

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

NOVEMBER 1985



EN3 John Prevatte and a civilian counterpart pause in their work to render honors to the American flag during a pierside ceremony in Duluth, Minn. USS Stark (FFG 31) cruised the Great Lakes this summer. See story on page 12. Photo by JOC(SS) Pete Sundberg.



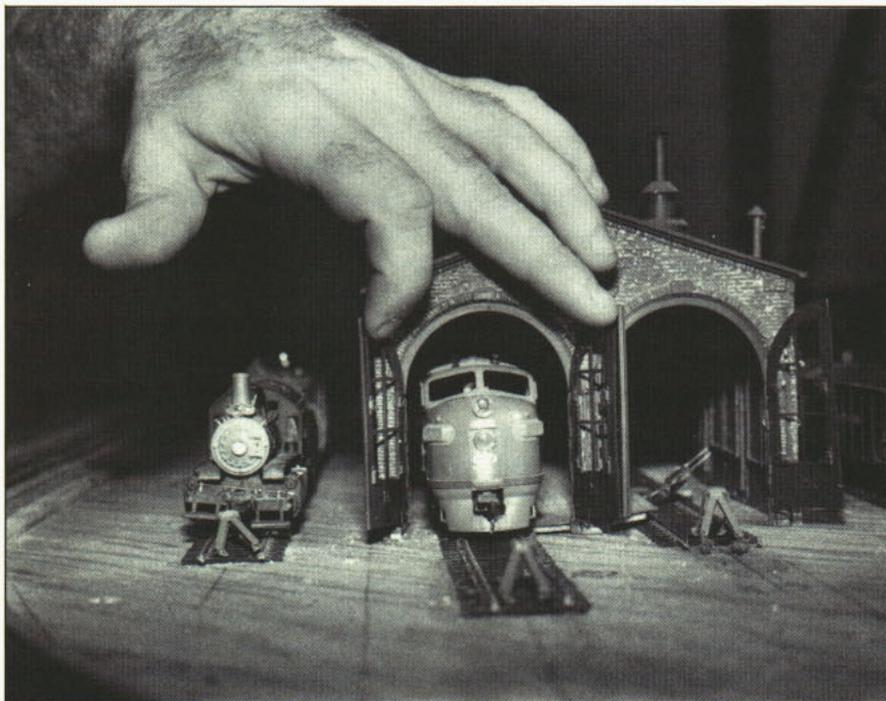
# ALL HANDS

MAGAZINE OF THE U.S. NAVY

NOVEMBER 1985—NUMBER 824

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## Covers

**Front:** AQAN Baron J. Hamilton checks the cockpit of an F/A-18 *Hornet* on USS *Coral Sea* (CV 43). See related story on page 28. Photo by PH1 Perry E. Thorsvik.

**Back:** A Marine inspects an F/A-18. *Coral Sea* has two Navy and two Marine fighter/attack squadrons on board. Photo by PH1 Perry E. Thorsvik.

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# Author Beach and his submarines

# From boat driver to writer

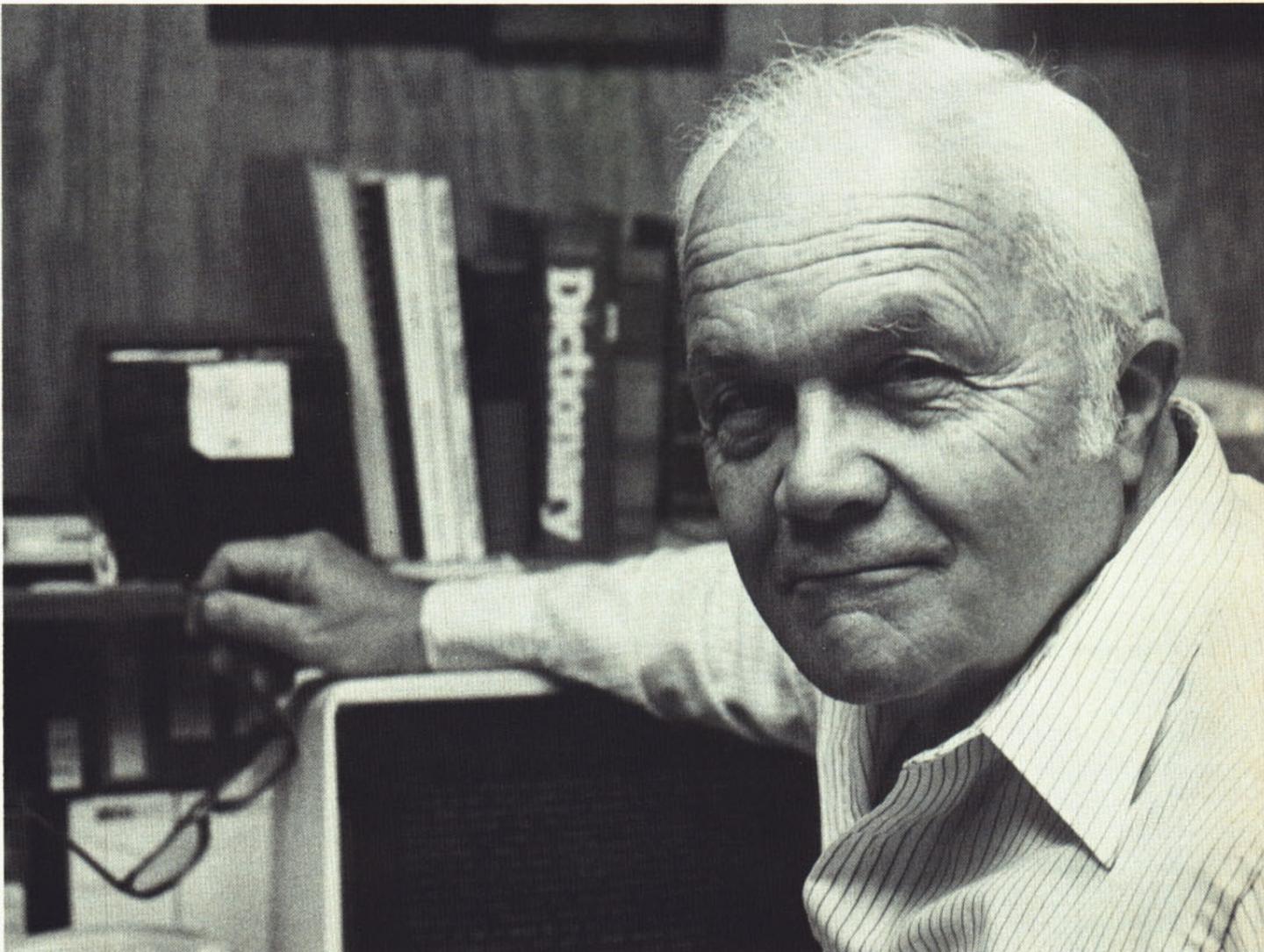
Story by JO2 Timothy J. Christmann

Edward L. Beach, the author of the best-selling 1955 novel "Run Silent, Run Deep," and commanding officer of the nuclear-powered submarine USS *Triton* (SSRN 586) on the first underwater circumnavigation of the globe in 1960, didn't even want to go to submarine school.

"I never wanted to serve aboard submarines," said 67-year-old Beach, a retired U.S. Navy captain. "I didn't want anything to do with the underwater fleet and was put into it against my will."

That was in 1941. Beach had graduated second of 581 midshipmen at the U.S.

Naval Academy two years earlier and was on the USS *Lea* (DD 118). Then a message ordered him to submarine school in New London, Conn. He protested. Like many naval officers at that time, he thought surface ships—particularly battleships and cruisers—were where the Navy's future



lay. Besides, Beach had grown quite fond of his 23-year-old, four-stack destroyer and didn't want to leave it.

Ever since he passed the U.S. Naval Academy entrance examination at 16, Beach had wanted to follow in his father's footsteps. Edward Latimer Beach Sr. became commanding officer of the battleship *New York* (BB 34) in 1918 and impressed upon his son that the place for a young officer was aboard big ships.

Beach idolized his father and longed for the day he would command his own battleship. He feared that orders to submarine duty would alter the Navy career he had planned for himself. But *Lea's* commanding officer, a former submariner, refused to excuse Beach from submarine duty and convinced the young ensign to give submariners a try.

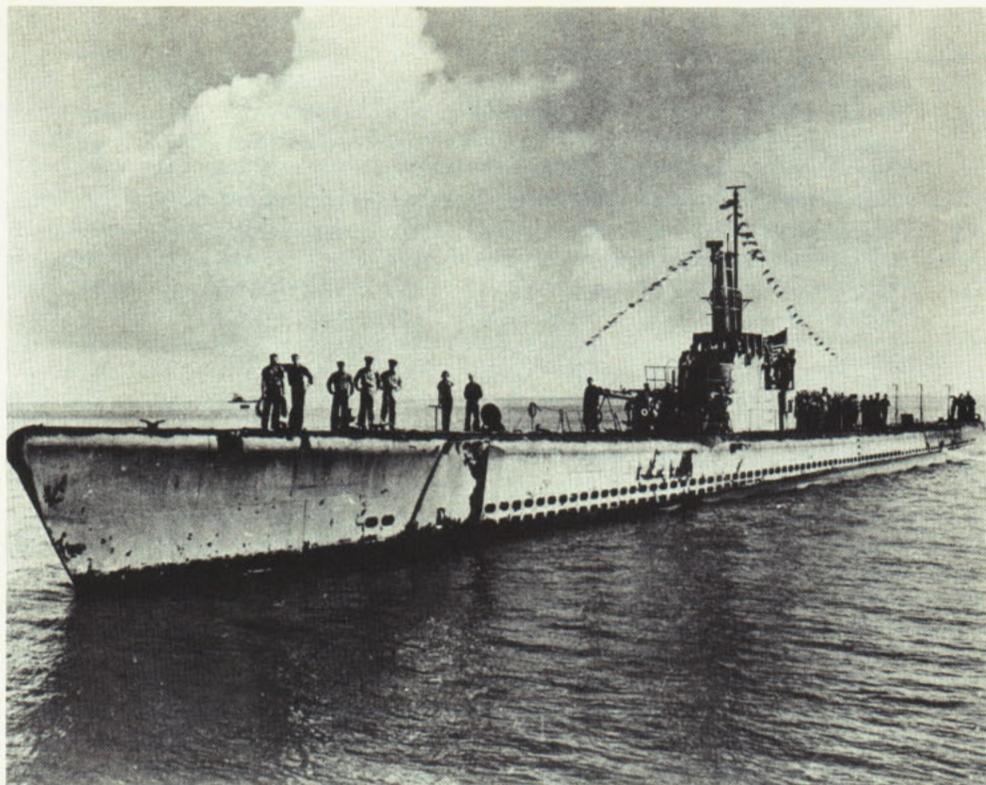
During the three months at submarine school, Beach learned everything he could about the complex, cramped instruments of war. He first passed the stringent physical and psychological training needed to enhance his ability to react under pressure, then he studied engineering, piping and torpedo firing systems. It was a challenge he enjoyed, and he quickly realized that submariners were a unique breed of highly intelligent professionals. Their devotion impressed him.

#### USS *Trigger* (SS 237)

He graduated from submarine school at the head of his class and was ordered to Mare Island, Calif., where his first submarine, USS *Trigger* (SS 237), was under construction. The 311-foot vessel looked no better than an ugly slab of steel, or, if fate was to be unkind, his coffin. When completed months later, *Trigger* was sent to fight the Imperial Japanese navy, and Beach developed an almost humanistic bond with the steely underwater warrior.

"I had a consuming interest in *Trigger*, and at that time she was the most important thing to me," said Beach, who now lives with his wife, Ingrid, in the Georgetown section of Washington, D.C.

**Left: Beach at home in Washington, D.C. Top: The first *Trigger* went down off the southern coast of Japan during World War II.**



"I was her assistant engineer, then engineer, and finally her executive officer. When I left her in 1944, I had been a plankowner longer than anyone—except for one other man. I knew every nut and bolt inside that sub, and I made a lot of her modifications myself."

Beach said that during his tour in *Trigger* there was only one day he wasn't aboard when the sub was in some exotic Pacific port between patrols.

"I wasn't forced to be that way," he said. "It's just that there was nothing else I wanted to spend my time doing. *Trigger* was my ship. We had four skippers while I served in her, but I was always there. In a way, I suppose I became sort of a slave to her rather terrifying presence. But she gave me back far more than she received."

It was aboard *Trigger*, in 1942, that Beach achieved his first kill. The night attack was against a Japanese freighter off Kyushu. Beach was on the bridge with the sub's captain, Lt. Cmdr. Roy Benson, when the freighter was sighted on the horizon. The sub closed in, apparently undetected by the armed enemy vessel, and fired three torpedoes.

"Two were faulty, but one exploded, throwing a flash of white water against the dark hull and the dark sky above," said Beach. "The old ship sank bow first as *Trigger* watched.

"That's when I heard *Trigger* snarl," Beach wrote in his first book "Submarine!" in 1952. "She snarled a message of hatred for all things Japanese, and a warning that this was but the beginning."

Before being sunk in a two-hour attack by enemy ships and planes in 1945 (several months after Beach had left her), *Trigger* sent 27 Japanese vessels to the bottom and received 11 battle stars, the Presidential Unit Citation, and the Navy Unit Commendation.

Beach, who was aboard during most of the sub's battles, said he was surprised that the anxiety he felt before going into combat disappeared when the fighting started.

"Even today I sometimes wonder how I would feel about going into combat again," he remarked. "Early in World War II, I would ask myself if I could stand combat. Did I have the nerve? But then there was so much to do that I forgot these thoughts. All the time, of course, and especially during the middle and latter part of the war, my self-confidence grew, and I discovered all fear had vanished."

Dale Smith, who was a fire control technician aboard *Trigger* during World War II, said Beach's seemingly fearless acts in battle helped bolster the crew's confidence.

"He was a very cool man under fire," said Smith, a resident of Key Biscayne,

# Author Beach

Fla. “We were making a surface attack against an enemy ship that was trying to ram us. Beach was on the bridge by himself, carefully taking aim on the ship before ordering our torpedoes fired. The enemy vessel was so close that when our torpedoes exploded its bow, pieces of the ship rained onto the submarine.

“But Beach knew what he was doing,” said Smith. “He was a good officer. We all liked him and listened to him.”

There were many times when Beach and the *Trigger* crew had the right to be afraid. In fact, during one combat patrol aboard *Trigger* in 1944, he and his men came so close to death that Beach wonders even today how they survived.

It happened April 8. Beach, manning the periscope, sighted a large convoy of about 45 enemy ships. As the sub prepared to fire, a Japanese escort spotted *Trigger*'s periscope and began shooting at it. Quickly, the sub launched four torpedoes at the convoy and submerged. As *Trigger* dove to 300 feet, the crew recorded hearing all four torpedoes explode. They cheered, but the jubilation was short-lived.

Six enemy escorts circled *Trigger* and dropped depth charges in sequence. “They kept us in the center of the circle,” said Beach.

For 17 hours, the vessels dropped nearly 100 depth charges on the sub. The explosions were so near that they sounded like large sledgehammers or wrecking balls being swung against *Trigger*'s hull, Beach said.

Inside the sub, crewmen were knocked off their feet. The lights went out, cork insulation leaped off the bulkheads and carpeted the deck, and the temperature soared above 120 degrees. The intense heat and humidity forced the crew to strip to their underwear. Worst of all, oxygen and battery power were critically low.

“We decided that we would have to surface, man our deck guns, and try to get away at full speed. Luckily, our engines were okay and we were still able to make our top speed,” said Beach. “We

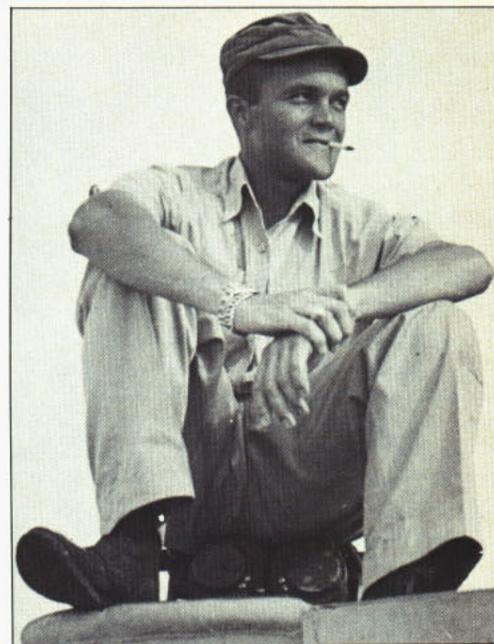
told our gunners to aim at the bridges of the nearest enemy ships. None of us thought the maneuver would succeed, but there wasn't anything else we could do. Time was running out.”

Luckily for *Trigger*, one of the escorts relaxed in its surveillance, and the sub slipped out of the deadly circle. Two hours later she surfaced miles away, undetected. The beating she endured was one of the worst ever recorded for a submarine. *Trigger* had to rendezvous with another sub and get emergency repair parts so she could remain on patrol. After the patrol, she was sent to San Francisco for major repairs.

“During all my combat experience in World War II, I never saw a submariner panic—even during the worst depth charging,” said Beach. He added that submariners couldn't afford to lose their composites. They were in a unique environment where the slightest failure on anyone's part might mean doom for the entire crew.

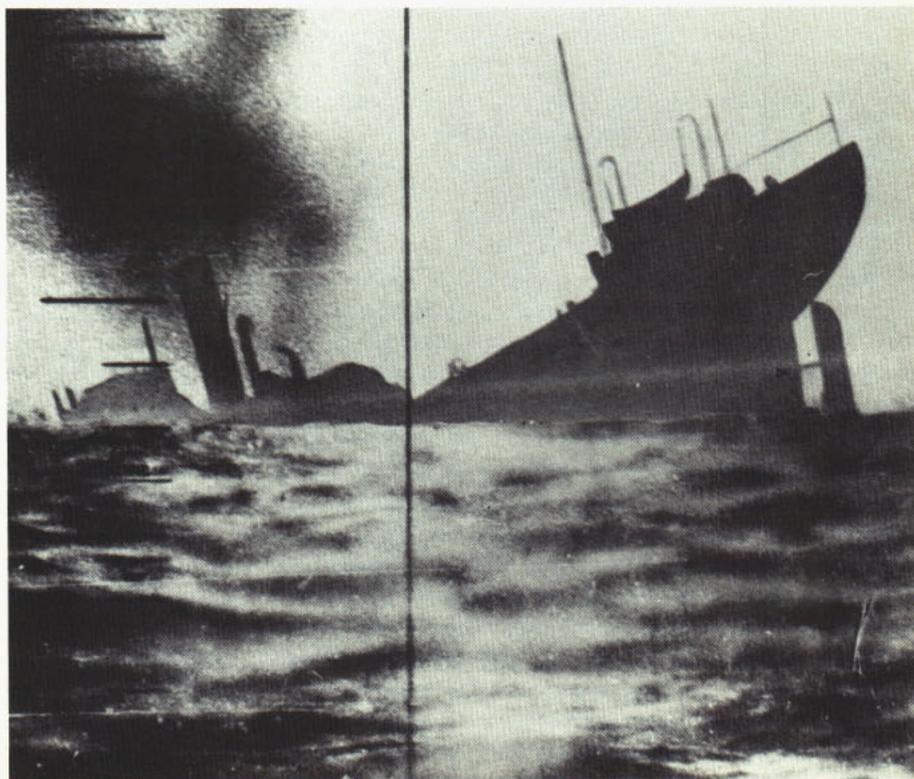
“The submariner is always aware that an error during underwater operations jeopardizes everyone's life,” he wrote in “Submarine!”

“Always present, too, is the realization



Beach in 1945, CO of Piper.

that any slip, any mistake, is unworthy. Because any ship, no matter how modern and fine, is only as good as her crew, the U.S. Navy concentrates on its men as the most important factor affecting overall efficiency. If they lack judgment and initiative, so does the ship. If they lack indomitable spirit, the absolute determination to succeed, so will the inanimate steel. But if they possess these attributes, they and their ship are unbeatable.”



A Japanese freighter goes down after being torpedoed by *Tirante*.

**USS Tirante (SS 420)  
and USS Piper (SS 409)**

In 1944, Beach became executive officer of USS *Tirante* (SS 420). It was aboard her that he earned the Navy Cross, one of the few submarine executive officers to receive the Navy's second highest award during World War II.

It was 3 a.m., April 14, 1945, at Quelpart Island (Cheju Do), off the south coast of Korea. Beach was at his battle station on the bridge when *Tirante* penetrated the mined and shoal-obstructed waters and, in defiance of enemy surveillance vessels, approached a 40,000-ton Japanese ammunition ship. Beach conned the ship and aimed, while down below Cmdr. George Levick Street III, *Tirante's* commanding officer, made sure all systems were ready to fire torpedoes. When Beach ordered "Fire!", two torpedoes were launched.

They struck the enemy ship, and it exploded with such a blinding glare that *Tirante* was easily illuminated.

Two enemy escorts spotted the sub and made chase. Street and Beach swung *Tirante's* torpedo tubes toward the pursuers and sank both before taking the sub unscathed from the blazing harbor. Street received the Medal of Honor for his sub's performance in the harbor.

"Beach was one of the most outstanding submariners of all time," said Street, now a retired captain. "He was fearless. I was lucky to have him as my X.O."

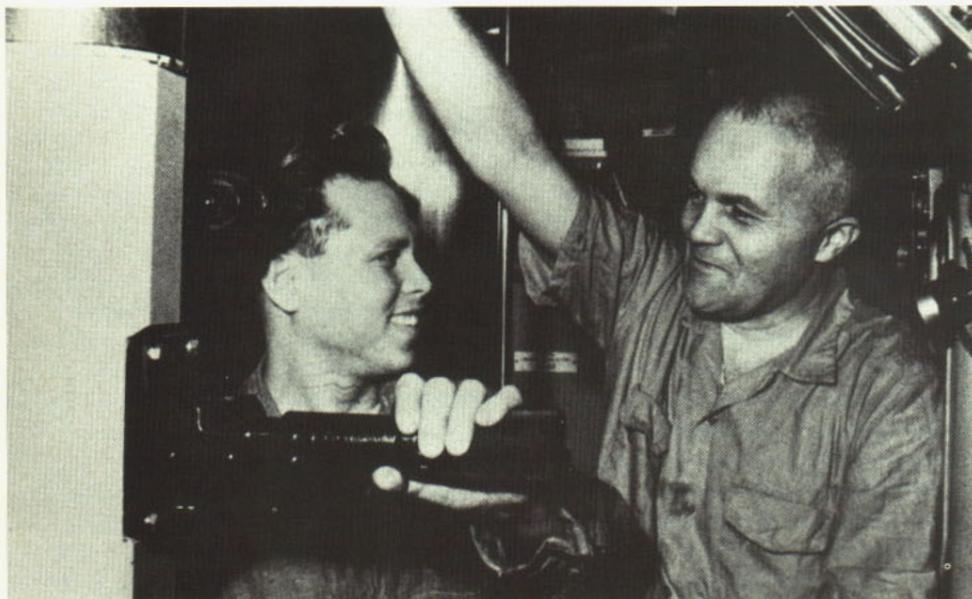
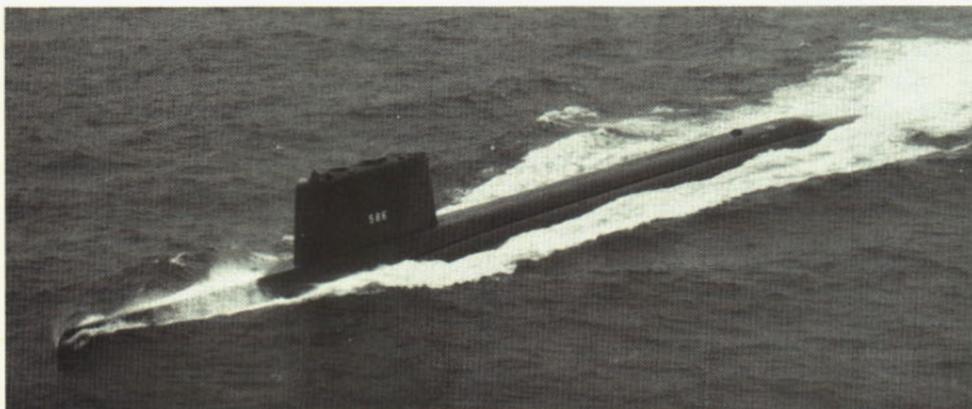
In the closing months of World War II, Beach, then 27, was given command of the USS *Piper* (SS 409) and ordered to the Sea of Japan. Beach's confidence as a submariner was at its peak. He had served under five submarine commanding officers, participated in 12 war patrols and

took part in sinking more than 35 enemy ships. In addition to the Navy Cross, he had been awarded two Silver Stars, two Bronze Stars, and a chestful of commendations citing his bravery and seamanship. He couldn't wait to get to Japan.

But the war was slipping away faster than *Piper* could catch up to it. Before Beach could target a single Japanese ship in his periscope, the sub received word that the war was over.

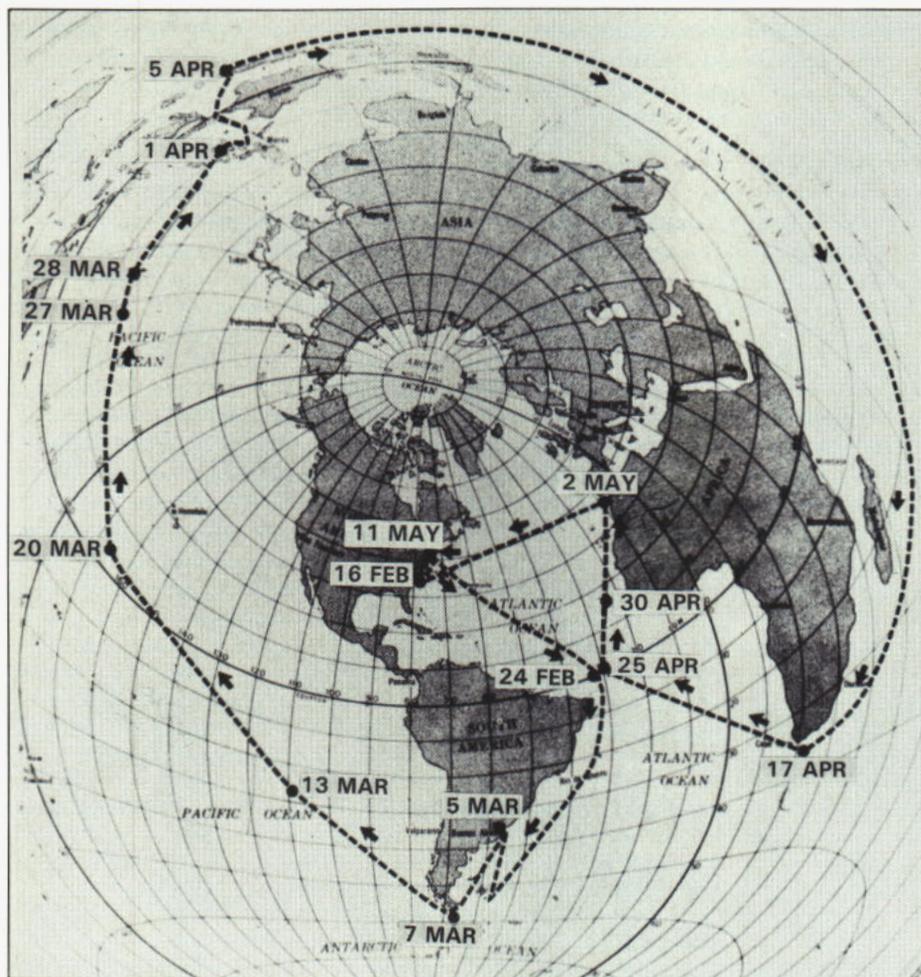
The crew was elated. Beach was despondent.

Instead of laughing and cheering with his men, he went to his cabin and brooded. He thought about the more than 3,500 officers and men who had gone down with 52 American submarines and wondered how it was that he, a man who had seen more combat than most submariners, had eluded death. In particular, he thought



Top left: Triton was the first nuclear-powered submarine to sail submerged around the world. Left: Beach and one of his Triton crewmen during an 84-day deployment. Above: Beach tells his Triton crew that they will be circumnavigating the world.

# Author Beach



about the crew of *Trigger* who had gone down with the boat four months earlier.

"I was so depressed that on the way back home I caught a fever and had to turn command over to my executive officer for a couple days," said Beach. "I had never been sick during the whole war, and, looking back, I really think . . . I was suffering a psychological reaction after all the combat tension."

During *Piper's* return voyage to New London, Beach wrote an article about the experiences he and the *Trigger* crew had. He felt he owed it to the fallen crew and submarine to tell the heroic story.

"It (the article) was a memorial," he remarked. "I wrote it in longhand aboard *Piper*, and when I was ordered to Washington, D.C., for a tour of duty at the end of the year, I sent it to the Navy for clearance. The Navy sent it to *Bluebook* magazine."

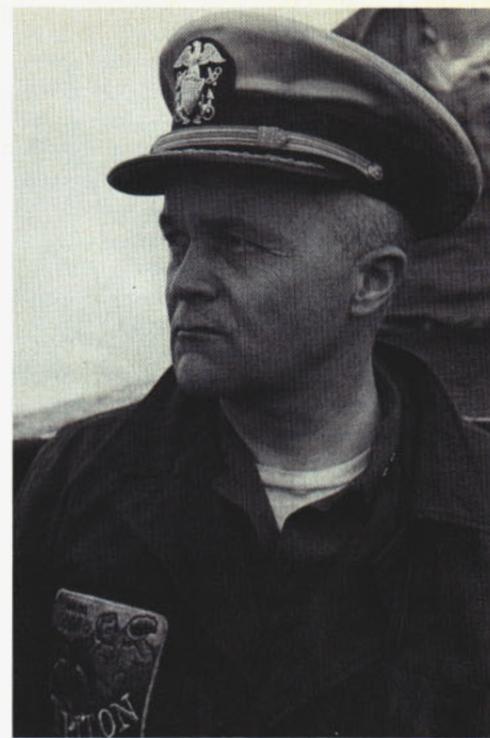
The story was Beach's first serious writ-

ing attempt and was published by *Bluebook*. At Beach's request, the publisher sent a copy to the next of kin of each *Trigger* sailor.

That was the beginning of a writing career that, by 1985, would have numerous published articles in *Esquire*, *National Geographic*, *Saturday Evening Post*, U.S. Naval Institute's *Proceedings*, and *Argosy*. In addition, Beach wrote eight books, including "Run Silent, Run Deep" (1955), its sequels "Dust on the Sea" (1972) and "Cold is the Sea" (1978), and non-fiction works "Submarine!" (1952), "Around the World Submerged" (1962), "The Wreck of the Memphis" (1966), and "Keepers of the Sea" (1982). He is now working on a history of the U.S. Navy which is due for publication this year.

## "Run Silent, Run Deep"

"Run Silent, Run Deep" was made into the 1958 United Artists' film starring two



Left: Triton's circumnavigation route. Above: Beach on the Triton bridge after the submarine's historic cruise.

of the best-known actors at the time, Clark Gable and Burt Lancaster. Beach feels the movie was a deviation of the more authentic original story. The film's lack of believability irritated him more than anything, because all of Beach's works of fiction involved situations which either did happen or could have happened.

"They are all a reflection of fact," he said, adding that many of the action scenes used in the novel, and its sequels, actually occurred aboard *Trigger*, *Tirante*, or other submarines he knew well.

"The movie maker never submitted the script (to me) for comments, and there were many illogical things depicted that were unfair to the Navy and the men in it," he said.

Beach said the film slipped in a few tired cliché scenes, like an enlisted man punching an officer in the nose.

"Movie scriptwriters must think that happens all the time, but it doesn't," said Beach. "I was in the Navy for 31 years, and I never saw anything like that, nor have I known anyone who has."

## USS Triton (SSRN 586)

"Submarine!" was a collection of articles published in *Bluebook* magazine in which Beach wrote about his experiences as an officer aboard the diesel-powered

submarines *Trigger*, *Tirante*, and *Piper*. "Around the World Submerged" described Beach's experience as commanding officer of the nuclear-powered submarine *Triton* in 1960.

*Triton*, 447 feet long and displacing 7,750 tons, was the largest submarine built at that time. On Feb. 16, 1960, she submerged off Groton, Conn., and after cruising submerged for 84 days (36,000 miles), surfaced off Rehobeth, Del., May 10. The globe-girdling cruise, the first of its kind, demonstrated the great submerged endurance and sustained high speed of the first generation of nuclear-powered submarines. Moreover, the submarine followed a course close to the one sailed by Magellan in 1519-22 and collected important oceanographic data which earlier subs were unable to get.

Beach considers the *Triton* voyage his best contribution to the Navy.

"I don't think I would have given *Triton* up for anything," he said. "Not even to become an admiral."

After the historic journey, President Dwight D. Eisenhower presented Beach



the Legion of Merit. The submariner had served as naval aide to the President from 1953 to 1957.

"He was a great guy," Beach said of the President. "I really loved him."

Before taking command of *Triton*, Beach commanded the submarine USS *Amberjack* (SS 522) from 1948-49 and the newly built USS *Trigger* (SS 564) from

1951-53. He also skippered the 30,000-ton oiler USS *Salimonie* (AO 26) from 1957-58.

To qualify for his *Triton* command, Beach went to Idaho Falls, Idaho, to learn Adm. Hyman Rickover's Mark I, the famous prototype of the nuclear propulsion plant used aboard the Navy's first nuclear-powered submarine, USS *Nautilus* (SSN 571). The Mark I was to be shut down and serviced seven weeks after Beach arrived at the school. Rather than postpone his training, he sandwiched the three-month course load into six weeks.

"I went to school at seven in the morning and worked till midnight—sometimes even into the early hours of the morning," he said.

Beach learned everything there was to learn about the Mark I. He took the 14-hour final examination and left Idaho Falls 15 pounds lighter but "superlatively confident in how a nuclear power plant operates."

"Rickover was great on training," Beach said. "As a consequence of this, I made a couple of important operational decisions aboard *Triton* that had a direct bearing on her successful completion of the trip around the world. I knew exactly what I was doing. The intense training really paid off."

After his *Triton* tour, Beach commanded Submarine Squadron 8 from 1961-62, and ended his naval career at the Navy Department, Washington, D.C., in 1966.

Beach is planning a third sequel to "Run Silent, Run Deep", but said he wouldn't hesitate abandoning his word processor to command one of the Navy's modern submarines.

"All I would want is the latest training. The rest would come easy. Like riding a bicycle, I know I haven't forgotten how." □

*Christmann is assigned to Naval Aviation News, Washington Navy Yard, Washington, D.C.*

**Left: Beach is hoisted aboard a helicopter bound for the White House and a meeting with President Dwight D. Eisenhower. Top: Beach as naval aide to President Eisenhower.**





San Juan

VA 176

GATHERING  
of  
WARBIRDS

# A world of model railroading

Story and photos by PH2 Ted Salois

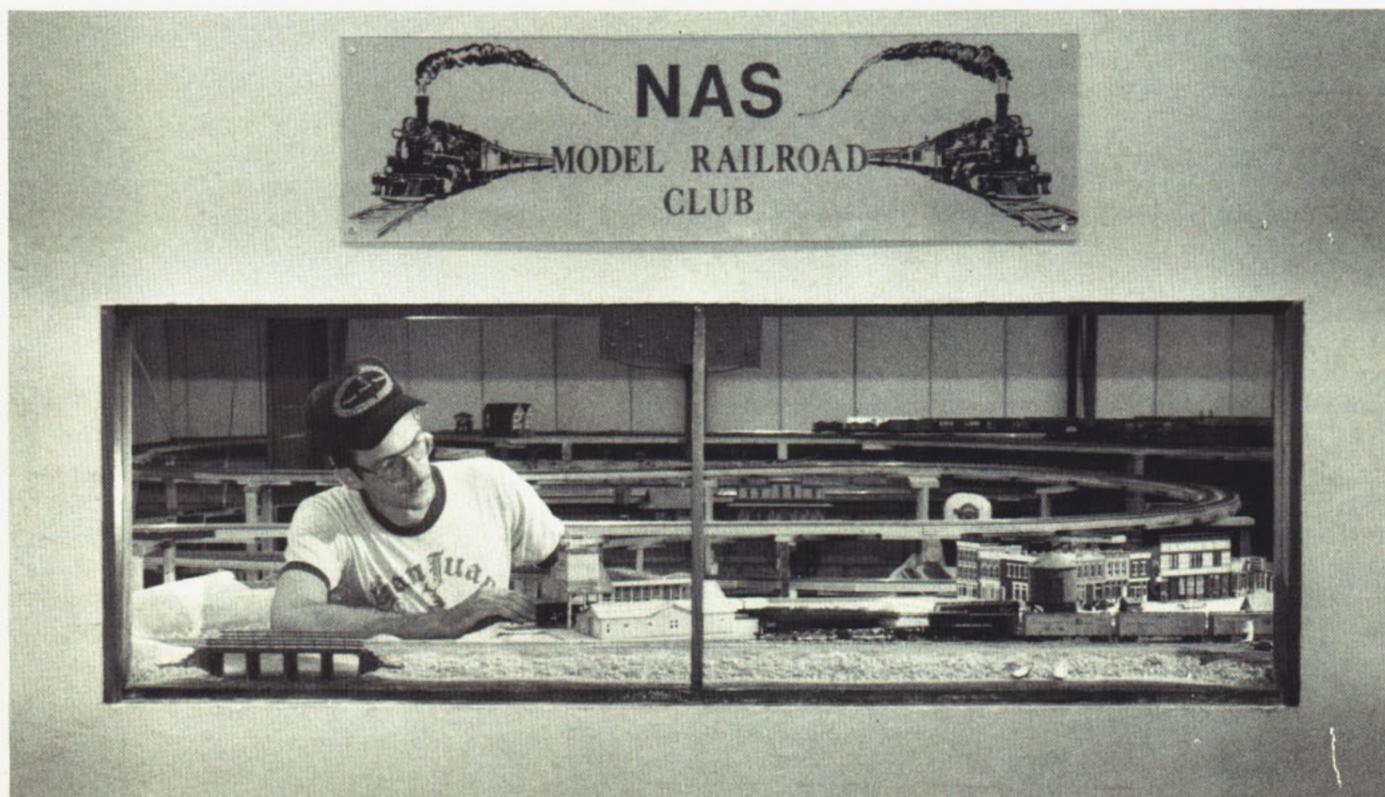
In a room at the NAS Lemoore, Calif., craft hobby shop is a miniature world of people, buildings, cars and trains. It's a world of intricate craftsmanship, a world run by adults—a world of model railroading.

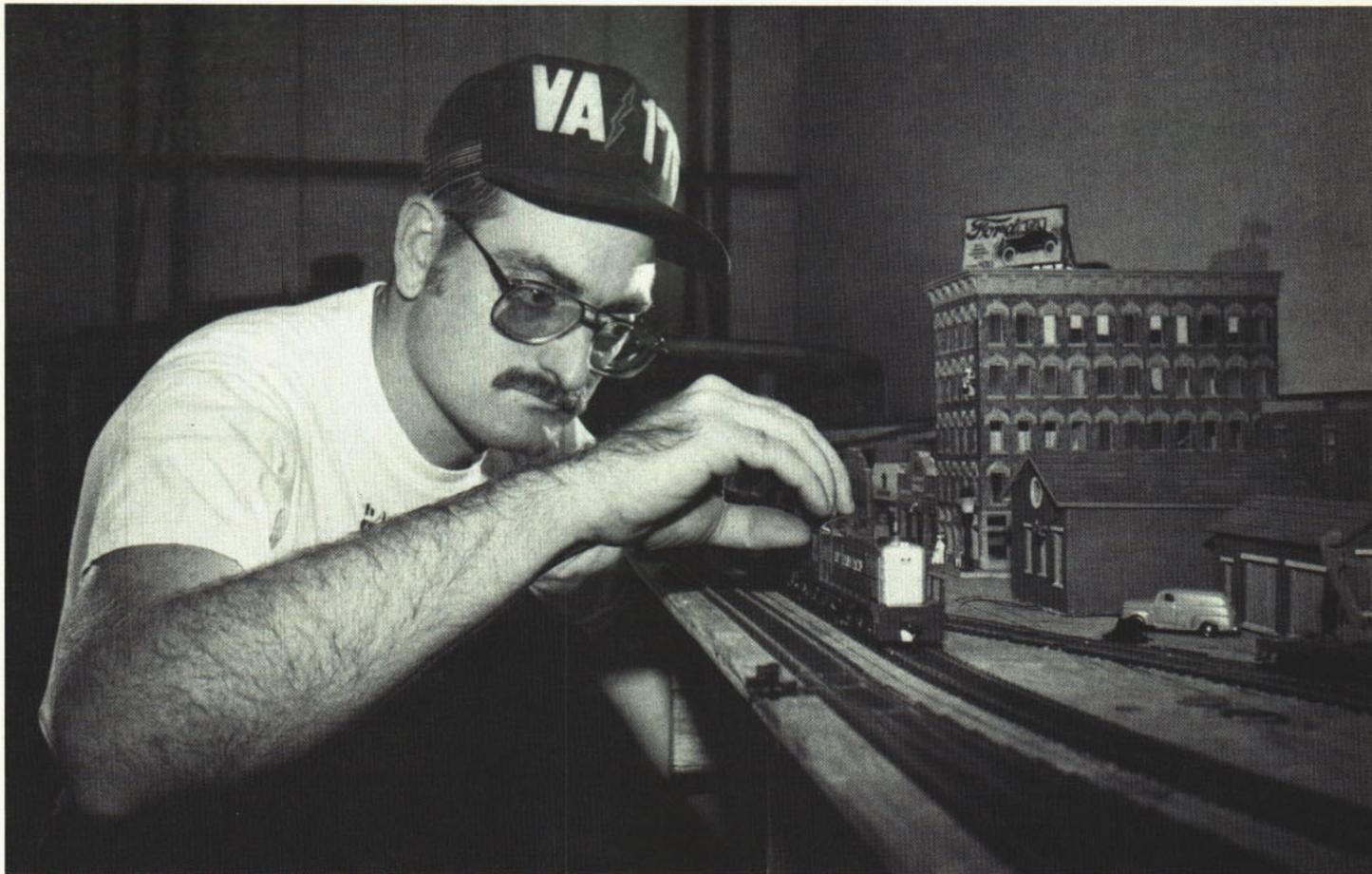
"I've been in model railroading for more

than 20 years," said Machinery Repairman 1st Class Bob Brooks, vice president of the station's newly-formed model railroading club. "I started in high school, and I knew I'd stick with it for a long time when I loaded my first track and ran the train around in circles."

The club's railroad setup is far from basic. Built at HO scale—one foot equals

Left: MR1 Bob Brooks (left), AT1 Dan Raitz (center), and AQ1 Rich Landon stand amid the club's model railroad system. Below: Raitz works the controls of a model train.





87 feet—detailed street scenes create realism for the one-room world.

A window washer hangs outside a hotel's fourth floor. On the second floor, customers are served. A street cleaner sweeps past a print shop with a "Gee, I wish I were a man, I'd join the Navy" poster on the back wall. All occupied rooms are lighted.

Detailed as it is, the small town that adds life to the club's model railways is a compromise. "We're trying to make all the scenery for the 1955 era, which is at the end of steam and the beginning of diesel locomotives," said Aviation Electronics Technician 1st Class Dan Raitz, the club's secretary/treasurer. "Some people like steam and others like diesel. This way, everybody can operate (their trains) together."

Local communities were used as models for the club's miniature town, according to Brooks. "It's like Lemoore or Hanford, where most of the buildings were built

before 1955. Yet, modern diesels are run through there."

There are model railroaders who will go to any expense to detail a train or scenery, according to Brooks.

Raitz said, "I know guys who will spend \$1,000 on just one engine, and there are guys who will build an engine from scratch."

But members don't have to spend a lot of money for a train of their own. Some of the trains at the club belong to individual members and will be taken when the members transfer; other trains have been donated, so there always will be trains to use at the club, according to Raitz.

The 20-member Lemoore railroading club is a mixture of interests that culminate into building the town: "Some people just like to work with scenery, some like to do root work—the construction, and some people like the electronics part of model railroading," said Raitz. "And some people just like to run trains."

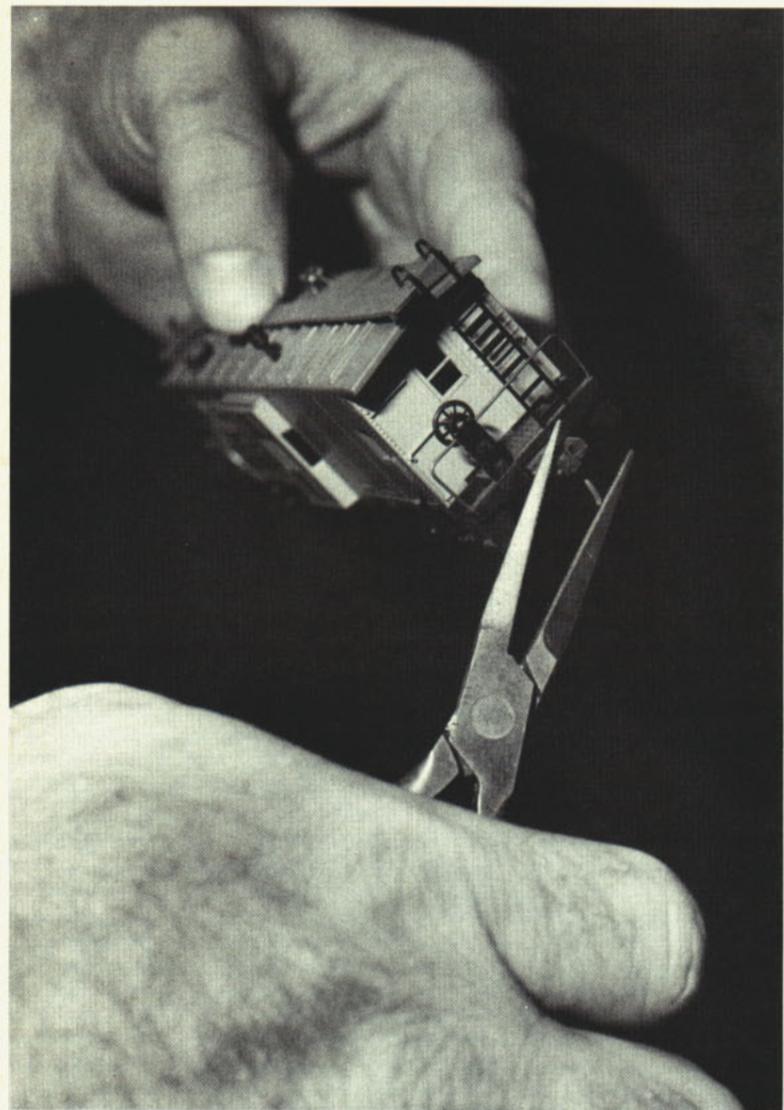
Why?

Brooks said it's hard to describe. "It's a feeling like when you go rail fanning (watching trains) and you see all that awesome power. You say, 'Gee, I wish I was in the cab of that locomotive pulling that train from here to there.' Well, this is the way I can do it and get almost the same feeling—because I'm in control."

Nationally, there are slightly less than 25,000 official model railroaders—as of July 1985, according to the National Model Railroading Association magazine, *NMRA Bulletin*. This year was the association's 50th anniversary, according to Raitz, and the annual convention was in Milwaukee, Wis.

Brooks said the railroading conventions keep model railroaders up to date with clinics on how to build scenery, detail and repower engines, and handle photography.

"Most cities have model railroad clubs, but few bases do. There are a lot of model

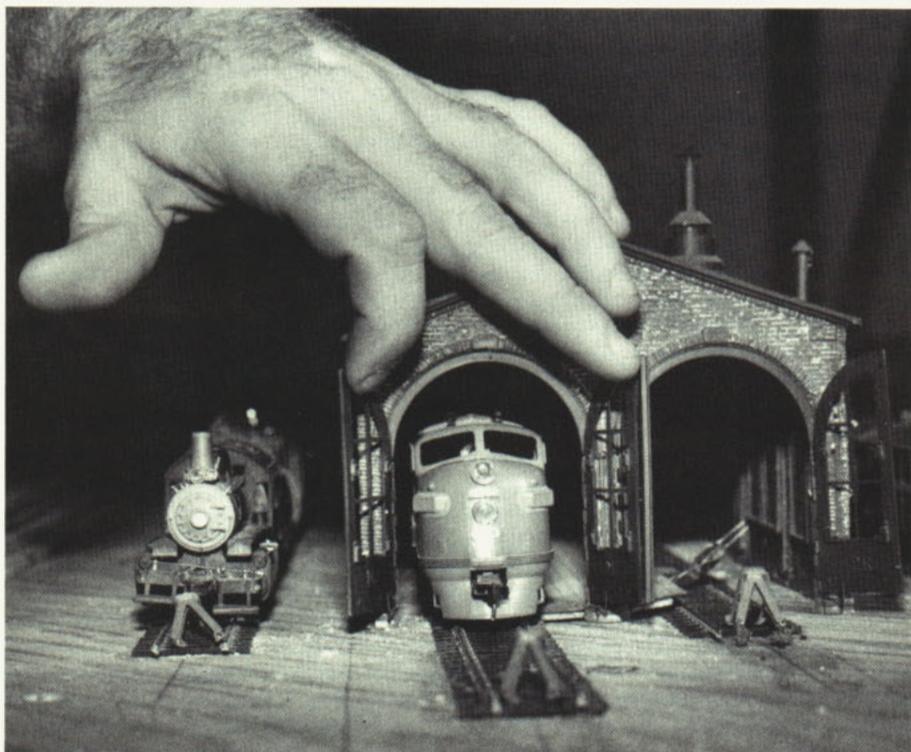


railroaders in the Navy, but many of them are loners, so you don't hear much from them. Being in the service is really tough because you transfer every few years, so it's difficult to get (the train system) set up at home," Brooks said. "A club is the ideal place for service members because they can have a place to work on scenery, wiring, operations, or whatever."

And what about model railroading being kid's stuff? As Brooks put it, "People like photography, painting, horseback riding, hiking. Model railroading is just like any hobby"—one that involves intricate craftsmanship. □

*Salois is the staff photojournalist for the Golden Eagle, NAS Lemoore, Calif.*

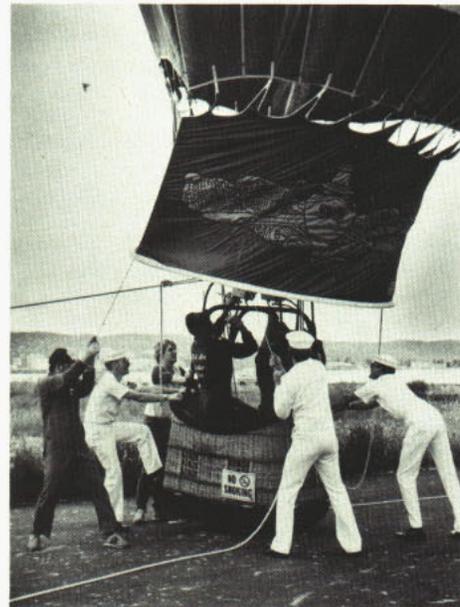
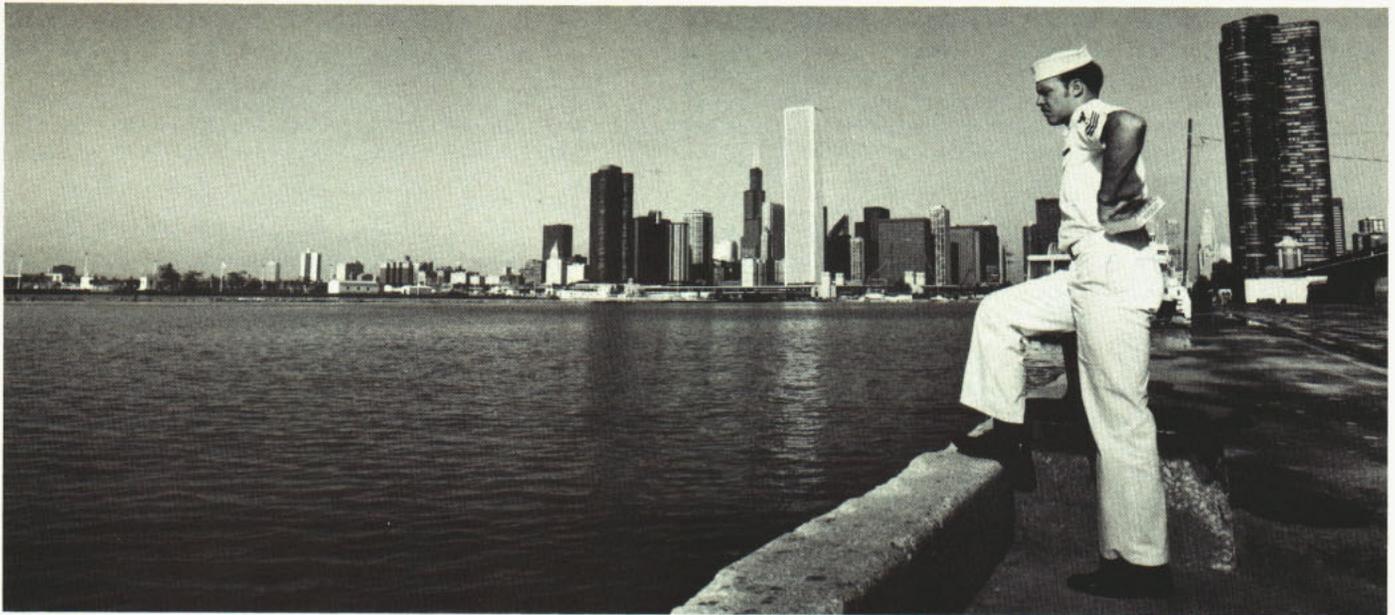
**Landon is one of the model railroad track gang whose attention to details makes model railroading more an art than a hobby.**



# Stark cruises the Great Lakes

Story by Lt. Cmdr. Roosevelt Wright Jr.  
Photos by JOC(SS) Peter D. Sundberg





USS *Stark* (FFG 31) hosted more than 100,000 visitors when it made port calls to nine U.S. and six Canadian cities during the eighth annual Great Lakes Cruise this summer.

The *Perry*-class guided missile frigate left its Mayport, Fla., homeport in June to visit Chicago, Ill.; St. Ignace, Mich.; Duluth, Minn.; Buffalo, Odgensburg and Oswego, N.Y.; Cleveland, Ohio; Erie, Pa.; and Milwaukee, Wis. Canadian cities visited during the nearly three-month cruise

**Left:** *Stark* is welcomed to Buffalo, N.Y.  
**Top:** A special skyline, liberty and Fourth of July festivities awaited *Stark* crewmen in Chicago. Above: The U.S. Navy Balloon Team dropped in on *Stark* at Duluth, Minn.

# Stark

were Montreal, Windsor, Thunder Bay, Port Colborne, Toronto and Quebec City.

U.S. and Canadian citizens who normally aren't exposed to the Navy got a close look at shipboard working and living spaces, equipment and technology, while *Stark* sailors gave Navy recruiting a boost and gained navigational experience in restricted channels and waterways. During port calls, the ship's crew hosted receptions and luncheons for city officials, civic leaders, teachers and school officials.

In Montreal, *Stark* crewmen helped the Canadian Armed Forces, established in

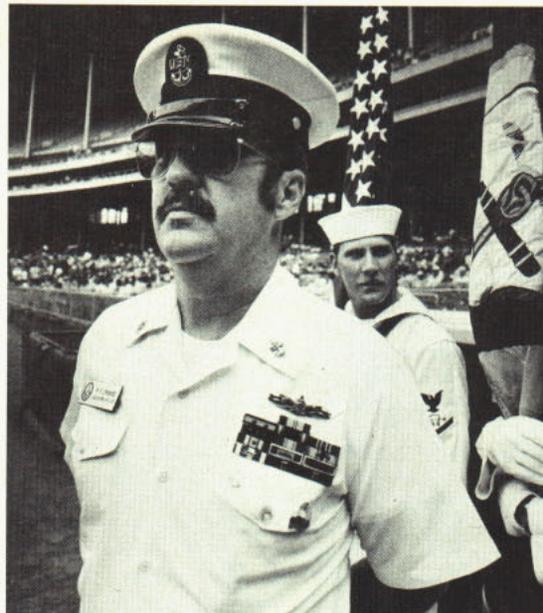
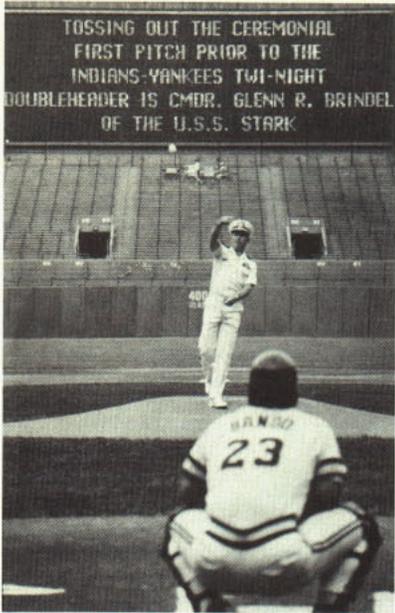
1968, celebrate its anniversary with receptions at the Frederick Remington Art Museum, baseball games with local radio stations and visits to 18th century landmarks. At Windsor, near Detroit, the ship participated in the International Freedom Festival, which featured a car show depicting automotive history, hydroplane boat races, the largest fireworks display in North America and carnivals.

Docking at the famous Navy Pier in Chicago, the ship was a backdrop for Fourth of July activities and "The Taste of Chicago" festivities in Grant Park be-

fore taking 100 Sea Cadets, Navy League officials, Navy Delayed Entry Program recruits, Boy and Girl Scouts and media representatives aboard for a cruise to Milwaukee. WTMJ-AM radio personality Gus Gnorski broadcasted live from *Stark*'s 0-2 level, and the Milwaukee post office honored the ship's visit with a special postal cancellation.

While in Cleveland, *Stark* sailors visited the Brown's football training camp and attended an Indians' baseball party. Cmdr. Glenn Brindel, ship's commanding officer threw out the first pitch of a double





Far left: Cmdr. Glenn R. Brindel, Stark commanding officer, throws the first pitch of a game between the Cleveland Indians and New York Yankees at Cleveland. Left: HMC R.F. Ernisse heads Stark's honor guard at the game. Bottom left: Stark passes under the world's largest aerial lift bridge at Duluth. Below: A linehandler is ready to moor Stark in Milwaukee.



# Stark

header between the Indians and the New York Yankees.

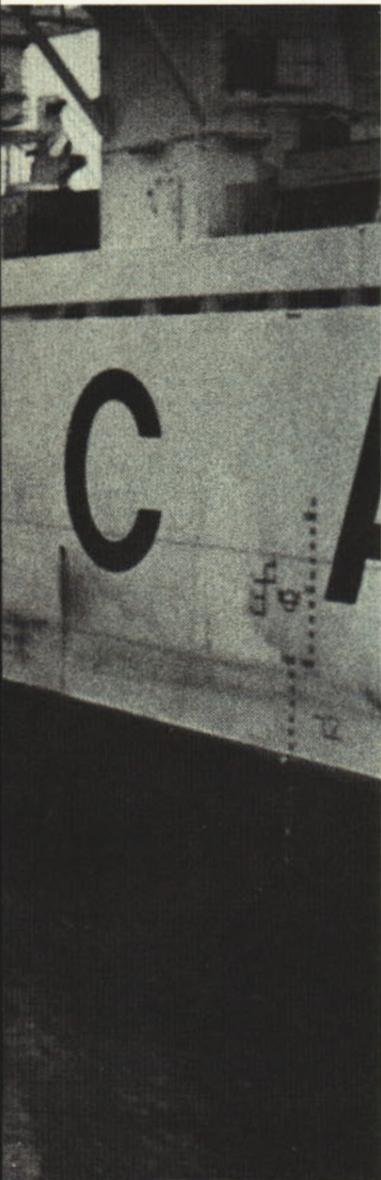
In Erie, WXKC-FM "Classy 100" radio reported that "USS *Stark* has been deemed a Classy naval vessel and that each and every one of her crew members has been designated as a 'Classy Seaman.'" Oswego honored the ship with Navy Night at a local autorace track and a softball doubleheader was played between *Stark* sailors and the city's Women's All Stars and the Men's All Stars. Navy won over the women's team, but lost to the men's All Stars.

Visitors honored during the cruise included Ms. Marilyn McKay of Solon

Spring, Wis., the ship's 50,000th visitor; Ms. Helen Nobak, whose son is stationed aboard USS *South Carolina* (CGN 37), 75,000th visitor; and Ms. Rosemary Ingersoll, 100,000th visitor. Ms. Jerine Stark Peterson, grand niece of the ship's namesake, boarded at Duluth, and retired Chief Yeoman S.A. Zimmermank, who was chief yeoman for Adm. Stark from 1942-46, boarded at Erie. Each received a *Stark* ballcap, jacket and color photograph. □

*Wright is assigned to NRD Buffalo, N.Y.; Sundberg is a photojournalist with FltAVCom-Lant, Norfolk, Va.*





Top left: SK1 H. Woods talks about the warship during a tour in Windsor, Ontario. Top right: HT2 Rob Hollis takes a break during transit of the Welland Canal en route to Toronto, Canada. Left: Stark passes a merchant ship in the canal. Above: Canadian school girls watch the U.S. frigate pass.

# The Navy Ceremonial Guard

Story and photos by  
JOC(SW) Fred J. Klinkenberger Jr.

They are graveside in Arlington National Cemetery. The 28-year-old widow, six months pregnant, cries on the sailor's shoulder. A boatswain's mate first class, he has just handed her the flag from her husband's casket.

Taps have been sounded. A child, who had maintained his composure, suddenly bursts into tears and clutches the casket, crying, "DADDY! DADDY!"

It is the most solemn event in which the U.S. Navy Ceremonial Guard participates: a full honors military funeral for a service member killed on active duty. Members of the funeral detail practice day in and day out to hone the procedures to exactness.

Even for them, though, there is no practice for emotions. Any guard member may have done scores of funerals, but each cannot help but feel the anguish of the family of a fallen sailor. Outwardly, the guard member performs with precision; inwardly, he cries softly with the bereaved family.

"We don't show it, but the emotion is there. At a funeral when you're next to the family, and you hear the crying, you

have the sentiments to go with it," Boatswain's Mate 1st Class Michael Good, Navy Ceremonial Guard leading petty officer, said.

"You can't help but feel the emotions . . . those are our people, our Americans.

Once you see someone like yourself, your age, strong bold men, break down in tears, you think about it."

Military funerals are but one of myriad responsibilities for the Navy Ceremonial Guard, based at the Headquarters, Naval



Navy Ceremonial Guard discipline is seen at any ceremony.



# Ceremonial Guard

District, Washington, Anacostia. For the 140 enlisted men and three officers who make up the guard, the rigors of boot camp and officer candidate school pale in comparison. There is no slack for the guard—either one is perfect in appearance, military bearing and attitude, or one is out. It is that simple.

Lt. Jon B. Balsley, officer in charge, stated emphatically that the guard will be undermanned before it accepts less than perfect sailors.

Just how stringent are the entry requirements? For starters, a potential member could be denied acceptance even if the only blemish on his or her past is traffic violations. Individuals with even the most minor involvement with drugs, and those with other police “rap sheets,” are definitely out of the running.

“We have a quota here. We like to keep it right around 140 men, and if we have a problem sailor, we’ll go undermanned if he’s not fulfilling his military duties,” Good said.

Most guard sailors are “recruited” in boot camp. A team from Washington, D.C., periodically travels to Navy recruit training commands with an audiovisual presentation. During one such outing re-

cently, the appetites of more than 1,400 sailors were whetted, resulting in an equal number of applicants. Five were accepted. All guardsmen—officers, chiefs and first class petty officers—are extensively screened before they’re accepted from the fleet.

An untarnished civilian background and pristine military record are not expected; they are demanded. This is because each member of the guard must get a special White House security clearance, which provides access to the White House where the guard often takes part in ceremonies for the President and visiting heads of state.

The guard came into being 54 years ago—1931—to serve the ceremonial needs of the President of the United States. Even today, White House requirements supersede all others.

There are five platoons: three are comprised of sailors who perform the duties of color guard, firing party, casket bearers, cordons, and other general ceremonial duties; one platoon consists of the drill team; and the fifth platoon is the training platoon.

Each newcomer to the guard spends several weeks in the training platoon, which could be perceived by an outsider

as boot camp all over—with a few added twists. Everything, from how to smartly click the metal-heeled shoes to shining every little groove in dress medals, is perfected.

While in the training platoon, sailors learn to perform all the ceremonies in which the guard participates. No member specializes in any one set of events. Real caskets are used during the training for funeral details. And there are seemingly endless hours of marching and close order drill—rain or shine—on the parking lot outside guard headquarters.

Just as guard members practice in all types of weather, so do they perform in all weather conditions. It can be hot and





Spit 'n polish 'n practice—it all makes up a major part of a ceremonial guardman's life.

# Ceremonial Guard

muggy or damp and cold, but each guard must condition himself to maintain his bearing and precision. There is no running for shelter from a downpour, or seeking shade from a blistering sun.

If a guard should pass out from heat, standbys in the vicinity will assist him or her from the scene. While shipmates render aid, another member fills the gap.

The guard's daily routine begins with early quarters—including formation and dungaree inspection—on the grinder. Locker inspections insure each member has the required complement of uniforms and brassware. This is followed by drills, or—in the case of a scheduled ceremony—one or two hours of polishing brassware and shining shoes.

If there is an event that day, the group shows up on location at least an hour beforehand to scout the area and make sure everything is in place and each member of the performing detail knows his place in the ceremony.

"We're the specialists at this. We show up early in case there's any difficulty with the ceremony. If someone is missing, or an item is missing or it's not intact, we can correct it. Sometimes, depending on the size of the ceremony, we'll be there a day before, to make sure everything is perfect," Good said.

Some ceremonies requiring travel mean rising at "zero dark thirty."

During a recent full honors ceremony for the chiefs of naval operations from the United States and several South American countries, the guard mustered at 4 a.m. and traveled to Norfolk. There, they practiced all day until the event took place that evening. When it was over, they rode the bus back to Anacostia and arrived late that night.

For rendering honors to visiting Indian President Rajiv Gandhi recently, the guard mustered at 8 a.m. and went to the White House at 9 for the 10 a.m. ceremony. At 11 a.m., duties completed, the team returned to Anacostia for field day and a couple hours of liberty. Afternoon muster was at 4:30 so the men could prepare for the Navy's Wednesday evening summer pageant, in which the guard regularly participates.

Not all taskings are as somber as a funeral, or as rigid as a formation at a change of command ceremony. The guard is in eight-section duty, and during duty days a member stands gate watches at one of two Washington, D.C., area Navy installations.

Some events offer guardsmen a chance to literally rub elbows with political and military officials. During this year's presidential inauguration, guardsmen were chosen as ushers for the President and other government officials. Some ceremonies offer unique situations usually not seen in the fleet. At a flag officer's retirement, where captains are sideboys, one of the guard's boatswain's mates may pipe the retiring admiral over the side.

Men of the ceremonial guard often go through five to six sets of dress whites in a single day, depending on the number of ceremonies they are involved in. Even when dress blues are worn, two or three changes of uniform may be required—just to maintain a crisp, immaculate appearance at all times, despite the time or place of the event. Because they require so many changes of uniforms, guardsmen soon will



get an additional monthly clothing allowance for uniform upkeep.

One challenge facing a guardsman who reports from boot camp is choosing a rating and preparing for advancement without in-rate experience or "A" school. Many of the sailors choose a specialty and simply study as many rate-related Navy correspondence courses as they can. They then look to future transfers to the fleet for their practical experience.

Because guard duty demands such exemplary military bearing and knowledge of protocol, guardsmen need not take the advancement exam for promotion to E-3. They can be advanced once they meet the other requirements.

The few who make petty officer without fleet experience in their ratings are somewhat apprehensive about going to the fleet. But most agree that what they might lack in rating knowledge will be overshadowed by the self-discipline and bearing they learned during their two- or three-year tours with the ceremonial guard.

However, to ensure that those who make petty officer while in the ceremonial guard can be accountable for the safety of other people in a shipboard environment, they often are sent for further training in their rating.

"Those individuals are usually sent to "A" school, or sometimes "C" school so they're all pumped with knowledge when they go to the fleet. They're essentially ready to go to work," Good said.

When a member finally reaches the end of a tour, he can reflect upon the primary factor for his success. After the countless cans of brass polish, after the countless bottles of black ceremonial edge polish, after the countless drills on the grinder, after hundreds of uniform changes, each departing member knows what really makes a tour with the Navy Ceremonial Guard rewarding.

It is *esprit de corps*. That's why they are the President's own. That is why they are the best the Navy offers. That's why perfection is demanded. □

*Klinkenberger is assigned to the Navy Public Affairs Center, Norfolk, Va.*

# From marathons to MiG chasing

It's a far cry from the canyons of Wall Street to the flight deck of an aircraft carrier, but Tom Stewart takes the transition in stride.

Stewart lives a life that would make Walter Mitty blush: senior associate at a blue-chip investment banking firm on weekdays and flight officer of an all-weather attack bomber on weekends; running in the New York Marathon on one day, chasing MiGs around the North Arabian Sea on another.

At 34, Stewart is one of a growing breed that could be called "dual achievers", men and women who bring adventure and excitement into their lives through the pursuit, in their spare time, of the unusual and the extraordinary.

His particular pursuit is enemy targets—in a Grumman A-6E *Intruder* all-weather attack bomber. As a flight officer attached to Naval Reserve Squadron VF-0686 at Oceana, Va., he gets plenty of practice: 24 weekends and a 14- to 21-day active duty training period every year.

Stewart, a lieutenant commander, has served in the Atlantic and Pacific Fleets, operating off the decks of the carriers USS *Eisenhower* (CVN 69), USS *Independence* (CV 62), USS *America* (CV 66), USS *Enterprise* (CVN 65), USS *Constellation* (CV 64), USS *Coral Sea* (CV 43) and USS *Ranger* (CV 61).

And in 1979 and 1980 he served as a U.S. military observer, assigned in the Middle East to the United Nations to su-

pervise the truce, cease-fire and disengagements between Israel, Egypt, Syria, Lebanon and the Palestine Liberation Organization.

Last winter he became the first Reserve pilot to fly with a deployed active duty aircraft carrier squadron, Attack Squadron 176 aboard *Independence*. He joined the flight crew on station in the North Arabian Sea for maneuvers and flight operations, filling a gap and testing the "One Navy" concept of merging Fleet and Reserve personnel at critical times.

"I received a red carpet welcome—before scrambling to intercept a land-based Russian aircraft that was flying too close to the carrier battle group," Stewart said.

Capt. J.E. Hurston, the squadron's commanding officer, said, "My only regret is that he couldn't stay longer."

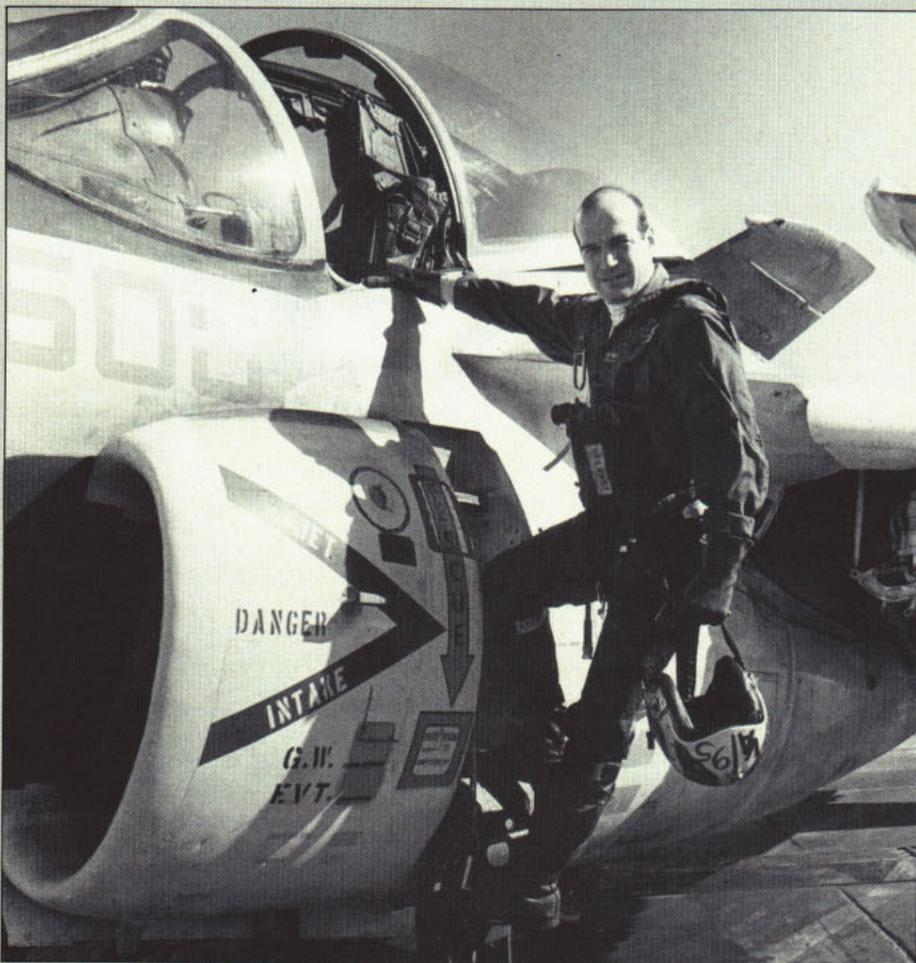
Being constantly ready and instantly able to fly with the fleet is what the Navy calls being "horizontally integrated" and is a goal the Navy strives for in all its components. Stewart became the first Reserve flight officer to so qualify.

In fact, the Reserves are playing a greater role in the expansion to a 600-ship Navy than most people realize. Today they operate their own destroyers and frigates and provide all logistical air support for the active duty fleets.

Like Stewart, many of the men and women who leave active duty want to keep their Navy skills and proficiencies, and the Reserve Force is a way of doing just that.

When Stewart joined his banking firm, according to Robert Baldwin, chairman of the company and a former Navy officer, he asked what would happen if he were recalled to active duty in an emergency. "We'd be proud of you," Baldwin replied.

The 600-ship Navy will eventually have 15 air wings to go with the 15 carrier battle groups planned by 1990. The Navy Reserve—and thousands of "Walter Mittys" like Tom Stewart—are expected to make up that 15th wing. □





# Testing military medicine in the Amazon

Photos by PH3 Joan Zopf

“Medicine in the Tropics” is an on-the-job, hands-on course that means field experience for medical team members and professional health care for people who otherwise would have none.

Natives living in the Amazon River Basin received such care recently when

medical teams from the Naval School of Health Sciences Detachment in Panama went into the Peruvian jungle for their field training. The teams visited villages scattered along Amazonian tributaries and treated nearly 2,300 inhabitants.

In addition to Navy physician special-

ists, participants in the Peru trip included members of the 142nd Medical Battalion, 193rd Army Infantry Brigade, the Army Dental Activity based in Panama, and Peruvian medical teams.

The course begins with classroom instruction and lectures on infectious dis-



Left: Teniente Primero Carlos Vidal Ore discusses a medical case with two U.S. Navy doctors. Above: On the road to the village of Amgamos.

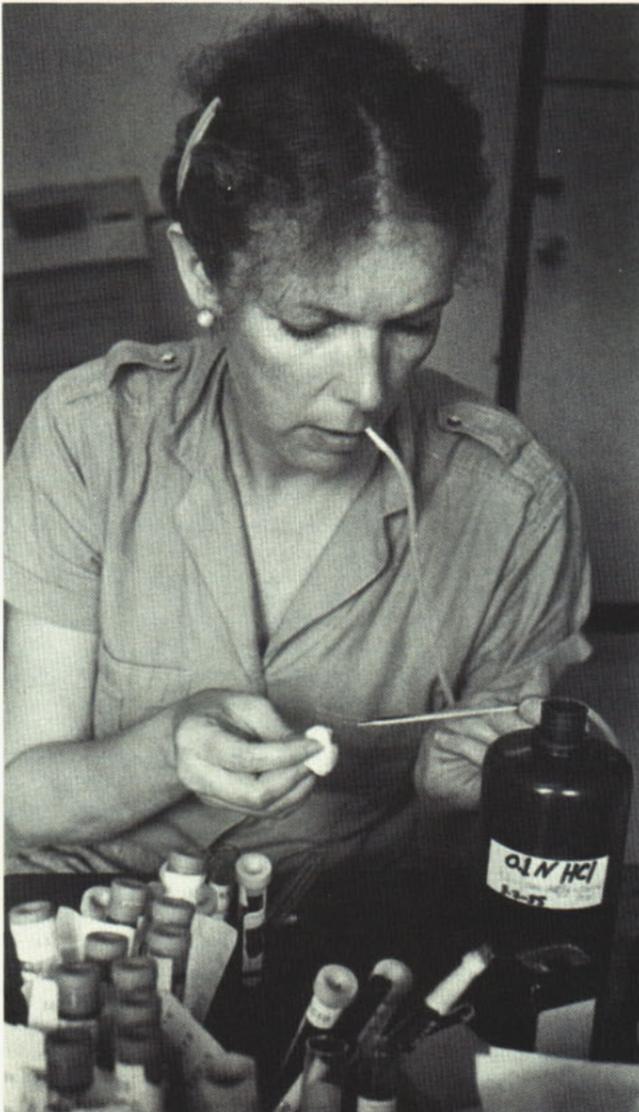
# Amazon

eases unique to tropical areas; laboratory sessions teach practical aspects of making diagnoses of such diseases. Individuals then get training in jungle survival techniques, followed by medical field experience.

“The field experience gives the doctors the opportunity to make diagnoses and then treat the patients,” said Cmdr. Steve Wignall, officer in charge of the detachment.

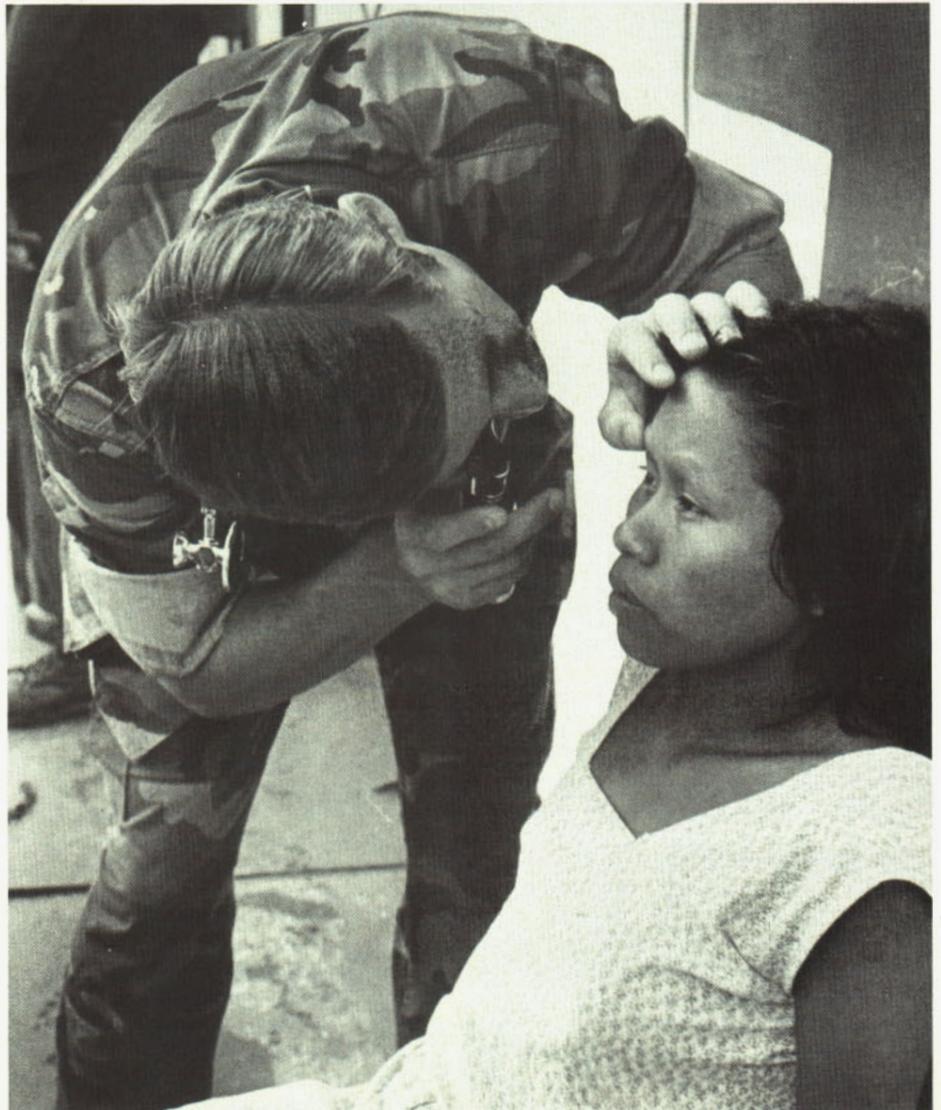
Besides medical treatment, inhabitants received medical and food supplies, clothing and hand tools through the Navy’s Project Handclasp program. □

*Zopf is a photojournalist assigned to FltAVComLant, Norfolk.*





Clockwise from below: Lt. Dan S. Albrecht, stationed at Camp Courtney in Okinawa, Japan, examines a woman; Lt. Cmdr. Paul Farrell, a pediatrician, looks over an infant; Elizabeth Donegan, a pathologist from the University of California, San Francisco, runs blood tests; veterinarians from the 142nd Medical Battalion, 193rd Army Infantry Brigade, check village pets; dental examinations were part of the villagers' treatments; children patiently awaited their turns.

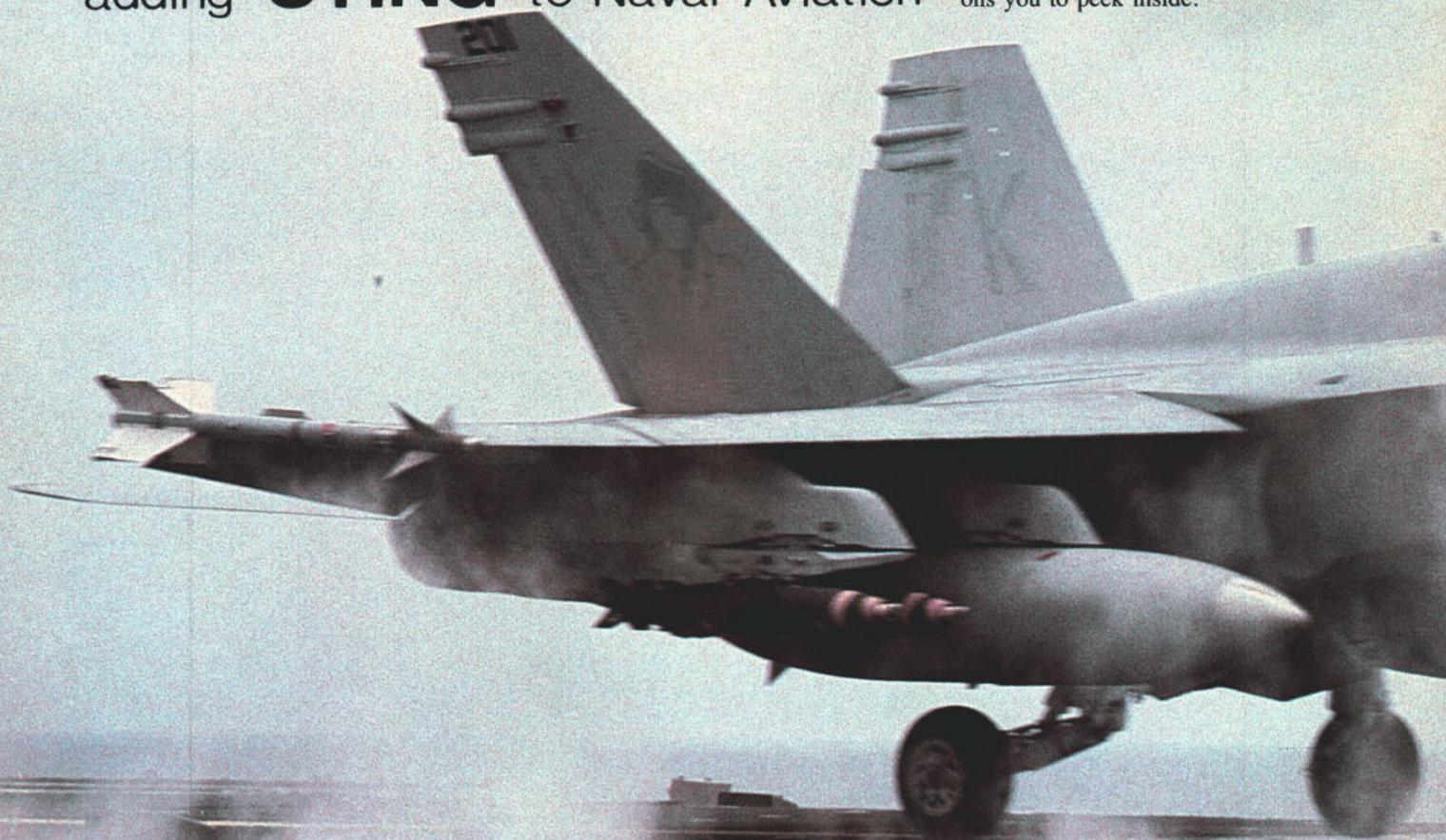


# F/A-18 HORNET

adding **STING** to Naval Aviation

AT SEA ABOARD USS CORAL SEA (CV 43)—With engines at rest, wingtips folded skyward and sleek frames chained fast to the flight deck, 18 of the Navy's most sophisticated tactical aircraft take a day off from pre-deployment flight operations. Aviation Fire Control Technician Airman Baron J. Hamilton connects a cable to a portal on the side of one aircraft, and its electrical system comes to life. Slowly, the cockpit canopy opens.

Sensing your curiosity, Hamilton beckons you to peek inside.





# Hornet

“The F-14 used to be the big thing, but now the F/A-18 is out, and it’s state of the art,” he says as your eyes race over the mind-boggling array of colored lights, cathode ray tubes and computer generated displays. The smile on his face lets you know that he is proud to work with the aircraft that represents the future of naval aviation.

When F/A-18 *Hornets* joined the fleet, Navy and Marine Corps pilots began to wield a more powerful sting. The multi-purpose strike fighters are powered by two 16,000-pound thrust engines and can carry more than 19,000 pounds of armaments and fuel.

The *Hornets* are designed to replace the F-4 *Phantom* and A-7 *Corsair* in fighter escort and light attack roles. According to pilots and technicians aboard *Coral Sea*, the first Atlantic Fleet aircraft carrier to receive F/A-18s, the *Hornet* is more than up to the job.

“The F/A-18 offers us a degree of flexibility we’ve never had before,” says Capt. John A. Lockard, veteran pilot and *Coral Sea*’s executive officer. With the plane’s ability to shift from fighter to attack roles, battle group commanders can match the demands of a situation.

As fighters, F/A-18 armament includes two *Sparrow* missiles, two *Sidewinder* missiles, a 20mm cannon, plus an option for up to six missiles. They out perform F-4s in acceleration, turn rate, excess power and fighter escort range.

As attack aircraft, F/A-18s are equipped with infrared and laser camera pods, and can carry guided or conventional bombs, cluster weapons and rockets, and *Sidewinders*. Even with this powerful offensive punch, *Hornets* maintain the maneuverability and performance of fighters.

The strategic beauty of F/A-18s is that the change from fighter to attack aircraft, and vice versa, takes less than an hour. This makes F/A-18 *Hornets* truly versatile.

“One of the most frustrating things about the airplane is that it is so capable. To optimize it for the different types of missions really takes a lot of thought and pre-flight planning,” says Cmdr. J.B. Nathman, squadron commander of VFA132. “We always find ourselves



learning something new about the airplane and how to employ it more effectively.”

*Coral Sea* has two Navy and two Marine Corps F/A-18 squadrons aboard. Nathman’s squadron is split about evenly between fighter and attack pilots. The blend of expertise from each specialty creates a melting pot of knowledge to which pilots contribute and withdraw information. Most find flying F/A-18s an exhilarating experience.

The single seaters use digital technology to provide pilots with more usable information than the F-4 and A-7 cockpits combined.

The F/A-18s primary flight instrument is the head-up display. Vital flight and target information is projected on clear glass in the pilot’s forward field of view. The display covers a 20-degree area and presents primary flight information—air speed, vertical speed, altitude, heading, Mach number, G-force and heading to destination. Combat information is presented as target designators, bomb fall lines, search circles, lock-on, range and release cues and weapons counts. The pilot can maintain constant visual contact with his target, making it easier to position the plane for accurate weapons firing.

Most additional information is displayed on three cathode ray tubes, all within easy reach of the pilot. With all combat critical controls on either the stick or the throttle, cockpit activity is held to a minimum, which maximizes combat efficiency.

You might think such a technically advanced aircraft would be difficult to master, but some say F/A-18s virtually fly themselves.

“We have five ‘nuggets’—pilots right out of the training command who have no mission experience—and they’re just as good as anyone else in the airplane. That says a lot for the airplane itself,” says Nathman.

Pilots aren’t the only ones affected by the F/A-18s’ presence in the fleet. *Coral Sea* had to revamp its aircraft intermediate maintenance department to handle the

plane’s sophisticated repair requirements. Scores of technicians returned to school to learn the *Hornet*’s digital electronics system. At one point the ship had 50 technical representatives aboard to help with the transition. But no one is complaining.

“F/A-18s have been a maintenance man’s dream, and the crew has been really excited about working on them,” says Chief Aviation Electronics Technician George McCormick, branch chief of *Coral Sea*’s avionics shop 1. “The guys in this program are getting as close to state of the art as they are going to get.”

The aircraft’s single point maintenance monitor panels allow technicians to quickly find and isolate faults. The same panels indicate when vital fluids like engine oil, hydraulics and radar coolant need servicing. This eliminates the need for individual checks of each system. *Hornet*’s 268 access doors permit quick removal and replacement of equipment—engines can be replaced in 20 minutes.

No matter how technically advanced an aircraft is, survivability in combat is still the bottom line. The F/A-18’s relatively small size—56 feet long, 15 feet high, with a 40-foot wingspan—coupled with excellent maneuverability, internal electronic countermeasures, smokeless engines and sophisticated radar, make them difficult targets for would-be enemies. In addition to their high performance, which should limit enemy hits, F/A-18s have back-up features for electrical, hydraulic, flight control and fuel systems.

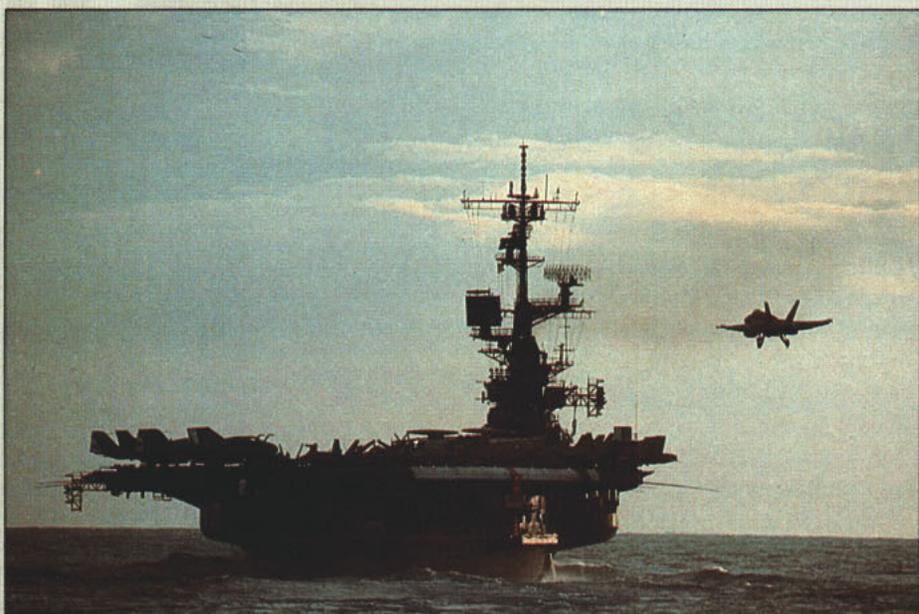
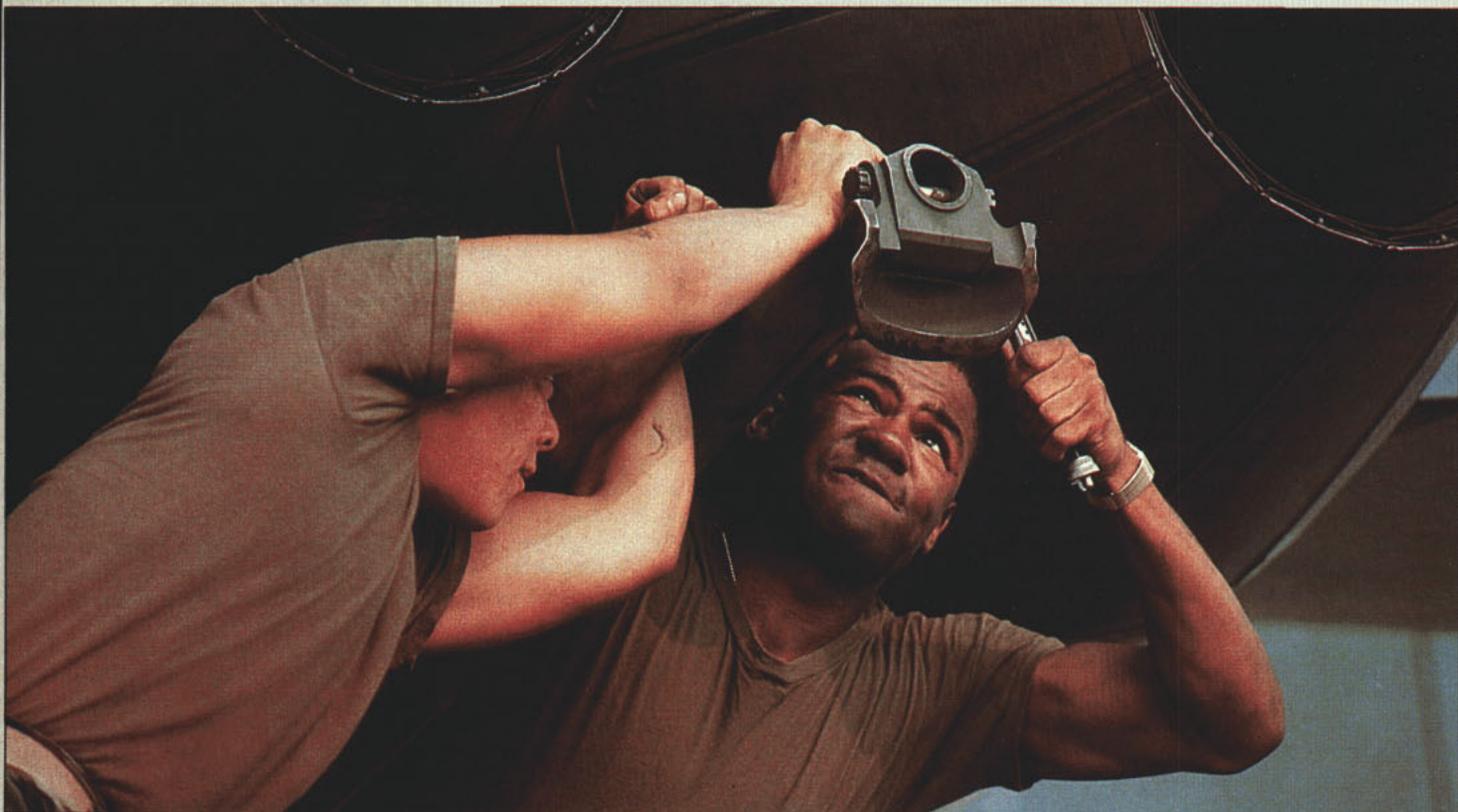
The aircraft has impressive credentials, but there are a few critics who think the F/A-18 is just another expensive Pentagon toy. The Navy, however, plans to buy 1,200 F/A-18 *Hornets* for the fleet by the 1990s. And that’s just fine with the people who will fly them.

“It can defend itself and it can deliver ordnance, which is the best of both worlds,” says Lt. Mark Fox, a VFA132 pilot. “There are still some skeptics, and we have to prove the airplane to the world. I think the airplane is up to the task, and I think we are, too.” □

—Story by J01(SW) E. Foster-Simeon  
—Photos by PH1 Perry E. Thorsvik



The F/A-18 at work: A Marine pilot prepares for flight (opposite page); VFA 132 mechanics (left) work on a Hornet engine and Marines (below) work on a tailhook; cleaning the wing; a final approach to Coral Sea.



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# If he had listened to

When I told my Uncle Ralph, a former Army man, that I had joined the Navy, his first tip on military life was: "never volunteer for anything." Since then, however, volunteering has found a spot—although a precarious one—on my list of things to do. I've just never gotten around to doing it.

One minute I'm charged up and ready to become a "Big Brother" or to help kids from the ghetto improve their reading skills. The next minute, I'm listing reasons why I can't: "It's too big of a commitment; I'm not qualified; or it will take up too much of my personal time."

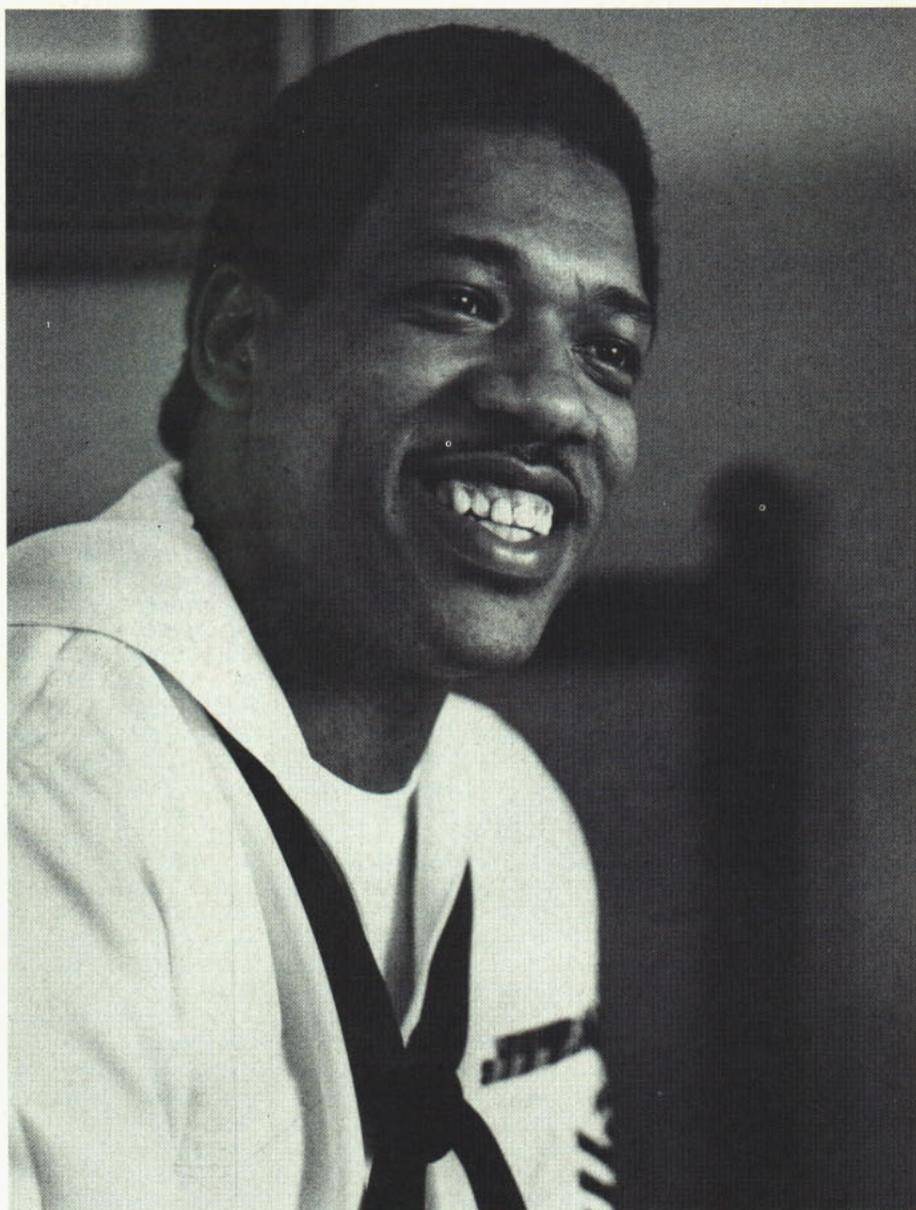
There are too many people, like me, who never seem to convert good intentions into actions. Fortunately, Machinist's Mate 1st Class Curtis Royal isn't one of them.

Royal, who is stationed aboard the submarine tender USS *Hunley* (AS 31) in Holy Loch, Scotland, is the current Armed Services YMCA National Military Volunteer Leader of the Year.

When the YMCA near his duty station needed someone to build sets for Children's Theater and work with the teenage boys in the group, Royal was there with several co-workers to lend a hand. When teenagers in the Youth Business Association wanted to work and couldn't because they didn't have transportation, there was Royal taking them and their equipment to job sites. And when the YMCA needed someone to host its Family Day program, Royal was there to welcome newly-arrived families to the area. In all, he contributed more than 200 off-duty hours last year to volunteer work in his community.

When you ask people like Royal why they volunteer, their knee-jerk response is something like: "because I love working with kids." That's true in Royal's case, too, but it's not the whole story.

Royal grew up in the low- to middle-income Oak Cliff section of Dallas where he played varsity football and baseball and



competed in track and field. At 6-foot-1 and 218 pounds, he is the kind of person you would want on your side in a brawl. But his strapping frame belies his gentleness.

When happy, Royal sports a broad smile accented by a gold tooth, and his hearty laugh infects everyone within earshot. When thoughtful or nervous, he fidgets

with his large working-man's hands, folding and unfolding them in his lap. He thinks long and hard before speaking and is careful to control the volume of his booming baritone voice. His personality is best described as easy-going.

Royal first started doing volunteer work while stationed in Beeville, Texas, during the late 1970s. His wife, Debbie, worked

# my Uncle Ralph...

with the Girl Scouts, and he helped out whenever he could. By the time he transferred to Scotland, volunteering was in his blood. His reason for working with teenagers is rooted in concern for his own family.

"I can see my (10-year-old) daughter, Starr, at that age," says Royal, "and to be honest, if I was out to sea, I would want a strong community figure to come around and to talk to her and encourage her—any little thing that could keep her out of trouble. There is nothing worse than seeing a kid with nothing to do and no one to look to. I believe that's when the trouble starts, when a teenager has no vision."

Royal's rationale is based on personal experience. When he was a teenager, many of Royal's high school friends were keeping late hours, experimenting with drugs, and urging him to join them. His refusal strained their relationships, and their roads eventually split. He went on to join the Navy at age 19. Most of his friends went on to jail or to the cemetery. The memory of that experience motivates Royal to work with teenagers. He knows they will inevitably face similar decisions.

"The peer pressure was so great at the time that it was hard to be different. You were really looked down on if you didn't do what everyone else did," recalls Royal. "To me that's a big strain on a teenager, when all of his friends are saying 'Come on, let's go do this,' or 'Come on, let's do that'—things he knows are totally against what his parents would want—and he has to say 'No, that's not me.'"

According to Royal, decisions like those come a lot easier if a teenager has an older friend to turn to for help or advice. His parents, teachers and coaches taught him the values that kept him on the right track, but he says a lot more is needed today.

"We're busy. We're a busy people, and we really never slow down and take the time to give our youth proper care and

attention," says Royal. "I think this (giving time to youth) is what we need more of in America now, and I'm terribly serious about that. You can drill into a kid how important it is to have an education or to strive to be the very best, but a lot of times they will reject you and you have to try something different. A lot of times you have to lead them to these values instead of pushing them."

To lead, you have to be involved. That theory worked when Royal and his wife, Debbie, became involved in a Holy Loch rollerskating program. The program was in a shambles. There were fights between Scottish and American youths, and it seemed like a hopeless situation.

Within three months Royal befriended the ringleader of the Scottish youths and turned the situation around. Now, the skating program is a source of enjoyment for everyone. Royal is the first to admit, however, that he can't solve every prob-



lem. It's something a volunteer has to accept.

"Any time you have a one-on-one relationship with teenagers, and you talk to them and you get to know them, you're going to draw closer to them. You'll have a soft heart for kids when you see them going through the things that all teenagers go through, and you know the only thing you can do is offer them advice," says Royal. "Your heart goes out because from your experience you can see things down the line that they can't, but you can only tell them so much. The rest you have to let them experience because they will never really benefit unless they face some of the small heartaches in life."

A little friendly advice from someone a teenager can trust is all it takes to keep some kids on the right path. Royal says that it doesn't take a lot of qualifications to make a good volunteer, but it does take time. That doesn't present a problem for him since his wife—youth director at the local Navy morale, welfare and recreation office—is also actively involved in community activities and volunteer work.

"Every now and then in my Navy career I've been challenged by shipmates who can't understand why I don't go out with the guys. They find it strange when I say that I don't have time, or that I'm busy," says Royal. "Well, I'm a family man. I like to go home from work and be with my family. If my family is involved in a community activity, then I go home and go out and work with them. It's great getting to work with Debbie, and it's good for our family relationship."

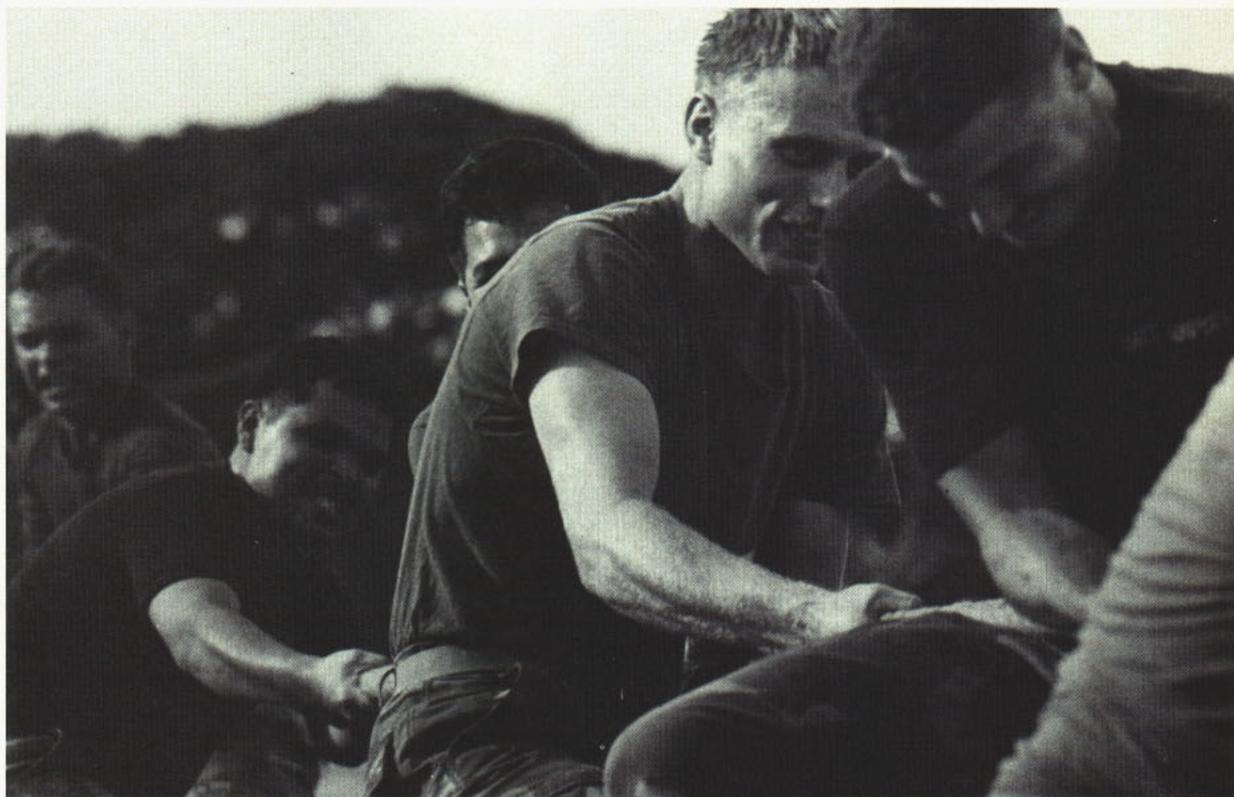
Royal's family isn't the only one that benefits from his volunteer work. It means a lot to other families in the area to know that someone like Royal is there for their children.

Thank goodness he never met my Uncle Ralph. □

—Story by JO1(SW) E. Foster-Simeon  
—Photos by PH1 Perry E. Thorsvik

# A little spice to the game

Story and photos by  
PH2 Alexander C. Hicks Jr.



Royal Thai sailors and Marines added a little spice to what could have been ordinary sports events for 7th Fleet sailors and Marines, and soccer and tug of war took on a new flavor for the American teams.

“First we did the tug of war our way, an equal number of people on each side, sitting down, trying to pull each other across a point,” said Marine Cpl. Charles Bader Jr. “We knew that power and endurance were on our side. We won with

little effort.”

But soon Bader and the other “Devil Dogs” found out what Thai tug of war meant.

“The Thais play tug of war standing, with men sitting on their shoulders,” Bader said. “When we saw that, we knew we were in trouble.”

Thai-style tug of war depends on balance, not power. The U.S. Marines’ fate in the second contest was predictable.

“We lost,” Bader said. “They have an



U.S. sailors and Marines lost their soccer game against Thai sailors and Marines, and U.S. Marine muscle power couldn't compare to Thai balance in tug-of-war.

incredible sense of balance. Our muscle power didn't work. But the point of the contest was not to see who was better; it was to have fun."

Action on the soccer field was fast and physical, and the Thais won, 4-2.

"They play a totally different style of soccer than we do," said a USS *Peleliu* (LHA 5) sailor. "They play a quicker game and control the ball better than we do. Our team was playing physically and using teamwork. We could not keep up with their

pace. With their experience and quickness, they bolted past us and scored."

Marine Cpl. Curtis Wolbert summed up the day: "We were not competing, we were trying to have fun. I think we all came out winners."

U.S. sailors and Marines were in Thailand as part of 7th Fleet forces involved in exercise *Cobra Gold '85*. □

*Hicks is assigned to 7th FltPARep, Subic Bay, R.P.*



# Don't feed the BEAR

*It was just another Saturday night. The sailor sat at the bar and finished another beer, taking care not to spill any on his uniform. A man sat down beside him. There was nothing particularly unusual about the man: average age, average height, normal clothing.*

*The man turned to the sailor. "In the Navy, eh? Great. Where are you assigned?"*

*"I'm on the USS Everyship," the sailor said.*

*"How do you like it?"*

*"Not bad. It's great to get off for a while, though."*

*"Let me buy you a drink. It's no fun to drink alone."*

*"Thanks, I appreciate that. Say, your accent is interesting. Where are you from?"*

*"I live around here."*

*"No, I mean where are you from originally?"*

*"Oh, I'm on the staff at the Soviet embassy. By the way, I've been trying to get a coffee mug with the U.S. Navy insignia on it, and I haven't been able to find any in the stores around here. I understand they sell them at the exchange. If I give you the money, could you get a mug for me? It's for my son. He's a collector."*

*"Well, sure, I guess. No problem."*

*"Great. Now, what are we drinking?"*

*The man, Oleg, bought the sailor several drinks that night, and they parted amicably, agreeing to meet the next weekend at the same bar. On this occasion, the sailor gave Oleg the coffee mug. Oleg was very enthusiastic.*

*"This is great! Exactly what I wanted—let me buy you another drink. Maybe later we can have dinner."*

*The sailor gladly accepted, and a friendship began.*

*During the following months, favor followed favor, always with Oleg providing a little more than the sailor. Finally, with an ease that even Oleg may not have anticipated, the sailor provided classified information to his Soviet "friend." Another conversation went something like this:*

*"But Oleg, I can't tell you anything about nuclear weapons on the ship—that's classified information."*

*Oleg only smiled and stated, "You've already given me classified information. If you don't give me what I want now, the people I work for will find some way to tell your own intelligence people about you. There is nothing I can do for you then."*

*This, at least, was the truth. A crime had been committed and the sailor was on the hook.*

An excerpt from an espionage novel or

a television thriller? Hardly. It's the stuff of which real espionage cases are made. The last 30 years are full of examples of Soviet spies preying on the open, friendly nature of the average American to the disadvantage of this country. To achieve their espionage objectives, Soviet agents have used friendship, sex, love, money and ideological levers against their targets. Who are their targets? We all are.

The best defense against this threat is recognizing the tactics used by a hostile intelligence officer, being aware of the nature of the threat, and knowing how to defend against it. If the sailor in the scenario had reported his contact with Oleg as he is required to do by Navy regulations, the whole situation might have ended differently.

None of us can say we are safe from such an approach. Hostile intelligence officers are highly trained in the techniques of manipulating people. They are also able to travel about with ease in our free society, plying their trade on the unsuspecting. They know the behavior of individuals is affected by their wants and needs, and they can use human motivators as well as any character weaknesses in individuals to recruit them to serve the hostile country.

"They'll turn your needs around on you and use them to get what they want. They

# Don't feed the Bear

will exploit any weakness they see in you. They're going to do whatever it takes to get information," said Special Agent David W. Swindle, head of the Counter-intelligence Investigations Branch for the Naval Investigative Service Headquarters, Suitland, Md.

These wants and needs vary from person to person, but generally the hostile intelligence agent will use money or material goods, drugs or alcohol, sexual gratification or a need for recognition, approval and friendship from another human being to achieve his objective.

According to Swindle, an estimated 30 to 40 percent of the Soviet delegations abroad are made up of suspected intelligence officers, so chances are high that if you're contacted by a Soviet diplomat, he or she may be a hostile intelligence officer.

As shown in the scenario with the sailor and Oleg, hostile services have traditionally used initial contacts in a social setting to spot and assess potential recruits. The hostile intelligence officer will appear to be a compatible, non-threatening friend.

You may inadvertently encounter a hostile intelligence officer in a restaurant or the lobby of a hotel and believe the incident to be totally innocent or harmless. In fact, he may be spotting and evaluating your potential for recruitment to work for him. Many of these hostile intelligence officers speak freely of their military service in their own country's armed forces and use this as a means to establish a common ground for association with U.S. military personnel.

"That's the way it starts: very social, very mundane, apparently harmless," Swindle said.

One of the first things you may notice about hostile intelligence officers is the accent. Generally, they will not attempt to conceal who they are if asked.

"They're not going to admit to being spies—they're simply going to tell you they're with the Soviet embassy, or whatever," Swindle said.

Once initial contact is made, requests may follow for apparently harmless items.

"Generally speaking, the hostile intelligence officer is not going to start off asking for secret material. He may ask you

for something that almost sounds silly to you. He may say, 'Could I have a base telephone book so I can contact some friends I have there?' It will be along the lines of something very innocuous, something that you think is very harmless," Swindle said.

As the relationship continues, the hostile intelligence officer increases requests for unclassified material, and may offer

"bonuses" in the form of money or gifts.

While the pretense of a friendship is used, the goal of the hostile intelligence officer is much more subtle. He is slowly building a give-and-take relationship with his target, who is becoming used to it.

"The hostile intelligence officer is like a psychologist or a sociologist giving a stimulus, and you're responding to it," Swindle said.



After the seemingly innocent friendship is firmly rooted in the target's mind and he has become accustomed to requests from the hostile intelligence officer, the hostile intelligence officer will make the move to draw the target into his control.

"The sailor is now used to giving the hostile intelligence officer things. At some point, the agent may ask, 'When is your ship leaving' or 'Where will your ship be

going?'—something innocent like that. Without even realizing it, the sailor responds by giving him the ship's movements. Once you've done that, you're starting to get in deep," Swindle said.

At this point, after the relationship is well along and the target has learned of the hostile intelligence officer's true identity, he may feel he is too deeply involved to stop cooperating. The hostile intelli-

gence officer will reinforce this by instilling fear of being exposed as a traitor, the use of coercion and blackmail or a political or ideological argument to obtain further cooperation.

\* \* \*

*"Geez, I wonder what's gotten into our first class lately. . . ."*

*"I know what you mean. The other day,*



# Don't feed the Bear

he was sitting at his desk, tapping his pencil like crazy. I asked him why he was so nervous, and he nearly bit my head off!"

"Ah, maybe it's too much caffeine."

"Yeah, too much caffeine."

"It's kind of weird though, you know? He's usually so cheerful, but lately, he's been in such a rotten mood I hardly know him. He's all moody and depressed."

"I know what you mean. Have you seen those dark circles under his eyes? Doesn't look like he's sleeping too well."

"Ah, it's probably the weather."

"Yeah, the weather."

"Well, at least he's not losing sleep over money. A bunch of us went out for a drink the other night, and the smallest bill he had was a hundred. And from the size of the roll he was carrying, it looked like he had five or six of them."

"Must be nice. With what I make, I'm lucky if I'm able to eat by the end of the month."

"Ah, some rich aunt probably died and left it all to him."

"Yeah, some rich aunt."

"Well, I've got to be moving along. By the way, did you ever come across that missing piece of classified information?"

"No, I haven't."

"Ah, it's probably just misplaced somewhere."

"Yeah, just misplaced."

Even if you've never been contacted by a hostile intelligence officer, it is possible that someone you know or work with has been contacted, and is being used.

There are certain behavior patterns that may indicate someone is under the control of a hostile intelligence officer. They include:

- Questionable, unreported contact with foreigners.
- Unexplainable affluence.
- Unusual travel or leave patterns, particularly to foreign countries.
- Gross or frequent security violations or discrepancies in disposal of classified material.
- Questionable patterns of working with, copying or handling classified material while other people are not around.

● Sudden, unexplained changes in character, attitudes or emotional stability.

● Fantasizing over the excitement and adventure associated with the Hollywood spy image—the so-called "James Bond complex."

If any of these indicators are observed in a co-worker, it should be immediately reported to NIS. Also, the Information and Personnel Security Program Regulations, OPNAVINST 5510.1G, makes it mandatory for Navy and Marine Corps personnel to notify their command or NIS of any contact with a citizen of a communist-controlled or hostile country.

The instruction defines contact as "any form of encounter, association, or communication with any citizen of a communist controlled or hostile country, including contacts in person or by radio, telephone or letter, or other forms of communication for social, official, private or any other reason." The instruction gives a complete listing of communist controlled countries and those currently hostile to the United States.

"When we say 'contact,' people generally think of some secret contact with the Soviets. Obviously, we want to know about that, but if you call them on the phone, if you write them for information, even if you speak with one at a ballgame, tell us," Swindle said.

According to the instruction, "contacts and other association with citizens of communist controlled or hostile countries are not, in themselves, wrong, against regulations, or illegal. However, they must be reported to the NIS immediately after they occur for NIS to evaluate the contacts to protect the Department of the Navy from hostile intelligence activities."

"Sometimes, people are a little nervous or afraid that if they tell they've had a contact, they're in trouble. Quite the contrary," Swindle said. "They're doing us and themselves a big favor. No matter how silly the contact may be in their minds, we want to know about it.

"Even if a person has made contact with the Soviets already, that person should still tell us about it. They're not in any trouble at that point, as long as they voluntarily tell us about it. The report may

provide the information we need to break a major espionage ring wide open."

\* \* \*

*The sailor handed something to Oleg, and Oleg walked away. Moments later, several men approached the sailor.*

*"We're with the Naval Investigative Service. You're under arrest for espionage."*

*"What?! Wait a minute! You've got it all wrong! I'm not a spy!"*

*"Right. Save it. You're coming with us."*

*"But I tell you, you're making a terrible mistake! He's the spy, not me! I was just trying to. . . ."*

Swindle warns that if you've come in contact with someone whom you believe to be a hostile intelligence officer, or if you suspect that a co-worker is under the influence of one, you should never play "counterspy."

The danger is, even though your intentions may be good, you're the only one who knows what you're doing.

"If nobody knows but you, and we find out about it, what are we going to think? Your intent may be good, but we don't know that," Swindle said.

The best thing to do is report it to NIS. If you know of someone else who has been in contact with a hostile country national, you should report that also.

\* \* \*

*The crime: Espionage.*

*The conviction: Five counts of failure to report contact with hostile country nationals and one count of soliciting a Soviet national for the purpose of committing espionage.*

*The sentence: Six years confinement at hard labor, loss of all pay and benefits, reduction to E-1 and a dishonorable discharge.*

In recent years we have begun to see another scenario for entanglement in espionage. Some few naval members, for reasons of real or perceived grievances against the service, emotional instability or a total lack of loyalty to anything except what they mistakenly believe to be their own personal interest, have voluntarily contacted hostile country services in their

embassies here and abroad, and offered to work for them—for money.

The record here is clear. Most people who have done this have gone to jail. Their lives were ruined and their families disgraced because of a mistaken belief that money is worth their pride, their honor, and their loyalty to their country. Don't let yourself or anyone you know fall into this trap.

According to Swindle, the number of espionage cases is rising. In an effort to gain as much intelligence information as they possibly can, hostile intelligence officers are becoming more aggressive. As a result, the drive to recruit contacts has been accelerated.

"Sometimes you wonder if a particular person out there right now is involved in espionage. If you're concerned about this, come see us. If you, yourself, are involved, come see us. I can't promise that nothing is going to happen to you, but even at this stage, it's better to tell us first and prove yourself by trying to help fix what you fouled up. It's never really too late," Swindle said.

Despite the portrayal in the movies that spying is a glamorous, exciting thing to do, Swindle said quite the opposite is true.

"It's the most miserable, anxious, stressful life you could possibly ever live. The stress is almost unbearable, because you're living with wondering when you're going to get caught, and at the same time, the other side is putting pressure on you," Swindle said. "And it's only a matter of time before a spy is caught."

NIS special agent personnel can be contacted 24 hours a day to take reports from people who have had a suspicious contact, and your identity need not be disclosed to anyone outside NIS.

Many spies have been caught because some concerned citizen noticed something suspicious, something strange, something wrong—and reported it. Give your command and your country the support they need in the war against espionage. Be aware of the threat, the nature of hostile intelligence tactics and your duty to report related information. □

—Story by JOSN John Brown



# Bearings

## CHAMPUS cracks down on debtors

CHAMPUS administrators and federal government agencies are taking a "get tough" attitude toward debt collections.

The Debt Collection Act of 1982 strengthened the government's ability to collect unpaid debts. Before the new law, federal agencies could do little to force a debtor to pay without taking him or her to court.

Agencies are now required to collect interest on all delinquent debts that aren't paid within a specified time, and penalty

charges and administrative fees are assessed against any part of a debt that remains unpaid after a specified deadline.

The law now allows the federal government to disclose delinquent account information to consumer reporting agencies. Such disclosures could hamper a person's ability to obtain credit in the future. The government can refer the debt to a collection agency or, when overpayments are owed and not repaid by active duty or retired military members, military pay

statutes authorize the services to withhold the funds from pay or annuity checks.

Since last October, the legal office at CHAMPUS headquarters has been sending out revised collection letters, informing debtors of their rights and of the steps the government might take in order to collect the money owed. Beginning in September, the new letters were also sent by CHAMPUS claims processors.

These aggressive steps toward debt collection are part of CHAMPUS' continuing campaign against waste, fraud and abuse in the Defense health care system. ■

## An exercise alternative: wrestling

The grunts and groans coming from hangar bay three after every workday on USS *Saratoga* (CV 60), homeported in Mayport, Fla., are common now as crewmen practice for the ship's wrestling team. The sports program, started in June, was provided to boost morale and give *Saratoga* sailors an option for exercising and relieving stress.

"It serves as an excellent alternative to

weightlifting, boxing, or jogging in the hangar bays. With all the work going on during flight operations, there is very little room to jog," said Lt.j.g. Vince Wright, special services officer. "With the wrestling program, sailors are able to get a good workout using a small space."

Lt.j.g. Charles A. Maxwell, the wrestling program coordinator, feels the program is also a constructive way of dealing

with any tension, especially when people live in such close confines and tempers tend to flare.

Maxwell hopes to have his team compete with other commands in the Mayport area and overseas.

The carrier has 63 wrestlers and six experienced coaches and assistants. One of the coaches, Aviation Electronics Technician 3rd Class Gary Scott Joshway, is a former Illinois state high school wrestling champion.

"I love the sport. I've been wrestling for 11 years and it's a big part of my life. *Saratoga*'s squad is very ambitious. They learn fast and work hard. Of course, they do make mistakes, but in order to be good wrestlers, they have to learn from their mistakes and correct them," he said.

Joshway feels wrestlers suffer less injuries than football players. "It's not a sport where you physically hurt someone," he said. "Occasionally, injuries do occur, but that can happen in any sport. If a wrestler is watchful of his throws and techniques, injuries can be kept to a minimum." ■

—Story by JOSN James E. Seda,  
USS *Saratoga* (CV 60)

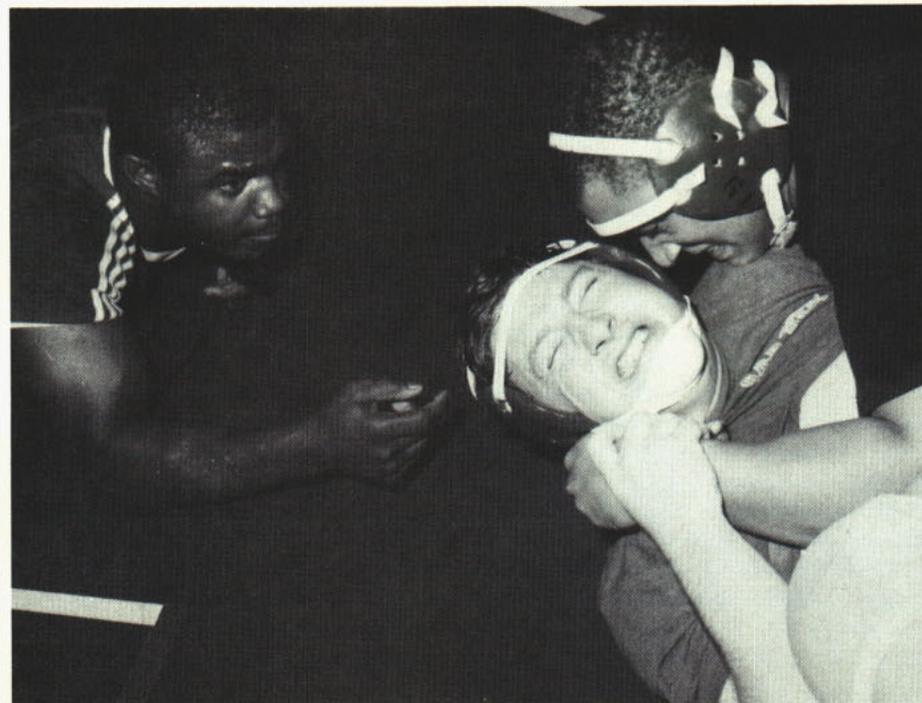


Photo by PH3 Ron Waxland

AN Joseph B. Decunzo struggles to break free of AEAN Walter T. Smart's grip as AT3 Gary S. Joshway watches for a count.

## Dairy farm or air station, still home to reservist



Left: ETC Howard J. Ploegsma looks at the foundation of his boyhood home. In the background is the station's hospital and dental clinic. Top: It's been 38 years since Ploegsma had an apple from the orchard on what used to be his family's dairy farm.

Thirty-eight years ago, NAS Whidbey Island, Wash., was home to Chief Electronics Technician Howard J. Ploegsma, but it was different then. There were no modern buildings, no jets, no sailors, no naval air station. Cows grazed lazily, without distraction, and apple and plum orchards were playgrounds.

"I was raised on this land. It sure does bring back a lot of fond, and some not so fond, memories. I still carry about five or six scars from my childhood here," said Ploegsma, a Selected Reservist who drills with Mobile Technical Unit 70522 out of Tacoma.

"This base was all dairy farms at one time. We had probably the largest and most modern dairy farm on the whole island at

that time," he said. "We raised Guernsey cows here until the Navy began buying up our property in 1947."

His family-owned and -operated farm was 360 acres, and the house stood about 250 yards west of the base hospital.

Ploegsma was at Whidbey Island recently to attend an instructor training class, and it was the first time that he had been back to the area since his family moved away. "It's all so different. The first thing I did when I got here was to go out to where the house stood. It was hard because there's such a difference from the way I remembered it."

His eyes welled with tears and his voice cracked. "It kind of leaves a lump in my throat to come back here and see what's

left of my childhood—kind of like visiting a grave where a close family member is buried.

"The neatest thing about coming back is that there are still things that were here when I grew up—the foundation to the house, the sidewalks, the rocks from the driveway and the orchard. I remember coming out to these apple and plum trees as a child and eating a lot of their fruit."

Many people return to their childhood homes only to find that it's not the same. Ploegsma's childhood home has changed much more than for most others, and even though it's not the way he remembers it, he said he will always consider it home. ■

—Story and photos by  
JOSA Timothy W. Boyles, NavAirRes,  
NAS Whidbey Island, Wash.

# Bearings

## Six years of learning

When it comes to Navy education programs, Ensign Frank Howard aboard USS *John F. Kennedy* (CV 67) in overhaul at Norfolk Naval Shipyard, Portsmouth, Va., knows the ropes. Howard, who 15 years ago was a high school dropout, has been in the Navy six years, and for those six years has attended Navy-sponsored military and civilian schools full time.

"It's all attitude," he said. "If you work within the system, the educational opportunities are there. All you have to do is go for them."

The Calais, Maine, native spent nearly seven years in the Air Force, during which time he earned a General Education Development certificate and a high school diploma. "After I got my GED," he said, "I realized it wasn't good enough. I would have more opportunities with a high school diploma, so I got one."

He was out of the Air Force and attending Cisco Junior College in Abilene, Texas, when he saw a Navy ad for nuclear power school. He saw a recruiter, waited three months for an age waiver grant, and went to boot camp at Great Lakes, Ill., in 1979. Howard remained at Great Lakes to complete electronics technician school, then spent six months at nuclear power school in Orlando, Fla.

"The Air Force electronics school taught me how to work on a particular piece of gear. My job became mechanical," he said, comparing his military training. "The Navy electronics school was much better; the theory of electronics was stressed. Knowing (theory), all I needed was a book on any piece of electronic gear and I could fix it."

While going to school for the Navy during the day, Howard spent his nights in college classes at Great Lakes and Orlando. Then he learned about the Navy's Enlisted Commissioning Program, which

gives enlisted men and women with college credits a chance to attend a civilian college full time to earn a bachelor's degree and a commission. Howard applied and was halfway through submarine nuclear reactor prototype training in Connecticut when he learned he had been accepted for the program. He majored in economics at the University of Texas and earned his degree in 1984.

Back in the Navy, Howard was still attending school; first it was Officer Candidate School, Newport, R.I., then Surface Warfare Officer School, also in Newport.

The ensign's first non-school assignment since joining the Navy six years ago is as *John F. Kennedy's* 3rd division officer, deck department—a job that will give him its own informal education. ■

—Story by JO3 John Rapoport,  
USS *John F. Kennedy* (CV 67)

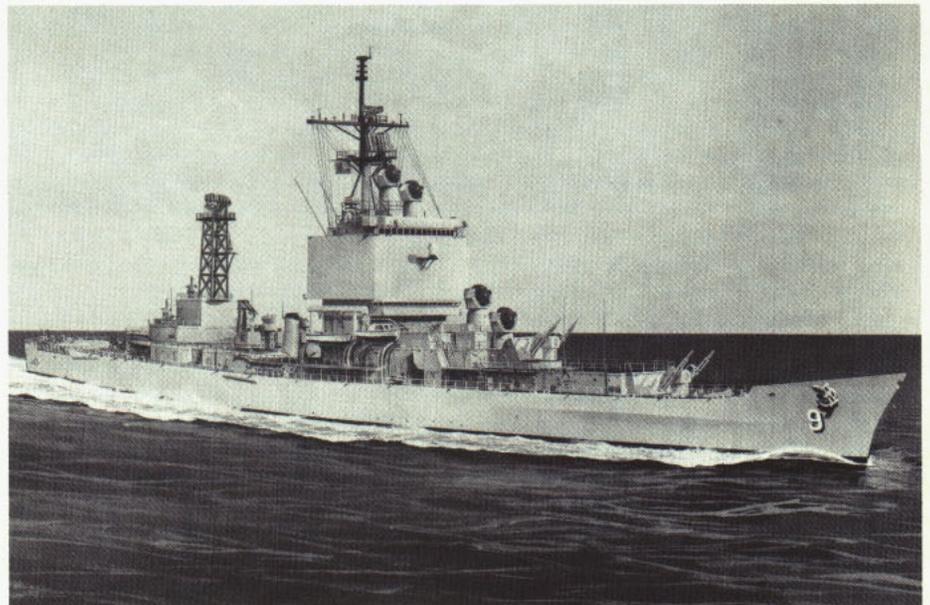
## Long Beach marks 24th birthday

The crew of the guided missile cruiser USS *Long Beach* (CGN 9), recently marked the ship's 24th anniversary as part of the Navy's nuclear surface fleet.

Referred to by crew members as the "Navy's only real cruiser," *Long Beach* was the world's first nuclear-powered surface warship and the first combatant ship armed exclusively with guided missiles.

In its 24 years at sea, *Long Beach* has made 10 Western Pacific deployments, including combat operations during the Vietnam War. It has also made a Mediterranean deployment, and in 1964 participated in a nuclear task group world cruise.

*Long Beach's* armament includes anti-submarine rockets, and *Harpoon*, *Terrier* and *Tomahawk* missile systems. The *Tomahawk* cruise missile system, which en-



hances the ship's long range anti-surface and land attack capabilities, was added to *Long Beach's* arsenal this year.

*Long Beach* is expected to continue steaming with the fleet into the 21st century. ■

Commissioned in 1961, the guided missile cruiser is the third ship to carry the name *Long Beach*. The first was a cargo ship (AK 9) commissioned in 1917; the second a patrol frigate (PF 34) commissioned in 1943. ■



**Chili champs.** MSSA Michael Kent, MSSA Mark Coffin and MS3 Douglas Reynolds (l-r) from Naval Station Norfolk, Va., mix the concoction that won them the third annual Atlantic Fleet Chili Cookoff in Norfolk recently. The winners will participate in the International Chili Society's World Championship at Tropic Gold Mine, Calif., in October. The team also won the Big Dipper Award for having the most chili-sampling donations, which netted them \$101.79 for Navy Relief. ■

## Nicholson rescue

The crew of USS *Nicholson* (DD 982) rescued a 35-foot Panamanian-registered pleasure craft that had run out of fuel off Cuba's southern coast recently.

The Charleston-based destroyer was holding an exercise off Cuba's coast when it received a message that a vessel was in distress. *Nicholson* altered course, increased speed and raced through 6- to 8-foot swells while the deck division, medical department, and mess specialists prepared to aid the boat's crew.

Combat systems officer Lt. Eric Caldwell spoke fluent Spanish with the boat's captain, Guillermo Gutierrez, and learned that *El Intrepido* had five male passengers and had been adrift for two days while en route from Cartagena, Colombia, to Miami. The vessel's passengers had gone without food and water for two days. *Nicholson* towed the craft more than 43 miles to Guantanamo Bay. ■

## NSC Pensacola opened

The Naval Supply Center Pensacola became the eighth largest stock system in the Navy in a commissioning ceremony at the Naval Aviation Museum, NAS Pensacola, Fla., last month.

Initially, the center will employ 424 civilians, four officers and 22 enlisted people. It will provide supply and support services to fleet units and shore activities, including the strategic homeporting of 29 ships in the Gulf of Mexico, and will be the only supply center between Jacksonville, Fla., and California.

Previously, the air station's supply de-

partment handled support to all shore activities and aviation units.

"With the growth of the Navy and the homeporting initiative now underway along the Gulf Coast, the mission of the supply support center has grown," said Vice Adm. J.A. Sagerholm, chief, Naval Education and Training at Pensacola. "With that growth has come the need for a separate, dedicated activity. The new supply center will fulfill that mission and will be the local point for replenishment of ships along the entire Gulf Coast."

The concept of a supply center along that coast is not new. In the 1820s, the first naval storekeeper was assigned to the Pensacola Navy Yard. His mission was to supply those early fleets in the area. ■

## Help in Elena cleanup



While the Ingalls West Bank Shipyard in Pascagoula, Miss., was recovering from Hurricane Elena the first week in September, 40 crew members from precommissioning unit *Bunker Hill* (CG 52) helped local elderly homeowners dig out and clean up in the wake of the storm.

The city provided a list of homeowners needing help. Volunteers, led by Ensign Peter D. Garrigan and Chief Fire Controlman Dennis W. Sickel, cleaned up more than 30 homes in the week following the hurricane.

Fallen trees and tree limbs were removed, as were roofing and siding debris which littered most yards. All debris was moved to curb sides, and the city of Pas-

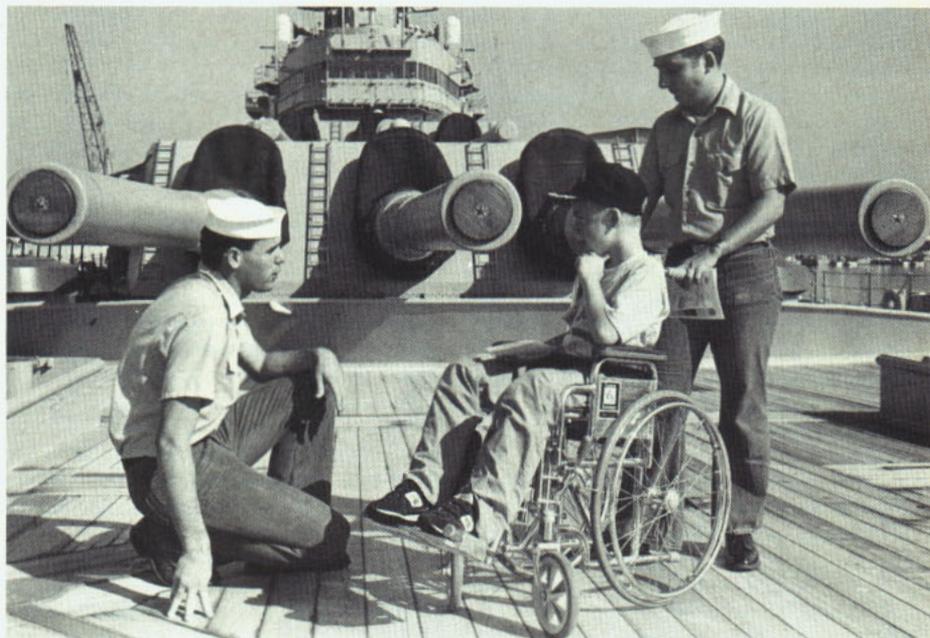
cagoula arranged for its removal. Some houses needed only debris removed from the yards, but others required extensive tree removal. Almost an entire day was spent working on one particularly hard hit home. Tools such as chain saws were scarce, but the crew found some axes and saws for the tough jobs.

Pascagoula's Chamber of Commerce extended a public thank you to all of the Navy people who helped in the cleanup effort.

*Bunker Hill*, the Navy's first *Aegis* cruiser to be equipped with the MK-41 vertical launching system, is under construction at Ingalls Shipbuilding, a division of Litton Industries. ■

# Bearings

## A dream come true aboard New Jersey



The young sailor slipped his arms under the boy's frail body.

"Welcome aboard the *New Jersey*, Jimmy," he said as he lifted the boy into his arms. "You're going to get a really special tour today."

Jimmy, 13, nodded and smiled as the two ascended a ladder to the battleship's superstructure.

"Jimmy's really awed by all this attention. He's having the time of his life," said Jimmy's mother as she, with her husband and two daughters, followed her son on the tour she called the boy's dream come true.

Jimmy, victim of a rare form of muscular dystrophy, received a VIP tour of USS *New Jersey* (BB 62) this summer at the request of a national nonprofit organization dedicated to fulfilling wishes of terminally ill children.

"We try to avoid publicizing the children's last names so that we respect their privacy," said Beth Reynolds, secretary of the organization's Arizona chapter.

For Jimmy, a Duncan, Ariz., resident, visiting the battleship *New Jersey* was the

highlight of a wish come true that included meeting actor Kirk Douglas and visiting the Universal Studios in Hollywood to see the four-wheeled star of the "Knight Rider" television series, KITT.

"Jimmy thought the tour of the battleship was the best part of his wish," said Laura Knovaks, coordinator for Jimmy's wish. "The crewmen really made Jimmy feel like someone special."

During the 1½-hour visit, nearly a dozen crewmen escorted Jimmy around the ship's main deck and superstructure. He saw the ship's nine 16-inch/50 cal. guns, the missile launchers and sat in the Captain's Chair on the bridge.

Jimmy looked, and his guides talked: "The ship is 887 feet long . . . has an anchor chain that's more than 1,000 feet long and is made of links that each weigh over 125 pounds."

As the crewmen rattled off the ship's statistics, Jimmy's eyes brightened, but it was his visit to the crew's dining area for a snack with some of his tour guides that pleased him the most, he said.

"The tour has been something that



Jimmy sits in the Captain's Chair, hears about the *New Jersey*'s guns from GM3 William Smith and SN Ron Briggs, and gets a piece of the battleship's teakwood deck from BMC Steve Martin.

Jimmy will talk about for months to come," said his mother as she left *New Jersey* with her son. ■

—Story and photos by JOC Lon Cabot,  
USS *New Jersey* (BB 62)

## Sailors join Marines

Navy and Marine Corps members joined forces in Coronado, Calif., recently for PhibLots '85, an amphibious logistic exercise designed to test the Navy's ability to provide support to troops ashore over an extended period of time.

Assault Craft Unit 1, Amphibious Construction Battalion 1 and Beachmaster Unit 1, all homeported at the Naval Amphibious Base, Coronado, participated in the exercise with Marine battalions embarked in USS *Duluth* (LPD 6) and USS *Fredrick* (LST 1184). MV *PFC Dewayne T. Williams*, a maritime prepositioning ship which carries enough supplies to support a 16,500-man Marine force for a month, was the centerpiece of the two-week exercise.

The exercise offered participants a lesson in post-assault operations. They found out that taking a beach is just the begin-

ning of an amphibious landing; keeping it is just as difficult.

The biggest problem faced by the beach team was getting equipment and supplies ashore through the surf zone, the area just offshore where the water is most turbulent. Amphibious cargo vehicles and rough terrain cargo vehicles were used to overcome this obstacle.

On the beach, sailors experienced a little of the life their Marine comrades face ashore, including meals ready to eat—today's version of C-rations.

"It's been a real experience out here," said Storekeeper 1st Class Tom Louttit, a cargo handler during the exercise. "I've never been on the beach for this long. You learn to 'bird bath' it a lot—washing and shaving out of a helmetful of water."

PhibLots '85 gave participants and observers an idea of what amphibious warfare is all about. ■

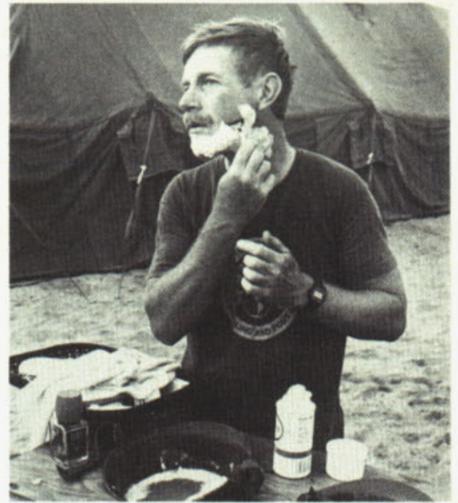


Photo by PH2 Gary G. Ballard

**SK1 Tom Louttit shaves on the beach during PhibLots exercise in Coronado, Calif.**

—Story by JO2 Barry A. Seymour,  
Public Affairs Center, San Diego.

## Safe driving at sea

Unless they pilot the ship, most sailors at sea don't think about driving safely—unless they're in USS *Coral Sea* (CV 43) where the ship's safety department has established a driver safety program.

Machinist's Mate 1st Class Frank Gensheer teaches the program, which is an off-shoot of the American Automobile Association's driver improvement program. The program consists of eight classroom sessions covering night driving, speed adjusting, margin of safety and driving emergencies. Gensheer became a certified instructor for the 10-hour program after he completed a driver improvement course sponsored by the Norfolk, Va., Naval Safety Center and the AAA.

*Coral Sea's* program, in effect since June 1984, is mandatory for sailors with

more than one moving traffic violation or those who have been arrested for driving under the influence of alcohol or drugs. Volunteers also are encouraged to complete the course. The ship's safety department's goal is to have the crew study safe driving habits at sea and practice them in port. ■

—Story by JOC James R. Giusti,  
USS *Coral Sea* (CV 43)

## Nonskid carrier decks

A "new and improved" nonskid deck coating, developed for aircraft carrier flight decks by scientists at the Naval Research Laboratory, Washington, D.C., is expected to save the Navy millions of dollars annually.

This projection is based on the fact that

aircraft carrier decks are currently resurfaced twice a year at an estimated annual cost of \$3 million. The new coating, which is more durable than those in use now, could cut the cost in half, and the benefits don't stop there.

Aircraft pulling arresting gear cables across a carrier's deck when landing often scrape particles of nonskid from the deck. The debris is sometimes sucked into jet engine air intakes, damaging the engines. Foreign object damage, as it is known, costs the Navy millions of dollars in aircraft repair expenses. In addition to its durability, the new nonskid also is resistant to arresting gear cable damage and should reduce foreign object damage.

The new coating, which is commercially manufactured under NRL's specifications, is undergoing field tests aboard USS *John F. Kennedy* (CV 67). ■

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# Mail Buoy

## Small Arms Training

I greatly enjoy *All Hands* magazine and look forward to each new issue. I would, however, like to take exception to part of your article on "Small Arms Training" in the March 1985 *All Hands*.

You list stage two as 10 rounds fired in 20 seconds; that should be 10 rounds fired in two strings of five rounds, each string fired in 20 seconds. Stage three you list as load, aim and fire 10 rounds in 15 seconds; this should be 10 rounds fired in two strings of five rounds, each string fired in 15 seconds. In each of these cases the time 20 or 15 seconds starts when the command FIRE! is given and the shooter has the weapon loaded and aimed at the target.

While it is possible to start with the weapon loaded and held resting on the beach, raise it, fire the five rounds in the pistol, reload with a previously loaded magazine and fire five additional rounds in 18 to 20 seconds, this is not a recommended procedure and is not allowed at most military ranges.

I have been involved in the Navy Marksmanship program for about 15 years now and have been shooting in Navy competition for about 11 years. In 1984 I was selected for the Atlantic Fleet Pistol Team, and we wound up the season at the National Championships in Camp Perry, Ohio, by winning the .22 caliber (center fire) and .45 caliber (team) matches in our classification—sharpshooter—and our category—service.—ET1(SW) Phillip E. Gilreath, NTTC Hampton Roads, Norfolk.

## Navy SEALs

I was disappointed in the article on the Navy SEAL (April 1985). You said nothing about the years from 1946–1949, at which time I was a member of UDT 2 at Little Creek, Va., under the command of Lt. Cmdr. F.D. Fane.

We got no extra pay of any kind. We had a one-man, battery powered submarine we were experimenting with. I believe it was an Italian invention. This was a top secret project.

In 1948–1949, we started experiments with the Aqualung in the Chesapeake Bay. As far as sophisticated material, we had plastic explosives, such as C2C3 tetratol, TNT, and shape charges and bangalore torpedoes. We fired our charges electrically with hell boxes, and with friction-type fuse lighters with blasting caps.

We practiced what we called "sneak and peek" operations. You would probably call them covert operations now. We had Judo experts to teach us their skill.

We experimented at swimming missions with small arms weapons, such as what we called

grease guns. They were small machine guns with 15 rounds in a clip. And we experimented with launching swimmers from helicopters, jumping from about 20–30 feet. We all were qualified water safety instructors, and we stood lifeguard duties at the amphibious base.

We had to clear channels, make channels and blow up obstacles to clear the way for ships and boats. We were even called on to try to help free the "Mighty Mo" when she was stuck in the mud in Chesapeake Bay just out from our training beach in Little Creek.

We went on Operation Shark Chaser at Key West, Fla., to test the shark chasers the Navy used in life preservers. This was done by putting swimmers in the water where most of the sharks were known to be. A little risky, wouldn't you say?

Our wet suits were one-piece rubber that you had to climb into from the back, then your buddy would fold the flap (like a flag, sort of) and clamp it shut with a big brass "C" clamp. We wore Navy long johns underneath.

Team 4 went to the pole in 1946 or '47 and cut holes in the ice to get into the water. Their purpose was to see how long the human body could stay in water that cold.

My team and I participated in the mock invasion of Argentina, Newfoundland. Sixteen of us were aboard the submarine groups; seven of us were to go in and take the station, the other nine were to swim in on the ships there and blow them up. I might add that our mission was a success. We not only destroyed the station, but our swimmers sank every ship that was in the harbor (approximately 12, if I remember right). We also made mock invasions of Miami Beach, Fla., and Atlantic City, N.J., and our team, along with Team 4, helped to film the movie "The Frogman" with Richard Widmark.

I could go on about the things we did and how we were the first in some of the things that are now taken for granted. I just thought I should give our teams back then some of the credit and attention they well earned and deserve as part of the history of the UDT's.

—J.P. Fountinelle, USN (Ret.),  
Riverdale, Calif.

## Safety First

The "Mail Buoy" section of the June 1985 *All Hands* included a letter concerning machinists and jewelry. In your editorial response you stated, "... the Naval Safety Center, Norfolk, Va., tells us that they do not know of any civilian regulation on that subject."

This Center's Occupational Safety Division would have immediately told you that such

regulations do exist in the private sector and in the Navy. One of the more authoritative civilian safety sources in the United States, the National Safety Council, states in one of its publications that "All types of jewelry are out of place in a shop—rings, bracelets, and wrist watches can cause serious injury. A finger can be torn off if a ring catches on a moving machine part, or on a fixed object when the body is moving rapidly. Necklaces, key chains, and watch chains also constitute hazards near moving machinery." In addition, there are consensus safety standards published by the American National Standards Institute that also address the hazards involved in the wearing of loose clothing, jewelry or unrestrained hair around machinery with moving parts.

In the Navy, both "Safety Precautions For Forces Afloat" (OPNAVINST 5100.19A, Article 0731.1) and "Safety Precautions For Shore Activities" (NAVMAT-P-5100, Articles 0103.3g(4) and 0903.1), as well as its soon-to-be-published replacement, prohibit loose clothing or jewelry around moving machinery.—Capt. R.H. Fred, Director, Shore Safety Programs, Naval Safety Center.

• *Thanks for setting us straight and for helping us get the right word to our readers.—Ed.*

## Reunions

• **USS White Plains (VC 4), V-1/V-2 divisions (July 1944–July 1945)**—Planning a reunion. Contact Stanley Markel, 1730 W. Howard Ave., Milwaukee, Wis. 53221.

• **USS Cowell (DD 547)**—Planning a reunion. Contact Armando L. Cruz, 4517 Gray St., Tampa, Fla. 33609; telephone (813) 876-2988.

• **USS Decker (DE 47)**—Planning a reunion. Contact Donald Osborne, 213 Vernon Ave., Glen Burnie, Md. 21061; telephone (301) 766-6382.

• **USS Jamestown (AGP 3)**—Planning a reunion. Contact G.P. Howard, 114 Alastair, Pasadena, Texas 77506; telephone (713) 472-2818.

• **C.A.P. 316, Hue City (Nov. 10, 1968–July 30, 1969)**—Planning a reunion. Contact A.F. Lewandowski, 100 S. 25th St., Mt. Penn, Pa. 19606; telephone (215) 779-1457.

• **USS Conway (DD 507)**—Reunion March 24–26, 1986, Myrtle Beach, S.C. Contact Philip B. Taylor, 3090 Patch Dr., Bloomfield Hills, Mich. 48013; telephone (313) 647-6384.

• **USS Shaw (DD 373)**—Reunion for 50th anniversary, May 1986 in Philadelphia. Contact Elmo F. Rash, 4630 Obispo Ave., Lakewood, Calif. 90712; telephone (213) 429-5804.

The lowered ramp of the modern tank landing ship USS Frederick (LST 1184) allowed vehicles direct access to the beach during a recent amphibious exercise in Coronado, Calif. Photo by PH2 Gary G. Ballard.





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