

ALL HANDS

AUGUST 1981



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MAGAZINE OF THE U.S. NAVY—59th YEAR OF PUBLICATION
AUGUST 1981 NUMBER 775

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Front: A USS *Kidd* crewman searches for his luggage during transfer of crew from Dam Neck, Va., to their new ship at Pascagoula, Miss. Photo by JO1 Lon Cabot.

Back: Lt. Bruce Deutsch (left), training coordinator for the DDG 993 training program, Fleet Training Center, Atlantic, and Lt. Bruce Burkett. Photo by JO1 Lon Cabot.

Inside front: A color guard from the Feeney-Groves American Legion Post of East Millinocket, Maine, lends color during launching of the guided missile frigate, *Stephen W. Groves*, at Bath Iron Works. The ship is named after Ensign Stephen W. Groves of East Millinocket, a Navy flier killed during the Battle of Midway in World War II.

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SEALS

Land in Seattle



Chief Gunner's Mate Daniel Olson (above) at the ready after he and the rest of his SEAL squad landed their boat (above right) during a simulated beach assault.



They've been called guerillas from the depths, the deadliest of species. They've been glamorized as slick and silent because the job they do pits them against the highest degrees of danger.

They've also been called egotists because many people don't understand that it takes equally high degrees of pride and confidence to do their job.

They are SEALs—the Navy's most elite fighting unit.

SEALs, like Army Special Forces, specialize in unconventional warfare. They use a variety of combat techniques to accomplish their missions, and they draw their name from the environments in which they work: sea, air and land.

Navy SEALs receive extensive train-



ing in special warfare, advanced demolitions, field communications and small arms handling. As well as being UDT (underwater demolition team) qualified, SEALs must be qualified parachute jumpers.

It's this expertise, combined with basic skills ranging from gunner's mate to signalman, that helps mold the Navy SEAL into a combination of frogman, paratrooper and commando.

"Many people don't really understand who we are or what we do," said Lieutenant Steven Frisk, special warfare officer with the Navy's Special Boat Unit 11 stationed at the Naval Support Activity Mare Island, Vallejo, Calif.

"People always hear about Army

Special Forces and Marine Corps commando types, but there aren't many people outside the Navy aware of the SEAL's mission," Frisk added.

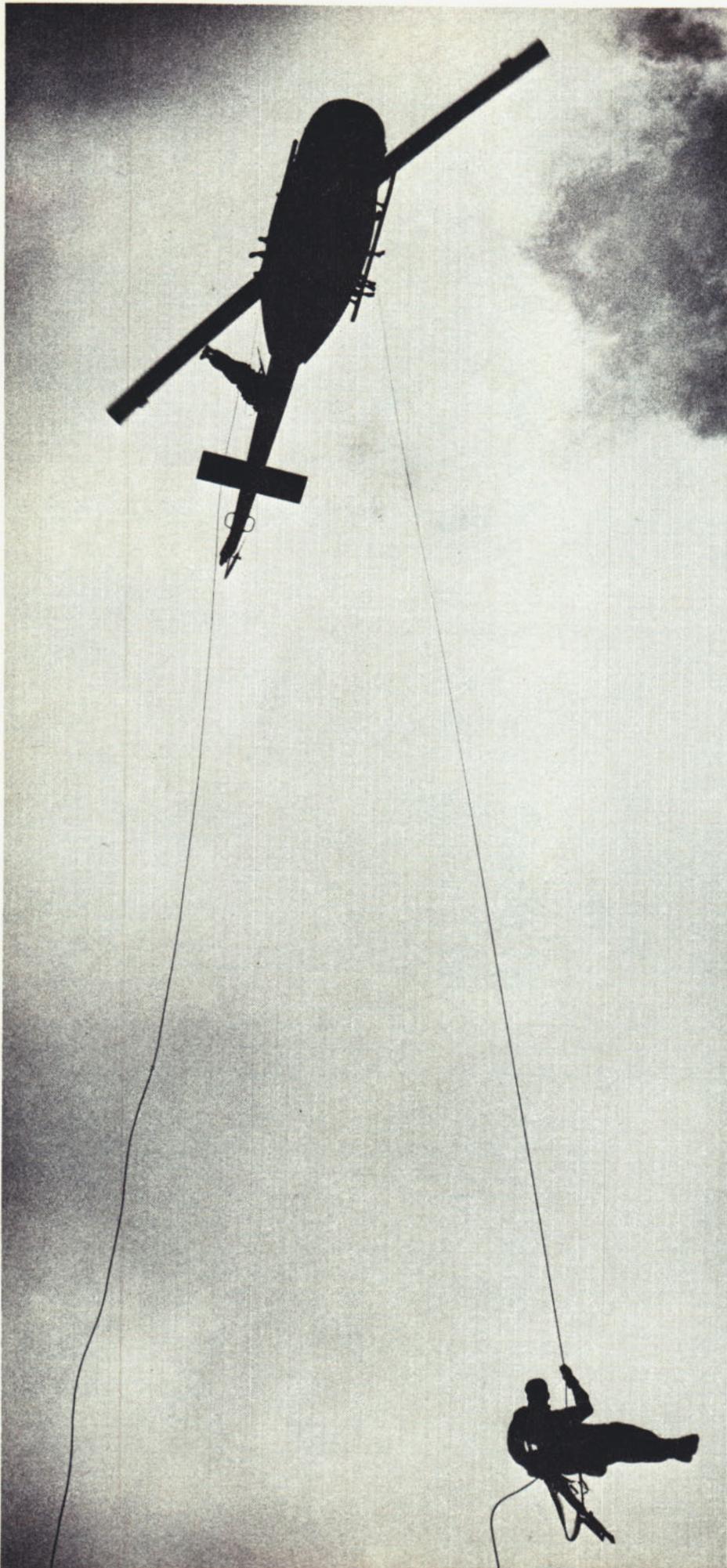
Navy SEALs fulfill the same mission today that was the basis of their creation in 1962—to conduct special naval operations on and near coastlines, bays, rivers, lakes and swamps. Depending on the requirements of a specific mission, SEAL team members draw on one or all of their special talents.

During a joint-service Armed Forces Day celebration in Seattle earlier this year, Navy SEALs went into action for hundreds of spectators from Seattle and surrounding communities. Six SEALs assigned to SBU-11 and four

UDT members graphically brought to life the meaning of the term SEAL.

Two river patrol boats (PBRs) conducted high speed runs near a small coastal park in Seattle's harbor before SEAL team members arrived to secure a simulated beachhead. Rappelling from helicopters, the SEALs quickly set up a perimeter and even took an "enemy" prisoner (a member of the audience). Once the mission was completed, the SEAL unit withdrew to the beach, where PBRs waited to shuttle them to safety.

"Demonstrations like this show people that PBRs and their boat crews are an essential part of many riverine/SEAL missions," said Frisk. "SEALs are just one element of the Navy's



special warfare community.”

Following a demonstration of underwater demolition, SEAL team members again assaulted the beach—this time by IBS (inflatable boat small). Shortly after landing, the team secured a perimeter and again displayed assault and reconnaissance techniques.

A sidelight to the Armed Forces Day celebration was the joint effort involved in providing transportation for the hardware needed to make the maneuvers in the celebration a success.

To transport the two PBRs used in the special warfare demonstration, the Air Force provided a C-5 aircraft, which flew one of SBU-11's PBRs from California to Seattle. According to Lieutenant Commander Connie Haney, Naval Base Seattle public affairs officer, the airlift of the Navy PBR



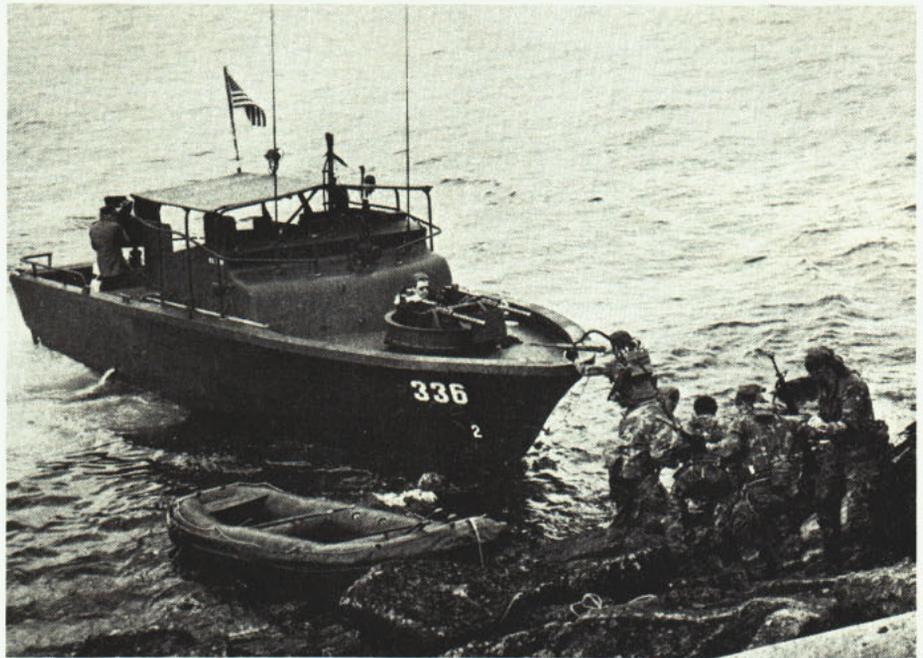
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marked what was believed to be the first time a Navy vessel was transported by the Air Force. The lift also served as a test of the Air Force's ability to meet the requirements of a rapid deployment concept.

The Naval Reserve Force ammunition ship USS *Pyro* (AE 24) ferried the second PBR from SBU-11's base in Vallejo, Calif., to Seattle.

"The special warfare demonstration was a definite success," said Lieutenant Marc Thomas, combat craft officer for SBU-11. "We showed the public in Seattle that the Navy does have its own kind of commando force. From the questions and reactions, I'd say people not only learned a lot but enjoyed themselves as well."

—Story and photos by JOI Lon Cabot



Far left: A SEAL team member prepares to begin his helicopter descent as another nears the end of a rappelling demonstration. Left: Signalman Second Class Albert Fielding fires at an "enemy" during the SEAL beach assault, while Chief Gunner's Mate George Davis (above) watches the team's perimeter. Top: SEAL team members begin boarding a PBR after completing their successful beach assault.

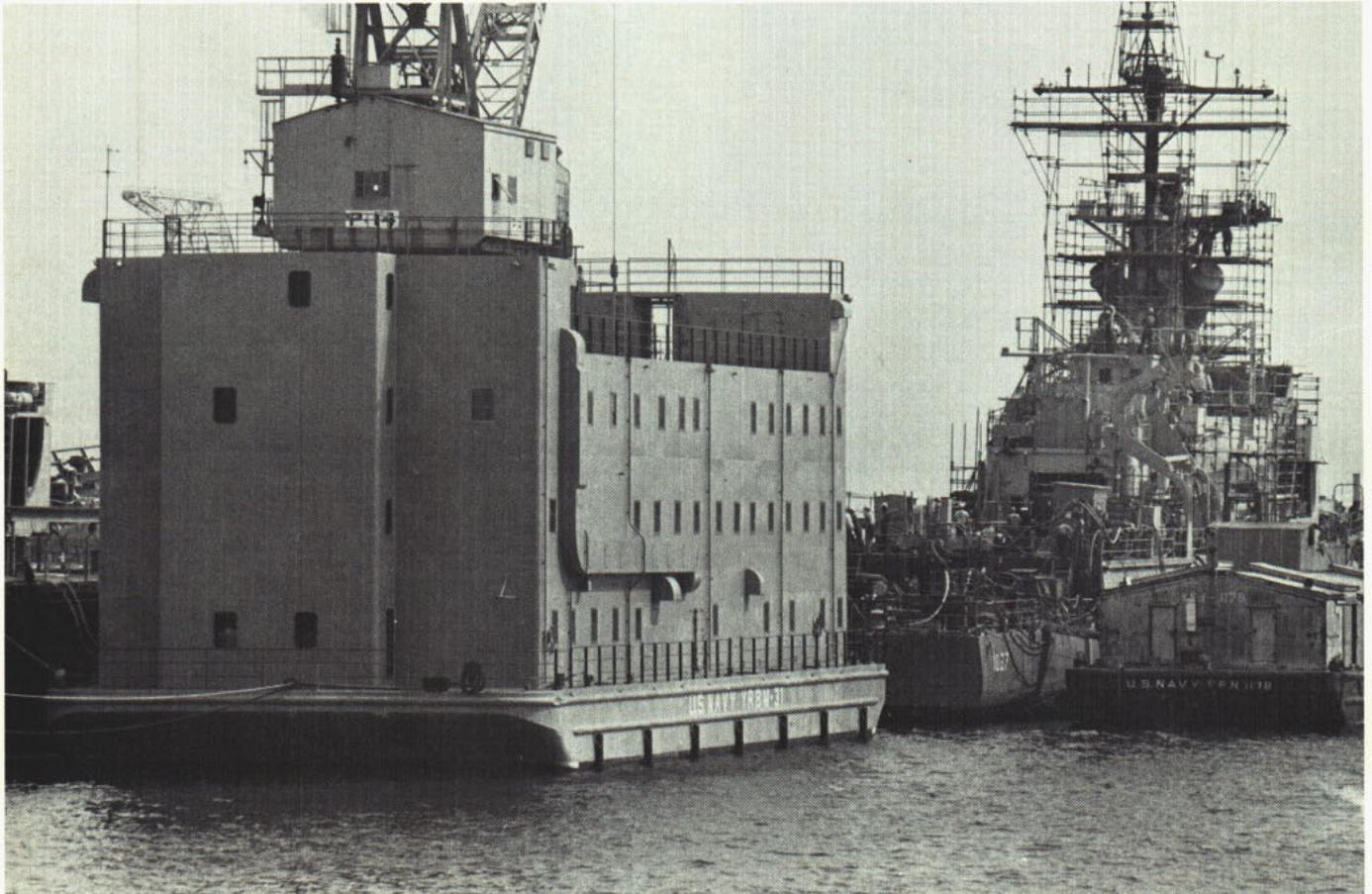
Revival of an Old Idea

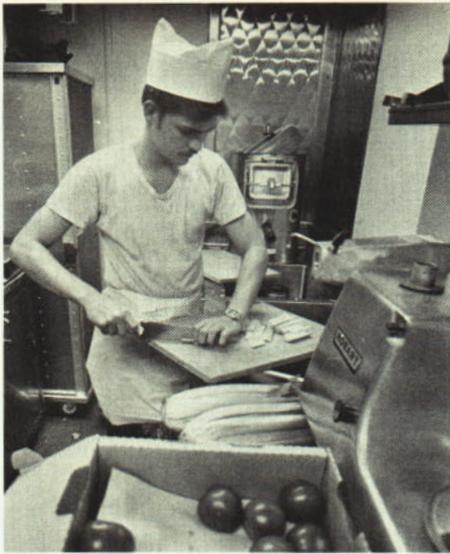
The jarring clamor of chipping hammers, the flash and hiss as welders go about their jobs, the constant noise created by pipefitters, painters and a host of yardworkers—these are all part of a yard period.

As your ship is turned into total disarray, your daily life is one of coping with dust, endless noise and grime. For a sailor whose ship is in the yards and who lives under those conditions, time passes at a snail's pace; the days seem endless.

But the Navy intends to change all that. A new twist to an old idea is making life in a shipyard at least bearable—maybe even pleasant. That twist is a new generation of barracks barges.

Barracks barges have been in shipyards for decades. However, it wasn't until James Edwards, a naval architect technician with the Naval Sea Systems Command in Washington, D.C., came up with some unusual improvements that the barges began to be seriously considered as living quarters.





“We changed some of the interior design and made it a mixture of ship and barge,” Edwards said. “If we added a propeller and an engine, it would become a ship. But the new designs and functions are unique. It’s not like anything you see ashore or at sea.”

The barge, a YRBM(L)—yardcraft, repairing, berthing, messing, large—is 140 feet in length, 46 feet wide and reaches 3½ stories in height. It can accommodate up to 257 people and includes just about everything a ship carries, along with a few extras. The barge has a barbershop, a formal classroom, galley, wardroom, laundry, general workshops, offices and—of necessity

—a storage area for ship’s equipment. “But that’s not all,” Edwards said. “An attractive feature is its sound-proofing. It’s so good that you almost don’t hear the din of the nearby shipyard work.”

The first ship to make use of one of the new barges was USS *Bronstein* (FF 1037), when it recently went into the yard at Long Beach (Calif.) Naval Shipyard. *Bronstein*’s entire crew was housed and fed in quiet comfort aboard the barge while snuggled up just 50 feet behind the frigate.

“The crew really liked the barge,” said Lieutenant Commander Michael Luczak, *Bronstein*’s executive officer. “Without it, they’d have to stay in barracks more than a mile from the ship. It would have been a long bus ride for still others, back and forth to work each day.”

“I was afraid the guys may have gotten spoiled and wouldn’t want to come back to the ship after the overhaul,” said Lieutenant Junior Grade David Dunning, communications officer. “The messing facilities were close to the ship and the food was good. As anyone knows, the better food is, the better the morale.

“The only hangup for the crew was

that there was no beer allowed on board; one had to walk a mile for a brew,” he added.

Soon after the *Bronstein* men moved aboard the barge, it became an extension of their ship. With messing facilities nearby and classrooms and additional living space available, the crew operated and worked more efficiently and enthusiastically.

Mess Management Specialist Third Class Tony Rogers observed that living conditions were much nicer on the barge. “We even had portholes with a good view of the harbor,” he said, “and we also had a crew’s lounge—something we don’t have on *Bronstein*.”

“The barge made things much easier during overhaul; duty in the yard is always much harder,” he added.

Never any picnic, yard duty became more bearable with the Navy’s new improved barracks barge. It helped make life easier to take. The dust, grime and noise are still there during an overhaul, but they’re outside the barracks barge. For today’s sailors, life in the yard is no longer something to be avoided.

—By Cmdr. Ron Toth



Astern of USS Bronstein (far left) is the newest in shipyard housing, the barracks barge; it serves as an all-purpose living and training quarters for crews of ships in the yard.

The Band Plays Again

Young Navy men and women today may find it hard to understand that in the early 1940s racial segregation permeated many facets of American life, including the Navy.

But it definitely was segregation that prevented many talented black musicians from graduating from the Navy's School of Music in 1942.

Now, almost 40 years later, the Navy is looking back, recognizing and pay-

ing tribute to the many patriotic black men who served their country as Navy musicians, albeit in segregated bands, during World War II.

During a ceremony held at the present School of Music, Navy Amphibious Base, Norfolk, Va., in conjunction with a special Black History Month concert, honorary diplomas were conferred on more than two dozen men who performed as members of the Na-

vy's various all-black bands, most notably the band known as "Unit Band #1."

"I think it's nice to find an organization that can say 'I made a mistake yesterday, and I want to do something about it today,'" said James B. Parsons, former director for Unit Band #1.

Parsons, who directed the band during assignments to the Navy Pre-Flight





Training School in Chapel Hill, N.C., and the U.S. Naval Barracks in Manana Oakee, Hawaii, is now a chief judge on the U.S. District Court in Chicago. Appointed during John F. Kennedy's administration, he is the first black district court judge in U.S. history.

The 69-year-old chief judge described his wartime service as "four years of frustration blended with the happiness of brotherhood with the men." He approves of the Navy's action in conferring the degrees.

Left: Twenty-four Navy veterans receive honorary degrees from the Navy's School of Music. Above: Clark Terry, a famous jazz musician, was the featured soloist at the special Black History Concert. Below: Members of Unit Band #1 before their concert at Chapel Hill. U.S. Navy photo.

"This small ceremony says a lot to me," he said. "It means that the Navy recognizes what it has done in the past and is trying to make amends. It means that things are no longer the same as they were in 1942."

It was in the early days of World War II that the National Association for the Advancement of Colored People petitioned President Franklin D. Roosevelt for increased black participation in the war effort. And with good reason. As an example, the Social Security Board reports for the period between January and March 1941 show that only 13 of the 8,769 skilled and semi-skilled jobs in the aircraft industry went to non-whites.

And before 1942, blacks were allowed to serve in the Navy only as cooks and stewards. In 1942 blacks

were accepted into general Navy service, but ashore only. They trained in segregated camps and schools.

There was even a War Department policy that required blacks to score higher on entrance tests than whites. Such requirements helped bring together the well educated and talented group of black men in Unit Band #1 and other segregated bands across the country.

According to Lieutenant Commander Paul D. Clemens, commanding officer of the School of Music, the ceremony conferring honorary diplomas was "a way of going back and illuminating what blacks have done in the past for the U.S. Navy and for Navy music.

"We feel these men were left out of the school, and that was wrong," he said. "This was a chance to recognize the men who served largely without credit for what they did."

Many of the former Navy musicians used their Navy training to carve careers for themselves in the music world while others, such as Chief Judge Parsons, excelled in other areas.

Jazz greats like "Jap" Allen, Jimmie Woode and "Goon" Gardner served in all-black Navy bands. Among the more famous Navy Band alumni in attendance for the recent ceremony was Clark Terry, known worldwide for his jazz trumpet.

"The Navy was a very beautiful time of my life," the 60-year-old jazz



40 Years Later

celebrity said. "Nobody was promoted and we hardly ever got out of uniform, but it was an important part of my career."

It was while Terry was a Navy musician at the Great Lakes, Ill., Training Center that he got what any aspiring young musician wants—practice and more practice.

"While everyone else would go out on the town, I would go to a quiet place and practice my horn," he said with a smile.

Currently fronting the Big Bad Band in New York City, Terry was the featured soloist during the special Black History Month concert preceding the diploma ceremony. During a rendition

of his arrangement of "Sheba," he played both the trumpet and flugelhorn.

Also included in the concert were tributes to black musical composers Eubie Blake, Scott Joplin and Duke Ellington. A guest conductor at the concert was a fellow World War II black Navy musician, Dr. James Reeves of Norfolk.

Reeves has come a long way from his days as a petty officer third class with Unit Band #1. Now head of the music department at Norfolk State University and bass player with the Virginia Philharmonic and Virginia Beach Pops orchestras, he was the first black musician to break the Navy's color barrier.

"It was at the end of the war," Reeves recalled. "I was sent to an all-white band at the Naval Depot, Yorktown, Va. They were surprised, but they liked my playing and kept me in the band. But I still had to berth with the stewards and cooks."

Like many of his fellow musicians in



Unit Band #1, William Skinner of Norfolk was a graduate of the black Agricultural and Technical College in Greensboro, N.C.

"Thirty of the 44 members of Unit Band #1 were graduates of A and T," he said. "I could have had a commission as an officer in the Army, but the camaraderie of our work in the Navy persuaded me to join, too."

Below: In an impromptu jazz session (l to r) Walter F. Carlson, Dr. James Reeves and Thomas Gavin show their talents. Top right: Dr. James Reeves conducts the School of Music orchestra during the special concert.





Since his days as a Navy musician, Skinner has been a field representative for *Ebony* magazine and a NASA mathematician.

Another former member of Unit Band #1 present for the ceremony was Simeon O. Holloway of Pasadena, Calif. Now a music teacher in the Pasadena school system, Holloway is a character actor who has had parts in such network series as "Sanford," "Little House on the Prairie" and "Good Times."

Shortly before they received their diplomas, the former Navy musicians met with their present-day counterparts in an impromptu jam session at the School of Music.

During a rendition of "Blues in B Flat," Reeves took up a bass fiddle, Walter Carlson grabbed a trumpet, and Tom Gavin joined in with a saxophone. It was the first time in almost four decades the three had played together.

"The only sad part is when you think about all the guys who aren't with us any more," said Gavin, an industrial arts teacher at E.E. Smith High School in Fayetteville, N.C.

"And, while the recognition may be a little late, it certainly is beautiful,"

added Carlson, a music professor at A and T University.

One of the younger attendees at 54, Aaron James of Virginia Beach recalled his days with the band that replaced Unit Band #1 at the Navy Pre-Flight Training School.

"I was a 17-year-old clarinet player," he said. "Our barracks were in a converted recreation center in the black section of town. I remember we were the most 'squared away' sailors we could be."

William Skinner described the feeling of patriotism that kept him and his shipmates going as "a determination to be the best we could be to help win the war. We knew this was the best we could do."

"What we see today at the School of Music is far removed from the activities and conditions under which we lived," Skinner said. "It is good to know the Navy has come such a long way."

At the close of the concert, the former Navy bandmen were asked to "sit in" with the school orchestra for a rendering of "Anchors Aweigh." With Chief Judge Parsons directing, musicians of the past and present played, affecting young and old with the rich sound of their music.

"It was the culmination of a beautiful event," said Senior Chief Musician John Reinhardt, who coordinated the ceremony. "It makes me proud to be a musician, knowing I share a common bond with men as great as these."

—Story by JO2 Caleb P. Maher II
—Photos by PH1 Carolyn Harris



Above: Former Navy musicians dine at the naval base's dining facility. Right: An early photograph of the members of Unit Band #1. U.S. Navy photo.

Modern Day Combatant

Kidd's Crew Pulls Together

Faces of the men at the consoles were bathed in an eerie glow from the illuminated controls and scopes. Their hands, poised at the controls of the computer consoles, were ready to make adjustments at the first sign of an intruder.

USS Kidd (DDG 993) under way during sea trials off the eastern seaboard.

This was a hot war situation. The ship, USS *Kidd* (DDG 993), had just passed the Azores en route to its station in the Mediterranean Sea. The men manning the most sophisticated radar, sonar and fire control systems in

the Navy were ready to engage the enemy with one or more of the six weapons systems at their disposal.

"Fire control locked on," a voice snapped into a small mouthpiece on a snugly-fitted headphone.

"Prepare to engage," another voice commanded.

"Engage!" The command shot through the room.

"Direct hit. Missile destroyed," announced someone from the middle of the mock Combat Information Center.

There were no sighs of relief or cries of excitement. Operators stayed at their consoles, monitoring their scopes. They waited for the order to push one of the numerous buttons in defense of the ship. It came.

The emphasis shifted; the action called for defending the ship against enemy ships, missiles and aircraft. Fingers again moved quickly over consoles, and the commands sped through the computer. Voice commands followed in rapid succession over sound-powered headphones. The battle raged on.

Although no lives were at stake—the battle conditions were only simulated—the radar, sonar and fire control operators reacted as though the fate of a ship and its crew depended on their quick and accurate responses.

On the other side of the room at the Fleet Combat Training Center, Atlantic, in Dam Neck, Va., seven of 19 in-





Operations Specialist Seaman Apprentice Lace Leichty (left) records contacts on a vertical plot board in the CIC mock-up as Lieutenant Keith Highfill and Ensign David Lewellyn (below) discuss operating procedures for an electronic console. Bottom: An instructor with the DDG 993 Team Training Program checks a radar console during a lull in CIC activity.



structors assigned to the DDG 993 pre-com team training unit sat behind a partition at their own bank of radar and fire control consoles. They were the attacking enemy—submarines, aircraft and ships.

Using the mass of electronic equipment at their disposal, the instructors created tactical problems for their students. Within moments they had created an enemy aircraft attack punctuated by a mayday from the pilot of *Kidd's* helicopter, operating in the area.

The battle scenarios pitted the sonar technicians, operations specialists and fire control technicians, and officers aboard USS *Kidd*, first of the Navy's newest class of guided missile destroyer, against the pre-com team instructors. The exercises were designed to hone the skills of *Kidd's* crewmen on the state of the art of the weapons systems they would be operating aboard *Kidd* within the next few months.

"The USS *Kidd* in some ways is a modern day battleship," said Lieutenant David N. Blake, anti-submarine warfare officer aboard the USS *Kidd*. "This ship has a blend of the best technology in both systems—that of the *Virginia*-class nuclear cruiser—and structural design—from the *Spruance*-



class destroyer."

Interceptors, missiles, guns and torpedoes form the thrust of the weapons technology that helps make *Kidd* a modern day combatant. However, it is the combined talent of the specialists in the *Kidd's* CIC that controls the ship's vast arsenal.

"Because of the amount of information we have to put out in the 993 training program, our school is twice as intense as any other school these students may have attended," said Lieutenant Bruce Deutsch, training coordinator for the DDG 993 training program.

"We have to provide a patchwork of training to effectively teach the students in our program," added Deutsch. "We not only have to provide

the training in an individual's area of expertise, but we also have to make sure that each individual can function as a team player."

Having an effective team organization in *Kidd's* CIC, and the three other *Kidd*-class ships slated for commissioning later this year (see accompanying story), is important because of the intricacies of the Naval Tactical Data System. The system is the backbone of the ship's defensive and offensive capabilities and requires each individual controlling an element of the NTDS to understand how his actions mesh with the entire system.

Because of the complexities of the NTDS and its related systems, training at Dam Neck's 993 curriculum was

Modern Day Combatant

segmented. First week, officers, operations specialists, fire control technicians and senior sonar technicians were introduced to the overall system they would operate on board the ship.

"It's common ground that is quickly but thoroughly covered. That's the portion of the training that is designed to give each student a broad understanding of the role he plays in the context of NTDS operations," said Deutsch.

By early in the second week of training, each student is given an area of ex-

pertise in which to concentrate. Names of individual areas sound like they came from a "Star Wars" film script. The air detector tracker, beacon video processor detector tracker and fire control systems coordinator are all players in real life drama that is the basis for an important element of naval defense.

During these first two weeks the Kidd's junior sonar technicians are in a mock-up of their sonar control room aboard ship. Chief Sonar Technician (Guns) Michael Manke, sonar training supervisor, concentrates on reducing

the time it takes to detect and track a submarine. "We find that we get the best results by emphasizing the basic operations and techniques," said Manke, "but we let the students know from the start that their eventual success will depend on how well they operate as a team."

It is during the third and fourth weeks of training that the sonar team is integrated with the rest of the combat systems team.

While Deutsch explained that combat system team training in the CIC mock-up and the sonar trainer created a realism that demanded attention of each individual, the training instructors initiated another battle scenario.

"Track supervisor, we have a bogey . . ."

"All stations, sonar holds contact . . ."

"Who's got the con on our helo?" an instructor shouted.

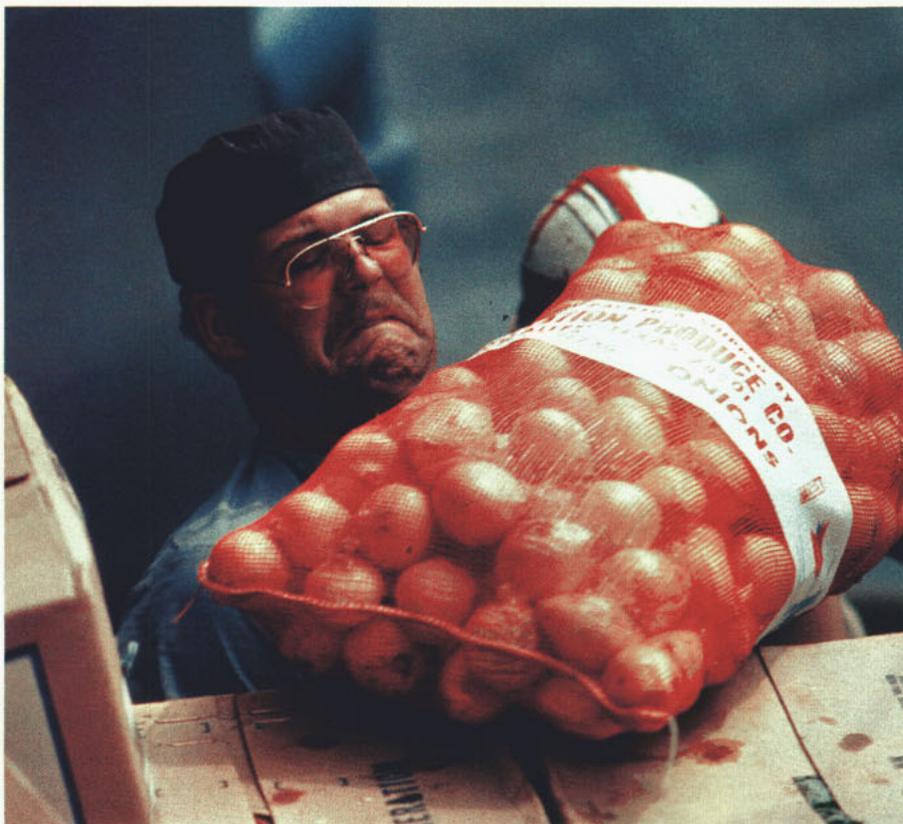
"I've got him," came a reply from somewhere in the darkened room.

"Everything on track," said Operations Specialist First Class Chuck Colburn, an exercise monitor, as the drill continued.

"What we try to do here is give the students in the 993 training as much exposure as possible to a variety of potential battle conditions.

"Although we can't give as much one-on-one instruction as we'd like," he added, "we do divide the students into two groups for more individualized instruction."

By dividing the classes into two sec-



As a member of one working party (above) hefts produce for the Kidd's galley, other Kidd crewmen arriving from Dam Neck unload baggage to be carried aboard their new home. Opposite page: Every member of the Kidd's crew who had a part in preparing the ship for commissioning can proudly call himself a plank owner.



Plank Owner



Modern Day Combatant

tions, one group can man the controls of the sophisticated weapons systems in the CIC mock-up while another crew is in the classroom going over its reactions to the hands-on training in the mock-up. There, they analyze mistakes and discuss problem areas.

"Any enlisted person coming through this training hears so much about combat systems that I think he has an advantage over other sailors. He'll start thinking in terms of combat systems and situations when he's working aboard ship with the equipment and programs in which he's been trained," said Deutsch.

Although the training conducted by the 993 program instructors is based on combat situations, students aren't expected to leave the curriculum and go out and fight a war.

The intent of Dam Neck training is to teach students how to use their equipment most effectively and how to apply the basic knowledge they already had when they arrived to the expanded technology on the *Kidd*. More importantly, however, training is geared to the concept of teamwork.

At the same time some members of *Kidd's* crew were completing specialty training in Dam Neck and Norfolk, Va., two nucleus crews worked in Pascagoula, Miss. It was there USS *Kidd* was receiving the final touches from its

builders at the Ingalls Shipbuilding Company.

"The first nucleus crew arrived in Pascagoula in late January," said Lieutenant Joseph Benkert, combat systems officer and acting executive officer until the entire crew was assembled in Pascagoula.

"The first nucleus crew was made up of about 70 people; they were mostly officers, chiefs and first class petty officers. Their role was to familiarize themselves with the ship's operations. They rode *Kidd* during acceptance trials and got an idea of what work

needed to be done before the Navy accepted the ship."

A second nucleus crew arrived in Pascagoula a few months after acceptance trials. That crew consisted of work center supervisors who laid the groundwork for operations in the ship's engineering and supply departments.

"Both nucleus crews totaled about 120 people," said Benkert. "They were the ones who paved the way for the remainder of the crew still at Norfolk and Dam Neck."

The balance crew of about 150 flew to Biloxi, Miss., May 1. As they stepped from the buses which had taken them to Pascagoula, they were greeted by the sight of their ship.

"Pre-commissioning duty is something like buying a new car," said Lieutenant Commander William C. Sutton, *Kidd's* executive officer and acting commanding officer in Norfolk. "You're anxious to get into the driver's seat, but you have to make sure the car is ready. In pre-commissioning that's about 300 times more complicated."

The flow of men from the buses to the ship seemed endless. As they walked across the ship's brow to the quarterdeck, an aura of pride and excitement surrounded them.

"My first ship!" exclaimed one young sailor as he stopped at the



Above: A bird's-eye view of the *Kidd*. As Operations Specialist First Class Joe Simon (top) enjoys a Pascagoula sunset, two ship-mates (right) compare notes on the day's activities.



quarterdeck and hefted his seabag onto his shoulders.

"I guess this is home, now," said another newcomer.

Shipyard workers watched as the two busloads of sailors disappeared into *Kidd's* gray-skinned hull.

"How many of y'all are there, anyway?" asked one worker as a junior petty officer squeezed by him.

"There's a bunch," was the reply, "and we've been waiting quite awhile to get here."

Through the afternoon and into the evening *Kidd* and its crew became acquainted. Nucleus crew members conducted ship familiarization for their fellow division members. Clusters of sailors led by senior petty officers toured access routes to and from berthing areas. General quarters stations were assigned.

Conversations between the sailors laid bare the fact that many of them had never before served aboard ship.

"Does the ship roll much under way?" asked one bedazzled crewman.

"Are we headed forward or aft?" asked another.

"At least my first ship is a brand new one," someone said.

For the inexperienced, the first few hours aboard *Kidd* were an introduction to a new way of life. For sea duty veterans, arriving aboard *Kidd* meant finally getting to work.

"That's probably the most difficult aspect of pre-commissioning," said Chief Warrant Officer Jimmy Harless, *Kidd's* systems test officer. "Not being able to do your job really gets to be taxing during the pre-commissioning phase. People really get anxious to get their hands on the equipment and get to work.

"Training is a necessary part of assuming a ship and it will continue once the crew has settled on board. But having a crew dispersed in different places gets frustrating sometimes. Getting to work will be a welcome relief to a lot of the crew."

Although the real work wouldn't begin until several days later when the *Kidd's* crew took delivery of the ship from the Ingalls Company, many crew



members were already inspecting their work spaces and equipment. As they surveyed their new home, conversations recounted the long months of pre-com training and the work that lay ahead.

"Things are going to be pretty hectic around here for a while," said a chief petty officer to a group of young enlisteds. "We've got a lot to do in the next couple of days, just like in the past few months; but if we all pull together,

There are endless chores when the crew comes aboard a new ship for the first time—including bringing aboard a supply of GI cans.

by this time next week we'll all be smiling. We'll all be dog tired, but we'll be smiling."

"We've got personality conflicts like you do with any large group," said Electronics Technician Second Class Dan Hartzell, "but we've really got a good crew. When there's a job that

Modern Day Combatant

needs to be done we pull together and do it. That's what counts."

Pulling together has been a trademark of the *Kidd* crew.

One of the catalysts of the team spirit that exists on *Kidd* is the ship's commanding officer, Commander William Flanagan. A former destroyer commander, Flanagan believes *Kidd* represents a merging of technology and talent.

"*Kidd* is today's technology," said Flanagan. "It's the lead ship of a new class of fighting ship—truly a modern-day battleship."

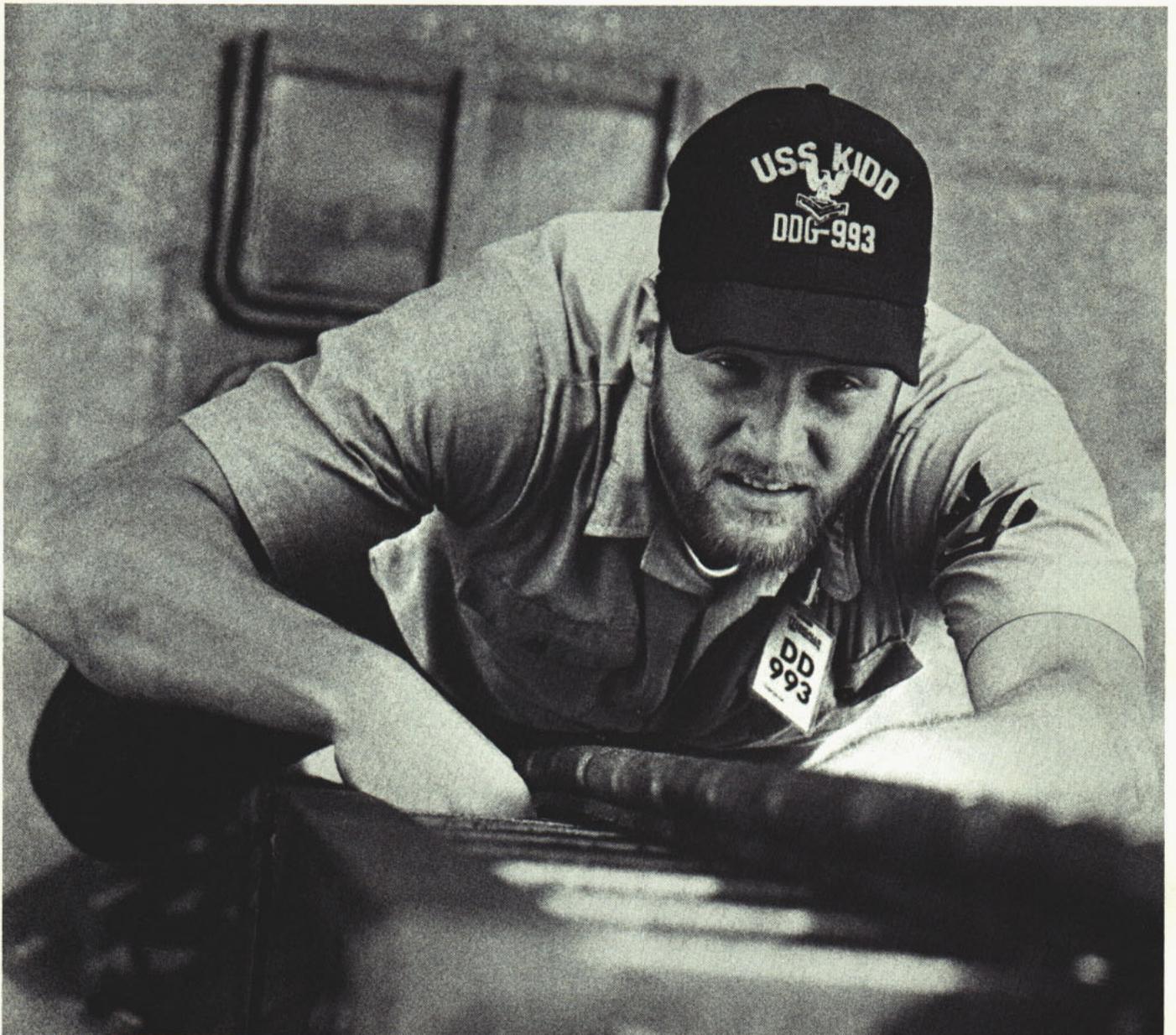
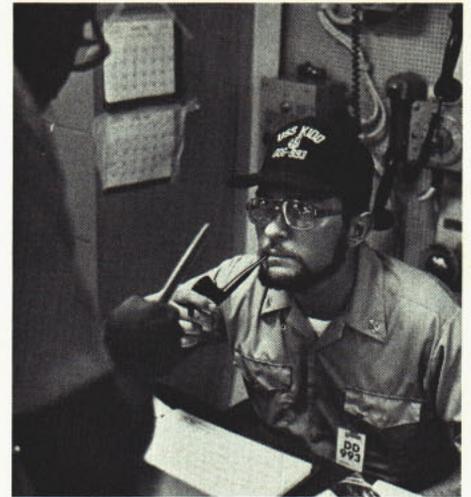
While Flanagan talked excitedly

about *Kidd*'s technological assets and the role his ship will play in bolstering the Navy's combat readiness, he quickly pointed out that ships and technology are only a small part of any Navy:

"It isn't just ships that make the difference in navies—it's the people on those ships. Here on *Kidd* we've got the best of both."

—Story and photos by JOI Lon Cabot

Right: Chief Gas Turbine Systems Technician (electrical) Frank Linse listens to a *Kidd* crewman's question about the ship's propulsion system. Below: Electronics Technician Second Class Dan Hartzell climbs a ladder to inspect one of *Kidd*'s radar antennae.



Powerful Tributes

USS *Kidd* (DDG 993) is the first of four DDG 993-class ships named for admirals killed in World War II. It is the second ship to bear the name of Rear Admiral Isaac C. Kidd Sr., the first flag officer to lose his life in World War II and the first U.S. Navy flag officer to die in battle.

The three other DDG 993-class ships and the admirals they were named after are: USS *Callaghan* (DDG 994), for Rear Admiral Daniel Judson Callaghan, killed during the Battle of Guadalcanal in 1942; USS *Scott* (DDG 995), for Rear Admiral Norman Scott, also killed at Guadalcanal; and USS *Chandler* (DDG 996), for Rear Admiral Theodore Edson Chandler, killed as a result of wounds sustained during the Battle of Lingayen Gulf in 1945.

The characteristics which have earned the DDG 993-class ship its standing as a thoroughbred among fighting ships are a combination of the latest technologies in weaponry from the *Spruance*-class destroyer and structural design from the *Virginia*-class nuclear-powered guided missile cruiser.

"Being aboard *Kidd* makes you feel like you're going to sea with punch," said Lieutenant Joseph Benkert, combat systems officer for the Navy's newest guided missile destroyer.

The weapons "punch" Benkert referred to consists of a network of

weapons systems, subsystems and equipment which, collectively, enables *Kidd* to perform missions in anti-air warfare, anti-submarine warfare, anti-surface warfare, amphibious warfare, naval gunfire support, electronic warfare and command, control and communications.

The ability to operate offensively against submarines is another characteristic of the *Kidd*-class ship. An automated gas turbine propulsion system and an ASW capability integrating

two Light Airborne Multi-purpose System helicopters with a maze of sonar, radar and fire control technology make *Kidd* a giant in the Navy's arsenal of anti-submarine combatants.

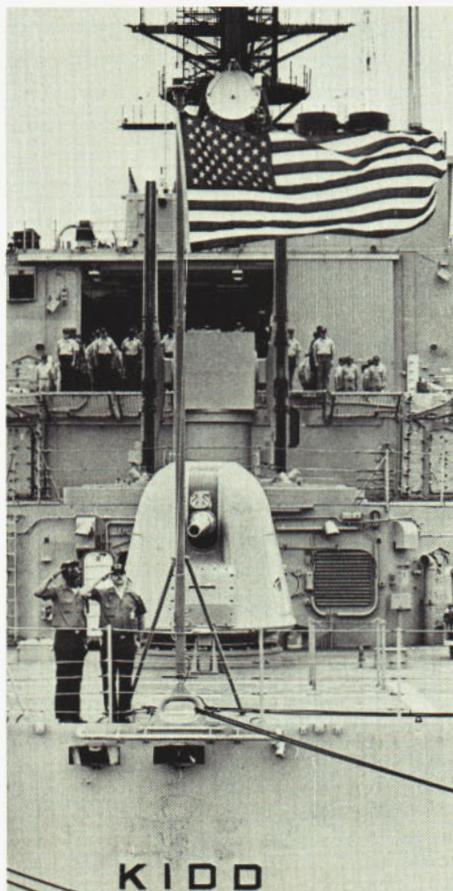
More important, however, *Kidd* and the ships in its class are designed to perform simultaneous operations against surface and subsurface attacks.

Crew comfort was another big consideration in designing the 993-class ships. All manned spaces aboard *Kidd*, as well as numerous unmanned electronic and machinery spaces, are air conditioned by the ship's four 200-ton air conditioning plants.

Low pressure steam is provided by waste-heat boilers located on gas turbine generator exhausts that serve as heating and cleaning sources. The ship's evaporators can produce 20,000 gallons of fresh water daily.

"The capacity of the distilling plant aboard *Kidd* had been increased by about 4,000 gallons each from what the *Spruance*-class destroyers have," said Gas Turbine Systems Technician (electrical) First Class Paul Cooley, a member of *Kidd*'s second nucleus crew. "This means there should be no shortage of water aboard *Kidd*."

The technology incorporated in *Kidd*, as well as the high caliber of its crew, makes it one of the most formidable warships of its size. As the Chief of Naval Operations, Admiral Thomas B. Hayward, said, "I am tired of talking about what the threat is. Let us be the threat. I want to read about how Admiral Gorshkov stays awake nights worrying about our threat to his navy . . ."



Colors are hoisted for the first time aboard USS *Kidd* (DDG 993) following delivery and acceptance by the Navy at the Ingalls Shipbuilding Division of Litton Industries in Pascagoula, Miss.

—Photo courtesy of Litton Industries

Famous Old Salts

The photograph on this page is probably one of the most publicized images of “old Navy” sailors. And we mean *really* old Navy—about 100 years ago. But information about the four individuals hardly ever goes beyond the cliché level: “Here are four old salts spinning some yarns to each other during the days of wood and sail . . .” and so forth.

So—who were those old salts, anyway?

First, some background on the photograph: It was taken on board the steam sloop USS *Mohican* sometime between June 30 and Aug. 28, 1888, by the ship’s assistant surgeon. During those months, 5-year-old *Mohican* was returning to the naval base at Mare Island, San Francisco, from a South Pacific cruise via Honolulu.

From left to right in the photo, these four old salts were David Ireland (age 55 at the time), Gilbert Harrison Purdy (60), John T. Griffith (61) and John King (54).

David Ireland was born Dec. 11, 1832, in Cooperstown, N.J., and first enlisted in the Navy April 8, 1850. His initial three-year tour was spent aboard 120-gun USS *Pennsylvania*, the most powerful wooden man-of-war ever built by the United States, and USS *Congress*, destined to become one of the *Merrimack*’s victims at Hampton Roads in 1862.

After a 15-year gap in his military career, Ireland donned blues once again in 1878. He served aboard several vessels, including USS *Constellation*, launched in 1797 and still afloat today in Baltimore as America’s oldest warship. Ireland probably reported aboard USS *Mohican* in the fall of 1884. During his six years on the steam

sloop, he held two positions of authority: captain of the forecastle and captain of the hold.

Ireland was captain of the hold on board sloop-of-war USS *Marion* when he was transferred to the Naval Hospital at Yokohama, Japan, Aug. 16, 1893. About a month later, the cause of his physical disability was identified by a medical survey as “Old Age.” He was transferred to the Naval Hospital at Mare Island, San Francisco, to convalesce, but his health failed to improve. After nearly 18 years of naval service, David Ireland died Jan. 16, 1894; he was buried in the hospital cemetery.

Gilbert Harrison Purdy was born Jan. 29, 1828, at Unionvale, N.Y., and served in the Army for three years before trading his backpack for a hammock.

From 1861 to 1864, Purdy served in the Civil War as a private and then sergeant with the Army of the Potomac. After being discharged, he joined the Navy less than three months later on March 26, 1864, and stayed in until about eight months after the war ended.

Like David Ireland, Purdy had a long stretch of civilian life between his first hitch and the rest of his military career. Joining the Navy again in 1875, Purdy still didn’t start continuous service in his enlistments until March 4, 1889.

Not very much is recorded about the vessels Purdy served in until Feb. 5, 1895, when he reported aboard protected cruiser USS *Olympia* (C 6).

The Famous Four Old Salts: David Ireland, Gilbert Harrison Purdy, John T. Griffith and John King aboard USS Mohican in 1888.
Photo by H.W. Whitaker.

More than three years later, he was still a member of the ship’s crew when his skipper, Captain Charles V. Gridley (“Fire when ready”), helped Admiral George Dewey destroy the Spanish squadron at Manila Bay May 1, 1898.

In the fall of the following year, Purdy was hospitalized due to bad health and placed on the retired list as a seaman.

After putting about 24 years in the Navy, Purdy managed to save one-third of his total pay for that time



period: nearly \$2,000. That's quite a feat for a man who was making the grand amount of \$26 per month on the date of his retirement!

Gilbert Harrison Purdy was 84 when he died in San Diego on Christmas Eve 1912. At the time of his death, he was the oldest enlisted man on the Navy's retired list.

When **John T. Griffith** was born on Christmas Day of 1826; Abe Lincoln was a mere lad of 17 and Napoleon Bonaparte had died only five years before.

Griffith first wore Navy blue July 17, 1854, when he enlisted in New York City for three years. During the Civil War, he served aboard receiving ship USS *North Carolina*, the eight-gun ship USS *Morning Light* that eventually was captured by Confederate forces Jan. 21, 1863, and the frigate

USS *Savannah*, which patrolled off the Georgia coast and captured two Confederate vessels in 1861.

By 1881, Griffith had become a carpenter's mate; three years later, he was serving on board the Navy's first ship-of-the-line, USS *Independence*. It was the receiving ship at Mare Island from 1857 to 1912. Launched in 1814, *Independence* survived intact until 1919, when it was finally burned by a ship breaker.

Apparently, three of the four men pictured (Griffith, Ireland and King) briefly served together on the *Independence* in October 1884. It's hard to tell exactly where Purdy was during that month, but it's amusing to think that a photo similar to the one below could have been taken aboard *Independence* four years earlier.

About 18 months after Griffith was photographed with his three shipmates

aboard *Mohican* (he was assigned to the ship for only two months), the veteran carpenter's mate received a medical survey and was separated from active duty as the "result of causes incident to old age and long service in the Navy."

John T. Griffith's "long service" totaled 29 years, four months and seven days. He declined admission to the U.S. Naval Home, preferring to live his remaining years with friends in Brooklyn, N.Y.

The fellow with the corncob pipe, **John King**, was born at Isle of Jersey, England, April 24, 1834, and entered the U.S. Navy about two weeks before his 41st birthday—many sailors nowadays are retired by that time! During his first hitch, King saw duty aboard the 74-gun steam sloop USS *Vermont*—then functioning as a stores and receiving ship in New York—and USS *Tennessee*, a screw frigate destined to become the North Atlantic Squadron's flagship in 1879.

King's third re-enlistment took place right on the decks of *Mohican* Oct. 9, 1887, at latitude 19° 27' N. and longitude 147° 24' E. (off the Marianas Islands in the Western Pacific).

This particular old salt was probably one of the Navy's last armorers, a rate abolished in the late '80s. It was the armorer's function to repair and maintain small arms assigned to his ship or unit. Today, gunner's mates take care of that job. John King was the armorer aboard the gunboat USS *Adams*, cross-rating later to gunner's mate.

King was part of ship's company of USS *Thetis* when he was transferred to the Naval Hospital at Mare Island, Calif., on July 11, 1895, due to rapidly failing health. In the spring of 1896, English-born U.S. sailor John King died—owing the Navy, on the pay books, \$635 . . . and 90 cents.

And that's who those old salts *really* were. —By JOI P.M. Callaghan

(All Hands is indebted to retired CWO Harold A. Thompson of Jackson Heights, N.Y., for much of the background used in this article.—Ed.)



Bearings

SAR Corpsman

When the yellow phone rings at the acute care clinic in NAS Oceana, Va.'s, dispensary, it means "crash alert"—an aircraft is in trouble nearby. If the bird's problem forces it to drop from the sky, then the crash becomes a search and rescue rollout.

That's the moment when Hospital Corpsman Third Class Diana L. Lainhart hears this announcement over the clinic's paging system: "Attention staff—code blue alfa!" Immediately she dons a flight suit, gathers her medical equipment and rushes to a waiting field ambulance that takes her to the flight line.

Less than five minutes after she hears the "code blue alfa" at the clinic, Lainhart—a cardio-emergency medical technician and SAR corpsman—is airborne.

Putting your life on the line as a

SAR team member demands technical expertise, physical stamina and absolute dedication. Although it took nearly a year to get on the SAR team and earn a pair of aircrew wings, Lainhart proved she had all the requirements to meet the standards for an 8294 NEC.

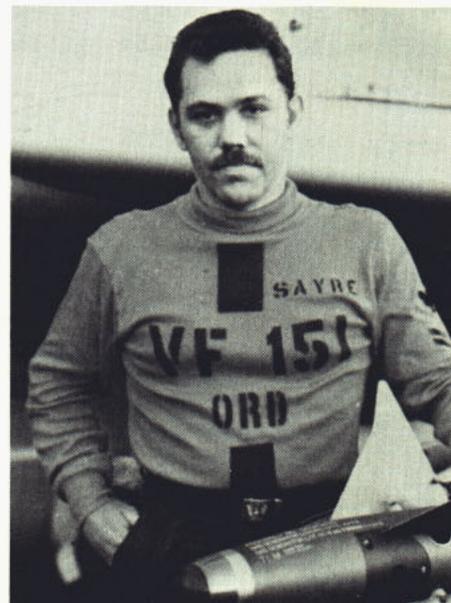
After passing a physical exam, she had to qualify as a first-class swimmer and take courses in water survival and physiology at NAS Norfolk, Va.

When Lainhart completed physical and training requirements, she went about the task of logging flight time with VC-2. Finally, presenting her complete qualification package, the determined corpsman was accepted for SAR duty.

Now that Lainhart has achieved SAR team status, the 22-year-old native of Columbus, Ohio, has set another goal: qualifying as a licensed private helicopter pilot.

—Story by HMC Robert H. O'Meara

Quick Action



Aviation Ordnanceman Second Class Dennis D. Sayre of Fighter Squadron 151 has been awarded the Navy Commendation Medal for his actions following a collision between the USS *Midway* (CV 41) and a merchant ship.

The July 29, 1980, collision severely damaged several aircraft on *Midway's* flight deck and spilled highly flammable jet fuel across the deck. When one damaged VF-151 aircraft was dragged to the edge of the flight deck, Sayre noticed a live *Sidewinder* missile aboard the damaged plane. Summoning two crew members to assist, he crawled under the aircraft and dismantled and removed the trapped missile.

Sayre's quick action prevented a severe flight deck fire and possible loss of life. *Midway's* commanding officer, Captain R.S. Owens, presented the medal.

Golden Wrench

Patrol Squadron 45 at NAS Jacksonville, Fla., was awarded the AVCM Donald M. Neal Aircraft Maintenance



Award for outstanding achievements in maintenance for 1980.

Commonly known as the Golden Wrench Award, the "Pelicans" of VP-45 won by beating out 11 other East Coast VP squadrons in all phases of aircraft maintenance. The Pelicans flew their nine P-3C *Orion* aircraft more than 5,800 hours during 1980 and maintained more than 206,000 separate systems and components on each aircraft.

All of this maintenance didn't take place in just one convenient place, either. For example, on one particular day last year, VP-45's maintenance department found itself spread across the Earth with Pelican aircraft at Jacksonville, Bermuda, Diego Garcia, Brazil, Okinawa, Thailand, Puerto Rico and the Philippines.

The Pelicans' skipper, Commander Lester Carl, summed up VP-45's character: "Winning the Golden Wrench Award represents a total team effort by each man in this squadron."

Another Gold Anchor

The Naval Security Group Activity Misawa, Japan, won the Commander Naval Security Group's Gold Anchor Award for excellence in retention for a second consecutive year. The award goes to the command within the Security Group which has achieved the highest retention rate for the previous year. Through the efforts of its retention team headed by command career counselor Chief Cryptologic Technician Wayne L. Gibson, NSGA achieved a 62 percent retention rate for 1980.

In a message to NSGA, the Chief of Naval Operations stated, "This unprecedented achievement recognizes NSGA as the Security Group's leader in retention, professionalism and care and concern for its people."

—By JO3 Phil Fleming

Fit and Healthy

Starting the day with a rigorous workout of jumping jacks, push-ups and other exercises may not be everyone's idea of the best way to face the morning. But for the crew of the USS *Reclaimer* (ARS 42), exercise is the only way to begin the day.

Reclaimer, homeported at Pearl Harbor, Hawaii, is one of eight ocean rescue and salvage vessels in the Pacific Fleet. Every morning following muster, the entire crew, including the commanding officer, falls in for 20 minutes of exercise. The only people

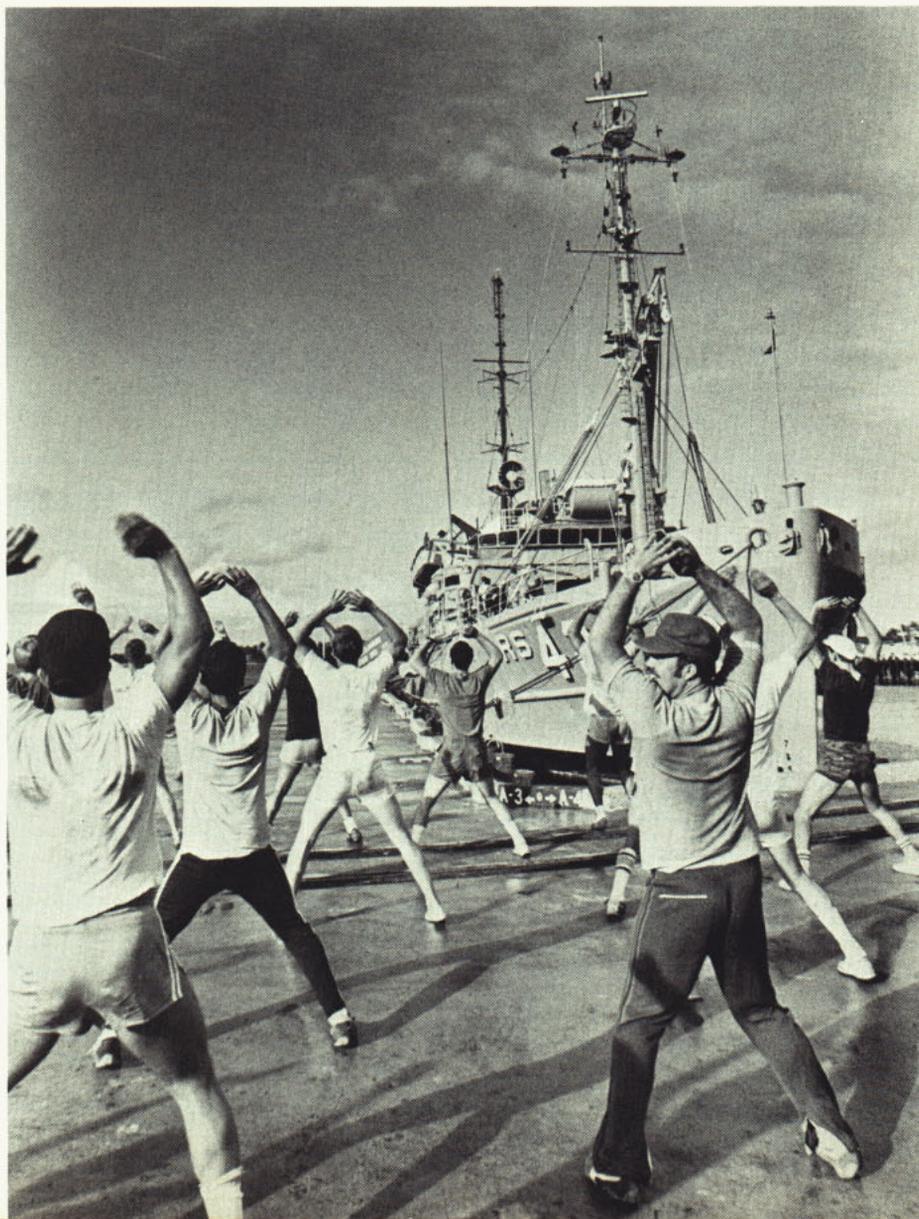
who don't participate in this daily workout are the watchstanders.

When the call to fall in is sounded, there are a few mumbles and groans, but everyone participates, and for the most part, the crew seems to enjoy it.

"I feel better after the workouts," says Lieutenant Junior Grade John Davis. "I find I work a lot better, and it gets me going faster."

"Forty-Two Can Do" is the motto of *Reclaimer* and the crew proves it by participating in structured calisthenics.

—Story by JO2 Stacey Huesmann
—Photo by PH3 Jeffrey A. Salter



Bearings

Corpsman Receives Medal

A Navy corpsman assigned to the search and rescue team at Marine Corps Air Station El Toro, Calif., has been presented the Medal of Valor by the Irvine, Calif., Lion's Club.

Petty Officer Third Class Donald A. Willey was on duty when a call came from the Orange County Fire Department requesting SAR assistance with a single engine airplane crash which had occurred in inaccessible terrain. When the SAR team arrived at the crash site, officials had already found two of the three passengers dead. Willey rappelled down a rough embankment to assist the remaining victim. Examination revealed the victim had suffered a broken back, two broken legs and internal injuries. The SAR UH-1N helicopter lifted him aboard and transported him to a nearby hospital.

"The rescue was a very hairy one, indeed," said Willey. "It is very difficult to work in non-level, rocky terrain, and with the extent of the injuries, the rescue called for perfect execution."

—By Cpl. David Petravich



First-Hand Look at Tarawa

USS *Tarawa* (LHA 1) hosted 120 "Tigers" (male family members and friends of crewmen) during its transit from Pearl Harbor, Hawaii, to San Diego. It was the last leg of the amphibious assault ship's second WestPac cruise.

The guests received a first-hand look at under way life aboard a U.S. Navy warship. During the week-long voyage, the Tigers were treated to a cookout on the two-acre flight deck, tours of various spaces on board, skeet-shooting, a fly-by and live fire demon-

strations by AH-1 *Cobra* helicopters embarked on *Tarawa*. They also had a chance to view M-60 machine guns carried by the ship's special warfare team.

Tarawa covered more than 35,000 miles on its six-month cruise, carrying 1,800 Marines, their combat vehicles and a composite air squadron of AV-8 *Harrier* jets and helicopters. During its deployment, the ship took part in two minor and two major amphibious operations, including Valiant Flex off the coast of Korea.

VP-68 Sets Record

Patrol Squadron 68 at NAS Patuxent River, Md., claims a reserve squadron record. In March, VP-68 marked 50,000 accident-free flight hours flying 10 P-3A *Orion* aircraft. With more than 400 active duty and selected reserve personnel, the Blackhawks average more than 225 flight hours each month and 800 hours during their annual cruise.

It is believed that VP-68 is the first reserve patrol squadron to achieve the 50,000 accident-free hour mark, a source of pride for commanding officer Commander Richard A. Perkins and his staff who maintain the day-to-day operations of the squadron for the weekend warriors.



Music for NATO

During its northern European deployment as a member of Standing Naval Forces Atlantic, USS *Claude V. Ricketts* (DDG 5) has been entertaining the crews of eight other NATO ships with a bit of mainstream American culture: a seven-piece band called Stratus.

Along with the NATO sailors, a lot of European civilians have been treated to the smooth pop/jazz sounds of Stratus during port visits. Their first performance was in Weymouth, England, followed by appearances in France, Germany, Belgium, England, Denmark and Norway. In all probability, the destroyer's band has gotten more overseas exposure than some professional groups.

Stratus was formed in July 1980, by Fire Control Technician Second Class Michael Norris, his brother, Boiler Technician Second Class Richard Norris, Personnelman Second Class Paul Bernardoni and Seaman Ronald Abbott. *Ricketts'* skipper, Commander T.R. Sheridan, authorized the use of ship's welfare and recreation funds to



purchase equipment.

Five months later, three more members were added to Stratus: Seaman Apprentice Gary Gibson, Radioman Second Class Michael Davis and Seaman Curt Hamlett.

So far, the band has played at discos, hotels, clubs at bases, various ships' parties and even a change of command dinner and dance. "The band has been a great way to get around the language barrier in Europe," said Norris. "People really loosen up when we play."

Bernardoni admitted that the one thing he looked forward to most when *Ricketts* made a port visit was another chance to play for a group of people.

Besides entertaining others, Stratus has been of great value to its own

members. Abbott explained that, "No matter what our mood is when we start to play, the music has a positive effect on us. We automatically open up to each other. It's the best kind of therapy I know."

Abbott calls it his "medicine music."

The motto of USS *Claude V. Ricketts* boasts "International Excellence," and Stratus is now a highly visible part of that claim. Promoting good will and friendship through music, the group has made its mark on Europe. As Norris said, "That has been our goal—to unite the people of different countries through their common interest in music. We feel that we have succeeded." If smiles and applause are any indication, they have indeed.

School Stays in Session

The Naval School, Physical Distribution Management, Oakland, Calif., suffered one of the worst disasters which could befall it: fire. But the school continued its operation.

On March 31, a fire broke out and totally destroyed the school's building. The three-alarm fire, possibly of electrical origin, raged for five hours before being brought under control. Even so, a large percentage of the school's textbooks, lesson plans, films and other training aids survived. The water-soaked textbooks were salvaged through a technique developed by

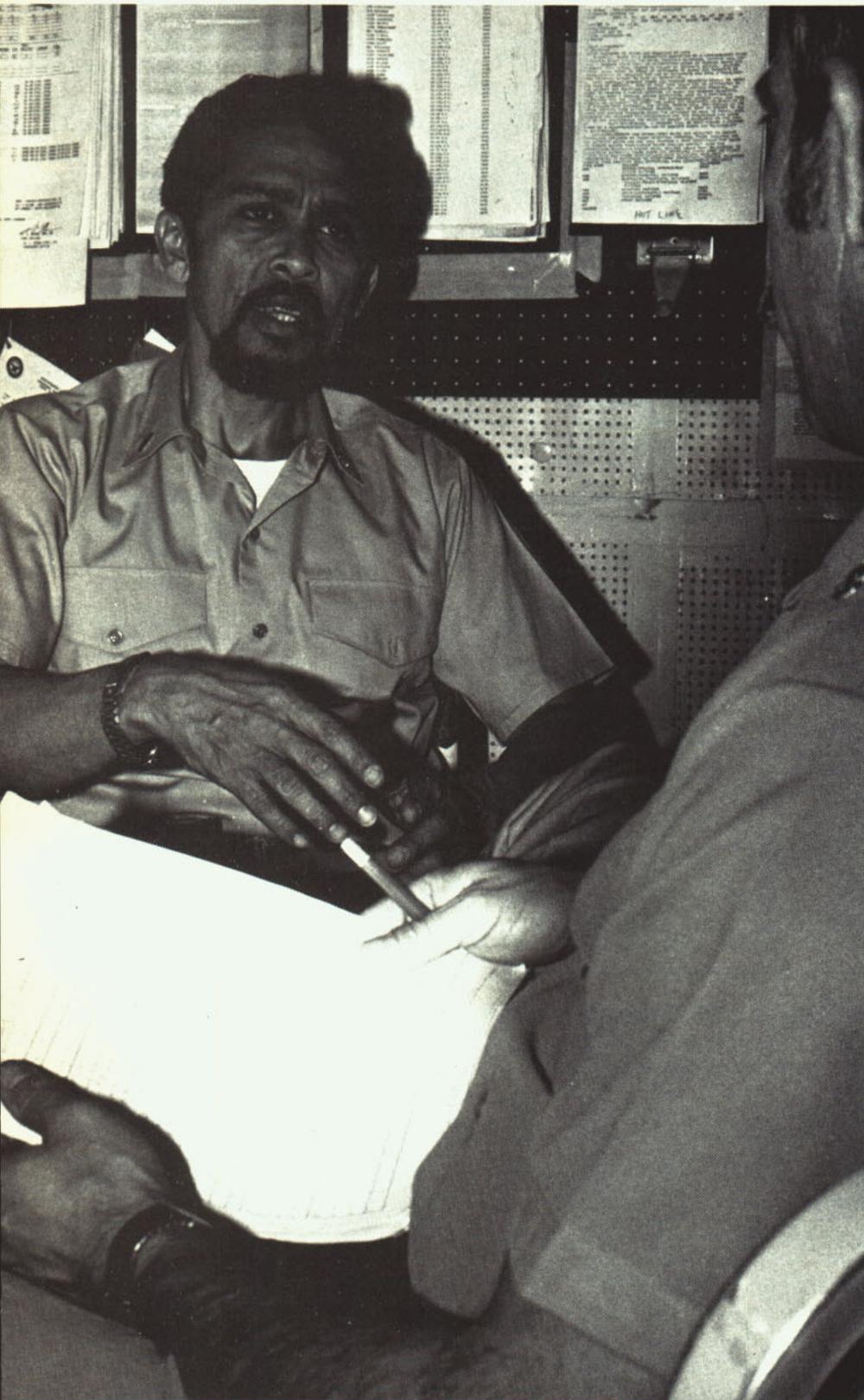
Stanford University and the Lockheed Corporation; the books were frozen and then placed in a vacuum chamber. Ninety percent of the books were recovered.

The staff also recovered quickly. Only one day was lost before its advanced transportation management class reconvened in classroom space borrowed at the Naval Supply Center, Oakland, Calif. Only a few classes in April and May had to be canceled while a new building was being prepared. This also allowed instructors time to reconfigure their material.

The 23-week career class has continued on, and its students will graduate on schedule. The school's new site is just a half mile from the old site on Oakland Army Base.



Named for a constellation and launched under its own astrological sign, the USS *Taurus* (PHM 3) was launched May 8 in Seattle. *Taurus* will join the USS *Pegasus* (PHM 1), prototype for this class of powerful hydrofoil. Four PHMs are now in production and will form a six-ship squadron to be stationed at Key West, Fla. Photo by Boeing Marine Systems.



Chief Warrant Officer Victor Pajaro, command career counselor on USS Saipan (LHA 2), explains details of a reenlistment contract to a prospective candidate.

A to

When Victor Pajaro was commissioned recently aboard USS *Saipan* (LHA 2) he remembered the long-ago day when Uncle Sam, in a poster, pointed at him saying, "I want you." He had thought, "I need you, too."

But when the Navy recruiter learned that the South American had a wife and family in Colombia, he told young Victor it was impossible.

Now he's a chief warrant officer.

Victor's father was a poor farmer. "When I was young he would take me into the fields and say, 'Son, I don't want you to do this—do something different with your life.'"

The advice led Victor to Cartagena, Colombia. He was only 15, but he worked during the day and attended school in the evenings.

His daytime job was as a garden boy for a U.S. Navy lieutenant who would eventually transform the elder Pajaro's words into reality. Victor would "do something different" with his life.

"My father placed in my mind the original foundation of doing something for myself and urging me to be different," Pajaro said. "But it was Lieutenant Vernon Harris who gave me the incentive to fulfill my father's words."

Young Victor and the lieutenant—then stationed at the Naval Mission in Cartagena—developed a father-son relationship which had its beginning on Christmas Day, 1950.

It was traditional for garden workers to receive large gifts from employers, and so Victor was disappointed at first

Great Will Succeed

by the smaller package given him by Harris.

"He handed it to me and said, 'Victor, you are going to use this Christmas present throughout your life.'" Inside the wrapping Victor found the English language textbook which became the cornerstone of his success.

From that day on, Harris devoted 30 minutes daily to teaching Victor English. Pajaro recalls Harris saying, "Victor, I won't give you what you want—you have to work for it."

Victor's relationship with Harris and his wife continued, but when the couple invited him to return with them to the United States as their adopted son, he turned them down. Instead, he joined the Colombian navy and, thanks to the English lessons, was selected by his country's navy to attend the U.S. Navy's boiler technician "A" and "B" schools in Philadelphia. Upon graduation he returned to Colombia and completed his enlistment in the Colombian navy.

To his surprise he received a second invitation from the Harrises to live in the United States with his family to join him later. This time he accepted.

Ironically, and to his dissatisfaction, he began working at a small produce store in Florida wrapping tomatoes. But it was a job, and he was well on his way to bringing his family to the United States—or so he hoped. But the immigration office informed Victor his job wasn't paying enough to support a family so the request was turned down.

Uncle Sam's invitation at a nearby

recruiter's office offered what seemed to be his final chance, and it was then that he thought, "I need you, too." He hoped the Navy would enable him to reunite with his family. But the Navy didn't see it that way. After discovering Victor had a family, the recruiter said he could not accept the application.

"I was disappointed, but before I hit the last step of the recruiter's office I remembered my boiler technician training and turned around for one last try."

A wise choice. The recruiter called Philadelphia to confirm Victor's participation and completion of the school, and then said, "I think you're in the Navy." Two months later Pajaro was an accelerated third class petty officer.

That stirred the consulate in Colombia. They contacted his wife with the news, said all the required papers were prepared and that a ticket was ready to fly her and the children to the United States whenever they were ready.

A success story? Of course, but only because a Navy lieutenant saw in a South American garden boy the same handicaps he had as a child. Harris' parallel story of childhood poverty and struggle against the odds is a story of a boy born to a Missouri sharecropper who never earned more than \$500 in any given year.

Harris was removed from school and church activities because of his poor dress. But he decided to be the best. He



graduated as valedictorian of his 1933 high school class but didn't even own the suit he wore when he gave his speech.

Finally, with a commission in the Navy, Harris recognized in a Colombian boy the same potential and thirst for knowledge he had as a youth. He saw also a parallel in Victor Pajaro's lack of means to pursue and attain his goals.

In Harris' words, "I saw in Victor what I saw in my own youth—no influential family, no money, no hope—only a great will to succeed."

Harris changed Victor Pajaro's life. At his own commissioning, Chief Warrant Officer Victor Pajaro said, "Given the opportunity, it is possible for any man to succeed regardless of who he is or what struggles he may face."

—Story and photo
by JO2 Howard Samuelson

Grains of Salt

USS Constellation-



A bright Navy star

United States Frigate *Constellation* is America's oldest floating warship. It played an active role in five wars—the last one being World War II and the first the “undeclared war” against France (1798-1801). Its battle actions during that conflict are the ones for which *Constellation* is best remembered.

Launched Sept. 7, 1797, the “Yankee Racehorse” (a nickname received because of its superior speed said to be about 13 knots) was one of the Navy's original six frigates ordered built by Congress.

After the Revolutionary War, the Continental Navy had been disbanded. Then, by degrees, America came to realize it couldn't depend on the promises of other nations to ensure protection of its own commerce. An insurance policy in the form of naval strength was necessary: *Constellation* represented part of the first installment.

By 1798, our government's relations with former ally France had grown sour. France had experienced a devastating revolution of its own, and power no longer rested with the royal Bourbon family, whose last king had quite literally lost his head. Instead, a committee called the Directory ruled France, and the yellow pages it wasn't. This revolutionary council of extremely dedicated men waged a war of survival against most of Europe—especially Great Britain.

American merchantmen played the “odd man out” role in the Anglo-

This painting by retired Rear Admiral John W. Schmidt shows Constellation standing off L'Insurgente's starboard beam, firing a broadside into the French ship's sails during the engagement of Feb. 1, 1799, in the Caribbean Sea.

French conflict and ended up being attacked and captured by both navies. The United States signed a treaty with England that temporarily halted its insults to our flag. But it also increased France's paranoia; it saw the pact as a threat to its security and began a systematic attack upon our commercial shipping.

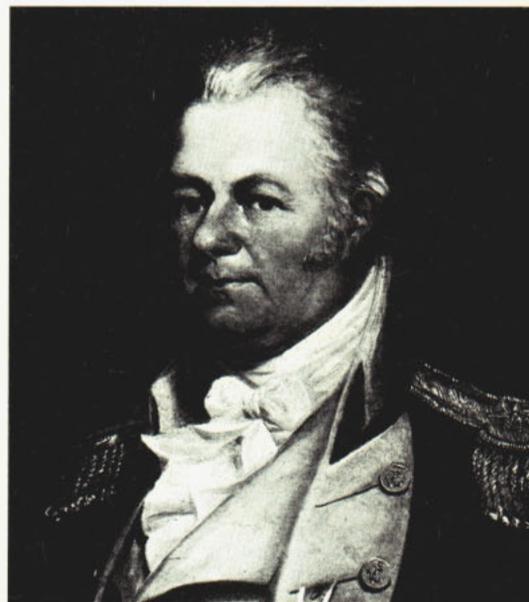
This is the political scene that *Constellation* sailed into, commanded by Captain Thomas Truxtun. The captain had not fought in the Continental Navy during the Revolution, but battled British ships instead as an uncommissioned privateer. Still, he had done well.

Feb. 9, 1799: Aboard his 36-gun frigate, Truxtun stood off St. Christopher's Island in the Caribbean, hoping for a run-in with the enemy. At that time, “enemy” meant France to a large number of nations. Even as Truxtun spotted a suspicious-looking sail on the horizon, Napoleon Bonaparte was on his way to a rare defeat in faraway Syria, leading an army of 8,000 against British and Turkish forces.

But Truxtun and company could care less about what the future dictator of Europe was up to in the Middle East; *Constellation's* crew concentrated on a more immediate extension of French military strength—the 40-gun frigate *L'Insurgente*, with a crew of 409.

Constellation was a slight underdog with four less cannon and 310 men, but its crew apparently paid no heed to the difference in numbers; 75 minutes after the opening broadside, *L'Insurgente* was a flaming shambles.

Here's the French captain, Citizen Monsieur Barreaut, describing some of



Captain Thomas Truxtun

the battle action in his official report to the Directory:

“This (American) frigate did not remain abeam of us, but sought by every means to take advantageous positions and completely to dismantle us. I endeavored to repair the rigging. The mizzen-topmast had fallen in the top, the spanker was completely riddled. The braces, fore-bowlines and fore-topsails were completely cut through, our topmen without doubt killed, as they did not reply. The American frigate, still having all her sails, which were only slightly injured, and moving very easily, was at pistol range ahead of us. Finally, as my position was hopeless, it soon became necessary to surrender to very superior forces.”

One of Truxtun's officers, Lieutenant Rodgers, took possession of the defeated ship and wrote home about what he found on deck: “I must confess, the most gratifying sight my eyes

USS Constellation

ever beheld was 70 French pirates (you know I have just cause to call them such) wallowing in their gore, 29 of whom were killed and 41 wounded.”

In contrast, the American ship suffered one dead and three wounded. Ironically, the one man who died during the battle was killed by his own division officer.

A seaman named Neal Harvey in one of the gun crews had decided to run from his station during the action. He ran directly into the drawn sabre of Lieutenant Andrew Sterret—it was no accident. As the 21-year-old officer ran Harvey through, he shouted, “And so, put an end to a coward!” No one knows, but one can suspect, what Captain Truxtun’s private response to Sterret’s action was; in his battle report, he listed Harvey as being killed in action.

L’Insurgente, reputed to be the fastest ship in the French navy, became the Yankee Racehorse’s first prize of war and the U.S. Navy’s first major victory.

Writing to Secretary of the Navy Benjamin Stoddert, Truxtun noted that “The French captain tells me I have caused a war with France. If so, I am glad of it, for I detest things being done by halves.” Zeal was one of Truxtun’s major attributes. Subtlety was not.

Imagine what would happen today if a ship’s commander sent a message to SecNav saying that he might have started a war, and if that turned out to be the case, then he was all for it!

Young America went wild over the Navy’s first victory at sea; it became the main subject at dinners and in toasts and song. At Baltimore, a tune called “Huzza for the *Constellation*” was speedily written and performed in local theaters. Philadelphia put on a dramatic sketch entitled “*Constellation*, or a Wreath for the American Tar.” Boston declared a special day of celebration and came up with its own song: “Truxtun’s Victory.” Along the eastern seaboard, Americans cheered “our rising Navy; may its commanders inherit the firmness and valor of Truxtun.”

It almost seemed as though the

Maryland Journal of 1796 had predicted the future when it stated: “Now may the servile instruments of a foreign despotism tremble. For soon shall the . . . *Constellation* clear the seas of those marauding depredators, and extend our commerce in safety from pole to pole.”

Feb. 1, 1800: Almost exactly one year after its encounter with *L’Insurgente*, the Yankee Racehorse was patrolling the same area of the West Indies. Near the island of Guadeloupe, Truxtun sighted a sail far to the south. Was it British, French or American? He meant to find out, and a 12-hour pursuit of the mystery ship began.



By 8 p.m., the Americans had closed upon what appeared to be a French frigate of 50 guns or more. In the mounting darkness, battle lamps were lit as Truxtun called for the ship’s surrender. No sense in fighting if the enemy didn’t feel up to it. The French response was a single shot from an 18-pounder—they felt up to it, and the fight was on.

As Truxtun closed, he ordered his men “not to throw away a single charge of powder and shot but to take good aim, and fire directly into the hull of the enemy,” and to “cause or suffer no noise or confusion whatever; but to load and fire as fast as possible, when it could be done with certain effect.”

His advice was closely followed during a fierce and almost constant action that lasted five hours. By 1 in the morning, the French frigate *La Vengeance* of 54 guns and 400 men had been blasted into a silent hulk by the *Constellation*’s 38 guns (it carried two more than usual) and 320 men. It was a bigger haul than *L’Insurgente* of the year before.

But there would be no prize tonight.

Just as Truxtun prepared to come alongside the crippled Frenchman and take possession of it, his own ship’s mainmast snapped and toppled over. Poor timing, to say the least. While the deck was being cleared, *La Vengeance* slipped away quietly in the darkness, to be captured by a British frigate several days later.

Constellation, convinced that its rival had sunk, limped off to Jamaica for repairs with most of its rigging shot away. On board, 14 men lay dead and 25 wounded; *La Vengeance*, according to one report (there were several), suffered about 50 dead and more than 100 wounded.

Truxtun and his crew had shattered a superior foe yet been denied the pleasure of capturing their hard-earned prize. *Constellation*’s firepower had been so devastating that the French commander—Captain Pitot—believed that he’d engaged a frigate of 60 guns and 500 crewmen.

Afterwards, Pitot admitted to striking his colors on three separate occasions during the engagement. Because of smoke and darkness, *Constellation* had been unaware of the surrender attempts and simply kept firing until *La Vengeance* was incapable of returning it.

The quasi-war with France ended Dec. 21, 1801, with the Treaty of Paris. Of the 90 or so French vessels engaged or captured by the U.S. Navy during hostilities, *L’Insurgente* and *La Vengeance* were by far the most powerful.

In 1800, *Constellation* and Captain Truxtun stood out in the public eye as brilliant as the ship’s namesake: a configuration of stars.

—By JOI P.M. Callaghan

Power for Navy Ships

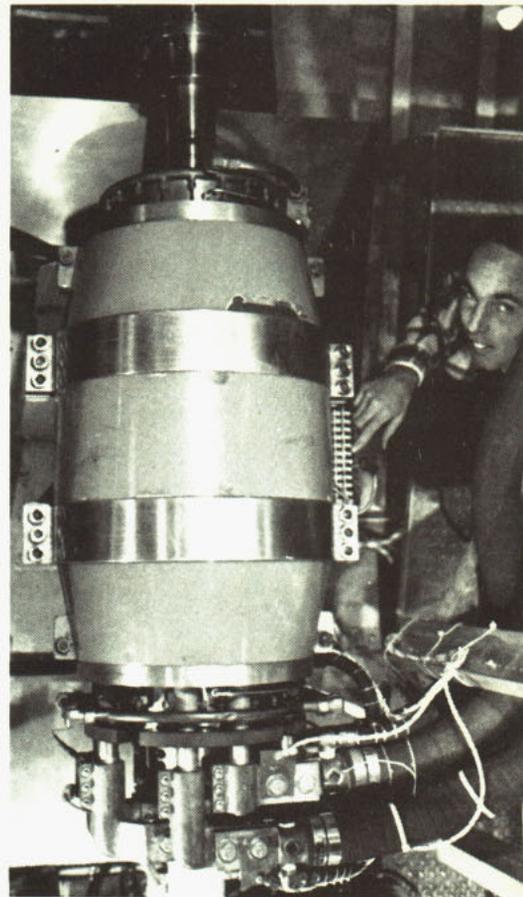
In the early 1970s, engineers and scientists at the David Taylor Naval Ship Research and Development Center began working with a new propulsion system concept that may have a significant effect on the size, shape and efficiency of Navy ships of the future. Their efforts paid off in September 1980. It was then that a 300-kilowatt, 400-horsepower superconductive electric propulsion system was successfully operated during a trial run on the Chesapeake Bay near Annapolis, Md. The system was installed on *Jupiter II*, a 65-foot test craft.

Superconductivity is the complete disappearance of electrical resistance. The phenomenon occurs in some materials at very low temperatures—minus 450 degrees Fahrenheit. If a material is superconductive, very intense magnetic fields are easily gen-

erated in electromagnets wound with wire made from this material with zero electrical loss. Navy researchers use liquid helium to cool superconductors fashioned into field windings used in DC motors and generators that are small, light, quiet and very efficient.

It is believed the *Jupiter II* test marked the first time a system of this kind was tested at sea. Testing and evaluation continued in the Chesapeake through December 1980. The system was maintained aboard *Jupiter II* through July 1981.

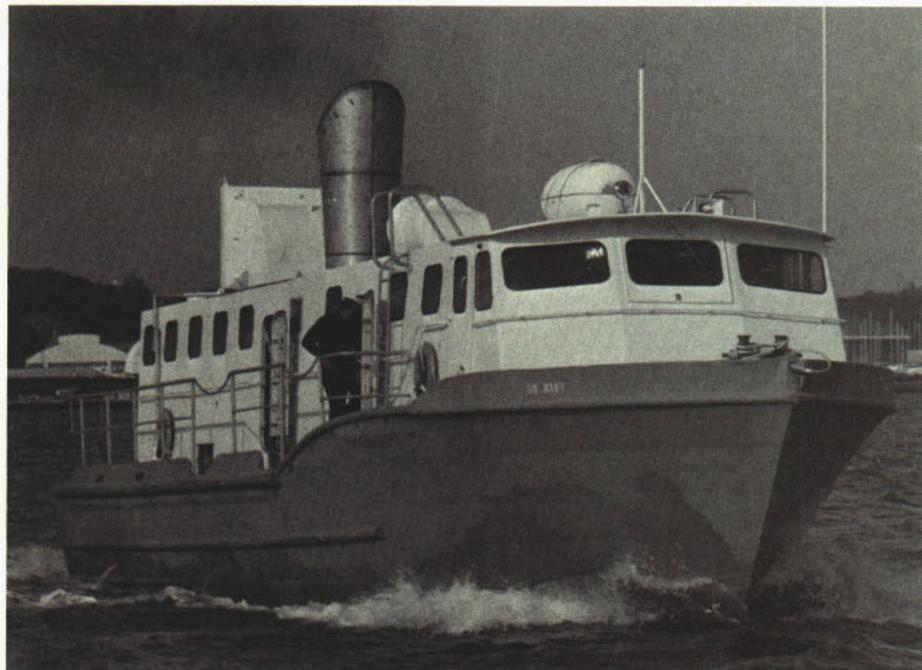
The motor and generator of the superconducting electric drive system were originally built as test rigs for land-based testing. But when installed and operated together on *Jupiter II* they performed well and demonstrated the maneuvering ease available with electric drive. A 2,250-kilowatt, 3,000-



horsepower system now under construction will be installed and tested on *Jupiter II* in late 1981.

The Navy plans to build 40,000-horsepower full scale systems for evaluation. These new systems may include a direct-coupled, 40-ton superconducting motor only 1.8 meters (6.5 feet) in diameter. A conventional electric motor providing the same amount of torque weighs 150 tons and measures 5 meters—20 feet—across.

Ships powered by these small, efficient motors could be operational by the end of the 1980s. With a superconducting drive system, a 7,500-ton general purpose destroyer could be built as much as 14 percent smaller than an equivalent performance and payload ship now in the fleet. The result would be substantial savings in construction and operating costs and a more highly maneuverable ship.



Left: *Jupiter II* cruises near the Chesapeake Bay. Above: Physicist Mike Cannell and the 300-kilowatt superconducting electric drive motor.

Man With an Idea

"If I had been an entomologist when I came to the Smithsonian, I'd still be sticking pins in bugs. As it was, my interest lay in aeronautics, a science which has advanced incredibly in my lifetime."

So said Paul Edward Garber,

historian emeritus and former head curator and senior historian of the Smithsonian's National Air and Space Museum. Garber claims his successful career in aeronautics is a result of "fortunate happenstances," a case of being interested in a progressive subject and

associated with a wonderful institution.

Born in 1899 in Atlantic City, N.J., Garber is a tad older than the history of powered and controlled flight. He doesn't hold a four-year college degree but he has two honorary doctorates. And, of course, he is considered an expert on aeronautical history.

Garber's intense fascination with flight began with the kite, man's earliest flying machine. That was less than two years after the Wright brothers made history at Kitty Hawk, N.C. On Garber's fifth birthday, an uncle made him a kite with his name and a big number "5" on its surface. Years later he would solo—from a hang glider developed from a kite.

Throughout his boyhood he designed, built and flew kites. On one occasion he even received advice from no less a notable than Alexander Graham Bell, who lived a few houses up the avenue from Garber's home, then in Washington, D.C.

"Dr. Bell saw me flying a wobbly kite. He told me it wasn't bridled correctly," Garber recalled. "So, he pulled it down, changed the angle on the bridle and held the kite up at arm's length. I jerked the string and up it flew—much better. Then he patted me on the head. That was the equivalent of a bishop's benediction."

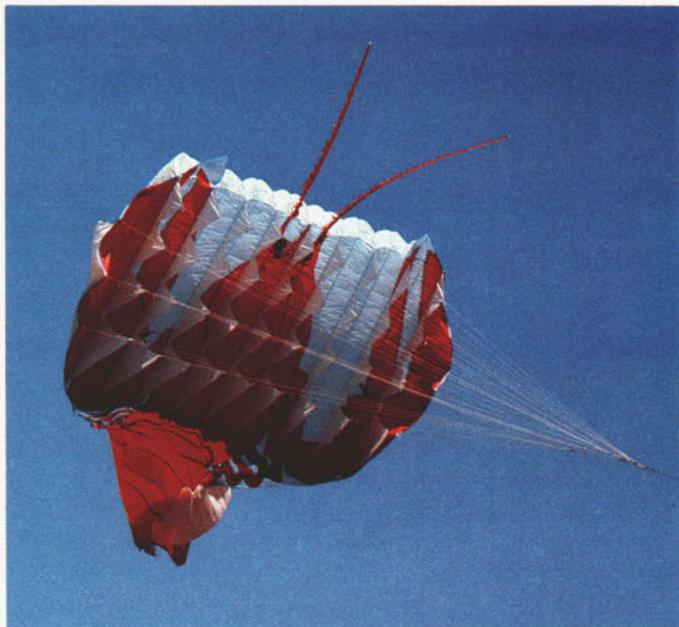
On July 27, 1909, an event occurred that further stimulated Garber's rapidly growing interest in aviation—he saw



Left: Lt. Cmdr. Paul E. Garber with his invention, the Mark I target kite, in 1944. Some 300,000 were issued for ship-to-air gunnery practice during World War II.



Left and bottom: At the 1981 Smithsonian Kite Festival, 82-year-old Garber takes time out as chief judge to fly the Navy kite he designed and built with his wife. Below: An airborne lobster monster kite proves even shellfish can fly.



Smithsonian's Paul Garber

Orville Wright fly at Fort Myer, Va.

"I never got over the thrill of seeing that airplane—this marvelous creation, this enormous 'kite,' flying about 200 feet high with two men in it—the noise, its engine and revolving propellers. People think the Wrights' contribution was in the development of wings and power, but we had wings with the first bug about 250 million years ago and engines since the 18th century. What we didn't have was control; that was the Wright brothers' principal invention."

In 1913 Garber and several classmates organized the "Capital Model Aero Club." They got together once a week to make kites and airplane models, to swap ideas, to read books on aviation and to visit College Park and Bennings airfields for close-up looks at aircraft. Kites and rubber band-powered models were OK, but what the club really wanted—Garber in particular—was to soar as the birds.

He set into motion the club's next project: a hang glider.

His idea came from an 1896 Chanute hang glider model he saw sitting high on top of a display case at the Smithsonian. A man with a ladder let him climb up to get a closer look and to take notes. Hurrying home to his basement shop, he made a copy of it and rigged it as a kite.

Garber remembers what he thought that day when he sent the kite aloft: "I wish I could be a Lilliputian so I could fly in my kite."

He concluded, quite logically, that he would reconstruct his aircraft about five times larger. Fifteen-year-old Garber was elected by his club to test-pilot the larger version with its wingspan of more than 20 feet.

"Everyone was really excited. We chose a windy day and carried the glider to a large field near my home. After fastening a line to it the fellows raised it as I got underneath and ad-



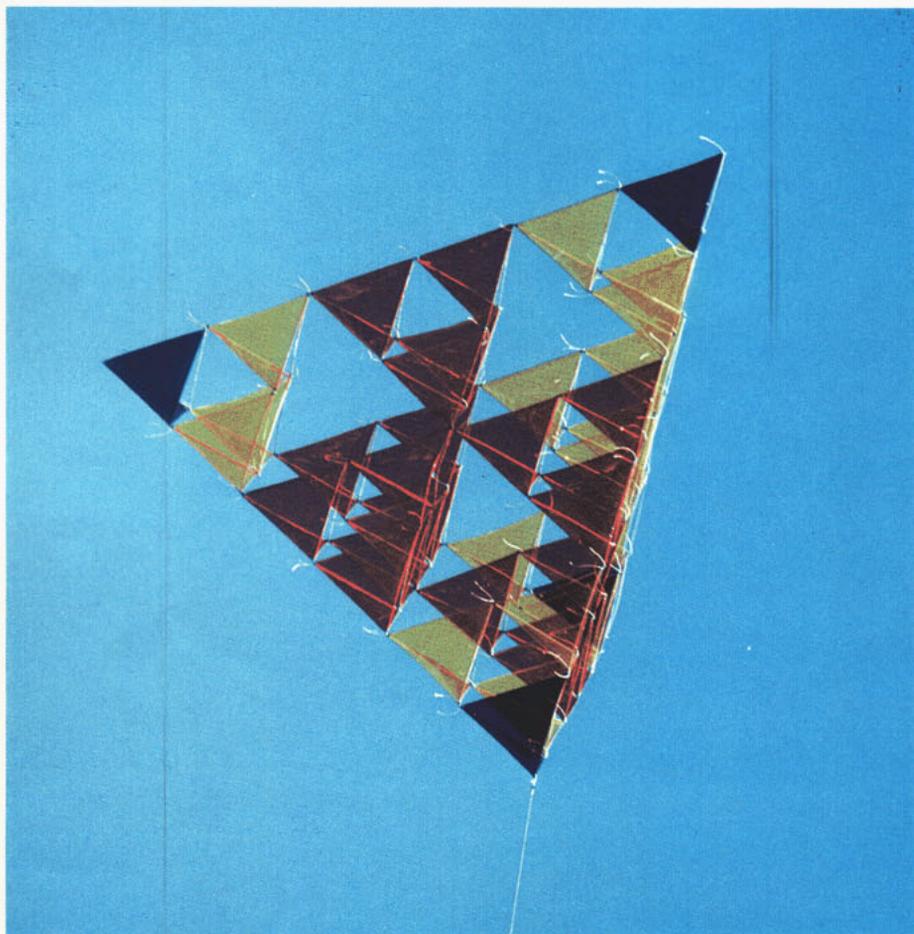
justed my arms over the longerons. I took hold of the two center struts as my friends grabbed the 'kite line,' and I hollered for them to run."

Garber was more thrilled than scared when the glider started to rise, but the "ground crew" was so surprised that they stopped running to watch in amazement as their friend hung (momentarily) in the air. But without the pull, the glider began to fall backward. Paul shouted, "run, run," but it was too late. Both he and glider made a tail-first landing. After several weeks of repairs, another test flight was made.

"I finally climbed up to about 50 feet. Fortunately, I had enough sense to pull my body forward to get the best center of balance. After being airborne for a couple of hundred feet I coasted down to a two-point landing. I made about a dozen more flights during that summer vacation."

In the '20s he helped establish the "Washington Glider Club," an organization whose members designed and built their own man-flying gliders.

Still, something was absent from his short journeys into the air: power and control. When America entered World War I, he realized that those two advancements could be had in the Army.



Left: Given aerodynamic soundness virtually anything can fly. Above: A kite festival participant prefers handling his kite with two lines.

So, the full-of-spunk teenager tried to enlist. You're too young, kid, was the recruiter's reply. The "wings" would have to wait. With one avenue to the war effort closed, he joined the U.S. Agricultural Department's Boys Working Reserve and was sent to a farm in Pennsylvania.

A year later—at age 18—he joined the District of Columbia National Guard and soon arranged to be inducted into the Army, hoping for a chance to see the war from the cockpit of a fighter biplane. The dream was short-lived.

While Garber was still in flight training, the Armistice was signed, and the Great War ended. "Flight school was canceled," said Garber. "I guess the Kaiser heard I was on my way and thought he'd better quit."

Following the war he joined the Air Mail Service and managed to wangle some stick time, eventually soloing on Independence Day, 1919.

"I'd do anything to help keep the airmail flying—grab a wingtip when a plane was taxiing, pump gas, serve as stock clerk, perform maintenance or drive the mail truck."

Determination paid off. The greatest

thrill was to accompany a pilot on the three-and-one-half hour flight from Washington to New York City by sitting in the mail pit which had been modified from the front cockpit by removing the seat and instrumentation.

The route between Washington and New York didn't demonstrate much improvement between flight time and train time. The train schedule was five hours. But the post offices in both Washington and New York were located across the street from the train

stations whereas the airstrips lay on the outskirts of each city. The mail had to be trucked at the Washington end, and at the northern end it had to wait for the Long Island train to take it to the city.

"Eventually, we began trailblazing to Chicago from New York, and when that route was put in operation we advanced mail delivery by a half day. It was hairy sometimes—mechanical and weather problems often forced us to land in fields along the route. Once we

Right: A spectrum of color and a strange design, but will it fly? It did. Below: An injured kite is "doctored" at the kite hospital.



Smithsonian's Paul Garber

were chased out of a field by a farmer with a shotgun.”

Garber left the Air Mail Service late in 1919 because his father had become ill and needed him home. The move was one which would change his life measurably and take him from a lower rung up the ladder within the Smithsonian Institution.

“I applied to the Smithsonian and was given the position of preparator, which meant I prepared things for display,” he said. “But after a year or two of repairing things like suits of armor and model ships, I told them I could handle more advanced duties—aviation was still in my heart.”

Promotion and a raise to aide followed his suggestion that Charles Lindbergh be asked to present the “Spirit of St. Louis” to the Smithsonian. This and his work on procuring other famous aircraft resulted in the establishment of the position of “aide in aeronautics.” Garber received the appointment.

Four years later, having obtained college credits equal to the requirement

for a degree, he was appointed assistant curator of the department of engineering, and in 1938 was advanced to associate curator.

Between 1920, when Garber first came to the Smithsonian, and 1941, he collected numerous aeronautical artifacts. Among them were Brigadier General Billy Mitchell’s French Spad-16; the Navy’s first-ever trans-Atlantic aircraft, the NC-4; and the Fokker T-2 which made the first coast-to-coast non-stop flight in 1923.

He also arranged for Smithsonian possession of the Northrop *Gamma* “Polar Star,” first to traverse the Antarctic; the Curtiss R3C-2 *Racer*, winner of the Pulitzer and Schneider trophies for land and seaplane speed; the Douglas *World Cruiser* “Chicago,” flagship of the first four planes to circle the world in 1924; and the Wright brothers’ B-1 aircraft engine, a four-cylinder, 30-horsepower engine used to propel the Navy’s first plane in 1911.

While aviation developed in complexity and left yesterday’s planes behind, Garber picked them up, dusted them off and presented them to the public as historical testaments to a rapidly expanding field. But his museum career was temporarily sus-



ended with U.S. involvement in World War II.

“The day after the Japanese ambushed Pearl Harbor I was called by the head of the Navy’s Division of Special Devices. He wanted to borrow an exhibit I had prepared which illustrated various types of German, Japanese and British aircraft.”

Thus began the Navy’s aircraft identification program. Pictures of Japan’s notorious Zeros had been taken during the attack in Hawaii and Garber vol-

Upper right: “Mercury” with his home-built triplane. Below: Colorful kites surround the Washington Monument.



unteered to make a scale model of one. That was accomplished during a weekend in his home shop.

Soon, Garber was in the Navy with a lieutenant's commission, developing methods of identifying enemy aircraft for what he jokingly called the "division of screwy devices."

But ashore and aboard Navy ships he would instruct sailors, especially gunner's mates, in the British system of aircraft identification called WEFT for wings, engine, fuselage and tail. Besides teaching the differences between Axis and Allied aircraft, Garber's collateral duty was to develop gunnery devices. Kites that had played such a happy role in his youth would now take on a new and deadly importance.

"I saw that gunners were taught to practice by shooting at clouds—only they couldn't tell if they were hitting them. So I rigged up a three-stick barn kite, launched it from the fantail while on the carrier *Block Island* and then a group of Marines shot .30-caliber rounds at it. It provided much more incentive than clouds, but we needed something more realistic, so I came up with a two-line maneuverable kite."

Garber's target kites differed from the kites of his youth in that they required no tail, came equipped with a rudder, flew with two lines and, if intelligently handled, could perform evolutions requiring gunners to develop high skill to track and shoot them down.

Called the Mark I, the target kites had about 15 square feet of surface, required a 10-knot breeze for flight and would fly at twice the speed of the effective wind, even faster when diving. The silhouette of an enemy plane on the kite's cover was about one-ninth the size of the actual fighter. To the gunner, then, the target kite at 200 yards took on the size of the fighter as it would appear if the plane were about one-quarter mile away.

By 1942 the Mark I had been distributed to ships and shore stations by the thousands. Those for use at sea in enemy waters were designed to sink so no floating debris could indicate the ship's presence. If recovered, they

could be put back into service by inserting a new stick, knotting a severed line or patching the cover.

In one instance Garber's target kites were given credit for saving a ship in the Pacific. The crew was practicing gunnery with the kites when there suddenly appeared several Japanese torpedo planes flying too low for radar to detect. The order was quickly issued to "change targets from kites to enemy aircraft." The gunners—already at their stations—were able to knock the attackers down before torpedoes could be launched. Had general quarters been sounded first, it would have taken a few minutes for the men to get into firing positions, and valuable time would have been lost.

Garber's next project was to establish a school in Hawaii for sailors to learn the art of target kite flying. However, a higher priority took him to Patuxent River, Md., to develop a kite-supported transfer system. His target kite venture had blossomed to a point where, during his introduction to the executive officer at Patuxent River, he was referred to as the "kiteman."

The transfer system wasn't new to Garber. Sometime earlier, he and a

friend had worked on a similar system applied to airmail pickup. When completed, the Navy's transfer system would enable an airplane, by means of a grappling hook, to snag a line held aloft by two kites. At the end of an attached line was a container filled with reports, charts and other documents. Before the use of kites, balloons had been tried for supporting the snatch line, but they didn't hold the line taut enough. Rigging a line between a ship's fore and mainmasts was dangerous because the grapnel might tangle with the radar. And stringing a line from mainmast to a trailing float created a curve too low for pickup. Again, the kiteman's method proved to be best.

"I had a visitor from the Navy base in Greenland who mentioned it was no problem for his shore stations to receive mail since it was just dropped, but due to the rugged terrain, it was impossible to send out mail by aircraft. So I assembled a complete kite-supported transfer system for him. A month or so later I received a letter from him that said, 'If you get this, it worked.'"

Garber retired to inactive status with the rank of commander in 1946, in time to see the establishment of the National Air Museum as a separate bureau of the Smithsonian. As quickly as he had been called into the Navy, so had the Smithsonian asked him back to serve as curator, then as head curator and as senior historian.

Under his leadership, the air museum conducted studies for a new building for aeronautical exhibits, and improvements were made in the vast collections through the \$650,000 Ramsey Fund. The fund was a gift of Vice Admiral DeWitt C. Ramsey (chief of the Bureau of Naval Aeronautics during World War II and later head of the Aerospace Industries Association) and his wife, to improve and maintain the naval aeronautic and astronautic collections of the National Air and Space Museum. Garber was named Ramsey Fellow, a title he has held since retirement in 1969.

But before leaving the head curator post, he made his mark with kites in yet

Quartermaster Sergeant Garber at the flight school barracks in 1918.



Smithsonian's Paul Garber

another way: He created the Smithsonian Kite Festival.

"It had been the wish of Dr. S. Dillon Ripley, Secretary of the Smithsonian in 1967, to encourage visitors to enjoy the parks surrounding the museums as well as the exhibits in the museum buildings. He asked for outdoor recreation ideas—I suggested a kite festival and he approved it."

Only about 20 participants showed up at the first kite flying, but it since has become the most popular annual outdoor activity of the institution and draws hundreds of contestants and thousands of spectators.

Each March, on the grounds of the Washington Monument, the sky is

filled with hundreds of colorful kites ranging in shape from giant lobsters and huge pyramids to airplanes and birds. There are four age groups: children (11 and under), youth (12-17), adult (18-59) and senior (60 and over). Kite enthusiasts compete for trophies and ribbons awarded for beauty, ingenuity, best use of aerodynamics, design, craftsmanship, funniest—23 categories in all. The absolute requirement in any category is that the kite be homemade and that it demonstrate a minimal capability of flying for one minute at an altitude of 100 feet. The Ramsey trophy is awarded for the best winged boxkite, a type used by the Navy to elevate a radio antenna from

an airplane downed at sea.

As octogenarian Garber—coordinator and chief judge of the kite contest—reveled in the beauty and complexity of the hundreds of kites at the 1981 festival, he may have recalled the first simple kite he built 73 years ago. . .

Or the time he saw Orville Wright fly. . .

And the days when he hung from a hang glider kite, skimming tree-tops. . .

Or the hours spent on the stern of a Navy ship tugging on the lines of his target kite.

—Story and photos
by JO2 J.D. Leipold

Sport for Seafaring Sailors

Though the Navy once used Paul Garber's kites to train gunners and also for a retrieval system to pick up important documents, the U.S. Navy wasn't the first military force to recognize the kite's practicality in warfare.

Some 2,000 years ago, a Chinese military tactician constructed giant kites which carried his archers high over the target where they could hang in silence and fire off their arrows—an ancient sort of noiseless bombing technique.

In a sporting form of "combat," kites competed in one-on-one battles. Sometimes these kite contests turned into rooftop fiascos as in India, or team-oriented battles as in Japan, where one village would pit its 10-foot (or larger) mammoth flyer against that of another.

Whether it's two individuals, a free-for-all or gang warfare, the object is the same—to down the other kite either by slicing through its line or forcing it down by superior handling. To accomplish this, the opponents cover the upper part of their lines with ground glass, grit or, as in some South American countries, with dangling razor blades. By slackening and tightening the control lines, combatants dip,

dodge and dance an aerial ballet until one severs the other's tether, causing the kite to drift into oblivion.

Today, some competitors are not content to merely cut the challenger from the air. They find greater satisfaction in snaring the ill-fortuned kite in their line and pulling it down from its element as a prize.

Ranging from the \$4.50 paper Indian fighter to the \$17 Mylar Grand Master, those trophies can be expensive—serious kite fighting is no child's game.

The Navy recently launched a campaign to reintroduce the kite as part of the recreational program aboard naval vessels. Garber (funded by the Ramsey Fellowship) and the Recreational Services Division of the Naval Military Personnel Command in Washington, D.C., are thinking of putting together a film on the history of kites, kite building, kite flying and fighting.

To supplement the movie, a manual—also in preparation—will take would-be kite enthusiasts from simple to complex designs and will include instructions on flying and maneuvering.

According to Captain Richard E. Morgan, the Navy-wide director of recreational services, "The Navy is always looking for new shipboard activities.

Recreation is essential to the well-being of the afloat sailor who has a steady need for new and interesting projects. Someone mentioned kites. It sounded innovative and intriguing."

When it comes to kite flying, the sailor at sea definitely has the advantage over the land-based sailor. There couldn't be a bigger "playground" than the ocean, and once a ship is under way, a breeze aft is a fact of life. No kite at sea will be lost to power lines or trees, but the ocean can get thirsty for kites that aren't properly made and flown.

For those who aren't particularly interested in fantail flying or kite fighting, there's another approach. East Indies fishermen have found kites suitable for nabbing the "big one" such as swordfish and tarpon.

Kite fishing uses the same principle as long-range casting. The kite is flown in the usual fashion but a fishing line is attached and runs parallel to the kite line. The kite carries the fishing line to distances often exceeding several hundred feet. In turn the fishing line is attached to the bob, hook and bait. Once a fish bites, the line is released by a clip, the kite keeps flying and the fisherman begins the battle to land the hapless fish.

Staying Together in the Navy

He was an Air Force veteran from a large family. He was studying pre-med at an all-male college. She was just out of high school studying pre-med at an all-female college across the street. They met in chemistry class and that was the beginning of a relationship that would span college, medical school, marriage and commissioning as Navy Medical Corps officers.

Dr. Sandra Talley-Willis and Dr. Howard Willis, both Navy lieutenants, are interns at the Naval Regional Medical Center in San Diego. Although they've been together since their sophomore year in college, the Willises have pursued their careers separately. They both were accepted at Meharry Medical College in Nashville, Tenn., and in their junior year were accepted for the Armed Forces Health Professions Scholarship Program. The program completely finances medical school training in exchange for obligated active duty service in one of the participating services.

"We looked into the program with the Air Force and Army, but the Navy was the only service which said it would try to keep us together if we got married," Talley-Willis said.

"We had talked about marriage for a long time," Willis added. "But we kept putting it off. Between applying for the program and actually being accepted, we got married—two-and-a-half years ago. So far, the Navy has honored its commitment to us."

When their internship is over this summer, the Willises will spend two years together as general medical officers at Camp Lejeune, N.C. "Your intern year is going to be the hardest time no matter where you are," Willis said. "But this is the time when we both need to stand on our own two feet. We cannot allow ourselves to be dependent on each other professionally. Then we will be able to work well together later on."

"When we consider our career goals,

our number one objective is to have our own practice," said Talley-Willis. "As partners in our own practice, we're going to have to depend on each other as professionals. If we stand alone now and learn all that we can ourselves, we'll have so much more to draw upon."

Their experience in the Navy will only add to this knowledge. "There's more variety in the cases we see here," Talley-Willis said. "And the range in ages of our patients is tremendous."

"We see cases here a couple times a week that we may only see every few years in civilian hospitals," Willis said. "This has mostly to do with the fact most sailors are young and energetic. Couple that with the built-in dangers of the Navy's mission and you're bound to have accidents."

"But the patients in a Navy hospital

make it different, too," Talley-Willis said. "They're my motivation. They reinforce what we're doing here. People come back to the hospital and say 'Do you remember me? You treated me, and I just wanted to say thank you and I'm doing OK.' It makes you feel really good—sort of humbled and exhilarated at the same time."

The Willises' future includes his specializing in internal medicine and her in radiology. It also includes the beginning of a family once their internship is over.

They agreed that, "So far it's been pretty good."

"I guess the bottom line is doing what you love with someone you love," he said.

"And you can't beat that," she added.

—By JOI Cheryl May Campbell



A New Role for an Old Friend



USO—the acronym is synonymous with coffee and donuts . . . with winsome volunteers dancing with service men in uniform or urging them to sign up for a bus trip . . . with Bob Hope, golf club in hand and cap on head, standing on the deck of an aircraft carrier, firing off one-liners while surrounded by a bevy of bathing beauties. But things are changing at USO, and the United Service Organization is delving into much, much more these days.

The recreational activities are not gone, the volunteers are still there, but they're now likely to be dressed in anything from jeans to business suits. Bob Hope is still very much a part of USO, but the coffee and donuts are taking a back seat.

USO was established and chartered



From coffee and donuts in 1941 (above) to tours of Germany today (left), USO continues to serve American military people and their families.

by Congress in 1941 to provide recreation for armed forces people on leave and liberty. With extensive programs and participation during World War II, the USO became then—as it is today—a home away from home for American service people.

With a major demobilization of the armed forces at the end of World War II, USO went into semiretirement and was fully reactivated with the onslaught of the Korean War. When the fighting in Korea ended, the United States continued to maintain a large active duty military force. USO continued to serve.

Then came Vietnam and USO was there with 18 centers in that country and countless others stretched around the world at airports, veteran's hospitals or near military installations. USO provided a place where service people could relax, write or telephone home, or see a star-studded show. An estimated half million service people daily visited USO centers at the height of the Vietnam War.

With the advent of the all-volunteer

force following Vietnam, USO began to redirect its emphasis. From being strictly a recreational service organization, USO has expanded into community involvement, sponsoring intercultural programs overseas and aiding service families at home and abroad.

For example, USO conducts German language courses for families stationed in Frankfurt and teaches wives how to shop in German markets. In Washington, D.C., USO outreach people established a day care co-op in a military housing area and set up a summer camp for older children. In the east bay area of San Francisco today, USO is working closely with the Navy in establishing the Family Services Center at NAS Alameda which will be staffed, in part, with USO workers.

The close relationship between the USO and the armed forces continues. By providing recreational opportunities for single service people and outreach programs for service families, USO is changing its role to keep in step with the times. The familiar red, white and blue logo is now seen in family housing areas stateside as well as in fleet ports in the Mediterranean.

As the USO is quick to point out, service is their middle name.

—Story by Marge Holtz
—Photos courtesy of USO



USO is still a "home away from home" for American sailors and GIs (above), and USO shows still tour the world visiting VA hospitals (left), but USO also places emphasis on community orientation and family assistance through outreach programs both at home and overseas (below).

Nimitz Crew Praised for Courage

Secretary of the Navy John Lehman and Chief of Naval Operations Admiral Thomas B. Hayward echoed sympathy and praise for the USS *Nimitz* crew in meeting a tragedy which claimed 14 lives and injured 48 others May 26. Citing a sense of loss shared by all the Navy, the CNO expressed admiration for the crew of *Nimitz* in averting a possible catastrophe. He said in a message to the ship, "...your immediate and courageous actions are indicative of a thoroughly trained, highly skilled and professionally dedicated naval unit. Your heroic actions, collectively and individually, saved the lives of many other shipmates, reduced the loss of aircraft and minimized the damage to your ship. I couldn't ask for more. Well done." After two days in Norfolk, Va., for minor repairs, *Nimitz* returned to sea May 30 to continue training exercises. Secretary Lehman was in Norfolk and went on board the ship to speak to the crew shortly before its departure.

Senior Enlisted Academy Set For Fall Opening

CNO has approved plans for a new Senior Enlisted Academy for senior and master chiefs. The academy will convene its first pilot class this fall. Two pilot sessions will be held at the academy, one in September 1981 and one in January 1982. Sixteen students will be selected for each pilot class by the Naval Military Personnel Command. Regular classes will begin in March 1982 at the Naval Education Training Center, Newport, R.I. There will be four classes per year, each of nine-week duration and limited to 50 students per class. A forthcoming OPNAVNOTE will detail application procedures for the first regular class.

Tougher Life Slated for Navy Boots

"Boot camp should increase emphasis on military subjects" is the bottom line of a recently completed analysis of the recruit training curriculum by the Chief of Naval Education and Training. Working with Chief of Naval Technical Training, CNET reviewed the training requirements at the three recruit training centers with the objective of toughening the regimen to make recruit training a more challenging and rewarding experience. As a result, CNET is implementing significant changes in the recruit curriculum which are directed at improved indoctrination in military subjects. Military discipline should be positively influenced by the increase in military drill from 19 to 28 periods, and physical fitness will be improved by inclusion of additional periods of training. Additionally, seamanship is being increased from three to nine periods; caring for and wearing of uniform from nine to 16 periods; and naval customs, mission and history from three to six periods. A two-period sea bag inspection prior to departure also has been added to the curriculum.

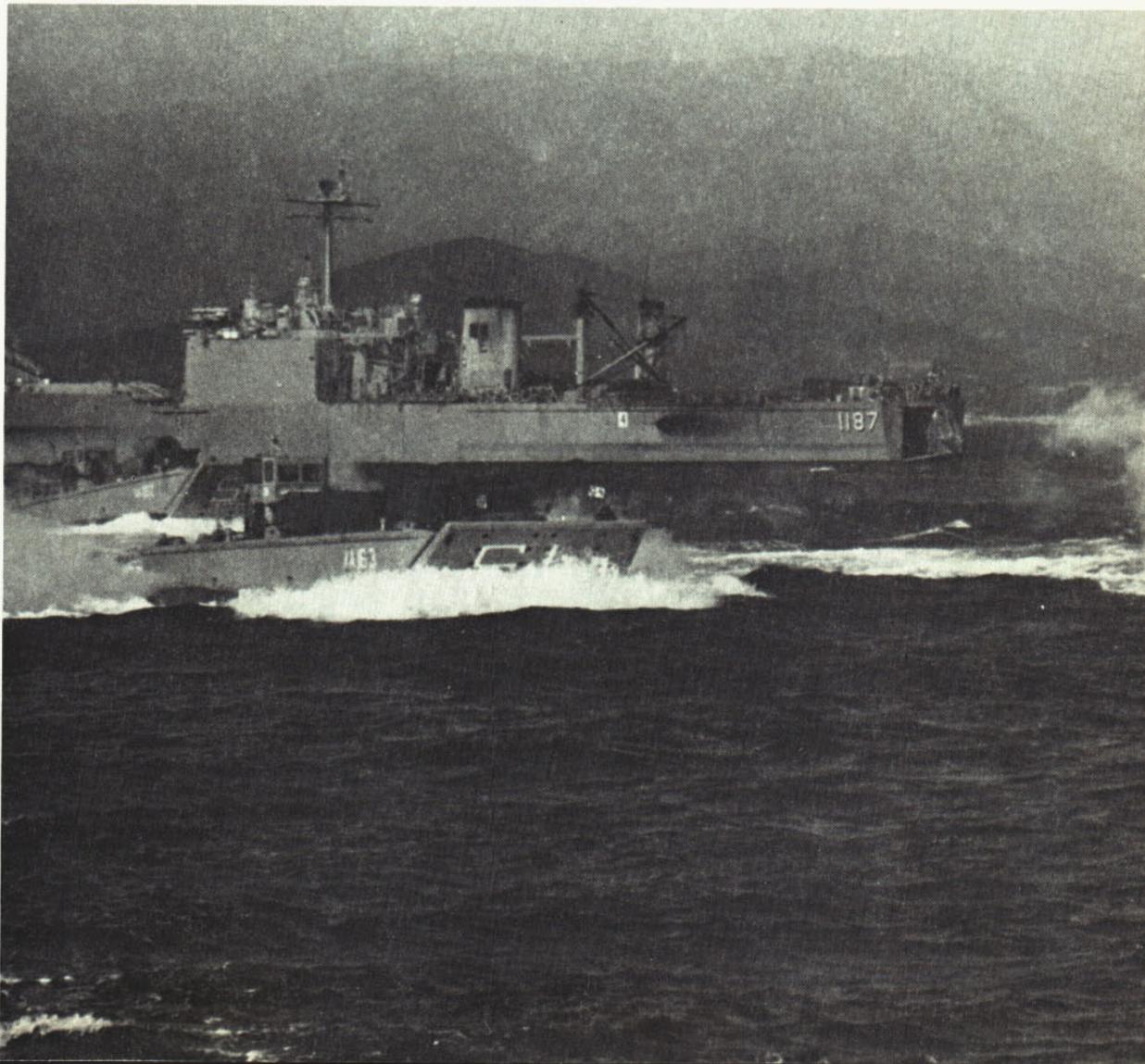
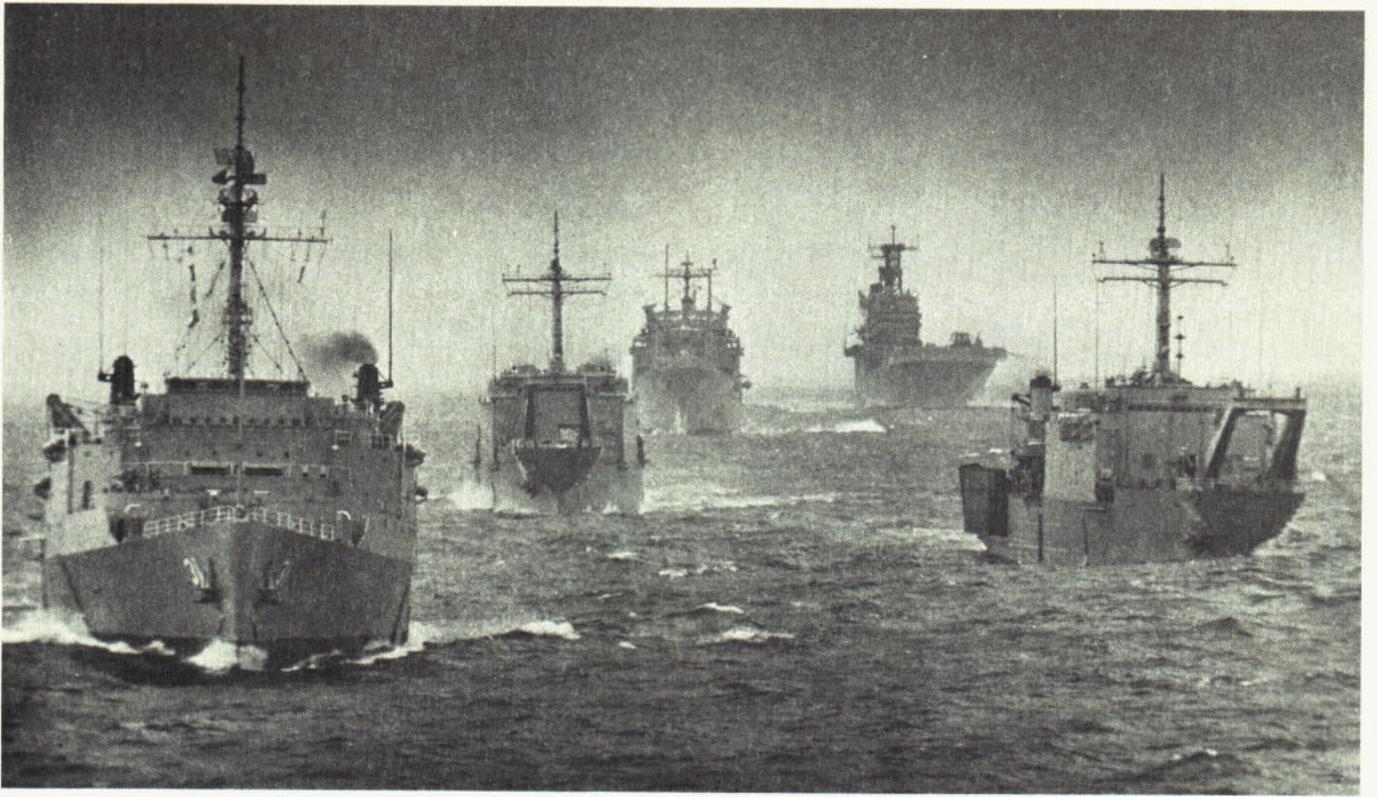
Nine Commands Win SecNav Energy Flag

Nine Navy commands will proudly fly the FY 80 Secretary of the Navy Energy Conservation Flag, indicating they are the best at saving or wisely using energy. The winners were announced in ALNAV 58/81 and are:

Ships (small)	USS <i>Pluck</i> (MSO 464)
Ships (large)	USS <i>Richmond K. Turner</i> (CG 20)
Ships (special award)	USS <i>Claude V. Ricketts</i> (DDG 5)
Aviation squadron	VRF-31
Marine Corps activity	Marine Corps Development and Education Command, Quantico, Va.
Navy shore facility (small)	Civil Engineering Laboratory, Port Hueneme, Calif.
Navy shore facility (large)	Naval Ordnance Station, Indian Head, Md.
Navy industrial activities	
Navy-operated	Public Works Center, San Diego
Contractor-operated	Navy Industrial Reserve Plant, St. Paul, Minn.

President, SecDef Honor Shuttle Astronauts

Astronauts Retired Navy Captain John W. Young and Navy Captain Robert L. Crippen were honored for their performances as crew members in the first orbital test flight of the space shuttle *Columbia* in ceremonies on May 19 at the White House and May 20 at the Pentagon. Young and Crippen were awarded NASA Distinguished Service medals by President Reagan for their historic flight which occurred from April 12 to 14. In addition, mission commander Young was presented the Congressional Space Medal of Honor. During the White House Rose Garden ceremony, the president said, "As I told them before they took off, through them we all felt as giants once again, and once again we felt the surge of pride that comes from knowing that we're the first, and we're the best, and we are so because we're free." Secretary of Defense Caspar W. Weinberger presented the Department of Defense Medal for Distinguished Public Service to Young, and the Defense Distinguished Service Medal to Crippen in a ceremony at the Pentagon the following day. In commending the two astronauts for their performance, Secretary Weinberger said, "We must remember that such individual successes are the results of many efforts—the kind of efforts that represent the heart of our nation and provide the hope of our future." During the ceremony both astronauts presented department, service and service academy flags that were aboard the shuttle during the mission to the service Secretaries and service chiefs. The space shuttle offers great potential for the Navy. From 1985 to 1987, the shuttle is scheduled to carry six *Navstar* satellites into orbit for the Navy. They will be put into a 12,000-mile-high orbit where they will join 12 identical satellites. The *Navstars* will be strung out like beads around the earth to provide the most precise and instant navigational service the Navy has yet devised.



Team Spirit '81

Exercise in Precision

A spray of salt water rose more than 100 feet into the crisp air. Explosion after explosion, controlled by Explosive Ordnance Disposal units to simulate naval gunfire, sent debris and sand flying. F-4 *Phantoms* screamed

through the early morning mist on simulated bombing runs. One after the other, they banked, dove, then climbed away. A glimpse seaward revealed an ocean of ships, amphibious vehicles and a sky full of helicopters.

It was a scene reminiscent of World War II, minus the bloodshed and tears. The landing on "red" and "green" beaches, 15 miles north of Pohang in the Republic of Korea, had begun.

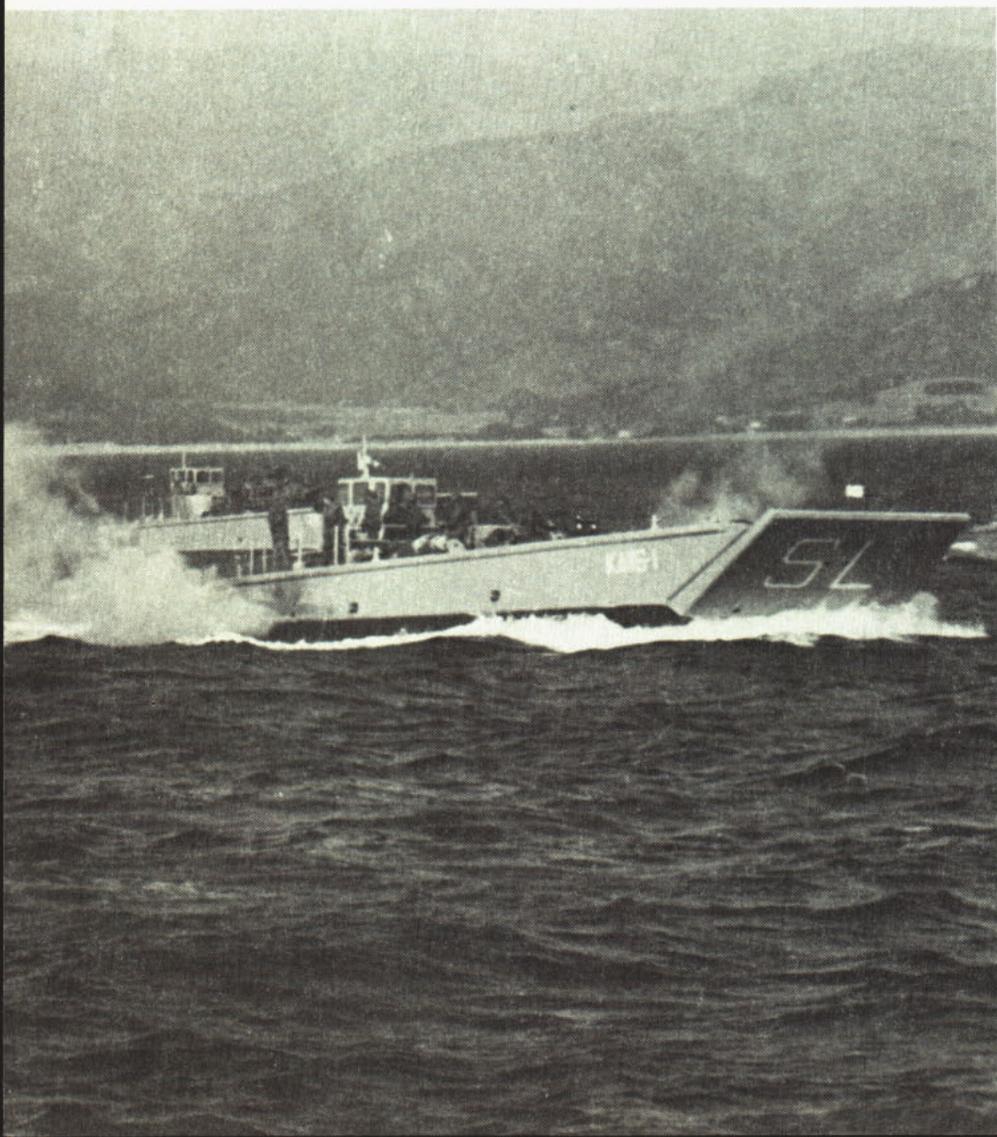
Capping months of predeployment planning and training, units of the U.S. Seventh Fleet and Third Marine Amphibious Force combined to hit the beach in southern Korea with textbook precision. The landing was the highlight of exercise Valiant Flex 81-2, the largest Navy/Marine segment of Team Spirit '81—a joint exercise involving U.S. military services and those of the ROK. More than 10,000 Marines and nearly 10,000 sailors joined 11,000 of their Korean counterparts to participate in Valiant Flex.

The only snag in the operation came from the weather. A front moved in the day before D-day, reducing visibility at times to zero. These poor conditions persisted into D-day, postponing the landing for 24 hours.

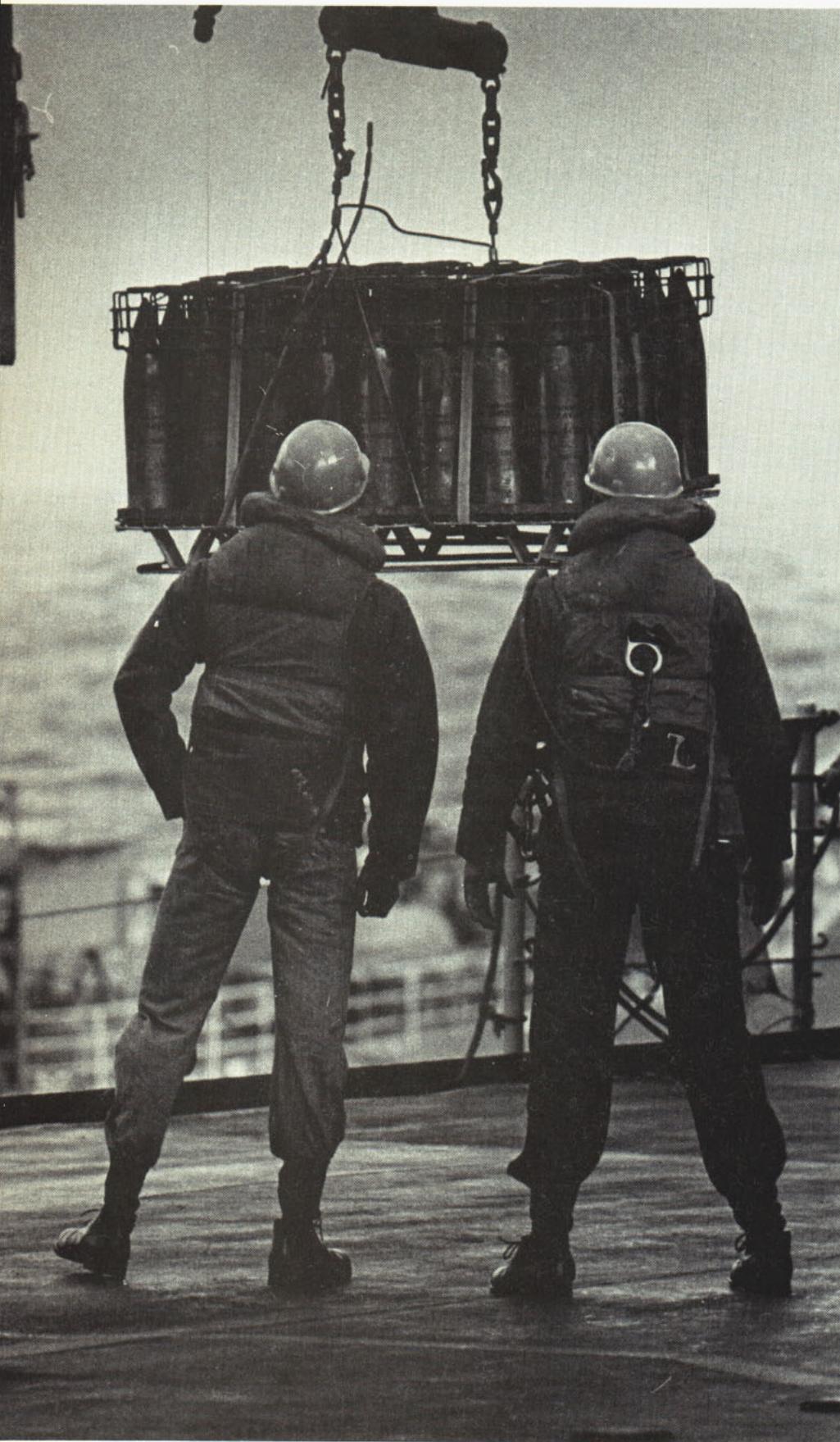
In the early morning of the second D-day, frigid winds gusted from the north, sweeping the area of clouds and setting a clear visual stage for the intricate, precisely-timed maneuvers.

As assault waves formed some 2,000 yards offshore, U.S. helicopters loaded with combat-ready Marines raced above the wave crests and frozen rice

A Seventh Fleet Amphibious Battle Group (top) steams toward South Korea during Team Spirit '81. Photo by Lester Brown. USS Tuscaloosa (LST 1187) is in the background (left) as amphibious assault craft from USS St. Louis (LKA 116) churn toward the beach. Photo by PH1 Bob Weissleder.



Team Spirit '81



paddies to drop two battalions (one U.S. and one ROK) into landing zones "Falcon" and "Hawk" behind the beach.

The combined landing force consisted of two U.S. Marine regimental landing teams and one from the Korean marines. Each RLT is organized with its own complement of landing craft, tanks, artillery, engineers, helicopter support and other combat service support elements to make it self-sufficient ashore.

The leathernecks came from an amphibious task force of 20 U.S. Navy ships including two amphibious assault ships, USS *Tarawa* (LHA 1) and USS *Belleau Wood* (LHA 3).

Resembling a small aircraft carrier, an LHA can support the entire spectrum of requirements for amphibious operations. It can launch helicopter assaults from an 820-foot flight deck that has room for a dozen CH-46 *Sea Knight* or nine CH-53 *Sea Stallion* helos at a time. It also has a 268-foot well deck which can be flooded down to launch landing craft. In addition, there are extensive medical facilities and enough communications equipment on board for the LHA to serve as the amphibious task force flagship if necessary.

"This exercise would be hard pressed without the LHAs," said Marine Major General Stephen G. Olmstead, Commanding General Third Amphibious Force and Commander Landing Force. "They carry a large amount of our helicopters, surface craft and tanks in their holds. With the LHAs, we have many capabilities that would otherwise demand many other ships to perform."

During Valiant Flex, six AV-8A *Harrier* attack jets also were assigned to the composite helicopter squadron operating from *Tarawa's* flight deck.

The crucial element of all amphibious operations is the rapid build-

Sailors (left) man an underway replenishment detail aboard USS Ashtabula (AO 51). Photo by PHC Ken George. Waves of amphibious assault craft (top right) transport Marines and equipment ashore. Photo by PH1 Bob Weissleder. U.S. Marines (right) control the beach. Photo by JOC Gary L. Martin.

up of combat power ashore, and the Navy/Marine team gave a nearly flawless demonstration of this principle. In just 15 minutes, the initial assault and supporting waves were ashore and unloaded. Rear Admiral George B. Shick, Commander Amphibious Task Force, stressed that "We must have

control of the beach within minutes, or we'll be pushed back into the sea.

"Amphibious landings are the most complex of military operations," he went on. "Everything must be planned to the most minute detail and carried out with precise timing."

The Valiant Flex assault involved

more than 100 Korean/U.S. landing craft and as many planes. Two U.S. Marine battalions were landed by ship and one by air, as well as one ROK Marine Corps battalion.

Team Spirit '81, like the four previous exercises, was conducted to fulfill vital training needs and to improve coordination between ROK and U.S. forces. In addition, Team Spirit '81 provided training to these forces in salvage operations, explosive ordnance disposal, close air support, naval gunfire support, minelaying, minesweeping and other specialties required to support an actual amphibious assault.

Admiral Shick and General Olmstead agreed that the Navy/Marine Corps team can overcome any adversity. "It's an excellent team," said Admiral Shick. "It's as strong today as it has ever been. And with our Korean allies, we are even stronger."

—Story by PHC Ken George



Mail Buoy

More on Supply Ships

SIR: Thanks for allotting space and time for letters on the exemplary yet almost unnoticed tasks being performed by Navy supply ships.

I served on board the "Orient Express," the *USS White Plains* (AFS 4), from June 1971 to June 1972, the height of the Vietnam War. Over a period of six months she broke an all-time UnRep record by providing logistical support in almost 1,000 instances of both underway and in-port replenishments. Today, the fact that she was chosen to represent the good will of the American people towards the people of the Western Pacific speaks well of her and her crew's outstanding reputation in the Navy community.

From July 1976 through December 1979, I had another opportunity to serve on board another fine, hardworking supply ship—the *USS Ashtabula* (AO 51).

The arduous task of providing life-blood to the fleet, both ashore and afloat, is the main mission of this giant oiler. Thirty-eight and still going strong, this gargantuan provider plied the Pacific and Indian oceans on extended deployments always "delivering the goods" when and where needed. She was known by her crew and officers and Pacific Fleet ships as "The Happy Ash with the Flying A Service."—SKC A.S. Batu

Hamal or Hamul?

SIR: In a recent issue of *All Hands* there was speculation that the name of the destroyer tender and ex-cargo ship *Hamul* had been a misspelling of the star *Hamal*. My previous research had confirmed this. I also found another World War II vessel with a misspelled name—the *USS Quastinet* (AOG 39). She was named for the Massachusetts river Quashnet.—DS1 Dennis M. Greene (Ret.)

• *You're right on both counts*—ED.

VC-1 Pride

SIR: I was pleasantly surprised at the feature about me in the April issue of *All Hands*. More importantly, I appreciated the fine publicity that it directed at VC-1. My tour flying A-4s here has been fabulous. I hope the article will allow others to sense the pride we feel in VC-1 and will motivate other women to fly tactical jets.—Lt. Lucy Young

Rare picture

SIR: I have read that President Kennedy did not have a picture of PT 109 in the Oval Office because there was no known photograph of that most famous of all PT boats. I collect pictures, items and histories of U.S. naval vessels and I have never seen a picture of PT 109 until I saw your February 1981 *All Hands*.—DS1 Dennis M. Greene, Ret.

• *Until your letter arrived, we completely forgot about the fact that the late President Kennedy did not have a photo of the 109 in the Oval Office. No doubt, the one in the issue is the famous 109—just shows how things get lost in a file system.*—ED.

Murphy's Law

SIR: Since Naval Air Facility Washington, D.C., was announced as a Zumwalt Award winner, it was enjoyable seeing our unaccompanied enlisted personnel housing manager's photograph in the article on single housing in the February issue. However, both name and location were wrong. The correction should read MSC Phil Cavinta, manager of Navy UEPH quarters at NAF Washington, D.C.—Capt. James G. Pirie, Commanding Officer, NAF Washington, D.C.

• *It seems Murphy's Law reared its ugly head once more; we didn't do MSC Phil Cavinta a favor.*—ED.

Where Credit is Due

SIR: The April 1981 *All Hands* contains a photograph on page 7 of our Communications Department people painting on the "Green C." The photograph was by JO3 Joseph F. Lancaster of the *USS Independence* (CV 62) Public Affairs Office.—Lt. G.M. Rosenberg

• *We're glad to give credit—not only to JO3 Lancaster for his fine photography but also to Independence's Communications Department.*—ED.

Reunions

• **USS Henrico (APA 45)**—Reunion Oct. 24, 1981, in Richmond, Va. Contact Charles H. Price, Box 784, Hartwell, Ga. 30643; telephone (404) 376-3445.

• **USS Pittsburgh (CA 72)**—Reunion Oct. 10, 1981, in Boston. Contact J.C. Ayers, PO Box 74, Wildwood, Ga. 30757; telephone (404) 820-2360.

• **Pre-Pearl Harbor and World War II Navy personnel**—Reunion Oct. 25-30, 1981, in Las Vegas. Contact Navy Reunion, 5023 Royal Ave., Las Vegas, Nev. 89103; telephone (702) 873-9841.

• **USS Manning (DE 199)**—Fourth reunion Oct. 1-3, 1981, in Charleston, S.C. Contact Denzel J. Skerven, 1921 Lincoln St., Wisconsin Rapids, Wis. 54494; telephone (715) 423-0589.

• **Yorktown CV-5 Club, Inc.**—Reunion Oct. 16-18, 1981, in Williamsburg, Va. Contact Peter Montalvo, Yorktown House, 9 Casino Drive, Saratoga Springs, N.Y. 12866.

• **26th U.S. Naval Construction Battalion**—15th annual reunion Oct. 1-3, 1981, in Hyannis, Mass. Contact Harry Friedrich, 3671 Mockingbird Lane, Dayton, Ohio 45430.

• **Marine Corps Aviation Association**—Annual convention Oct. 8-11, 1981, in Detroit. Contact MCAA, PO Box 296, Quantico, Va. 22134.

• **USS Mississippi (BB 41)**—34th reunion Oct. 9-10, 1981, in Long Beach, Calif. Contact J.C. Ferrell, 9229 Single Oak Drive, Lakeside, Calif. 92040.

• **U.S. Naval Cryptologic Veterans Association**—Reunion Oct. 15-17, 1981, in Pensacola, Fla. Contact A.J. Pelletier, 203 Park Ave. S.E., Milton, Fla. 32570.

• **USS Farenholt (DD 491)**—Reunion October 1981, in St. Louis. Contact USS *Farenholt* Association, PO Box 4083, Milford, Conn. 06460; telephone (302) 878-7666.

• **USS Langley (CV 1 and AV 3)**—Reunion Oct. 2-4, 1981, in St. Louis. Contact Earl Gainer, 184 Beechmont Drive, Newport News, Va. 23602; telephone (804) 874-7232.

• **USS Hovey (DMS 11, Ex-DD 208)**—Reunion Oct. 22-26, 1981, in Honolulu. Contact Bob Caldwell, 525-275 El Norte Parkway, Escondido, Calif. 92026.

• **USS Fletcher (DD/DDE 445)**—Reunion Oct. 1-4, 1981, in Kansas City, Mo. Contact O.H. Henderson, 111 Townley Court, Madison, Tenn. 37115; telephone (615) 865-0070.

• **WAVES**—National WAVES 40th reunion (corrected date)—July 29-Aug. 1, 1982, in Seattle. Contact Ellen White, 3428 S. 182nd Place, Seattle, Wash. 98188.

• **USS Fanning (DD 385)**—Reunion Oct. 23, 1981, in Des Moines, Iowa. Contact Fred Winger, 712 Hewlett St., Bakersfield, Calif. 93309; telephone (805) 831-9487



First lady Nancy Reagan holds the champagne bottle she smashed against the bow of USS Ticonderoga (CG 47), the first in a series of U.S. Navy guided missile cruisers to carry the Aegis weapons system, the world's most advanced air defense system.

All Hands, the magazine of the U.S. Navy, published for the information and interest of all members of the Naval service, is issued monthly by the Navy Internal Relations Activity, Room 2E-329, Pentagon, Washington, D.C. 20350. Issuance of this publication is approved in accordance with Department of the Navy Publications and Printing Regulations P-35 (revised May 1979). Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All material not copyrighted may be reprinted.

ORIGINAL ARTICLES and information of general interest may be forwarded addressed to the Editor, All Hands, Print Media Division, Navy Internal Relations Activity, Hoffman #2, 200 Stovall St., Alexandria, Va. 22332.

DISTRIBUTION: All Hands is distributed to all Navy activities on the Standard Navy Distribution List on the basis of one copy for approximately six naval officers and enlisted personnel on active duty. Limited distribution to Marine Corps activities is effected by the Commandant.

PERSONAL COPIES: The magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Wash., D.C. 20402. The rate for All Hands is \$1.50 per copy, subscription price is \$18 a year, domestic (including FPO and APO address for overseas mail); \$22.50, foreign. Remittances should be made payable to the Superintendent of Documents and forwarded directly to the Government Printing Office.



Bringing it Together

• See Page 12