

ALL HANDS

JUNE 1984

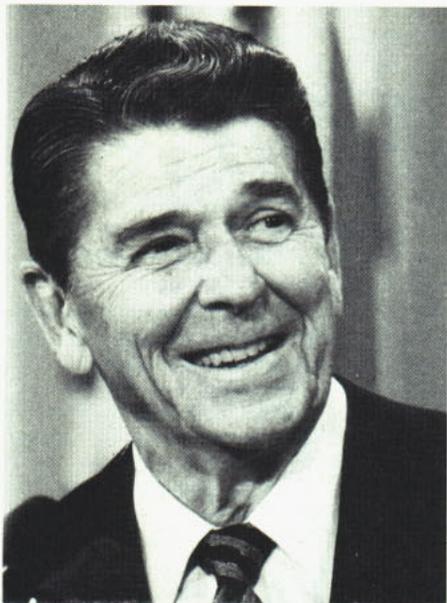
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- Interview With President Reagan
 - Operation Overlord
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A Navy milestone was achieved recently when six black Navy captains were selected for command of major sea and shore installations. Four of the captains recently paid a courtesy call on Admiral James D. Watkins, Chief of Naval Operations, who noted the significance of this event—the largest number of minority officers so chosen at one time—and stressed that it reaffirmed the Navy's commitment to equal opportunity. The six officers were slated for major command in March—40 years to the month since the first black Navy officers, the "Golden 13," received their commissions.

The officers pictured are (left to right) Captain Eugene Bailey, going to a major sea command; Captain Buddie Penn, who will receive a major shore command; Captain Emanuel Witherspoon, selected for a major project; Captain Walt Davis, selected for a third sea command and Admiral Watkins. Not pictured are Captain Mack Gaston, who will receive a major shore command, and Captain Malvin Bruce, currently en route as prospective Commander, Destroyer Squadron Five. Photo by JOC(SW) Fred J. Klinkenberger Jr.



ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 1984 61st YEAR OF PUBLICATION—NUMBER 808

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Honoring our flag somewhere, every day



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Our covers this month are in honor of Flag Day on June 14. In an address on that day in 1915, President Woodrow Wilson said, "The flag of the United States has not been created by rhetorical sentences in declarations of independence and in bills of rights. It has been created by the experience of a great people, and nothing is written upon it that has not been written by their life. It is the embodiment, not of a sentiment, but of a history, and no man can rightly serve under that flag who has not caught some of the meaning of that history."

Front: MSSN Lois Carey and SN Lawrence Milligan conduct morning colors on the parade ground of Naval Station Norfolk, Va. Photo by PH2 Jeffery Salter.

Back: A Chesapeake Bay breeze ruffles the colors during the U.S. Naval Academy's Brigade of Midshipmen Dress Parade held recently at the academy's Worden Field in Annapolis, Md. Photo by JOC(SW) Fred J. Klinkenberger Jr.

NIRA Print Media Division

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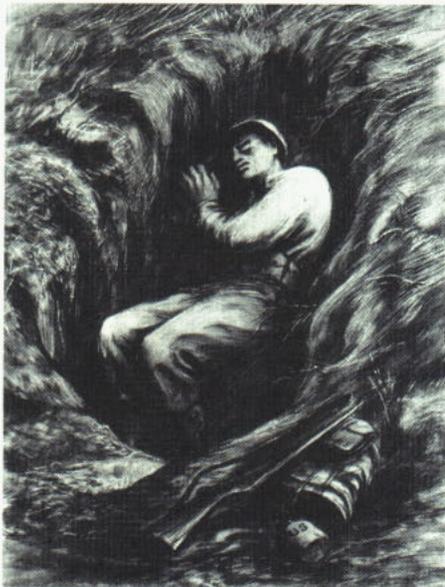
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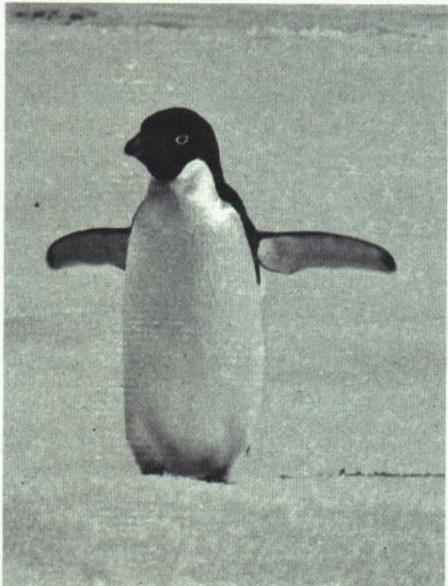
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Interview With



The President

President Ronald Reagan met on Feb. 27, 1984, with representatives of five military service journals. JO1 Gary Hopkins represented All Hands magazine. The following interview consists of remarks made by the President during that meeting and the President's written answers to questions submitted by the publications.

Q: *Mr. President, we understand that you served in the Army during World War II and we were wondering if you see any fundamental difference between the military of today versus the military of World War II.*

The President: I think it would be hard to make a direct comparison because World War II was a wartime situation, with draftees pouring in and all. Today is entirely different. But I think there is a great difference between now and the last few years, when there was justifiably low morale. Today, my pride in the all-volunteer military is—I think—shared by most other Americans.

But let me try to describe a very fundamental difference. As you know, we went from peacetime to war on a Sunday morning without much time in between. There were those in Washington who didn't think it was necessary to do anything for the military. That's always stuck with me and has guided my thinking about the military ever since. Prior to World War II, they were having their way more than they are today, but some of that thinking is still around. During the Louisiana maneuvers, just prior to Pearl Harbor, many of the soldiers had to carry wooden guns and use cardboard tanks to simulate armored warfare.

After the war, when some of our top officers met with the Japanese and talked about the war that they'd been fighting against each other, one of the questions was: Why Pearl Harbor? They said, "Why *not* Pearl Harbor?—We didn't think you'd fight."

That's a clear message. Weakness increases the danger of war. Today, we're making sure that our military can protect the peace.

In the days after World War I and the years following, hardly anyone thought there was going to be another war. The United States had fought World War I to end all wars.

Q: *What is your reading of the American people's attitude toward today's military?*

The President: Americans are very proud of their military, and it's richly deserved. When our administration began, just a little over three years ago, everyone said that we would have to reinstitute the draft, that the volunteer military would never work. But it has worked. The esprit de corps is there, and young men and women are proud to wear the uniform.

We have the highest percentage of high school graduates in the military that we have ever had in our history—even compared

to the time when we were drafting so many millions. We have the highest percentage above the average intelligence level in the military. We have a waiting line of people who want to enlist in the service. And we have the highest retention of non-commissioned officers.

If we had gone to a draft back in 1981, we wouldn't have had enough non-commissioned officers to train the draftees. That's all changed. I tell you, I get letters like the one from a group of service members stationed overseas who wrote, "If giving us a pay cut will help our country, cut our pay." I wouldn't

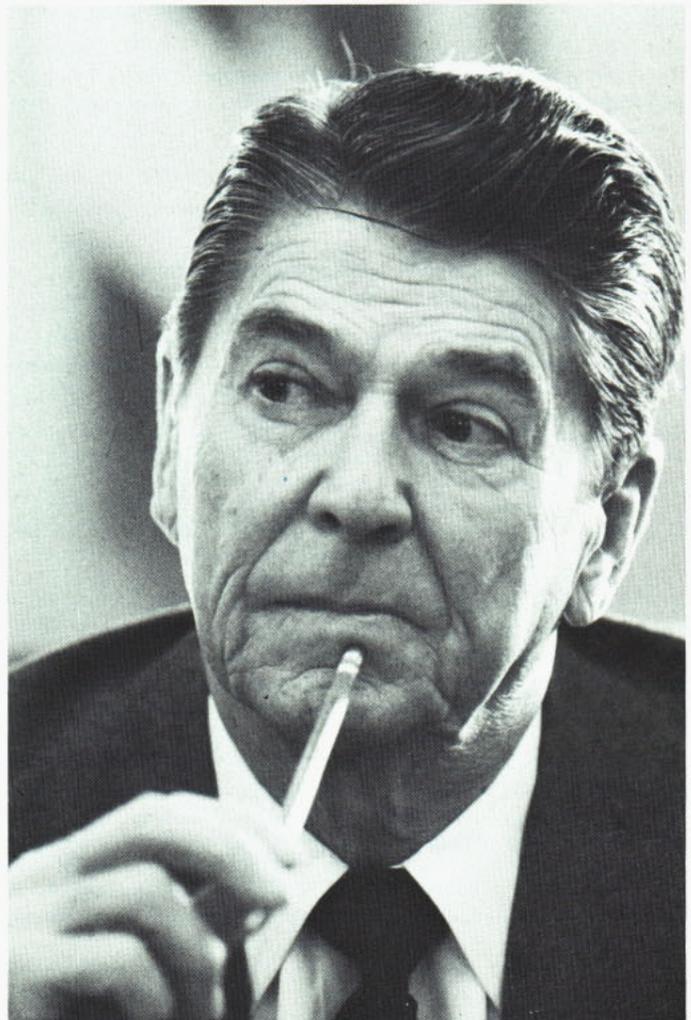


Photo by Pete Souza, The White House

Interview With The President

cut their pay if I bled to death. The response from our service people, all of them, is just so remarkable. And the families—I've made a lot of telephone calls as President, tragic calls, to families of those who lost loved ones. I've never heard such pride, such willingness to accept that sacrifice was necessary.

And I've learned the hardest thing that a president will ever have to do, as far as I'm concerned, is issue an order that requires some of our uniformed personnel to go into an area where there is a possibility of harm. That's the only problem that ever causes me to lose sleep.

I wish that you could have been on the South Lawn when about 500 of those students from Grenada and 40 of the military just back from Grenada came to the White House at our invitation. The medical students and the military were all roughly the same age. The students couldn't keep away from those young men in uniform. Every one of the students wanted to tell them personally that they had saved their lives.

Some of the students came up to me and told me that when they were escorted to the helicopters—and there had been gunfire all around—our men in uniform placed themselves in such a position that if there was firing on them, the military would have been hit, not the students. They shielded the students with their bodies.

It was a wonderful thing to see. I've got a great deal of hope and optimism about the future of this country now, thanks to the quality of our young people, and their dedication. I believe that's the way our entire country feels.

Q: *Mr. President, do you believe that military pay and allowances are now sufficient or will you recommend any additional improvements?*

The President: There have been significant improvements in military compensation over the past three years. Large, "catch-up" military pay raises in FY 1981 and FY 1982, and improvements in special and incentive pays and travel reimbursements, have produced compensation levels that I believe are fair and equitable. I intend to maintain equitable and competitive rates of pay for our military personnel.

Q: *What support do you expect from the Congress for improved U.S. security in the next few years?*

The President: The way we have to look at defense is to determine what is necessary to assure our national security. What weapon systems? What numbers of personnel? Once you've decided that, you figure out—and figuring with a sharp pencil—what does it cost to provide that kind of national security? You can't look at our government's most basic responsibility and say, "how much do we want to spend?"

When we go to Congress with a defense budget based on a sound assessment of our national security needs, we run into some who say, "Oh, no, we only want to spend 'x' number of dollars." That's when I have to ask, "all right, what do you want to do without? Do you want to cut the pay for the military? Or what?"

The Congress has been supportive of our national defense

needs over the past three years—that's why I think America is safer today. And I hope the Congress will help us keep America strong.

Q: *You have directed an expansion of the Navy to 600 ships, including 15 aircraft carrier battle groups. Will attainment of this goal involve any alteration in the role of the Navy in foreign policy?*

The President: With more ships, the Navy will be better able to defend the peace, although its basic role will be the same. And we should also see other benefits from an enlarged Navy. We won't have to keep ships deployed beyond their normal schedules. Ships will be maintained better. There will be more training opportunities, and readiness will be improved. Our Navy has been short of ships for too long, and I'm confident that our shipbuilding program will strengthen our military posture and enhance our ability to keep our nation secure.

Q: *What are your views on the naval contribution of our friends and allies to the security of the free world?*

The President: It's important that we recognize the contributions made by our friends and allies. We count on their support and cooperation to help keep our maritime lifelines open. The United States is dependent on the transoceanic import of vital



strategic material. Freedom to use the seas is our nation's lifeblood. With the help of others, we must be able, in time of emergency, to venture into harm's way, controlling air, surface and subsurface areas to assure access to oceans all over the world. We'd like to see some of our friends and allies do more in some areas, but they are providing valuable contributions for our mutual security.

Q: *In their report to you, the Military Manpower Task Force noted with approval the important contributions female military personnel were making to our defense capability but made no recommendation on their future strength and role. Could you share with us your thoughts on the future of women in the services?*

The President: Women are an integral part of the services, and I'm sure it will be that way in the future. At least, I hope so. By all measures, the future will be challenging and rewarding for our women in the services.

The services can take just pride for their record of leading the way in opening up non-traditional fields of occupation for women. Let's remember that women in the '80s are a diverse majority with varied interests and futures. Some seek to pursue their own careers, others focus on the home and family. Some seek to do both things. Well, no role is superior to another. What's im-

portant is that every woman have the right and opportunity to choose the role she wishes or, perhaps, try to fill them all.

Q: *Mr. President, how would you advise a military member to respond to the nuclear freeze proponents?*

The President: I don't want to tell your readers what to say, but I can give my view. I don't believe a freeze at current levels would be in our best interests.

I am committed to negotiating equitable and verifiable arms reduction agreements, ones that will substantially reduce the level of arms. A freeze would jeopardize our ability to attain this objective. A freeze at existing levels would lock in advantages favoring the Soviet Union and divert us from the goal of achieving substantial reductions. It would make the task of our arms control negotiators far more difficult and would be largely unverifiable. We must do better than a freeze. We must convince the Soviet Union to join us at the negotiating table and work out fair agreements providing for real reductions.

Q: *Speaking as our commander in chief and, as such, our ultimate retention officer, why do you think a person should opt for a military career today? And what advice or guidance would you offer a potential careerist?*

The President: A military career offers one of the most promising ways for young Americans to serve their country. And they'll serve with pride. A military career offers the training, travel and opportunity that those recruiters tell you about. That's a hard combination to beat, and the pay is competitive.

As to my advice for a potential careerist—I'd say hurry.

Q: *Why is the American public more supportive of the military now than during the Vietnam War? Do you sense a resurgence in patriotism?*

The President: There are a lot of reasons for the change in attitude that we all feel, and it's a welcome change. After seeing the White House meeting between our military people who had been at Grenada and those students they rescued, I had to recall that only 10 years ago, youngsters of that age in too many places were throwing rocks at men in uniform. Well, there's a different attitude now. Most Americans have come to realize that our country—as a democracy—is only going to try to do those things that are right. Democracies don't start wars; and no democracy ever got into a war by being too strong. It reflects well on the character of our country that we've been willing to fight for freedom in lands far from home. I think Americans have come to understand that better, and in the process, they've come to admire our men and women in uniform more than ever.

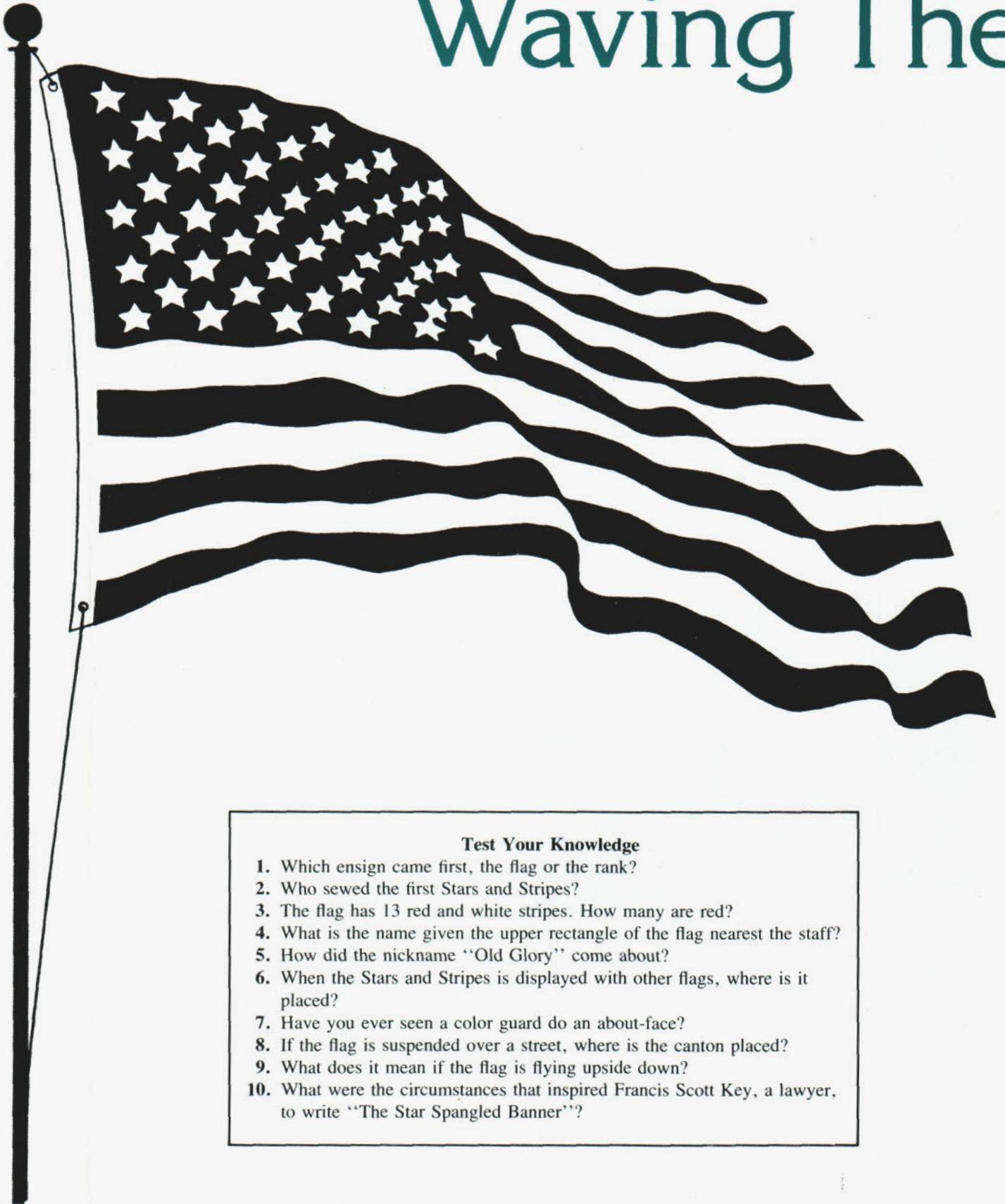
Q: *How do you view the U.S. military's role in world affairs in the near future?*

The President: I believe the U.S. military will be the key to keeping our nation secure, free and at peace. Without a strong military, we could not protect our worldwide interests. I intend to see to it that our military remains strong and capable of defending our country's interests and keeping the peace. □



Photo by Mary Anne Fackelman, The White House

Waving The



Test Your Knowledge

1. Which ensign came first, the flag or the rank?
2. Who sewed the first Stars and Stripes?
3. The flag has 13 red and white stripes. How many are red?
4. What is the name given the upper rectangle of the flag nearest the staff?
5. How did the nickname "Old Glory" come about?
6. When the Stars and Stripes is displayed with other flags, where is it placed?
7. Have you ever seen a color guard do an about-face?
8. If the flag is suspended over a street, where is the canton placed?
9. What does it mean if the flag is flying upside down?
10. What were the circumstances that inspired Francis Scott Key, a lawyer, to write "The Star Spangled Banner"?

Red, White and Blue

June 14 is one of those dates that sticks in your mind, but you may not remember why. You won't watch fireworks. You won't open presents. You won't even find a card in your mailbox.

Maybe this day of national observance is overlooked so often because it always falls on the same date. It isn't part of one of those welcome three-day weekends; you won't even get the day off.

As holidays go, June 14 ranks low on the remembrance list. That's a shame because it's the one day set aside solely to honor the Stars and Stripes, the star-spangled banner, "Old Glory"—our flag.

The United States flag has come under fire many times from outsiders opposed to American ideals. But sometimes, the flag is ruffled from within—from Americans whose expression of democracy demands an opportunity to differ with the status quo. Ironically, that very freedom of expression sometimes delivers Old Glory its strongest blows.

Last year, for example, a family in a Maryland planned community erected a flagpole in its front yard. According to the newspaper report, neighbors complained, and the development's management promptly told the patriotic household that flagpoles were not allowed without permission. Apparently, people were afraid that the flag-waving idea might catch on, more flagpoles might appear, and there goes the neighborhood. Eventually the smoke cleared, and the family was allowed to keep its flagpole.

Sometimes it's hard to remember that the flag represents *all* the people in the country. Flying the Stars and Stripes doesn't necessarily mean you agree with everything the United States does; it only means you believe in the ideals on which our government is based. In the past 200 years a lot of men and women have died defending that flag. Flag day—June 14—is your chance to rally around the flag and pick up where they left off.

* * *

On June 14, 1777, the Continental Congress set down guidelines for the U.S.

flag. It was to be 13 alternating stripes of red and white, with 13 white stars on a field of blue. Because Congress made no provision for the arrangement of the stars, flagmakers could position the stars to their liking. Flags appeared with the stars lined up in rows, or forming circles or stars.

With the addition of two more states by 1794, the flag was altered by Congress to 15 stars and 15 stripes. By 1817, the Union had grown to 20 states, and the flag's de-

sign was in danger of becoming jumbled.

Navy Captain Samuel Chester Reid proposed the return to 13 stripes, with a star to signify each state. After much debate, Congress adopted Reid's basic proposal on April 4, 1818. As new states joined the Union, the flag was updated the following July 4, and the arrangement of the stars was determined by the President.

—By PH2 Liz Schading

Answers

1. Ensign comes from old Anglo-Saxon and Latin words meaning flag or signal. As early as 1598 the British used ensign to refer to flags. Ensign as a rank came later. The U.S. Navy first used the rank in 1862.
2. A legend prevails that Betsy Ross made the first Stars and Stripes, but there is no proof.
3. Seven.
4. The canton.
5. William Driver, a merchant captain in the 1820s and 1830s, nicknamed his Stars and Stripes "Old Glory." Twice, Driver carried "Old Glory" around the world. During the Civil War, Driver hoisted his own treasured flag over the state house in Nashville, Tenn.
6. In parades or ceremonies, the flag should be carried either in front and center or to the right of other flags. When displayed, the Stars and Stripes should always stand to the right of other flags.
7. Probably not. Aside from the fact that an about-face might cause the flagbearers to get tangled up in flags and poles, the Stars and Stripes would wind up on the left. For this reason, color guards always pivot, keeping the national ensign in its right-hand position.
8. Over a north-south street, the canton goes toward the east; over an east-west street, the canton goes toward the north.
9. An inverted flag is a distress signal.
10. During the War of 1812, Key boarded a British warship in Chesapeake Bay to negotiate the release of a prisoner of war. The British agreed to release prisoner Dr. William Beanes, along with Key and his associate John Skinner, but not until after the shelling of Fort McHenry. The British bombarded the fort most of that day (Sept. 13, 1814) and into the night. The next morning, Key spotted the waving Stars and Stripes through the smoke and haze, signaling an American victory. He was so inspired, he quickly jotted down the words to the song on an unfinished letter. Today, that same tattered flag—originally 30 feet by 42¾ feet—hangs in the Smithsonian's National Museum of American History in Washington, D.C.

A Link With

“It’s show time!”

From Navy ships at sea to detachments in the outback of Australia, military people overseas are enjoying live American entertainment. Like food and fuel, this special stateside commodity is delivered on a regular basis to wherever American military people serve.

The Armed Forces Professional Entertainment Office in Washington, D.C., books 100 non-celebrity acts each year to tour remote and isolated duty stations. Staffed by representatives from the Army,

Air Force and Navy, the AFPEO also works with the United Services Organization in getting celebrity entertainers—Bob Hope, Lou Rawls, Wayne Newton, Loretta Lynn, Charlton Heston and others—to the same areas. There is no measure of the program’s value in terms of morale.

“I’ve been visiting some of these sites,” said Lieutenant Commander Kenneth L. Whitehead, the Navy representative at AFPEO. “Some of them are so isolated that even when the people stationed there

go to the nearest town they can’t find anything close to American entertainment. So, we’re providing entertainers our people can identify with, people who play music that is current in the states. Basically, it’s a link with home.”

An outgrowth of the USO/DoD touring shows program that sent celebrity entertainers overseas during World War II, AFPEO was established in 1951 to continue programs of free regularly scheduled live entertainment overseas. No matter how remote the duty station, AFPEO usually



Above: A Dallas Cowboy cheerleader serenades a USS Bainbridge (CGN 25) crew member.



Home

finds a way to entertain the armed forces—even on ships at sea.

“It’s hard to include ships in our program because they move around a lot—this presents logistics problems,” Whitehead said. “For the past few years we have been sending acts to ships in the Indian Ocean via Diego Garcia. With the situation in and around Beirut and the deployment of ships in that area, we’re taking a more active interest in providing our people with entertainment.”

A Bob Hope Christmas show—that in-

cluded performances by Brooke Shields, Cathy Lee Crosby, Ann Jillian, George Kirby, and Vic Damone—received national attention as it brought smiles and laughter to military people serving in the Beirut area (see *All Hands*, March 1984). Earlier performances by Loretta Lynn and Wayne Newton were less publicized by the media but no less appreciated by military audiences.

Lieutenant Colonel Richard Malone, the Army representative at AFPEO, said that when he was leaving *USS Independence* (CV 62) after a Loretta Lynn show, a petty officer stopped him in the passageway and said, “Thank you for the show. We haven’t had liberty in 60 days but everybody is smiling this morning.”

The 15 to 20 celebrity shows each year grab the headlines, but non-celebrity acts



Photo by PHAN Scott Guido, USS Midway (CV 41)

Left: While off the coast of Lebanon, *USS New Jersey* (BB 62) crew members enjoy a Wayne Newton performance. Top: Ann Jillian entertains sailors and Marines on *USS Guam* (LPH 9). Above: “Cambridge” entertains on *USS Midway* (CV 41) in the northern Arabian Sea.

are the bread and butter for AFPEO. In October, the first regularly scheduled non-celebrity group—Mega Band—performed for the Marines and sailors in Beirut and on ships deployed to Lebanon. After performing at sites in the Mediterranean, the band was flown by helicopter from Turkey to ships in the Beirut area. All non-celebrity groups performing in the Mediterranean area are now slated for Beirut-area performances.

Non-celebrity groups endure some hardships in entertaining the armed forces. Glamorous frills do not exist on an AFPEO tour. Roadies and non-performing spouses

do not qualify as members of a group. Loading and unloading of equipment, setting up for performances and striking down afterwards are the responsibility of the group.

The DoD provides transportation, passports and other logistic support, plus a \$50 daily living allowance for each member, to cover food and expenses. Even with little financial incentive—entertainers are not paid salaries—finding quality non-celebrity acts for AFPEO shows is not a problem.

“We get calls in here continuously from groups wanting to go on tour,” said

Whitehead. “These are professional musicians and music is their livelihood. They get to see parts of the world that they might not see otherwise and they’re getting very appreciative audiences,” he said.

Lynne and Bill Purse of the group Aergo agree. They have performed for AFPEO in both the Mediterranean and Caribbean. “The best sites are the remote outposts because the people there appreciate you the most. In the states, some nights are good and some are bad. On a tour like this every night is good,” said Bill.

“Performing out there is a treat for them and a treat for us. A show like this is a

Entertaining The World's Best Audience

Up at 5, load equipment, travel to a performance site, set up, perform, strike the equipment, get some rest, up at 5 and start over again.

That’s what “Liz Marks and Nickelodeon,” a top 40 show band, did while entertaining military people in the Caribbean as part of an Armed Forces Professional Entertainment Office tour.

“There was no money in it (AFPEO does not pay salaries) but we’re ready to do another tour because of the feeling we got from the military,” said Marks. “They were the most exciting audiences I’ve ever played for in my life. The response we got was just incredible.”

Performance sites included Puerto Rico; Guantanamo Bay, Cuba; and Honduras where the band went from air-conditioned comfort to steamy rain forests. Marks said that the whole tour was “such a contrast.” They went from playing the Navy Ball in Roosevelt Roads, Puerto Rico, to living in tents in Honduras.

“I’ll never forget playing in Honduras. There were rows and rows of guys . . . watching us set up. You could tell they were tired,” Marks recalled. “We started to play and suddenly they seemed to come alive. By the end of the concert the Seabees were all around the stage . . . dancing with each other, and I jumped down and started dancing with them. It was great—I had never seen anything like it.”

The band logged 30 performances in the 28-day tour—with one day off out of every



eight. With 1,800 pounds of equipment to load and unload between shows the tour was far from a glamorous holiday.

“I got a chance to go snorkeling two or three times but this was not a vacation,” said Marks. In Honduras they were asked to do two shows a day which necessitated morning performances. “Trying to do ‘Loverboy’ at 9 in the morning is rough,” she added.

Giving their all to their hard-working and appreciative audiences became the band’s prime concern—even if it meant putting in some overtime.

“In our contract we’re only supposed to perform for 75 minutes. We couldn’t do that. They would get so into it that we would play for a couple of hours,” said Marks. “When people are dancing, screaming, shouting and just having a good time, you can’t stop playing.”

Giving it their all, “Liz Marks and Nickelodeon” belt out a tune for Seabees in Honduras.

“Liz Marks and Nickelodeon” brought a little bit of home to military people in the Caribbean during their tour. Their audience left an impression on them as well.

“It was a very moving experience for me—the rush I got when I looked into those guys’ eyes. We were home to them and they didn’t want us to leave,” recalled Marks.

“Every time we would fly away in the chopper, there would be a few watching us go out of sight. I knew they were thinking of home. I wish everyone could see what the military is doing for us because . . . it takes a very special person to do what these guys are doing.”

—Story by JO2 (SW) E. Foster-Simeon

way of saying that people at home remember the people who are out there," added Lynne.

At first glance, some duty stations on AFPEO entertainment circuits may seem out of place—unless you are stationed there.

"I think it's something that is really needed down here because it's pretty easy for morale to get low," said Journalist Second Class Linda Willoughby, stationed at Naval Station Roosevelt Roads, Puerto Rico. "If you're interested in scuba diving, snorkeling and that sort of thing

Roosevelt Roads is excellent. But if you're interested in going to nightclubs or shows, it involves a minimum of an hour-and-a-half drive one way."

There are six AFPEO entertainment circuits—Alaskan, Caribbean, European, Mediterranean, Northeast and Pacific—designed to include all military sites overseas. Feedback from the field has been positive.

Each site sends a report to AFPEO rating the act. "It's usually E-4s thru E-6s who fill out the report, and 90 percent of their comments are positive. When they say a group is spectacular they usually go into enough detail to let us know that they're not just filling out a form," said Whitehead. "I think the groups are pretty much in line with what the people want."

"Although we in the Navy here are few and the audience was small, the Albins (a

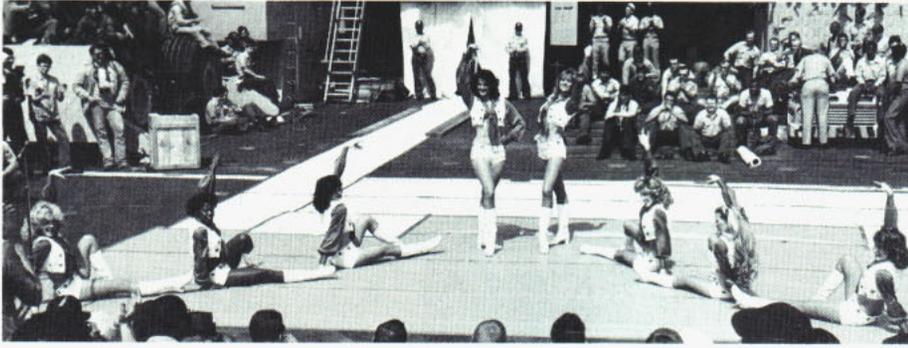


Photo by PH2 Paul Soutar, Seventh Flt, PA Rep., Subic Bay

Left: USS Hepburn (FF 1055) comes alongside USS Sacramento (AOE 1) so its crew can enjoy the Dallas Cowboy cheerleaders. Below: Capt. John M. Quarterman Jr. (right), CO USS Guam (LPH 9), leads applause for Bob Hope and members of his Christmas show.



Photo by PH2 Paul Soutar



non-celebrity group) put on a tremendous show," said Captain L. W. Bailey, Commanding Officer, Naval Special Warfare Unit Two, stationed at the Royal Air Force Base in Machrihanish, Scotland. "Both after the show and the next day the group made a great effort to mix with the local military community. Their efforts meant a great deal to our folks who are 150 miles deep into nowhere," he added.

From Scotland to the Caribbean, AFPEO shows are welcomed by the armed forces. "We get a show about once every few weeks and response has been really good," said Chief Journalist Lew Reed who is stationed at Guantanamo Bay, Cuba. "The price is right and the shows are good quality. Apparently the music is what the people want to hear because the

Clockwise from above: The Dallas Cowboy cheerleaders take a bow on board USS Raleigh (LPD 1). A USS Kirk (FF 1087) crew member dances with a member of "Cambridge" which entertained the Midway battle group. Air Force Tech. Sgt. Larry Johnson and Ev Włodarczyk review AFPEO performance schedules.

theaters where we have the shows are always packed."

The 18 to 25 year olds stationed in remote areas are the primary target audience of AFPEO, but all military people stationed overseas are covered by the program. "We try to get music that the majority of the audience likes—from rock and disco to country and soul—but we do make sure that there are some shows from every category," said Whitehead.



Photo by PH2 Dana Howe, USS Midway (CV 41)

Circuit coordinators canvas area commands to find out the number of shows needed and the type of entertainment preferred. This information is forwarded to AFPEO which books the appropriate groups for tours.

Providing all remote military installations overseas with free American entertainment is a big mission. "That's our goal, but as long as we continue to receive new requests we haven't met it," Whitehead said.

"There are some isolated spots that this office doesn't even know about," he explained. "A remote duty station doesn't have to justify its need for entertainment—its remoteness is usually justification enough."

The USO often receives sole credit for shows that the AFPEO provides. Many military people overseas assume that any entertainment they receive is provided by the USO.

"Our working relationship with the USO is excellent and publicity is not our concern," said Malone. "But we would like the soldier, sailor, airman and Marine to know that Uncle Sam has a hand in providing these shows."

—Story by J02(SW) E. Foster-Simeon



Midway's Steel Beach Picnic

Story by Lt. Joe March

Photos by PHAN Scott Guido and PHAA Edward Richcreek USS Midway (CV 41)



Clockwise from above: Laurie Craft of "Cambridge" sings on USS Midway (CV 41). "Cambridge" performs Top 40, hard rock and country and western music. Midway sailors line up for food and beverage during the steel beach picnic.

How do several thousand men, who have been at sea for 45 days, break the stress of around-the-clock naval operations?

If they're crew members of the aircraft carrier USS *Midway* (CV 41) battle group, they have a picnic.

It was on a day late in February that Rear Admiral Thomas F. Brown III, Commander, Battle Force Seventh Fleet, directed the battle group toward anchorage in the North Arabian Sea for a day of "holiday routine."

The occasion brought crew members up from work spaces deep below decks to enjoy the sun, camaraderie, great food,

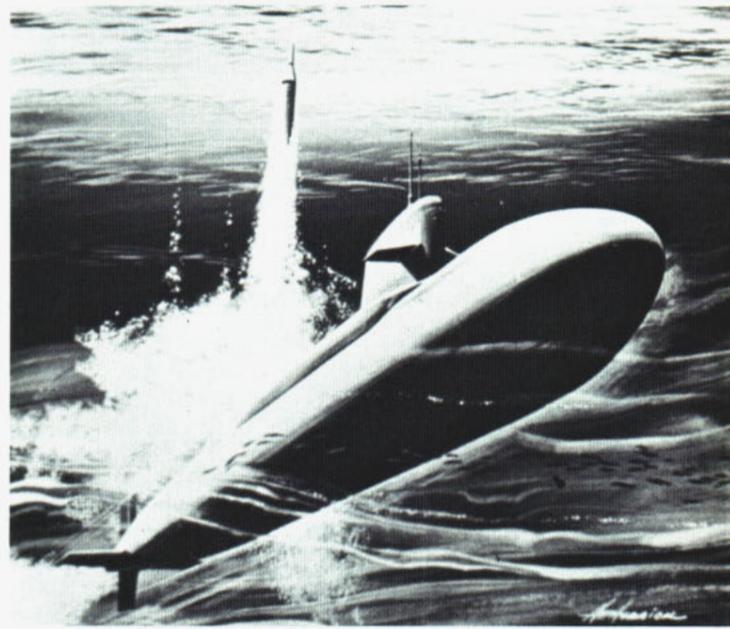
and boxing and wrestling "smokers." An additional treat was the two cans of beer for each man wishing to remember what that beverage really tasted like.

Highlighting the festivities was a live performance by the Armed Forces Professional Entertainment Office sponsored show "Cambridge," which entertained a deck full of sailors with country and western and hard rock music.

Late that afternoon, with their crews refreshed, the ships of the *Midway* battle group weighed anchor and returned to full operational status. Sailing into the sunset of the North Arabian Sea, they resumed their positions of vigilance.



The Wave Of The Future



In the science fiction film "Firefox," Clint Eastwood operates his aircraft and its weapons systems through thought control. In today's world of electronic warfare, this concept is not as fictional as it sounds.

Since the introduction of radar more than 40 years ago to the satellite surveillance of today, electronics systems have played a major role in naval warfare, and military pilots already have systems in early developmental stages which respond to their voices.

Rear Admiral Albert A. Gallotta Jr., Vice Commander, Naval Electronic Systems Command, said, "We no longer set to sea with orders sealed and men in crow's nests to find the enemy. Today, we use electronics."

According to Admiral Gallotta, sailors now use radar and other sensors in submarines, surface ships, aircraft and even spacecraft to find and engage the enemy electronically.

Captain William Heinz of the Navy's air warfare department said avionics has amplified people's inherent capabilities. Pilots can "see" far beyond the range of their own eyes and even over the horizon.

The semi-comic illustration at right shows that sailors in days of yore depended on their eyesight alone in seeking an enemy.

"Ears" now hear electronic signals from greater distances. With these advancements, the Navy is seeing longer ranges and is counting on more kills per weapon.

"Most fundamental," said Heinz, "is the amplification computers have given to a person's brain. People can process huge amounts of information and control new weaponry today in a manner never known before the computer age."

According to Captain G.H. Kanady Jr., of the Attack Submarine Division, DCNO for Submarine Warfare, electronics has produced significant changes, especially

in subsurface operations. Early submarines surfaced to take on fresh air and traveled on the surface to make speed. The introduction of radar in the early days of World War II, however, made it hazardous for German U-boats to surface during daylight hours. The Germans then developed the snorkel so they could run air-breathing diesel engines underwater. Thus radar was one of the factors leading up to the development of the nuclear submarine, the first true submersible.

Communications continue to be a very important aspect of electronic warfare. In



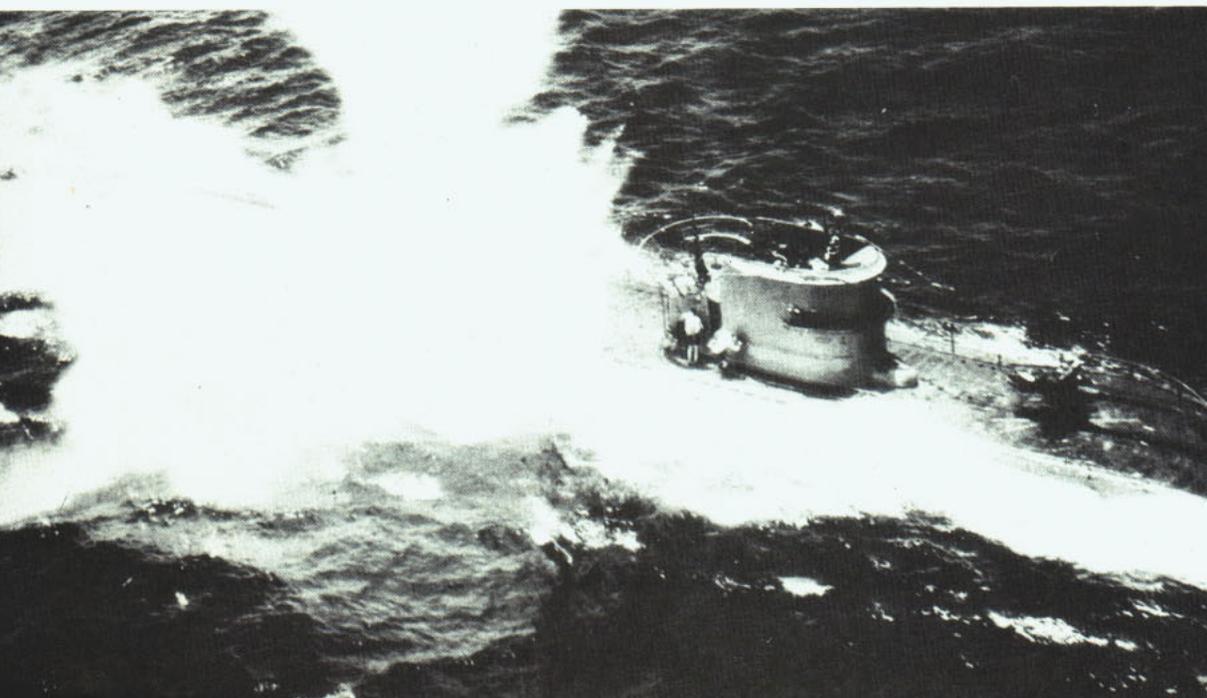


German U-boat U-118 (below), which had to surface to take on air, is shown under attack by planes from USS Bogue (ACV 9), June 12, 1943. Today's submarines go around the world submerged and are capable of firing missiles from the depths. But P-3C Orion patrol aircraft sensor stations (left) make it possible to "see" into the ocean's depths.

the early 1900s, the Navy pioneered the introduction of radio, or wireless, communication and changed the world. For the first time, ships could communicate by telegraphy with shore bases. That development has evolved into an extremely sophisticated system of communication linking Navy commands throughout the world. As Dr. Thomas Curry, former associate deputy for command, control, communications and intelligence, emphasized, however, electronic equipment must be supported logistically and must be easy to operate and maintain.

Curry said, "Take a piece of electronic gear into the Indian Ocean, and when the machine breaks down, it's almost impossible to repair even if you do know what you're doing. We haven't solved all of these problems, so we've got to keep emphasizing reliability and maintainability as we buy new equipment.

"Electronic warfare not only permits more precise engagement at longer ranges but also allows us to exploit the threat," said Admiral Gallotta. "Communications and radar links used in modern warfare can be decoded by receivers tuned to the



Future

enemy's operating frequencies. This use of electronic countermeasures is an effective means of rendering enemy weapons systems ineffective."

Heinz cited not only the movie "Firefox" but the recent Falkland Islands and Middle East conflicts as prime examples of the capabilities of electronic warfare.

"What we saw in Lebanon was the use of electronics to render very sophisticated weapons systems on Syrian aircraft useless and a demonstration that Syrian anti-aircraft missiles on the ground could be offset by well-controlled use of electronics, control of your own weapons as well as the capability to render your enemy's weapons ineffective.

"Put yourself in the cockpit," Heinz said. "The airplane carries a new radar system computer that processes the radar signal so the radar scope produces what looks much like an actual photograph, allowing the pilot to determine what type

of vehicle it is and whether it is hostile or friendly."

On an even higher altitude platform, the satellite development project Milstar should be helping the Navy communicate and navigate by 1991.

"The Navy is the military user of more than 50 percent of the nation's satellite capabilities," said Curry, "simply because of the Navy's function and its demand for beyond-line-of-sight, high capacity, high quality communications. We recognize certain vulnerabilities in the

Below: F-14A Tomcats fly over the nuclear-powered aircraft carrier USS Nimitz (CVN 68), which bristles with the latest in electronic equipment. Right: An artist's conception of NAVSTAR's Satellite I. Opposite page: Two microcircuit chips designed to detect infrared radiation. Each of the dark rectangles is an element which produces an electrical signal in proportion to infrared radiation. Such infrared arrays are used for night vision, missile seekers and threat-warning receivers.



Photo by PH2 G. W. Butterworth, FliAVComPac

current system that Milstar will remove, satisfying deficiencies in actions that might be taken to interfere with it."

According to Kanady, submarines will continue to utilize satellites as they move

into the age of submarine-launched, long-range missiles. "We are required to target these missiles," he said, "not only with our on board sensors but with someone outside the firing platform."

Because the missiles are fired at such long ranges, the sub cannot "see" the target and someone will have to supply them with targeting information. That information, by its very nature, is complicated and lengthy. "We're looking at satellites as well as at other forms of communication," Kanady said, "where two computers, one on the launch platform and another at a remote targeting terminal, can link directly over the air and pass information at an extremely high rate of speed from computer to computer, then to the operator who will see it as a picture on a screen."

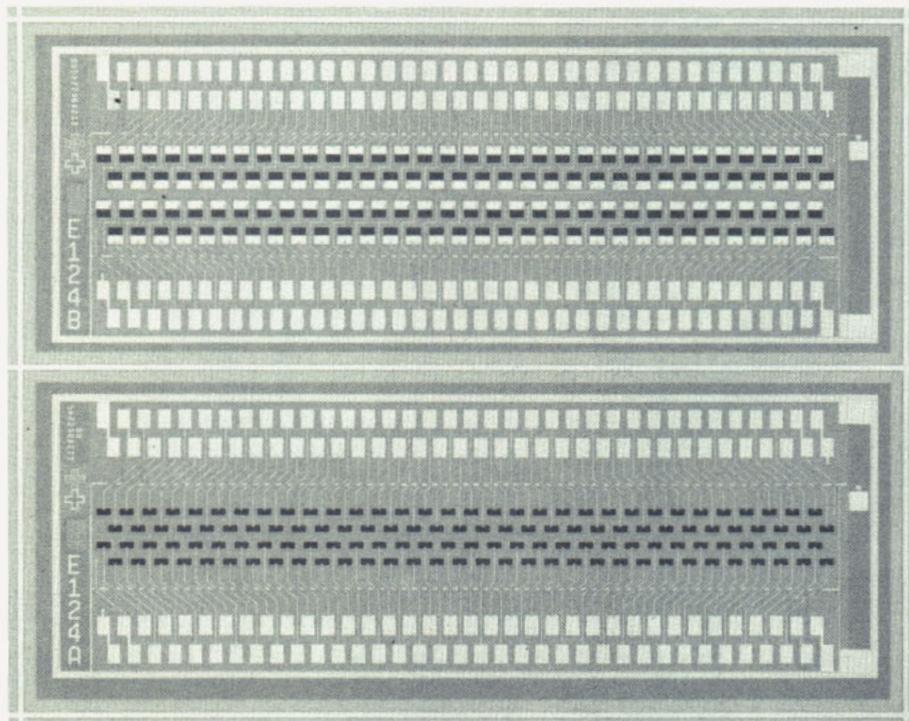
The latest addition to the Navy's space program is basically a reorganization, according to Navy officials. The establishment of a Naval Space Command is the latest step in a series of actions taken by the Department of the Navy over the last several years to consolidate Navy's extensive space efforts in support of the nation's maritime strategy.

These actions have included the establishment in 1983 of Navy Space Division in the Command and Control Department; inauguration of a postgraduate master's program in space engineering/operations in 1983 at the Naval Postgraduate School, Monterey, Calif.; and the 1983 assignment of a flag officer to head Navy space acquisition at the Naval Electronics Systems Command. According to Navy officials, the Naval Space Command is a logical next step for the Navy and is not connected with efforts to form a unified command for space. The purpose of this naval command is to improve our existing national security effort and support that space systems provide the fleet.

"Electronic warfare is a very important part of all naval warfare," Admiral Gallotta said. "An awareness of its applications in today's Navy must be broadened. Those of you who work with the problem must push on it. Those of you who don't work with it every day must find out more about it. It is the great wave of the future."

Because the real electronic systems are changing so rapidly, Clint Eastwood will have to do several sequels to "Firefox."

—Story by JO2 Bill George,
NIRA Film and TV Division



Electronic Warfare Training Programs

Electronic warfare audiovisual training programs that provide in-depth information on friendly and enemy systems and capabilities are available at the audiovisual libraries at Norfolk, Va., and San Diego naval stations.

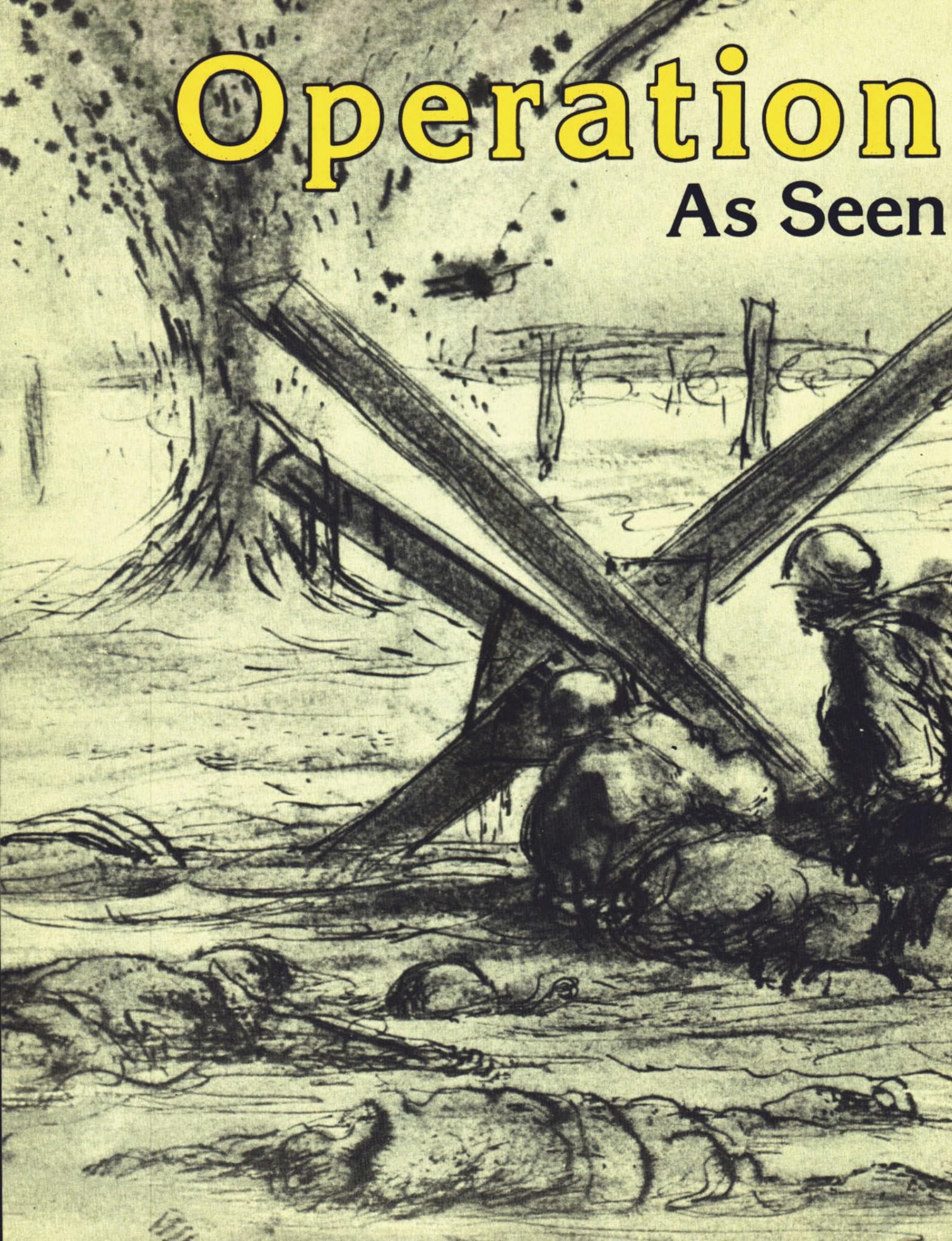
Each library maintains an inventory of programs that cover new electronic warfare systems, as well as current information on older systems. Some of the 50-plus programs available include operations security, Soviet ocean surveillance systems, military deception, enemy submarine threats, mission planning and Free/Third World missile systems. The programs are designed for fleetwide training, unit- and staff-level briefings, and as supplements to various formal courses in electronic warfare.

In the past, programs were issued directly to individual commands as produced. Recent directives concerning audiovisual production require that audiovisual libraries located at the Naval Education and Training Support Centers, Atlantic and Pacific, maintain and issue the programs. The centers service the eastern and western regions, respectively, with the Mississippi River being the dividing line.

Information on borrowing or retaining the programs can be obtained from the appropriate audiovisual library: NavEdTraSuppCenLant, Naval Station, Bldg. W-313, Norfolk, Va. 23511, Autovon 564-3013; NavEdTraSuppCenPac, Bldg. 110, Code N-53, San Diego, Calif. 92132, Autovon 958-5443.

Operation

As Seen



Overlord

By Navy Combat Artists

By Cmdr. Thomas Williams, NR Ol Det. 206, Washington, D.C.

Though only a small part of Navy combat art depicts the Allied invasion of Normandy on June 6, 1944, the paintings enlarge vividly the view of the greatest amphibious invasion in history. They also depict the very real emotions experienced by artists who recorded their impressions of the Normandy invasion as it happened.

The three Navy combat artists whose works are featured on these pages captured the fire and smoke, gloom, tedium and fear of combat as few others have. There is no glamorizing of war here, no art for use as propaganda or mere decoration.

Instead, these paintings sharply heighten

the action of the time because they are in color, while nearly all the still photos of the invasion are in black and white.

The vivid renderings of U.S. sailors and soldiers caught in the midst of war surrounded by sky, earth and sea are the works of Lieutenant Dwight Shepler, USNR, and Lieutenant Junior Grade Mitchell Jamieson, USNR, both of whom were aboard ships during the invasion, and of Photographer Specialist First Class Alexander Russo, USN, who went ashore in France two days after the invasion.

Although each of these three artists saw almost the same scenes at Normandy, they



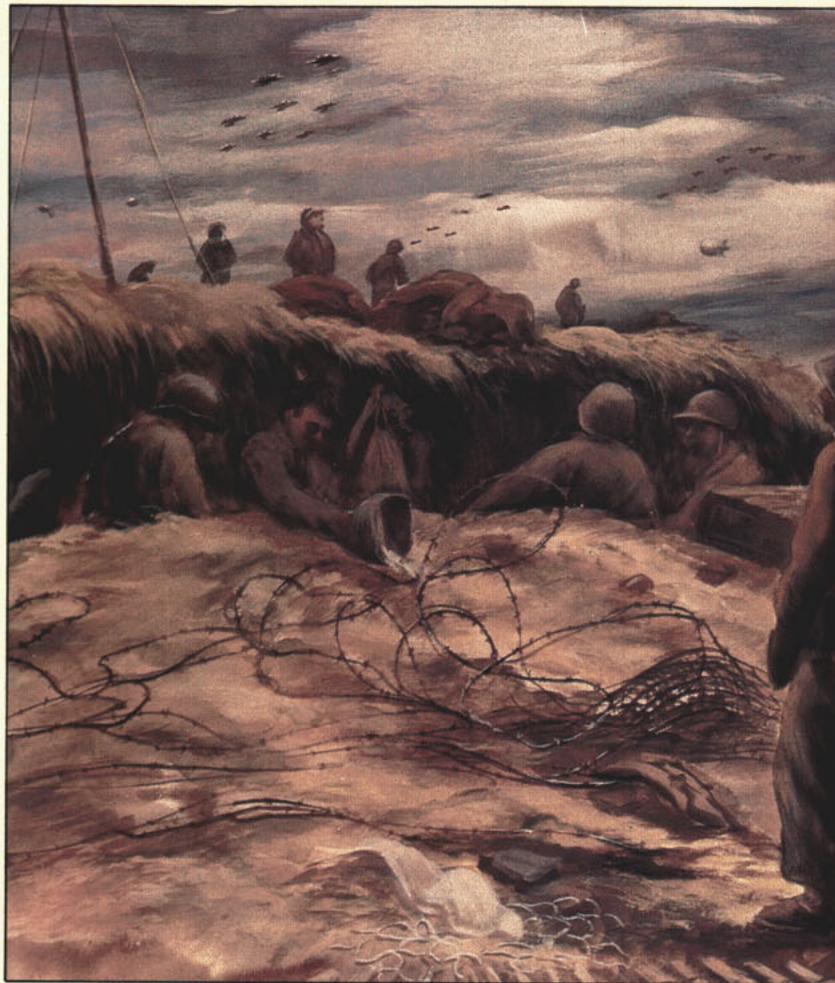
Operation Overlord

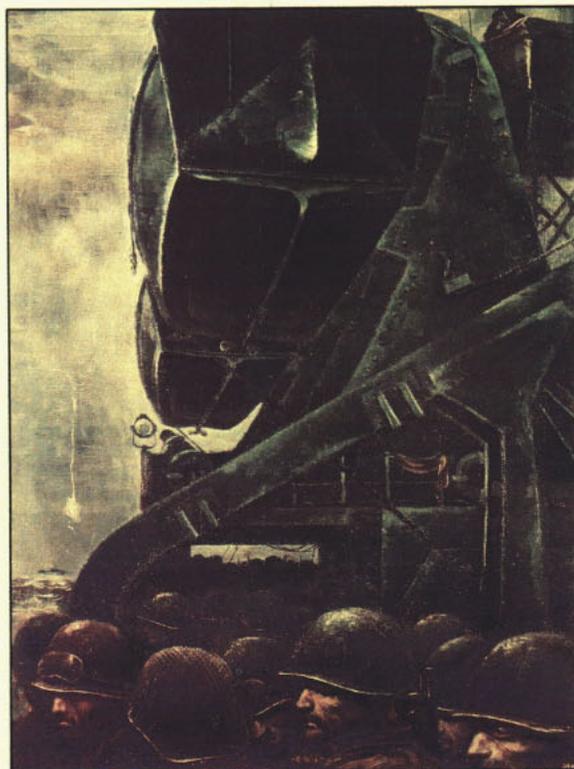
recorded different aspects of the D-Day carnage. Shepler's works reflect the jolting contrast in size between men and military equipment; Jamieson's works show the terrible toll war took that day; Russo's works blend the best features of both in a near-monochromatic style.

Of the three, only Russo survives. He is a professor of art and chairman of the Art Department at Hood College, Frederick, Md. When he went ashore in France on D-Day plus two, he was not yet 22, but his memories of that day are clear:

"I went ashore with an intelligence officer to see if naval gunfire had knocked out some German gun emplacements. You see, I was stationed in London, making models and maps of D-Day beaches. I took along a sketch pad when we went ashore and just made some very basic sketches. We were living in a foxhole on the beach."

These paintings plus other art can be seen at the Navy Combat Art Center at the Washington Navy Yard.





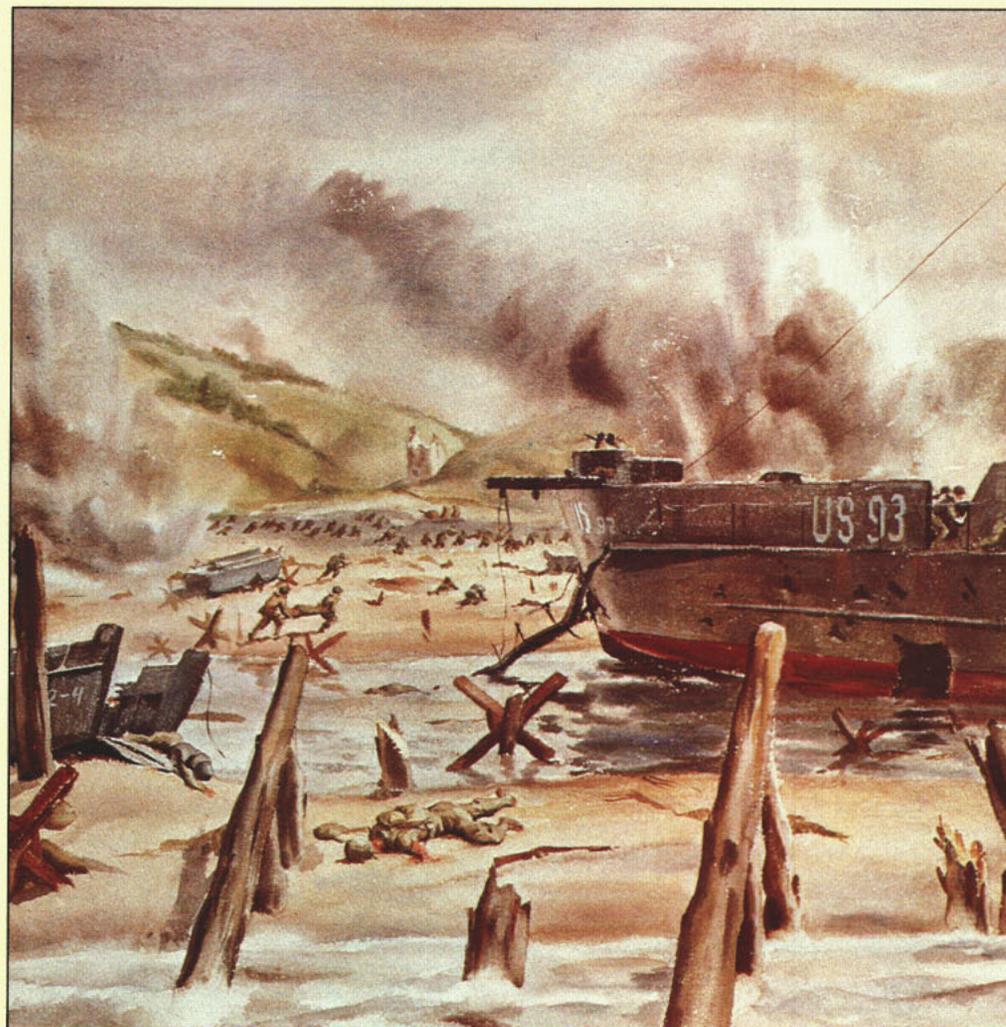
Jamieson's drawing, "Naval Demolition Men Blowing Up Obstacles," on the opening pages of this article (18 and 19) shows that the men of the Navy demolition unit were among the first ashore. Their job was to clear channels through obstacles and make unloading possible. Far left: "Heavies on Their Way Home After a Raid on France"-Russo. U.S. soldiers—remnants of a hard-hit beach battalion—look up to see Allied heavy bombers returning from a raid on France. Left: "The Cold Dawn of D-Day"-Jamieson. Stern-faced U.S. soldiers get ready to board LCMs. Lower left: "Morning of D-Day From LST"-Jamieson. LCI's pass before turning toward the beach; a U.S. cruiser and destroyer shell the beach; barrage balloons float overhead; and a P-38 fighter plane is hit, trailing smoke and flame. Below: "The Battle for Fox Green Beach"-Shepler. Off Fox Green sector, a stretch of the Omaha beach-head, destroyer USS Emmons (DD 457) shoots at, and later destroys, the spire of the Church at Colleville-sur-Mer used by German gunners as an artillery control tower.

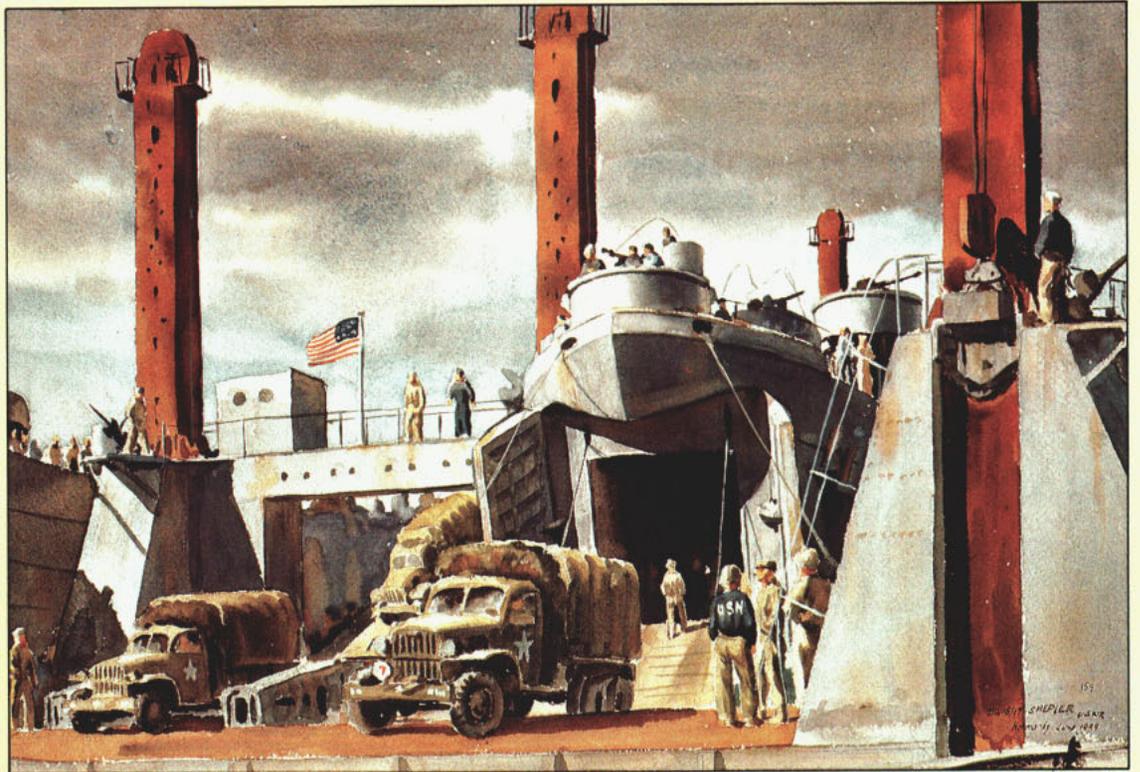
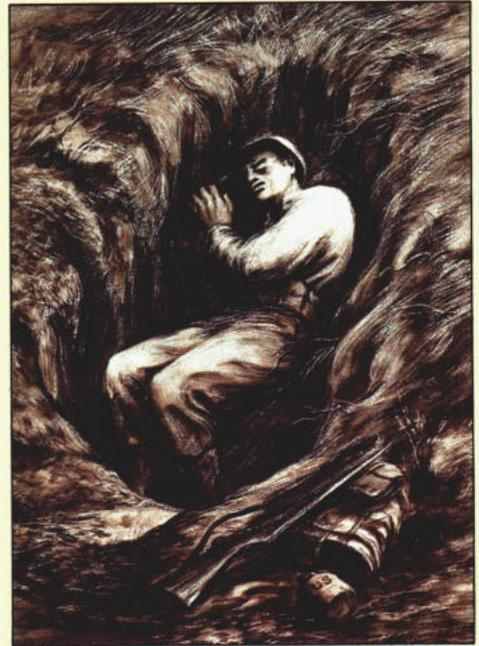


Operation Overlord



Above: "Wounded Being Treated Aboard an LST"—Jamieson. LST crew's quarters were quickly converted into treatment centers for the wounded. Center top: "One of the Many"—Russo. German artillery hit this landing craft loaded with anti-aircraft halftracks just as it landed on the beach. Far right top: "An American Soldier Sleeps"—Russo. After the initial landings, a Normandy beach foxhole is as good a bed as any. Far right bottom: "Mulberry (Operation) at Work"—Shepler. An LST unloads vehicles onto floating pier-heads that later were seriously damaged by the unusually fierce summer storm of June 19-22, 1944. Right: "The Tough Beach"—Shepler. German cross fire raked the shore, taking its toll on Omaha Beach.





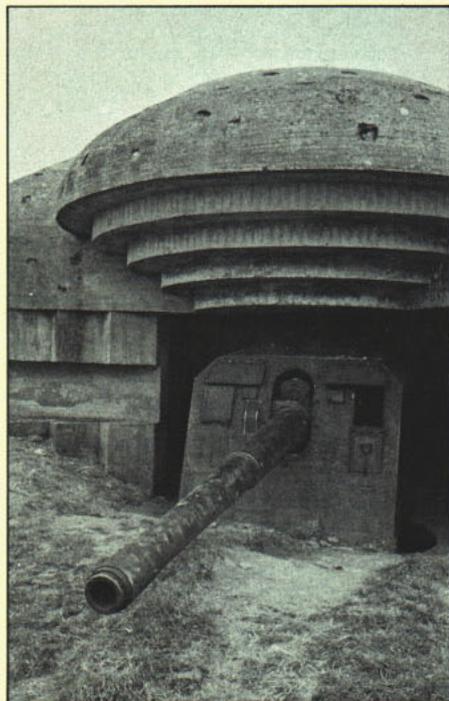


Return To Normandy

Story and photos by Cmdr. Thomas Williams,
NR OI Det 206, Washington, D.C.

June 6, 1984, marks the 40th anniversary of the greatest amphibious operation in history, the Allied invasion of Europe. In 24 hours of what has become known simply as "D-Day," Allies put ashore on the Normandy beaches of France more than

The peaceful stretch of beach shown at left was the site of some of the bloodiest fighting on D-Day. On the right flank of Omaha, it proved a deadly obstacle as landing craft and men came under a hail of gunfire from the cliffs. The German gun battery (below) was knocked out by naval gunfire early on D-Day.



150,000 men and more than 7,500 vehicles. The naval phase of the operation was called Neptune, but the invasion is generally known as Operation Overlord.

Although the enemy had been led to believe that the Allies would land their forces farther to the north in the Pas-de-Calais area nearer to England, the Normandy beaches had been chosen as the main landing points long before the invasion. The Americans, British and Canadians landed on beaches code-named Utah, Omaha, Gold, Juno and Sword. By the end of D-Day, the Allies had achieved a toe-hold of a monumental, but costly victory: in some sectors American units had over 50 percent casualties.

Naval participation in the Normandy invasion stands out clearly: more than 7,000 ships—including no less than 3,000 assault craft—were used in the invasion. But it is little known that U.S. Navy pilots flew British *Spitfires* at Normandy to perform a gunfire-spotting role which would have been clumsy and dangerous in the Navy's slower floatplanes normally flown from battleships and cruisers. The U.S. Navy also provided gunnery officers to jump into Normandy with the airborne forces to provide gunfire liaison support to the airborne units operating behind Utah Beach. Also, a naval gunfire support team scaled the cliffs of Pointe du Hoc with the U.S. Army's Rangers.

Helping the American units get ashore

were Navy and Army demolition teams of special engineer brigades assigned to blow up the steel, timber and concrete beach obstacles placed there by German forces. Sixteen underwater demolition teams of seven naval people and five Army engineers each operated at Omaha Beach on D-Day. One-third of the Navy members were killed.

In "The Invasion of France and Germany, 1944-45," by Samuel Eliot Morison, the difficulty of the engineering mission at Omaha Beach is expressed by a description of what happened in the early morning of D-Day: "One team was wiped out by an enemy salvo just as it was landing. Another had its charges all set to blow when a direct hit set them off and killed every man but one. Before the rushing flood—rising 12 inches every eight minutes—forced them to vacate, these brave men had blown five big channels and three partial ones through the hideous array of murderous obstacles."

Today, the calm and peaceful beaches of Normandy tell little of what occurred at the water's edge on D-Day. Monuments list the names of units that fought ashore. When the tide is out, blackened hulks littering the shallows become visible.

Perhaps Pointe-du-Hoc provides the clearest and most vivid reminder of the heavy combat which was part of the D-Day landing. A narrow jut of land reaching out to sea, it provided the enemy a

Operation Overlord

commanding lookout and defensive gun position. The Rangers were assigned the task of scaling the 100-foot high cliffs of the Pointe to attack and neutralize the gun positions. Up until the Ranger assault, the Pointe was pounded constantly by air and naval bombardment.

It is still heavily cratered and pock-marked and is a dangerous place to visit—signs warn of possible unexploded ordnance littering the area among the broken concrete bunkers and craters. Pathways lead visitors through the battlements to the point for a breathtaking view of the sea and a better understanding of the difficult task accomplished by the Rangers who scaled the cliffs.

The most poignant monument to the American effort on D-Day is the Normandy American Cemetery overlooking Omaha Beach between what were known as the Easy Red and Fox Green sectors. The cemetery contains the remains of 9,386 Americans of all military services. Three hundred and seven graves contain the bodies of “unknowns.” In one plot, a father and son rest side by side; in 33 other plots lie pairs of brothers. The cemetery is operated by the American Battle Monuments Commission and is on ground granted to the United States in perpetuity by the French government.

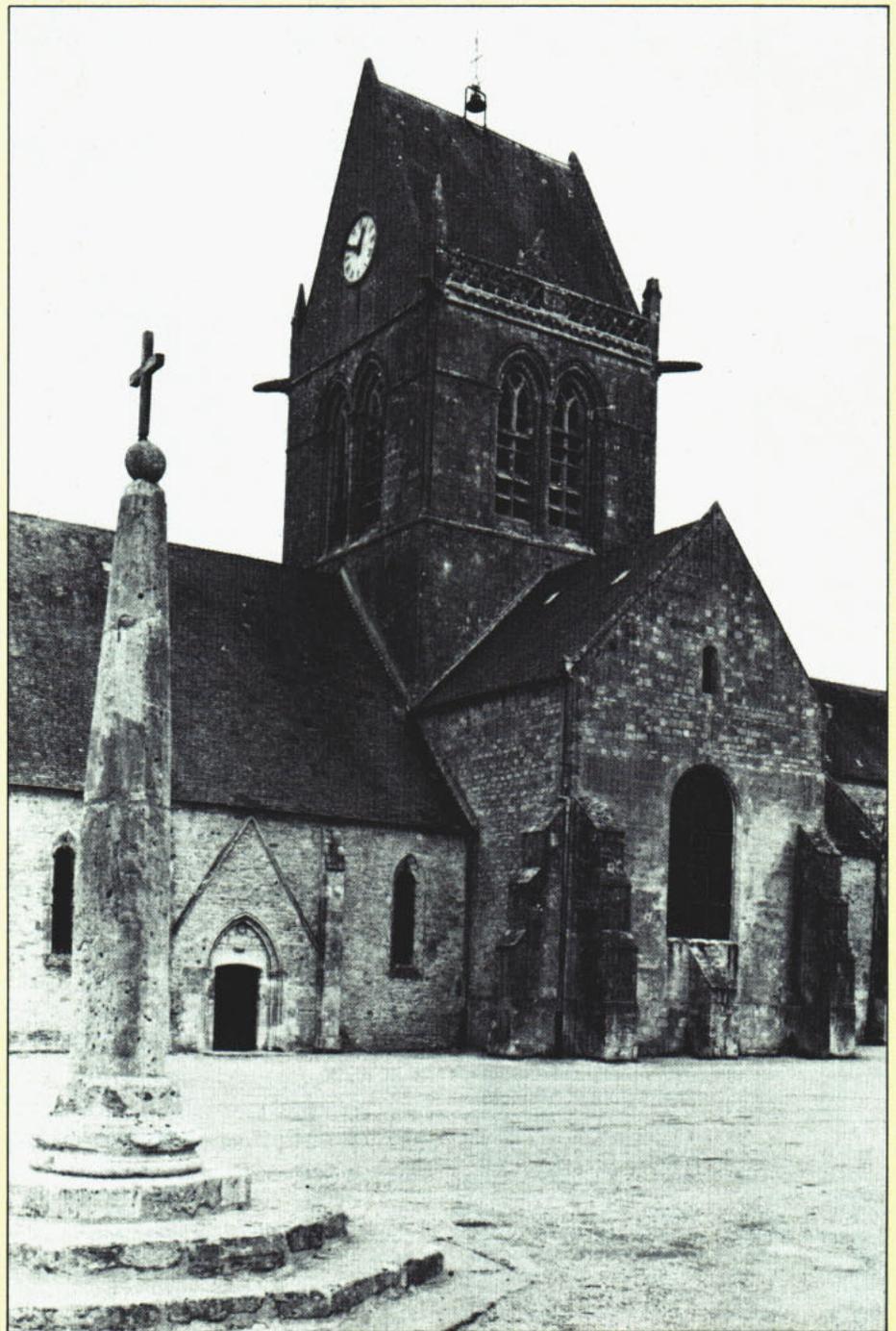
The church in Sainte-Mère-Église is virtually unchanged from the early morning hours of June 6, 1944, when the first Americans landed by parachute in the town square. Below: The Normandy American Cemetery overlooking Omaha Beach is one of the largest in the invasion area.



From the cemetery, one can see most of Omaha Beach from an overlook which appears unchanged since the time of the invasion. It is possible to descend to the beach and walk among the same dunes and shingle that proved such formidable obstacles to the troops trying to get off the beaches into cover nearer the bluffs. Built atop a bunker overlooking the Fox Green sector is a monument to the 5th Engineer Special Brigade. A few yards up the hillside is a monument to the men of

the 1st Infantry Division. A simple inscription on the monument reads: “The officers and men of the 1st United States Infantry Division who were killed in this period while fighting for the liberty of the world.”

American visitors to Normandy should see the American beaches, Omaha and Utah, the American cemetery, and the museums at Arromanches, Sainte-Mère-Église and Bayeux. In addition, smaller museums are at the Pegasus Bridge in the



British sector, and at Ouistreham, where French commandos landed, and at both Omaha and Utah beaches. There's also a museum at Cherbourg. For a fuller view of the invasion and the role performed by the Allied participants, it is important also to visit the British and Canadian sectors

where the beaches have an entirely different character. For the most part, they are flat and introduce low terrain, just as the flatlands do behind Utah Beach.

There are no commanding heights at Utah. The highest point seems to be the top of the monument to the 4th Infantry Division. A monument to the 1st Engineer Special Brigade lists each of the units attached, including the special naval units. Unlike Omaha Beach where summer homes have been built, Utah Beach today is virtually as it was on D-Day. The only noticeable change is probably the arsenal of landing craft and armor decaying in the sea air at the local museum.

Seven miles away from Utah Beach is Sainte-Mere-Eglise. The Airborne Museum there contains one of the best existing collections of airborne artifacts from the invasion, including a WACO glider and a C-47 transport. Sainte-Mère-Église is where, shortly after midnight on June 6, paratroopers began falling into the town as local inhabitants were putting out a house fire under the watch of the German

garrison. The hapless paratroopers quickly became some of the first casualties of the invasion.

In the film "The Longest Day," actor Red Buttons immortalized Private John Steele and the church of Sainte-Mère-Église by landing, as Steele did, on the roof of the church where his parachute became entangled on the church steeple. Bullet marks are still visible on the stonework of the church and many houses around the square.

Curiously, the surrounding countryside in the Omaha beachhead areas is much as it was on D-Day. France and the world have changed, but Normandy still resides quietly in the shadows. Had it not been for World War II, Normandy would still find most of its fame in Camembert cheese and apple brandy, commonly called Calvados from the name of the region producing it.

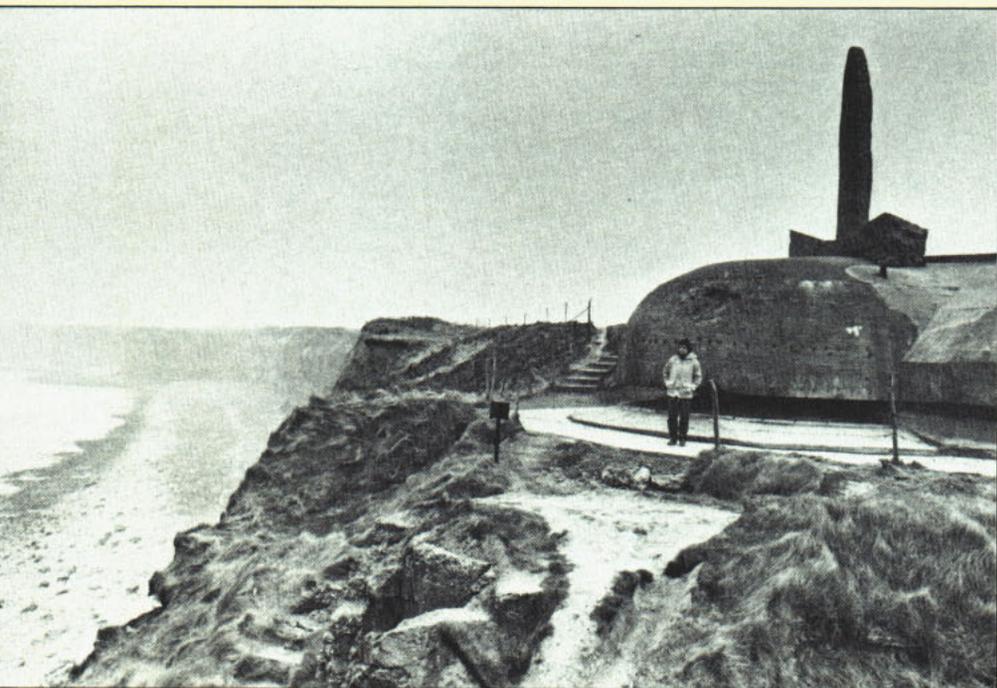
The Normandy invasion was a momentous event. It still consumes the imagination of historian and layman alike. It was as subject to the quirks of nature as any other enterprise testing the skill of man against the awesome power of nature. The invasion was almost called off because of bad weather and, shortly after the D-Day landings, an entire artificial port was nearly destroyed by a freak storm in the English Channel. It almost upset the timetable for the campaign by disrupting the flow of material for the battles behind the beaches.

The land has healed from the wounds of war and has hidden the scars of the invasion from the untrained eye. Only the monuments foster a remembrance of the great allied victory brought about by the concerted, combined alliance of strategies, forces and ideals. In the truest sense, the operation known as D-Day was the finest example of allied cooperation and the resolve of the allied powers to carry the war to Hitler's front doorstep. Less than a year after D-Day, the war in Europe was over.

The memories remain, however, and thousands of veterans from all sides will return to Normandy this anniversary year. They will be joined by the heads of state of the allied powers for ceremonies marking the 40th anniversary of the day that Hitler's Fortress Europe was breached. □



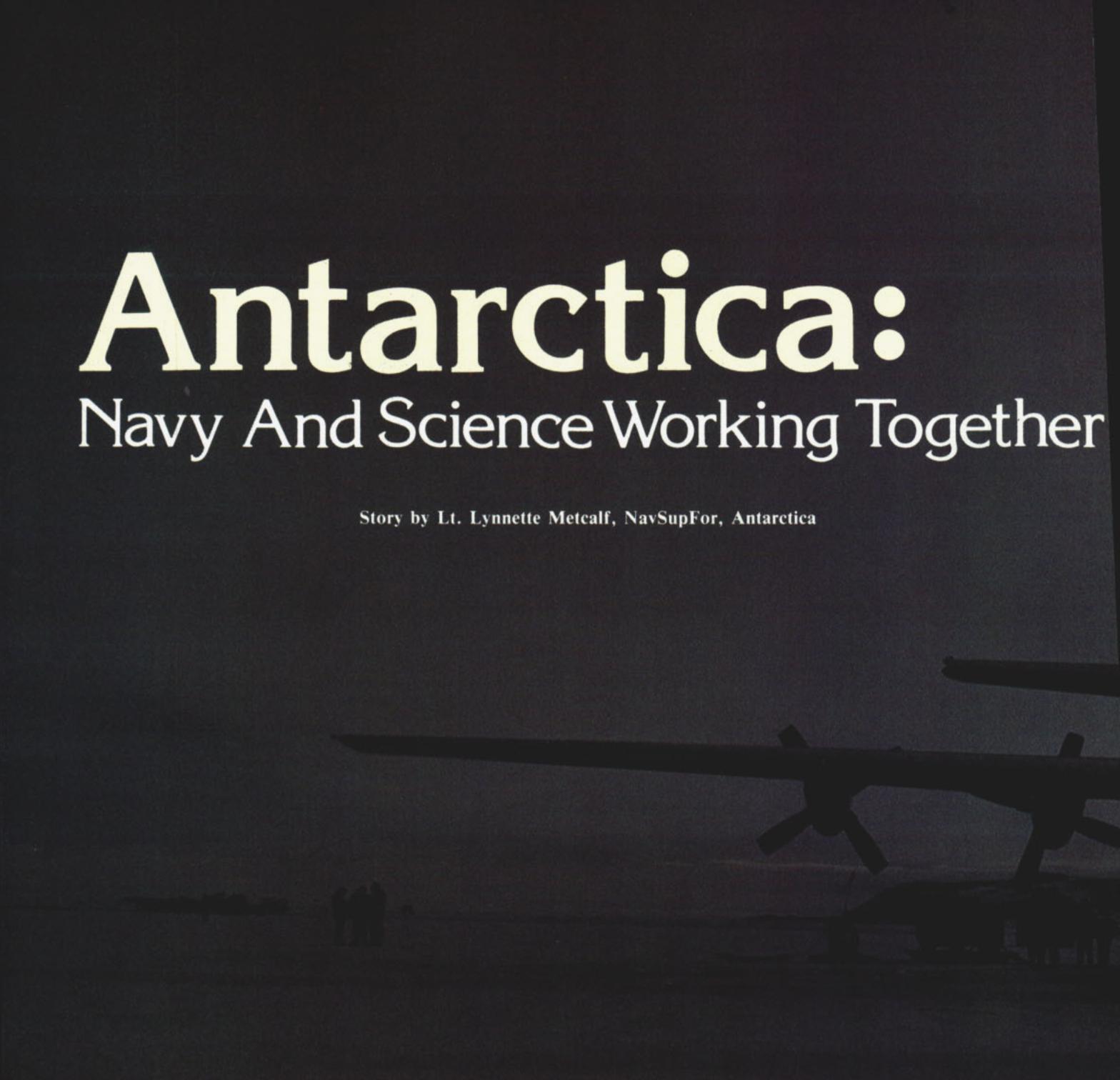
Monuments abound at Normandy. This one (left) is dedicated to the engineers who cleared the way at Utah Beach on D-Day. The monument to the Rangers who landed at Pointe-du-Hoc (below) is built atop a German observation post for the gun batteries overlooking the beach.



Antarctica:

Navy And Science Working Together

Story by Lt. Lynnette Metcalf, NavSupFor, Antarctica



Captain Robert Falcon Scott, beaten to the South Pole by a month by Roald Amundsen, painfully penned these last words in his diary just before his death in 1912, "Great God! This is an awful place . . .!" Trapped in a blizzard and dying of exposure, Scott, recognizing the irony of his position, vented his frustration. The very continent he had come to conquer had conquered him.

Antarctica is a land of extremes. Sci-



entists have recorded temperatures in excess of minus 128 degrees Fahrenheit. Coastal winds have exceeded 200 miles per hour—sustained.

On Antarctica, 95 percent of the world's fresh water is frozen into ice more than 2½ miles thick. Scientists say if the ice melted, the Earth's mean sea level would rise nearly 200 feet.

Yet, Antarctica is a desert. Precipitation at the South Pole averages less than one

inch annually, leaving the continent drier than tropical deserts. There are no trees or grass—only ice and nature's awesome creations of volcanic rock towering thousands of feet into the world's cleanest air.

The Antarctic's reluctance to divulge its secrets is well-documented. Exploration there is a perilous journey into the unknown—it involves personal risk with sometimes fatal consequences.

In spite of the inhospitable conditions,

however, scientists from all over the world descend on Antarctica during the austral summer (October to February). They study the continent's food chains, its biological, geological and astrophysical wonders, and break seemingly impossible scientific barriers for the betterment of animals and humankind.

The U.S. Navy makes it all possible. The Naval Support Force Antarctica, Task Force 199—also known as Operation Deep

Antarctica

Freeze—has the sole purpose of providing logistic support to scientists working in the Antarctic.

September heralds the beginning of the austral summer. For five months the continent is bathed in constant sunlight. Major science projects must be completed during this time or be deferred to the next season. With this time constraint, the task force's mission is clear—deploy to McMurdo Station as rapidly and efficiently as possible to permit maximum scientific research time. By October, science programs are well under way.

McMurdo Station maintains a summer population averaging 800, peaking as high as 1,200. Ten times larger than any other U.S. station on the continent, McMurdo boasts the largest permanent building in the Antarctic. Built by Seabee Unit 206 in 1969, the two-story structure berths more than 200 people and contains the dining facility, radio and television station, ship's store, laundry, linen exchange and consolidated store.

As the season gets under way, three other stations—Siple, Palmer and South Pole—are awakened from their winter isolation with the arrival of the summer crews. The resupply of these stations adds enormously to the overall logistic operation

Right: McMurdo station's air traffic control tower can be towed and repositioned as needed for maximum safety and visibility. Below: A dog sled team from New Zealand-operated Scott Base hauls scientists and administrators to McMurdo station for mail and supplies.

handled by the task force. While ships resupply Palmer Station on the Antarctic Peninsula, LC-130 *Hercules* ski-equipped aircraft provide fuel, supplies and mail to the other stations. To supply Siple Station, a fueling stop is required at Byrd Surface Camp, which is annually dug out solely for this purpose.

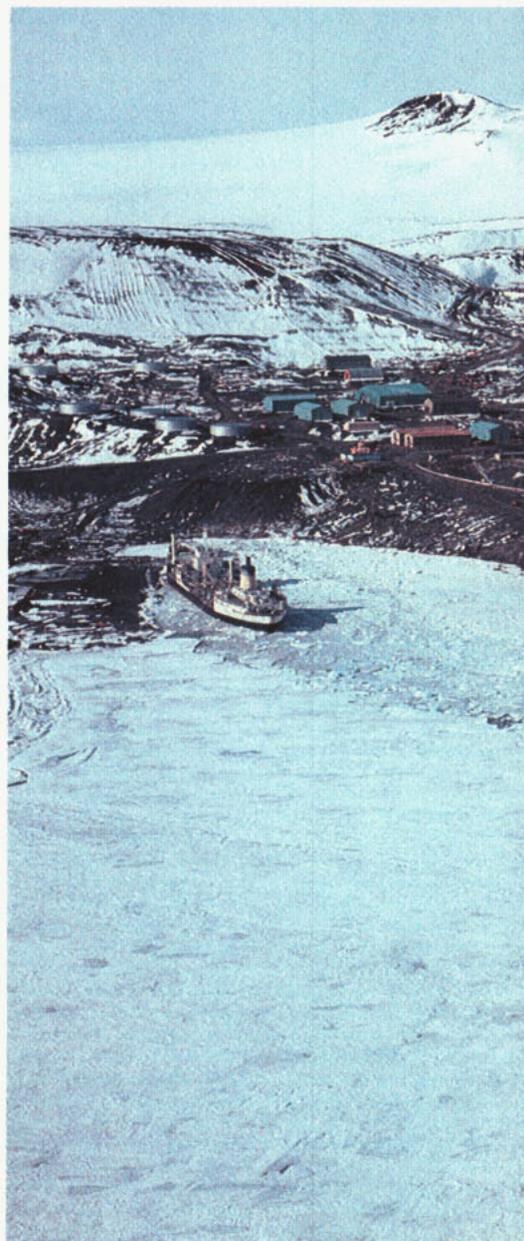
In 1982, nearly 500 missions and 6.5 million pounds of cargo were flown in for science and logistic support. Additionally, the helicopter wing of VXE-6 flew nearly 800 missions in support of science and photomapping.

Since the austral summer is short and support requirements are enormous, work

days are long and fast-paced. At the end of the day, sailors, National Science Foundation staff and grantees, and Antarctica Services Inc. contractors converge on the McMurdo dining facility. The chow hall is the main social gathering center, and mealtimes highlight the day with dinners and pastries to tempt even the pickiest eaters.

“Our goal is to provide a menu that is both nutritious and acceptable to the crew.”

Right: Working in severe elements tests even the hardest people. Photo by PH2 Larry Vaughn. Far right: A pair of Adelie penguins. Photo by PH1 Michael Mullen. Below: A Coast Guard icebreaker clears a channel into McMurdo Sound. Photo by PH1 Mullen.





Antarctica

noted Chief Mess Management Specialist Billy Collum. "Freshies, that is, fresh eggs, fruits, vegetables, and the like, are essential in food preparation. When the freshies run out, we—the kitchen staff—can feel the drop in morale. The pipeline from Christchurch to McMurdo is crucial. A few minutes too long in the cold and we've lost a pallet of fruit or vegetables to freezing. Terminal operations cargo handlers do an outstanding job in delivering freshies on time and undamaged."

Because of the climate, conditions are hazardous, and the dry environment often causes respiratory illnesses. A minor accident can have major consequences. Wounds take longer to heal because of

decreased circulation and suppressed immunity levels.

"People exposed to wind and subzero temperatures can develop frostbite in less than one minute," Hospital Corpsman First Class Alex Guerrero said. "Depending on the severity of the injury, the healing process can take as little as a week under medical supervision. Severe injuries can cause the loss of a hand or foot as a result of gangrene. We monitor very closely for frostbite."

Health and physical stamina are critical to the success of the support program. For that reason, stringent medical and dental screening is required for everyone reporting to the task force. Individuals with

chronic illnesses, illnesses requiring repeated specialized treatments, or physical handicaps cannot be considered. Medical and dental facilities in Antarctica are limited and cannot handle extreme or exotic medical problems.

"In the past," said Lieutenant Larry Lentini, VXE-6 dental officer, "we have had major emergencies over abscesses and gum and wisdom teeth infections. These problems have resulted in stringent policies. Dental patients must be in class I or II condition or they are NPQ—not physically qualified for deployment. We take these preventative measures so that we have as few emergencies as possible while deployed. We're not set up for compli-

Another Season Premiere

Antarctic Development Squadron Six (VXE-6), air arm of Operation Deep Freeze, got a warm welcome upon touchdown of the past season's opening flight. Although the temperature was frigid, the McMurdo Station manager wore a short-sleeved Hawaiian shirt to meet the plane.

"One year, the man who taxied us in was wearing a tuxedo and a top hat," said VXE-6 commanding officer Commander Jim Radigan.

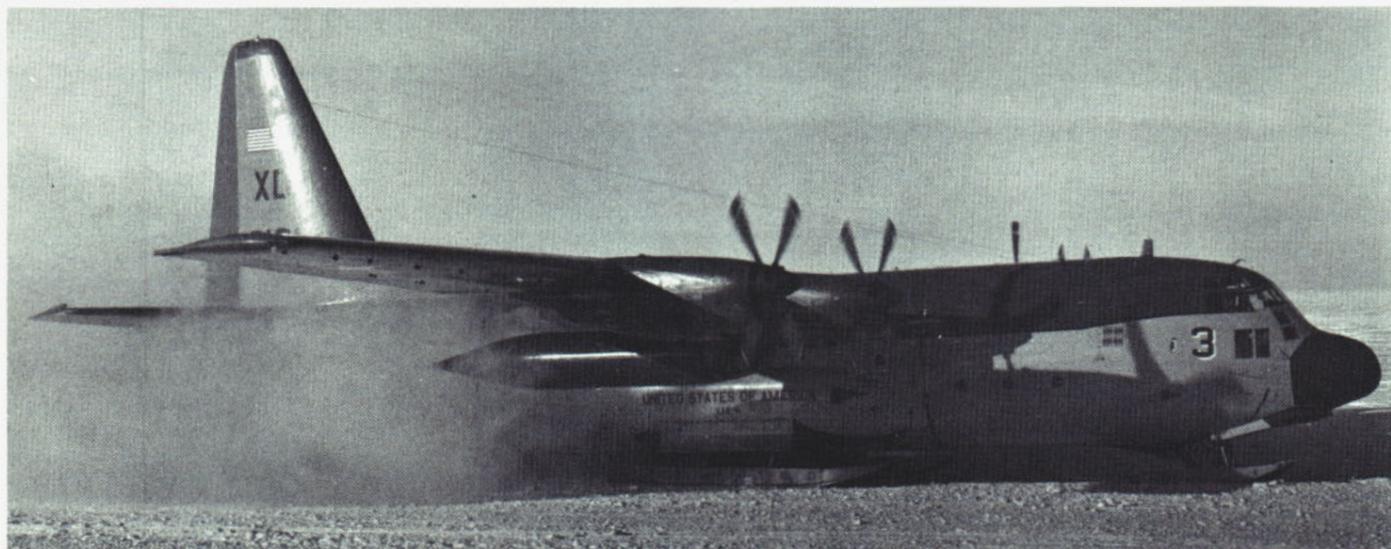
This time, the crew of the LC-130 *Hercules* was greeted by a group of enthusiastic people who had been isolated there

since the February before. "You'll never feel more welcome anywhere else in the world than when you step off a plane into the arms of folks who have been cut off from civilization for eight months," said Deep Freeze Commander, Captain Brian Shoemaker.

The weather, however, refused all common courtesy. The thermometer hovered at 68 degrees below zero, Fahrenheit. Because of the extreme cold, the *Hercules'* engines could not be turned off. In the cold and the two-mile-high elevation, the running engine formed contrails—con-

densation of water droplets in the aircraft's exhaust—which developed a dense fog inside and outside the plane. "The ice fog made it unsafe to on load cargo, so we were able only to load and unload passengers," Radigan said.

With the inauguration of a new season of operations, VXE-6 began flying fuel, supplies, scientists and support people along the 835-mile route from McMurdo to the Pole. Flying some 540 hours each season, the squadron supplies the South Pole Station with specially designed fuel for cold climates for use as a main source of power throughout the winter.



cated life-preserving surgery. The best we can do is keep the patient stabilized while operations sets up a medevac to Christchurch."

Pastimes while "on the ice" are as varied and as interesting as the people. Many pursue college credits through the Los Angeles Community College. Others immerse themselves in hobbies, writing books and reading. Television, movies and radio are available to all.

Aerobics exercise classes fill the camp gymnasium to capacity three times a week. Basketball and volleyball tournaments abound. Card or adventuring games, pool or shuffleboard tournaments, and dart games also are popular. Parties—from toga or costume to chili cook-offs, barbecues, and impromptu gatherings—are all ably supported by special services and the consolidated mess.

Computer buffs hand carry their equipment through the 9,000-mile air trek to McMurdo. Some program or use word processing, others develop gaming skills, and yet others develop new computer hardware and software. At last count, at least 10 personal computers were providing hours of leisure-time enjoyment.

Those looking for high adventure are offered the chance to attend McMurdo's Antarctic Survival School, a three-day ordeal that challenges even the hardest of explorers. "It was a true adventure," Guerrero recalled. "One morning, in the 20 minutes it took to get our clothes and equipment organized, one of the guys got 'frostnipped'."

Many Navy people visit the Erebus Ice Caves, located on Ross Island 10 miles from McMurdo on the Erebus Ice Tongue. The crystalline caverns offer a display that turns anyone into a first-rate photographer and on to a great time. The caves are a "must-see" on the McMurdo list.

A special treat is a dinner invitation to New Zealand's Scott Base, a science station five miles away. New Zealand's cuisine and culture, not to mention a visit with their dog sled team, is an opportunity not to be missed.

By far the most popular activity on the southernmost continent is a space-A trip to South Pole Station where Navy people literally walk around the world in a minute—if you take it leisurely. A barber's

pole with a reflecting sphere atop marks the spot of the exact geographic south pole. Every year it is moved according to mathematical calculations to compensate for the movement of the continent's shifting ice cap.

Old Navy customs aren't forgotten, and



during the most recent deployment the chief petty officers initiated the command's first female chief, Chief Air Traffic Controller Dianne Feltham-Kidwell. Her initiation was laced with old Antarctic explorer traditions from which she jokingly said she hopes to recover.

Since 1946, the Navy has been awarding Antarctic Service medals in recognition of the difficult and dangerous working conditions faced by Navy people on this bitter continent. Now, and in the future, the Naval Support Force, Antarctica, and the organizations that make up Task Force 199 will continue to provide the finest and safest scientific support "on the ice" at the bottom of the world.

AG3 Robert Drake records weather observations for weather forecasting and air crew briefings. Photo by PH2 Larry Vaughn.

Science On The Ice

Antarctic research spans the entire range of scientific interest: medical to mineral, astrophysical to zoological. The long hours and fast pace of operations are not without compensation. The knowledge that what is discovered today may have significant impact on the future of humankind makes it a task well undertaken.

Last season, research on the underwater behavior of seals shed new light on an area of human tragedy. The reflexes seals use when diving underwater for food, wherein the metabolism rate slows dramatically, are being studied in connection with the as yet unexplained infant malady called crib death.

Scientists are trying to determine how seals can dive 1,500 feet or more—at times with fetuses—remain 20 minutes or longer, and surface with no damage to mother or fetus. Once revealed, the answer may lead to the prevention of crib death.

Other researchers are studying the unique "antifreeze" fish, known by laymen as Antarctic cod, which survives in the subfreezing temperatures of the oceans surrounding the white continent.

There also is intensified research on recently uncovered meteorites.

Additionally, as a result of continuing studies at the South Pole Station, scientific excitement is increasing in bacterial, viral and communicable disease research communities over the prevention of and possible cures for the common cold.

As long as Antarctica, the only continent relatively untouched by man, remains ecologically pure, the validity of the studies being conducted there will continue to add invaluable information to scientific world knowledge.



The Navy and Antarctica

The Navy was selected over the other armed services to provide support for Antarctic research because of its well-documented record of polar experience, dating back as early as 1839. An expedition led by Lieutenant Charles Wilkes helped to establish the existence of Antarctica as a continent.

Ninety years later, Rear Admiral Richard E. Byrd awed the world with his historic 1929 flight over the South Pole. He further enriched the world's knowledge of the ice-covered continent by directing four succeeding Antarctic expeditions.

Upon designating the Navy as the primary logistic support force, the secretary of defense authorized the service to request assistance from the Army, Air Force and Coast Guard. Today, an Army cadre provides cargo movement and delivery support, the Coast Guard supplies ice-breakers, Military Sealift Command aids with cargo ships, and Air Force Military Airlift Command C-141s operate as part of Task Force 199 during the summer season.

The Royal New Zealand Army and Air Force provide additional support and cooperation. The New Zealand crews integrate with the Americans and work side by side in an international spirit of good will. By special arrangement, the Royal Australian Air Force has often participated in logistic movement of people and cargo.

Byrd's vision ". . . that Antarctica, in its symbolic robe of white, will shine forth as a continent of peace with nations working together there in the cause of science, setting an example of international cooperation . . ." fired the imagination of the world. South polar exploration had multiplied by the time of Admiral Byrd's death in 1957.

The International Geophysical Year of 1957-58 was proclaimed partly in recognition of the enormous scientific potential witnessed by earlier expeditions to Antarctica. During that period, scientists from 12 nations engaged in peaceful scientific research of the continent.

The Antarctic program of the IGY was so successful that scientists and their sponsoring governments wanted to make the arrangement permanent. The result was the ratification and enactment of the Antarctic Treaty of 1961. Participating governments agreed that Antarctica should be used for peaceful purposes only.

The treaty has fostered a spirit of international harmony and good will in which all nations cooperate in scientific and logistic support. Russian scientists winter-over at America's South Pole Station and

scientists from the People's Republic of China study glaciology at Australian stations.

In February and March of 1983 USCG *Polar Star* (WAGB 10) visited 22 stations around the coast of the continent as part of reciprocal inspections authorized by the treaty (See "A Long, Lonely Cruise," October 1983 *All Hands*). At all stations, the crew and scientists aboard *Polar Star* were well-received. Admiral Byrd's legacy of "a continent of peace" has reached fruition.

Rescuers Are Ready

A search and rescue mission into Antarctica's rugged terrain and unforgiving climate requires special training and dedication. If an aircraft is forced down on the frozen continent, or if a scientific field party encounters danger, Antarctic Development Squadron Six is prepared.



PRCM John H. Blankenship

VXE-6 continually trains a 17-member team in first aid, CPR, cold-weather survival, ice/snow/mountain rescue methods, mountain climbing and parachuting.

"Our primary mission is survival and rescue," said Master Chief Aircrew Survival Equipmentman John Blankenship, the team's master parachutist. "Parachuting into an accident scene is a last resort to accomplish a rescue."

To cover that one chance, all members are initially jump qualified and must maintain their proficiency annually, both in the United States and in the Antarctic. Currently, members of VXE-6's pararescue team are the only people on the continent staging regular parachute jumps on the ice.

Working with the New Zealand Mountaineers Survival Team, VXE-6 pararescuers also provide a one-day polar survival course for squadron air crew and ground personnel.

Members of the team are volunteers, committed to Operation Deep Freeze for the entire season. Commander Jim Radigan, commanding officer, said, "I hope that I never have to use them in a survival situation, but, if one should arise, I know that we couldn't be in more capable hands."

Home From A World Cruise

Story by JO1 Glenn H. Jochum, Seventh Flt PA Rep, Subic Bay

The Navy's newest nuclear-powered aircraft carrier USS *Carl Vinson* (CVN 70) recently sailed beneath San Francisco's Golden Gate Bridge to its new home port of Alameda, Calif., completing an eight-month, 40,000-mile round-the-world cruise.

When *Vinson* set sail from Norfolk, Va., the Alameda-based, conventionally powered carrier USS *Coral Sea* (CV 43) began a similar voyage in a coast swap for the mighty ships.

According to *Vinson's* commanding officer, Captain Thomas A. Mercer, the ship took a roundabout route. It followed a course to "demonstrate support for our allies and treaty commitments and to show a presence for peace," he said.

When the cruise began, many sailors held romantic notions of what a "world cruise" meant. The old-timers knew that it meant a greater variety of ports, more protocol and certainly a longer-than-average deployment. Mercer recognized the crew's sacrifice. "I think most people un-

derestimate the potential of the sailor who works 14-16 hours a day as a matter of course and even longer during exercises. . . who will go all out for a command that appreciates him and how arduous things can get at times," he said.

The first port call was the principality of Monaco. In addition to its scenic harbor and friendly people, Monaco afforded easy access to Nice, Cannes, Paris and the Swiss Alps, all part of a tour package arranged by the USO. Lucky nights at the casinos and visits to perfume factories highlighted the visit.

In the next two ports, Casablanca, Morocco, and Abidjan, Ivory Coast, the sailors ran into language and cultural barriers. One crew member commented, "Rick's Cafe can only be found in Universal Studios, Hollywood, California." He was referring to the haunt that Humphrey Bogart made famous in the movie "Casablanca."

A long at-sea period followed. The days blurred together uneventfully for 64 days until the coast of Southern Australia ap-

peared like a lush desert oasis. Having been away from an English-speaking country for four months, the crew treated liberty in Perth like a joyous reunion with an old friend.

The highlight of the deployment, however, seemed to be the Republic of the Philippines. "I've been to Guam, San Diego, Norfolk, Hawaii and Pensacola, and I'd have to say Subic Bay is the best," said one *Vinson* petty officer.

But after 10 days' liberty, most of the crew expressed relief to be ocean-bound again. "It was nice to get out to sea just to rest," seemed to be the consensus.

The port calls that followed came in rapid succession. There was Hong Kong, followed by Sasebo, Japan, and Pusan, South Korea. Civilian and military guests and international press members flocked aboard the ship at every port. They took what Mercer refers to as the "standing hour-and-a-half tour which provides a firsthand look at the ship's full mix of modern electronics and air wing weapons systems."

Finally, the carrier reached Alameda, new to many crew members, familiar to others. Local sailors range from Petty Officer First Class Milt Harris, who moved his family from the East Coast to Alameda when he was on USS *San Jose* (AFS 7), which has since moved to Guam, to Petty Officer Second Class Steve Vanucci, of Fremont, who was aboard USS *Iwo Jima* (LPH 2) when he swapped duty with a sailor who was East Coast bound.

Said Vanucci, "I think the area can easily handle us. They've had the *Coral Sea* for 30 years and the *Enterprise* for 20."

Harris, an Alameda native, said, "The city is pro-Navy, especially pro-carrier. I feel sure that *Vinson* will be an instant and lasting celebrity." □



USS *Carl Vinson* (CVN 70) off the coast of Monaco during the carrier's port visit. Photo by PH3 Chuck Bennett, USS *Coral Sea* (CV 43).



Sweet Rolls And Smiles

Story by JO2 Howard Samuelson,
Photos by PH1 Lon E. Lauber, Navy PA Center, San Diego

The polished stainless steel galley aboard a 3,000-ton Navy frigate is a far cry from mom's kitchen.

But with pots the size of oil drums and paddles that could double as oars, the Navy still tries to bring home-style cooking to its sailors—about 100 gallons at a time.

Aboard the guided missile frigate USS *Schofield* (FFG 3), Mess Management Specialist First Class Rodney "Bud" Steinruck makes sure his kitchen maintains its reputation as a good feeder.

"I tell my cooks to take pride in what they're serving or else don't put it out,"

says Steinruck, who has been in the business of feeding sailors for more than 10 years. "If my cooks aren't satisfied with it, they can't expect the crew to be."

During those years, Steinruck has rolled out of the sack morning after morning, long before the crack of dawn, to help prepare breakfast for the crew. Roosters aren't even awake when his cooks fire up a griddle about the size of your dining room table.

Every day aboard *Schofield*, cooks fry 30 pounds of bacon, 25 pounds of sausage, almost 30 gallons of scrambled eggs

and upwards of 60 dozen eggs to order, depending on the appetite of the crew. To wash it down, the sailors drink hundreds of gallons of milk, juice and coffee.

When *Schofield* goes to sea, Steinruck assumes the role of night baker, preparing breads and pastries for the next day.

"At sea, I wait for the galley to secure after dinner, then I go in and bake all night," Steinruck said. He measures his success by the quality of his efforts.

He translates it into numbers.

"In port the crew goes through 30 to 45 pounds of store-bought bread per day.



MSI Rodney Steinruck's baking expertise is demonstrated by the speed with which he kneads the dough (below) to the fascination displayed by a passing—and hungry—shipmate (right). At bottom right, Steinruck's rolls pass the true test: The discerning palate and sweet tooth of a shipmate.



At sea I bake 120 pounds of bread a night, and it's usually gone before dinner the next day. I know the bread I bake is good. I make it fresh."

That freshness sometimes gives him trouble keeping tabs on his pastries—especially when some of the sailors slip into the bakery for a midnight snack. "It happens all the time. Usually I yell at them, but I let them get away with a sweet roll.

"My three years as an engineer have helped me as a cook," he said, recalling when he joined the Navy in 1969 as a boiler technician. "I'm feeding the same type of guy I used to be. I know what it's like to work in engineering and what kind of an appetite they can work up down there. I understand what they want.

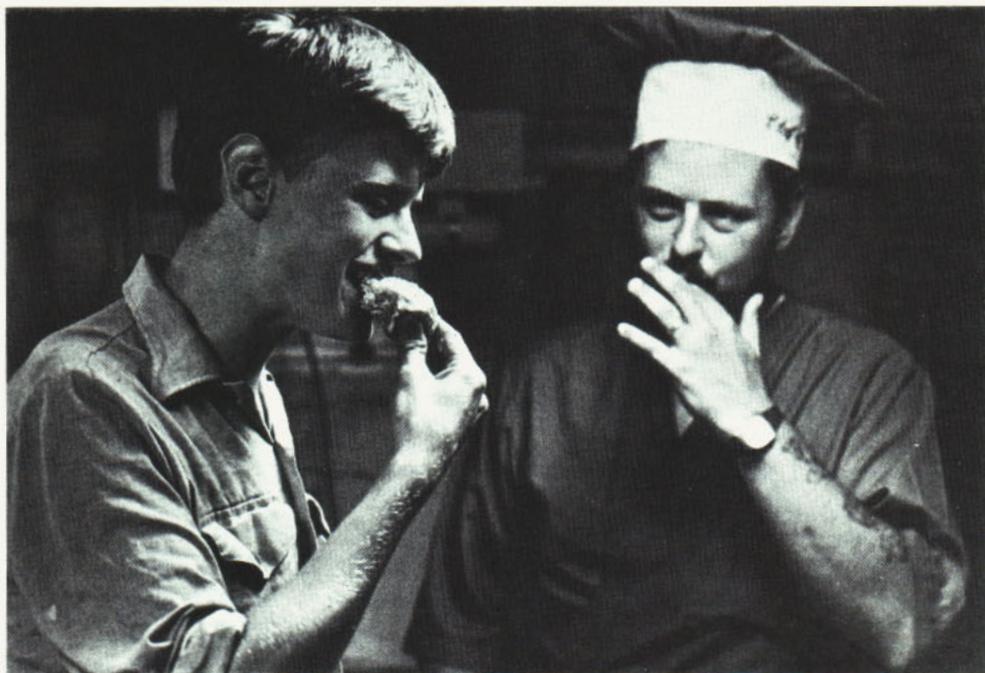
"So I put a little extra effort into what I prepare."

A menu selection board, with representatives from each division aboard ship, helps him determine the menu. "It's a young crew and a lot of them like fast foods—cheeseburgers and fries.

"Sliders (hamburgers) are the favorite."

Other favorites, according to Steinruck, are seafood and steak. "About twice a month, or for a special occasion like the ship's birthday, we'll prepare a surf-and-turf meal for the crew. They appreciate that.

"We also have ethnic nights, and we invite crewmen from different cultural backgrounds to come in and show us how



to make their favorites. That's a lot better than buying it frozen."

According to Lieutenant Hart Odom, *Schofield's* food services officer, there is a simple reason for the crew's heightened interest in mealtime.

"There isn't a whole lot more to look forward to when you're at sea except a good meal," Odom said. "The quality of our meals directly affects the mission capability of the ship."

Steinruck quickly admits that a favorite morale booster is his daily fare of sweet rolls and pastry which has brought more

than its share of rewards.

"Late one night I couldn't find my paint brush to grease my baking pans, so I made a deal with a boatswain's mate. I offered him sweet rolls if he could get a fresh brush. Someone must have seen him come in with the brush and leave with the rolls. A few minutes later there were about seven guys lined up outside the door with paint brushes."

Steinruck didn't need any more brushes, but each sailor left with a smile—and a sweet roll. □

Bearings

Voting: An Essential Duty

Each year, we elect more than 500,000 public officials to serve in local, state and federal positions. These officials derive their authority from us—the voters who elected them. The responsibility to elect those we feel are best for the jobs did not end when we entered the military. As George Washington said, “When we assumed the Soldier, we did not lay aside the Citizen.”

For military people, exercising your fundamental right to vote can be done easily by using an absentee ballot. The best way to get an absentee ballot is to use the Voting Assistance Guide and Federal Post Card Application. Your command voting assistance officer will have a copy of the guide and will provide you with an application and help you fill it in. A good rule to follow when submitting the Federal Post Card Application for voter registration and/or absentee ballot requests is to mail early enough to arrive at the appropriate state election official office no later than 30 days before the scheduled election, but no earlier than 60 days.

Exceptions to this rule are:

Colorado—no later than 32 days before;

New Mexico—no later than 52 days before;

North Dakota—no earlier than 40 days before;

Puerto Rico—no later than 70 days before.

For more information, see your command voting assistance officer or write: Navy Voting Action Officer, Naval Military Personnel Command, Code NMPC 12C, Washington, D.C. 20370.

Questions about voting?

Nationwide (except Virginia) call:
(800) 368-5056/Autovon 224-3248
In Virginia call:
(202) 694-3248/Autovon 224-3248



Running For The United Way

Thanks to sailors and Marines at Virginia Military Institute, the Lexington-Rockbridge County United Way is \$3,741.75 richer.

The United Way contribution was money pledged to VMI Naval Reserve Officer Training Corps midshipmen and staff who staged a 10-mile run with donation pledges solicited for each mile completed. From parents and grandparents, aunts, uncles and friends, the donations poured in from California to Florida.

For one middie among the 146 who completed the 10-miler through the Rockbridge countryside, it was a special opportunity to repay United Way for aid he had received before entering VMI this year.

Midshipman The Lap Chau, a Vietnam refugee who now calls Roanoke, Va., his home, has not forgotten the support given by an American refugee organization when he and his family escaped from South Vietnam after the Communist takeover. His life in the United States was a new

beginning for the pre-med major, and the benefit run for the United Way was a chance to repay, in a small measure, for food, medical attention and resettlement assistance he received through the American refugee organizations.

Although no prizes were awarded in the run, Midshipman John R. Urquhart of Jefferson, La., was the top money raiser in pledges collected by an individual—\$361.70. Times were unofficial for the run; however, Midshipman Matthew F. Daniel of Richmond, Va., completed the 10 miles in 56 minutes and 56 seconds.

The Navy-Marine unit at VMI devoted a month in planning the October run in observance of the Navy and Marine Corps' 208th birthdays. The event was not only rewarding for the support the unit was able to provide United Way, but it also generated esprit de corps among the midshipmen and staff of the VMI NROTC unit at what is traditionally considered an Army school.

Happy Birthdays at Sea

Smooth as polished glass, a sphere of ice enclosed a colorful spray of flowers on a table in the center of the enlisted dining facility. A tray of hors d'oeuvres rested on one side of the ice sculpture. On the other side was a gift from the ship's bake shop: a large cake with "Happy Birthday: July, Aug, Sep" written in letters of icing across its top.

After hours of preparation, the crew's galley was presenting a special meal to the enlisted men on the Seventh Fleet flagship USS *Blue Ridge* (LCC 19) who had birthdays during July, August or September.

Although many Navy ships have traditionally provided something special for crew members on their birthdays, Master Chief Mess Management Specialist Stanley W. Sharpe, food division leading chief, believes this birthday meal program is unique.

"Some ships offer head-of-the-line privileges for the month, while others cook the guys special meals of their choice,"



he explained. "I took the idea from USS *Independence* (CV 62), where you were given a special meal on one day during your birthday month. We added the decorations, reserved seating and a cake, and invited everyone who had a birthday to attend."

On *Blue Ridge*, the special meal includes filet mignon, lobster tail, crab legs, corn on the cob, baked potatoes and dinner rolls.

MSI Clinton A. Eastwood is serious about helping USS Blue Ridge (LCC 19) sailors enjoy their birthdays.

The ship normally tries to have a birthday meal every two months, schedule permitting, for E-6 and below men who have birthdays during the period.

"There are no written instructions that require us to do this," said Chief Mess Management Specialist Nicandro E. Estupin. "Our idea is to let people on the ship know we remember them on their birthdays. We put 100-percent effort into this project because we want the crew members to really enjoy themselves."

The crew never sees the planning, preparation and hard work that go into the birthday dinners. Even so, people in the food service division said crew members do thank them for the effort.

Photographer's Mate Airman John A. Warner, enjoying his second birthday meal on *Blue Ridge*, said, "It means a lot to know that the ship cares about things like birthdays."

*By PH2 Philip M. Eggman
USS Blue Ridge (LCC 19)*

Cars Attend Brumby's Picnic



Cars received as much attention as the food at a USS *Brumby* (FF 1044) picnic. "This is a picnic with a purpose," said one of the organizers. "It's to get the crew's cars in shape for winter and prevent car problems for the wives while we are at sea."

Dozens of cars—from shuddering old jalopies to the captain's vintage MG—received attention from *Brumby* mechanics.

Wives supplemented the picnic with numerous desserts and received basic instruction in dealing with common car problems.

Games and pony rides kept children amused during the instruction and maintenance periods. Local merchants contributed several gifts for a raffle.

One sailor, driving away in his reconditioned, winterized car, spoke for all when he said, "This was a super day."

Brumby mechanics recondition and winterize the crew's cars during a recent picnic.

Bearings

Chief Re-enlists Under Pressure

Although his body was subjected to a force of 392 pounds per square inch at the time, Chief Hull Technician (DV) John R. Hill insists that he was not "pressured into



it" when he walked onto the ocean floor at a depth of 850 feet and re-enlisted.

Hill, a member of the USS *Pigeon* (ASR 21) five-man saturation dive team, re-enlisted during a 16-day saturation dive conducted off the coast of Southern California. After exiting a personnel transfer capsule, Hill took the oath via an installed communication and monitor system.

One of the Navy's most advanced diving platforms afloat, USS *Pigeon* supports the Navy's deep submergence rescue vehicles and submarine rescue chambers. Features include the MK II MOD I Deep Dive System, designed to support six divers at depths of up to 850 feet. The system is equipped with two decompression chambers, four independent life support systems and two personnel transfer capsules.

Homeported in San Diego, *Pigeon* is also outfitted to support conventional diving up to depths of 300 feet.

HTC(DV) John R. Hill (center) gets together for a picture with other members of the USS Pigeon (ASR 21) saturation dive team. Photo by PH2 Danny Lee, NTTC Pensacola, Fla.

Vehicles Purchased Overseas Must Meet U.S. Standards

American service people returning to the United States from West Germany with automobiles purchased abroad are finding these automobiles do not meet U.S. safety and emission standards.

German autos imported into the U.S. require limited modifications to meet Federal Highway Traffic Safety Administration regulations, but require substantial modification to meet Environmental Protection Agency emission standards.

While there are exemptions to emission standards for one-time purchases of foreign-manufactured autos more than five years old, military members should understand that in most cases automobiles purchased abroad do not comply with American regulations. Such automobiles

must undergo costly modifications before they can clear U.S. Customs at ports of arrival.

Certain foreign manufacturers do sell new "export" models which comply with U.S. regulations and are ultimately intended for the U.S. market. Prospective buyers considering such vehicles should verify—with the manufacturer—compliance with U.S. regulations.

Federal safety standards questions should be directed to:

Director, Office of Vehicle Safety Compliance
Officer of Standards Enforcement
National Highway Traffic Safety Administration
U.S. Department of Transportation

2100 2nd Street, S.W.
Washington, D.C. 20590
phone (202) 426-1693

Direct emission control questions to:
Import Investigating Office
U.S. Environmental Protection Agency (EPA)
499 South Capitol Street, S.W.
Washington, D.C. 20460
phone (202) 382-7550

Modification of foreign manufactured and purchased autos to comply with U.S. safety and emission standards can be lengthy and costly. Caution should be exercised by anyone contemplating overseas purchase of a foreign manufactured automobile if desiring to bring it into the U.S.

USS Niagara Falls Changes Home Port



Photo by JO2 Russell Coons

The combat stores ship *USS Niagara Falls* (AFS 3) changed home ports from Alameda, Calif., to Apra Harbor, Guam, last September. Nearly 2,000 people waited on the rain-soaked pier for the ship to arrive.

The government of Guam hosted an island-style fiesta at scenic Ypao Beach on Tumon Bay honoring the ship. *Niagara Falls'* sister villages of Mongmong, Toto, and Maite took part in the traditional Chamorro fiesta.

The home port change eliminates more than 6,000 miles of ocean transit for the 489-man, 581-foot mobile logistic support ship when it deploys to the Seventh Fleet. The MLSF ship's mission is to replenish deployed units with everything from food

to fuel, repair parts, cargo, fresh and frozen provisions, and mail and passenger deliveries. A detachment of two CH-46 *Sea Knight* helicopters is embarked aboard the ship for vertical replenishment operations.

The ship last deployed in March 1982 for 7½ months to the western Pacific and Indian oceans. Returning in November 1982, the "Friendly Falls" commenced a regular overhaul at Todd Shipyard, San Francisco, and then sailed to Guam.

Under the direction of Captain Jack M. Bowers, *Niagara Falls* joins the *USS San Jose* (AFS 7) and the submarine tender *USS Proteus* (AS 19) on the isle where "America Begins Her Day."



Photo by PH1 Terrell Murrell

Clad in colorful island wear, representatives from Guam's visitors bureau wave to the sailors aboard USS Niagara Falls (AFS 3) pulling into port. The island women greeted each crew member with a seashell lei and kiss as he passed beneath the specially constructed and decorated arch.

No Time For Mothballs

Story and photos by PH1 Bob Weissleder, FltAVComPac



You'd think that after 31 years in the United States Navy, even a ship should be able to retire. But the mothballs will have to wait for one daring whippersnapper—a second career with a new identity and a different navy will come first.

USS *Gudgeon* (SSAG 567), the last active-duty submarine of the diesel-attack "Tang" class, was decommissioned at San Diego's Point Loma Submarine Base on Sept. 30, 1983. It was transferred immediately to the Turkish Navy which renamed it TCG *Hizir Reis* (S 342). Turkey will use its new ship for defense requirements consistent with chapter six of the Armed Export Control Act.

Gudgeon, which became the first U.S. submarine to circumnavigate the globe during an eight-month, 25,000-mile cruise in 1957-58, had outlived its normal service life. But still too good for the scrap pile, the vessel was given to the Turkish government on a five-year no-cost lease agreement made possible by the Security Assistance Program.

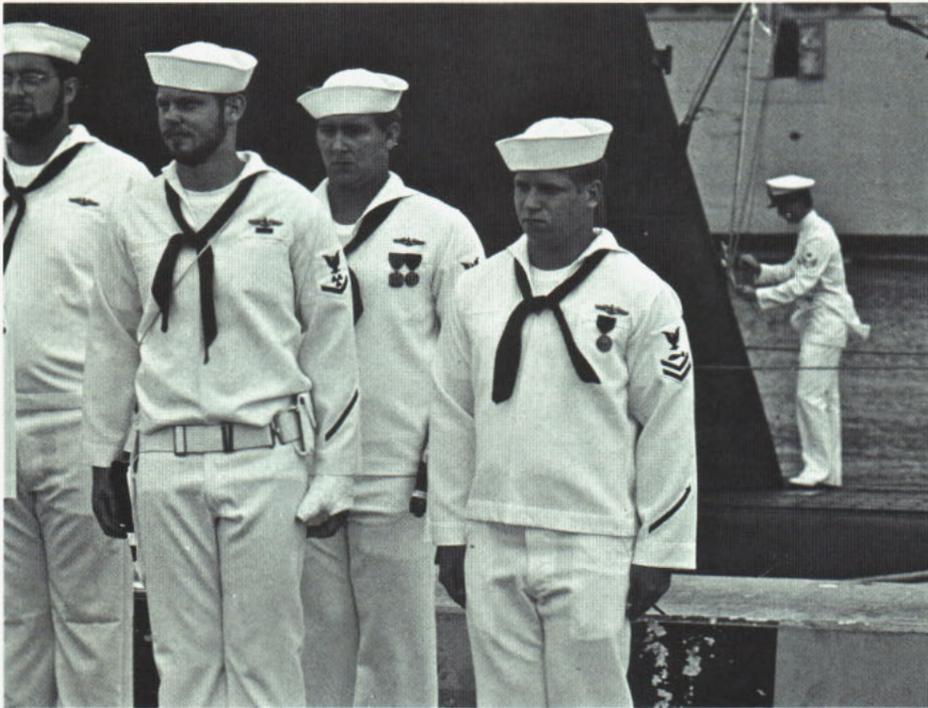
Chief of Naval Operations Admiral James D. Watkins sent a message stating, "This transfer ceremony is symbolic of the ties between our two navies and our shared determination to protect the freedoms which we value so highly."

More than 300 people, including a group

of World War II veterans from Los Angeles, attended the ceremonies. One veteran, Al Rupp, had served on the original *Gudgeon* (SS 211). America's first submarine to patrol the Japanese coast and the first U.S. submarine to score an enemy "kill," SS 211 sank more than 71,000 tons of enemy steel during its three-year career. Its battle record of 12 confirmed kills ranks 15th on the all-time battle honor roll. After stopping at Johnson Island on April 7, 1944, *Gudgeon* was reported missing during its 12th war patrol.

The second *Gudgeon* was commissioned Nov. 21, 1952. Although there was no submarine war in which to build a battle record, *Gudgeon* chalked up a fine duty record over its long years of service.

Gudgeon's last skipper, Commander G. Mike Wilson, read the decommissioning and transferring orders which erased USS *Gudgeon* from the U.S. arsenal and turned it over to its new commanding officer, Lieutenant Commander Sukru Bozoglu and the crew of *Hizir Reis*. As the U.S. Navy band played "Anchors Aweigh," the last watch team lowered and folded the American flag and crossed the brow. To the tune of the Turkish National Anthem, a Turkish watch team raised Turkey's colors and unveiled the sub's new hull numbers.



USS Gudgeon's (SSAG 567) commanding officer, Cmdr. G. Mike Wilson, reads the submarine's decommissioning and transferring orders before turning Gudgeon over to the Turkish Navy. The 31-year-old warship, given to Turkey on a five-year lease, was renamed TCG Hizir Reis (S 342).



The Navy Steel Band

Story and photos by PH2 Jesus Diaz, FltAVComPac

It was 38 years ago that steel drum music was first heard in Trinidad. It was invented by the natives who fashioned homemade drums from pots, pans, paint cans and oil barrels left there by the U.S. Navy after World War II.

Today, the Navy's 13-member steel band, stationed in New Orleans, La., has refined steel drum music to an art. The band travels throughout the country, entertaining audiences with instruments made of 55-gallon steel drums obtained from a local steel plant. It is the only band of its kind in the U.S. military.

"If it hadn't been for the Navy leaving all the barrels down there in Trinidad, it probably never would have happened," said Chief Musician Rick Dupont, leader of the Navy Steel Band.

The steel band was formed in San Juan, Puerto Rico, in the 1950s after the late Rear Admiral Dan Gallery became interested in the island's "steel" sound and asked the local Navy band members to learn to play the drums. As their skill improved, they became popular in the islands and on the mainland. They now perform about 300 shows a year in 50 cities to an average annual audience of 250,000 people. Additionally, each year during the Mardi Gras festival in New Orleans, more than a million people hear the band play.

It was once thought that calypso was the only style of music that could be played on the steel drums, but the Navy Steel Band has developed a show with diversity that caters to a wide variety of tastes. Their shows include not only the traditional calypso but opera, country, Latin and pop as well.

"The only thing we haven't been able to do successfully is rock-and-roll," Du-

pont said.

The show is designed to build momentum with its varied style of music. Taking the audience through a series of peaks and valleys with tunes such as "Chariots of Fire" and "Star Wars," the band builds to a grand finale with "Rock Around the Clock" and the "William Tell Overture."

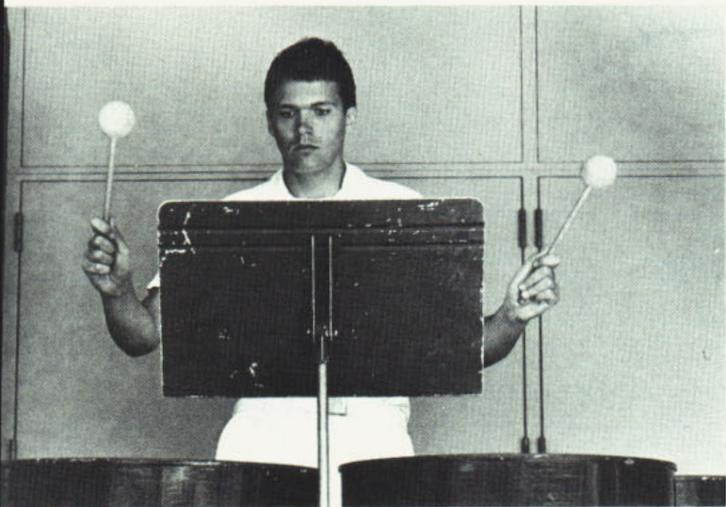
Since its primitive beginning in Trinidad, steel-drum making has become an art form. "It was poor man's music," Dupont said. "The natives experimented with the barrels and found that by indenting them, they could produce a note." Today, the Navy Steel Band makes its drums by stretching the flat bottom of a barrel with repeated blows from a very smooth sledgehammer, forming a bowl-shaped surface about 6 to 7 inches deep. Then, certain areas are marked off and formed into individual notes by ball peen hammers and temper heating the metal. Six barrels are required to produce a full musical scale of bass notes, while only one barrel, or pong, is required for the high notes.

Although some people look at the band as an easy way to serve in the Navy, members of the band see it differently. "It's a lot of fun, and I wouldn't trade it for anything else in the world, but it's not easy," Dupont said. "You have to consider the long rehearsals, preparations and travel."

"We're out promoting the Navy," Musician Second Class Ted Beverage said. "People see us and think of the Navy. It helps Navy recruiting."

Performing for such diversified crowds and communities can sometimes be a challenge. "You can't please everyone," Beverage said, "but we do a good job of pleasing almost everyone." □





The Navy Steel Band performs at Coronado Park, Coronado, Calif., before an appreciative audience, including 5-year-old Carrie Chalker who keeps time to the rhythm of the drums.

The Flexible Frigate

Story by P.M. Callaghan

Within a few years, the U.S. Navy should have at its operational disposal at least 50 *Oliver Hazard Perry*-class guided missile frigates—the largest class of escort vessel built since World War II. First authorized for construction in fiscal year 1973, the first *Perrys* came down the ways almost in the wakes of the *Knox*-class frigates (the last of whose 46 hulls went into service in 1974).

Originally designated as a “Patrol Frigate,” USS *Oliver Hazard Perry* (FFG 7) would have been the “PF 109” (a numerical descendant of the World War II-era *Tacoma* class of patrol frigates). But the class’ designation was changed to FFG—Guided Missile Frigate—which fell more in line with the vessel guidelines of other NATO navies. After all, *Perry* wasn’t designed for just coastal patrol duties but for open ocean escort of convoys, underway replenishment groups and amphibious assault forces. The hull’s displace-

ment is comparable to that of the Soviet’s *Krivak*-class destroyer, and the ship’s armament is typical of that found in other ocean escort classes.

The mission of the FFG 7 class is to provide self-defense and effectively supplement planned and existing escorts in the protection of underway replenishment groups, amphibious forces, and military shipping against subsurface, air and surface threats.

These ships are more flexible than their *Knox*-class cousins because they can fire both surface-to-air and surface-to-surface missiles. The FFG 7 class is equipped with a single-arm, MK-13 missile launcher that can fire either a *Standard* or *Harpoon* missile, depending upon mission requirements and the mix of enemy forces.

In addition, each *Perry*-class ship has a MK-75 76mm dual purpose gun, with a rate of fire of 90 rounds per minute. This gun can be employed against surface and

air targets. This gun is being supplemented by the *Vulcan-Phalanx* close-in weapon system currently being backfitted into earlier ships of the class and installed during the building period in those ships still under construction.

The *Perry* class is experiencing quite a bit of updating. Preplanned product improvements include fin stabilizers, LAMPS MK III including RAST (recovery assistance, securing and traversing system), TACTAS (tactical towed array sonar system) and Link II, as well as the *Vulcan-Phalanx* system. These improvements are being installed as they become available.

Fin stabilization, widely used in the design of Royal Navy escorts, will drastically reduce the roll of these frigates in high seas. This effect, along with the use of RAST (developed by Canada), will improve the platform’s suitability for helicopter operations. These operations are especially important for the *Perry* class





Opposite page: USS Oliver Hazard Perry (FFG 7). Left: USS Fahrión (FFG 22). Below: USS Doyle (FFG 39) when it was being prepared for launching in 1982.

because the LAMPS MK III SH-60B *Sea-hawk*, or the LAMPS MK I SH-2 *Sea-sprite*, provide the ships with a stand-off capability against enemy submarines and an over-the-horizon targeting capability against surface ships. TACTAS will improve the class' submarine detection abilities, and *Vulcan-Phalanx* will increase the ships' chance of survival in a high-threat air environment.

To accomplish their mission and at the same time to remain cost effective, FFGs were constructed using innovative design concepts. These concepts include modular construction techniques and the utilization of labor-saving devices to keep crew size to a minimum. Improvements of habitability, lounge areas, berthing and mess facilities also have been incorporated in these ships.

With only one of its two LM-2500 gas turbines on the line, a *Perry*-class frigate can still make a respectable 25 knots. Each ship has a "take home" auxiliary propulsion system that can be used to return to port in the event of casualties to the main propulsion plant.

Other navies have shown an interest in the *Perry*-class design; four ships are being built for the Royal Australian Navy. (These ships are being built with USN ships by Todd Shipyards in Seattle. Other ships of the *Perry* class are being built by Bath Iron Works in Maine and Todd shipyards in Los Angeles.)

Perry-class frigates will be our fleet's most numerous class of ocean escorts and will be a familiar sight in battle groups, convoys, amphibious forces, and under-

way replenishment groups in the immediate decades to come. These ships have a lot going for them as they fulfill a variety of missions. □



Mail Buoy

Don't Forget SES Program

The article "Ships with Wings" (March 1984) gave a very good overview on the history of the hydrofoil program; however, some readers may have misinterpreted the short paragraph about two other important ongoing development efforts.

The U.S. Navy's air cushion vehicle program is about to enter the operational fleet with the LCAC. Furthermore, the Surface Effect Ship (SES) program has not received as much fleet attention as it did in the early '70s; however, the Navy is still actively involved in this area. SES-200, the Navy's only open ocean SES, recently completed an extensive operational evaluation, with very positive results. SES-200 holds the world's endurance record for alternative hull forms (which included



hydrofoils), a 1,662 nautical mile non-stop, non-replenished transit from New Orleans, La., to Patuxent River, Md.—Lt. A.W. Le Boeuf, NATC, NAS Patuxent River, Md.

• We are grateful that many of our readers take time to write and provide additional information which we then can share with all of our readers.—ED.

Reunions

• **Salisbury Sound Association**—Reunion July 6-8, 1984, Pensacola, Fla. Contact Don Wade, 560 Campbell Hill, Marietta, Ga. 30060; telephone (404) 422-7369.

• **DesRon 23, "Little Beavers" squadron (World War II)**—Reunion July 1984, Clifton, N.J. Contact C.D. Lail, 159 9th St., Colonial Beach, Va. 22443; telephone (804) 224-7643.

• **USS Thomas (DE 102)**—Second reunion July 27-28, 1984, Philadelphia. Contact Eugene Essex, 410 W. Ash St., Zionsville, Ind. 46077; telephone (317) 873-2489.

• **USS Belle Grove (LSD 2)**—Reunion July 20-21, 1984, St. Louis. Contact Joe W. Bledsoe, 194 Pinegrove Dr., Bellbrook, Ohio 45305; telephone (513) 848-2855.

• **Tin Can Sailors**—Reunion July 12-16, 1984, Chicago. Contact Edward J. Ward, XO, Tin Can Sailors, Battleship Cove, Fall River, Mass. 02721.

• **USS Peterson (DE 152)**—Reunion July 13-15, 1984, Indianapolis. Contact Russell A. Jensen, 1324 Stanley Road, Plainfield, Ind. 46168; telephone (317) 839-2809.

• **USS Knapp (DD 653)**—Reunion July 5-7, 1984, Charleston, S.C. Contact James A. Williams Jr., 141 E. Hampton St., Camden, S.C. 29020; telephone (803) 432-4013.

• **USS Pennsylvania**—Reunion July 1984. Interested crew members, contact Leon and

Sue Cooper, USS Pennsylvania Reunion Committee, 10905 Old Harbor Road, Fort Smith, Ark. 72903; telephone (501) 452-6958.

• **USS Eberle (DD 430)**—Reunion July 20-22, 1984, Asheville, N.C. Contact Robert M. McKenzie, 309 Catawba Ave., Newfield, N.J. 08344; telephone (609) 697-1587.

• **USS Twining (DD 540)**—Reunion July 26-29, 1984, Milwaukee. Contact Bruno Campagnari, Road #3 Dugan Road, Olean, N.Y. 14760; telephone (716) 372-1780.

• **USS McNair (DD 679)**—Reunion July 7-8, 1984, Hot Springs, Ariz. Contact Gene Mulbarger, 8118 Cheswick Dr., Indianapolis, Ind. 46219.

• **USS LST 582**—Reunion July 12-15, 1984, Evansville, Ind. Contact Ed Novak, 2904 Hiss Ave., Baltimore, Md. 21234; telephone (301) 665-5953.

• **Defense Information School**—20th anniversary in July 1984. Interested graduates should contact Office of Public Affairs, Defense Information School, Fort Benjamin Harrison, Indianapolis, Ind. 46216.

• **115th Naval Construction Battalion Veterans**—15th annual reunion July 26-29, 1984, Williamsport, Pa. 17701. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

• **USS Brewton (FF 1086)**—Second reunion July 7-8, 1984, Memphis, Tenn. Contact GMCS Jack Fogel, 6263 Rockledge Dr., Bartlett, Tenn. 38134; telephone (901) 377-8518.

• **USS Melvin (DD 680 and DD 385)**—Reunion July 19-22, 1984, New London, Conn. Contact Henry Rosypal, 316 E. Vine St., Millville, N.J. 08332; telephone (609) 825-0280.

• **USS Leary (DD 158)**—Reunion July 12-16, 1984, Chicago. Contact Thomas J. Johnson, 141 A.W. Maryland Ave., Aldan, Pa. 19018; telephone (215) 284-2891.

• **USS McGowan (DD 678)**—Reunion July 13-14, 1984, in Charleston, S.C. Contact Don Rogers, 30 Hurd St., Lynn, Mass. 01905.

• **U.S. Naval Academy Band**—Reunion July 28, 1984, for alumni at Elks Club, Annapolis, Md. Contact Carman Ellinger, 230 Kirkley Rd., Annapolis, Md. 21401; telephone (301) 266-6723.

• **USS Dashiell (DD 659)**—Third annual reunion July 14-15, 1984. Contact William Steffey, Route 1, Box 318, Homer, Ill. 61849; telephone (217) 582-2224.

• **USS Conner (DD 582)**—Reunion July 10-17, 1984, Chicago. Contact Lawrence G. Sheppard, 9754 52nd Ave. North, St. Petersburg, Fla. 33708; telephone (813) 391-7978.

• **USS Robert K. Huntington (DD 781)**—Reunion July 12-16, 1984, Chicago. Contact Joseph E. Sopko, 25 Swarthmore Building, Briarcrest Apartments, Hershey, Pa. 17033; telephone (717) 533-9566.

• **USS Norton Sound (AV 11/AVM 1)**—Reunion July 18-20, 1984, Port Hueneme, Calif. Contact USS Norton Sound Association, PO Box 487, Port Hueneme, Calif. 93041.

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Retired CWO2 Raymond E. Littrell feels the emotion of the moment at ceremonies marking the 60th anniversary of Naval Training Center, San Diego, which has trained an estimated three million recruits since 1923. Littrell, who graduated from basic training in 1923, was present for the anniversary celebration which included an open house, performances by the Navy Band San Diego, the Recruit Training Command Drum and Bugle Corps, Fifty State Flag Team, and Crack Rifle Drill Team. Topping off the celebration was recruit graduation for 500 young sailors. NTC San Diego transforms some 28,000 civilians into sailors annually and also provides follow-on specialized training for another 30,000 Navy men and women each year. Photo by PH1 Bob Weissleder, FltAVComPac.



Flag Day — June 14 • See Page 6