

Navy **ALL HANDS**



APRIL 1976

in this issue: RECRUITERS IN THE ALL-VOLUNTEER NAVY



ALL HANDS

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At left: This is an artist's conception of an F-18 lightweight fighter scheduled to join tomorrow's Navy.

FRONT COVER: Chief Boatswain's Mate Melvyn Wilson, recruiter-in-charge at Navy Recruiting Station Fairfax, Va., discusses opportunities with two applicants. For more on recruiting in the All-Volunteer Navy, see the articles in this issue. (Photo by PH1 Dave Brookins, USN.)

BACK COVER: Several crewmembers of USS San Bernardino (LST 1189) take time out from a busy shipyard workday to display the official colors of the American Revolution Bicentennial. San Bernardino was the first surface ship in the Navy to be designated as a Bicentennial command.



Recruiting In the Era of the All-Volunteer Navy A Five-Year Appraisal of NavCruitCom . . .

How Are We Doing?

Recruiting in today's Navy is big business and has to be approached in both a highly sophisticated and down-to-earth manner. Today, American industry is competing with the military services for the same high quality youth—and the competition is fierce. That's the reason for the Navy Recruiting Command, which celebrates its fifth birthday this month.

During the past five years, Navy recruiting has become even more challenging because of two basic factors. Number one: The last draft calls were made in December 1972. Thus, Navy recruiters could no longer rely, as in the past, largely on individuals walking into their offices to sign up. Without the pressure of the draft, the Navy had to reorganize its recruiting organization completely. The recruiter was forced to move from the office into the field and channel his or her energies toward locating qualified young people, and then interesting them in Navy opportunities. It was quickly learned that this is no easy task.

The second major factor that had its impact on the All-Volunteer Navy was that meeting numerical objectives was not enough—quality recruiting was a must. The continuous development of increasingly sophisticated Navy surface ships, submarines, and aircraft, along with their complex weapons systems, meant that a higher caliber individual had to be recruited.

Navy recruiting thus became a totally new ball game, with increased challenges. Although traditionally manned only by volunteers, the Navy had to learn how to recruit. What would it take to accomplish the job?

What resources would be needed? What type of person is best qualified to be a recruiter? What special training or techniques should be developed to make a successful recruiter? In order to support the recruiter, what management systems and other kinds of support would be most valuable?

These questions—and more—confronted the Navy's top leadership in February 1970, when the presidentially appointed Commission on the All-Volunteer Force (AVF) concept released its findings, with a recommendation that the draft be ended. Congress, in response to the American public, voted to accept the proposal and set June 1973 as the deadline to end the draft.

The Navy's first action was to create a new recruiting organization. The Secretary of the Navy, in April 1971, established the Navy Recruiting Command as a separate field activity under the Chief of Naval Personnel.

To go back into history briefly, recruiting responsibilities had been shifting throughout the Navy Department ever since 1775, when the Congress first established a Continental Navy.

During these early years, commanding officers were responsible for manning their own ships. Some years after the Revolutionary War, the Navy went into an eclipse, to be revived when Congress and President John Adams ordered that "sturdy recruits and trained seamen" be enlisted to man a new fleet of warships. The Secretary of the Navy was to assume direct responsibility for recruiting. He later passed the task to the Bureau of Construction and Repair and finally to the Bureau of Navigation. The Bureau of Navigation gradually became the "people Bureau" and in 1942 changed its name to the Bureau of Naval Personnel.

As the newly established Navy Recruiting Command was taking actions to enhance recruiting efforts, the last draft calls were made, in December 1972, six months

Left: HTC Frank Alexander, a Navy Recruiter from New York City, has a reputation for developing an instant rapport with young men and women—a strong asset for recruiting duty.

Recruiting: How Are We Doing?

ahead of the deadline set by Congress. For the Navy, it was the real beginning of the All-Volunteer Force.

The changes made by NAVCRUITCOM fell into six broad categories: improvement of facilities; improvement of geographical coverage; increased recruiter quality; improved support for the recruiting family; improved management; and finally, improved communication with the "quality youth" market.

The new Navy Recruiting Command, headquartered in the Ballston Towers office complex, Arlington, Va., streamlined its headquarters staff, and then took up the task of completely restructuring its field organization.

Today, the headquarters staff includes the Commander, Rear Admiral Robert B. McClinton, his deputy, special assistants, and five major departments—with the primary objective of supporting local recruiters across the country. The departments include administration and logistics, plans and policy, operations, recruiting advertising, and recruiting support.

The field command organization is made up of six Navy Recruiting Areas (NRAs) commanded by Navy



How Do They Do It?

A Fact Sheet Summary of NavCruitCom Program

What steps were taken by the Recruiting Command as it took over with the onset of the All-Volunteer Navy? Complementing the realignment of command personnel and resources, new marketing and management systems were developed. Here is a fact sheet summary giving some of the highlights:

- A careful screening and selection process was set up to ensure assignment of proven, top-performing officer and petty officer volunteers to recruiting duty. This selection practice continues to be given high priority emphasis today.

- Since recruiters, officer and enlisted, were selected from all ratings and specialties, with no prior recruiting experience, professional training and orientation courses were developed with emphasis on "people selling" techniques and motivation. Today, the five-week course, Enlisted Navy Recruiter Orientation (ENRO) is conducted at two sites: ENRO West at San Diego, Calif., and ENRO East at Orlando, Fla. Officers attend the Recruiting Officer Management Orientation (ROMO) three-week course at Pensacola, Fla.

- Another innovation was the commencement of national paid print recruiting advertising to create and sustain awareness of the public at large to Navy opportunities. To enhance minority recruiting, a special campaign was established in November 1972 to provide advertising in minority media. Navy public service ad-

vertising was expanded to reach the public through all media, including newspapers, magazines, radio and TV.

- Assistance was further provided by active fleet and shore commands, enabling potential recruits, educators and youth counselors to visit ships and shore facilities to witness firsthand what Navy life is really like and to see Navy schools, hardware, and living conditions. "Go-Navy" cruises, Educator Orientation Visits (EOV), and related fleet projects were started in direct support of recruiting efforts.

- Active duty Navy personnel, Reservists and Navy-oriented civilian and veterans' organizations joined in the effort to create a better awareness of the opportunities available in the Navy.

- One of the most significant steps came on 1 Apr 1973, when the "One-Navy Recruiting Concept" was adopted to increase efficiency. This meant that COMNAVCRUITCOM assumed the responsibilities of recruiting for *all* active duty officer and enlisted programs, both Regular and Reserve (with the exception of the Naval Academy).

- Navy public affairs initiatives were intensified in support of recruiting. They included feature stories on Navy fleet personnel placed in newspapers which service the individual's hometown or state area; public speaking programs, including Sea Power Presentation Teams; media interviews or news conferences; and community relations activities. All such programs are coordinated with the Chief of Information and field activities such as branch public affairs offices, Fleet Hometown News Center, and the two Public Affairs Centers. The aim: to publicize and enhance Navy opportunities and the need for high quality youths.

- Traveling exhibits and special exhibits also were



captains, 43 Navy Recruiting Districts (NRDs), and approximately 1400 Navy Recruiting Stations (NRSs).

Recruiting personnel are located in all 50 states, Puerto Rico, the Republic of the Philippines, and Guam. There are also some recruiters located in West Germany and Italy, to reach the dependents of Navy families and other U.S. personnel assigned overseas. The Navy Recruiting Command has an authorized allowance of 5462 personnel, including 528 officers, 4384 enlisted personnel, and 550 civilian employees.

(Information concerning recruiter billets available is contained in this month's Navy News Briefs section.)

To complement the realignment of command personnel and resources, new marketing and management systems were developed and directed toward achieving maximum recruiting efficiency. Some of the steps taken in this massive effort are outlined in the fact sheet summary below.

What were the results of all these combined efforts?

During the first full no-draft year (fiscal 1974), Navy attained 96 per cent of its One-Navy goal—a really

Facing page, top: AOC James Anderson talks to a potential Navy enlistee in New York. Left: Recruits are congratulated at their graduation ceremonies.

called into use to help support recruiter community involvement. In July 1974, the Navy-Marine Corps Exhibit Center became the Navy Recruiting Exhibit Center.

- Other examples of "total Navy" involvement in the recruiting effort are the Music for Recruiting program (band tours), performances by the Blue Angels and the Navy Parachute Team, plus Navy sports and entertainment activities, often with the voluntary support of sports personalities, movie and TV stars.

Innovations have continued over the five-year period. Here are a few examples, cited to illustrate the diversity of particular "recruiting refinements:"

- **RAP**—This is the Recruiting Assistance Program, which permits new graduates or Recruit Training Centers and Class "A" Schools to return to their hometown for 10 days to assist the local Navy recruiter. (Also, there are important related programs coordinated by type commanders which allow fleet personnel to spend time in their hometowns for recruiting purposes.)

- **Classifier Billets**—These are military personnel who interview applicants and provide career guidance counseling with respect to specific Navy occupational specialties or ratings which best match their interest or qualifications with Navy requirements. This concept has proven to be an asset both to the individual and to the Navy.

- **RACS**—This is the Recruit Allocation Control System that uses the computer as a device in much the same way as an airline ticket reservation office. It consists of "PRIDE 1," the acronym for Personalized Recruiting for Immediate and Delayed Enlistments, which is a computer-automated "school seat" reservation procedure that became operational in February

1976. It provides a field recruiter or classifier with a quick response, allowing a qualified applicant to reserve a specific school seat.

- **NAVSIT**—These are Navy Scholarship Information Teams which serve to enhance awareness of the Navy's officer programs, combining the efforts of Naval Academy Blue-and-Gold officers, Navy ROTC Professors of Naval Science, and Recruiting Command field assets. (This also precludes duplication of effort and enhances Navy credibility on campuses by working as a team.)

- **NNRIC**—Located at Macon, Ga., is the National Navy Recruiting Information Center, which responds to calls to NAVCRUITCOM's toll-free telephone number, 800-841-8000. It is manned by recruiters 24 hours a day, answering inquiries about any Navy program. It also functions as a "referral repository"—taking leads and passing information to local recruiters.

- **RAMS**—In order for the local recruiter to be kept informed, a Recruit Advertising Management System advisory council was set up, composed of representatives from field recruiting areas, to advise on all advertising efforts which support the local recruiter.

- Finally, **NOIC**—This is the Navy Opportunity Information Center which is located in Pelham Manor, N.Y. It responds to requests for Navy recruiting material generated by advertising or direct mail campaigns. It takes an average time of only 24 hours from receipt of a request for information until it is mailed to the individual.

In summary, as already mentioned, recruiting in today's Navy is both a highly sophisticated and down-to-earth effort. And it is paying off by bringing into the Navy the kind of recruits, in the numbers needed, to maintain the high standards of the sea service.

Recruiting: How Are We Doing?

remarkable achievement for such a young command.

The recruiting momentum was building, along with the requirement for higher quality personnel. (For a report on a representative recruiter in today's Navy, see the article on page 8.)

As the NAVCRUITCOM program continued and management or support techniques were streamlined, the recruiting results showed up in the statistics.

During FY 1975, a total of 113,027 persons were enlisted, 101 per cent of the One-Navy goal, *plus*, the quality of recruits increased.

High school graduates recruited into the Navy were on the increase. During the first eight months of FY 1973, 84.5 per cent of the male recruits on first enlistments were high school graduates as compared to 69





per cent during all of fiscal 1973. Almost nine out of every 10 recruits were eligible to attend Navy Class "A" Schools, compared to three out of four in FY 1973.

The Navy's goals for enlisted recruitment are even higher in the next fiscal year than in this year. These high numbers mean greater challenges for Navy recruiters. But *quality* standards set will not be sacrificed in order to make *numerical* goals. Here are the objectives set for the current year:

- Eight out of 10 recruits should be high school graduates. The long-range goal is 90 per cent, or nine out of 10.

- Of this year's total first enlistment recruitment, at least 84 per cent should be eligible for Class "A" School.

- Recruits in the category of Mental Group "Upper IV" should represent no more than six per cent of total accepted for first enlistments, and they must be high school graduates.

Quality standards and selectivity criteria must be maintained to provide fleet units with the best qualified individuals for both officer and enlisted programs.

The most challenging officer programs include: Nuclear Power Officer Candidates (NUPOC), Civil Engineers, and Direct Appointment Physicians. The toughest challenges facing Navy enlisted recruiting are the six-year programs: the Nuclear Field (NF) and the Advanced Electronics Field (AEF).

Minority recruiting remains a challenge and receives great emphasis. The objective in officer programs is six per cent Black and two per cent other minorities of total number recruited. NROTC is an exception, with a recruitment goal of 12 per cent Black and six per cent other minorities. These objectives are based on the approximate distribution of minorities in the overall population.

In minority recruiting, the objective is to enhance awareness of the equal opportunities in the Navy.

Rear Admiral McClinton said, "The Navy is anxious to ensure that minority youth, their parents, relatives, and community leaders, know all about the opportunities available in the Navy for personal and professional growth, with full upward mobility."

Admiral James L. Holloway III, CNO, has stressed the importance of Fleet readiness as the Navy's number one priority. In addition, recruiting and retention receive continuing high priority status, because operational readiness depends on the caliber of young men and women whom the Navy recruits and retains.

On the occasion of his command's fifth anniversary, RADM McClinton had this to say: "The Navy sailor who volunteers for recruiting duty enters a totally new profession, an environment completely foreign from previous fleet or shore assignment. But in a short period of time, these men and women become proficient in their new trade and prove to be the finest examples of what we are offering to American youth—the opportunity to become a Navy professional."

Facing page, top: Navymen pass on information about their training at San Diego and Orlando, Fla., to CACHE enlistees at NRS Richardson, Tex. **Facing page, bottom:** Navy Recruiter Frank Alexander, then a PO1, talks with some young men he met while walking to his office. **Left:** YN3 Cynthia A. Halterman works as a recruiter at a branch office in Indiana.



An Expert in Community Relations

RECRUITER 1976



For a 20-year Navy veteran, there's satisfaction in steering a qualified young person toward a career in the U. S. Navy. The reward increases when the young man or woman returns home and tells family and friends that "I got exactly what my recruiter told me I would get."

Navy Recruiter Senior Chief Ship's Serviceman Bill McGlasson reaps such rewards regularly. He's been at the Navy Recruiting District, San Francisco, for nearly five years.

When he first received his orders to the Concord (Calif.) Recruiting Station, Chief McGlasson—a Black—found himself recruiting in a predominantly white area. This could have been a handicap, but for Chief McGlasson it presented a challenge. His success, in convincing young men and women of all races of the advantages of a Navy career attests to his ability to meet such a challenge.

Chief McGlasson attributes much of his success to his wife, Nita. Early in her husband's recruiting tour she suggested that he could improve communications between the military and the civilian community and enhance the Navy's image by speaking on a regular basis before the various civic clubs in the area. Not only did she assist in arranging the speaking engagements but also, as a schoolteacher, she helped her husband prepare and polish his presentations. His

Facing page, left: SHCS Bill McGlasson talks to a Booker T. Washington Community center worker about his career in the Navy. Left : A member at the Center discusses future programs.

RECRUITER 1976

speaking engagements have become monthly affairs.

Nita McGlasson was the first Black schoolteacher at nearby Martinez Elementary School. She opened many doors for her recruiter husband throughout the school system. "When Bill accompanied me to various school meetings and functions," says Nita, "he was very recognizable. Right away people would say, 'Oh, you're Nita McGlasson's husband, the Navy Recruiter.'"

Chief McGlasson's relationship with the community is clearly more than that of recruiter. On numerous occasions during his current tour he received calls at all hours of the day and night from parents who wanted him to counsel their sons and daughters.

"I seldom got home before 9 or 10 at night," he said.

The chief put an unprecedented number of young people into the Navy during his tour in Contra Costa County. His station was the perennial winner of district monthly and quarterly awards. He is just as proud, too, of his accomplishment in improving communications between the Navy and the civilian community. He

Below: The McGlassons find that recruiting duty offers the opportunity for a rich family life. Left to right are: SHCS McGlasson, Christina, Phyllis, Kim and Mrs. McGlasson.

helped bring this about by his numerous speaking engagements and participation in parades, carnivals and field trips. During this period, he received a letter of appreciation for his contribution to the U. S. Naval Academy's "Operation Information."

His successes led to his selection as the district's nominee as "Recruiter of the Year" in competition with 182 recruiters. He also received a letter of commendation for the high number of minorities recruited.

As always, success led to greater responsibilities—Chief McGlasson was appointed as zone supervisor. His recruiting chores then expanded to include planning and assigning monthly and quarterly goals and to the opening of new avenues of communication within the community.

His wife said that he always takes his turn at duty when the zone is involved in a parade or fair or similar function. "I really feel that the men respect him for that," she said.

As a special assistant, Chief McGlasson was instrumental in forming NRD San Francisco's Community Assistance Council. The council, made up of black leaders and businessmen, meets on a periodic basis to coordinate plans and programs that put the Navy into direct contact with the black community in the Bay area. Programs to date have included field trips to naval installations, Navy movie nights at Bay area youth centers and Navy participation in youth activities. Dur-





Above: A youngster at North Richmond Neighborhood House asks questions about Navy ribbons.

ing the 1975 Christmas holiday season, he organized a round-robin basketball tournament that included teams from various youth organizations and from Navy recruiting.

"I often hear people say that I was handpicked as an example and that it is not possible for most Blacks to attain the position that I hold," Chief McGlasson said. "I combat this by painting vivid pictures of Navy life and opportunities and by showing real examples of Blacks who have made a successful career in the Navy.

"I also rely upon young men from the various communities who have been in the Navy for about four years. They can return to their homes and really communicate with the young people.

"We keep close tabs on these young men and women," he explained. "When we come to them for help, we find that they are very excited about returning to their community and telling the Navy story 'like it is.' They are our greatest asset."

After long years of success in a demanding job, Chief McGlasson rates Navy Recruiting as the best duty he has experienced. In addition to his professional and personal rewards, he noted that he "has the whole family together." Wife Nita and three daughters, Christina, Kim and Phyllis, are quick to add that it is the best Navy duty they have had. With many years

of separation due to sea duty, the entire McGlasson family endorse the togetherness they have experienced at their home in Walnut Creek.

Before his present duty, the chief served aboard the cruisers *Worcester* (CL 144) and *St. Paul* (CA 73), had shore duty at Crane, Ind., and went back to sea aboard the carrier USS *America* (CV 66). More sea duty followed aboard the carrier *Enterprise* (CVN 65) and the refrigerated stores ship *Regular* (AK 14).

In all cases, the chief garnered awards for his dedication to duty, his military conduct and appearance and his enthusiasm. He was selected as the first "Man of the Month" while attached to *Enterprise*.

Comparing his life in the fleet to recruiting, the chief said that, "In the fleet, everyone is working very closely together. You know your daily routine. It's a different ball game in recruiting. You have to accept the negative aspects you may run up against and you have to reorient your thinking toward the civilian community.

"When you accept this, you can really see if you're accomplishing something. I find recruiting very challenging. I don't like to accept 'no' for an answer. You have to keep pitching until those 'no's' turn into 'yes'."

—Story by LT Dale R. Wilkinson

—Photos by LT Wilkinson and JOC Joe Sheets

TYPICAL RECRUIT: 1976

Today, the typical Navy recruit is about 18 years old, single, a high school graduate, motivated, and a volunteer. It is likely that not only is he or she qualified for Navy Class "A" School but also enters the Navy with a guaranteed "school seat."

The Navy man or woman joins for a variety of reasons—one or, more probably, a combination of the following:

- Educational opportunities; professional and/or vocational training.
- Personal growth, that is, the opportunity for increased leadership and responsibility at an early age.
- Travel and adventure—recruits are still "joining the Navy to see the world."
- Promotional opportunities, job satisfaction, and demanding challenges.
- Meeting people and making lasting friendships.
- The lure of the sea—many are still simply attracted to the seagoing life.
- Job security, pay competitive with the civilian job market, being part of the Navy family with the benefits that accrue to military service personnel.
- Self-esteem—pride in being both on their own and part of a team.

The foregoing reasons are indicative of the caliber of the young man and woman who join the service. That's important, because today's recruit represents the Navy of tomorrow.

RECRUITER 1918





The temperature was 90 degrees. We checked out a Navy car, put our gear in the back seat, slipped on the safety belts and headed for the freeway. The radio played softly and the air-conditioner was going full blast. It was a pleasant drive to the Ingram residence.

Mrs. Katherine Ingram, a smiling, white-haired lady in her mid-70s, invited us into the kitchen and we made ourselves comfortable around the table which was covered with clippings, pictures and letters. They were about her late husband, who was a Navy recruiter more than half a century ago. That was why we had come. The tape recorder sat quietly in the corner and in a few short minutes we lost track of place and time, as she told the story of those early days—recruiting duty, 1918.

"Fred had just reenlisted when he reported to Los Angeles for recruiting duty. The Navy had a 41-piece brass band and they traveled to Santa Ana, San Bernardino and Pomona putting on band concerts. Then he would show his film and lecture about the Navy.

Facing page, left: Fred Ingram, recruiting, 1918 style, used a small motorcycle with sidecar for reels, films and literature as he traveled about the Los Angeles area. Left: Ingram's World War I recruiting efforts received full support from local media. Below: Setting up displays at various activities and locations gave Fred a chance to sell the Navy to potential recruits.



RECRUITER 1918

He was proud of his uniform. He was always in uniform, never in civvies. He loved the Navy and he loved selling the Navy.

"After the band concerts in San Bernardino, the Navy band continued to its next city while Fred went solo into the California countryside—out-of-the-way places in Inyo and Kern Counties, driving his little motorcycle and sidecar loaded down with reels of film. He went up into the back country through Walker's Pass, up around Bakersfield. He had some difficult times. Sometimes he had to push the motorcycle, kicking up a storm of dust all through Independence and Bishop.

"We had never had a honeymoon when we were first married, so he asked me to meet him at the end of one of his recruiting trips. He told me to put on a heavy coat and cap, take the train, and he would meet me in Independence. I traveled partway by train over rocky rail lines, and partway through the Mojave

Right: Traveling solo in the California countryside was one way to recruit those who otherwise might not hear about the opportunities offered by making a career of the Navy. Below: Selling the Navy and being in uniform were a way of life for Fred Ingram.



desert. We met at Independence and I traveled with him, bundled up in the sidecar. We headed up to Bishop and back into the hills. He would get those young fellows on the farms and ranches to enlist and send them on to Bakersfield.

"There are so many things I remember—once we were put-putting along through sheep country, and all of a sudden on the road ahead coming toward us was a huge herd of sheep. There was no way to get off the road so we just sat there, hoping the motorcycle wouldn't tip over as the sheep came at us from all directions. The dust and dirt and smell were just awful.

"On the way back the motorcycle got stuck in Walker's Pass. I climbed out of the sidecar and helped him push. We'd stop off at ranch houses and ask the occupants if they would be kind enough to fix us a meal, and of course they always would. They always refused our offer to pay, but they'd want to know what was going on up the road. I guess we were sort of their communication with the outside world. They had no phones or radios or even newspapers.

"Speaking of newspapers, I remember the day after we were married. Fred had to give a Navy lecture at a theater in Santa Ana. It was January 2nd and it was so cold I had to carry a pile of newspapers as a lining under my coat to break the wind. There was no windshield on the motorcycle or the sidecar. It was about

midnight when we got back into Los Angeles and while we were coming down Seventh Avenue at Santa Fe, the front wheel of the motorcycle got stuck in the trolley tracks. He went one way and I went the other. Fred got a nasty gash on his head and I got a tooth knocked out!

"But incidents like that never stopped him. He would set up displays and lecture at the different fairgrounds in Los Angeles and Pomona, show his films—and sell the Navy. Then he'd go off on his motorcycle again back up into the hills. You know, he wrote me once that some of the people on the ranches had never even seen a motorcycle. . . ."

Fred Ingram left the Navy after World War I and joined the Reserves. He and his wife raised four children—a girl and three boys, all of whom served with the United States Navy.

It was late afternoon now. We thanked Mrs. Ingram for sharing her time and memories. We got in our car, fastened the seat belts, adjusted the air-conditioning, turned on the radio and headed back to the recruiting station. We were back to recruiting, 1976.

—JOCS Dolores J. Blye

—PH1Chris Bankston

Navy Recruiting District Los Angeles



Left: Katherine and Fred Ingram. Below: Katherine Ingram talks about her late husband's demanding and exacting career as an early Navy recruiter.



MEDAL of HONOR





Above: President Gerald R. Ford reads a citation during the Medal of Honor ceremony in the East Room at the White House. At the President's left are award winners RADM James B. Stockdale, U.S. Navy; COL George E. Day, U. S. Air Force; and LT Thomas R. Norris, U. S. Naval Reserve. (Photo by Dave Wilson)

An admiral who led prison camp resistance and a lieutenant who rescued two downed pilots from deep enemy territory—these two Navymen were among the most recent recipients of the nation's highest military award, the Medal of Honor. The awards were made in ceremonies at the White House in early March.

Rear Admiral James B. Stockdale, as the senior military officer in the prisoner of war camps in North Vietnam, risked his life above and beyond the call of duty on 4 Sep 1969.

"Recognized by his captors as the leader in the Prisoners' of War resistance to interrogation and in their refusal to participate in propaganda exploitation," his citation reads, "Rear Admiral (then Captain) Stockdale was singled out for interrogation and attendant torture after he was detected in a covert communications attempt.

"Sensing the start of another purge, and aware that his earlier efforts at self-disfiguration to dissuade his captors from exploiting him for propaganda purposes had resulted in cruel and agonizing punishment, Rear Admiral Stockdale resolved to make himself a symbol of resistance regardless of personal sacrifice. He deliberately inflicted a near-mortal wound to his person in order to convince his captors of his willingness to give up his life rather than capitulate.

"He was subsequently discovered and revived by the North Vietnamese who, convinced of his indomitable spirit, abated in their employment of excessive harassment and torture toward all of the Prisoners of War."

RADM Stockdale was a POW from September 1965 to February 1973. At the time of his capture he was serving as Commander, attack Carrier Air Wing 16.

Lieutenant Thomas R. Norris made repeated attempts between 10-13 Apr 1972 to rescue two downed flyers from deep within enemy territory in Quang Tri Province.

"Lieutenant Norris, on the night of 10 April," his citation reads, "led a five-man patrol through 2000 meters of heavily controlled enemy territory, located one of the downed pilots at daybreak, and returned to the Forward Operating Base (FOB).

"On 11 April, after a devastating mortar and rocket attack on the small FOB, Lieutenant Norris led a three-man team on two unsuccessful rescue attempts for the second pilot. On the afternoon of the 12th, a Forward Air Controller located the pilot and notified Lieutenant Norris.

"Dressed in fishermen disguises and using a sampan, Lieutenant Norris and one Vietnamese traveled throughout that night and found the injured pilot at dawn. Covering the pilot with bamboo and vegetation, they began the return journey, successfully evading a North Vietnamese patrol. Approaching the FOB, they came under heavy machine-gun fire. Lieutenant Norris called in an air strike which provided suppression fire and a smoke screen, allowing the rescue party to reach the FOB."

LT Norris was serving as a SEAL advisor with the Strategic Technical Directorate Assistance Team, Headquarters, U. S. Military Assistance Command, Vietnam, at the time.

A SAFETY RECORD:

TWENTY - TWO ALL

Patrol Squadron 22 Celebrates 22 Years of

When Navy flyers get together, the arguments occasionally get loud and good-naturedly heated. But when the talk turns to "Who's the safest," there's always one (and only one) squadron that has the floor—Patrol Squadron 22 (VP-22), homeported at NAS Barber's Point, Hawaii.

That's a fact—it is the safest operational aviation squadron in the U. S. Navy and, possibly, the world. Through hard work, dedication and professionalism the "Blue Geese" recently set another in a long series of Navywide records—22 years of accident-free flying.

While deployed to NAF Kadena on Okinawa, the squadron demonstrated its skills in a broad range of modern patrol squadron aviation including command, control and communications; mining; electronic support measures; airborne photography; acoustical intelligence; air-to-surface rocketry; torpedo attack; and the wide spectrum of antisubmarine warfare. During deployment, VP-22 exceeded all previous records for the number of training and operational sorties on top of actual submarines.

ASW in this squadron is not the old "science of vague



AROUND

Accident - Free Flying

assumptions, based on debatable figures." Highly trained and motivated aircrews probe the seas with complex equipment and the technology of tomorrow, searching for that most elusive of all prey, the nuclear submarine. As a result of its expertise, the squadron returned home with an outstanding readiness average of more than 90 per cent. It also earned its second consecutive COMNAVAIRPAC battle efficiency "E" award, and the CNO "Golden Wrench" trophy for outstanding maritime patrol aircraft maintenance in the Pacific Fleet. Over the past 22 years the Blue Geese



accumulated more than 182,000 accident-free flight hours, and have safely flown approximately 69.5 million statute miles—almost 145 round trips to the moon.

As one squadron officer with tongue in cheek put it, "Safety like that just doesn't fall out of the sky."

Neither is it a gift or talent available only to a chosen few. Safety is mastered through constant application of practice and patience—22 years' worth in this case. It is the product of careful planning, continuous and aggressive training, unrelenting vigilance on the part of qualified professionals, and the realization that safety is an all hands evolution. Safety must be continually refreshed and nurtured, and one false or overly confident move finishes it.

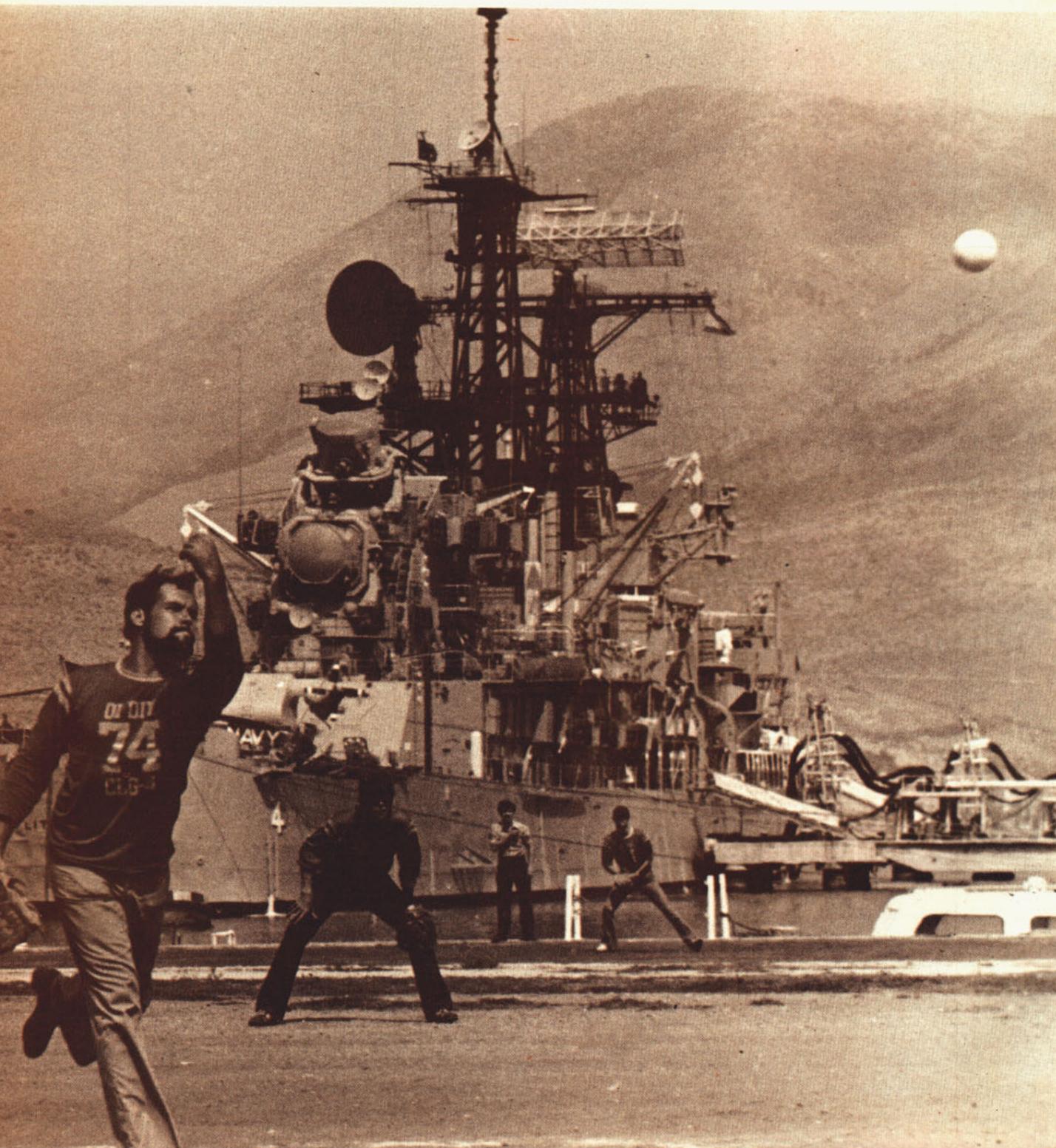
At the VP-22 shop level there's a noticeable feeling of being on "the winning team." Granted, keeping the big birds flying safely is no small chore, but the enthusiasm is definitely a part of the squadron. Newcomers are quick to catch on. "You don't have to tell these guys they're good," said one young airman. "They know it."

—Story and photos by PH3 W. V. Breyfogle



Left: A squadron P-3B flies along the coastline near Barbers Point, Hawaii. Top: A P-3B takes off from NAF Kadena, Okinawa. Above: AT3 Gerald Puckett and CDR Gerald Cole, VP-22's commanding officer, cut a cake commemorating 22 years of aviation safety as ABH3 John Palmer and LCDR Troy Simpson watch.

NAVY SPORTS



Sporting activities in the early Navy were actually little more than shipboard drills tempered by competition. There were few organized sports as such, yet when the bo'sun piped "All hands on deck" and the lieutenant shouted "All hands reef sails," a first class contest was underway.

Woe be unto the sailor, though, who began climbing before the order was passed. "Man the topgallant clewline and jib downhaul. Stand by to furl topgallant sails. Keep down! Keep down there forward! Not a man aloft 'til I give the order!" So it went—after a succession of rapid commands, the match was over and a winner declared.

Other sporting contests began in much the same manner. A whaleboat race frequently was the result of too tempting a boast, "Our whaleboat crew can beat yours across the bay any day of the week and twice on Sunday! You just name your time!" Or a boxing match was arranged when, "We got a fireman in our black gang who can whip the bell-bottoms off anyone you got on board." Seldom did a day pass in which some contest wasn't initiated to keep sharp the blade of keen, good-spirited competition.

Contests were always enervating events, but the Navy had rugged men conditioned by the grueling life before the mast. However, as the arduous days of sail neared their end, officials became concerned about reduced physical activity in the fleet. By the turn of the century, the increased use of steam had created an easier lifestyle at sea and there was even speculation that seamen were becoming soft.

To counter this decline, sports-minded skippers set up organized athletic events and flag officers authorized intermural competition in their squadrons. These steps, they rightly believed, would reduce boredom so prevalent at sea, ensure physical fitness and perpetuate the Navy's traditional competitive spirit.

Sports activities proved so popular throughout the fleet that the 1900 Navy regulations stated: "Commanding officers shall encourage the men to engage in athletics, fencing, boxing, boating, and other similar sports and exercises. Gymnastic outfits will be furnished by the Navy Department to vessels requesting them." With that, the Navy Sports Program was born.

A few years later, quarterly allowances were authorized so ships could purchase athletic gear. During the 1920s, as an ever-increasing number of sailors began participating in sports programs, the Navy announced that profits from ships' stores could be spent for the amusement, comfort and contentment of the "enlisted forces," and for the purchase of athletic gear.

Tremendous enthusiasm, coupled with official support, gave the Navy Sports Program the impetus needed to guarantee success. Today, the grandchild of those early efforts is still geared to provide competitive fun for anyone wishing to participate, regardless of aptitude.

Within the framework of intramural sports lineups offered by most commands, any Navy person can find an opportunity to compete. Most commands award a

"captain's" or "commandant's" cup to the team which masses the greatest number of competitive points during the sports season. Though the trophies awarded have little intrinsic value, there is still fierce desire among competitors to win.

The intermural sports calendar pits base or command teams against each other in tournaments leading to district or regional championships. Players on these teams usually possess a great deal of proficiency in the sport of their choice and have distinguished themselves in intramural competition. Spurred on by a multitude of fans at most events, winners of these contests go on to compete in All-Navy events.

The 1976 All-Navy Championships include nine sports: basketball, boxing, volleyball, bowling, tennis, sailing, slowpitch softball, fastpitch softball, and golf. East/West Coast Championships are also held in sports nominated by local commands. East Coast Championships include wrestling, touch football, women's tennis and golf, handball and racquetball. In addition to these sports the West Coast includes swimming-diving, badminton, horseshoes, cross-country, squash and billiards.

In seven of these sports, subsequent interservice competition also is held wherein each service pits its best teams and individuals against those of the other services. Traditional rivalries as well as outstanding athletes make these battles well worth watching.

The remainder of this year's All-Navy/Interservice sports calendar follows:

DATE	EVENT	HOST
12-16 Apr	All-Navy volleyball	NAVSUPACT Long Beach, Calif.
26-30 Apr	Interservice volleyball	Kelly AFB, Tex.
31 May-4 Jun	All-Navy bowling	NAVSTA San Diego, Calif.
6-11 Jun	Interservice bowling	Ft. Campbell, Ky.
2-6 Jun	Interservice track-field	McClellan AFB, Calif.
9-13 Aug	All-Navy tennis	NAVPHIBASE Little Creek, Va.
16-20 Aug	Interservice tennis	NAVPHIBASE Little Creek, Va.
6-10 Sep	All-Navy sailing	NETC Newport, R. I.
9-13 Aug	All-Navy slow-pitch softball	NAVSTA San Diego, Calif.
23-27 Aug	Interservice softball (SP)	USMC San Diego, Calif.
16-20 Aug	All-Navy fast-pitch softball	NAVSUPACT Long Beach, Calif.
6-10 Sep	All-Navy golf	NAS Oceana, Va.
13-17 Sep	Interservice golf	Ft. Campbell, Ky.

In addition to All-Navy and interservice competition, there also are international contests—the Olympic and Pan-American Games, and Conseil Internationale du Sport Militaire (CISM) better known as the Military Olympics. These contests are the "big time." Whether you're a runner or a discus thrower, admiral or recruit, you don't win a spot on a U. S. team until you've proven that you're one of the best in your class.

This is done by successfully competing in All-Navy and interservice meets. All this intracountry jockeying for positions on the U. S. team is done under strict supervision and guidelines mandated by nationally re-

Left: USS Little Rock (CG 4) crewmembers compete in a softball game.

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cognized sports-governing bodies such as the U. S. Volleyball Association (USVBA) for volleyball and the Amateur Athletic Union (AAU) for boxing.

Whether you want to be an Olympic champion or just a weekend athlete, the Navy offers the opportunity and equipment for you to do so. What follows is a representative sampling of types of sporting activities Navy people currently participate in around the world. These examples are not intended to be all-encompassing or indicative of what sports are considered most popular. Yet they will show you what you're missing out on if you're not a "jock" in your command's athletic program.

JUDO IN GUAM

There's no sound in the gym save rhythmic thuds and smacks of tiny bodies hitting the mat. An imposing man enters and the scene is reminiscent of Gulliver among the Lilliputians. The children are silent as he informs them that it's time to start phase two, yet their triumphant expressions cannot be hidden. After weeks of practice, they've learned the proper way to fall and their judoka (judo teacher) is satisfied.

The judo class held at Guam Consolidated Recreation Office, Naval Forces Mariana, is for children, spouses and active duty Navy personnel. The instructor, a retired radioman 1st class who has devoted the last 21 years of his life to the sport, is Edward G. Alseika. He's one of nine martial arts teachers at the base.

To establish the martial arts program, volunteers from the military community spent more than 4000 off-duty hours converting an indoor basketball court into a matted, padded martial arts center. Since its inception five years ago, the program has been completely self-supporting.

As Athletic Division Manager, Alseika is responsible for organizing tournaments for virtually every sport played on the island, not just the martial arts—judo, taekwon-do and aikido. However, his first love is judo, which he sees as a genuine character developer.

"One of the things I stress in all my classes, both adult and juvenile, is discipline. A good athlete is a disciplined athlete and in judo strict discipline and attention are musts," Alseika said. "As the classes progress and the students learn the value of discipline, the changes are often miraculous. A shy child, for instance, often comes out of his shell, self-confident, while an overly aggressive individual learns to judiciously control his aggressions."

Just as there are rewards for both teacher and student, there are also frustrations. "One of the most frustrating things in teaching," explained Alseika, "is having students for only a short time. They're always being transferred or losing interest. Then, of course, they're parents who see me as merely a baby-sitter. Their kids have no desire to learn and come only because they're forced to come."

The rewards, however, are worth the frustrations.

According to Alseika, it's difficult to teach the philosophy of judo, especially to young children, but as they learn, they develop the required characteristics almost naturally.

"Humility is one of the most important traits a judoka can instill in his students," asserted Alseika. "Respect, courage, patience, flexibility, enthusiasm and reliability are characteristics to search for in a serious judo student. If the pupil isn't developing these traits, he cannot become successful in the sport."

Because practicing judo is an excellent physical conditioner, and because mastery builds self-confidence and pride as well as a keen competitive spirit, Alseika believes all people could benefit by exposure. "As he puts it, 'I sell all sports, but I push judo.'"

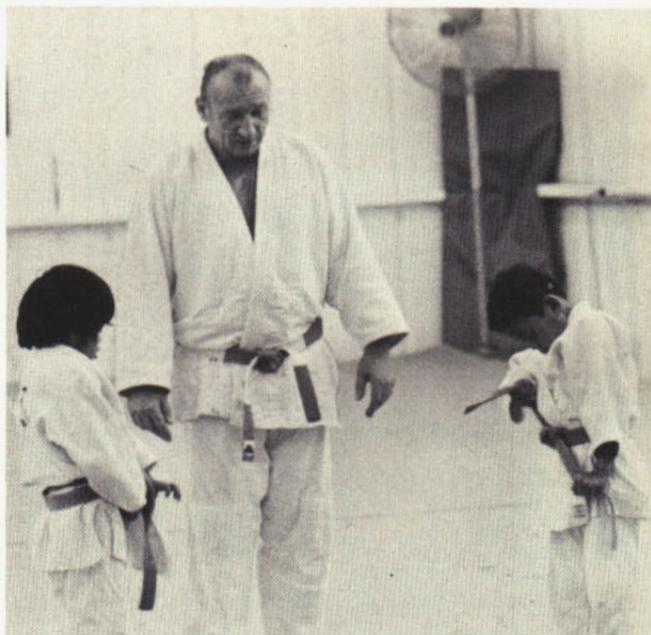
KARATE AT LITTLE CREEK

Shifting to the other side of the world, there's another martial arts program at Little Creek, Va. At the Naval Amphibious Base, karate classes are held for Navy people—active duty, retired and dependent—interested in learning the sport.

A nominal fee is charged for instruction, but it's used to maintain the facilities—built entirely through the Navy's Self-Help Program—and pay the instructors. Among those participating in the program is Seaman Apprentice Donna Soles, who feels it is a good sport for a woman to know.

SN Soles, who does legal secretarial work at the NATO headquarters in Norfolk, Va., attends lessons four nights each week at the base gym. Already the petite sailor has several accomplishments in the art to her credit. She holds a blue belt and will soon take the test

Below: Two young competitors prepare for a judo match.



for a brown; in her first tournament she placed third; and in the All-Virginia Amateur Athletic Union (AAU) Tournament last year she won the second place silver medal. Not content with local prizes, she entered AAU national competition in Cleveland, Ohio, and there placed fifth in "Kata"—the karate term for "forms."

BOWLING IN PUERTO RICO

As any instructor or student will tell you, it takes determination and patience to learn the martial arts. Builder 1st Class Richard A. Peters has those traits, but he applies them to an entirely different sport—bowling.

Peters recently made his mark by rolling a perfect 300 game at Caribe Lanes, Naval Station Roosevelt Roads, P. R., the first ever since that house opened in 1961. The feat is especially noteworthy since four years ago he was on crutches for a short period, crippled by bursitis in his right hip. No one thought the young Navyman would bowl again; obviously, his determination proved them wrong.

During his nine-and-a-half-year career, the Seabee has taken every opportunity to improve his game. Working for two years as a bowling alley mechanic at the Construction Battalion Center, Davisville, R. I., Bowling Lanes, he spent his spare time developing his delivery.

Last year, while deployed to Taipei, Taiwan, Peters

was selected as one member of a team representing the battalion in island-wide competition for the "Captain's Cup." The team carried home the prize.

Commenting on his 300 game, Peters said, "Bowling is a challenge for me. I always think at the beginning of each game that this is my chance for the perfect one and I shoot for it. But, in the end, it simply takes a lot of luck and patience."

HORSESHOES IN SAN DIEGO

It takes practice to excel in bowling and that holds true for horseshoe pitching. With more than 30 years' practice, champion horseshoe pitcher Photographer's Mate 1st Class Bob Morrison makes a ringer about 70 per cent of the time. His accuracy has stymied all comers in six of the last seven pitching tournaments he's entered—one Air Force and six Navy.

The 1974 West Coast Navy horseshoe champion hasn't let duty constrictions hurt his game. "The only time I don't throw horseshoes is when I'm at sea. A ship just doesn't have the facilities," said Morrison. "But when she drops anchor, the first place I go is the local horseshoe pit."

Even though Morrison is righthanded, he often

Below: Students participate in warm-up exercises during the first phase of a karate session.



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throws with his left when playing someone not as proficient as he. "It's their handicap to make the match more even," he explained.

Although the photographer has limited his competing to amateur matches, he looks forward to becoming a member of the Horseshoe Association for tougher competition and maybe a chance at some prize money. In the meantime, though, he'll continue competing in Navy events and accepting all challenges at the Pacific Fleet Naval Air Force Headquarters, San Diego, where he is stationed.

CROSS-COUNTRY AROUND THE WORLD

Horseshoe pitchers have it tough when they pull sea duty, but Seaman David L. Sullivan participates in a sport he can practice even at sea—he's a distance runner. Assigned to the staff of Commander, Seventh Fleet on board USS *Oklahoma City* (CG 5), Sullivan runs whenever and wherever he can, be it aboard ship at sea or in ports around the world.

It has been said that cross-country running is a lonely sport since there are no teammates to hearten, shout to and rally on to victory, and in turn, no teammates to return the encouragement. There's just the runner, going mile after mile alone with his thoughts.

Sullivan, though, never asks himself "Why am I doing this?" Instead he said, "To me, cross-country running is at once exciting, mind-soothing and physically invigorating. I run because I love to run. Competitive running is secondary to me."

Yet competitive track is what the young seaman is most noted for among his shipmates in Yokosuka, Japan. At the Navy's Bicentennial celebration in that port, he entered the "Navy Day Run," a four-mile race featuring 30 contestants. Winning handily in only 23 minutes, Sullivan said it was his first race since joining the Navy in September 1974.

Even though it was his first organized competition, it wasn't the first time he's run for Navy honors. Sullivan received a trophy and certificate from the Seventh Fleet chief of staff for running 500 miles in seven months under the Navy's "Run to Health" program.

The seaman hasn't made it a goal yet, but in the back of his mind is the hope that someday he'll win a spot on the U. S. Olympic Team. Fulfillment of the goal is definitely within his reach if he can prove that he's one of the best—the caliber of those Navy athletes who preceded him to the "games."

ARMCHAIR OLYMPICS ON THE EAST COAST

The Atlantic Fleet Naval Surface Force doesn't host the Olympic games, but it does host a similar contest designed for minor sports called the Armchair Olympics.

Held this month for the first time, the Armchair Olympics feature a variety of passive sports. Included

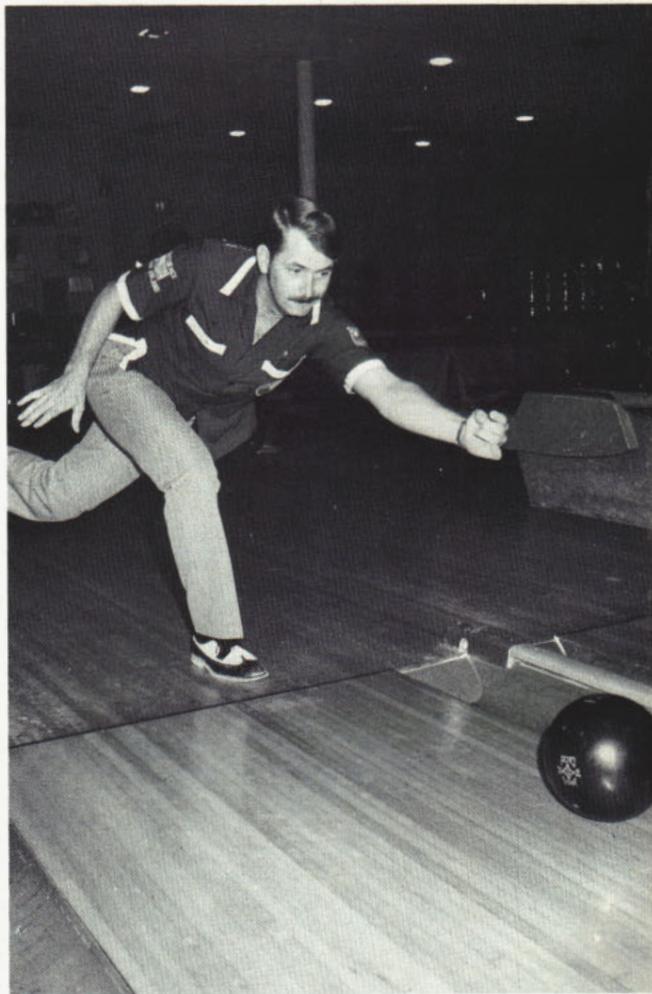
in formal competition will be: table tennis, darts, cribbage, checkers, acey-deucey, straight pool and pinochle.

The single elimination tournament will be open to active duty members assigned within the Naval Surface Force and to all personnel aboard ships undergoing overhaul in an area holding local eliminations. Competition first will be held on a ship/unit level followed by a squadron/area elimination tourney. Winners of area tournaments will advance to the force championships scheduled later this month.

This contest is one of many similar types of competition which can be staged at local levels by athletic officers or directors. It invariably has wide appeal and boosts any organized recreation effort whether it's an established or fledgling program. All that's required, in most cases, is an initial announcement, some POD notes and enthusiasm on the part of the coordinators to get the "Olympics" underway!

CORNUCOPIA OF THE SPORTS ON USS LITTLE ROCK

Mini-Olympics are not limited to shore stations either; in fact, USS *Little Rock* (CG 4) has a sports program which boasts no less than 18 different sports.



It's no end run or quarterback sneak when it comes to participation from the flagship of Commander Sixth Fleet, homeported in Gaeta, Italy. It's a full power play up the middle with 70 per cent of the crew participating in one kind of sport or another.

Little Rock is a cornucopia of sports, offering softball, tackle football, basketball, soccer, bowling, volleyball, boxing, wrestling, skeet, tennis, and golf. The second half of the program consists of the intermural sports including many of the sports already mentioned, plus squash, handball, and paddleball. When the competitive aspect isn't present, the halftime entertainment is sponsored by the karate, scuba diving or yachting sports clubs.

There is such a great emphasis on sports aboard *Little Rock* because, one crewmember said, "sailors, like other Americans, want a link with home. When you're in the batter's box during a softball game, you suddenly transcend the 3000 miles of ocean. Cultural shock is lessened and you're back in a familiar place swinging for the fence in the corner lot."

Aboard the 610-foot warship, the 1200-man crew has found participation in athletics teaches working together as a team and boosts morale.

An offensive line needs a defensive line to compete

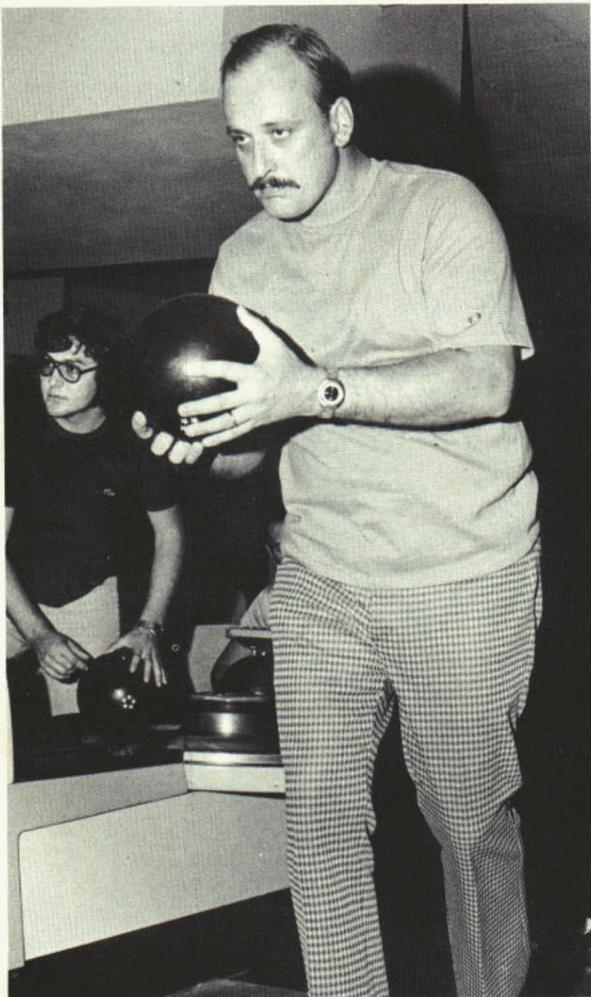
against. The flagship finds competition wherever she drops her hook, and frequently takes on teams from U. S. commands and local communities near her home port. Sailors find that no matter what country they enter, sports is the common language.

Little Rock's crew has been nicknamed the "Tigers," and rightly so. They're willing to play anyone at any sport. Their sports program has been used as an effective international relations tool in Turkey, Egypt, Italy, Monaco, Tunisia, Spain, and Yugoslavia. More than 200 crewmembers have competed against teams of foreign nations.

The program didn't evolve effortlessly. Lack of facilities was the greatest obstacle. But now, thanks in part to help from the local shore establishment, facilities include: tennis courts, squash courts, outdoor basketball courts, a football-baseball-soccer complex, sailboats, kayaks and water-skiing boats.

At the newly constructed American School, facilities

Far left: A Navyman participates in a bowling match in Puerto Rico. Center: A USS *Little Rock* bowler concentrates on his approach. Below: PH1 Robert R. Morrison picks up a horseshoe prior to the toss that earned him the West Coast Navy Horseshoe Championship.



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and equipment available to the "Rock" include: a basketball court, multipurpose room, universal gym, boxing ring, wrestling mats, and a modern six-lane bowling alley.

The pride of the ship is her 40-man football squad which manages to sandwich practice sessions in between operational commitments. Last year the team's final record was 7-2, winning a second place finish in the Naples Command League. Ten members from the squad even made the "all star" team.

Whether executing an end sweep, or driving in the winning run, the Tigers prove that sea duty combined with athletics is a winner and they think it's "Grrreat!"

GYMKHANA AT YOKOSUKA

As *Little Rock* demonstrates, where there are ships and men there can be an effective sports program.

Late last year in Yokosuka, Japan, Destroyer Squadron 15 held the "Commodore's Cup Gymkhana," a

sports meet for five ships. Participating were: the crew of USS *Richard B. Anderson* (DD 786), USS *Gurke* (DD 783), USS *Rowan* (DD 782), USS *Bausell* (DD 845) and USS *Lockwood* (FF 1064).

Gurke, winner of the Gymkhana, was awarded the Commodore's Cup which is hers to display until another winner is declared, perhaps this year. From the reports we received, although *Gurke* got the trophy, everyone collected a good measure of fun and excitement, especially the 60 per cent that actually competed.

Activities included basketball, bowling, handball, table tennis, softball, soccer, tennis and volleyball. As an added attraction, the third Annual Motor Whaleboat Race was scheduled to coincide with the Gymkhana.

USS *White Plains* (AFS 4) won the race and was awarded a separate trophy for excellence in boathandling by the Navy League of the United States. Her

Left: Fencers from USS *Little Rock* strike an "on guard" stance during a practice match. Below: Navy boxers work out during a practice bout. Right: A weightlifter adds more pounds to the bar as training progresses.



victory marked the first time a trophy had been presented for the whaleboat race. *White Plains* will retain it until the rematch later this year.

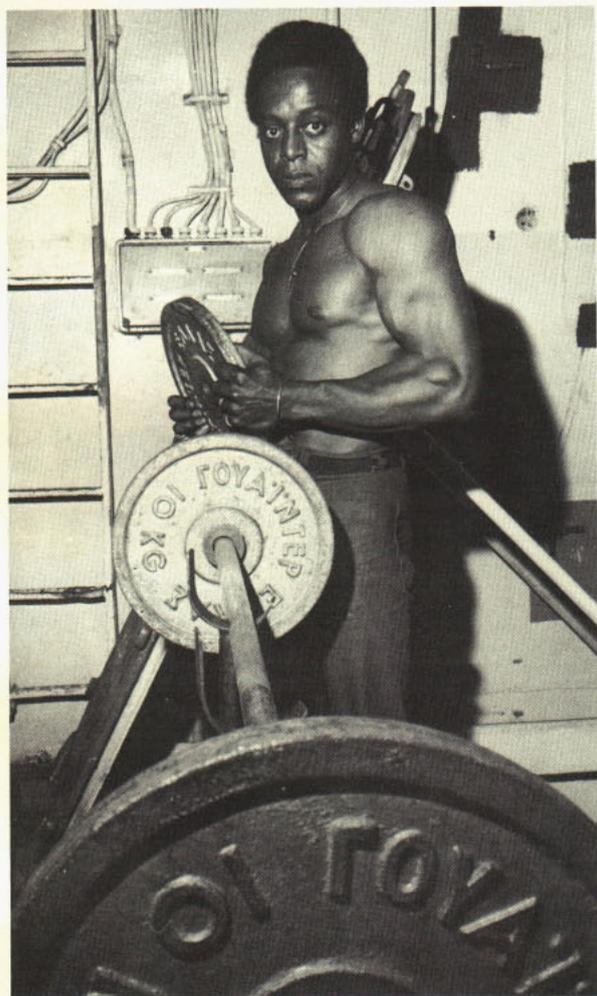
All in all, the events provided three days of competitive relaxation for both active duty Navymen and their dependents. The Gymkhana is representative of the type of contest that can be held by almost any command seeking a welcome diversion from the rigors of duty.

BASKETBALL IN SUBIC BAY

One of the great things about a good sports program is that no matter where a sailor is, there's always an opportunity to compete while showing the flag. Sixteen sailors stationed in the San Diego-based tank landing ship USS *Tuscaloosa* (LST 1187) attested to this not long ago when their ship pulled liberty in Subic Bay.

Tuscaloosa Navymen accepted an invitation from a small Bataan Peninsula village to "play ball," and it turned out to be more than simply another basketball game. It was actually a mini-cultural exchange program.

"We didn't know what to expect," said the ship's coach, Lieutenant (jg) Larry Ahlberg. "We thought we would only play and return to the ship. Instead, there were tours, an outdoor banquet and a lot of good talk.



While the teams played on a pulp and paper mill's outdoor concrete court, the villagers cheered them on. "Some of the youngsters even asked if Wilt Chamberlain or Jerry West played for us," said the coach.

As it turned out, they could have used those two stars. The Navymen lost the game. But even the losers had a treat—postgame entertainment which included a "sumptuous meal" and lots of sports stories.

"We explained that our schedule didn't allow us much time to devote to sports," Ahlberg said. "However, we pointed out that the Navy does encourage its people to keep physically fit by playing as often as possible."

SAILING IN MONTEREY

One group that would have felt right at home in Subic Bay is the Naval Postgraduate School's Sailing Association (NPSSA), of Monterey, Calif. Competing almost nonstop from February to November each year with the Monterey sailing community, the Navy and civilian sailing clubs have formed very close, cooperative ties.

Major Navy-civilian sailing events include the Monterey Bay Shields Fleet Races, held throughout the year, the NPS/Stanford Team Races and the Orrik Challenge Team races, both held every November and hosted by NPSSA.

Other races sponsored by the civilian clubs, but open to the Navy club, are the MPYC fall and spring series, and the Monterey Bay Yacht Racing Association races held throughout the year.

Camaraderie among the sailing clubs doesn't cease with various sailing events; members of one club might also be members of one or all the others. Race committees are often formed by members of more than one club. A prime example of club interaction is the NPSSA Advisory Board, whose members are local sailors not connected with the Navy.

Camaraderie also can be seen in the form of helping hands. Reciprocal use of boats for various races occurs constantly, while the Navy owns and maintains the floating marks used in the races. The Navy has received several donations of boats for the NPSSA from non-Navy members of the community.

Commander David N. Orrik, a founding member of the NPSSA and former NPS plans officer, once remarked, "Volunteers—Navy and civilian—have provided 90 per cent of the time and effort to launch and sustain this program."

CDR Orrik's outstanding endeavor to bring the sailing communities of the Monterey Peninsula together has been memorialized by the Orrik Challenge Team Races and Perpetual Trophy.

MORE SAILING

Meanwhile on the East Coast, sailing is an important part of the curriculum during the eight busy weeks of Plebe Summer at the Naval Academy.

During this period, plebes begin as students of knot-tying, clumsily raising and lowering sails, not moving quite fast enough to avoid a swinging boom, and occasionally toppling overboard trying to bring boats into

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the pier. It's not long, however, before the one-time landlubbers are confidently racing in the Academy's fleet of racing sloops and yawls.

This past August, for instance, a crew of plebes, all novice seamen, and their coach won the 90-mile Cedar Point race, competing in an Academy 44-foot *Luders* yawl.

The philosophy of sailing at Annapolis is not merely one of pleasure and sport. The responsibility involved in handling a large sailing craft is great and not often entrusted to men so young. Many an officer of the deck at sea has learned some of his command presence and basic seamanship at the helm of a Naval Academy yacht.

Sailing also gives midshipmen a confidence to command that only comes from experience. In a sailing race only quick, cool thinking, the same coolness required of an officer aboard ship, can bring a boat across the finish line first.

Although Plebe Summer is the only time that sailing is a required activity, it remains a popular recreational pastime at the Naval Academy year round. Through private donations and gifts, the sole source of funds for the Navy's ocean racing program, the Academy has built an impressive college fleet.

The results of the emphasis on sailing at Annapolis are evident in the midshipmen sailors. Balancing easily on the deck of a yawl as it heels to a 45-degree angle



Top right: Participants in the third Annual Motor Whaleboat Race begin their mile journey by rowing out the first 150 yards. Below: USS *Tuscaloosa* (LST 1187) team members compete with pulp and paper mill employees in an outdoor basketball game.





with the water, a midshipmen skipper can give correct commands almost casually. The crew knows every buoy and shoal in its racing area, and excitement is almost an afterthought for the two-man midshipman crew hiking out precariously over the side of their tiny, swift 420.

Midshipmen sailors and their instructors often go on to distinguish themselves in professional racing. Two former midshipmen, currently junior Navy officers, and a former Naval Academy sailing officer crewed on *Courageous*, winner of the 1974 America's Cup competition in Newport, R. I. Two former Academy junior officer instructors and a former midshipman sailor were crewmembers of *Intrepid*, winner of the 1970 America's Cup Race.

Today, as in years past, midshipmen continue to set their blue and yellow spinnakers on the Chesapeake Bay, learning the beauty, tenacity and thrill of the sea.

BOXING AROUND THE WORLD

Just as sailing is a way of life for some sports enthusiasts, so is boxing for Seaman Keith Broom, a member of the 14-man Amateur Athletic Union (AAU) boxing team which represented the U. S. in January in a series of bouts with top Russian pugilists in Moscow.

According to Yeoman 1st Class Richard Pettigrew, head coach of the team, "We have some of the top amateur boxers in the U. S. on this team, and Broom is one of them." Pettigrew and Broom were the only Navymen on the team which defeated the Russians 4-3, handing them their first defeat by a U. S. team on home soil.

Broom, who usually fights in the light middleweight (156-lb.) class, is the title holder in his class for Carolina AAU, All-Navy, Interservice and World Military Competition. He was also the 1975 runner-up in the National AAU and Pan-American Games trials.

In addition to three miles of roadwork and several hours in the gym every day, the young sailor holds down a regular Navy job in the print shop of Atlantic Fleet Naval Air Force headquarters in Norfolk, Va.

In an interview before the team left for the USSR, Broom recalled how he got his start in boxing.

"When I was 14, I was working in a grocery store around the corner from the Charlotte, N. C., Sportsman's Club. I was interested in boxing, but they told me I couldn't join until I was 15. So on that birthday I went back with my birth certificate in my hand."

That was August 1968. "I fought my first bout a month later," the young black sailor recalled. "Six months after that, I took the North Carolina Golden Gloves title in the novice 139-lb. class."

Broom slugged his way from one title to another. Putting on a little extra weight, he took the Golden Gloves title in the next class.

After joining the Navy in January 1973, he met YN1 Pettigrew. Pettigrew, who for years held nearly every Navy heavyweight title, had given up active boxing and



Left: USS Little Rock (CG 4) athletes advance the ball down the field during soccer competition.

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was coaching in Norfolk.

"I tried out against Rusty Fickland, the Navy champ," Broom continued. "I guess they thought I was boasting about my 40-2 record—they expected to teach me a lesson. But I won."

Remembering Broom's tryout, Pettigrew said that he never thought he'd see Broom victorious in that fight but "I learned that if you hurt him, your fight is just beginning."

The young fighter was "kind of out of shape" when he joined the Navy team in April 1974. He fought in the 165-lb. class in the Interservice Championships and lost the first night to the defending champion. However, this wasn't construed as a major defeat for the overweight and out-of-shape Broom. His opponent went on to again take the National AAU, Interservice and World Military titles that year.

Back down to fighting weight, Broom began his sweep of light middle-weight titles. Already this year, he has won the East Coast Navy and All-Navy titles.



At the time of this writing, the Interservice and World Military bouts still lie ahead. Biggest of all challenges for him is a shot at the Olympic Games.

Coach Pettigrew says Broom has only one fault; "He doesn't have that one block-buster punch." But he can get in two or three lighter blows and do the same damage.

"Broom has a better chance to go all the way than any fighter I know of," said Pettigrew. "He's got

Below, left: A Navyman nears the top of a barrier during a tough race through an obstacle course. Below: During the same obstacle course event, a competitor seems to be walking on air along this particular portion of the course. Below right: A close race ends as the winner breaks the tape with a time of 9.8 seconds in the 100-yard dash.



something that many boxers lack—determination and a goal.”

With this combination of skill, determination and a little luck, Keith Broom may be representing the United States, and the Navy, in this year's Olympics—and as a footnote, Pettigrew is one of the coaches competing for the slot of Olympic Coach.

DECATHLON COMPETITION

Judging from the events held last summer at NAS North Island at San Diego, you'd have to be an Olympic star to compete. Thirty-three athletes from area commands were pitted against each other in the all-day, 10-event program.

The sports, selected on the basis of availability of equipment and facilities, started with the free throw, where 15 baskets out of 20 tries were good for 100 points. The 100-meter swim was next, and considered by most contestants to be the most difficult. Then followed the softball throw, running long jump and the 100-yard dash. The obstacle course was next. It looked easy to most, but proved to be very tiring, especially the 30-foot slide for life. The 12-lb. shot put, and softball hitting followed. Softball hitting was done

with the use of an automatic pitching machine. The football throw and mile run were the last events.

No one scored exceptionally high in every event. Contestants were so closely matched and competition so keen that a winner couldn't be determined—or even guessed at—until final scores were computed after the mile run.

Winner Bill Oldershaw of Naval Amphibious Base, Coronado, rang up 944 points out of a possible 1000. Albert Ashton from SEAL Team One was a close second with 942 points.

This was the first time an event like this had been held by the command and they're planning to make it an annual occurrence.

Using equipment already on hand and some imagination, you can arrange a similar contest where you're stationed; the same holds true for every event mentioned. See your recreation officer today and find out how your shipmates can make the Navy Sports Program your next "liberty port."

—Compiled by JO2 Dan Wheeler from articles by:
JO3 D. Larsen & JO1 B. Bartkus; JO2 Valerio;
PH2 R. Gorman; JO1 D. Guzman; JO2 D. Fields;
JO2 H. Watters & JO1 J. Bacheller; and ENS B. White



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

'Educational Help'

Many enlisted men and women have asked themselves at one time or another the not-so-simple questions: Should I further my education? Should I complete high school? Should I begin college? Should I look into technical education, the computer field, or business management?

No doubt, these are important considerations. And you must, of course, make your final decisions after weighing the effects additional education may have on your future. However, if you do decide upon more education, there's help available through the Navy Campus for Achievement (NCFA).

NCFA is an "umbrella" term for a management system of off-duty education. Beginning in March 1974, NCFA established a network of professional educational advisers who absorb much of the paperwork and interviewing formerly done by Educational Services Officers (ESOs) and career counselors. I don't mean that these advisers eliminate the need for or reduce the importance of the ESOs and career counselors, but that they are in a position to provide support. This allows the ESOs and career counselors more time to meet individual needs in other areas.

NCFA advisers can assist you in formulating your educational or training goals. Or, they can evaluate your work experience and education, and counsel you concerning the completion of high school, vocational/technical training, or college through off-duty study. They'll also answer your questions concerning the availability of educational funds, such as the Tuition Assistance program or in-service use of the GI Bill.

One of the major programs NCFA offers is the *Contract for Degree* program. This program is tailored for the individual who doesn't feel he will remain in one place long enough to complete a degree at a particular institution. The *Contract for Degree* program allows you to accumulate credits from various sources and apply them all toward a degree program at a participating college or university. All of the institutions that participate in this program have agreed to waive residency requirements, accept up to 75 per cent of all course work through nontraditional means, and provide maximum possible credit for military service schools.

Another program offered through NCFA, one especially designed for the seagoing sailor, is

Program for Afloat College Education (PACE). Through this program, contracted colleges and universities provide classes directly on board ships throughout the fleet. The instructors either travel on board with the crew or meet ships when they return to home port. The courses in these programs are fully accredited and transferable, and all tuition costs are paid by the Navy.

Predischarge Education Program (PREP), another program managed by NCFA, provides the non-high school graduate with classroom instruction in English, mathematics, and social sciences. The PREP program can lead to a high school diploma and also provide basic college review for those persons identified as having the need. PREP is available to active duty personnel on most Navy bases (sometimes aboard ship) and is paid for by the Veterans Administration with no charge against your VA entitlements.

On the other hand, many of you already have a high school diploma and would now like to take some college courses. And, because of your past experience and education, you feel that you already have sufficient knowledge in some areas to pass the final examinations and get college credit for them through the *Defense Activity for Non-traditional Educational Support Program (DANTES)*.

Through the DANTES program, Navy members can take a general battery of tests (CLEP) consisting of English composition, humanities, mathematics, natural science, and social science and history. Each is a one-hour, multiple-choice exam which can earn you up to six semester hours of college credit. In addition, if you feel qualified to take exams in more specialized areas, such as college algebra or introductory psychology, they're available too. Also available under DANTES testing are Subject Standardized Tests which test students on high school, vocational, and college subjects in several specialized areas.

Another program available under NCFA is the *Serviceman's Opportunity College (SOC)*. SOC, which is the forerunner of the *Contract for Degree* program, is an association of two- and four-year degree completion programs. These colleges and universities provide maximum credit for military training schools and nontraditional education while minimizing the residency requirements for service members.

If you are worried about paying for your education, your NCFA adviser can give you information on the *Tuition Assistance Program* which pays

up to 75 per cent of the tuition costs for classroom courses. Or, military members can use their veterans' benefits if they qualify. For instance, the GI Bill can provide a monthly sum for education that varies with the number of courses the individual takes.

Your NCFA adviser can be a valuable source of information to you on the programs mentioned above or on other programs such as the *Instructor Hire* program, which gives commanding officers an opportunity to hire instructors to teach a special course at your command. And, the NCFA adviser's expertise is not limited to just NCFA programs. These educational counselors can also provide information on the educational opportunities which are available to you in the area of your command.

If you decide to further your education—high school or college, vocational or technical—with one of the programs offered by or through NCFA, I recommend that you visit your command career counselor or Educational Services Officer. Then, take some time to get to know your Navy Campus for Achievement adviser who is available to help you help yourself.



MCPON Robert J. Walker

SEA LIONS BECOME NAVY DETECTIVES

"Quick Find" is an operation which aims at successfully employing sea lions to recover expensive hardware from the ocean floor. Last summer, three sea lions and their trainers from the West Coast-based Inshore Underwater Warfare Group 1 Quick Find Detachment journeyed to Mayport, Fla. The purpose: To demonstrate the effectiveness of using the sea mammals in the salvage force's fast-expanding capability for rapid location and recovery of downed aircraft and other items lost in the oceans. (See ALL HANDS, Nov. 1972.)

Using USS *Escape* (ARS 6) as an operating platform, the sea lions were lifted over the side to a rubber boat. They were then transported to the approximate site of the lost object.

In the water, the sea lions performed admirably. In less than a minute, they descended to depths of more than 150 feet; homed in on the lost article; attached recovery gear and returned to the surface for their reward—a bucket of fish.

Once the sea lions were back on board, USS *Escape* maneuvered over the recovery site, attached the lifting hook to a wire and hoisted the object on board.

CHEMICAL SEAMARKER FOR S&R OPS

A chemical seamarker package has been developed by a team of Naval Research Laboratory ocean science researchers. The seamarker promises to be a significant improvement over conventional products used in search and rescue operations at sea.

The seamarker, which is tethered to a man or machine in the water, combines conventional color dye with oleyl alcohol which produces a wave-damping film on the water surface. This film spreads, producing a highly visible sea slick.

In developing their product, NRL scientists made comparative studies with the standard Navy dye marker. When the sea slick and dye were used in combination, the detectability of the resulting marker was greater than that of either component used alone.

The NRL seamarker is visible from a wide variety of angles and may provide nighttime, all-weather detection by radar systems which are sensitive to small waves damped with the seamarker slick.

AUTOMATED WEATHER STATION DEVELOPED

A system that senses weather conditions and transmits findings automatically has been developed by ocean scientists at the Naval Research Laboratory. It is called PAWS (for Polar Automated Weather Station). An experimental model has been tested in Northern Alaska.

NRL developed PAWS to provide the Navy with a monitor of high reliability and minimum maintenance requirements for deployment in locations such as the open ocean and polar regions.

The PAWS is powered by a radioisotope power generator (RPG) and can communicate on two frequencies in the HF band. An automated central station will soon be deployed in the Antarctic. The radiological safety aspect of this operation is under control of the Naval Facilities Engineering Command.

● WIDE VARIETY OF RECRUITER BILLETS AVAILABLE

There is an immediate requirement for more qualified volunteers for recruiting duty. It is a chance for senior enlisted personnel to become chief recruiters, zone supervisors, or recruiters-in-charge of a recruiting station. It is a chance for officers to enhance their managerial expertise, while developing skills which will be useful no matter what their Navy career field. Younger enlisted personnel have an opportunity for personal growth, while learning modern organizational methods.

A common misconception by Navy personnel outside the Recruiting Command is that Navy recruiters are assigned to stations only in large cities; that recruiters must work and probably live in large inner city environments.

Although some recruiters are assigned in large metropolitan centers, many others work and reside in small towns, rural regions, suburban areas and small to medium size cities. Volunteers are needed for duty throughout the command, but immediate assignments are available in Navy Recruiting Districts Detroit, Los Angeles, Philadelphia, Chicago, St. Louis, and Washington, D. C.

Majority and minority volunteers are desired for all districts. Members of the following minority groups are requested immediately for these districts:

- Black: Harrisburg, Newark, New York, Atlanta, Detroit, Richmond, San Diego and San Francisco.
- Native Americans: Detroit, Albuquerque, Dallas, Oklahoma City, San Diego and San Francisco.
- Puerto Rican: Albany, Newark, Philadelphia and Detroit.

Individuals interested in volunteering for recruiting duty should consult Chapter 11 of the Enlisted Transfer Manual to ensure that they are qualified. Requests for recruiting assignments should be submitted to CHNAVPERS (Pers-5021) via the chain of command. In addition to the satisfaction of achieving challenging goals, recruiters receive Special Duty Pay (SDA).

● PCS ORDERS CHANGE OPTIONS FOR OFFICERS AND ENLISTED

Since January 1971, senior officer and enlisted personnel have had the option of retiring or transferring to the Fleet Reserve in lieu of accepting permanent change of station orders. This option was offered provided such election was made within 10 days of receipt of orders and was not contrary to the needs of the Navy. The policy, originally adopted to ease budgetary constraints, has since been reviewed. Effective 1 May 1976, the options will be discontinued.

Enlisted personnel in receipt of transfer orders, either by normal means or naval message, dated after 30 April or officers who receive notification of PCS orders by any means, will not be afforded the option of retirement or transfer to Fleet Reserve, unless that notification occurs on or before 30 April. Additional information on this change is contained in BuPers Notice 1800 of 12 Mar 1976.

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All other retirement or Fleet Reserve transfer requirements set forth in BuPers Manual remain unchanged.

- NAVY'S FIRST TRIDENT SUBMARINE WILL BE USS OHIO

The Navy's first nuclear-powered Trident Missile submarine (SSBN 726) will be named Ohio. Keel-laying ceremonies have been scheduled for 10 April at Groton, Conn. Ohio, displacing 16,800 tons, will be 560 feet long and 42 feet wide. Trident class submarines, designed to carry 24 missiles, feature advanced quieting techniques and sonar systems. They will provide faster patrol of larger areas and will operate for longer periods at sea.

- SUBMARINE OMAHA LAUNCHED; KEEL LAID FOR JACKSONVILLE

Launching and keel-laying ceremonies for two high-speed, Los Angeles-class, nuclear attack submarines were held recently at Groton, Conn. Following the launching of Omaha (SSN 692), the keel was laid for Jacksonville (SSN 699).

- WINNERS ANNOUNCED IN BRONZE HAMMER COMPETITION

Winners of the fourth annual Self-Help Bronze Hammer awards have been announced. This program recognizes those naval activities which have made the most progress in improving the quality of Navy life by utilizing self-help for the enhancement of living quarters and personnel support, welfare and recreational facilities.

Selection is extremely competitive. Winners were selected based upon an evaluation of effectiveness of resource allocation, attention given to personnel support facilities, quality of completed improvements, and ingenuity exercised in execution of the program. Here are the winners:

- Commands with enlisted allowance greater than 1000 and a Construction Battalion Unit (CBU) in the immediate area--NAS Alameda, Calif.; second place, NavSta Charleston, S. C.

- Commands with enlisted allowance less than 1000 and CBU in the immediate area--Naval Security Group, Skaggs Island, Calif.; second place, NavSta Pearl Harbor, Hawaii.

- Commands with enlisted allowance greater than 1000 without a CBU in the immediate area--NAS Chase Field, Tex.; second place, NavSta Guantanamo Bay, Cuba.

- Commands with enlisted allowance less than 1000 without a CBU in the immediate area--Naval Ammunition Depot, Hawthorne, Nev.; second place, Naval Air Facility, El Centro, Calif.

Special awards were also presented to Lakehurst Branch, Naval Regional Dental Center, Philadelphia; Fleet Tactical Support Squadron 30, Alameda, Calif.; and Marine Barracks, Keflavik, Iceland.

- C-7 SCHOOL CHANGES ANNOUNCED

The Avionics Advanced Course, Interior Communications Electrician, Electronics Technician and Electrician's Mate "C-7" schools which were scheduled for closure during FY77 will remain open. (C-7 schools were formerly known as Navy Class "B" schools.)

The closures, originally proposed due to budgetary constraints, were revised because no suitable alternative training is available. These courses have been singled out as contributing to the retention of critically needed personnel in the EM, AV, ET and IC ratings.

The final class convening dates for C-7 schools have also been announced. They are: Photographer's Mate class level two (21 Jun), Musician (7 Jul), Aviation Structural Mechanic (Structures) (16 Jul), Aviation Structural Mechanic (Hydraulics) (30 Jun) and Aviation Machinist's Mate (Jet Engine) (16 Jun).

An effort is being made to incorporate training offered in these courses into other schools.

- E-7 THRU E-9 TIS AND TIR REQUIREMENTS CHANGED

The minimum time-in-service (TIS) and time-in-rate (TIR) requirements for advancement to E-7, E-8 and E-9 have been revised.

Effective 1 Nov 1976, the TIS requirements for advancement to E-8 will be 12 years and for advancement to E-9 will be 15 years. In addition, the TIR requirements for E-9 candidates will be increased to three years.

Effective 1 Jan 1977, the TIS requirements for E-7 candidates will be nine years. Three years' TIR will remain the requirement for E-7 and E-8 candidates.

Individuals who participated in the Nov 1975 E-8/9 exam and the Jan 1976 E-7 exam and are not selected for advancement will be allowed to compete in the Nov 1976 and Jan 1977 cycle without having to meet the new requirements.

For further details, see BuPersNote 1430 of 2 Feb 1976.

- CAREER PLANNING GUIDEBOOK TO BE ISSUED

Beginning this month, all unrestricted line officers, including all newly commissioned officers, will be issued a copy of the Unrestricted Line (URL) Officer Career Planning Guidebook. Initial distribution will be automatic to all URL officers and addressees listed in the Standard Naval Distribution List, parts one and two. The planning guide provides career information and guidance for URL officers and contains answers to questions frequently asked of assignment officers in the Bureau of Naval Personnel. It is not a complete treatment of all the variables associated with officer distribution but it does set forth enough information concerning the subject to enable officers to more fully understand and participate in their own career planning. The publication is for the use of URL officers of all grades and all officers will receive a personal copy for use throughout their careers. The URL Officer Career Planning Guidebook may be ordered through normal supply channels.

- VIKING REACHES THOUSAND-HOUR MILESTONE

An S-3A Viking assigned to Air Antisubmarine Squadron 41 on 9 February became the first fleet S-3A to accumulate 1000 hours' flight time. The milestone was achieved during carrier qualifications on USS Kitty Hawk (CV 63) operating off the southern California coast.

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- ENLISTED FLIGHT PAY ELIGIBILITY REVISED

Eligibility criteria for enlisted aviation personnel drawing hazardous duty/flight pay have been revised. A new Bureau of Naval Personnel ruling states that enlisted personnel serving as aircrewmembers must have--as a secondary NEC--an 82XX NEC. To qualify further, such personnel must be assigned to an 82XX billet. Additionally, the individual concerned must have been ordered to his command in a flight status or earned flight status while onboard (Distribution NEC). The new revision goes into effect on 1 Jul 1976 but does not affect people in the AW rating. For more information, check BuPersInst 1326.32. Commands will find implementation procedures in BuPersNote 1326.

- SHIP MATERIAL READINESS COURSE SET FOR SENIOR OFFICERS

The first class in a new ship material readiness course for senior officers is expected to convene in May. The course, created to enhance the abilities of these officers to deal with the increased complexities of ships' systems, is in direct support of CNO's priority to improve ship material readiness.

Coordinated by the Chief of Naval Personnel with assistance from OpNav, NavMat and CNET, the course is for designated flag officers and captains enroute to major operational commands and selected staff assignments. The major portion of the course will be conducted at engineering training facilities in Idaho. Additional instruction will be provided at the Naval Training Center, Great Lakes, Ill., and the Puget Sound Naval Shipyard, Wash. Further details on the course may be found in NavOp 23 of 18 Feb 1976.

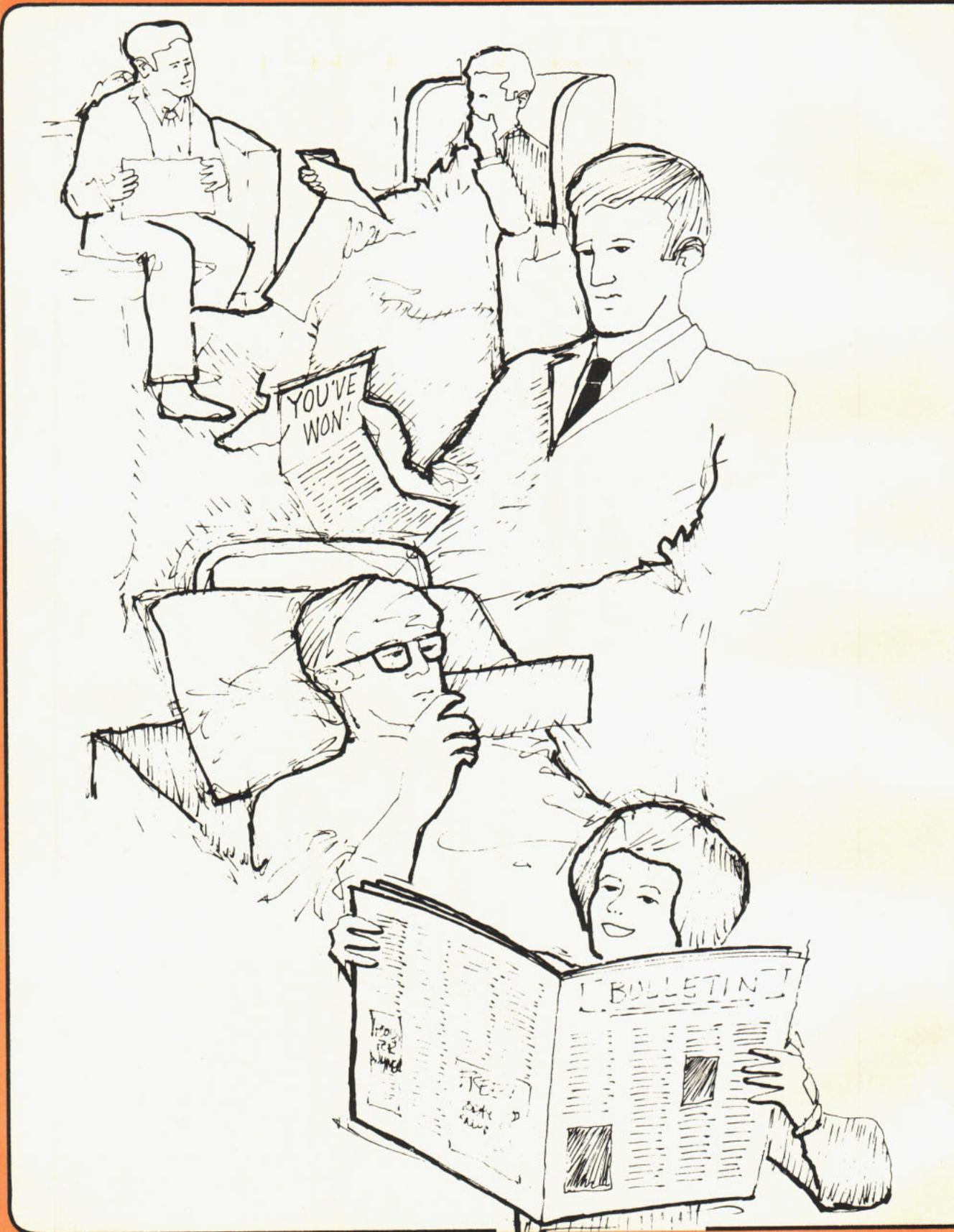
- SECNAV ANNOUNCES BEST MESSES AND CLUBS

Six top messes and clubs were selected from 42 entries in the SecNav's second annual Messes and Clubs Awards Program. NAS Cubi Point, Republic of the Philippines, was declared to have the best Commissioned Officers' Mess (Open). Taking top honors in the Commissioned Officers' Mess (Closed) category was NavSta Charleston, S. C., while Naval Amphibious Base Coronado, Calif., was chosen for the best Commissioned Officers' Mess (Closed) with social functions. The Chief Petty Officers' Mess (Open) at Naval Education and Training Center, Newport, R. I., was declared the best in that category in the Navy. NavSta San Diego, Calif., was named as having the best Enlisted Mess (Open) and Support Facility, Taipei, Taiwan, took top honors in the Enlisted Club category. Facilities were judged on appearance, culinary arts, entertainment programs, management standards, club/patron relations, sanitation and safety records.

- STANDARD MISSILE TESTS SUCCESSFUL

The Navy's Standard Missile Two (SM 2) recently scored a direct hit on a high altitude drone at a range of more than 50 miles. The shot was fired during tests at the White Sands, N. M. missile range.

SM 2 is being developed as the missile for the Aegis weapons system. Eventually it will replace the Terrier, Tartar and Talos missiles now in fleet inventories.



For the Navy Consumer

What You Should Know About Fraud By Mail

When I was a kid, two coupons and \$5.98 would get me the most beautiful telescope I had ever seen. Its long, slender body was decorated with blazing comets streaking across a star-studded sky. According to the comic book ad, its 10-power ability would bring the heavens right into my bedroom and almost allow me to climb into a moon crater. I wanted that telescope more than anything in the world.

I managed to scrape the money together (after all, I still had my coke and bubble-gum habit to support) and sent off the coupons along with my father's check for this marvelous instrument.

Day after endless day I anxiously waited for the mailman. Two weeks later he brought my telescope. As I ripped open the package my stomach flopped—and my heart broke. My dream telescope turned out to be no more than a flimsy cardboard tube with a piece of plain glass in each end. I cried in disappointment.

That was my first encounter with mail fraud, and it was a hard lesson. Fortunately, I learned from it. Others haven't been as lucky. The U. S. Postal Service estimates that Americans drop 500 million each year to slick operators who cheat them through illegal use of the mails.

The real cost of mail fraud, however, is not known. Authorities believe 90 per cent of all fraud cases go unreported. Reasons range widely: "I didn't know who to report it to;" "I felt it was a private matter;" "The

authorities couldn't do anything anyway." An unknown number of fraud cases also go unreported simply because victims are embarrassed to admit they have been taken, or, in many instances, because they don't even know they may have been swindled.

Fame, fortune, knowledge, health, eternal youth and well-being are some of the things most people want. They are also some of the things a smooth operator uses to exploit people.

A woman in California, for example, needed to supplement her family income but was unable to leave home to work. She answered a newspaper ad offering the opportunity to "earn up to \$1.68 an hour sewing baby shoes in your own home." But, she learned, it was first necessary for her to pay a small registration fee and to pass a demonstration test of her sewing skill. What this woman didn't know was that 60,000 others had answered the same nationwide ad, and every one of them failed the test and lost their registration fee. All were victims of mail fraud.

The flimflam man often preys on those in financial difficulty. A young Navy family having trouble making ends meet, for example, sought help by answering a "financial consultant's" magazine ad. Little did they know that, by enrolling in the program, their problems were just beginning.

The first hint of trouble came when, to their dismay, merchants began threatening to repossess the family

Fraud By Mail

auto, appliances and clothing, and letters of indebtedness were received by the commanding officer.

Postal inspectors stopped the scheme and the couple learned that their first monthly checks were paying off the consultant's basic fee instead of being credited to merchants as they thought. They were victims of mail fraud.

Expensive appliances are items often placed in the wait-'til-we-get-the-money section of household budgets. They're a boon to the con man.

When someone comes along and offers a color TV for almost nothing, who can resist? This is the bait used in chain-referral setups. All you have to do, the letter says, is "get your friends and relatives to buy a color TV set; then they become referers as well. The \$50 commissions each of you earns from the chain sales will become your monthly payments. Everyone will end up getting a color TV for almost nothing."

It sounds good, but postal inspectors have found that in almost every chain-referral scheme the victim is lucky to earn even one or two commissions. The family is stuck with an expensive appliance it couldn't afford at half the price.

Another appliance game is called "You've Won." A special delivery letter arrives and joyfully to you, at least, announces that you have won a brand-new sewing machine. "All you have to do," it says, "is come to our office to select the cabinet you want." When you go to collect your prize you may end up paying more for the cabinet than the whole unit.

When grief strikes a family it is often an invitation to the smooth operator to strike. The daily newspaper obituary column supplies the "marks," and he simply sends the deceased person's relatives a worthless piece of junk C.O.D. The C.O.D. charge is, of course, astronomical when compared to the item's real value. Believing the deceased ordered the merchandise before death, the family pays for the parcel, and the fraudulent merchant reaps a huge profit.

Grief of another sort is played on through the generosity of Americans in helping those in need. Charity rackets are a profitable operation for swindlers who implore "Won't you give just one dollar to help?"

One of the biggest charity rackets ever investigated by postal inspectors involved a professional fund-raising firm which mailed requests for help to millions of persons throughout the country year after year. Investigation disclosed that of approximately \$22 million contributed by the public at large, nearly \$11 million was earmarked for salaries, expenses and illegal kick-backs.

On the other hand, many charities are making important contributions and merit full support. How can you be sure your money is going to an honest organization and not into the pockets of swindlers? First, donate to charities and organizations with which you are familiar, and for financial statements from those with

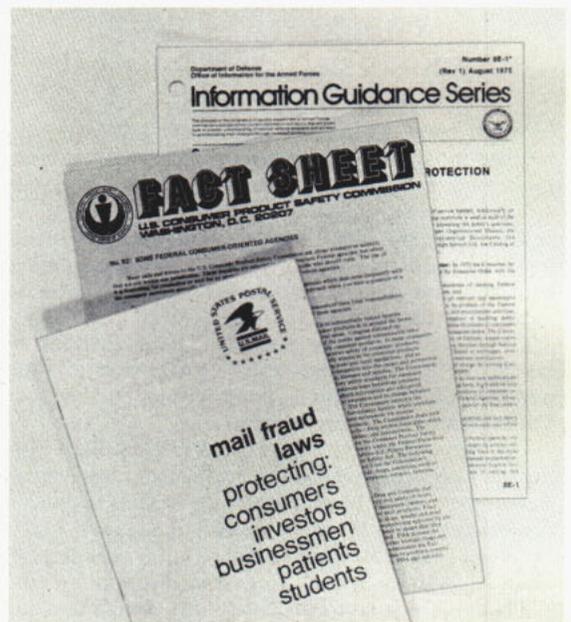
which you are not familiar. You can also check charities out with the Better Business Bureau or the local Chamber of Commerce.

Since 1872 the federal criminal mail fraud statute has protected consumers and others who do business by mail. This law states that those using or causing the mails to be used to further a fraudulent scheme "shall be fined not more than \$1000 or imprisoned not more than five years, or both."

If, after investigating a potential case of mail fraud, postal inspectors believe the law has been violated, they turn the evidence over to a U. S. Attorney for possible presentation to a grand jury and ultimate prosecution in the federal courts.

Consumers are also protected by the false representation statute. Under this law promoters who use the mails to *misrepresent* are not subject to criminal penalties, but lose the right to receive, through the mail,

How to Guard Against E



The Department of Defense, the Navy and other branches of the government are interested in helping to protect the members of the community and the armed services in the areas of safety, the environment and ecology, and also as consumers. The pamphlets shown are representative of various programs that implement these services.

checks or money orders relating to the illegal activity.

There are dozens of clever fraud schemes which have been uncovered by the Postal Service, and dozens more crop up all the time. The question is, what can you do if you suspect you're a victim of postal fraud?

To stop a dishonest scheme, postal inspectors must first find evidence that you and others were cheated as a result of claims the seller made in an *intentional* effort to defraud. Mail fraud violations occur when a general scheme or pattern of fraud exists.

When you believe a mail fraud exists, hold all letters, including envelopes, and other evidence related to the questionable scheme. See if your neighbors or business associates have also received similar material.

Bring this information to the attention of a postal inspector in your area by contacting him directly or through your postmaster.

Even if no evidence of fraud exists, but you feel you

have not received what you paid for, Postal Inspectors may be able to assist you in settling the unsatisfactory transaction. Although Postal Inspectors do not have the authority to force adjustment of mail-order transactions, they will contact the company on your behalf. You may also take your complaint to the Better Business Bureau, Chamber of Commerce, an appropriate trade association, the publication which carried the advertisement, or State Consumer Protection Office. You may also visit your legal services officer to discuss the possibility of finding relief through civil suit if you suspect a breach of contract was involved.

Popular movies such as *The Sting*, *Paper Moon* and *The Flimflam Man* may make good entertainment, but when you find your dream telescope is actually a worthless tube of paper it's no fun. Nor is it fun for the poor and elderly who make up the majority of the con artist's "marks."

—JO1 Tom Jansing

Being Cheated and Where to Take Your Complaints

Every time you buy a service or product the potential for becoming a victim of fraud exists. How can you guard against being cheated, and where can you take your complaint if you are? The federal government helps with education and assistance through consumer protection services already established within many of its various agencies.

Education is the job of the Consumer Information Center. Its task is twofold: (1) To promote greater public awareness of existing federal publications of interest to consumers; and (2) to encourage the development of relevant and meaningful consumer product information as a by-product of the federal government's research, development and procurement activities.

The first task, education, is achieved through the Consumer Product Information Index. This booklet (revised quarterly) lists approximately 250 selected federal publications of consumer interest which represent the output of more than 20 federal agencies. Subjects covered by booklets and fact sheets offered in the Index are varied and include such topics as consumer protection, buying appliances, budget and credit matters and health and personal hygiene. About 20 per cent of the publications are free, the others are sold at cost—usually for about 25 cents each. An order blank is provided with each copy of the Index.

Free copies of the Consumer Product Information

Index may be obtained by writing to: Consumer Information, Pueblo, Colo. 81009. The Index is also available at many military exchanges and commissaries.

If you do become a victim of fraud, or simply seek information, the federal government is again ready to help. The problem is, which agency must you see? The answer is supplied quickly and easily by a visit, letter or telephone call to your nearest Federal Information Center (FIC). Each FIC is staffed by experienced personnel who can direct you to the agency best prepared to help.

There are currently 74 FICs located throughout the United States. They are listed in local telephone directories, or a complete list of locations—addresses and telephone numbers—can be obtained by writing to: Federal Information Center Program, General Services Administration, Washington, D.C. 20415.

Another valuable aid in finding the federal agency you want is the U. S. Consumer Product Safety Commission Fact Sheet Number 52, entitled: *Some Federal Consumer-Oriented Agencies*. It contains the name, address, telephone number and a brief description of responsibilities of agencies which deal most frequently with consumer inquiries. The fact sheet also contains a complete listing of Federal Information Centers. Copies can be obtained from the Consumer Information in Pueblo, Colo.

NAVY SEA CADETS

An Opportunity For —

- Navy Retirees
To Train
- Navy Juniors
To Learn

If you are headed for the Fleet Reserve or retirement and are still interested in a part-time role in behalf of the Navy and the youth of this country, here's something to think about.

Retired officers and petty officers looking for a way to occupy their free time and render a valuable service would do well to consider becoming leaders in the Navy League's Sea Cadet Corps. There's an active effort underway by the League to recruit knowledgeable leaders for their 150-unit Sea Cadet program. The organization has the full support of the Navy in training young men and women in basic seamanship, besides instilling in them a sense of pride and accomplishment.

Those attached to the program gain a personal satisfaction in helping to guide young people toward a naval career; a large majority of Sea Cadets enlist in the Navy or enter training programs leading to active service in the armed forces. This is a worthwhile program practically tailor-made for retired people anxious to be of service to the Navy. The Sea Cadet Corps is a splendid way to aid today's youth.

The Naval Sea Cadet Corps is a nonprofit, volunteer youth program sponsored by the Navy League to provide a Navy-oriented training program for young men and women aged 14 through 17. Federally chartered, its purpose is "... through organization and cooperation with the Department of the Navy, to encourage and aid American young persons to develop an interest and skill in basic seamanship and in its naval adaptation, to train them in seagoing skills and to teach them patriotism, courage, self-reliance and kindred virtues."

The Sea Cadet program benefits the Armed Services, and the Navy in particular, by providing a source of career-motivated and trained young people to assist in meeting our manpower needs, both officer and enlisted, under the all-volunteer concept.

Available statistics indicate that during the past two years approximately 70 per cent of those cadets in the age-eligible group have either enlisted or entered a training program leading to active service in a branch of the Armed Forces. Considering the objectives of the Naval Sea Cadet Corps, and the results being achieved, the program warrants full support of the military.

At present there are over 150 Sea Cadet units in the nation, each sponsored by a Navy League Council and receiving support from a local Navy activity. Leadership and administration of the individual units are provided by the Sea Cadet Officer Corps and nonpaid volunteer adults dedicated both to the Navy and to providing young persons with a constructive outlet for their energies and talents.

Key to continued growth of the corps is the interest and active participation of adult leaders, either as officers in the corps or through support and participation

by serving as instructors or guest lecturers. Retired naval personnel possess the unique qualifications needed by the corps—leadership ability and competence in naval matters. Additionally, there is a personal satis-

The Sea Cadet Corps provides an opportunity to develop an interest in the Navy at an early age. Shown here are a group of sea cadets from North Hollywood, Calif., learning the skill involved in making boat bumpers from a sailor attached to Naval Air Station, Point Mugu, Calif.

faction to be gained from participating in a worthwhile youth program and in assisting the Navy in meeting future manpower needs.

Supporting your local Sea Cadet unit is an excellent way to remain active in the Navy community. You can contact your local Navy League Council for further information, or write to: Executive Director, Naval Sea Cadet Corps, 818 Eighteenth St., N. W., Washington, D. C. 20006.

—LT Kristin Tryon, USNR





NAVY JUNIOR RESERVE OFFICER TRAINING CORPS

- Another Sampling Of Youth Training In The Sea Service

Two units of the Naval Reserve Officers Training Corps (NJROTC) from Jacksonville, Fla., high schools got a firsthand look at the Navy when they embarked in the Mayport-based replenishment oiler USS *Kalamazoo* (AOR 6).

"Cruises such as this are very beneficial for the cadets," said NJROTC instructor retired Navy Commander Roy H. Paxson. "It gives them the opportunity to see how their classroom training can be put to practice use."

In the first unit, 47 NJROTC cadets from Jacksonville's Bishop Kenny High School boarded *Kalamazoo*, commanded by Captain Jerry O. Tuttle, as she got underway for local operations with the carrier USS *America* (CV 66).

Kalamazoo swung into action early in the cruise as she demonstrated man overboard recovery techniques. Cadets watched intently from the ship's flight deck and bridge wing as the motor whaleboat was hoisted out and lowered into the water, as her crew set out to rescue "Oscar," the drill dummy.

Later in the evening all hands manned battle stations as general quarters sounded. The cadets were divided into small groups and stationed in key areas throughout the ship. The complex equipment in combat information center provided a challenge for one cadet group as they observed tracking and communication devices. Meanwhile, others were stationed on the bridge to view firsthand evasive tactics used in battle. Others were

placed throughout the ship in the various repair parties and in engineering space.

Bright and early the following morning, *Kalamazoo* showed off her specialty, underway replenishment, as *America* and USS *Luce* (DDG 46) came alongside. Many NJROTC students marveled at the size of the aircraft carrier. When refueling was finished three hours later, the cadets saw an emergency breakaway drill and learned how quickly refueling ships can separate if necessary.

After noon meal on the mess decks with the crew, it was showtime as Attack Squadrons 15 and 87 of Air Wing Seven from *America* performed an aerial demonstration and bombing practice on a target towed behind *Kalamazoo*. "I've never seen anything as exciting," stated one cadet as four jets passed close overhead.

"NJROTC is the young man's first association with the Navy, and could be his initial step in the direction of a possible commission. For many of these students it is their first time at sea, and it's truly an unforgettable experience," said CDR Paxson.

On the following weekend a second NJROTC unit got its chance. This time 45 cadets from Orange Park High School, led by retired Navy Commander Scott Edwards, went along as *Kalamazoo* headed out to refuel the destroyer USS *Spruance* (DD 963), first of her class.

During their three-day cruise, the second group of cadets observed shipboard operations and participated in all evolutions. They were divided into watch sections and stood standard four-hour watches—under instruction—in CIC, the engine room, and pilothouse. Students also received special training as underway lookouts and participated in general quarters.

—JOSN Gary Smith

Facing page, left: NJROTC cadet Charles Patterson at radar repeater in *Kalamazoo's* Combat Information Center. Below left: Cadet receives instruction in proper use of Oxygen Breathing Apparatus (OBA). Right: Chief hull maintenance technician discusses damage control on cargo deck of USS *Kalamazoo*.



SHOOTING

QMC Oscar W. Ethridge



Standing on the ship's bridge, leaning over large nautical charts, Chief Quartermaster Oscar W. Ethridge bears little resemblance to his early Navy counterpart as he lays out recommended tracks for his ship's next voyage. But his job still is basically the same.

Though much of the quartermaster's equipment has been added or altered since the days of John Paul Jones, at least five basic navigational aids have remained constant: compass, landmarks, charts, sextant and stars.

Chief Ethridge has been a Navy quartermaster for 18 years, 15 of which have been spent at sea. For almost two years now, the 37-year-old chief has been aboard the Seventh Fleet destroyer USS *Rowan* (DD 782) operating out of Yokosuka, Japan.

"Quartermaster is a seagoing rating," he explains.

"We gather information, so a ship can move from one area to another with minimal risk and we constantly must be able to pinpoint the ship's position."

Before departure of his ship, Chief Ethridge gathers information regarding the proposed track and looks for possible navigational hazards. Based on this research, he charts a course, then submits it to the ship's navigator. Final decision as to deviations from the proposed track rests with the ship's commanding officer.

At sea, Ethridge submits reports at 0800, 1200 and 2000 to the commanding officer giving the ship's position and present course and speed and scheduled course and speed change. The ship's position is determined by using visual landmarks, and by radar, sonar, long-range radio navigation (*Loran*), and celestial navigation. *Rowan's* position is also monitored by a "fathometer," which measures the water's depth.

"By checking one navigational aid against another," the chief explains, "we can find out exactly where we are. If two aids give us a different readout, we go by celestial navigation, which is considered to be the most reliable."

The quartermaster's day begins just before sunrise, when the stars and the horizon are still visible. "I can pinpoint the ship's position by getting a fix from five selected stars." Celestial navigation is also accurate in daylight, using the sun as a reference point.

Most of the chief's day is spent supervising his assigned quartermasters. Occasionally, the daily routine is interrupted by a navigational hazard, such as flotsam, or uncharted wrecks and land masses. If an uncharted island—which is rare these days—is sighted, the quartermaster surveys it, and sends the data to the Naval Oceanographic Office in Washington, D. C. In this way, the quartermaster helps in updating charts of the seas.

In all respects, the chief finds satisfaction and a feeling of accomplishment in his work. "I know that I can take a ship anywhere in the world, guide her by the stars, and see her safely alongside a pier. To me that's what the Navy is all about."

—Story by JOSN Betty Pease

THE STARS

QM2 John Stein



takes readings from celestial sources. These readings help the navigator determine the ship's position, how far the ship must go to reach her destination and how fast she must go to get there.

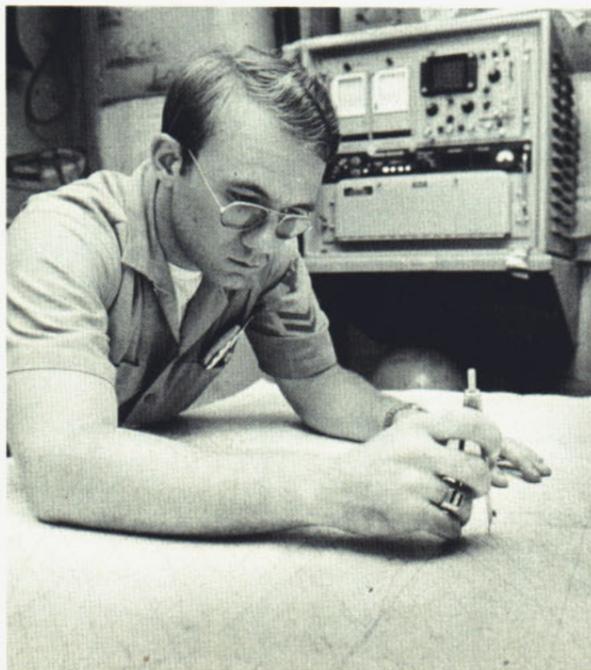
A 1971 graduate of Utica Senior High School, Stein said that modern navigational methods are used in conjunction with celestial navigation, eliminating errors. "Two of us shoot stars so we can compare our readings and make more accurate position reports," he remarked.

Quartermasters also synchronize the ship's clocks, assist the officer of the deck in the pilothouse and steer the ship. Stein considers a quartermaster's second most important job is that of keeping the correct time. "We receive the correct Greenwich Mean Time from radio central and use that to correct the clocks." He added, "The correct time is essential when you're shooting stars; the mission of the ship depends on accurate timing."

Stein doesn't stand underway watches because he works 15 hours a day shooting the sun and other bodies. He does occasionally, however, steer the ship during underway replenishments. "Steering during replenishments is very critical; the helmsman can't deviate more than one-half a degree from the ordered course," said Stein, speaking from experience.

Having served on board the San Diego-based *Okinawa* all of his current four-year hitch, Stein recently reenlisted and is scheduled for transfer soon to the ammunition ship *USS Flint*.

—Story by JO1 Paul Long
—Photos by PH1 John R. Sheppard



Navy quartermaster John Stein prefers the traditional method of navigation—"shooting the stars." "I've always been interested in astronomy," he said. "When I was a little kid, I used to read books on astronomy and had one of those 'starter' telescopes."

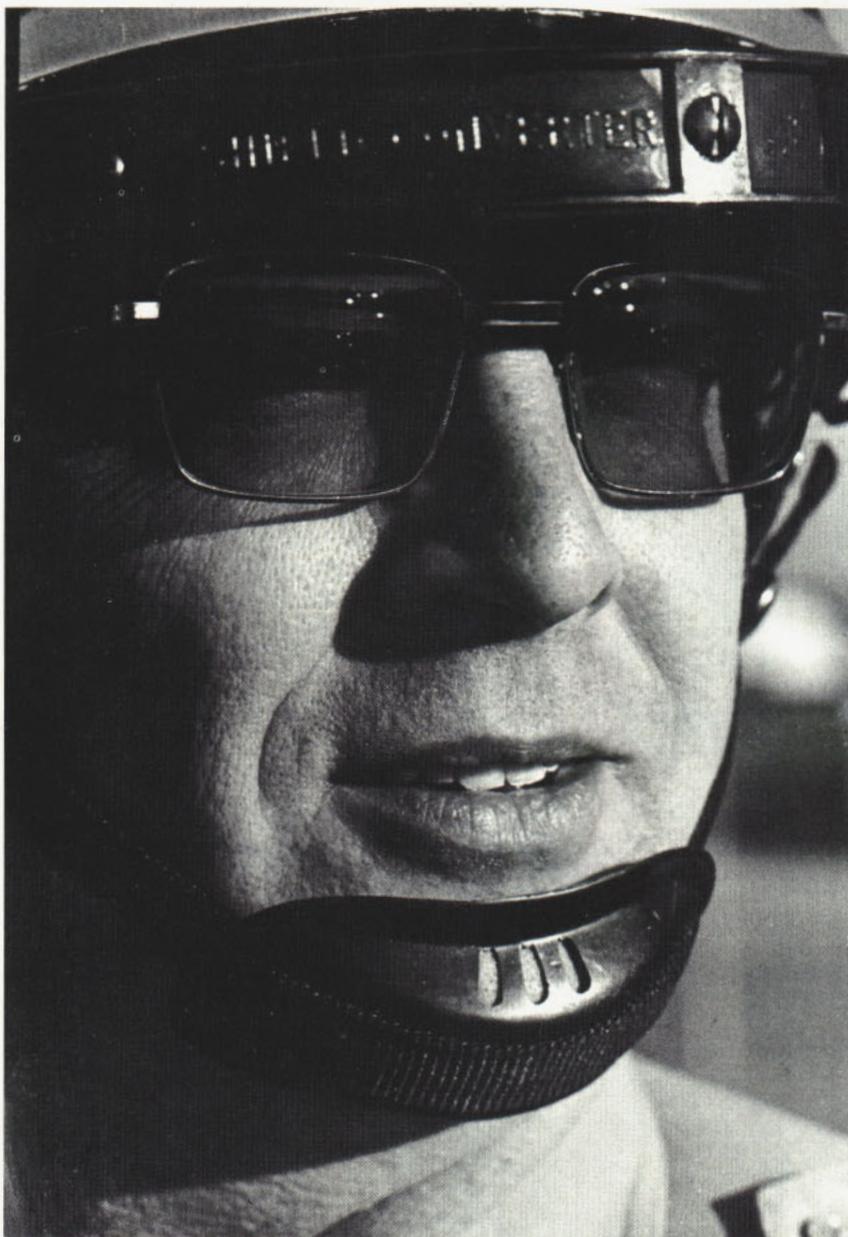
A former resident of Utica, Ohio, Stein is principal assistant to the navigator of the amphibious assault ship *USS Okinawa*. In that capacity, the four-year Navy veteran's primary job is "natural navigation."

At sea, Stein rises at 0500 and "shoots the morning star." "Actually, we shoot about seven stars, then compute our readings and chart the calculations, which give us our fix," he explained. According to Stein, "shooting a star" means measuring the angle of elevation of the celestial body above the horizon. A "fix" is the ship's longitudinal-latitude position.

"We prepare position reports for the captain at 0800, 1200 and 2000," further explained Stein. Throughout the day and into the evening, this 22-year-old sailor

Navyman in the Volunteer Police Reserve

Moonlighting Without Pay



Left: During his spare time, Master Chief Fire Control Technician Carlos E. Beadle serves as a sergeant in the San Diego Police Reserves. **Right:** FTCM Beadle prepares to go on patrol as a backup officer. He is part of a group of about 250 volunteers who supplement the regular police force.

Master Chief Fire Control Technician Carlos Beadle of the Fleet Training Center, San Diego, has his nights out just like the rest of the boys. But instead of bowling or poker, he takes to the streets of the city. Chief Beadle is a part-time volunteer policeman—a sergeant in the San Diego Police Reserve.

"I became interested in the police reserve program five years ago while working as a night security guard," Chief Beadle said.

The 25-year Navy veteran joined the Police Reserve in 1970 and has averaged over 500 hours per year in off-duty time with the reserves, all without pay. In 1975 he broke the 1000-hour mark.

"That was a personal goal I had," he said with a smile, "and it's a good thing that my wife, Ellen, is very understanding. Actually, she's proud that I'm doing something worthwhile with my spare time. Because of my involvement with the Police Reserve our whole family feels closer to the community."

Chief Beadle is part of a force of almost 250 reserve officers who supplement the regular police when extra manpower is required. They work events such as parades, concerts and even riots. They also ride with the regulars as backup officers on normal shifts.

On one recent eight-hour shift, the evening was anything but dull for police Sgt. Beadle.

After checking in at the station and being briefed, he teamed up with a regular officer to begin patrolling a downtown beat. Minor disturbance calls started the watch—a sick man in a restaurant, an intoxicated man at the YMCA, a shoplifting complaint, a drunk driver, backup for officers needing assistance, more minor disturbance calls from a local hotel, a traffic check on a car with a noisy muffler, another officer needs assistance call, response to a silent alarm, and, finally, time for a lunch break. With the first half of the watch over it was time to get back on the streets.

"The job is exciting and it gives me a great deal of satisfaction to be helping in this way," Chief Beadle said. "That's why I'm out there two or three times a week."

Not everything is pure police work though. The reserves also contribute their time to help with special undertakings like "Project 1000," an annual collection of food, clothing and toys for needy children in San Diego.

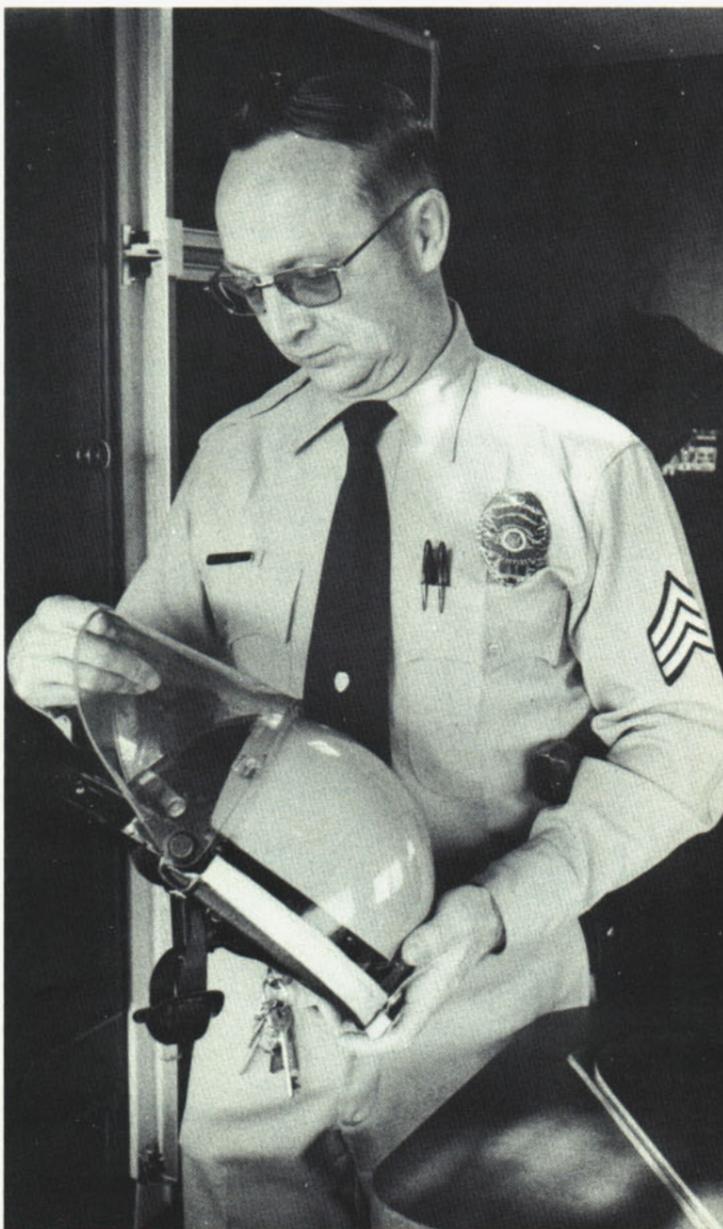
There are many military men in the San Diego Police Reserve. They receive the same training as the regular officers, but in a condensed version.

"This training has shown me that the people involved with the reserves are better able to make quick and precise judgments, and are just more mature in their thinking than when they started with the program," Chief Beadle said.

The reserves offer a challenge and an opportunity to those who desire to get more involved with the com-

munity. This involvement with the community through the Police Reserves benefits both the Navy and the city. One thing for sure—Chief Carlos Beadle finds a little more excitement on his "night out" than going for a 7-10 split at the local bowling alley.

Story and Photos by
PH1 Carl R. Begy, USN



Traveling with the Armed Forces Bicentennial

CARAVAN



Four 300-horsepower diesel engines roared to life at 0400, piercing the freezing night air. The red, white and blue tractor-trailers shuddered as they embarked on what was to be their longest day.

"Two ready to roll," squawked a CB radio. "Three ready." "Four ready." "Five ready to roll." And from the lead car came the command: "Okay, gents, let's move 'em out!"

So, the U. S. Armed Forces Bicentennial Caravan hit the road that morning on 10 December, its destination a town of only 225 people—Preston, Ga.

Filled with historical memorabilia, movies, slide shows and electronic exhibits portraying the history and contributions of the Army, Navy, Marine Corps and Air Force, the caravan is part of the Department of Defense's salute to America's 200th birthday.

It was shortly past dawn when the caravan rumbled

into town, escorted by the county sheriff and citizens who had driven to the county line to form an escort.

Thirteen men, three from each branch of service, plus the caravan commander, were carrying out their duties like clockwork.

EO2 James Lackland, at the wheel of the Navy tractor, was expertly maneuvering his van into position, falling into line with the other three tractors in the caravan.

"Those drivers can back their rigs faster and straighter than a lot of people can drive forward!" exclaimed one policeman. After the vehicles were brought into a straight-line configuration, their crews leveled the trailers and cranked out the sides.

While one man started setting up displays, others began wiping down outside surfaces of the vans and tractors, and polishing chrome until the vehicles gleamed in the Georgia sun. Even in the 30-degree chill, they perspired. Moving inside the vans, they completed their preparations.

Over in the Army van, Staff Sergeant Bennie Foster and Sergeants Alan Phillips and Alexander Kowalski were busy at their displays, ensuring the "bionic arm" and the various slide shows were operating properly.

In the Navy van, ETN2 Dennis Lindgren, AMS2 James Jones and Jim Lackland were now polishing the binnacle, tuning the shortwave radio to the internationally broadcast time signal, and adjusting the small radar which scans the area around the van.

In the Marine Corps van, Staff Sergeant Jerry Jakes and Sergeants Norman Nelson and Samuel Hitch vacuumed the carpets, checked the slides of Major Charles Waterhouse's famous paintings and prepared "The President's Own," a three-minute film on the Marine Corps Band.

In the Air Force van, Senior Master Sergeant Leland Schiermeyer, Technical Sergeant Hobert Bullock, Jr., and Staff Sergeant Richard Warner inspected the 15 projectors in the minitheater, making sure that the award-winning slide show would have no mechanical problems. It had won the Gold Medal as Best Multimedia Documentary at the International Film and TV Festival of New York last year.

Why was a caravan stopover scheduled in Preston, a town so small that it doesn't even have a traffic light? It stopped there because a tri-county holiday was underway for the Webster County Bicentennial. Craftsmen from all over Georgia had been invited to display their wares. School, church and civic groups had promised to set up booths with barbecued meats, home-



Facing page, left: The Armed Forces Bicentennial Caravan prepares for a stop at Preston, Ga., as part of its nationwide tour. Left: PO2 Linda L. Levesque helps prepare the Navy van for a long display day. She is on one of the alternating teams that travels with the caravan.

On the Bicentennial Front

made cookies, cakes and pies. traditional costumes had been made for the ladies to wear that day. Continuous entertainment had been planned for the entire day, including school bands and singing groups. This was one of the biggest days in Preston's 122-year history, and it centered around the caravan.

As the crews busily set up their vans, the town itself was slowly being transformed. A crowd bustling around Courthouse Square made final preparations. Booths were going up. People were arranging their displays. The crackle of fires and pine-scented smoke mingled with the aroma of barbecuing meats and freshly baked breads. Laughing children, anxious to help and play at the same time, frolicked from booth to booth. Ladies cheerfully chattered as they went about their cooking while the men, their heavy work done, warmed their hands over the fires.

In just over an hour after its arrival, the Armed Forces Bicentennial Caravan was all ready. The men had changed from their gray Bicentennial coveralls into their dress uniforms in a makeshift dressing room, a converted Sunday school classroom. Ribbons, buttons, brass, and spit shines were all inspection-perfect.

Manning their respective vans, they waited for the word to open. Eight hours of standing display was before them.

But presenting the displays to the public is actually only part of their duty. Each man was selected from his branch of service for his technical specialty to keep all of the complicated parts of the caravan in good working order. From truck drivers to artists to electri-

cians, they all contribute to the caravan's ability to fulfill its mission.

In the Navy van, for instance, AMS2 James A. Jones, II, is assigned as painter and is in charge of preventive maintenance on the exterior surfaces of the vans. Even his experience in aviation maintenance has proven to be valuable on at least one occasion. When his crew was scheduled to rotate back to Wright-Patterson AFB in Ohio after its first 45-day tour, a C-130 was to provide the transportation. The plane broke down and it was Jones who diagnosed the problem in the case-drain-line off the hydraulic pump and assisted with repairs.

ETN2 Dennis E. Lindgren is the audiovisual repairman, working on everything from projectors and tape decks to CB radios, as well as "Herman," the Army's bionic arm. (The arm is a see-through synthetic model that performs like a real one.) "Herman is a new experience for me," he said. "If Herman isn't cleaned and lubricated often, he gets what we call arthritis."

EO2 James R. Lackland, driving the Navy tractor, is well aware that on the road he has sole responsibility for the Navy van's well-being. He has impressed law-enforcement officers up and down the east coast with his driving skills.

Completing the first six months of operation, with 12 more to go, the east coast caravan has met every commitment. (There are identical caravans in each of the four U. S. time zones representing the four services, operating a total of 16 vans. Each caravan team has two sets of crews—the "blue" and "gold"—which

Below, left: Two students inspect a binnacle on display in the Navy caravan. Below: A Preston, Ga., youngster participates in the local festival held in conjunction with the caravan visit.



alternate with each other during the lengthy tour on the road.)

For the east coast caravan, Preston represented Stop Number 59.

Following the commencement ceremonies, the colorful vans opened their doors for the hundreds of schoolchildren. But the crewmen were enjoying themselves as they were engulfed by youngsters asking for autographs, taking pictures and firing countless questions—some unanswerable.

Petty Officer Lindgren chuckled and said, "One little girl just asked me how many fish I catch when I'm out at sea. I had to explain to her that I didn't go to sea to fish."

After about four hours, visits by the kids tapered off, although many came back two, sometimes three more times later in the day. The older generations then had their chance to view the military exhibits. Veterans, surprised by the changes from the days when they were in the services, exchanged "sea stories" with the crew.

During rest breaks, members of the Navy crew were able to experience a little of the celebration themselves. More than 5000 people were crowded into Preston that day. Moving from booth to booth, the crewmen munched on pecans and boiled peanuts, looking for souvenirs or gifts to take home.

Standing display duty for eight hours isn't easy. After fielding endless questions from visitors, mental fatigue sets in. There is the constant standing. On the other hand, the time passes quickly. According to Marine Corps Gunnery Sergeant David Ripley, the caravan commander, stops like Preston are big morale factors for the crew. "When we see community activities like this going on, it's much easier for us to maintain our enthusiasm throughout the day," he said. "We've all been caught up in the excitement."

Even when darkness fell over Preston, the celebration went on. There was a square dance in front of the courthouse. Shadows flickered off buildings and trees as the dancers whirled and twirled through spotlights.

During the nightly news broadcasts the citizens of Preston saw themselves and their festival being televised across the nation. TV crews had come all the way from New York City to cover the event and they had added an air of importance to the occasion. When they thought that the perfect day was over, a telegram arrived from President Gerald R. Ford to Mrs. Thomas Walker, Chairman of the Webster County Bicentennial. It read: "I warmly commend all who participate in plans for the celebration of our nation's Bicentennial. Your efforts are symbolic of your deep sense of participation and civic pride. They also reflect the vitality and spirit of America."

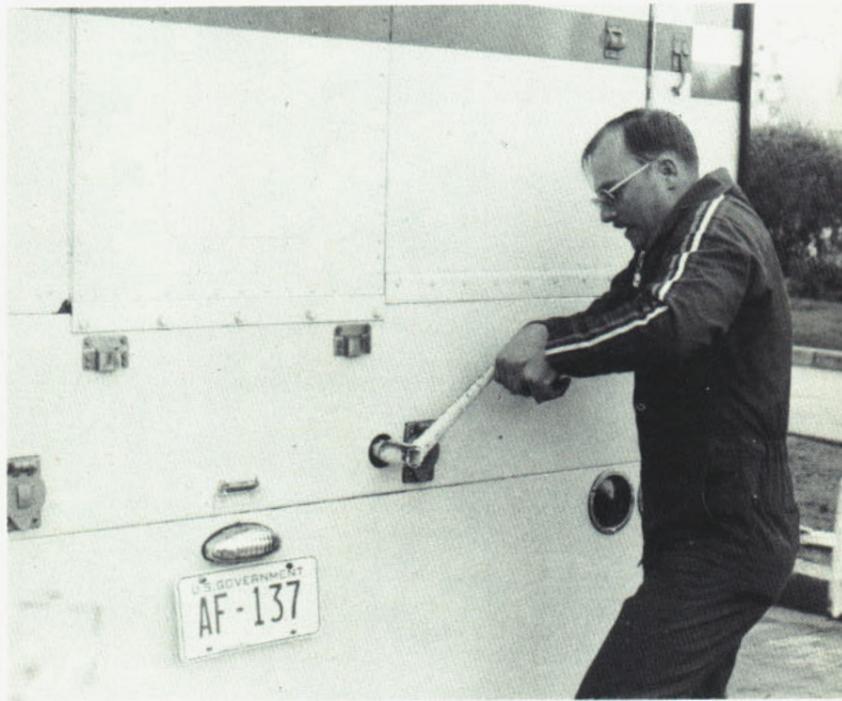
Over in the vans, the crews prepared to close up. But they were back early next morning preparing for a special three-hour showing for student groups. Just before noon, the crew "tore down" the exhibits with assembly-line efficiency. It was time to move on to the next town, the next show. The four 300-horsepower diesel engines roared to life. Goodbyes were said. Hands were shaken: "We will always be indebted to the Armed Forces for giving us this big day."

"Two ready to roll." "Three ready." "Four ready." "Five ready to roll," squawked the CB.

"Okay, let's move 'em out!"

—JO1 John Yonemura, USN

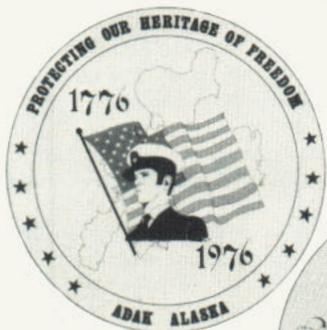
Below, left: When the last visitor departs, systematic "tear down" begins. ETN2 Dennis Lindgren cranks in the expandable sides of the Navy van. Below: EO2 James Lackland removes the shortwave antennae.



ADAK ALASKA

A Busy Bicentennial Community

ON OUR LAST CONTINENTAL FRONTIER



Above: The Adak Bicentennial Seal (front and back) was designed by EA2 G. R. Price.

Among the various programs to honor our country's Bicentennial, one of the most enthusiastic has been carried out in one of our smallest communities—an island on the nation's last continental frontier. This is Adak, Alaska, at the end of the Aleutian chain.

Situated far from the rest of the nation, and isolated from the main centers of population in Alaska itself, Adak is the location of a naval station and communications station. It is also the home of some 4500 Navymen, Coast Guardsmen, Marines, civilian employees and their families. Calling itself the Westernmost Bicentennial Community on the continent, little Adak is well on the way to completion of a growing list of projects, 28 in all, that demonstrate the frontier spirit which has been the hallmark of the nation for 200 years.

In a part of the world noted for its treeless expanse, the people of this rugged, windswept land asked themselves a question: "Why can't we plant trees as a reminder of the Bicentennial spirit?"

From this idea was born Adak's first and most ambitious Bicentennial effort: the creation of forests. With



the aid of Dr. Cliff Amundsen and Mr. John Trapp of the Alaskan Fish and Wildlife Service, eight afforestation sites were chosen, including two landfills and one nursery. Letters went out to the governors of many of the "lower forty-eight" for tree contributions representing their states.

As the fall planting ended in mid-December, 3179 trees, shipped from as far away as Maryland and Virginia, through the midwest, Michigan, Missouri, the Dakotas, Utah and Colorado dotted this island. Among the species were Black and White Spruce, Larch, Paper Birch, Alder, Cottonwood, Scotch Pine, Siberian Larch, White Pine, Blue Spruce and Sitka Spruce.

From the mainland of Alaska alone, 1500 trees were "imported." This spring promises the arrival of some 3000 more trees, with shipments of another 600 en route which will be "heeled-in" until proper planting conditions begin.

Afforestation is only one event planned in the Adak

With its Bicentennial efforts first recognized by the State of Alaska, the Adak activity has received additional recognition by the United States Navy as a Bicentennial Command, and is being queried by other communities for ideas to get their respective observances moving. In three months of activity, Adak sold over three thousand dollars worth of seals, flags, pendants, cups, pins, flags and banners. Through its cake sales, plant sales and a Western Jamboree, it accrued more than sixty thousand dollars in assets toward Bicentennial projects.

Volunteer labor and time have flowed from this enthusiastic community; on every lapel, uniform and desk, as well as in homes and barracks, is some representation of the nation's Bicentennial year, which will be heralded with a 4th of July Community Fair, already in the planning stages.

January marked the minting of Adak's own Bicentennial Seal, coins which represent a "seal contest"



community. A Bicentennial museum and park, representing all of the nation's states and Alaskan history, is being erected this spring. Marked trails, picnic grounds, an auxiliary boat basin for boating enthusiasts, and a park with barbecue facilities, picnic grounds and memorial sites are among the growing list of projects.

Also on the Adak agenda are beauty contests, Bicentennial school scholarships, the minting of "wooden nickels," and collections of clothes and toys for Alaskan Indians.

Among the many projects, one calls for the painting of the "dempster dumpsters." The various projects were thought up, pursued and completed, with a continual growth emphasizing the theme of "heritage."

Left: OTSA Robin L. Viault plants the first of some 3000 trees which were shipped to Alaska from mainland U. S. A. Above: High school students commence work in one of the afforestation sites.

won by one of Adak's own sailors. His design has been minted in gold, silver and bronze. The gold coins are almost all sold, and the silver coins well on the way toward sell out.

Today, as the American flag proudly flies on this formerly barren land, it has as its escort countless replicas of the Bicentennial, Betsy Ross, and Bennington flags sharing Adack's mainmasts."

—LCDR Gerald Jacobson
Chairman, Adak Bicentennial Commission.

SHIP REUNIONS

IT'S GET-TOGETHER TIME

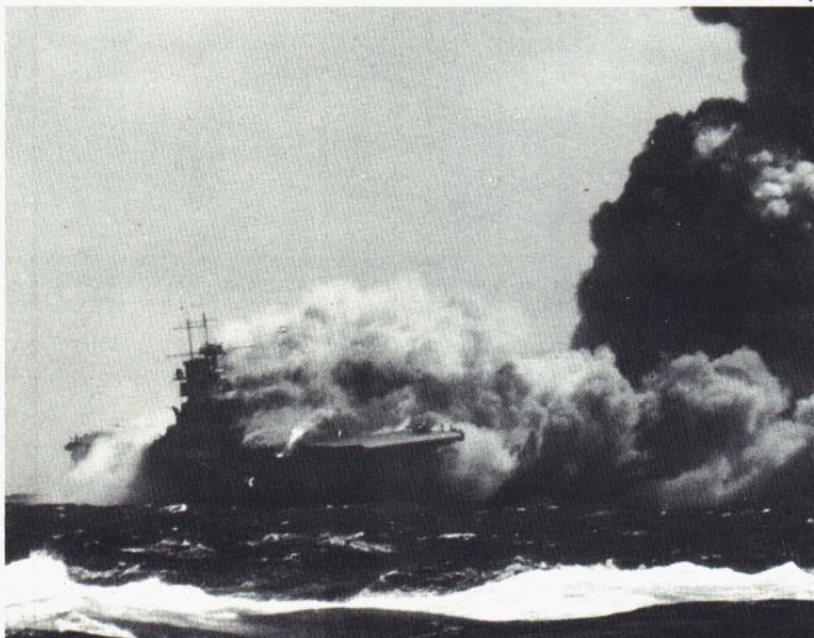
Regularly throughout the year, ALL HANDS publishes announcements of reunions of ships and units. In this, our nation's Bicentennial year, there seem to be more reunions than usual, as demonstrated by the large selection on these pages. To give an idea of the variety of ships involved we have included photos of the ships as they looked in their active duty years.

The reunions themselves are exciting affairs, involving not only crewmembers but also their families, and it is a time for reacquaintance and remembrance of old times. Last year, for example, the crew of USS PC 565 held its reunion at the Biltmore Hotel in New York City. PC 565's claim to fame was that she had sunk a German submarine during World War II. When the 53 crewmembers of the "565" met in New York they were joined by a guest who had come all the way from Germany to be with them. This was the commanding officer of the German submarine, whom the crew of PC 565 had rescued as a survivor of the sinking.

The fact that he was invited and had come such a distance is an example of the ties that bind the men of the sea.

Another reunion a few years earlier brought together a group of Navy WAVES who, 30 years earlier, had been stationed at NTC Great Lakes. They had kept together through "round robin" letters, culminating in a joyful get-together three decades later at Waukegan, Ill. Still another occasion, some years back, highlighted the 50th reunion of the survivors of USS Memphis and USS Castine. These were the shipmates of the men who had been lost when a huge tidal wave sank Memphis and nearly inundated Castine in the Caribbean. The sailors of the two ships and their families have continued to be reunited over the years, and the 50th anniversary reunion drew congratulatory messages from the Chief of Naval Operations and the Secretary of the Navy.

So here are the announcements of the latest reunions:



USS Wasp

- USS Wasp (CV 7) Stinger Club—16-18 Jul 1976 at Orlando, Fla., for crew, squadrons and Marines who served in her from commissioning date until she was sunk in 1942.

Club also trying to locate shipmates who served in her and widows and dependents of shipmates who did not survive her sinking.

Contact George M. Millican, 3337 Delia Ln., N. W., Huntsville, Ala. 35810. Phone 205-859-1518.

- USS Wasp (CV 18)—Late June 1976 at Kansas City, Mo. Contact Larry F. Martin, 5030 N. Park Ave., Kansas City, Mo. 64118.

- USS Los Angeles (CA 135)—Proposed reunion. Anyone interested in having a reunion in August or September 1976 contact Jim Morrow, 1112 Avenida Caballeros, Palm Springs, Calif. 92262.

● *USS Razorback* (SS 394)—4-8 Aug 1976 at Denver, Colo., in conjunction with the U. S. Submarine Veterans of World War II annual convention. Contact Walter S. Borny, 46 Reservoir Rd., Rockaway, N. J. 07866. Phone 201-627-6899.

● *Third Construction Battalion*—29-31 Jul 1976 at Kansas City, Mo. Contact Horace E. Johnson, 4509 Oakmont Blvd., Austin, Tex. 78731. Phone 512-452-4922.

● *USS Amycus* (ARL 2)—5th annual reunion, 3-4 Sep 1976 at San Francisco, Calif. Contact Ed Mattingly, 1949 Marta Dr., Pleasant Hill, Calif. 94523.

● *Navy Club, U. S. A.*—National convention, 16-19 Sep 1976 at Lafayette, Ind. Contact Bruce E. Backofen, 1016 Cherry Blossom Ln., Fort Wayne, Ind. 46825.

● *U. S. Naval Group China Vets, The Sino-American Cooperative Organization (SACO)*—22nd annual reunion and convention, 17-20 Jun 1976 at Cherry Hill, N. J. Contact Harold Bonin, 26 West 44th St., New York, N.Y. 10036 or CDR Joe A. Meyertholen, 206 W. Van Buren Ave., Glassboro, N.J. 08028.

● *Pacific Fleet Combat Camera Group*—Silver Anniversary reunion planned for June 1976 for all "old hands."

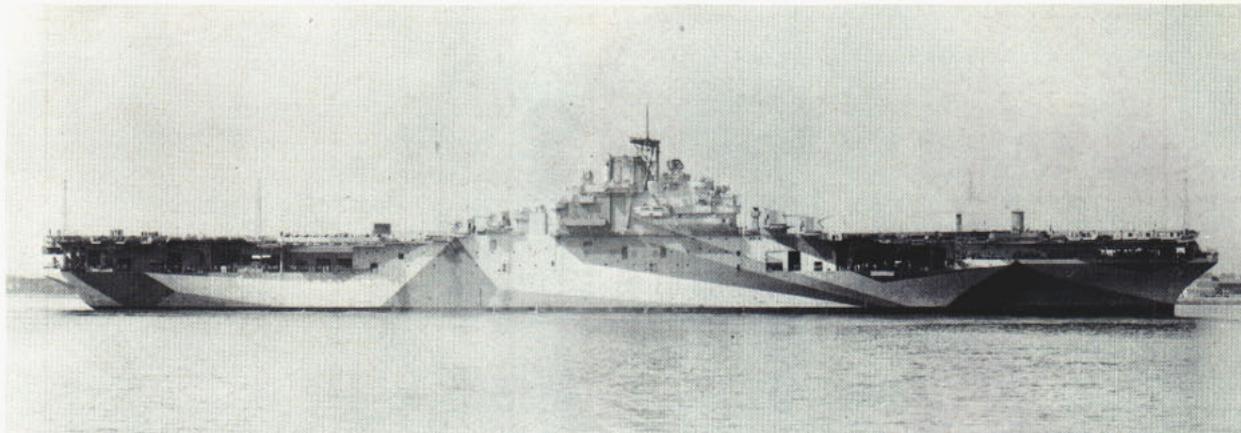
Pacific CCG is also looking for "private stocks of photography" dating from tours at the West Coast camera group, either PFCCG or when it was Mobile Photo Unit, Pacific. If there's enough input, the command plans to publish a photographic history of its 25 years.

Those with information to update name and address files, photographs and those interested in a reunion may contact: Commanding Officer, Pacific Fleet Combat Camera Group, NAS North Island, San Diego, Calif. 92135. Phone commercial 714-437-7944 or autovon 951-7944.



USS Razorback

GET-TOGETHER TIME



USS Ticonderoga

● USS *Ticonderoga* (CV CVA CVS 14)—14-16 May 1976 at Ticonderoga, N. Y. Contact Walter Kruczynski, 917 Pennsylvania Ave., Schenectady, N. Y. 12303.

● USS *Fletcher* (DD 445)—July 1976. Contact Warren W. Broome, 5415 Masser Ln., Fairfax, Va. 22030.

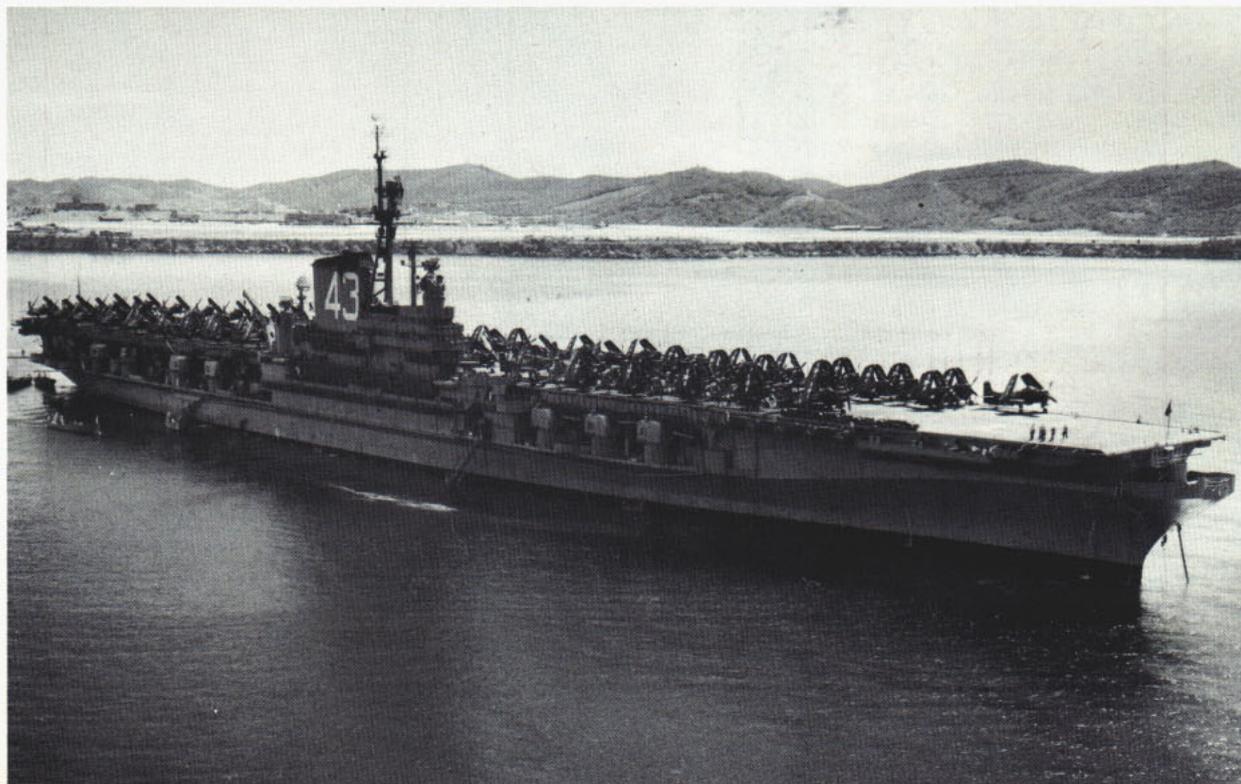
● *Battle of the Coral Sea Association*—Seventh annual reunion. 7-9 May 1976 at Disney World, Fla. For information write Box 1172, Rockville, Md. 20850.

● USS *Coral Sea* (CVA 43)—30th annual reunion of commissioning crew, 1 Oct 1977. Contact William J. Flynn, 1511 Eton Way, Crofton, Md. 21114.

USS Coral Sea



USS Fletcher





USS Benner

- USS *Benner* (DD 807)—9-11 Jul 1976. Contact Charles H. Albert, 1222 Eighth St., North Catasauqua, Pa. 18032.

- USS *Valley Forge* (CV 45, LPH 8)—5th annual reunion, 28-31 Jul 1976 at Las Vegas, Nev. Contact John B. Trahan, 2301 Melrose St., National City, Calif. 92050.

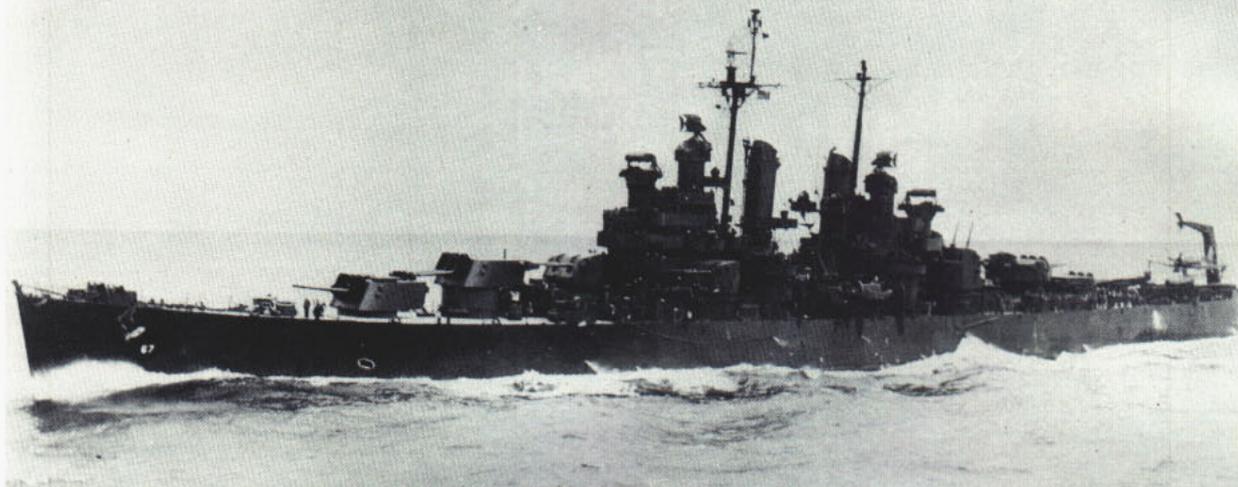
- American Battleship Association—13th annual reunion, 4-11 Dec 1976 at Waikiki Beach, Honolulu, Hawaii. Contact David C. Graham, P. O. Box 11247, San Diego, Calif. 92111.

- USS *Chaffinch* (AM 81)—10-11 Jul 1976 at Boston, Mass. Contact Tom Gaffney, 40 Debbie Ave., Manchester, N. H. 03102.



USS Valley Forge

GET-TOGETHER TIME



USS Topeka

- USS *Topeka* (CL 67)—4th annual reunion, 13-15 Aug 1976 at Topeka, Kans. Contact James W. Wilson, 618 Abbott St., Muncie, Ind. 47303.

- 26th Naval Construction Battalion Association—23-26 Sep 1976 at Duluth, Minn. Contact Harry Friedrich, 3671 Mockingbird Ln., Dayton, Ohio 45430.

- LCS(L)-8—Possible reunion. Those who served in her during World War II are asked to contact W. E. Reid, 808 Marion Ave., Mattoon, Ill. 61938.

- USS *Northampton* (CA 26) 1930-1942—Ninth annual reunion, 23-25 Sep 1976 at Long Beach, Calif. Contact R. Rene, 5284 Appian Way, Long Beach, Calif. 90803. Phone 213-433-6608.

- USS *The Sullivans* (DD 537)—Seventh reunion. 13-15 Aug 1976 in Chicago. Contact Robert R. Sander, 325 Thatcher Ave., River Forest, Ill. 60305. Phone 312-369-7466.

- 35th Naval Construction Battalion—31st annual reunion. 3-5 Sep 1976 at Philadelphia. Contact Phil Silver, 924 Stratford Court, Westbury, N. Y. 11590. Phone 334-3424.

- River Patrol Force (TF 116)—Ninth annual reunion of Gamekeepers of Vietnam Assoc., Inc. 14 Aug 1976 at NavPhiBase, Little Creek. Contact YNCS John C. Williams, USN, P.O. Box 5523, Virginia Beach, Va. 23455.

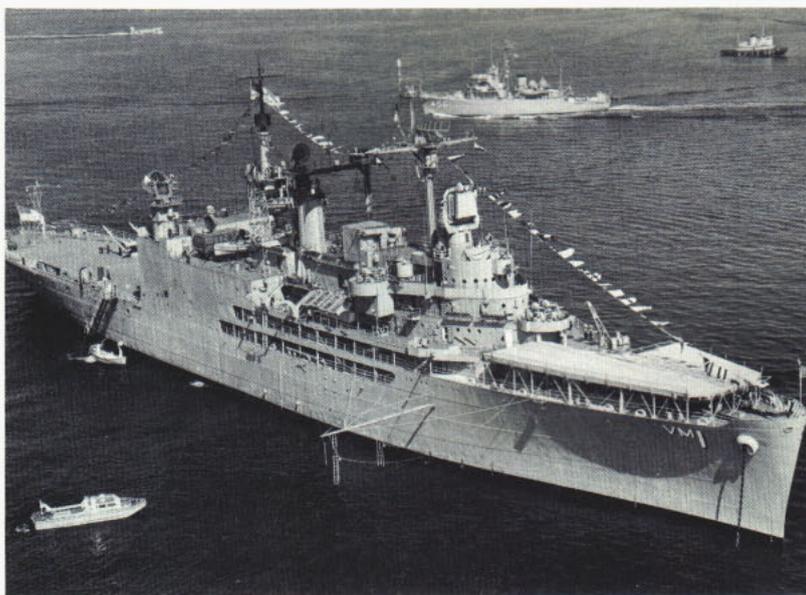
- USS *Whitney* (AD 4)—Those interested in a reunion contact Eric A. Olson, 1636 Highland Ave., Waterbury, Conn. 06708.



USS Idaho

- USS *Idaho* (BB 42)—4-11 Dec 1976 at Waikiki Beach, Honolulu, Hawaii, for those who served in her between 1919-1947. Contact USS Idaho Assn., P. O. Box 11247, San Diego, Calif. 92111.

- USS *Norton Sound* (AVM 1)—5th annual reunion. 30 Jul-1 Aug 1976 at Port Hueneme, Calif., where she is homeported. Contact USS Norton Sound Assn., P. O. Box 487, Port Hueneme, Calif. 93041.



USS Norton Sound

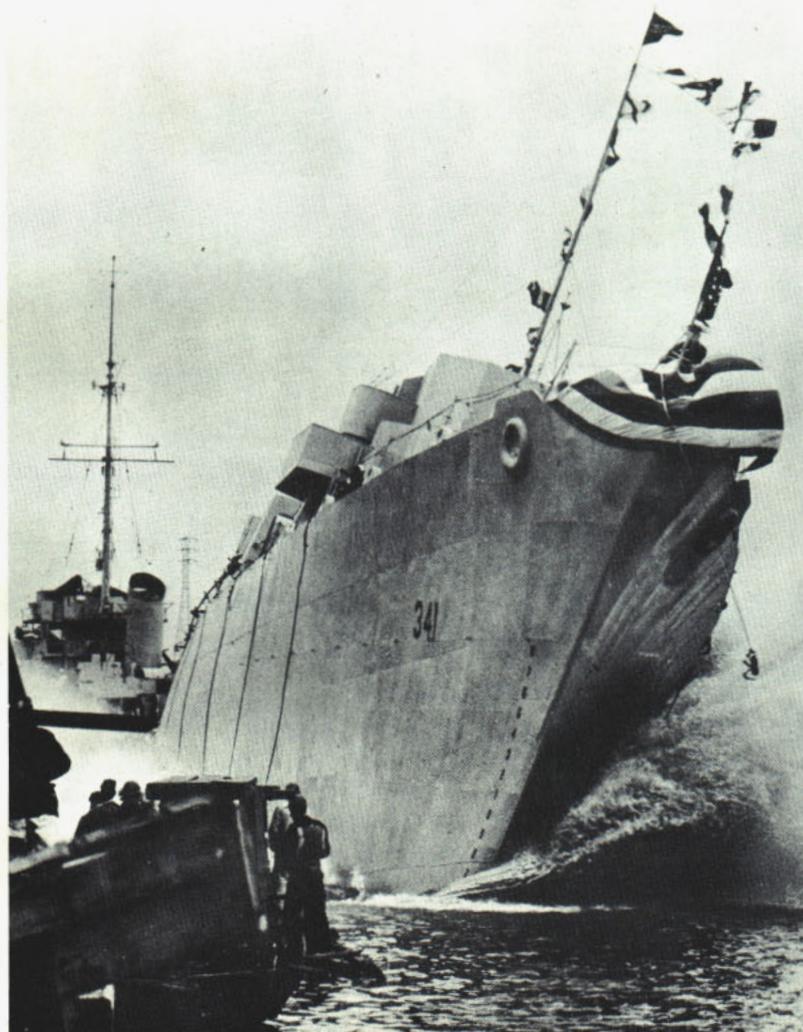


USS Chandeleur



USS Diphda

USS Raymond



● *USS Chandeleur* (AV 10)—6-8 Aug 1976 at Norfolk, Va. Contact Mrs. Kenneth E. Boyd, Rt. 4, Box 145, Culpeper, Va. 22701.

● *USS Diphda* (AKA 59) 1945-1946—Second reunion, 11-15 Jul 1976 at Las Vegas, Nev. Contact Tom Coogan 12185 Ford Ln., Southgate, Mich. 48195.

● *USS Raymond* (DE 341)—Second reunion August 1976 at Burlington, N. C. Contact Bob Haman, 57 Connetquot Rd., Bayport, N. Y. 11705.

● *VF-42*—6-7 May 1976 at Disney World, Fla. For information write Box 1172, Rockville, Md. 20850.

● *USS Bogue* (CVE 9)—June 1976 reunion. Contact Julian R. Allen, 336 Balboa St., Hollywood Beach, Fla. 33019.

● *USS Callaway* (APA 35)—10th reunion. 9-12 Jun 1976 Daytona Beach. Contact Wallace Shipp, 5319 Manning Pl. N. W., Washington, D.C. 20016.

● *USS Phelps* (DD 360)—Fourth reunion. 2-4 Jul 1976 at St. Louis. Contact Stan Parker, 571 W. Wheelock Pkwy., St. Paul, Minn. 55117.

● *USS Nashville* (CL 43)—10-17 July 1976 at Branson, Mo. Contact Edward Remler, 5114 W 69th, Prairie Village, Kan. 66208.

● *U. S. Naval Japanese School*—25 Apr 1976 at Navy Memorial Museum, Washington Navy Yard, Washington, D. C. For all Boulderites, Harvardites, Berkleyites, ATIS, JICPAO, Washington, U. S. Navy and Marine Corps, officers, WAVES, Sensei, their wives, husbands and friends. Contact William J. Hudson, Jr., Suite 211, 101 Bradley Pl., Palm Beach, Fla. 33480. The Boulder Reunion Committee would also like to know the address of Chief Hedge, COL Laughlin M. Sinclair, LCDR G. K. Conover, WAVES and Sensei.

TWO YEARS IN A ROW FOR NAS CHASE FIELD

THE BRONZE HAMMER

Self Help works at NAS Chase Field, Tex. The station's Public Works Department has again been recognized as one of the Navy's top Self-Help organizations. In recognition of the contributions for improving Navy life at Chase Field the Self-Help team was cited in FY74 and again in FY75 by being awarded the Bronze Hammer. (See page 35.)

The Bronze Hammer Award was established four years ago to recognize the outstanding performance of Naval activities in upgrading and enhancing their habitability and recreational facilities.

In his message to the Self-Help workers at Chase Field, Chief of Naval Operations Admiral J. L. Holloway III, said, "All nominees for the Bronze Hammer Award had achieved outstanding results making the selection of winners extremely competitive."

There are five Bronze Hammers awarded annually to shore activities based on the enlisted strength of the command and the tenants and availability of a construction battalion unit within the area.

Chief Construction Electrician Eugene A. Meyer, a supervisor with Chase Field's Self Help program, said factors leading to the department's outstanding record over the past

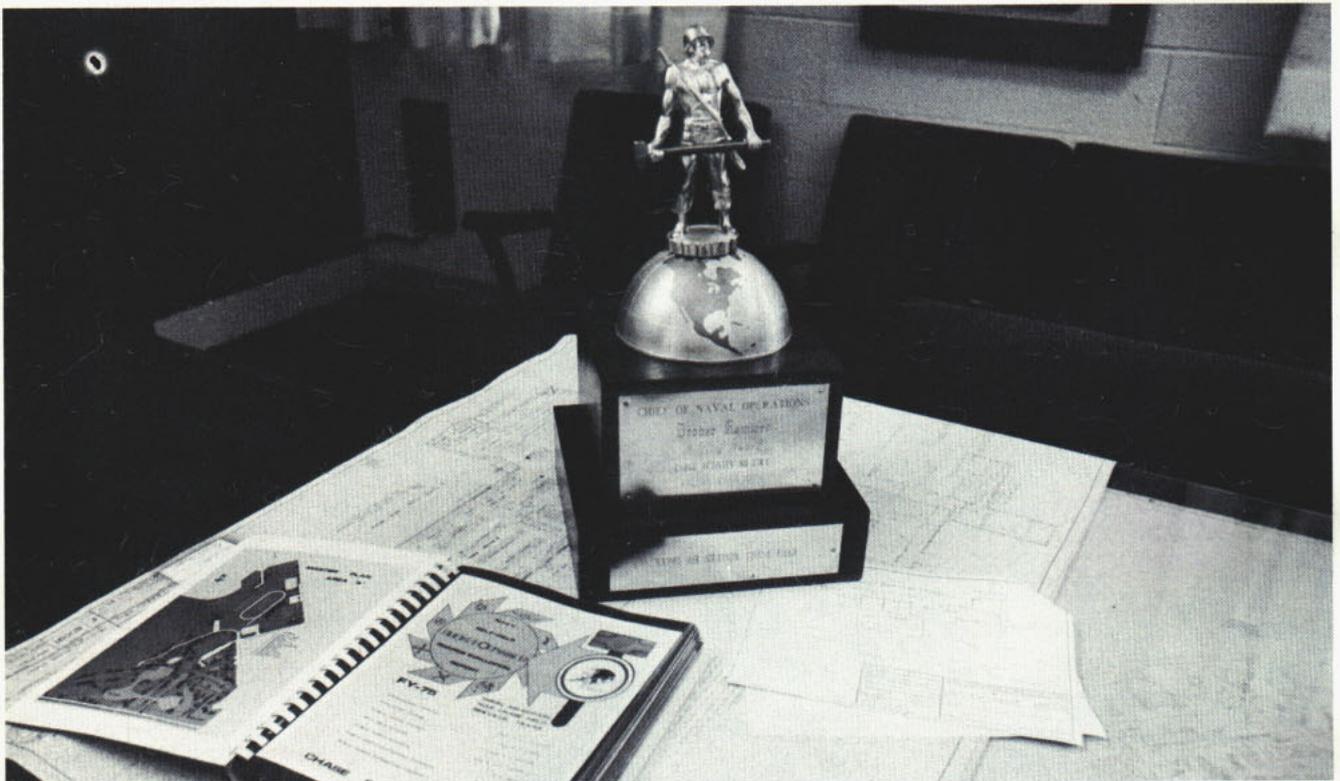
few years can be attributed to the commanding officer's support and the confidence received from base tenants.

Chase Field's Self Help team is a 45-man division, half of which are Seabees and the remainder being self helpers on loan from squadrons and station departments. Long-range planning and procurement of project funds at the command level has prevented some of the inherent problems of the program from stopping or slowing the projects at Chase Field.

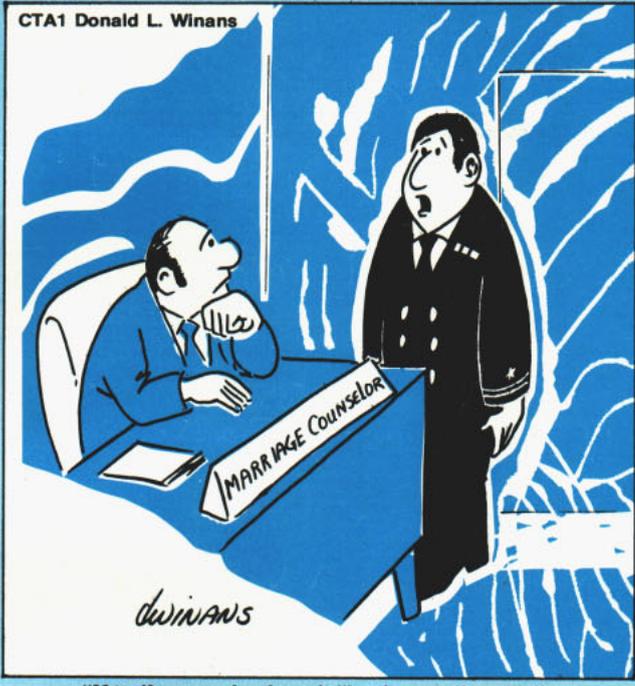
Results of the program are numerous, and easily noted by Chase Field personnel. Projects include the renovated EM club, completion of the Gun Club and skeet range, a new trailer park and construction of new handball courts.

Can Chase Field win the Bronze Hammer again in FY76? With scores of projects already completed and others underway, it seems possible—almost probable—that the large trophy will remain anchored at NAS Chase indefinitely.

NAS Chase Field has won the Bronze Hammer Award two years in a row. Its self-help team is working hard to become a triple winner.



on the serious side



"My wife says she doesn't like the cut of my jib."



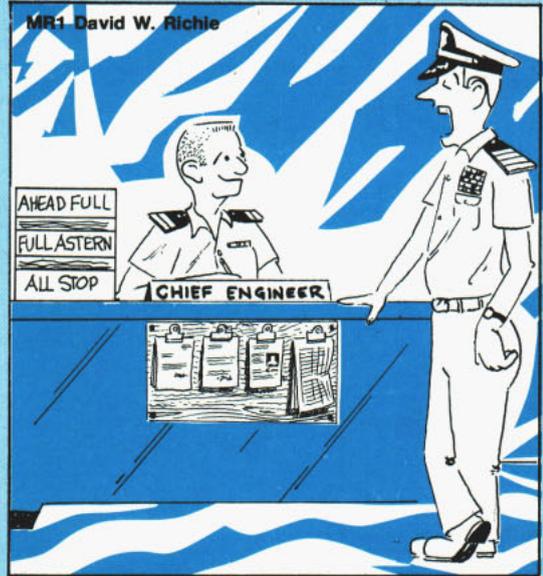
"I'm saved!"



"Keep rowing. It says here they're vegetarians."



"Sir, I don't think this is what they had in mind when they said to stay low and zigzag!"



"From the look of things, I'd say your paperwork is spending too much time in port."

TAFFRAIL TALK

Sometimes a bit of magic can do the trick. Take the case of the 16 Naval Reservists from Columbus, Ohio. With \$293 they turned almost five tons of junk into a useable \$60,000 piece of aviation support equipment—specifically, a fully operational, brightly painted (yellow) de-icing truck.

A de-icing truck is not what you probably think it is. It is used in severely cold weather to spray de-icing compounds onto aircraft wings and fuselages to keep ice from forming.

The restored truck is now at the Detroit Naval Air Facility, compliments of the Reservists of Columbus Naval Air Station, Unit 1815. The Reservists replaced all hoses, gauges, and wiring on their salvaged product. They overhauled the engine, generator and hydraulic and hoist systems before topping off their four-cruise, eight-week project with a coat of paint and an official USN serial number.

During Detroit's frigid seasons, the de-icer is used on the station's C-118 transport aircraft and is expected to be used on antisubmarine patrol P-3 aircraft slated for Detroit assignment.

Equipped with a hoist that extends nearly 50 feet, the truck can be used in warm weather months to provide access to hard-to-reach areas in the hangar.

There are a few more tricks up the sleeves of the enterprising Reservists. They're restoring a "Juno" jet engine for a German aircraft of World War II vintage, one of the few of its type remaining in the world. They also are working on an early and equally rare target aircraft drone. Both projects are expected to be exhibits at the Air Force Museum in Dayton, Ohio.

★ ★ ★

The assignment was to give a lecture on any subject to classmates. The result—a colonial soldier steps out of the past to present an explanation of muskets and cartridges of his time.

According to JO3 Dave Hoch, this all happened recently at the Instructor Training School at the Naval Education Training Center in Newport. Students at the school give lectures as part of the regular curriculum, a practical way to polish delivery techniques and public speaking skills.

Radioman 1st Class William Sylvia spoke on a subject of great interest to him—and dressed the part. In full colonial militiaman garb, Sylvia adjusted his "tricorn" hat and began his lecture.

As the executive officer of the 4th Battalion Company and His Majesty's 64th Regiment in his hometown of Fairhaven, Mass., the radioman knew his subject well. His group operates out of Fort Phoenix, which they helped to restore. The company includes 40 riflemen and artillerymen, a 15-member fife and drum unit, and 30 "British" soldiers. Every Sunday between 14 May and Labor Day, they stage pageants, mock battles and other events. Their schedule also included two major "battles" every year, plus a part in the reenactment of the Battle of Rhode Island at Tiverton and the evacuation of Boston.

After graduation from the course, Sylvia will stay at Newport and be an instructor at Communication School. A long way from Valley Forge, perhaps, but George Washington would have been proud.

The All Hands Staff

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At right: No, not a man from Mars—this is a member of the photographic team of the Fleet Audio-Visual Center, Atlantic, on an underwater assignment. Photo by PH2 Don W. Weldon.





in this issue: ON THE
BICENTENNIAL
FRONT