceiling, fire-resistant walls, and a new playground will be added.

Long-range plans include improving the paint booths at the auto hobby shop and including a section for modifying recreation vehicles.



Sinnott firmly believes that recreation services should be people-oriented and the efforts to improve these services at Point Mugu are directed at what he calls the "wellness concept."

"This is the physical, mental and social harmony of a community through a formal leisure program. An organized-leisure program affects productivity on and off the job.

*Bob Sinnott (left), director of recreation services, NAS Point Mugu, meets with contractors Art Chapparro (center) and William White (right) during the remodeling of the bowling center.*

Ultimately, it provides increased retention."

—By Dave Casey, Point Mugu, Calif.

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## Navy Medic Team to the Rescue

Thanks to quick thinking by motorists on California's Highway 580 and the expertise of two Naval Regional Medical Center, Oakland, Calif., staff members, an elderly Hayward, Calif., man is alive today.

Olton Pierce, 72, suffered an apparent heart attack while on the freeway and slumped over the wheel of his car. His wife, paralyzed from the waist down, managed to shut off the ignition and tried to steer the moving vehicle through the congested traffic.

Hospital Corpsman Second Class Sheila D. Sundbye and civilian employed Kim Ross-Babendir pulled their car over to the side of the road and dashed across two lanes to the Pierce

car. Two other commuters helped them bring the rolling car to a halt.

Pierce, pulled from the car by an unidentified man, had stopped breathing and had no pulse. The NRMCOakland staffers, trained in CPR by the Navy, began cardiopulmonary resuscitation. By the time fire department paramedics arrived, the victim's vital signs had been restored. Pierce was transported to a nearby hospital. He has since recovered and has been released.

Sundbye and Ross-Babendir, a former HM2, are patient contact representatives at the medical center's eye clinic.

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## CGN 41 sponsors 4.1 for 41

When USS *Arkansas* (CGN 41) pulled into Augusta Bay, Sicily, to onload ammunition, the ship's company decided to launch its second "First (And Last) USS *Arkansas* Augusta Bay Run."

The 5.2-mile race through the Sicilian countryside featured runners from *Arkansas*, USS *Suribachi* (AE 21) and the staff of Commander, Destroyer Squadron 20.

Using what *Arkansas* crew members termed a 4.1 formula, the time of the top five runners (of 41) from each group would be totaled to come up with each team's final score. *Suribachi* ran away with the race compiling a time of 185 minutes, 24 seconds, as *Arkansas* placed second and ComDesRon 20 last.

—By JO3 Gus Paul  
USS *Arkansas* (CGN 41) PAO

# Bearings

## Illustrator Extraordinaire

Willie Harris started creating poster designs in high school. He went on to work with professional sign writers in St. Louis, Mo., where, as Harris said, "I had to go in the back door of the shop to learn the trade. Black people then weren't allowed to join the union." Today, Willie Harris is a professional illustrator for the Fleet Aviation Specialized Operational Training Group, Pacific Fleet, Naval Air Station, Moffett Field, Calif.

Harris was drafted as an Army medic in 1953; still he found time to design his company's insignia, logos and emblems. After discharge in 1959, he enrolled in Florissant Valley Community College, St. Louis, Mo., campus, earning an associate degree in commercial illustration/graphic arts. He received his bachelor's in illustration/graphic arts from Washington University, also in St. Louis. During his college years, he worked as a technical illustrator for an aircraft company. He became an illustrator at the U.S. Mobility Equipment Command in St. Louis but moved to California in 1974.

Harris has received many awards for his creative works. His most recent was for a black history arts and crafts display shown in Santa Clara County, Calif. Asked what



**Getting down to the nitty-gritty.** Dale Widmer, a welder at the Naval Air Rework Facility, North Island, Calif., saved the government more than \$6,000 with his idea to reuse sand. A lot of garnet sand is used for sandblasting and, at 10 cents a pound, it's expensive. But Widmer remodeled a

his most challenging project was, he said: "Completing a 50-foot mural of a Christmas scene." Standing 8 feet high, the mural was displayed at the third-story level outside the U.S. Army 14th Field Hospital

sandblast booth that separates the sand from the dust created by the sandblasting process and pulls the dust into a collector bin. The sand remains in the booth to be recycled. With Widmer's idea, the government profited, and so did Widmer—to the tune of a \$745 award.

in Bad Kreuznach, Germany.

About his present job at Moffett Field, Harris said, "It's one of the best I've had during my 16 years of government work. I have been able to develop my skills in a place where I am both appreciated and respected."

Harris never lost his dream of owning his own business, however, and each weekday after working at his regular job, Harris drives to his shop in San Jose, Calif. There he and two California State University students create graphic drawings, large outdoor advertising signs, display ads and interior designs for local businesses.

Remembering his lean years and his early longing to create, Harris' business, which he started this year, offers training for young people and adults who desire to develop their creative skills.

—By JO2 Nanc Dodge  
NAS Moffett Field, Calif.



Willie Harris completes a full-color naval insignia for NAS Moffett Field, Calif.

## Up With People Tiger Cruise



Tiger cruises became a tradition with many Navy ships returning from deployment over the years, but for 150 relatives and friends of USS *Belleau Wood* (LHA 3) the event was an experience to be long remembered.

*Belleau Wood's* transit from Pearl Harbor, Hawaii, to its home port in San Diego

marked the end of the amphibious assault ship's second deployment to the western Pacific and Indian oceans.

The "Tigers" were incorporated into the daily at-sea routine and participated in many shipboard events. For example, a Tiger watch bill gave the guests a chance to stand helm, lookout and combat infor-



*Upper left: Lt.j.g. Al Semritc, Belleau Wood's Tiger coordinator, answers questions about the available tours. Photo by PHAN Kirk Fuller. Above: Tigers police brass from the small-arms firing demonstration on Belleau Wood's flight deck. Photo by PH3 Francis Anglada. Lower left: A Belleau Wood sailor briefs two Tigers on the responsibilities of a lookout. Photo by PHAN Kirk Fuller.*



mation center watches. The Tigers also took part in navigation exercises and had the opportunity to operate the Navy tactical data system console.

Various demonstrations and displays were available. Small-arms firing, damage control and knot tying drew the largest numbers. A search and rescue drill—using the ship's helicopter—provided a showcase for air operations. In addition, individual departments in the ship, commanded by Captain Henri B. Chase, gave tours of their spaces.

The Tiger cruise enabled crew members to meet with some family members and friends a week before the actual homecoming. It also gave the Tigers some insight into life at sea aboard a major Navy combatant.

*By JO2 Jeff Embry  
USS Belleau Wood (LHA 3)*

La Maddalena

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# It's Getting Better All the Time

Story by JOC Dave Lee  
Naval Station La Maddalena  
Photos by PH3 Kurt A. Lange and JOC Lee





Start with the exotic, add the relaxed atmosphere of home life, and you have one of the best-kept secrets among overseas duty assignments in the U.S. Navy: La Maddalena.

Situated just off the northern coast of Sardinia in the Tyrrhenian Sea (a body of water which lies between Sardinia and the "boot" of Italy), La Maddalena is the largest island of an archipelago which goes by the same name. Sailors stationed in the area simply call the islands "La Madd."

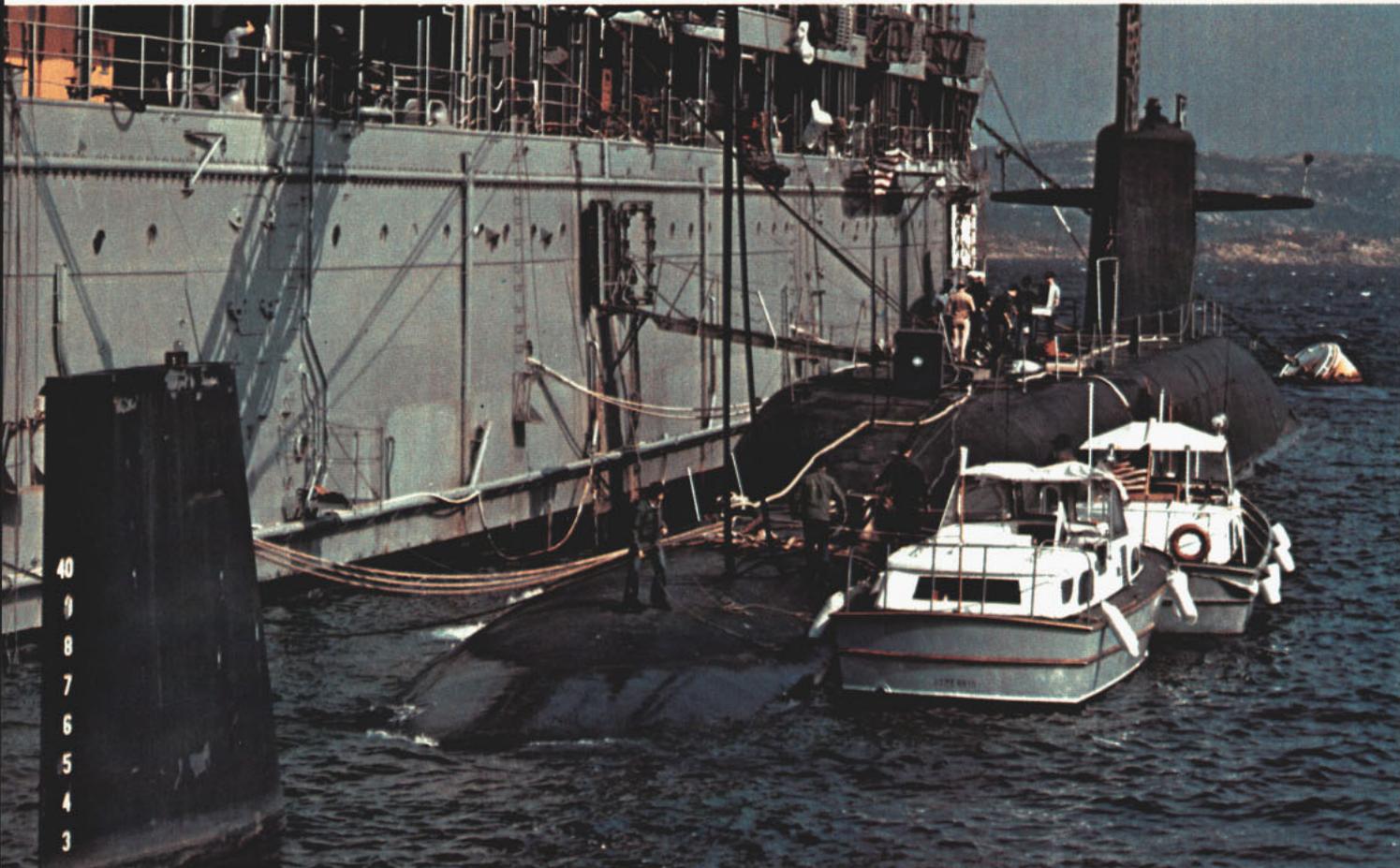
While a Navy Support Office is located on La Maddalena, along with housing, a dependents' school and other support facilities, the submarine tender *USS Orion* (AS 18) is berthed at Santo Stefano. This

smaller island lies between the Sardinian coastal town of Palau (pop. 12,000) and La Maddalena. In addition to *Orion*, a small unaccompanied housing unit, exchange and commissary are located on Santo Stefano. A shore patrol office is located in Palau. There's also a community center for Navy families. More than 1,000 Navy men and women—with about 650 dependents—are assigned to La Maddalena.

Living conditions have seen some dramatic improvements over the last few years. Those who were stationed there in the '70s would hardly recognize the place. Back then, the whole of northern Sardinia was a collection of small farms and sleepy fishing villages, where living was anything but modern. Only a few tourists managed to discover the sun and solitude each summer.

Then, in 1972, the Italian government permitted the United States to

*La Maddalena—where the Navy takes care of its people and its ships. Left: a child-care center. Below: USS Orion (AS 18), berthed in Santo Stefano island, off northern Sardinia.*



# La Maddalena

build naval facilities at La Maddalena. The first submarine tender to deploy there was USS *Howard W. Gilmore* (AS 16)—its job was to provide support for the attack submarines assigned to the Sixth Fleet in the Mediterranean Sea. *Orion* relieved *Gilmore* in 1980.

For several years, the American sailors lived peacefully among the several towns and villages of Sardinia and La Maddalena. Their “shopping sprees” were conducted via Navy landing craft, moving from island to island, and many commodities found in the states were not available.

Then, northern Sardinia was suddenly discovered—in a big way—by tourists. A huge resort area, the Costa Smeralda (“Emerald Coast”), sprang up around the small town of Porto Cervo. Hotels were put up, marinas were built, and La Maddalena said goodbye to its days of relative isolation.

Perhaps the most dramatic change for military families occurred in the area of housing. About three years ago, only 12 units of family housing and limited unaccompanied housing was available. Now, a brand-new resort hotel and apartment complex on La Maddalena has been leased by the Navy to help solve the housing shortage. This complex, called Paradiso, houses 142 unaccompanied people and 31 families. It boasts a swimming pool (with a weight room planned), saunas, tennis courts, disco, child-care center, Laundromat, library and a small chapel. A restaurant is due to open soon.

The unaccompanied section of Paradiso, called Calabro Hall, is staffed by both Navy and civilian specialists who take pride in their work and the facilities. They do so with justification; in 1981, they won the “Innkeeper of the Year” award among unaccompanied housing for naval forces in Europe.

In an area of the island called Trinita, dozens of new family housing units were opened last year. About 160 units are currently occupied, with about 60 more under construction.

They were built adjacent to the modern and well-equipped dependents’ school. The place commands a beautiful view of azure waters and golden islands, including the French-owned island of Corsica—Napoleon’s birthplace.

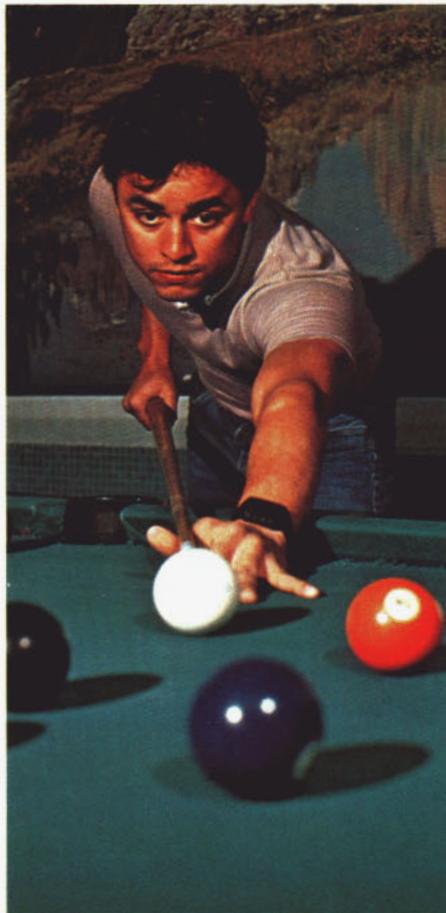
Shopping at the exchange and commissary is one chore that will soon become easier. Currently, Navy families have to go to Santo Stefano to shop. This involves a 20-minute trip each way on a modified “Mike” boat, as well as advance planning. Only a few trips are scheduled each day—hardly a convenient arrangement.



*Everything at La Maddalena that you'd find at home—and then some: comfortable rooms in unaccompanied housing, a variety of exchange items and a swimming pool.*



*Here's what's going on at La Maddalena: a ferry instead of a school bus for children living on the Sardinian mainland, a good selection of commissary items, an off-duty game, new construction which means even better things to come.*



However, this summer, those "Mike" boats laden with grocery bags will be a thing of the past. A much larger exchange and commissary building is going up in Paradiso. Then shopping will be strictly an exercise in land travel—either by foot or car.

Shopping on the economy will still be a part of life in La Maddalena. A wide variety of fresh produce is available locally at reasonable prices, so the commissary has no need to carry produce. Local stores and markets also will still be a good source of such commodities as hardware, furniture and special foods such as panini (small hard rolls) and cheeses. They also will continue to be the source of leather goods and clothing.

Eating in La Madd's restaurants will remain one of the outstanding pleasures. Local restaurants serve most of the familiar pasta dishes; a four-course dinner can be had for about \$7 or \$8, including bread and wine.

At the NSO compound, facilities include a cinema, racquetball and basketball courts, picnic area, playground and a recreational building, which

# La Maddalena

offers pool and pingpong, video games and television lounge. Other facilities include a gymnasium, bowling alley and snack bar. A picnic area and club are located at one end of La Maddalena, where various social events are well-attended. Near the club, another cinema, eight-lane bowling alley and minigolf course are planned. The island even has a marina where sailors can rent sailboats, powerboats and sailboards; needless to say, the beach is always nearby.

If the weather is bad, many indoor activities are available: photography, pottery, woodworking, karate and aerobic dancing classes—with an auto hobby shop on the recreational horizon.

*Orion* has a basketball team and takes on squads from submarines when they return from deployments. Boxing, rowing and soccer matches are also held. The Italian Navy also has a base in La Maddalena, and Italian teams often compete against the Americans.

In summer months, thousands of tourists pay for the chance to spend a few days in the beautiful surroundings that Navy people live in year-round. The Costa Smeralda area, with its recreational facilities, starts just south of Palau. As well as being a necessity for getting around the local area, a car can open up the whole Sardinian island

for exploration. The NSO recreation office runs one-day bus tours to local sights.

Ferries operate between Sardinia, France and the Italian mainland. Military Airlift Command flights leave from Olbia—about an hour's drive from Palau—three times a week for Naples. *Orion's* recreational fund partially subsidizes tours to such cities as Rome and Garmisch-Partenkirchen, West Germany (in the Alps). Commercial air connections with the rest of the continent and the United Kingdom can be made through Olbia.

At La Maddalena, many sailors take advantage of their time to expand their educational horizons. The University of Maryland has an active program of courses leading to associate and bachelor's degrees, with classes being held both on board *Orion* and at NSO. Besides the familiar courses, the university at times helps people take advantage of the location by offering classes in European history and culture, and week-long seminars on art history in Florence, one of the major centers of the renaissance. The NSO education office can assist with CLEP and other testing, as well as other means for gaining college credit.

As far as medical facilities are concerned, a branch clinic on the island

provides routine and minor emergency care for sailors and their families. Major emergency cases are taken to the Naval Regional Medical Center in Naples or to U.S. Air Force hospitals in West Germany. *Orion* also has its own medical department.

Life in La Maddalena is getting much better, but challenges still present themselves. For instance, transportation will always revolve to some extent around the automobile, passenger ferries and Navy boats; that's the nature of an archipelago. But the road traffic is light, and you can go for miles without running into a stoplight.

Perhaps the greatest challenge is the syndrome familiar to all who serve overseas: culture shock. The initial onslaught of the unfamiliar can be unnerving. But NSO has an orientation course to get people out into the community and acquaint them with their new homes. A social worker provides more personal, one-on-one help; a family service center also is in the offing.

One sailor's wife said, "At first, it's hard to adjust. Now that I've been here a while, I love it. I especially like the inexpensive travel."

One dependent, 11-year-old Scott Newton, said, "The culture is a lot different, but you get adjusted to it. I'm picking up Italian. We have an Italian teacher who comes in four days a week to teach us the language and all about the culture."

Getting to know your local neighbors is one of the best ways to feel at home here and is one of the biggest advantages to life in La Maddalena. It is a common sight to see groups of citizens and U.S. sailors sitting around a table at an outside cafe. The people have come to view the Americans as part of their community. Many have learned some English and take pride in using it when they can. Americans, on the other hand, have stories to tell of the hospitality offered, along with the home-cooked meals.

La Maddalena may be one of the best-kept secrets in the U.S. Navy but probably not for long.

*A small craft arrives at a local pier.*



# Mare Island Opens Child-Care Center

By Peggy Pearce  
RecSvcs Div, NMPC

The first totally new child-care center to be built by the Navy from the ground up opened its doors at Naval Station Mare Island, Vallejo, Calif., in February.

The \$1.3 million facility can accommodate up to 150 children between the ages of 6 months and 9 years. This is double the capacity of the old barracks that was used for the station's child-care program.

"The Navy takes care of its own," said naval station commanding officer Captain Ed Kellogg at the ribbon-cutting ceremony. "Our new child-care center is an example of that."

The 10,000-square-foot center is a colorful, one-story concrete structure with a Spanish tile roof featuring a skylight above a central, multipurpose room. Five large classrooms around this central core area will enable the children to be separated by age groups.

Surrounding the building is a 14,500-square-foot playground which features toys and equipment, an amphitheater for outdoor classes, a nature area and space for a vegetable garden. Toddlers, pre-school and school-age children have their own



play areas in the playground.

Phil O'Neill, director of recreation services at Mare Island, actively pursued the means for obtaining a new child-care facility for years. "Now at least we have a facility that permits us to accept more children at a time when the demand for child-care services is steadily increasing," he said.

A similar situation exists at other Navy installations where new child-care centers are under construction: NAS Jacksonville; NAS Meridian, Miss.; NAS Kingsville, Texas; NAS Memphis; Naval Support Activity New Orleans; NS Adak, Alaska; NAS Brunswick, Maine; CBC Gulfport, Miss.; NS Keflavik, Iceland; NS Norfolk, Va.; NAS Lemoore, Calif.; and the submarine base Kings Bay, Ga.

Safety is an important consideration in design. At Mare Island, non-flammable materials, heat and smoke detectors, and open access to classrooms make this child-care center "the safest building kids could ever be in," according to Jerry Livingston, director of the station's facilities manage-

ment division. It takes less than two minutes to clear the building of occupants.

Also located in the Mare Island child-care center is the Candy Cane Nursery which provides a more structured program for promoting the educational, physical, social and emotional needs of the children. Some activities in the nursery area include creative arts and crafts, music and rhythms, number and letter concepts, stories and language arts, science, physical coordination, dramatic play and outdoor play aimed at developing motor skills.

Center director Arlene Phillips and staff member Jean Doyle are enthusiastic about the advantages the new facility offer: according to Doyle, this center is 100 percent better than the old barracks.

In addition to furnishings and equipment provided as part of the new facility's construction package, a number of toys have been donated by Navy League groups in the local area. Phillips accepted these donations at the opening ceremony and expressed her appreciation on behalf of those who would enjoy the toys.



# Navy Wrestlers Press Advantage

By JO1 Jim Bryant NETC, Pensacola, Fla.

Of all sports, wrestling, without a doubt, is the oldest. Early cave men—so we're told—used a variety of holds to defend themselves in case they were attacked by wild animals or other tribal members.

During the thousands of years that have passed since, many games were invented to pass time or to meet an opponent's challenge. Wrestling as a sport is natural to man; it requires no equipment and is an effective method of developing energy, strength and endurance. All that's required in wrestling is a worthy opponent—and one may be found anywhere.

Eleven of 20 wrestlers from the all-Navy wrestling team placed in the interservice competition held at Marine Corps Base, Quantico, Va. By winning either a first or second place in the interservice matches, six Navy wrestlers earned berths in three other wrestling competitions—the Conseil Internationale du Sports Militaire matches in Paris, the Pan American Cup Championships in Venezuela and the World Games in Russia.

The six wrestlers who won the right to represent their country abroad are:

- FTM2 Dave Butler of USS *Ranger* (CV 61), who won first place in both free style and Greco-Roman for the 163-pound class.

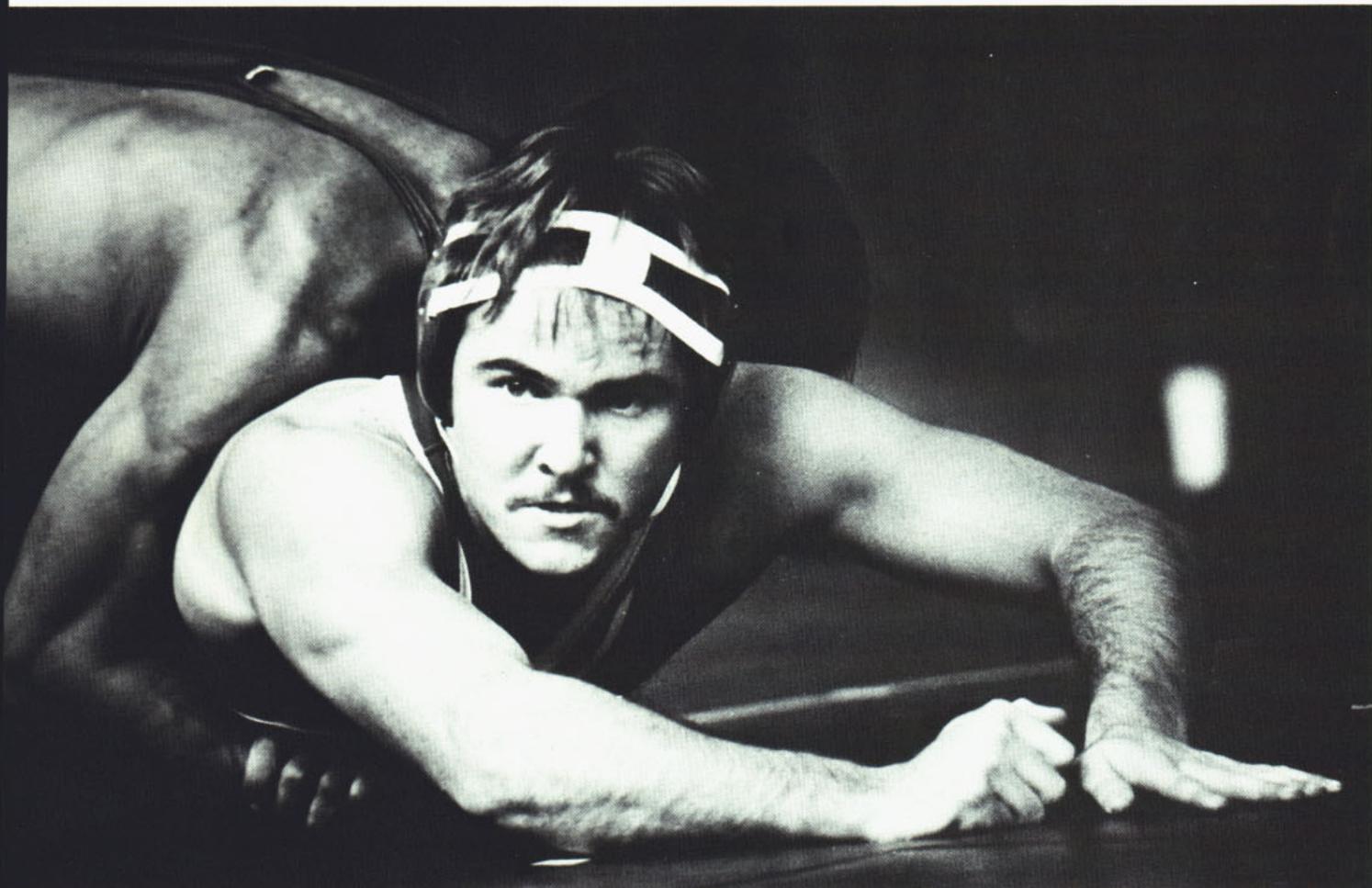
- MS2 James Jones of Assault Craft Unit One, San Diego, who won first place in Greco-Roman and second place in free style for the 105.5-pound class.

- SH3 Rob Hermann of NAS Pensacola, Fla., who won first place in Greco-Roman and second place in the 125.5-pound class.

- STG3 Arnie D. Coke of USS *Truxton*



*Top: Ensign Guy Zanti watches the clock while getting a firm grip on his opponent during all-Navy competition for the Greco-Roman wrestling team. Right: Ensign Steve Astolfi, top, pins FN Clint Yale with a half nelson during all-Navy competition. Both moved on to and placed in interservice competition.*



(CGN 35), who won first place in free style and fourth place in Greco-Roman for the 149.5-pound class.

- Ensign Guy Zanti of NAS Pensacola, who won second place in the 114.5-pound class of free style.

- HM3 Frank Hernandez of Naval Hospital, San Diego, who won second place in the 149.5-pound class of Greco-Roman.

The five wrestlers who also placed in interservice competition are:

- FN John Dolloff of USS *Seattle* (AOE 3), who won fourth place in both Greco-Roman and free style for the 198-pound class.

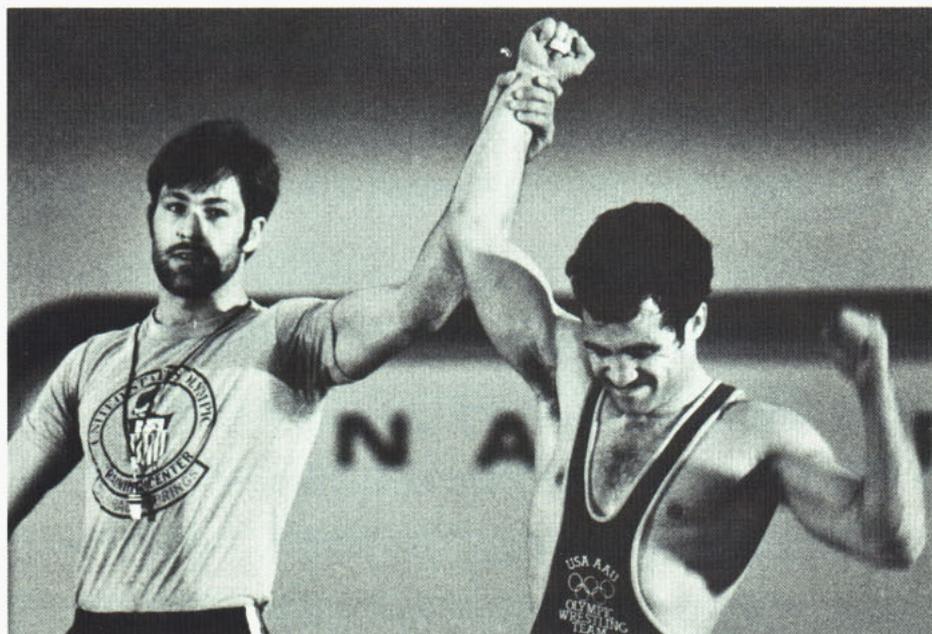
- BMSN Mike McGuire, also of Assault Craft Unit One, who won fourth places in both styles for the unlimited weight class.

- MM3 Clint Yale of USS *Bainbridge* (CGN 25), who won third place in the 114.5-pound class of Greco-Roman.

- FN Jim McGrath of Shore Intermediate Maintenance Activity, Naval Amphibious Base, Little Creek, Va., who won third place in the 149.5-pound class of Greco-Roman.

- Ensign Steve Astolfi of Naval Education and Training Center, Newport, R.I., who won fourth place in the 114.5-pound class of free style.

The Navy took third place in overall team standings after the Marine Corps and Army teams, respectively. The Air Force team placed fourth.



*Above: SN Jim McGrath tries to counter a gut wrench hold applied by HM3 Frank Hernandez. They earned places on the all-Navy free style and Greco-Roman teams, respectively. Right: Referee Dave Butler raises the arm of Ensign Guy Zanti, after the latter won a spot on the all-Navy Greco-Roman wrestling team.*

## **Regional drug task force offices**

Vice President George Bush recently announced the formation of five new regional offices in support of the national narcotics border interdiction system. The NNBIS is a nationwide effort to halt the flow of drugs into the United States and is based on the successful efforts of the South Florida Task Force. Since February 1982, the South Florida Task Force has employed federal law enforcement resources and the Coast Guard with the assistance of the Department of Defense to combat the influx of drugs in that region. Progress is encouraging: a 27-percent increase in drug arrests, a 23-percent increase in marijuana seizures and a 54-percent increase in cocaine seizures. In the past 15 months, drugs with a street value of about \$5 billion have been seized.

The NNBIS expands the efforts of the South Florida Task Force to all borders of the United

States and uses professionals from many federal agencies, including the FBI, the Drug Enforcement Administration, U.S. Customs and the Coast Guard, the Department of Defense, the Immigration and Naturalization Service and the intelligence community of the United States. In addition to the southeast regional office already established in Miami, Fla., the five new offices and their regions are New York City, Northeast Region; Chicago, Northern Border Region; Long Beach, Calif., Pacific Region; El Paso, Texas, Southwest Border Region; and New Orleans, La., Gulf Region.

The vice president pointed to the military as having a key role in the success of NNBIS, saying, "The use of United States military resources provides us with an imposing presence in the air and especially on the high seas."

## **Lehman says now is most exciting time for fleet**

In remarks at the U.S. Naval Academy's May graduation ceremonies, Secretary of the Navy John Lehman spoke of the historic changes transforming the nation and the Navy today. He outlined the return of the country from a period of self-doubt, anti-militarism and a loss of faith to more traditional American attitudes based on confidence, optimism and true support and appreciation for the role of our armed forces. He said, "Traditional American values are no longer held up to ridicule... America has turned once again to its military, to its military leaders to set standards of integrity and excellence, and to restore American security and confidence in a threatening world."

Lehman focused his remarks on the effect of those changes on the Navy and Marine Corps, saying, "This is the most exciting of all possible times to be joining our fleet. The transformation that has taken place in this country is

reflected in the transformation in our fleet and our Fleet Marine Forces. In just two short years, we have reversed one of the worst periods of retention when we had to tie up ships at the pier for lack of sufficient manning, the lowest peacetime retention in the history of the Navy...(rising) to the heights today where we have every ship manned at full capacity; sea-going billets over-subscribed, readiness at its highest rate in peacetime history. And a fleet that had shrunk just two years ago to some 460 ships (is) already up to 514 ships with another 110 a-building."

In closing, Lehman repeated President Reagan's remarks at *New Jersey's* recommissioning, "Freedom to use the seas is our nation's lifeblood. For that reason our Navy is designed to keep the sea lanes open worldwide: a far greater task than closing those sea lanes at strategic choke points. Maritime superiority, for us, is a necessity."

## Changes to CREO

The new career re-enlistment objectives directive signed May 11, 1983, contains important policy changes including:

—A revised list, highlighting changes to open, controlled and closed ratings, and

—Earlier convening of the striker quota allocation board, this cycle's board having convened July 1.

Striker candidates denied controlled rating quotas may take the E-4 exam in an open rating without prior completion of the rate training course. The waiver is subject to the approval of the commanding officer, and rate training courses must be completed prior to advancement.

## First naval flight officer named to shuttle crew

Lieutenant Commander Dale A. Gardner, a naval flight officer, has been named a member of the NASA crew for the August launching of the space shuttle, *Challenger*. While a number of Navy pilots have earned recognition as astronauts, Gardner's mission will mark the first space flight by an NFO. He was selected as an

astronaut candidate in January 1978 and completed one year of training and evaluation in August 1979, making him eligible for assignment as a mission specialist on space shuttle flight crews. While Gardner will be the first NFO in space, there are six NFOs in the NASA program, four of whom are still on active duty.

## Savings at exchange/commissary enhance quality of life

An independent price comparison survey conducted by a marketing research firm shows that Navy exchanges provide a saving of 23.3 percent and the saving at Navy commissary stores is 20.9 percent when compared with department stores and supermarkets.

The survey was conducted in February 1983 in eight Navy exchanges and seven commissary store marketing areas in the United States. Prices on 306 items sold by exchanges and 130 items representing an average commissary patron shopping basket were compared with prices for identical items in commercial stores and supermarkets. Prices included specials and promotions offered by exchanges, commissary stores and

commercial stores. Retail sales taxes were included in the commercial prices reported. The research firm computed the amount of savings realized by exchange and commissary store shoppers.

According to officials at the Navy Resale and Services Support Office, the savings at Navy commissary stores may be even greater than recorded in the survey. At the time of the survey, the surcharge at Navy commissary stores averaged 6 percent. In late March, the surcharge was reduced to 5 percent at all Navy commissary stores, providing even greater savings to authorized patrons.

# Currents

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## **Naval Space Command**

A new Naval Space Command—effective Oct. 1, 1983, to be located in Dahlgren, Va.—will consolidate existing activities and organizations which operate and maintain Navy space systems for the fleet and other agencies as directed by the Joint Chiefs of Staff. The organizational structure of the new command is being developed. Organizations which could be included are the Naval Space Surveillance System, the Naval Astronautics Group and elements supporting the Fleet Satellite Communications System. The Naval Space Command will report to the Chief of

Naval Operations and will provide support to fleet units and other agencies worldwide.

Actions taken earlier to support the Navy's space efforts have included the establishment of a Navy space division within the staff of the Chief of Naval Operations, inauguration of a postgraduate master's program in space engineering and operations at the Naval Postgraduate School, Monterey, Calif., and assignment of a flag officer to head Navy space acquisition at the headquarters of the Naval Electronic Systems Command.

## **LDO/CWO programs revised**

The Navy has completed a study of the limited duty officer and chief warrant officer billet structures and is incorporating recommendations resulting from that study into a five-year program.

All LDO billets were reviewed with changes recommended for 1,663 billets—either converting current unrestricted line, restricted line or staff officer billets to LDO billets or vice versa. The net result of these changes will be an increase of 532 LDO billets—230 sea billets and 302 ashore. In addition, the number of LDO commander billets will increase from 88 to 241, LDO lieutenant commander billets will increase from 710 to 957, and, overall, the LDO community will expand

from 3,800 to 4,700.

Revisions to the CWO program will increase that community from 3,100 to 3,400 members and will put chief warrant officers in charge of billets at a number of shore activities.

These changes are expected to improve sea-shore rotation in most fields and will establish career patterns for all LDO and CWO designators. The changes are not expected to ease selection for LDO or CWO as the current level of accessions will accommodate planned growth in both communities. These revisions, already under way, will affect all LDO and CWO communities.

## **FY 1983 personnel update**

The Navy is experiencing the highest retention in years with first-term retention up more than 6 percent and second-term re-enlistments almost 5 percent higher than expected. Unprecedented numbers of prior service petty officers have rejoined the Navy over the past two years. The 22,000 petty officer shortfall of three years ago is expected to be down to 9,900 by the end of this fiscal year. Fleet personnel readiness is the highest it has been in many years.

While this is good news, a more senior and

experienced force does raise manpower costs. To compensate for these increased costs, the Navy has had to make some adjustments to manpower and personnel programs such as requesting voluntary tour extensions and increasing reassignments within geographic areas. Most of the necessary adjustments have, however, been made in non-personnel related areas. The goal is to make only those adjustments which have the least impact on personnel.

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## **Pentagon corridor to honor women**

A corridor honoring women in the service, highlighting the history of women in the military from the Revolutionary War to the present, will soon be constructed in the Pentagon. Officials at the Naval Historical Center and in the Office of the Deputy Chief of Naval Operations for Manpower are seeking photographs, artifacts, programs and other historical materials from periods in history when women served with or in the Navy for inclusion in the exhibit.

People wishing to donate memorabilia are

asked to send only information about their material. Officials in the Office of the Secretary of Defense who are planning the exhibit will review this information and then contact the owners. Those wishing to donate or loan material should write to:

Curator  
Naval Historical Center  
Washington Navy Yard  
Washington, D.C. 20374

## **More timely JAG manual investigations**

Each year, nearly 8,000 JAG manual investigations are convened, providing information which is vital to the efficient administration of the Navy and the welfare of Navy people. Delays in completing and reviewing these investigations hinder the chain of command in identifying unsafe practices and taking prompt corrective action. Such delays also hinder the Navy's providing timely information to families of service members in case of death or injury.

To expedite the investigation and review process, NAVOP 059/83 established specific time

limits for processing JAG manual investigations:

—Investigating officers are required to submit their reports to the convening authority within 30 days of the incident or accident.

—The convening authority is required to complete review within 30 days of receiving the report or within 20 days in the case of death investigations.

—Subsequent reviews by higher authorities must also be completed within 30 days or within 20 days for death investigations.

## **New policies govern transfer to Fleet Reserve**

Policies governing transfer to the Fleet Reserve will change Oct. 1, 1983, lengthening time required at a final duty station and doubling over-tour extensions.

Present policies governing transfer to the Fleet Reserve require that individuals

- complete 20 years of creditable active service,
- not be in receipt of PCS orders when transfer application is submitted,
- submit their request not less than six months but not more than one year in advance of requested transfer date, and
- serve one year on board their present permanent duty station at time of transfer to the

Fleet Reserve.

Present policies also allow members to extend three months beyond their projected rotation date at their current duty station to meet the above requirements.

The new policy applies to individuals executing PCS orders after Oct. 1. It will require completion of two years at present permanent duty station before transfer to the Fleet Reserve. The new policy also extends the three month over-tour extension to six months to meet eligibility requirements. These policy revisions are intended to alleviate manpower shortages in the senior enlisted ranks, enhance command continuity and conserve PCS funds.

# A Lot to Learn in Six Weeks

By Ensign P.A. Roberts  
Photos by PHAN Jeff Berry  
NATTC, NAS Memphis

The scene is familiar to the bus and taxi drivers who make the regular run from Memphis International Airport to the Naval Air Technical Training Center in Millington, Tenn. Young sailors and marines, fresh out of boot camp and just off the airplane, mill around in small groups waiting for the trip to the naval air station.

Thus begins the second leg in an adventure that will eventually find these men and women assigned to an operating squadron or to a naval or Marine Corps station.

The Naval Air Technical Training Center's Aviation Machinist's Mate Course (better known as the AD(A1) Course) is

one of the schools that makes up the Mechanical Training Department within NATTC.

Navy and Marine, male or female, are eligible for the AD Course. Navy people must have a combined BTB score of  $ARI + ETST = 96$  or ASVAB scores of  $AR + MK + EI + GS = 190$ , and Marine





people must have GT-95 and GM-90. Candidates must have normal color perception, be in paygrades E1-E3 and be graduates of the Aviation Fundamental Course.

The AD Course is approximately six weeks long. The first four weeks are spent in a learning center working on a computer-managed, self-paced module. Instructors are available to provide assistance and guidance, as needed.

One module of instruction is taught in each learning center for a total of nine subject matter areas. Subjects studied include: characteristics of jet power plants, principles of operation, thrust development, power plant system familiarization, disassembly and assembly, lubrication systems, starting and ignition, inspections, preservation and de preservation,

auxiliary starting equipment and aircraft fueling. This is a lot to learn in six weeks time.

The instruction packages used in each module consist of a summary, a narrative and the complete programmed instruction. Students work their way through each package at their own pace. He or she will be tested at a central testing point using multiple choice tests, graded by optical scanning equipment. The results are stored in the computer for future reference, and the student receives an immediate printout of his test result. This use of the computer allows both the student and instructors to follow the progress. If there is need for review or if a personal problem crops up, trained counselors are available to help. On the other hand, students with previous mechanical experience or training in a particular area have the opportunity of challenging each module by taking the test without first working the complete programmed instruction.

After successfully completing the first four weeks of study, the last two weeks are spent in hands-on training of jet aircraft maintenance. The major emphasis in this part of the course is safety while working with aviation equipment. When a student leaves the school and begins to work in a normal operating activity—be it hangar bay, engine shop or flight line—the need

for compliance with safety regulations has been permanently instilled.

Upon graduation, the student can perform as an aviation machinist's mate striker in areas such as: the removal, inspection and reinstallation of gas turbine power plants and their related systems; the use of maintenance action forms; the use of technical publications; and flight-line operations including performance of daily inspections.

In 1982, the number of students in the NATTC Memphis AD School was 1,782—915 sailors and 867 marines. About 215 students a year are women. All women ADs from the Navy and Marine Corps attend the school at Memphis.

The attrition rate for AD school was 13 percent in 1982. However, due to changes in training methods which were implemented last July, attrition has gone down to 4 or 5 percent. This change in training methods set the course up as it is now: specialized instructors working within their own areas and the students moving from room to room as the subjects they are studying change with the successful completion of a module.

Those who complete the AD Course know how important their jobs are. They have learned to work with the rest of the Navy team to promote safety, trust and confidence in the naval aviation program.



*Students attending the AD Course learn about aircraft mechanics and related operations, including canopy opening and service checking (left), using cockpit instruments and starting the aircraft (above), and removing and re-installing main fuel nozzles (right).*

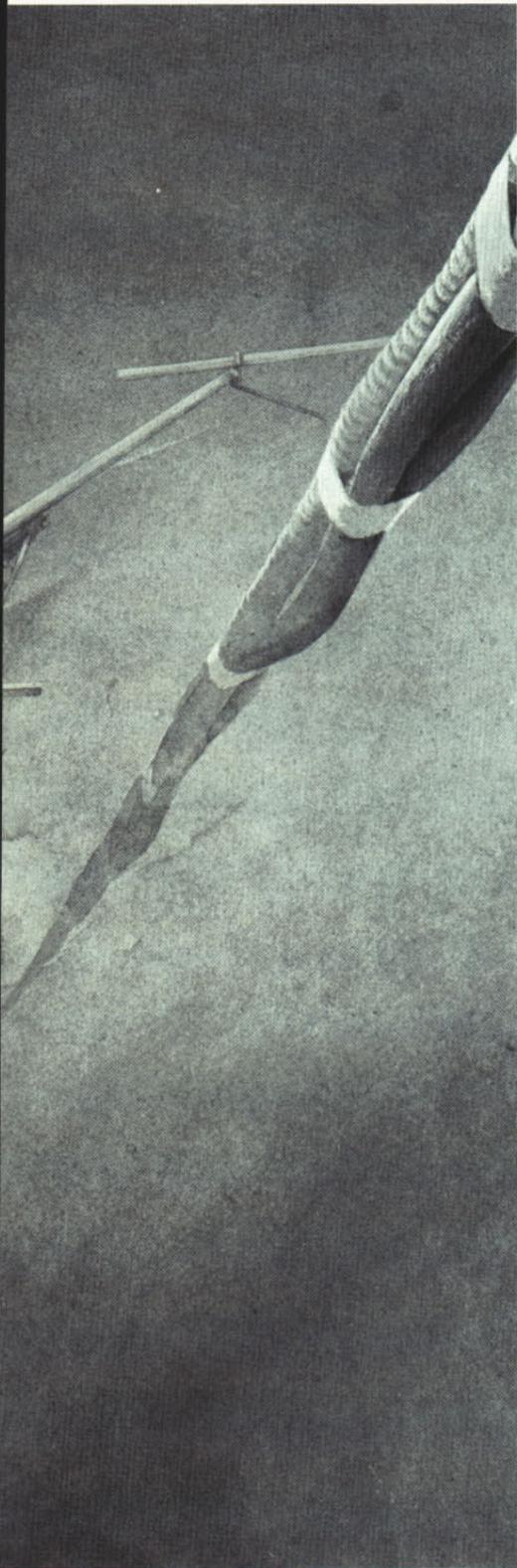
# Museums on the



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Richard Schickel

# Floor of the Lake



Sophisticated new technology resurrected ghostly images from the icy depths of Lake Ontario, Canada, where two armed sailing schooners entomb American seamen lost during the War of 1812.

Scientists directed a remotely piloted vehicle carrying cameras and lights as it explored and photographed *Hamilton* and *Scourge*, two U.S. Navy vessels that have been resting on the bottom of Lake Ontario for 170 years.

The RPV brought back some 1,500 still pictures and 23 hours of videotape during six days exploring *Hamilton* and *Scourge*.

The underwater photographs include the gracefully carved ships' figureheads—the goddess Diana graces the prow of the 75-foot *Hamilton*, and a figure of Lord Nelson juts from the 60-foot *Scourge*. Both ships bore the names of their figureheads until

*Left: An artist's view of the 60-foot Scourge, one of two armed U.S. schooners sent to the bottom of Lake Ontario during a storm in 1813. Photo by Richard Schlecht, © 1983 National Geographic Society.*

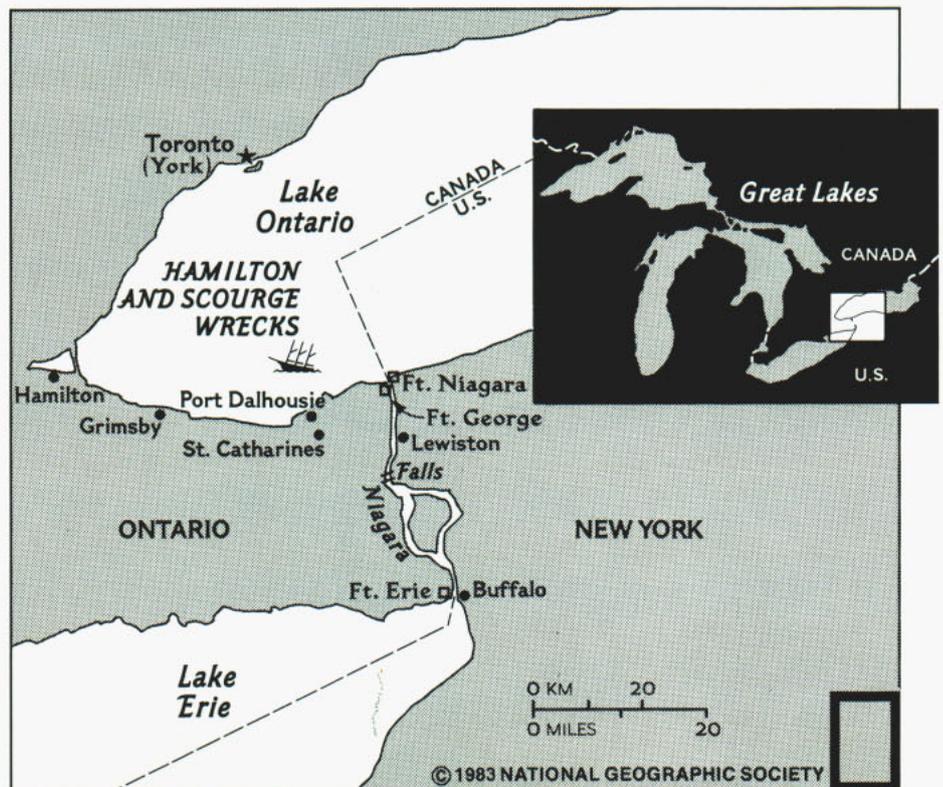
they were pressed into service by the U.S. Navy in 1812 and renamed.

The images created when the RPV focused a National Geographic camera on the schooners are perhaps the most detailed portraits ever made of ships lying in water as deep as 300 feet. They foreshadow a whole new era in underwater exploration.

Deep-water photography and archeology by remote control offer scientists new access to the depths at levels of efficiency, cost and safety that many experts believe will eventually make the human diver and even the manned submersible obsolete.

The two wooden ships were part of Commodore Chauncey's squadron on Lake Ontario during America's second struggle against Britain. During an engagement with the English squadron on Aug. 8, 1813, a sudden squall caught the two ships by surprise and caused them to capsize and sink. Only 16 men were saved from the two ships.

Thorough historical research and side-



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Upper left: Female figurehead still graces the Hamilton, the other armed U.S. schooner on the bottom of Lake Ontario. Upper right: Daniel A. Nelson, who directed the search for the two schooners, stands by the remotely piloted vehicle that carried cameras 300 feet below the lake's surface to photograph the ships. Right: A six-pounder pokes through a gunport of the Scourge. Far right: The remains of a sailor near the Scourge. Photos by Emory Kristof, © 1983 National Geographic Society.

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scan sonar images made by a Canadian government research vessel confirmed the ships' locations in 1975.

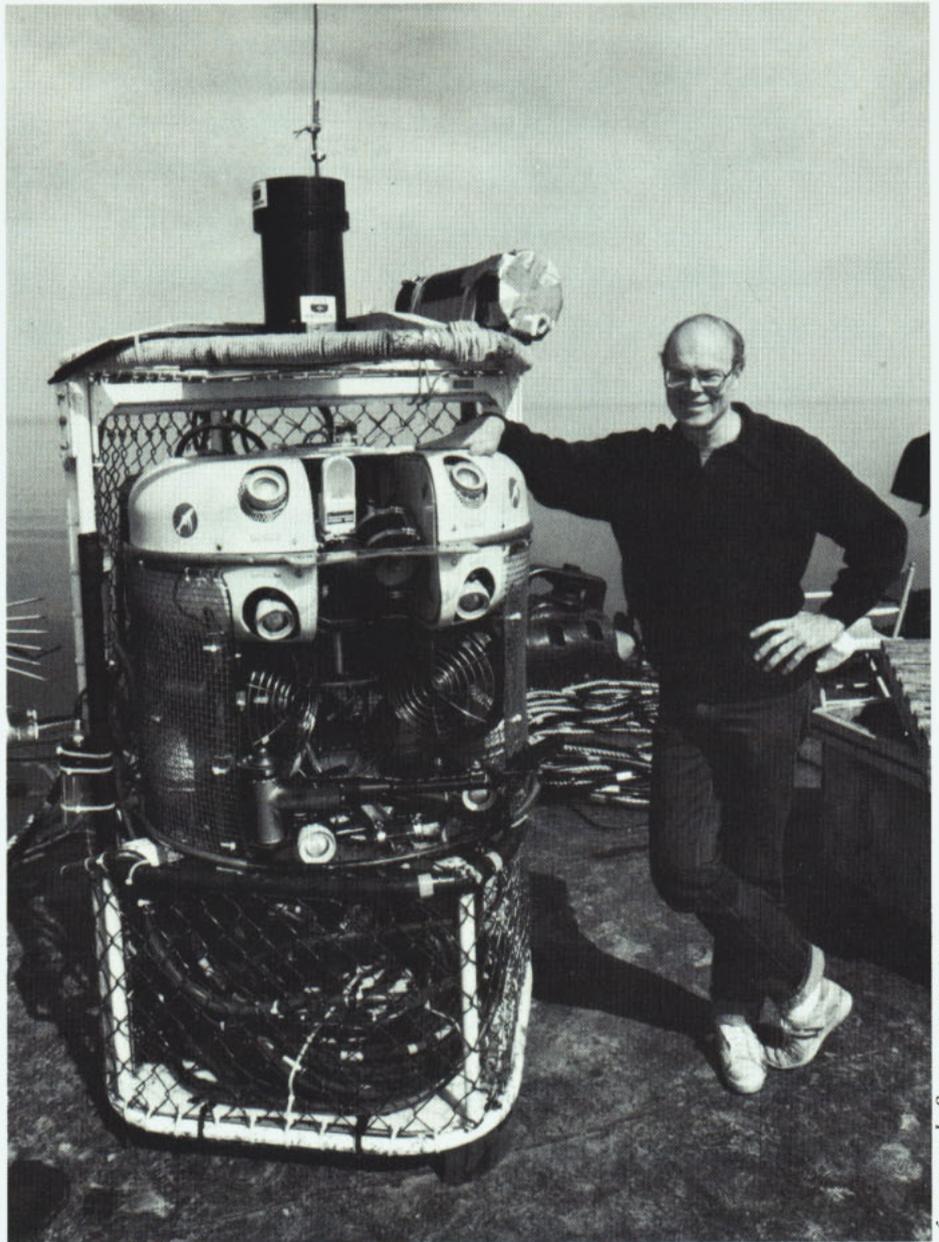
They lie as though ready for action—upright with hulls resting on the bottom, cannons poised, cannonballs stacked nearby, cutlasses and boarding axes stowed in easy reach.

Project director Daniel A. Nelson, who pursued these long lost ships for 11 years, wrote "*Hamilton and Scourge* are three-dimensional blueprints of their time, containing a wealth of historical detail on a period as important as it was poorly documented. . . .

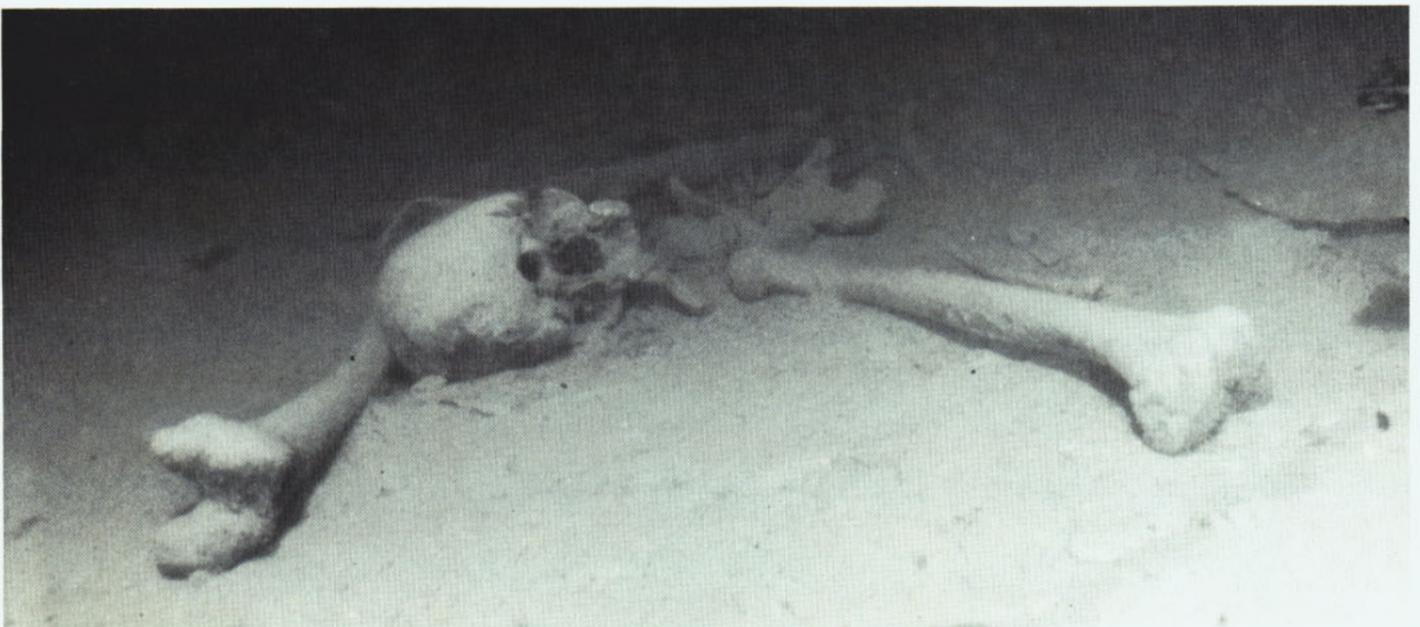
"What the portraits tell us is that the hulls are completely intact, with no visible damage to keels, frames, or planking. . . . It is almost as though with a little refitting the two ships could sail again."

Although they may remain 300 feet down for years to come, the RPV recorded the ships section by section despite visibilities that were never better than 10 feet.

The Navy, which owned the *Hamilton* and *Scourge*, has transferred title to Canada's city of Hamilton on Lake Ontario. The city has supported exploration of the ships and has designated a lakefront site where they will one day be displayed if they are brought to the surface. If the vessels are raised, the officers and seamen who went down with them will be returned to the U.S. Navy for burial with full military honors.



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# The Navy Remembers

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

August has been a month when wars were started, and it's also been a month when wars were ended. Congress established the War Department on Aug. 7, 1789. On Aug. 1, 1801, the schooner *Enterprise* defeated the Tripolitan pirate vessel *Tripoli*; on Aug. 13, 1812, an early naval action of the War of 1812 occurred when the frigate *Essex* battled the British ship *Alert*.

On Aug. 7, 1815, Captain Stephen Decatur forced the bashaw of Tripoli to agree to pay an indemnity for violating its 1805 treaty with the United States, to resume consular relations and to fire a salute to the American flag. On Aug. 14, 1945, Japan agreed to surrender to the Allied nations; the surrender terms were signed on Sept. 2, 1945, thus ending World War II.

The month of August is important for naval innovations. On Aug. 3, 1861, Congress appropriated \$1.5 million and authorized the appointment of a board to evaluate plans for construction of ironclad, steam-powered gunboats. The board's recommendation led to construction of *Monitor*, *Galena* and other new "ironsides." These, with the ironclads that followed, revolutionized naval warfare. On Aug. 21, 1951, the first contract for a nuclear-powered submarine was awarded. The Navy's first hydrofoil patrol craft, *High Point* (PCH 1), was launched on Aug. 17, 1962, at Tacoma, Wash.

Naval air's growth was another matter. In August 1909, the acting Secretary of the Navy disapproved a request for two aircraft, saying, "The depart-

ment does not consider that the development of an airplane has progressed sufficiently at this time for use in the Navy."

## War in the Pacific Ends

By the end of July 1945, the U.S. Navy, operating in Japanese waters, launched air strikes and shore bombardments against shipping, railroad yards and shipyards, and industrial cities.

After the atomic bomb was dropped on Hiroshima and the same horror befell Nagasaki, word reached Fleet Ad-

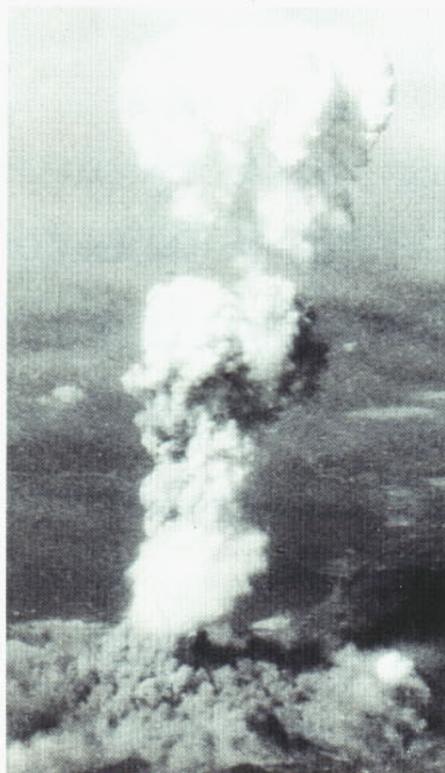
miral William F. Halsey that Japan was still haggling over the peace terms. Fleet Admiral Halsey decided to continue military pressure until the Japanese government surrendered.

The Third Fleet planned to strike the Tokyo area after refueling on Aug. 11; however, threat of a typhoon postponed the strikes until the early hours of Aug. 13. On the 14th, the planes refueled.

On the 15th, Commander Task Force 38 (Vice Admiral John S. McCain) launched its bombers and fighters in what was to be the last air strike on the capital city of Tokyo.

In his book, *Victory in the Pacific*, Samuel Eliot Morison writes, "...a second strike was approaching the coast, when Admiral Halsey received an urgent message from Cincpac ordering air operations suspended, since word had come through of the Emperor's promise to surrender. Admiral McCain promptly canceled all subsequent strikes and recalled planes already in the air. The second strike jettisoned its bombs in the open sea and returned, but the first was not so fortunate. Six *Hellcats* of *Yorktown's* VF-88 got the word when over Tokorozama airfield. The strike leader had barely got off his 'Roger' when the formation was jumped by 15 to 20 Japanese planes. A wild fight...ensued; and although the outnumbered *Hellcats* shot down nine of the enemy, they lost four of their own."

The last major ship to receive damage in action was the old battleship





USS *Pennsylvania* (BB 38), a survivor of the attack on Pearl Harbor. *Pennsylvania* was at anchor off Okinawa the evening of Aug. 12 when a single Japanese plane made a surprise attack. Its torpedo exploded near the ship's starboard screw, killing 20 sailors and wounding many others. *Pennsylvania* had just returned from a thorough overhaul at the Hunter's Point Shipyard in San Francisco.

Fighting had ended so suddenly that crews and commanders found peace hard to believe, but the Allies in Japanese waters took no chances on a Pearl Harbor-type sneak attack and stayed on the defense through the signing of the surrender documents on Sept. 2. After all, intentions and actualities were two different matters.

Writes Morison, "It is simply not true that Japan had no military capability left in mid-August. Although 2550 kamikaze planes had been expended, there were 5350 of them still left, together with as many more ready for orthodox use, and some 7000 under repair or in storage; and 5000 young men were training for the Kamikaze Corps. The plan was to disperse all aircraft on small grass strips in Kyushu, Shikoku and western Honshu, and in underground hangars and caves, and conserve them for kamikaze crashes on the Allied amphibious forces invading the home islands."

Thirty hours after Fleet Admiral

Chester W. Nimitz had ordered all U.S. forces to cease fire, a Japanese imperial order went out at 4 p.m. Aug. 16, to the entire armed forces to "cease fire immediately." But even as late as Aug. 26, kamikaze pilots were still saying they would dive on USS *Missouri* (BB 63) when it pulled into Tokyo Bay.



## Nautilus First to Reach North Pole

Not only was USS *Nautilus* (SSN 571) the first nuclear-powered ship in the world, it was the first ship (submarine) to reach 90 degrees north—the North Pole.

On July 23, 1958, *Nautilus* left Pearl Harbor and made a submerged voyage, arriving at the Bering Strait on July 29. After surfacing to plot a course through the ice, it went under off Point Barrow, Alaska, and headed due north. *Nautilus*—at 11:15 p.m. on Aug. 3—became the first ship in history to reach the geographic North Pole.

After cruising more than 1,800 miles under the polar pack, *Nautilus* on Aug. 5 entered the open waters of the Greenland Sea. It continued south to the Atlantic to also become the first ship to make the fabled Northwest Passage via the polar route, eventually arriving in England on Aug. 12. *Nautilus* had taken 19 days to cover more than 8,000 miles at an average speed of 17 knots.

—By JOI J.D. Leipold

# Mail Buoy

## Our Address

No matter how good your story is, there's not much chance of seeing it in print if it's delayed in the mail. Some contributors still send materials to *All Hands* using addresses that have long been out of date. For instance, *All Hands* hasn't been with the Bureau of Naval Personnel since 1974; it's been years, too, since we were at Crystal City.

Our correct address is: *All Hands*, Room 8N11, Hoffman II, 200 Stovall St., Alexandria, Va. 22332.

## For Information

SIR: In an attempt to clear the air about the Portsmouth Naval Shipyard being in New Hampshire—when it's actually in Maine—the following is submitted for the benefit of readers:

The islands the Navy began purchasing in 1800 that make up what is now Portsmouth Naval Shipyard were originally a part of the state of Massachusetts. When Maine became a state in 1820, the islands stayed in Maine. They have *never* been part of New Hampshire.

We get our mail through Portsmouth, New Hampshire, yet our telephone area code is Maine. Our water comes from Maine, our sewage is treated in Maine.

In 1822, the state of Maine passed legislation that "... the State shall have concurrent jurisdiction with the United States over said islands, so far as that all civil and criminal process issued under authority of the State may be executed on any part of the island, or in any building . . . and all persons residing thereon, not being in the military, shall be holden to do military duty in the militia of the States . . ."

Although we have a fine relationship with both states, there is absolutely no doubt about where we're located: All 9,000 civilian employees pay income taxes to the state of Maine. And approximately half of them are New Hampshire residents.

Why Portsmouth Naval Shipyard? Why Treaty of Portsmouth? Probably because Portsmouth is and has been the largest nearby city. By the way, Norfolk Naval Shipyard gets its mail in Portsmouth, Va. —R.W. Johnston, York, Maine.

## Record Set Straight

SIR: After reading "Fond Farewell" in the April Mail Buoy, I feel I must set the record straight. While USS *Vogelgesang* (DD 862) was a fine ship, she certainly didn't "outlive any other FRAM in our Navy." While Vogie was in a decom stand-down, USS *William C. Lawe* (DD 763) was once again breaking records on her third Great Lakes cruise.

We have our third consecutive Battle E, the Communications C and the Retention R displayed on our bridgewings. The officers and men of *William C. Lawe* join those of USS *Harold J. Elison* (DD 864) in laying just claim to being the last of the FRAM "can" crews. —OSI Robert Ramsden

## FRA Support

SIR: Concerning the article "Recruiters of the Year" (April 1983 issue), I think your readers would like to know where the funds come from to defray the cost of the recruiters' dependents' travel to Washington.

The program is not operated at the expense of the taxpayer. These funds are donated by the friends of the U.S. Navy, many national military associations and others.

The FRA is privileged to be the coordinator of the annual fund-raising campaign. This year we raised more than \$7,500, not counting the travel funds which were donated by the Navy League of the United States. —Robert W. Nolan, National Executive Secretary, FRA.

• *Sometimes we lose sight of the wonderful support given Navy programs by the Fleet Reserve Association and other public spirited organizations. The omission was not intentional.* —ED.

## Reunions

• **USS McCaffery (DD/DDE 860)**—Reunion Sept. 21–23, 1983, Fall River, Mass. Contact Gordon E. Leiser, 417 Adirondack Ave., Spotswood, N.J. 08884; telephone (201) 251-1457.

• **USS Houston Association (CA 30, CL 81)**—Reunion Sept. 20–25, 1983, Phoenix, Ariz. Contact Don Johnson, 4553 Hubbell St., Phoenix, Ariz. 85002.

• **USS Independence (CVL 22), VF-22 and CVL Group**—Reunion Sept. 22–24, 1983, San Francisco. Contact Lorin W. Smith, 4049 Dry Creek Road, Sacramento, Calif. 95838.

• **USS Wilson (DD 408)**—Reunion Sept. 22–25, 1983, San Diego. Contact Milton Crookston, 571 Inwood Drive, Santa Barbara, Calif. 93111; telephone (805) 967-4214.

• **USS Fanning (DD 385)**—Reunion Sept. 23, 1983, Lynchburg, Va. Contact Fred Winger, 712 Hewlett St., Bakersfield, Calif. 93309; telephone (805) 323-7013.

• **USS Capps (DD 550)**—Reunion Sept. 23–25, 1983, Atlanta. Contact R.B. Elsberry, 583 NW Dogwood Drive, Lilburn, Ga. 30274.

• **USS Chester (CA 27)**—Reunion Sept. 23–24, 1983, Reno, Nev. Contact James E. Tracy, 4951 Castana No. 36, Lakewood, Calif. 90712; telephone (213) 630-1840.

• **70th USN Construction Battalion Seabees with Detachments 1005 and 1006, and CBMUs 578 and 579**—41st anniversary reunion Sept. 23–25, 1983, Atlantic City, N.J. Contact Albert Grassle, 747 Newark Ave., Kenilworth, N.J. 07033.

• **U.S. Asiatic Fleet (4-Stacker) Destroyers**—Reunion Sept. 26–Oct. 1, 1983, Grant City, Neb. Contact Henry Mate, 719 'D' St., Central City, Neb. 68826 or J. Daniel Mullin, 1105 Whitehall Drive, Mt. Pleasant, S.C. 29464.

• **USS Hovey (DMS 11), Ex (DD 208)**—Reunion Sept. 28–Oct. 2, 1983, San Diego. All crew members from the DMS Long, Southard and Chandler are welcome. Contact "Dusty" Hortman, 2827 Monarch St., San Diego, Calif. 92123; telephone (619) 278-0965/5733.

• **26th Naval Construction Battalion Association**—Reunion Sept. 29–Oct. 1, 1983, Gulfport, Miss. Contact Harry Friedrich, 3671 Mockingbird Lane, Dayton, Ohio 45430.

• **USS Fletcher (DD/DDE 445)**—Reunion Sept. 29–Oct. 2, 1983, Reno, Nev. Contact O.H. Henderson, 111 Townley Court, Madison, Tenn. 37115.

• **USS Pittsburgh (CA 72)**—Reunion Sept. 29–Oct. 2, 1983, Nashville, Tenn. Contact J.C. Ayers, Box 74, Wildwood, Ga. 30757; telephone (404) 820-1601.

• **USS New Mexico (BB 40)**—Reunion Sept. 30–Oct. 2, 1983, St. Louis. Contact LeRoy Miller, 8619 Villa Crest Drive, St. Louis, Mo. 63126; telephone (314) 842-1806.

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When Chief Navy Counselor Duane E. Moodispaugh says his is a Navy family, he pulls out a wallet-sized version of this family photo to prove it and points them out as his wife, Marie (standing), and their children (l-r) Cheyenne, 8; Michael, 4; Matthew, 6; Brian, 3; Renee, 11; Keith, 14 months; and Chad, 7. Moodispaugh wrote 79 contracts his first year as a Navy recruiter in Harrisburg, Pa., earning meritorious advancement to chief petty officer and conversion from aviation machinist's mate to Navy counselor. He is now zone supervisor, responsible for 14 recruiters in eastern Pennsylvania. Photo by Lee W. Godshall.



**Life in La Maddalena • See page 28**