

ALL HANDS



in this issue: NAVY'S ROLE IN NATO

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ALL HANDS

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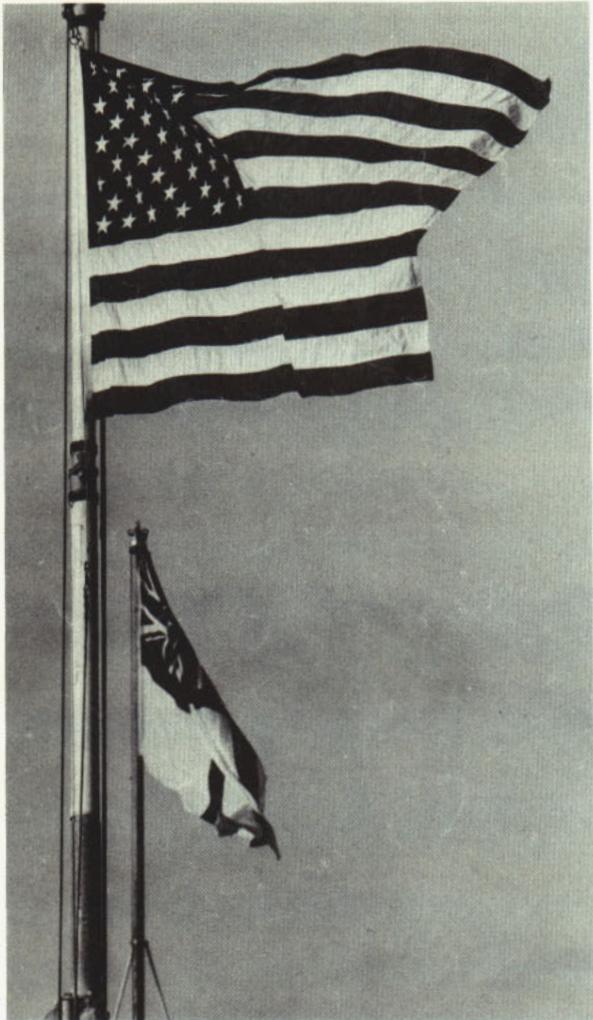
Left: A fleet in the making— nine new Spruance-class destroyers in various stages of construction at Pascagoula, Miss.

Front cover: A British F-4K Phantom II is launched from the USS Independence (CV 62) during NATO Operation Ocean Safari. For a report on this multinational operation and the Navy's role in NATO, see the articles beginning on the following page.



10 DAYS IN NOVEMBER





When ships from six NATO countries got underway for Exercise Ocean Safari in the North Atlantic last November, the Soviet Navy was waiting—and watching. In a surveillance effort that saw a record 30 Soviet aircraft overfly the NATO task force in a single day, the Russians observed NATO's unique ability to coordinate complicated naval operations in adverse weather conditions.

“Ocean Safari,” the largest NATO maritime exercise of 1975—undertaken by some 65 ships, hundreds of aircraft and more than 17,000 Navy and Marine personnel from Alliance nations, including the United States of America—was conducted in the Eastern North Atlantic and the Norwegian Sea.

The planning that preceded it took place at the headquarters of the Supreme Allied Commander Atlantic (SACLANT) in Norfolk, Va. It followed an announcement by SACLANT, Admiral Isaac C. Kidd, Jr., at NATO's international headquarters in Brussels, Belgium. Purpose of the operation was “to exercise, improve and demonstrate the readiness and effectiveness of NATO forces at sea and NATO headquarters ashore.”

Specifically, the training provided in Operation Safari was designed to carry out a twofold mission: maintain-



Left: Three NATO navies, Canada, United Kingdom, and U. S., are represented in this Command Center discussion aboard the Striking Fleet flagship USS Albany (CG 10). Ships of six nations, including the Netherlands, West Germany and Norway, participated in the NATO operation. Above left: American and British fly their colors side by side. Right: VADM John J. Shanahan (left) and CAPT John E. Marshall observe maneuvers from the bridge of USS Albany while en route to northern Europe.

ing control of vital sea-lanes, and providing carrier air support to the Allied Command Europe.

The Brussels news conference announcing the NATO exercise was well attended, and not only by NATO nation newspapers. The Soviet navy was obviously listening. As it turned out, even the Peoples' Republic of China was listening. For the first time in memory, the nationally managed New China News Agency reported on a NATO at-sea exercise.

Including the record 30 surveillance flights in one day, total surveillance flights by the Soviets numbered more than 80 during the operation.

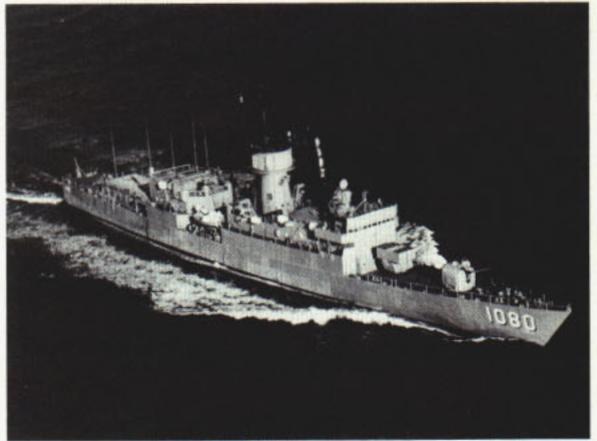
Surface surveillance by the USSR was carried out by several intelligence collection ships and two *Kresta*

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II cruisers. In addition, at a post-exercise conference, Admiral Sir John Treacher, RN, who controlled exercises forces from his headquarters in Northwood, England, revealed that "several" Soviet submarines also monitored the exercise at sea.

The exercise they observed followed a scenario that had a hypothetical adversary bringing to bear military and political pressure against a NATO member nation, Norway. NATO forces deployed at sea and ashore to defend Norway and the interests of NATO. (For a listing of the ships and units from NATO nations participating, in addition to the U. S. Navy, see the box on this page.)

As the commencement date of the exercise approached, U. S. ships and aircraft deployed from various East Coast home ports, while others came from the Sixth Fleet in the Mediterranean. U. S. Navy units included the staffs of Striking Fleet Atlantic (Com-



mander Second Fleet) and Commander Carrier Strike Force (Commander Carrier Group Six).

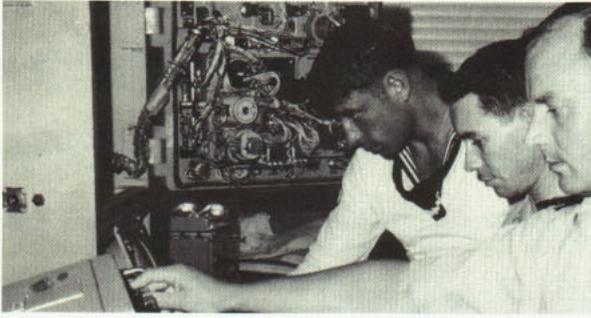
Surface combatant units operating as "Blue," or friendly (NATO) forces were the carrier *Independence* (CV 62) in company with guided missile cruisers *Albany* (CG 10), *Josephus Daniels* (CG 27) and *Richmond K. Turner* (CG 20). Additionally, *Mitscher* (DDG 35), *Forrest Sherman* (DD 931), *Bowen* (FF 1079), *Paul* (FF 1080) and *Ainsworth* (FF 1090) participated. Also *Macdonough* (DDG 39), flagship for the NATO Standing Naval Force Atlantic, led her squadron of NATO frigates and corvettes.

The replenishment ships *Caloosahatchee* (AO 98) and

Participating ships are, top: USS Paul (FF 1080) and above: HMCS Frazer (FF). Top right: A preliminary to NATO exercises is an extensive training program where personnel of member nations become versed in each other's equipment. Center: NATO ships underway during an earlier operation. Bottom: Crew is assembled for morning quarters aboard Canadian frigate HMCS Skeena, one of the ships participating in Operation Safari.

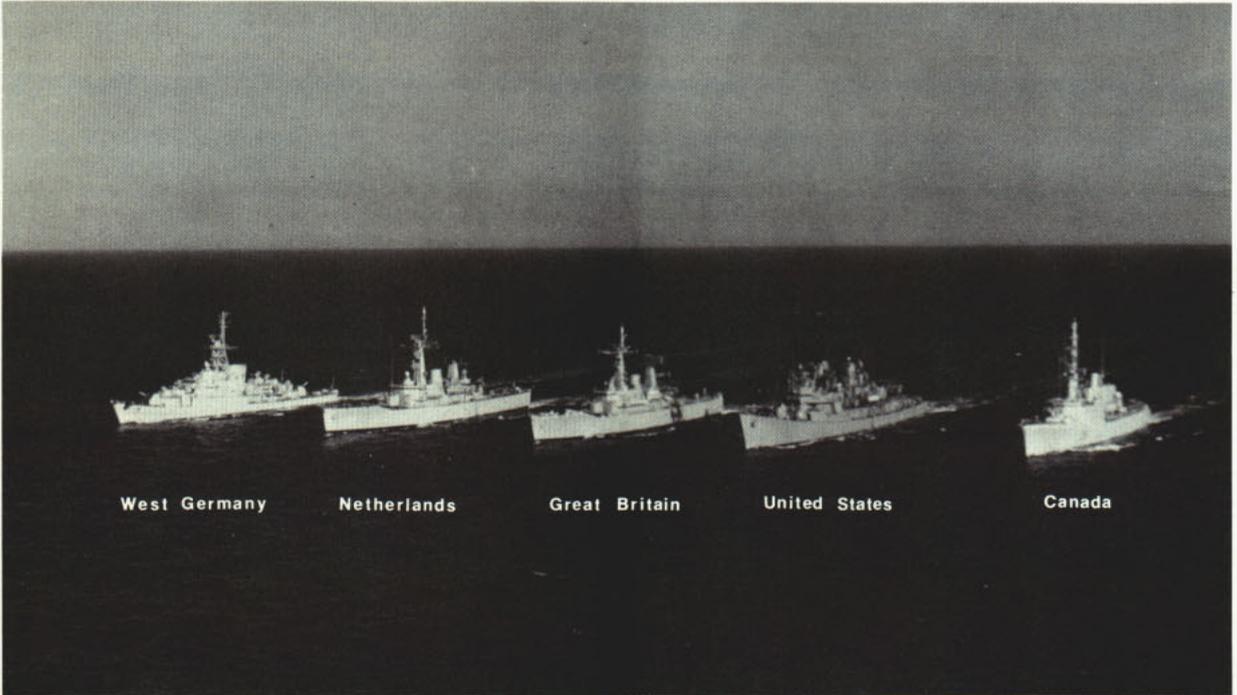
Kalamazoo (AOR 6) refueled the NATO force while the submarines *William H. Bates* (SSN 680), *Sturgeon* (SSN 637) and *Bergall* (SSN 667) silently went about the business of hunting and listening for the undersea threat of the "Orange" forces.

Independence, along with the Royal Navy's attack



carrier *Ark Royal* and the ASW carrier *Hermes*, was the heart of the striking fleet, while P-3 *Orions* from Patrol Squadrons 10 and 56 flew ASW missions in support of Ocean Safari. The U. S. Navy units rendezvoused west of Scotland as fleet air units got in some valuable practice.

The next phase of Operation Safari got underway when the hypothetical situation "worsened" in Norway, and the task force made preparations to move north into the Norwegian Sea. The area and time were specially selected to give the participants the opportunity to operate in bad weather. Together, they added



up to a "miserable place to operate."

Meanwhile, at SACLANT headquarters in Norfolk, some two dozen Naval Reservists from the state of Utah had reported for duty. The men and women comprise the ACLANT 120 unit based at the Naval and Marine Corps Reserve Center at Ft. Douglas in Salt Lake City. It is one of four Reserve units that have been specifically earmarked to serve with NATO headquarters for two weeks' active duty each year.

The 30-ship striking fleet, consisting of three task groups, proceeded north from the west coast of Scotland, heading into adverse weather and sea conditions. The Striking Fleet (Blue) was opposed by the aggressor (Orange) force, including surface, subsurface and air units.

As the scenario pressure mounted, Norway began taking hypothetical unilateral actions against its harassers while asking Alliance members for assistance.

ASW operations had begun during this phase with U. S. and other NATO patrol aircraft flying from alliance airfields. The task group provided air and surface strike capabilities in support of the threatened nation and the ASW group maintained open sea-lanes for both naval

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land, Norway and other Alliance countries by carrier-on-board delivery aircraft reported the action of Ocean Safari, highlighting the intense Soviet interest.

As the scenario unwound, the NATO Striking Fleet successfully launched air support for its Norwegian friends and hypothetical harassers were repelled.

At noon on 20 November, the ships proceeded toward Rosyth, Scotland, and other European ports. While the crews prepared to go ashore for a few days of liberty, NATO planners would review the exercise.

In discussing the need to keep the sea-lanes open, Admiral Kidd noted that on any given day there are 3000 commercial ships at sea in the Atlantic and another 3000 in Atlantic ports.

With the commercial sea-lanes more important today



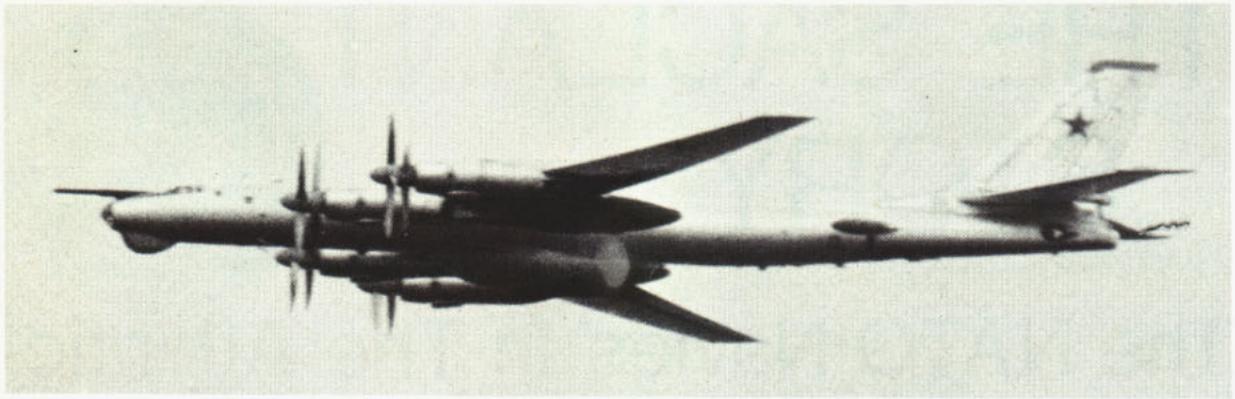
and commercial traffic.

U. S. units tasked to act as Ocean Safari "bad guys" were *Farragut* (DDG 37) and *Lawrence* (DDG 4) in addition to the submarines *Gato* (SSN 615), *Silversides* (SSN 679) and *Nautilus* (SSN 571).

As the large NATO fleet steamed into the Norwegian Sea, Soviet surveillance intensified. Two Soviet *Kresta II* cruisers practically joined the task force, along with several Soviet AGIs. They were obviously interested in seeing how the NATO units performed. The Soviet surface and subsurface surveillance continued to the end of the exercise.

The Russian interest in Ocean Safari did not go unnoticed by the NATO planners or the free world press. European journalists flown to the task force from Scot-





Soviet ships and aircraft observing Operation Safari included the following types: left top, Kresta II cruiser; center, intelligence ship; bottom, Hormone helicopter; above, long-range reconnaissance Bear aircraft. Right: VADM John J. Shanahan watches a passing ship from the bridge of his flagship.

than ever before and the Soviet Navy's capabilities significantly improved, "readiness is the key," said Admiral Kidd.

Ocean Safari was specifically tasked with establishing control over a sea area in order to enable NATO's Striking Fleet Atlantic to come to the aid of a "threatened" NATO nation. Such exercises allow NATO commanders to assess the readiness of their forces and to improve that readiness.

Part of a 75-day deployment for U. S. crews, Ocean Safari served to demonstrate NATO's ability to carry out extended operations at sea in all weather conditions. In addition to putting plans and procedures to the test, the exercise also demonstrated the strength of NATO at sea.

The results—in the eyes of the NATO units participating—were impressive. Summing up the worth of Ocean Safari, the senior at-sea commander, Vice Admiral John J. Shanahan, USN, said, "There is no substitute for sustained at-sea operations if you want to stay healthy."



The feature article on Ocean Safari covers the various roles of the U. S. Navy ships which participated in this exercise. Here's a listing of the other allied ships and units which took part in the operation.

BRITISH

- HMS Ark Royal (CVA)
- HMS Danae (FF)
- HMS Hermes (CVS)
- HMS Blake (CCH)
- HMS Galatea (FF)
- HMS Devonshire (DLG)
- HMS Eskimo (FF)
- HMS Tartar (FF)
- RFA* Regent (AEFS)
- RFA Lyness (AVS)
- RFA Olmmeda (AOFL)
- RFA Olwen (AOFL)
- RFA Pearleaf (AOS)
- RFA Olna (AAFL)
- HMS Bacchante (FF)
- HMS Sovereign (SSN)

- HMS Finwhale (SS)
- HMS Otter (SS)
- HMS Osiris (SS)
- HMS Juno (FF)
- HMS Rorqual (SS)

*Royal Fleet Auxiliary

THE NETHERLANDS

- HNLMS Evertsen (FF)
- HNLMS Van Galen (FF)
- HNLMS Tjerk Hiddes (FF)
- HNLMS Isaac Sweers (FF)
- HNLMS Zuiderkruis (AOR)
- HNLMS Zwaardvis (SS)
- HNLMS Tijgerhaai (SS)
- HNLMS Dolfijn (SS)

NORWEGIAN

- HNOMS Stavanger (DE)
- HNOMS Kinn (SSC)
- HNOMS Kunna (SSC)

GERMAN

- FGS Schleswig-Holstein (DD)
- FGS Lutjens (DD)
- FGS Emsland (AO)
- FGS U-18 (SSC)
- FGS U-19 (SSC)

CANADIAN

- HMCS Frazer (FF)
- HMCS Nipigon (FF)

- HMCS Skeena (FF)
- HMCS Preserver (AOR)

ALLIED AIRCRAFT

- Norwegian F-5s (Freedom Fighters)
- Norwegian F-104s (Starfighters)
- British Buccaneers
- British Canberras
- British Nimrods
- British Vulcans
- German F-104s (Starfighters)
- German Atlantics
- Dutch Neptunes

THE SAACLANT STORY



The NATO Navies In The Atlantic

Seven weeks after the capitulation of Nazi Germany and six weeks before the defeat of Japan, representatives of 50 nations signed the United Nations Charter in San Francisco.

The date was 26 Jun 1945, and the world hoped it had at last learned how to keep peace.

Within four years, 10 European countries found themselves faced by a threat, the nature of which necessitated a more specific protection than that afforded by the UN Charter.

The charter contained a provision stipulating the right of its members, individually or collectively, to defend themselves against possible armed attack. The 10 European nations turned to the United States and Canada to underwrite their pledge of mutual security and on 4 Apr 1949, the North Atlantic Treaty was signed.

In those 45 months, from June 1945 to April 1949, several things happened to convince the 12 countries of the need for a regional defense alliance.

The defeat of two great military and industrial powers, Germany and Japan, had left an immense vacuum to the east and west of the Soviet Union. Taking advantage of such favorable circumstances, the Soviet Union made use of the combined strength of the Red Army and world communism to pursue an expansionist policy which was soon to threaten peace and collective security.

After the German surrender, the Western democracies, true to their wartime pledges and to public demand, began to demobilize. The U. S. and the United Kingdom quickly withdrew the bulk of their armed forces from Europe. They demobilized most of their troops, with the exception of occupation forces and units committed in other parts of the world.

The armed strength of the Allied Forces in Europe at the time of the surrender of Germany was about 5 million men. One year later, their armed strength was about 880,000.

The Soviet Union maintained its armed forces at a wartime level. Men under arms amounted to more than 4 million. And it maintained its war industries.

On the political side, the western powers tried conciliation. They made many efforts to reach agreements with the Soviets and to make the UN an effective instrument of peace. They met with obstruction.

Soviet territorial expansion under Stalin had already begun during the war with the annexation of Estonia,



Latvia and Lithuania, together with certain parts of Finland, Poland, Rumania, Northeastern Germany and Eastern Czechoslovakia, an area of about 180,000 square miles occupied by more than 23 million people.

Confronted with Soviet expansion, the free countries of Western Europe recognized a need to seek the means of guaranteeing their freedom and security.

On 4 Apr 1949, 12 nations established the North Atlantic Treaty Organization (NATO). The 12 original signatories are Belgium, Canada, Denmark, France, Iceland, Italy, Luxembourg, The Netherlands, Norway, Portugal, United Kingdom and United States.

Subsequently, three other countries joined the Treaty. Greece and Turkey were invited to join and formally acceded 18 Feb 1952. The Federal Republic of Germany became a member 9 May 1955.

The North Atlantic Treaty consists of a preamble and 14 articles. The preamble outlines the treaty's main features. It is a treaty of alliance, within the framework of the UN Charter, for the defense of a way of life not only by military means but also through cooperation in political, economic, social and cultural fields.

Article Five contains one of the Treaty's most important provisions: "The Parties agree that an armed

force, as each member nation deems necessary.

Each country is free to take whatever action it judges necessary. Every armed attack does not necessarily call for an automatic declaration of general war. The Greece-Turkey situation over Cyprus and the British-Icelandic cod war are two recent examples.

The question of revising the Treaty has never been raised. Even the French and Greek governments' decision to withdraw from the integrated military commands did not necessitate any alterations to the original Treaty because it has proved possible by negotiation to reconcile this decision to existing arrangements.



Above: NATO ships at sunset. Left: ADM Isaac C. Kidd, Jr., SACLANT, overall commander of this year's exercise, Ocean Safari, arrives on board USS Albany (CG 10).

attack against one or more of them in Europe or North America shall be considered an attack against them all." It was designed to serve as a warning to any would-be aggressor that he cannot hope to attain even a limited military objective.

The article goes on to define the obligations of countries in the event of armed attack. They must at once, individually and in concert with the other members, take such action, including the use of armed

The highest authority in NATO is the Secretary General, presently Dr. Joseph Luns, a former foreign minister of The Netherlands. The Permanent Representatives to the North Atlantic Council are ambassadors from their individual nations to NATO and they meet almost weekly. The foreign ministers of the NATO nations meet in Brussels at least twice a year.

Next in the NATO chain of command is the Defense Planning Committee (DPC) composed of the defense ministers of the NATO countries. The DPC meets at least twice a year.

Under the DPC is the Military Committee, the highest

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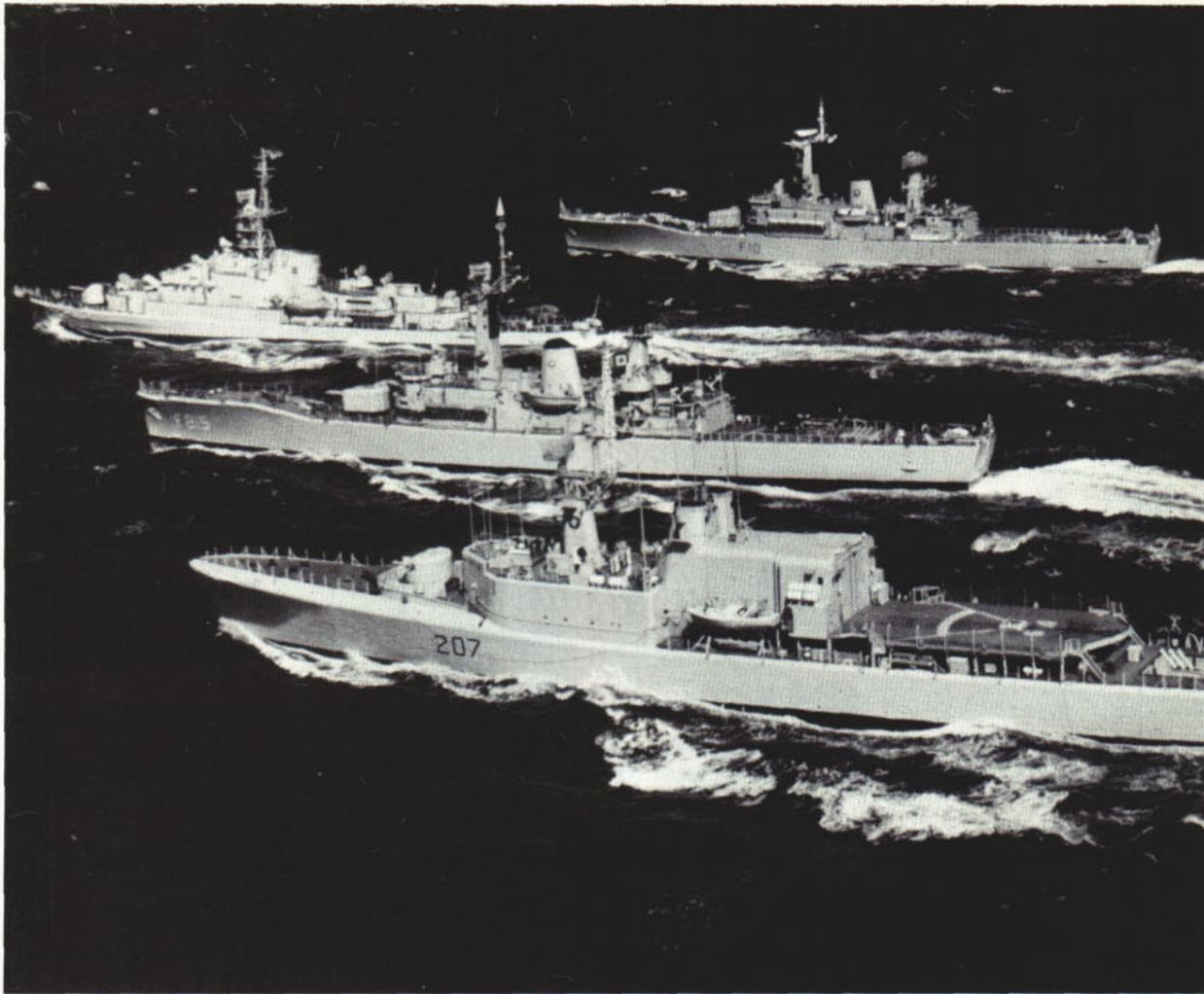
military authority in NATO. It is composed of the chief of staff of each member nation except France, Greece and Iceland. France and Greece are represented by the heads of their military missions. As Iceland has no armed forces, she is represented by a civilian.

The U. S. representative on the Military Committee is U. S. Air Force General George S. Brown, Chairman of the Joint Chiefs of Staff. General Brown is permanently represented in Brussels at the NATO headquarters by U. S. Navy Admiral John P. Weinel.

SACLANT's area of responsibility extends from the North Pole to the Tropic of Cancer and from the coastal waters of North America to those of Europe and Africa, including Portugal, but not including the English Channel and the British Isles.

The Allied Command Atlantic was established 10 Apr 1952. Its geographical area covers some 12 million square miles.

The Supreme Allied Commander Atlantic is, by agreement, a U. S. Navy admiral. He is nominated by



The highest military officer in NATO is the Chairman of the Military Committee, currently British Admiral of the Fleet Sir Peter Hill-Norton.

Under the Military Committee are NATO's three major commanders. They are: the Supreme Allied Commander Europe (SACEUR), U. S. Army General Alexander M. Haig, with headquarters in SHAPE, Belgium; the Allied Commander in Chief Channel (CINCHAN), British Admiral Sir John Treacher, with headquarters in Northwood, England; and the Supreme Allied Commander Atlantic (SACLANT) in Norfolk, Va., U. S. Navy Admiral Isaac C. Kidd, Jr.

Above: Ships of standing naval force, under command of SA-CLANT, cruise the Atlantic. **Right:** Ships participate in an earlier Atlantic Ocean exercise.

the President and his appointment must be approved by the North Atlantic Council.

ADM Kidd has an international staff composed of about 330 officers and enlisted personnel from 10 of the 15 member NATO nations.

The admiral's mission is to contribute, together with other forces of NATO countries, to the deterrence of all forms of aggression in the area of the Allied Com-

mand Atlantic. Should deterrence fail and aggression occur or be considered to be imminent, SACLANT would take all military measures within his capability that are required to maintain control of the vital sea-lanes of the Allied Command Atlantic and to protect the sea-borne traffic of the NATO Alliance. SACLANT has the responsibility to support operations of the Supreme Allied Command Europe.

ACLANT is divided into three geographical command areas: the Western Atlantic, the Eastern Atlantic and



the Iberian Atlantic. Within this framework there are five major subordinate commanders directly responsible to SACLANT: the Commander in Chief Western Atlantic in Norfolk; the Commander in Chief Eastern Atlantic in Northwood, England; the Commander Iberian Atlantic near Lisbon, Portugal; and two seagoing functional commanders, Commander Striking Fleet Atlantic and the Commander Submarines Allied Command Atlantic both home-based in Norfolk. Also included in ACLANT are the island commands of the Faeroes, the Azores, the Madeiras, Greenland, Bermuda and Iceland.

Also under ADM Kidd's command is the Standing Naval Force Atlantic, history's first permanent international naval squadron formed in peacetime. The squadron is assigned to SACLANT on a continuous basis and is usually composed of from four to eight destroyer-type ships serving on a rotational basis.

The Striking Fleet Atlantic is SACLANT's most powerful and versatile tactical force. When assembled, it is a force composed of combatant and supporting ships built around the aircraft carrier and composed of naval units from various navies of the Atlantic NATO community. During normal times, it is not a combatant force in being, but is assembled at various times throughout the year to participate in training exercises. In the event of crisis or war, the Striking Fleet would be SACLANT's primary naval force and units would be made available to SACLANT on a permanent basis.

In 1959, NATO established the SACLANT Antisubmarine Warfare Research Center at La Spezia, Italy. Its mission is to provide scientific and technical advice and assistance to SACLANT in the field of ASW.

SACLANT's authority in the event of conflict covers determination of the composition and assignment of forces as well as the direction of their deployment and overall operations. ADM Kidd has direct access to the chiefs of staff of member NATO nations, and, as occasion demands, to defense ministers and heads of government.

ADM Kidd's peacetime responsibilities include preparing defense plans, conducting training exercises, and operating the Standing Naval Force Atlantic.

To enhance the readiness of ACLANT maritime forces, the exercise training program conducted at ACLANT covers a variety of live exercises. These exercises afford NATO navies an opportunity to work together, improve readiness, develop common tactics and test equipment. Command post exercises are also held to enable various NATO staffs and the staffs of member nations to work together and develop common procedures.

NATO nations are heavily dependent upon seaborne traffic. At any one time, there are over 3000 merchant ships at sea in the Atlantic and about the same number in ports in the Allied Command Atlantic area.

Oil is one imported commodity upon which NATO countries are heavily dependent. Merchant ships are increasing in size. Tankers of over 200,000 tons are commonplace and 500,000-ton tankers are under construction. One tanker today can transport as much oil as a World War II convoy of 40 ships.

It is SACLANT's responsibility to keep the vital Atlantic sea-lanes open so that these tankers, for example, will have access to free passage.

The U. S. Navy and other NATO navies also perform a vital role in the Mediterranean under the Commander in Chief of Allied Forces Southern Europe (CINC-SOUTH). For a report on that command see the article appearing on page 16.

NATO's ability to defend successfully at sea is an essential aspect of the military capability which sustains the security and freedom of the western world.

—JO1 Bill Bartkus, USN

STANAVFORLANT

The Navy That Speaks Many Languages



The concept of the Standing Naval Force Atlantic (STANAVFORLANT) is a modern one but it has its roots in the past.

Throughout recorded maritime history, men have joined forces to battle a common enemy. French Admiral Francois de Grasse collaborated with General George Washington at Yorktown in defeating British General Charles Cornwallis.

The crew of *Bon Homme Richard*, John Paul Jones' ship, was drawn from many nations. Some of the sailors had never set foot in the United States until they boarded the vessel and they gallantly defended her against the British. Warships of allied nations have sailed together in two world wars.

More recently, on 17 Jun 1967, U. S. Navy Admiral Thomas H. Moorer, then the North Atlantic Treaty

Left: Men of NATO's Standing Naval Force Atlantic mount a NATO plaque aboard ship. Below: West German Navymen near 3.9-inch gun on afterdeck of Fast Frigate Braunschweig (FF 225). Right: Standing Naval Force Atlantic ships in formation.



Organization's Supreme Allied Commander Atlantic (SACLANT), announced that a permanent naval force, composed of ships from countries of the NATO Alliance, had been approved within NATO.

On 13 Jan 1968, NATO's Standing Naval Force Atlantic was activated at Portland, England.

The first commodore of the multinational squadron came from the United Kingdom's Royal Navy. Since then, other commodores have come from the navies of Canada, The Netherlands and United States.

The present commodore, Dutch-born U. S. Navy Captain Arie Sigmond, commands the squadron from his flagship USS *Macdonough* (DDG 39). Other nations providing ships are Canada, the Federal Republic of Germany, The Netherlands, Portugal and the United Kingdom.

The first ships to join STANAVFORLANT were the British frigate HMS *Brighton*, the Dutch frigate HNLMS *Hol-*

land, the Norwegian frigate HNOMS *Narvik* and the American destroyer USS *Holder* (DD 819).

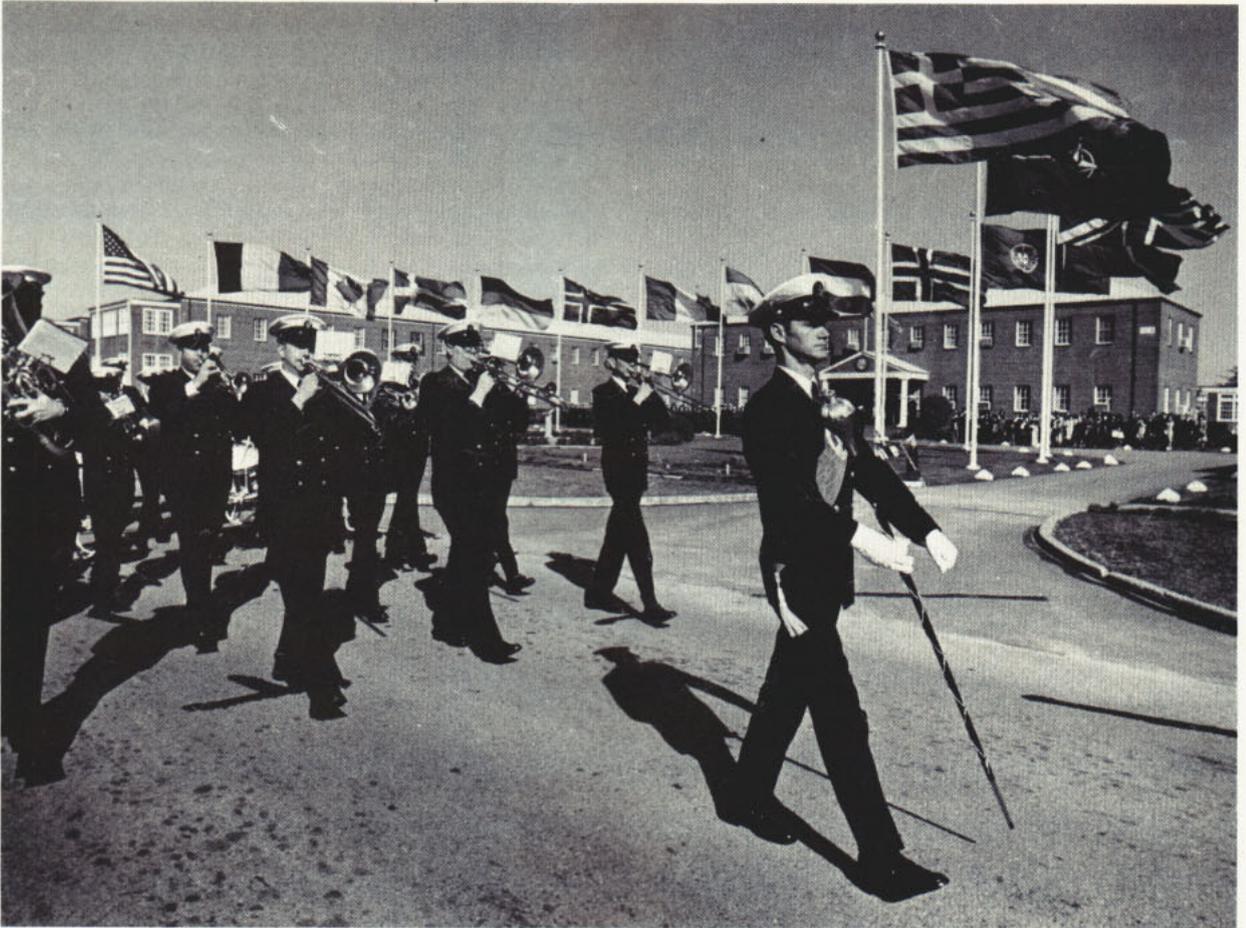
The force usually consists of from four to nine cruiser or frigate type ships and is deployed throughout the vast 12-million-square-mile North Atlantic which is crossed by the western world's major shipping lanes.

Ships normally operate with the squadron on a rotational basis. However, a country may choose to recall its vessel and replace her with another. This rotational procedure offers the least disruption to national training programs and overhaul cycles for the ships involved. It also permits the maximum numbers of ships to participate as units of the integrated NATO naval force.

The Standing Naval Force Atlantic is tasked with four basic objectives. First, it is to maintain naval effectiveness within the Atlantic Alliance at a high level by providing squadron experience and training on a continuous basis.



STANAVFORLANT



The force participates in numerous NATO exercises and national tactical operations in European and North American waters throughout the year. During these exercises, antisubmarine warfare, anti-air defense practices and convoy duties are stressed.

During a typical operation, the naval force may find itself pitted against the combined strength of simulated enemy submarines, naval aircraft and swift torpedo boats all at the same time.

Second, the squadron serves to demonstrate the solidarity and cohesiveness of the NATO nations by showing the flags of various member countries. During any given year, the NATO naval squadron may visit some 30 ports in 10 countries. Open-house days and various people-to-people programs provide citizens with the opportunity to judge for themselves the feasibility of maintaining a multinational naval force.

Another important function of STANAVFORLANT is its availability and readiness for immediate deployment to the scene of any possible contingency situation. It reaffirms the solidarity of the NATO Alliance and provides a visible deterrent force.

Should this occasion arise, the squadron would have to meet its fourth objective—providing the initial elements around which a more powerful and versatile NATO naval force could be formed.

The naval squadron comes under the jurisdiction of the Supreme Allied Commander Atlantic, U. S. Admi-

ral Isaac C. Kidd, Jr., whose NATO headquarters is in Norfolk, Va. The Commander in Chief, Eastern Atlantic Area, with headquarters in Northwood, England, controls the force when it operates in European waters.

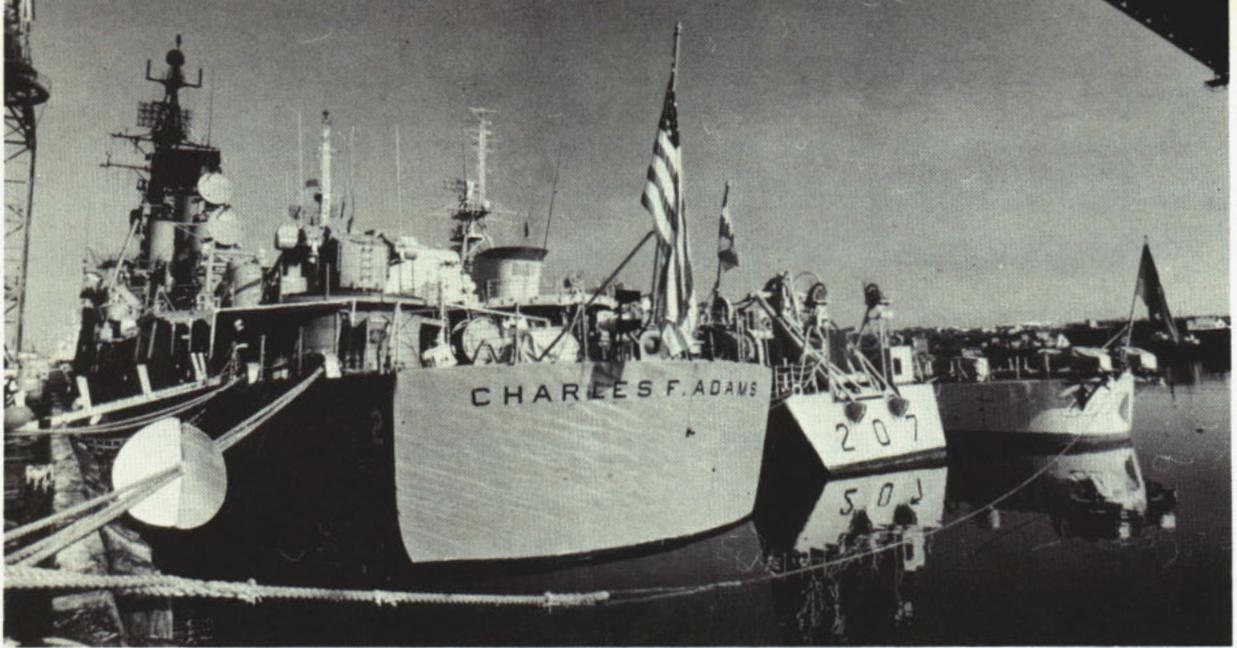
The commodore is selected annually from nations contributing ships to the squadron. His appointment is approved by SACLANT. During the change-of-command ceremony, the flagship becomes the ship of the new commodore's country. Most changes of command have been held in Portsmouth, England. However, in January 1972, retired U. S. Navy Captain Raymond W. Allen was relieved in Port Everglades, Fla., by British Commodore John D. E. Fieldhouse.

The commodore is aided by a staff of officers provided by participating countries.

Confronted with the ever-increasing Soviet maritime threat, the 15-member NATO nations found it necessary to reappraise their overall defense strategy.

The Soviet expansion to seaward had an effect on the decision to establish a permanent NATO naval force in the Atlantic area.

The Standing Naval Force Atlantic came into being after three six-month-long, successful *Match Maker* exercises from February 1965 to December 1967, for the purpose of "matching up" operations and coordinating procedures of a multi-nation team. Because of the excellent training benefits from these exercises, it was



concluded that the force was both feasible and highly practical.

Like the countries of NATO, the Standing Naval Force

Left: Navy band marches past flags of NATO countries at STANAVFORLANT headquarters. Above: Ships assigned to STANAVFORLANT in early 1970s included USS Charles Adams (DDG 2), Canadian frigate HMCS Skeena, and West Germany frigate FGS Braunschweig. Below: SMC Norman Russi observes operations.

Atlantic combines its resources thereby providing for a less costly defense.

Operating under the NATO banner, the ships of STANAVFORLANT act as goodwill ambassadors and demonstrate with each new exercise and port visit that many NATO ships, each flying its individual national flag, can operate in unity and common cause in the defense of freedom.

—Story by JO1 Bill Bartkus



Chief Signalman Norman Russi reported to his new assignment on the staff of NATO's Standing Naval Force Atlantic (STANAVFORLANT), expecting to serve as the NATO squadron's chief signalman. Instead, he's a "yeoman," at least in the eyes of many of his NATO shipmates. And, he works below decks in the Combat Information Center, rather than on the signal bridge.

Actually, it's simply a matter of terminology. In this particular squadron of ships from NATO countries, signalmen are called yeoman, yeomen are called writers, and radiomen are called signalmen.

The necessity for the switch in titles, Chief Russi learned, derives partly from the fact that the U. S. Navy is one of the few navies in the world that has a separate job code for visual signals. Thus, as a NATO "yeoman," his responsibilities are more diverse. "I guess you might say I'm a combination operations specialist-signalman-tactical communicator," he said.

Chief Russi works directly under the squadron commodore (who flies his flag on board USS *Macdonough* (DDG 39), and is responsible for messages, training and supervising staff tactical communicators. He also assists staff watch officers in matters of visual and voice tactical communications and keeps operation orders up to date.

Furthermore, besides meeting and working with sailors from six countries, his NATO Squadron expects to travel 50 thousand miles this year and visit about 30 cities in 10 countries. So, when Signalman Russi isn't being a yeoman, he's certain to be a tourist.

AFSOUTH

NATO In Southern
Europe And The Med



If you ever make a Mediterranean cruise and find yourself operating with units of a foreign Navy, you may be surprised to discover your ship is on an assignment as part of NATO's Allied Forces Southern Europe (AFSOUTH). AFSOUTH is responsible for the land and air defense of Italy, Greece and Turkey and the defense of NATO lines of communication throughout the Mediterranean and Black Seas.

Since this area is mostly sea, islands and peninsulas, NATO must have a seapower force. You may become a part of it, and therefore should know something of its organization and operations.

than 5000 men and women of the military forces of the Southern Region countries are actually assigned on a full-time basis to AFSOUTH. They mainly comprise the planning staffs for the 15 various NATO military command headquarters throughout the region.

In addition to these headquarters personnel, there are national personnel assigned full time to the Southern Region Air Defense organization.

Should a threatening situation arise which requires an increased readiness posture, there are more than half a million members of the various allied armed forces earmarked for assignment to CINCSOUTH. In the event



Facing page, left: British "Rigid Raiders" leave HMS Intrepid dock near the coast of Sardinia during NATO Exercise "Dawn Patrol—75." Facing page, bottom: Royal Marines hit the beach. Above: Officers representing six NATO countries confer as the exercise progresses.

The Commander in Chief of Allied Forces Southern Europe (CINCSOUTH) is Admiral Stansfield Turner. He heads one of three main commands which report directly to the Supreme Allied Commander Europe. By agreement, the post of CINCSOUTH has always been held by an admiral of the United States Navy.

Since the military purpose of NATO is defensive in nature, the actual number of military personnel assigned to Allied Forces Southern Europe (AFSOUTH) will vary with the existing political and military situation. In a normal peacetime environment, only slightly more

that an actual war were forced upon NATO, that figure could multiply threefold.

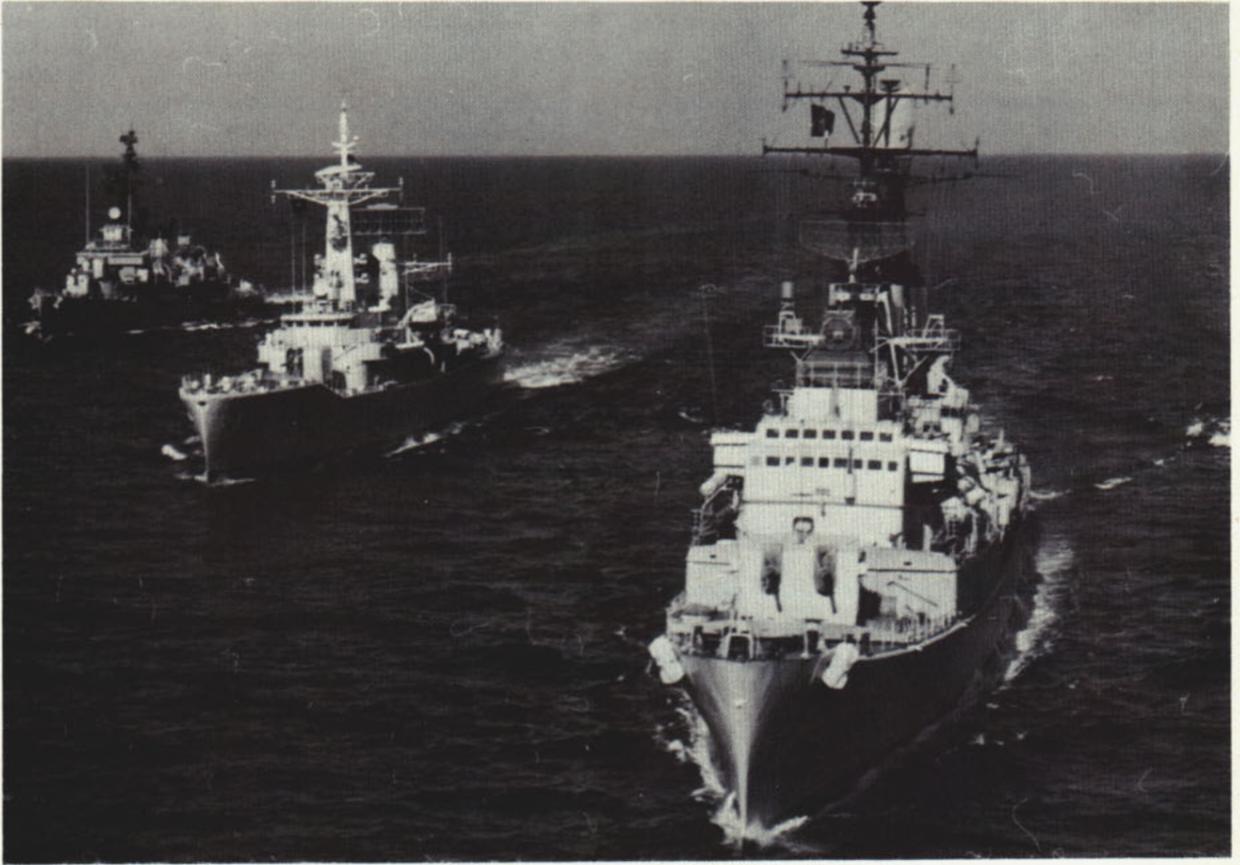
To provide for the efficient command of assigned and earmarked forces, the strategic Southern Region is divided into five principal subordinate commands.

- There are two subordinate land commands. One is the Commander Allied Land Forces Southern Europe (COMLANDSOUTH) an Italian general with headquarters at Verona, Italy, who directs the defense of the Italian frontier.

- The other is the Commander Allied Land Forces Southeastern Europe (COMLANDSOUTHEAST) at the eastern end of the Mediterranean. He is a U. S. general with headquarters in Izmir, Turkey, and is responsible for the territorial defense of Greece and Turkey.

- Land-based tactical air operations in the Southern

NAVAL-ON-CALL FORCE



Above: Ships of three nations—Turkey, Great Britain and Italy—are represented in this photo of early NATO Naval On-Call Force in the Mediterranean. **Below:** A soldier from the Federal Republic of Germany stands watch during NATO exercise.

Region are assigned to Commander Allied Air Forces Southern Europe (COMAIRSOUTH), a three-star U. S. Air Force general, with headquarters in Naples.

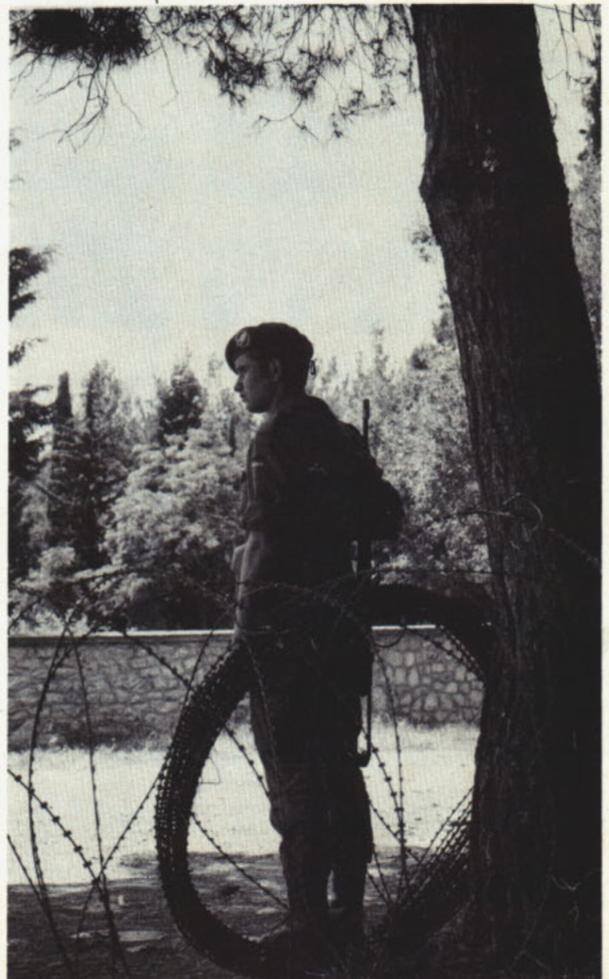
- AFSOUTH's seapower is under the command of Commander Allied Naval Forces Southern Europe (COMNAVSOUTH) and Commander Striking and Support Forces Southern Europe (COMSTRIKFORSSOUTH).

COMNAVSOUTH, an Italian admiral with headquarters in Naples, is responsible for the defense of the sea lines of communication throughout the Southern Region of NATO from Gibraltar to the Black Sea.

COMSTRIKFORSSOUTH, which is the NATO title for the Commander of the U. S. Sixth Fleet, is responsible for naval and naval air operations in support of the land, sea and air campaign. His headquarters is also in Naples.

To carry out its seapower responsibilities in the Southern Region, NATO's Naval-On-Call Force in the Mediterranean (NAVOCFORMED) was approved in 1969. The first force was activated at Augusta, Sicily, on 22 Apr 1970.

NAVOCFORMED is a temporary naval force of destroyer or frigate type ships from Allied nations. It is activated twice each year for a period of one month to hold gunnery, air defense, ASW and underway re-





Left: Italian San Marco Tactical Group makes landing. Below: USS Iwo Jima (LPH 2) prepares for airborne amphibious assault during "Dawn Patrol."



plenishment training used to prove and evaluate tactics and communications plans, and to improve cooperation among the navies involved. Support and target forces from the participating nations include submarines, oilers, fast patrol boats, and carrier- and shore-based aircraft. During the exercises the force makes a series of port calls in the Southern Region.

CINCSOUTH directs preparations for assembly and training of the Naval-On-Call Force, while COMNAV-SOUTH is responsible for the direct control of all exercises.

The activation of NATO's most recent Naval-On-Call Force in the Med occurred last October, beginning in the Turkish port of Izmir, and ending on 21 November

in the port of Naples.

A group of four ships, one each from Italy, Turkey, the United Kingdom and the United States, participated in exercise "Devil Foil" in the eastern and central Mediterranean.

USS *Mullinnix* represented the U. S. on this special force. Other units taking part were naval support and target units, carrier and shore-based aircraft and helicopters.

Perhaps symbolic of the "on-call" mission of the force, it was on the scene to carry out a lifesaving rescue when a helicopter from the Italian frigate *Carabinieri* rescued three people from a sinking craft several miles southeast of Sardinia.

THE NAVY COMMUNITY IN AFCENT

Sample of an International Tour



You can always spot the newly arrived U. S. Navyman during his first few days on duty at Headquarters Allied Forces Central Europe (AFCENT). He's the one who salutes the German sergeant but walks straight past the Belgian full colonel without raising a hand.

It's not the Navyman's fault. Rather, it's one strange facet of life where Navy men serve alongside NATO personnel from six armies, two navies, five air forces and one unified force. A mistake now and then, especially when one is new aboard, is understandable. There is a kaleidoscope of uniforms, badges, chevrons, bars, stars, stripes and other rank, unit and service identifiers with which a person is confronted.

Other than that, life is relatively simple for Navy men. Simple, that is, once you can recognize more than 200 different ranks, 32 different uniforms and can cope with six different major languages, including both American and British versions of English and Dutch, French, Flemish and German. And there is NATO's own special lingo that has evolved from all six.

Headquarters occupies the reconditioned administrative buildings of a former coal mine located in the southern Netherlands city of Brunssum. The city is approximately 30 kilometers northwest of Aachen, Germany, and a good three-hour drive from the nearest salt water. Here is the nerve center of NATO operations

in the Central European Region and the home of the U. S. Navy Element AFCENT.

Service men and women from Belgium, Canada, Germany, Luxembourg, Netherlands, United Kingdom and United States are all at work in Brunssum. There, they plan the defense of the Central Region and give life to the NATO theme of international cooperation as a deterrence to Soviet aggression.

The U. S. Navy people, three officers and seven petty officers, who comprise the Navy element are part of a tri-service U.S. community numbering approximately 2000, including dependent wives and children. Total Navy share in this community is approximately one per cent, including 13 dependents.

Initial assignment to AFCENT will probably send most Navymen to the atlas to try to figure out just where the place is. "I got my orders and thought Brunssum was a misprint," one petty officer recalled. "I never heard of AFCENT before, either."

Joining the integrated, international staff proves to be an experience of a lifetime for most sailors. Navymen work as members of an international team, supervising and being supervised by military men from other nations.

The Navy contingent is scattered throughout the staff, but its work is primarily in the communications area. A good example is Chief Radioman Stan Reahm, a shift supervisor with the Regional Signal Support Group at Tapijn Kasern, a communications facility located in the city of Maastricht, some 30 kilometers

from Brunssum. The chief has 17 men from six nations and three services working under him. His own supervisor is a chief warrant officer from the Canadian Forces.

"Being a supervisor in such an environment really challenges your managerial ability," said Reahm. "You have to use all the techniques of leadership such as tact, diplomacy and motivation if you are to be a good supervisor on the international level. It is much harder than being a supervisor in a regular Navy unit."

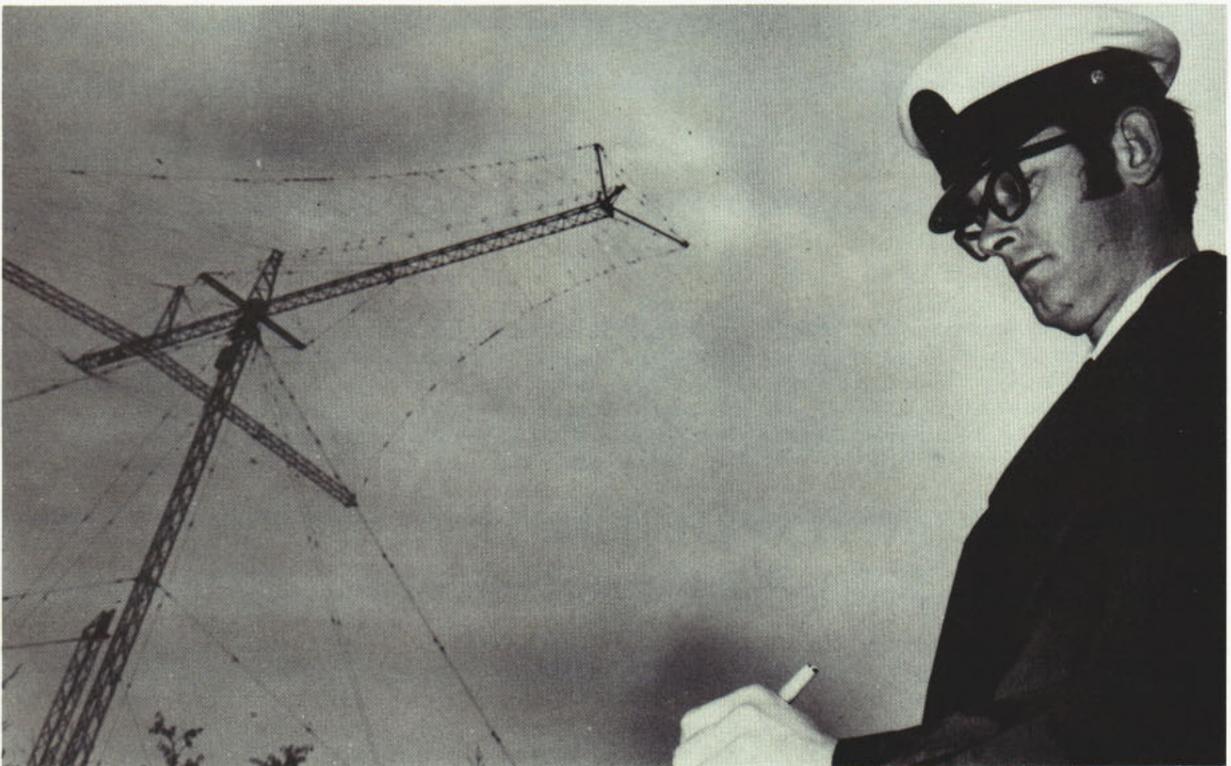
Another radioman who has found international duty to be a new experience is Chief Radioman Dave Herron. He is charged with the maintenance supply responsibility—literally storekeeper duty—for eight AFCENT forward scatter branch stations in the United Kingdom. His supervisor is a lieutenant in the German Air Force.

"This is my fourth time overseas, but the first time in an international environment," said Herron. "It is 180 degrees out from any duty I've had in the past, but I enjoy every minute of it."

International duty means a whole new series of forms to use, strange acronyms to decipher and intricate procedures to master. There are special leave requests, new admin instructions to follow, and even an international performance report that is written by supervisors. The international report is used as the basis for the "marks" that eventually find their way into the performance reports of assigned U. S. Navymen.

Slang and jargon of NATO are other areas that the newcomer finds difficult at first. Something relatively simple, such as determining who is an officer and who is enlisted, also takes time and experience. German

Left: SGTMAJ W. Quast, Netherlands Air Force, points out a specific military area to CPL Kerek Phillips, United Kingdom Army, and BU1 William D. Warner. Below: RMC David R. Herron notes observations.



INTERNATIONAL TOUR

noncommissioned officers wear their grade insignia on their shoulders; Belgian NCOs in the top two grades wear a star on their uniform lapel; while British officers, who are NCOs, sometimes wear their badge of rank on their sleeve near the wrist.

Daily work language, too, takes time to learn. There is a special NATO brand of English that features a series

There are more than 30 clubs for such pastimes as cricket, square dancing, horse riding, stamp- and coin-collecting, tennis, bridge, model-making, and so forth. There is also a full range of craft and hobby shops, heated indoor swimming pool and extensive athletic facilities. The only thing missing is enough free time in which to take advantage of all that is offered. Each



of compromises for the sake of mutual comprehension. This can double the length of the spoken word.

Such examples of international life mean that there is a lot of adjustment necessary before a U. S. Navyman can consider himself a real AFCENTER. Some estimate that it takes as much as a year before they have become fully indoctrinated.

It also takes time to adjust to different ways of thinking. It all requires patience, perseverance and a large dose of good common sense. But the rewards can be great, both personally and professionally.

"When I first came to AFCENTER I thought there was only one way: the U. S. Navy way," a petty officer recalled. "It took me a while but I have learned that each nation has something to offer. I have been able to take those things and blend them with my own strong points."

The personal side of Navy life offers a range of interests that cover the spectrum from sky-diving to scuba and all points in between.

club activity is formed from the international community and therefore offers the participant a wider scope of interest than a similar U. S. organization.

The day-to-day living environment in an international community also has its rewards. Wives learn cooking indigenous to different nations; musical tastes gain a European flavor (while Europeans learn the mysteries of country-western and soul); and Americans gain a real insight into the people from other nations.

All logistical and housekeeping support for the Navy community is provided by the U. S. Army element. There are a post exchange, dental and medical clinics and a commissary store. To add an international flavor there is also an AFCENTER shop at which Navy people can purchase a full range of international products.

"The only drawback is that I have learned to like a lot of food products and other items here that I will not be able to find in the stores back home," said one Navy wife.

Personnel are assigned at Brunssum on a two- or

three-year tour, depending on marital status. Many single men get married during their AFCENT tour, most of them to local Dutch and British women.

An AFCENT duty tour has some financial advantages. U. S. people receive both cost-of-living and station housing allowances. Additionally, there are no enlisted quarters provided, so all people live in the local community and draw full quarters allowance.

Brunssum is centrally located. It's a single day's drive to Paris, Munich or Copenhagen, and Amsterdam is just three hours away. Navy families do a lot of traveling during their free time, which includes 13 official AFCENT holidays each year.

Assignment to AFCENT does, however, mean being on the fringe of normal Navy life. On the attractive side are such things as no additional duty requirements, no musters or any of the other traditional Navy obligations. On the other hand, there is a definite danger of losing touch with the rest of the U. S. Navy.

"I will be out of date with U. S. Navy regs and equipment when I leave here," said a petty officer.

"We try various ways to keep the Navy unit integrity intact," said Chief Yeoman Carl Wheeling. "Once every two months we hold a 'Captain's Call' where all our people get together and discuss significant items of Navy interest. We also try to send our people on short temporary duty assignments to Navy facilities where they can get refresher training in their specialties."

Under this plan, Navymen have taken TDY visits to England and Iceland.

LEFT: CAPT Donald C. Paolucci, naval affairs advisor for AFCENT Commander in Chief and two German naval officers, Korvettenkapitan Peter Adolph, (left) and Fregattenkapitan Herman Hartmann review plans. Below: RMC Stanley E. Reahm, Jr., and CPO writer Brian H. Glover, Royal Navy, share a moment of laughter.

The U. S. Navy spirit is also helped with various devices such as a "Sailors" bowling team, Navy stickers and decals with pro-Navy themes, and an annual, formal, Navy evening such as a dining out or a Navy Ball.

The hub of Navy activities at AFCENT is the naval advisor office, headed by Captain Donald C. Paolucci, USN. The captain is the advisor on naval affairs for the AFCENT commander in chief, and wears a second hat as senior Navy representative. His staff consists of six people from four nations: a USN commander and chief yeoman, a UK Navy CPO, two German Navy officers and a Dutch civilian secretary.

Traditionally, the chief yeoman assigned to the naval advisor office doubles as a combined personnel mandisbursing clerk-storekeeper for members of the Navy element.

The incumbent, Chief Wheeling, explains that it is the yeoman who must take care of all the routine personnel and personal requirements that Navy people have. "Things like allotments, personnel requests and the other items that would normally be handled by the ship's office have to be looked after even though we have no such facility available," he said.

In the final analysis, a tour of duty in an international assignment means a person will find that his levels of tact, patience and diplomacy will increase to a degree he never thought possible. He will gain a finer understanding of how easily misunderstandings occur simply because of a wrong word or the wrong interpretation being attached to a comment.

All things considered, an AFCENT duty tour is as much a lesson in human interrelationships as it is service to the NATO Alliance. That is perhaps the most valuable benefit.

—Story by MSgt Dick Larsen, USAF



SELECTED

ALL HANDS ROUNDUP

WOMEN IN THE NAVY

The Navy has broken a long tradition, and in doing so has established a new one. For the first time since 1862, when Congress first authorized the rank of rear admiral, a woman line officer has been selected to that rank. She is Captain Fran McKee, currently Commanding Officer, Naval Security Group Activity, Ft. Meade, Md.

"I'll be honest. I never thought the Navy would take this action during my Navy career," notes CAPT McKee. Her executive officer, Commander Stewart R. Gordon, stated, "I was very excited about the prospect and crossed my fingers that this outstanding naval officer would be selected."

Prior to being commissioned as an ensign in 1950, CAPT McKee had earned a Bachelor of Science degree in chemistry from the University of Alabama. She also has a Master's in International Affairs from George Washington University.

CAPT McKee describes the first part of her 26-year career as "fairly typical of the assignments given to women officers at that time."

Past duty assignments include:

- Assignment to the Director, Physical Science Division, and Administrative Aide to Chief of Naval Research, Office of Naval Research, Washington, D. C.

- Women Officer Procurement Officer, Office of Naval Officer Procurement, Boston.

- Personnel Officer, Naval Air Station, Port Lyautey, Morocco.

- Training Coordinator, Damage Control School, Treasure Island, San Francisco.

- Classification and Mobilization Officer, Staff, Chief of Naval Air Reserve Training, Glenview, Ill.

- Officer-in-Charge, Naval Women Officer School, Newport, R. I.

- Personnel Officer, Naval Station, Rota, Spain.

- Head, Special Inquiries and Publications Branch, Officer Distribution Division, Bureau of Naval Personnel.

- Deputy Assistant Chief of Naval Personnel for Human Goals, Bureau of Naval Personnel.

The career pattern of CAPT McKee illustrates the Navy's changing philosophy of personnel utilization and management.

"I noticed a marked change in career planning for women in 1969 when CAPT Anne Ducey and I were selected as the first women to attend the regular curriculum at the Naval War College," CAPT McKee said. "Since that time, women officers have been selected for attendance at the service colleges on a continuing basis.

"We also have been given more challenging and meaningful duty assignments, many of which were previously held only by male officers. For example, women are now being selected for duty as command

FOR LINE REAR ADMIRAL

and executive officers of shore activities," she stated. "That in itself is a significant step."

Another big step or major change, she feels, has been the integration of enlisted women into a broad spectrum of the enlisted rating structure. "This now reflects job opportunity for individuals in accordance with personnel resources, personal interest, and professional ability," she said.

Two previous staff officer appointees, Rear Admirals Alene Duerk, now retired, and Maxine Conder, were promoted in 1972 and 1975, respectively. Both were assigned by the Secretary of the Navy as Director of the Navy Nurse Corps, Bureau of Medicine and Surgery. In the case of RADM McKee, SecNav will also determine where the new appointee is to be utilized.

A remark made by one Navy woman in an earlier issue of ALL HANDS perhaps sums up the reaction of women generally to the tradition-making selection of a woman line rear admiral. She said, "There are good things happening for women in the Navy and they are happening because a great many fine, professionally dedicated men and women, officers and petty officers who are charged with the responsibility and authority to make them happen are doing so."

—JOC Shirley Wilson, USN

Below: CAPT Fran McKee, Commanding Officer, Naval Security Group Activity, Ft. Meade, Md. (Photo by JO3 Kerri Childress)



WOMEN IN THE NAVY

WOMEN'S JOBS IN TODAY'S NAVY



Opportunities are expanding for women in today's Navy. Women are now considered eligible for 84 per cent of the Navy's technical schools and virtually every higher education program offered by the service. They are in a large majority of ratings and are a vital part of the Navy team.

This year they will be entering the Naval Academy as well as NROTC colleges and schools under the NESEP program.

In a message to the Fleet concerning women in the Navy, Chief of Naval Operations Admiral J. L. Holloway III stated that women shall continue to be placed in meaningful positions of responsibility and authority commensurate with their individual skills, abilities and potential.

What follows are examples of jobs that women do and billets they fill in today's Navy. Though the theme of being "first" or one of a few is nothing new, the changes it brings are an on-going process of individual growth, acceptance, transition, and hence, challenge. Since ALL HANDS carries articles about Navy women throughout the year, the examples chosen here are not meant to be all-inclusive. Neither do they reflect only those contributions considered most significant.

"Joining the Navy wasn't a difficult decision for me," said Data Processing Technician 2nd Class Susan L. Anderson. "The kind of job I wanted wasn't available in the civilian market so I just walked into the recruiter's office and said, 'I want to enlist.'"

That was in 1970. Today she is back in a recruiter's office. This time it's her duty station in Seattle, Wash. Petty Officer Anderson said she likes her job and is enthusiastic about what the Navy offers. "The Navy's been fine for me," she said. "I've gotten the opportunities I've wanted."

One thing the recruiter wanted was a challenge and she has it with five high schools in her recruiting district. "I really enjoy the school visits and the chance to talk

with students about the Navy," said Petty Officer Anderson. "I'm not much older than many of them, so I find it easy to relate to their goals and problems."

In addition to an active, demanding job, the recruiter is currently painting her house and finishing a fishpond in her backyard. Also, she camps, hikes and hunts. She has a camper and a truck, and is able to do a large part of the mechanical work to keep them operating.

For Sue Anderson the Navy represents a chance to be her own person. She intends to get a degree in some field of science, using the G.I. Bill, and with that degree and "the financial independence gained from a career in the Navy, I can go into business for myself when I finally retire."

"I joined the Navy to do something different," said Aviation Maintenance Administrationman (AZ) 3rd Class Chris Vujea, "but I didn't know I could do this. In fact, I didn't even know what a plane captain was until I enlisted."

Petty Officer Vujea entered the Navy hoping to attend photography school, but the school's quota was filled. She elected the line division at Naval Air Station Kingsville, Tex., instead. There she learned her present skills.

As a plane captain she and her partner, Aviation Machinist's Mate Airman Zeke Zwaryca, keep two A-4 Skyhawks in top shape for the Chief of Naval Air Training. She outranks her partner but, she's quick to say, "we are a team."

Rather than working shifts, the team shares the demanding hours their job requires. Often the duo is preflighting a plane before the sun rises and postflighting it the same evening after its return. While the planes are on flights, the crew inspects other aircraft and handles various service jobs including refueling and minor maintenance.

Although some male captains display some uneasiness about women in this field of work, Chris Vujea likes her job and finds it a stimulating occupation.

It may not be something a person would want to do for an entire career, but it's not without its benefits. "This is a job I can tell my grandchildren about," said Petty Officer Vujea. "I wanted to do something different, but I never dreamed I'd be changing tires on an airplane."

In the modern Navy which boasts of equal opportunities for everyone, the challenge in occupational fields recently opened to women is virtually unlimited. Navy women are filling billets such as naval aviator, boatswain's mate, flight line mechanic and security guard. And one Navy woman has chosen for her career one of the most technical jobs of all—for her it's electronics.

Electronics Technician 3rd Class Brenda Gene Lue has just completed a 10-month advance electronics course at the Naval Training Center in Great Lakes, Ill. She joined the Navy in July 1974 after working at a radio station in her hometown as a continuity clerk.

Petty Officer Lue's Navy training included basic electricity and electronics, schematic electronic wiring and circuit diagrams, fundamentals of motors and generators, laboratory practice in the proper use of trade tools, and the application of advanced electronics test equipment in troubleshooting situations.

As an electronics technician, Brenda Lue repairs and maintains equipment used to send and receive messages, detect enemy aircraft and ships, and determine target locations. Concerning electronics, she said, "It's fascinating! I've always enjoyed working on car engines and radios—taking them apart and reassembling them."

The path to becoming an electronics technician is not only difficult but also competitive. The Navy accepts a small number of trainees monthly who must have high test scores in math and logic and think clearly and rapidly in tense situations.

ET3 Lue, the only woman in a class of 10, graduated second in academic standing. Her education is considered equivalent to one and one-half years of electronics technology in a civilian institution.

She is currently attending another school in Great Lakes—this time a two-month course in communications equipment repair. There she will develop skills in maintenance and repair of transmitters, receivers and teletype equipment. When graduated, she will be as-

Below: AT3 Karen McQuaig. Facing page: Wheel chocks are removed from an A-4 Skyhawk by AZ3 Chris Vujea, plane captain.



WOMEN IN THE NAVY



Above: AA Anderson passes control of an HS-1 helicopter to another taxi director.

signed to the Naval Communications Station in Norfolk, Va.

Dorothy Zimmerman is a Navy wife in an additional sense of the phrase.

"I've wanted to join the Navy since I was a girl back in World War II," she explained. "Then I got married and started raising a family. The rules for enlistment were more restrictive then—a woman couldn't join if she had children. Now they have been relaxed and I'm here!" These were her sentiments when the 41-year-old enlistee finally got her wish.

Mrs. Zimmerman was sworn into the Naval Reserve by her husband, Commander J. G. Zimmerman, USN(Ret). Because of her civilian skills she was enlisted as a yeoman 2nd class.

YN2 Zimmerman said that the maximum enlisting age for a Naval Reservist is 42, so she just made the cutoff. Although she enlisted for only two years, she said she might stay for 20 if she likes the Navy. "I'm giving it a try—finally!"

When Airman Apprentice Audrey Anderson was first assigned to the HS-1 Line Division at NAS Jacksonville, Fla., there were a lot of misgivings about how a woman could perform on the job. However, as the weeks passed, her co-workers became aware of the

quiet, no-nonsense attitude she has about her work and being in the Navy.

Airman Anderson joined the Navy after talking it over with her husband, a Navy photographer's mate, and deciding that the Navy offered job security and variety—both of which she sought.

The sea service was a natural choice. Her mother-in-law was one of the first WAVES to volunteer during WWII; her father-in-law is a retired chief radioman; her father was a lieutenant (jg) during WWII; and her niece is a radioman in Puerto Rico.

After boot camp in Orlando, Fla., Audrey Anderson reported directly to HS-1, turning down a chance for "A" school so that she could decide on her own what type of work she wanted to do. Shortly after arriving at HS-1, she decided to become an aviation electronics technician. Her career counselor suggested the job on the line to get to know the aircraft and its systems.

Airman Anderson said that she handles her share of the work but if there is something too heavy for one individual to lift, the men lend the same assistance to her that they would one another.

"One day I was attaching a fuel hose to a 'bird,'" she recalled, "and it seemed lighter than usual. One of the guys was holding the hose to lend a hand. I recognized that I was accepted as part of the team." Although she appreciates an occasional helping hand, she believes that she pulls her own share of the load.

As a plane captain, Audrey is responsible for

Below: AKA Maty L. Wanzug is presented with the gold wings of the enlisted Aircrewman by her squadron's skipper, CDR J. R. Kolb.





Above: ET3 Brenda Gene Lue replaces a tiny defective component. Below right: DP2 Susan Anderson on recruiting duty in Seattle.

inspecting the aircraft and its systems before launching and giving the "up" or "down" decisions. She directs the pilots as they taxi along the runway. Asked about the resentment men sometimes display toward being directed by a woman, she said, "No, they've cooperated with me. Besides, both my status and my plane captain papers are valid."

Out of approximately 400 people at Training Squadron 28 (VT-28) in Corpus Christi, Tex., 71 are women. Using skills acquired both in the Navy and as civilians, they work in every shop and squadron office right along with the Navy men.

Aviation Electrician's Mate 3rd Class Suzie Renteria, for example, works in aircraft maintenance. She specializes in the repair of the electrical systems of aircraft.

Petty Officer Renteria, a part-time college student, said, "Being in the Navy is an education in itself. It helps you to mature and to learn to accept responsibility."

Several other women are assigned to the airframes shop, among them, Aviation Structural Mechanics 3rd Class Olivia Orona and Lynn Lawson. They service airplanes, repair hydraulic leaks, change tires and install brakes. Neither feels that she could have gotten such a job as a civilian.

Aviation Electronics Technician 3rd Class Karen

McQuaig maintains and repairs communications and navigation gear aboard aircraft. She likes her job and the travel opportunities afforded by a career in the Navy.

Aviation Administrationman 3rd Class Vickie Peacock serves in a more traditional role. She screens documents, lists aircraft malfunctions, works in data processing and keeps the squadron personnel roster updated. Petty Officer Peacock may not make the Navy a full career but she does feel that her naval experience has led her to pursue a future in the field of data processing.

Most of the 71 women in VT-28 seem to feel that being in the Navy is a worthy profession and tend to agree with Yeoman Seaman Helen Wiseman who said, "I like the work, the people I've met and the way I'm treated. The Navy has offered me more equitable treatment than I was able to find in civilian employment."

Aviation Storekeeper Airman Mary L. Wanzug of VT-31, would probably agree with the crew of VT-28 for she recently became the first enlisted woman in the 35-year history of the base to earn the gold wings of an enlisted aircrewman.

Though women may not particularly enjoy the honor of being "first," it is certain that they are just as proud of their qualifications and achievements as those who have gone before them.

—Story ideas by JO1 J. Jacobs; JO3 C. Bowser; SN S. Short; JOC D. Graddick; Steven Smith and LT Dan Kelley, Jr.

—Photos by S. Smith, PH3 J. Coore, Jr.; JO3 C. Bowser; PH2 M. Jacobs; and PH1 J. A. Davidson



WOMEN IN THE NAVY
CHOSEN AS
ONE OF TWELVE:
WOMAN
OF THE
YEAR

There was a stir in San Diego at the headquarters of the Commander Training Command, U. S. Pacific Fleet, as the year 1976 came into being. The excitement was occasioned by a naval officer who was chosen as one of *Time* Magazine's 12 "Women of the Year" for 1975.

Lieutenant Commander Kathleen Byerly, 31, who serves as flag secretary and aide (the first woman to hold that position) to Commander Training Command, Rear Admiral Allen E. Hill, was described by *Time* as "one of the fast-rising women in the armed forces."

The selected women were the first to be honored since Queen Elizabeth was the "Woman of the Year" in 1952.

The honors are awarded annually by the magazine to "the person or group who has most significantly affected—for good or ill—the course of the year's events." LCDR Byerly joined such famous women as First Lady Betty Ford and Billy Jean King on the cover of *Time*'s first issue of the Bicentennial Year.

"I'm pretty overwhelmed to be included with such famous personalities," says LCDR Byerly. "I believe that the reason I was chosen was because of the type of job I have at COMTRAPAC."

The daughter of retired Army Lt. Col. J. P. Donohue,

Below: LCDR Byerly discusses staff management with RADM Hill. Left: LCDR Byerly—one of 12 "Women of the Year."



Mrs. Byerly joined the Navy eight and one-half years ago. With her recent promotion to lieutenant commander came the responsibility for the management of the admiral's staff of about 55 men and women, officer, enlisted and civilian personnel.

"I act as liaison between other commands and the staff, and coordinate the day-to-day management of the staff," she says, "and I also help with problems with personnel and work in liaison with offices in Washington."

Married to Navy Lieutenant Commander Kellie Byerlie, executive officer of the guided missile destroyer USS *Hoel* (DDG 13), LCDR Byerly is a graduate of Chestnut Hill College in Philadelphia, Pa. She is currently working on her MBA Degree at Pepperdine University.

"I hope to continue working in personnel management in the future," LCDR Byerly says with a smile. "The Navy seems to offer a great variety of things to do. There will be a seagoing woman admiral in the U. S. Navy in the not-too-distant future. It's something to look forward to."

—Story and photos by PH1 Carl R. Begy, USN



Above: LCDR Byerly discusses training schedules with another staff member at Commander Training Command U. S. Pacific Fleet in San Diego.

Below: LCDRs Kathleen and Kellie Byerly. Kathleen is flag secretary and aide to RADM Hill. Her husband is executive officer of the guided missile destroyer *Hoel* (DDG 13).



WOMEN IN THE NAVY

YEOMAN F RECALLS NAVY OF WW I

Each morning the tall, willowy brunette, clad in a mid-calf skirt and high black shoes, dashed from her San Francisco residence, Danish pastry in one hand and an assortment of papers in the other, to catch the trolley to the pier.

The preceding description might apply to any number of chic young women in 1975, but actually the scene took place in World War I and this young woman was Chief Yeoman Ora L. Hirsch, now Mrs. Ora L. Merritt of Santa Clara, Calif.

Mrs. Merritt has lent that same skirt and high black shoes—in fact, her complete yeoman F uniform, for display at the Navy/Marine Corps Bicentennial Museum opening on Treasure Island on 2 October. The Museum Curator, Jack Dowty, described the uniform as one of only a handful of complete Yeoman F (female) uniforms from that period in existence today.

The uniform, tailored to fit a 5-foot, 10-inch Yeoman F model is striking and its real owner is just as fascinating and striking today.

Mrs. Merritt explained how she became one of the first women (outside the Nurse Corps) to join the Navy.

"The first World War was in full swing. My brother came home one day and announced that the Navy was hiring women," Mrs. Merritt explained. "I was never one to let grass grow under my feet so I joined. It was quite a daring thing for a woman to do at the time since the military had not allowed women to join previously."

Each day Ora Merritt and a bevy of other Yeoman Fs took a boat from the pier to "Goat Island"—now known as Treasure Island—where they worked in the Censor Office, decoding messages.

Not only was the job stimulating, the social life was exciting as well.

There were gala parties and picnics at the Commandant's home which still stands on Yerba Buena Island and is the home of the Commandant, Twelfth Naval District.

"There were ice cream in 12-gallon slabs, fancy cakes and punches. There was dancing and, of course, a

young Yeoman F never lacked a partner!" she said, eyes twinkling.

After the armistice in 1919, all of the women in the military were switched to Civil Service status. Mrs. Merritt explained that she probably would have stayed in if she could have, but women could not be officers in those days. "Chief yeoman" was the highest rate she could achieve.

She chuckled at the suggestion that if women had been allowed to be officers, she just might be an admiral today.

A whimsical smile swept across her face as if to say she sort of likes that idea and she added, "Well, making chief in just two years isn't bad!"

—Story by ENS P. J. Wappel, USNR

Mrs. Ora L. Hirsch Merritt in the Yeoman F uniform.



UNIFORMS FOR WOMEN MIDSHIPMEN

Women midshipmen at the Naval Academy will wear this working blue uniform when attending classes and off duty around the Academy Yard.



Uniforms for women midshipmen at the United States Naval Academy have been adopted. The design of some uniforms, such as the full dress, closely follows the standard midshipman uniform, tailored for women. To facilitate the carryover now available to male midshipmen after graduation, the women midshipmen uniforms will be, as much as practicable, the same as those now worn by women officers in the Navy.

The new uniforms were coordinated and are being manufactured by the same firm that has supplied midshipmen uniforms for many years. Naval Academy supply officers provided specifications and assisted in development of the new uniforms in conjunction with the Navy Uniform Board in Washington, D. C.

Women midshipmen, under a new law passed by Congress this year, will be admitted to the Naval Academy for the first time with the new Plebe Class which reports to Annapolis in July 1976. Young women interested in attending the Naval Academy may contact the Director of Candidate Guidance, United States Naval Academy, Annapolis, Md. 21402.

Women midshipmen will wear this service dress blue uniform year round when on liberty, watchstanding, at sporting events and on other occasions.



from the desk of the Master Chief Petty Officer of the Navy

Notes on Professionalism

I recently had the privilege to speak to a Naval District Washington Commanding Officers' Conference at the National Naval Medical Center, Bethesda, Md.

I was asked to speak about professionalism in today's all-volunteer Navy, and I'd like to share just a few of my thoughts with you.

It is meaningless to insist that while the weapons of war change, men and women remain the same. People also change—from one generation to the next. Today's men and women are often better educated, more alert, and more outspoken than were the young sailors of past decades. But, even so, I feel that these young men and women need, and desire, discipline—military discipline—as much as any group that preceded them. This feeling is not just my own; instead, this is what I hear the young men and young women telling me as I travel throughout the fleet.

Men and women with new ideas, new attitudes toward the world, and men and women with new backgrounds substantially different from the backgrounds of men and women of a few decades ago continue to require the development of their strengths, recognition of their weaknesses, and a channeling of their talents to perform in the fast-changing Navy of today.

I could speak for the better part of the day about the challenges we face in the Navy, both obvious and implied. We all know, however, that the challenges are there. Now we must accept the responsibility of meeting them head-on.

To overcome these challenges, I could speak of training, ingenuity, spirit, teamwork, or various other solutions. But I firmly believe that the challenges we face can best be handled by grasping the principles of professionalism.

To meet the growing challenges in the Navy of today and the probable challenges of tomorrow, we must have—we must demand—professionalism on the part of every Navy member.

Professionalism, like many other intangible terms, is difficult to define. As with honesty in politics, many people talk about it, most people assume it's there, everybody feels they have it,

but few people check to ensure its presence.

If I asked 50 people to define professionalism, I would probably end up with 50 definitions. But, generally, there are five factors which appear in some form in all definitions.

I have used these factors to create the "body" of professionalism: At the "head" of professionalism is technical expertise. The "hands" of professionalism is job skill. The "heart" of professionalism is leadership. Motivation is the "backbone" of professionalism. And personal integrity and responsibility are the "legs" upon which professionalism stands.

Today's Navy is a very technical one; therefore, one of the primary criteria necessary to be a professional in today's Navy is technical expertise in one's chosen field. One can no longer bluff one's way through a day on the job. We must know our job and know it well. Often this means burning the midnight oil to ensure that we are up to date on innovations in our rating and in the Navy. It means ending a long day of work by studying a manual, a directive, a notice. It means attending training classes and schools and being alert and attentive while there. It means taking advantage of every opportunity to learn and improve one's intellect. You cannot survive in today's Navy on mere brawn, as was often the case in the past. Today it takes brain.

But, knowing one's job is not enough. It is up to the professional to get the job done expertly and efficiently, using all the tools at his or her disposal. Too often we reach a point in our careers where we are afraid to get our hands a little dirty. We would be very suspicious of a factory foreman who could not run the machinery in the factory. The same applies to the Navy. I don't advocate chiefs and officers doing all the work "to make sure that it's done right." That's poor leadership. But I do feel that every professional should have the job skills necessary to do the job when it's necessary and to show the way to his juniors. Combining technical expertise and job skill will help to ensure that the Navy's mission is accomplished as expeditiously as possible.

I guess I could speak for the rest of the day and not say enough about the value of leadership. No matter how much technical expertise one has, no matter how skillful one is on the job, one cannot be a professional until leadership qualities have been developed.

Admiral Jerauld Wright, when he was commander in chief, Atlantic Fleet, challenged each command to effective leadership this way. He said, "Leadership lights the way. Ignore it and your limit is the work of your own two hands. Learn it, and your limit is the world and the sky above it."

Notice that the admiral said, "Learn it." Lead-

ership is not a natural quality. Nobody is really a born leader. Leadership qualities can be and must be developed. And, I feel that leadership in today's Navy is an enlightened leadership. It is no longer a leadership of "do this" or "do that." Instead, today's leadership is a leader who says, "Follow me." The "do as I say, not as I do" leader will not survive in today's Navy. Instead, the leader of today and most certainly of tomorrow is the leader who leads by personal example and conduct.

He (and in all cases I also mean she) is the leader who emphasizes discipline, and expects discipline at all times. He makes his commands and orders meaningful, he keeps his troops informed, he promotes enthusiasm, he knows his men and women, and he takes care of them.



MCPON Robert J. Walker, USN.

Today's leader does not see color, he sees people. Most importantly, today's leader is a "can-do" leader who is dedicated to his country, the Navy, his ship or command, and his troops. When it comes right down to it, leadership is an effort to get the Navy job done *through people* and at the same time prepare the young men and women of the Navy to accept the leadership jobs of tomorrow.

One important aspect of leadership and certainly another major factor of professionalism is motivation. When we really believe that the mission can be accomplished, the chances are it will be. A professional believes in himself and he believes in his people. I do not encourage "big bags of wind" who feel that their ship or station is better than anybody else's anywhere, but I do believe in the confidence that comes from proven accomplishment. If I remain motivated, the chances are that the people around me will be motivated too.

A final factor to be considered as a part of professionalism is personal integrity and responsibility. I can assure you that if you don't have this quality, you won't have any of the others mentioned above. Every professional in today's Navy must have a devotion to duty that goes far beyond what is required of people in other jobs or professions. Long hours, difficult assignments, separation from family and friends—these are the norm for the Navy professional, not the exception. Additionally, each Navy man and Navy woman must have a great deal of pride in the Navy tradition, as well as enthusiasm for today's mission and tomorrow's goals.

Where does professionalism stand in today's Navy? I feel that it is in the foreground of many of our programs, although I would be the last to suggest that we have solved all of our problems surrounding leadership and professionalism.

Certainly human resources management programs, which include leadership management schools, have helped to improve the leadership qualities of our chief petty officers and have helped to make them better professionals. More people are going to "A" school and "C" school these days and the quality of training has improved immensely over the past few years. Shipboard training has also improved tremendously. Most important, we have become a people-oriented Navy. The emphasis today is on teamwork, and I feel that teamwork is helping to produce some truly outstanding professionals. But, the job is far from done.

The state of professionalism in today's Navy is important. But talk about professionalism is cheap. Action is more difficult. Our aim, then, is not merely to talk about professionalism, nor to talk about being a professional—but to be one!

- APPLICATIONS BEING ACCEPTED FOR TRIDENT PROGRAM

Enlisted personnel desiring assignment to the Trident program should submit applications to the Chief of Naval Personnel (Pers-513), following the guidelines of BuPersNote 1306 of 20 Jan 1976. Applicants must meet general requirements outlined in Chapter 12 of the Enlisted Transfer Manual. In addition, all rated or designated applicants for the lead Trident SSBN must be qualified in submarines. A minimum of one year at present duty station (two years if on sea duty) is required. Applicants must have sufficient obligated service to serve at least 18 months after the lead ship's commissioning, tentatively scheduled for 31 Aug 1978.

Strategic Weapons System Specialists (Polaris or Poseidon NECs 3306, 3309, 3313, 3317, 3318, 3319, 3325, 3332, 3333, 3337, and 334X less 3341) have until 31 Mar 1976 to submit applications. Applications from Torpedoman's Mate, Sonar Technician (submarine), Data Systems Technician, Fire Control Technician (Gun Fire Control), Radioman, and Machinist's Mate will be accepted until 30 Jun 1976.

Submarine-qualified personnel in Hospital Corpsman (8402), Personnelman, Storekeeper and Yeoman ratings may submit applications 1 July through 31 Dec 1976, while those in Interior Communications Electrician (4752 and 47XX) and Quartermaster ratings have between 1 Sep 1976 and 28 Feb 1977. Mess Management Specialists and Electronics Technicians (1442) ratings should apply between 1 January and 30 Jun 1977.

Qualified applicants will be officially notified if they have been placed on the Trident volunteer list. Some of the applicants will be chosen as instructors for the program, and undergo training during the fourth quarter of calendar year 1976. Training for initial crewmembers is scheduled to begin early in 1977.

- SECNAV CALLS FOR SHIPBUILDING INCREASES

Secretary of the Navy J. William Middendorf II called for an increase in shipbuilding in the U. S. as a response to increasing Soviet naval strength. The Secretary cited the sea as the key to the future. "...Potential development of oceanographic resources depends on the free and uncontested use of the seas. The Soviets, with the world's largest shipbuilding industry, present a challenge-- militarily and commercially-- to our use of the seas." The Soviets, according to the Secretary, are building large numbers of highly sophisticated oceangoing ships which have markedly improved the capabilities of their navy. Their fishing fleet is the largest and most modern in the world, and their research fleet contains more vessels (100 navy and 97 civilian) than the rest of the world combined.

With reductions in the U. S. Fleet and extensive Soviet shipbuilding efforts, the Soviets now enjoy a three-to-one edge over U. S. in total numbers of major combatants.

- CRITICAL MANNING LEVELS MAKE RECRUITING ASSIGNMENTS NECESSARY

Assignment of non-volunteers, E-6 and above, to recruiting duty has been authorized by the Chief of Naval Personnel. Those selected must still

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meet the same standards as volunteer recruiters and they can be eligible for up to \$150 per month special duty assignment pay. The move was necessary because of critical manning levels in a number of recruiting districts. Personnel will be assigned to the districts by BuPers but, in most cases, further assignment to recruiting stations will be made by recruiting district commanding officers.

- COLLEGE COURSES AVAILABLE BY MAIL

The Navy Campus for Achievement (NCFA) is offering naval personnel the opportunity to take college courses by mail. Application procedures are outlined in Chapter 3.6 of the NCFA Manual (CNETInst 1560.3). Courses must fit into a college degree program and course load is limited to one course per application.

Enlisted personnel can make use of the Tuition Assistance Program.

College by mail is only one of several off-duty educational programs offered through NCFA. The Defense Activity for Non-Traditional Education Support (DANTES) has published an independent study catalog which identifies the institutions offering correspondence courses for credit. Check with your command's educational services officer for more information.

- PETTY OFFICER QUALITY CONTROL PANELS TO CONVENE

All master, senior and chief petty officers whose evaluation reports show substandard performance will be screened this month (March) by a Quality Control Review Board. A second board will be convened in June to screen the performance of 1st and 2nd class petty officers.

Both boards may issue letters to individuals, notifying them that they have been identified as substandard performers. The letters will inform individuals that they may not reenlist without the approval of BuPers and that positive improvement in performance is required or administrative discharge may result. In addition, the boards may recommend to the Chief of Naval Personnel that an individual be discharged or reduced in rate. The boards also may permit an individual to transfer to the Fleet Reserve.

- NAVY WIVES' GUIDE TO EUROPE OFFERED BY WIFELINE ASSOCIATION

A booklet entitled "Tag-a-Long to Europe," prepared by the Navy Wifeline Association, is available for purchase at a special, reduced price of \$1.00. Based on the experience of hundreds of Navy wives who have "tagged along," during their husbands' deployment overseas, the 94-page booklet contains valuable information on immunizations, passports, traveling with children, what to pack, etc. Information is also provided concerning accommodations and restaurants, currency exchange, tourist attractions and military facilities in countries typically visited.

The booklet can be ordered (for \$1.00) from the Navy Wifeline Association, Bldg. 210, Washington Navy Yard, Washington, D. C. 20374.

- INTEREST RATES ON HOME LOANS REDUCED

Effective on 5 January this year, the maximum interest rate on GI home loans was reduced from 9 to 8.75 per cent. The reduced rate also applies

to FHA home loans.

For a veteran buying a home with the aid of a \$30,000 GI loan, the decrease could mean a savings of about \$2000 over the life of a 30-year loan.

- NEW HANDBOOK FOR OVERSEAS DUTY DISTRIBUTED

"You and the Law Overseas," a new handbook designed to assist military personnel in understanding their legal status while serving in foreign countries, is being distributed by DOD to all military commands, including Navy ships and stations. The pamphlet contains a concise explanation of Status of Forces Agreements. Also included is information on criminal jurisdiction, rights of the accused, payment of legal expenses and fines, double jeopardy and confinement in foreign prisons. In addition to information for military personnel, the handbook outlines the legal status of military dependents, along with DOD employees and their dependents. Additional copies can be obtained from the Naval Publications and Forms Center by ordering NAVEDTRA 46407.

- DEADLINE SET FOR BICENTENNIAL COMMAND APPLICATIONS

The Navy Bicentennial Coordinating Office has set a 1 May deadline for commands applying for designation as official Navy Bicentennial Commands. The official designation, made by the American Revolution Bicentennial Administration (ARBA), recognizes commands for their participation in the Nation's 200th birthday. To be recognized, a command must submit its Bicentennial Commemoration plans to the American Revolution Bicentennial Administration via the Navy Bicentennial Coordination Office. Officially designated commands will receive a certificate and Bicentennial flag to be displayed through 31 Dec 1976. Details are contained in SecNavNote 5726 of 16 Apr 1975.

- PHILIPPINE LAND OWNERSHIP QUESTION RESOLVED

A long-awaited decree intended to resolve questions of property ownership by American citizens in the Republic of the Philippines was issued last May. Because of the continuing interest in this subject, the provisions of Philippine Presidential Decree No. 713, along with judicial and agency actions, are outlined for your information:

- Filipinos who are now naturalized U. S. citizens and who, in good faith, acquired not more than 5000 square meters of land for a private residential dwelling before 3 Jul 1974 may continue to hold that land.

- Filipinos who acquired land before becoming U. S. citizens are exempt from the size and residential use requirements. (This is the implication of an opinion by the Philippine Department of Justice issued in 1973.)

- U. S. citizens who have resided in the Philippines continuously for 20 years as of 27 May 1975 and who, in good faith, had acquired private residential land, may hold such land if it meets the above size and residential use requirements.

- If a U. S. citizen is married to a Filipino citizen, any land they purchase is considered conjugal (marital property) and cannot be divided. Further law-making or policy decisions must occur before the exact legal status of such property can be determined.

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- U. S. citizens qualified to retain ownership of private residential land cannot retain more than 5000 square meters. Any land over this limit must be disposed of to qualified persons or entities or it will become government property.

U. S. citizens who have purchased land in the Philippines for retirement purposes and have not complied with the residence requirement of Decree 713 would not be entitled to retain such land but could transfer its ownership to duly qualified persons or entities. U. S. citizens who do not now own but were planning to purchase land in the Philippines are not qualified for such ownership.

- PCS TRAVEL TIME ALLOWANCE MODIFIED

BuPers has announced a new Defense Department policy for travel time authorized for the completion of a permanent change of station. The time allowed for travel by commercial carrier will be the actual time used or the constructive time as derived from published airline, bus or railroad schedules. If travel is completed on the day of detachment, one day of travel time will be allowed. According to the old PCS travel time allowance policy, one day was allowed for each 720 miles traveled by commercial carrier. This was based on official mileage schedules.

Travel time allowed for privately owned vehicles (POV) remains 300 miles per day plus an extra day for any excess of more than 150 miles over multiples of 300 miles. In all cases, the day of departure is a day of duty. All time taken beyond authorized travel time will be charged as leave. Further information on the travel time changes may be found in NavOp 18/76 of February 1976.

- TUITION ASSISTANCE PROGRAM FOR OFFICERS

Owing to a shortage of funds, Tuition Assistance Program for officers has been discontinued for the remainder of fiscal year 1976. The program will be reevaluated before future implementation. Officers who have served on active duty for more than 180 days are reminded that they are eligible for tuition assistance under the in-service provisions of the G. I. Bill. Individuals are encouraged to use this program to continue off-duty education.

- ONE MILLION VISIT USS ARIZONA THREE YEARS IN A ROW

More than a million visitors paid tribute at the USS Arizona Memorial last year, the third consecutive year of over-the-million-mark totals. Eight and one-half million persons have viewed the sunken battleship since WWII.

Since completion and dedication of the memorial in 1962, tourists from all over the world have visited the shrine in increasing numbers. August was the peak month, with the Navy conducting tours for 57,430 people, while an additional 50,000 made the trip on commercial tours.

The Navy tours operate six days a week, allowing passengers to board the monument. Commercial tour boats, permitted to operate in Pearl Harbor for the first time last year, are too large to tie up at the memorial's small float landing. They pause alongside Arizona while the battleship's story is related over a loudspeaker.

FOR YOUR INFORMATION

STATE INCOME TAXES

You may not have been there since joining the Navy; may only visit there once a year. Some consider it only as the place where their parents live, and others visit there frequently. Regardless of how you think of it, that place is your state of legal domicile and if it collects an annual income tax, you probably have to file a return, even though no tax may be due and owing.

It is each member's personal responsibility to file necessary forms and pay state and local taxes to his state of legal domicile. According to JAG Instruction 5840.6G, "Each United States citizen member of the Armed Forces has a 'domicile' in one of the States or possessions. The law recognizes however, that such member has but one home State or domicile; there is only one State of which the member is a legal resident for tax purposes. It should be pointed out that one's

legal 'domicile' and the 'home of record' as used in the Armed Forces are not always identical. The 'home of record' is merely a term used in the Armed Forces to designate the place to which a member may be entitled to mileage reimbursement upon separation and is not always the legal domicile . . .

"In determining its right to tax an individual, a State frequently looks to see whether the individual has claimed benefits based on domicile or has exercised his right to vote—one of the strongest indications of domicile."

The income-taxing states currently are conducting a concerted effort to locate and collect from delinquent taxpayers. They are aided in their search by computerized federal and state income tax records. The states are sure to locate most offenders.

Penalties range from one-half of one per cent to 25 per cent of the delinquent return, and the interest could be from one-half of one per cent to more than nine per cent of the late return.

The Navy sends copies of Wage and Tax Statements, IRS Form W-2, to states and cities (if applicable) which members have indicated as their domicile. In the absence of such indication, the forms are sent to the state where the member is serving. To avoid double taxation, one must generally prove that he is paying taxes to another state.

Navy men and women are protected from taxation by both their state of domicile and the state where they are serving by the Soldiers' and Sailors' Civil Relief Act. This act applies to military pay and income derived outside the duty state.

If Navy people, however, have earned any income from part-time employment in the state where stationed, or have rental or business income from that state, they may be required to pay local taxes on that extra income to the jurisdiction where it was earned as well as to their home state. Reciprocal credits may reduce any possible dual taxation.

Spouses and dependents of service members, however, are not protected under the Soldiers' and Sailors' Civil Relief Act. They occasionally may be subject to income tax by two or more states. This can happen if a spouse or dependent is a legal resident of one income-taxing state and is employed in another income-taxing state. Some income-taxing states have statutes which eliminate double taxation, but legal assistance officers should be consulted when this situation exists. Reciprocal credits may reduce any possible dual taxation for the spouse or dependents.

With the termination of the Vietnam Era on 7 May 1975, numerous tax benefits ended for Navy men and

women. State laws governing the levying of taxes have been changed in several states to reflect less liberalized tax laws.

The following states do not tax residents' income: *Florida, Nevada, South Dakota, Texas, Washington, and Wyoming.*

The states which do not impose a tax on active duty service peoples' pay are: *California* (if stationed on permanent duty outside the state), *Idaho* (if full-time active duty for 120 days or more and if all military income is earned outside the state), *Pennsylvania* (all military income earned outside of state is exempt), *Illinois, Iowa* (all military income exempt if service person is on active duty for more than six continuous months), *Michigan* (all military income is subtracted from tax return), *Vermont* (all active duty military pay is exempt), and *Montana* (compensation for active duty service is exempt).



The following are significant changes made in state income tax laws in 1975:

Alabama—Exempts first \$4750 of annual military retired pay.

Alaska—The tax law has been changed to conform to the federal tax laws. Service pay is no longer exempt.

Arkansas—Disability income (active and retired) is fully exempt from taxation.

Colorado—The exclusion of military retired pay is increased for those age 55 or older.

Delaware—Retirees' pay of up to \$4000 is exempt from taxation.

District of Columbia—The filing requirements and personal exemptions have changed. The sales tax credit has been replaced by a property tax credit.

Guam—Only one return need be filed.

Hawaii—Retired pay is exempt.

Idaho—The "grocery" credit has been increased to \$15.

Indiana—Personal exemptions have been reduced to \$500.

Kansas—The least income requiring residents to file has been increased.

Louisiana—The least income requiring residents to file has been changed to conform with federal law. The additional exemption for certain disabilities has been deleted.

Minnesota—Tax credit was increased for a single, blind person.

Missouri—The federal 1974 tax rebate is taxable.

Montana—Compensation for active duty service is exempt.

Nebraska—The food sales tax credit has increased to \$16.

New Hampshire—The commuter tax was declared unconstitutional.

New Jersey—Enacted a tax on unearned income.

New Mexico—New credits authorized.

North Dakota—Retired pay partially exempt.

Ohio—Personal exemption increased to \$650.

Utah—Food sales credit discontinued.

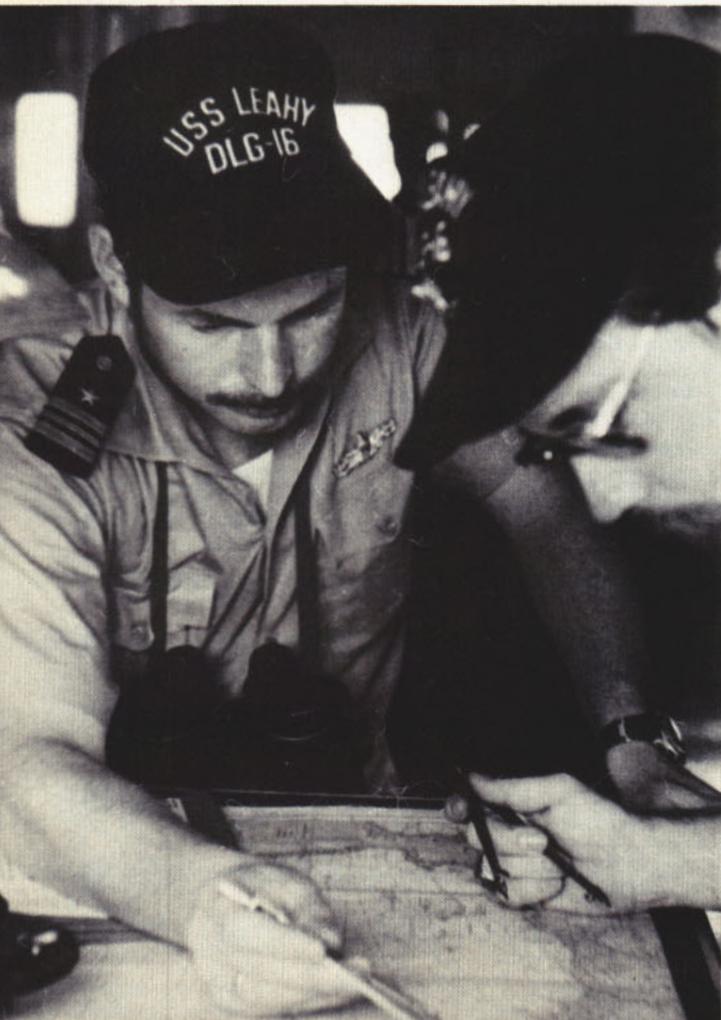
Virginia—Standard deduction has 1974 dollar limitation. Does not follow federal law in 1975.

JAG Instruction 5840.6G, of 21 Nov 1975 contains a detailed state-by-state table which can be used to find out how much income must have been earned before a serviceman is required to file state taxes. It also furnishes information on personal exemptions, where to file, and tax exclusions and deferments for armed service personnel.

—JO2 D. Wheeler



KPLT Klaus- Dieter Uehr PEP Trainee On USS Leahy



Kapitaenleutnant (KPLT) Klaus-Dieter Uehr, Federal German Navy, was recently designated a Surface Warfare Officer (SWO) while serving on board USS *Leahy* (CG 16) in the Personnel Exchange Program (PEP). PEP provides officers and enlisted men of allied navies the experience of serving with the U. S. Navy, thereby expanding the understanding and cooperation between the respective Services. KPLT Uehr is the first foreign officer in the PEP to qualify as SWO in the recently implemented Surface Warfare Program.

It took less than a year for the German exchange officer to complete the Surface Warfare requirements. "Of course, I had previous experience in the field," he said, "including two tours as XO of FPBs (patrol boats) in the Baltic and North Seas, and one tour as Communications Officer in *Rommel* (D 187)."

KPLT Uehr reported to *Leahy* on 5 Oct 1973, and in two years on board participated in two Med cruises and numerous Fleet exercises. He spent 18 out of the 24 months at sea. "It's great for gaining seagoing experience," he said, "but a little difficult on the family life."

While aboard *Leahy*, KPLT Uehr served as Assistant Operations Officer. During the ship's NATO operations he was a particularly valuable asset, since his experience with NATO procedures was unmatched on board. KPLT Uehr also served as Personnel Qualifications Standards (PQS) Training Officer and was responsible for much of the training of *Leahy*'s junior officers in CIC and ASW.

When queried about what he felt were the major differences between the Federal German Navy and the U. S. Navy, he replied, "The length of German officer training is greater, and the required period of service is longer. For example, the earliest I can retire is after 33 years of service. Then, of course, there is the basic difference in the mission of the two navies. The German navy must protect the Baltic approaches and the North Sea. We also must help keep the sealanes to Europe open. The U. S. Navy attempts to fulfill the larger mission of overall sea control."

KPLT Uehr was scheduled to rotate to Germany in late October where he was to have assumed duties as Operations Officer aboard *Rommel*. Before leaving for his last Med cruise, he and his wife toured the United States for six weeks by automobile. "Besides the professional benefits, my wife and I have been able to learn about America from the bottom up," stated KPLT Uehr. "Both navies can count the PEP experience as a beneficial one."

Leahy's commanding officer, Captain Alexander M. Sinclair, stated, "KPLT Uehr has been a valuable asset to *Leahy* during the current Med deployment. The professional and dedicated manner in which he handles any assignment is a credit to him and the Federal German Navy. I personally feel that the PEP is an excellent program that should be continued. It builds a unique understanding between our allies and us. This, of course, can only result in better cooperation and fighting effectiveness of our alliances."

—Story by ENS Jim Warren, USN

Kapitaenleutnant Uehr plots a navigational fix while on bridge of USS *Leahy* (CG 16). Photo by PH 3 D. Trampe.



HM2 Gonzales

He Puts People At Ease

"I can have your new pair of glasses fitted in less than an hour," Hospital Corpsman 2nd Class Joe Gonzales declares proudly. "There are few places that can do that for you."

In his work as optician at the Subic Bay Naval Hospital, the Republic of the Philippines, Joe prides himself on being able to put people at ease while they are under his care. "I like working with people and helping them. It's a good feeling."

The young corpsman joined the Navy in 1969. Before coming into the sea service, he had been a musician. "I had been playing in bands on the West Coast for a few years but saw no future in it," Joe relates. "I knew I wanted to travel and I wanted the training. So it was the Navy for me."

A typical day for Joe begins when a seaman from one of the visiting Seventh Fleet ships arrives to have new glasses fitted. Joe efficiently prepares the necessary components for grinding the lenses.

Knowing many people feel self-conscious about wearing glasses in the first place, Joe tries to make the transition as smooth as possible by providing precision grinding and fitting.

"This is one of the areas where being a concerned craftsman comes in," Joe said. "This sailor," he points out, "has a powerful prescription. If I grind his lenses as I would the average prescription, they will look too

thick. Grinding a bevel on the edge of the lenses 'hides' the thickness of the glass."

The young seaman asks jokingly for fashionable wire frames. "Sorry, we seem to be out of those right now, but I can give you these nice, executive-style frames," Joe replies.

The frames are heated and the lenses inserted securely. After making minor adjustments to the glasses, Joe gently places them on the young man. "They're still warm," Joe warns, "but do they feel OK? Can you see clearly?"

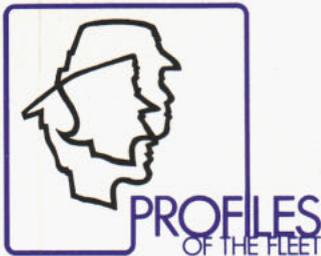
A "yes" to both questions and the seaman is soon on his way back to his ship.

"It makes me feel good to know that I did the best job possible on his glasses and no amount of money could buy him better eye care," Joe said. "In this job self-satisfaction is your biggest reward."

Joe has managed to accomplish more than he ever thought he would in the years he has spent so far in the Navy. He has not only helped himself by taking advantage of educational opportunities, but also has entered a field where he helps others as well.

—Story and Photos by PH1 J. R. Sheppard

Above: To ensure his patient's satisfaction HM2 Joe Gonzales carefully checks new eyeglasses for proper fit and comfort.



All-Navy Contest Produces Loads of Talent

Three vocalists took top honors in the 1975 All-Navy Talent Contest, held at NAS Corpus Christi, Tex. Seaman Edwin Posey, III, walked away with first prize with his renditions of "Cabaret" and a medley of farewells. The same contemporary tunes won him first place in the Commander Allied Forces Europe talent contest.

Posey, now stationed in Italy, is not new to talent contests. He has competed in local command-sponsored contests since joining the Navy, and placed third in the 1973 All-Navy contest.

Running a close second to Posey was Lieutenant Donald Schramm, representing the Sixth Naval District. His selections, including "The Impossible Dream," were well received by the audience.

In third place was Chief Machinist's Mate James Berry, Third Naval District, back for his second All-Navy contest. Chief Berry performed the "Battle

Hymn of the Republic" with an added twist—he improvised a "trumpet" accompaniment by voice. The submariner won last year's contest with a similar improvisation.

Nineteen other entertainers also competed. Several of the acts rendered original compositions: Lieutenant Commander Michael Sharrock, Fourth Naval District, and Navy Chaplain (Lieutenant Commander) Paul Moore, from Commander Naval Forces Philippines, sang their own compositions, as did Operations Specialist 3rd Class Bobby Terrell, Dental Technician 3rd Class Walter Beggs, Radioman 2nd Class Wayne Dewese and Communications Technician 3rd Class David Adams.

An instrumentalist, Chief Machinist's Mate James Harding performed selections on the flute, clarinet and saxophone. The other instrumentalist in the contest was a drummer, Richard Carbaugh, an aviation boatswain's mate from USS *Ogden*, representing the 13th Naval District.

Featured in other acts were Mess Management Specialist 2nd Class Ignacio Lim, Jr., Navy nurse Lieutenant Eileen Oswald, Lieutenant (jg) John Wilson, Signalman 1st Class Richard Santos and Radioman 3rd Class Frank Urban.

Three vocalist-guitarists completing the acts were Boiler Technician Kevin Fears, Aviation Electrician's Mate 2nd Class Edwin McWilliams and Communications Technician Forrest Ames. A special feature in the All-Navy Talent Contest was Aviation ASW Technician 1st Class Gregory Neuffer, a storyteller from NAS New Orleans.

This year's winners were selected by a panel of six qualified judges. The judges based their decisions on technical quality, composition, stage presentation and the charisma of each performer.

First place winner, SN Edwin Posey, III, is flanked by second place winner, LT Donald Schramm, (left) and third place contestant MMC(SS) James Berry, (right). Other persons are entries representing U.S. Navy commands throughout the world.



A Short Tour With Sailor of the Year

They flew up from San Diego for five days' R&R. When the vacation ended, they agreed it was one they'd never forget. That's the way Chief Boatswain's Mate Frank Czajkowski and his wife Marsha felt.

Is it any wonder? Their Las Vegas trip was all-expenses paid, and they were celebrities of sorts during their stay in the fabulous desert city. The five days' R&R in a stateside city of their choice was just one reward they received for the chief's being chosen 1975 Shore Sailor of the Year.

"We picked Las Vegas," Chief Czajkowski said, "because we feel it's one of the most exciting cities in the nation."

They may not have realized just how exciting Las Vegas was until they arrived and found what was in store for them.

After being met at the Las Vegas airport by Chief Operations Specialist Jim Dolloway, Vegas' senior recruiter, they were driven to a "fabulous" hotel. The hotel, it turned out, was treating the Czajkowskis to five complimentary days, complete with a beautiful room, all meals and refreshments. Other parts of the trip were sponsored by the Fleet Reserve Association in recognition of the chief's selection as a Sailor of the Year.

Chief Dolloway and his wife Gale served as guides and hosts for the next five days. "They went above and beyond the call of duty to make our stay enjoyable," Czajkowski said.

The first afternoon in Vegas found the Czajkowskis holding an impromptu news conference and photo session in their hotel room with local newsmen—their introduction to fame. The limelight didn't dim as they broke away for their first evening on the town and found a front row center seat awaiting them for the "Folies Bergere" dinner show. They went as specially invited guests of the hotel management.

"This certainly was one of our biggest thrills," Mrs. Czajkowski said. "As others waited in an almost endless line, we were escorted to our seats. Of course, everyone was staring and wondering who we were."

After the show the Navy couple tried their luck in the casino. "This, unfortunately, was not on the house," said the chief.

The first full day ended in the small hours, "but it was still difficult getting to sleep thinking about how beautiful the 'Folies' had been, and our fabulous day," Mrs. Czajkowski said.

Next morning, Chief Dolloway escorted them to city hall where the mayor gave them the symbolic keys to the city.

Breakfast followed, and Mrs. Czajkowski was pre-

sentent souvenirs by a restaurant manager, including a baseball autographed by Maury Wills, who was also eating there.

"Marsha is an avid sports fan," said the chief, "and she really floated on cloud nine when the manager brought Maury Wills over to meet us. This may have been her biggest thrill of the trip."

That evening the red carpet was rolled out again—that time for the dinner show "Lido de Paris" at another hotel.

"By now we were 'old hands' at this and were much more at ease," Chief Czajkowski said. At ease until the next morning, that is, when he made his first television appearance.

"It was only a two-minute spot on a local show," he said, "but I was so nervous it seemed like two hours. A 30-second tape was also made for the evening news and as a result of the newspaper and television coverage, I became fairly recognizable to the public," he continued.

"This was kind of neat, especially in a city filled with so many celebrities. Everybody congratulated me, saying that being a Sailor of the Year is a great honor, and that it's a super program for the Navy.

"Later, I went on radio for a few minutes. This wasn't nearly as frightening as television."

In the afternoon the chief went to the local recruiting office for a question-and-answer period with recruiters. Then, after dinner with the Dolloways, the two couples took in another show, at still another hotel.

The following day the Czajkowskis were treated to a complimentary escorted tour of the Lake Meade and Hoover Dam area. Also included were a buffet lunch, a 90-minute boat ride and a guided tour of the dam's power and pump works.

Their final evening was spent seeing one more show. After that they made one last tour of Las Vegas where the nights and days seem turned around. "The hours finally caught up with us and we had to catch a few hours' rest. By then there was only time for a bite to eat and get to the airport."

—JO1 Tom Jansing

BMC Frank Czajkowski, sailor of the year for 1975, with his wife Marsha.





Seabees Restore U.S. Memorial In Shimoda, Japan

"He was killed by a fall from the fore-topsail yard while in the discharge of his duty on board the USS Steamer Powhatan," reads an epitaph on one of five tombstones—memorials to the first Americans buried in Japan about 120 years ago. The tombstones, located in Shimoda, mark the graves of three sailors and two Marines, all members of Admiral Perry's famous Black Ship Expedition that opened trade between the United States and Japan.

For over a century these memorials, erected by the American shipmates of the fallen, have stood at Gyokusenji Temple and withstood constant changes in weather. Rains, heavy winds and muggy summers have eroded the headstones until some letters became unreadable, yet the basic structures remained sound until an earthquake struck the small fishing town on 10 May 1974.

Cracks abounded from top to bottom of each stone and the patio on which they rested gave way, causing the base of each to sink forward nearly a foot. The markers looked as though they would not stand another week, much less another century.

The stones remained in that condition for nearly a year before Shimoda city officials asked the Navy for help in repairing them. Lieutenant Commander Alexander C. Gunn, staff civil engineer for Fleet Activities Yokosuka, with Senior Chief Kenneth G. Hall, went to Shimoda to inspect the ancient memorial and assess damages.

After deciding that the stones could be restored, Gunn and a crew of four men left Yokosuka in April to preserve a little American history in a Japanese town.

What made the Seabees' job tough was that the stones stood alone on top of a small hill. The only access was a narrow flight of stairs. Working space was severely limited. Both ends of the plateau were

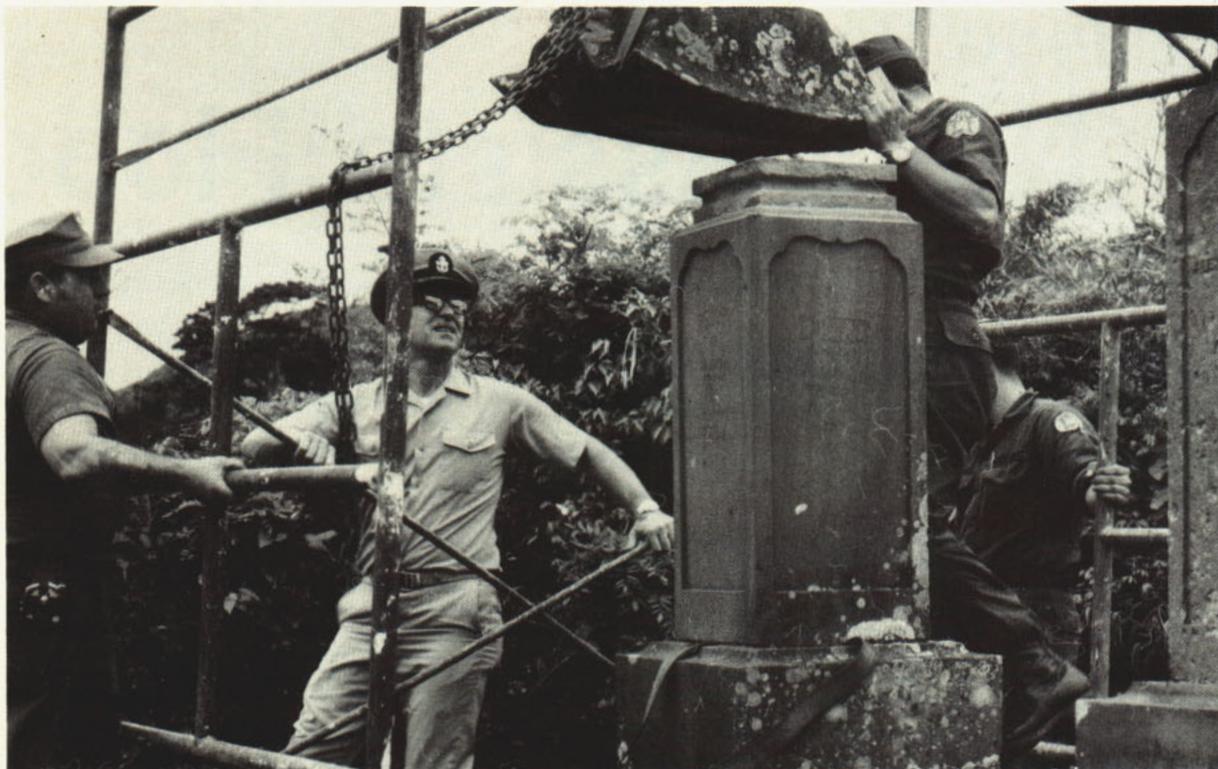
blocked—one end by other gravestones and the other by hedges. One careless step on the plateau would result in a 10-foot drop onto a concrete slab or into a drainage pool.

Each memorial had to be disassembled stone by stone and each stone, 65 in all, weighed from 200 to 400 pounds. Once the structures were taken apart, a reinforced slab was poured to fill the gaps caused by the quake. After this slab dried, the tombstones were pieced back together. To ensure that each stone was replaced in its original position, each had been marked and pictures taken beforehand. Finally, a fresh patio was poured around the reconstructed stones.

Seabees restored the monuments using many of the same techniques of the original builders 120 years ago. Where the men of the past probably used an A-frame and block-and-tackle to lift the stones, the Seabees used the same rig in a metal scaffold and a winch, plus the same old-fashioned, heavy-duty muscle.

Care was taken with every stone since they were fragile and brittle. "Because of the age and historical value, it was kind of like an archeological job instead





of construction," said Senior Chief Hall.

"We had to get them back to what they looked like 120 years ago," added another of the Seabees. If they had failed in that respect, one person in Shimoda would have noticed immediately.

That person would have been Mrs. Setsu Murakami, better known as "Obasan" (grandmother). She takes care of the temple grounds and has lived there for 52 years.

Though it was city hall that had called the Seabees to Shimoda, Obasan was the lady whose bright smile welcomed them at the job site every day. It was she who kept people from damaging their work when they weren't there. And it was she to whom those stones meant more than anything else. So she was the lady the construction workers wanted to please.

And please they did.

On the final day, as the Seabees were planting new flowers along the stairs to the stones, Mrs. Murakami's satisfaction showed in her bright smile and her eyes. Even if she hadn't been going around saying (to nobody in particular) "suteki, suteki" (nice, nice), it would have been easy to tell she was pleased by just looking at her. The Navymen not only repaired a part of history, but also they repaired a part of her life.

Story by JOSN John Williams



Left: Bags of cement and sand are moved to the work site by a conveyor, constructed by Seabees for use in restoration of the 120-year-old memorials. **Top:** Under the direction of SCPO Hall (center), Seabees replace top stone from the main section of a monument. **Right:** The tombstones of three Navymen and two Marines, members of Admiral Perry's Black Ship Expedition, stand straight and sound following restoration by Seabees from Yokosuka, Japan.

HELPING HAND-

Navy Assists Flood

Navy volunteers literally "came to the rescue" during the worst winter flooding in western Washington's history. A sudden snowpack thaw in the Cascade Mountains, followed by heavy rains, caused five major rivers to overflow their banks, devastating bordering counties. Help was desperately needed—NAS Whidbey Island personnel got busy.

The air station, located 27 miles from the worst flood area, wasn't in danger. But volunteers from the station came to the aid of flood victims by rescuing stranded families and building sandbag dams against the rising water.

Their efforts accounted for more than 100 air rescues and figured prominently in saving the business district of one community and the water supply of another.

The most dramatic moments of the flood were the helicopter rescues by the Search and Rescue unit. Usually, the men of the unit consider themselves busy with a few rescues a month. During the emergency, the SAR unit was credited with 114 rescues completed during 40 hours' flying time.

The pilots were forced to take risks normally avoided. At one time, Lieutenant Bryce Graham hovered under a power line to reach a victim. Another pilot was forced to land on a railroad track to rescue a man with a broken leg.

Helicopter crews continually had to improvise for each situation. One family that included small children and a four-month-old baby was plucked to safety minutes before a dike broke and sent water cascading through their home. The baby was zippered into a parachute bag for the lift to the helicopter.

Understandably, children were quite frightened until aircrewmembers reassured them. "One little girl cried until I told her it was just like a roller coaster ride. Then she began to enjoy herself," a crewman remembers.

Also requiring careful handling was a pregnant woman and another woman who had suffered a heart attack. Luckily, Navy doctor Lieutenant Commander Richard Imes was aboard the helicopter and administered aid at the scene. The heart attack victim later recovered, possibly due to the immediate medical attention she received.

Just as important as the lifesaving endeavors of the aircrewmembers was the tedious, backbreaking work performed by ground crews. Lieutenant (jg) Guy Blanton and his 54-man Seabee crew, assisted by a 32-man volunteer relief crew from the base, led by Lieutenant Duke Smith, spent nearly three days fighting the flooding waters, often working through the night. The ground crews filled an estimated 65,000 sandbags used in dike-building.

As many as 300 Navymen at a time were at work on a sandbag dike around a water treatment plant in danger of flooding. The plant supplied water to more than 23,000 people—saving it was vital. The job was made even more difficult because flood waters had made the ground surrounding the plant so spongy that no trucks could be used. Sandbags were carried by wheelbarrows to the dike location over a wooden catwalk,

Left: Navy volunteers from NAS Whidbey Island lend a hand by filling sandbags for use in building dams. Over 65,000 were used. Facing page, top: Station Disaster Control communicator acts as liaison for ground crew and rescue team operations. Right: Flood levels in housing areas necessitated the use of Search and Rescue helicopters to take stranded persons to safety.



Victims

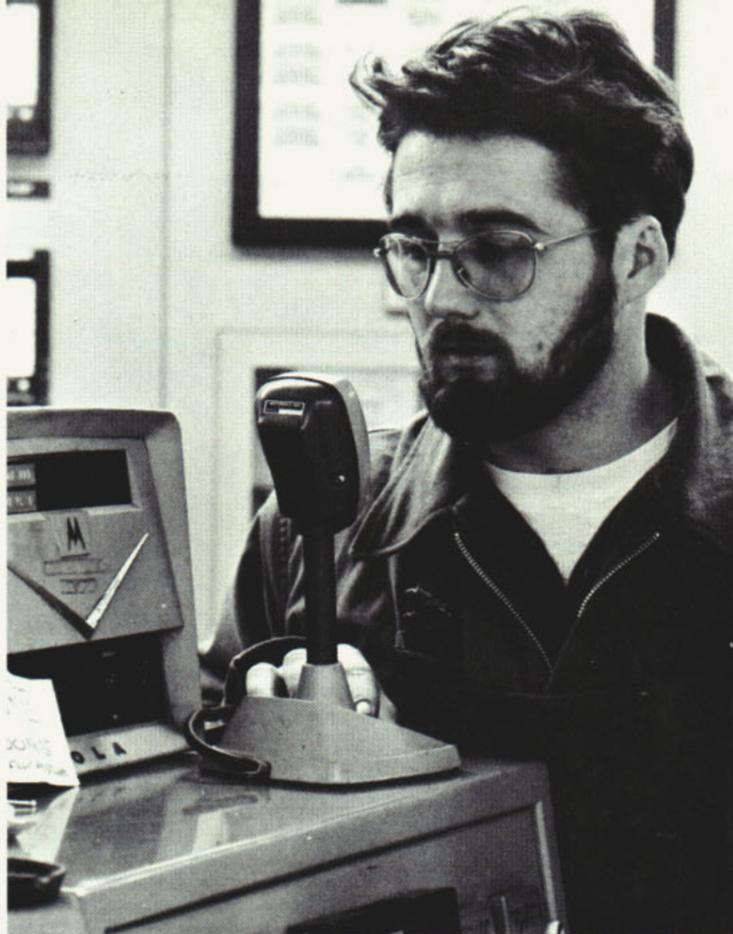
constructed by the Seabees. Navy and civilian volunteers worked through the night and finished the dike at 0300, saving the treatment plant from extensive damage.

By building yet another sandbag dike, Navy workers are also credited with helping to save the Mt. Vernon, Wash., business district. The community of 10,000 was threatened by rising waters of the Skagit River. At its peak, the river rose over seven feet above flood stage.

The waters have receded. Seven counties were declared disaster areas with damages exceeding \$50 million. The flood was a disaster; further tragedy was avoided by the many Navy efforts. There were no deaths reported.

The mayors of local communities have lauded the efforts of Navy crews, citing the untiring determination of the volunteers. Through their unselfish actions, the people of Whidbey Island Naval Air Station showed their concern for their neighbors and community.

Story by LCDR R. A. Woehler;
Photos by PH2 S. Medina, PHAN
N. Carlberg and FN E. Dyson





NAVY REFORESTATION PROGRAM ON THE ENVIRONMENTAL FRONT

What does a seagoing service like the Navy have to do with forestry? A great deal. While the Navy's missions involve the sea, it also maintains close to 4,400,000 acres of real estate for the naval shore establishment. Almost 300,000 acres of that is open to use in the area of forestry.

Aside from the fact that the Navy's forestry program has returned \$10 million to the government during the last 14 years, it has also greatly enhanced the nation's

vital real estate through environmental and ecological measures.

Active duty naval personnel take no part in the work of the forestry program but they, along with their civilian counterparts, do enjoy multiple benefits such as use of military property for recreational pursuits.

Here's the story.

An active, productive forestry program staffed by professionals has been a way of life for the Navy for over 14 years. It is one of three areas under the Navy's Natural Resources Management Program, supervised and managed by Naval Facilities Engineering Command Real Property Management personnel. The program had its start in 1961.

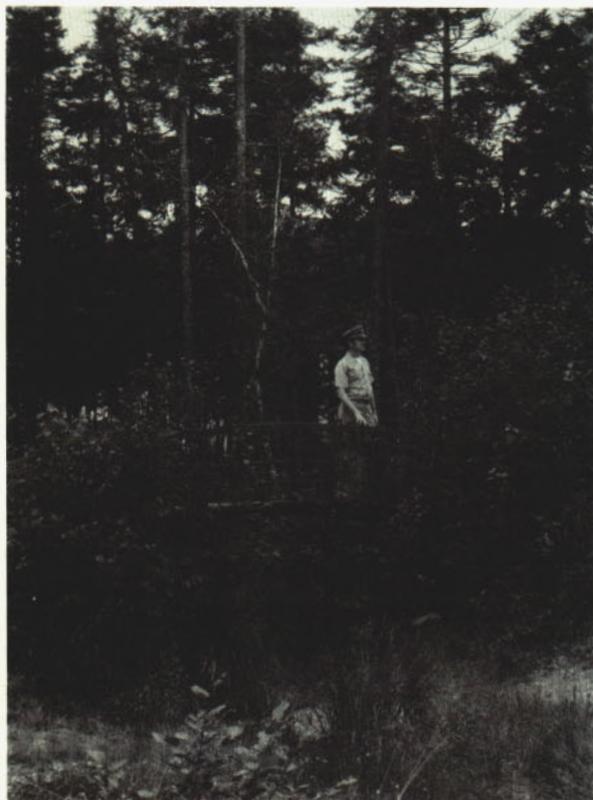
At that time almost half the 294,000 acres now under management was in need of restoration, improvement, and development.

This was due, in part, to the fact that a lot of land acquired over the years for Navy and Marine Corps installations had been stripped of marketable timber. Recognition of the need for such a program was lacking, not also to mention a lack of funds and a scarcity of technical assistance.

Forest areas or land having timber growth potential had to be mapped out, inventoried, evaluated, and the whole effort had to be organized for management. Schedules were developed for seeding and reforestation. Less productive timber was to be removed while the best specimens were to be left as crop trees.

"Long-range forest resources management plans specify where and when timber will be cut in a given area, and what will be done to keep the land at its maximum level of productivity," said Roy H. Leford, forestry branch head at Naval Facilities Engineering Command's real estate management division.

Facing page: The Navy's forests enhance the nation's vital real estate. Shown here is an area of NAS Patuxent River which received the Navy's Natural Resources Conservation Award. Left: A naval officer views a wooded area that underwent rehabilitation at NRS (T), Cutler, Maine.



ON THE ENVIRONMENTAL FRONT

"Currently we have 15 professional foresters serving five engineering field divisions and 65 stations with forestry programs," he said. "Each area has its own soil and timber factors, productivity problems and market conditions. Management methods must be flexible enough to fit various conditions throughout the United States."

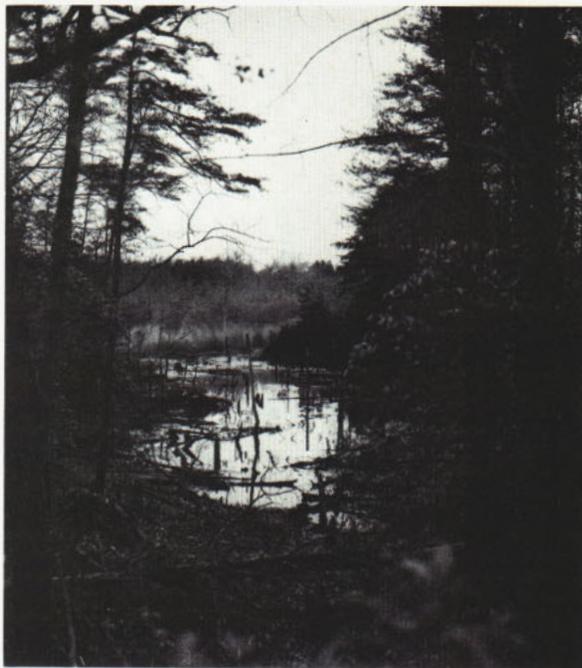
Since the Navy's Forest Resource Management program began, contracts have been let to the highest bidder on 114,000 acres yielding 144.7 million board feet of timber. Almost \$10 million has been returned to the government since 1961.

Over \$60,000 a year is being saved in grounds maintenance as timber stands replace what were once grassed, weeded or brushy areas.

"As the annual cut has been consistently below the amount allowed, the growing stock in most timber producing areas is rapidly increasing. This means that a higher volume and better quality product will be harvested in time," Ledford added.

During the early years of the forestry program, expenses exceeded sales, but the margin narrowed as timber on reforested areas was brought into production. Last year's excess of proceeds over expenses amounted to about \$1.2 million.

Money from the timber harvests is placed in a central fund controlled by the Department of Defense. Deposits are used to cover forestry program expenses and



Left: Navy real estate is managed with a view to many environmental factors, including erosion control, fish and wildlife conservation, and recreation potential. Top right: Planned forestry can build a watershed to help control soil erosion and reduce air and water pollution. Right: Wild waterfowl on a man-made lake, living proof of a healthy environment at award-winning NAS Patuxent River.

any excess is used for other property disposal expenditures.

Other aspects of forestry operations include building and maintaining timber access roads, fire prevention and protection, and weed, insect and disease control.

The two other closely related disciplines also supervised and managed by the Deputy Assistant Commander for Real Estate, (NAVFAC) are Fish and Wildlife, and Soil and Water conservation. Methods used to produce timber generally improve the habitat for fish and wildlife. Soil and water conservation is also facilitated. To ensure that all operations meet both military and national environmental standards, environmental impact assessments are made for all planned work.

"Sound forestry management has beneficial aspects not measurable in monetary terms alone. It affects a host of other areas as well," Ledford said.

Planned forestry has favorably affected the environment through erosion control, watershed protection, and air and water pollution reduction. Moreover, it has improved the aesthetic quality of the landscape along with its recreational potential.

Last year, in the pursuit of recreation, nearly a million and a half individuals took advantage of an open-door policy, joining military personnel at numerous installations on approximately two million acres of land and 42,000 acres of waterways.

Activities ranged from camping in the woods and hiking along nature trails to boating, swimming and skiing.

"We are constantly on the alert to make full use of

the most recent developments in the field of forestry," Ledford said. "Improved techniques will help the Naval Facilities Engineering Command continue to manage natural resources in accordance with its military mission, and in the manner best serving the environment, the people, and the national interest."

TREES FOR OLD IRONSIDES

Besides timber production and multiple-use forestry operations, the Navy's forestry branch is also involved in the following research and special projects:

- In the future, timber resources needed for overhauls of USS *Constitution* ("Old Ironsides") will be provided by harvests from white oak timber stands at Naval Ammunition Depot, Crane, Ind., and from Douglas-fir groves in Navy forest lands in the Puget Sound area.

- Tree species are being evaluated for timber production on semi-arid land at U. S. Naval Weapons Station, Concord, Calif. Types include 33 kinds of eucalyptus trees and 16 varieties of Mexican pine. The experimental research is being conducted in coopera-

tion with the U. S. Forest Service.

- Navy foresters are working in conjunction with the Department of Agriculture and the U. S. Forest Service at Naval Ammunition Depot, Earle, N. J. to control and eliminate the gypsy moth. Since the discovery of this moth at that location about 10 years ago, damage and mortality to timber stands have run as high as 90 per cent.

Chemical and biological measures are being used to control the moth, and research to eliminate the insect continues. Management practices to reduce impact also include replacing highly susceptible forest types with more resistant timber.

- The Navy has a forest management program at Subic Bay, R. P., which enhances relationships between the Republic of the Philippines and the United States. Valuable species such as teak and large-leaf honduras mahogany have been introduced and other timber-producing types are encouraged. Eventually, the forest area will be returned to the Philippine government.

- The forestry program includes management of quality timber for possible use in time of national emergency.

NAVY CONVERSATION AWARD WINNERS

Naval Air Station Patuxent River, Md., and the Marine Corps Base, Camp Lejeune, N. C., have been named as first-place winners of the Navy's annual Natural Resources Conservation Award. Both activities are in the 5000 acres or more category, and both received special recognition in the Secretary of Defense conservation award competition.

Although not selected as candidates for DOD competition, Navy and Marine Corps winners in the 5000 acres or less category were Naval Radio Station (T), Cutler, Maine, and the Marine Corps Supply Center, Albany, Ga. (NRS Cutler also won a conservation award in 1974; see ALL HANDS, April 1974, page 30.)

The four activities were selected from 19 Navy and Marine Corps nominees by a panel of prominent conservationists and were judged on the basis of three years' achievements. Criteria included forestry operations, fish and wildlife management, soil and water conservation, and environmental improvements. Other factors were development of outdoor recreation areas, conservation education and club activities, and community relations.

In addition, seven other installations qualified for a Secretary of Defense certificate for meritorious achievement in natural resources. They are:

- Naval Weapons Station, Earle, N. J.
- Naval Air Station, Lakehurst, N. J.
- Naval Ammunition Depot, McAlester, Okla.
- Naval Air Station, Meridian, Miss.
- Naval Weapons Station, Charleston, S. C.
- Naval Station, Adak, Alaska
- Naval Weapons Station, Concord, Calif.

The Navy's Natural Resources Management is part of the national conservation program which encompasses more than 19 million acres of the 25.6 million acres of land controlled by the Department of Defense.

—JOC Shirley Wilson



ALL ABOUT MARS

Military Affiliate Radio System

A small airplane crashes near Fredericksburg, Va. Within minutes after the accident is discovered, a MARS member has directed rescue workers to the crash scene by radio.

It's been a long day for Bill. Everything went wrong from morning muster to secure. He's new on base and hasn't made many friends. He misses his family but can't afford to call home. Again, MARS comes to the rescue.

The Military Affiliate Radio System—MARS—is a network of amateur radio operators. The mission of the Navy-Marine Corps MARS is to provide emergency communications on a local, national and international basis as a supplement to normal naval communications. In case of a national disaster, the Navy, therefore, is guaranteed additional open lines of communication to almost any part of the world.

Since disasters occur infrequently, MARS stations are generally used to relay phone patch calls or send teletype messages from servicemen overseas to their loved ones at home. In emergencies, such as a plane crash or a search and rescue operation, MARS is on hand to provide communication when normal means are not available.

The system has more emergency communications potential per tax dollar than any other program within the Department of Defense. This is due largely to the volunteer nature of the program. Its strength lies in the technical and operational skill of its civilian members to provide the flexibility necessary for survival communications.

The Navy and Marine Corps MARS system began in 1963, when limited operations commenced within the continental United States. The system soon grew to more than 8500 member stations.

In 1972, a membership review resulted in setting a ceiling of 4000 members. That level is considered sufficient to carry out the assigned emergency communication mission effectively. A small staff of active duty military personnel would be capable of supervising and administering the effort.

Located in Arlington, Va., the MARS Washington, D. C., station is the hub for operations on the east coast. That station is also the office of Chief of MARS, Lieutenant Commander Steve Adams. He and his small staff coordinate the efforts of almost 3500 civilian operators. They also operate their own MARS station, handling more than 72,000 radio-telephone patches and 153,000 teletype messages a year.

MARS operations extend to Alaska, Hawaii, the western Pacific, the Far East, the Caribbean, Iceland and Diego Garcia. There are crossover networks to the Army-Air Force MARS system for coverage of areas where Navy-Marine Corps MARS is not operational.

The bulk of the participants in the MARS program are volunteer civilian amateur radio operators who work the system on their own time, using their own licensed equipment. They are not paid for their services. Before

Below: Making fine adjustments to complex radio equipment, Seaman Apprentice Mike Thomas maintains radio contact with overseas stations. Facing page: Robert Ratliff keeps his MARS operators up to date on the latest in radios and radio procedures.





becoming a MARS member, a volunteer must be licensed by the Federal Communication Commission (FCC). The volunteer must then meet the MARS program criteria, spelled out in Naval Telecommunications Procedures Communications Instructions (NTP-8) for the U. S. Navy-Marine Corps Military Affiliate Radio System.

Besides the enjoyment of becoming more involved with his hobby, a MARS volunteer reaps other benefits. Any salvageable radio equipment surveyed by the government is available to MARS operators for use in their stations as long as they remain members. This provides them equipment they might not be able to afford privately.

MARS calls can usually be placed from anywhere in the world where servicemen are stationed and on occasion can be initiated inside the United States to bases overseas.

The only cost involved is regular commercial telephone rates from the MARS station receiving a call to the phone number accepting the call. Whereas a normal commercial call from Australia to the U. S. costs approximately \$25 for three minutes, a similar call, using MARS facilities, costs the commercial rate between the location of the MARS receiving station and the person being called. If the MARS station is in the same city as the person called, no charge would result.

To place a call from overseas to their home in the states, Navy men or women phone the local MARS station. The operator is told the location and phone number of the person to be contacted. The MARS operator checks the schedule of the receiving station. In some cases the call can be placed immediately. Because of time zones and operating schedules, it may take some

time to get other calls patched through, although usually no more than a day.

MARS also has teletype capabilities. A message can be sent free over the Navy-Marine Corps systems.

For phone patching, when the receiving station is contacted over MARS frequencies, the receiving operator calls the phone number requested. After reversing charges, the receiving station "patches" the call through on a regular phone line.

Teletype messages are sent over regularly scheduled teletype circuits to the station nearest the destination. The operator of the receiving station then calls the person the message is addressed to and reads it over the phone to the receiving party. If requested by the receiving party, a copy of the message is also mailed.

While MARS is an inexpensive way for servicemen overseas to call home, in some places—such as Diego Garcia and Antarctica—MARS can, at times, be the only fast link with families. Mail is a very scarce item during an Antarctic winter. MARS brings sailors news of home, and also brings them a bit closer to their families.

A whole new range of MARS operations will soon include ships at sea. With MARS capabilities aboard ship, news will be immediate and as personal as a local phone call.

With the commanding officer's permission, qualified volunteer operators may establish stations aboard ship for sending and receiving over MARS frequencies. A new directive—NAVTELIST 2371.1—is being distributed to set forth guidelines for MARS operation aboard ship.

Whether it is an emergency or a lonely Navy member calling home, MARS is there to help.

—JO2 D. Matthews

DEFENSE PROPERTY
DISPOSAL OFFICE

A GOLD MINE AT YOUR SERVICE





That's gold in them thar hills! The gold isn't yellow, nor the hills rock and dirt, but your command and perhaps you may be able to stake a claim in this "gold mine." It's as close as your nearest Defense Property Disposal Office (DPDO).

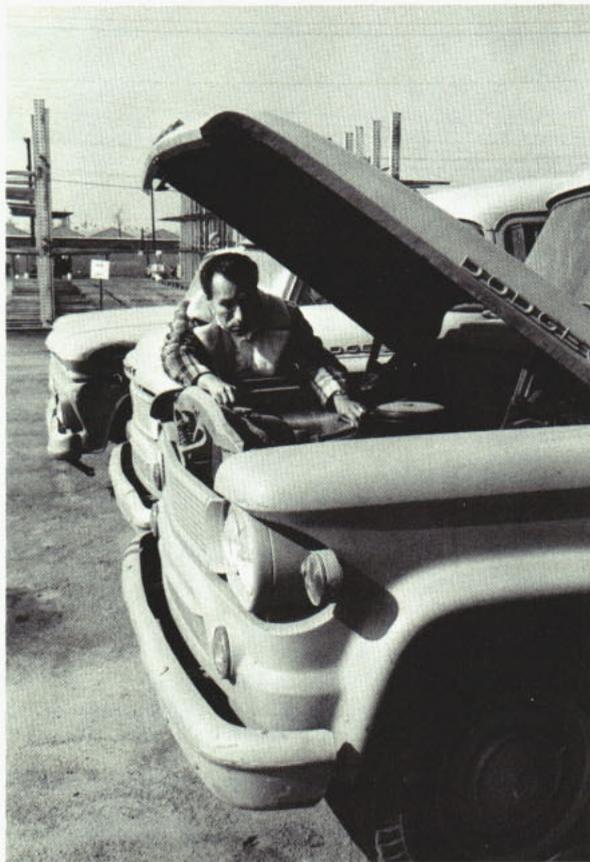
Disposal offices are not just junkyards—a common misconception. The materials processed by the centers are reusable (sometimes new) "excess" items, not to be confused with scrap, which is customarily sold by the pound.

Worldwide assets of the disposal service add up to billions of dollars. Millions of items await screening at DPDOs and are available to any DOD agency that needs them.

Reutilization is the key to savings in this project. With command funding reduced to present levels, the importance of the DPDO's is immeasurable. The no-cost acquisition of materials benefits military, federal and state government agencies, and even schools.

Established in September 1972, under the Defense Supply Agency (DSA), DPDO closed the door on the old system that had each service handling its own excess materials. Now DSA coordinates the processing,

At left: Silver wash is recovered from small electronic parts for large savings. Facing page, bottom: "Reutilization" specialist Pete Yanich, San Diego DPDO, checks the paperwork on crates of new cable. Below left: The scrapyards at the North Island Naval Air Station DPDO is not a junkyard. Materials are segregated and reused, or sold as scrap. Below: Checking the condition of excess material, such as this truck, is the job of DOD civilian specialist Jose E. Martinez.



reutilization, and donation of over five billion dollars annually in excess materials. A computerized master list at Battle Creek, Mich., DPDO headquarters, can locate specific items quickly from DPDOs all over the world. "If you need it, we've probably got it somewhere," claims Gerald F. McGhee, property disposal officer at San Diego's DPDO.

The process of finding what your command needs is relatively simple. Call Defense Property Disposal Service Battle Creek and find out the location of the DPDO nearest you. Usually, any fair-sized base will have some kind of facility. Go there and check their inventory. If your local DPDO has the item you need, you can physically check for defects before submitting either Form DD-1149 or DD-1348 to claim it.

If the local disposal office doesn't have your item, there are catalogs called (EPPLS) of other disposal offices you can check. If the item is still not available, the master list in Battle Creek can be used to continue the search. For more personalized assistance, contact one of the region offices near you. The regions are listed separately.

"We're not here to try and replace supply," states reutilization expert Pete Yanich of San Diego. "We just want to get as much of this usable material back into the system as possible."

In these times of funding cutbacks, it may well be worth your while to check with your local property disposal office.

—Story and Photos by PH1 Carl Begy



Above: Thousands of excess items are separated and await screening at each of the local Defense Property Disposal Offices throughout the world. Below: These bearings are no longer usable so they are sold as scrap by the pound.



A LISTING OF SOME OF THE MAJOR DPD ACTIVITIES...

There are many Defense Property Disposal Offices located in the United States and overseas. As stated in the accompanying article, you can find the one located nearest you by contacting Defense Property Disposal Service, Battle Creek, Mich. 49016. You may also want to contact one of the regional offices or overseas offices that are closer to you. They are listed below.

Mailing Address	Location	
Defense Property Disposal Region (27) P.O. Box 13110 Columbus, Ohio 43212	3990 E. Broad Street Columbus, Ohio	Defense Property Disposal Region, Pacific APO San Francisco 96553 Building 104 Fort Kamehameha, Hawaii
Defense Property Disposal Residency (16) P.O. Box 100 Portsmouth, R.I. 02871 (Conducts sales of vessels)	Building 115 Naval Base, Gate 51 Portsmouth, R.I.	Defense Property Disposal Office, Sales Div. (60) Naval Supply Center Box 300 FPO San Francisco 96610 Storage Area Pearl City, Hawaii
Defense Property Disposal Region (31) P.O. Box 14716 Memphis, Tenn. 38114	Defense Depot Memphis 2163 Airways Blvd. Memphis, Tenn.	Defense Property Disposal Office, Sales Div. (61) APO San Francisco 96220 Pupyong-Dong Inchon-Si Kyongki-Do, Korea
Defense Property Disposal Region (41) P.O. Box 58 Defense Depot Ogden Station Ogden, Utah 84401	Defense Depot Ogden Building 2A 500 West 12th Street Ogden, Utah	Defense Property Disposal Office, Sales Div. (62) APO San Francisco 96343 No. 600 Kamiyabe Sagamihara City Kanagawa Prefecture Honshu, Japan
There are a number of offices located overseas. The ones that most naval activities would be principally interested in are the following:		Defense Property Disposal Office, Sales Div. (64) FPO San Francisco 96651 U.S. Naval Supply Depot Subic Bay Republic of the Philippines
Defense Property Disposal Region, Europe (50) Lindsey Air Station APO New York 09666		Defense Property Disposal Office, Sales Div. (65) FPO San Francisco 96630 U.S. Naval Supply Depot Guam, Mariana Islands
(Conducts sales of surplus property generated by DOD activities in European countries and also in the Azores, Greenland, Iceland, Eritrea (Ethiopia), and Morocco.)		Defense Property Disposal Office, Sales Div. (66) APO San Francisco 96248 Bldg. S-320 Camp Mercy, Okinawa Ryukyus Islands

letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Navy Internal Relations Activity, Office of the Chief of Information, Washington, D. C. 20360.

Enlisted Evaluations

SIR: I am concerned about one major fallacy in the preparation of the Enlisted Performance Evaluation.

BuPers Notice 1616 of 16 Aug 1973 and BuPers Manual 3410150 state, "A member reported on shall be afforded the opportunity to view the completed report and, in acknowledgement thereof,

affix his signature in the space provided." and, "The Worksheet and the official report that has been signed by the reporting officer are then utilized for counseling of the member prior to submission of the official report."

Considering the many complaints from enlisted personnel being evaluated concerning marks awarded and the fact that they must submit a letter of rebuttal within 15 days to the Chief of Naval Personnel requesting action be initiated to change the marks, I feel much disagreement and resentment could be avoided by allowing members to view and discuss their assigned marks prior to the reporting officer's signature on the smooth copy to be submitted. I know it would save a lot of time and words in the personnel offices when the members are called for signature.—PN1 R. D. F.

● The Chief of Naval Personnel charges commanding officers with the preparation and submission of evaluation reports. The methods which commanding officers employ to accomplish the task is placed entirely in their charge. The problems that the personnel office has experienced at your command may be resolved by the commanding officer adopting your recommendation. Owing to the many different types of commands, the procedure which you have suggested could prove to be difficult because of the different physical locations of the reporting senior and the ratees, and the number of evaluations submitted.

However, you should submit your recommendation to your commanding officer for consideration. All previous instructions and notices concerning the preparation of performance evaluation reports have been incorporated into BuPers Manual 3410150.—Ed.

Flag Waver

SIR: We enjoyed, and appreciated, your article "Visit With A Flag Waver" (Nov 1975). However, we at the Signalman "A" School, Orlando, Fla., feel that you have used either an incorrect or incomplete signal (CORPEN ZERO NINE ZERO) in your article.—SMCS P. S. P.

● You are right. The signalman detailer in BuPers commented: "'Corpen zero nine zero' is not a correct signal. 'Port' was omitted by mistake. The signal should read, 'Corpen port zero nine zero.' This is just one signal that could be used. A corpen signal must contain 'Starboard' or 'Port' when signaling action to indicate direction of turn."

Upon receiving this word we checked the original press release upon which the story was based and learned that 'port' was indeed omitted.—ED.

'Last Shot' of WW II

SIR: I read a recent article that said USS *Concord* (CL 10) had fired the last shot in WW II. It was always my belief that USS *Saint Paul* (CA 73) had fired the last shot of WW II on the main island of Japan. Please let me know.—G.T.P.

● Your question is not a simple one. No one really knows who fired the last shot of WW II. *Concord* (CL 10) did conduct a shore bombardment of the *Suribachi Wan* area of the Kuril Islands on 13 Aug 1945. On the other hand, St. Paul (CA 73) is officially credited with having fired the last major-caliber salvo of the war on the Japanese home islands on 9 Aug 1945.

To complicate matters, Task Force 38 was attacked by Japanese aircraft on 15 Aug 1945, just after the order to cease hostilities was received. Those planes were fired upon and some were shot down. Whichever of these constitutes the last shot of the war depends upon how one defines "last shot."

Official recognition of a "last," however, extends only to St. Paul and then, specifically, with regard to the last major-caliber salvo fired against the Japanese home islands.—ED.

WW I Sub Sinking

SIR: I am writing on behalf of my husband who was recently a guest at the local Navy celebration of the Navy's 200th anniversary. Following this function the recruiting station wrote to my husband thanking him for his participation and presence and concluded: "Enclosed please find a copy of the Navy Bicentennial issue of 'ALL HANDS' which I am sure you will enjoy."

My husband did enjoy this copy, but was especially interested in a statement on page 20 relating to World War I which reads: "Another notable event of WW I came on 17 Nov 1917 when the destroyers *Nicholson* and *Fanning* became the first U. S. ships to sink an enemy submarine—U-58, 10 miles east of Queenstown, Ireland."

My husband was on *Mongolia* during World War I and, as the enclosed newspaper photo shows, *Mongolia* is cited as being the first U. S. ship to sink a German submarine, on 17 April, right when

the U. S. entered the war, seven months before the ships mentioned in "ALL HANDS."

I should be interested to know why this *Mongolia* sinking is not mentioned.—Mrs. Thomas Cotter, BTC Thomas A. Cotter, USN (Ret)

• *The extensive research that went into the Navy Bicentennial issue of ALL HANDS did not cover the role of merchant ships but was limited to U. S. Navy ships. Consequently, the researchers for this issue were not made aware of the most interesting and unusual achievement of SS Mongolia until we received your letter.*

The event your husband refers to is further described in Volume IV of the Dictionary of American Naval Fighting Ships (p. 414) as follows: ". . . Mongolia took on an armed guard 17 March 1917. On 19 April, she was attacked by a German submarine, passing from her port bow to starboard quarter to attack. Mongolia fired on the submarine, wrecking her periscope and conning tower, then pursued, forcing the submarine to submerge in this, the first encounter of an American ship with a U-boat."

Thank you for taking the time and trouble to call this historical incident to our attention.—Ed.

Use of Tires

SIR: Refer your article about tires in the November 1975 issue. I have some additional information your readers might find interesting.

Radial tires, invented in 1948, were used in the U. S. A. before 1965, but primarily by sports car buffs.

Some commercial radials that will fit pick-up trucks have steel sidewall cords.

Wide tires (the modern fad) can cause hydroplaning on wet roads and can also cause some autos with uneven weight distribution (light aft) to spin out upon hard cornering if the road is really smooth.

Some radial tire salesmen will sell you four tires and recommend you keep a conventional tire as a spare. If you have to use the spare be very careful. A radial spare is recommended if you run radials.

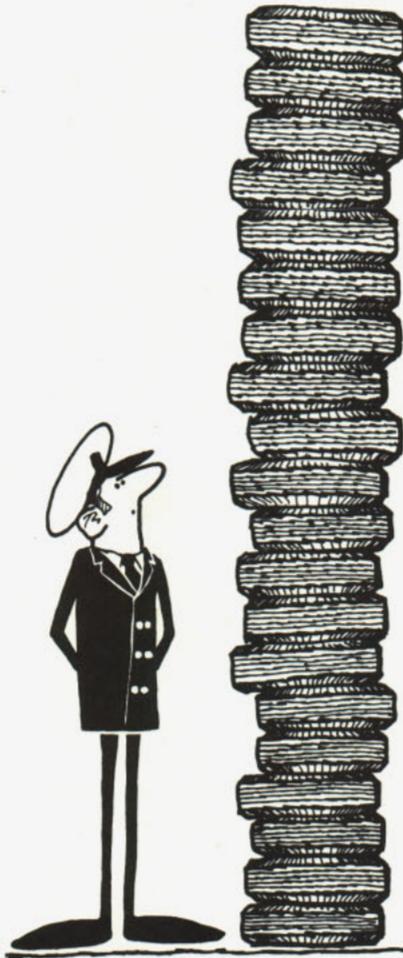
In some mud and snow conditions a narrow tire will give better traction than a wide tire since pounds per square inch to ground increases with narrow tires.

Some tires will experience a blowout if run at high speeds. For example, one manufacturer originally built one tire type for average passenger car use, but developed another type for 120-mph

sustained speeds. If the passenger-type tire is run at sustained high speeds failure may occur. Many other tires have such design parameters and it's difficult to find information on them.

Some American (but few foreign) cars will not take radial tires. The front end time-constants are wrong and radial tires have different inherent vibration frequencies, with resulting front end shake that balancing will not help.

Tire rotation diagrams accompanying the article are incorrect for many radials.



Manufacturers recommend front to back swaps, and that you do not swap one side of the car's tires with the other side. Many recommend not to rotate the spare.

All five tires should be balanced.

Personally, I take issue with manufacturers on retreads, as I've seen them come apart at 35 mph when that "recap" had not gone over 50 mph and had between 2500 and 4000 miles.

If you will examine bits of auto tread along roads you will find lots of "good

rubber" has come off; not all were "old baldies" as salesmen would have you believe! I definitely would not use them in competition unless specifically done for competition by one of the big companies.

I've been using radials on all cars, but on pick-up trucks, prefer big bias ply, as belted bias give trouble on sharp rocks and radial sidewalls will fail often in really rough, rocky areas. I also carry two spares for off-road use.

Rubber differences between manufacturers give different road holding abilities.—Mr. L. J. B.

Tire Rotation

SIR: Your article "What Every Sailor Should Know About Tires" was excellent. I believe you should clear up the tire rotation diagram on page 33. It is correct for bias tires, but I question its use for radials.

If my dealer is correct, radials should not be crossed due to the possibility of damage to the cords. He indicates there have been instances where cords have broken after being inadvertently crossed during rotation, causing severe handling problems.

I also remember a commercial on tire safety on the differences in rotating bias vs. radial tires. Can you clear this up for all those safety-conscious Navy families.—LTJG J. P. R.

• *Your dealer is correct; radial tires should not be crossed in rotation. Tire manufacturers recommend two ways of rotating radials. First, the front and rear tires on the same side should be switched. Second, if you want to use the spare tire, it should replace either rear tire, that rear tire should go to the front wheel on the same side and the front tire should then become the spare.—Ed.*

Use of Radials

SIR: Your article, "What Every Sailor Should Know About Tires" (November 1975), was well received. I was particularly pleased to see that your article says "do not mix radials" since I have seen other articles lull us into a sense of unsafe security by saying that it is okay to mix radials and bias belted if the radials are on the rear.

The one flaw I did find was in your statement that "The 78, in our example, means that the tire's tread is 78 per cent wider than it is high." Actually, the 78 is the ratio (assumed as .78) of the height of the tire to its width. Thus, the wider tire, the smaller the number.—C.S.E.

ALNAV PUZZLE

At your request—another AlNav puzzle: the theme is U. S. naval battles. The puzzle was created by Chief Data Processing Technicians Peter B. Phipps and John S. Skinder, both of whom are stationed at BuPers. (Other puzzle entries are welcomed. If you have a contribution to submit, please also include the solution, providing a list of the correct answers.)

It should be noted that this puzzle is considered to be more difficult than previous AlNav puzzles. A major source of information for the WWII battles was the July 1974 issue of ALL HANDS. If you still cannot locate the 19 World War II battles and eight battles of other wars, you'll find them listed upside down at the bottom of this page.

LANACLAD AUGBRADBURYELXDRSUNS
 AOJOHNENONECKLPDSAVOISLANDLB
 KRNDEISKINDERPNABQUAKONDOECQ
 ECUDLYLRICHZHLEADGJETWEWXIU
 CLAMOHA BDISIPOLSWXTVACGJIPRA
 HPDLPNRWK BLYLINAPOZCBRTISVCB
 ACAPECODDIBOBS SVOORENOSH BESA
 MEEXTQCUPICOLL IADUNLCHOSYLB Y
 PAYMASTPETMONEYJZOOXE BAYYLIL
 LACA OYICHTFLUGETYELYSANTIAGO
 ANDLBNNKOMANDORSKIISLANDRLTR
 IRRCEASCXXTRYTOFIN DUSXXSEARR
 NOOSPOTDEEXLFPADROMTTBIALVZI
 ZMEXGIBSONVLNAVYDAYASAPNAECV
 CATFISHRUGULFOFTONKINNNDN LIE
 KANCHORBAGDXIFRADEBININCDLNR
 GOSQUIDXADURSPSSSVIUOCLRPASS
 CKLPETELKCSAHSLSSTESIPOOADDKG
 SLOOPLLPHIPPSEAAERMIDEHBBZIR
 ALATMEECHIEFSSXFRTAXRTRDDAIU
 EEOSVBELLYBUTSEATHRLINTSTAYB
 YIPPRHASLAMLINTREACHDODUSNRS
 EXRDATENCKYNDPCOPXKULAGULFBK
 QUEENND DGPNDSETNOMSLOBT OCMC
 UNCLENSIOAGGF LUGSSSEYELWHALEI
 EGLUCKKINGREALZATRASWARD OAV
 UROKAWANIKOATSOYLZCUNNINGHAM
 ERENNELLISLANDREGROEGTSEPACE

Vella Lavella
 Other battles (8)
 Gulf of Tonkin
 Lake Champlain
 Lake Erie
 Manila Bay
 Mobile Bay
 New Orleans
 Santago
 Vicksburg

Kula Gulf
 Leyte Gulf
 Midway
 Okinawa
 Philippine Sea
 Rennell Island
 Santa Cruz
 Savo Island
 Tassafaronga
 Vella Gulf

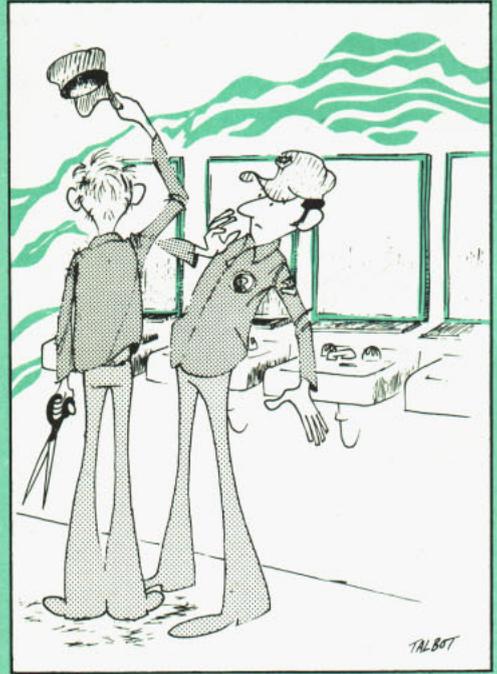
U. S. Naval Battles (27 total)
 World War II (19)
 Bismarck Sea
 Cape St. George
 Coral Sea
 Empress Augusta Bay
 Guadalcanal
 Java Sea
 Komombangara
 Komandorski Island

LCDR R. A. Beaty



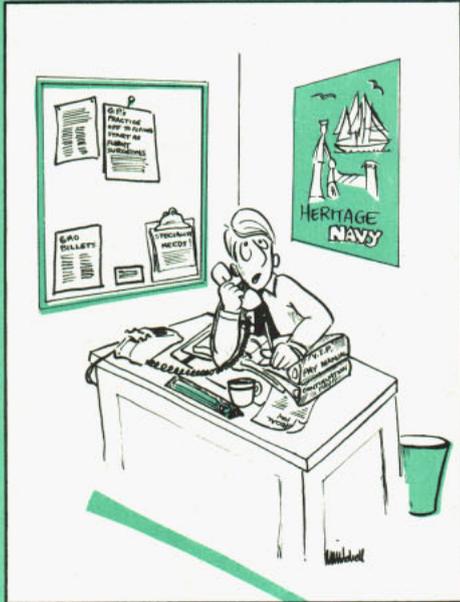
"Sir, should I call Security first, or the hospital?"

DM3 D. Talbot



"You'd be surprised how much money I save by cutting my own hair!"

HM1 M. F. Mitchell



"Do Navy physicians have malpractice suits? Well, doctor, uh ... I'm sure you could buy one with your uniform allowance."

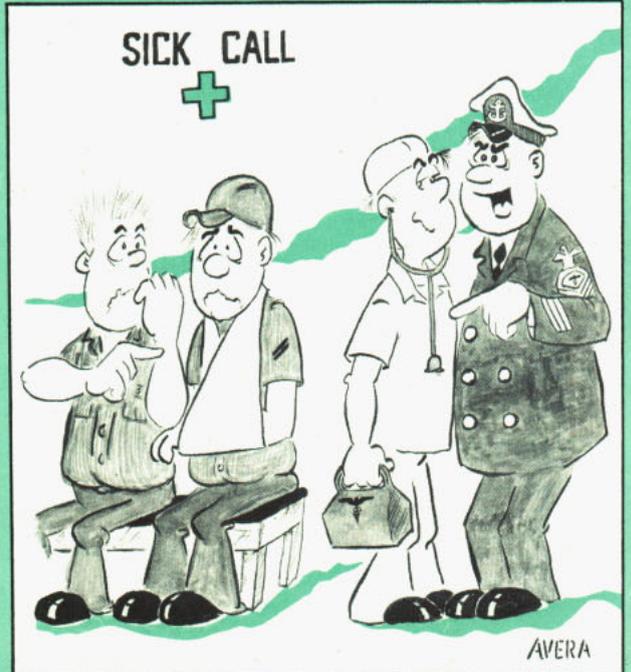
on the
serious side

DK2 N. D. Hernandez



"You see, Sir, we just don't give special pay, you gotta run a chit through the chain of command."

YNCS G. M. Avera



"I'm telling you for the last time ... no more heart transplants until you make 3rd class!"

avera

TAFFRAIL TALK

Working as a drug detector requires a certain dogged spirit—a natural for "Dale," assigned to the Yokosuka, Japan Naval Base Shore Patrol. He's a four-year-old German Shepherd, one of several military dogs working with a drug deterrent canine corps comprised of specially trained dogs and their handlers.

Dale's handler is 25-year-old Boatswain's Mate 2nd Roger E. Ellison, a dog lover who used to train hunting dogs back in his hometown, Roland, Ark.

The duo became acquainted in 1973 when they were teamed up on Okinawa for six weeks at Patrol Dog School and then seven weeks at Marijuana and Heroin Detection School. During that training, Dale and Ellison were nearly inseparable. Here's the story, according to JOSN Betty Pease.

As Dale's handler, Ellison became responsible for the dog's daily training, his exercise, feeding and play. "I learned, also, how to command the dog while he learned how to take commands from me," says Ellison.

In Patrol Dog School, Dale was taught basic obedience and how to alert his handler to an intruder or, in some cases, to attack and hold an intruder until the handler arrived.

"Dale is not at all vicious by nature," Ellison explains. "He's never attacked or bitten anyone unless told to do so. Furthermore, he's been taught to take orders only from me." According to Ellison, patrol dogs are selected for the more advanced drug detection school based on their playfulness and ability to retrieve. He explains:

"First, a plain knotted rag is thrown in a game of 'retrieve.' The dog learns that when he brings the rag to his handler, he will be rewarded. Soon, confiscated marijuana or heroin is placed in the rag. The dog begins to associate the scent with his reward. He can eventually find drugs in hidden places solely by following the scent.

"Contrary to the belief of some, drug detection dogs are not addicted to the drugs," says Ellison. "Finding drugs is just a game to them. They only know that if they find a certain odor, they will be rewarded."

In order to "graduate" from drug detection school, a dog must find a single marijuana seed taped to a warehouse wall.

Since restlessness isn't solely a human condition, the handler often relies on imagination to vary the dog's activities.

"One day we might play 'seek,' in which I hide a small amount of confiscated drugs in the most difficult places I can think of. When Dale tires of searching, I might take him through the kennel's obstacle course—or we might play 'attack!' " The game of attack requires that a volunteer 'victim' wear a heavy arm wrap held toward the dog. "Get 'em!" is Ellison's command that sends Dale springing through the air, teeth bared.

"It isn't as dangerous as it sounds," the handler says, grinning. "The wrap is thick, and since Dale only bites on my command, I make sure the 'victim' is ready."

Ellison explains that 'attack' is primarily used to teach Dale aggression.

Even though Dale regards his job as play, he earns his working-dog title. His sense of smell, which is 10 times more acute than that of humans, plays an important part in the search for illicit drugs: Ellison cites an example of the Shepherd's effectiveness on the job:

"On one search, Dale kept scratching and pawing at a large metal wall locker. We examined each drawer and facing, but couldn't find anything. The command 'seek' was repeated, but Dale returned to the locker. We moved the locker and Dale went quickly to a wall plug. After unscrewing the plug, we discovered nearly an ounce of heroin, wrapped in plastic, stuffed inside the wall."

Dale's ability to "sniff out" drugs extends to residue in drug apparatus, even the odor of smoke left in a marijuana-smoker's clothing, and drugs that have been wrapped in plastic and hidden under water. However, Dale cannot squeeze his large frame into small crevices. To eliminate this problem, Yokosuka's Shore Patrol hopes to implement a mini-dog program, using small, young male dogs which have been donated by their owners. Each pet in the program, Ellison says, can be assured of receiving the best possible medical care in addition to obedience training.

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A view of USS Harlan County (LST 1196) from the bow catwalk looking forward during CARIB REX exercises in the Caribbean.





NATO: A MULTI-NATION TEAM FOR MUTUAL DEFENSE

Standing in front of the headquarters of Supreme Allied Commander Atlantic, service personnel representing various nations that are members of the NATO community display the distinctive NATO symbol.