



# ALL HANDS

JULY 1982

in this issue

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Duty in Washington, D.C.



*USS Enterprise (CVN 65), following its first complex overhaul and completion of sea trials, returns to its home port at NAS Alameda, Calif., from Bremerton, Wash. Aboard were 450 dependents, 900 cars and trucks, and 76 household pets. One of the cars belongs to MMC Kevin Burke—Sergeant Fred Bowe of the California Highway Patrol “issues” Burke a parking ticket for illegal parking on Big “E’s” flight deck.*



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# ALL HANDS

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Front: An oft-repeated but always thrilling moment during a Fourth of July fireworks display at the Washington Monument. Photo by PH2 Robert K. Hamilton.

Back: A flag company in Pennsylvania, where thousands of American flags are made for thousands of patriotic Americans. Photo by PH1 Jim Preston.

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# Boat People... Continuing Story

"Help us, help us! We have no food or water! Please don't leave us!" The cries of thousands of Vietnamese boat people have become all too familiar to Seventh Fleet sailors. Refugees have fled Vietnam by the tens of thousands since the communist takeover, braving rough seas, monsoons, typhoons and pirates.

The U.S. Navy has been involved in the rescue of Vietnamese refugees since 1975; in the last three years alone, more than 8,000 boat people have been rescued in the South China Sea through the direct assistance of the Seventh Fleet. As of Dec. 30, 1981, more than 5,800 boat people have been embarked directly aboard U.S. Navy ships. Another 2,500 are known to have been embarked aboard civilian merchant ships after having been located by Navy P-3 *Orion* patrol aircraft.

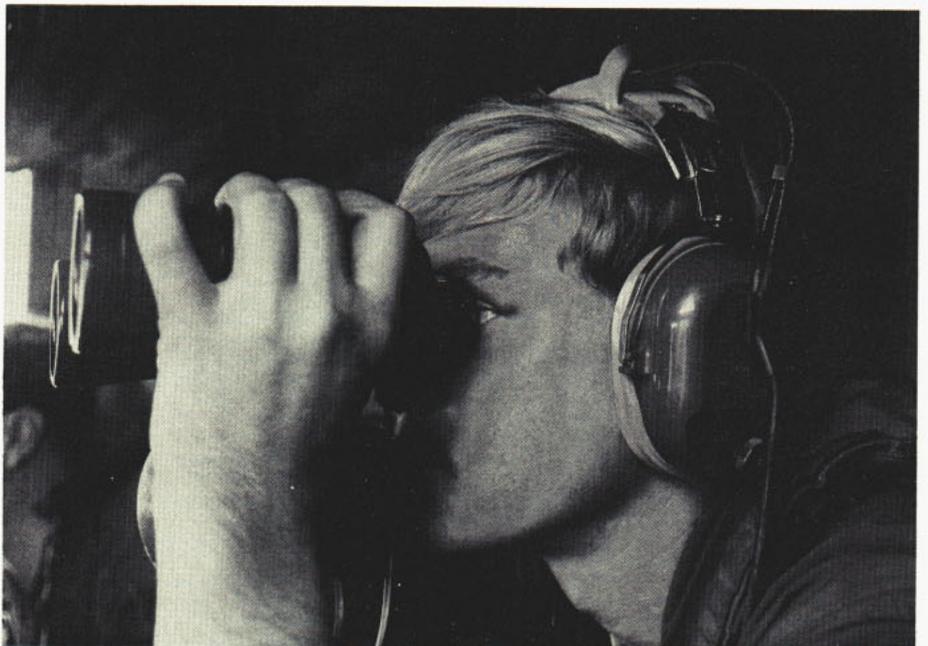
Boats loaded with fleeing Vietnamese often put out to sea with only the sun and stars to guide them. One group of refugees tried to cross more than 1,000 miles of choppy seas in a 20-foot inshore fishing boat, guided only by a map of Asia torn from an old atlas. When rescued, they had drifted to within 60 miles of Malaysia, still under the impression they were headed for the Philippines.

"Where do they get the guts to do it?" asked Operations Specialist Third Class Dan M. Bold aboard the USS *Francis Hammond* (FF 1067). "They get in a boat that doesn't look like it could be rowed across a lake, and here they are in rough weather in the middle of the South China Sea. It has to take a lot of guts."

And yet it continues. There have been more than 119 separate rescues by Seventh Fleet units, involving some 63 different ships. Ships from Yokosuka, Japan, have played a large part in the rescue operations. The guided missile cruiser USS *Reeves* (CG 24), in one rescue, accounted

for 79 refugees. The amphibious command ship USS *Blue Ridge* (LCC 19) has had two rescues accounting for 91; the USS *Worden* (CG 18) now operating out of San Diego and the USS *Towers* (DDG 9) have each had three rescues accounting for 119 and 128 refugees, respectively. *Francis Hammond* has had four separate rescues, involving 144 refugees.

Disbursing Clerk First Class Michael J. Couturier aboard the *Francis Hammond* has a personal interest in the rescues. Not only did he serve in Vietnam, but his wife is from there. "I feel sorry for the people," he said. "The boats are so small, I don't



Vietnamese refugees wait to be assisted aboard USS *White Plains* (AFS 4). Photo by Lt. j.g. Dave Riley. A VP-22 aircrewman in the South China Sea searches for refugee boats.

# Boat People

know how they survive. But it's a great feeling when we can help. And every time we spot a refugee boat, I pray I'll find some of my wife's relatives aboard."

Also operating out of Yokosuka is the combat stores ship *USS White Plains* (AFS 4), known throughout the Western Pacific as the Orient Express. If any unit is qualified to offer lessons in the rescue of boat people, it is *White Plains*. The ship claims nine different boat loads of refu-

gees, saving 533 boat people from the sea.

Other ships have also had multiple rescues. Heading the list with five rescues each are the ammunition ship *USS Shasta* (AE 33) and the replenishment oiler *USS Wabash* (AOR 5). One hundred fifty-two refugees can testify to *Shasta's* motto of "We serve anytime, anywhere," while 190 others found refuge aboard *Wabash*. The *USS Elliot* (DD 967) and the tanker *USNS Sealift Antarctic* (T-AOT 176) have each

had four rescues. Those with three rescues each include the guided missile cruiser *USS Jouett* (CG 29), the destroyer *USS John Young* (DD 973), the frigate *USS Hepburn* (FF 1055) and the tank landing ship *USS Cayuga* (LST 1186).

Navy ships have not been alone in sighting refugees. P-3 *Orion* long-range patrol aircraft flying from the Naval Air Station, Cubi Point, R.P., have also encountered boat people. Locating a small 30-foot or 40-foot boat in a million square miles of ocean is a task of incredible proportions. "Mostly you have to visually locate the boats," said Commander Vincent P. Merz, former commanding officer of VP-22 at Cubi. "The refugee craft usually are small wooden boats with only 3 to 4 feet of free-



*Women and children aboard one rescued boat huddle together while waiting to be taken aboard USS White Plains. Several refugee boats like the one rescued by USS Jouett (CG 29) were towed to safety by ships' motor whaleboats. Photo by JO3 Brian Finnerty.*



board. That makes a difficult target for radar, especially if the seas are at all rough."

A boat usually appears as a tiny speck on the vast expanse of white-flecked blue water. As the plane nears and swoops lower, the boat takes shape and individual people can be seen. It is a frenzied scene on the deck as the boat people jump about their confined platform, waving flags, shirts, anything available. The scene in the aircraft is no less hectic as crewmen crowd

into the cockpit or at the plane's portholes for a glimpse of the boat.

Once a boat is located, the aircraft searches the surrounding sea. With luck, the crew can contact a Navy ship or merchant in the area that can make the rescue. Too often there is no luck, and the small boat must wait several days for a ship. When this is the case, the P-3 drops a buoy containing a radio transmitter. Usually there is someone in the boat with enough

basic English to answer radioed questions. But they usually respond with much more, and the crew will often hear a weak voice sobbing, "God bless you."

The Navy has become highly successful in rescuing refugees, but Seventh Fleet sailors are quick to point out there are no "easy" rescues. They are dealing with men, women and children who speak little or no English, who often have suffered hardship and degradation at the hands of pirates and who are usually experiencing various stages of dehydration, malnutrition, exposure and exhaustion. Transferring them from a small, bobbing wooden boat to a steel deck many feet above means literally carrying them aboard. It can be difficult under the best of circumstances, and is often compounded by darkness, rough seas, howling wind and driving rain.

The sheer numbers often seem overwhelming. The guided missile destroyer USS *Robison* (DDG 12) embarked 260 Vietnamese refugees in a single rescue, and the submarine USS *Barbel* (SS 580) encountered 87 boat people one night last year. *Barbel's* crew couldn't leave the people adrift, nor could they fit them all below decks. Morning light revealed a strange sight: There on the surface of the South China Sea lay a submarine with 87 refugees crowding its deck. An oiler arrived later to relieve *Barbel*.

More often than not, refugees are embarked with no more than the clothes on their backs. Finding clothing for the small-framed men, women and children is a challenge on an American fighting ship, but ships' crews are invariably enthusiastic in their generosity. T-shirts, dungarees, ball caps and shower shoes have become a sort of universal uniform for the boat people.

The ship's crew swings into a different kind of action when refugees are em-



*The medical staff of USS Wabash (AOR 5) treats a Vietnamese refugee. Navy doctors and hospital corpsmen were instrumental in treating those rescued. Photo by PH3 Matthew Broadway.*

# Boat People



barked. The ship's master-at-arms force keeps the temporary visitors away from restricted or dangerous areas. Storekeepers scurry to locate soap, toothbrushes and toothpaste, and try to devise makeshift diapers. Corpsmen are busy conducting physical checkups on all the refugees. All of this activity is hindered by cramped spaces, intense emotion and a language barrier. But rescuers have their rewards, too.

The boat children are quick to adopt fa-



vorite sailors. From the saltiest to the youngest, American sailors respond easily to the open smiles and trusting stares of their tiny guests. The crew of the amphibious assault ship USS *Tarawa* (LHA 1) had an extra special guest: One of their refugees gave birth to a 6-pound, 11-ounce baby girl. The baby was delivered by Hospital Corpsman Second Class Richard E. Reed and was named Grace Tarawa Tran in honor of the ship.

"The assistance to the boat people has

really been a fleetwide response," said Vice Admiral S.R. Foley Jr., former Commander U.S. Seventh Fleet. "Few in the Seventh Fleet have not been involved, whether they are staff planners coordinating the operations, flight crews and shipboard lookouts scanning the waters of the South China Sea or the men who physically reach out to pull these desperate people to safety.

"I know these Seventh Fleet sailors share a special feeling," he added, "a

spirit that comes from being part of a life-saving effort. Their response to the plight of the refugees truly exemplifies a distinctly American brand of concern and compassion."

—Story by JOCS Tom Streeter

*Once aboard Navy ships, Vietnamese refugees were transported either by helicopter or ship to processing camps like the one at the Subic Bay Naval Station in the Republic of the Philippines. Photos by PHC Ken George, GMGC Raymond Stewart and ICFN Bruce Coeegen.*



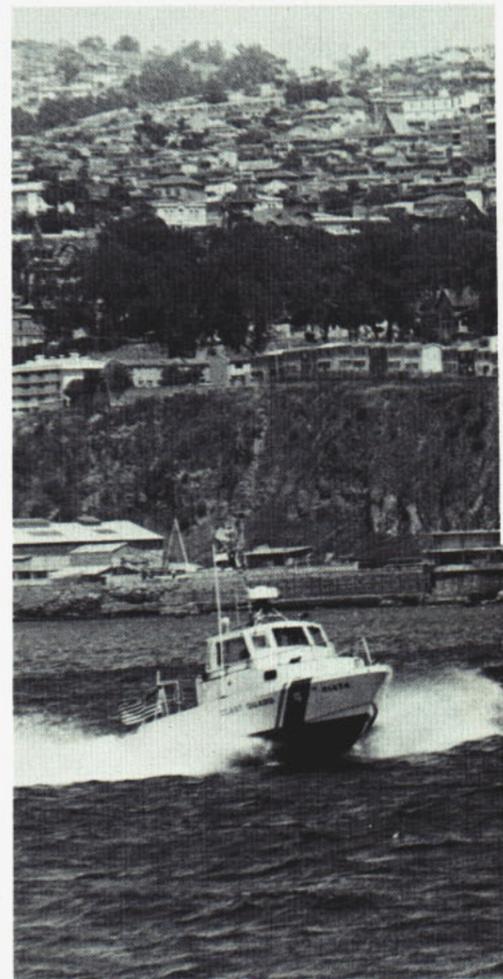
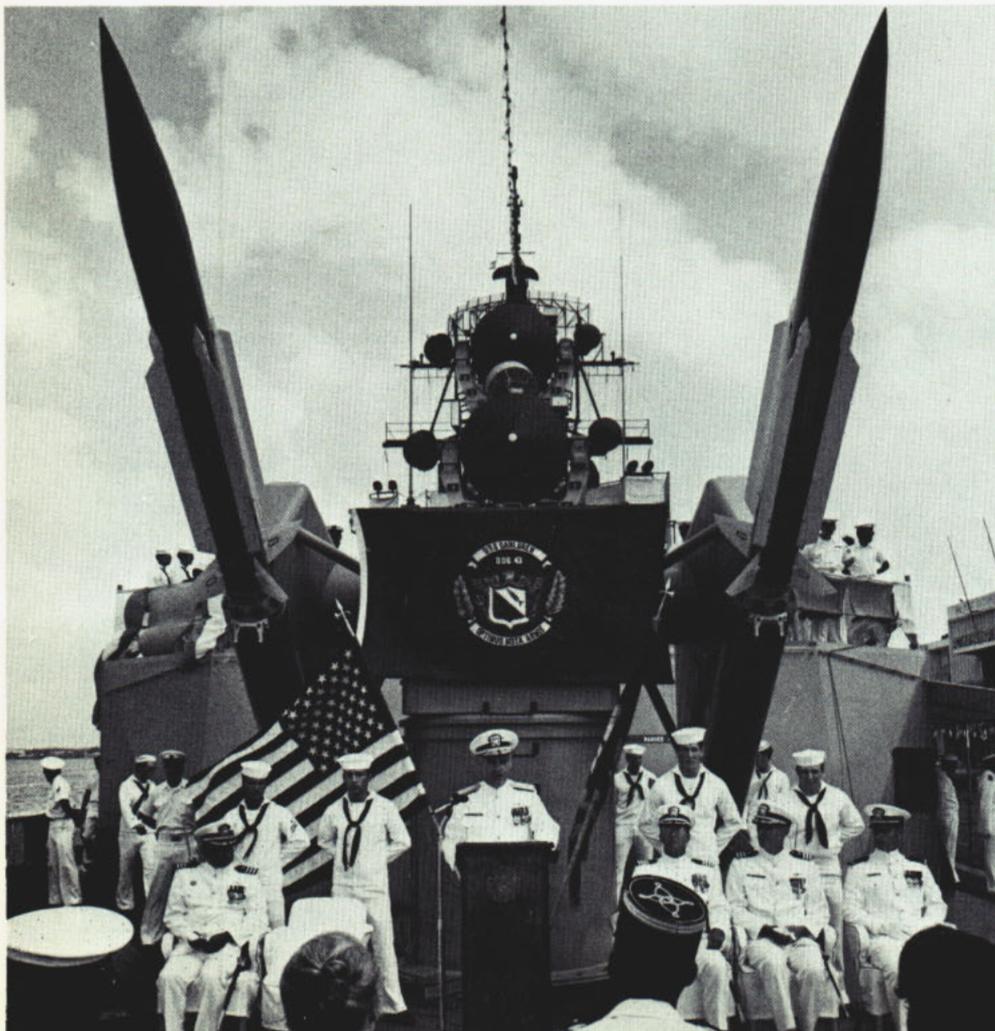
# A Learning Exercise

His work ashore done, the U.S. sailor waited for a liberty boat to take him to his ship at anchor in the harbor. He had waited for liberty boats many times in ports all over the world. But this port was new to him; this was his first visit to South America.

"Excuse me."

The petty officer turned around and found eight young sailors from Chile, his host nation, smiling and watching him intently.

"My English is not so good," said one of them. "But I would like to ask you some questions about your Navy," he continued politely. The North American hesi-



*A change of command, participation of the U.S. Coast Guard, soccer matches and USS Stump (DD 978) transiting Chile's inland waterway were all highlights of UNITAS XXII.*



tantly agreed and thus began a lively two-hour discussion of ships, training and favorite ports.

U.S. Navy ships don't often visit Talcahuano, Chile, so Chilean sailors rarely have an opportunity to speak with their North American counterparts. But during UNITAS XXII, one of an annual series of naval operations between the U.S. and South American navies, sailors from both continents had a chance to learn about each other.

In the most recent exercises, *USS Stump* (DD 978) served as flagship for the U.S. task force commander; *USS Dahlgren* (DDG 43), *USS Capodanno* (FF 1093) and *USS Plymouth Rock* (LSD 29)

rounded out the surface operating forces for the United States. *USS Thomas Jefferson* (SSN 618), operating on the east coast of South America, and the *USS Scamp* (SSN 588), operating on the west coast of the continent, carried the flag for the submarine forces. The air representatives were VP-56 and VR-52. UNITAS XXII task group was commanded by Rear Admiral James S. Elfelt, Commander South Atlantic Force, U.S. Atlantic Fleet.

The units assigned to the UNITAS XXII task group rendezvoused at Roosevelt Roads, P.R., home port of USComSoLant. From Puerto Rico, the task force proceeded clockwise around the continent, visiting and conducting operations with

eight coastal nations of South America. The schedule of visits and exercises had been developed in conferences between U.S. and South American naval leaders before the cruise began.

Although an operation order had been developed earlier, final details were settled at planning conferences conducted with each country when the U.S. task group arrived on site. This arrangement offered a flexibility that U.S. units do not experience on most cruises. According to Commander Harold W. Gehman Jr., commanding officer of *Dahlgren*, "In a 'Med' cruise or Indian Ocean or Middle East or Northern European cruise, we're operating with allies that already have a com-



mand structure similar to NATO's. On this cruise, each of the phases is bilateral—that is, we're not operating within the framework of an overall chain of command. We're starting off fresh with each country.

"We enter the country," Gehman continued, "and decide what we're going to do in accordance with the schedule that's been planned and brief our own exercises. Then we go out and operate together. So the difference is that these exercises are essentially bilateral—one navy to one navy."

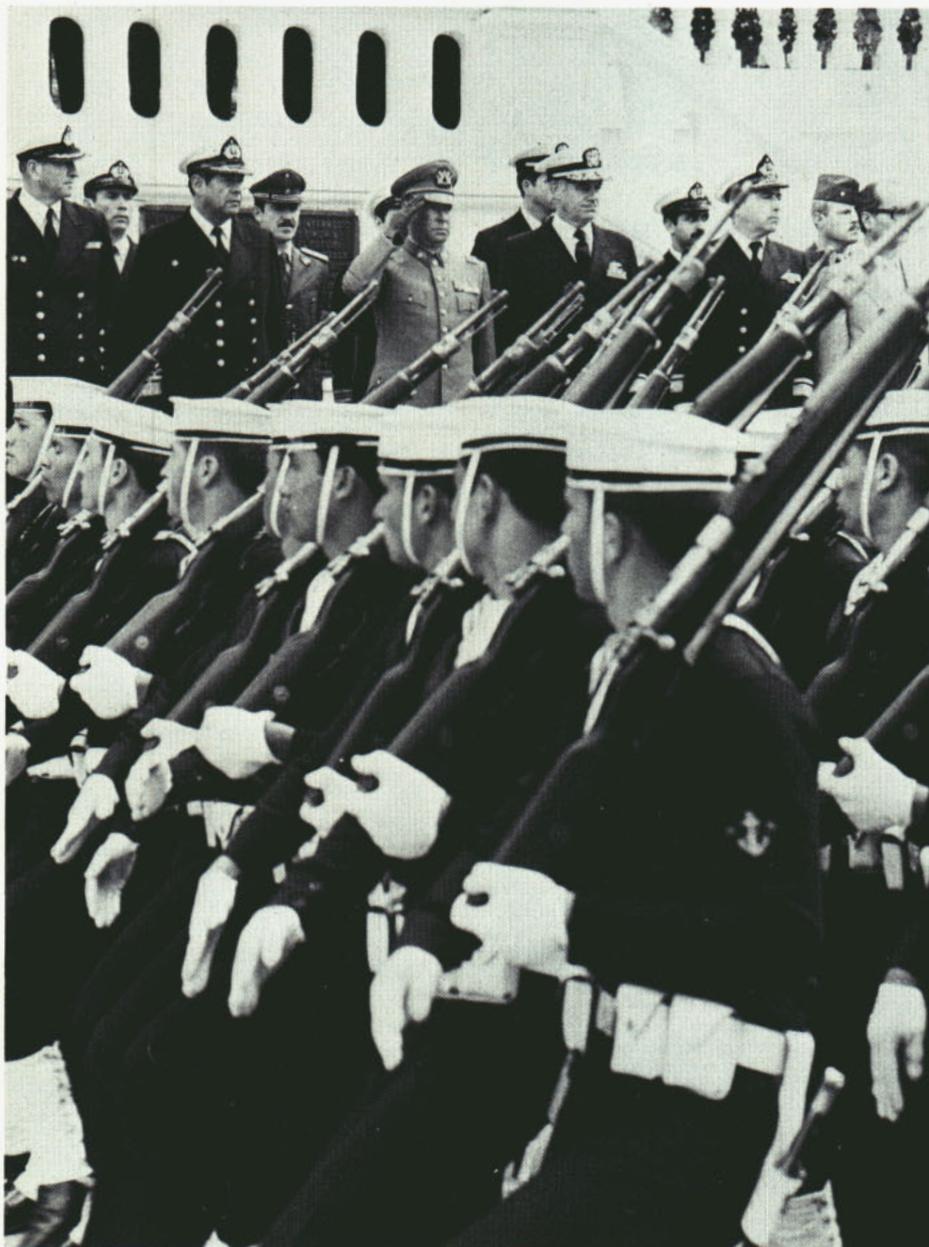
A wide variety of operations in all phases of naval warfare were included in the exercises. Each phase was carefully planned in advance and tailored to fit indi-

vidual needs of the particular South American navy participating. Following the actual exercise, each operation was thoroughly analyzed and discussed in critique conferences. There, suggestions and criticisms were discussed and evaluated for future UNITAS operations. It was a busy time for the U.S. ships. At-sea operations accounted for more than half of the six-month deployment for the American ships.

South America is a region relatively unknown to many U.S. citizens and service people alike. According to Captain William Vollmer Jr., Commander Destroyer Squadron 14, UNITAS is a cultural teach-

ing experience as well as a military exercise. "Perhaps the unique advantage of UNITAS is that it provides North Americans a firsthand opportunity to learn about the peoples and cultures of South America. . . . We have so much in common with them, and we're mutually dependent in a lot of economic areas—certainly, for our common defense. Yet we have rather insufficient knowledge of the different countries of South America as compared to our generally better knowledge of Europe."

Open houses on the ships, navy-to-navy luncheons, receptions and parties for school children and orphans were just a few of the ways North Americans met not only their sea-service counterparts, but civilians as well. Official tours of the various ports were available, but, because of



*Left: A formal military review in Talcahuano, Chile. Above: A Chilean folk dance in Valparaiso.*



their friendships with local sailors, U.S. sailors saw places most tourists never have an opportunity to visit.

Ships operating together work best when the people sailing those ships understand each other. One method used to enhance this understanding was to swap people between the operating navies. During the Brazilian phase of UNITAS XXII, Electronics Technician Second Class Dave Waller spent 11 days aboard the Brazilian destroyer *Alagoas*.

"My job was to install and maintain some communications equipment," Waller explained. "I worked with Brazilian electronics technicians and radiomen. I was berthed with the crew. Ten or 12 of them could speak some English. We communicated with sign language, a little English and whatever else worked," he said.

"The *Alagoas*, for being 35 years old, was in good shape. It seemed to show that they had pride in their navy. One of the things I saw that was different was the crew playing volleyball under way on the flight deck. They tied a string to the ball."

Operating with navies that are less technologically developed than ours might seem to be a problem. "But there's an important dividend that we realize from operating with them," Vollmer pointed out. "Because of the relative simplicity of operations with some of the countries, we are forced to go back to the basics and re-learn lessons in communications and seamanship, particularly those that the sophistication of the U.S. Navy has left behind.

"We should be ever conscious of the possibility that during some future conflict

we might be deprived of our sophisticated weapons and communications. If that happens, it would be very important to know how to operate in a less sophisticated environment," Vollmer said.

Attaining operational compatibility for mutual defense is the goal of UNITAS. A free flow of information and establishing both official and personal ties is enhancement of that goal. The practical results were best explained by the Argentine task group commander Captain H. Zaratiegui

when he said, "I don't believe it's in the spirit of this exercise to say who won or lost. We all won because of what we learned."

—Story by JO1 Gary Miller

—Photos by PH2 Colin E. Fritz,  
PH3 Roger E. Pineda  
and JO1 Miller

*Group cooperation (above) with U.S. and Chilean ships steaming in formation was matched with individual acts of kindness such as Cpl. Dave Nolan and other U.S. military taking orphans for an outing.*



## Ensign Bodkin-

# Experience Is on His Side

Youth and inexperience are two words sometimes used to describe the average ensign. In the case of Ensign David E. Bodkin, nothing could be further from the truth. At the age of 50, he is one of the oldest ensigns in the U.S. Navy, and after 30 years of working in his field, he is also one of the most experienced.

Bodkin, commissioned under the Navy's Limited Duty Officer program, is the machinery repair (R-2) division officer aboard the Mayport-based destroyer tender USS *Yosemite* (AD 19).

He enlisted in April 1948 and served on board the battleship USS *Mississippi* (BB 41) for two years as a welder and pipe fitter. His service complete, Bodkin returned home and began a nearly 20-year career as a machinist for the Anchor Hocking Corp. in Pennsylvania. During that time, he kept a close tie with the military by serving—at different times—in both the Navy and Army reserves.

The year 1969 marked a turning point for Bodkin. At an age when most military people are considering retirement, he began to think about returning to active duty. Though he was happy with his civilian job, he felt it was time to move on to something more challenging and satisfying. The Navy had those challenges.

Bodkin returned to active duty in September 1969 as a first class machinery repairman. He then served on a succession of ships (including a tour aboard *Yosemite* with his son) and rose to senior chief machinery repairman.

While at his last command, Supervisor of Shipbuilding, Conversion and Repair, Pearl Harbor, he saw an opportunity for continued advancement through the LDO program. "I was already a senior chief, and once I made master chief I could go no



*Ensign David E. Bodkin inspects members of Yosemite's machinery repair division.*



further," he said. "Since I wanted to keep on advancing, I decided to apply for a commission."

Though he was well-qualified (among other accomplishments he had received the Navy Commendation Medal for his service aboard USS *Fort Snelling* (LSD 30), and the Navy Achievement Medal for his service at Pearl Harbor, where he also had been named Enlisted Man of the Year), Bodkin was worried that he might not be selected.

"I didn't think I had a chance because of my age," he admitted. "I knew I was qualified, but there were a lot of other guys competing who were just as qualified but were much younger."

Experience is often more desirable than youth, and out of the hundreds of applicants, Bodkin was one of the few selected for a commission. Two days after his 50th birthday, Senior Chief Machinery Repairman David Bodkin took his commissioning oath and became Ensign Bodkin. A whole new path of advancement was opened.

He then received orders to the USS *Yosemite*, one of the Navy's oldest active

ships. In his second tour on board, he went to the machinery repair shop once more, but this time as division officer.

The division that the new ensign found himself leading encompasses one of the broadest areas of industrial expertise of any of the repair divisions aboard the destroyer tender. There, more than 50 people of such varying rates as machinery repairman, boiler technician, engineman, molder and machinist's mate are responsible for all types of industrial repair and fabrication. Running such a division smoothly and effectively is a tough job, even for someone with a lot of experience. But it is a job that Bodkin does well, according to Commander R.B. Ploeger, head of *Yosemite's* repair department.

"Ensign Bodkin has done a great job," Ploeger said. "As we were coming out of our regular overhaul, he pulled up his division by its bootstraps to get the most out of his men and his shops. He has a world of experience for me to draw upon in my work as well. I depend on him often for decisions that concern his area because he knows his job so well and is so reliable."

Though experience is one of Bodkin's

*Members of Bodkin's division, officer and enlisted alike, rely on his world of experience.*

greatest assets, the commander credits much of the ensign's success to enthusiasm. Bodkin seems a tireless worker who manages to get the most out of his men while still keeping their respect. In short, he has the best of two worlds: the experience that comes with age combined with the drive and enthusiasm of a young man. "At age 50 a lot of people are winding down," said Ploeger. "Bodkin seems to be winding up. I wish I had six more professionals like him."

Bodkin lives in Jacksonville, Fla., with his wife, Sandra, and two sons, Emil and Scott. He is not as intimidated as some people might be at the thought of having to start at the bottom of another ladder. He simply views his commissioned status as another challenge and plans to do his best.

"I'll stay in the Navy as long as they'll have me," he said, "and try to advance as far as I can."

—Story by JO2 Brian G. Bell

# Training Comes Together at FACSFac

Just outside the main gate of Naval Air Station Oceana, Va., is a small, inconspicuous building housing the Fleet Area Control and Surveillance Facility, Virginia Capes. FACSFac Vacapes is a small command of more than 100 people with a large responsibility in service to the fleet.

FACSFac does just what its name indicates. It schedules and controls all surface, subsurface and air training activities conducted in the area as far north as Narragansett Bay, R.I., to as far south as Charleston, S.C.

The first FACSFac was established in 1965 at Naval Air Station North Island, San Diego. Since then, two similar facilities have been commissioned, one at Naval Air Station Jacksonville, Fla., and the other at Virginia Capes. A fourth facility is to be established shortly in Hawaii.

FACSFac came into being when the military realized its need to make use of the offshore operating areas. "The Navy over the years has experienced a continuing reduction in the availability of overland training areas, and now we must depend heavily on the offshore operating areas for most of our major training exercises," said Lieutenant Commander Larry Hurley, operations officer for FACSFac Vacapes. "These

areas probably represent the last frontier as far as uninhabited military training space is concerned.

"The freedom to train in protected areas—that's what FACSFac represents. Very few people understand this. It is extremely important to provide the military and the Navy in particular with the tools that are needed in order to complete fleet exercises," continued Hurley. "You can enter any of these operational warning areas and conduct any type of military training that is necessary, including firing exercises."

One of FACSFac's major duties is to schedule all training operations that occur in these designated areas. That includes anything from a missile shoot to ship trials to air intercepts. "The whole key to the scheduling is communication and coordination," said Lieutenant Charles Mount, surface coordinator for FACSFac Vacapes. "Of the problems we have, 90 percent deal with the failure to communicate and the other 10 percent concern failure to coordinate. Once we get communication with the vessels for which we are providing services, we can really do something for them.

"I feel that the schedules department is where the real meat of the action takes place," said Mount. "We're the

people who schedule the major fleet exercises on a real time basis, and not just for the Navy. We work with the Marine Corps and the Air Force on their exercises."

When FACSFac gets a request for a training exercise, the schedules department evaluates it and then tries to fulfill it. "Sometimes we have to go beyond established procedures to help the requesting unit," said Mount.

"We may have a ship out there needing an aircraft to complete sea trials when all the aircraft normally assigned to provide such services are committed to other missions. We'll try our best to get that ship those services. We'll go back and contact every possible source and try to find these people what they need."

"Our basic mission in FACSFac is to serve the fleet," said Captain T.L. Zackowski, commanding officer of FACSFac Vacapes. "That is why the Navy established its shore bases. The people out on the ships, subs and aircraft are required to train for combat. We're here to help them in any manner available to us."

Because of their commitment to service, FACSFac established an area coordinator office. This is the operational side of the schedule. Once the

*The FACSFac building contains sophisticated electronics equipment. Electronics mechanic Larry French works with the main computer for the fleet air control and tracking system.*



weekly schedule is written, it goes out to the area coordinator—they are in radio contact with the fleet seven days a week, 24 hours a day. Should anything go wrong with the schedule, the area coordinator is there to resolve it.

“Because things can change so quickly, even within a day, a week’s worth of work can be lost,” said Chief Quartermaster Juan L. Acosta. “If a major exercise changes dramatically—and that can happen in a couple of hours—the area coordinator really has his hands full executing the coordination required to get the schedule pieced back together or back on track again.”

Up until recently, FACSFac’s major function was the scheduling of the operational warning areas. Though that

was a big job in itself, FACSFac has taken on the task of controlling all air traffic within its given boundaries.

“Our mission was primarily a paper process,” said Hurley. “We would send out the schedule to everybody, then we would have nothing to do with it except for minor changes. Well, we’ve evolved from that small mission to being a major air traffic control center on the east coast.”

To help the air traffic controllers do their job, FACSFac has recently employed a new state-of-the-art system to track the aircraft. It is called the Fleet Air Control and Tracking System FACTS compatible with the National Airspace System. It is a computerized radar tracking method that provides overlapping data coverage of the eastern seaboard.

“Basically what we do here is con-

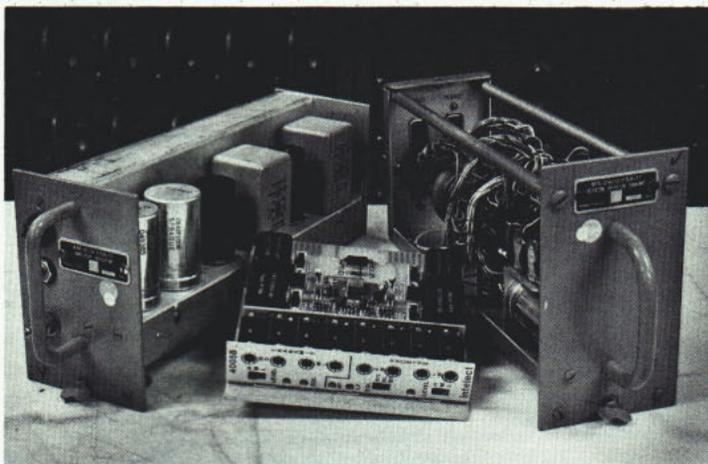
*Right: Air Traffic Controller Second Class Dan Rotenberry lights up the keyboard to one of the FACTS control panels. These state of the art scopes are compatible with FAA equipment. Lower right: FACSFac has a mixture of old and new equipment. The smaller transistorized receiver/transmitter (center) does the job of the bulkier tube and wire prototypes. Far right: Chief Quartermaster J.L. Acosta checks the daily schedule of exercises in the Virginia Capes area.*

trol the aircraft going out for their fleet exercises," said Air Traffic Controller Second Class Lee Faile. "We guide them into the appropriate warning areas and turn them over to the unit they're scheduled to work with."

FACSFac receives basic information from four locations along the eastern seaboard. These remote stations convert raw video data to digital information and these signals are then sent over ordinary telephone lines to FACSFac. There the information is processed by the main computer into the air traffic controller's scope. It's all done in a matter of microseconds.

"This FACTS system is unique," said Faile. "It was completely designed for our needs. One thing we can do if there isn't any traffic and we want to accomplish some training is to simulate targets that are computer-generated. That allows us to create different problems that the controllers may need for practice or just to see how an air controller would react in a certain situation. We have a very extensive training program here for our air traffic controllers."

In addition to the FACTS system, FACSFac is about to computerize its scheduling with a system known as FACSKED. Also to be installed is the Naval Tactical Data System, which will provide them with direct link coordination with all East Coast surface ships. This will provide a better surface fleet picture. "The personality of this command is best characterized by its continued growth in size," said Com-



mander Susan B. Cramer, executive officer of FACSFac, Virginia Capes. "It becomes more complex every day. Both airspace and surface space are limited. There are very definite boundaries on what is available, but the number of units who need to use it for training is steadily increasing."

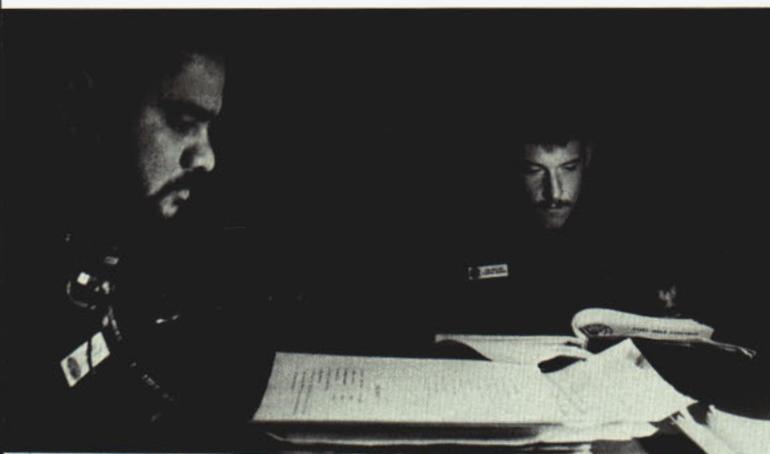
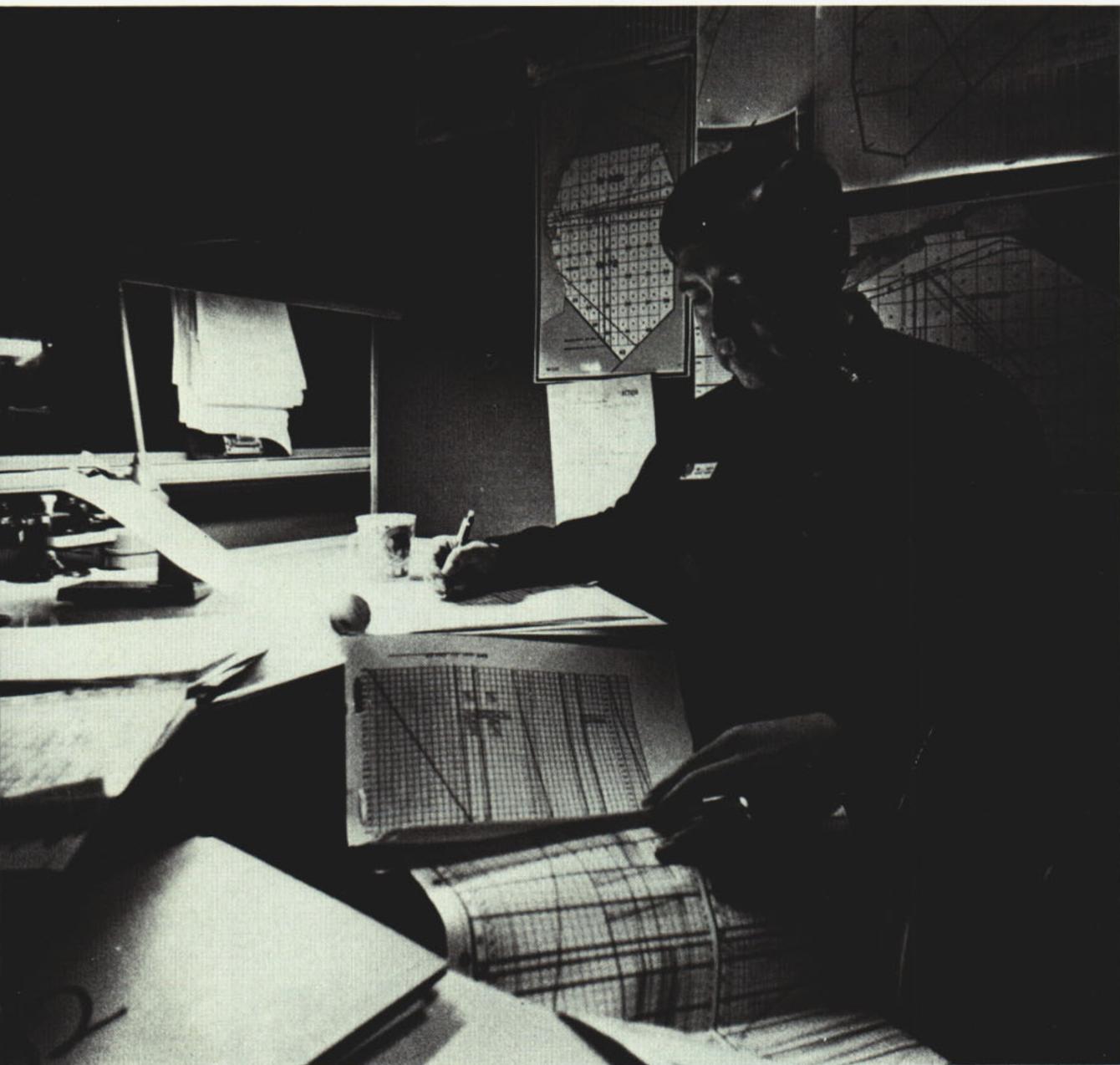
To house all this new equipment, FACSFac is currently constructing a new \$2 million operation control center attached to its current home.

With these assets, their abilities seem endless. Training is essential to maintain fleet readiness. FACSFac ensures that the military not only maximizes its training area and training time, but ensures that it's completed safely.

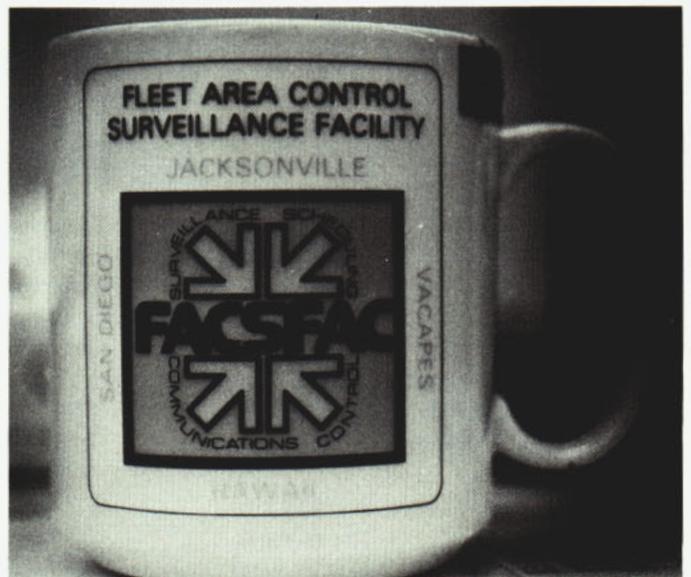
"The number one benefit that the military will realize from the existence of FACSFac is safety," said Hurley. "We will have complete radar surveillance of the area and radio communication in the areas with our new equipment. This will contribute to greatly increased efficiency in overall usage of air and surface operating space."

Zackowski added, "These exercises cost the taxpayers millions of dollars. The least we can do is make the operation cost effective. We do this by making the most use of the area under our operational control."

—Story and photos  
by PH2 Robert K. Hamilton



*FACSFac's areas of responsibility continue to grow worldwide. To keep up with its commitments, FACSFac conducts extensive training programs. Air Traffic Controller Second Class Axel Seda (left) studies letters of agreement between the FAA and FACSFac; Air Traffic Controller Second Class Dan Wallace studies an operations manual.*



## Ellie's Night on the Town



Although only a spectator, 9-year-old Eleanor (Ellie) Lillian Rodemich was the star of the evening when the U.S. Navy Ceremonial Guard all-star basketball team defeated the faculty team of Alexandria, Va's., Mount Vernon High School last April.

Ellie is the daughter of Ship's Serviceman Second Class Ronald T. Rodemich and Eleanor Rodemich. She is also the national poster child for the American Brittle Bone Society and was the guest of honor at the benefit when she accepted a check for more than \$2,000 in behalf of the society. The money was raised through the combined efforts of Mount Vernon's Kiwanis Key Club and the U.S. Navy Ceremonial Guard, to which her father is attached.

Ellie is afflicted with osteogenesis imperfecta, brittle bone disease. It is a very complicated disease that stunts one's growth and affects the bones, lungs, eyes, heart, muscles, teeth and hearing. At present, there is no biological test for diagnosing the disease, no way of detecting a carrier, no method of prevention, and what's far worse—there's no cure.

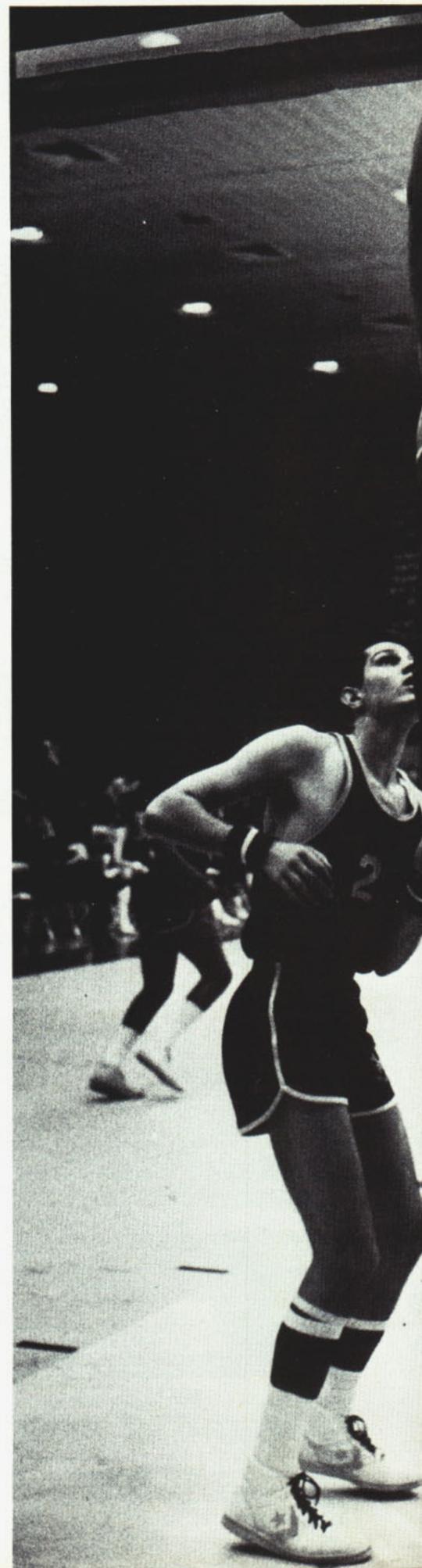
The ABBS was formed in 1977 by Mrs. Roberta Deveto primarily to educate the public about the disease and

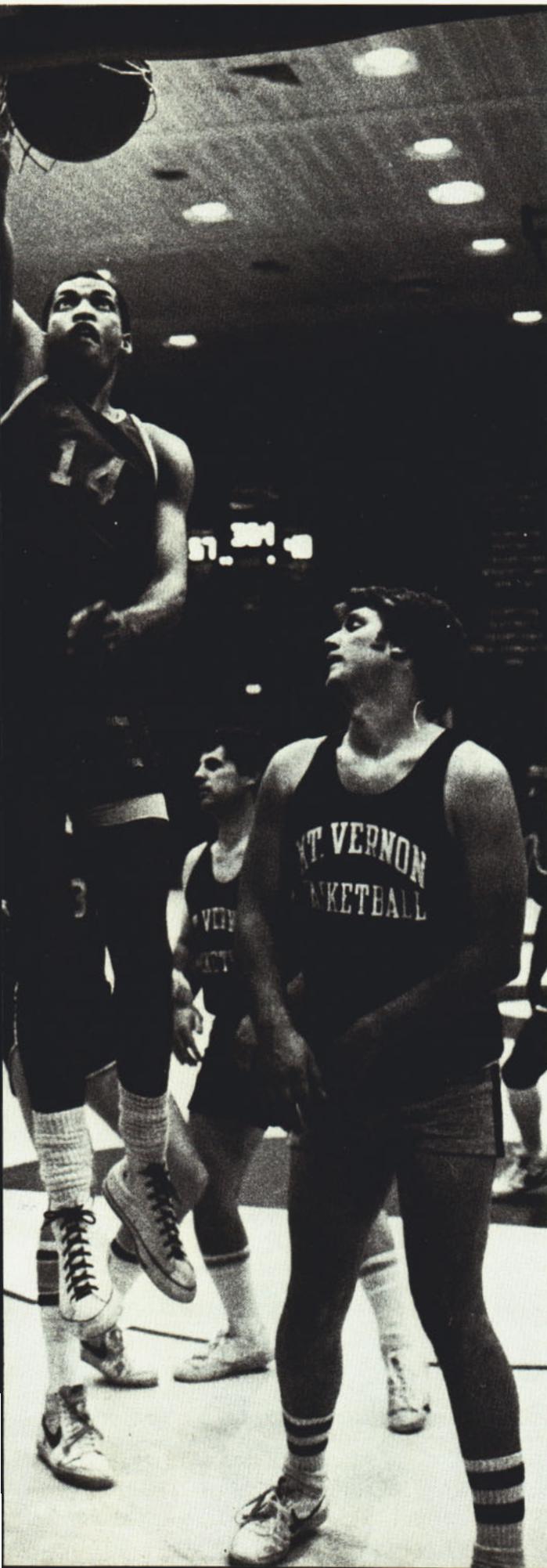


provide, as well, current information to physicians and family members who deal with afflicted children. The society relies solely on public donations for support and does not receive funds from other national organizations.

—Story and photos  
by PH2 Robert K. Hamilton

*Ellie Rodemich, American brittle bone poster child, cheers for her dad's ceremonial guard team.*





Left: Airman Ross Farrington scores two for the ceremonial guard. Top: QM2 Harold Washington leads the ceremonial guard drill team in a half-time performance. Above: Ellie accepts a check on behalf of the American Brittle Bone Society.

# Duty in the Nation's Capital

Orders to D.C. The mere thought strikes panic in the heart of many a stalwart sailor. Washington—home of the Redskins, high prices, long hours and bad duty. Not so—not any more.

Sure, the prices are high, and, yes, you'll have to fight traffic, but the benefits of living and working in the nation's capital far outweigh the disadvantages. Duty in Washington is a high point in one's career.

The Washington, D.C., metropolitan area is duty station for almost 14,000 active duty Navy people. In addition to the Department of Defense and the Department of the Navy, a large number of commands, both large and small, call Washington home.

Headquarters for the various bureaus and staff corps are also located in the D.C. area, making Washington a center of activity for almost every aspect of the Navy. Billets for virtually every officer specialty and enlisted rating in the Navy are spread from Gaithersburg, Md., to Arlington and Quantico, Va., but by far, the largest number are located in Arlington, at the Pentagon and at the nearby Navy Annex and Crystal City complexes. These three office areas house more than 20 commands and work spaces for 20,000 active duty Navy people and civilians.

The main Navy station in the area is the historic Washington Navy Yard, located on the waterfront in southeast Washington. The yard is headquarters of Naval District Washington, the command with administrative responsibility for Navy people in the Washington area. NDW determines

what uniforms are worn and when to wear them, administers Navy recreation facilities and is responsible for day-to-day administrative operations for the Navy people stationed in the area.

Naval Station Anacostia, located across the Anacostia River from the yard, serves as an annex. Several support activities are located there, including NDW Special Services. Anacostia, formerly a naval air station, is now the ready site for the Marine Corps presidential helicopter squadron, HMX-1.

Washington is not a Navy town, it's a military town. An estimated 57,500 active duty military people work in the metropolitan area, so the sight of men and women in uniform is common. All the armed services have bases or complexes providing an abundance of facilities throughout the city catering to military people and their families.

Commissaries and exchanges are located at several places, including Andrews Air Force Base, Cameron Station Army Depot and Bolling Air Force Base, to name just a few. The Cameron Station commissary, claimed to be one of the largest in the world, stocks a wide selection of food as well as standard houseware items. The Navy Exchange at the National Naval Medical Center in Bethesda, Md., (just outside Washington) is particularly good while the exchange at the Navy Yard offers a limited selection.

Area commissaries and exchanges are unusually crowded—they serve a large number of active duty and retired fami-

lies—but the substantial savings make the lines and the wait worthwhile.

Two of the finest military medical facilities in the world are located in the area: National Naval Medical Center and Walter Reed Army Hospital in northwest Washington. Dependent medical care is also offered by several military clinics, and it is not unusual for Navy families to use the other services' dispensaries at, say, Andrews, Fort Myer or Fort Belvoir. Navy dental clinics and dispensaries are located at the Navy Annex, at the Navy Yard and at the NNMC complex in Bethesda.

Perhaps the most startling aspect of Washington duty is the cost of living, particularly the cost of housing. Horror stories of high prices abound, and it is true—housing costs take a big chunk out of the budget. Some of the sting has been eased by the variable housing allowance. The VHA rate pays an average of 40 to 50 percent over the standard allowance or basic allowance for quarters and is a welcomed and cherished addition to the military paycheck.

Nor is the housing scene totally desolate. Government quarters are available, but the wait is lengthy. Although houses are expensive to buy, many people find rents are not as high as those charged in some parts of the country. The current tight money market has made homes difficult to sell, and, as a result, an abundance of houses are now available as rentals. The Washington metro area has a large number of apartment and townhouse developments and privately owned condominiums. Most



*Top left: The sun rises over the Capitol as Washington, D.C., begins a new day. Bottom left: Pentagon workers keep a rapid pace. Above: Seaman Bill Reed, a member of the Navy Ceremonial Guard, welcomes visitors, workers and residents at the gate of the historic Washington Navy Yard.*

# Duty in the Nation's Capital

are leased on a yearly basis, though month-to-month rentals can be found with a little searching.

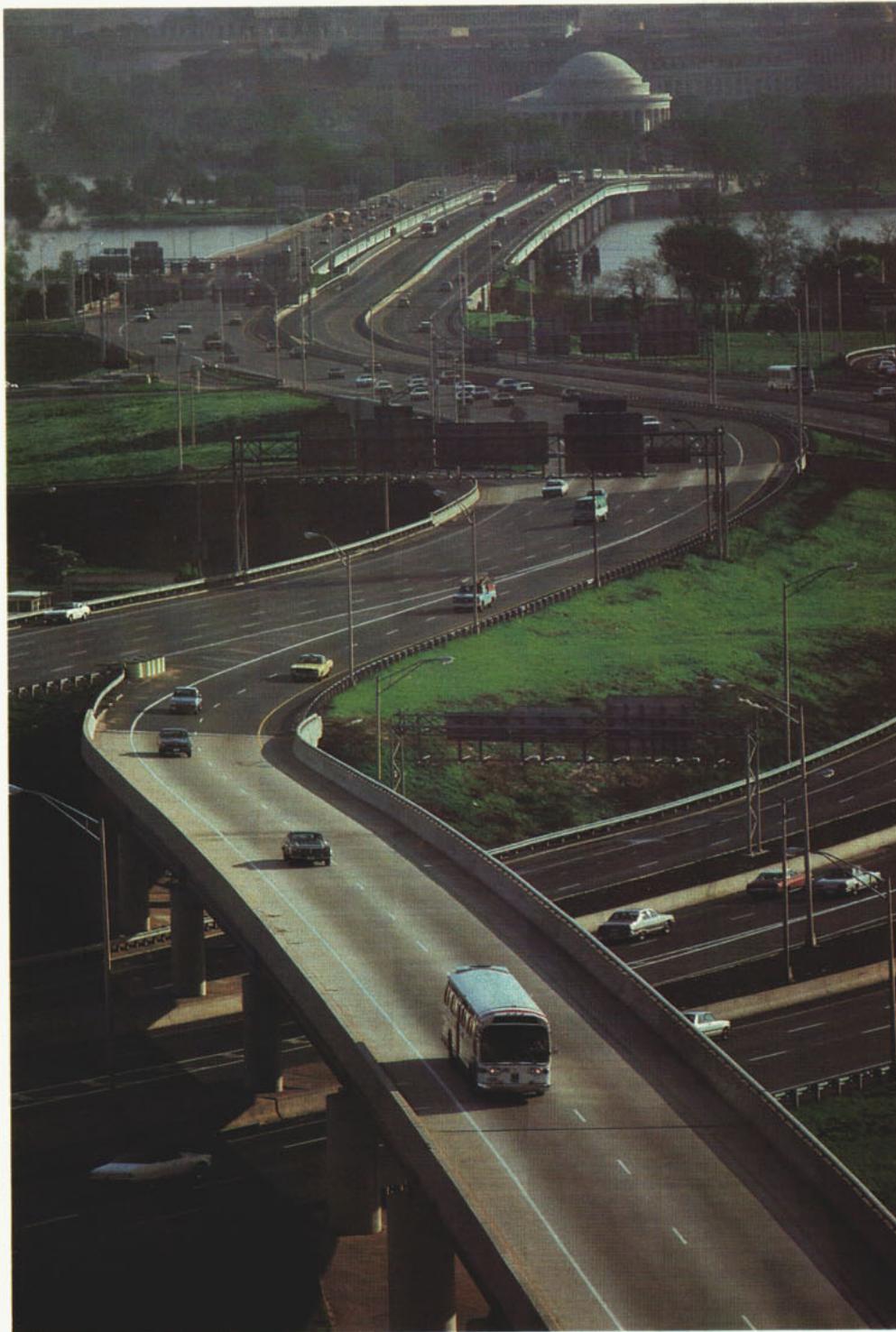
The rent on an average unfurnished two-bedroom, garden apartment inside the beltway—or route 495 which winds its way through Virginia and Maryland as it encircles the District—is \$325 to \$350 a month in Northern Virginia and slightly less in Maryland. Outside the beltway, the rent on a two-bedroom apartment averages \$300. Utilities are included in 60-70 percent of the metropolitan area apartment complexes. Government housing is available in southeast Washington, at Andrews Air Force Base in Maryland and at Bolling Air Force Base in the District. Barracks for single Navy people are located at Fort Myer, near the Pentagon, and at Bolling Air Force Base, but many singles band together and rent either houses or apartments. BAQ is authorized for all ranks and rates in the Washington, D.C., area.

The metropolitan real estate market is an active one; conversations concern prices of houses and good deals made or missed. Prospective buyers can consider anything from a studio condominium to a palatial home on the Potomac.

The average price of a house sold in Northern Virginia (April 1982) was \$102,622. High, yes, but not as high as in San Diego. VHA helps considerably, and the farther away from the city, the lower the price of the house—but then, there are commuting costs. Despite prices, many Navy families bite the bullet and purchase a home while in the area.

It's a fact that more than 55 percent of Navy wives throughout the world work outside the home. In Washington, that number is closer to 65 or 70 percent. The cost of living is one reason, but, perhaps, the most prevalent reason is the abundance of jobs in the area. Secretaries are in high demand, as are people in medical and computer or data processing fields. Professionals with other backgrounds find it relatively easy to land good jobs, and wages and salaries are higher than in most other parts of the country. It is not unusual to find two members of the family commuting on the beltway on a daily basis.

Beltway—the name conjures up images of a Los Angelesque scene of freeway loops stacked one upon another sandwich-



like, funneling thousands of motorists into a smog shrouded city—of monumental traffic snarls, snaking miles into the countryside. The situation isn't quite that grim in Washington, although on bad days, the bridges linking the District of Columbia to Virginia back up for miles. In reality, the freeway system is efficient and heavily used. Almost everyone who works com-

mutates in Washington—it is impossible not to. Sometimes the distance one commutes is directly related to salary. Remember, housing is cheaper farther away from the city. At any rate, car pooling is a way of life and not a bad one, at that. Every office supervisor understands, "I gotta go; my car pool is waiting."

The Metro bus and train system is more



*Special car pool lanes reduce traffic congestion in the D.C. area. Escalators lead directly to the city's Metrorail system. At noon, jogging is a means of getting around on the city's many paths and bike trails.*



# Duty in the Nation's Capital

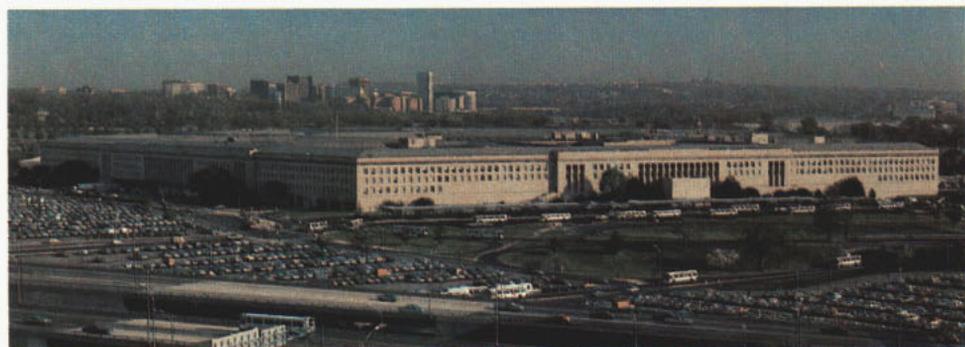


than adequate, and people who don't "car-pool-it" often "Metro-it." Washington is justly proud of its rather new Metrorail, a 21st century version of the famous New York subway system but one that is definitely cleaner and more comfortable. The electric trains are fast and quiet, linking the District to Virginia and Maryland. There is even a station in the Pentagon.

Metrobus fills in the gaps, and both systems are heavily relied on by commuters. Express buses are available in most suburban areas, providing fast, dependable service; riders have time to read the paper or snooze on the way to or from home.

Sailors who live in the barracks are transported to their work sites by an elaborate system of DoD buses. Transportation between the various military offices is accomplished the same way. Many of the buses are contracted from the local Metrobus system, and there is no charge for riding the DoD buses while on official business.

The preoccupation with commuting may seem unusual to people who have never lived or worked in a major city, but there is a reason for all the attention. Much of the office space used by DoD in the Washington area is leased from private owners.



Parking space is expensive, and most civilian lots charge a daily or monthly fee.

In the District, the monthly parking charge is as high as \$70. Rates in Virginia, at Crystal City, are around \$35 a month. That's why the concern with commuting; it is often cheaper—not to mention easier—to use public transportation than to drive. Parking at the Pentagon and Navy Annex is free, but expect a long hike from the back lot unless you are a member of a car pool. Car pool vehicles are permitted to park closer to the buildings.

Living and working in Washington is not as complicated as it sounds. Most Navy people settle in within a couple of weeks and find that life in the capital is really pretty good. Duty has subtle benefits many

folks never think about. There is a kind of status associated with people who have had duty in the area. People returning to the fleet from Washington usually depart with a more detailed and comprehensive view of the Navy than many of their shipboard running mates. Most Washington veterans have a better idea of the mission of the Navy as a whole and their particular role in that mission.

But it is in tangible benefits that Washington excels. Where else could you tour the White House in the morning, fly a flight simulator in the afternoon and hear a rousing band concert in the evening, all without spending a penny? The ocean can be reached in a couple of hours—Chesapeake Bay is even closer—and the moun-



tains and skiing are only a couple of hours' drive to the west.

One of the best known haunts is the Smithsonian Institution, the nation's pre-eminent museum. The Smithsonian is large and is housed in several major buildings on the mall close by downtown Washington. Perhaps the most popular with visi-

tors and natives alike is the Air and Space Museum, a memorial to air travel from the beginning of time—well, almost. With airplanes suspended from the ceiling and mock-ups of space capsules, as well as flight simulators, films and demonstrations, it is virtually impossible to see and do everything in Air and Space in one visit. But that is just one of the Smithsonianians.

The museums of History and Technology and Natural History both easily occupy at least a day each of browsing and discovery. Don't for one minute think that one visit is all you'll ever make to any of these great exhibits. Most people browse the Smithsonian at least once every six months and usually more frequently to take advantage of special and constantly changing displays.

For art lovers, Washington has an abundance of galleries, both public and private. The National Gallery of Art, with its impressive new East Wing, is a proud member of the mall. Close by are the Hirshhorn, Renwick and Corcoran galleries, making some of the finest collections of art in the world available within easy walking distance of each other.

Monuments, the White House, tours of



The D.C. area offers a variety of working environments. A Navy woman (top left) takes her lunch break at a hot dog stand in the Crystal City complex while Yeoman First Class Mike Linnane (center) enjoys his noon hour outside in the Pentagon quad. Bottom left and center: The architecture of the 39-year-old Pentagon offers a contrast to the modern design of the new National Naval Medical Center at Bethesda, Md. Above: Pentagon employees head for home at the end of another working day.

# Duty in the Nation's Capital

the Bureau of Engraving and Printing to watch money being manufactured—all are well-known and popular attractions and most are free, too. But there are a variety of less well-publicized activities. The grounds near the Jefferson Memorial are dotted with athletic fields which are busy year-round with everything from soccer to football to cricket. There are polo matches on the polo green each weekend during a good part of the year and frisbee matches everywhere.

The Smithsonian sponsors a yearly kite flying competition on the Washington Monument Grounds, and the Marine Marathon snakes through the city each November. The Fourth of July celebrations on the mall are not to be overlooked. For the past two years, the Beach Boys have given free concerts, and a spectacular fireworks display always caps a day of picnicking and fun.

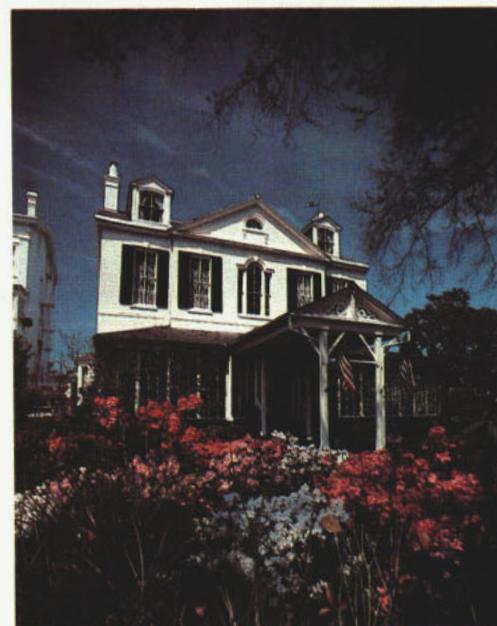
On certain evenings each week, from late May to September, free band concerts are scheduled on the steps of the Jefferson Memorial. Various military bands, including the Navy Band, and other musical groups based in Washington are featured and some concerts include fireworks, marching units and pageants. The rest of the year, the bands play at places such as DAR Constitution Hall, the Labor Depart-



ment Auditorium and Kennedy Center.

The Washington Navy Yard hosts spectacular and impressive Summer Reviews weekly from June through September, and the Marine Barracks conducts a popular Evening Parade each Friday during the summer. Not to be forgotten is the annual open house at Andrews Air Force Base, the only major military base open house in the Washington metropolitan area. Although Andrews is an Air Force base, the Navy's Blue Angels are often the featured attraction, and the "Angels" are also featured during "Commissioning Week" at Annapolis. As with most military sponsored activities, the concerts, parades and open house are free and open to the public.

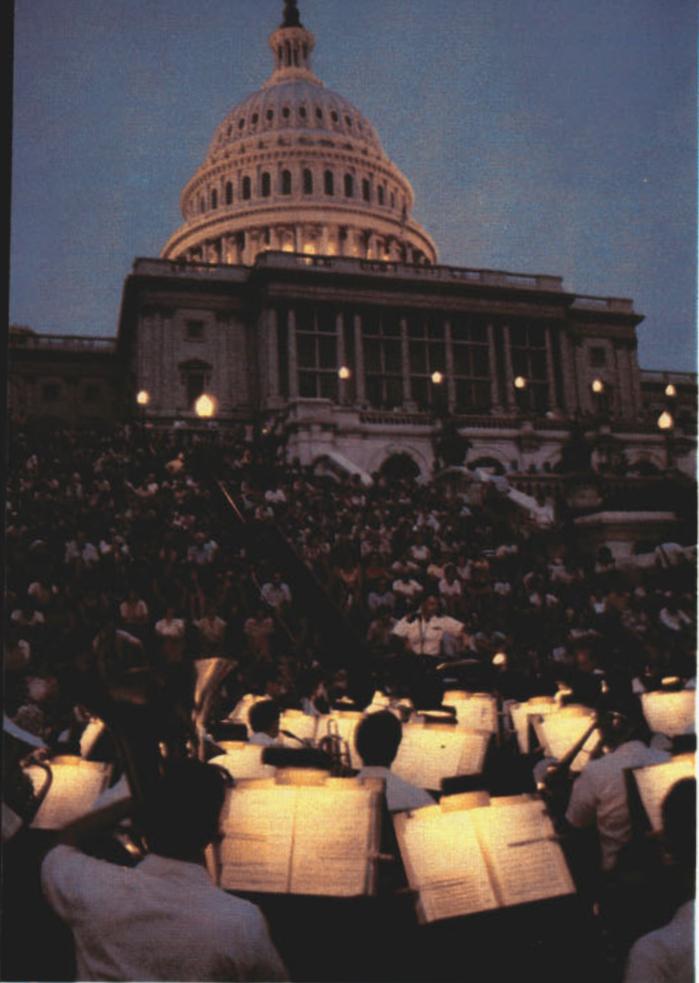
For sports nuts, Washington is the place. Redskins football, Bullets basketball and Caps hockey make the D.C. area a haven for the sports enthusiast. If baseball is your game, a short drive to Baltimore is definitely in order to watch Earl Weaver cut up with the Orioles. Add these pro teams to the local college teams—the Naval Academy team is an hour away in Annapolis—and it makes for a busy time. But pro-football fans should be forewarned: Redskins season tickets have been sold out for the past 15 years—reports are of more than 10,000 people on the waiting list—and tickets for individual football games are next to impossible to obtain. But most other sports teams have a good selection of



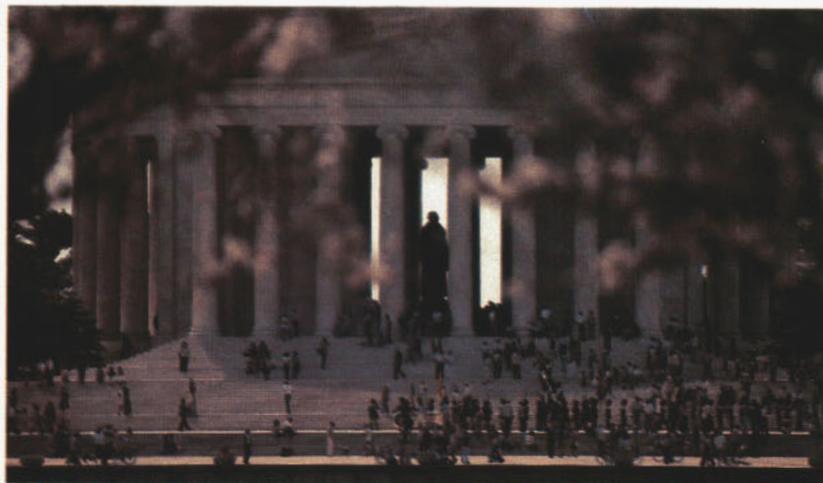
tickets available, many at reduced rates through special services.

There are a variety of less active leisure pursuits available, too. Take, for instance, Sunday brunch—Washingtonians have elevated breakfast to a ritual that rivals that of even New Orleans. With a copy of the Sunday *Washington Post* (weighing 5 pounds or more) under one arm, many people stroll to their neighborhood pub for a leisurely brunch of anything from the traditional American ham and eggs to the non-traditional Indian curry. In football





The area is rich with the history of our Navy and our nation. Bottom left: The Smithsonian Institution's Air and Space Museum features a mock aircraft carrier. Counterclockwise from top left: The Marine Corps Historical Center at the Washington Navy Yard is adjacent to Tingey House, built in 1803, which serves now as the CNO's residence. The Iwo Jima Memorial is a prime vantage point from which to view Washington's Fourth of July fireworks; the Jefferson Memorial becomes the center of attention during the Cherry Blossom Festival. The Navy's Concert Band performs on summer evenings throughout Washington. Photo by Vince Cuthie.



season, some folks linger to watch the Redskins on the establishment's television; if it is spring or summer, some relax at outside tables to people watch. Brunch can be a day-long affair.

Weekends are also a good time for a

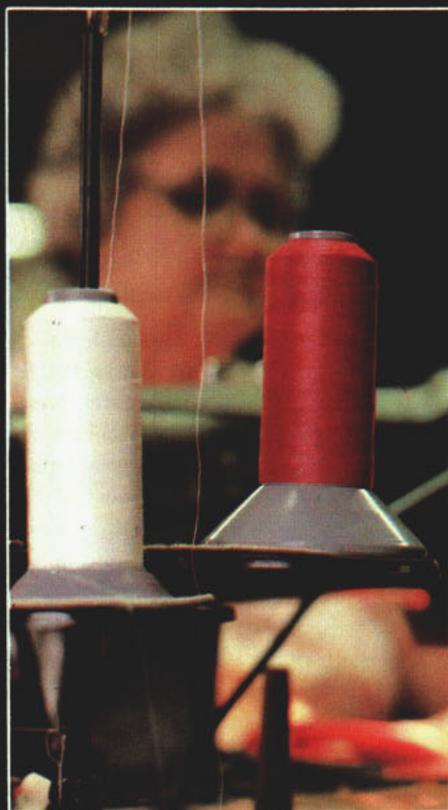
stroll through Georgetown, on the District's waterfront, or Old Town Alexandria, across the Potomac in Virginia. Brick paved sidewalks, canopied by trees and dotted with pots of bright flowers, are crowded with small shops and restaurants,

many housed in 200-year-old buildings.

Georgetown is known for the variety of restaurants available within the relatively small area, Old Town for its colonial flair. Sidewalk musicians and performers provide raucous entertainment for a few coins, and antique shops, art galleries and boutiques provide hours of browsing for lookers and serious collectors alike. Jazz enthusiasts gather by the old C&O Canal in Georgetown on summer weekends, spread blankets under the trees and picnic to the strains of a jazz concert. Old Town hosts ethnic folk festivals almost weekly, and the annual Christmas decoration tour is also a favorite.

Concerts, museums, the beltway, the housing prices—all combine to make Washington a special city. Finding the time to partake of all the area has to offer can be a major task but one thing is guaranteed: Duty in the nation's capital will be a valuable and memorable experience, both professionally and personally. Duty in Washington really can be a high point in one's career.

—Story by Marge Holtz  
—Photos by PH2 Robert K. Hamilton  
and PH1 Jim Preston



# Stars and Stripes Forever

Red, white and blue cloth billows from boxes placed near sewing machines throughout the room. An alternating hum and whine from needle-jawed machines sets the pace for a small group of Betsy Rosses.

Cutters, strippers, stitchers and binders are among those who make up a hotbed of patriotism in rural Spring City, Pa., home of the Valley Forge Flag Company.

A two-story brick building serves as the organization's headquarters and home for a staff that produces and pieces together the colorful cloth collage that represents the freedom, independence and unity of our country.

Their final product—the American flag.

Although the history of the flag remains hidden in a cloud of myth and legend, it is generally agreed that it was born June 14, 1777, by act of Congress.

History records that when the continental Army first flew the American flag, General George Washington described its symbolism: "We take the stars from heaven, the red from our mother country, separating it by white stripes, thus showing that we have separated from her, and the white stripes shall go down to posterity representing liberty."

Countless numbers of people

through the years have fought and died to protect what our flag represents. Others have burned it, spat upon it, worn it unceremoniously or otherwise humiliated it in public. Yet it survives and continues to serve as the standard of the home of the free and the brave.

Ada Umstead has been making flags for the Valley Forge Flag Company for 17 years. She says it's a job she has never tired of but adds, "I often wonder where all the flags go. You just don't see many of them flying any more."

Ada, like most of her co-workers, has an abiding respect for the red, white and blue cloth that is meticulously sewn and hemmed together into the flag.

"A lot of work goes into making a flag," said John Shieb, a former Army infantry sergeant who has worked at the small Pennsylvania plant for the past two years.

"I've had lots of jobs since I retired from the Army," said Shieb. "But I've never enjoyed any job as much as I enjoy making these flags."

Shieb cuts the blue field for the flag, which is one of the first of 13 steps in producing the hundreds of Old Glories. As the field is trimmed and sewn, another person cuts and sews together the red and white stripes.

Cameron Slitter, who has seen red

for six of the seven years he's been with the company as a cutter of red cloth, says his job is rewarding. "There's a lot of satisfaction in this job because you know where the flags go and what they are used for. That's a good feeling."

The Pennsylvania company is one of a handful of firms that exclusively produce flags for municipal and federal government agencies as well as for private and commercial use. It's a matter of pride to the Valley Forge employees that it was their flags which covered the caskets of Presidents Eisenhower and Kennedy.

Along with the sense of kinship the employees of the Valley Forge Flag Company share, there is a touch of rivalry. It seems that among the flag-making set there is some disagreement about who produced the most notable flag of the 20th century. The Valley Forge people are quick to claim it was their flag that was planted on the moon. That's a claim, they say, all flag companies make.

As you view the rows of sewing machines and watch the expressions on the faces of the men and women in the Spring City plant, you realize that these people aren't just making flags, theirs is a labor of love.

—Text by JOI Lon Cabot  
—Photos by PHI Jim Preston

# Bearings



**On Top of the World.** PH1 Bill Garlinghouse (left) of Atlantic Fleet Audio-Visual Command receives the Navy/Marine Corps Parachutist Gold Wings from BMCS Pierre Ponson, leading chief of the Navy's demonstration parachute team, "Chuting Stars." Garlinghouse, along with PH2 E.G. Nociolo, had completed advanced free-fall training as part of the qualification requirement to use camera-mounted helmets for photographic coverage. The presentation was made at 8,000 feet during a free-fall speed of 90-120 miles an hour. *Photo by EN2 Steve Westling.*



**VP-22 Says STOP.** The Blue Geese of Patrol Squadron 22, currently operating from Cubi Point, R.P., have initiated a creative program to fight drug and alcohol abuse. It's called STOP—Sailors Together Overcome Problems. The program helps people get together on an informal basis to talk about their problems and possible solutions. AWL Warren Gallinger, a collateral duty drug and alcohol adviser, had the initial idea for the program; the group meets on a volunteer basis twice a week. All problems are discussed in an atmosphere of trust, understanding and confidentiality. *Photo by OSI Applebee.*

## Good Navy Reading

The U.S. Government Printing Office, which has brought out such best sellers as "Aqua Dynamics," "Where to Garden—Setting Your Site" and "In The Bank . . . Or Up The Chimney," now has three seafaring publications topping its best seller list.

These nautical stories explore a sailor's life, trace the Navy's manned submersibles and search naval historical resources. They are: "Manned Submersibles," GPO No. 008-042-00063-2, \$20.00; "Admiral William Veazie Pratt, United States Navy, A

## On With the Show



There are no billboards and no marquees with giant neon lights at the U.S. Naval Base, Guantanamo Bay, Cuba, but an active little theater group has been performing there for at least 30 years, enhancing morale. Members claim that the Guantanamo Bay Little Theater has one of the longest, most productive careers of any amateur group in the armed forces.

To the delight of the Navy people stationed at Gitmo, this Little Theater has staged a total of 110 productions. These have included a variety of such noteworthy shows as "My Three Angels," "Gaslight," "Godspell," "Hello Dolly," "Come Back Little Sheba" and "Picnic"—all ambitious undertakings.

Although no one knows exactly when the first amateur production was presented, records of active theater participa-

Sailor's Life," GPO No. 008-046-00069-7, \$9.50; and "United States Naval History Sources in the United States," GPO No. 008-046-00099-9, \$6.50.

Each or all three can be ordered directly from the Superintendent of Documents or picked up at any GPO bookstore. To order the books by mail write to:

Superintendent of Documents  
U.S. Government Printing Office  
Washington, D.C. 20402

All orders should be accompanied by payments in the form of check or money order made payable to the Superintendent of Documents.



**Big Bonus.** Kenneth I. Lichti, associate director of the Range Directorate at the Pacific Missile Test Center, Point Mugu, Calif., receives the center's first Management Leadership Award from Rear Admiral Fred H. Baughman, Commander, Pacific Missile Test Center. The newly created award, which carries a \$1,000 bonus, will be given annually to a civilian employee selected for "special achievement in management."



*Behind the scenes: some of the members of GTMO Little Theatre*

tion go back to 1948 with the presentation of "Arsenic and Old Lace." In 1977, a presentation of that same play was followed by two years of inactivity; in 1979, the Little Theater once again opened its doors.

Members of the group—performers, make-up artists, set and costume designers, ticket sellers, stage workers and the like—have worked creatively to provide Gitmo's residents with live theater entertainment. Recently, the group traveled to Haiti and Jamaica to take part in a little theater exchange program. That trip marked the first time that the troupe included a magician as part of its show—sort of a magical experience.

—By RMI Al Albers



Continuing to stay in touch with their Navy pen pals, eighth-grade students of St. Brendan School in North Olmstead, Ohio, decorated a classroom wall with photos, flags, plaques and other memorabilia from Navy ships around the globe. The students did so much with their room last year—when they were seventh-graders—that they were allowed to keep the same room this year even though they moved up a grade. As Cmdr. D.G. Clark, commanding officer of the USS *Semmes* (DDG 18), said, "The relationship between these kids and many U.S. Navy ships provides a fine image of the public's awareness of today's Navy." We heartily agree.

# Bearings



**Proud Time on Pegasus.** Crew members of USS *Pegasus* (PHM 1) celebrated the seventh anniversary of the U.S. Atlantic Surface Force on Jan. 22 with a cake cutting ceremony conducted by BM2 Larry Gay (left) and GS2 James Richardson.



**Royalty on Board.** Rear Admiral James E. Service, Commander Task Force 60, welcomes Crown Princess Sonja of Norway to the USS *Dwight D. Eisenhower* (CVN 69). The princess, whose husband, Crown Prince Harald, is in line to succeed King Olav on the Norwegian throne, visited the nuclear-powered carrier while it was on patrol in the Mediterranean. Following lunch in the flag wardroom, the princess was taken on a tour of the ship. It was the first time she had ever been aboard an aircraft carrier. Photo by PH3 David R. Sewter.

## Brother/Sister Team

Brian and Joyce Grulkowski grew up together, attended the same classes in school and both worked in the family's neighborhood tavern back home in Wittenberg, Wis.

Then, after hearing about their older brother's experiences as an engineman on USS *South Carolina* (CGN 37), they enlisted in the Navy and are now mess specialists on USS *L.Y. Spear* (AS 36). Joyce signed on under the Delayed Entry Program, but Brian preceded her by six weeks at Recruit Training Command Orlando, Fla.

Joyce finally caught up with Brian in mess management specialist "A" school in San Diego, and it was there they filled out special requests for brother/sister duty.



Even though the pair was not initially assigned to the same command, it all worked out. Today, Mess Management Specialist Third Class Brian Grulkowski and Mess Management Specialist Third Class Joyce Grulkowski are aboard the subtender based in Norfolk, Va., where Brian prepares and serves meals for the captain's cabin, and sister Joyce supervises a six-person staff in the wardroom.

Besides holding the same rate and rating, they just may have the distinction of being the first brother/sister team assigned to duty aboard the same ship.

—Story by J03 Kathryn A. McConnell  
—Photo by PH3 Joel M. Reines

## Marine earns ESWS

Marine Staff Sergeant Michael A. Mercer attained an unusual qualification. He is one of a handful of Marines to be designated a Navy Enlisted Surface Warfare Specialist.

Mercer, combat cargo assistant aboard the amphibious cargo ship USS *Charleston* (LKA 113), completed his personal qualification standards in slightly more than a year.

This designation is difficult for most sailors to attain. An enlisted surface warfare specialist must have a general knowledge of the ship's overall mission, basic deck equipment, engineering plant capabilities, combat systems and other mission-essential systems.

"It was a challenge for me. Engineering was the most difficult part," said Mercer. "I'm not mechanically inclined. Deck was the easiest. When the ship was short-handed, I helped out, so I did have some hands-on experience."

Seven others worked on enlisted surface warfare specialist qualifications at the same time as Mercer. "The guys I work with were patient in explaining things to me," he said.

Other things that helped him qualify were shipboard requirements and his willingness to learn. All E-6s and above are required to stand the officer-of-the-deck (inport) watch, and after six months, all personnel are required to be damage-control qualified. Additionally, Mercer also



**All for One Navy.** When Utilitiesman Second Class Chris A. LeVelle (center) of Naval Mobile Construction Battalion 133 re-enlisted for six years recently, he had plenty of support. His dad, Master Chief Constructionman Clarence G. LeVelle, and his sister, Airman Apprentice Denise R. LeVelle, were with him. UT2 LeVelle's wife and two children also were there. CUCM LeVelle is 20th Naval Construction Regiment assistant for contingency training; AA LeVelle is an air traffic controller apprentice. *Photo by PH2 Randy Shank.*

completed a master-at-arms course and volunteered to become a gun mount captain.

His experience aboard *Charleston* has given him an entirely new perspective on

the Navy. "It's given me a better outlook on what the Navy goes through to get prepared for embarked units," said Mercer. "But I'm ready to go back to the Marine Corps."

*By J03 Tracy Hutton*

## 'No Notice' Exercise Tests Swift Reaction

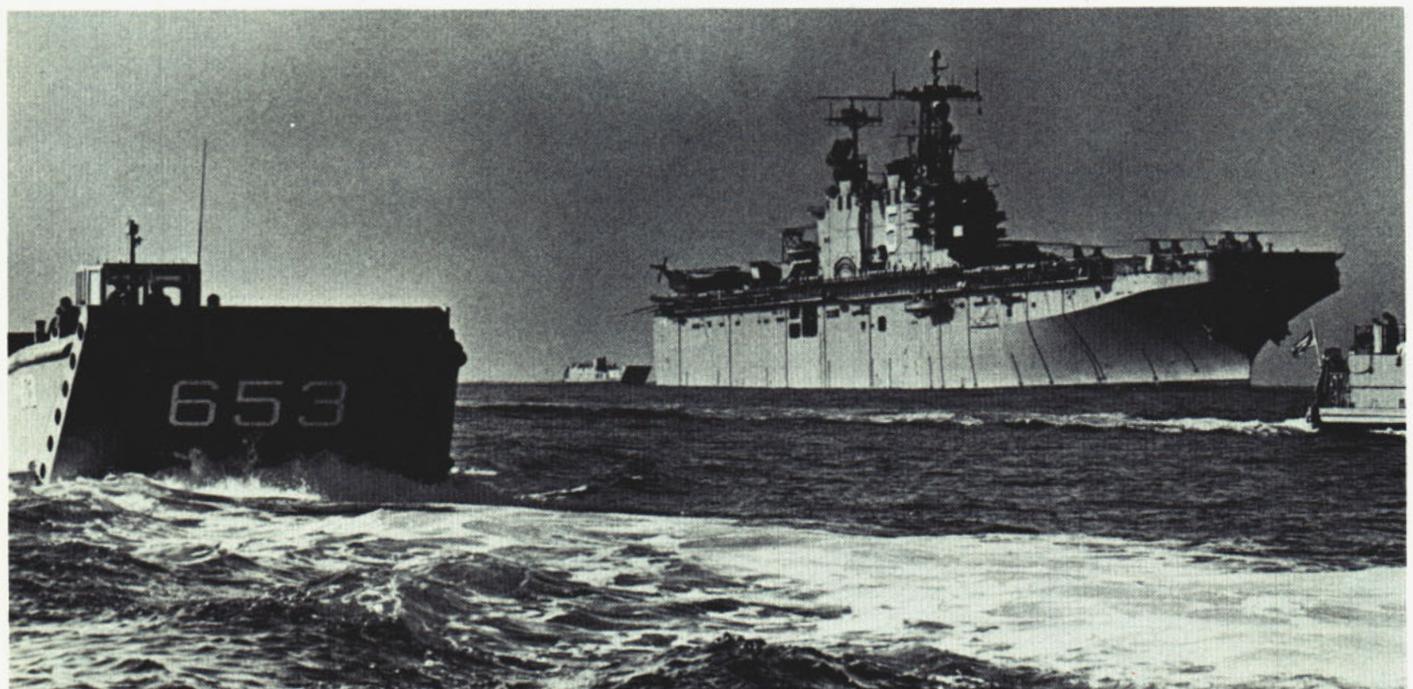
Operating under tight security, Pacific Fleet amphibious forces recently concluded a major civilian evacuation exercise off San Clemente Island, Calif. The exercise, code named Kernel Egress, was led by USS *Peleliu* (LHA 5) as part of a six-ship amphibious ready group. Support was provided by an aircraft carrier battle group headed by USS *Ranger* (CV 61) and composed of eight cruisers, destroyers and support ships. The amphibious group, with its embarked Marines, evacuated civilians from a simulated U.S. embassy during the exercise.

Involving nearly 12,000 sailors and Marines, Kernel Egress was staged in a highly realistic environment. Most of the people in the task force had no advance notice. But when the exercise alert was announced, a full-scale effort was mounted to plan the operation, order and stow hundreds of tons of supplies, and embark 3,000 combat-equipped Marines and helicopters for the evacuation exercise.

Tight security restrictions, including no news media announcement, were necessary to approximate the same security measures which would exist in an actual

situation. Not until the ships had cleared the piers in San Diego did the embarked sailors and Marines learn that a major exercise was in progress.

The amphibious task group staged from San Diego and Long Beach, Calif. The cutting edge of the evacuation operation was the 17th Marine Amphibious Unit, an air and ground task force of 3,000 Marines and Navy corpsmen, with helicopters and equipment organized specifically for the evacuation operation. The plan called for the Marine landing force to conduct a simultaneous amphibious landing and heli-





copter assault to secure an airport on the north end of "Island Purple" (actually San Clemente Island) while seizing, occupying and defending the U.S. embassy in the fictional capital city to the south.

On signal, the flagship *Peleliu* launched helicopters, and Marine assault troops stormed the beach from tracked amphibious landing vehicles. Close air support was provided by the *Ranger* battle group as the lead wave of Marine CH-46 *Sea Knight* helicopters touched down and landed a 400-man ground combat force. These men would ensure the safety of the landing zone. Fanning out, the men formed a security perimeter and provided a haven for the evacuation processing teams. It all went like clockwork.

With perimeters established, the Marines set up evacuation processing stations. The realism of the exercise was heightened with 110 Marine "actors" in civilian clothing who represented a fictional U.S. ambassador, embassy officials and private U.S. citizens trapped in a fictional country under terrorist and counter



insurgency attack. In keeping with their roles, the Marines acted out being sick, injured and occasionally hysterical to simulate reactions of people in real evacuations.

"I'll locate the ambassador as soon as possible and check the list of people he feels need to get out," said Lieutenant Colonel Robert L. Peterson, commanding

*During Kernel Egress, Pacific Fleet amphibious forces storm the beach at San Clemente Island in a simulated attack to reach Americans awaiting evacuation.*

officer of Battalion Landing Team 29. "That helps the identification process." Peterson's outfit was in charge of screening evacuees and checking for weapons or

# Kernel Egress



*Above and left: An F-14 Tomcat from USS Ranger stands ready while Marines secure a landing zone. Below: Marines, acting as American evacuees, are processed and debriefed.*



explosives. "We can't risk someone getting on a helo or a ship and blowing it up," he said.

After the evacuees moved through the various check stations, they boarded helos or landing craft for transport to *Peleliu* and USS *Cleveland* (LPD 7). Once aboard the ships, evacuees were greeted by medical and processing teams trained to handle the most pressing problems. Medical treatment was provided; passport, identification and contraband checks were made; and hot meals and places to sleep were furnished—welcome respite after the strain

of their ordeal in the imaginary collapsing country.

Kernel Egress was the first major civilian evacuation exercise staged on the West Coast. The exercise demonstrated the fast-reaction capability of Southern California and Hawaii home ported ships and Marine units. Marine Colonel John I. Hopkins, commander of the 17th Marine Amphibious Unit, said, "The realism and intensity of this evacuation exercise was a great demonstration of our capability to do it fast and do it well. It provided the ideal opportunity to conduct a contingency amphibious

ous operation by the Navy-Marine Corps team to protect and evacuate threatened Americans anyplace in the world.”

A spokesman for Third Fleet Naval Surface Forces headquarters in San Diego said this was the first in a series of no-notice exercises planned on a variety of con-

tingency operations. The realistic approach will provide obvious training benefits if the participating units are ever called upon for the real thing.

But one Marine, Corporal Rodney Neal, put his finger on an aspect perhaps not so obvious. He said, “A lot of jobs depend on

morale. A realistic exercise like this keeps everyone boosted up. It’s great for training too.”

—Story by Cmdr. Greg Gagne  
and PH1 Terry Mitchell

—Photos by PH1 James Wallace  
and PH1 Mitchell

# Medical and Supply— Hand-in-Hand

Logistics preparations for a major exercise can be a nightmare. Add the complications of a no-notice exercise and the effect can be staggering. But aboard USS *Peleliu* (LHA 5), preparations were conducted without a hitch. To provide for extended periods at sea for 1,800 embarked Marines and to care for the influx of civilian refugees during Kernel Egress, the supply and medical departments worked hand in hand.

Aside from the normal day-to-day medical treatment of crewmen and troops, one of medical’s primary roles during Kernel Egress was the treatment of disaster relief victims and emergency evacuees. As a result, *Peleliu*’s medical department looked nothing like that aboard a typical ship. Stocks of medical supplies were supplemented with baby bottles, baby food and blankets. Medicine stocks were bulging. Sterile linens were prepared for operating room use on a moment’s notice.

The medical facilities aboard *Peleliu* are some of the largest and best afloat. Laboratories, X-ray facilities, blood bank, seven operating rooms, a 17-bed intensive care unit and a 48-bed primary ward are all part of the permanent facilities. Once troop berthing spaces were vacated by the Marines hitting the beach, corpsmen quickly moved in and set up additional medical treatment areas.

“We set up the triage on the flight deck,” said Senior Chief Hospital Corpsman Herb Garman. “Triage is the French

word for sorting; we examine incoming wounded and assign treatment priorities,” he said.

Critical patients go directly to the major operating rooms; others are treated in the minor operating rooms where burns, small cuts and broken bones are tended. Throughout the hectic last stages of preparation, Garman remained calm. “When you’ve been around as long as I have and seen this as many times as I have, it doesn’t faze you,” he said.

Things were different in *Peleliu*’s supply department. Faced with the Herculean task of preparing for the exercise, activities proceeded at a frantic pace. Shortly after the alert, a nine-hour planning meeting took place to determine supplies needed, in what priority and where to locate them.

By telephone, naval message—even by hand—the supply orders went to Long Beach, San Francisco, San Diego and Norfolk, Va. Delivery arrangements were made, priorities rearranged and pressure was applied to meet deadlines. “Each day as we took deliveries and loaded them aboard, we had to take stock of everything received and check the status of missing items,” explained Commander W.D. King, *Peleliu*’s supply officer. “Working parties were virtually non-stop, and some stretched into the night.”

Supplies rolled in by the ton, and, in the midst of all this activity, *Peleliu* moved from Long Beach to San Diego. Supplies flown to Los Angeles had to be picked up



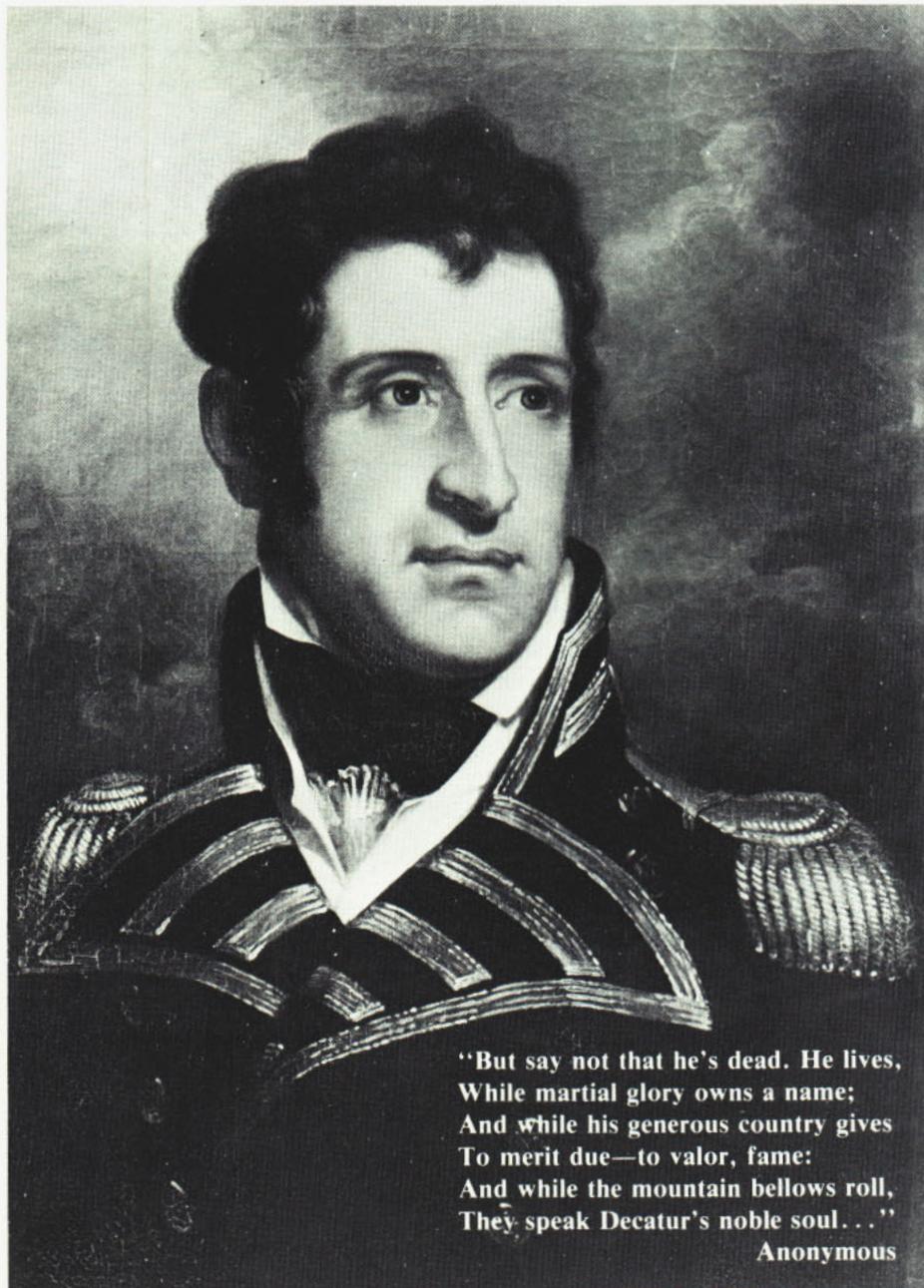
Evacuees are escorted to USS *Peleliu*’s processing center.

and trucked to San Diego. Even the severe East Coast winter affected the operation: 400 badly needed bed sheets couldn’t be retrieved from the warehouse in Norfolk because the warehouse doors were frozen shut.

Despite the complications, five days later the ship’s storerooms held enough provisions for 60 days at sea and enough general stores and aircraft repair parts for 90 days. “We went from a predeployment status to a deployment status in five days,” King said.

—Story by PH1 Terry Mitchell  
—Photo by PH2 Walter Rekoski

# Decatur — Man of Conflict



“But say not that he’s dead. He lives,  
While martial glory owns a name;  
And while his generous country gives  
To merit due—to valor, fame:  
And while the mountain bellows roll,  
They speak Decatur’s noble soul. . .”

Anonymous

The year is 1798. The U. S. Congress has repealed the Revolutionary War-era French treaties of 1778 and would later pass an act authorizing the seizure of French vessels “within the jurisdictional limits of the United States, or elsewhere on the high seas.” The nation’s decision to no longer succumb to the capture of its ships by French privateers materialized as the cry of war sounded through the streets of Philadelphia, the nation’s capital, and the home of a young and rambunctious Stephen Decatur.

In the middle of this martial enthusiasm, Decatur, a true lover of ships and the sea, accepted a midshipman’s warrant dated April 30, 1798, and thus became the protégé of the celebrated Captain John Barry. Decatur made his first cruise aboard *United States*, under Commodore Barry, and rose through the ranks until he was given command of the schooner *Enterprise* in 1803. While on operations in the Mediterranean, off Tripoli, Decatur and his crew captured the Tripolitan bomb ketch, *Mastico*. This prize was renamed *Intrepid* and pressed into U. S. naval service; the act, itself, marked the beginning of Decatur’s national popularity.

Even though he was known to be extremely feisty and headstrong, Decatur soon gained the respect and admiration of his peers. Even as a youngster, his boyhood companions considered him their leader because he was quick-witted and quite gifted at mimicry. Nevertheless, whenever young Stephen was offended, his anger would flow, with his fists to follow—and he never stopped to consider whether his opponent was superior in size or in strength. Yet, there is a tale of a quar-

rel that he had with a smaller boy who wanted to fight. Decatur, refusing to take advantage of the boy's weakness, offered to fight both the challenger and one of his brothers. Later, at the age of 14, Decatur encountered a bully who insisted upon insulting his mother. "That is my mother, she must be treated with respect," declared young Stephen, and promptly proceeded to beat his antagonist.

Decatur's early bent for frolic and fighting was carried over into his adulthood, for not only did he participate in the pranks of the typical young naval officer but also in the practice of dueling.

### Philadelphia's Demise

For years, Yusuf Caramelli, Bey of Tripoli, had been receiving tribute of \$56,000 in cash and presents from the United States as payment for "protection" of U. S. merchant ships in the Mediterranean. But when he discovered what the rulers of Algiers, Tunis and Morocco were being paid—up to \$1 million—the bey assumed that he could get a better deal. He approached the American consulate with an outrageous proposal for even more money but grew impatient for a satisfactory reply. On May 14, 1801, the bey cut down the consulate's flagstaff and declared war

against the United States. Months later, a "squadron of observation" was sent to explore antagonistic attitudes developing in the East.

At this time, a unit of Commodore Edward Preble's squadron lay captive to the Tripolitans; it was the frigate *Philadelphia*. Commanded by Captain William Bainbridge, it had been blockading the port of Tripoli when it gave chase to a ship that hoisted Tripolitan colors. During the chase, *Philadelphia* ran aground on an uncharted rock and was shortly seized. The capture of *Philadelphia* posed a predicament. Yet it was this event that gave America and its Navy one of their greatest heroes.

Light gales swept through the harbor of Tripoli. Ashore lay the Tripolitan batteries; within easy range of the bey's castle sat *Philadelphia*, its 44 guns loaded with double-shot.

Lieutenant Stephen Decatur, commanding the ketch *Intrepid*, and Lieutenant Charles Stewart, commanding the brig *Syren*, carried orders to destroy *Philadelphia*. The time was set for 7 p.m. when Decatur was to enter the harbor, board and apply the torch. Stewart was to lie outside the harbor in the best possible position to cover the retreat. The success of Decatur's

enterprise was dependent upon surprise and quick action. Any suspicion aroused, as the ketch approached the frigate, would ensure that Decatur's small craft would be blown out of the water. Charles Morris, a midshipman from *Constitution* aboard *Intrepid* for this mission, recorded the account:

"With ketch and crew disguised as Maltese, we steered directly for the frigate. At last the anxious silence was broken by a hail from her, demanding our character and object. The conversation was kept up between the frigate and the ketch through our pilot, acting under the dictation of Decatur. We alleged the loss of our anchors during the last gale, which was true, as a reason for wishing to make fast to the frigate till morning, and permission was obtained."

A boat was in tow astern of the ketch. It was manned and ready to make fast to the frigate. A boat from *Philadelphia* met the Americans to exchange lines that would eventually bring the frigate and ketch closer together. When the ships were about to make contact, a cry of "Americanos" rang

*An artist's impression of Lt. Decatur and Midshipman MacDonough boarding a Tripolitan gunboat during the attack on Tripoli.*



# Grains of Salt

out; immediately, the order “board” was given. The surprise was complete; the Tripolitans were caught totally off guard. Though they managed to remove the tampons from some of the cannons, not a shot was fired. About 20 Tripolitans were killed; one was taken captive. When *Philadelphia* was free of defenders, fires were set in the storerooms, gun room, cockpit and berth deck. Meanwhile, the batteries ashore, alerted by the defiant cheers of *Intrepid’s* crew, fired on the intruders. Favored by a light breeze and *Intrepid’s* speed, they escaped with only one shot through the top gallant sail. No one had been killed; only one man was slightly wounded.

Decatur returned to the squadron’s base at Syracuse as the idol of many Americans—he had executed (according to Lord Nelson) “the most bold and daring act of the age.” But the burning of *Philadelphia*

would not be the last of Decatur’s courageous voyages.

## In Search of a Majestic Prize

The second war of independence against Great Britain—the War of 1812—found the federal government backed into such a corner of commercial paradox that even its decision to declare war was a matter of alteration as opposed to a matter of choice. In response to Britain’s impressment of American seamen on the high seas, restrictions placed on American commerce by British Orders in Council, the Decrees of Napoleon, the Retaliatory Embargo and Non-Intercourse Acts, and Britain’s alleged interference with Indian affairs in the Northwest, the United States finally declared war on June 19, 1812.

The dawn of Oct. 25, 1812, was bright and clear, with weather conditions that were ideal. Sailing a route used by British merchantmen, Decatur (now commander

of the frigate *United States*) hoped to fell a rich prize or two—preferably a ship of His Britannic Majesty. Lookouts were posted at the masthead at all hours—the crew was eager for a fight. As the *United States* headed southwest, a lookout spotted the sail of an English warship, just over the horizon. Instantly, *United States* set sails to its main course, and before 7 a.m., it was overhauling its prey.

The enemy was at quarters, and by 9, Decatur luffed, took in his sails and fired; the first shots fell short.

Both ships were now on the same tack, close on the wind—a position that made it impossible for *United States* to gain the battle advantage of the weather-gage (one ship windward of another). Returning to his original course on the port tack, Decatur ordered maneuvers that displayed skilled seamanship and caused a British seaman on board the enemy ship to remark: “It’s no fool of a seaman handling that ship. We’ve got hot work ahead of us.”

During the first 30 minutes of the encounter, broadsides were exchanged, but virtually no damage was done until the English Captain John Carden blundered. The commander of the *Macedonian* assumed his opponent was the smaller American ship *Essex* and changed his course to cross its bows in order to commence firing at a longer range. Carden soon realized that his guns were of no use. Still, instead of backing off, he moved in for an attack at close range, a maneuver that only reaped the wrath of Decatur’s guns. So incessant were the American’s broadsides that the enemy believed it to be afire; the British passed the word throughout their ship. Another fatal mistake. *United States* maintained its destructive fire, and within two hours, Commander Carden hauled down his colors. Decatur, flushed with victory, hailed: “What ship is that?”

“His Majesty’s frigate *Macedonian*, 38, John S. Carden,” was the reply.

As Carden stepped aboard the deck of *United States*, he offered his sword to Decatur. A gentleman in peace and in war, Decatur said, “No sir, I cannot receive the sword of a man who has so bravely defended his ship, but I will receive your hand.”



Paintings depicting the capture of HMS *Macedonian* (opposite page) and the burning of the frigate *Philadelphia* (above) in the harbor of Tripoli.



### The Tragedy

Stephen Decatur was a duelist who also acted as a second to many. And yet, in 1809, Decatur required midshipmen under his command to swear that they would neither give nor accept a challenge without first consulting him. For years, the "Decatur Plan" was popular with naval officers, but not until July 17, 1892, did dueling become outlawed. Moreover, Decatur's apparent change in attitude did not save him from his own senseless death—by a ball from Commodore James Barron's silver-mounted pistol.

This tragic happening evolved from what is known as the *Chesapeake-Leopard* affair of 1807 for which Barron (as captain of the *Chesapeake*) was court-martialed and found guilty of "neglecting—on the probability of an engagement (with the British ship *Leopard*)—to clear his ship for action." As a result, he was suspended for five years without pay. During that time, Decatur was ordered to relieve Barron of

his command of the *Chesapeake* and was later appointed—against his will—as a member of the Court of Inquiry to look into the *Chesapeake* affair. In a letter to the Secretary of the Navy, Decatur asked to be excused because "it is probable that I am prejudiced against Commodore Barron and view his conduct in this case with much more severity than it deserves; previous to her sailing, my opinion of him as a sailor was not favorable."

The Secretary refused Decatur's request because "already there are fewer captains on the court than I could have wished." Decatur informed Barron's counsel of his prejudice in an effort to give Barron a chance to protest his appointment—a privilege that Barron did not exercise.

After the court's verdict, Barron sought employment in the merchant service and made several voyages that ended in Copenhagen because of the war with Great Britain. Subsequently, Barron did not request restoration to active duty until after

the close of the war. In that interview, the Secretary of the Navy informed Barron that his remaining in a foreign country after his suspension expired, and during the war, was considered improper conduct and required an explanation.

Since Decatur (with John Rogers and David Porter) was one of the Navy commissioners, Barron believed that he was mainly responsible for advising the Secretary to refuse his reinstatement, based on the events of his trial. In the correspondence that the two men inevitably exchanged, it appears that a third party was adding kindling to the flames of fires past, until finally on Feb. 6, 1820, it was "agreed by the undersigned, as friends of Commodore Decatur and Commodore Barron, that the meeting, which is to take place at nine a.m., on the 22d instant, shall take place at Bladensburg, near the district of Columbia, and that the weapons shall be pistols; the distance, eight paces or yards; that, previously to firing, the parties shall be directed to present, and shall not fire before the word "one" is given, or after the word "three"; that the words, one, two, three, shall be given by Commodore Bainbridge."

The date was March 22, 1820, when the two men stood on the dueling ground known as the "Valley of Chance." Their seconds, Captain Jesse D. Elliott (for Barron) and Commodore William Bainbridge (for Decatur) prepared for the duel.

"I hope, sir, that when we meet in another world we shall be better friends than we have been in this," said Barron.

"I have never been your enemy, sir!" exclaimed Decatur.

The orders to fire were delivered by Bainbridge, as agreed. On the word "two" it was reported that both pistols had fired. Each duelist fired only once. Barron was hit in the hip and the ball became imbedded in the groin. Decatur received a ball in his hip that traveled upward into his abdomen, severing several arteries. Decatur was taken to his home near the White House where he lingered for 12 hours. He knew he was to die, and yet, his only sorrow was that "had death found him on the quarter-deck, it would have been welcome."

—By JO2 Vickie J. Oliver

# He Seeks Out Problems

"Leadership has always been in the Navy. Some people display it quite frequently; they become examples of leadership."

The words are those of a Mexican-American, a 5-foot, 8½-inch, 154-pound E-8: Senior Chief Hospital Corpsman Alfredo Trevino of the Naval Regional Medical Center, Pearl Harbor, Hawaii.

A recognized leader—he's senior chief petty officer at the clinic—Trevino projects his style in all things. His warmth and

commanding professionalism are evident to those who visit his busy NRMC office. His bearing is relaxed, yet always military. Thick black hair and a swarthy complexion bespeak his proud heritage.

Shortly after his arrival at NRMC last October, he noticed that several chiefs at the clinic were functioning solely as specialists. With the help of his superiors, he implemented changes in the clinic's structure which enabled the chiefs to function fully in their military capacity.

As a result of Trevino's reorganization recommendations, NRMC's chief petty officers now have definite places in the chain of command. They serve not only as experienced hospital corpsmen but also as military leaders who give guidance and direction.

"I see the chief petty officer as a very strong middle manager," Trevino said. "He's there as a buffer. He has to see to it the needs of his subordinates are met, and, while doing so, he has to interpret correctly what his superiors want.

"He has to take all the information from his superiors which is directed downward, interpret it and pass it on to a young man or woman in an understandable form."

Before reporting to Pearl Harbor, Trevino served aboard the ammunition ship USS *Pyro* (AE 24). That tour, his first stint aboard a ship, was an eye-opener.

"I was a first class then; I'd never been aboard a ship," he recalled. "I had served with the Marines—emergency medicine, traumatic medicine, combat medicine—but I didn't feel qualified to take on a complex medical department assignment, providing health care for some 300 people."

He added, "First, I went to independent duty school for corpsmen. I liked it, and I graduated high in my class.

"I had outstanding instructors at independent duty school. Only because I studied there for a full year was I able to accomplish what I did aboard ship."

While aboard *Pyro*, Trevino received the Navy Achievement Medal and was qualified as an enlisted surface warfare specialist and junior officer of the deck under way. In 1978, he was selected sailor of the year for his ship, his squadron and his group and was nominated for the CincPacFlt Sailor of the Year award. In July 1981, after only 12½ years of service, he was advanced to senior chief. He also served as *Pyro's* senior chief of the command.

During that tour, Trevino established his reputation for originating new ideas and





*HMCS Ali Trevino, recognized for his leadership at the Naval Regional Medical Center, Pearl Harbor, Hawaii, discusses procedures for medical evacuation at sea with Lt. Sue Marshall.*

methods. Not content to wait for problems to come his way, he sought them out and began corrective action.

"I got involved in problems that were out of my realm," he said, "but the reason I did it was that there were problems and situations nobody was addressing at the time.

"So, I made myself available, and a lot of people came to me with their problems—personal, military, what have you. I became a buffer, a mediator, and I guess I developed a reputation as someone who was able to listen and to resolve a situation in a manner satisfactory to all involved."

Trevino brought that same spirit to Pearl Harbor's NRMCM, where he has established a similar reputation.

Of leadership he said, "You have to be aggressive. We at this clinic are in a position to offer something to the fleet."

To provide that care, Trevino realizes he can't just sit in his office. His highly visible leadership style includes routine checks on daily activities, and he addresses problems that arise.

When a leader addresses problems, Trevino pointed out, some easy and comfortable routines can be upset. He said he is willing to do this in order to accomplish what is needed—even if it costs him a little popularity.

Before Trevino joined the Navy, his father had expected him to stay with the family in Alice, Texas. He feared his son would fail in the Navy without traditional family support. But the Navy offered Trevino opportunities his home town couldn't.

"I came into the Navy when I was 23,"

he recalled. "I had a lot of catching up to do. In catching up, I didn't really give education a thought. I was a high school dropout—10th grade—from a family of 14 kids.

"Ours was a close family where nobody left the flock; everybody stayed together. I knew in my heart what I was capable of doing. My aspirations were great."

He joined in 1967, at the height of the Vietnam conflict. He volunteered for duty in Vietnam and was assigned to the Fleet Marine Force.

Today, he carries three reminders of that tour: two Purple Heart awards and a steel plate in his head, the result of a combat wound.

His time nearly completed, Trevino returned home to Texas to consider resuming civilian life as a hospital orderly. Matching paychecks, however, he found that the Navy paid him more than, as a second class petty officer, than he would earn in a civilian hospital. That made his decision easy. He re-enlisted, received a variable re-enlistment bonus and was assigned to the Aerospace Medical Institute in Pensacola, Fla., for advanced training.

"Everything I did," he recalled, "was to show my father that I was going to succeed. I came in for that specific reason.

"Joining the Navy has to be by far the biggest, longest and most successful step I ever took in my life. And the service has opened up a multitude of educational areas."

Today, the senior chief not only has his high school diploma but also has earned an associate's degree from George Washington University.

"All because of the Navy!" he emphasized. "I would never have achieved that if I had stayed at home."

Trevino's father is now deceased, but he lived long enough to see his son succeed. His mother, brothers and sisters still live in Texas. Trevino, now married, lives with his wife and child in Hawaii. As a family man, he is a responsible individual with specific ideas about his role in life.

One of his primary responsibilities, Trevino feels, is to motivate and develop the people under him. Too many non-rated sailors, he feels, see their jobs as meaningless busywork; too many chief petty officers do nothing to dispel that image.

"I believe everyone is being paid commensurate with rank and responsibilities," he said. "A seaman recruit who chips paint or accomplishes a field day is justly compensated for his effort. He doesn't have any major responsibilities. He is told, 'This bulkhead right here is your job for today. Don't worry about anything else. Right now this is your area of responsibility.' Not to say that the person is unable to handle more responsibility, but for the time being, this is all we ask."

Trevino sees today's young sailor as being more aware and better educated than his counterpart of 10 years ago and, consequently, expects more of him. But he also believes the manager has a larger responsibility to today's sailor.

"Today's sailor is different," Trevino said emphatically. "He's better educated and more receptive to today's technology. You've got a smarter individual in a sense that he is very aware of everything you're telling him.

"He questions a lot of what you say—and this is his right to question anything he feels confused about. But it's our responsibility to explain and clear up any confusion.

"He has needs, as I have needs. If I take the time to understand that, I will meet his needs. In doing so, he will meet my expectations."

—Story by JOI Tim Siggia  
—Photos by PH1 John Wright

# Currents

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## *CHAMPUS to cost less*

Smaller medical bills should result from recent changes to the Civilian Health and Medical Program of the Uniformed Services. Figuring "allowable charges" (the most the program will pay for specific medical services) will be easier, and more frequent adjustment of charges will be permitted. However, rates now may be changed every six months to reflect increased charges by health care providers other than hospitals and physicians.

Approximately \$8 million in additional benefits will be paid during the first year of the new pro-

cedures, according to CHAMPUS director Theodore D. Wood. This should not only relieve CHAMPUS users of some of their medical costs but also attract more providers of health care to the CHAMPUS program.

CHAMPUS shares the cost of health care received in civilian facilities by military dependents, retirees and their dependents. After an annual deductible amount is paid, the program pays 80 percent of an allowable charge for dependents of active duty members and 75 percent for retirees and their dependents.

## *Military air fare discounts cut*

Eight airlines have reduced their active-duty military discount from 50 percent of standard coach-class fare to 33 1/2 percent. They are Air Florida, American, Continental, Delta, Eastern, Pan Am, Texas International and United Airlines. Western Airlines cut its discount to 25 percent.

Many airlines still offer a 50 percent discount, however. Trans World Airlines and USAir have assured the Military Traffic Management Command that they will continue with the 50 percent discount for now. A recent report from MTMC showed that service members have not been tak-

ing advantage of the special half-price tickets. Although the half-price tickets were—and still are—"one of the most generous benefits ever offered to the Armed Forces by American industry," many active duty people are unaware of the special fares.

According to MTMC, the reductions are part of an overall effort by the airlines to increase revenues. MTMC recommends checking with a scheduled airline traffic office, travel agent or airline ticket office for the best available travel rates.

## *RADM William O. Gallery Memorial Fund*

A memorial fund in the name of the late Rear Admiral William O. Gallery has been established at the Naval Training Center Great Lakes, Ill. to aid sailors and their families in need. Admiral Gallery had requested the establishment of the fund shortly before his death Nov. 15, 1981.

Admiral Gallery was once the director of the Guest of Honor Program at Recruit Training Center Great Lakes. Admiral James H. Flatley, commander, NTC Great Lakes, described Gallery as "a very special sort of person who will be missed not only by the members of this command but also by everyone who knew him. . . .

The good will he set in motion between the civilian community and the Navy will long be remembered."

Admiral Gallery's brothers Daniel and Phillip, now deceased, also were retired rear admirals. Daniel headed the task force which captured the only German submarine (U-505) seized in combat during World War II. The frigate USS *Gallery* (FFG 26) is named in honor of all three brothers.

Contributions may be made to the Rear Admiral William O. Gallery Memorial Fund, First National Bank of Chicago, First National Plaza, Chicago, Ill. 60670, Attn: Mr. Patrick Rea.

## *Cash for your ideas*

A boiler technician second class with an idea for a better boiler inspection device is \$2,500 richer. A senior chief fire control technician who suggested a program for improved training for fire control technicians also received \$2,500 for his idea. A lieutenant commander who developed a mine warfare training device was awarded \$5,000 and may receive more. Their ideas were submitted through the military cash awards program—and you can do the same.

MilCAP offers Navy men and women cash bonuses for suggestions, inventions and scientific achievements that increase efficiency, economy, productivity or bring about other improvements

in operations. In fiscal year 1981, the Navy paid nearly \$100,000 to people who submitted beneficial suggestions.

Unit commanding officers can award up to \$2,500, thus providing prompt recognition to suggesters. Such ideas are further evaluated by the Navy Incentive Award Board which may grant an additional award up to as much as \$25,000.

Think about that idea you've had in the back of your mind. Bring it out, write it up and offer it as a suggestion under MilCAP. It could mean money in your pocket.

## *Navy women assigned to Diego Garcia*

The first contingent of three female officers and 32 enlisted women arrived on Diego Garcia April 5. Permanently assigned women, and those on temporary additional duty with rotating units, eventually will make up about 10 percent of the island's uniformed population.

Although women had been attached temporarily to units on the island last summer, permanent assignment had not been made because of the unavailability of accommodations, medical facilities and ship's store merchandise. These items are

now considered adequate.

A total of 192 enlisted women and four to six women officers eventually will be ordered to Diego Garcia. Sixteen enlisted women will be added each month to the original 32 until the final total is reached.

One-year, unaccompanied tours are open to most women in most ratings. Navy women interested in assignment should contact their detailers for more information.

## *Getting a head start in foreign languages*

Is your ship deploying to a foreign port? If so, you can get an introduction to that country's language and culture through a special "Headstart" language program offered through Navy Education and Training Support centers in Norfolk, Va., and San Diego. Both Atlantic and Pacific centers stock no-cost language training materials which can be obtained by commanding officers before deployment.

Depending on the direction in which you're heading, you can study Arabic, German, Japanese or Portuguese. Spanish, Turkish, French and Korean programs will be available in 1983.

The goal of the program is to enable Navy people to communicate at a basic level with people in a host country. Greetings, introductions, asking for directions, arranging meetings, inviting people and asking for help are typical performance goals in each course. Materials consist of printed texts and cassette tapes. The courses are self-instructional and self-paced.

Complete information can be obtained from the Chief of Naval Education and Training, Code N02B2 NAS Pensacola, Fla. 32508, (904) 452-1774, Autovon 922-1774.

# Currents

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## *Worth mentioning...*

**Virginia Stoddert Kendle**, the first woman to be accepted as a volunteer for naval service, died recently at the age of 85 in Los Angeles. Mrs. Kendle enlisted in the "Yeomanettes" in 1917, becoming a secretary to Navy Secretary Josephus Daniels and to then-assistant Secretary of the Navy Franklin Delano Roosevelt. Mrs. Kendle was the great-great-granddaughter of Benjamin Stoddert, the country's very first Secretary of the Navy who served under Presidents John Adams and Thomas Jefferson beginning in 1798.

**USS Marvin Shields (FF 1066)** qualified for all nine departmental and divisional awards for which the frigate was eligible during the latest Pacific Fleet competitive cycle. During the 18-month period, *Marvin Shields* rated outstanding grades in all required inspections, including a "perfect" defense nuclear surety inspection and completion of the operational propulsion plant recertification exam on the first attempt. The San Diego-based ship, commanded by Commander John W. Allin, is deployed with a U.S. Seventh Fleet battle group in the Indian Ocean.

**Photographer's Mate First Class Jim Preston**, attached to the Print Media Division of the Navy Internal Relations Activity—and whose byline you have seen regularly in these pages—has been named the 1981 Military Photographer of the Year by National Press Photographers Association and University of Missouri judges. Preston was awarded the prestigious "Columns" trophy and a 35mm camera at an awards banquet hosted by the University of Missouri School of Journalism April 14. He was selected from photographers of all the military services. Preston entered the Navy in November 1972 and has been attached to Navy Internal Relations Activity since May 1979.

**Exchange Catalog '82** (issued by the Navy Exchange) is a repeat of a February 1982 discount offer that will be effective through Aug. 8, the last day of the sale. Customers will be allowed to deduct 10 percent of the catalog price on all orders postmarked or processed from now through Aug. 8. Purchasers should use the catalog's printed price and handling fee, total the order and deduct 10 percent to compute the amount they owe.

**Navy tuition assistance funding** has been reduced to 50 percent of course costs for all applications received on and after May 5. The reduction is due to a significant increase in requests for tuition assistance funds and increased tuition charges. The 50 percent funding applies to all Navy members who apply for the program through Sept. 30, 1982.

**The Naval Ship Repair Facility Yokosuka, Japan**, completed its 35th year of logistic support for the U.S. Pacific Fleet April 28. The command became a U.S. Navy facility in 1947. SRF's motto, "Nan Demo Dekimasu," translates as "We can do anything." The nine U.S. ships forward-deployed in Yokosuka, including the USS *Midway* (CV 41), receive a complete range of repair, overhaul and modernization services from SRF.

**The Naval Facilities Engineering Command** won seven of 10 Department of Defense design awards for military construction in 1981. Nav-Fac's Western Division won four awards, including the Secretary of Defense Blue Seal Award for most outstanding project in all categories, for their design of NRMC Bremerton, Wash. This project also received a merit award in architecture for energy conservation.

# An Underwater Job Well Done



It was said by some to be the biggest and toughest repair job ever faced by a tender. But no matter—the men of the Sixth Fleet flagship, USS *Puget Sound* (AD 38), were sure they could handle it. And so they did.

Without benefit of dry dock, but with professionalism going for them, they designed and built a cofferdam, with which they repaired a destroyer's cracked bulkhead 5 feet below the waterline.

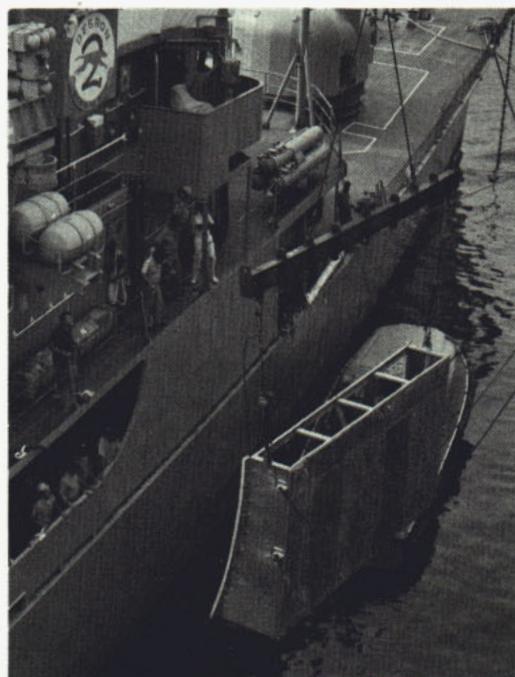
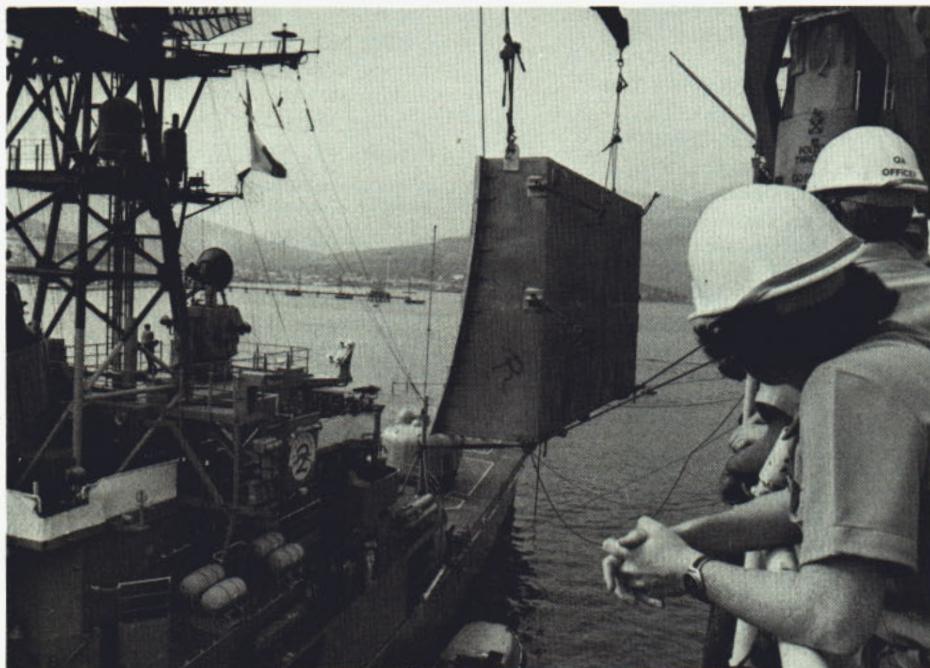
USS *DuPont* (DD 941), while in Guantanamo Bay, Cuba, evidently had cracked its forward starboard bulkhead when a fender got caught between the ship and the pier. The damage wasn't discovered, however, until after the ship had sailed for Spain. *DuPont's* plans for North Atlantic battle drills were altered, and the ship put in to Palermo, Sicily, where it berthed alongside *Puget Sound*.

Immediately, the tender's divers went to work measuring the crack. Within a week,

20 sailors from various shops had designed and constructed an 18-foot-by-10-foot-by-40-foot cofferdam which they set against the destroyer and submerged to cover the crack. Then, with 20 tons of water pressure pushing against the cofferdam's sides and 11 tons pushing against its bottom, welders undertook the arduous and dangerous task of fusing the cracked bulkhead.

It was the first underwater welding challenge *Puget Sound* met in the Med, according to diver Hull Technician Second Class David Selby—and it was a resounding success. But that was no surprise to *Puget Sound* sailors; they had known from the beginning that their pride would carry them through.

—Story by SN Robert Froding  
—Photos by PH1 Doug Tesner



Cranes lift the newly built cofferdam off the deck of *Puget Sound* and place it against *DuPont's* forward starboard bulkhead.

# Reunions

◆ **USS Converse (DD 509)**—Reunion July 16-18, 1982, in Clifton, N.J. Contact Sam Pompei, 37 Heywood Ave., West Springfield, Mass. 01089; telephone (413) 739-6142.

◆ **USS Chandeleur (AV 10)**—Reunion Aug. 5-7, 1982, in Bellmawr, N.J. Contact Mrs. Kenneth E. Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.

◆ **USS American Legion (APA 17)**—Reunion Aug. 5-8, 1982, for World War II crew members in Winter Haven, Fla. Contact John N. Zuella, 7434 10th St. N., St. Petersburg, Fla. 33702.

◆ **USS Manchester (CL 83)**—Second reunion Aug. 5-8, 1982, in Bowling Green, Ohio. Contact Frank E. Helfenberger, 12012 Meridian Ave. N., Seattle, Wash. 98133; telephone (206) 365-7455.

◆ **USS President Jackson (APA 18)**—Reunion Aug. 6-8, 1982, in Denver. Contact Paul B. Foster, Route 1, Box 235-B, Ravenel, S.C. 29470.

◆ **USS The Sullivans (DD 537)**—Ninth annual reunion Aug. 6-8, 1982, in San Diego for all crew members who served aboard from 1943 to 1965. Contact Robert R. Sander, 325 Thatcher Ave., River Forest, Ill. 60305; telephone (312) 366-7466.

◆ **USS Ashtabula (AO 51) 1943-1948**—Reunion Aug. 6-8, 1982, in Boulder, Colo. Contact E.J. Clausen, 2143 Willow Creek Drive, Boulder, Colo. 80301.

◆ **USS James E. Craig (DE 201)**—Reunion Aug. 6-8, 1982, in Annapolis, Md. Contact James Ellington, 1175 Steamboat Road, Shady Side, Md. 20867; telephone (301) 867-0696.

◆ **USS Topeka (CL 67)**—10th annual reunion Aug. 13-15, 1982, in Buffalo, N.Y. for crew members who served on board from 1944 to 1949. Contact James W. Wilson, 1022 W. Abbott St., Muncie, Ind. 47303.

◆ **USS Robert K. Huntington (DD 781)**—Reunion Aug. 13-15, 1982, in Buffalo, N.Y. Contact Alfred E. Kuerst, 5515 N. Capitol Ave., Indianapolis, Ind. 46208; telephone (317) 255-4492.

◆ **USS White River (LSMR 536), USS St. Francis River (LSMR 525), USS Carronade (IFS 1) and USS Clarion River (LSMR 409)**—Reunion for those who served in Vietnam from 1965 to 1970, Aug. 15-23, 1982, in San Diego. Contact William M. Geraghty, PO Box 703, Lakeside, Calif. 92040.

◆ **Naval Air Transport Squadron**—Reunion Aug. 15-20, 1982, in Pensacola, Fla. Contact Capt. Alvin R. May, USNR-Ret, 1015 W. South Ave., Independence, Mo. 64050.

◆ **Destroyer Escort Sailors Association Seventh Annual Convention**—August 17-21, 1982, in Norfolk, Va. All ex-DE sailors welcome. Contact Jack Collins, P.O. Box 68, Oviedo, Fla. 32765; telephone (305) 365-5331.

◆ **USS Connolly (DE 306)**—Reunion Aug. 17-22, 1982, in Norfolk, Va. Contact Samuel L. Saylor, 700 Ednor Road, Silver Spring, Md. 20904; telephone (301) 774-7480.

◆ **USS Edwin A. Howard (DE 346)**—Reunion Aug. 17-22, 1982, in Norfolk, Va. Contact Johnson W. McRorie, 8302 Stanwood St., New Carrollton, Md. 20784; telephone (301) 577-7826.

◆ **Destroyer Escort Sailors Association**—Reunion Aug. 17-22, 1982, in Norfolk, Va. Contact Jack O. Collins, PO Box 68, Oveido, Fla. 32765; telephone (305) 365-5331.

◆ **USS Redfish (SS 395)**—Reunion Aug. 18-21, 1982, with the U.S. submarine veterans of World War II in Hartford, Conn. Contact Daniel R. Mac Isaac, 69 Whipple Road, Kittery, Maine 03904; telephone (207) 439-2554.

◆ **U.S. Submarine Veterans of World War II**—28th national convention Aug. 18-22, 1982, in Hartford, Conn. Contact Milton J. Brown, 325 Emily St., Philadelphia, Pa. 19148; telephone (215) 468-6269. Individual boat reunions are:

- ◆ **USS Angler (SS 240)**
- ◆ **USS Batfish (SS 310)**
- ◆ **USS Blackfin (SS 322)**
- ◆ **USS Blenny (SS 324)**
- ◆ **USS Bluefish (SS 222)**
- ◆ **USS Bowfin (SS 287)**
- ◆ **USS Bream (SS 243)**
- ◆ **USS Bugara (SS 331)**
- ◆ **USS Cabrilla (SS 288)**
- ◆ **USS Cavalla (SS 244)**
- ◆ **USS Croaker (SS 246)**
- ◆ **USS Dartar (SS 227)**
- ◆ **USS Flasher (SS 249)**
- ◆ **USS Gar (SS 206)**
- ◆ **USS Greenling (SS 213)**
- ◆ **USS Growler (SS 215)**

- ◆ **USS Guardfish (SS 217)**
- ◆ **USS Halibut (SS 232)**
- ◆ **USS Hammerhead (SS 364)**
- ◆ **USS Harder (SS 275)**
- ◆ **USS Lapon (SS 260)**
- ◆ **USS Paddle (SS 263)**
- ◆ **USS Permit (SS 178)**
- ◆ **USS Peto (SS 265)**
- ◆ **USS Picuda (SS 382)**
- ◆ **USS Pike (SS 173)**
- ◆ **USS Plaiice (SS 390)**
- ◆ **USS Raton (SS 270)**
- ◆ **USS Redfin (SS 232)**
- ◆ **USS Redfish (SS 395)**
- ◆ **USS Rock (SS 274)**
- ◆ **USS Roncador (SS 301)**
- ◆ **USS Sawfish (SS 276)**
- ◆ **USS Scamp (SS 277)**
- ◆ **USS Sculpin (SS 191)**
- ◆ **USS Seadog (SS 401)**
- ◆ **USS Seahorse (SS 304)**
- ◆ **USS Seal (SS 183)**
- ◆ **USS Sealion I (SS 195)**
- ◆ **USS Sealion II (SS 315)**
- ◆ **USS Seawolf (SS 197)**
- ◆ **USS Snapper (SS 185)**
- ◆ **USS Spearfish (SS 190)**
- ◆ **USS Spikefish (SS 404)**
- ◆ **USS Sterlet (SS 392)**
- ◆ **USS Tautog (SS 199)**
- ◆ **USS Thresher (SS 200)**
- ◆ **USS Tinosa (SS 283)**
- ◆ **USS S-11 (SS 116)**
- ◆ **USS S-47**

◆ **USS Alcor**—Reunion Aug. 20-22, 1982, in Cincinnati. Contact Lawrence Boothe, 8670 Appleblossom, Cincinnati, Ohio 45244; telephone (513) 474-3263.

◆ **Naval Air Squadron VS-891**—Reunion Aug. 21, 1982. Contact Allen Michler, 9426 N.E. 136th St., Kirkland, Wash. 98033.

◆ **USS Salt Lake City (CA 25)**—Crew members interested in a reunion should contact Myron D. Varland, 715 Blackmer Ave., Albert Lea, Minn. 56007.

◆ **World War II crews or Post War Associations of Composite Squadron VC-77 and USS Rudyerd Bay (CVE 81)**—Contact Kaj Swenson, 2190 Allwood Dr., Bethlehem, Pa. 18018 for information on planned reunion.

◆ **USS Fanshaw Bay (CVE 70)**—Third annual reunion planned for 1983. Contact Harold A. Hoffman, 8647 Belhaven Dr., St. Louis, Mo. 63114; telephone (314) 427-0126.

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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.



**Fisherman's luck.** Pick a quiet beach, and here come the tourists. It happened recently to this Salinas, Calif., resident as troops hit the beach from the amphibious cargo ship USS Mobile (LKA 115) at the completion of two weeks of amphibious training at nearby Camp Pendleton. It was reported that the sportsman neither flinched nor moved as helos and landing craft converged on the beach. Photo by JO2 John Scott.



**Making Flags • See page 28**