

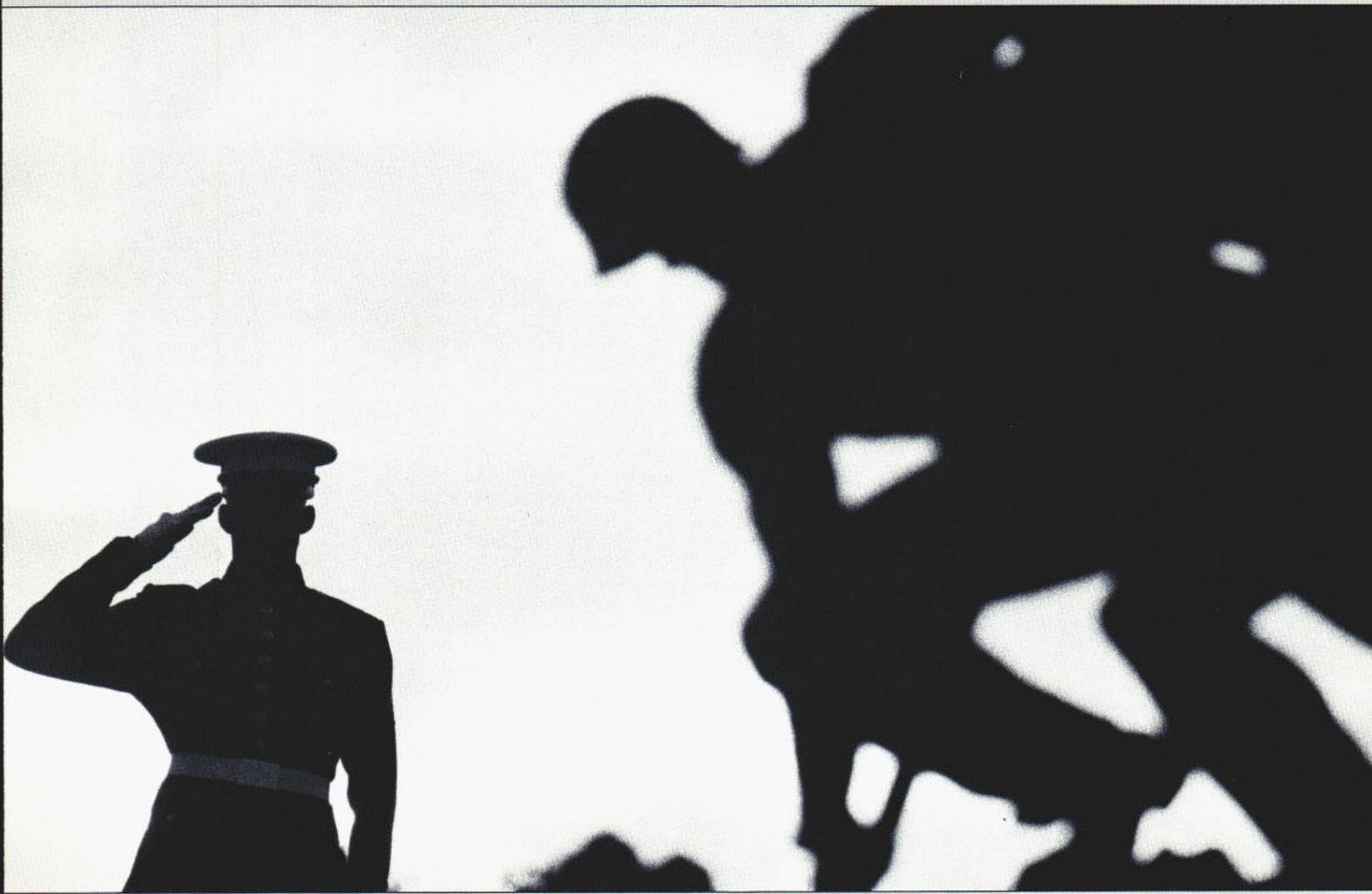
ALL HANDS

MAGAZINE OF THE U.S. NAVY

NOVEMBER 1988

Naval Observatory

On course with the universe



A Marine during Sunset Parade ceremonies at the Marine Corps War Memorial in Arlington, Va. Photo by PH1 Chuck Mussi.

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MAGAZINE OF THE U.S. NAVY
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 66th YEAR OF PUBLICATION



Photo by PH1 Chuck Mussi

No greater love . . . — Page 26

4 VA hospital visit
 Veterans Day is every day

26 Arlington Cemetery
 A place of honor

14 Battle of Midway
 A Yorktown pilot remembers

30 Fleet assessment
 Righting training wrongs

18 Naval Observatory
 It keeps perfect time

33 To cap it all off . . .
 A fond look at the 'dixie cup'

22 Anchors, ahoy!
 A look at Navy moorings

36 A veteran's veteran
 Vietnam hero's life and times

24 Anchor man
 Building a better 'hook'

45 Rights & Benefits, 11
 Reenlistment Incentives

2 Navy Currents / **41** Bearings / **44** Mail Buoy, Reunions

Front Cover: The U.S. Naval Observatory's 26-inch telescope was used in 1877 to discover the two moons of Mars. Today, the observatory staff makes more than 40,000 stellar observations a year. See story, Page 18. Photo by PH2 (AC) Scott M. Allen.

Back Cover: In Arlington Cemetery, members of the Veterans of Foreign Wars honor guard display the colors during a wreath-laying ceremony at the Tomb of the Unknowns. See story, Page 26. Photo by PH1 Chuck Mussi.

Navy Currents

Good Conduct Medal

Under NavOp 18/88, selected personnel with an expiration of obligated service between April 1 and Sept. 30, 1988, were required to extend or reenlist immediately for two years or be separated early. As a result, many first-term personnel who elected early separation, forfeited their eligibility for the Navy Good Conduct Medal.

A waiver of the active service requirement under SecNavInst 1650.1E has been granted for personnel who were on their first four-year enlistment and who were otherwise eligible for the Good Conduct award.

Individual commands should forward the Good Conduct certificate and medal to eligible former service members and ensure that corrections to DD Form 214 (DD Form 215) are submitted to reflect this award in accordance with NavMilPersComInst 1900.1B. If a service member's eligibility is uncertain, service records may be requested from ComNavMilPersCom (NMPC 036) for a period of six months following release from active duty. □

The military says 'no'

Preliminary results from the 1988 worldwide survey of substance abuse and health behavior among military personnel indicate the percentage of personnel who had used drugs 30 days prior to the survey has decreased from 27 percent to less than 6 percent. Overall, 10 percent of the military personnel surveyed reported non-medical drug use in the previous 12 months, compared to 13 percent in 1985. Self-reported loss of productivity during the past year due to drug use was reported by 2 percent of the active duty population, compared to 3 percent three years ago.

The early results also indicate that heavy drinkers, those drinking five or more drinks per occasion at least once a week, made up 9 percent of the population compared to 12 percent in 1985. Smoking is also on the decline as 54 percent of military personnel reported that they did not smoke during the last 30 days and only 23 percent smoked about a pack or more of cigarettes per

day. This is down from 57 and 31 percent respectively. □

Soviets plan super subs

The Soviet navy expects the undersea warfare environment of the future to include high-speed submarines equipped with thermal- and laser-homing torpedoes, according to a recent book edited by the former Soviet Fleet Admiral Sergei Gorshkov.

The Navy: Its Role, Prospects for Development and Employment, indicated the Soviets have goals of building submarines that can travel at 50 to 60 knots underwater in the near future, up to 100 knots ultimately and dive to depths of 6,600 feet. Future submarines would carry torpedoes that could travel up to 300 knots, according to excerpts of the book, translated by the U.S. Office of Naval Intelligence. The Soviets already have the fastest submarine in the world, the *Alfa* class nuclear attack submarine, which travels some 40 knots underwater.

U.S. analysts say the book shows strong emphasis by the Soviet naval leaders on strategic antisubmarine warfare, and the Soviet navy's role in strategic air defense. It identifies key missions for the Soviet navy: to hunt out and destroy U.S. submarines and aircraft carriers before they can launch their nuclear weapons, destroying Western military and economic targets through nuclear strikes by Soviet submarines and destroying their adversary's carrier and ASW forces to gain command of the seas around the Eurasian continent.

The book appears to be the Soviet navy's first salvo in staking out its future in Soviet national security policy under the defensive doctrine, according to U.S. Navy analysts.

In a July 1988 speech, Chief of Naval Operations ADM Carlisle A.H. Trost said there has been no change in the identity of the main threat to U.S. global interests. "The military power of the Soviet Union and the Warsaw Pact nations continues to pose the principal threat," Trost said, "despite the hypnotic appeal of Mr. Gorbachev's highly public campaign of reform." □

Social Security benefits

If you want to find out the amount of Social Security benefits you can expect to receive after retirement, call toll free 1-800-937-2000. The Social Security Administration will send a form requesting information on your current earnings and an estimate of future earnings in Social Security-covered employment. Once it receives the form, SSA will mail a statement with a benefits estimate and other pertinent information. □

More simulator time

According to defense officials, military pilots are training more on the ground than in the cockpit. Budget cuts, better simulators and more complex weapons systems are driving all services toward more simulator training time.

Simulators are at the center of some controversy. In 1973, during the oil embargo, flight hours were cut back and simulators had to pick up the slack. The services are in the same situation again, only this time due to budget cuts. One school of thought says simulators can pick up the slack, especially since they have advanced so much in the past 10 years. They are more realistic and a mixture of simulator and "stick" time is more cost-effective.

Others argue that simulators are already doing too much — that no matter how good the simulator is, it can't replace the real thing. According to COL Wayne J. Lobbestaal, director of the Air Force training systems program office at Wright-Patterson Air Force Base, Ohio, "You know, in the back of your mind, that you can't get killed in a simulator."

The fact that a simulator never leaves the ground is part of its attraction — weather never interferes with training time. "You can get training in a simulator when it's impossible to fly," said William R. Schmidt, a flight simulator specialist with Honeywell, which is building the F-18 *Hornet* simulator and the T-45 trainer. "You can also 'fly' a simulator 20 hours out of 24," Schmidt said. "Maintenance is minimal, so more pilots can get more training."

Finally, since you can't get killed in a simulator, pilots can train to handle emergencies in a way they couldn't in an aircraft. "How do you practice putting out fires in a real aircraft? You can't set the thing on fire," said a Navy simulator expert. "All you can do is look at the controls and talk yourself through it. In a trainer you run through all the procedures and engage all the instruments you'd use," he added.

"The days of feathering an engine to see how you react are long gone," said Schmidt. "You don't purposely cut an engine in a \$24 million aircraft, but you can in a simulator."

Not only aircraft, but weapons are becoming more sophisticated and expensive. One example a Navy flyer used was firing the \$100,000-a-copy *Harpoon* missile. "You just don't fire that many *Harpoons*," he said. "But, you can simulate firing them all day in a trainer."

No matter what school of thought experts belong to, the use of simulators will grow — they may not take the place of the "real thing," but they are good training tools and can make the difference in life-or-death situations. □

HIV tests and deployments

There is no requirement to have a negative human immunodeficiency virus test result within six months of a deployment and units do not have to wait for HIV results before deploying, according to NavOp 100/88.

Under NavOp 100/88, active duty members receiving permanent change of station orders to a Conus deployable unit must be tested for HIV before transferring and have the results documented, if possible. If the results are not available before the member transfers, they should be forwarded to the new duty station.

However, active duty members receiving PCS orders to an overseas duty station are required to have a negative test result documented in their medical and dental records before transferring.

A valid test within six months of execution of orders will satisfy requirements for personnel being assigned to either a deploying unit or an overseas command. No HIV test is required for a PCS to shore duty within Conus. □

Veterans Day is every day

“... to care for him who shall have borne the battle, and for his widow, and his orphan...”

*Abraham Lincoln
Second inaugural address
March 4, 1865*

Story by JO1 Melissa Lefler, photos by PH1 Chuck Mussi

The Veterans Administration's health care system is the nation's largest. Doctors, nurses and counselors in VA hospitals and outpatient clinics saw more than 20 million veterans during 1987. Last year, 172 VA medical centers admitted about 1.3 million veterans for inpatient care. Eligible vets were also provided care at 231 outpatient clinics, 117 nursing homes and 27 "domiciliaries." The domiciliaries are part of a residential program at VA facilities, allowing eligible, ambulatory vets to take part in rehabilitative therapy. The program is designed to enable veterans to return to the community.

However, some vets are unable to make that return, either because they need more extensive medical care, or for other reasons. Among these veterans are the men and women who live at the spinal cord injuries unit at the Hampton VA Medical Center.—ed.

Bingo! The name is the same, but the game is a little different here from the version played across America in church halls and bingo parlors. At the Veterans Administration Medical Center, as the numbers are called out, volunteers circle the room, moving the wooden slots on bingo

boards for patients who cannot use their hands.

No winner runs up the aisle to claim his prize. All of the players are in wheelchairs; most cannot use their legs. Some have no legs.

For the 62 spinal cord patients who call this ward of the hospital "home," every other Monday night is bingo night. Tonight, about 25 paraplegic and quadriplegic veterans crowd the determinedly cheerful rust and yellow recreation room, hoping their lucky numbers will pop up.

Navy veteran Richard Judkins maneuvers his electric-powered wheelchair into his favorite spot — front row, to the left of the bingo hopper. With a USS *Iowa* ball cap perched on his curly gray and black hair and a "Go Navy" miniature license plate hanging from the back of his chair, Judkins plays his three boards easily with his left hand, which has a limited range of motion. He cannot move his right hand at all.

Judkins doesn't remember how he got hurt, or how long he has been a



patient at the Hampton VA spinal cord injuries unit — called the SCI by patients and staff. What the thin, dark-skinned man does remember is sea duty during World War II, aboard the transport ship USS *General Mitchell*.

"I still love the Navy," Judkins as-



serted, pointing to two small silver eagles — Navy captain's collar devices — souvenirs of a day cruise Judkins and seven other SCI patients made aboard the Norfolk-homeported USS *Iowa* (BB 61) in April. The eagles, sparkling in the fluorescent light, are pinned to the top of

No winner runs up the aisle to claim his prize. All of the players are in wheelchairs; most cannot use their legs. Some have no legs.

"The first time I came out here, I went away thinking, 'What problems do I have, compared to these people?'"

his canvas knapsack, which hangs from the arm of his wheelchair and holds his personal items.

Bob Hanley, a disabled vet and retired Navy chief petty officer, volunteers twice a month to help run the bingo games. Hanley is a member of the Newport News, Va., chapter of the Disabled American Veterans.

"The first time I came out here, I went away thinking, 'What problems do I have, compared to these

people?'" said Hanley. Still, he doesn't find volunteer work at the hospital depressing, although he said it took time to learn when to help and when to let the patients help themselves. He recalls a mistake he made in the beginning.

"This guy was sitting in the lounge, in front of the wide-screen TV. A lamp was on, shining right on the screen. I turned it out and said, 'Now you can see better.'

"He said calmly, 'I'm blind — I haven't seen a thing for 20 years.' That taught me that patients don't want pity."

After the bingo game, a man glides by in another electric-powered wheelchair, down a corridor so clean that the red exit signs are perfectly reflected in the waxed floors.

"Did you win a bundle, Ronnie?" Hanley calls to him. Ronnie keeps rolling.

"Ronnie has trouble with his feet," Hanley explained. "He can't walk. He knows they're no good, but he doesn't want to lose them."

During the past five years, since he began volunteering at the Hampton VA hospital, Hanley has learned to think of the men and women there as friends, rather than patients. As in any friendship, Hanley finds he gets as much as he gives.

"The people on the SCI ward are here to stay. Some have died here since I first started volunteering," Hanley said.

"They very seldom talk about how they got injured," he added, "especially the young guys, the guys from the Vietnam War. They are the ones who are bitter. It's harder to talk to them, but there have been volunteers before me who have paved the way."

Hanley said that because the members of his unit — DAV 26 — are also veterans who have been awarded a percentage of service-connected disability pay, they can establish a comfortable rapport with most of the VA patients.

"We know what it is to be in the hospital for months without someone coming to see you," said Hanley, who was a data processor in the Navy, and now works in the same field for the city of Newport News. "We know that they are lonely. They need companionship, someone who cares about them. A lot of the men's wives have deserted them. And it usually doesn't get any better, it just gets worse."

Herbert Cooke, an ex-Navy corpsman who is now head nurse of the spinal cord unit, agrees that long-term patients in the VA hospital often don't see their families for months, sometimes for years.

"Out of 62 patients on SCI, maybe 10 have families who come regularly. Perhaps another 10, their families come occasionally. A lot of the patients never see anybody, and



Above: A volunteer spends time with a patient — sharing a laugh, catching up on news, remembering the past. Right: A veteran stretches to see the selections in the vending machine. He can't see what's in the top rows — he has to ask someone.



their families don't write or call," Cooke said. "They feel as if they have been dropped off and abandoned."

But, as Cooke pointed out in all fairness, because the Hampton SCI is one of only 20 long-term units in the nation, many patients' families live too far away to visit. And as the patients get older, their wives, husbands, brothers and sisters have also become too old or infirm to make the trip to see them.

Nelda Parker, a quadriplegic who lives in the SCI unit, served as a Navy airplane mechanic during World War II. She says she was fortunate that her family chose to stay close to her after a 1973 car accident severed her spinal cord, leaving her paralyzed.

Parker's husband quit his civil service job, and her younger daughter left the Navy after 10 years on active duty, both so they could live

near her. Both were working in Texas, and came to live in Virginia.

Parker recalled she didn't know much about her VA benefits when she got hurt. "The VA counselor we talked to right after the accident didn't tell us I could get into a spinal cord unit in a VA hospital," she said. Parker spent a year in a private nursing home, after her husband's health problems left him unable to care for her.

That year of private care almost

wiped out the Parkers financially, she said. "Finally, my next door neighbor said she thought that in catastrophic cases like mine, the VA was supposed to cover it." Checking with another VA counselor, Parker learned that her neighbor had been correct.

Alan S. Goss, director of the Hampton VA hospital, said any person who has received an honorable discharge, or a general discharge under honorable conditions, is eligi-

"They very seldom talk about how they got injured — especially the young guys, the guys from the Vietnam War. They are the ones who are bitter. It's harder to talk to them, but there have been volunteers before me who have paved the way."

“What I noticed first when I came here is the number of amputees, people who are in a wheelchair for life. Many of them thank me every time they see me.”

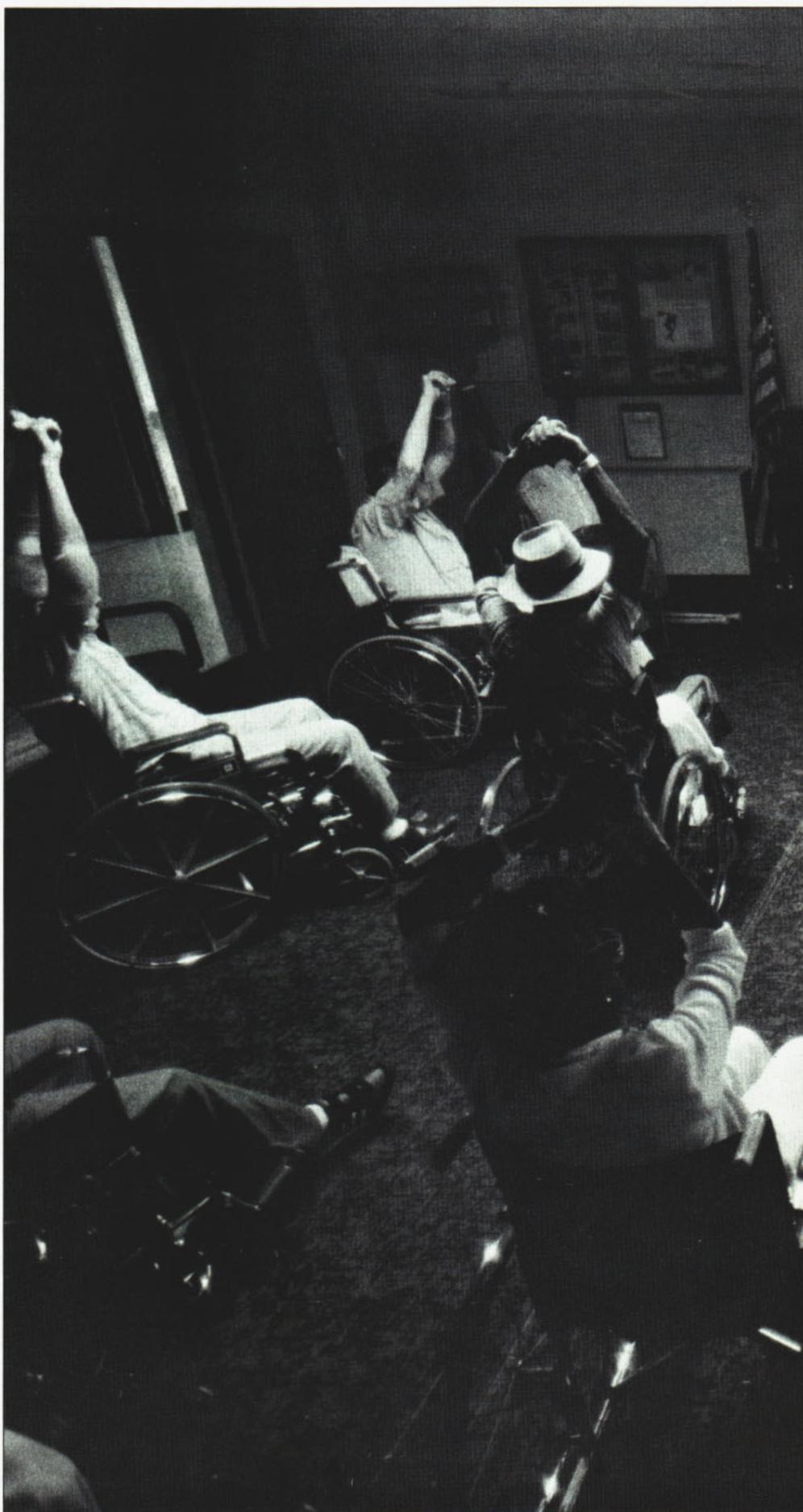
ble to apply for VA medical care. VA statistics show that last year, on any given day, an average of 71,000 people were inpatients at one of the nation's VA facilities.

An elaborate priority system, mandated by Congress and VA regulations, determines which of America's more than 27 million living veterans are first in line for care. First priority goes to vets with service-connected injuries or illnesses and veterans receiving VA pensions. Other special categories of vets also get first priority, including those below a certain income level with non-service-connected injuries or illnesses and former prisoners of war. VA officials report that 131,000 U.S. veterans have 100 percent military service-connected problems, conditions or illnesses.

Veterans whose illnesses or injuries are not connected with their military service are a lower priority, although Goss said the Hampton VA hospital treats between 97 and 98 percent of eligible veterans who apply for inpatient or outpatient care.

“Our mission is to serve veterans with dignity and compassion, because they earned that in service to the nation, whether they served for a short time or a long time,” Goss

Wheelchair-bound patients join in a 30-minute workout using an aerobics tape designed for athletes in wheelchairs.





"The nicest thing about working here is that a day doesn't go by when someone doesn't say to me, 'It's nice to have you here.' I never once heard that on the outside."

said. "I fervently believe this — I wouldn't be here if I didn't."

Dr. J. Sherman Garrison, Hampton VA staff radiologist, has noticed the gratitude many older veterans display when they receive personal attention from staff members and visitors. This isn't typical of attitudes he has experienced elsewhere. "The nicest thing about working here is that a day doesn't go by when someone doesn't say to me, 'It's nice to have

you here.' I never once heard that on the outside," said Garrison, who is a veteran. He served in the Navy as a hospital corpsman in World War II and as a Navy physician from 1953 to 1968.

Patients in the VA hospital are usually older than those Garrison saw in private practice. There are other differences, too.

"What I noticed first when I came here is the number of amputees, people who are in a wheelchair for life," Garrison said. "Many of them thank me every time they see me."

Garrison said that his earnings were cut in half when he left private practice to work at the Hampton VA Medical Center. He explained his decision to take the cut in pay. "When I got fed up with private practice, I said to myself, 'I'll go do something useful.' Military people tend to be flag wavers. I am still a flag waver, trying to do my bit. My pay is less, but I don't care, I don't need it. Money isn't everything."

Garrison said that there are seri-

ous staffing problems within the VA system because the pay is so much higher in private practice. "I came to work here in January 1987. It was supposed to be temporary, but I am still here. Now the staffing in the department is even worse — we just lost a doctor, so who knows when I will get to retire? As long as they need me, I'll stay."

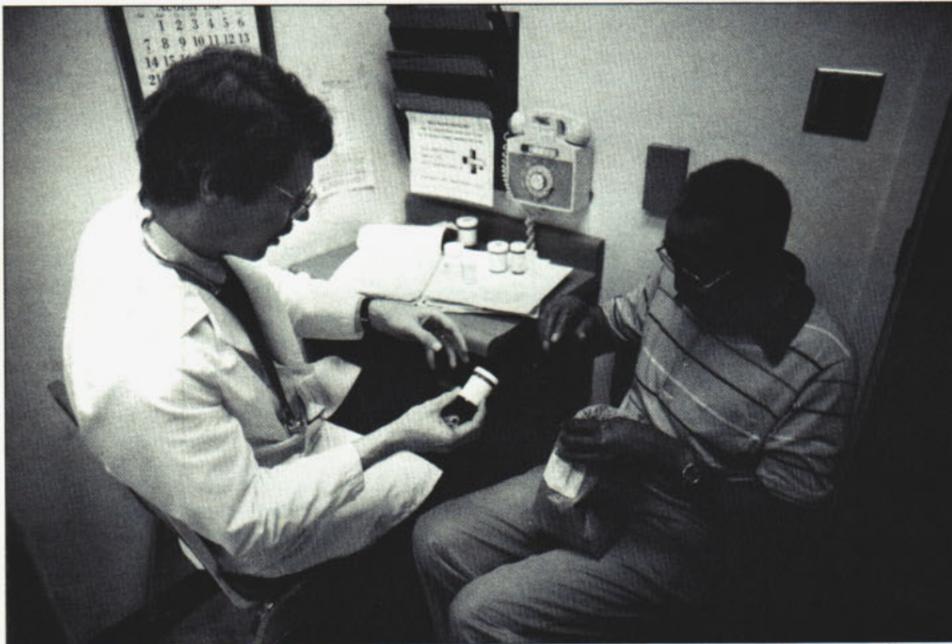
The Hampton VA Medical Center is nicely furnished, well-kept, spotlessly clean and shows no signs of neglect or decay. The main building was constructed in 1937 and has an elegant lobby with marble floors, high ceilings, fan lights over the tall windows and gleaming brass plate surrounding the elevators. The hospital began operation in 1870 as the National Home for Disabled Soldiers and Sailors.

Emblems of patriotism — flags, posters, statues, honor rolls, glass-encased reproductions of the Constitution and the Bill of Rights — line the hallways at Hampton. Many of these were donated by groups such as the American Legion and the Veterans of Foreign Wars, reminding visitors of the origin and purpose of the hospital.

The patients sometimes contribute, too. In the dental wing, a framed red and orange seascape occupies a prominent position in the main corridor. The tribute to the ocean's beauty was drawn by patient Dennis Rusnak of Norfolk, to thank his dentist for dental work done for him at the VA. The artist is a Navy veteran and a quadriplegic; he works by holding colored pencils or brushes in his mouth.

But in spite of the courtesy and respect shown to the patients by the staff, and the pleasant surroundings, some patients see erosion in the quality of life, which they attribute to federal funding cutbacks.

"The quality of the materials, catheters, bedside bags and leg bags has gotten worse," said Nelda Parker in SCI, adding that the plastic mate-



Above: A recovering stroke patient discusses his medication with his doctor. Right: A nurse helps a patient assemble a puzzle of a man's face in a therapeutic exercise.



rial used to make the bags is thinner and cheaper than it used to be — the bags sometimes break, spilling waste material.

Even more troubling are staffing shortages, Parker said, echoing radiologist Garrison's concerns about the VA system. "The number of people on the staff is not as high as it used to be. The staff is extremely overworked. On some weekends, some of the [SCI] patients have had to stay in bed, because there were not enough people on staff on duty." VA representatives have acknowledged "delays in getting up" at some facilities on weekends, and are working to improve the situation with the limited staff available.

Although recreation specialists work hard to organize and schedule weekly outings for the SCI patients who will live out the rest of their lives here, Parker says there are financial problems with the outings as

well. "There isn't enough help to take all who would like to go," Parker explained. "We go bowling every week, but only eight patients can go, because the bus only holds nine people." Often, Parker added, their bus breaks down, and trips must be canceled. "We missed the fish fry this week because the bus was broken."

Volunteer organizations devote their time and fund-raising efforts to filling some of the gaps for the veterans. Hanley, of DAV 26, said his organization donated most of the remote-controlled, ceiling-mounted color television sets in the SCI patients' rooms and in the VA nursing home. "It's true the government pro-

vides the necessities, but we feel it isn't enough," Hanley said. "The patients deserve some conveniences and luxuries, too."

The same attitude motivates the Newport News Elks Lodge members to host a cookout for the SCI patients once a month, during the spring, summer and fall.

One hot Saturday morning, the Elks' members are cooking hot dogs over a charcoal grill. Members of the women's auxiliary set out potato salad, chips, lettuce, tomatoes, onions and fruit drinks. About 25 of SCI's 62 patients have braved the 90-degree-plus heat, seeking shade under the canopy-covered picnic area, and await a homemade lunch.

"Our mission is to serve veterans with dignity and compassion, because they earned that in service to the nation."

"We have specialists here. We get the best care. If it wasn't for the VA, we would be stashed in nursing homes. I am thankful that we have this place."

"This guy wants two hamburgers, raw," calls out a woman volunteer.

"We have to thaw them at least," shouts back Michael Korb, an Elks member and retired Navy Reserve lieutenant commander. "Today, the patients can get their food the way they want it, freshly cooked food, not institutional food the way the cafeteria prepares it."

For the past four years, since he joined the Newport News Elks Lodge, Korb has been involved in his lodge's volunteer work with the VA hospital. Those efforts include an "adopt-a-vet" program and taking spinal cord patients out to dinner at local restaurants. "I view this as an extension of my Navy family," said Korb, "even though some of these vets are from the Army, Air Force and Marines. They see us, they have smiles on their faces," he said. "They can forget their problems — at least for a couple of hours.

"It's pleasure — it's not work," Korb said. "There is no way you could pay me for this. If I had to do this for money, I wouldn't do it."

From inside his room at the SCI unit, Curtis Gentry gazes out at the picnic scene. "A lot of guys can't stand the heat, that is why they don't go out to the picnic grounds. When they become quadriplegics, their bodies lose the ability to sweat," he explains. Gentry is a paraplegic, driving his wheelchair skillfully with his hands. A year after Gentry got out of the Navy, he was injured in a diving accident. That was 41 years ago, when Gentry was 20. He has been in a wheelchair ever since, and has lived in VA hospitals since his mother died in 1975.

"If we didn't have the DAV, the

American Legion and the Paralyzed Veterans of America to lobby for us in Washington, places like this would get the ax," Gentry said. "A lot of congressmen now are under 35 — they have never been in a war. They think that we should cut the VA budget."

According to the VA, the system is sound, even though some VA medical centers are having financial difficulties. For example, the population shift to the southern and western "Sun Belt" has overloaded facilities in that region. However, the VA's total budget has actually been increased in fiscal years 87, 88 and 89.

"We have specialists here," said Gentry. "We get the best care. If it wasn't for the VA, we would be stashed in nursing homes. I am thankful, very grateful that we have this place."

Past the long, green lawns and concrete parking lot, sailboats float on Hampton Bay in the shimmering haze. The scene is peaceful, beautiful. Several ducks and a goose waddle around the picnic's perimeter, practically tame, hoping for handouts — which they get. There is a great racket as the goose bullies the ducks away from the choicest crumbs. The three spinal cord patients in wheelchairs, who are feeding them, laugh. "He always does that," remarks one.

"Yes, the duck families have been building nests and having babies here on the grounds ever since I've been here," replies another veteran.

"Ten years, at least." □

Lefler is a writer at NIRA Det. 4, Norfolk. Mussi is a photojournalist at All Hands.

Inch-by-inch, a wheelchair-bound patient works his way down a corridor, as the world passes by.



Midway — a *Yorktown* pilot remembers

The war in the Pacific reached the turning point — the Japanese were on the run at last.

Story by JO2 Mike McKinley

In the early morning hours of June 3, 1942, a powerful Japanese naval armada, under the command of ADM Isoroku Yamamoto, was converging on the small, American-held central Pacific island of Midway. Approaching the island in three sections, the Japanese task group consisted of a strike force of four carriers, *Akagi*, *Kaga*, *Hiryu* and *Soryu*. There were also a dozen transports carrying nearly 5,000 occupation troops escorted by two battleships, a light carrier and an array of cruisers and destroyers and seven more battleships. At the same moment, far to the north in the waters off the Aleutians, another Japanese naval force made up of two carriers, two cruisers and a number of transports, was poised to bomb the American base at Dutch Harbor and invade the islands of Attu and Kiska. But this Alaskan operation was a screen, a diversion in support of the big push at Midway. That was the prize.

Located 1,100 miles northwest of Honolulu and midway between Asia and America, Midway was an important strategic target for the Imperial Japanese navy. Its capture would extend the Japanese defensive perimeter in the Pacific and cut the American lines of communication between its fleets in the South and

North Pacific. It would also deprive American air forces of an advance base from which they could bomb Japan and give Japanese forces a springboard to invade Hawaii.

In planning his offensive, Yamamoto calculated that the attack on the Aleutians would draw the U.S. Navy's Pacific fleet away from Hawaii to protect its Alaskan bases. But should the Americans try to cover Midway, Yamamoto was confident that his superior force could easily destroy anything the U.S. Navy sent against him.

His confidence stemmed from his belief that the United States didn't have any carriers in the central Pacific. Yamamoto, believed, erroneously, that both USS *Yorktown* (CV 5) and *Lexington* (CV 2) had been sunk in the Battle of the Coral Sea a month before. That left only two carriers, *Enterprise* (CV 6) and *Hornet* (CV 8). But these two ships had been sighted operating in the South Pacific and more than likely wouldn't pose a problem. But he also felt that if the Midway invasion drew out the American carriers, with the force he had available, he could destroy them.

Yamamoto's plan had all the earmarks of success except for one detail — the U.S. Navy knew about it.

The Navy Communications Intel-

ligence Unit at Pearl Harbor had earlier broken the Japanese naval codes and had put together enough information to pretty much figure out Yamamoto's Midway battle plan a few days before the attack. Thus, ADM Chester W. Nimitz, Commander in Chief, Pacific Fleet, was able to assemble a force of his own to counter the Japanese threat at Midway. This Midway force included *Yorktown* which had been patched up in record time after being damaged, but not sunk in the Battle of the Coral Sea, and the carriers *Enterprise* and *Hornet*. This Midway force was divided into two task groups under ADMs Frank J. Fletcher and Raymond A. Spruance.

Consequently, by June 3, with their presence not expected by the Japanese invasion fleet steaming just 700 miles west of Midway, the three U.S. carriers with a supporting force of eight cruisers, 14 destroyers and 20 submarines, were already patrolling the waters around Midway and scout planes were in the air searching for the Japanese.

Early the next morning, on June 4, the Japanese carrier force, which was steaming about 200 miles northwest of Midway, launched 108 bombers and fighters to smash the island and its defenders. Shortly after the Japanese launch, a U.S. Navy patrol

plane crew sighted the Japanese carrier force as it emerged from a low overcast and relayed the enemy carriers' position back to the American fleet.

In a matter of minutes, U.S. Navy torpedo planes from the three American carriers were in the air to attack the Japanese flattops while soldiers, sailors and Marines on Midway braced themselves against the oncoming Japanese air assault. The Battle of Midway had begun.

For the next three days, U.S. Navy carrier-based torpedo planes, fighters and dive bombers, with the later assistance of U.S. Marine and Army fighters and bombers from Midway, were locked in a desperate struggle with the Japanese carrier air arm. As the American defenders on Midway fought off the devastating Japanese air attack, planes from the American and Japanese carriers relentlessly carried out attacks on each other's carriers and escorts.

During the entire battle, the ships of both navies were out of sight of each other and never exchanged a shot. The only shooting done by Japanese and American shipboard gunners was at the swarms of aircraft attacking from the sky.

One of the young American pilots participating in this air-dominated struggle was Wilhelm G. "Bill" Esders, who, at the Battle of Midway, was one of several enlisted pilots operating from *Yorktown*. Flying a Douglas TBD *Devastator* torpedo bomber with Torpedo Squadron 3, Radioman 2nd Class Esders was one of only a handful of torpedo plane pilots who survived the fight and whose courage would be rewarded with the Navy Cross.

At 10:45 on the morning of June 4, Esders' squadron of *Devastators*, along with a squadron of dive bombers and an escort of six fighters, was launched from *Yorktown* to seek out and destroy the four Japanese

carriers. Flying with Esders in the back seat of the *Devastator* was Aviation Radioman 2nd Class Mike Brazier, his communicator and gunner.

As they flew in a northwesterly direction toward the last reported enemy position, the aviators maintained radio silence since the Japanese still didn't know where the American carriers were. The *Yorktown* attackers were in the air for just over an hour when they spotted three columns of smoke on the horizon. They had found the carriers and according to Esders, who was flying number two position to the left of Squadron 3's commanding officer, LCDR Lem Massey, "Other Navy planes had already hit three of the carriers and these were burning furiously."

Esders' squadron, along with the fighters and dive bombers, altered their course slightly to the right, to get on the north side of the Japanese carriers, the direction from which they would commence their attack. But when the American planes arrived at a point about 20 miles from the carriers and their escorts, they were intercepted by prowling Japanese *Zeros*, the premier fighter planes in the Japanese air fleet. The *Zero* was much faster and more maneuverable than any plane the Americans had in the battle.

"We had between 20 and 25 *Zeros* chasing us," said Esders, "and we were maneuvering erratically in order to make it more difficult for them to get to our squadron."

Trying to stay in as close a formation as possible, the torpedo planes in Esders' squadron began losing altitude and gaining speed as they closed in on their target, the carrier *Hiryu*, still about 10 miles away.

The *Zeros* opened fire and Esders, trying to keep his eye on the squadron leader, caught glimpses of U.S. Navy dive bombers and fighters being hit. "All over the sky, I could

see planes that were on fire," he said, "blowing up or spinning out of control . . ."

As Esders flew on he was startled by a sudden explosion. Somehow his CO2 bottle had ruptured, throwing foam into his face and spraying the interior of the cockpit. He quickly

"All over the sky, I could see planes that were on fire . . . blowing up or spinning out of control. . . ."

slid open the canopy to clear the CO2. As he did so he looked off to his right and saw three *Zeros*, one behind the other, roaring in toward LCDR Massey, intent on shooting down the squadron commander. "I saw the *Zeros*' tracers coming into our area," said Esders, "and all at once the skipper's plane was on fire. The whole forward section of his plane was just one big ball of flame."

Esders watched as Massey stood up in the open cockpit of his plummeting plane, with one foot in the cockpit and the other out on the stub wing, trying to bail out. "I saw him disappear under the wing of the aircraft," said Esders, "but we were flying at 200 feet and I didn't think the skipper had much chance of survival."

With the squadron commander out of the action and the executive officer leading another section, Esders, the former farm boy from St. Joseph, Mo., took command of his section on their approach to the carrier.

He had four planes going in with

Midway



The Battle of Midway by Robert Benney

him. "I got my aircraft on point," he said, "and I knew exactly what had to be done ... all the pilots knew ... for we had practiced everything in mock attacks of this type during training."

With Esders in the lead, the four *Devastators* roared in toward *Hiryu*. "The plan was to form a semicircle around the carrier," Esders said, "so that when we dropped our torpedoes, there would be a greater chance of not missing the target."

The Japanese ships were firing at the American aircraft with everything they had. Brazier, Esder's gunner, was badly hit. He called Esders in the front seat to tell him that he could no longer give much help in warding off enemy aircraft, but he would do the best he could.

Trying to shake off this unwanted news, Esders bore in on the attack and commanded his force to unload torpedoes. "I saw four of our torpedoes launched," he said, "and right after, I also saw four of our airplanes go down in a hail of anti-aircraft fire. As far as I could tell, I was the only one left."

Quickly getting into position, Esders dropped his torpedo and made an abrupt turn to starboard, flying just ahead of the bow of *Hiryu*. "I didn't have much opportunity to watch if I scored," said Esders, "since I was flying some very erratic maneuvers trying to keep anti-aircraft fire from hitting the plane. Every ship's guns seemed aimed at me!"

As Esders flew his *Devastator* away from the ships' gunfire, he saw four *Zeros* bearing down on him. With his gunner out of action and knowing that he couldn't outrun or out-manuever the Japanese fighters, Esders took his plane down low to the water so that his attackers couldn't fly under him. Then he slowed to a speed that would still allow him to control the plane and waited for the *Zeros* to start shooting. Esders knew that the Japanese pilots would not use their gunsights when they fired in this situation. They would watch the water geysers as the bullets hit behind the *Devastator* as they walked the bullets into the aircraft.

But Esders could also see the geysers popping up in the water and it was his plan to turn one way or the other just before the bullets got to him. He knew that if he turned too soon, the *Zero* would follow him through his turn. If he was too late, he'd be hit.

As the first *Zero* made its run at him, Esders watched the water geysers erupt behind him and just before they got to the plane, he turned and the spray of bullets went on by. He wasn't hit! But Esders didn't have much time to congratulate himself on the maneuver since another *Zero* came in on his tail with guns blazing. Again, Esders watched the geysers close in on him and again he pulled his plane out of the way unscathed and the Japanese fighter continued on ahead of him.

"These planes chased us for about 25 miles," said Esders, "and I don't have any idea how many runs they made, but they never hit us." He said that the last Japanese pilot to make a pass flew by him and raised his hand in a half salute. "Just what he intended to convey, I don't know," said Esders, "possibly, 'good show,' or maybe, 'wait until I get more ammunition.'" But whatever it meant, the game of cat and mouse was over and the Japanese planes turned back toward their own fleet.

After the Japanese broke off the engagement, Esders was able to take stock of his situation. His plane had been shot up during the assault on the *Hiryu* and the fuel line had been hit, causing a small stream of gasoline to spray Esders in the face. "Why we didn't catch on fire, I'll never know," he said.

As he moved over in the seat to get out of the stream, Esders also realized that he had been slightly wounded as well. "I was hit once right across the top of the head," he said, "but it wasn't too serious, the bullet just breaking the skin."

Esders called back to Brazier to ask

how he was doing and if it was possible for him to change the radio coil, which would give the two men a chance to tune in on a beam directed from *Yorktown* to check their course home. Though in a weakened condition from his wounds, Brazier said he would do his best.

Now flying in the general direction of the American fleet, Esders took the *Devastator* up to five thousand feet, just to the base of the clouds. "If I saw any enemy aircraft along the way," he said, "I wanted to have some place to hide and the clouds were a good place."

Soon, he heard the signal from *Yorktown*. Brazier had managed to change the coil and the two airmen were just a few degrees off from where they needed to be. A few minutes later, Esders could see the *Yorktown* task force about 10 miles away. But off to his right, about one and a half miles away, he also saw 18 Japanese dive bombers headed in the same direction.

"As I climbed for the clouds," said Esders, "I ran out of gas and the engine stopped." He had no choice now but to make a water landing. "As I went down to ditch the aircraft, I saw our fighters hit the Japanese and watched several of their dive bombers drop out of formation," Esders said.

Once the *Devastator* was in the water, Esders hauled the life raft out of the cockpit and inflated it. Although half of it was shot full of holes it was still fairly seaworthy. As he pulled Brazier out of the back seat, Esders saw a terrible sight. "Mike had been hit eight times in the back by small caliber fire," Esders said, "and both of his legs had been hit between the ankle and the knee with 20 millimeter explosive shells. The flesh between his knees and ankles on both legs was gone. The bare bones were showing."

Getting Brazier into the raft, Esders provided what first aid he

could. While trying to comfort the wounded sailor, Esders heard a plane and looking up saw an American fighter heading toward the raft to drop a float light. Soon after, another plane came over and dropped a second light. Things were beginning to look better for the two men in the raft — until Esders heard another plane. This time when he looked up, he saw a Japanese dive bomber headed toward the life raft intent on strafing it.

"That Japanese pilot had not been in his dive for more than a couple seconds," Esders said, "when I saw another aircraft coming out of the clouds from another direction. It was one of ours — an F-4F *Wildcat* fighter that had been sent out by the fighter director on *Enterprise* to see what the situation was." The two pilots saw each other at about the same time and the Japanese pilot aborted his strafing run and high-tailed it back toward his own fleet.

Elated over this escape, Esders was about to congratulate Brazier on their coming through another close call when he saw that Brazier's luck had already run out. Despite Esders' ministrations, the terribly wounded sailor had bled to death in the raft. "All I could do for him now," said Esders, "was to say a short prayer for him. I prayed, 'Dear Lord, look after gallant men like him.'"

About an hour and a half later, the destroyer USS *Hammann* (DD 412) picked up Esders and Brazier and sank their still-floating aircraft with gunfire. Out of the 12 planes in Squadron 3 that went into the battle, only Esders and another enlisted pilot, Machinist Mate Harry Corl and his wounded gunner, Aviation Radioman 3rd Class Lloyd F. Childers, made it back alive. They too had to ditch their aircraft and were picked up by USS *Monaghan* (DD 354).

But by nightfall, U.S. Navy airmen, at great sacrifice, had sunk the

four Japanese carriers, severely damaged six surface ships, including two battleships and sent one destroyer to the bottom.

The sinking of the enemy carriers gave the U.S. Navy pilots the added satisfaction of knowing that they were the same carriers used in the attack on Pearl Harbor and that they were still under the command of ADM Chuichi Nagumo, the man who had led that infamous attack.

Yet the Battle of Midway would rage for two more days, as the battered Japanese invasion fleet retreated. Two of the Japanese cruisers, *Mogami* and *Mikuma*, collided. Marine and Army planes from Midway damaged the two ships further before Navy carrier planes came in to sink the *Mikuma* and leave *Mogami* a floating wreck, barely able to limp back to the Japanese-held island of Truk. The Japanese lost 322 planes.

American losses included the sinking of *Yorktown* on June 6 by a Japanese submarine, after the carrier had been severely crippled by aircraft from the Japanese carrier *Hiryu* two days earlier. *Hammann* was also sunk by the same submarine. As for aircraft, the American fleet lost 150 planes. Of these aircraft, nearly all of the torpedo planes, similar to the one Esders flew, were destroyed. But their mission was not in vain, for by flying in low to attack they drew the Japanese *Zeros* to low altitudes as well, allowing Navy *Dauntless* dive bombers to attack the Japanese carriers against little fighter opposition.

At the Battle of Midway the Japanese navy was handed its first decisive defeat in 350 years. The Japanese advance in the central Pacific was stopped and the danger of another Japanese attack on Hawaii and the threat to the U.S. West Coast ended in smoke and fire. □

McKinley is a writer for All Hands. Mrs. Val Lawrence contributed to this story.

Naval Observatory

Astronomers and mathematicians support the fleet by keeping 'perfect time' with the universe.

Story by JO2(SW) Gary Ross, photos by PH2(AC) Scott M. Allen

Some of the things that come to mind when you think of Washington, D.C., are politics, people, monuments, memorials, people, traffic jams, the Redskins, cherry blossoms and more people.

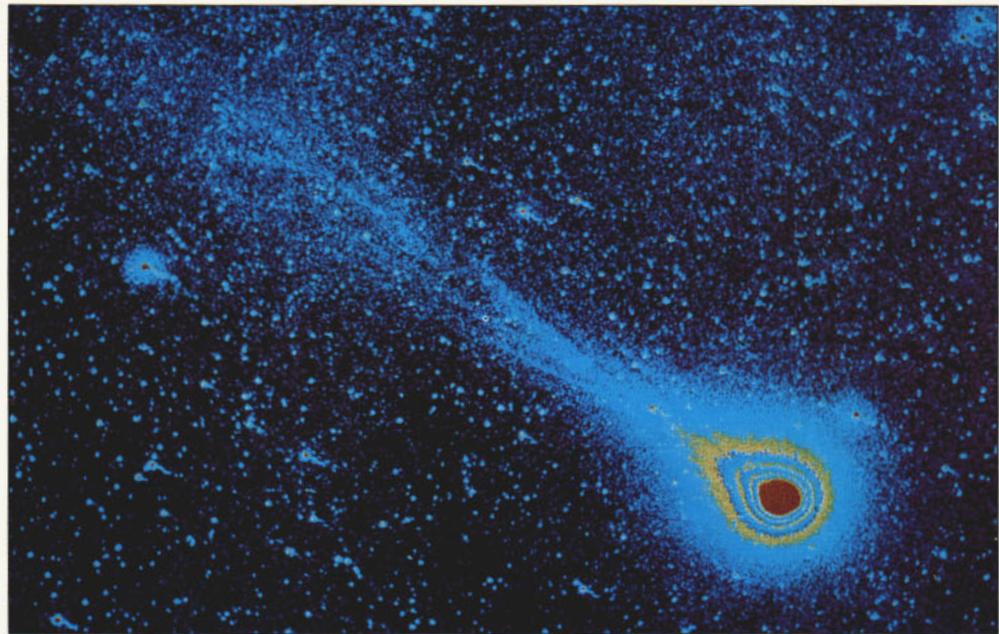
But amid all the crowded hubbub of our nation's capitol, there are some quiet corners, and the U.S. Navy has "dropped anchor" in one of the most serene settings in the city.

Nestled in a protected circle along a busy street — Massachusetts Avenue — that is lined with foreign embassies, sits the U.S. Naval Observatory. In the enclosed tranquility astronomers gaze quietly at the stars and mathematicians patiently calculate time to the millisecond.

What does the fleet sailor get out of all of this? Ask the men and women of the Naval Observatory and they'll tell you.

"Try to think back to what it must have been like in the late 1800s, when the only form of navigation was star positions and time," said CAPT Richard A. Anawalt, superintendent of the U.S. Naval Observatory until July of this year. "The observatory really got its start by determining the accuracy of chronometers used aboard ships. Without accurate time, you can't determine where you are. All the information that ships and aircraft use to determine where they are ultimately tracks back to the observatory."

As superintendent of the observa-



tory, Anawalt was the program manager for keeping the precise time for all Department of Defense agencies.

"We do a lot of interfacing with the other services when it comes to timing requirements, because of my title as 'Program Manager for Keeping Precise Time,'" Anawalt said. "And because the Naval Observatory is the reference standard by which all the other services are supposed to base their time requirements, I do have a big job."

The title "Naval Observatory" might seem deceiving, when you think that only five Naval officers work there. Besides Anawalt, there's a deputy superintendent, an admin-

istration officer, a public works officer and a comptroller/supply corps officer.

"The observatory is almost exclusively a civilian organization," said Anawalt. "We have 215 civilians with more than 100 of those being astronomers, mathematicians and computer science experts."

Besides making more than 40,000 stellar observations a year, the observatory staff publishes three almanacs: the *Air Almanac*, *Nautical Almanac* and *Astronomical Almanac*, each considered indispensable for accurate navigation and determining star positions.

"The almanacs that we publish



Preceding page: A computer enhanced photograph of Halley's Comet. Left: The main building of the observatory. Below: Looking through the small viewfinder of the 26-inch telescope (which sits atop a Washington hill), gives no clue to its overall size (bottom).



are actually precise predictions of where heavenly bodies *will* be at any given time," said Anawalt. "We then measure our predictions against the actual observations taken, to ensure complete accuracy."

The observatory, laid out in a perfect circle on 72 acres of the most prized real estate in town, is also the official residence of the Vice President of the United States. Before 1974, the beautiful, white Victorian house was, for years, the residence of the Chief of Naval Operations.

And don't think that just because not many people know about the Naval Observatory it goes without notice. Local zoning officials are particularly interested — they want to construct buildings just a little higher than observatory astronomers would like.

In July 1988, the Naval Observatory was victorious against local contractors when the D.C. Zoning Commission voted 3-to-1 against high-rise construction, and lowered the height limit from 50 to 40 feet on all construction within a 120-acre portion of northwest Washington, near the observatory.

Joined in arguing for the height limit by the U.S. Secret Service, which claimed that high-rise construction could expose the Vice President to terrorist attacks, the Navy argued that construction around the observatory grounds would distort observations of the stars.

Astronomers at the observatory

Below: A mathematician studies one of the many computers in the master clock room, where exact time is kept. Right: The 26-inch refracting telescope looks out over the observatory's main building.



use a wide variety of telescopes, some dating back to the late 1800s. The 26-inch refracting telescope, the observatory's largest refractor, is used primarily for observing multiple star systems.

Probably one of the most outstanding events in the history of the big 26-inch telescope was the discovery of the two moons of Mars in 1877. An even bigger telescope, however, is kept at one of the observatory's research activities in Flagstaff, Ariz. That particular telescope is a reflecting telescope — its lens measuring out at 61 inches.

The observatory's 12-inch *Alvan Clark* refracting telescope, which is used mostly for solar observations, was given a "second life" in 1980 after two determined astronomers restored it. This telescope was originally built in 1892.

Keeping track of the stars and keeping accurate track of the time are the two most important jobs at the observatory. The time kept by the mathematicians and astronomers at the observatory is so precise, that clocks at the facility are measured to the nearest millionth of a second, and according to Anawalt, a split second means a lot.

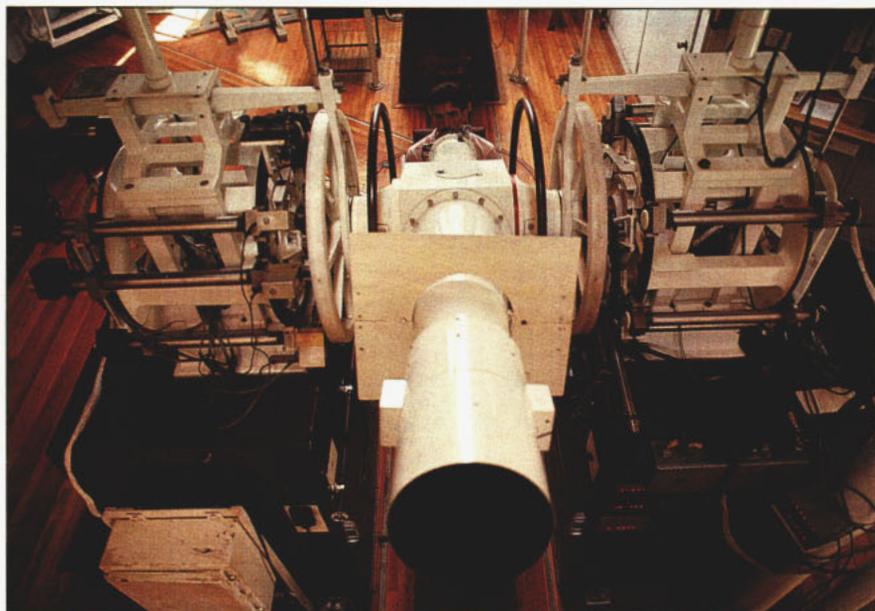
"Last New Year's Eve, we inserted a 'leap second' into our master



clocks," Anawalt said, "to get the clocks in synchronization with the earth's rotation." Anawalt explained that over the past several years, the earth has been almost imperceptibly slowing down in its rotation, and a leap second had to be added to the

clocks to compensate for that.

"It's possible that someday they can take out a second, and that would mean that the earth is speeding up," Anawalt said. "But for now, all the corrections have been made to compensate for the slowing of the



Left: The 12-inch *Alvan Clark* telescope was built in 1892. Below: A stone carving is embedded in the support structure of the 16-inch telescope. Bottom: The astronomy library contains books dating back to the 15th century.



earth's rotational speed." All told, since the 1950s, 24 seconds have been inserted into the observatory's master clock.

Besides the accurate timekeeping and precise stellar observations, the main building of the Naval Observatory houses one of the world's major astronomical libraries. More than 75,000 volumes are on board, some of which date back to the early 15th century.

In the 20th century, though, Anawalt claims that the observatory is well ahead of the world's technological advances.

"We've always been ahead of technology as far as the accuracy of our observations are concerned," Anawalt said. "Experts claim the world's knowledge doubles every seven or eight years. So the further we get into the 20th century, the harder it is to stay ahead of technology. But,

we'll be there. I guarantee it."

So the fleet sailor out at sea, wondering how the navigator gets the ship from one point to the next, can look to the stars — and the nearest timepiece — and thank the astronomers and mathematicians of the U.S. Naval Observatory. □

Ross is a staff writer for All Hands. Allen is a photojournalist for All Hands.

Anchors, ahoy!

*Stockless to two-fluke, kedge to Danforth,
All Hands explores the world of the anchor.*

Story by JO1 Melissa Lefler

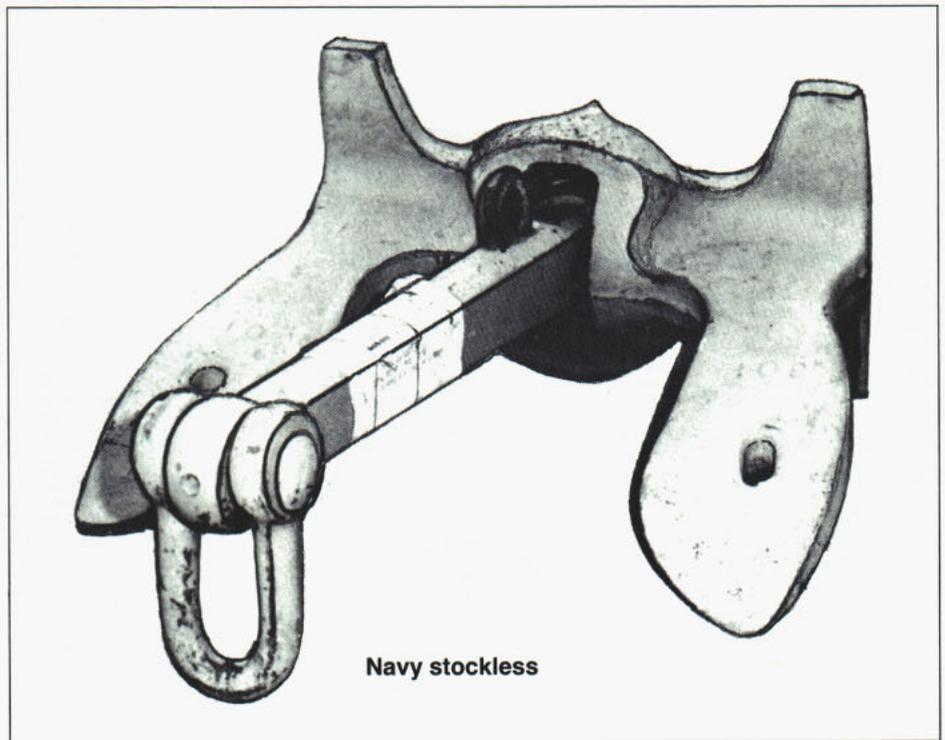
Like gray, steel ghosts from the ships they once belonged to, weathered and pitted by storms at sea and foreign harbors' rocky bottoms, old anchors often find their final resting places on the lawns of Navy barracks, clubs, chow halls and schools.

Where do anchors, which sailors might call the universal symbol of seafaring life, come from?

Making, shipping and installing an anchor aboard a modern Navy ship is a complicated process that may take up to six months, according to George Prentice of Naval Sea Systems Command's Ocean Engineering and Shiphandling Systems Branch, Washington, D.C.

Navy anchors come in all sizes, from four to 60,000 pounds, and are the key part of the ship's mooring system. Many Navy ships have two standard Navy stockless anchors in port and starboard hawsepipes on the bow. Kedge anchors, like the gold emblems on chief petty officers' collars, are obsolete. For example, kedge anchors are found aboard USS *Constitution* in Boston.

The process of building an anchor for a new Navy ship begins with a blueprint. NavSea naval architects design the specifications, which include size, weight, strength and the combination of metals, or metallurgy, which specifies the alloys used.



These blueprint specifications are sent to the Ships' Parts Control Center in Mechanicsburg, Pa., or to the Defense Industrial Supply Center in Philadelphia, for review. From there, bids are awarded to qualified civilian manufacturers. One such manufacturer is Baldt, Inc., in Chester, Pa., which has supplied anchors and anchor chain to the Navy since 1901.

John Mangan, Baldt vice president for marketing and sales, said his company's portion of the work takes

about 90 days, and that six to eight Navy anchors leave the plant each month.

"We supply all types: standard Navy stockless, snug stowing, two-fluke stockless, lightweight and Danforth," Mangan said. "The anchors and chain are made of a variety of steel alloys, depending on the size and type of anchor."

Anchors are designed to catch and partly burrow into sand, mud, rock or grass sea bottoms and anchor size is determined by chain size. Those

Dropping anchor; the "hook" goes to work.

unfamiliar with anchoring principles often believe the weight of the anchor determines the strength of the hold, but in fact, the chain plays the biggest role.

Anchor chain is shaped into oval links from rolled bar, from three-quarters of an inch in diameter for small anchors, to the four-and-three-quarter-inch diameter chain used on aircraft carriers. Each link of carrier chain weighs about 360 pounds and measures more than two feet. Prentice explained that the largest anchors, like the 60,000-pound carrier anchors, and chain, are now manufactured overseas. Most recently, they have been made in Sweden.

When anchor contracts are awarded to the Baldt company, Baldt forges the anchor shank, shackle and chain at its Chester plant, but sub-contracts to local foundries to cast the anchor flukes and crown.

"The foundry decides what type of mold they need, and we purchase the pattern," Mangan said.

Anchor patterns are carved from solid mahogany, chosen for smoothness and endurance. Each anchor design and size must have its own pattern, each of which will make about 26 anchors.

"The pattern set is a considerable investment, costing up to \$10,000 for a set of eight," Mangan continued.

Prentice, of NavSea, described the anchor casting process.

"You take the wood pattern and make an impression in green sand, which has a different consistency than that you find on the seashore. Green sand contains additives which allow it to hold its shape. The sand is packed around the wooden mold twice, front and back, and you are left with an impression when the mold is removed. Molten steel is poured into that impression."

To forge the shackle and shank,



U.S. Navy photo

Anchors

Prentice said, "you take a big chunk of metal and pound away on it until it looks like you want it to — about 20 feet long and eight inches wide."

Baldt workers assemble the flukes, shackle, shank and crown. Then quality control supervisors repeatedly inspect and stress-test each anchor and chain.

"We do 'nondestructive' testing, which applies stress to the anchor system. If the anchor and chain are properly made, this will not break it," Mangan said. "For one thing, we drop-test the anchors onto the plant floor from about twelve feet up. You can imagine the indescribably loud noise. The whole factory reverberates for a while."

Photographs of the chain's inner composition are made, using sonar

and magnetic particle testing, to determine link "tensility"—or toughness.

And there is no repair. "If a link of the chain doesn't pass the test, it is scrapped and we start over," Mangan said. "Most times we exceed government specifications."

When made to government specifications like the Navy's, nondestructive testing must be done on every link of the anchor chain.

"It's a tedious process. Commercial standards only require us to test every tenth link, so for commercial orders, we can test about 24 shots of chain per day. For the Navy, testing those 24 shots of chain takes six days. Naturally, that drives up the price."

The price? About \$90,000 for one

60,000-pound aircraft carrier anchor, at Prentice's estimate of about \$1.50 per pound.

An average length of chain accompanying most anchors is about 10 1/2 to 12 shots, or about 1,000 feet, Mangan said. At Prentice's price quote of 38 to 50 cents per pound for 500,000 pounds of aircraft carrier chain, about \$8,000 for connecting links and swivels, and \$180,000 for both anchors, the final bill for the complete anchor system approaches half a million dollars.

"On smaller ships, such as the *Ticonderoga*-class cruiser, with two 9,000-pound anchors, the mooring system will cost about \$165,000," Mangan said. Many submarines carry one anchor of a more costly alloy — high tensile steel — beneath

Anchor man

*Engineer invents a better anchor—
and the Navy beats a path to his door.*

Story and photo by JO1 David Masci

In a modest 8-foot cubicle overlooking the Pacific, the Navy's resident expert on anchors takes phone calls from all over the world.

Robert Taylor, a 45-year old project engineer at the Navy Civil Engineering Laboratory in Port Hueneme, Calif., holds five anchor-related patents and has designed the Navy's strongest anchor, the Nav-Moor. But, Taylor says he never intended to become an expert on anything underwater.

"My dream was to become a test pilot," said the Navy's expert on anchors. "I took engineering in college so I could be in a better position to go

through Air Force flight school."

After a basketball injury ended that dream, Taylor continued his graduate studies at the University of Rhode Island. His professor there nominated him for an Ocean Engineering Fellowship.

From there, Taylor was lured to the Navy by its "Man in the Sea" program. An avid scuba diver, he first arrived in Port Hueneme in 1966.

Since its creation to develop equipment for the Seabees during World War II, the California laboratory has grown into the Navy's research center for civil engineering,

employing 440 civilian technicians.

Taylor has designed and researched hundreds of projects, including a precise navigation buoy used in mine warfare and an open-ocean floating breakwater. But it's his research in the area of fleet moorings that makes him the one to call if you have anchor problems.

With colleagues Phil Babineau and Jerry Duffy, Taylor spent four years testing the performance of Navy and commercial anchors on different types of seabeds off the coasts of California, Guam and Washington state.

"It's the largest body of anchor test data anywhere, and it's really the only good quality data available," Taylor said. "It allowed us to predict the performance of anchors.

"We found most of the claims for commercial anchors were exaggerated. As a result, some products were improved because we could tell them why they didn't work. Just about the time we thought we had all the Navy's problems solved, the maximum holding requirements ex-

the hull. At \$4 to \$5 per pound for the anchor, the mooring system for certain SSBN-class subs could run about \$50,000.

Moving this much weight and bulk from the factory to the shipyard takes huge cranes. "It's more than you want to carry home in a Volkswagen," Mangan joked. Anchors and chain can be sent to the shipyards by rail car, truck or ocean barge, he added.

Chain is shipped in coils of 90-foot shot, and large anchors must be partially disassembled for shipping.

After additional stress tests by shipyard inspectors, shipfitters install the anchor during one of the final phases of ship construction.

"You put your detachable links on so your chain is one continuous

length. Then hook the chain to the end of the anchor, pass the other end of the chain up the hawsepipe, hook it around the wildcat and start the motor to bring it up," Prentice said.

Despite the electronic microchip technology takeover in almost every facet of seagoing navigation and warfare, the forecandle of most Navy ships, where the anchors and chain are stowed, remains one of the last havens of traditional seafaring skills. It is an inherently dangerous area as well.

During sea and anchor detail on the forecandle, the boatswain's mates wear hard hats, and some must wear life jackets, too.

"If any link of the chain breaks, there can be a whipping effect where the chain literally twists around and

flings itself like a string," Mangan said. "That's when you want to head out of there in a hurry."

Spare anchors and chain are warehoused in large Navy ports around the world, like Norfolk, Oakland, Calif., and San Diego. Mechanical failures and heavy weather may cause anchor loss or damage, and land-based spares can replace it.

Navy divers recover about 90 percent of the anchors lost at sea, Prentice said. But a few will remain on the ocean bottom, home to algae colonies and barnacles. But whether host to school kids or schools of fish, old anchors guard their sea stories silently. □

Lefler is assigned to NIRA Det. 4, Norfolk.



Robert Taylor

panded from 300,000 to 500,000 pounds in major storm conditions. That's where the NavMoor came from," Taylor said.

"Now we can use two smaller anchors to satisfy larger requirements," Taylor said. "The other ad-

vantage is that it works equally well in mud, hard soil and sand."

The new design also translates into millions of dollars in potential savings for the Navy. Because most of the NavMoor is cast, not welded, the anchor can be manufactured for about one dollar per pound less than conventional anchors.

Each one of the Navy's 300 fleet mooring buoys is anchored by three to six anchors, each weighing 10,000 or 15,000 pounds. Taylor could be awarded up to \$35,000 for his money-saving design.

In addition to fleet moorings, the NavMoors will also be used on ARE- and ATS-type salvage ships and by amphibious Seabee units. So far, they've caught on after testing. "The commanding officer of USS *Safeguard* (ARS 50) wouldn't give the 6,000-pound prototypes back," Taylor said. "The CO told us, 'I'm going to WestPac, and I want to have these things on board.' Two years later, he's still got them."

Taylor has traveled the world test-

ing and troubleshooting the Navy's use of mooring technology. "I enjoy going places and solving problems," he said. "It's a real break, working with the Navy at sea. It's different from research in that the results are immediate. In the fleet, there are immediate problems, and it's rewarding to solve them."

Taylor said he receives three or four calls about anchors in an average week, and he spends 15 percent of his time responding to the fleet's problems.

After finishing some technical aspects of the NavMoor project, Taylor will return to his old job, soils research, and his two passions: backpacking and coaching soccer.

Taylor said he enjoys getting away and forgetting about work for a while, but he knows the fleet needs him. And they know he's the man to call when they have a Navy anchoring problem. □

Masci is assigned to NIRA Det. 5, San Diego

The Navy seal is one of four that adorn this gate of Arlington Cemetery — the resting place of our nation's heroes.



Arlington Cemetery

A national shrine dedicated to America's heroes.

Story and photos by PH1 Chuck Mussi

Walking the footpaths around Arlington National Cemetery can be a solemn journey. One cannot help but be moved by the visual impact of row upon row of military tombstones that seem to stretch as far as the eye can see.

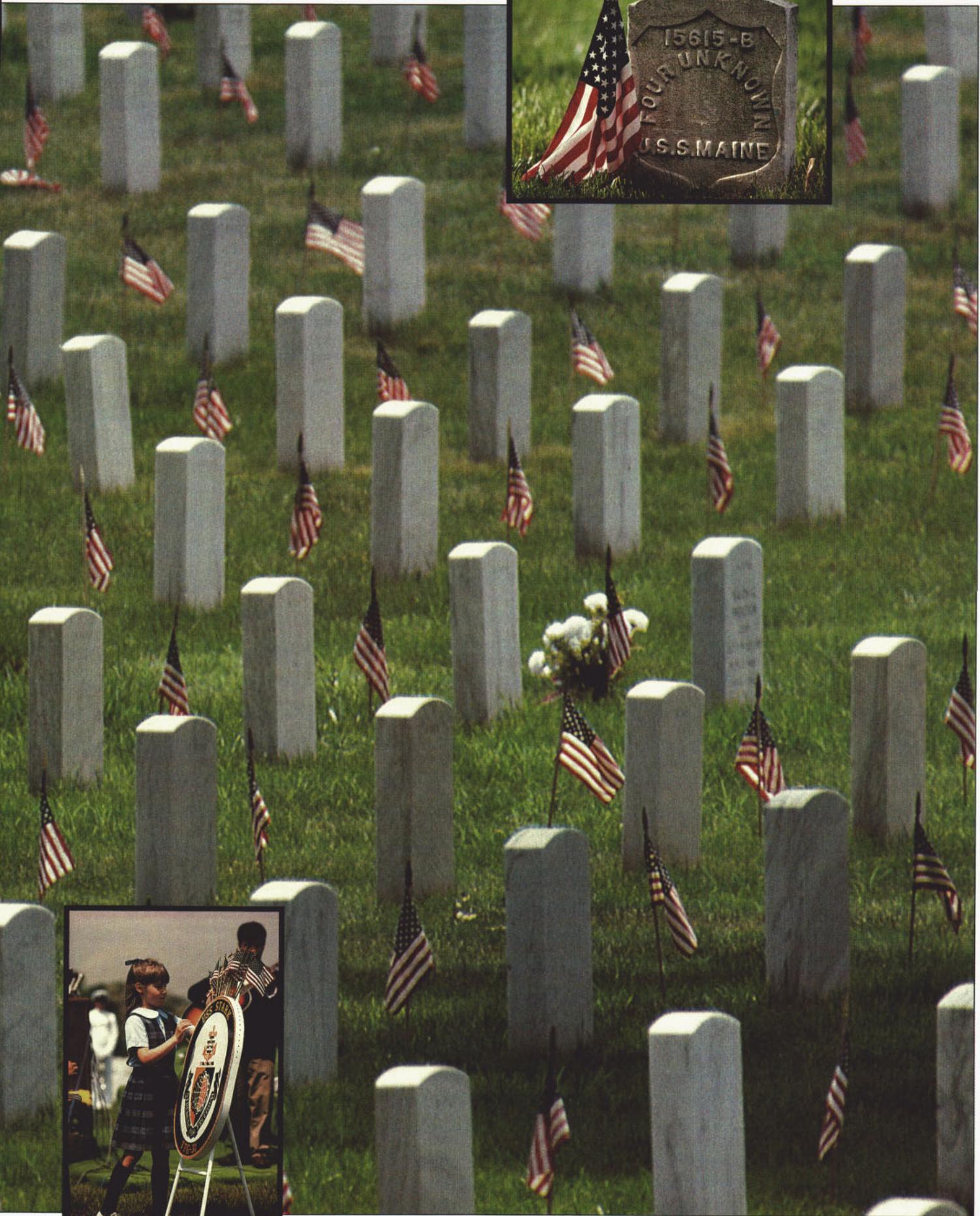
Knowing that those markers represent men and women who paid the ultimate price to serve their country leaves with the visitor a new sense of the word "patriotism."

To step off the footpath — to walk *among* the rows — is like opening a book on American history. Buried at Arlington are veterans from every war the United States has fought — including a few officers from the American Revolution.

A fleet admiral is laid to rest next to a seaman apprentice. "Billy Yank" lies next to "Johnnie Reb." Hallowed by the deeds of so many, over decades and centuries, the fields of the dead seem to take on a living presence.

It is a presence that reaches out to remind the visitor, as well as those who work nearby in the Pentagon, in the Capitol, and in the White House, of the timeless service-





Two of the most frequently visited sites at Arlington are the Tomb of the Unknowns and President John F. Kennedy's grave. Covering more than 600 acres, Arlington is well tended by the cemetery staff.



man's tradition of "duty, honor, and country."

Arlington officially became a military cemetery in 1864, and up until 1967, all honorably discharged veterans could be buried at the cemetery.

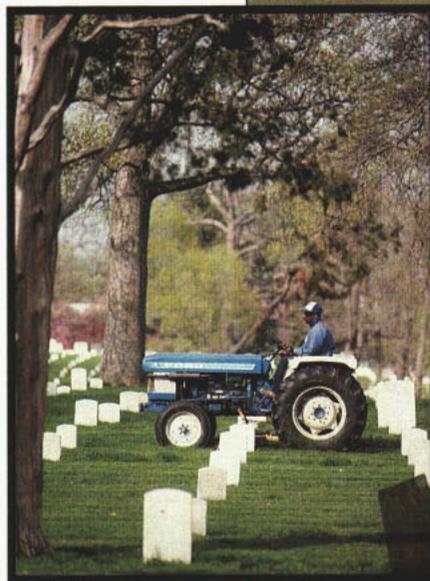
Today, space in the cemetery is available for honorably discharged veterans who received the Medal of Honor, Navy Cross, Distinguished Service Cross, Distinguished Service Medal, Silver Star or Purple Heart, and certain other veterans.

Arlington is the final resting place of such notable Navy veterans as CDR Francis "Dick" Scobee, one of the seven astronauts killed during the explosion of the space shuttle *Challenger*, some 400 sailors from USS *Maine* and President John F. Kennedy, a Navy veteran of PT-109 fame.

After Kennedy's burial in 1963, Arlington's visitation grew dramatically. The number of annual visitors increased from approximately 250,000 to over 4 million in 1986. The most frequently visited sites in the cemetery are the Tomb of the Unknowns, President Kennedy's gravesite, historic Arlington house and the beautiful Robert E. Lee memorial.

Whether a visit takes you in a crowd to one of the world-famous sites or alone, to a remote and quiet corner of the graveyard, there is a presence about Arlington National Cemetery — a presence that has stood the test of time and marks it as the nation's most famous shrine to its greatest patriots. □

Mussi is a photojournalist for All Hands.





Fleet training assessment program

Righting training wrongs

FleTAP's expert analysts coordinate an effort to make sure Navy training is doing what it's supposed to do. That effort begins in Millington, Tenn., and improves the training received by sailors around the world.

Story by JO1 Neil R. Guillebeau

Photo by JO1 David Masci



Above: The intricacies of ships' weapons systems are explained. **Right:** Sailors wearing fire protection suits practice extinguishing fires.

"Give me 200 feet of flight line and 20 gallons of prop wash," said the newly reported airman.

"To go?" asked the supply clerk, holding back a smirk. "Do you have a chit?"

"Chit?" replied the airman. "What's that?"

The sympathetic SK explained all about chits, then said flight line and prop wash weren't available in the supply system.

Old jokes about flight line and prop wash aside, the point is, the airman wasn't trained to deal with the Navy supply system, or he wouldn't have tried to draw supplies without the necessary paper work. Far-fetched?

"Not really," said LCDR Bob Frech. "There are many tasks in the fleet that seem simple, but to the

uninformed or improperly trained sailor, the tasks can seem foreign."

Frech said that the Navy's answer to training deficiencies is the Fleet Training Assessment Program. FleTAP investigates reported training deficiencies, identifies problems and helps find solutions. Frech oversees FleTAP from the headquarters of Naval Technical Training Command, Naval Air Station Memphis, Millington, Tenn.

FleTAP is composed of two independent, mutually supportive teams: the Fleet Training Assessment Programs Atlantic and Pacific. LanTAP and PacTAP get reports on a wide range of training deficiencies. In 1987, sailors reported such things as inadequate security training on automatic data processing systems, lack of underwater welding training



Photo by JO1 Neil R. Guilibeau

and the need for training aviation officers in non-aviation weapons systems.

But what happens when a deficiency gets reported? One of PacTAP's first cases after its establishment in April, 1984, addressed the high attrition rate in the air intercept controller course taught at a school in San Diego. That case was given a case number — P84-035 — and assigned to a training assessment officer for tracking.

The officer asked the Navy Science Assistance Program to conduct a survey and make recommendations. The survey revealed that success in the course depended heavily on previous experience and completion of the pre-course workbook.

Based on these findings, the school offering the air intercept controller course began requiring more strict compliance with class prerequisites and granted fewer waivers. Student failures dropped from one in four

when the report was made to PacTAP in 1984 to one in six in 1985. After such a dramatic reduction in the attrition rate, the case was closed in December, 1985.

FleTAP uses a four-step approach to fix training deficiencies. First the problem is identified. Next, the deficiency is validated — determining that it is actually a training deficiency and not some other problem. Third, a plan of action is made to correct the problem, and finally the correction of the deficiency is verified. After verification, the case is closed.

"This is an extremely positive program," said CDR Richard Silvers, former assistant chief of staff for training assessment at Commander Training Command, U.S. Pacific Fleet. ComTraPac works closely with FleTAP for the Pacific Fleet Commander in Chief. "All people have to do is let us know there is a problem — that's it. We do the re-

porting and the tracking."

Silvers said the program doesn't burden the reporting command. "They have no additional requirements, and we'll report back to them on every level of tracking so they can keep up with what's happening."

Frech said he encourages all people with knowledge of training deficiencies to report them to LanTAP or PacTAP. "Leading petty officers, division chiefs, division officers and department heads are in excellent positions to identify these deficiencies. And I strongly encourage people *not* in leadership positions who notice training deficiencies to report them to their chain of command so they can pass them along to us for validation. It's an all-hands effort."

In addition to reports from the fleet, there are other ways to identify training problems. Training assessment staffs generate approximately 60 percent of FleTAP's cases by reviewing cruise reports, situation re-



Classes are taught on fire control methods and equipment. The effectiveness of all Navy training may be reviewed by FleTAP specialists who can make recommendations that will benefit the entire fleet.

ports, maintenance training requirement reviews, articles in Navy publications and other sources.

By identifying training deficiencies and correcting them, Frech said the training community increases mission readiness, improves safety, and becomes more effective and efficient.

The training deficiencies identified by the fleet are authentic for the most part, according to Silvers. "The validation rate is more than 90 percent," he said.

Once a case is validated, it's followed through to a carefully documented conclusion, Silvers said. "We don't close a case or drop an issue until we go to some independent third party who's not related to fixing the problem. That party verifies that the problem has actually been fixed in the fleet and that the training requirements are being met."

This independent verification is what sets FleTAP apart from pre-

vious training assessment attempts. "We are not interested in a quick fix," said Silvers. "Being an independent agency, we can take a good, hard look and control the problem."

Frech said FleTAP's biggest handicap is lack of program visibility in the fleet. That, however, is changing. In 1985 FleTAP opened 57 cases and closed 55, but in 1986, they opened 112 cases and closed 100. The percentage of cases that originated from fleet reports more than doubled.

"And 1987 was an even better year," said Frech. Last year, FleTAP opened 169 cases, a 59 percent increase over 1986. "We have the capability of handling more reports, and we want all hands to be a part of the identification process."

Approximately 56 percent of FleTAP cases concern the surface warfare community. "However, we recognize that other communities have training-related problems, and we only need to be told of them," Silvers said. "We're not just here for the surface units. We're here for all units — aviation, submarines, special forces and shore units. We want to get involved in these communities as well."

Frech said with the rapid advance of today's systems, it isn't always easy to keep pace in the training arena. Speaking to fleet sailors everywhere, Frech said, "Your reports are a way for us to critique the Navy's training mission and offer suggestions so we can have the best-trained sailors and technicians. Pass the word — we're an action organization, and your suggestions won't get lost in the paper shuffle." □

Make a call

It's easy to report a training deficiency. Pacific Fleet sailors can call PacTAP at Autovon 524-6271, or commercial (619) 524-6271. Atlantic Fleet sailors can call LanTAP at Autovon 564-5854 or commercial (804) 444-5854. Reserve unit personnel can report training deficiencies to LCDR Mattox at Autovon 363-1994 or commercial (504) 948-1994. □

Guillebeau is assigned to the PAO, NTTC, Millington, Tenn. JOC Patricia E. Neal, PAO, NTC San Diego contributed to this story.

To cap it all off . . .

*A fond look at a Navy trademark —
uses (and abuses) of the 'dixie cup.'*

Story by JOSA Marke M. Hensgen

It can be squared, rolled, crushed, fitted with "gull wings" or simply worn as it comes from small stores. It can be used as a flotation device or a sun shield or even, some claim, as a dog food dish. With its many shapes and uses, it may be the most versatile article of clothing a Navy enlisted man wears.

According to Naval Historian, John Reilly, "The 'dixie cup'-style hat has appeared and reappeared in the Navy as part of the uniform since it was first written into the uniform regulations of 1886."

That year, the white canvas hat became the replacement for the straw hat previously worn during the warm weather months. The Navy needed a practical summer hat that

was easy to clean and stow, cheap to manufacture and comfortable to wear. During the winter, sailors continued to wear a flat, black hat.

Current Navy uniform regulations say the hat must be worn "with the lower front edge approximately one-half inch above the eyebrows and not crushed or bent in the middle." That leaves a lot of possibilities.



Photo by Bob Carlisle

Changing times — the 1970s

By reshaping the white hat or "dixie cup" to suit their personal style, enlisted sailors have been able, for more than 100 years, to express some measure of individuality in a uniform world.

Uniform regulations may technically forbid such stylistic reshaping, but few sailors can resist.

"When I first put the white hat

on, it felt like a bowl sitting on top of my head," said Data Processor 1st Class Eddie Hawes of Navy Headquarters Information Center, Washington, D.C. "I thought, 'There must be something I could do to change it.' The way I put crimps in it made it different from anyone else's."

The tradition of personalizing the white hat hasn't changed much in more than 25 years, according to Master Chief Petty Officer of the Navy, Avionics Technician Master Chief (AW) Duane R. Bushey. "The white hat is like putty — you can mold different characters out of it," he said. "I wanted my hat to be completely round. I wanted it to droop a bit, so I'd roll it down halfway to loosen it up."

Master Chief Hospital Corpsman Jerry Robinson, Command Master Chief at Bethesda Naval Medical Center, recalled how he wore his white hat. "I rolled the top quarter edge. It would flare out and have a flat edge to it. It took a lot of time and care to keep it that way."

Most sailors usually find it hard work to get their white hats just ex-

By reshaping the 'dixie cup' to suit their personal style, sailors have been able, for more than 100 years, to express some measure of their individuality in a uniform world.

actly the way they like them.

"Although I have six hats, I only wear the one I've been working on," said Yeoman 2nd Class Jerry Bradley, a Vice Chief of Naval Operations staff yeoman in Washington, D.C. "It's softened up and fits better," he said. "I get attached to one hat at a time."

There may be many different ways to wear a white hat, but there are just as many different nicknames — "squid lid," "dog dish" and "Mason jar top" — these and many other terms have been handed down over the decades. Aviation Electronics Technician Airman Apprentice Doug Paige of Naval Air Station Oceana, Va., remembers why his white hat was called a "dog dish."

"When I was in 'A' school, every time I went to the EM club I had to watch out for Marines. They would steal any sailor's white hat — said they used it as a dish to feed their mascot," said Paige. "I had to buy nine hats while I was there!"

But despite the unflattering nicknames and occasional abuse, the white hat has gained high status over the generations — it has become a symbol of the Navy. The dixie cup is so recognizable that Hollywood uses it as a prop in movie scenes shot in train stations, bus stations and airports.

"The Navy's white hat is much more easily identified than other military uniforms," said CAPT Michael Sherman, Director of Navy Office of Information, Los Angeles,



The "gullwings" of yesteryear.

noting that sailors are synonymous with travel and white hats are synonymous with sailors. "People expect to see them in areas of transit," he said.

The dixie cup has been so reliable that it was phased out only once this century. July 1, 1973, marked the beginning of some major Navy uniform changes. The results of a Navy-wide study, begun in December 1970, indicated that most sailors wanted a change in their uniforms. The white hat was given up for lost when it was replaced by a CPO-type hat known as a "combination cover."

But the combination hat was never completely accepted by personnel E-6 and below. Yeoman 1st Class Pete Martinez, currently as-

signed to the Assistant Secretary for Organizational Matters and Administrative Services, Washington, D.C., remembers when he joined the Navy in 1975 and the mixed feelings he had about not wearing the white hat.

"I had always pictured the typical sailor looking like the poster that had the old 'salty' sailor on it. The white hat looked sharp," said Martinez. "I didn't like it when I was issued the combo cover."

The MCPON remembers that ambiguity. "Most sailors wanted a uniform change," added Bushey, "and I felt that way too, but I also felt awkward wearing the combination cover as an E-6. The novelty of it wore off in two or three months — I missed my white hat."

Everybody missed it. According to Robinson, "The public probably had a harder time accepting the change than the sailors. They were used to seeing the sailor on a 'Cracker Jack' box."

There was another problem. Ships weren't prepared to provide enough storage space for the combination covers. "The only extra space the Navy added for the new uniforms were a few peacoat lockers they installed on board ships," said Robinson. "One of the 'gifts' sailors E-6 and below had was the extra space they had when they were wearing white hats and 'cracker jack' uniforms. I could probably store half a dozen or so white hats to every one combination cover."

Bushey agreed. "It's much harder to store a combination cover than it is to store the white hat. The combination cover gets crunched or flattened out," he said, "but the white hat never loses its shape."

There are public relations advantages to the dixie cup, too. "After the white hats were phased back in," recalled Bushey, who was a chief at the time, "I was standing in the San Francisco airport, in uniform. A civilian approached me and said, 'I just

want to tell you how sharp the sailors look today.' He had watched the transition from the white hats to the combination covers and back again and was glad to see a sailor 'look like a sailor, again.'"

Everyone agrees that white hats look sharp; the question — today, as it has been for decades — is how to *keep* them that way.

Keeping the white hat white is important to sailors. The tricks sailors use to clean their dixie cups are as individual and varied as the shape of the hat.

"If my hats get minor stains," said Bradley, "I soak them in bleach and run a toothbrush over the spots. You're supposed to brush with the grain so the hat doesn't fray. Then I throw them in the washing machine with my whites and put them in the dryer."

A sailor checks his dixie cup to ensure it's "just right."

It wasn't always that easy to clean the white hat. Sailors in boot camp in the '60s learned a different technique to keep their dixie cups in "sat" condition for inspection.

Bushey recalled, "I went to boot camp in San Diego in 1962. We would really scrub hard with a scrub brush, a toothbrush and Wisk to get the ring out of the inside. Then, we would attach a 'tie-tie' to the tag. Once attached, we would dip the hats in the toilet and flush." (A tie-tie is a piece of cord with metal tabs on each end that the Navy issued to sailors to hang their laundry).

But if cleaning efforts required by the white hats are high, at least replacement costs are low. If a captain's hat and a sailor's white hat are both blown overboard, the captain has to pay over \$40 to replace his hat, while the sailor is back in business for \$2.60.

Approximately 140,000 white hats are made each month for the De-

fense Personnel Support Center. The hats are then stored in defense depots in Mechanicsburg, Pa.; Memphis, Tenn.; Ogden, Utah and Tracy, Calif. The hats remain in the depots until DPSC distributes them to uniform shops throughout the Navy.

It may surprise some to learn that such an American symbol as the Navy white hat isn't made in the United States. Mayaguez, Puerto Rico, is the home of Proper International, Inc., the company that has been making white hats for DPSC for the last 10 years.

Seventy-five rows of stitching keep the brim of the dixie cup stiff. The brims are made on an automatic brim stitcher and the crown is put together on a sewing machine. When the two parts are completed they are stitched together using the sewing machine. The three-part operation takes about seven and a half minutes.

Something assembled so quickly nonetheless has proven to be very durable in popularity.

The white hat has remained a popular item with the civilian public. "I constantly get requests for white hats because they are unique to the U.S. Navy," said Bradley. "Some people even steal them out of my car."

"Traditionally, the white hat means a lot," said Bushey. "When the ship left the pier, we used to roll our hats and throw them to our girlfriends or wives. It was our way of leaving a part of ourselves behind."

Whether squared, rolled or worn with a stiff brim, the white hat gives American sailors their special individuality worldwide. "To me," Bradley said, "the white hat is a symbol of the Navy and it's always going to be." □

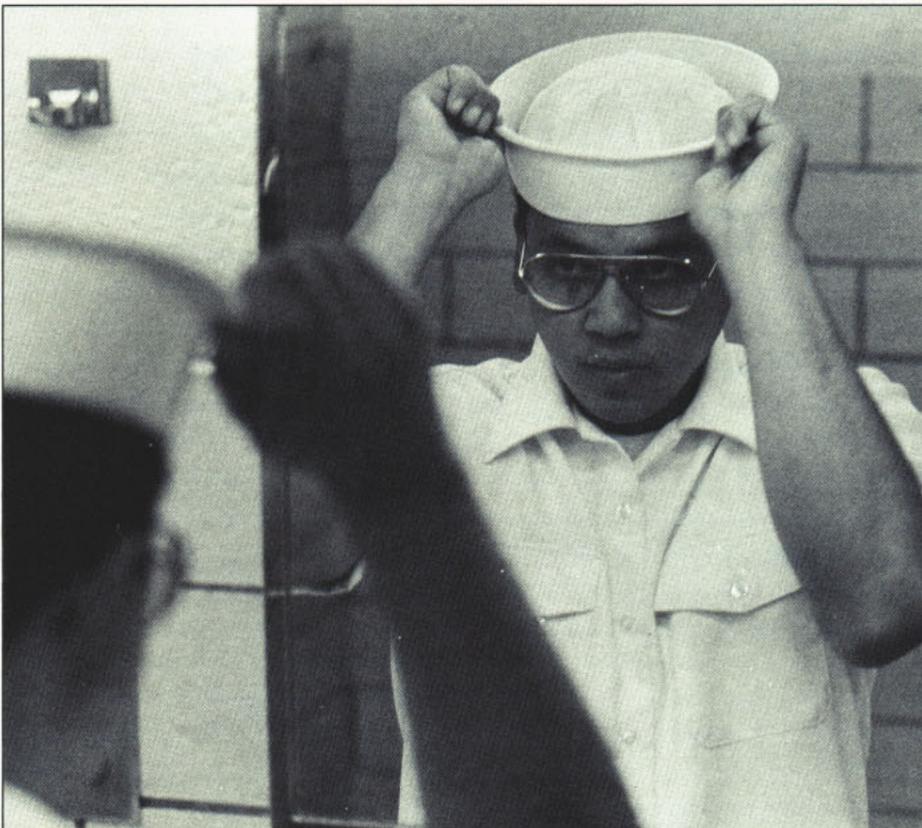


Photo by JOSH Oscar Socha

Hensgen is assigned to Chief, Office of Information, Washington, D.C.

A veteran's veteran

Cruising Vietnam's notorious Mekong River meant trouble. But this BM1 was used to trouble—and he left as one of the war's most decorated heroes.

Story by JOC Robin Barnette, photos by PH2 (AC) Scott M. Allen

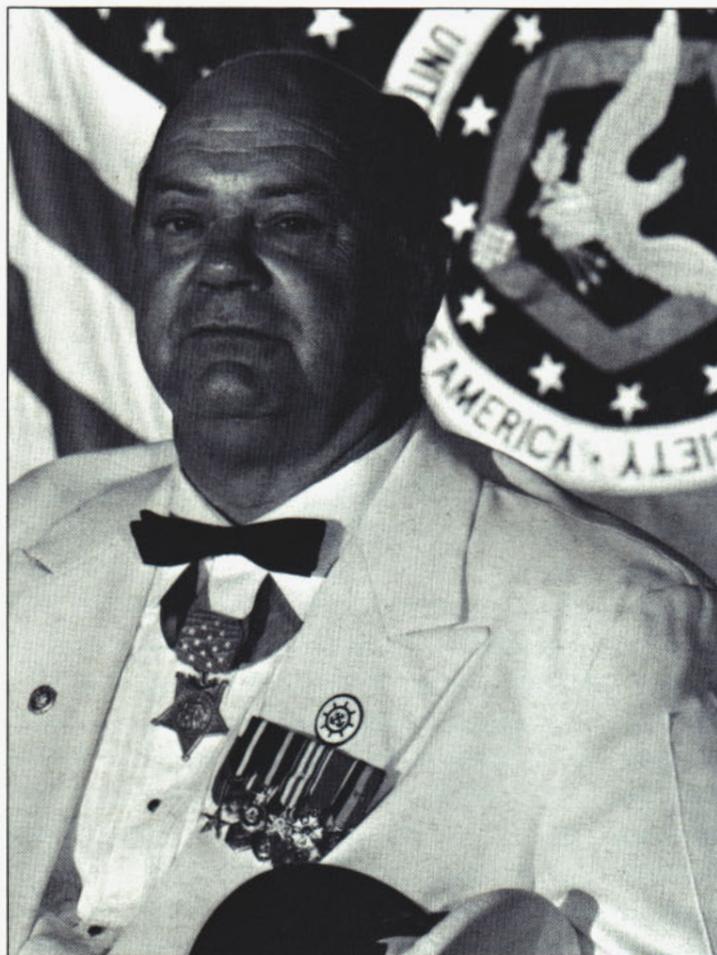
It's a steamy July morning in 1966. Boatswain's Mate 1st Class J. Elliott Williams guides river patrol boat 104 carefully through the waters of the Mekong River. He and his crew are providing cover for a second PBR which is scouting a suspicious sampan, about 250 yards ahead.

Another sampan is sighted on radar, 200 yards away and heading for the river bank. Williams hits the throttle to give chase.

Within 15 yards of the enemy craft, Williams slows his boat and switches on a searchlight. A burst of gunfire immediately rakes his boat, so he guns the throttle and makes a quick turn at the same time. The wake rocks the sampan and throws off the enemy's aim.

While Williams maneuvers the PBR across the water, twisting and turning to present a poor target, his crew returns fire. Surviving crewmen on the sampan soon jump into the water and escape into the jungle.

Neither PBR 104 nor its crew are



J. Elliott Williams

hit by enemy bullets, in spite of Williams' close approach to the sampan.

Williams and his men tow the enemy craft back to My Tho. The captured boat gives intelligence officers valuable information about local Viet Cong sympathizers, lists

of communist party members and VC "tax collectors." (The tax collectors terrorize South Vietnamese villagers, taking money and supplies to support the Viet Cong.)

Williams is cited for his expert boat handling and shrewd use of speed, as well as his courage in facing the enemy. He is awarded the Bronze Star Medal. From the Republic of South Vietnam he receives the Cross of Gallantry.

The action was one of many that Williams was involved in during his one-year tour in Vietnam. A recipient of the Medal of Honor, Williams is one of the most decorated sailors from the Vietnam era, earning approximately two dozen medals and awards, including the Navy Cross and two Purple Hearts.

Today, the 58-year-old Williams talks frankly about Vietnam. He doesn't focus on his own achievements, preferring to emphasize the efforts of other men. His southern accent softens the speech of this South Carolinian and he "tears up

the King's English," as he puts it, but Williams minces no words.

"These men, they wasn't no dumb-bunnies," he said. "They had a lot of common sense, and they worked *hard* at what they were doin'. And that was at a time when they were sayin' that ever'body was crazy and dopeheads, and in Vietnam in partic'lar, which just wasn't true.

"We didn't have *one* case in the whole River Section 531 or River Division 53, not any problems with liquor, any types of narcotics or anything. These were the same kids they were saying weren't no good. The young people that I got, they were throwaways, they were rejects. Their commanding officers wanted to get rid of them and they turned out to be the greatest young men in this country."

* * *

Some men volunteered for the river boat patrols, as Williams did, but many on the boat crews did not. The non-volunteer make-up of the crews presented a real challenge to Williams as a patrol officer, who needed to pull together a close-knit team if they were to survive in the Delta.

The PBRs usually operated in pairs, each boat with a four-man crew. The patrol officer was the fifth man on one boat. The ratings of the crewmen varied. In addition to boatswain's mates, enginemen and gunner's mates, radarmen, signalmen and even radiomen could be found on river patrol.

"Every man on that boat was interchangeable," said Williams. "Every man on there could set the rack on a diesel engine — have you ever heard of a boatswain's mate setting the damn rack on a diesel engine? But we all had to learn how to do it, 'cause you didn't know when something might happen.

"They all had to be qualified gunners. You didn't know where you might be — on the twin .50s up for-

ward when we come under attack, or you might be on the grenade launcher or the single .50 aft. It's a proven fact that you take a squad of men—say you've got 25 men, and they come under fire—you're lucky if five of them men will fire. I don't think it's cowardice, it's that they're stunned. It takes awhile for these people to come around and to learn that they got to shoot or die. Well, these PBR sailors . . . pulled together in one unit and they all thought alike."

According to Williams, the river patrols worked seven days a week, averaging 15 hours a day. If they were lucky, they got one day off a month, although he said there was an effort to make it one day off every two weeks when he left Vietnam in 1967. During most of his tour, his men lived under the stars, although later the Navy rented a motel for them in My Tho. They often were short of C-Rations.

"These boys were just so proud," Williams said. "That's the whole key. They didn't mind putting up with suffering. We went many days hungry. We went over into the jungle several times to kill a water buffalo. And that's the *awfullest* smellin' stuff! But when we were out operatin' we had no back-up, we were on our own."

It was a struggle to live. The men were always on the edge of combat when on patrol and coping with primitive living conditions when off duty. The PBR crews developed the sense of identity necessary for teamwork and survival.

"Another remarkable thing — they got hit harder later, that's true — but the first units that were put in, 531 at that time, in a year and four days we lost only one man," he said. "And I'm not trying to brag or anything, but we accounted for some 1,400 kills, and 180 captured. You could not have done that without teamwork."

"In a year and four days, we lost only one man. I'm not trying to brag, but we accounted for some 1,400 kills and 180 captured. You could not have done that without teamwork."

"I didn't have to tell the cover boat what to do when we were hittin' hard fire fights. Instantly, they *knew* what you were goin' to do and acted accordingly," he continued. He described an incident when one of his PBRs was captured in an ambush.

"It was about a mile and a half from an Army base near the Cambodian line, and we were told over the radio, 'Forget it, there's nothin' you can do. Get out of there.'" Williams was about half a mile from the captured boat and one of his boat captains seven miles distant as they talked about the situation. "He said to me, 'Elliott, do I know your intentions?' I said, 'Yeah.' That's all I had to say. So he come a flyin' and I went flyin'. We went in there . . . and blasted the hell out of 'em. We got our boat and crew back and diddy-bopped out.

"Now they give me a damn medal, but they would have given me a court-martial if somebody had got killed. But that's the risk you took sometimes. Even the Navy has never found a way — they can't argue with success. But God help you if you're not successful."

Veteran's veteran

"The first ship I drew, I was the most disappointed man in the world. I wanted to join the Navy and see the world, and I got orders to an LST that just sat around a buoy in San Diego harbor."

Williams is candid about the Navy. He's one of the Navy's biggest supporters, but doesn't pretend it's perfect. "I was proud of the Navy," he said. "I still am. That don't mean I ain't got some heartaches with it." In spite of the heartaches, Williams serves as the director of the Congressional Medal of Honor Society and regularly gives talks to community groups about the Navy.

Williams doesn't always use correct grammar, but his speech is deceptively simple. It's a mistake to think he's unintelligent or uneducated. He joined the Navy before graduating from high school, but got his high school equivalency certificate. Later, he earned his law degree from La Salle College. Williams retired from the U.S. Marshal's Service as a GS-18. In addition to his work with the Medal of Honor Society, he is on the board of directors for the state-owned Naval and Maritime Museum in Charleston, S.C., and is a waste management consultant. He's come a long way since his early days in South Carolina.

He was born June 13, 1930. His childhood in Darlington was not the happiest. "I had a little trouble, but I'm not ashamed to talk about it," Williams said. "I always had wandering feet — I ran away from home a lot. They'd catch me sooner or later, one time with the circus and another time workin' on a farm pickin' tomatoes."

When Williams was 11 years old, his father placed him in the South Carolina Industrial School for Boys. The school was tough, being a sort of reform school, but Williams got better treatment than the norm. "I was good in sports and ended up being captain of the boxing team. I won three state Golden Gloves championships. And I was a good baseball player, so they wasn't that tough on me." Williams also participated in football, basketball, tennis and track.

He learned self-reliance early. "I liked adventure, I liked goin' somewhere, I liked huntin'," he said. "Hell, at 12 years old I'd take off and camp in the woods by myself for two weeks. But I was busy. I was trappin' rabbits, cookin' my own food. I enjoyed that outdoor life."

When he was 16, Williams decided to join the Navy with six of his friends, convincing the county clerk to alter his birth certificate to qualify.

* * *

"The first ship I drew, I was the most disappointed man in the world," Williams said. "I wanted to join the Navy and see the world, and I got orders to an LST [landing ship tank] that just sat around a buoy in San Diego harbor." He was set on getting out of the Navy and going back home to South Carolina. He'd married his childhood sweetheart, Elaine, three months before his enlistment was up, and in fact, had al-

ready signed the discharge papers. He was to be paid off and discharged on a Tuesday morning, but his plans suddenly changed.

"Monday afternoon a message come through freezin' ever'body in the Navy for Korea," Williams said. Rather than stay aboard the LST, he "shipped" in 1950 for six more years and duty aboard a ship homeported in Charleston. His 20-year Naval career was rolling.

From 1950 through 1963 Williams served on USS *Douglas H. Fox* (DD 779), USS *Thomaston* (LSD 28), USS *Direct* (MSO 430), and USS *Little Rock* (CLG 4), with two shore tours at Naval Base, Charleston, and McGuire Air Force Base, N.J. He attended several Navy schools. On *Little Rock* he was injured when a cable broke, snapping like a whip. "It wrapped around my body and threw me about a 100 yards out in the ocean, but it didn't cut," he said. Still, he spent 40 days in the hospital. When released, he had a new duty assignment.

"I got me orders to USS *Chukawan*," Williams said. A BM2 at the time, Williams worked with a chief boatswain's mate on *Chukawan* (AO 100) who taught him a lot about hard work and leadership. "The ship was the most scroungiest rust bucket that I've ever seen in the Navy. Me and the bosun caught hell, but we cleaned it up and it won the 'E' the next two years. We were proud of that."

Williams was also able to pull the crew together as a team. "It was the bosun's idea that we got to find some way to make these people proud of themselves," he said. And Williams had a plan: he helped the crew make their ship a better place to live. Everybody contributed money to buy a big color television and a stereo system, piping music to every bunk — a luxury unheard of aboard Navy ships of the early '60s.

"I go by the old adage in the Navy, you worked the hell out of your men,



and you gave 'em hell, but you took up for 'em," said Williams. "You took care of your men, to the best of your ability. I think what you have to do — and the bosun helped me with that in my younger days — is that you have to create enthusiasm. And you know you can't teach enthusiasm, you have to catch it."

On *Chukawan*, Williams made BM1. He later was assigned to USS *Amphion* (AR 13) and then in 1966 served on USS *Alcor* (AK 259) for three months. This last duty, however, was interrupted by orders to Vietnam.

Williams didn't have to go to Vietnam. He had 19 years in the Navy and his request for transfer to the Fleet Reserve was already approved. His wife Elaine and five children were looking forward to his retirement. But Williams wasn't satisfied.

* * *

"I have always wanted the opportunity to show what I could do as an individual," he said, "and I didn't feel that I'd ever had that chance. I grew up in the Navy, really, and I

liked the Navy. But normally, no matter what job you go out and do, no matter how good you do that job, somebody else got your credit. And the way this program [the river patrol] was explained to me, you'd be operating on your own."

Vietnam turned out to be the chance he was looking for. "The first morning we were out, we got blasted to hell and back. It's lucky nobody got killed," Williams said. "There was no other U.S. military at this time in the Delta. The Viet Cong controlled everything."

The Mekong Delta, threaded with small canals dug by the French, had no roads. "They put the Navy in there to stop supplies from crossin' the rivers 'cause they wasn't doin' too good on bombing the Ho Chi Minh Trail," he explained, "so our primary job was to stop the movement of troops, stop the movement of supplies crossin' the Mekong River Delta."

The Viet Cong tried to stop the river boat patrols, but in spite of booby traps set in the waterways,

Williams actively represents the Navy in the community. Here he presents a flag to an Eagle Scout.

"I had the sharpest damn knife and the shiniest shoes in the Navy. That's what I believe in, bein' a good sailor."

Veteran's veteran

nets strung across the river and mines floated downstream, "they couldn't break our spirit," Williams said. "Out of the 360 and some odd days I was there, we got some kind of sniper fire 240 times. And a lot of it accelerated into big battles."

It can be hard for people who weren't in Vietnam to understand the horror of that war, but Williams and his men received an early education. "I hadn't been there long when we heard how bad these 'tax collectors' were," he said. "We got all our boys down to a village where the Viet Cong had got mad 'cause [the villagers] were tryin' to aid the Americans. They had cut off about 20 some heads and stuck 'em on bamboo stakes around this village. Now that is gruesome, but it's true."

Williams won't say much about how it felt to be on river patrol in enemy-held territory. Asked about it, he said, "It was normally hot." He hesitated and then added, "I don't think at that time you had much of a feeling. You looked at it as a duty, that you had to be there, that you had to be alert. As soon as we left My Tho, the drums started beatin'. They started tellin' ever'body up and down the river we were comin'. You had to be very alert 'cause they'd always set ambushes for you."

During a patrol wasn't the time to be emotional, but off duty it couldn't be helped. "You'd read a letter from home and you'd get to thinkin', wishin' you was home," Williams said. "But really most of the time we stayed tired. I could just sit in a chair or anywhere and go to sleep."

To do the job Williams did, working long hours day after day, and being responsible for the lives of at least eight other men, took toughness and determination. Williams had those qualities — he was never afraid to stand up for what he thought was right, even when he was sure to lose. "They say if you don't like somethin', leave it. But I say

stick with it and try to beat it," he said. "And I got into a lot of trouble — in fact, I got busted from first class . . . I hit a lieutenant, but he hit me first. And I say I will not take it if a man raps the hell out of me — I'm gonna rap him back . . . But you can't do that in the Navy."

It took Williams four years to get his record cleared, even though the officer confessed he was at fault. "The man went up — I've always respected him — and said, 'I was wrong, I made a mistake. I hit that boatswain's mate first.' But they said, 'That don't matter. He hit an officer.' He got out of the Navy voluntarily, but I still suffered. Now I'm not trying to cry a river, but do you think that's right?"

Even though he felt the Navy had wronged him, he never turned sour. "I had the sharpest damn knife and the shiniest shoes in the Navy," Williams said. "That's what I believe in, bein' a good sailor. When I would walk out to quarters in the morning my shoes would *blister*, they would shine so."

It was this man — with his paradoxical mix of defiance and pride in the Navy — who volunteered to serve in Vietnam on the river boat patrols and was presented the Medal of Honor for "conspicuous gallantry . . . at the risk of his life above and beyond the call of duty."

It's Oct. 31, 1966, and Williams is boat captain and patrol officer aboard PBR 105, patrolling with another PBR. Suddenly, two enemy sampans fire at the patrol; Williams orders the fire returned. The crew of one sampan is killed and the other flees.

Williams and his patrol pursue, running into heavy small arms fire at close range from enemy forces, well-concealed along the river bank. Maneuvering past, the patrol faces more of the enemy aboard 10 small craft,

supported by heavy fire from the shore.

In a fierce battle, Williams makes himself vulnerable to enemy bullets while directing the patrol's actions. Realizing the overwhelming odds, he pulls his patrol back to wait for armed helos, but discovers an even larger concentration of enemy boats.

He leads his patrol through intense enemy fire. When the helos arrive, he directs the attack on what remains of the enemy force.

It's almost completely dark, so Williams orders the patrol boats' searchlights turned on to press the attack, even though it makes his boats better targets. But in spite of this, and a dwindling supply of ammunition, his patrol confronts the enemy onshore and routs their entire force.

During the three-hour battle, Williams' patrol destroys 65 enemy boats and inflicts heavy casualties on enemy personnel.

Williams will be awarded the Medal of Honor for his heroism that day.

BM1 Williams returned home and retired in 1967. In 1975, he was honorarily promoted to chief petty officer. He's proud of his service and proud of the Navy, but doesn't want to be the center of attention. He wants other Vietnam veterans to be recognized.

"I think the men that deserve the credit in Vietnam was the youngsters," said Williams, who was an "old man" of 35 when he reported for duty on the river. "They've never got the credit they rightfully deserve. They did such a good job — if you were willing to show them, to lead, to get out front, they didn't ask you why, they done what you told 'em. And they did a good job of it." □

Barnette is the senior staff writer for All Hands. Allen is a photojournalist assigned to All Hands.

Bearings

USS *Constellation* fire — a victory for damage control

"There was a fireball and everyone was knocked into the bulkheads," said Hull Maintenance Technician 1st Class Brian Clark. "I remember my OBA face mask was torn off. The passageway turned orange because of the fire in the air. I smelled hair and flesh burning."

As scene leader of the emergency firefighting squad on USS *Constellation* (CV 64), Clark was one of the first men to approach the carrier's No. 1 main machinery room after fire and explosions fed by fuel oil erupted Aug. 2.

After 24 hours of fighting the fire, followed by weeks of cleanup and damage assessment, the men who battled the blaze credited training and readiness with saving their lives.

"Our training was invaluable to us," said LTJG Kevin Sexton. "It saved our lives. It saved our ship."

In addition to general damage control training, which all crew members must complete, the at-sea parties attend a three-day firefighting school at least once every 18 months, with regular one-day team training in between.

On *Constellation*, the first five days of each underway period features daily firefighting drills. Then the schedule shifts to one drill and two general quarters fire drills each week.

"GQ drills can get to be a pain," said Damage Controlman 1st Class David E. Wagner, "but when you have a situation like we did, nobody's bitching [about all the drills]."

The training the men brought to the ship also proved its worth said Wagner. "The recent graduates from

damage controlman school [located at Treasure Island, Calif.] were outstanding," he said. "We had some who'd only been on board for three months."

The damage controlman rating was merged into the hull maintenance technician rating for 17 years. In October 1987, however, DC was restored as a separate rating. The school at Treasure Island has been training sailors in damage control for over 40 years. See Oct. '87 *All Hands*.

LT Jim Mersereau, repair locker 4 officer, praised the ship's R Division for its maintenance of firefighting gear. "When we needed DC equipment, it all worked," he said.

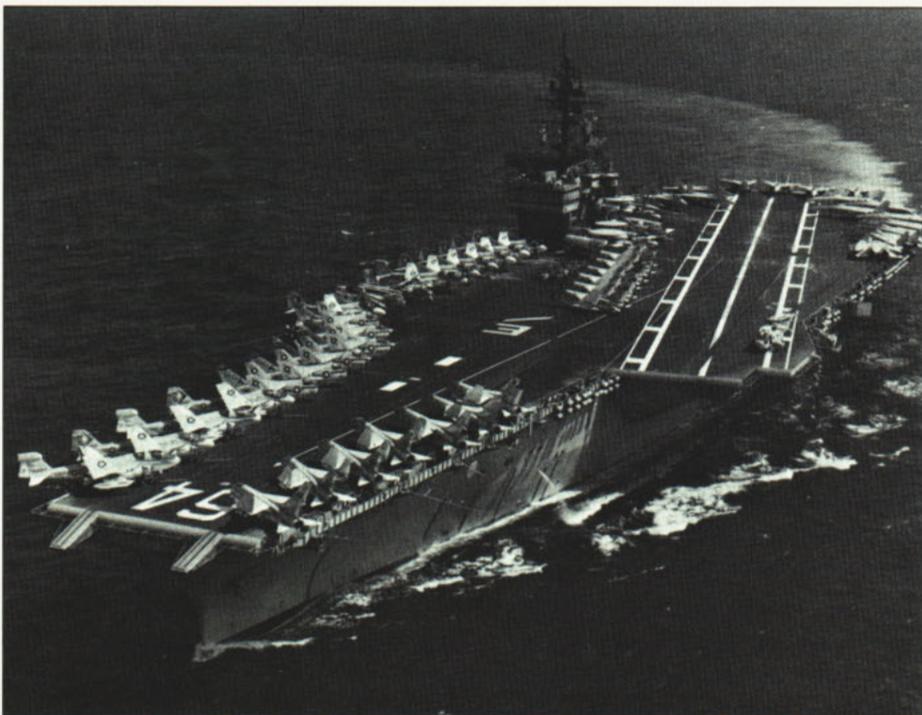
Mersereau said leadership and organization were the keys to controlling the fire. "We had highly trained personnel," he said, "who knew the ship and knew firefighting techniques."

LT Harrison Wells, repair locker 5 officer, stressed the importance of thorough training in a life-threatening fire. "When you're so scared that you don't have time to think," he said, "training becomes important to overcome fear."

"Of all the navies in the world, the U.S. Navy does damage control best," said Mersereau. "I think we proved that by putting out this fire without any major injuries." Twenty men were flown to Balboa Hospital in San Diego for treatment of burns, smoke inhalation and minor injuries.

Mersereau closed with a piece of advice for all sailors. "Never take damage control for granted," he said, "because it will save your life." ■

—Story by JO1 David Masci, NIRA Det. 5, San Diego.



U.S. Navy photo

Damage control training saved *Constellation* and its crew.

Bearings

Navy man wins DoD conservation award

Senior Chief Electronics Technician Michael Clemensen was recently awarded the Department of Defense's Natural Resources Conservation Award for his work while stationed at Naval Air Engineering Center, Lakehurst, N.J.

The annual award recognizes exceptional natural resources management by DoD employees. Clemensen,

assigned to USS *Connole* (FF 1056), devoted extraordinary off-duty time to conservation work.

Clemensen's projects at NAEC Lakehurst included cleanup of litter, coordinating the construction of a new conservation club and many conservation education projects.

The base award went to Goldwater Air Force Range in Arizona for

outstanding programs aimed at keeping base residents and their neighbors in touch with the natural beauty of the base and the history of the area. Goldwater is the largest range in the United States dedicated to training Air Force pilots.

Both awards were presented to the winners by Secretary of Defense Frank Carlucci at the Pentagon. ■

Mobilization exercise tests readiness of fleet hospital

"Keep the stretcher level! Watch those feet! Where's the leader here?"

As coaches barked instructions, the men and women of Fleet Hospital 14, based at Naval Air Station, Jacksonville, Fla., learned the tricks of transporting a litter in the field.

Officers, mess specialists and other non-medical ratings labored beside corpsmen in two- and four-person teams to master a specially designed litter-carry obstacle course. "Injured" shipmates were strapped to a litter and carried up a steep hill, through a sandy gully and over shoulder-high obstacles. Litter bearers even crawled on their stomachs under "barbed wire" (red engineer's tape), dodging real cactus to safely deliver their human cargo.

It was all part of *Bold Healer*, the largest mobilization exercise of its kind ever held in this country, according to officials of Naval Reserve Readiness Command, Region Eight, who planned and executed the training with the support of the U.S. Army.

More than 1,000 reservists from 14 detachments in three states and Puerto Rico that make up Fleet Hospital 14, converged during the first weekend in May on Camp Blanding,

an Army post approximately 30 miles southwest of Jacksonville, Fla.

Bold Healer was the first large-scale mobilization exercise ever conducted by Region Eight among its fleet hospital personnel, and it was the first time everyone in this 500-bed hospital unit had worked together since its formation last October.

Fleet hospitals of 250 or 500 beds are deployed with the Marines and established behind combat lines. Pharmacies, operating suites and other necessities for this small "city" are set up in containers measuring eight-foot by eight-foot by 20-foot, and transported by train, ship or plane to the hospital site.

"We're not a 'M.A.S.H.,'" said LCDR Eric Smith, referring to the popular TV series. "A fleet hospital can be moved, but it's not mobile. We get few 'walk-ins.' Most of our casualties would be evacuated here from other facilities, such as battalion aid. We offer a continuum of care larger than a M.A.S.H., with orthopedic and other types of surgery that would be necessary in wartime or a national emergency."

"This exercise proves the credibility of the reserves," said CAPT Rob-

ert M. Duplis, the unit's commanding officer. "We used the recall bill to make sure we could get the people here, and they responded. We had hoped for 950 people, but more than 1,000 came, many on just 24 hours' notice."

Hospital Corpsman 1st Class Tim Osborne, of the 4th Medical Battalion, Co. B, Orlando, Fla., was among them.

"We got a phone call Thursday night telling us to be ready at 4:30 p.m. Friday," Osborne said. "We carpooled and arrived here about 8 p.m. Friday. By midnight we were set up and treating people at battalion aid."

There were many difficulties, but morale remained high throughout the exercise.

"I would do this again," said Mess Management Specialist 3rd Class Charles Thomas of Detachment A, Atlanta. "This experience qualifies us to be in this unit. The leadership training we are getting this weekend will enable us to take charge in any emergency." ■

— Story by JO2 Barbara Shupe, a reservist assigned to the Public Affairs Center, Norfolk.

Submariner whistles his way to the top

To relax, some people shop or take in a movie. Fire Control Technician 1st Class Sean Lomax spends his off-duty time a little bit differently. Lomax whistles — very, very well.

In fact, Lomax whistles so well that he recently placed second in the classical category of the International Whistle-Off Championships held in Carson City, Nev. Lomax, stationed aboard USS *Buffalo* (SSN 715) in Pearl Harbor, garnered the second-place spot by whistling an excerpt of Beethoven's Fifth Symphony.

The crowd liked Lomax's performance so much that they booed and jeered the category's winner, Hugo Conti. Conti, who's been performing in competition for several years, agreed with the audience and handed

over his first-place trophy to Lomax.

Lomax has been whistling "professionally" for several years now and is no stranger to the Whistle-Off



Photo by JO3 Cheryl Moore

Championships. In 1986, Lomax finished second, third and fourth in three different categories. He finished second in the classical division when he whistled the conclusion to Bach's "Choral Fantasy." In the pop-

ular contemporary division, Lomax placed third with his rendition of "Easy Winners" from the movie, "The Entertainer."

The final category Lomax entered was the duet category. He and Conti whistled a harmonic version of "House of the Rising Sun," which got them fourth-place honors.

When Lomax returned from this year's championships, a message was on his answering machine at home asking him to call the Johnny Carson Show. Lomax obliged and since has puckered on national television for the "king of late-night TV." But for Lomax, it was just another whistle-stop. ■

— Story by JO3 Cheryl Moore, Naval Submarine Base, Pearl Harbor.

Destroyer sailors aid Korean orphans

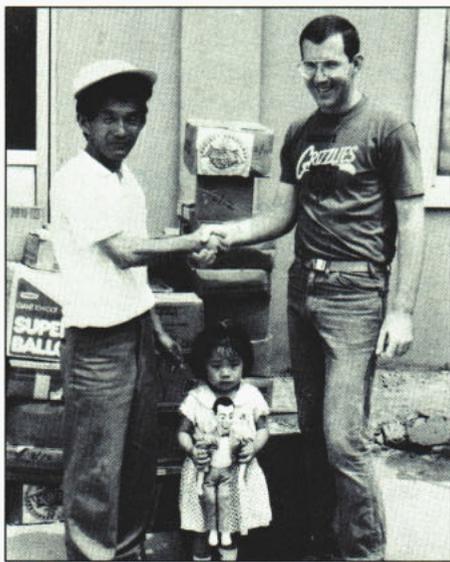
Eight crew members of USS *Lynde McCormick* (DDG 8) recently shared smiles and friendship with a group of orphans in Pusan, South Korea.

The volunteers from the San Diego-based guided-missile destroyer took part in the U.S. Navy's *Project Handclasp* program by painting several school buildings at the New Life Christian Orphanage in the port city of Pusan.

Lynde McCormick sailors were joined by several of the orphanage's teachers and the director of the orphanage, Hi Rang Park, who all worked right alongside the sailors.

The highlight of the day, for both the sailors and orphans came when the boxes of donated toys were opened and given out. Everyone then participated in tossing frisbees, thumping volleyballs and enjoying other playthings.

A special friendship evolved when Gunner's Mate (Missiles) 3rd Class Paul Holloway presented the youngest orphan with an American doll —



U.S. Navy photo

a likeness of popular screen star, Pee Wee Herman. The doll became an instant celebrity with the children, who crowded around Holloway as he showed them how to pull the doll's string to make it speak.

"The project was a great opportunity for the crew members to experience an inside perspective into the Korean way of life," LTJG Michael Kovack said. "Additionally, the success of the relations achieved between the crew members and the people of Pusan was outstanding. We managed to work around the communication problems and made a lot of friends."

The project was one of many completed by *McCormick* during its deployment to the Western Pacific. ■

— Story by JO3(SW) Michael Pluta, USS *Lynde McCormick* (DDG 8).

Mail Buoy

Suggestions for safety

I would like to commend *All Hands* magazine for its Persian Gulf coverage in the March 1988 issue. However, some of the photographs show ineffective and potentially unsafe situations that can be easily corrected. The following comments are from a Naval architect at a Navy shipyard (representing his personal opinions, *not* necessarily those of the Navy or NavSea). It is *not* intended to disparage the people of the fleet who do so well in accommodating the special situation in the Persian Gulf.

First, the use of "sandbags" as ballistic protection around gun mounts aboard ship is ill-advised. To get the same protection as thin pieces of steel plate, one needs 14 to 20 times the thickness of sandbags. These sandbags are heavy and, when high up in the ship, represent "high" weight that can adversely affect ship stability when damaged or in heavy weather. Use of "spare" steel or aluminum plate welded or bolted into place is better. Your nearest tender or repair ship can help.

The second problem is that some ready service ammo is being exposed to direct sunlight. Quickly installed gun mounts often lack the proper ready-service ammo lockers, but ammo exposed to direct sunlight (especially in such a hot area) can experience higher chamber pressures and other ballistic irregularities. Set the ammo boxes on supports above the deck so that air can circulate underneath. Put a tarp or piece of canvas over the ammo boxes to act as a sun shield. If it is very hot, one can run some water over the sun shield (though *not* on the ammo) in order to get some evaporative cooling. Keep the minimum amount of ammo exposed to the elements while keeping most of it back in a properly cooled magazine.

How can the crews of ships get the info needed to add machine guns and other equipment needed for operations such as those in the Persian Gulf when such information is not normally in use? Try your type commander or local supervisor of shipbuilding. Navy yards (especially the planning yard for your specific class of ship) as well as NavSea also can provide assistance. Given today's funding levels, one may not get actual hardware, but you can at least get useful informa-

tion and ideas that, when combined with the ingenuity exhibited by the crews of Navy ships, will serve you well.

Meanwhile, keep up the good work at *All Hands* and in the fleet. You have the sincere gratitude and wholehearted support of your friends back home.

—Gordon J. Douglas Jr.
Fullerton, Calif.

Unsafe ring

In your June 1988 issue of *All Hands*, on Page 37, you show a photo of Aviation Electronics Technician 3rd Class Sara Branch working on a P-3 tactical coordinator keyset. If you take a close look, she is wearing a ring on her left hand, which is very unsafe! I thought I would bring this to your attention, because safety is an "all hands" effort.

—AX2 Robert Romigh
VP 8
NAS Brunswick, Maine

Making it work

I just finished reading your *All Hands* article in the August issue about single parents in the Navy. I found the article very interesting, due to the fact that I just became a single parent myself.

In May, I gave birth to a boy whose name is Brandon. I find that being a single parent is a big job, especially since I'm an E-4. I feel that the Navy is very supportive to the single parent.

It's not an easy job, but there are many avenues to go to for help. I never realized before how helpful the Family Service Center or Navy Relief can be in a crunch.

I enjoy my job and I enjoy my Naval career. I feel that being a single parent can be very trying at times. It seems like there is never enough time to do everything. I've learned to make the time, although sometimes it would be nice if the days were longer!

I would just like to say to all single parents that I know it's hard. But I guess we are kind of special and have a tough job to do. But it can work.

—RM3 Peggy Summers
ComSubGru 9
Bangor, Wash.

First fireplace

Concerning your article on Page 38 of the July 1988 *All Hands*, "Bagley chiefs add touch of warmth to CPO mess." If you will check, USS *L.Y. Spear* (AS 36) had the first "First Class Mess" to have a fireplace on board a Naval ship. If I recall, this was installed in 1978 or 1979.

—YN1 J. A. Jackson
Naval Special Warfare Unit Four
Miami, Fla.

Reunions

• **USS Newman K. Perry (DD 883)** — Seeking former crew members. Contact Clifton Wentworth, 7 Paradise Rd., Ipswich, Mass. 01938.

• **Patrol 50 (Sensor Three Sweathogs)** — 1974-78 period crew members interested in a reunion. Contact AW1 Fletcher or AWC Preiss, ResASWTracn, NAS Willow Grove, Pa. 19090; telephone (215) 443-6502.

• **USS Saratoga 10th Division Electricians (Sept. 1941- Sept. 1945)** — Seeking former crew members. Contact A. Herrick, 31083 Hoover Road, Warren, Mich. 48093.

• **USS Charles S. Sperry (DD 697) - Korean War Era crew/1949-1954.** — Reunion scheduled March 30-April 2, 1989, in Norfolk. Contact Robert M. Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503; telephone (804) 587-1840.

• **Navy Sealab Project** — Proposed reunion February 1989 in Panama City, Fla. Contact Bob Barth, 419 Bayshore Drive, Panama City Beach, Fla. 32407; telephone (904) 234-8264.

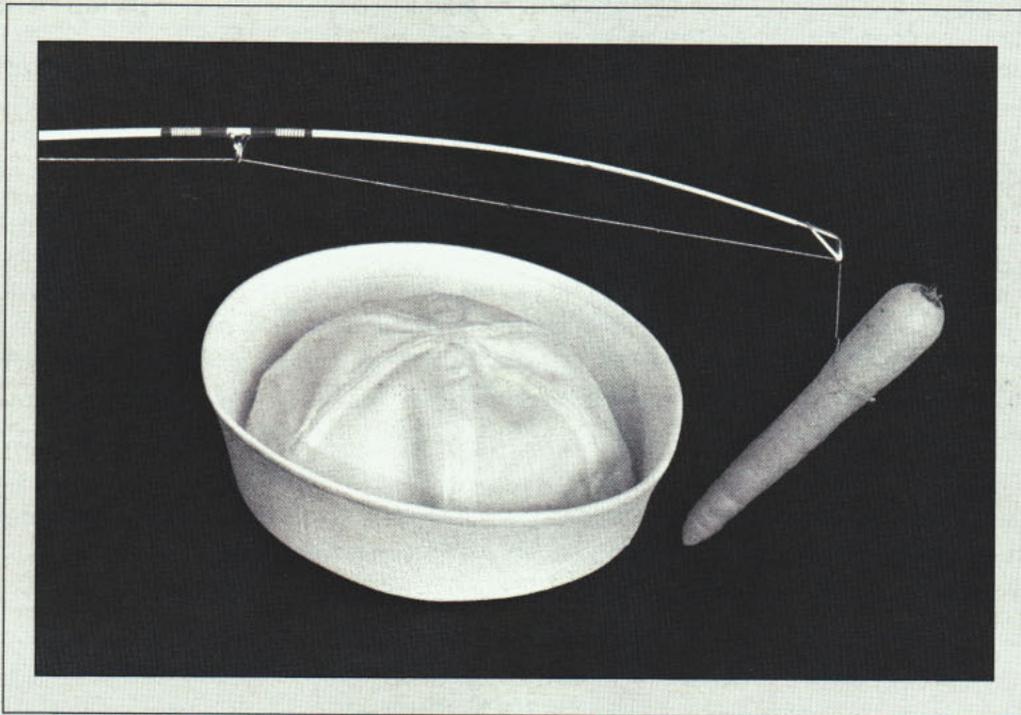
• **VS-24 at Dutch Harbor 1943-1944** — Proposed squadron reunion February 1989 in Pensacola, Fla. Contact C. Fred Joseph, 19904 Clutter Road, Utica, Ohio 43080.

• **USS Lyman K. Swenson (DD 729)** — Seeking former shipmates. Contact Bob Davis, 9451 Hyannis Port Drive, Huntington Beach, Calif. 92646; telephone (714) 968-2650.

• **USS Machias (PF 53)** — Seeking former crew members for proposed reunion. Contact John R. Jones, 806 Helene Street, Wantach, N.Y. 11793; telephone (516) 731-0442.

11

Navy Rights & Benefits



Reenlistment Incentives

Reenlistment Incentives

Why does a person reenlist in the Navy? Chances are, if you asked 10 career Navy people this question you'd get 10 different answers. You'd get similar results if you asked 10 civilians why they stay with a particular company for a career. You'd probably find that their reasons are essentially the same as the reasons of those who choose the Navy.

Many incentives, tangible and intangible, attract a person to a particular career. The job is important. It's enjoyable because it's in line with the person's interests and abilities, and a comparable job may not be available elsewhere. The opportunities for advancement may be good. Perhaps the person can get more education and subsequently a better job, through the organization.

Then there are other considerations: job security, paid vacation, travel, family protection plans, retirement and many other factors that enter into a person's decision and create yet another very important ingredient — loyalty.

In most cases, a person chooses a career on the basis of a combination of these factors.

So it is in the Navy. A decision to reenlist is a personal choice.

The following information reviews the long-term incentives for making the Navy a career. Special emphasis is given to reenlistment incentives.

Guaranteed assignment

Puerto Rico, Spain, the Bahamas, the Far East — reenlistment can be your ticket to an exotic duty station.

The Navy can guarantee you an assignment of your choice as a reenlistment incentive under the guaranteed assignment retention detailing program. A nice feature of this program is that you can have your orders in your left hand before you raise your right hand to reenlist.

The GUARD III program offers you two guaranteed assignments,

the first of which must be used at your first reenlistment. The second can be used at any reenlistment point before your 25th year of service.

The Navy defines a guaranteed assignment as either a specific ship type or home port for sea duty or a specific geographical area for shore duty.

To be eligible for GUARD III you must:

- Be an E-4 through E-9 with less than 25 years active service, or a designated E-3 who has passed an E-4 exam and is currently eligible for advancement;
- Be within six months of expiration of active obligated service, as extended, except as noted below;
- Be willing to reenlist for four or more years;
- Have no courts-martial or civil convictions within 18 months of EAOS, as extended;
- Not be in receipt of permanent change of station orders, being processed for transfer to Fleet Reserve, or have an effective FltRes date;
- Have a consistent record of above average performance; and
- Be recommended for reenlistment.

All assignments must have valid requirements and must be in accordance with the priorities established by the manning control authorities. Assignments are intended to be made for transfer when EAOS and projected rotation date coincide prior to an extension becoming operative. Personnel reenlisting for a GUARD III incentive prior to a signed extension becoming operative, or prior to established PRD,

must have completed two years at their present command or a DoD area tour.

Selective training and reenlistment

Education and advancement in your present rating may be more important to you than a guaranteed duty assignment. If this is your choice, you can hitch up to a STAR, the Navy selective training and reenlistment program. For a six-year reenlistment, the STAR program guarantees:

- Assignment to an appropriate "A" or "C" school, or "C" school package (different schools training students for a specific skill);
- Automatic advancement to petty officer 2nd class upon completion of a class "C" school, or "C" school package, listed on the career school listing, if otherwise eligible.
- Selective reenlistment bonus if eligible.

To qualify for STAR you must:

- Be in a critical NEC or any rating in career reenlistment objective groups A, B, C or D;
- Be a first-term PO2, PO3 or designated striker;
- Have at least 21 months but not more than six years' continuous active Naval service and not more than eight years' active service.
- Meet the minimum test score requirements for the class "A" school;
- Be recommended by your commanding officer for career designation and meet considerably higher than minimum standards for reenlistment;

Reenlistment Incentives

- Have no record of conviction by courts-martial or non-judicial punishment during the 18 months preceding date of application; and

- Not have derived any benefits from the SCORE program and have completed obligated service for other programs.

OpNavInst 1160.5B prohibits reenlistment of personnel, E-4 and below, beyond 10 years of active Naval service, and E-5 personnel beyond 20 years of active military service. Personnel should contact their command career counselor to ensure eligibility for STAR reenlistment incentives.

Selective conversion and reenlistment

Occasionally Navy people feel "stuck" in their jobs — positions that may not be in line with their interests. The Navy wants its people to serve in the rating in which they have an interest and aptitude. To achieve this, the Navy has tailored the selective conversion and reenlistment program for Navy people wishing to change fields offering them greater career potential.

A six-year obligation under the SCORE program offers these incentives to members reenlisting for conversion to critically undermanned rates:

- Guaranteed assignment to class "A" school with automatic conversion of rating upon satisfactory completion of that school or direct conversion if switching to a similar skill;

- Possible advancement to PO2 upon completion of the "C" school or "C" school package, if these appear on the current career school list;

- Guaranteed assignment to an appropriate class "C" school or "C" school package, if available; and

- SRB, if otherwise eligible.

To qualify for the SCORE program you must:

- Be in any rating in CREO groups B, C, D or E;

- Be a PO1, PO2, PO3 or identified striker;

- Meet minimum test scores for entry into appropriate class "A" school;

- Be within 12 months of EAOS, as extended;

- Have at least 21 months continuous active Naval service, but not more than 15 years total Naval service;

- Have demonstrated a potential for rate conversion, show sustained superior performance and be recommended by your commanding officer;

- Have no more than one non-judicial punishment for the 18 months preceding date of application or any record of convictions within 48 months preceding date of application; and

- Obtain prior approval of Commander Naval Military Personnel Command.

OpNavInst 1160.5B prohibits reenlistment of personnel, E-4 and below, beyond 10 years of active Naval service, and E-5 personnel beyond 20 years of active military service. Personnel should contact their command career counselor to ensure eligibility for SCORE reenlistment incentives.

Assignment to school as a reenlistment incentive

Have you found that you don't qualify for any of the programs listed above because of paygrade, time in service, evaluations, etc.? Well, don't give up. Assignment to school may be just the program for you. If you are recommended for reenlistment, you are basically eligible for this program. The purpose of the pro-

gram is to provide an incentive for reenlistments of four or more years by guaranteeing, under certain conditions, assignments to a specific school.

To qualify for this program you must:

- Meet the entrance requirements of the desired school;

- Be able to utilize the skill immediately;

- Be able to utilize the new skill in conjunction with skills already obtained;

- Be in the paygrade for which utilization of the desired skill is intended;

- Have a consistent record of average or better performance; and

- Be within 12 months of EAOS.

Requests should be submitted four to six months before the desired reenlistment date. Assignments to school will normally occur at member's PRD. However, school assignments on a temporary additional duty under instruction basis, as approved by appropriate type commander when feasible, may occur at any time within the member's activity tour that is agreeable to the member's commanding officer.

Selective reenlistment bonus

Members serving in certain critical ratings or NECs may be entitled to an SRB for reenlisting or extending their enlistments for a minimum of three years. SRBs can be as much as \$20,000 (\$30,000 for designated skills). SRBs are used to increase the number of reenlistments in ratings and NECs having insufficient retention. SRB award levels are reviewed at least every six months and may be increased or reduced. There will be some ratings/NECs eliminated and new ones added at each review. Changes to the list of SRB-eligible ratings/NECs and respective award

Reenlistment Incentives

levels are announced by NavOp message which is normally released 30 days prior to the effective date of the change.

To be eligible for SRB you must:

- Have completed at least 21 continuous months (excluding AcDuTra) but not more than 14 years of active Naval service;

- Be eligible to reenlist or extend for three or more years in the regular Navy;

- Be a petty officer or E-3 designated striker;

- Be qualified for, and serving in SRB rating/NEC or be approved for conversion to an SRB-eligible rating/NEC; and

- Receive authorization from NMPC before reenlisting or extending for SRB.

There are three SRB zones: A, B, and C. You may receive only one Zone A, one Zone B and one Zone C bonus during a career. The zone that an eligible member is entitled to is determined by total active service and is described below.

Zone A: You must have completed at least 21 continuous months (excluding AcDuTra) but not more than six years (including AcDuTra plus all prior active duty in any service) total active military service on the date of reenlistment or operative date of qualifying extension, and the reenlistment or extension plus the prior active service must equal at least six years of total active service.

Zone B: You must have completed at least six years but not more than 10 years (including AcDuTra plus all prior active duty in any service) total active military service on the date of reenlistment or operative date of qualifying extension, and the reenlistment or extension plus the prior active service must equal at least 10 years of total active service.

Zone C: You must have completed at least 10 years but not more than 14 years (including AcDuTra plus all

prior active duty in any service) total active military service on the date of reenlistment or operative date of qualifying extension, and the reenlistment or extension plus the prior active service must equal at least 14 years of total active service.

SRB computation. The SRB is computed as follows: Base pay x Additional obligated service (in months) divided by 12 x Award level = Total SRB amount.

SRBs may not be paid for any service remaining on the current enlistment (for members reenlisting early), or for the period of all canceled non-operative agreement(s) to extend enlistment (USN) or agreement(s) to remain on active duty (USNR) — except in two cases:

- 1) Extensions for nuclear-trained and nuclear-qualified personnel who cancel the extension before it becomes operative and immediately reenlist for at least two years beyond the extension agreement;

- 2) Inoperative extensions executed to meet continuous submarine pay eligibility requirements (provided no bonus was paid for the extended service).

When computing the active obligated service remaining on the current enlistment for which SRB cannot be paid, a fraction of a month will be rounded up to the next whole month. For example, when a member is discharged five months and one day prior to EAOS to reenlist early, the period for which SRB is paid will be reduced by six months. However, if the member is discharged no more than three days prior to EAOS (as extended) they will be considered to have completed the enlistment for the purpose of determining additional obligated service.

Obligated service in excess of 16 years total active military service may not be used to compute the SRB.

For SRB purposes, a member who

reenlists more than 24 hours after discharge or release from active duty will be considered a Navy veteran with broken service. The 24-hour period begins on the date following the date of discharge or separation. This means a member who goes to a recruiter and reenlists will only be eligible for a broken service SRB and will receive a maximum of 75 percent of the SRB they could have received had they elected immediate reenlistment instead of accepting a discharge or release from active duty.

Career information

All of the programs covered here deal with specific reenlistment incentives. The Navy also offers a variety of career alternatives that do not require you to ship over. Your retention team is the primary source for accurate, up-to-date information about career policies and programs. Team members can provide, not only career information, but facts about education programs and veterans benefits as well.

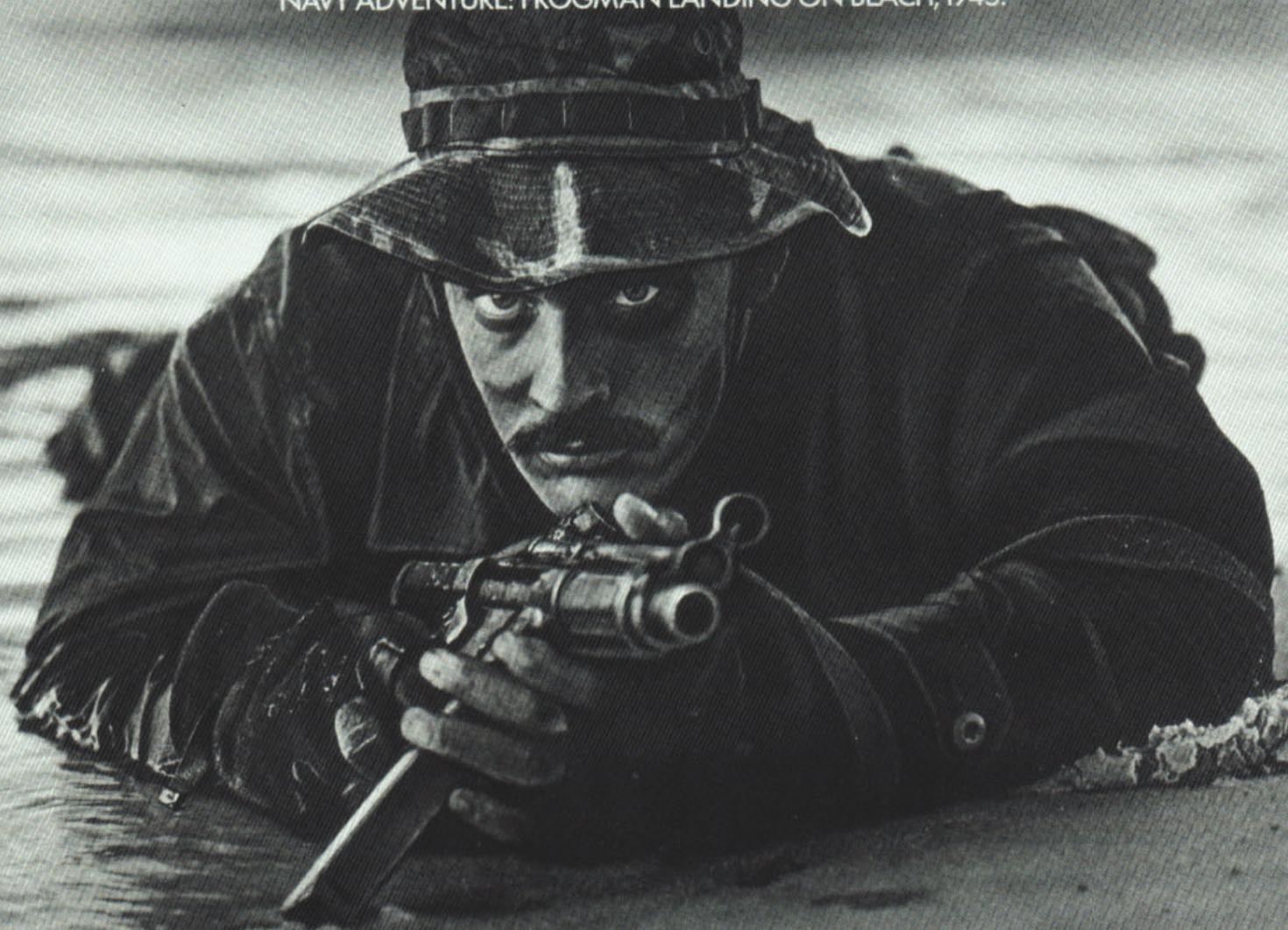
Talk about your future plans — whatever they may be — with members of your retention team. They can provide valuable advice and inform you of alternatives you may not have considered. If you decide to reenlist, your command career counselor will make the arrangements. But whatever you decide, the choice is yours.

Reminder

A limited number of additional copies of this article and of each All Hands issue containing "Navy Rights & Benefits" are available from: Public Affairs Office, Naval Military Personnel Command (NMPC-05), Department of the Navy, Washington, D.C. 20370-5005. □



NAVY ADVENTURE: FROGMAN LANDING ON BEACH, 1945.



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**MOVE UP. NOT OUT.
STAY NAVY.**

TALK TO YOUR COMMAND RETENTION TEAM.



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