

ALL HANDS

AUGUST 1992

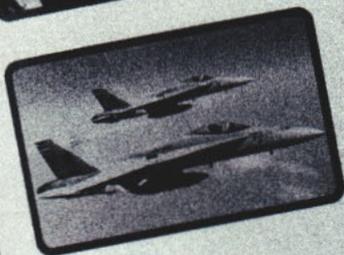
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MORE!

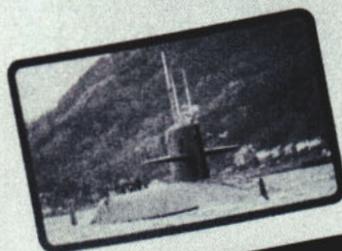


It's all right here.



The Navy Policy Book

*A single reference of the most important
guiding principles of our Navy.*



The *Navy Policy Book*, a single-source reference for every member of the Navy team, was sent to Navy commands worldwide in July.

The book is an overall guide which details the Navy's priorities and guiding principles on a wide range of subjects. It will help individual

Navy men and women better understand the organization to which they belong. It will also help each command ensure its policies and priorities are consistent with those being pursued by the Navy as a whole.

Watch for it and read it. It's all right there.

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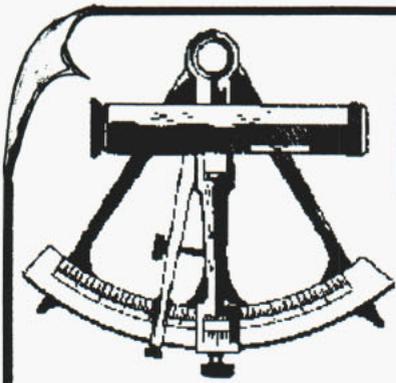


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Back cover: U.S. and Republic of the Philippines Marines take down their respective flags at sunset aboard Naval Station Subic Bay. In December the U.S. flag will come down for good when the Navy withdraws from the Philippines. Photo by PH1(AW) Joseph Dorey. See story Page 18.



From the charthouse

What's in style?

The Chief of Naval Operations recently approved the following changes to the Navy Uniform Regulations:

- Dinner dress blue/white jackets for E-1 to E-6 personnel — authorized for optional wear. Silver buttons will replace gold buttons and a black instead of gold cummerbund will be worn.

- After childbirth, if a woman is unable to reach her normal body fat or clothing size because of medical reasons, commanding officers can extend maternity clothing wear for up to six months.

- Earrings are prohibited for male personnel in civilian attire when in a duty status or while in/aboard any ship, craft, aircraft, or in any military vehicle, or within any base or other place under military jurisdiction or while participating in any organized military recreational activities. When considered appropriate by the prescribing authority under article 12201.2., earrings may be prohib-

ited while in foreign countries. No other articles shall be attached to or through the ear or nose.

Don't touch that dial

The Navy is spending a lot of money on unofficial telephone calls. Unofficial calls may be authorized by the Chief of Naval Operations or Commandant of the Marine Corps, as appropriate, when considered to be in the best interest of the Department of the Navy (DoN) and when the use of commercial telephone service is impractical. Authorization may be granted for special occasions by individual commanders or heads of activities within DoN.

Telephones may be used to check on family members, make or cancel an appointment, check on the status of home or auto repairs, notify family members of overtime or other changes in schedules. All other calls are prohibited.

Civilian and Navy supervisors must ensure that authorized use isn't abused and that all government billed toll and long distance calls are for "official business" except in emergency cases.

Personal local and long distance calls from DoD telephones are allowed if the calls do not adversely affect the performance of the employee and if there is no charge to DoD.

An investigation of all unauthorized calls should be conducted, and repayment of charges and processing costs will be collected from the identified offender. If the situation warrants, appropriate administrative or disciplinary action will be taken.

On the road again?

Moving is an unavoidable part of military life, so the Navy has the Relocation Assistance Program to lessen any affect an upcoming move may have on sailors and their families.

Relocation assistance provides counseling for members and their families on pre-departure planning and settling in. The program provides helpful information on topics such as child care and schools, household goods shipment, medical facilities, spouse employment assistance, housing availability and more. Assistance is availa-

ble at no cost to every service member at every family service center (FSC).

Contact your nearest FSC for more information about relocation assistance.

Wanted . . . flag writers

If you're a yeoman, E-6 or above, seeking to go where no opportunity has taken you before, here's your chance. Flag writers are specialized yeomen (NEC 2154) assigned to the personal staffs of senior officers, executive-level activities and, in some cases, joint or foreign billets to assist those officers or senior-level civilians with administrative details.

Specific duties may change, but the flag writer's mission remains the same — support and assist the boss. Flag writers are not subject to rotational constraints, but

that is not to say that variety and

challenge doesn't exist.

Flag writers are stationed around the globe, from afloat units and bases to fleet staffs and unified commanders-in-chief — wherever there is a flag or general officer and a 2154 billet.





Sexual harassment training: an all-hands effort

A sexual harassment training package, including a videotape made by Chief of Naval Operations ADM Frank B. Kelso II, was sent to every command in the Navy mid-June 1992. Its purpose is to ensure that Navy people know how to recognize sexual harassment, prevent it, report it properly when it occurs and conduct themselves appropriately at all times.

The training will be mandatory for all personnel, to be completed by Sept. 1, 1992. It will also be a CNO special-interest item on command inspections.

"This is an all-hands effort, but leadership from the top is paramount," Kelso said in a memo accompanying the package. "Your people must be able to see your clear commitment to and support of our policy of zero tolerance of sexual harassment. The time for mixed signals is past."

The package provides a standardized training source applicable to Navy personnel at every level of the chain of command.

Designed to provide command trainers with everything they need, the package includes:

- A 28-page lesson topic guide designed to teach students to:
 - Understand individual rights and responsibilities and understand Navy leaders' responsibilities with regard to sexual harassment

- Discuss the detrimental effects of sexual harassment

- Identify characteristics of commands successful in preventing sexual harassment and

- Identify sexual harassment and determine appropriate actions in case studies.

- Originals for 40 transparencies to support the lesson plan. Command trainers need only copy them onto transparency film.

- Sixteen case studies, based on actual incidents in the Navy, dealing with various situations related to sexual harassment. Instructors are to select the four or five most applicable to their students for use with the lesson. Questions are provided to help facilitators lead discussions of each case, and study and discussion points are provided to ensure the most important points are covered.

- Sample notes for command plans of the day/week to publicize facts about sexual harassment, methods to deal with discrimination in any form and messages designed to help prevent sexual harassment.

- A bibliography which lists source instructions, correspondence and messages.

- A list of other resources, including current sexual harassment training and available movies, tapes and posters to publicize grievance procedures.

If you're interested, contact your command career counselor for guidance on how to apply for "C" school. Specific guidance can be found in the Enlisted Transfer Manual, Chapter 9.18.

Infant lead-level screening OK'd

CHAMPUS has expanded its well-baby care benefit to include one blood lead-level screening for infants up to age 2. This new benefit, author-

ized by Public Law 102-190, became effective Dec. 5, 1991, for care received on and after that date.

Claims for lead-level screening should be submitted to the CHAMPUS claims processor for the state in which the care is provided. For additional information contact your local Health Benefits Adviser or the CHAMPUS office, Benefit Services Branch, Aurora, Colo. 80045-6900 or call (303) 361-3907.

Women's memorial needs your name

In 1986 Congress authorized a memorial to women in our armed forces. It will be located at the main gate of Arlington National Cemetery in Washington, D.C. The memorial will include a computer register of women in the U.S. Armed Forces from the American Revolution to the present. Included are active-duty, reserve, National Guard and veterans. The register

Please help in the nationwide search to locate the 1.8 million servicewomen so their names can be entered in this roll of honor. Call 1-800-4-SALUTE for information on registration.



NO MORE!

*It's all here in black and white:
sexual harassment is no longer a gray issue*

By LTJG John M. Wallach

Make no mistake, Navy leaders have their game faces on and are staring down sexual harassment. They want it gone, and they want it gone in a big hurry.

The events which transpired at the 1991 Tailhook convention, by anyone's account, have stained the fabric of the Navy and Marine Corps. The incident has embarrassed all who wear the sea services' uniforms with pride. It has prompted the resignation of the Navy's highest official. It has received congressional attention and has gone so far as to draw the concern of the President himself.

Worse yet, it has served to erode public confidence in the Navy-Marine Corps team's ability to carry out its vital mission — protecting our nation's security. Graphic accounts of the Tailhook debacle have been splashed across front pages. Its images have been broadcast from New York to Fargo, N.D., from San Diego to Omaha, Neb. Ask anyone in America about the Navy and Tailhook; you'll probably get an earful.

But most profound has been its effect on the Navy and Marine Corps as an institution. By the very nature of their mission, the responsibility they shoulder and the public trust vested in them, sailors and Marines are held to higher standards of conduct than other Americans. The crimes and disgraces at the Tailhook convention have cast dark shadows of doubt on that fundamental tenet, and they are standing in the way of the Navy and Marine Corps getting on with the important business at hand — preparing for an uncertain future and the many challenges it holds.

On its surface, it is difficult to see any good coming from Tailhook '91. But a closer look shows that it has provided both the impetus and the opportunity for the Navy to consider not only the behavior and attitudes of a few, but of the Navy as a whole — a chance, albeit a tragic one, to fix the long-standing problem of sexual harassment.

In early July, Undersecretary of the Navy Dan Howard, together with Chief of Naval Operations ADM



Photo by PHCISW/Jeff Elliott

“Anyone still wasting time disparaging women, fighting their integration or subjecting them to sexual harassment is a dragging anchor for the entire Navy and Marine Corps. Anyone who still believes in the image of a drunken, skirt-chasing warrior back from the sea is about a half century out of date. If that's you, we don't need you.”

**—Undersecretary of the Navy
Dan Howard, July 1, 1992**





Photo by PH1 Michael D.P. Flynn

"We intend to ensure that ignorance, prejudice and unprofessional attitudes do not impair the ability of our sailors and Marines to fight and win in the defense of the United States."

He cited the progress the Navy and Marine Corps have made in integrating women into their ranks. Navy women now command aviation squadrons and logistics ships and serve as test pilots and astronauts, while the Marine Corps boasts the first woman brigadier general in history to command a force service support group.

"Tailhook, however, showed us in the ugliest possible way that we're not there yet," Howard said. "The attitudes that led to that incident and others that have continued to unfold have absolutely no place among professionals in uniform or in this department. I'm directing immediately that we take specific steps to drive them out."

Of the five steps to which Howard referred, two were initially proposed by Garrett, who tendered his resignation June 26, accepting full accountability for what took place on his watch at Tailhook '91. The measures are designed to eradicate sexual harassment in the Navy and Marine Corps, to ultimately change a mind-set throughout the sea services. They are decisive, to be certain, but they exemplify the extent to which the Navy's leadership has taken the problem to heart.

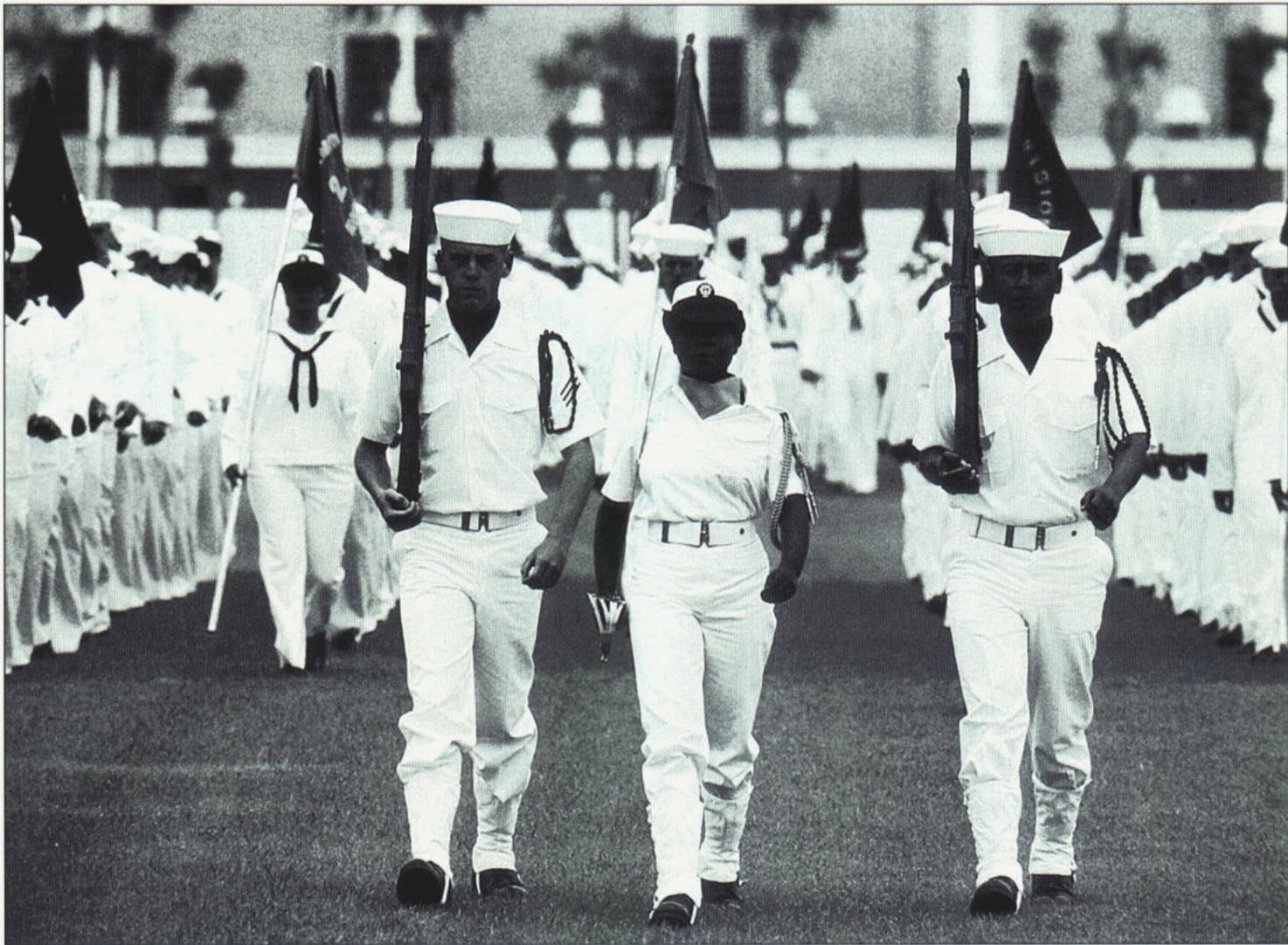
The first step goes to the core of the legal issues behind sexual harassment, proposing a modification to the Uniform Code of Military Justice (UCMJ). "Up until now, sexual harassment in the Armed Forces has been a fuzzy legal concept," Howard explained, voicing his discontent over the handling of the offense in the past through what he described as a "patchwork of policies and indirect criminal provisions."

Under the new proposal, which Howard said he had already signed and was forwarding to Secretary of Defense Dick Cheney, debate would be opened to amend the UCMJ to deal specifically with the offense of sexual harassment, as well as with the provisions for dealing with it.

Step two established a standing committee on women in the Navy and Marine Corps, responsible directly to the Secretary of the Navy, to make recommendations for enhancing opportunities for women and eliminating demeaning behavior and attitudes toward them. Although at the time of this printing official committee membership had not been announced, Howard indicated

Frank B. Kelso II and Commandant of the Marine Corps Gen. Carl E. Mundy Jr., summoned hundreds of senior Navy and Marine Corps leaders to a Pentagon auditorium for a detailed briefing on the Navy Department's new course of action to eliminate sexual harassment. The plan was straightforward and decisive; Howard pulled no punches. The mood in the room was deadly serious. The audience sat at quiet attention as the former Marine condemned the actions that took place at the Las Vegas Hilton last September, vowed to correct the archaic attitudes behind the deplorable behavior and outlined the resolute steps to bring about a cultural change of the highest order.

Howard opened with reverent praise for the man he was standing in for at the Navy's helm. Describing former Navy Secretary H. Lawrence Garrett III as a gentleman and devoted public servant, Howard vowed to ensure Garrett's sacrifice was not made in vain. "We intend to ensure that ignorance, prejudice and unprofessional attitudes do not impair the ability of our sailors and Marines to fight and win in the defense of the United States," Howard asserted.



“We’re going to help our young people understand what our moral standard is, and we’re going to expect them to adhere to it. If they can’t, we don’t want them. We want them out.”

it would be chaired by Assistant Secretary of the Navy for Manpower and Reserve Affairs Barbara Pope and would include other Navy and Marine Corps members and government civilians “from the trenches — the people who have had to live with the problems.”

Howard disclosed that likely appointees could include RADM Mary Ann Stratton, director of the Navy Nurse Corps and assistant chief of the Bureau of Medicine and Surgery for Personnel Management; CAPT Marsha Evans, former chief of staff of the U.S. Naval Academy; Maj. Gen. Charles Krulak, assistant deputy chief of staff for Manpower and Reserve Affairs, Headquarters Marine Corps, who commanded a mixed-gender force service

support group during Operation *Desert Storm*; Col. Ann Quebodeaux, director, Human Resources Division, Headquarters Marine Corps, whom Howard described as “one of the toughest bosses” in the Marine Corps; and CAPT James Amerault, former commanding officer and executive officer of USS *Samuel Gompers* (AD 37), a destroyer tender with both men and women assigned.

Howard’s third step traces its roots to the historic 1989 Navywide safety stand-down. He is calling for a similar measure “for the express purpose of making absolutely clear to each and every sailor, Marine and civilian employee of [the Navy and Marine Corps] that we have policies,” he said. “We’re going to make sure they understand precisely what those policies are with regard to sexual harassment, and what our expectations are for performance.”

Under Howard’s plan, every command and unit in the Navy and Marine Corps must halt operations for a single day to conduct sexual harassment awareness training, using training materials and instructions formulated by the CNO and the Commandant. He also directed that the training include a reemphasis on the problems of abusing alcohol and “the obligations to conduct oneself in the way our society expects.”



Photo by Kate Patterson

"I can only expect you to search your conscience, to uphold your standards of professionalism. I can also ask you to recall the face and the words of LT Paula Coughlin, and realize that this was not some kind of victimless lark. People were hurt, and the institution was hurt. Now is the time for honor, and honor means honesty."

Initial CNO guidance mandated that all sailors and Marines complete this training no later than Jan. 1, 1993. "We're moving it back to Sept. 1," Howard stated firmly, "and then there will be no excuse."

Fourth on his list of reform measures, Howard called upon the honor of those culpable in the Tailhook assaults, asking that they step forward. Although legally restrained from ordering the guilty officers to incriminate themselves, he charged them to recognize their responsibility for respecting the truth. He asked them to recall the face and words of LT Paula Coughlin, the Navy officer and naval aviator assaulted by a "gauntlet" of her peers on the now-infamous third floor of the Las Vegas Hilton, who came forward to tell her story through the national news media.

"I can only expect you to search your conscience, to uphold your standards of professionalism," Howard said. "... realize that this was not some kind of victimless lark. People were hurt, and the institution was hurt. Now is the time for honor, and honor means honesty."

In his fifth action, Howard called on the leadership of the Tailhook Association to disband the organization,

"The pendulum will swing. People will be tense. People will be nervous. People will have to make constant recalibrations, readjustments. I have to do that every day. Welcome to the real world."

stating that the association "has been in existence for a long time, and the problems associated with it have been around for just as long. There have been efforts over the years to fix those problems, but all of those efforts have ultimately failed."

Howard said he could foresee no circumstances under which the Navy would ever renew its ties with the association. He also stated in no uncertain terms that it

U.S. Navy photo





Photo by Harold Genovese

“[We have] to get on with the business of changing how we behave, and changing our attitudes. I can’t change your attitudes. . . . the only people who can change attitudes are you, and everybody like you in the Navy and Marine Corps as individuals. I believe you can do that. I have that kind of faith in you.”

would be inappropriate for any active-duty officer to serve as president, as a board member or in any other senior position with Tailhook.

The acting secretary revisited a central theme several times during his hour-long presentation, a theme that laid the blame for the conduct at Tailhook not only at the feet of the members of the gauntlet, but also at the feet of those who looked the other way, and in doing so, condoned the appalling behavior and reaffirmed the existence of outdated beliefs and attitudes.

Tailhook “was just as much a problem with the toleration of Stone-Age attitudes about warriors returning from the sea, about Navy and Marine Corps people that think the rules of civility and common decency can be suspended at will, and most of all, about alcohol as an excuse for disgraceful behavior,” Howard said. “[The Tailhook incidents] were committed by a few, but they were excused by far too many, [including] all the leaders over the years who turned a blind or bemused eye to the crude, alcohol-inspired antics of a few idiots in our ranks.”

“I think this Navy and Marine Corps constitutes the finest institution on the planet. I’m proud of the performance demonstrated to the nation in Desert Shield and Desert Storm. We need to recover that pride, and you can help us do it.”

Howard concluded that his goal was to “dismantle a decaying culture, a residual fabric of counter-productive and unworthy attitudes that prevents this organization from getting on with its mission. It’s preventing us from realizing our vital and primary role as a combat-ready, flexible, innovative force for the 21st century and for

Photo by Pfc Milton Savage



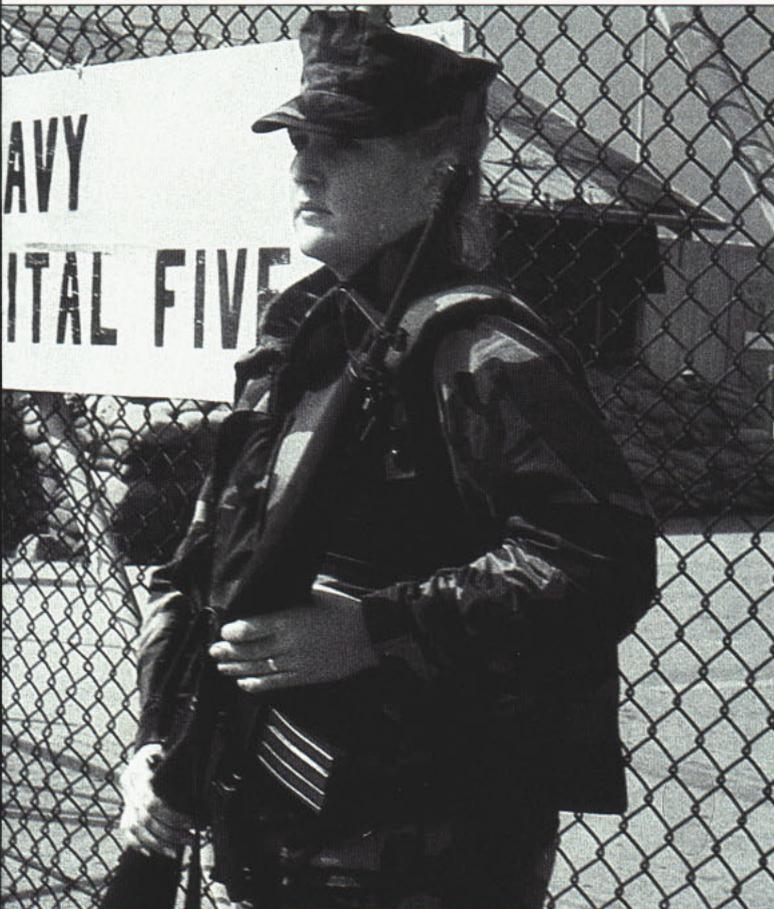
meeting the expectations of our society for fairness, professionalism, integrity and equality of opportunity."

And so the writing is on the wall — in indelible ink. The Navy and Marine Corps mean business when it comes to purging sexual harassment from their ranks, and it goes without saying that there will be serious consequences for those who choose not to play by the rules. The Navy has had a policy of zero-tolerance for sexual harassment for some time, but never has the issue come under such intense scrutiny as in recent months.

And if the Navy and Marine Corps' track record is any indication, sexual harassment will go the way of drug abuse and racial discrimination.

"We have a lot of work ahead of us, but I'm absolutely certain that we will emerge from this period as a better Navy," Kelso said during his opportunity to address the group. "We will emerge from this period ensuring that we treat all people with dignity in their work — in uniform, out of uniform, wherever they may be — in a better way than we have done in the past. It's absolutely essential that we do so." □

Wallach is director of Print Media, Navy Internal Relations Activity.



Acting SecNav named

President Bush named DoD Comptroller Sean O'Keefe Acting Secretary of the Navy in an announcement July 7, 1992.

A 14-year public servant who began with the Navy Department in 1978, O'Keefe has been DoD's chief financial officer since May 1989. Previously he has served on the staff of the U.S. Senate Appropriations Committee, as staff director of the Defense Appropriations Subcommittee and as a budget analyst at the Naval Sea Systems Command. The New Orleans native also served in a working group to develop the 1988 Republican Party Platform.

The presidential appointment as acting secretary is valid for 120 days under a law covering anyone previously confirmed by the U.S. Senate. The temporary appointment would be extended if a formal nomination is made during that time until the nominee is confirmed. The temporary appointment was made to bridge the leadership gap because of the length of time required for Senate confirmation, according to DoD spokesman Pete Williams.

O'Keefe succeeds H. Lawrence Garrett III, who resigned in the wake of the Tailhook scandal. In a message to the fleet, O'Keefe noted Garrett's sacrifice to remove the "stain on the honor and credibility of the Navy and Marine Corps."

"The message is this," O'Keefe said. "Those who wear the uniform with pride will be treated with respect. Those who cannot will be removed from our ranks. In the Department of the Navy, gender is neither a qualification nor a disability." □

Seabee stingers

Operation Bee Sting hones fighting skills

Story by LT Dennis Burt, photos by OS2 Steve Walkup

A light spring rain falls to the forest floor. It's an annoyance to the 32 men and women assigned to Construction Battalion Unit (CBU) 411, but nothing they can't overcome — Seabees are trained to operate under any condition. Heavily laden with field gear, the unit slowly makes the five-mile journey to base camp.

Suddenly the unmistakable sound of M-16 rifle fire breaks out from the underbrush. The entire unit reacts at once, dropping to the muddy ground and assuming a defensive posture. Moments later the aggressors break off their attack, and the unit slowly returns to its journey through the forest.

Life in a CBU can be interesting to say the least — traveling to distant lands at a moment's notice to take on construction projects in what is usually less than friendly territory. Doing this requires a lot of training, and training was the name of the game in Operation *Bee Sting*.

"*Bee Sting* was our version of the tactical training every Seabee unit conducts on an annual basis," said LTJG Craig Prather, officer in charge of CBU 411. "My assistant officer in charge Senior Chief [Steelworker George] Havash and I both came from battalions and planned our exercise to have the intensity and magnitude of a battalion exercise."

Bee Sting lasted nine days and consisted of three different phases — preparing to deploy, deploying to an unfamiliar site and conducting construction operations, and defensive warfare training.

The first phase of the exercise, conducted at CBU 411's home port of Naval Station Norfolk, Va. involved "mount outs." A mount out is when the unit acquires, assembles and prepares the materials, tools and equipment they need to accomplish their mission. Under normal circumstances this takes 48 hours. However, according to Prather, CBU 411 conducted a disaster preparedness mount out, put all that equipment away, then mounted out for *Bee Sting*, all in 48 hours.

"Before we left Norfolk we also had a week of instruction from the Marine Corps fleet anti-terrorism security team company of Norfolk," said Prather. "They really helped us out — they gave us some good classroom and field training to help prepare for the exercise."

The second phase involved deploying to Naval Radio Station Sugar Grove, W.Va. There, the Seabees began what was planned to be four construction projects.

"We planned four projects," said Prather. "But we realized we could do more in the time we were there. It meant putting in some extra hours,



but it was great hands-on training — we were pleased with the results."

Some of the 10 projects completed by CBU 411 at Sugar Grove included bachelor enlisted quarters renovations, installing 2,000 linear feet of water line and constructing concrete pads for bleachers and a recycling center.

LCDR Raymond Lopez, commanding officer of Naval Radio Station Sugar Grove had high praise for the Seabees. "We were in desperate need of water line replacement and sidewalks on base, and this was an opportunity to get them well ahead of contracted work that wasn't scheduled to begin until 1994. We really got more than we expected."

The third phase of the operation was defensive warfare training. For five days the Seabees defended their base camp, five miles into the woods, against an aggressor force



Left: BU2 Donald Hall stands watch in his foxhole at the CBU 411 base camp. Below: SW2 Brian Derosa helps BUCN Teri Lapham take a compass reading.

made up of the six members of the unit with the most field experience.

The base camp was a small tent city with a 180-degree defensive perimeter, designed to protect against a single terrorist or squad-sized attack.

According to Prather, the toughest part was a five-mile march through the woods to the base camp. "While working our construction projects, we were able to drive. But during the tactical part of the exercise I wanted to get some time in the field, so we took the long way home — we walked."

An unexpected aggressor force was waiting for the unit in the woods and staged several attacks against them.

"I think the defensive force did an excellent job," said Construction Mechanic 2nd Class Jeffery Caldwell who was a member of the aggressor force. "They kept their spacing and did everything right. Most of them had little experience, but their response was tremendous."

Engineering Aide 2nd Class Katherine Wright was part of the defensive force. She believes that the training they received from the Marines before deploying was invaluable. "I felt well prepared, and was mentally and physically ready. The aggressors were very good. I wouldn't want to face those guys in a real war."

The training received by the Seabees of CBU 411 mirrored what actual wartime operations would be like. "I think everyone should go through something like this," said Wright. "It really opens your eyes to what war is like when the bombs start dropping and the rifles fire. It takes the glory out of it and makes it real." □

Burt and Walkup are assigned to Naval Station Norfolk Public Affairs.





From battlefields to playing fields

Pros who honed their game in the military

Story by Cpl. Karl C. Ulrich

It was January 21, 1979, Super Bowl XIII, the first Super Bowl rematch in history and, upon closer inspection, one of the few Army-Navy grudge matches ever to make it into the annals of the National Football League (NFL) championships.

The Dallas Cowboys were about to go up against the "Steel Curtain" of Pittsburgh, and while Dallas had emerged victorious over the Denver Broncos in Super Bowl XII, odds-makers were still giving the Steelers a 4-point advantage. It seemed no one could forget when these titans last clashed in Super Bowl X. And if the adage that history repeats itself was true, Dallas would crumble against Pittsburgh's defense.

A nationwide television audience tuned in to watch two of the most dominant teams in NFL history. But practically unnoticed was the interservice aspect of the game that pitted the surgical offensive passing strategy of an ex-naval officer against the gutsy, hard-charging running of a former Army soldier.

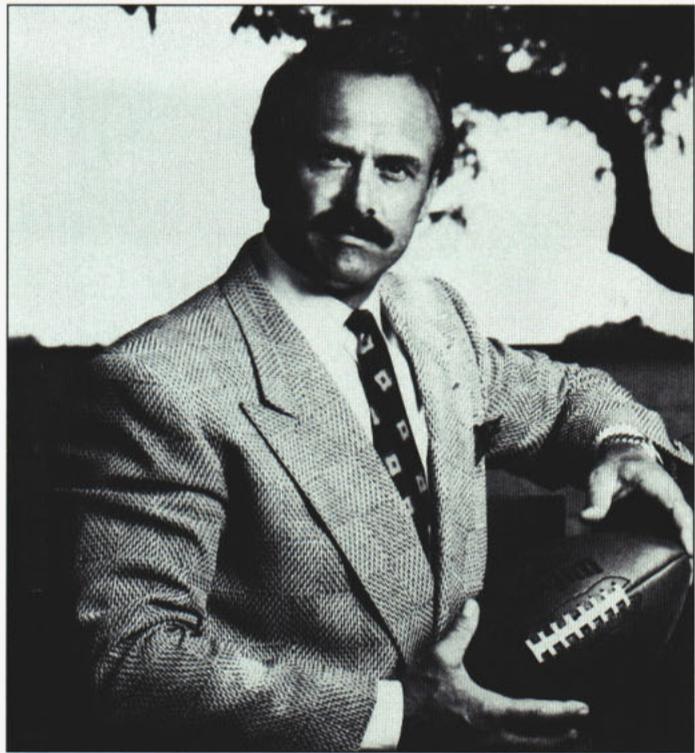
On the Army's side was Pittsburgh running back and Vietnam War hero Rocky Bleier who, with only seven seconds remaining in the first half, caught a touchdown pass giving the Steelers a 21-14 lead. At the Navy's helm was Dallas' star quarterback Roger Staubach, a U.S. Naval Academy graduate.

When it was over, Pittsburgh emerged victorious, 35-31. In the eyes of most, it had been a typical Pittsburgh-Dallas battle. But to those with a flair for military history, the Orange Bowl in Miami was filled with the old-fashioned flavor of an Army-Navy game.

If any of this sounds unusual to you, it shouldn't. The U.S. Armed Forces have been home to numerous professional athletes, even before the days when Willie Mays played baseball for the Army and Hall-of-Famer Ted Williams was a Marine Corps aviator.

"There are a lot of similarities between sports and the military," said Bleier, who served as an infantryman during the Vietnam War. "The ability to take instructions and believe in your leaders, for example.

"In the [military] you have to react to instructions; don't question, just react. It's the same thing in sports. You have to be able to trust in your coaching staff. You



Above: Rocky Bleier attributes his success on the gridiron to training he received in the Army. Opposite page: David Robinson is possibly the most famous player to wear a Navy basketball jersey. His number was retired upon his graduation from the Naval Academy.

do your job and let them do theirs."

But having faith in your leaders is only part of the link between professional military men and women and professional athletes. Another is preparation.

As a midshipman, Staubach had been taught the value of preparation and reaped its rewards in pro football.

"Although I wasn't the starting quarterback for the Dallas Cowboys until my third year," Staubach said, "I was ready because I prepared each week as though I was going to start. I was physically in good shape because I worked out every day, and I was mentally ready to play because I studied the game plan.

"This foundation came from my training in the military. The minute I stepped on the Naval Academy campus, I was learning strict discipline and the necessity of being prepared. . . . I don't feel I would have received this foundation from any other college or university."

Teamwork is yet another ingredient common to both military and athletic success. Most leaders, whether they're coaches or commanders, agree teamwork is essential to victory.

"The whole aspect of a fire team, from a 'grunt's' point of view, is that you support each other," Bleier said. "You have your area of responsibility, and, hopefully, the guy next to you will cover and overlap. But you can't worry about him, you have to take care of your own field."

"Again, it's the same with organized teams, especially football. You have your responsibility. It doesn't help you if you feel you have to look over your shoulder at everybody else. You do your job, everybody else does their job, and the cumulative parts make the whole."

But even in one-man sports, which rely more on individual talent than teamwork, common principles are readily apparent. For golfing legend Lee Trevino, one of these was discipline. And he found plenty of it in the Marine Corps.

"I didn't have much discipline when I was young," Trevino said, "and I've said it many, many, many times — if it wouldn't have been for the Marine Corps teaching me discipline, self-respect and motivation, I would have probably ended up in prison somewhere."

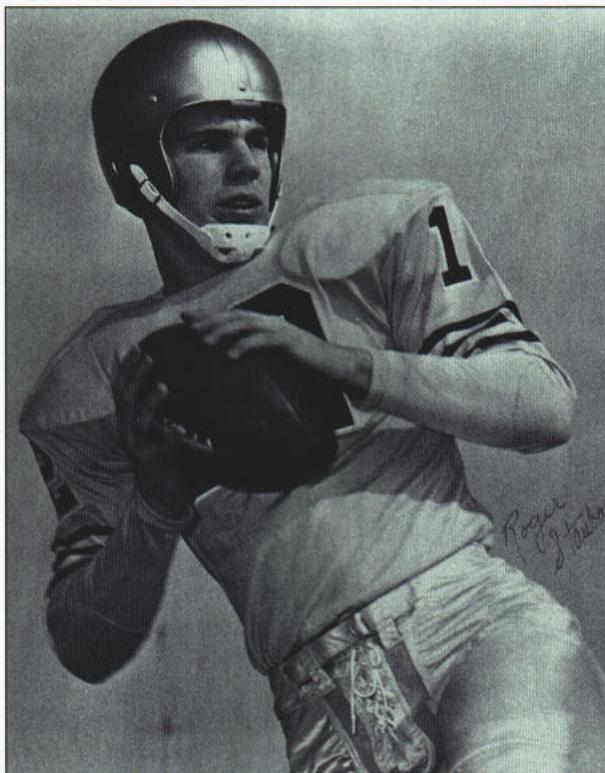
Enlisting as a Marine Corps machine gunner at 17, Trevino quickly discovered that shooting a couple of rounds meant more than just playing a few holes of golf.

"I prided myself in being the best machine gunner they had," said Trevino. "The one thing they taught me more than anything was to like myself, that I was somebody, and I could become someone. And here I am now, one of the best golfers in the world."

But life in the Marines wasn't all guns and ammo for this "king of clubs." After serving two years as a machine gunner, Trevino reenlisted for a Far East tour and, by a true stroke of luck, found himself playing on the Marine golf team.

On his way to Japan, Cpl. Trevino had orders to a special reconnaissance battalion, but due to an administrative error he wound up working in the chow hall.

"I was there on mess duty for about a week," said Trevino. "So I went in to see the captain and said, 'Listen



Roger "the Dodger" Staubach brought glory to the Naval Academy when he won the Heisman trophy as the best college athlete in the country. He went on to become a Super Bowl MVP while playing for the Dallas Cowboys.

sir, I've been in the Corps now almost two years. I've done my tour over here once. I've been on mess duty before. I'm an NCO (noncommissioned officer). I'm not supposed to be pulling mess duty.'

"He looks at me and says, 'Trevino, your orders were kind of messed up. This paperwork is going to be a headache. Do you play a sport?' And I said 'Yes, sir, I do; I play golf!'"

After spending two years training Trevino how to crawl into a bunker, the Marine Corps wanted to see how good he was at getting out of one. Trevino shot a 77 and 68 for 36 holes and qualified for the No. 5 position on the six-man Marine team.

"I couldn't believe it," said Trevino. "I was supposed to have been on reconnaissance doing night patrols somewhere, and I end up in Special Services playing golf with all the colonels and majors."

"Our team never lost a single interservice meet in the two years we played out there. We beat everybody that had a team."

"Everybody" included the Army's team which boasted such players as the legendary Orville Moody — considered the best player in the Far East at the time.

Clearly the Marine Corps was a big boost for Trevino, who, like many, calls the Corps "the finest fighting unit anywhere in the world." But not all athletes who served in the military volunteered. For some players, like Willie Mays and Ted Williams, military service wasn't as much an option as it was an obligation.

Mays, who was drafted during the Korean War, continued to do what he did best — play baseball. Though his salary was considerably less and he missed two years in the big leagues, he was able to refine his skills by playing on the Fort Eustis, Va., post team.

However, Williams was selected as a naval aviator and wound up flying planes for the Marine Corps. Unlike Mays, Williams was recalled for not one war, but two, serving in both World War II and Korea. But while the drafting of big-name athletes was not uncommon during that era, in today's age of the all-volunteer force, very

Below: Another gridiron star for the academy was Napoleon McCallum, who traded his Navy blue and gold for the silver and black of the Los Angeles Raiders. Right: Golf master Lee Trevino was saved from a tour of duty in the "spud locker" when, as a Marine corporal, he made the Marine golf team.

few pro-caliber players ever serve in the military. But there are exceptions.

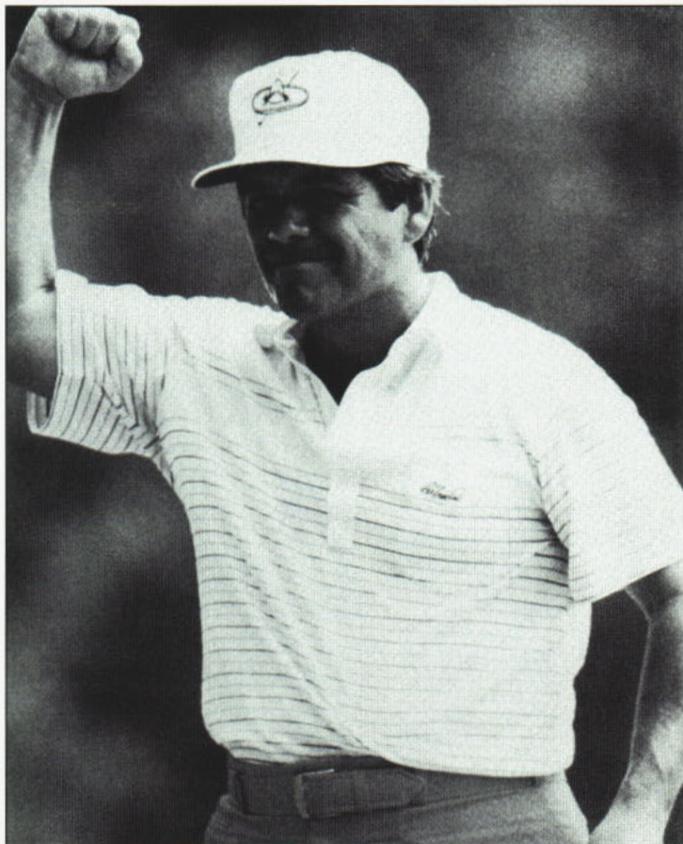
David Robinson and Napoleon McCallum are examples. Robinson, who was only 6-feet 6-inches tall when he entered the Naval Academy, wasn't considered a pro basketball prospect coming out of high school. But at the academy the star center of the National Basketball Association's (NBA) San Antonio Spurs shot up seven inches, peaking the interests of several pro scouts.

Eventually, ENS Robinson became the NBA's No. 1 draft pick. Robinson served two years on active duty before joining the Spurs, with a \$26 million contract.

McCallum served a five-year Navy obligation following graduation from the Naval Academy before playing full-time for the Los Angeles Raiders.

But McCallum wasn't the first to return to the playing field after such a long absence. Staubach clearly would have been a first round draft pick if it hadn't been for his four-year military service obligation.

As it turned out, the Hall of Fame quarterback wasn't drafted until the 10th round when Dallas coach Tom Landry decided to "take a chance" on the young Heisman Trophy winner.



"After I graduated the Naval Academy and knew I had a chance to play for the Cowboys on completion of my four years in the service, I had a football with me at all times," Staubach said. "My friends in the Navy can tell you about how I would talk them into catching the ball for me, even when we were in Vietnam."

By the time he retired from professional football, Staubach had virtually rewritten the record book for NFL quarterbacks, leaving the game with the highest efficiency rating of any quarterback in NFL history. And, like Bleier, Staubach also wears a Super Bowl ring.

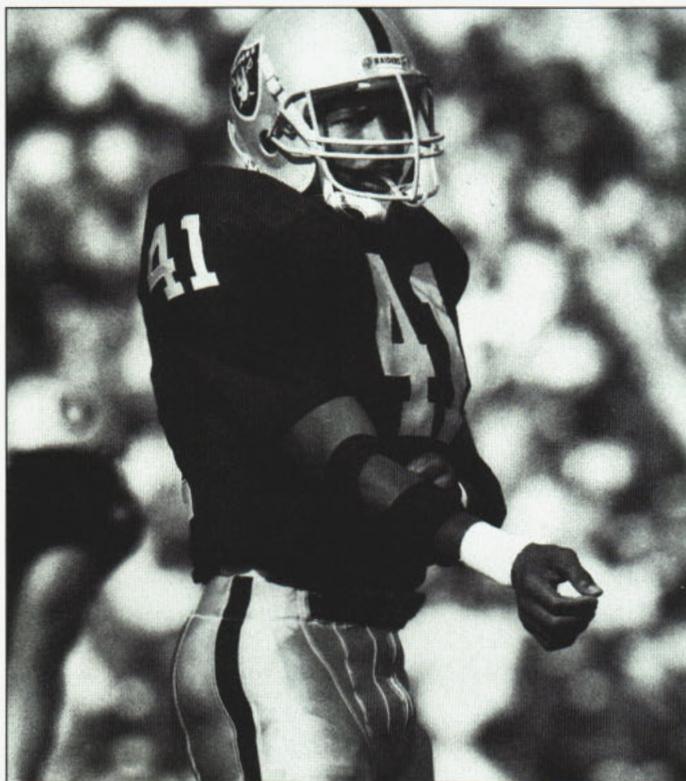
There is virtually no athletic arena untouched by a former military athlete.

Former heavyweight boxing champ Ken Norton may not have floated like a butterfly or stung like a bee, but the former Marine had enough speed and spunk to force even the great Muhammad Ali to kiss the canvas.

Phil McConkey caught passes for the Naval Academy before going on to the pros. He starred as a receiver for the New York Giants during a career that included a "circus catch" for a touchdown in the Giants' Super Bowl XXI victory. Tennis great Arthur Ashe, a former Army lieutenant, went on to become the first black man to ever win the U.S. Open. And the list goes on and on.

Discipline, teamwork and strong leadership will always be ingredients in the recipe for success — born in the military and in sports. And America will always have its heroes — whether they're on the playing field or on the battlefield. □

Ulrich is a Marine Corps staff writer for Profile magazine. Photos courtesy of the U.S. Naval Academy.



Earthquake! Earthquake! Earthquake! Earthquake! Earthquake! Earthquake! Earthquake! Earthquake! Earthquake!

Training to be there when the need arises

Story by JO3 Michael J. Viola,
photos by PH2(AW) G.J. Barry

Earthquakes ... one of the worst disasters Mother Nature can unleash on mankind. The ground can literally open up and swallow cars, buildings and, tragically, people. Earthquakes cripple cities, leaving residents to pick up the shattered pieces of their lives.

Recently, USS *Jason* (AR 8) went to San Francisco to assist with *BayEx '92*, the Bay Area's annual earthquake preparedness drill. The drill scenario was simple. *Jason* was moored to a pier the size of a football field just off the downtown area. In case the city lost its fire main, *Jason* would act as back up furnishing vital fire-fighting water to the city's fire trucks with her four installed fire-

fighting pumps and two portable pumps.

"I thought it was amazing that *Jason* could provide fire-fighting water to more than 27 fire trucks plus keep her fire main at 120 [pounds per square inch]," said LTJG Dean R. VanWormer, *Jason's* damage control assistant.

Besides providing fire-fighting support, 300 *Jason* sailors stood by to help with "rescues." *Jason* also aided San Francisco's electric company by furnishing power for the pseudo-devastated city.

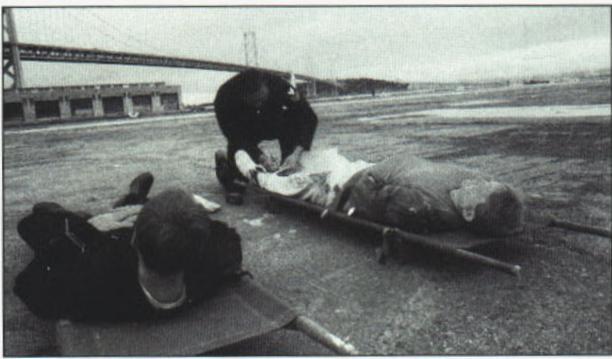
Jason supplied a helicopter control team to assist MH-53 helicopter crews from Helicopter Mine Countermeasures Squadron 19, Alameda,

who provided air support for the sick and injured. *Jason's* stretcher bearers practiced life-saving techniques with fire departments from all over Northern California.

"The efforts of *Jason* met all exercise goals and provided an advantageous image of the U.S. Navy in the San Francisco area," said RADM Merrill W. Ruck, commander, Naval Base San Francisco. "*Jason's* participation in *BayEx '92* was particularly noteworthy. The enthusiasm, professionalism and organization displayed by the crew highlighted the Navy's capability to assist civilian authorities in a disaster." □

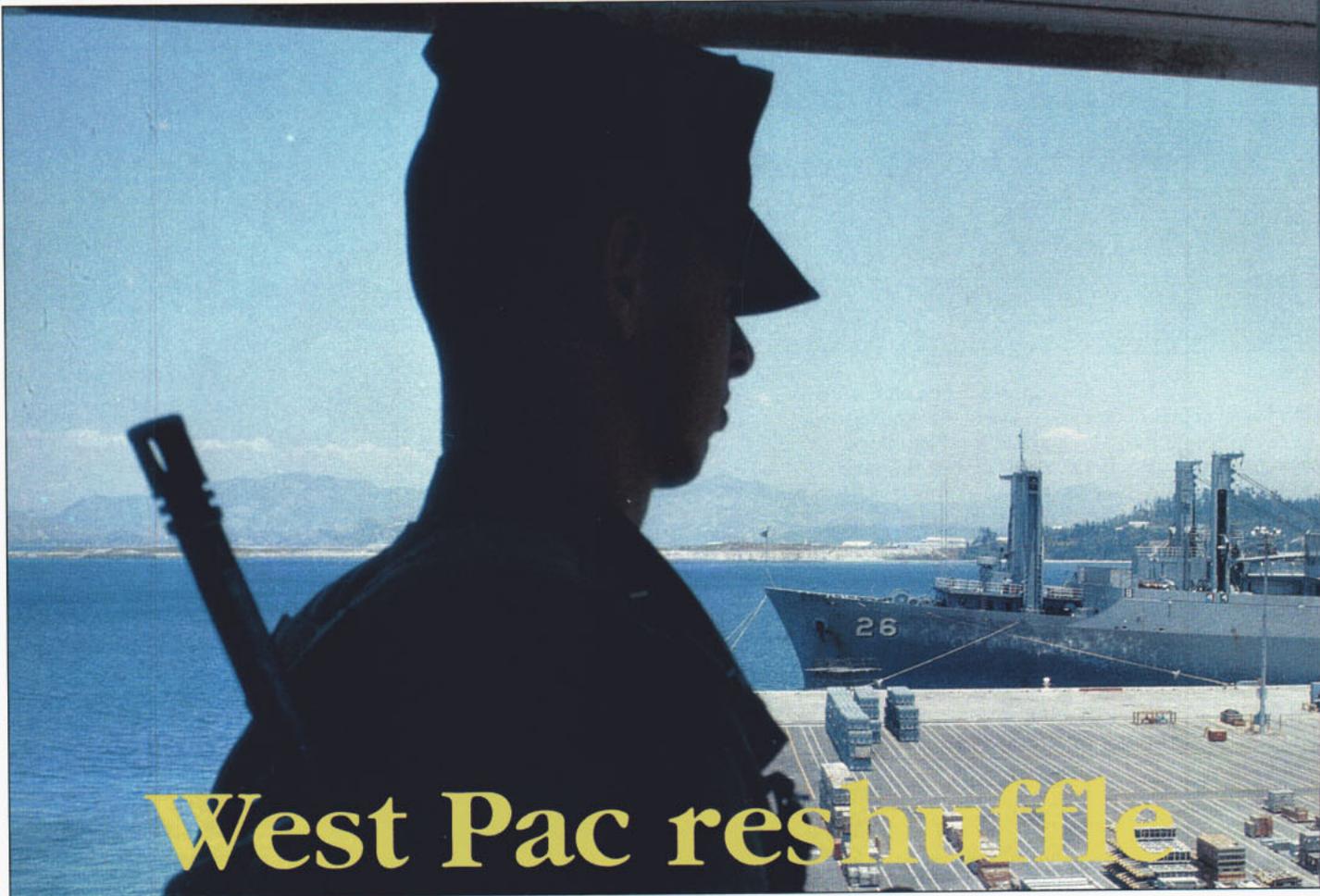
Viola and Barry are assigned to USS Jason (AR 8).





Opposite page: City firefighters combined with USS *Jason* (AR 8) sailors to simulate emergency procedures during *BayEx '92*. San Francisco Mayor Robert Jordan complimented the ship and her crew on their part in the exercise. Above: A hospital corpsman assigned to *Jason* prepares a simulated earthquake victim for evacuation during the disaster drill. Right: Various organizations need to work as a team in the wake of a disaster. Here sailors and firemen practice debris removal on the pier in San Francisco. Below: A Navy MH-53 became an air ambulance to shuttle mock-victims to Oaknoll Naval Regional Medical Center to prepare for earthquake emergency evacuation.





West Pac reshuffle

Navy begins closure of Subic Bay

Story and photos by PH1(AW) Joseph Dorey

The days of "one-stop shopping" will soon be over in the Western Pacific for the U.S. Navy. By the end of this year, U.S. Naval Facility Subic Bay, Republic of the Philippines, will close after almost 100 years of operation.

The withdrawal from Subic comes after a lease agreement between the United States and the Republic of the Philippines was not renewed late last year. Except during the Japanese occupation in World War II, the Navy has maintained a presence here since Spain ceded the islands to the United States after the Spanish-American War in 1898.

The naval facility, which includes Naval Station Subic Bay and Naval

Air Station Cubi Point, has been a popular stop for Western Pacific sailors for years. It provided many services for forward-deployed ships and aircraft in a strategically located area. The rest and relaxation opportunities have been legendary. The natural advantage of its deep, protected harbor made it ideal for handling large battle groups.

"One of the beauties of Subic Bay is that everything is right here," said RADM Paul Tobin, commander Logistics Group Western Pacific. "The ship repair facility, the naval supply depot, Cubi Point Naval Air Station, the naval station, lots of welfare and recreation facilities — it's all in one location. In many ways there's no base like this anywhere in the world."

The enormous task of packing up and shipping out from the 14,000-

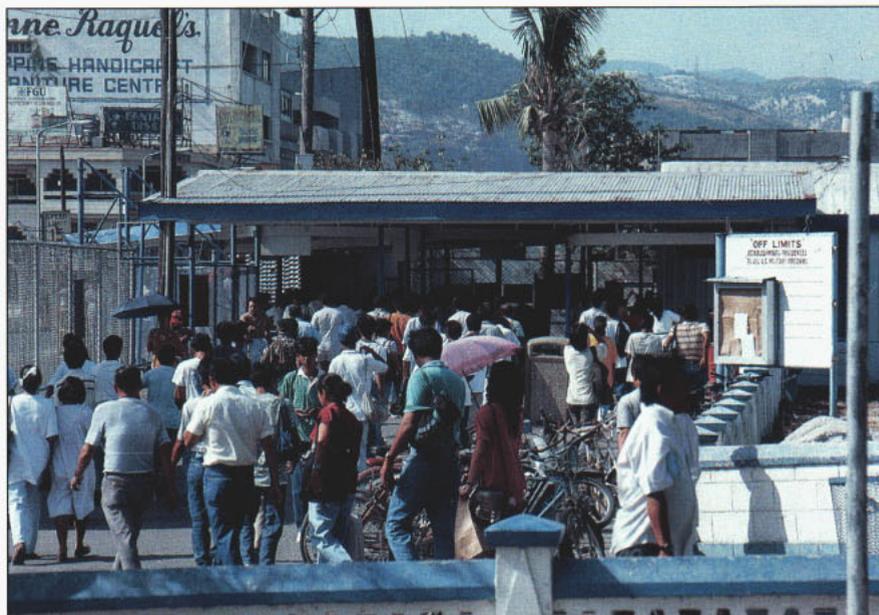
acre facility began early this year. The most visible move was the relocation of three drydocks worth an estimated \$200 million. The first of many "lasts" occurred in March when USS *Independence* (CV 62) led the last carrier battle group to visit Subic Bay.

Gradually the facility has been closing as it moves from mission-capable toward transfer-ready. The turnover date of Naval Station Subic Bay to the Philippine government is Oct. 1, 1992. The rest of the facility, including nearby Cubi Point, will be turned over by Dec. 31. But many components of the base will withdraw before that. Most family members have been moving out during the summer since school let out.

"For the most part, family members can stay until Aug. 31," said CAPT David Krieger, Naval Station

Above: Marine PFC Darren Borton stands guard over a naval magazine pier in Subic Bay as ordnance is shipped out of the Philippines.





Subic Bay commanding officer. "But with most of the schools [starting] at the new duty stations, people are going to move before that."

The facility has been under joint U.S. and Philippine government control since a 1979 treaty gave the land and buildings to the Philippine government. All non-removable items, such as permanently-mounted air conditioners and bathroom fixtures, will also be left behind. "We're trying to properly dispose of all the removable things here, and it's considerable — several million dollars worth of items," Krieger said.

"All the removable property is being screened throughout the U.S. government," said RADM Thomas A. Mercer, Commander U.S. Naval Forces Philippines. "If it is in excess or is not cost effective to move, it will be declared excess to U.S. government needs, and then the Philippine government has the first right of refusal at a certain price. After that it goes down through other disposal priorities."

When the naval station closes, critical personnel will move over to the air station to complete the turnover. "It will take until the end of August to get all the families out of here," Mercer said. "So through September-October we'll be phasing out of the naval station, phasing out some of the major commands and moving into NAS Cubi.

"From early November on, we'll have a couple of amphibious ships in here to act as base support — [providing] berthing, messing, communications and office spaces — so we can gracefully pull out of everything that's here, clean it up properly and turn it over in the best shape possible. It will take until mid-December until we're ultimately out of here," Mercer said.

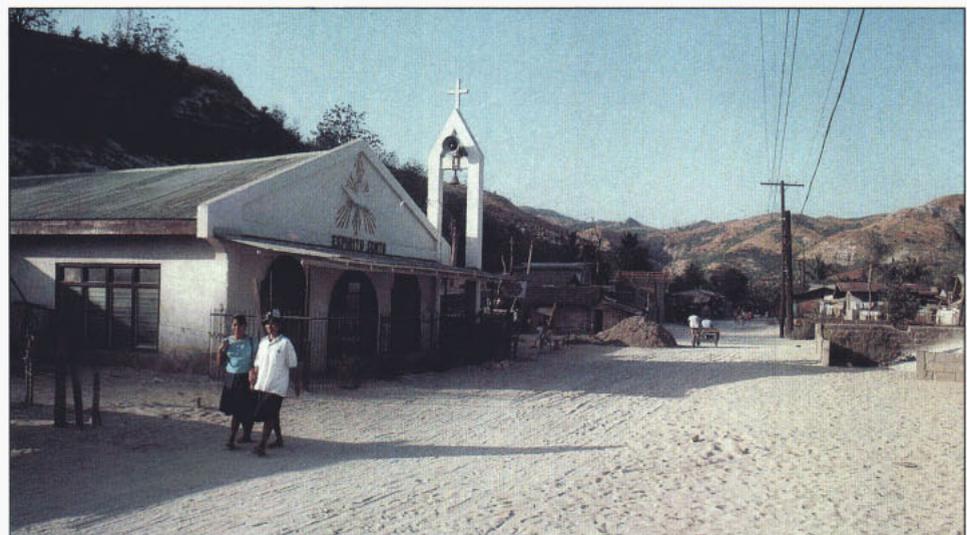
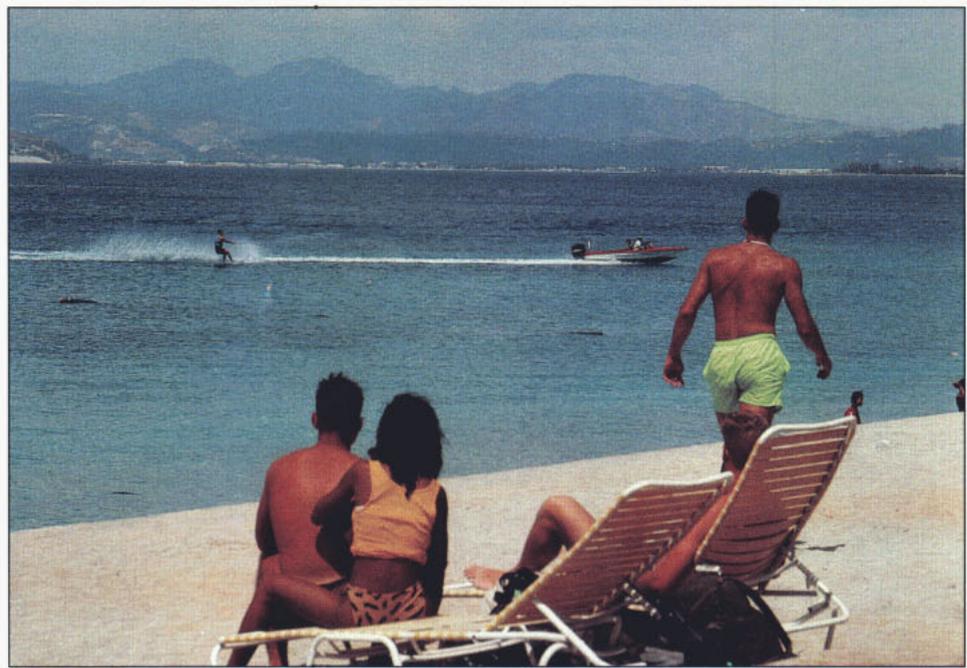
Top: The naval station's main gate is a busy place as base workers head home. Above: Maribel Ignelzi explains the Navy/Marine Corps Relief Society at the Bride's School.

Two major components of the naval station are the Naval Supply Depot (NSD) and the Ship Repair Facility (SRF). These commands typified the capability of Subic Bay. Through war and peace, they provided 7th Fleet ships a quick and inexpensive means of resupply and repair.

"At NSD Subic, we were supporting about 51 percent of all the issues to the 7th Fleet during *Desert Storm* and *Desert Shield*," said CAPT Jay Fyfe, NSD Subic Bay commanding officer. After Subic closes, supply support will be increased at existing



Above: Cynthia Abalos checks packing crates at SRF before they are shipped off the island. Top right: Grande Island offers off-duty recreation. Right: A village outside the base is still covered with volcanic ash from the Mount Pinatubo eruption.



facilities in the Western Pacific. "Our supply business is going to NSD Yokosuka [Japan], NSD Guam and probably to some of the small storage areas that we have throughout the theater like Bahrain and Singapore."

Fyfe credited the local Filipino workers for helping make the depot excel.

"This was the premiere spot because of the outstanding work force. We've got some dedicated people who have spent their lives here. Some of their fathers have worked here. They've just done a tremendous job, and I think that's what really made NSD Subic so special — the long-term expertise of our employees."

With the downsizing of the Navy, Fyfe said the depot's closure shouldn't affect 7th Fleet too much

because "a smaller Navy needs a smaller support capability. If we're going to eliminate Subic, this is probably a good time to do it."

The majority of the equipment from SRF is also being sent to other naval facilities in the Pacific, as deployed ships will go elsewhere for needed service.

"Our function here is being spread throughout the Navy, so [repairs are] going to be done in different locations," said CDR Thomas C. Nollie, planning officer at SRF Subic Bay. "One is SRF Guam, another is SRF Yokosuka."

Nollie added that a lot of the scheduled ship maintenance that was done at Subic because of the

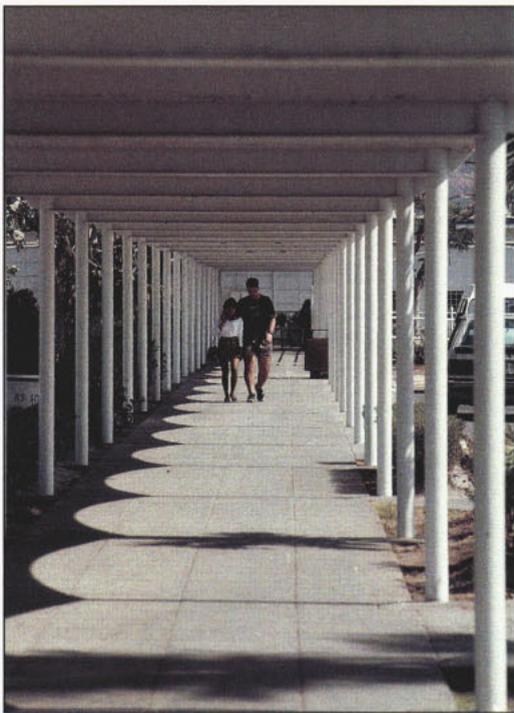
inexpensive labor will now be done before ships deploy.

Nollie said SRF Subic will be missed because of its strategic location and fast turnaround time. "When I was sailing on ships, our sole purpose for coming here was repair," he said. "What you're going to miss here is the ability to pull into a foreign port and get your ship fixed with all the little things that go wrong during a deployment."

"This yard is probably the quickest," Nollie said. "If you want something done overnight, this is the place to come. . . . If you talk to any of the COs on any of the ships that come through here, they all say the same thing — 'When we want some-



Above: Once filled with activity as a main source of supply in the Western Pacific, NSD's piers are now empty. Left: A couple enjoys a stroll aboard the naval station.



Tobin said. "In Subic Bay for instance, there's about 5,000 active-duty military. We're only moving about 130. So it's a very small presence in Singapore, and I don't envision in the next few years that it's going to grow significantly."

Making port visits to Singapore will not be new to Western Pacific sailors. Many ships proceeding into the Indian Ocean pass through the Strait of Malacca and have called on Singapore in the past. Tobin said that in addition to Singapore, the Navy hopes to establish some level of ship support in Indonesia and Malaysia using shipyard facilities available in both countries.

NAS Cubi Point opened in 1956 and, according to Commanding Officer CAPT Bruce V. Wood, has been a home away from home for many naval aviators.

"This is the prime location for naval aviation and has been for the last 35 years," Wood said. "Cubi Point has served very strongly in the Vietnam War, the Gulf War and any potential conflict in the Western Pacific.

"I think it comes down to a term we call 'one-stop shopping.' You can do just about anything here, but in

other parts of the world, you have to go to several different locations."

Wood also stressed the added importance the area has had during the years for training. "When you're 200 miles out at sea, there's only a certain amount of training you can do. Overland training is very important. We have targets here, specialized mining ranges and opportunities to do some specialized war training that is unusual for any other place," Wood said.

Among the military personnel at Cubi, there is a lot of empathy for the Filipino people, according to Wood.

"A lot of people are down about [the base closure]. They don't like being a part of it," Wood said. "They realize it's a requirement. We're all sailors and soldiers and we execute our orders, but being part of something that takes apart the facility that's been here 100 years is not fun. It's like tearing down your old high school."

Some commands leaving Cubi Point will stay intact. Fleet Logistic Support Squadron (VRC) 50 is moving its operation to Andersen Air Force Base, Guam. VRC 50's mission of carrier on-board support, logistics and cargo hauling throughout the Western Pacific and Indian Ocean will remain unchanged.

"All it will mean in some cases is we travel a bit further," said CAPT

thing done and we want it done quickly, this is the pit stop."

Plans are being made to contract minor ship repairs in Singapore. The newly formed Commander Logistics Group Western Pacific will be moving to Singapore later this year to coordinate the civilian contract work. However, Tobin emphasized that the Navy's presence there will be quite small.

"I've heard a lot of people say it looks like there's going to be a big move from Subic Bay to Singapore; well, actually, that's not true,"



Paul R. Statskey, VRC 50's commanding officer. "Operationally, VRC 50 will continue to operate very much the same as it has. We'll go to wherever the cargo is, we'll move it to wherever it has to be, and the fact that we'll be operating from an Air Force base will be insignificant for us on the operational side.

"The fact that we're one of the surviving elements has two factors. One is, there's a job to be done. We're focused on the job. We're

Above: VRC 50 has moved its operations to Guam. Below: The naval station was extremely busy during Desert Storm.

going to move the squadron to Guam and continue to operate out of Andersen. So in that regard, I'm not sure there's much emotion involved," Statskey said.

"But there's clearly emotion involved in leaving the Philippines and going to Guam. Many people have chosen VRC 50 because they have Filipino families. Several families have been created since the men came to the Philippines. So in those cases their wives will be moving for the first time."

On the naval station, Krieger said he also noticed some low morale among military personnel married to



Filipinos who will not have the option of returning for a repeat tour and establishing a local family life.

"That's a reasonable concern, but that's not a life-threatening situation either," Krieger said. "You can come back to the Philippines, you just can't have duty in the Philippines."

Activity at the naval station's marriage office has picked up considerably since the announcement of the withdrawal. According to Chief





Cryptologic Technician (Maintenance) Glenn Eman, marriage office director, the number of marriages approved has doubled since January. The office is there to ensure that proper documentation is done according to U.S. and Philippine law. About 600 marriages a year are approved between U.S. military personnel and Filipinos.

"It's getting a lot busier here," Eman said. "People have been putting off getting married, but now with the closure, they have to do it."

Also making the 1,500-mile move to Guam will be Explosive Ordnance Disposal Mobile Unit 5 and Special Warfare Unit 1. Some personnel from Subic will also be transferred to augment existing commands on Guam.

For the 300,000 local nationals living outside the naval facility in Olongapo City, the Navy has meant jobs and stability. An estimated \$300 million has been infused into the local economy each year, and more than 33,000 Filipinos are employed on the bases.

Due to the high dollar-to-peso exchange rate, U.S. sailors have enjoyed substantial value for purchases made in Olongapo over the years. As a liberty port, Subic was considered to be one of the best bargains in the Western Pacific for 7th Fleet sailors.

For many Filipino workers, the withdrawal brings to a close a legacy



of government service. Romero DeCastro, 59, has worked at SRF Subic Bay since he was 18 years old. His family had also worked at Cavite Navy Yard, 60 miles south of Subic Bay before World War II.

"My grandfather, my father, myself, my brothers and my son have all worked at SRF. So basically, the base is where we were raised," DeCastro said.

"I'm not saying that this is the end of the world. This is the beginning of the world for us," DeCastro said about the base closure. "There will be a complete change in the way we look at the future. We were looking at the future by working on base. Now we will have to stop thinking that way."

The Navy is ending its stay in the Philippines on friendly terms. There are still valid treaties between the two countries. The Philippine government is working on a plan to turn the facility into a commercial port. Leaving will bring about many decisions from both countries.

"It's a loss, but we're going to have to make up for it," Tobin said. "Already I've seen lots of creative ideas and new thinking. We are downsizing our forces, and we're

Far left: Jeepneys fill the streets in Olongapo City. Left: Outside the main gate, Magsaysay Drive is a popular stop. Below: Umbrellas help shield the intense sun.

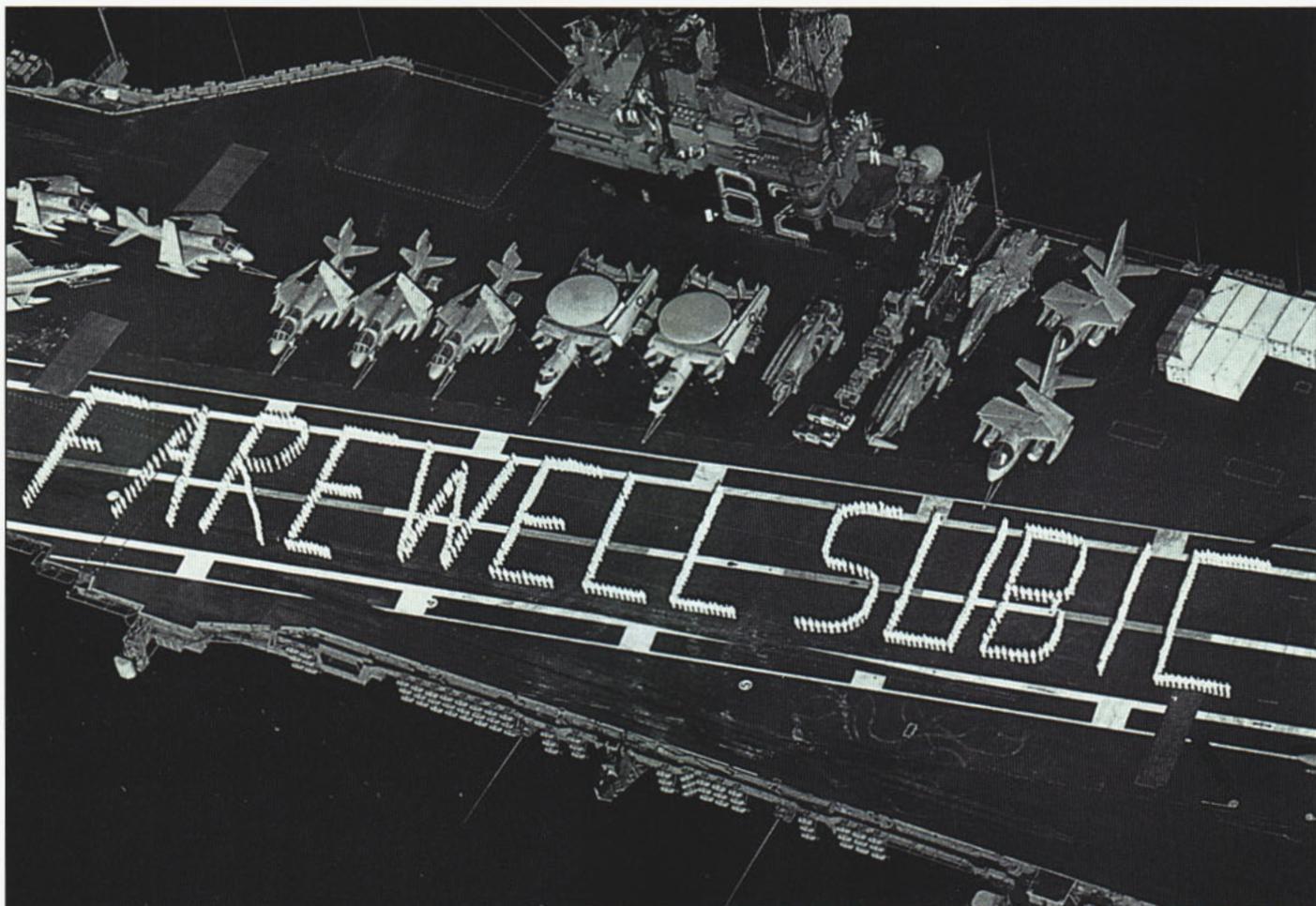
having to think smaller. In a way this will force some of those initiatives to start. It's forcing us to take a more realistic approach to what we're going to be doing in the future."

As for the possibility that U.S. ships will ever come back to Subic in the future, Mercer said the Navy will have to wait and see.

"It depends on whether there's a port here," he said. "Certainly there will always be a city here. So if there's a good secure position with good recreation, good liberty, certainly ships will come in for normal port visits like they do throughout the world." □

Dorey is a photojournalist for All Hands





A salute to Subic

Indy and her battle group bid Subic goodbye

USS *Independence* (CV 62) and her escorts, collectively Battle Group Alpha, steamed out of Naval Station Subic Bay, Republic of the Philippines, March 21, 1992, on their way to other Western Pacific and Indian Ocean ports.

The departure was nothing new for this port, which normally bustles with naval vessels of all types. Battle Group Alpha, however, was the last U.S. Navy battle group to visit Subic Bay prior to the withdrawal of U.S. forces from the Philippines by December 1992.

Along with *Independence*, Battle Group Alpha included USS *Bunker Hill* (CG 52), USS *Mobile Bay* (CG 53), USS *Fife* (DD 991) and USS *Thach* (FFG 43).

While training at sea off the Philippines, the group entered Subic Bay for ship repair, resupply and crew liberty, as well as land-based aircraft support from Naval

***Independence* crewmembers stand in formation on flight deck during salute to residents of Olongapo City.**

Air Station Cubi Point. Upon arrival, Carrier Air Wing 5 saluted air station personnel with an air power demonstration and a 25-aircraft fly-by.

Independence had multiple off-loading projects that included clothing collected in Japan from the Yokosuka Naval Base community and providing clinical care in the Olongapo area.

Indy and her battle group units also distributed food, clothing, books and Project *Handclasp* materials to worthy recipients displaced by recent natural disasters, including Mount Pinatubo victims.

As the battle group departed, sailors manned the rails in sparkling dress white uniforms to salute the residents of Olongapo City and Subic. *Independence* used more than 1,000 sailors to spell out "Farewell Subic" on her flight deck. The "era" ended sadly, but in style. □

Story compiled by ComUSNavPhil Public Affairs Office.

The last recruits

Philippine citizens take oath in Subic Bay

Story and photo by PH2 Clayton Farrington

It only took about a minute, but a single oath ended a 92-year U.S. Navy program that was like no other.

LT Betty J. Winiski gave the enlistment oath March 13, 1992, to the last 29 Philippine citizens to join the Navy — the only armed service to have such a program. Each man represented 100 to 170 others who did not make it through the initial entrance exam, Armed Services Vocational Aptitude Battery test, oral interview and physical exam given during an average time span of two years.

After enlisting, the recruits breathed a heavy sigh of relief and prepared to spend a final weekend with their parents, many of whom had come hundreds of miles to see them off.

LT Winiski gives the oath of enlistment to the last 29 Philippine citizens to join the U.S. Navy. They are the last of 35,109 recruits to join since 1947.

"My son, Primo Jr., is the first in our family to join, and my wife and I will pray for his continued success," said Primo Bernado, a retired police major from the island of Cebu, 360 miles south of Subic Bay.

"This is an emotional experience, especially with the base being drawn down," said Winiski, officer-in-charge of the Class "A" Recruiting Station Subic Bay. "I see the smiles on parents' faces — knowing what their sons can do, but seeing the opportunity taken away suddenly is sad."

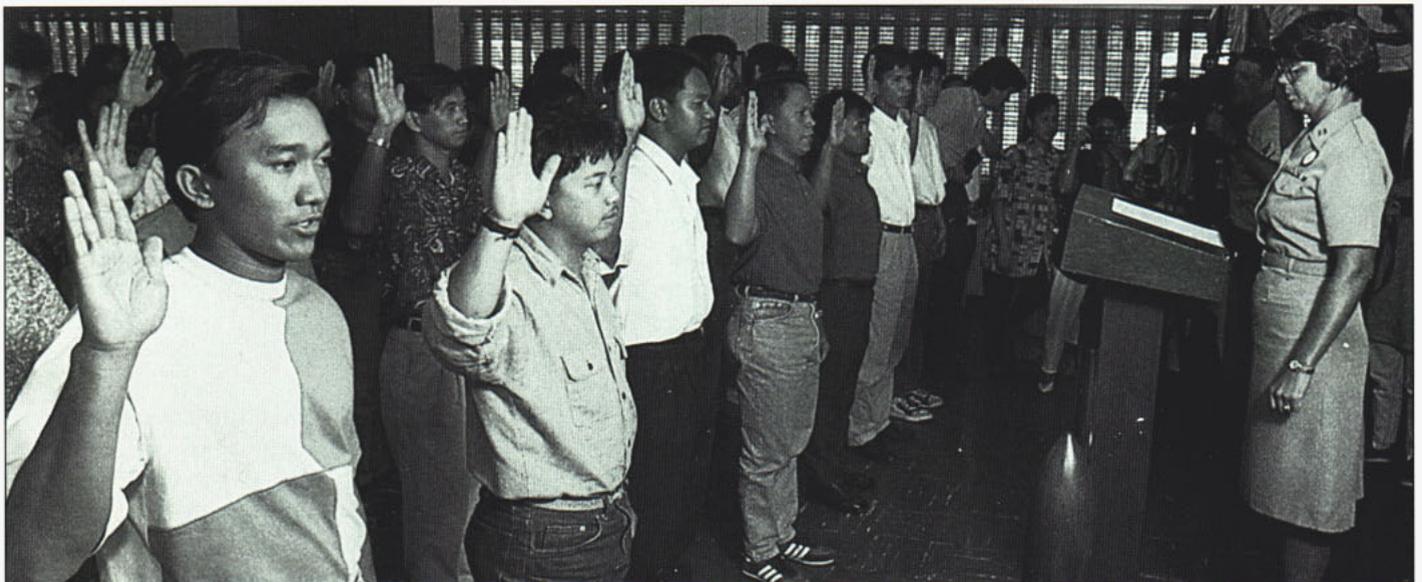
Philippine citizens first had the opportunity to join the U.S. armed services in 1901, when President William McKinley authorized up to 500 Filipinos a year to join the U.S. Insular Force. For 36 years, thousands of Filipinos served in the U.S. Army and Navy in World War I and World War II. The year after Philippine independence in 1946, Article 27 of the 1947 Military Bases Agree-

ment redefined Philippine enlistment into the U.S. Navy. Through Korea, Vietnam and Operation *Desert Shield/Storm*, 35,109 Filipino sailors have fought alongside their American counterparts in more than 30 different ratings. By the mid-1980s, there were more than 400 Filipino officers in the Navy.

The last recruit was Jupiter Huciel, 22, from the province of Cavite, south of Manila. If not for a selectee who did not show up for the enlistment ceremony, Huciel would have remained on standby status, missing his chance. "I guess I'm just a lucky guy," he said after nervously taking the oath.

"This is the closing of the book of history for this place," said Romeo Palmares, who has driven the recruit bus to and from the main gate since 1982. "Soon, it will be closing for all of us working here at Subic." □

Farrington was assigned to 7th Fleet Public Affairs, Subic Bay, R.P.



A fix-it society

SRF Subic Bay ends 80-year era

Story and photos by JO2 Roger Dutcher

As the last carrier battle group pulled out of the harbor, Ship Repair Facility (SRF) workers at Naval Station Subic Bay, Republic of the Philippines, shared a common sentiment — with the end of this port visit came the end of an era.

On May 1, 1992, less than two months after USS *Independence's* (CV 62) battle group concluded its last port call to the Philippines, SRF workers started leaving their offices for the last time. By the end of May, SRF's first reduction-in-force cut the

work force by one-third. As equipment was packed out and the work force was reduced, employees reflected on the shipyard whose capabilities, they feel, may never be matched.

"We could literally do everything here," said SRF Commanding Officer CAPT John Hamilton. "We serviced every type of ship in the U.S. inventory, from World War II vintage tankers to *Aegis* cruisers.

"When we needed something, we didn't buy it — we made it. Stateside yards don't need to do that, nor could they afford to do it. We had every trade skill from blacksmith to patternmaker."

At the height of its operations, SRF consisted of U.S. military, U.S. civilians and Philippine nationals, with the Filipinos making up 98 percent of the crew.

Most Filipino workers underwent a four-year apprentice program, with a syllabus of reading, writing, arithmetic, trade theory and on-the-job training.

"We had an incredible blend of two cultures in our work force," Hamilton said. "Filipino society is not a 'throw-away' society, it's a 'fix-it' society. Americans bring the training, the latest technology and tremendous resources. When you meld these two together you get an incredibly capable work force."

Rubin Vasquez cuts a steel sheet at SRF Subic Bay. On Oct. 1, SRF closes down after 80 years of operation.

The proficiency of SRF was not always obvious to the outsider, according to Electronics Technician 1st Class Tom Middleton of SRF's combat systems division.

"When I came here on ships, I didn't get a chance to appreciate what SRF was capable of doing," he said. "Now, I know that this place is capable of nothing short of building a ship.

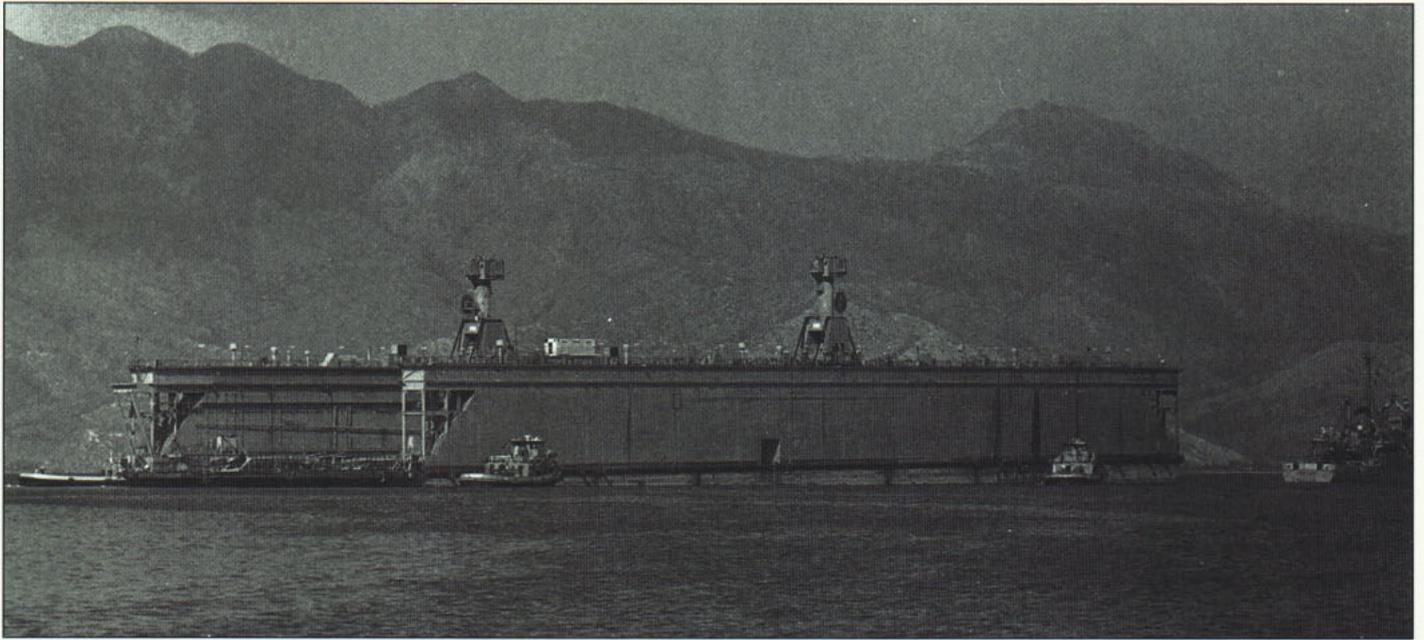
"I've had the chance to get to know the crews on some of the smaller ships that pulled into port. I made sure they knew what went on here. I made sure they left here knowing this is one of the best shipyards in the world," Middleton said.

Devotion to duty took on a new meaning, Hamilton explained, when nature took its course on the northern Philippine island of Luzon.

"The thing that made me feel best about being commanding officer was the dedication the work force showed after [Mount Pinatubo] leveled this place," Hamilton said. "We woke up the morning of June 16, [1991] and buildings were collapsed. Ships were in port, and the machinery being repaired was covered with volcanic ash. The place was just a mess.

"I know that the majority of the work force came to work that day — many of them had to walk 10 miles through volcanic ash. I know their homes were also decimated and they had personal problems. Yet they





came to work, and everyone started shoveling ash."

Now, SRF's mission has changed from fixing ships to closing shops.

"It's a shame that after so many years it's going away," said LT Maria Oppici, SRF assistant repair superintendent. "This facility has benefited both the U.S. Navy ... and the Filipinos who work here."

Leo Herrera, a civilian ship superintendent who has worked at SRF for 22 years, explained how he will miss the place that has helped put his children through school.

"I'll miss everything here," Herrera said. "My tears fell when the first dry dock was moved out. . . . I'll miss the people. The employees here are very disciplined people."

Herrera is one employee who did not want to concern himself with the future until the job at hand was completed.

"Right now I don't have any intentions for what I'll do next," Herrera said. "I don't want to divide my attention from these projects. If I do that, I can't concentrate, and I can't make things happen on schedule."

Along with clearing out buildings and turning over keys, SRF's mission

is now focused on relocating Filipino workers. According to Hamilton, SRF has made contact with companies all over the world and has helped get jobs for many of its employees.

In 1901, the U.S. Navy selected Subic Bay as the site for a repair and supply base. The site was destroyed during World War II, but re-established in 1944 with 24 officers, 443 enlisted personnel and 2,000 Filipinos. In that year, the first of SRF's

USS Brunswick (ATS 3) tows one of three dry docks transferred from SRF Subic Bay as part of the withdrawal from the Philippines.

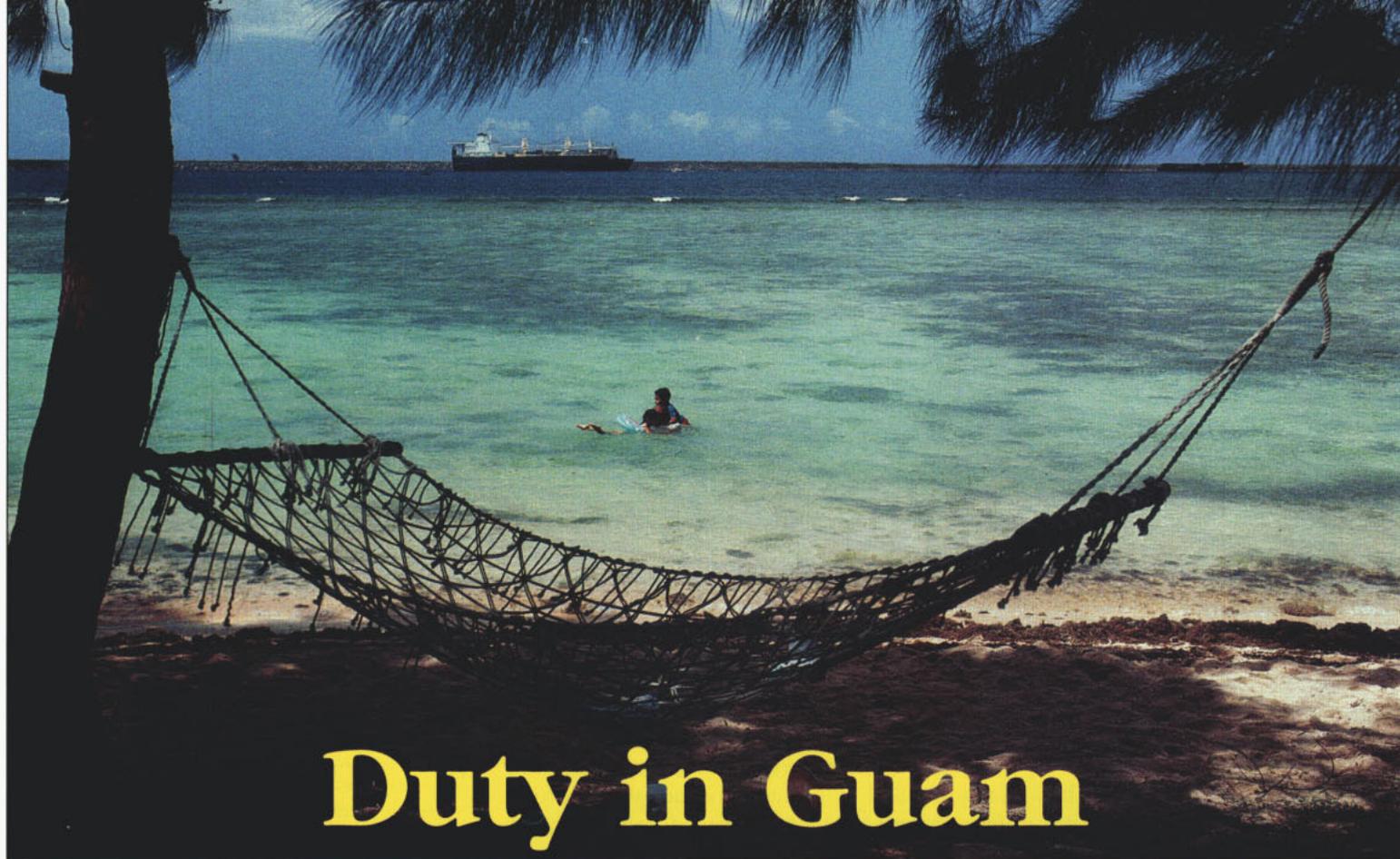
three dry docks was towed to Subic Bay.

After providing 80 years of ship repair services, SRF Subic Bay will be disestablished Oct. 1, 1992. □

Dutcher is assigned to 7th Fleet Public Affairs, Subic Bay, R.P.



Tess Guiang sews fabric in the canvas shop at SRF Subic Bay.



Duty in Guam

A little bit of America in the South Pacific

Story and photos by PH1(AW) Joseph Dorey

As the Navy begins its withdrawal from U.S. Naval Facility Subic Bay, Republic of the Philippines, the island of Guam prepares for yet another invasion. The island's defenses will not be tested however. These "invaders" are 1,200 sailors and their family members transferring under friendly terms as a direct result of the closing of Subic Bay.

The majority of these *haoles* (non-islanders) are moving in from Fleet Logistic Support Squadron (VRC) 50, out of Cubi Point Naval Air Station at Subic Bay. Explosive Ordnance Disposal Mobile Unit 5 and Special Warfare Unit 1 are also making the 1,500-mile transfer from the Philippines, and some existing commands on Guam will be augmented by other Subic personnel.

Guam is presently home to about 6,700 active-duty Navy and Marine Corps personnel, so the additional 1,200 is significant. The U.S. military spends around \$600 million annually in Guam. The buildup should increase that figure by 10 percent. The island hosts a naval station, naval air station and Andersen Air Force Base (AFB). Can the existing facilities on Guam handle the increase of personnel and family members?

Above: This shallow reef at Gab Gab Beach on Naval Station Guam is a popular place for snorkeling.

"We're going to have enough doctors, dentists and personnelmen [to handle the buildup]," said RADM Edward K. Kristensen, commander, U.S. Naval Forces Marianas. "What we can't do in a big hurry is jump start the housing or child care increases. So some of our quality-of-life items are going to degrade somewhat over the next two to three years while we build additional facilities here to handle them."

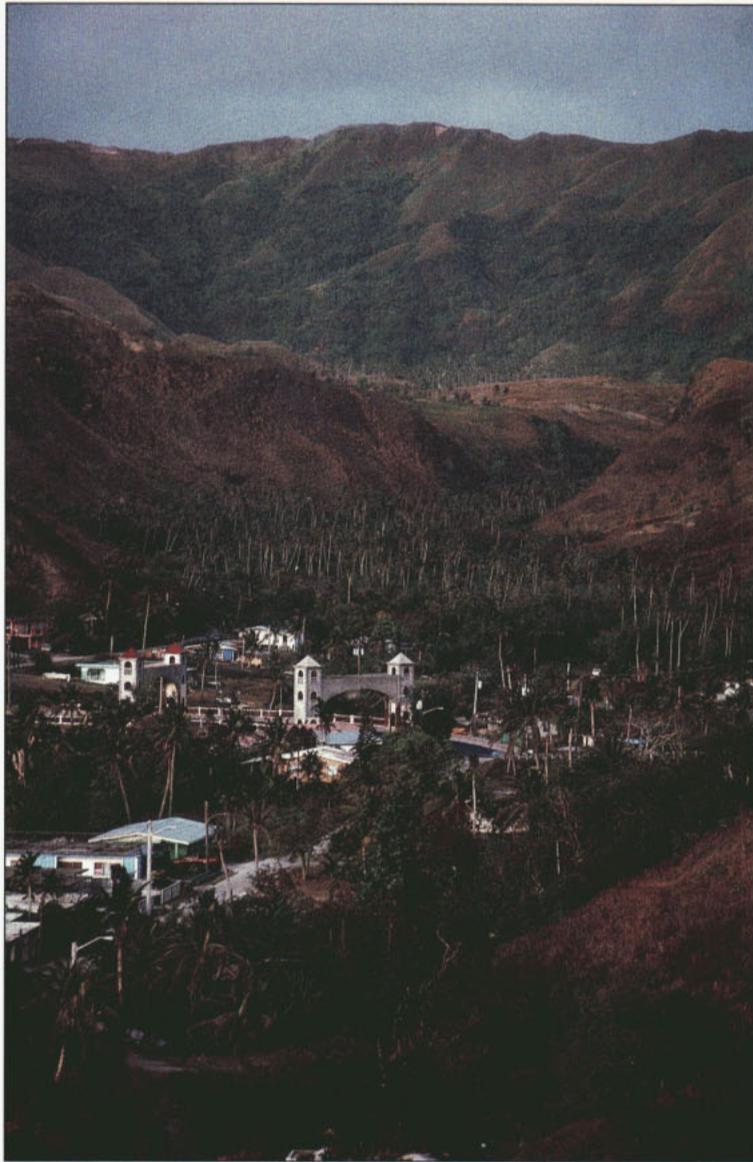
Consequently, waiting times for housing, which normally run from two to three months, will increase. Kristensen added that Guam's military community realizes there will be some inconveniences and accepts that fact. "[The community] knows what the people in the Philippines have been through. We're doing our best to accommodate them and to welcome them with open arms."

VRC 50 is bedding down at Andersen AFB, so some of the impact is absorbed by the Air Force as well.

Besides some housing and child care delays, what can new arrivals from the Philippines, or anywhere else, expect when they get orders to Guam?

Because the U.S. territory's time zone is 15 hours ahead of Eastern Standard Time, Guam is known as "the place where America's day begins," (although some Air





Left: The village of Umatac sits nestled among the hills on the western shore of the island. Ferdinand Magellan first landed on Guam near here in 1521. Below: Looking across Agana Bay is "Hotel Row." Many Las Vegas-style shows are performed there nightly.

Force personnel stationed on Wake Island would probably argue that). Guam is part of the Mariana Islands, approximately 30 miles long and ranges in width from four to 12 miles. There are about 135,000 residents on the island including U.S. military personnel.

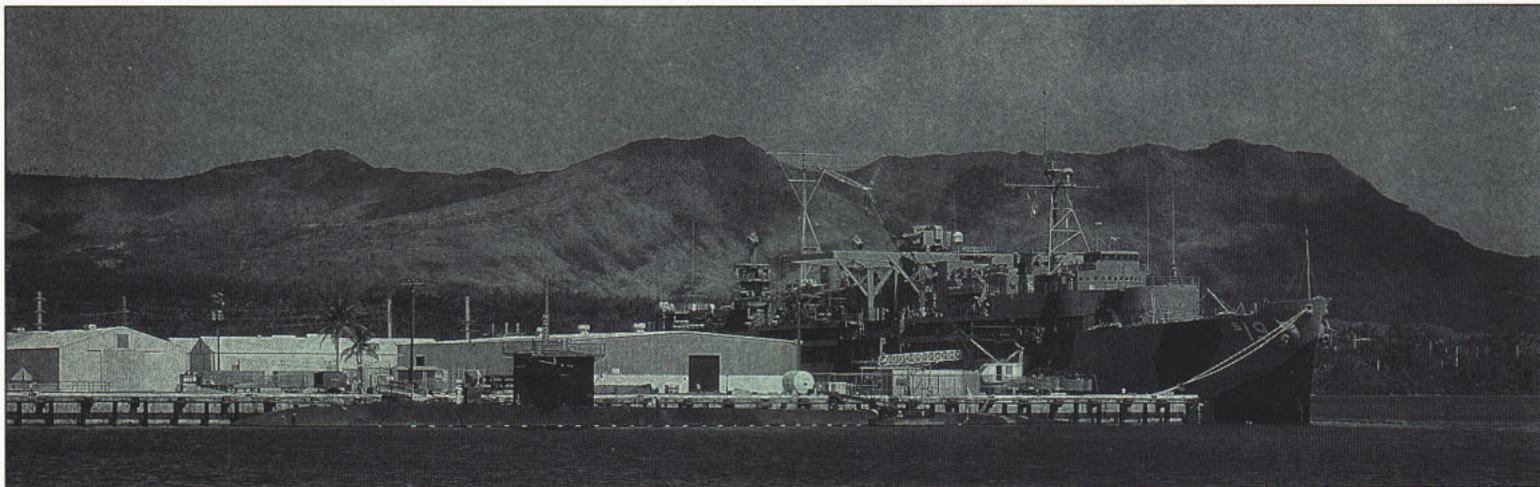
The earliest known inhabitants of Guam were the Chamorros, who were of Mayo-Polynesian descent. They are thought to have lived among the Mariana Islands as early as 2000 B.C. Portuguese explorer Ferdinand Magellan landed on Guam in 1521. Spain later claimed the island in 1561.

Like the Philippines, Spain ceded Guam to the United States after the Spanish-American War in 1898. The following year, U.S. Naval Station Guam was established. During World War II, as in the Philippines, Guam was attacked and captured by the Japanese before finally being liberated in 1944.

The United States declared Guam a territory in 1950. Guamanians are U.S. citizens who speak English and Chamorro, and they still maintain many of their Spanish and Asian traditions.

Typical Guamanian food includes oriental chow mein, Polynesian style pig roast and Spanish red rice. But a little bit of America can be found in fast food restaurants such as Wendy's and Pizza Hut, Safeway





supermarkets and Exxon gas stations. There are even "major-league" baseball games between locally sponsored teams.

Life in Guam is considered to be somewhat relaxed, a slower pace than what most Americans are used to. Fiestas are common and held on such occasions as the birth or baptism of a child, a wedding anniversary or the celebration of a village's patron saint. Being friendly seems to be another tradition.

"The people of Guam are fantastic. They will bend over backwards to do anything for you," said LT Dwight Ferguson of Naval Supply Depot, Guam. "If you go up to them and ask about some of the history of an area, they'll talk to you for an hour and a half."

"The Guamanians are really good people," added Chief Hull Maintenance Technician (SW) Donald Herring of USS *Proteus* (AS 19). "Every weekend there's a fiesta in one of the villages, and when they have a fiesta, everybody's invited. You don't need a personal invite — just show up."

An annual average temperature of 82 degrees helps make Guam a picture-book tropical paradise. The annual rainfall ranges between 85 and 90 inches, with a rainy season that runs from July to December.

Although tropical rain showers are customary, they usually won't stop islanders from going about their daily routine.



Top: Naval Station Guam is homeport to five U.S. ships including the submarine tender USS *Proteus* (AS 19). Above: NMCB Det. 1 is busy constructing a new building near the marina for EOD Mobile Unit 5's move from the Philippines.

"You can go to the beach everyday here. It may rain, but five minutes later you won't even know it," said HTC(SW) Alan Audiano, a ship superintendent on *Proteus*. "It can be sunny out and it will still rain. Then you'll dry off immediately after it gets done raining, and you're still out at the beach."

Sometimes the rain *will* curtail activities — if it's combined with strong winds. During the last 25 years eight typhoons have passed within 30 miles of the island. The most recent, Typhoon Russ, struck Guam in 1990 with 125-knot winds.

The island's military housing may not be the most aesthetic, but the units are built to withstand a storm. "I'm really pleased with housing here," said Storekeeper 1st Class Bob Anderson at Guam's Naval Supply Depot. "They're not real pretty to look at, but they're comfortable and they're typhoon-proof — if a typhoon blows through here, it won't tear your house down."

Anderson and his family have firsthand experience. "There was a typhoon right before Christmas in 1990," he said. "It didn't quite come through Guam, but it got up to more than 100 mph winds. It was pretty interesting. You definitely had to stay inside."

Left: Children play in the Naval Hospital Child Development Center. Child care facilities are expected to increase as more families transfer to Guam.





Above: This housing unit on the naval station is typical of Guam's on-base housing — comfortable and typhoon-proof. Below: The remains of a Spanish fort overlook the Philippine Sea as the sun sets.

While inside, cable television is available to keep in touch with what's going on back home. But to really enjoy Guam, the outdoors offer a variety of recreational opportunities expected of a tropical island.

Guam is especially appealing to water-sports enthusiasts, with miles of shallow coral reef formations hosting a variety of fish and sunken ships. Snorkeling and scuba diving offers a window to these underwater treasures.

On the surface, steady trade winds enhance sailing excursions whether you're yachting or windsurfing. A variety of boats are available for rent at the Sumay Cove Marina on the naval station. Boats offering deep-sea sport fishing for Pacific blue marlin can also be chartered in town.

To appreciate the inner island, you can go "boonie stomping" along Guam's many beautiful hiking trails. One popular destination through the jungle is Yokoi's Cave — named for a Japanese soldier who hid for 28 years after World War II rather than surrender and face dishonor.

There are also several off-duty opportunities to advance your education on Guam at the University of Maryland and University of Oklahoma extension centers, as well as the local University of Guam and Guam Community College.

The cost of living on Guam is comparable to Hawaii. Due to the high cost of transportation of goods to the island and an influx of Japanese tourists, goods bought out in town can be expensive.

"Hotel Row" along Tumon Bay is a scaled-down version of Hawaii's Waikiki Beach and offers Las Vegas-style shows nightly. Japanese tourists, mostly honeymooners, keep the more than 4,000 hotel rooms filled year round.

For personnel transferring to Guam from the Philippines, the inflation is most noticeable. LTJG George

Jatib, material control officer for VRC 50, came to Guam to lay the groundwork for his squadron's move to Andersen. The price difference was one of the first things he noticed.

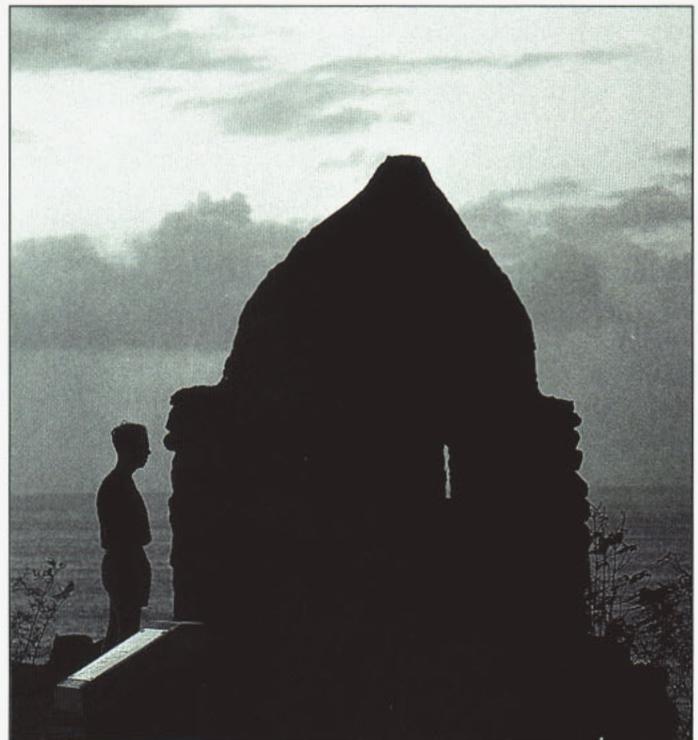
"The ability to save money was a big issue in the Philippines," Jatib said. "Over there everything's cheap — the labor was cheap. For every dollar you spent in the Philippines, it was like spending 50 cents. But every dollar you spend in Guam, it's like spending \$2."

Even the celebrated extra pizza at Pizza Hut, which normally costs "four bucks, four bucks, four bucks," in CONUS, runs "five bucks, five bucks, five bucks," in Guam.

There are of course military exchanges and commissaries to offer service members and their families the staples of everyday life, and some bargains are available, especially at local flea markets. "If you shop around, you can find good buys, especially on the things coming from the Orient," Ferguson said.

Off-base housing can induce some creative financing among military members. Private housing rentals range from \$650 to \$1,100 for one to three bedrooms, and utilities range between \$150 to \$350 per month. However, a substantial portion of these costs are offset by the Overseas Housing Allowance. For example, an E-6 with dependents is entitled to \$852, in addition to Basic Allowance for Quarters.

Employment for family members should not be a problem on Guam. The island has virtually no unem-



ployment. "For family members, jobs are readily available," said Ferguson, whose wife has two jobs. "If you can't find a job on Guam, there's something wrong. Either you're not looking, or your standards are too high."

A concern for many families transferring overseas is pet quarantine. Guam is rabies-free, and dogs and cats must be quarantined upon arrival for 120 days. Space is limited and can be expensive.

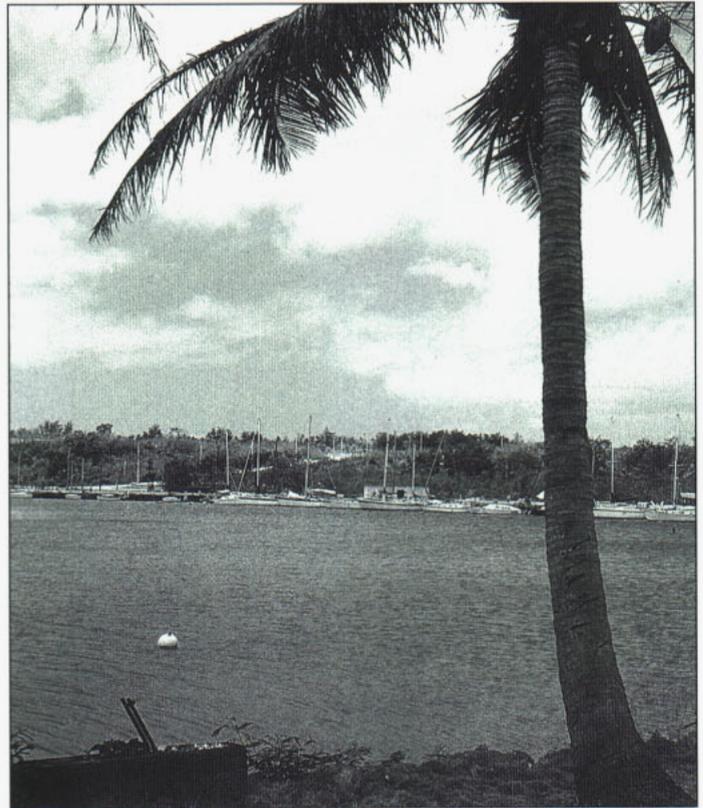
Service members are authorized to ship one automobile to Guam at government expense. The humid climate tends to rust cars rapidly, so rust proofing is recommended before shipping. There are also several new and used car dealers on the island should you decide to keep "ole Betsy" at home.

So is Guam a good duty station or a bad duty station? Like most places, it depends on who you ask. As the Director of the Navy Family Services Center, LCDR Dave Metzger hears the pros and cons of Guam everyday. He believes that Guam can be a good duty station with the right frame of mind.

"Guam is extremely unique. It's kind of a mix between Western, American and Asian cultures," Metzger said. "It doesn't have the massive shopping centers and things that a lot of us are used to in the states. But by the same token, there are many things out here — the outdoors, the weather, great recreation — that just aren't available in the states."

Metzger conceded that the isolation of Guam and its relatively small size can bother people sometimes. Anderson, who has been on Guam for almost four years agreed, adding, "I'm ready to get back to the states where I can get on a freeway and drive 1,000 miles in one direction."

Of course, for those times when the island does seem to be getting smaller, there is Environmental and Morale Leave (EML). Active-duty military and their family



Above: The naval station's Sumay Cove Marina offers a variety of boats for rent. Below: The Plaza De Espana, built in the 17th century, stands in contrast to the modern buildings of Agana, Guam's capital city.

members are authorized two EML trips off Guam per year.

EML travelers have priority over regular space-available passengers on Military Airlift Command (MAC) aircraft. Some destination sites include: Japan, Korea, the Philippines, Hawaii and CONUS.

For Herring and his family, using MAC is another opportunity for making a tour on Guam rewarding.

"My daughter's in the 5th-grade and her class trip at the end of the year is going to Hong Kong," Herring said. "Where else in the world can you do that?" □

Dorey is a photojournalist for All Hands.



Joint services live the ocean adventure

Interoperability is key in major exercise

Story and photos by PH1 Jim Wiltraut and JO2 William G. Davis III

The biggest thing that led to this joint concept was the lessons learned from the Gulf War. The Navy has recognized that the wave of the future is 'jointness' which means each service has a unique capability, and when combined, we can clearly be winners every time."

Comments by RADM James A. Lair, commander Carrier Group 2, reflect the need for combined service operations. "We can never go it alone, because as we draw down in forces, we must utilize the unique capabilities of the other services."

To test those capabilities, *Ocean Venture '92* brought together more than 30,000 personnel from the

Navy, Marine Corps, Air Force, Army and Coast Guard. The exercise was designed to demonstrate the joint force capability of the U.S. Atlantic Command to protect our national interests. It was also designed to test procedures and techniques based on lessons learned from Operation *Desert Storm*.

Ocean Venture, which took place in North Carolina in May, provided a realistic multi-threat exercise scenario, emphasizing challenges anticipated by a joint force in a real-world situation.

In the scenario, Camp LeJeune Marine Corps Base became a fictitious small island nation called "Vaiarta." The island had no armed

forces and requested U.S. assistance after being overrun by "Jaguar" forces, a powerful nation representing the enemy.

Vaiarta has a significant number of U.S. citizens who are tourists and residents. The United States responds to Vaiarta's plea for assistance by sending in a force to rescue Americans using non-combatant evacuation operations (NEO) while executing a joint military force campaign to drive out Jaguar forces.

With the scenario in hand, the joint force commanders tailor a response that uses the real-life assets of all the players. Land, sea and air assets become one.

"We're not in a liaison role here; we're part of the entire operation from the headquarters level, all the way down to the front line units," said RADM Fred Lewis, speaking of the Navy's involvement in *Ocean Venture*. Lewis, commander Carrier Group 4, became deputy commander of the Joint Task Force (JTF) for the exercise.

Joint forces air power came together under the direction of Joint Forces Air Component Commander (JFACC) allowing the Navy to make a full contribution to the air campaign. Each service's component commander brought real-world combat-tested air assets to the table.

Marines take up defensive positions in the fictitious nation of Vaiarta while driving out "enemy forces."



Right: Riverine operations on the inter-coastal waterways meant SEAL teams were busy providing security against "enemy" vessels so landing craft utility 1660 could deliver men and equipment. Below: Navy Beachmasters controlled the traffic flow as the liberating forces assaulted "Vaiarta."

"What's different here at *Ocean Venture '92* is the Navy's integration as full members and not just liaison officers," said Lewis. "That's very important for air power utilization and how we resource that air power against targets nominated by the air component commander."

According to Air Force Maj. Gen. Walter Worthington, acting as JFACC, "With the JFACC concept, we have immediate access to a broader range of capabilities for planning and execution. We can put the best weapon available against a particular target."

Worthington also said the exercise provided valuable experience in joint air operations, especially since Air Force, Navy and Marine Corps assets were combined.

It's that way of thinking that allowed RADM Robert Spane, the Navy component commander for *Ocean Venture*, to use naval air assets effectively. Spane noted the need to place component commanders in good coordination and collocation with each other from the various services.

In keeping with this theme the Navy called in assets from Carrier Air Wing 8 from NAS Oceana, Va., and Carrier Air Wing 3 from NAS Cecil Field, Fla., for naval air strike capabilities during the exercise.

Spane would normally "call the shots" from sea, but with a need for more timely communication, the Fleet Mobile Operations Command Center (FMOCC) was created. Tested for the first time in *Ocean Venture*, FMOCC enabled Spane to be co-located with the JTF on land.

Minesweeping operations were conducted with the use of self-pro-



pelled acoustic/magnetic (SAM) platforms. While two Charleston-based minesweepers "cleared" the harbor of acoustic and magnetic mines, Helicopter Mine Countermeasures Squadron 14, of Norfolk, assisted in clearing the waterways of any possible mine threats.

Mobile Inshore Undersea Warfare Unit (MIUWU) 210, Navy reservists from Baltimore, provided surveillance of vital inshore waterways to report all threats by enemy submarines, ships, boats and personnel.

Once the waterways were safe, joint forces were able to secure the beaches of Vaiarta by way of an amphibious assault. USS *Boulder* (LST 1190) launched 19 amphibious assault vehicles (AAV), carrying 180 Marines.

"It feels like you're in mid-air for a few seconds, and then it's like you're slammed to the ground," said Marine Lance Cpl. Marcus Taylor, describing the experience of hitting the water while disembarking the ship in an AAV.

Meanwhile, a series of NEOs took place that closely resembled evacuation operations by U.S. forces in Grenada, Liberia and Somalia.

"The world is increasing in instability," said ADM Leon Edney, Commander U.S. Atlantic Command, "There are 35 open conflicts around the world, and when conflicts happen, we have a responsibility to protect our people."

Among America's responsibilities abroad, Edney said, are the American citizens living abroad.

The 101st Airborne Division (Air Assault) from Fort Campbell, Ky.,



used *Blackhawk* helicopters to extract non-combatants from the military operation in urban terrain (MOUT) facility. The 101st also conducted an air assault operation to establish a forward operating base in "enemy territory."

One of the 101st soldiers, Staff Sgt. Anthony Lewis of Alpha Company, 3rd Battalion, 502nd Infantry said they encountered light enemy resistance from the opposing forces. An operating area was established in about two hours. Army Capt. Rick Gibbs, of headquarters Company, 3rd Battalion, acted as an "observer-controller," evaluating the troops. "The 101st is getting some good training, but important, too, is the



Above: The Army's mini-MASH concept was put to the test during the multi-service exercise. Right: Helicopters shuttled between inland forces and ships at sea during the invasion scenario.

teamwork used with other military branches," he said.

In a second NEO, Air Force C-130s dropped in paratroopers from the 82nd Airborne Parachute Assault, Fort Bragg, N.C., to seize an airfield at Cherry Point, N.C. They then proceeded by UH-60 *Blackhawk* helicopters to the MOUT site to conduct an evacuation.

"The 82nd would be the unit probably called on to seize an airfield," said Army Col. Robert R. Harper, 1st Brigade commander. "About 50 percent of the troopers are *Desert Storm* veterans and 50 percent are new. This exercise gives the soldiers training in the actual things they'd do if we go to war."

A third evacuation took place at Camp Lejeune's MOUT facility involving Marines of India Company, 3rd Battalion, 2nd Marines of Camp Lejeune. The Marines evacuated an American "ambassador," U.S. civilians and friendly citizens of the fictional nation of Vaiarta.

Using CH-46 *Sea Knight* and CH-53D helicopters, the rescuers of "I" company faced off against Marines

of the 8th Regiment, — "the enemy forces."

In keeping with the realism of the exercise, Army medical personnel from Task Force 5 conducted casualty exercises to test the response time for retrieval and treatment of field injuries.

"Time and distance are our greatest challenges," said Army Lt. Col. Henry A. Sebastian, head of Task Force 5, "the sooner we treat the patient, the better the chance for recovery."

Tested for the first time was the Army's new "mini-MASH" (Mobile Army Surgical Hospital), which can be set up and functional in less than six hours. With the new mini-MASH concept, a forward section of the hospital can be deployed to the front lines for what Sebastian calls "bare bones surgery." The patients can then be transported to the main section of the hospital when their condition has stabilized.

Anchored off Onslow Beach, the PFC *Eugene A. Obregon*, an MPF ship, conducted an offload of equipment and supplies. Navy cargo handling force (NavCHaPGru), of Williamsburg, Va., and Marines of 2nd Fleet Service Support Group, Camp Lejeune, directed the off-load.

Once ashore, Beachmaster Unit 2, of Little Creek acted as traffic con-



trollers, making sure the equipment got to the right place on time.

Amphibious Construction Battalion (ACB) 2, of Little Creek, also provided services for the off-load. With a crew of reservists and active-duty personnel, ACB 2 provided support functions, including pier insertion, salvage operations and barge ferry coxswains.

Securing the intercoastal waterways was an important evolution in the overall scenario of *Ocean Venture*. The exercise involved the use of the new Riverine Assault Craft (RAC) during raids on shore points along the New River.

Currently in the prototype stage, the heavily armored RACs can reach a top speed of 40 knots and are capable of carrying 10 fully-equipped combat troops.

The scenario for *Ocean Venture '92* was based on lessons learned in the real life conflict of Operation *Desert Storm*. It presented new challenges while reaffirming the need for joint force cooperations as demonstrated last year in Kuwait. □

Wiltraut and Davis are assigned to Fleet Imaging Command Atlantic, Norfolk.

Golden years

AFRTS marks 50 years of bringing home a little closer

Story by JO2 Jonathan Annis

When the United States was launched into World War II, Army units braced to defend remote outposts on the Alaskan frontier. Far north of most of the action and home, their morale began to dip like the mercury in their thermometers.

It's said that necessity is the mother of invention, and at isolated Fort Greeley on Kodiak Island, Alaska, Army Capt. Daniel M. House and a group of off-duty Signal Corpsmen erected a homemade radio station with a transmitter made of bailing wire. The station was dubbed "KODK," and went on the air.

Broadcasting wasn't completely new to the military. As early as 1919 LT Walter Lemmon broadcast to American troops in France, borrowing a "radio apparatus" brought over by President Woodrow Wilson for the Paris Peace Conference. In the late 1930s, the Army experimented with distributing records and players, called "buddy kits," to troops in the field.

But when War Department officials discovered KODK was asking for records directly from Hollywood entertainers, it all came together. Need beget mission, and a command was born. On May 26, 1992, the Armed Forces Radio and Television Service (AFRTS) commemorated 50 years of service.

Today, AFRTS is the world's largest broadcast enterprise. Admini-

stered by DoD and operationally controlled through service departments, the joint command has more than 800 outlets in more than 130 countries and aboard ships.

Together those outlets reach an audience of 1.3 million soldiers, sailors, airmen, Marines, other DoD personnel and their families.

AFRTS provides this vast audience with news and entertainment programming much the same as that heard and viewed in the United States, less commercial advertising. Instead, AFRTS "pays for itself" by providing access for the chain-of-command to conduct internal information and training programs.

The spirit of this two-part mission has changed little since former advertising executive Thomas H.A. Lewis summed it up simply as "morale." AFRTS, then known as the Armed Forces Radio Service (AFRS), was formed the day Lewis accepted a commission as an Army major to become its first director.

Lewis shaped the future of AFRS by tapping into a patriotic fervor that existed during the war. He located his studios in Hollywood, Calif., to be near local talent and production facilities, and recruited a large, talented civilian and military staff. The guest list began to read like a Hollywood "who's who."

Appearing on a weekly "Command Performance" show were such luminaries as Bing Crosby, Frank Sinatra, Bob Hope, Judy Garland,



Above: AFRTS' weekly program "Command Performance" included notable personalities such as Bob Hope, Judy Garland and Frank Sinatra. **Right:** Army Spec. Dave Shearer broadcasts live from the AFRTS studio in Seoul, Korea, during the 1950s. **Far right:** Before AFRTS, the Army sent phonographs and records into the field as an experiment in the late 1930s.

Dinah Shore, Frank Morgan, Jimmy Durante, the Andrews Sisters and more. AFRTS claimed many other productions, notably "Mail Call," "Jubilee" and "GI Journal."

Toward the end of the war the operation was in full swing, recording 1,185 hours of programming a



week. Unslanted news and home-grown entertainment from "GI Jill's Jukebox" all but silenced the propaganda of "Tokyo Rose" and "Axis Sally."

In three years, the AFRS "touch of home" was being transmitted on several of its own shortwave frequencies, the millionth transcript had been pressed, and 300 dedicated stations were begging for more.

Caught between the demands of 12 million GI's and supply from a Hollywood ready to oblige, "AFRS had to happen," said Vincent J. Harris, industry liaison at the AFRTS Broadcast Center in Los Angeles.

Harris joined AFRS in 1948 as a writer and producer for the last of the big post-war radio productions, broadcast from a "lean-to" on the Hollywood Cemetery grounds.

"The great American serviceman knew how to put a radio together with whatever he had. If they wanted to put it into being, they'd just do it," Harris said. "A lot of people back in the states were willing to send things to them too. All the 'biggies' were doing AFRS."

Things had already begun to take their present shape when Harris

arrived. Many shows were produced away from AFRS studios, and one of the biggest jobs was "decommercializing" them — a tricky process of removing product endorsements which were often tightly woven into the program. Editing was done manually by lifting a phonograph needle and putting it back down, recording 15 minutes of clean programming on each side of a new 16-inch transcript. "Fortunately the technology has gotten better," Harris said.

Television came into the picture in 1954 and went from sometimes jerky black-and-white kinescope images to color film. The cumbersome 16-inch records evolved to 12-inch long-play records, audiotape went from magnetic metal wire, which was difficult to splice, to plasticized ribbon or mylar. When videotape became widespread in the 1970s, it accelerated a transition in AFRTS structure, according to Broadcast Center Director of Programming Gerald M. Fry.

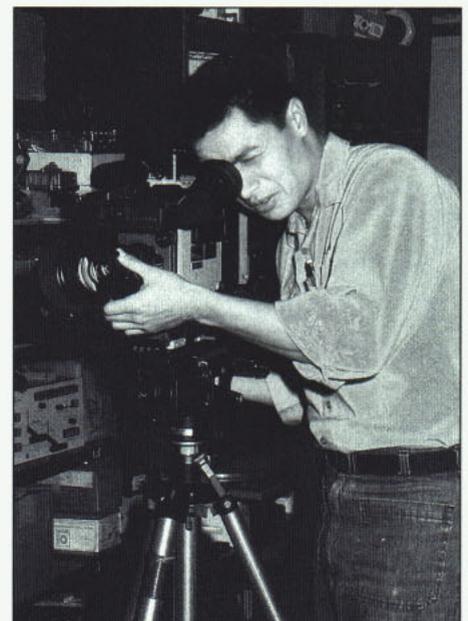
Fry said that previous large, delicate reels of 16mm color film for television had been difficult to ship, use and store, particularly aboard Navy ships where they could become a safety hazard.

The possibilities of videotape playback systems, at least in part, allowed service departments like the Navy an opportunity to strike out on their own. The Navy Broadcasting Service (NBS) was formed out of AFRTS in 1976 along with similar commands serving the Air Force and the Army.

Sixteen years later, NBS is probably best known as the source of "Navy News This Week," but perhaps even more significant is its installation and support of Shipboard Information, Training and Entertainment (SITE) systems.

One of five graduated levels of these compact, closed-circuit radio and television stations is aboard virtually every deployable ship in the fleet, as well as some Coast Guard and Military Sealift Command ships. NBS also has jurisdic-

Below left: Moments after the first launch of F-16C *Fighting Falcons* from the 401st Tactical Fighter Wing, airmen gathered around the radio during *Desert Storm* to listen to Armed Forces Radio while standing outside the base communications center. Below right: AFRTS outlets worldwide use state-of-the-art equipment for local productions in an effort to bring quality news and information to their audience.



tion over 13 stations at Navy shore commands overseas.

AFRTS shortwave ended for good in 1988 when the Navy began mounting satellite dishes on ships. Using International Maritime Satellites originally placed for two-way voice communication in oceans around the globe, NBS first transmitted nearly-live radio.

Through testing, like broadcasting this year's Super Bowl live to ships in the Mediterranean, it's been discovered that the system might be capable of transmitting "compressed" video images. If found feasible and cost effective, ships could soon be regularly receiving sports programs and newscasts with only a few seconds delay.

Satellites have taken the most timely AFRTS programs to their overseas stations since 1982. Five monster dishes occupy one side of the new broadcast center, which moved from Hollywood to Sun Valley, Calif., in 1986. A computerized system plugs command information spots into the time-slots of scheduled commercials. A six-second delay allows for manual intervention to ensure there are no surprises.

Having prime-time programs simultaneously fed in from all the competing networks is "the best of all worlds," Fry said. "We're able to play about 90 percent of popular programming, almost free, with no re-runs."

As an example, Fry cites "The Cosby Show," which sold for one of the highest syndication rates in history — \$350,000 per episode — to one independent station in New York. AFRTS paid \$800, which covers mostly administrative costs.

Fry said it's AFRTS people like Harris, who maintains agreements with key unions, federations, guilds and sports organizations dating back to World War II, that have allowed a tradition of only the best programming to continue.



To ensure the trust of the news, information and entertainment industries, AFRTS and its outlets must observe strict copyright laws and restrictions on viewer access, not to mention host country sensitivities.

With all the regulation, "the industry came out like gang busters during the Persian Gulf War," Harris said. "We were swamped with offers and tapes.

"Something should be said for the generosity of the industry," Harris continued. "Without it, we couldn't afford to show what we do."

AFRTS has changed a great deal during Harris' tenure, basically becoming a collection and distribution point for broadcast programming.

Today the AFRTS Broadcast Center provides 24 hours of radio and television news, sports and time sensitive programs live via satellite and two full-time satellite-delivered radio entertainment channels.

Less time-sensitive TV programming is distributed by mail in video tape packages, and more than 80 hours of radio entertainment programs are sent to AFRTS stations weekly on vinyl disc, compact disc

Members of AFRTS' Pentagon reporting staff, Armed Forces Digest, make final edits on news reports for broadcast to AFRTS field units via satellite. Armed Forces Digest provides the latest in military news from the Department of Defense.

and audio tape. Except for a handful of radio personalities, all production takes place elsewhere.

Whereas uniformed staff once numbered in the hundreds, the Navy element now consists of a dozen people. They make recommendations on programs and policies, track and account for programming distribution, transmit news copy from the wire services in message form and maintain mobile broadcasting stations (the ones used in the Persian Gulf).

In a way, Harris said, things have quieted down. In another way they're much the same as they ever were.

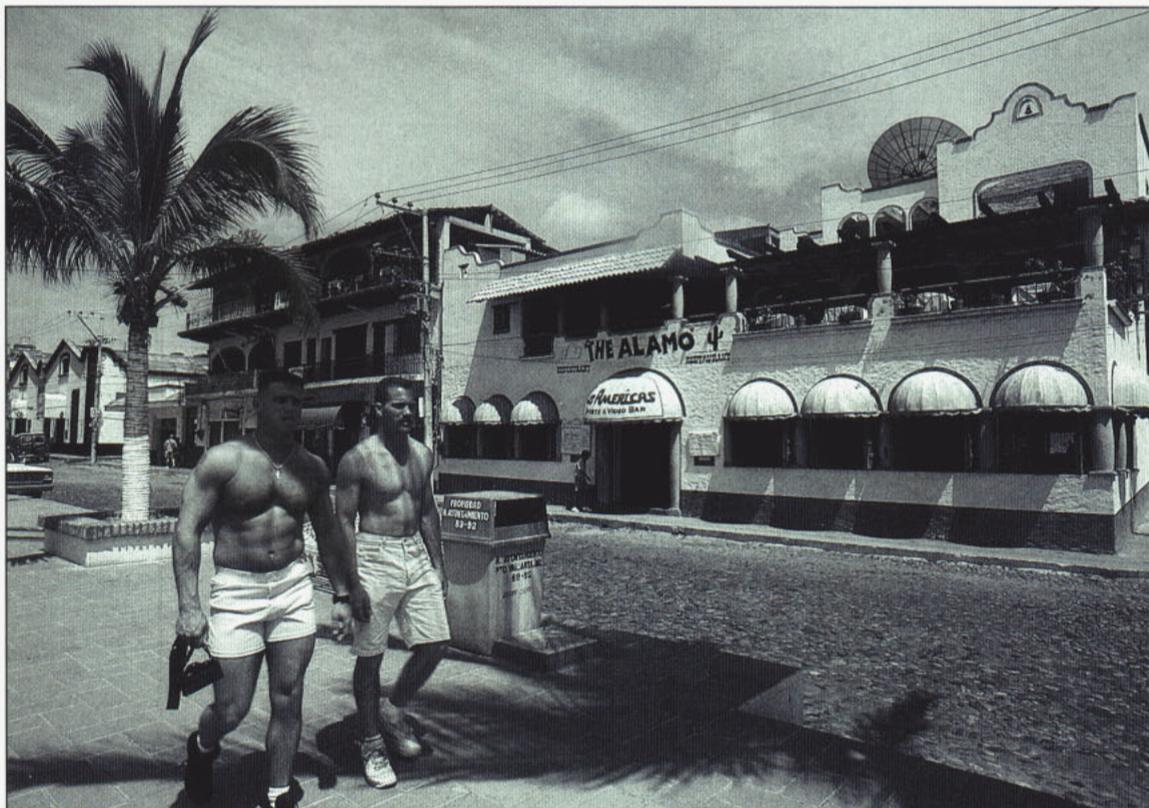
On its golden anniversary, the mission and adventurous spirit of AFRTS remains much the same as it was in the golden days of radio. □

Annis is assigned to NIRA Det. 5, San Diego. Photos courtesy of the American Forces Information Service.

Oh, Mexico

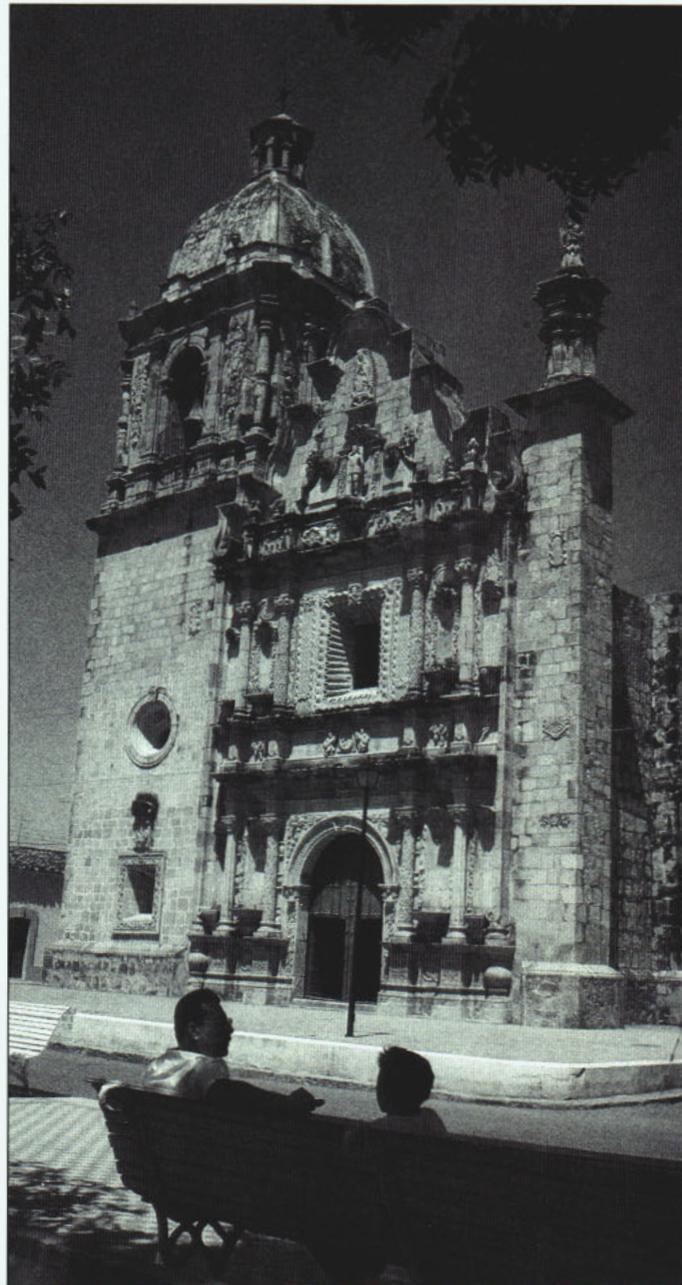
During USS *Wichita* (AOR 1) and USS *Jouett's* (CG 29) recent port visits to Mexico, PHC Chet King and PH1 Rich Oriez captured the color, beauty and spectacle that grace our neighbor to the south.

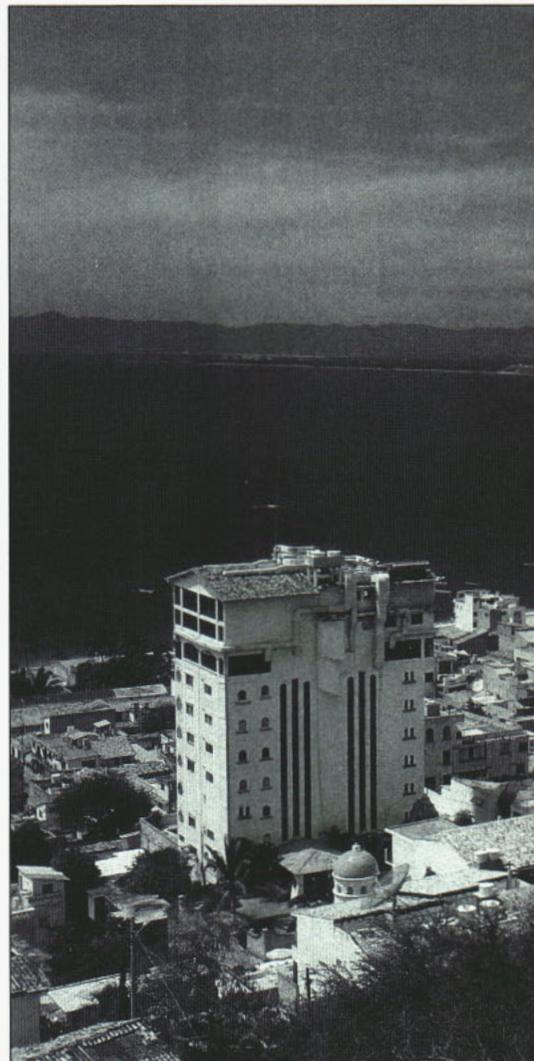
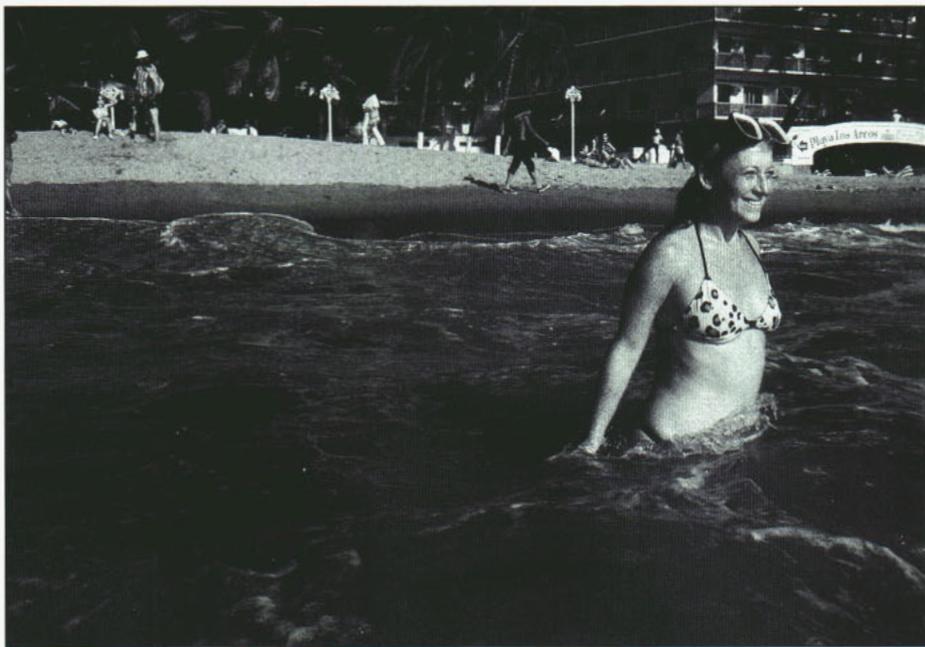
Right: The bullfights in Mazatlan draw out the curiosity of all who visit the resort city. *Wichita* and *Jouett* crewmen were among 3,000 fans who enjoyed a day at the bullfights. **Below center:** Mexican handicrafts, such as pottery, can be found in numerous shops in any one of the "Mexican Riviera" cities. Mazatlan, Puerto Vallarta and Acapulco make up the three-city vacationers' paradise. **Below:** The ever-present tropical climate makes Puerto Vallarta a mecca for tourists to swim or stroll.





Below: A sailboat slips past *Jouett* while at anchor in Banderas Bay off Puerto Vallarta. Bottom: The church in the Mexican colonial town of Concord was built in 1787 and still draws tourists today.

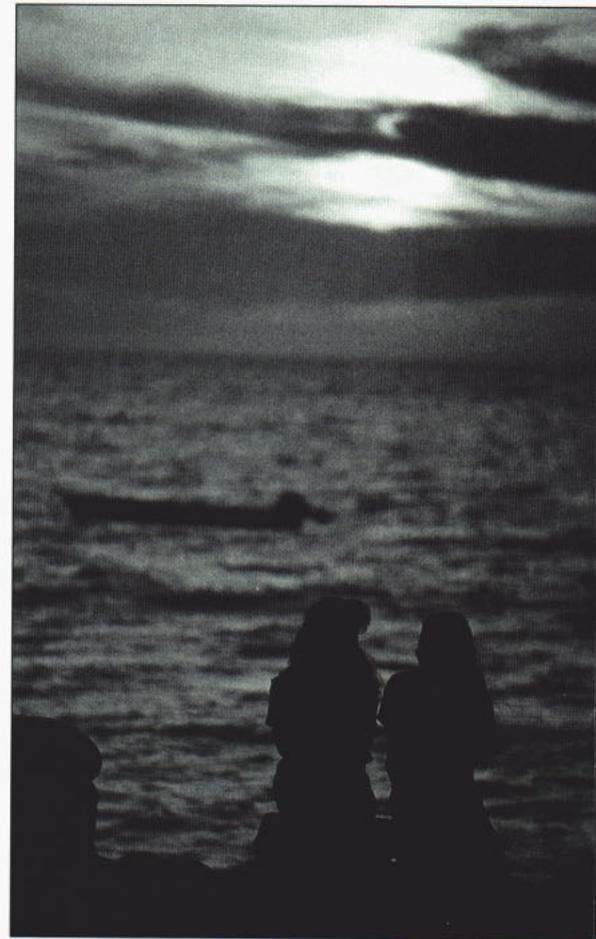




Top: *Wichita* crewmen SHSN Travis Lorrimer (left) and SH3 Louis Gross take a horseback tour of the city and surrounding hillsides of Puerto Vallarta. Above: The Mexican Riviera attracts swimmers and sun worshipers from across North America. Right: The beauty of the resort city of Puerto Vallarta is shown off under sunny skies.



Left: Mexican cuisine is a source of enormous pride among the thousands of restaurants in the three tourist cities. Below: A stroll through the town plaza offers exotic sights such as hundreds of small shops. Bottom: Sunsets are beautiful the world over, but Mexican sunsets are said to have a special enchantment, leaving the viewer hungry to see one more.



Spotlight on Excellence

CWO rescues woman from an icy death

Story and photo by CTR1(SS) James D. Murphy

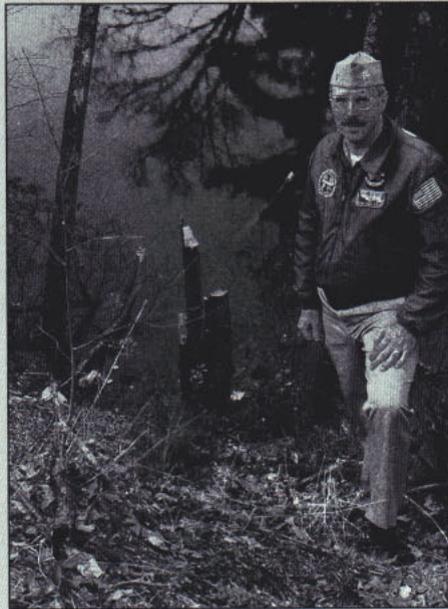
There wasn't time to think, only to act." That statement summarized the heroic efforts of CWO2 Charles Foote, the assistant officer-in-charge of Naval Technical Training Center Detachment (NTTCD), Fort Devens, Mass., an Army post approximately 35 miles west of Boston. Foote has been credited with saving the life of an elderly, partially paralyzed woman whose car plunged down a 30-foot embankment and had begun to slowly sink into the Squannacook River near Fort Devens.

On the afternoon of April 5, Foote and his family were driving on a road along the river near the towns of Shirley and Groton, Mass., about five miles west of Fort Devens, when they noticed a partially submerged car. As they drove past the car, they realized that someone was still in it. Foote parked his van near the site and told his wife to find the nearest phone and call 911. He then hurried down the embankment to the slowly sinking car.

"I wasn't scared — I just wanted to get the woman out. The vehicle was sinking, and I didn't know how deep the river was," Foote said. "I was concerned about injuries from the crash but more concerned about her drowning."

Totally paralyzed from the neck down on her right side and partially paralyzed from the neck down on her left side since 1947, the driver was found by Foote to be conscious but unable to move. The water level inside the car had already reached the woman's waist and was rising at a slow but steady pace.

Standing waist-deep in icy water, Foote tried unsuccessfully to open the driver's door. He noticed a shattered rear passenger window,



CWO2 Charles Foote stands near the site where he rescued a driver whose car went out of control, knocking down trees as it plunged down a 30-foot embankment into the water.

reached his right arm through it and grabbed the woman's coat collar to keep her head above water.

"I was worried about climbing into the car because I thought my weight might make it sink deeper into the water, so I just held onto her through the window," Foote said.

While he waited for help to arrive, Foote managed to keep the woman calm even as the water level inside the car continued to rise.

Minutes later, his wife returned with a nearby resident. The two men discovered that the car was sitting on top of a submerged tree with one of the larger branches wedged against the driver's door. They also noticed that the tree was supporting the weight of the car, preventing it from sinking faster.

"When we were trying to move the tree out of the way, I was worried

that the car would go under since the tree seemed to be holding it in place," Foote said. The men were able to move the tree enough to get the driver's door open and free the woman. By this time, the car's interior was almost completely filled with water. Foote then carried the woman to the embankment and waited with her until emergency medical personnel arrived. By this time only the roof of the car was visible.

Local law enforcement and rescue personnel were quick to give Foote credit for saving the woman's life. A local patrolman said the woman "is one lucky lady. She would never have been able to get out of the car in time. Had the Foote family not driven by when they did, she probably wouldn't have survived." The woman was taken to a nearby hospital, treated and released. Police confirmed that the woman was driving a car with a specially designed throttle attached to the steering column which enabled her to accelerate and brake with her hand. They theorize that the attachment probably malfunctioned, causing her to suddenly accelerate and lose control of the car.

Foote was presented a letter of commendation by the Shirley Township Chief of Police. Additionally, the town of Groton proclaimed April 14 as a day in his honor. Foote admitted that while he was with the woman waiting for help there were a few anxious moments. He had worked out a plan of floating her out the back window if the car filled up before help arrived.

"It wasn't until it was all over that I started to shake and think of what could have been," Foote said. □

Murphy is assigned to Fort Devens, Mass.

Bearings

Mississippi fisherman lands an unexpected catch

The day was like any other. The sun was out, and the fish didn't bite for Storekeeper 3rd Class Jeffery Tynes, assigned to the galley at Naval Construction Battalion Center (CBC), Gulfport, Miss. While it may be true that Tynes didn't catch any fish May 13, he did catch something much more important — he caught a life.

Tynes and Mess Management Specialist 3rd Class Mike Dozier were headed back to their truck after an unproductive day of fishing when a scream pierced the still afternoon air.

As Tynes ran toward the sound, Damage Controlman (SW) 3rd Class

Bobby Anderson, CBC security, was in the process of rescuing a small child from the water.

"The whole afternoon we heard the mother continually tell the child to stay away from the water," Tynes said. "All I saw was a diaper floating in the water. When Anderson came out of the water with the baby, I asked him if he knew CPR (cardiopulmonary resuscitation). When he said 'no,' I took the baby and checked all vital signs. The baby had none, so I immediately started CPR. After a minute or so, the baby started coughing and crying."

While Tynes gave the baby CPR, Anderson left to contact the base

ambulance, since there was no phone at the lake. It took approximately 15 minutes for the ambulance to arrive, and the baby was immediately rushed to nearby Gulfport Memorial Hospital.

According to doctors who examined the 15-month-old baby, if Tynes had not known CPR and the ambulance had not responded so rapidly, the baby would not be alive today.

A direct phone line between the lake, security and medical is now installed thanks to a suggestion submitted by Tynes. ■

Story by JO3 Russ Clayton, Naval Construction Battalion Center, Gulfport, Miss.

Two imperiled fishermen rescued by an angel of Mercy

The word "mercy" has new meaning for two fishermen rescued from their sinking boat in Northern California waters.

The 891-foot hospital ship USNS *Mercy* (T-AH 19) maneuvered alongside the 42-foot fishing boat, which was listing to starboard with its decks awash.

"Believe me," said *Mercy's* master, CAPT Rollin J. Bellfi, "these guys were in a bad way by the time we got there. The boat was ready to go under. The boat's captain tried to stay as long as he could because the radio was on it, and he wanted to maintain communication with us before having to abandon ship."

Bellfi explained that *Mercy* received a distress call from the Coast Guard at 1:10 a.m., indicating a fishing vessel was in trouble. The hospital ship made radar and radio contact with the fishing boat, located about 40 miles away, at 3:06 a.m.

"Seas were between five and seven feet," Bellfi said. "The skipper and I

talked about the potential dangers of abandoning ship too soon and putting to sea in a life raft with those kind of waves. I knew it would take us a little time to get to him."

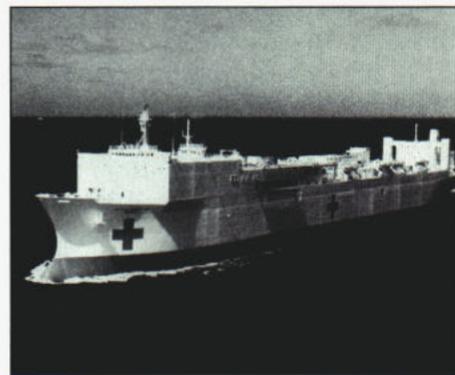
Rough seas, poor visibility due to a heavy fog and darkness further hampered the rescue effort after the fishing boat captain decided to abandon ship at 3:30 a.m. A helicopter, unable to see the craft, circled in vain overhead before heading back to the hospital ship. *Mercy* slowed to two or three knots to rescue the crew from the small boat, a mere speck on a turbulent ocean.

"I've got to say that my deck force, my engineers and our Navy medical crew performed superbly," Bellfi said. "The Navy people were lookouts on deck and engineering slowed *Mercy* down incredibly so we could safely rescue the two fishermen."

Mercy grappled the fishing vessel alongside and lifted the life raft with the two crewmen to safety. The hospital ship lost sight of the crippled fishing boat at 5:05 a.m. as it

rolled hard to starboard and sank.

The rescued crewmen told *Mercy's* crew that they discovered a hole in the boat's hull. The water eventually overtook their pumps, and they were no longer able to



dewater the boat's decks.

The two professional fishermen were later transported to a U.S. Coast Guard cutter and taken back to California. ■

Story by Sylvia Rosas, Military Sealift Command, Washington, D.C. U.S. Navy photo.

Bearings

Dedication to the Navy is a family affair for Morgans

At the onset of World War II, 28-year-old John Morgan joined droves of American men and women enlisting in the armed forces. He courageously marched off to war, unknowingly establishing himself as the first of the "Morgan" warriors.

Morgans have served in the Army and Air Force, but three brothers — Ron, Dick and John Jr. — dedicated their lives to the Navy. And not surprisingly, it was John Sr. who proudly commissioned the trio.

The three were recently reunited aboard youngest brother John's brand new destroyer, USS *Arleigh Burke* (DDG 51), during the transit from Norfolk to Portland, Maine.

John is CAPT John G. Morgan Jr.,

Burke's commanding officer. He asked his older brothers, Naval Reserve RADM Ron Morgan and retired CDR Dick Morgan to come along so the three could get together in a familiar environment and reminisce. As with all family get-togethers, a little good-natured sibling rivalry was unavoidable.

John had initially followed older brother Ron's footsteps into submarines before switching to the surface Navy and, ultimately, the assignment of commanding the lead ship of a new class of destroyers. On one occasion during his annual active-duty training, Ron served as John's executive officer on board USS *Barbel* (SS 580).

Dick was the first brother to join the Navy after he attended the U.S. Naval Academy, graduating in 1961. Ron graduated from Princeton University the following year, and John finished up at the University of Virginia in 1972.

The older brothers are impressed with what their younger brother has accomplished since then, particularly the contributions he has made as commanding officer of the lead ship of the *Aegis* destroyers. Both agree *Arleigh Burke* is an awesome ship. ■

Story by JO2(SW) Randy Navaroli assigned to USS Arleigh Burke (DDG 51), Norfolk.

Submariners exposed to the fine art of kitchen sculptors

Mess Management Specialist 1st Class Fortunato E. Unadia has it — that special touch which can mean the difference between winning or losing. Only his special touch takes an unusual form — frosting sculptures.

"In my 23 years of service I've never seen anything anywhere else like the figures he's created," said MSCS Jose T. Cerrillo, galley leading chief petty officer. Unadia's creations, taken from current art and life, are made during a four- to six-hour period with a cardboard and string

frame and three layers of frosting.

Unadia has made frosted sculptures of a submarine, the U.S. Naval Academy's goat mascot, a battleship, a swan, the Lone Sailor, Tiny Toons' Babs, Buster and Hampton, Porky Pig, a snowman, a dog, Santa Claus, tanks, Cupid and a raven. Most of the statues are one- to two-feet high or long, but his latest undertaking has dwarfed all of his other sculptures. He recently completed an aircraft carrier 1.5 feet wide, two feet tall and approximately four feet long.

Unadia's artistic renditions helped the Dolphin Inn, Commander Submarine Group 5's galley in San Diego, win the Navywide 1991 CAPT Edward F. Ney Memorial Award for outstanding food service in the medium ashore category. Unadia's personal goal is to use his talent to help boost his shipmate's morale. "What I'm doing is for the crews of the submarines here. I want to make them happy, keep their

morale up — that's my goal," he said.

Many of his frosting sculptures, including the submarine, the Lone Sailor, helicopter carrier, Tiny Toons' characters and battleship, are in good condition and displayed regularly.

Although Unadia seems to have found his specialty, he has not always been an MS. He entered the Navy in 1973 as a disbursing clerk and converted to MS in 1978. He completed Private Mess Operation school and the Culinary Arts School, where he was taught advanced food production, ice carving, how to make and frost cakes, make decorations, garnishing techniques and record keeping.

His future sculpting plans include the Tiny Toons' monster Dizzy Devil and a copy of a European art gallery sculpture. ■

Story and photo by JO1 Steven D. Thompson, assigned to Commander Submarine Group 5, San Diego.



Bearings

MSC, Teenage Mutant Ninja Turtle helps promote reading

What do the Department of the Navy's Military Sealift Command (MSC), Southwest Washington, D.C.'s, Anthony Bowen Elementary School and a green, seven-foot Teenage Mutant Ninja Turtle named Raphael have in common?

All were active participants in kick-off festivities for a Reading Olympics contest introduced by MSC to encourage recreational reading among students in grades three through six. The contest requires students to read books and write reports to attain points. Winning classes at each grade level earn pizza parties — one of Raphael's favorite activities. In addition, medals are presented to winning teams within each class.

Huge smiles, cheers and enthusiastic applause greeted Raphael as he made his guest appearance at Bowen. The students were eager to learn about the Reading Olympics contest sponsored by MSC, and were especially excited to meet one of their favorite heroes. Since the contest began, more than 150 of the 200 students have read books and written book reports to earn points for the contest. MSC volunteers grade the book reports, tutor the children with reading and provide promotional items to keep contest participation strong.

MSC conducted an eight-week book drive for the school in preparation for the Reading Olympics, where more than 500 books and two complete sets of encyclopedias were donated by employees as part of the command's ongoing partnership with the school.

The book drive is just one of many initiatives MSC has



undertaken this year to motivate students to improve their academic skills. More than 60 MSC volunteers are providing tutoring assistance, conducting field trips for students, inviting role models from various career fields into the school and developing creative programs to bolster reading skills.

Sally Darner, chairperson for MSC's book drive said "I'm overjoyed with the outstanding results of the book drive. This has been an excellent chance to empty some bookshelves at home and give books to children who can really use them. It makes us all feel great to be able to contribute to such a worthwhile cause." ■

Story and photos provided by public affairs staff, Military Sealift Command, Washington, D.C.

Above: Raphael speaks with students at Bowen Elementary School during the Reading Olympics festival sponsored by the Military Sealift Command. Left: In addition to the eight-week book drive 60 MSC volunteers provided tutoring and developed programs to bolster reading skills for more than 150 Southwest Washington, D.C., students.

Mail Buoy

Biofeedback feedback

I am writing in response to "Positive Feedback," an article on biofeedback programs in the Navy published in the May 1992 edition of *All Hands*. I would like to clarify a number of points which might have misled the readers.

The article states that the biofeedback program at the San Diego FSC (Family Service Center) is "one of two in the Navy." In fact, many mental health departments affiliated with naval hospitals have biofeedback capability, including Naval Hospital San Diego.

Secondly, the San Diego FSC counselor, whose biofeedback credentials are not mentioned, states that biofeedback is conducted at the FSC rather than at the hospital "because we do therapy here," implying that therapy is not conducted at the hospital. That is a patently untrue statement — therapy, biofeedback and otherwise, is available to active-duty members (and family members as available) at all naval hospitals.

Thirdly, biofeedback has been utilized for more than 20 years, although the technology has advanced considerably during this time. Naval hospital mental health departments have been using it for the better part of a decade. It may be new to the FSCs, but certainly not to the Navy.

It is my hope that this has served to clarify some possible misperceptions that could have resulted from the original article.

—LT Stuart B. Fisher
Clinical Psychologist
Naval Hospital, Groton, Conn.

Reunions

- **USS Cortland (APA 5)** — Aug. 21-23, Seattle. Contact Alvin E. Miller, 3425 Center Point Road N.E., Cedar Rapids, Iowa 52402; (319) 393-8152.
- **USS Blanco County (LST 344)** — Aug. 27-30, Norfolk. Contact Herbert J. Collier, 851 N. Church Road, Sinking Spring, Pa. 19608; (215) 670-5084.
- **USS Denver (CL 58)** — Sept. 10-13, Tyler, Texas. Contact John Bloomer, 4902 Longview Ave., Godfrey, Ill. 62035; (618) 466-2419.
- **USS Johnston (DD 557)** — Sept. 13-16, Las Vegas. Contact Bill Mercer, 707 Clebud Drive, Euless, Texas 76040; (817) 267-3230.
- **USS Lackawanna (AO 40)** — Sept.

16-21, Baltimore. Contact Joe Fello, 4812 Niagra Road, College Park, Md. 20740; (301) 345-4825.

- **USS Collett (DD 730)** — Sept. 17-19, Nashville, Tenn. Contact Walter Schall, 96 E. 219 St., Euclid, Ohio 44123.
- **VP 48/VPB 208/EASRON 105/Marine Det. and NAS Trinidad** — Sept. 18-20, Orlando, Fla. Contact Art Seibel, 130 Willow Drive, Salisbury, N.C. 28146; (704) 279-7773.
- **USS Tuscaloosa (CA 37) and USS Wichita (CA 45)** — Sept. 19-27, Cincinnati. Contact John D'Ercole, 122 Eaton Ave., Hamilton, Ohio 45013; (513) 863-7196.
- **USS Berkeley (DDG 15)** — Sept. 24-27, San Diego. Contact Jim Barrett, P.O. Box 700715, San Jose, Calif. 95170-0715; (408) 446-4277.
- **USS La Prade (DE 409)** — Sept. 24-27, Omaha, Neb. Contact Ken Karr, 900 Franklin Ave., Council Bluffs, Iowa 51503; (712) 328-0313.
- **USS Carter Hall (LSD 3)** — Oct. 2-3, St. Louis. Contact Lillian Luksich, P.O. Box 255, Graham, Texas 76046; (817) 549-4819.
- **USS Salem (CA 139) Association and Marine Det.** — Oct. 2-4, Danvers, Mass. Contact Bob Daniels, USS Salem Association, P.O. Box 34303, Indianapolis, Ind. 46234; (317) 271-6850.
- **VF 53, USS Valley Forge (CV 45), and USS Essex (CV 9)** — Oct. 2-4, San Diego. Contact Chuck Darrow, 1455 Rice Road, Fallon, Nev. 89406; (702) 423-6137.
- **Marine Corps Photographic Squadron (VMD 354)** — Oct. 2-5, Greenville, N.C. Contact Russ Jeanes, Route 5, Box 226, Kinston, N.C. 28501; (919) 522-4682.
- **390th Bomb Group Veterans Association, World War II, 8th Air Force** — Oct. 7-10, Orlando, Fla. Write to: 390th Memorial Museum Foundation, P.O. Box 15087, Tucson, Ariz. 85708; or call Bob Waltz at (602) 996-5105.
- **69th NCB** — Oct. 9-12, St. Louis. Contact John Merle, 7065 Maryland Ave., St. Louis, Mo. 63130; (314) 725-2626.
- **USS Davis (DD 395)** — Oct. 14-17, Newport, R.I. Contact W.P. "Bill" Crewe, 961 Atlanta Circle, Seaford, Del. 19973; (302) 629-8668.
- **Veterans of Mancini Island (1945-46)** — Oct. 14-18, Norfolk. Contact Ray Karl, 603 S. Olds Blvd., Fairless Hills, Pa. 19030; (215) 945-3615.

• **USS Boxer (CV/CVA/CVS 21) and (LPH 4)** — Oct. 15-18, Charleston, S.C. Contact Hank Wilson, 1751 Evergreen Court, Derby, Kan. 67037; (316) 788-4560.

• **USS Miami (CL 89)** — Oct. 16-18, Poconos, Pa. Contact Betty Duff, 2200 Ocean Pines, Berlin, Md. 21811; (410) 641-8010.

• **USS Hovey (DMS 11/DD 208)** — Oct. 21-25, Nashville, Tenn. Contact "Dusty" Hortman, 2827 Monarch St., San Diego, Calif. 92123; (619) 278-0965/5733.

• **USS Wilkes (DD 441)** — Oct. 22-25, Des Moines, Iowa. Contact C.W. "Rusty" Miller, 3801 S.W. 31 St., Des Moines, Iowa 50321; (515) 287-2760.

• **VP/VPB 122 (Aleutian Islands 1945-46)** — Oct. 23-25, Galveston, Texas. Contact James E. Little, 3400 Cove Cay Drive No.4E, Clearwater, Fla. 34620; (813) 535-9352.

• **USS Mustin (DD 413) and USS Hornet (CV 8)** — Oct. 23-26, Merrimack, N.H. Contact Bud Whited, P.O. Box 626, Grantham, N.H. 03753; (603) 863-5330.

• **USS Aulik (DD 569)** — Oct. 22-25, Orange, Texas. Contact Marie Casey, 2217 W. Rio Grande, Orange, Texas 77630; (409) 883-9115.

• **Guantanamo Bay, Cuba (1950-present)** — Oct. 29-Nov. 1, Boca Raton, Fla. Contact Stanley Hunt, 5944 Glasgow Road, Sylvania, Ohio 43560; (419) 882-1723.

• **USS Lyman K. Swenson (DD 729)** — Oct. 29-Nov. 1, Charleston, S.C. Contact Glen Ingram, 203 Shadow Lane, Euless, Texas 76039; (817) 283-8294.

• **VC 99** — Oct. 30-31, San Diego. Contact Carl L. Gilbert, Dept. of History, University of San Diego, San Diego, Calif. 92110 or call Jill Serrett (619) 224-3411.

• **Korean War Devil Dogs** — Oct. 30-Nov. 1, Philadelphia. Contact Lawrence H. Moore, 2817 8th Ave., S.W., Huntsville, Ala. 35805; (205) 533-4832.

• **CBMU 552 and 553** — October 1992. Contact George W. Keen, 3142 Longview Drive, N. Fort Myers, Fla. 33917; (813) 656-5645.

• **Subic Bay Association (1945)** — October 1992, Norfolk. Contact Jack Shanesy, 1353 Skylark Drive, Troy, Ohio 45373-1621; (513) 339-4524.

ALL HANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, reserve and civilian Navy personnel in two categories: **Professional** and **Amateur**. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

All entries must be Navy related. Photos need not be taken in the calendar year of the contest.

Competition includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the **Title** of the photograph and complete **Cutline** information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners as well as Honorable Mention in each of the categories. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AW) Joseph Dorey or JOCS Robert Rucker at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1992.

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

Single-image feature

- Black-and-white print
 Color print or transparencies

- Professional
 Amateur

Photo story

- Black-and-white
 Color print or transparencies

Name: _____

Rate/rank: _____

Command: _____

Address: _____

Phone: _____

Title of Photo: _____

Send entries to:
All Hands Photo Contest
Navy Internal Relations Activity
601 N. Fairfax St., Suite 230
Alexandria, Va. 22314-2007



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