

ALL HANDS

OCTOBER 1982



in this issue

New CNO Outlines
Goals and Objectives



USS O'Bannon (DD 987), participating in UNITAS XXIII as flagship of Rear Adm. James S. Elfelt, USComSoLant, approaches the Columbian ship ARC Santander for light line transfer. Photo by PH2 G.I. Pinto.



Page 10



Page 16



Page 24

ALL HANDS

MAGAZINE OF THE U.S. NAVY

OCTOBER 1982

60th YEAR OF PUBLICATION—NUMBER 789

Chief of Naval Operations: ADM James D. Watkins
Chief of Information: COMO Jack A. Garrow
CO Navy Internal Relations Act: CAPT John A. Georg
Director NIRA Print Media Div: CDR Perry C. Bishop

2 CNO OUTLINES GOALS AND OBJECTIVES

Admiral James D. Watkins speaks for Navy as 22nd CNO

8 TALL SHIP STILL SAILS

Danish training ship visits New Jersey

10 NOT EVERYONE CAN DO IT

Young and old serve together in Military Sealift Command

16 OUTPOST IN THE NORTH ATLANTIC

Adventure and learning await new arrivals in Iceland

22 TARAWA'S FIREFIGHTERS STAY IN FIGHTING SHAPE

Firefighters use overhaul time to sharpen skills

24 RUNNERS FOSTER INTERNATIONAL GOOD WILL

CISM's cross country events take place in Pensacola

28 RECRUITERS GO AFTER NAVY EXPERIENCE

Phoenix shows how to run a successful reserve program

38 SHIPBOARD PROGRAM AIDS CLEVELAND SAILORS

At-sea program aims to eliminate drug and alcohol abuse

46 THE NAVY REMEMBERS

Navy birthday and other historical events highlighted

Departments

33 Currents

42 Bearings

48 Mail Buoy/Reunions

Covers

Front: Admiral James D. Watkins takes over as Navy's 22nd CNO. Photo by Jack Morse.
Back: A Marine Corps amphibious landing vehicle comes ashore to support Team Spirit '82. Photo by JOC Gary L. Martin.

Editor: John F. Coleman; Managing Editor: Joanne E. Dumene.

Associates: Richard Hosier (Layout), Michael Tuffli (Art).

Contributing Staff: JOC James R. Giusti, JOC Lon Cabot, JO1 J.D. Leipold, Kenneth J. Rabben, Marge Holtz, JO2 Vickie J. Oliver, JO2 Gary Hopkins, JO3 Joy Hill-Payne.

Research: Elaine McNeil, Candy Sams.

Production: LT Michael L. Thurwanger, JO2 Lora Bos, DM2 Eugene Clark, PH2 Robert K. Hamilton, DM3 Lori D. Morris, DMSN R.M. Henry.

All Hands is published from appropriated funds by authority of the Navy Internal Relations Activity in accordance with Navy Publications and Printing Regulation P-35. Second class postage paid at Philadelphia, Pa., and additional mailing offices. Articles, letters and address changes may be forwarded to the Editor, All Hands, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332. Phone (202) 325-0495; Autovon 221-0495; Message: NAVINREACT WASHINGTON DC

Admiral Watkins

CNO Outlines

Two months after relieving Admiral Thomas B. Hayward as Chief of Naval Operations, Admiral James D. Watkins was interviewed by All Hands editor John Coleman and staff photojournalist JOC Lon Cabot. The admiral talked about his views on the state of the Navy today, the challenges he faces as the 22nd CNO and the tack he will take while at the helm as CNO.

All Hands: Now that you're Chief of Naval Operations, what are your goals during the first year of your term?

ADM Watkins: My goals and objectives are derived from what I consider a very difficult position for the United States globally over the next 10 years. I've looked at the Navy's mission in relation to national strategy. That mission means we must be fully ready—not just for war at sea but for peacetime missions as well.

After reviewing the various priorities and what we in the Navy should be doing, I find that they fall into about three basic categories. Clearly our first priority is readiness of the Navy to do its job. This includes the continued willingness of our people to meet those tough commitments to our alliances, not unlike those we've seen in the past with attendant high operational tempo. Readiness also entails the training of our people, numbers of spares on board, ability to sustain operations at sea and taking a heads-up approach to the come-as-you-are conflict which this nation is trying to deter but could face within this decade.

Secondly, we've put our emphasis on sustainability. That means ensuring we have an inventory of weapons, people and spares to remain on station wherever we have to and for as long as necessary. The emphasis on logistic support has been elevated now to a very high priority, not only within the Navy but within the military as a whole.

Lastly, we are modernizing our Navy, not just to satisfy parochial needs but because of the incredible increase in numbers and quality of Soviet Union forces. Our objectives and goals are, of course, in consonance with the fact that the United States is largely dependent upon the sea lines of communications for its survival, as are our allies.

The three elements of readiness, sustainability and modernization—in that order—form the basis for our decision

making at least for the next 10 years.

All Hands: Your predecessor, Admiral Hayward, strongly emphasized the need for pride and professionalism among Navy people as well as among civilians. Do you intend to follow this?

ADM Watkins: Absolutely. I was a key decision maker, along with Admiral Hayward, in the development of pride and professionalism. In fact, he and I teamed together to select the optimum timing for implementation of that program.

A little less than two years ago we had indications for the first time in many, many years that the Congress was going to support improved compensatory legislation for our people. That was in the fall of 1980. Shortly thereafter, Admiral Hayward and I, working through the chain of command at the very highest level, implemented the pride and professionalism initiative because we felt then we had an opportunity to have it take root and blossom.

Our people were almost on their knees trying to survive in this tough military environment. It wasn't because of a lack of interest in serving the Navy for a career, but they simply could not survive in the local economy that existed at the time. So, with the advent of some help out of the Congress and with nearly 30 items of improved compensatory legislation, we implemented pride and professionalism.

We have subsequently taken that initiative one step further, through the reintroduction of bell-bottoms for E-6 and below, and tightened grooming standards.

By working each one of these initiatives down through the chain of command, through our senior officers, our commanding officers, our chief petty officers, to leading petty officers in divisions, we felt everyone was well aware of our intentions and of what our objectives were before announcing the changes publicly.

All Hands: Is the Navy's war on drugs succeeding?

ADM Watkins: Yes. In the not-too-distant future, we intend to test ourselves again in the field. I hope statistics will support my optimism that we are making headway. I know there is tremendous support for this program.

Goals and Objectives

My feeling is that we have the peer pressure of the good sailors and the good officers on our ships and stations now on our side. In fact, that peer pressure manifests itself in the questions those good officers and sailors are asking themselves today.

"Is this shipmate good enough to be in my command? Is

he supporting the readiness objectives of the United States Navy? Am I proud to be with him on liberty?"

These are the kinds of peer pressure objectives that we are seeking, and I believe we're beginning to obtain them now. My concern is that as we win in the drug area we also avoid increased alcoholism in the Navy.

So, we are very conscious of this, and we will continue the aggressive alcohol prevention program now under way. We will continue to watch very closely the results of the anti-drug pressures. And we hope we can find alternatives for our people. We're emphasizing special sports programs, readiness of units to do their jobs, professionalism and the ability of our people to bring their commands up to speed.

The fleet is in the best readiness position I've seen since World War II. All of this tells me that we are making significant headway in the whole area of learning how to deal with drug and alcohol abuse, both from a prevention standpoint as well as rehabilitation.

All Hands: What is your perception of the role Navy wives play in their husbands' careers?

ADM Watkins: About 70 percent of our career force is married.

We're very proud of the supporting roles Navy wives play as members of our team. After all, for the first 10 to 15 years of his career, a sailor spends a great deal of time at sea. His wife must then single-handedly face the often tough and challenging issues of family, home and the economy. These responsibilities place tremendous demands on her time and talents.

This family teamwork also reduces the personnel turbulence and the possible loss of experienced career petty officers. As a matter of fact, we have testified before Congress that the Navy wife has a very significant role to play in the readiness equation. And, we've asked Congress to support us on such things as family service centers, child day-care centers, in addition to all of the associated support that the Navy wife needs in order to survive in the tough sea-shore rotation environment.

You'll always find me very supportive of the career Navy wife. It's a special brand of leadership the Navy wife has,



Admiral Watkins

and she plays a tremendous role motivating her husband to stay in the Navy and devote his attention to the readiness of his unit.

All Hands: What new roles do you see the E-7s, E-8s and E-9s taking on in terms of middle management positions?

ADM Watkins: Well, I don't see it as a new role for chief petty officers as much as I see it as a return to a strengthened traditional role. We are re-strengthening the chain of command and bringing our chief petty officers—E-7 through E-9—fully back into the decision-making process. That's a very, very important step in pride and professionalism. Years ago when a young officer came aboard his first command, he was usually taken in tow by the senior petty officers on board and essentially trained and educated in how to become a division officer. They helped him interface with his men on the ship; that's how he learned to lead the division.

I believe that concept is coming back today. I know that I leaned heavily on the chief petty officer in my first division, and he gave me good advice. He set me on the right track and when I was ready—from his point of view—to take over that division, he said "Mr. Watkins, you can now take over the division."

I like that kind of commitment on the part of senior petty officers. They felt personally responsible for their ship. They were the continuity for members aboard and made sure their ship ran smoothly. They provided the necessary technical guidance and the important leadership through the chain of command that ensured that the tough lives we know sailors had to face aboard our ships were made smoother.

I see progress now in terms of our Senior Enlisted Academy; our new training course for E-6s; leadership training for non-petty officers before they put on their crow; the tightened grooming standards I mentioned earlier; and our attention to the master chief petty officers of our commands.

All these things are now coming to fruition. I am looking toward completing the process within the next four years of reinstating the chief petty officers fully to their rightful role in the chain of command within the Navy...both sea and shore.

All Hands: Admiral, as a former Chief of Naval Personnel, what do you consider the strengths and weaknesses of today's manpower picture in the Navy?

ADM Watkins: Clearly, the issues have changed markedly since I was Chief of Naval Personnel from 1975 to 1978, at the peak of the post-Vietnam dilemma. The military was being criticized severely. We were not being supported in the

Congress. Numbers of experienced people were being cut drastically, and recruiting was difficult.

For years we were unable to achieve our quotas. When the bottom began to drop out of retention in the late '70s, we were facing issues aboard our ships that bordered on the unsafe. We had to set up special programs to counter that hemorrhage of talent that Admiral Hayward often referred to.

Today's picture is quite the opposite. After two years of significant congressional compensation support, we are seeing the best results in retention and recruiting that I can remember. We've had three consecutive years of meeting our 100 percent recruiting goal with quality people. Retention figures—combining both first termers and the concurrent fewer people entering the Fleet Reserve—are showing regained strength in a very positive way. This situation has added greatly to the readiness I mentioned earlier.

I'm very optimistic about our ability to build a 600-ship Navy, to man it properly and to regain the experience level we lost in the late '70s. However, our number one problem is still the shortage of career petty officers and middle-grade officers—particularly aviators and submariners. That's always a very fragile situation because the people I'm talking about are generally unaffected by the ups and downs of the private economy.

I think now is the time to look to the future. We need to ensure that we will continue to be able to recruit and retain people in the career force. Rather than resting on our laurels, we should be looking aggressively to the future manpower base and to the predicted economic conditions, and making sure that our ability to man the 600-ship Navy is assured. We cannot lose the positive momentum we now have. Now is the time to capitalize on it and cement our structure for the future.

All Hands: As you know, admiral, there's a big argument going on now about what is most needed—large ships or small ships; expensive ships or cheaper ships. Which way do you think we should go?

ADM Watkins: I think too much focus has been given to whether the Navy needs small ships or big ships. We don't think of the Navy in those terms when building future forces. As naval leaders, we have no choice but to face the potential threat from the Soviet Union and its surrogates. Therefore, modernization of our Navy is critical to having a maritime superiority that's vital to our nation's objective of unencumbered access to the seas and other related interests.

The Navy uses a variety of techniques—the best analytic procedures that are known today in building our forces. Through our intelligence estimates, we examine what the Soviet navy of today and the future really consists of, both in

numbers and technological sophistication.

We also watch their procedures and their training practices. We measure, to the extent we can, their readiness to interfere with our forces at sea. The Soviets, in essence, drive the mix of our ships and aircraft. We don't sit here and try to pick out whether it's going to be a big ship or a small ship. We have to develop certain capabilities, certain levels of sophistication, and we do the very best we can to pick out a cost-effective mix as long as we don't let cost effectiveness drive military effectiveness.

We're developing a mix of ships and aircraft that can successfully handle any future threat and, I would hope, deter the Soviet Union from ever engaging the United States in a war at sea. That's our objective. . . not to fight a war but to deter it. I think we're heading in the right direction.

All Hands: How do you view the role of women in the Navy today, particularly those who serve aboard non-combatant ships?

ADM Watkins: I was in the forefront of the initiative to properly introduce women to ships at sea. I participated in

drafting legislation which is now a matter of law, wherein the Navy developed a plan to responsibly place women aboard certain naval ships for the first time.

I think it's been extremely successful. We have several thousand enlisted women and several hundred women officers serving at sea now on selected ships in accordance with instructions issued by the Secretary of the Navy. My feeling is that these women are serving their country extremely well. They're doing a superb job.

I have never talked to one commanding officer who has not told me that women are doing a job, on the average, at least as well as, if not superior to, men. I am very confident that we will continue in the future to employ women sensibly across all the skill areas and that we will continue to implement responsible programs as Congress intended.

I would point out that the criticism of women in the service is overplayed significantly. The fact is that lost time attributable to women is one-half of that attributable to men. We should all recognize that fact and place it in perspective. Women go on unauthorized absence less frequently, have fewer desertions and pay more attention to their work. As a consequence, they are providing the Navy more workdays per capita than men. I believe also that because of women in the Navy, the male outlook toward military life in general is more mature. And I believe that we have now transcended that initial period which was very difficult for males in the Navy to absorb.

All Hands: Admiral, what changes do you foresee in uniform and grooming regulations for the Navy?

ADM Watkins: I feel that changes to uniform regulations are not what I want to put high on my priority list. But I will make every effort to ensure that what we already have is well-made, well-stocked and acceptable to our officers and sailors. I once made the statement—and I stick by it—that each Chief of Naval Operations should be able to make only one change in the uniform. He can specify different uniforms to wear, but I'm talking about a fundamental change like the color of socks, say blue to black. That would count as one "significant" uniform change. So I don't intend to do anything at the outset to change uniforms.

On the other hand, I will continue to push for expeditious re-entry of bells into the Navy at the E-6 level and below. I intend to stabilize the uniforms where they are and concentrate heavily on their quality and their availability in our exchanges so that every uniform we see is sharp. I believe I can do more there than I can tinkering with the uniform and confusing people about where we stand. So I would hope that we will never have to go through a dramatic change again as we were forced to do with the return to bell-bottoms. People are excited about the return to bells. In my



Admiral Watkins

opinion, we should never have shifted away from the traditional to what you might call contemporary dress.

All Hands: Admiral, would you reiterate what you've said in the past about how the various elements of the Navy (reserves and active duty) will be employed in the future?

ADM Watkins: We're going to be putting a tremendous effort into the One-Navy concept where active and reserve are treated as one. We will get away from the notion that the Naval Reserve, for example, is something apart from the Navy as a whole; it isn't. The Navy is going to put special efforts into modernizing its Naval Reserve. The numbers that have now been authorized by the Congress are close to 100,000 plus in the Selected Reserve programs alone.

We're going to see a modernization of the Naval Reserve, both in the air and surface components. We will be transitioning the FA-18 and E2-C, which are modern carrier air wing aircraft, into the reserves. We will also see the continuing migration of modern 1052-class destroyers and the new *Oliver Hazard Perry*-class FFG 7s into the Naval Reserve.

I think that these programs will enhance the value of the reserve, and we will demonstrate once and for all that this is One Navy. There will be new emphasis put on our reserve mobilization resources so that if we're called upon to deter conflict anywhere we can quickly bring our forces to 100 percent readiness. Within that context, my major effort will be to modernize the personnel aspects of the Naval Reserve to meet the skill needs of the Navy so that, if called upon, we can show the country we can bring our readiness in the Navy up to war-fighting strength very quickly—perhaps within five or six days.

All Hands: What do you consider right with the Navy, what is good about us?

ADM Watkins: What's right with the Navy is that we are needed by the country and provide the Commander in Chief, Secretary of State and Secretary of Defense with a key strategic tool in peacetime to deter conflict, bringing stability to trouble spots of the world while remaining within all the precepts of international law.

We're an island nation, and we can never be placed in a position where we can be blackmailed either economically or politically. Our Navy has a real mission to perform for the country and the country knows it.

What's right with the Navy also is that we're traditionalists. We have a tendency to be more conservative and less prone to oscillate with the changing mores of society. So, we can act as a stabilizing influence on society as a whole. I think we're doing that. For example, I think our whole approach to the prevention of drug and alcohol abuse is setting an example for the nation—which faces these same prob-

lems in no less degree. Yet we're doing something about it.

We've also become more sensitive to the needs of our people and are working through a variety of programs to continue enhancing their quality of life. We're working with the private sector wherever we can and sharing views in the area of human resource support. I think that's good and the Navy is getting credit for that.

I would say, in general terms, that what's right about the Navy is that we have now regained that traditional sea service spirit that is our hallmark and that we're ready to do our job as the nation calls upon us to do so.

We've already demonstrated that in a number of events, including the shoot-down of two Libyan aircraft that challenged us in international airspace, and by assisting in the recent Lebanon events. We're ready to serve again anywhere in the world. The country can count on us!



Dockmasters Put Them On the Mark

Jockeying a ship around with expertise is an art that one learns in about the same way one learns to drive a car—by experience.

You may remember the anxiety with which your parents handed you the keys to the family auto for the first time, but you probably didn't notice their relief when you returned it after your first solo—sans scratch.

Shiphandling, however, is a little different. It takes the expert know-how of the ship's captain and the dockmasters to guide these monsters into their "parking" places.

With 700 to 800 port calls by ships of the Seventh Fleet at Subic Bay Naval Base, Republic of the Philippines, each year, the awesome responsibility of berthing them lies on the shoulders of four dockmasters and 30 to 40 line handlers—depending on the size of the ship.

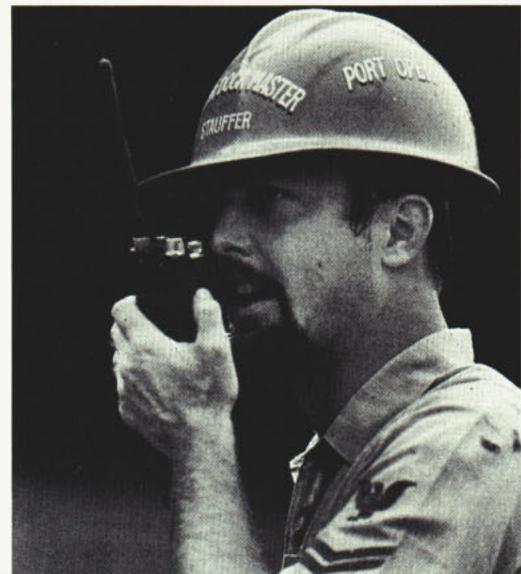
Berth assignments for the ships are made up days before the ship arrives. The port operations officer draws up a master plan, with the draft, length, width and overhang helping to determine the "mark" for the ship's berth. The type of ship, repair work to be accomplished, shore support necessities and ships already moored also are taken into consideration.

The dockmaster arranges for the berths, brows, crane service, shore power and phone lines. He coordinates with the receiving station or other inport ships for line handlers, depending on the number required. Pusher boats are also sent out to position the breast outs or camels—large wooden or metal platforms used to keep the ship at a distance from the pier.

The senior dockmaster then stands on the breast out and tells the pilot of a carrier, for example, "100 feet from the forward . . . 50 feet from the after breast out." Another dockmaster "walks the ship in" from the pier, and the other dockmasters act as the pilot's eyes—giving distances from the pier and directions to go forward or aft of the ship's mark.

On the pier, the dockmaster positions the line handlers at their spots. Nearby, a truck displays a bright orange sign which gives the pilot of the ship a distinctive guide post. Then the dockmaster tells the pilot how close he is to reaching his mark. "One hundred and fifty feet forward to your mark," yells the dockmaster, ". . . 100 feet to your mark . . . 75 feet . . . 50 . . . 25 . . . you're on your mark!"

Before the line handlers tie up the ship, a final check is made to see if it is on the



breast out correctly and if the brow will line up to the pier. Sometimes the tugs and push boats have to reposition the ship and breast outs.

During storm conditions, the ships are either moved to different piers or get underway. Everything is doubly secured when tied up to a pier.

"It gets hectic when you have to move six ships in two hours," said senior dockmaster Petty Officer Second Class Gordon Stauffer. "But we always get the job done."

Dockmasters at Subic Bay work long hours. When not directing ships, they make daily inventory of all platforms, brows, yard and sub-camel/barges, six-by's (a smaller wooden platform for small ships) and breast outs.

Besides Stauffer, other Subic Bay dockmasters are Petty Officer Second Class William Shirley, Petty Officer Second Class John Workman and Petty Officer Second Class Angelo Ortiz.

—Story and photos by JO2 Barbara Burfeind



Tall Ship Still Sails

When a Danish tall ship recently secured its lines at the Naval Reserve Center at Perth Amboy, N.J., it revived a long association with the United States which began in 1939 with a visit to New York's World's Fair.

Danmark, the Danish merchant marine training ship, spent nearly four years as a training ship for U.S. Coast Guard cadets during World War II. The ship was visiting Jacksonville, Fla., in 1940, when Germany occupied Denmark.

During the occupation, the 252-foot, steel-hulled sailing ship and its crew remained in the United States. Most of the cadets entered Allied service. After the United States entered the war, it began duty with the U.S. Coast Guard, providing training to more than 5,000 cadets.

Danmark returned to Denmark on Nov. 13, 1945, and resumed its role of training merchant sailors the following year. The ship's last noteworthy "American connection" was in New York City when it participated in the American Bicentennial as one of the tall ships on July 4, 1976.

The stop at Perth Amboy last spring was between port calls at Philadelphia and



*Graceful and sleek, the Danish merchant marine training ship *Danmark* is a tribute to the ingenuity of those long-ago sailors who dreamed of far-off lands and dared pit their skills against the sea. In the center photograph, today's master of *Danmark*, Capt. Vilhelm Hansen, accepts the key to the city of Perth Amboy, N.J., from Mayor George Otlowksi.*



New London, Conn., on the final leg of a five-month training cruise of the Mediterranean and Atlantic. The three-masted, 790-ton ship tied up at the Perth Amboy Naval Reserve Center in early May in response to an invitation from the city. Mayor George Otlowski presented the ship's master, Captain Vilhelm Hansen, with the key to the city and proclaimed the dedication of "Danmark Day."

During the two-day visit, the ship's 76 cadets and 19 officers were entertained at the Raritan Yacht Club and toured nearby

New York City. Meanwhile, the ship was opened for public tours, and large crowds responded in the near-perfect weather. After hosting 3,200 visitors, *Danmark* thrilled crowds lining the shore by departing under sail in a brisk, westerly breeze.

The visit involved support from a variety of area organizations. The Coast Guard station at Sandy Hook, N.J., provided two cutters to escort the ship into Raritan Bay; U.S. Navy League Sea Cadets rendered honors and handled the ship's lines; the local NJROTC unit provided a color guard; and the Perth Amboy High School marching band provided music.

When fully rigged, *Danmark* has 17,600 square feet of canvas and carries 26 sails. It has a beam of 33 feet and a 17-foot draft; the top of its mainmast is 130 feet from the waterline.

Danmark made its first training cruise in 1933. The ship underwent a major modernization in 1959 which reduced its accommodations from 120 to 80 cadets.

The ship is employed on two five-month training cruises each year. While aboard, cadets—ranging in age from 16 to 24—make use of hammocks and receive instruction in the use of sails, seamanship and navigation. Cadets complete their training in the modern ships of the Danish merchant fleet.

—Story by Lt. Cmdr. F.P. Dunphy
—Photos by PHI Kathleen N. Janoski



Military Sealift Command

Not Everyone Can Do It

Watching Raul Vinas clamber up the rungs of a king post and slip into a boatswain's chair with the agility of a teenager, it's hard to believe that this salt is pushing 70. But Vinas, who has the enthusiasm of a boy as he dangles 20 feet above the deck, has been sailing ever since he was 14 and that was as a cadet in the Uruguayan navy.

"I love the sea," he explained later on the deck as he removed his paint-stained gloves. "Going to sea is like going to a new job every day."

Vinas actually is in his second career at sea—maybe his third or fourth. He joined the Military Sealift Command nine years ago after retiring as a boatswain; as a National Maritime Union member, he had

sailed for 25 years aboard Moore McCormick and American Export Lines ships.

Military Sealift Command—once known as the Military Sea Transport Service—is responsible for providing worldwide sea transportation for the Department of Defense. Its primary mission since inception in 1949 is to provide a quick response for the logistical support to the armed forces in the event of a national emergency.

In his 55 years at sea, Able Bodied Seaman Vinas has worked under the flags of many nations and on all sorts of ships both in war and in peace. Following his year as a cadet in the Uruguayan navy, he sailed for seven years aboard Uruguayan cruisers and destroyers. "I got out of that

The Military Sealift Command employs more than 5,100 civilian mariners who sail the ships of all four MSC fleets—NFAF, scientific support, tankers and dry cargo. Two roll-on/roll-offs of the NTPF also are civilian manned; the other 11 NTPF ships are contract-operated. In addition, MSC employs nearly 1,400 civilians ashore. Uniformed Navy personnel total 640 to complete MSC's personnel force of 7,140.

navy in 1936," Vinas said, "then sailed aboard a Norwegian ship, the *Tao*, for two years as an AB. From 1938 to 1941, I sailed in ships flying the Panamanian flag."

Besides being a deckhand, Vinas also served as a stoker in the black gang, shoveling coal in the engine rooms of old ships. Throughout World War II, the Korean and Vietnam wars, he sailed American ships as a seaman and boatswain. The ships he was aboard were never torpedoed, nor was he ever injured or laid up in a hospital during his long years at sea.

Vinas said he tried to work ashore once he retired from the NMU but it just didn't work out. "I went to work in a factory but couldn't take it," he said. "I like the fresh breeze at the top of the mast. I can't explain it, but the sea is another world entirely."

With MSC, Vinas has served most of

USNS Pawcatuck, one of MSC's Naval Fleet Auxiliary Force oilers.





his time aboard the oiler USNS *Pawcatuck* (T-AO 108), and he likes it that way. He said that on merchant ships crewmen sign on for only one trip at a time and this involves transferring to a lot of different ships. With MSC, Vinas can take leave from *Pawcatuck* to visit his family in New Jersey and return to serve aboard the same ship.

Pawcatuck is part of MSC's Naval Fleet Auxiliary Force, the logistics fleet that helps keep the Navy's combatants supplied with beans, bullets and fuel.

MSC has four fleets of ships. The Naval Fleet Auxiliary Force, as mentioned above, provides direct support of fuel, food, ammunition and other supplies to the Navy's combat ships at sea. The command's dry cargo and tanker fleets supply Department of Defense components worldwide with vital defense elements. Other MSC ships work with the nation's space shuttle program and other scientific research projects.

MSC also provides ships for the near-term repositioned force in support of the rapid deployment force. Thirteen MSC

ships in the Indian Ocean are poised for quick reaction to any contingency.

Speaking of underway replenishment, *Pawcatuck's* master, Captain John A. Whieldon, said, "Not everybody wants to

do it. Not everybody can do it. It's not easy to transfer stores or oil between ships steaming 100 to 150 feet apart. But there's a lot of satisfaction doing a job where you're needed."

Like every NFAF ship, the *Pawcatuck* has a small military department of Regular Navy officers and sailors aboard. Vinas thinks that arrangement is great. "The Navy guys who come aboard here are good shipmates. We never have any trouble," he said.

And as far as age goes, it is no barrier to good seamanship on MSC ships. "There's no discrimination on this ship," Vinas said. "All they expect is that you do the job. If you have to go over the side to paint, then you go over the side. If you have to climb the mast, then that's what you do."

"MSC doesn't throw you on the trash heap when you get to be 65 years of age," said Whieldon.

Still, Vinas isn't the oldest seaman serving with MSC.

Rudolph Smilek, at 73, is a lean able bodied seaman who—until a couple of years ago—was sailing aboard the stores ship USNS *Rigel* (T-AF 58). Smilek's job

One of MSC's oldest employees, Able Bodied Seaman Rudolph Smilek (upper left), serves on USNS Wilkes. One of the youngest, Steve Rogovich (below), is chief engineer aboard USNS Mohawk.



Military Sealift Command

during underway replenishment was that of helmsman.

Captain Manuel Vieira, *Rigel's* master when Smilek was aboard, said he wouldn't swap the old salt for any crew member half his age. "When you're unrepping, you put the best man on the wheel—and Smilek's the best," Vieira said.

Currently, Smilek is aboard the USNS *Wilkes* (T-AGS 33), a scientific support ship. It may be easier duty, but he still has to steer a steady course when the *Wilkes* is charting new waters.

Smilek went to sea in 1934 but quit in 1947 to try his hand ashore. Then, after 30 years ashore, he needed extra money to send his children to college. So at age 55—when many men are thinking about retirement—Smilek headed back to sea.

Although he had been aboard a ship that was attacked by a submarine during World War II, Smilek's scariest experience had nothing to do with war. "I was afraid they'd force me to retire when I was 65," he said. MSC has no mandatory retirement age; as long as a person can do the work and pass the mandatory physical exams, the command will keep that person on.

There are no barriers to employment or promotion at either end of the age spectrum in MSC, as Steve Rogovich, at 28, can testify. He is a chief engineer aboard the oceangoing tug USNS *Mohawk* (T-ATF 170); he became chief engineer at 27 and is believed to be the youngest chief engineer in the MSC fleet.

Rogovich credits the Navy's Military Sealift Command for giving him the opportunity to rise in rank. A graduate of the U.S. Merchant Marine Academy at Kings Point, N.Y., Rogovich has been at sea almost continuously for the past seven years.

"The government's been very good to me," he said. "Sailing with MSC is the fastest route to the top—if you're willing to work at it."

Rogovich loves the sea and his work. He doesn't plan to leave the big tugs for the foreseeable future, but he has a problem: When you've reached the top of your field before age 30, what do you do for an encore?

For now Rogovich is determined to be the best chief engineer in MSC. "It's still new to me, and I'm still learning," he said.

Gaining experience on the job also applies to Yeoman-Storekeeper Cheryl Ann Barnes, who has been with MSC for almost five years after having served two years on active duty in the Navy. Her long-range ambition is to obtain a degree in psychology, but, meanwhile, she serves aboard USNS *Redstone* (T-AGM 20), a scientific support ship operating out of Cape Canaveral, Fla.

In the Navy, as an electrician's mate, she

wanted to serve at sea but couldn't because the Navy wasn't assigning women to ships at that time. Instead, she applied to the U.S. Coast Guard for seaman's papers and later transferred to the Naval Reserve. Her first job with MSC was as a pantry man—equal to a mess specialist in the Navy—aboard the USNS *Comet* (T-AKR 7), a roll-on/roll-off ship which generally carries vehicles.

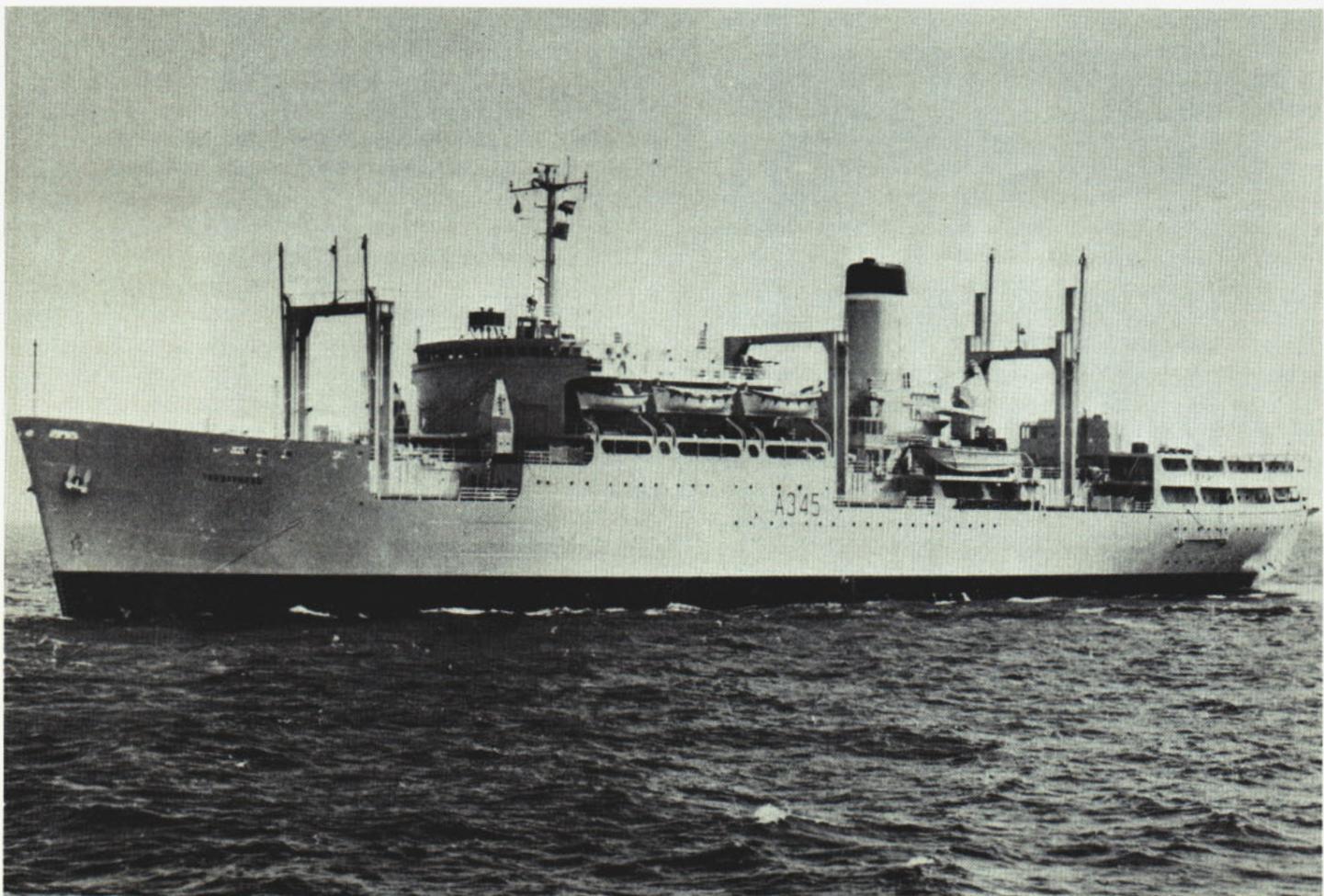
"We went to Bremerhaven, Rotterdam,



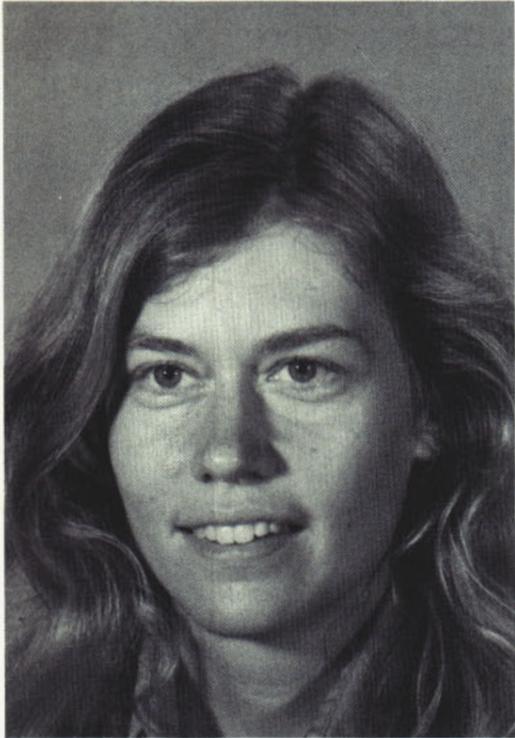
Cadets from Korea Maritime Academy enjoy meeting Third Mate Michiel Hoogstede of the USNS *Meteor* (T-AKR 9). The *Meteor* and the M/V *Cygnus*, both operating with the Military Sealift Command, visited Pusan recently as part of the strategic sealift portion of Team Spirit '82.



USNS Chauvenet (left) and USNS Spica (below) which at the time the photo was taken still carried the name and hull number of the Royal Fleet Auxiliary ship Tarbatness.



Military Sealift Command



Yeoman-Storekeeper Cheryl Ann Barnes and the scientific support ship on which she serves, USNS Redstone.

the Mediterranean, Turkey, Jidda and the Persian Gulf," she said.

Still not satisfied, Barnes wanted to become a yeoman-storekeeper. She passed the test and got her billet aboard *Redstone* where she keeps records of all engine department supplies.

Education perhaps played an even greater role for Glenn M. Isaacs, a junior assistant purser with MSC Pacific. An educator all of his life, Isaacs was nearing the completion of his studies for a Ph.D. when, at age 44, he chucked it all to go to sea.

The midcareer change was a practical matter, Isaacs said. With a master's from Northern Illinois University, he had been teaching for 15 years. An inactive Coast Guard reservist, he was assistant commandant of midshipmen at the California Maritime Academy in Vallejo for more than two years. His background also included five years' service in the U.S. Marine Corps.

But Isaacs felt he had gone as far as he could, and there were no new openings at

junior colleges. "I figured," he said, "I'd never be able to keep up with the economy and inflation by remaining in education. That's when I decided to seek another career."

So, with a license as a junior assistant purser—a requirement when he worked at the maritime academy—Isaacs applied for a job with MSC. Ruperto Medina, port purser for MSC Pacific, was impressed with Isaacs' credentials. "His background is excellent, and we don't mind his age because he has many years of service ahead of him," said Medina.

Today, Isaacs is aboard the cable layer USNS *Aeolus* (T-ARC 3) where he prepares payrolls. He expects to master computer programming, though, because "the future belongs to people who have computer knowledge. I'm excited about my career and I plan to remain with MSC."

Another career person is Captain Leroy Gill Jr., the 42-year-old master of USNS *Spica* (T-AFS 9), a giant stores ship which was purchased from the British. Gill was raised in Oroville, Calif., where his father



was a shipboard welder. "They built destroyers and used to take families of shipyard workers on cruises. I remember going to sea when I was 5 or 6."

Gill joined the Navy when he was 17 and served on a destroyer until he was 21. He was discharged as a quartermaster second class and tried his hand at different jobs including 18 months as a police officer in Los Angeles. But his fascination with the sea never stopped. "I would go to Long Beach and watch the ships," he said.

So, one day in 1964 when he was working in a factory, he decided to take the

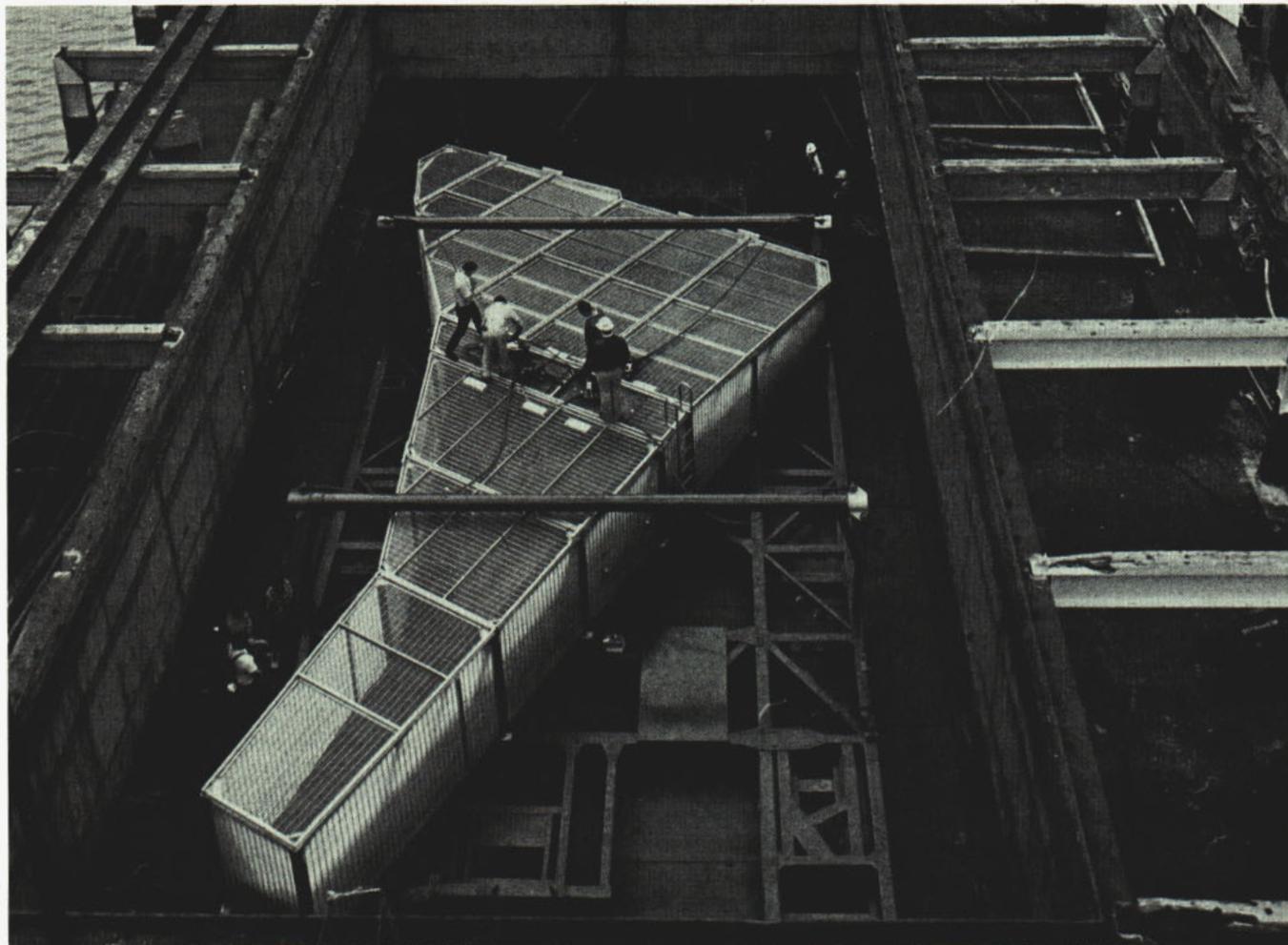
Coast Guard test for able bodied seaman. He passed and went to San Francisco where he got a job with MSC at a time when very few blacks worked on the deck force. Then, he decided that if he were going to make the sea his career he would go for the highest rank available. Ten years after joining MSC he earned his master's ticket.

Considered one of the fastest risers in MSC, Gill said he has never encountered discrimination in his rise to the top. "I made it on my own merit," he said. "You do a good job and it will be recognized."

Like Raul Vinas, Rudolph Smilek, Steve Rogovich and Cheryl Ann Barnes, Gill is a highly skilled professional. They and the more than 5,000 other merchant seamen of the Military Sealift Command help make it possible for the Navy to concentrate manpower resources aboard combat ships. With its Naval Fleet Auxiliary Force and its ships supporting the rapid deployment forces, MSC stands ready to respond to any emergency which requires logistic support for our armed forces.

—Story by Martin Gershen

MSC Supports Space Shuttle Program



The MSC-chartered ship, SS Transcolumbia, transports a \$20 million pair of space shuttle wings from Bayonne, N.J., via the Panama Canal to Los Angeles. The wings will be attached to the space shuttle Discovery, expected to be sent aloft in 1984. Photo by Bob Borden.

Outpost in the North Atlantic

BRRRRR!

An involuntary shudder is a typical reaction for someone who receives orders to the NATO Base in Keflavik, Iceland. For many people, just mentioning Iceland conjures up visions of igloos, ice, wind-blown snow and Eskimos.

Those visions are only partially correct. Although Iceland does have ice and wind-blown snow, it has less than many areas in the northern United States. But it does not have igloos or Eskimos. Iceland's 229,000 people, predominantly of Scandinavian descent, live in modern homes.

After a person's misconceptions about Iceland and Icelanders are dispelled, one might ask, "What is the role of the U.S. military in Iceland?"

Members of the Navy, Air Force, Marine Corps and Army—in descending order of numbers—are stationed there as part of the Iceland Defense Force, a NATO command. IceDeFor is the senior command and is headed by Rear Admiral Ronald F. Marryott.

"We are here to defend Iceland from outside attack and by doing so provide for our common security as NATO partners," Admiral Marryott said. "Iceland sits in the middle of the wide stretch of the North Atlantic known as the Greenland-Iceland-United Kingdom Gap. Soviet naval forces entering or leaving the North Atlantic must pass either to the east or west of Iceland. There is no other path for them. This area would be critical in time of conflict."

Iceland, as a NATO member without its own military force, invited the United States to establish IceDeFor in 1951 in response to growing world tensions. Today, Navy and Air Force units make up most of the Iceland Defense Force. The force also includes a Marine barracks, and two Army officers are on the admiral's staff.

NATO forces in Iceland detect, identify and track any aircraft, ships and submarines entering the North Atlantic adjacent to the island, which is located about halfway between New York and Moscow.

The pride and professionalism of four

Navy units and their contributions to the IceDeFor mission were recognized by recent unit awards. Navy Unit Commendations were earned by Commander Iceland Sector Anti-Submarine Warfare Group and Naval Station Keflavik; IceDeFor, the Naval Communications Station and the Naval Facility each earned Meritorious Unit Commendations.

Although unit commendations recognized team efforts, individual attitudes and contributions make the awards possible. Airman Suzanne Mobley of the naval station's security department displays the type of attitude that makes a command an award winner. "As dispatcher and patrolman, I feel that I have a great deal of satisfaction and responsibility," she said. "We're here to assist personnel and their families. Knowing I'm here to help makes me feel good."

Seaman Apprentice Henry Russell of naval station admin also is proud of his contribution. "As a yeoman striker, I type instructions, notices and help with correspondence and filing. If it weren't for us yeomen, who would keep the paperwork moving?"

There are many dedicated people in IceDeFor and its subordinate commands. According to records kept by the security department, the NATO base's complaint rate is lower than that of most other installa-



Keflavik, just down the road from the NATO base, gleams in the sun.

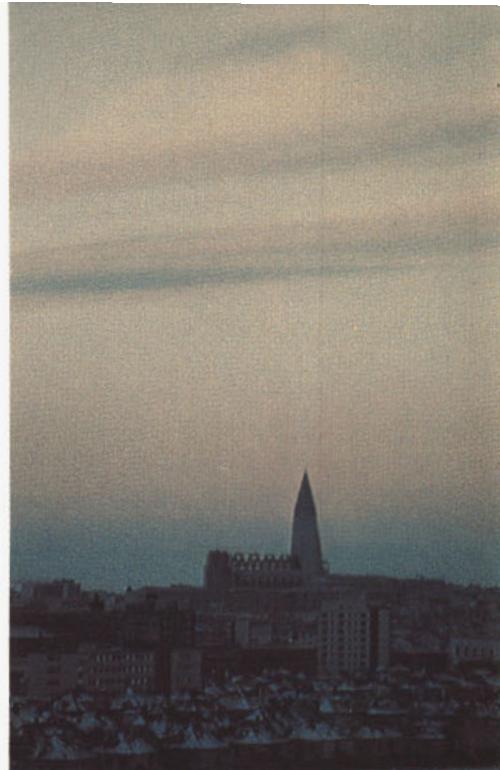


Left: David and Lisa Fisher at the statue of a bear in Reykjavik, northernmost capital city in the world. Below: MM2 Christopher Mundy in the liquid oxygen plant where oxygen and nitrogen are produced for aircraft assigned to the Iceland Defense Force. Bottom: One of Iceland's main attractions is its breathtaking scenery.



Iceland

Hot springs and geysers, deep snow, peaceful fishing villages, volcanic eruptions, smokeless cities heated geothermally—all are symbolic of Iceland. The serving line at NATO base's enlisted dining facility (far right) where good food appeals to the eye and pleases the palate.



Chief Aerographer's Mate Thomas Brown of Keflavik's Naval Oceanographic Command Facility said, "Iceland wasn't difficult for me to adjust to. The base population is friendly—it's hard to keep track of everything that's going on. There's always something to do or a meeting to go to. It generates a feeling of camaraderie." His wife Susan agreed, "Sometimes the long winter nights can be depressing, but there is plenty to keep you busy."

The diversity of reactions to living for a year or two in Iceland is as varied as the number of people stationed there. What is a disadvantage to one person can be an advantage to another. The upheaval of leaving home, for many for the first time, and moving to another country can be a shock. In general, people stationed in Iceland adjust well, take pride in their work, participate in social activities and make use of the many base facilities.

Indoor activities become the only avenue for recreation when high winds are blowing. Wind is a dominant factor in Iceland's weather, and the temperature range (not counting chill factor) is limited. For example, the mean annual January and July temperatures for nearby Reykjavik are 31 and 52 degrees Fahrenheit, respectively. Winds of 35 mph are common and occasionally surpass 80 mph. As a result, extremely cold chill factors are experienced, and people must dress accordingly.

In 1981, the winds caused damage to

tions. The quality of military people and their families stationed in Iceland and other overseas locations is kept high by a screening process to determine personal fitness before orders are cut.

Duty in Iceland is enjoyed most by adventuresome, open-minded people who don't let first impressions set the tone of their tours. It would be easy to get the wrong impression about the beauty of Iceland if one simply flew to the base and never passed through the gates.

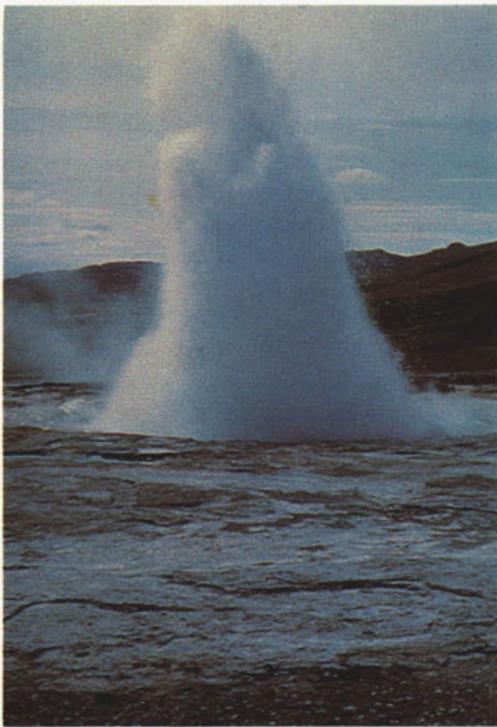
The base is located at Iceland's international airport, and arriving passengers find it relatively small and scenically barren. The base occupies a flat, rocky lava plateau, a 45-minute drive from the capital, Reykjavik. There are some grassy fields and a park is being built, but the beauty of Iceland is in the surrounding countryside where waterfalls tumble from high precipices, geysers shoot into the sky, and glaciers provide a look into the ice age. There are erupting volcanoes, beautiful streams

and lakes, farms and fishing villages.

About 5,000 people, including military men and women, civilian employees and their families, make the NATO base their temporary home. All military and their families live in government housing on base. The base has 920 family units and 15 buildings to house unaccompanied sailors, airmen and marines. Generally, two or three people share rooms in bachelor enlisted quarters.

The base has many of the conveniences and recreational opportunities one would expect to find in a small community in the states—perhaps more.

Storekeeper First Class Robert Guentert of the IceDeFor staff said, "It's like a small town here, everyone is friendly. Living conditions are excellent, and there's enough shopping available to meet most of your needs." His wife Linda added, "Iceland's not a bad place to be—a little cold, but pretty. This is our second tour here, and we like it!"



buildings and vehicles in the hundreds of thousands of dollars. Only one storm-related injury was reported and that was considered minor.

Mobley said, "When I arrived here, the wind was really blowing. . . it seemed like it took me a half-hour to cross the street. And, being from Alabama, I've rarely seen snow; it was quite an experience. I'm glad it's not like that all the time."

To put Iceland's weather in context, consider that similar (and often more severe) conditions occur in the northern United States. A big difference is the more extreme range of temperatures in the states.

"It's cold compared to my home state of Florida," said Russell, "but not as bad as I expected."

Brown said, "Iceland is remarkable! The contrasts of environment across the island are unique. Iceland has warm, beautiful summers and cool, but not severe, winters."

Other factors that account for Iceland's being unique are explained by its geography and geology. Known as the "land of ice and fire," Iceland has active volcanoes, steam vents, hot springs and geysers and the largest glacier in Europe.

While the northern tip of the island almost touches the Arctic Circle and 13 percent of the area is covered by glacial ice, temperatures on the coast (where the base is located and most people live) are moderated by the influence of the Gulf Stream.

Because Iceland is more than 2,500

miles from New York, people assigned there generally depend upon the mail for communicating with friends and relatives back home. Because of its importance as a morale factor, mail is delivered seven days a week. According to Mobley, "You have a tendency to collect high phone bills calling home, and mail seems like it takes forever to get here."

News and entertainment sources include Navy Broadcasting Service Detachment Eight, American newspapers and magazines obtained at the Navy Exchange, along with the European *Stars and Stripes*.

A good way to combat the feeling of isolation and separation is to meet Icelanders off base. The natural place to start is Keflavik, a town of 6,000 people just outside the gate. There Americans shop, go to movies and sightsee. English language movies (with Icelandic subtitles) dominate Iceland's cinematic fare.

The distance from Keflavik to Reyk-

javik, Iceland's largest city, is 35 miles. As Iceland's cultural center, Reykjavik offers a broad range of activities. With a population of 85,000, it has museums, nightclubs, swimming pools, spectator sports, restaurants, movies, symphony concerts, ballet, opera, tours and shopping.

Prices of many items on the Icelandic economy are about double the stateside costs, so shopping is limited to items unique to the country. These include woolen products, glit (Icelandic pottery made from lava) and some food items such as fresh fish and baked goods.

Russell said, "I don't go off base as much as I would like. When I do, it is usually to Reykjavik. I don't have a car, and there's a good recreation program on the base."

Mobley doesn't own a car either but travels off base occasionally. "The Icelanders are friendly," she said. "Tours downtown and to the interior of Iceland are



Iceland



very enjoyable. Waterfalls, museums and small shops make going off base an exciting way to spend a day. The country has a fascinating history and folklore."

If people want to get off the island for a few days, they can fly to the states or to Europe on military aircraft or commercial airlines. Brown said, "This station is unique in that it offers you the world. Connections can be arranged on military aircraft to just about anywhere your heart desires."

Military people in Iceland are involved in activities they seldom (or never) participated in at home and have opportunities they didn't expect. According to Mobley, "I do a lot of bowling and work on ceramics and didn't realize how much I

Godafoss (left), a powerful but graceful waterfall, and the "duck pond" (below) in Reykjavik are a strange contrast to the reality of NATO's presence in Iceland as when an F-4 of the 57th Fighter Interceptor Squadron (right) intercepts a Soviet Bear.



would enjoy them before I came to Iceland. These are relaxing and enjoyable activities."

The emphasis given to recreation is reflected in a budget of \$5 million (about \$1,000 for each adult and child) to operate and support the local recreation department. Sports supported last year were 36

softball teams, 34 volleyball teams, 22 racquetball teams, 14 flag football teams, six golf teams, numerous bowling teams and a chess tournament.

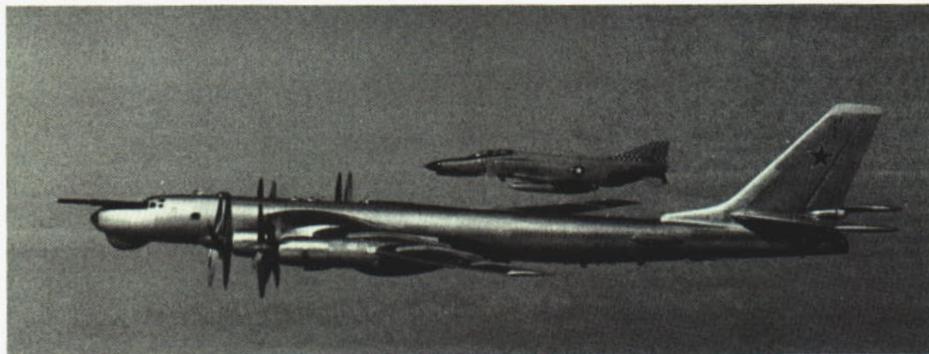
Activities offered by the hobby shop include leathercraft, ceramics, electronics, woodworking, photography and lapidary. Hvitarbakki Lodge—about 130 miles from

the base—offers fishing, swimming, hunting, camping, horseback riding and sight-seeing.

A partial list of organized interests includes amateur theater, coin and stamp collecting, square dancing, flying, scouting and various fraternal or social clubs. The base tour office offers excursions to places with exotic names like Selfoss, Skogarfoss, Whale Bay, Gullfoss and Thingvellir.

People with orders to Iceland don't have to resign themselves to a long, boring tour at a remote site. It's an active, friendly base where people participate in a wide variety of activities and take pride in their work. A tour in Iceland provides the opportunity for adventure, cultural enrichment and learning.

—Story by JO2 Frank Fisher



Radiothon '82 Sets Record

Community spirit pervaded the NATO base at Keflavik, Iceland, as Navy, Air Force, Marine and civilian residents dipped deep into their pockets in support of the Navy Relief Society and Air Force

Assistance Fund drives during the base's Radiothon '82.

Radiothon, an annual event staged by Navy Broadcasting Service Detachment Eight, offers everyone on the base a

chance to request favorite songs, "bump" least favorite tunes off the air, or issue challenges to individuals or commands for various pledges.

Radiothon '82 was aired from 6 a.m. to 6 p.m. for a week of community antics. Generally, a \$5 pledge would get a song on the air, and a \$10 pledge would bump it off. A challenge could be issued for a \$25 pledge, and a recurring song (played hourly throughout the week) could be aired for \$100. By adding on money, commands or individuals could "fight" to have songs bumped only to have them aired again for a higher pledge—which then had to be upped to get the song off again.

The fund-filled, week-long Radiothon '82 brought in \$31,306 for the Navy Relief Society and the Air Force Assistance Fund. This was \$13,000 more than was raised in Radiothon '81.



Capt. Peter D. Smith, CO Naval Station Keflavik, thanks Maj. Bill Green, CO Marine Barracks, for the enthusiastic participation of the Marines in Radiothon '82.



Tarawa's Stay in

When USS *Tarawa* (LHA 1) pulled into the Long Beach Naval Shipyard to begin overhaul, a unique training opportunity arose for the ship's firefighting teams. It was an opportunity which would help to better their knowledge and skills in fighting dreaded shipboard fires.

The firefighting training sessions took place at the Long Beach Fire Department Training Center under actual fire conditions. Members of the department and *Tarawa's* repair division officer, Lieutenant Junior Grade Larry G. Sharp, were instructors.

Before the men got into the thick of fighting fires, fire Captain Harold E. Basler made one point clear: "We fight fires every day wearing protective clothing. Your clothes (dungarees) won't last in the training building with our hottest fire more than 30 seconds. Even with our protective clothing, a fireman lasts only 10 minutes."

The team's first exercise was a structural fire in a basement. Next came oil and liquid fires (class B) with practice in putting them out with carbon dioxide and chemical extinguishers. They later practiced using chemical foam (light water) and high velocity water to put out large class B fires.

The afternoon ended with a fourth-floor structural fire. The team learned from their mistakes in handling the hoses. "You found yourselves bunching up," said Chief Hull Technician Rick L. Tucker, *Tarawa's* firefighting instructor. "Don't do it. The ship's ladders are not as wide as the stairs, so space yourselves out."

The next day the team learned how to find a fire when smoke makes it difficult to see a fire and heat becomes the key



Firefighters Fighting Shape

indicator in locating flames.

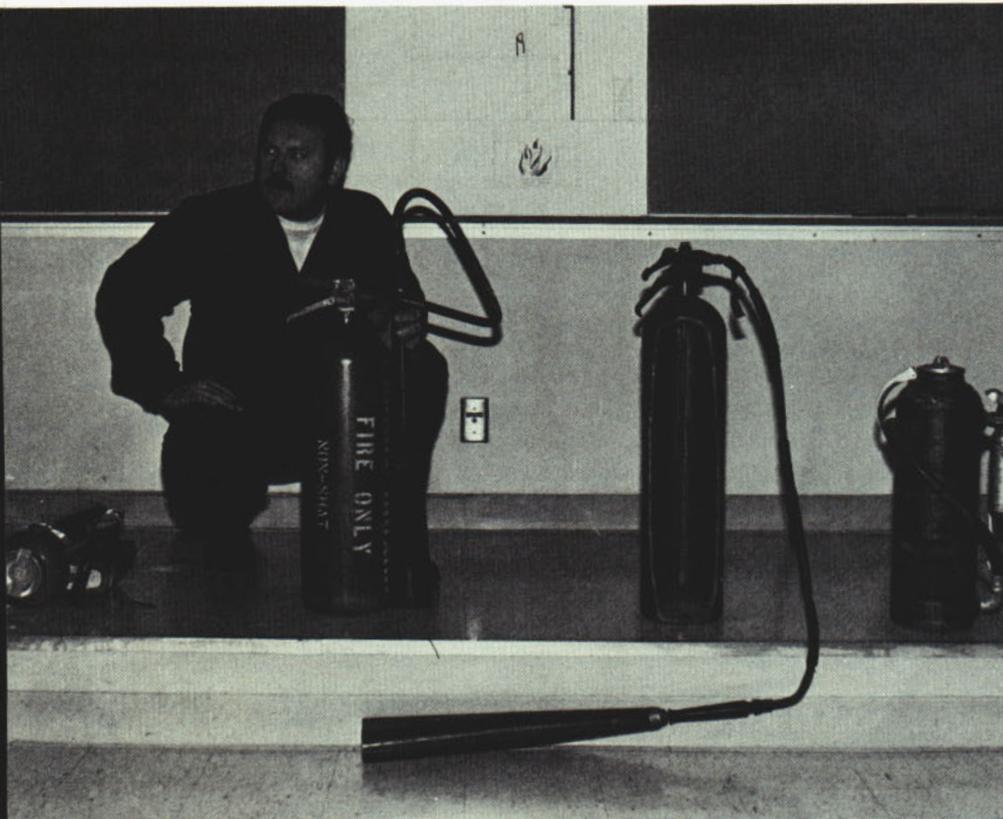
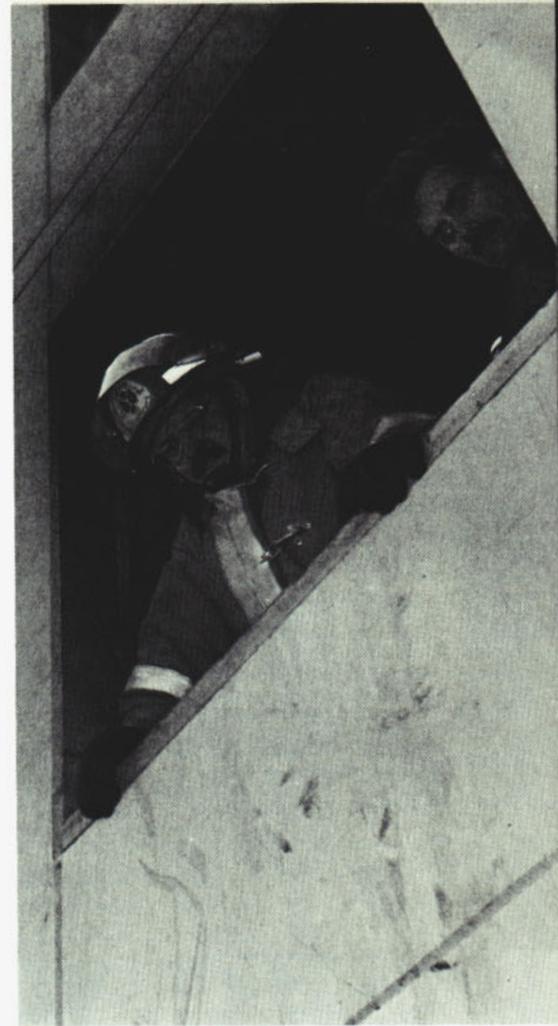
All men on hose teams must wear OBAs (oxygen breathing apparatus)—the lifeline in a smoke-filled compartment aboard ship. While the No. 1 hose attacks the fire, the No. 2 hose uses a high velocity fog nozzle to spray a wide sheet of water over the No. 1 hose team, protecting them from the heat and enabling them to fight the fire until it's out.

Danger still exists after a fire has been extinguished, especially in areas which have little or no ventilation. In training, that means a reflash watch is set while the

No. 1 hose team stands ready. Gas-measuring equipment checks the compartment for oxygen and explosive gases.

When the fire is out, overhaul begins. Rakes and shovels are used to break up the coals and ensure the fire is dead. The sailors learned that a fire that takes 10 to 20 minutes to extinguish may take as long as three hours to secure.

With the special training sponsored by the Long Beach Fire Department, *Tarawa's* fire party teams returned to their ship more confident in their ability to handle fire emergencies.



Lectures, demonstrations and actual firefighting exercises with the Long Beach, Calif., Fire Department help sharpen the skills of Tarawa's firefighters.

CISM

Runners Foster International Good Will

Colorful warm-up suits were everywhere as runners stretched, strutted and snoozed awaiting their respective races. The many national flags and uniforms of various military services added a fiesta atmosphere to the 31st International Cross Country Championships hosted by the

Pensacola Naval Air Station. It was part of the Conseil International du Sport Militaire with more than 250 top runners from 24 countries competing.

CISM, one of the largest international amateur sports organizations in the world, was conceived in 1948. Its purpose is to

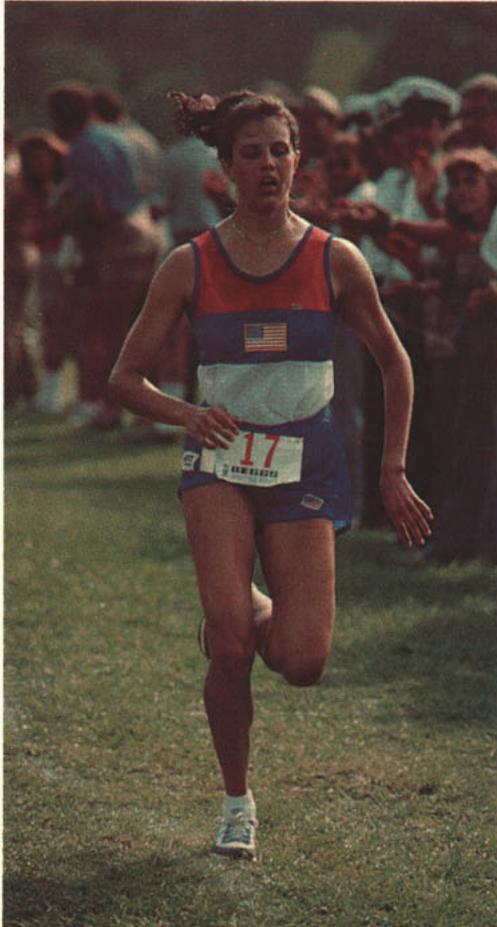
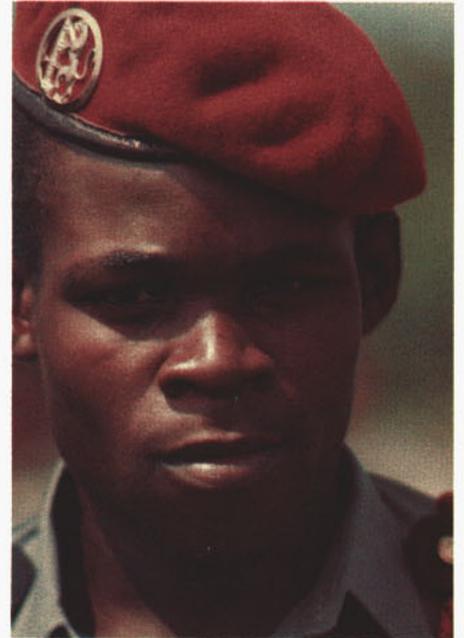
develop friendly relations among its 84 member countries. Currently, CISM has 27 events grouped into five sports categories—military, mechanical, combat, collectives and individual.

The runners were considered to be world class. All had earned the right to represent





Military sports figures from all over the world gathered to compete and cooperate in CISM's 31st cross country events.



their nations by winning races against their own countrymen. They were at Pensacola, Fla., to test their ability in three grueling heats—the women's 4.5 kilometers cross country race; the men's 4.5 kilometers and 11.4 kilometers cross country races.

The 1982 courses wound around centuries-old landmarks at Pensacola; the finish line was located at the end of the Naval Aviation Museum's display of Navy aircraft.

As tension mounted, women runners began heading for their blocks to await the starter's gun.

"I'll take the lead and stay out front all the way," said a confident Deborah Anderson, before the race. Last year, Anderson, a dental technician at the Air Force Academy in Colorado Springs, Colo., finished second.

"I was sick last year when I ran," she added, "but this year I have been running the hills out in Colorado, and I am in good health . . . I feel that I can win."

The starter's gun fired, and the runners took off through sand, struggling up and down hills that would slow the most dauntless. Anderson, good to her word, took a quick lead and crossed the finish line with a time of 17:32.5. Her closest rivals all finished in the 18-minute bracket. However, while Anderson took the women's individual championship title, the women's team trophy went to Belgium.

As the women rested, the men took their places at the starters' blocks. As the runners broke, a cloud of dust and sand billowed up for the first 300 yards of the 4.5 kilometers heat. The pack settled down, and the lead turned into a seesaw battle between various contestants with no front runner really established.

The pace was fast and grueling as they reached the final leg. Portugal's Joao Campos and his fellow team members finally took the lead and held on to it. Campos

finished first with a time of 13:33.2. His country took the overall team trophy.

The final race and main event was the men's long course of 11.4 kilometers. It was an easy run for the first seven kilometers, but just past the halfway mark, the pack started to thin. The strain was taking its toll and the pace slowed. The trees along the course helped filter the sunlight, but not the humidity. Sweat poured from the runners as they struggled through the winding and, at times, tortuous footpath. The narrow course, where no more than two runners could run abreast, was some-

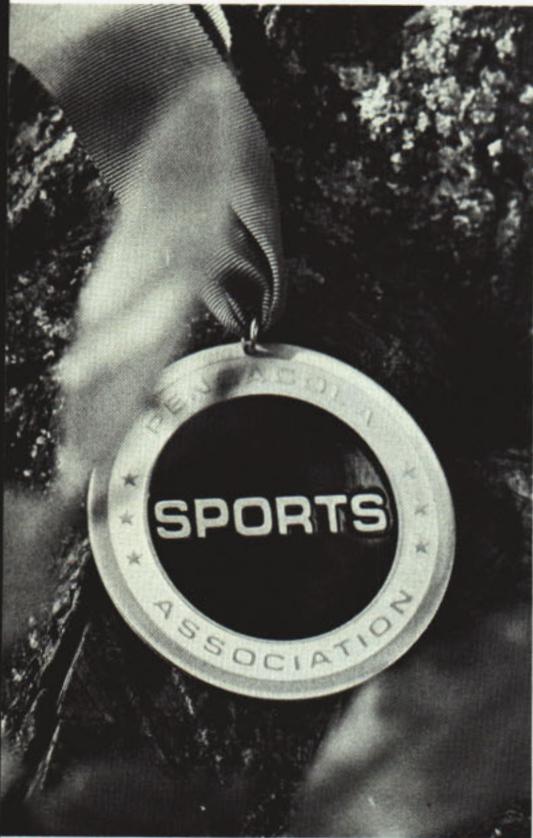
times treacherous because of hidden tree stumps and sometimes rocks.

Last year's winner, Mussa Ahmed Goda of Sudan held a narrow lead as the pack entered the last leg. Finishing front runners were within seconds of each other, but long, lean, well-muscled legs stretched to their utmost as Goda pounded across the line eight seconds in front of the closest rival. Sudan had won the individual title, but Algeria's runners gave their country the Long Cross Team Trophy.

—Story by JOI John Johnson



American Deborah Anderson (center) took first place in the women's 4.5 kilometer race. Belgium's Vivianne Verkest (left) came in second; her compatriot Rosine Walley was third. Photo by PH2 Tom McAuliffe.



The pace set in the men's 11.4 kilometer run was grueling, but Sudan's Mussa Ahmed Goda (bottom right) proved he was up to it by taking first place, individual title. All participants earned a Pensacola Sports Association medal for their efforts. Photos by JOI Jim Bryant and JOI John Johnson.



Canvasser Recruiters Go After Navy Experience

Outside the air-conditioned offices of the Navy and Marine Corps Reserve Center in Phoenix, Ariz., the temperature was nearly 100 degrees in the shade. Inside the rectangular stone building, business was brisk for two energetic salesmen.

"Nothing quite like a good heat wave to get people interested in our product," Chief Aviation Machinist's Mate Chester Jones said as another prospect walked into his office. "Seems whenever we get one of these hot spells, people start remembering

what it was like being near the ocean. Then the phone starts ringing."

Jones and Senior Chief Yeoman Jon Stieglmeyer market an unlikely product in the Phoenix area—the Naval Reserve.

Their customers are former Navy men and women who have left active duty, generally with a good deal of training and experience, courtesy of Uncle Sam.

"People leave the Navy for lots of different reasons. Listening to those reasons and talking about the benefits of using the expertise they acquired while in the Navy is what this job is all about," Jones said.

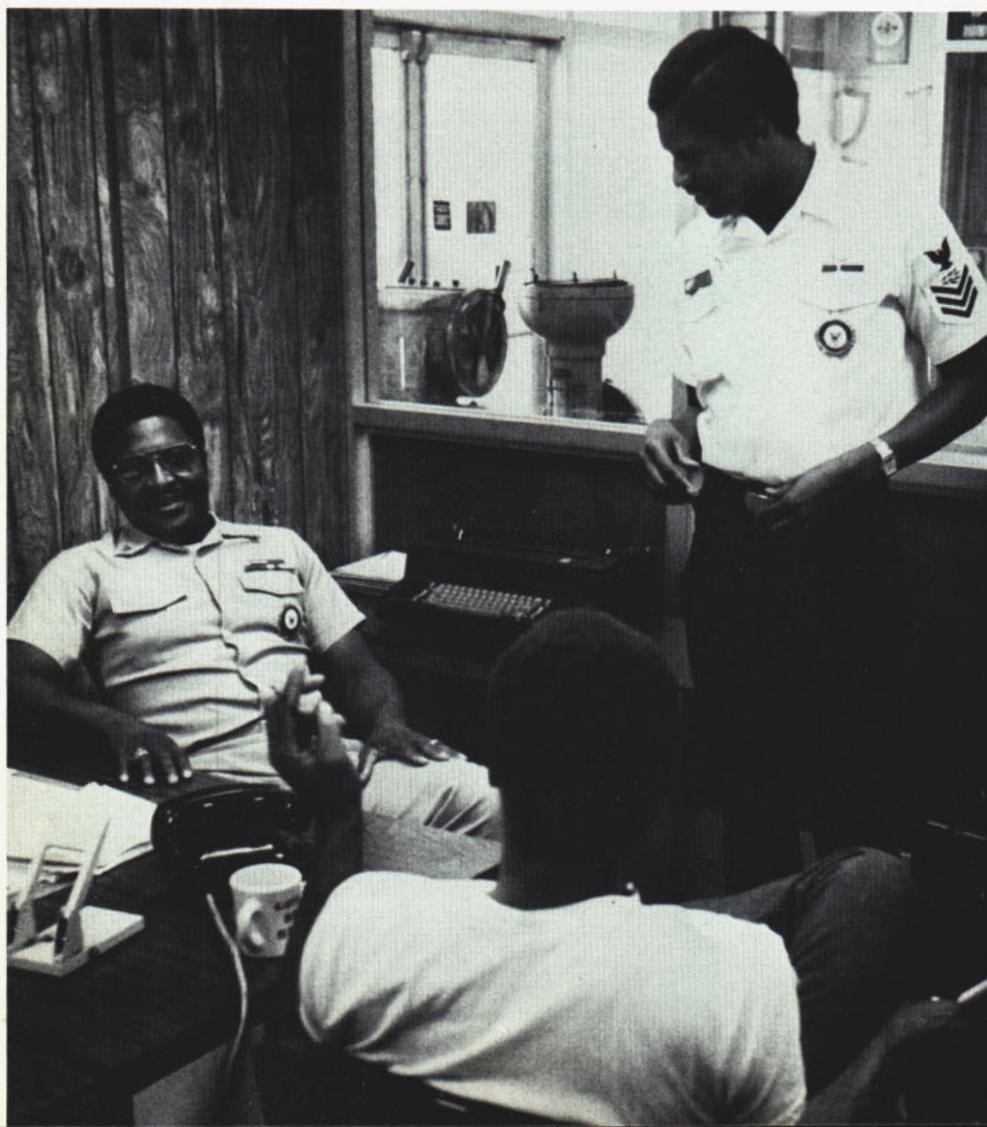
"Working with people who have prior Navy service is also unique because we deal with people who know the ins and outs of the Navy. They know the good and the bad of it," he added.

What's good about the Naval Reserve is that it permits Navy veterans to pursue the education or career they have chosen in the civilian sector while earning money for their Navy experience.

"I left the Navy after 11 years as a machinist's mate," Phoenix resident Robert Rodriguez said. "I spent eight years at sea and decided I wanted to go back to school. Now that I'm out, jobs are tight. Being in the reserves will help me make ends meet while working for my engineering degree."

There are fewer than 450 reserve recruiters—known as canvasser recruiters—

ADC Chester Jones (left and top right) and YNCS Jon Stieglmeyer (top left) combine liaison with Regular Navy recruiters and individual initiative to obtain qualified candidates for the Naval Reserve in the Phoenix area.





worldwide. This year alone they face the challenge of boosting the Navy's existing reserve force from its current 90,000 level to 94,000. These reservists are the people who will be called upon in case of a national emergency. They are the people who will augment and back up the Regular Navy.

Stieglmeyer and Jones agree that while their jobs are challenging, there is one problem greater than the excessive paperwork, long hours and fluctuating schedules.

"There's a stigma attached to the term recruiting," Jones said. "People hear recruiting—whether you're referring to the military or a corporation—and they get a feeling that someone is trying to push something on them.

"What we do is sell a product that is important to both our customers and the Navy."

Like many salesmen, canvasser recruiters spend a good deal of time on the road. Jones and Stieglmeyer cover a 500-square-mile area of the Southwest. It's an area where tales of outlaws, gold fever and the excitement of the Old West surround sprawling cities like Phoenix and Flagstaff, and communities like Globe and Tonopah.

"People in this part of the country don't know much about the Navy," Jones said. "I served as a Regular Navy recruiter in this area for three years and would frequently get phone calls from parents wondering what was happening to their son or daughter now that they had gone off to boot camp."



And there are problems unique to being a canvasser recruiter.

"As a canvasser recruiter," Jones said, "repeated failure in meeting enlistment quotas doesn't mean a bad evaluation or reassignment to sea duty. It just means you're out on the blocks without a job."

Canvasser recruiters—unlike Regular Navy recruiters—operate on a fiscal year contract with the Navy. Although they encompass a number of professional ratings, canvasser recruiters work solely as Naval Reserve recruiters and are assigned only to shore duty billets.

"Canvasser recruiters work on one-year orders," Stieglmeyer said. "We are recalled to active duty in October. If, for some reason, a canvasser recruiter is not doing his job effectively, there is a strong possibility the Navy will not recall him to active duty."

Jones and Stieglmeyer have not had to worry about their recalls. They recruited nearly 75 percent of the reserve center's 453 drilling reservists since they started work as canvasser recruiters in Phoenix. Stieglmeyer has been assigned to the Phoenix Reserve Center since 1971 while Jones has served there since 1978.

"Without the reserve recruiters, the Navy would not have as effective a reserve force as they have today," said Captain Ronald K. Kucera, commanding officer of the Navy-Marine Corps Reserve Center, Phoenix. "The heart of the Naval Reserve force is the veterans who reaffiliate with the Navy and give us the benefit of their experience."

Canvasser recruiters, like most successful recruiters, are a highly trained group who use a broad range of sales techniques in their day-to-day jobs.

"In this type of work, you get some really fine sales training," Stieglmeyer said. "I've attended seminars conducted by some of the most prestigious sales consultants and have really benefited from that training."

Training in telephone sales, decision dynamics and other sales techniques helps forge what has become a productive recruiting machine for the Naval Reserve force.

"Although we can only recruit for the reserves, we also work closely with the Regular Navy recruiters in the area," Jones said.

The relationship between the reserve and Regular Navy recruiters is a kind of practical partnership. When a Navy veteran affiliates with the reserves, his or her interest in a naval career is often heightened, kindling thoughts of re-enlisting in the Navy full time again.

Radioman First Class Eddie Dee Trotter is a Regular Navy recruiter assigned to the Naval Recruiting Station in Mesa, about 10 miles from Phoenix. He believes the canvasser recruiter serves as a good link to the community for Regular Navy enlistments as well as for the reserves.

"Chief Jones recruited me into the Navy when he was a Regular Navy recruiter, so when I was assigned as a recruiter in this area, it seemed pretty natural to start working closely with him," he said. "Whenever the chief finds someone interested in joining the Regular Navy or has a reservist who wants to go active, he calls me and I take it from there.

"The same applies with the people I talk to. If a person is interested in joining the Navy but doesn't want to make it a full-time job, I'll refer them to the reserves through Chief Jones or Senior Chief Stieglmeyer."

The basic formula for success as a canvasser recruiter is the same as that of any good salesperson. You need to be dedicated to the point that long hours become routine, and you must be able to cope with copious amounts of paperwork. Above all, you have to believe in the product you're selling.

Jones and Stieglmeyer live that formula. The success of the Naval Reserve program in the Phoenix area proves it.

—Story and photos by JOC Lon Cabot

Mission Accomplished

For the seventh consecutive year, the United States and the Republic of Korea joined forces to launch Team Spirit '82—the largest land, air and sea assault exercise in the Western Pacific.

Since the first Team Spirit in 1976, the numbers of participants have tripled. This year there were roughly 166,000 U.S. and ROK troops and more than 40 U.S. and ROK ships involved. Included were six ships of the Seventh Fleet Amphibious Task Force and a carrier battle group centered around USS *Midway* (CV 41).

Even though Team Spirit '82 was an exercise, all the realities of impending battle were present. In the waters off southeastern Korea, battle plans were completed aboard U.S. and ROK warships. As the 30-ship U.S. armada sailed toward the Korean peninsula, it separated into blue and orange (enemy) forces, then engaged in multiple-threat attack exercises. Meanwhile, USS *Brunswick* (ATS 3), a salvage and rescue ship, joined ROK navy units for exercises near Chinhae, 190 miles southeast of Seoul.

The dawn of the amphibious beach landing with bone-chilling winds, low cloud cover and light, intermittent rain provided the right atmosphere for a surprise attack.

Orange forces attempted to take positions at a number of inland locations. U.S. Marine helicopters moved hundreds of troops from the flight deck of USS *Tripoli* (LPH 10) toward the beach as the first of six waves of amphibious assault vehicles churned through the choppy seas.

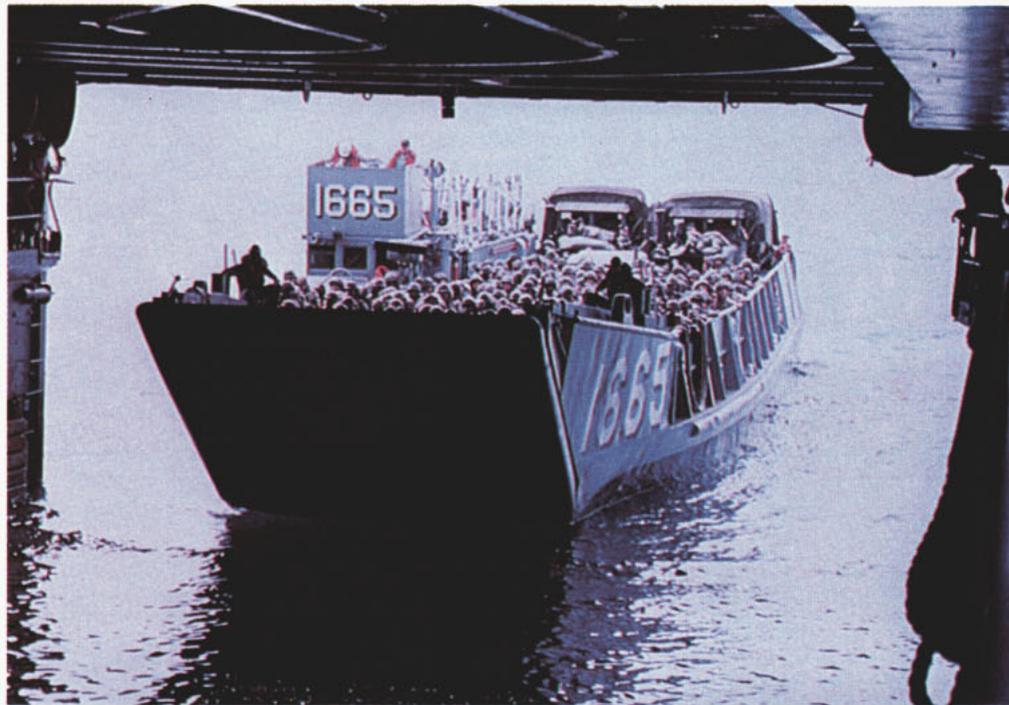
Aircraft from *Midway*, USMC jets from inland bases and ROK air force F-5s and F-4s made simulated air strikes. Simulated naval gunfire (demolition charges) flung

rocks and debris along the beach, greeting both attacker and defender with fiery orange smoke, lingering beach fires and the smell of gunpowder.

Following the initial waves, M-60 tanks, TOW anti-tank weapons, trucks and other heavy equipment were directed inland by Navy beachmasters. Gradually tent cities popped up just south of the 38th parallel in places such as Pohang, Yechon and Taegu.

ROK and U.S. naval and air forces aided joint armies in their ground war by flying interdiction, airlift, search and rescue, reconnaissance, close air support and unconventional warfare missions. Overall the greatest number of troops—some 86,500—were involved in the ground phase of the exercise. On the beach and further inland, the Marines held massive field maneuvers featuring night operations and river crossings.





Realism is the goal in Team Spirit '82, a massive land, air and sea assault exercise combining combat ready forces of the United States and the Republic of Korea.

Team Spirit '82

The active phase of Team Spirit '82 came to an end. Tents were dismantled and landing craft returned to their ships; troops awaited flights back home. Still, the job was not complete. Assessing the "damage" done to both sides and evaluating the effectiveness of the exercise remained.

"We always say there is no winner and no loser," said Air Force Lieutenant Colonel Joe Hipps, in Seoul. "If we had a winner, both sides couldn't get equivalent training. Blue counterattacks provided that training."

Vice Admiral M. Staser Holcomb, Commander U.S. Seventh Fleet, praised Team Spirit '82 as "demonstrating the U.S. resolve in the defense of the Republic of Korea and enhancing combat readiness."

—Story by JO2 Glenn Jochum
—Photos by JOC Gary L. Martin,
PH1 Felimon Barbante and
PH1 Bob Weissleder



Cold, Wet, Hungry and Dirty

"It takes about three times as long to backload following an amphibious exercise," said one constructionman from Beachmaster Unit One. And, it also seems to occur just as the weather sours, which

doesn't make the job any easier.

Light rain fell over the southeast Korean peninsula, as 3,000 weary Marines returned to the site of their D-day beach landing at Pohang. Though tired, their

movements were characterized by haste. Troops, trucks, armament, tanks—the list goes on—had to be relocated aboard the ships before anyone could rest.

Amphibious ships—barely visible in the steadily increasing haze—lowered their stern gates and deployed landing craft from their flooded well decks. Signalmen ashore acted as traffic police, waving flags to guide the incoming craft.

As one unit was loaded, the Marine embarkation officer staged the next. Landing craft ferried back and forth from ship to shore as amphibious personnel carriers were strung out like a line of ants as they navigated through the water in single file back to the ships.

Although five of six ships in the amphibious task force were backloaded in a single day, early the next morning the operation had to be delayed because of foul weather and surf conditions. Later that day the arduous task was resumed. Said one first lieutenant, "I'm cold, wet, hungry, dirty and happy to go back."

Team Spirit was over. All that remained of the "battle" were the footprints and tracks in the Korean sand.

—Story by PH1 Felimon Barbante



Currents

Explore the deep

The fleet diver, explosive ordnance disposal and UDT/SEAL diving programs are seeking "highly motivated personnel" for training to meet an increase in diver requirements for fiscal year 1984.

Fleet divers use a variety of diving equipment to perform underwater salvage and maintenance operations. EOD divers are highly skilled technicians trained to identify, render safe and dispose of all types of ordnance. UDT/SEAL divers are combat swimmers, trained to conduct special operations.

The three programs comprise the Navy's career diving force. Individuals assigned a diving NEC

are detailed in a "closed loop" to diving billets afloat and ashore during their careers. Special diving pay for those in diving billets was recently increased.

Qualified men and women may volunteer for training by forwarding a special duty request form (NAVPERS 1306/7) to NMPC 401D, via their commanding officers. All diving commands and detachments will provide additional information on diving programs, give screening tests and assist members in processing applications.

See NAVOP 078/82 for more information on the Navy Diving Program.

No more trademan

The trademan (TD), who was responsible for the operation and maintenance of the Navy's training devices, will be no more—the rating is being disestablished.

Studies of the rating show it is more cost effective to have civilians perform the work done now

by trademen; there is no at-sea requirement to justify continuation of the rating.

Plans to offer affected people alternative career paths in other ratings during the phase-out period are being made final. Details of these options will be announced in the near future.

Navy modifies pregnancy separation policy

The Navy is no longer automatically approving separation for pregnant Navy women. This policy is aimed at retaining women in whom the Navy has a substantial investment or who possess certain skills.

This policy especially affects pregnant Navy women who

- receive fully funded education or education for which they incur obligated service.
- receive extensive training for which they incur obligated service.
- receive special compensation.

● are in a rating, skill area, NEC or designator which justifies retention.

● execute orders, re-enlist or enter a program requiring obligated service while pregnant.

A pregnant Navy woman in one of the above categories must demonstrate overriding and compelling factors of personal need before separation will be approved.

Women are still required to submit separation requests at least four months in advance of date they want to be separated.

Enlisted evaluations made easy

The Navy faces an inflationary problem in its enlisted evaluations. In an effort to combat this inflation and streamline the administrative procedure on enlisted evaluations, the Navy is adopting a single enlisted evaluation report.

The redesigned form places all enlisted people under a single grading system using the traditional 4.0 scale and evaluates them in five general areas. The form is also designed to ease the administrative hassles now encountered with the cumbersome three-form system.

"Primarily, we have had three different forms and three different administrative systems to deal with," said Master Chief Petty Officer of the Navy Thomas S. Crow. "It was an administrative problem for everyone, especially in the fleet.

"From my own experience, division officers and division chiefs dread writing evaluations using the present system. The new form will simplify the process and take out the hassle for all concerned."

A study of the enlisted evaluation system was initiated in 1980 at the direction of the Chief of Naval Operations after he had received strong recommendations for a single form system from his Master Chief Advisory Panel.

"We didn't start out to change the enlisted program. We were merely going to study it," said Captain J.F. Mahaffey, director Military Personnel Record Data Management department. "There was a whole shopping list of items the CNO wanted us to look at.

"In examining the overall system, we found it cumbersome and somewhat inflated, especially in E-7 to E-9 evaluations," he added.

"The new form will not cure inflation, but it will make inflated marks more obvious," said Crow. "The system has gotten to the point where what we are seeing at the top 5 percent level are actually the average performers. That's not real, and it forces selection boards to develop their own means of determining the real performers."

The study did show that the heart of the sys-

tem was still valid in the areas of assignment, placement and advancement of people, as well as providing quantitative analyses. But there was a general dislike for the E-5 and E-6 form, and the system needed administrative improvements, especially in the reduction of paperwork.

"We recommended a single form and a single grading system," said Mahaffey. "As we studied the system, it became obvious that a consolidated form would mean less paperwork in the fleet. This year's E-7 selection board had to send out 1,700 messages requesting missing evaluations."

After extensive research and a great deal of input from the fleet master chiefs, the form was redesigned. Several major structural changes were mandated and, wherever possible, concepts were taken from the current officer fitness report. CNO then approved the new enlisted version.

Structurally, the new form will be a single page (front and back) evaluation report. It will use a modified management grid evaluation system to evaluate professional factors, personal traits, self-expression and leadership. Paygrade E-7 through E-9s also will be evaluated for management abilities.

Another change, breaking a longstanding practice, limits the evaluation comments to the space provided on the reverse of the form. No longer will great Navy prose be mightier than actual experience and performance. In addition, an overall performance mark of 4.0 will have to be justified with separate remarks but not incorporated in the general write-up.

"This will make seniors get down to the nitty-gritty," said Crow. "What we have had over the past 10 years is no real rule of any kind on the write-ups. Now, seniors are going to have to be specific, objective and realistic in evaluating their personnel."

"The thrust of a limited, summary write-up is aimed at amplifying professionalism with specific objective comments," said Mahaffey. "The selection boards find they're really turned off if they

have to muddle through a couple of pages of halo-type comments and then go back over it to justify specific marks.

"The one-page summary will also reduce the criticism that an unlimited write-up favors those who are evaluated by someone talented with the pen. We are, for example, now putting a chief journalist and a chief boiler technician on the same level by requiring objective comments in a limited area. It's not how or how much you say but what you are saying that's going to count."

Additionally, wherever possible, the enlisted evaluation report will parallel the officer's fitness report. This includes blocks for advancement, use of concurrent reports to document TAD periods and a grading summary (for E-4 and above). Another feature also borrowed is that frocked personnel will be evaluated and compared separately in the frocked paygrade, as officers are now.

The final changes to the form include the incorporation of the acknowledgment statement signature block on the form and the elimination of the assignment blocks which were often filled with inflated or unrealistic recommendations.

Currently, the Naval Military Personnel Command is staffing NAVMILPERSCOMINST 1616.1A which will provide detailed instructions in the use of the new form and is targeting distribution for early fall with the forms following within two to three months. Seaman evaluations could be on the new form as early as January.

"Simplification is the key," said Crow. "The new form will help the selection boards get a good picture of a sailor's performance from just a quick look at the marks. For promotion purposes, we are only looking for the front-runners.

—By JOC James R. Giusti

Military managers ashore

Solving shipboard problems is routine for naval officers, but the problems they face as major shore installation commanders can cause "culture shock."

Cushioning the shock for those who, in effect, are like mayors of small cities is one of the goals of the Navy's "Prospective Commanding Officer Shore Station Management Training Program." It is presented in Washington, D.C., three or four times a year. The next class is scheduled to begin Nov. 29, 1982.

The three-week program includes lectures, panel discussions and seminars. It is open to prospective commanding officers and executive officers of major shore installations. The course is conducted in cooperation with the Naval Civilian Personnel Command's Military Manager Ashore Training program. It prepares prospective COs and XOs "for the complex task of managing" the shore establishment's "manpower, budget, supply and facility resources."

Civilian and military issues covered include financial management, supply facilities, housing, transportation, food, medical and legal services, public affairs and civilian personnel management. Representatives of major staff offices and commands in the nation's capital make presentations on all facets of operating a major shore installation.

Panels featuring current shore installation commanders review contemporary issues and share experiences with those who soon may relieve them. The program was first offered in May 1978 and has accommodated 368 Navy and Marine Corps officers over the past four years.

Inquiries concerning the program should be sent to Director, Naval Civilian Personnel Command (Attn. Code 09M). Inquiries concerning quota availability should be addressed to Commander, Naval Military Personnel Command (NMPC 440).

Sustained Superior

None of the four were consciously striving to reach the goal. They didn't consider themselves in competition, and there was no outright challenge from anyone else. But the challenge came from within—to be the best they could at what they did. And they achieved that.

In July, it became official. Chief Mess Management Specialist (SS) Michael G. McMahon, Chief Air Traffic Controller Loren L. Stauffer and Chief Yeoman (SS) Keith S. Barber were named the 1982 Sailors of the Year. Chief Sonar Technician Terry R. Zieba became the 1982 Naval Enlisted Reservist of the Year. Judged the best of more than 475,000 Navy enlisted men and women, the four were meritoriously promoted to chief petty officers.

"It's something you don't plan on," Shore Sailor of the Year McMahon said. "It just happens. I don't think anybody can come into the Navy and say, 'Well, 10 years from now I will be sailor of the year.' You have to be a top performer. That's really the only way you can make it, by sustained superior performance. Start at day one and don't ever let up."

Like McMahon, Pacific Fleet Sailor of the Year Stauffer insisted that he didn't do anything special to be selected as a sailor of the year. He said he just did his job. "Sailor of the year was not one of my goals," he said. "In fact, I never really thought about it. Being aboard *Midway*, it (doing his job) was a whole lot easier. To be honest, I didn't have family distractions. I was aboard 24 hours a day.

"I'd get off work all wound up from a real heavy air traffic control recovery, and I wouldn't want to hit the sack. So I'd stay up and work on training plans—3M and damage control and that kind of stuff. I think that's how I earned sailor of the year."

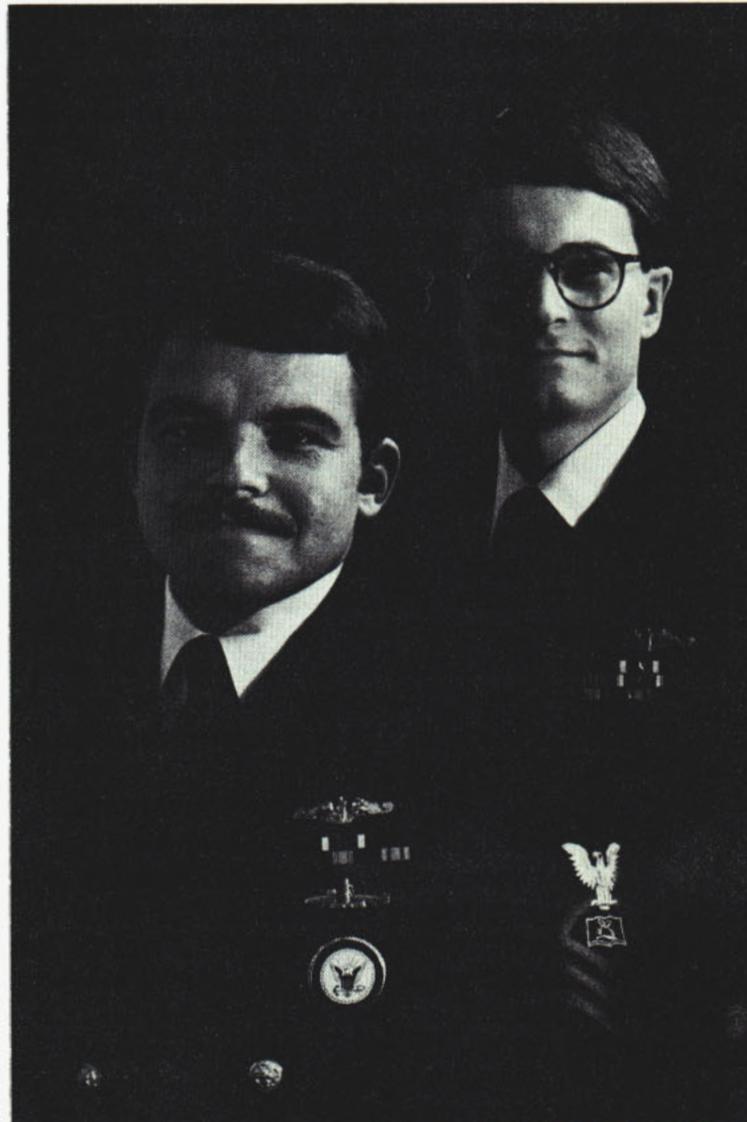
Reservist of the Year Zieba, who drills at the Naval and Marine Corps Reserve Center, Gary, Ind., agreed with his active duty counterparts. He never set reservist of the year as a goal for himself. "Whatever your capacity, you do the best job that you can," he said. "You have to be an example."

Both Stauffer and Atlantic Fleet Sailor of the Year Barber said that their most satisfying tours of duty have been at sea. Before being selected, Barber served aboard USS *Glenard P. Lipscomb* (SSN 685). "Without question, *Lipscomb* has been an outstanding duty assignment," he said. "Not only am I the leading yeoman, but I'm also in the process of qualifying for chief of the watch. This means that when the diving officer tells me to flood ballast to the boat down, that's what I'll be doing. "It's really a kick, because I like operating like that—being a part of things instead of just huddling

over my typewriter. I like hearing people say, 'Hey, the yeo knows how to dive the boat.' You really become part of the crew then."

Both McMahon, who will be working with the Master Chief Petty Officer of the Navy in Washington, D.C., and Barber, who will be assigned to the fleet master chief in Norfolk, Va., would like to spend time trying to improve lines of communication within the chain of command.

"Everybody in Washington knows what they want," McMahon said, "but by the time the word gets from here to across the street to across the state to across the country to across the world, it loses its meaning."



Performance

Barber had some solutions in mind concerning ways that he would like to help alleviate communication problems. "The objective," he said, "would be to carry information from the Navy Department level and from the fleet level down to guys on a division level and meet with them.

"We could sit down and talk about uniforms, pay and things like that on a one-to-one basis. I could tell them what the Navy Department and the fleet are doing, and they could give me their thoughts. It would aid the folks who are making the decisions because I'd be able to take that information back to them."

Habitability concerns Stauffer, who will spend the next

year working with the fleet master chief in Pearl Harbor, Hawaii. "The Navy's made a big step; they're trying to redo a lot of berthing areas on the ships," he said.

Pay and other forms of compensation such as quarters allowances and hospitalization were listed by all four winners as big Navy benefits, as were travel opportunities, job security and educational benefits. "We hear of these benefits all the time, and I feel that they're true, they really are," McMahon said. "I believe in the Navy."

That sentiment was also echoed by Barber. "The United States Navy defends personal freedom in this country," he said. "Pride in that mission develops as you go through your career. You travel to other countries where individual opinions are repressed by law. You come back here to the United States where people can speak out and try to change things. I think these ideals are worth defending."

McMahon, Stauffer, Barber and Zieba were in Washington, D.C., in mid-July to receive recognition from Secretary of the Navy John Lehman Jr. and Chief of Naval Operations Admiral James D. Watkins. In addition to their meritorious promotions, each was awarded the Navy Commendation Medal. The ceremony at the Pentagon marked the 10th anniversary of the Sailor of the Year program. This year the program was expanded to include not only the Atlantic Fleet, Pacific Fleet and shore establishment, but also the Naval Reserve.

In addition to the trip to Washington, the men and their families had a five-day vacation at the location of their choice within the continental United States, courtesy of the Fleet Reserve Association (for the sailors of the year) and the Naval Enlisted Reserve Association (for the reservist of the year).

Reservist of the Year Zieba accomplished one of the goals he set for himself. He graduated from the Calumet campus of Purdue University in May with a bachelor's degree in electrical engineering. Now he has set another goal: to become the master chief of the reserve force.

The three sailors of the year have set similar goals. Each would like to climb to the top of the enlisted ranks to become Master Chief Petty Officer of the Navy. All are fully aware of the competition and challenge. They also realize they might be competing against each other for the top spot.

McMahon zeroed in on what it will take for one of them to become the top chief: "sustained superior performance."

—Story and photo by JO2 Gary Hopkins

The 1982 Sailors of the Year are (l-r) MSC (SS) Michael G. McMahon, YNC (SS) Keith S. Barber, ACC Loren L. Stauffer and Naval Enlisted Reservist of the Year STGC Terry R. Zieba.



Shipboard Program Aids Cleveland Sailors



"I have a murder mystery for you. There are 27 clues, one on each of 27 cards. I'm going to give all of you one card; some of you will get two. I want you to figure out who killed whom, where, when, how, with what weapon and for what motive. The only rule is, you can't show your clue to anyone else."

With those instructions, another session of the Navy's Drug Safety Action Program begins aboard USS *Cleveland* (LPD 7).

But what does a murder mystery have to do with drug safety? The answer to that question seems unimportant as the 20 or more students in the ship's library charge into the mystery, reading their cards, talking, disagreeing, interrupting one another. Finally they settle down, realizing that an orderly, systematic approach is needed if they're going to come up with the correct answers.

Paul Anjeski, the program's facilitator, tallies the results on the chalkboard and explains the reason for the exercise.

"You took 22 minutes to learn that each one of you had to communicate effectively with the rest of your classmates," says Anjeski. "Nobody could have solved the mystery with only the one or two clues given him. You had to communicate. When you did that, you came up with the solution to the puzzle.

"The clues are much like the clues given out by a person with an alcohol problem. Maybe his boss knows only that this guy shows up for work late each day. Maybe his friends know that he goes and parties every night, but they never think to mention it. Maybe his wife knows only that he never seems to have any money. If all of these people don't get together, they won't be able to help that individual solve his problem—they may not even recognize that he has one!

"In this session, we're going to talk about the 'helping network,' and how it can be used to identify problems and suggest solutions for the drug or alcohol abuser."

The Navy Alcohol Safety Action Program began in 1973 after a sharp rise in alcohol-related accidents, both on and off

duty, were recorded among Navy people. "We could handle the accidents that happened on the job, but the Navy recognized that something had to be done for people who were abusing themselves both on and off the job," said Anjeski. The Navy Drug Safety Action Program was started in October 1980 in response to the Navy's need for a better drug education program and was patterned after the already proven NASAP program.

Anjeski, a lieutenant in the Naval Reserve, got into the program in 1977 after six years of related experience, first as drug and alcohol program adviser aboard USS *Hull* (DD 945), and later at Rota, Spain, where he was human resource management specialist. He taught NASAP night classes for more than two years and became a full-time facilitator in civilian life upon his release from active duty in January 1981.

The sessions conducted aboard *Cleveland* during the ship's first month of West-Pac '82 marked the first time for such a program at sea. Until then, the program was available only at certain major shore installations, with other branch locations being supported by the major facilities.

The main approach is not one of stern lecturing on the evils of drug or alcohol abuse. Rather, the class concentrates on positive behavior modification—identifying destructive behavior patterns and exploring alternate possibilities along with information on drugs. The curriculum, which emphasizes alternatives, skills and insight, is divided into 12 three-hour sessions.

It is during the first four sessions that the rules of the game are laid out. The effects of drugs and alcohol are discussed in purely physiological terms. Commonly encountered drugs such as caffeine are also covered. Laws regarding drug use both in America and abroad are also discussed.

In the next four sessions, one almost forgets that it's a drug safety course. The emphasis is turned inward, toward the student's inner needs and personal goals. During these sessions, various psychologically structured exercises similar to party games are used. The exercises help students sort out their own personal preferences, desires and goals. Whether the

goals are trivial—perhaps buying a new stereo—or as crucial as making a major career decision, the important thing is to realize one's true desires and to set goals accordingly.

The exercises are fun, yet the process of self-discovery is based on sound psychological reasoning. Whether it's a 'whodunit' with 20 detectives being forced to pool their clues, or a game of choosing patterns that reveal an individual's preferences and personality traits, the sessions are entertaining and fascinating. However, the process is scientifically valid, and the results are personally rewarding to all involved.

"Many of our participants have never sat down and thought seriously about what they really want out of life and what their alternatives are," said Anjeski. "That sort of looking inward isn't stressed in our Western society. In our program, we present situations that help people see what options they have. Often the individual discovers that it's up to him to change what he doesn't like about his life. Once he discovers that, he's on the road to making positive changes in his habits and behavior.

"For example, a guy in class says he doesn't like San Diego, so I'll ask him why. He starts out by saying the public transit is bad, so I ask him why he doesn't buy a car. 'Are you kidding?' he asks. 'Cars are so expensive—and look at what I make each year!' I respond by asking him how much he's put into the bank during the last year, and he says 'I don't know—nothing, I guess.' Then I ask him how much he may have spent on alcohol or drugs in the same amount of time. That usually makes him realize that there are alternatives."

Sessions 9, 10 and 11 stress the individual's role and responsibility in the helping network, in the family and on the job as a potential supervisor.

The last session is called "The Beginning." "What to do and which alternatives to choose are left up to the individual," said Anjeski. "There are no written or oral 'tests' in this class. The real test begins when you walk out the door."

After helping each individual identify alternatives, the class then helps the individual discover what skills or actions are

Lt. Paul Anjeski, NDSAP facilitator, conducts a class in the library aboard USS Cleveland.

NDSAP

needed to act on them. This may mean changing certain habits, acquiring new job skills and setting goals.

Lieutenant Junior Grade Kevin Yancy, *Cleveland's* drug and alcohol program adviser, praised Anjeski and the program. "It was a good way of helping those people who were on the edge, who were at the point of deciding whether or not to start taking drugs. As a Navy man, the facilitator could relate to the guys in the sessions, too . . . Paul knows what they're going through. The fact that he's here on the ship with us during deployment says a lot to the guys too."

While it's important for a facilitator to have good communication skills and be able to deal effectively with people, the program doesn't rely on individual talent alone to be effective. Whether program sessions are held in Anchorage, Alaska, or Rota, Spain, the curriculum remains consistent. "Many times a Navy man or woman will take the first half of the class in one location and finish it up somewhere else," said Anjeski. "They'll still get credit for completion of the whole program. With the mobility of today's service people, it's important that NASAP be consistent throughout the Navy."

Aboard *Cleveland*, two classes were conducted at a time. One, a day class, met six hours a day for six days. The other class met for three hours a night for 12 nights. A total of three full classes were graduated from the course during the three weeks Anjeski was aboard. According to Anjeski, there are advantages and disadvantages to teaching a class aboard a deployed vessel. "Doing the program on *Cleveland* was helpful because it is easy for us to address problems we all share in a shipboard environment, such as lack of privacy. Also, our classes deal not so much with just being at sea, but the idea of being deployed. When you're talking about goal setting, you're talking about the work environment, peer pressure and what you'll do at your next liberty port."

Class size limitation is one of the problems faced on a deployed ship. "When you're under way, there is always a significant portion of the crew on watch, asleep or working," Anjeski said, "and you won't always get them into class at the scheduled times. Sometimes, we have



makeup sessions in port, something I don't like, because that time is precious. A sailor on a deployed ship can't make up a session as easily as a shore sailor.

"If there's a future for NASAP at sea, there should be some guidelines for implementation," Anjeski insisted. "First, the command has to ask for it like *Cleveland* did. If it becomes mandatory, it could degenerate into a meaningless ticket punch. I've seen that happen to other programs. Besides, I feel much more comfortable

walking into a classroom knowing that I have been invited by the command. When somebody asks 'why're you here?' I can say 'because your command asked me to be here.' Besides, as the class progresses, and they really start having fun learning things about themselves, then they can see NDSAP as something the command did for them, not something the command was told to do by someone higher up."

"Secondly, there should be a command size minimum. I doubt that it would be

cost effective trying the NDSAP at-sea program on anything smaller than an LPD like the *Cleveland*. When you have a frigate or destroyer with a small crew, it's even harder to find people who have time for the class." Anjeski suggests that this obstacle might be overcome if the program were sent to sea with a squadron for the full course of a deployment.

"That way," said Anjeski, "the facilitator could move from ship to ship and return to a ship weeks later if necessary. Makeup sessions just aren't practical with the present setup."

Anjeski will board USS *Ogden* (LPD 5) for two weeks of teaching the program, followed by a series of classes for USS

Juneau (LPD 10), in overhaul at San Diego. "There are a different set of circumstances for a ship in the yards than for a ship on deployment, but the same basic principle remains. There are difficulties to overcome in daily routine. Whether it's on deployment or in the shipyard, the positive goal-oriented approach of the program is proving useful to those who choose to apply it. We want people to discover and develop their own alternatives to drug use. We can't force those changes or decisions upon them."

The course is good for gaining college credit, with the only requirement being attendance for the full 12 sessions and a reasonable degree of participation. Results of the program, while hard to measure, seem promising. However, there are some statistics.

Anjeski reported that a study of NASAP

participants who had been arrested for driving under the influence showed that only 7 percent of the graduates of the program had a second offense in the two years following their successful completion of the program. "That means 93 percent of our grads have learned to deal with their life a little better."

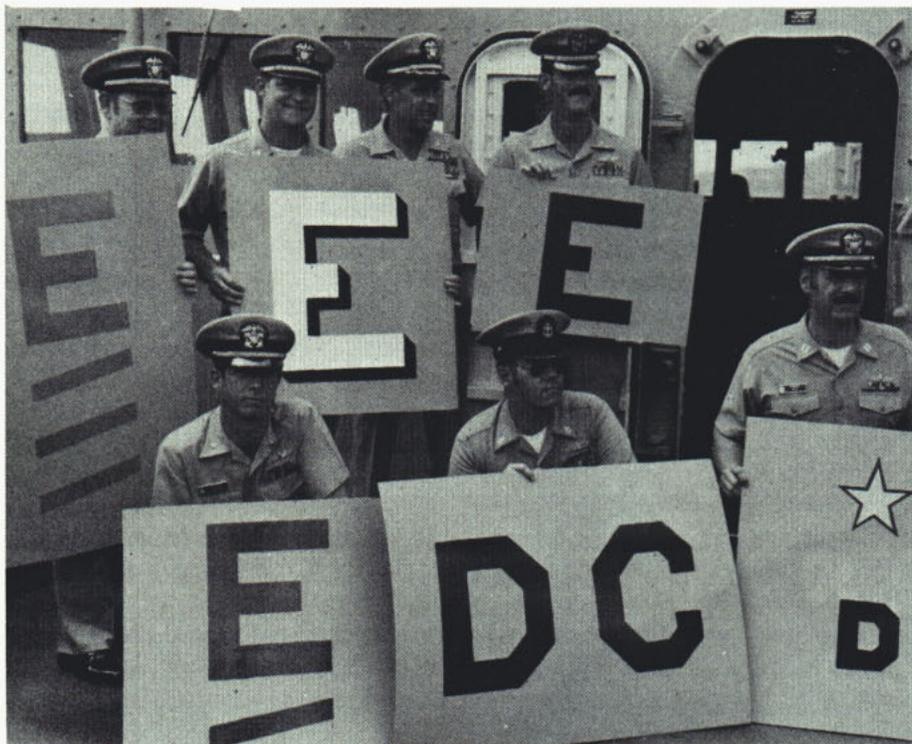
There's no doubt that the program has enough merit for the Navy to keep it going full speed ahead. Anjeski believes the program helps people choose alternatives to drug use by offering a constructive method of improving a person's self-image, a benefit that can't be denied. "If we can get someone to return to work feeling more confident, and if he or she comes back wanting to do the job, that person and the job will benefit. I have yet to meet a supervisor who doesn't feel the same way."

—Story by JO3 Barry Seymour

Chaplain Harry Griffith and SH1 Rogelio Dancalan (l-r below) fill out certificates certifying successful completion of NDSAP as taught by Lt. Anjeski (left).



Bearings



Department heads aboard USS *Wabash* (AOR 5), a fleet replenishment oiler homeported at NAS Alameda, Calif., display signs representing the various ship's departments awarded the "Battle E." Back row (l-r): Commander Tim Gonick, supply; Commander F.J. Blake, executive officer; Captain Phillip R. Wood, commanding officer; Lieutenant Commander Curtis Kemp, engineering. Front row (l-r): Lieutenant Commander James Keys, operations; Chief Hull Maintenance Technician Robert Shaw, damage control; Lieutenant Tim Brown, deck. *Photo by TD2 Joe Calderone.*



Backwoods Recruiters

Curious people are tools of the trade for Chief Aviation Electronics Technician Pete Mann and Electronics Technician First Class Mike Collazo.

"Seeing a guy dressed in the traditional Navy blues in a logging town generates curiosity that's good for our business," Mann said.

Mann and Collazo are Navy recruiters assigned to Recruiting Station, Lewiston, Idaho. They work in an area that encompasses some 13,000 square miles—roughly the size of Maryland, Delaware and Rhode Island combined.

Seeking potential sailors in this area, where wildlife outnumbers people, requires a great deal of traveling. However, both recruiters agree that there are compensations for their job.

"The scenery here is one of the compensations for the distance we have to travel," said Collazo. "The highways take you along beautiful rivers and through snowy mountain passes. And I always see wildlife—ranging from bald eagles to black bears."

Meeting and talking to the farmers, ranchers, loggers and miners in the area he travels is a good way to find out where the best hunting and fishing is, according to Mann.

"Besides that, our presence here helps show people the Navy offers them an excellent opportunity to see the big and exciting world around them if they desire to see it," he said. —By JO3 Ken Wayne

←
Gray Owl Captain R.L. Rhodes, (center) assistant chief of staff for operations and logistics at Naval Base, Charleston, S.C., was recently given the Navy's Gray Owl Award for being the naval flight officer on active duty with the earliest designation date. He was designated a naval flight officer in April 1954. George M. Skurla (left) of Grumman Aerospace Corp. and Vice Admiral Wesley McDonald, Deputy Chief of Naval Operations for Air Warfare, shared in the award ceremony.

Photo by PH2 Sharon K. Nelms.

Ranger Feurer, USN

It's unusual for a supply center to have a forest ranger position, but the Naval Supply Center Norfolk Va., does—and the man on the job is good at it too. He is Walter E. Feurer, a retired Navy boatswain's mate, the sole ranger and forestry technician for the center's 1,600-acre Cheatham Annex site, located at Williamsburg, Va.

Ranger Feurer has won the Virginia Society of Ornithology, Inc., 1982 Conservation Award for "the superlative condition of the Cheatham Annex woodlands and lakes . . . efforts in environmental protection and a willingness to assist others in conservation matters." The award was made during the society's convention held earlier this year in Virginia Beach.

Feurer is an avid outdoor enthusiast who spent long hours studying to become a ranger. Working alone, he manages the

vast forests and fields of Cheatham Annex, including keeping 80 acres of land farmed with wheat or milo for feeding wildlife. The annex is sanctuary to several hundred deer, 50-75 wild turkeys, ducks and geese—one of which has undergone wing surgery with help from Feurer. In addition to caring for the land and forests, Feurer works closely with the U.S. Fish and Wildlife Service managing the two lakes and one pond on the annex site.

Feurer is especially proud of the annex's pheasant population. For several years, he worked with Virginia state game commissioners in an effort to raise pheasants at the annex. After several attempts, the ranger has been successful, and the pheasant population is growing.

The hard work of Ranger Walter E. Feurer has paid off. Cheatham Annex is a beautiful, resourceful place to work and visit.

—Story and photo by Gerri Young



Graduation Picture. Better late than never could have been the motto for 20 proud new high school graduates. The 20 are crew members in USS *Bremerton* (SSN 698), homeported at Pearl Harbor, Hawaii, but their alma mater is St. Louis High School, one of Honolulu's most venerable private schools. They completed their high school education thanks to the Navy Campus

program; classes were conducted aboard a 165-foot barge while *Bremerton* was in overhaul at the Pearl Harbor Shipyard. The class claims to be the largest to graduate from a Pacific Fleet submarine and the first to be taught aboard a Navy work barge. Graduates are shown on a submarine superstructure at the Naval Submarine Base Pearl Harbor submarine memorial park.

Bearings

Alamo Runners Go a Little Bit More



Running has been in vogue for a few years now. Almost everyone runs at one time or another whether for physical exercise or just to ease the pressures of life.

But there is another reason for running: the challenge—the challenge of running as far as the body will allow and then just a little bit more. That is exactly what happened with crew members of the dock landing ship *USS Alamo* (LSD 33) this past May.

Following a course from the Long

Beach, Calif., Naval Station to the *Alamo* at San Diego Naval Station, 20 members of the ship's running club completed the 135-mile relay in 14 hours and 30 minutes.

The run started before sunrise and ended after sunset. A runner, or in some cases two, would tackle one-mile legs before handing off a small American flag (used as a baton) to the next runner. Two vans were used to transport the crew, dropping off runners while picking others up.

Most of the race was run where the vehi-

SA George Deutscher tries to grab the baton from PO2 Philippe Laxague as SA Wayne James sprints ahead in the USS Alamo relay marathon from Long Beach to San Diego, Calif. Photo by JO3 Al Fontenot.

cles had easy access to the runners. However, there were some trouble spots along the way. Because of either narrow roads or no roads at all, a vehicle could not drive through and set the runners at their normal one-mile increments. In one case, three runners had to make an 11-mile segment without being relieved by others. The three—Commander Leonard F. Picotte (*Alamo's* commanding officer), Lieutenant Junior Grade Randy Goodman and Petty Officer Second Class Philippe Laxague—ran that 11-mile leg in 88 minutes.

Once aboard the San Diego Naval Station, the 20 ran the last mile as a group. With horns honking behind them and the runners clapping in unison, they arrived at pier side in time to join an evening barbecue on the pier.

Picotte and Goodman tied for the mileage lead for the overall course with 22 miles each, followed by Laxague with 20 miles. The rest of the runners averaged about 10 miles each.

After the race, almost all agreed they couldn't run any further. But they agreed they would welcome the challenge again—after a long rest.

—By JO3 Al Fontenot

Jimmy Stewart Tours Ike

Jimmy Stewart, star of films such as "Harvey," "Mr. Smith Goes To Washington" and "The Man Who Shot Liberty Valance" recently visited *USS Dwight D. Eisenhower* (CVN 69) while in Naples, Italy. Stewart, a veteran of 58 movies, is a retired major general in the Air Force Reserve. He toured the nuclear-powered aircraft carrier for three hours, met with crewmen and signed autographs.

As he was escorted around the flight deck, hangar bays and mess decks, the Oscar winner was followed by crowds of admiring fans. Later, on the carrier's bridge,



he re-enlisted Journalist First Class Michael Burke.

Stewart, who earned a Distinguished

Flying Cross as a B-24 pilot, was impressed by the mammoth carrier.

—Story by JO3 Timothy J. Christmann

Bike-A-Thon

Three Navy men from Dam Neck, Va., cycled 210 miles in 26 hours this summer to raise more than \$800 for the Navy Relief Society.

The three—Lieutenant Joseph W. Messier, Senior Chief Data Systems Technician Edward E. Winchester and Data Processing Technician Second Class Lawrence L. Thomas—represented the Fleet Combat Direction Systems Support Activity at Dam Neck.

Retired Rear Admiral Julian T. Burke Jr., vice president of the Navy Relief Society, headed the official send off from the Capitol June 7 which began the trek to Dam Neck for Navy Relief.

The three decided to participate in the fund-raising event to demonstrate their support of the many programs offered by Navy Relief.

At the end of their ride, the cyclers were greeted by command officials, co-workers, family members and Navy Relief representatives. Also awaiting the three was a brief ceremony which included the presentation of a command plaque, certificates of appreciation from the local Navy Relief Society—and a gallon jug of liniment.

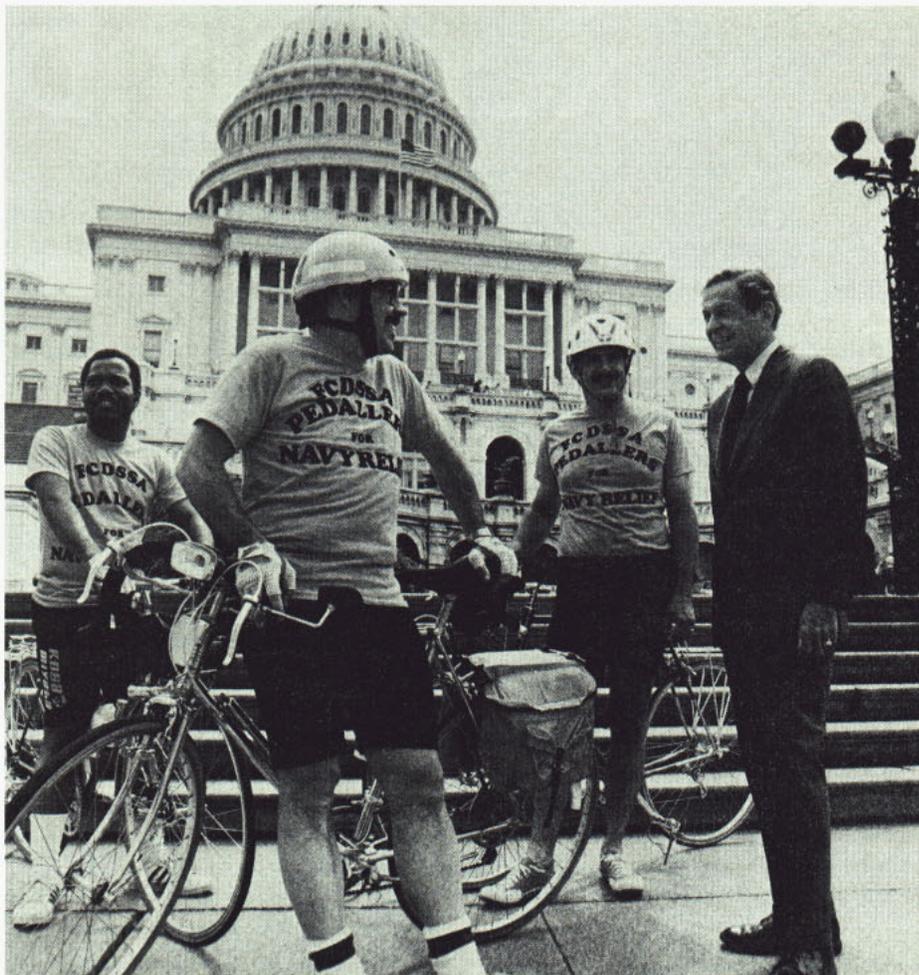
Just for the Sport

“It must be time for lunch—there’s Luke running around the flight deck.”

Luke, Yeoman Seaman David A. Lukasavage, is the engineering department yeoman aboard USS *Saipan* (LHA 2). He believes that life holds no greater pleasure than running.

“It keeps me physically fit and alert. It’s a sport I enjoy,” said the 21-year-old sailor. He’s been running since he was a seventh-grader, and that’s how he spends most of his time now, either on liberty, in the evening or during the lunch hour.

As a member of the Naval Amphibious Base Little Creek (Va.) Track Team, he attended the Navy Track and Field Trials and Training Camp in Long Beach, Calif., during April and May 1981. There he ran with the team’s distance runners and



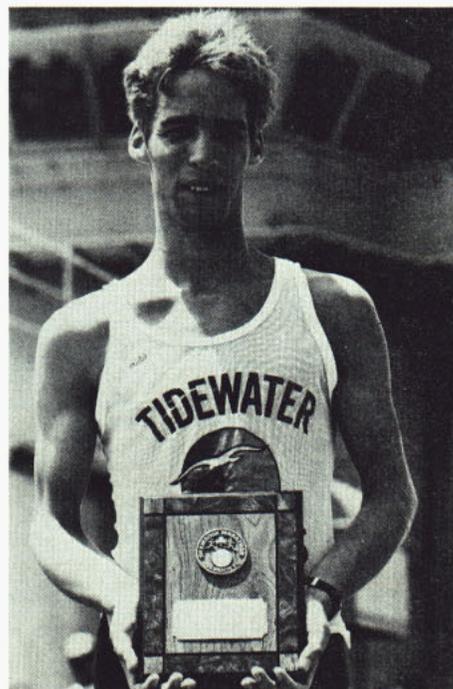
earned fourth place in the five-kilometer run.

Earlier this year, he ran in the Shamrock Marathon at Virginia Beach, Va., (a grueling two-mile “sand run”) and came in fourth out of a field of 150. That marathon was his “greatest running experience yet,” but his dream is to become a “class runner and a member of a highly recognized team.” Eventually, Luke hopes to run in the granddaddy of them all—the Boston Marathon. He also has his sights set on international competition, including the 1988 Olympics.

Until then, he’ll keep on running during lunch and walking away with the trophies.

—By JO2 Jim Couch

Coming in fourth out of a field of 150, YNSN David A. Lukasavage, the engineering yeoman on the USS Saipan, proudly displays the plaque he won running in the Shamrock Marathon at Virginia Beach, Va. Photo by JO2 Jim Couch.



The Navy Remembers

In commemoration of the Navy's 207th birthday this Oct. 13, All Hands begins a year-long series highlighting Navy events. Each month we will attempt to summarize some of the Navy's more significant milestones, so important in our nation's history.

October. A time for pumpkin pies, apple cider, golden landscapes, football games, flannel shirts and the U.S. Navy.

What? The Navy?

Not many people associate October with the Navy, but it is a month filled with important events in naval history—from the birth of the Navy itself to the first firing of a *Polaris* missile by the USS *Ethan Allen* (SSN 608). October was the month in which the Washington Navy Yard (1799) and the Naval War College (1884) were established. It was also the month when President Carter signed the authorization allowing women to be assigned to non-combatant ships (1978).

Navy Birthday

It was late in the year 1775. The op-

ening battles of the American Revolutionary War—Lexington, Concord and Breed's Hill (more commonly, although mistakenly, known as Bunker Hill)—had been fought. The 13 colonies were entering into an eight-year period of war with England. It would be the second longest war period in American history. Only our involvement in Vietnam would last longer.

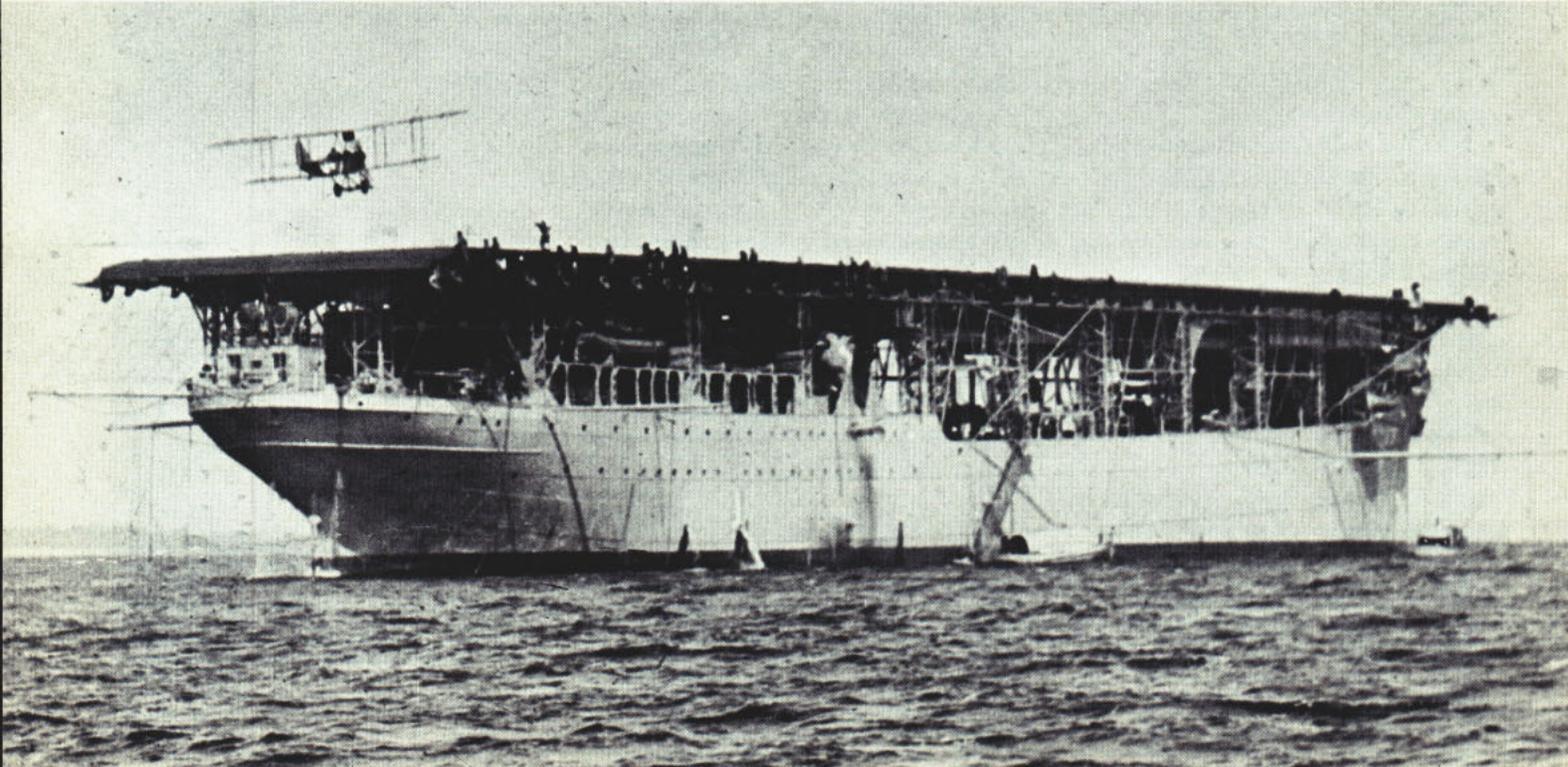
The Second Continental Congress was concerned about a navy. Congress had obtained letters from England discussing two British ships sailing to Canada loaded with munitions and other supplies destined for the British army in the colonies. Many members of Congress urged that two colonial ships be commissioned, outfitted for war and sent to intercept and capture the two British ships.

Other members of the Congress, however, argued that opposing the British fleet in the early days of the war would be foolhardy and would only provoke the British into attacking undefended colonial coastal cities.

Debate was heated, but when the motion was put to a vote, it passed. The Naval Committee was established that same day and was tasked with drawing up plans to intercept the two British transport ships sailing from England.

The three-man committee prepared a report recommending the outfitting of

After practicing flight deck landings on the 100-foot deck of a coal barge, Lt. Cmdr. G. DeC. Chevalier felt ready to make an actual landing on Langley. The date was Oct. 26, 1922. Right: an early view of the Naval Academy.



two ships, the 14-gun brigantines *Andrew Doria* and *Cabot*, to cruise three months to the east to intercept the two British transports. Less than a week later, on a Friday the 13th some 207 years ago, the Second Continental Congress adopted the recommendations of the Naval Committee to commission the two ships. That day—Oct. 13, 1775—marked the birth of the Continental Navy, forerunner of today's modern U.S. Navy.

First Aircraft Carrier Flights

The Navy's first aircraft carrier was a converted collier—an old coal carrying vessel originally commissioned as *USS Jupiter* and launched in 1912. In 1920, *Jupiter* went into dry dock for conversion and emerged as *USS Langley* (CV 1).

Langley, nicknamed the "Old Covered Wagon," was awkward-looking. It resembled a modern aircraft carrier about as much as Henry Ford's Model T resembled a modern sports car. Its wooden flight deck was only 542 feet long, about half as long as a modern carrier's, and its top speed was only 15 knots. Yet it was from *Langley's* crude flight deck that the U.S. Navy's fundamental techniques in carrier aviation were tried and proven.

Oct. 17, 1922, marked the beginning of carrier aviation when a biplane took off from the deck of *Langley*. Nine

days later, on Oct. 26, 1922, the first carrier landing was made when Lieutenant Commander G. DeC. Chevalier touched down on *Langley's* deck.

Those two flights didn't mark the first time in the history of the Navy when an airplane had flown to or from a ship. On Nov. 14, 1910, a civilian pilot, Eugene Ely, flew a biplane from a specially constructed deck aboard *USS Birmingham*, and on Jan. 18, 1911, Ely landed and took off from another specially constructed deck on *USS Pennsylvania*.

However, the flights to and from *Langley* were the culmination of years of tests and subsequent modifications. Pilots aboard *Langley* went on to develop carrier operations, experimenting with catapults and techniques in takeoffs, landings and holding patterns.

Experimental was the only way to describe *Langley*. At the time, there were those officials who argued that carriers would never replace the battleship as the mainstay of the Navy. The successful flights aboard *Langley* had no small part in convincing disbelievers that carrier aviation was a thing of the future. The flights heralded the birth of a new era in the Navy: carrier aviation.

With the commissioning of the carriers *USS Lexington* (CV 2) and *USS Saratoga* (CV 3), *Langley* became an

aircraft tender. In the early days of World War II operations in the Pacific, *Langley*, while transporting P-40s, was crippled by Japanese bombers. The ship was subsequently sunk by its destroyer escorts, *USS Whipple* (DD 217) and *USS Edsall* (DD 219).

The Naval Academy

The term "Old Navy" has its origins back around the time the U.S. Naval Academy (originally the Naval School) was established in 1845. Those of the "Old Navy" maintained that a naval officer couldn't be taught the ways of the sea and doing battle aboard ships while attending a land-based school.

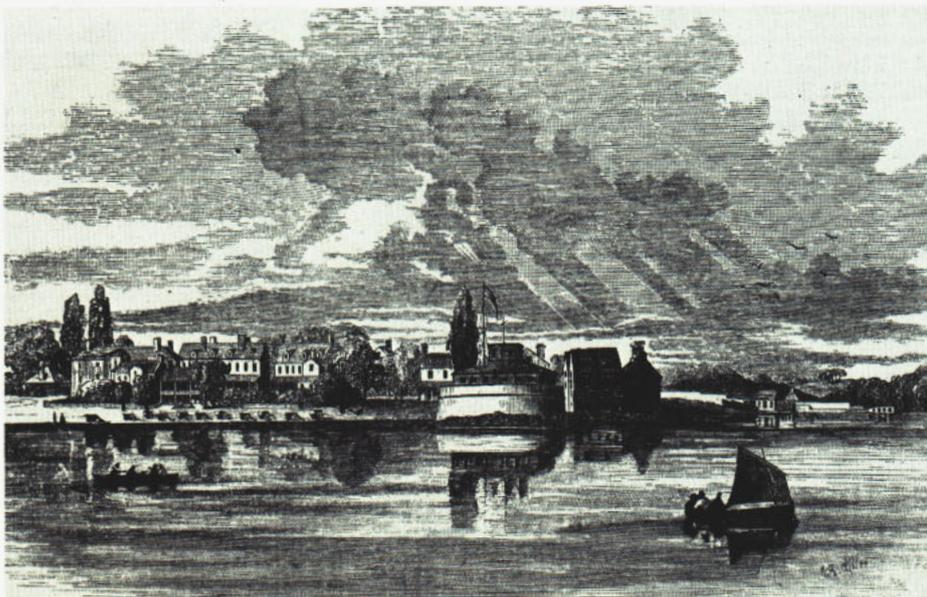
But the Navy was changing. Steam-propelled ships were replacing ships with sail. It was one thing to learn ship handling and the relationship between sea, sail and wind. It was quite another to learn not only all aspects of seamanship, but the mechanics of new steam engines as well.

It became a necessity for officers to get proper instruction in the operation of these new engines. Schools were established at the Boston, New York and Norfolk Navy yards where officers could attend on a voluntary basis. A fourth school was also established in Philadelphia where mathematics and navigation were taught. But those schools weren't enough.

George Bancroft, Secretary of the Navy from 1845 to 1847, used his influence to bring the "Old Navy" thinking together with this new concept of training naval officers on land and received Navywide approval to establish a Naval School.

In August 1845, the War Department turned over to the Navy nine acres of land—the site of the Army's nearly abandoned Fort Severn—now occupied by the academy. Two months later on Oct. 10, 1845, Commander Franklin Buchanan, the school's first superintendent, officially opened the school. It wasn't until later, in 1850, that the school was reorganized and became known as the U.S. Naval Academy.

—By JO2 Gary Hopkins



Mail Buoy

Balloon Fiesta

SIR: I very much enjoyed the Balloon Fiesta article, "A Lift for the Navy," in the April 1982 edition of All Hands. The photos were stunning.—Capt. R.W. Donaldson, National Defense Headquarters, Ottawa, Canada

Share the Credit

SIR: Thank you for publishing "Navy Shares Skills" and "Good Neighbors" in your May 1982 issue. The Navy is a good neighbor to Vieques, and your publishing these two stories helps to get that word out. However, I would like to share the credit for "Good Neighbors" with the other members of our PAO staff. Thanks for a job well done to JO2 Brenda Starkey, JO2 Hank Tilli, JO3 Carl Gonzales and SN Pam Hardman.—JO1 Al Holston Jr.

Collar Device

SIR: After a close look at the cover of an old All Hands—1960 in fact—I began to wonder in what year chiefs began to wear collar devices.—ABEC W.R. Hamm

• *Chief petty officers first wore collar devices in 1959.*—ED.

Teaser

SIR: On the cover of All Hands for May 1982 you have the caption "Grim Task for Divers." In spite of all the searching I can do between the covers, I can find no reference to an article fitting this description. However, as I put the May issue on the shelf beside the April issue, it occurred to me that you probably intended to use this line in your April issue.—R.P. Swanson

• *We often wonder what new and interesting surprise awaits us each month as an issue comes off the press. The winner in May 1982 was the front cover with the wrong teaser line. Originally, it was meant for the April issue but was dropped at the last minute because of a change in cover format.*—ED.

Winds of War

SIR: Regarding the photo on page 23 of the

May 1982 issue—if you compare rates in the caption with the respective uniform you will find that they do not match. Are these uniforms for the movie only?—T.R. Farnholtz

• *The people in the photo are in the "costumes" they wore during the filming of "Winds of War"; they are not wearing their regular uniforms. We didn't feel it was necessary to mention that they were in costume since hardly any of their "real life" ranks matched those pictured. And—typically Hollywood—the "seamen" in the photo are not wearing the seaman's stripe over their right shoulder which was the "uniform of the day" up till 1948 when the Navy switched to the diagonal stripes on the left sleeve for seamen.*—ED.

Jellyfish Attack

SIR: USS *Raleigh* (LPD 1) was anchored recently off the Omani coast on the Arabian Peninsula. The crew was following its normal routine, anticipating a successful completion to Operation Bright Star. Unknown to the crew, however, thousands of jellyfish had moved in during the night. They clogged strainers and condensers, and threatened to immobilize the ship.

Seems impossible that big, powerful ships could be immobilized by such a primitive and common organism. Yet by clogging the cooling waterlines, the jellyfish posed a real threat to the operation of the ship's equipment.

It took many long hours for *Raleigh's* M-division to remove the estimated 500 pounds of jellyfish from the various pieces of machinery, including some of the most critical on the ship such as the main and auxiliary condensers.

But *Raleigh* engineers beat off this and subsequent attacks, and the ship made a strategic withdrawal to less congested and less contested waters. That the work was accomplished in record time was highly appreciated by all, including Commander, Amphibious Squadron Two, who sent a very warm letter of thanks.

Other ships have faced this problem, which only helps point out a very simple fact: The sea is very beautiful but can never be taken for granted. Navy people must always be alert and react quickly, as they have been trained, to overcome any threat—man-made or natural—that our Navy may face any day at sea.—MM2 Joseph A. Morales

NOTICE

Please check our current address, in the front of the book, when sending releases and other material.

Hospital Corps

SIR: As a proud former hospital corpsman, and one still serving in the Medical Service Corps, I appreciated very much your article in the June 1982 issue concerning corpsmen serving with the Marines. However, the article was in error referring to hospital corpsmen as members of the Medical Corps. Notwithstanding the close working relationship we have with the Medical Corps, comprised of physicians, let the record show that those 22 recipients of our nation's highest award for valor referred to were members of the Navy's hospital corps.—Lt. Cmdr. John C. Wanamaker

So Much for History

SIR: Your June 1982 issue of All Hands has a letter in Mail Buoy asserting that the Portsmouth Naval Shipyard, site of the Treaty of Portsmouth, which ended the Russo-Japanese War of 1905, is located in Portsmouth, N.H., rather than Portsmouth, Va.

In actual fact though, neither New Hampshire nor Virginia is the correct state. The negotiations and the signing of the treaty took place in Maine. The shipyard is located on an island in the Piscataqua River opposite Portsmouth, N.H.; but since the river at that point forms the boundary between Maine and New Hampshire, and the island is on the Maine side of the line, the shipyard is actually in Kittery, Maine.

So maybe the treaty should really be called the "Treaty of Kittery."—Philip J. Abbott

Reunions

• **USS Oglala**—Reunion Dec. 3-5, 1982, in San Antonio, Texas. Contact T.W. Nicolai Jr., PO Box 1502, Garden Grove, Calif. 92640; telephone (714) 636-6867.

• **USS Phoenix (CL 46)**—Reunion Dec. 1-3, 1982, in San Antonio, Texas. Contact Chester Millman, 7514 Cherry Tree Drive, Fulton, Md. 20759; telephone (301) 776-3230.

All Hands, the magazine of the U.S. Navy, is published for the information and interest of all members of the naval service. Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All material not copyrighted may be reprinted.

DISTRIBUTION: All Hands is distributed to all Navy activities on the Standard

Navy Distribution List on the basis of one copy for approximately six naval officers and enlisted personnel on active duty. Limited distribution to Marine Corps activities.

PERSONAL COPIES: All Hands is for sale by Superintendent of Documents, U.S. Government Printing Office, Wash., D.C. 20402, at the rate of \$2.75 per copy or \$23 a year, domestic (including FPO and APO address for overseas mail); \$28.75, foreign. Make remittances payable to the Superintendent of Documents.



**My first hitch gave
me a skill.
The next one's going
to give me a career.**

Your first hitch is almost over. Four years of training and on-the-job experience have provided you with a skill you can call your own. You've come a long way.

But did you know you can go a lot further?

In your next hitch, there'll be opportunities for training you didn't have as a first-termer. For instance, the Selective Training and Reenlistment program (STAR) offers you the chance to go to A or C school—if you didn't go there in your first hitch. And

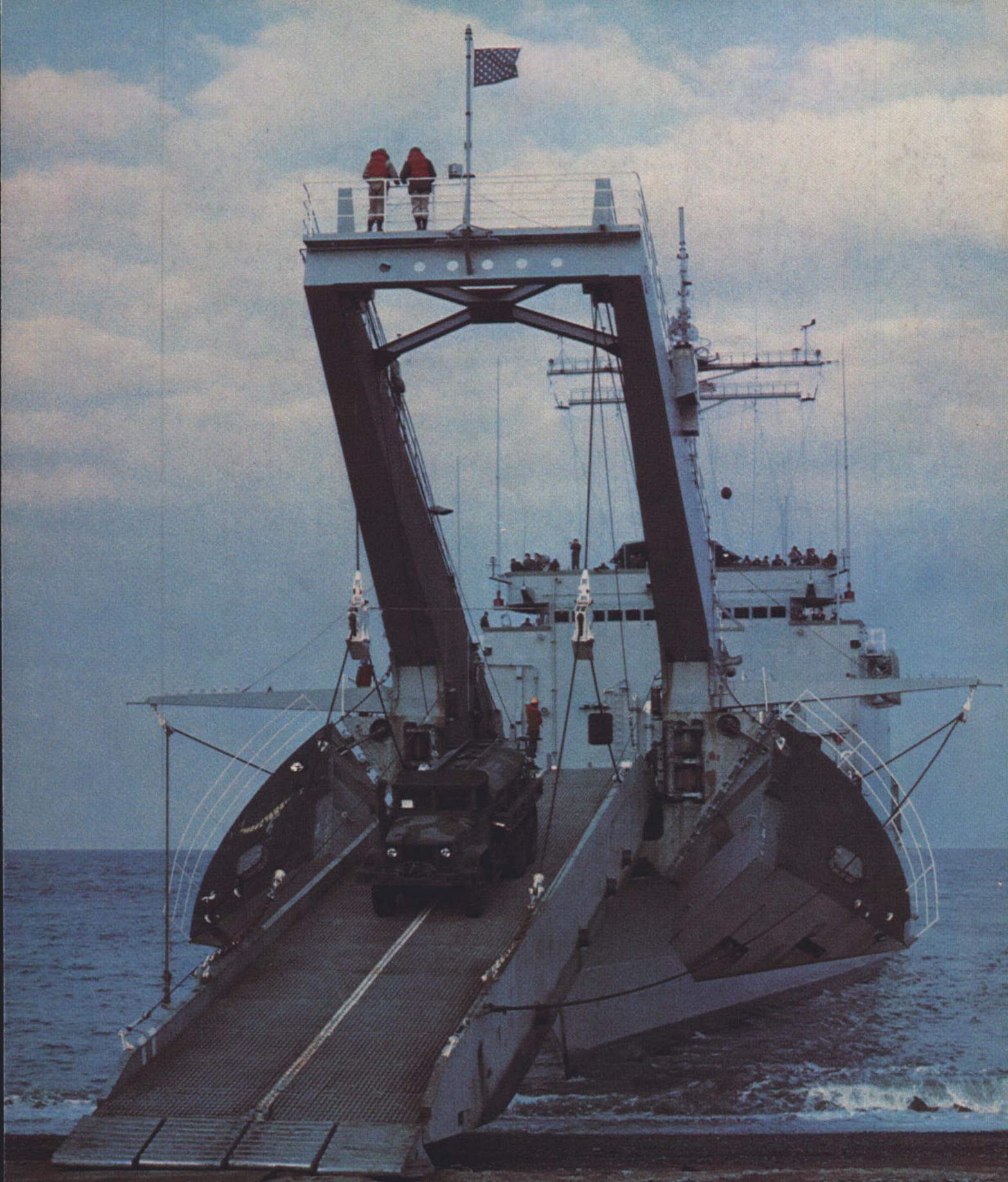
under the Navy's Enlisted Commissioning Program, you could even earn a college degree and an officer's commission.

With another hitch also comes added responsibility. The chance to sharpen your leadership skills. Management experience that's hard to find on the outside.

So see your career counselor. He can tell you more about what your next enlistment can bring, including information on a variety of programs that you can build a career on.

You can go further. In the Navy.

**MOVE UP, NOT OUT.
STAY NAVY. SEE YOUR CAREER COUNSELOR.**



Team Spirit '82 • See page 30