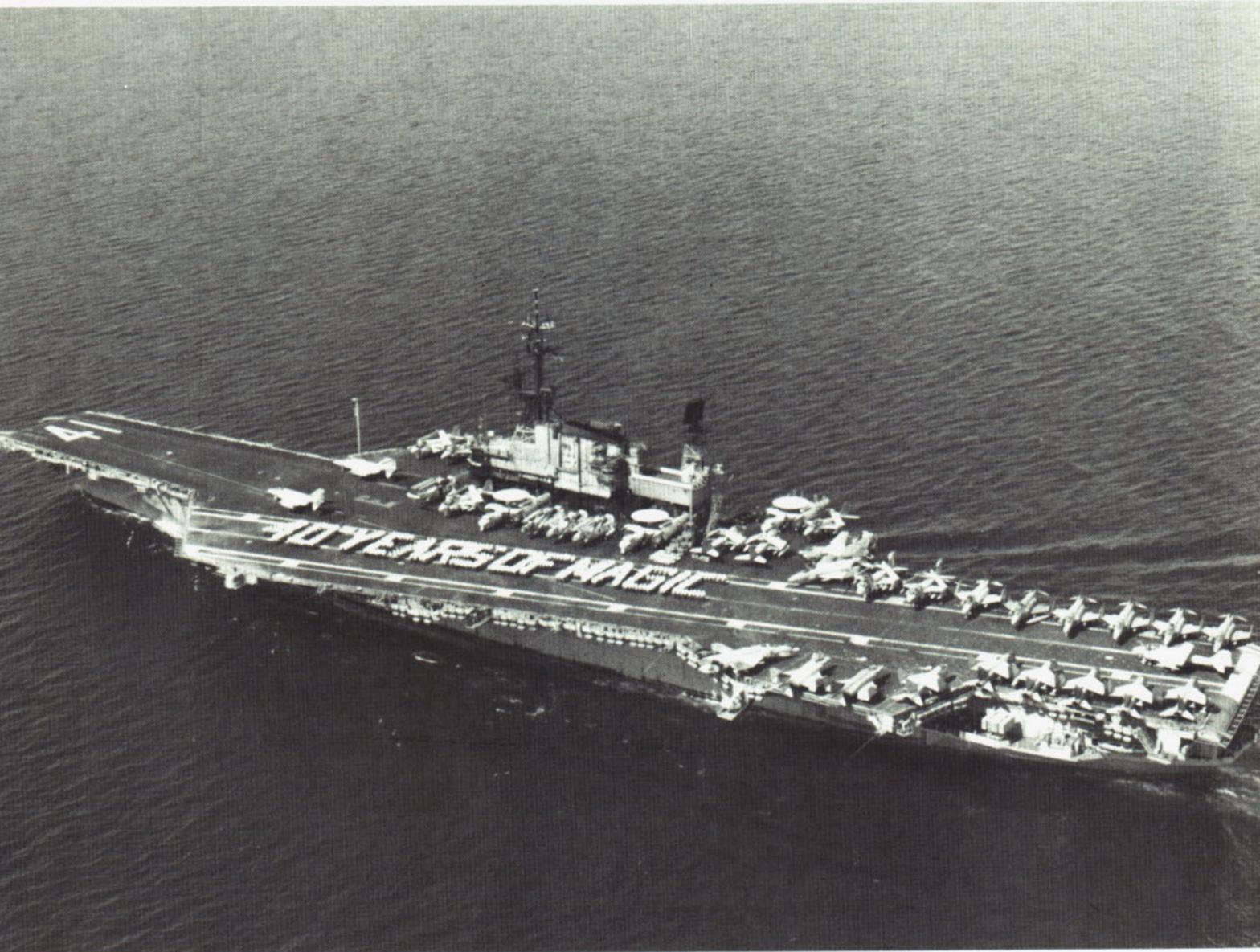


ALL HANDS

MAGAZINE OF THE U.S. NAVY

SEPTEMBER 1985





Happy 40th birthday, USS Midway (CV 41)

ALL HANDS

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Covers

Front: Crewmen of the world's first nuclear-powered submarine, *Nautilus*, prepare to moor at Groton, Conn. See story on page 26. Photo by PH3 Joan Zopf.

Back: Naval Academy quarterback Bob Misch at the Navy-South Carolina 38-21 upset last year. Misch completed 10 of 21 passes for 114 yards and two touchdowns that game. See USNA's 1985 football schedule on inside back cover. Photo by Phil Hoffmann.

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Tuffa

Terrorism: facing an ugly reality

I hate being frightened. That's why I refuse to think about crashes during a plane flight; rape and missing children when away from my wife and son; or a host of other horrible things that might happen. It's also why I never thought much about terrorism.

In my mind, terrorism has always been something that could never happen to me—something that happens only on television, and then only to diplomats and foreigners. That's what I thought, until three sailors convinced me otherwise.

Steelworker 2nd Class Kenneth Bowen and Construction Electricians 2nd Class Clinton Suggs and Tony Watson are divers. They too have families, friends and fears. Their jobs in the Navy are just that, jobs—ones that allow them to work at something they enjoy and visit different and exciting parts of the world. They work hard, they play hard and they never thought terrorism could happen to them.

But it did.

Along with Engineering Aide 1st Class Stuart Dahl, Equipment Operator 1st Class Jeffrey Ingalls and Steelworker 2nd Class Robert Stethem, was part of a seven-man dive team from Underwater Construction Team 1 (a Norfolk, Va.-based

Seabee unit) which completed a routine repair project in Greece this summer, boarded a TWA flight in Athens, and found themselves smack-dab in the middle of the unthinkable. In a twist of fate, the seventh diver took leave in Europe instead of returning home with the team.

Within minutes after takeoff, two armed terrorists jumped from their seats, commandeered the aircraft and ordered the pilot to fly to Beirut. In an instant, 153 passengers and crewmembers became hostages—victims of terrorism. What the sailors thought would never happen to them was happening.

“Just looking at those guys, you would never in your wildest dreams think they would do something like that. They were just clean-cut looking business people,” recalled Bowen. “They looked like the 150 other people that were on the airplane. The next thing I knew, these guys were running up and down the aisles with guns and hand grenades.”

After taking control of the aircraft, the terrorists ordered the collection of passports, which put the divers in an awkward position. They knew identifying themselves as members of the military was not in their best interest, but they were trav-

eling under orders—the only papers they could produce were military identification cards and one official passport. They had no choice but to hand them over.

From that moment on, six typical sailors became vulnerable symbols of America's military strength.

The hijacking was less than 24 hours old when the gunmen singled Stethem out from among the military hostages. They beat him viciously, shot him, tossed his 23-year-old body onto the tarmac at Beirut airport and threatened: “One more, five minutes.”

A routine assignment had turned into a nightmare. The divers had received a Naval Investigative Service terrorism brief before their deployment season started, but they still couldn't believe it was really happening to them.

“A lot of people didn't take the terrorism briefing we had seriously,” recalled Suggs. “Then when it really hits home, you say ‘Oh my God, what's going on. How come no one told us anything!’ But they did. Nobody was listening.”

* * *

The terrorists acted so swiftly that the divers had little time to think or act. Any

Terrorism

notions they held of overpowering the hijackers were quieted by Stethem's death.

"They (the hijackers) were both small guys, and I thought about making a move. Then I thought again," said Suggs. "I knew there would be no heroes. We would just have to sit it out."

One of the divers, Ingalls, was separated from his companions and held with a group of hostages the terrorists said had "Jewish sounding names." He would not rejoin his teammates until the ordeal was over.

Shortly after Stethem's death, the remaining military hostages—four divers and an Army reservist—were separated from the other passengers and hustled from the plane. They were taken to a Beirut apartment—two small rooms and a bath—where a steel door, protected by armed guards, separated them from freedom. Their only view of the outside world was through a barred window, which they were advised to avoid because of gun battles in the streets below.

Their quarters were cramped, but as far as the divers were concerned, things were looking up. Except for Ingalls, they were together as a group and able to do what they knew best—work as a team.

"As soon as the guards put us in our room and locked the door, right then we started talking," said Bowen. "Four of us knew each other pretty well, so we got to know the fifth guy, a major in the Army Reserve."

None of the men knew the code of conduct verbatim, but they did know, as military men, certain things were expected of them.

"I kept the code of conduct in mind as much as possible," said Watson. "Even though we weren't technically prisoners of war, I wanted to keep true to my country and not let the terrorists strip my dignity away."

The group immediately established a chain of command and began planning their escape—something they all had been thinking about.

"None of us wanted to be there," said Watson. "We decided it was best to bring it (escape) up in the open and talk about

it, instead of having someone doing something rash on his own, like trying to hit a guard on his head and take his weapon or something like that. We decided it was best to plan it out in case a situation developed where we could escape. We wanted to be ready if that moment ever presented itself."

Until that time the men knew they would have to learn to live with their circumstances. They also knew they would have to walk a fine line while in captivity.

To better their chances of survival they had to stay on the good side of their captors. They befriended one of their guards, a teen-age boy named Hassaan, and tried to learn as much Arabic as they could. But they also had to avoid appearing sympathetic to the terrorist cause.

"That's where the code of conduct helped out a lot, too," Watson added, "just remembering that we are American fighting men and that our loyalties are to the country."

"Quite often they wanted us to pose for still pictures with one of their weapons. That would really look bad on us and look bad on the country if a picture ever came out of military hostages holding a (Soviet made) AK47."

Watson and the others also made a special effort to avoid political discussions. "I'm not a diplomat," he said. "I don't know enough about American politics, so I'm not about to get involved with foreign politics. There are certain areas you definitely want to stay away from."

No part of their imprisonment was easy, but the early going was by far the worst. During the first few days of their confinement, three guards enjoyed frightening the captives with a modified version of Russian roulette.

"We didn't know it, but they would take the magazine and pull it down just enough that it wouldn't fire," recalled Bowen. "Then they would pull the bolt back and slide it home, then point the gun right at one of us and pull the trigger."

"We were playing cards one day and they were playing around with the guns. One of them went off. An AK47 spit out four rounds, just like that. One of the

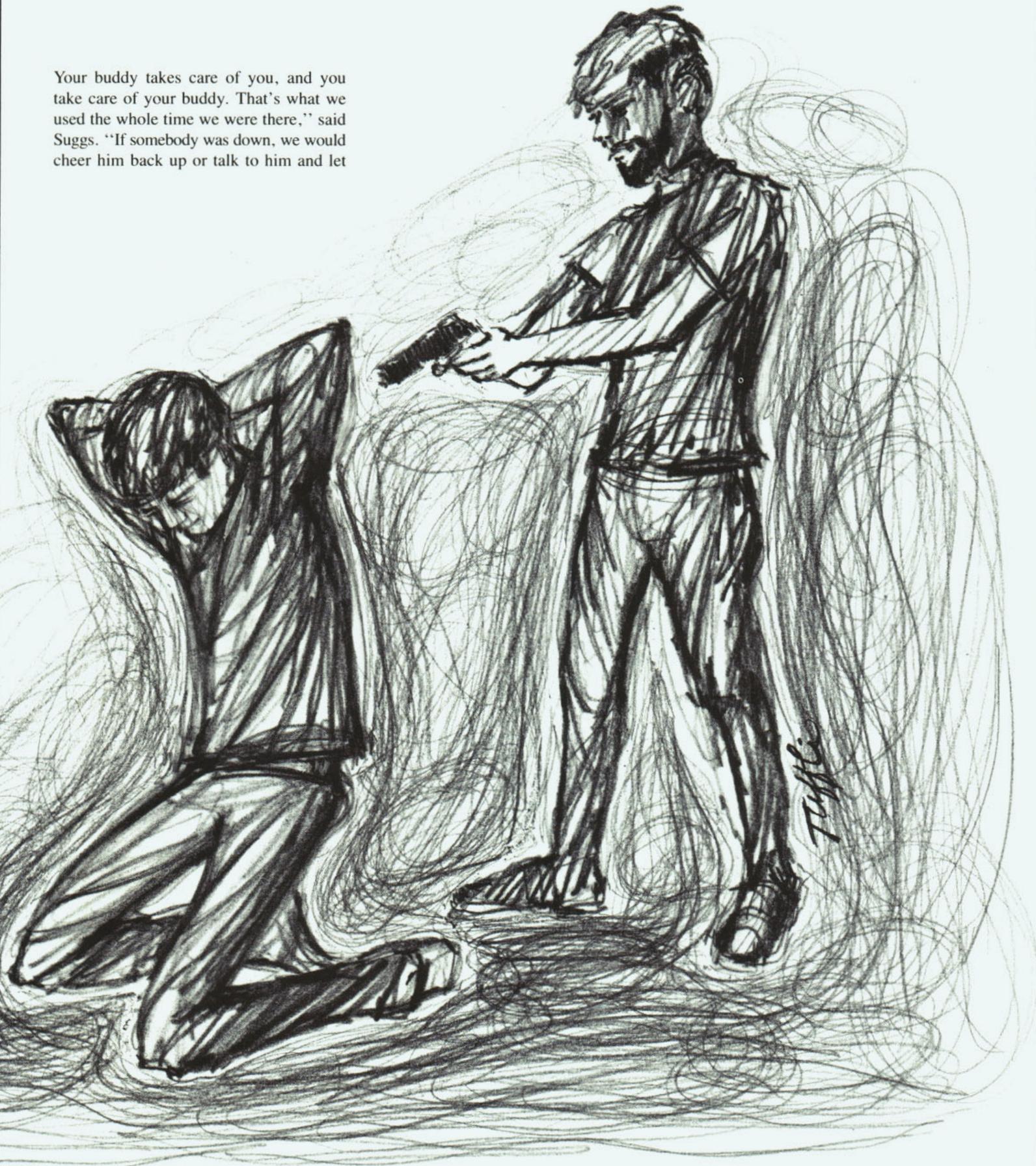
rounds landed just in back of Tony (Watson). It was very quiet there for a little bit. We checked to see if everybody was all right, then they started laughing. They thought it was funny."

The five hostages were terrified, but determined to maintain their military bearing. One aspect of their military training was especially helpful during their ordeal.

"We use the buddy system in diving.



Your buddy takes care of you, and you take care of your buddy. That's what we used the whole time we were there," said Suggs. "If somebody was down, we would cheer him back up or talk to him and let



him get that little bit of sadness out. The buddy system works.”

During their captivity they started a regular exercise routine—working out in pairs out of sight of the guards, so not to arouse suspicion. This routine was started in part to pass time, but also to prepare for their planned escape, which was beginning to take form.

After about a week of being cooped up in the small apartment, their captors took them up to the roof for some fresh air. The first thing the five hostages did was scout out the surrounding area and look for landmarks amid the bombed out rubble that is Beirut. They could see a plane fly in for a landing, so they knew they weren’t far from the airport. In the distance, to the east, were mountains. To the west, less

than a mile away, they could see the inviting waters of the Mediterranean.

“We knew we didn’t want to go to the airport, and we knew we didn’t want to go to the mountains, so we figured our best option was to head to the water,” said Bowen.

“We had heard that Israeli gunboats patrolled the coast quite frequently,” he explained. “We also knew American ships were somewhere close, and thought maybe with some luck we could swim out to one of them.”

Escape, however, wasn’t their primary source of hope. The sailors believed that more reliable forces were working to win their release.

“We just kept up the faith that our government knew we were there, that they

hadn’t forgotten about us and they were doing things to bring us home,” said Watson. “We kept faith in our country, kept faith in God, and kept faith in each other.”

Their faith proved well-founded. After 17 days in captivity, they were released. Through countless debriefings and interviews with the press, one message was clear in all their statements: It may be frightening, but terrorism is something we have to think about.

“Before this happened we all thought it could never happen to us, but this really brought the point home that, yes, it does happen to us,” said Watson, “and it could happen just as easily to anyone else.” □

—Story by JOI(SW) E. Foster-Simeon

Now that you know it can happen...

Quick! What should you do if taken hostage by terrorists?

According to Special Agent Ray Carman, head of the Naval Investigative Service counter-terrorism management and policy branch in Washington, D.C., your life may depend on the answer.

“In the military we’re taught to be brave and to charge straight ahead,” says Carman. “I guess that’s a good philosophy in military tactics, but once you’re taken hostage it makes no sense doing that.”

“Your best chance of survival is to do what they want (within the limits of the UCMJ). Play along with their game and just keep in mind, no matter how bleak it looks, the U.S. government is doing whatever it can to free you. It may take a couple of hours, it may take weeks, but the U.S. government is working to get you out of that situation.”

Carman says the most dangerous moments in any hostage situation are during

the first hour, usually within the first 15 minutes, when someone makes the mistake of trying to be a hero.

“If you’re going to get killed, chances are that’s when it will happen,” he says. “The terrorists are really going to be uptight, and they are going to want to prove that they are in charge. If you start mouthing off, they’ll prove it by beating you up, by pistol-whipping you, or whatever.”

By virtue of the fact that we wear military uniforms today, we must be aware of the high threat of terrorist attack we face almost anywhere in the world.

“There is a lot of unrest in the world today, and a lot of people perceive Americans as the bad guys,” says Carman. “Everyone, regardless of rank, is a target. Maybe not to the same extent as a flag officer, but he’s still a target. It’s killing an American that makes the terrorists’ point. If they kill an E-1 or an E-5, it makes their point—the symbolic point of

hitting an American target.”

Just because we’re targets, however, doesn’t mean we have to take on the role of sitting ducks. According to Carman, there are a number of things we can and should do to protect ourselves.

Much of that information is sensitive—we don’t want to tip our hand to the terrorists—but NIS agents are ready and waiting to give terrorism briefings at your request.

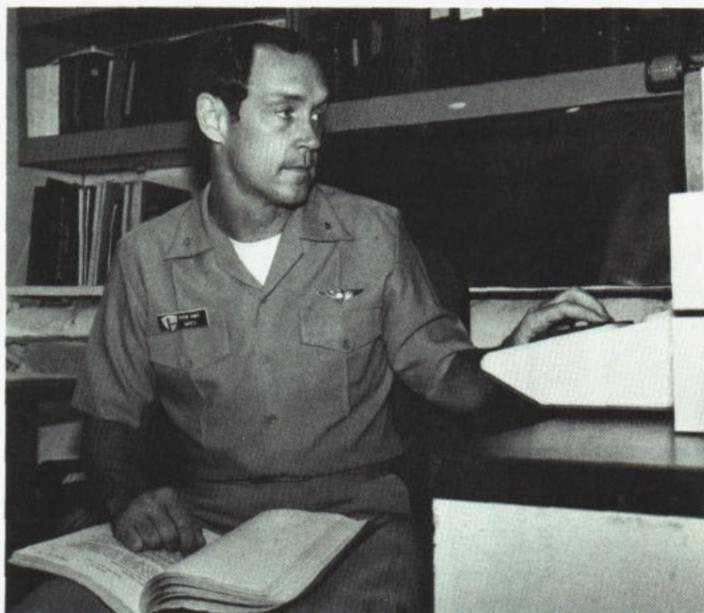
But who should get a briefing and when?

At a minimum, high ranking military people, and anyone preparing for a trip overseas should receive the briefing. But all military people are encouraged to learn about the threat of terrorism.

“We want to talk to as many people as possible in private forums,” says Carman. “We’ll go anyplace and to any command to brief them.”

For more information, contact your nearest NIS office. □

Midway safety is combined experience



Story and photos by PH2 Alexander C. Hicks Jr.

Safety at sea is a team effort—especially aboard the 7th Fleet aircraft carrier USS *Midway* (CV 41).

“While everyone else aboard *Midway* is doing their jobs, the safety department makes sure they don’t hurt themselves in the process,” said Cmdr. Stephen K. Jones, head of *Midway*’s safety department.

The department has one of the most difficult and challenging missions on an aircraft carrier—the safety of its 4,500 crew members.

The 14-person team looks everywhere, from the ship’s superstructure to the lowest point of the hull, to get rid of hazards to the ship and crew.

“All my men are petty officers first class or above, from many different ratings in the Navy,” Jones said. “Because of our variety of experiences, our judgment is respected. We can step into a situation and make a decision that will solve the problem on the spot.”

“We use our combined expertise to get the job done,” Chief Aviation Boatswain’s Mate Rafael Cruz said. “No one can pull the wool over our eyes. Whenever one of my people finds someone violating a safety rule, the first thing he hears is, ‘Show me the rule book.’ That’s why we keep the technical manuals in our shop. We don’t just make up the rules to slow people up. The safety department tries to

enforce the rules so that no one gets hurt.”

Safety personnel work around the clock, checking everything from fire extinguishers to complex electronic equipment.

They report their findings to Electronics Technician 1st Class Gary Bush. “I collect all the statistics about accidents on *Midway*,” he said. “The data is used by *Midway*’s supervisors to take corrective action and prevent the same types of accidents from happening again.” His records show that most injuries come from people running into objects. Eye injuries caused by foreign objects are also high on the list. According to the records, sailors between 18 and 22 years of age have about 55 percent of the accidents on *Midway*. Another high-risk group is sailors new to the ship.

Many accidents could be prevented if the people involved would use common sense. “You have to be aware of things going on around you at all times,” said Bush. “Our world on an aircraft carrier is always changing, and we have to be prepared for anything.” □

Hicks is assigned to 7th Fleet Public Affairs Rep. Subic Bay, R.P.



Top: Cmdr. Steve Jones, *Midway* safety officer, checks safety data. **Left:** Jones (center) inspects the flight deck.



Photo by Cmdr. Fred Girton

Winter Special Olympic Games



Photo by Cmdr. Fred Girton

Story By Cmdr. M.K. Murphy

The 1985 International Winter Special Olympic Games began for me in November 1984 during a family conversation. My brother, Jim, executive director of the games, and I were discussing the logistics requirements for putting together an event that size.

At first, I made a simple offer to give personal medical assistance. As the concept grew, my offer began to encompass the staff and residents of the Family Practice Teaching Program at Naval Hospital Pensacola, Fla., my duty station.

Five Navy physicians besides myself—Cmdr. Fred Girton, Lt.Cmdr. Kenneth Harman, Lt.Cmdr. Raul Ramos, Lt. Michael Ford, and Lt. David Hoffman—from Naval Hospital Pensacola and Hospital Corpsman 1st Class Dave Mosier from Salt Lake City Navy/Marine Reserve Center provided medical help for the games and associated activities. Two doctors are staff family practitioners, four are residents.

Clockwise from above: Sargent Shriver opens the 1985 Winter Special Olympic Games in Park City, Utah; Special Olympic flags; Actor Dick Sargent, star of "Bewitched," escorts members of the Oklahoma contingent of the Special Olympians during opening ceremony; Actress Maureen McCormack of "The Brady Bunch" escorts a Kansas Special Olympian; Cmdr. Fred Girton (left) and Lt. David Hoffman man a first aid station.

Photo by Lt. David Hoffman



Photo by Lt. David Hoffman



Training Air Wing 6, Naval Air Station Pensacola, provided transportation to Utah, and the Navy medical team was included on a regularly scheduled navigational cross-country training flight. The 1985 International Winter Special Olympic Games National Committee provided housing, and Navy recruiters in Ogden and Salt Lake City gave logistical support.

The games, held in Park City, Utah, last March, made up the fourth International Special Olympic competition to be sponsored by the Joseph P. Kennedy Foundation and the second for winter sports. Eight hundred athletes, from 15 countries and 50 U.S. states, competed in numerous winter sports events. All competitors were at least 10 years old and had mental handicaps—I.Q.'s no greater than 75. Associated with the special athletes were 3,000 coaches, family, staff, and volunteers.

Competition included figure skating, speed skating, cross-country skiing, and downhill skiing. Athletes competed in their particular events at their own levels of ability and training. Used to promote



Photo by Lt. David Hoffman

growth and development through sports, the games are summed up in the Special Olympic Oath: *Let me win, but if I cannot win let me be brave in the attempt.*



Special Olympics



Photo by Cmdr. Fred Girton

The Olympic Flame from Greece was transferred hand-to-hand to light the Olympic Torch. Eight hundred proud athletes, plus their families, coaches, and many well-known sports and entertainment celebrities paraded into the Park City Olympic complex, opening the games officially. Thousands cheered as the Special Olympic Flame was lit.

The week's events began with classification of athletes by their abilities. Each event was a labor of love and true courage. Children once left in society's wake were racing downhill, skiing cross-country, gliding across the ice, and doing compulsory figure skating.

Many times, each event was accomplished simply by the faith that the athlete could do it. After each race or event, athletes were greeted by a "volunteer hugger" and by cheers of spectators. TV cameras and newsmen were present. Entertainment and sports figures came and went; but the athletes still remained the stars. Smiles, joy, and the unselfishness expressed by their accomplishments showed why these athletes were not only special, but also Olympians in the true sense of the word.

Dr. Girton and I were team leaders at two of the four arenas of competition—the Cottonwood Sports Arena and the Salt Palace in Salt Lake City. We coordinated medical care and acted as liaisons to Dr. Robert Wynn, medical director for the games. Each resident rotated through each



Photo by Lt. David Hoffman

competition area to observe and help with medical care. At the end of each day, we returned to Park City to medically supervise the social events.

Evening events consisted of a "Country Swing," "Entertainment Extravaganza," and "A New Wave Dance." Each social event was held each night for three consecutive nights so that all athletes and coaches could attend. In each case, medical care and the Navy were present.

Fortunately, the medical needs throughout the week were few. There were the usual bruises and cuts. There were falls and twisted ankles as well, but the athletes were well supervised and greatly motivated. Additionally, they were well trained

and conditioned to compete. In four days of intense competition, there were no serious injuries.

The last two days of competition saw the awarding of ribbons and medals. Competition was judged by International Olympic Standards, and each athlete went away with no less than a seventh place ribbon and all the love he could hold. The joy was real and so were the accomplishments.

The final day—the closing ceremonies—brought more tears of joy, medals, and hugs. This culminated in the grand finale of closing ceremonies. Phil Donahue was master-of-ceremonies, Miss America sang, as did the Mormon Tab-



Photo by Cmdr. Michael Murphy

Photo by Lt. David Hoffman



Opposite page: Speed skating Special Olympians psyche up for their events, warm up just before competition, and twin sisters Elaine and Ellen Hamilton get the silver and gold medals in figure skating. Left: No Special Olympian walked away with anything less than a seventh place ribbon. Below: A "special hugger" waits as a Special Olympian rounds the last curve on the downhill ski competition.

ernacle Choir. Tai Babylonia and Randy Gardner and Jo Jo Starbuck and her partner Ken Shelley performed on the ice. Doug Henning did his illusions, Indians danced, and the Brigham Young Ambassadors performed. The show was for the athletes sitting in the stands, many holding their hard-won ribbons and medals. Throughout it all, we of the Navy medical team were privileged to share in the joy and render medical care when necessary.

We were proud to have been a part of the Special Olympics and were humbled by the great athletes we worked with. It only confirmed our beliefs that all those who work together and are brave in their attempts at success have a chance for the gold. □



Photo by Cmdr. Michael Murphy

Leadership

formula for success

This year's 1985 Sailors of the Year voiced similar philosophies on personal attitudes and leadership skills, and they hailed the people they've worked with as primary assets for their success.

These sailors are Chief Machinist's Mate Michael E. Call, Atlantic Fleet; Chief Gunner's Mate Stephen J. Nelson, Pacific Fleet; Chief Aviation Machinist's Mate Kurt R. Schaedel, Shore; Chief Yeoman Louise B. Sparkman, Reserve.

While in Washington, D.C., with their families in July, each was meritoriously advanced to chief petty officer and awarded a Navy Commendation Medal.

The winners will spend a year in special assignments: Call as assistant to Fleet Master Chief, U.S. Atlantic Fleet, Norfolk, Va.; Nelson as assistant to Force Master Chief, Naval Surface Force, U.S. Pacific Fleet, San Diego; and Schaedel with Fleet Master Chief Naval Shore Activities, Washington, D.C. Sparkman will sit on the Naval Reserve Force Policy Board, New Orleans, for a week.

"About five years ago, on my second boat, I took on the attitude that there was nothing that each individual could throw at me that I couldn't handle," said Call, who plans to apply for the limited duty officer program. "I think that attitude got me to where I am today and will get me to where I am going."

Constant evaluation is important, according to Call, who was leading petty officer of the machinery division of USS *Honolulu* (SSN 718) precommissioning unit. "When things go wrong, you need to evaluate your own attitude and position. Yet, when things go well, you can't slow

down and say 'I've got a nice cushion now, that's it.' "

Yet, taking on tasks for personal gain or volunteering for command programs because they might pave the road to awards or special recognition is not exerting the best attitude, according to Schaedel. "You've got to do the job that you do because you want to and because it's for the Navy, not (because it's) for you." Schaedel is a nine-year veteran who has been involved in various areas of aviation training.

As supervisors, taking care of people in terms of giving credit, building teamwork and providing training is paramount in leadership to each of the new chiefs.

"If (my people) are happy, they're going to do a good job, better than it's ever been done in the past," said Schaedel, who supervised a 25-man work center that maintained aircraft engines and related systems. "If they're doing a good job, give them the pat on the back. If they're not doing a good job, don't let it slip in the cracks for one guy and force the rules on another guy. Be firm all the way around."

The biggest mistake people in supervisory positions make is that they think they know enough that they don't have to go to the kid who's been in six months, according to Call. He emphasized that the young sailor may have something to contribute, but if he isn't asked or if he doesn't know how to get his idea across, the idea is lost, and so is an important part of team effort.

"The team that works together is the one everybody looks at and says 'I'd love to work in that crew.' It's the team where

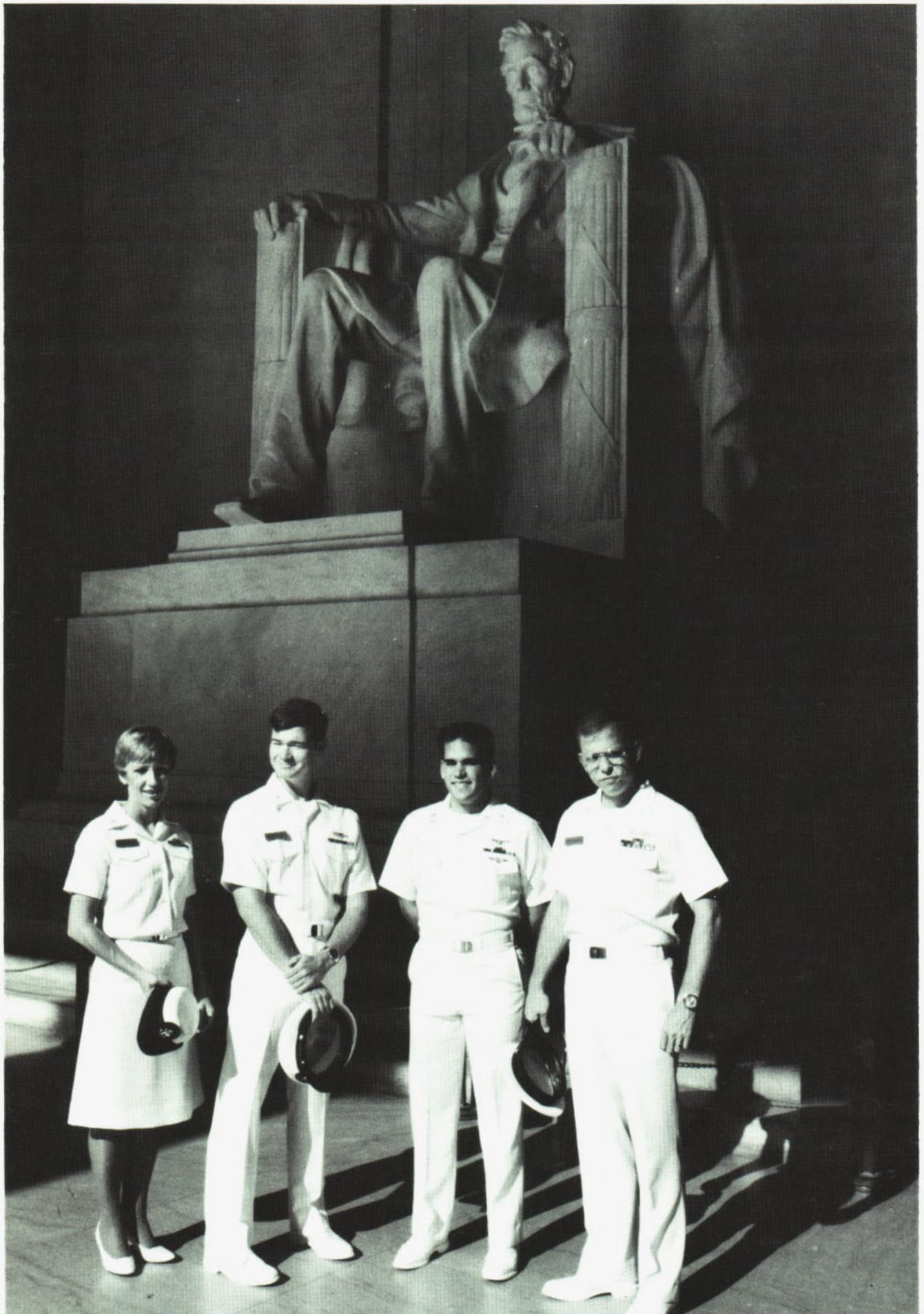
everybody's getting the recognition and everybody's stepping aside for everyone else. It's a team where everyone can share the limelight, not just one individual," Call said.

One of the greatest motivation factors and training tools, according to Sparkman, is to listen to a sailor's idea, give him not only positive and constructive feedback, but ask him how the idea can work. By putting some of the responsibility back on the individual, Sparkman said, "He feels like we're there working together and a part of the team. If you keep up that follow through, I think it will help (that sailor) come up with more ideas and take on more responsibility."

That's the whole train of thought in getting people ready for petty officer roles, Nelson said. "They conceptualize ideas and see through their research, yet you're there as a support factor. You have to have a personality that's approachable. You have to be flexible. There's a time when you have the experience available to you to say 'This is the way we're going to accomplish the task.' But you have to be receptive (to suggestions)."

Having individual performance standards and goals also is an asset to individual development, according to Call. "You

Sailors of the Year visit the Lincoln Memorial during a tour of Washington, D.C. Left to right: YNC Louise B. Sparkman, Reserve; MMC(SS) Michael E. Call, Atlantic; ADC(AW) Kurt R. Schaedel, Shore; GMT(C) Stephen J. Nelson, Pacific.



Photos by PH2 Rick Dixon

Leadership

The new chiefs participated in the chief of naval operations' summer pageant at the Washington Navy Yard. The sailors are flanked by Commodore John W. Adams (left) and MCPON Billy C. Sanders.

have to show everybody that you can meet your own performance standards. You have to play the role model because it's difficult to lead (others) when you can't lead yourself to your own commitments."

Schaeldel recommends that each individual prepare now for five, 10, 15 years down the road. "Everyone needs to determine where he wants to go, what his career goals are. Each person then needs to do a little bit of research and ask for advice." Nelson suggested filling out a goal sheet, setting specific goals to reach within a certain amount of time, but cautions that goals should be realistic and flexible.

Along with that are priorities, Nelson said. "You have to set priorities for the needs of the Navy and the needs of your people. Figure out which one comes first. If a person is having a personal problem, you have to solve that first in order to have that person have his mind on his job as a sailor."

The sailors agreed that their successes and leadership styles didn't come automatically, but were built with the help of others.

"I'm the result of some outstanding leadership and of caring individuals who wanted to make me a good sailor," Schaeldel said. "And I'm sure we're all in that boat."

Call added, "We were made by the people above us and by the people under us. There's a lot of leadership out there in the Navy."

Nelson said that a person aiming for a leadership role must keep learning—from supervisors, from co-workers. "Learn from people you admire, people who have special traits that you can incorporate into your own (leadership style). Learn from the mistakes of others."

"Our responsibility now is to pass our experiences on to our subordinates, to mold them and make them into professionals," Nelson said. □

—Story by Candace Sams



1985 Sailors of

MMC(SS) Michael E. Call

Chief Machinist's Mate Michael E. Call has been in the Navy nine years. His most recent assignment was with the precommissioning unit of USS *Honolulu* (SSN 718), where he stood watches as a qualified engineering watch supervisor/engineering duty petty officer. As the machinery division's leading petty officer during initial engine room testing, he organized and administered a divisional qualifications program and held a 100 percent retention rate in his division.

His other assignments have been with USS *Atlanta* (SSN 712), and USS *Nautilus* (SSN 571).

He has earned a Navy Achievement Medal, and was *Atlanta's* sailor of the quarter in 1982.

A certified emergency medical technician in the state of Virginia, he has taught cardiopulmonary resuscitation to dependents during off-duty hours. He also was

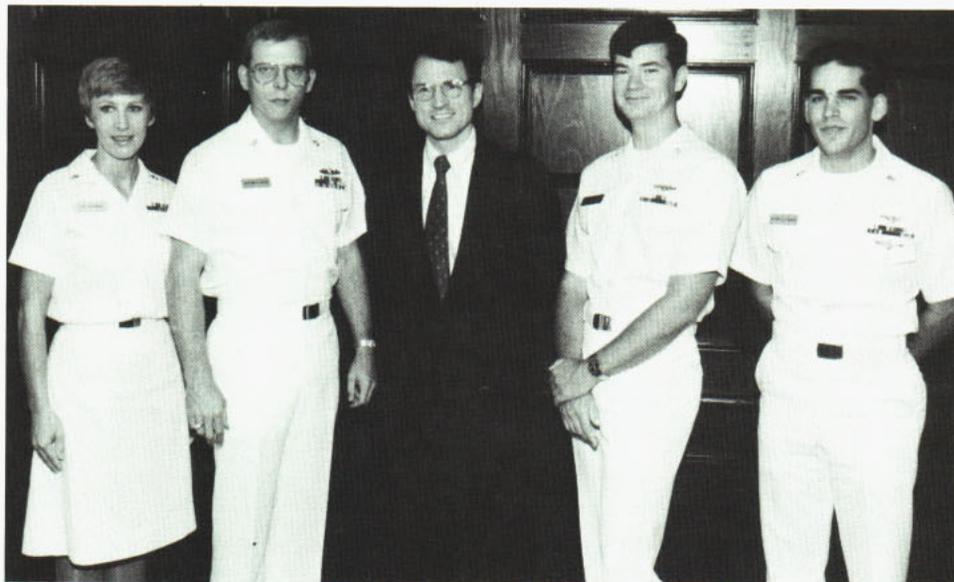
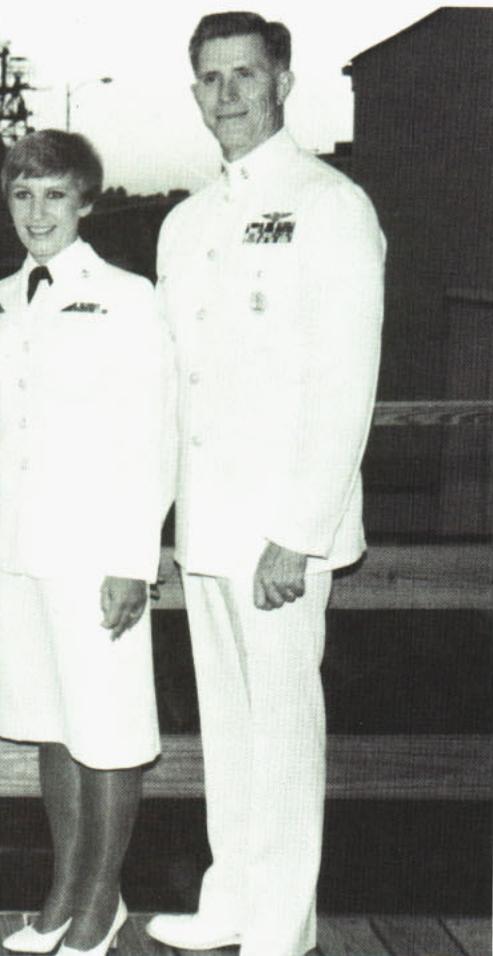
active in the local Boys' Club.

He and his wife, Dee Jay, and three sons, Michael, 6, Casey, 5, and Shaun, 3, chose Walt Disney World, Orlando, Fla., for their week of rest and relaxation awarded to each sailor of the year.

GMTC(SW) Stephen J. Nelson

Chief Gunner's Mate Technician Stephen J. Nelson worked as the nuclear weapons handling supervisor in USS *Fanning* (FF 1076). Surface warfare qualified, he led his team to an outstanding rating during a Nuclear Weapons Acceptance Inspection, and was selected by commander, Destroyer Squadron 17 to assist another ship in preparation for NWAI.

He was a technical representative at ComDesRon 17 Nuclear Safety Council meetings, involved in *Fanning's* Nuclear Safety Committee and Nuclear Weapons Safety Council; a representative for minority affairs, a command collateral duty alcohol rehabilitation advisor, and a com-



the Year

mand boating representative. He also holds two Navy Achievement Medals.

With 13 years in the Navy, former assignments have been in *USS Harold J. Ellison* (DD 864); Naval Training Center, Great Lakes, Ill.; and *USS Schofield* (FFG 3).

He was selected to be one of three individuals to instruct 3,000 students on shipboard master at arms procedures at Service School Command, Great Lakes Naval Training Center.

He's completing an Associate of Arts degree in computer science, and has attended more than 20 Navy training schools.

A qualified emergency medical technician, he's also involved in Cub Scouts and Sea Cadets.

He and his wife, Cynthia, formerly an ombudsman for *Fanning*, have two sons: Robert, 13, and Stephen, 4. The Nelsons chose Marble Falls, Texas, for their week of rest and relaxation.

ADC(AW) Kurt R. Schaedel

Chief Aviation Machinist's Mate Kurt R. Schaedel, in the Navy nine years, recently served as a power plant shop chief and flight engineer at Air Test and Evaluation Squadron 1, Patuxent River, Md.

In charge of a 25-man workcenter, he held a 100 percent retention rate in his division.

He developed a training program which increased the number of PQS—personnel qualifications standard—qualified technicians and collateral duty inspectors within the workcenter. He also led the division through error-free audits.

He reorganized the P-3 flight engineer training program and the naval air training and operating procedures standardization, and established an enlisted standardization board team.

He has earned 61 college credits from Embry-Riddle Aeronautical College, and wants to earn his bachelor's degree.

His off-duty activities included Fleet Reserve Association, Leonardtown Elementary School PTA and "Fleet 54" Sailing Association.

He and his wife, Elizabeth, and stepdaughters Erin O'Nan, 6, and Kelly O'Nan, 3, chose St. Petersburg, Fla., and Walt Disney World, Orlando, for their week of rest and relaxation.

YNC Louise B. Sparkman

Chief Yeoman Louise B. Sparkman is

Sparkman, Nelson, Call, and Schaedel were meritoriously promoted by Chase Untermeyer, assistant secretary of the Navy for manpower and reserve affairs.

the first woman to win sailor of the year for the Naval Reserve. She worked as an administrative supervisor at Patrol Augmentation Squadron 0516, Naval Air Reserve, Jacksonville, Fla.

She completed a Bachelor of Science degree in allied health services, University of North Florida, graduating with honors; was entered in "Who's Who Among Students in American Universities and Colleges, 1984"; and was placed on the National Dean's List in 1983.

In her 11 years of service she has earned a Navy Achievement Medal and a Naval Reserve Meritorious Service Medal, received an accelerated promotion from E-2 to E-4 for a superior academic record and technical skill, and was named outstanding enlisted woman by the San Diego City Women's Council of the Navy League in 1980.

Her off-duty activities include church typist, usher, and membership committee member. She also served as secretary of Eta Sigma Gamma Honor Society, University of North Florida.

She and her husband, Thaddeus, moved to Norfolk, Va., recently. She and her husband took a week's vacation at Lake Tahoe. □

Missouri's place in history

It was Aug. 14, 1945. The war with Japan was finally over, and overjoyed Americans celebrated their victory with prayers and dancing in the streets throughout the land.

Some two weeks later, on Sept. 2, 1945,

the official surrender papers were signed, and the scene was in sharp contrast to that of Aug. 14. On board USS *Missouri* (BB 63), anchored in Tokyo Bay, the occasion was formal and solemn.

Fleet Adm. Chester Nimitz boarded

Missouri at 8:05 a.m.; General of the Army Douglas C. MacArthur, supreme commander for the Allies, went aboard 38 minutes later; and Foreign Minister Mamoru Shigemitsu, with other Japanese representatives, arrived 13 minutes after MacArthur. "The Star-Spangled Banner" was played, and MacArthur opened the ceremony:

"It is my earnest hope—indeed the hope of all mankind—that from this solemn occasion a better world shall emerge out of the blood and carnage of the past, a world founded upon faith and understanding, a world dedicated to the dignity of man and the fulfillment of his most cherished wish for freedom, tolerance and justice."

The surrender ceremony lasted 23 minutes.

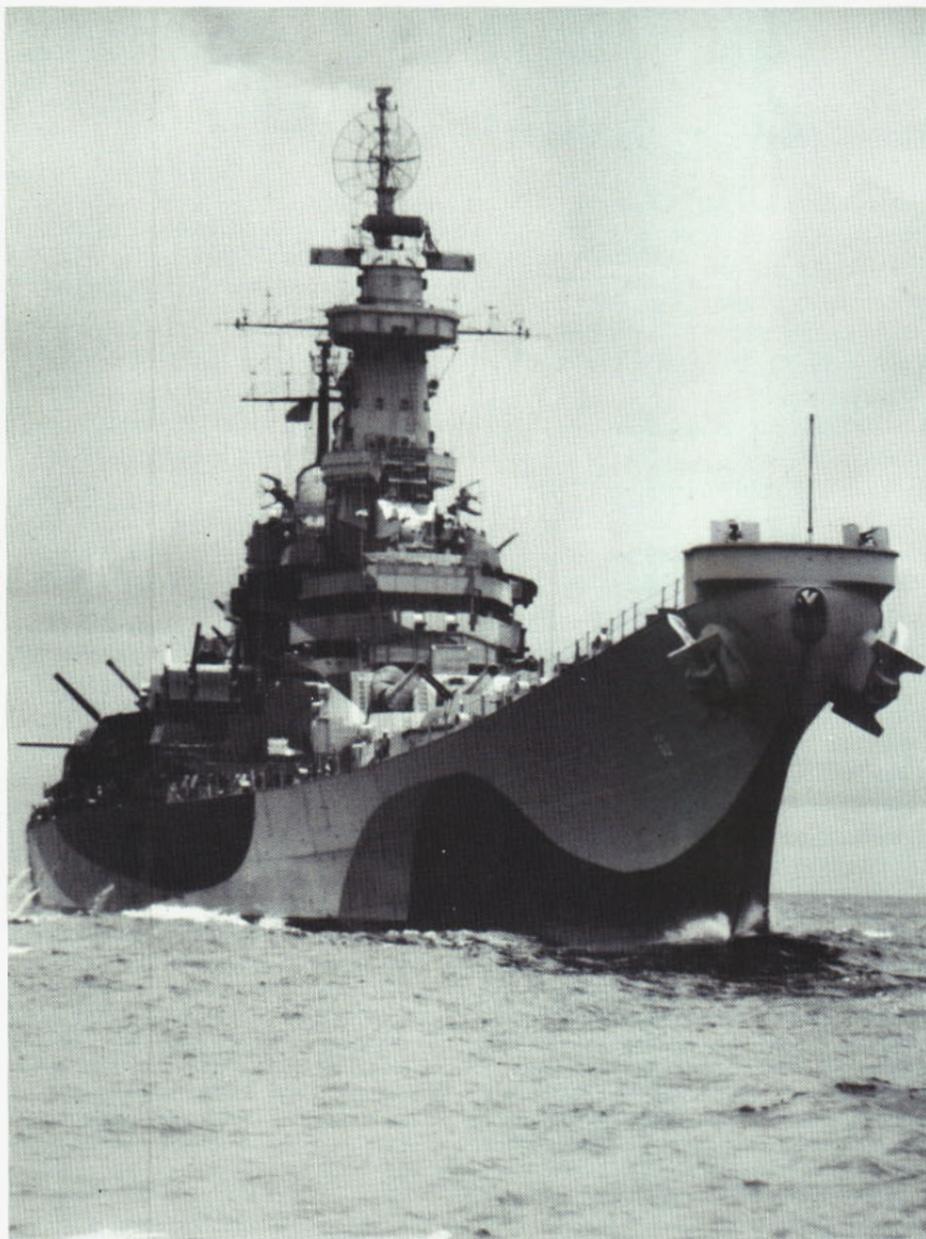
* * *

Today, 40 years later, we are commemorating V-J Day and the formal surrender of Japan with other celebrations. On Aug. 14 of this year, Vice President Bush and other dignitaries were on board USS *Enterprise* (CVN 65) in San Francisco Bay honoring V-J Day and the end of World War II. USS *Missouri*, whose name will always be connected to the formal surrender ceremony, is in overhaul, being readied for its second commissioning.

* * *

A decorated veteran, the battlewagon was flagship for Adm. William F. Halsey Jr., commander 3rd Fleet, during the final months of World War II. It provided major gunfire and bombardment support in the Pacific, acting as a steel screen for carriers. The ship also bombarded Japanese installations weeks before V-J Day. By the end of the war, it had earned three battle stars.

The Turkish ambassador to the United States died during World War II. In March 1946, President Harry Truman ordered *Missouri* to carry the ambassador's body



Missouri on its 1944 shakedown cruise.

home. The battleship's visit was a gesture of American support for independence of Turkey and its neighbor Greece at a time when both nations were seriously threatened by Soviet expansion. Turkey commemorated the ship's visit with issues of postage stamps.

"Mighty Mo" was the only battleship in commission when the Korean War began in 1950. It made two deployments to bombard Communist positions and provide gunfire support to United Nations troops all along the Korean coast. By the time the ship's deployments ended, it had earned five battle stars.

It was decommissioned Feb. 26, 1955, at Puget Sound Naval Shipyard, Bremerton, Wash. Visitors were allowed to tour the historic deck.

Now *Missouri* and the other three *Iowa*-class battleships are returning to active



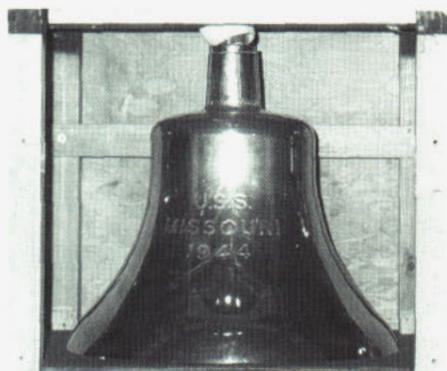
Foreign Minister Mamoru Shigemitsu (photo left) and Fleet Adm. Chester W. Nimitz (bottom) sign Japanese formal surrender papers aboard *Missouri* in 1945.

duty: *USS Iowa* (BB 61) was recommissioned for the third time in April 1984; *USS New Jersey* (BB 64) for the third time in December 1982; *Wisconsin's* recommissioning, not yet slated, will be for the third time.

Missouri was moved from Bremerton to Long Beach Naval Shipyard, San Diego, in 1982. After its overhaul, the ship will have a complement of more than 1,500 sailors and Marines. Weapons improvements to the battleship include six 5-inch twin gun mounts, *Harpoon* and *Tomahawk* surface-to-surface missiles and four *Phalanx* radar-controlled 20mm gatling guns. The ship also will get a new electronics countermeasures system, new ra-

dar and radios, and a helicopter platform on the fantail with a flight control station.

Internal improvements will include air conditioning, habitability and a modified engineering plant using cleaner-burning Navy distillate fuel. The battlegon will keep its nine 16-inch guns in three turrets with six twin 5-inch, 38-caliber gun mounts. □



Missouri bell returned

The gigantic bell of *USS Missouri* (BB 63) was returned to the battleship in ceremonies in Jefferson, Mo., recently.

Capt. A.L. Kaiss, prospective commanding officer of the 888-foot warship, accepted the bell and said the ship is at the halfway point in its reactivation.

The transfer of the 800-pound bell is the first of a series of state events leading up to the recommissioning of *Missouri* next year.

The bell was given to the state of Missouri for display during its sesquicentennial in 1979.

Missouri is scheduled to be recommissioned next year after completing its modernization at the Long Beach Naval Shipyard, Calif.

The ship is the fourth to bear the name *Missouri*. □

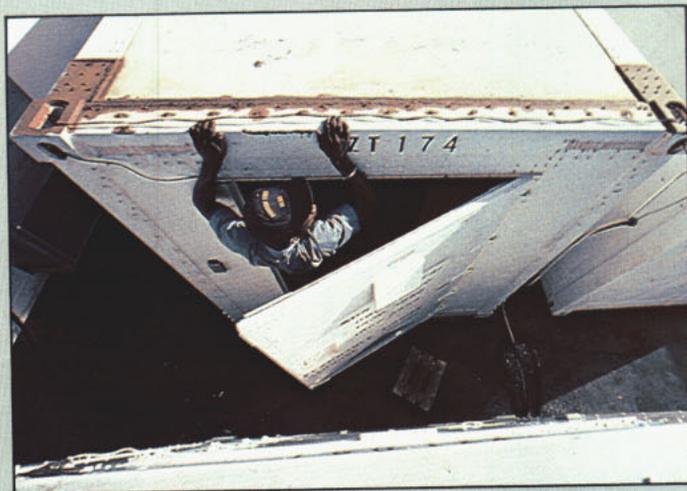


Key West

the
last
resort

Story by JO2 Mike Perron





Preceding page: A street performer balances on a high-wire at Mallory Square in downtown Key West.

Cayo Hueso—Bone Key. That was the name Spanish explorers gave the 1½ by four-mile island at the southernmost tip of the string of pearls now known as the Florida Keys. The grim name came from the human bones that lay scattered across the crushed coral and limestone beaches, all that remained of an Indian patrol that was ambushed long ago by tribal enemies.

The name has evolved into Key West, and the island is a popular port of call for cruise ships and tourists from around the world.

The Florida Keys island chain reaches 120 miles into the Caribbean Sea—from Key Largo south of Miami to Key West just 93 miles north of Castro's Cuba. Key West is linked to the U.S. mainland by 42 bridges of the "Overseas Highway," U.S. Route 1. Built on the bed of the old Florida East Coast Railway, which was destroyed by a hurricane in 1935, the road is considered one of America's most scenic as it rolls through the ecologically unique landscape.

Plants and animals that can survive no-

where else in the continental U.S. are found in abundance in the Florida Keys, nurtured by the trade winds that warm the islands in the winter and cool them in the summer.

Key West is home to some 24,000 year-round residents, including about 7,500 active duty military and their families. The Navy makes up a vast majority of the city's military population and has been a part of Key West since settlers first called the island home.

It was in March 1822 when Lt. Matthew Perry, brother of U.S. naval hero Oliver Hazard Perry, sailed into Key West harbor and planted the American flag in the tropical soil. He had been sent to command the West Indian Squadron, and his mission was to rid the Caribbean of buccaneers who preyed on merchant seamen. Acts of piracy averaged about 500 a year. By 1825, the buccaneers were gone. Perry had gained loyal support from the descendants of the Bahamians who originally settled the island. Even today, the people of Key West and the Navy remain close.



There are no signs asking sailors and dogs to keep off the grass. But there is a billboard on Route 1 that welcomes the military to the United States' "Southernmost City."

In the early 1970s, it seemed the Navy would sail out of Key West forever. The once bustling naval station at the island's southern end was closed, its ships and submarines decommissioned or sent north. The air station on Boca Chica Key, seven miles northeast, scaled down operations and fell into disrepair. The Navy facilities seemed to have outlived their usefulness.

By the late 1970s, the pendulum began to swing back when the Navy took a closer look at its decision to abandon the island. As national attention focused on the growing strategic importance of Central and South Americas, Key West's location made it once again attractive as a base for naval operations.

The Navy's only patrol missile hydrofoil squadron, the six-ship PHMRon 2, was permanently based at Key West in 1980, when the lead ship of the class, USS

Pegasus (PHM 1), sailed into port. In 1981, the joint U.S. military command U.S. Forces Caribbean was established and based at Key West.

Decaying submarine pens and finger piers at the old naval station, now called Truman Annex, have been ripped out and are being replaced with modern ship support facilities.

With a history of frost-free weather—the lowest temperature in Key West was 41 degrees Fahrenheit in 1886, year-round sun and wide open airspace, the area is perfect for training Navy pilots. Naval Air Station Key West is a major training site today and hosts one of the Navy's four adversary squadrons, VF 45.

The city of Key West also is booming. Touched by the earlier naval pull-out, the city decided to use its natural beauty and legendary past to lure tourists from the frozen north.

The legends alone can draw weary concrete canyon dwellers from their cities and suburbs. The city's history is rife with pirates, smugglers, artists and outcasts.

Working life for hydrofoil sailors from PHMRon 2; an SH-3 Sea King crewman.



A bagpipe player entertains tourists at Mallory Square in downtown Key West.

Key West remains a tolerant outpost where treasure hunters still can find Spanish doubloons scattered across the ocean floor, left there by galleons that broke up on the coral reef that runs parallel to the Keys. Sailors still drink at Sloppy Joe's Barn on Duval Street as they did when author Ernest Hemingway was buying the rounds 50 years ago.

Tourists are also attracted by the tropical atmosphere of the quiet neighborhoods in Old Town, where the gingerbread architecture has been preserved as part of the island's heritage. Jasmine and frangipani blooms fill the air with fragrance. Exotic birds wing past, on their way to another meal. The neon-blue waters that surround the island—waters that seldom drop below 80 degrees—produce some of the finest gamefishing and snorkeling in the world. And then there's the sunsets. . .

Sunsets are celebrated with a party each night. Fire-eaters, jugglers, musicians, street artists and spectators gather at Mallory Square each day about an hour before sundown to watch each other and the star of the show, the fiery Key West sunset.

During the final moments of daylight, quiet falls across the square as the crowd turns to watch the sun melt into the sea. As the last rays slip below the horizon, the on-lookers break into applause, then they fade into the twilight in search of food, drink and music.

Pressure to develop the island's tourist industry grows. Many islanders fear the city will lose the very qualities that make it special. They view the construction of new hotels and condominiums with distaste and alarm as chunks of the horizon disappear. The controversy over development and tourist dollars and the preservation of the city continues. Basic resources, such as water and land, are severely restricted. But with a little luck, Key West will remain a quiet island in the sun where sailors, locals and tourists can share the natural beauty and the city can survive as an American paradise. □

—Photos by PH1 Perry Thorsvik

Perron is assigned to the public affairs office, Naval Air Station Key West.

Patient contact representative

Help when you need it

Several months ago, a frightened, upset woman walked into a major naval hospital where her husband was receiving treatment. She had discovered what she thought was alarming information in his medical record. From what she had read, it appeared that a Navy doctor may have misdiagnosed her husband's condition. The woman was familiar with hospital procedure and knew just what to do. She went directly to the command patient contact representative.

After hearing the woman's problem, the patient contact representative immediately contacted the hospital's quality assurance department. A team of physicians reviewed the patient's record of treatment, and when he and his wife returned to the hospital for his next appointment, a specialist was there to meet them.

The specialist explained how Navy physicians had reached their diagnosis and clarified the prescribed method of treatment, allaying the wife's fears that the hospital had possibly made an error. A major misunderstanding was resolved and a potentially explosive situation defused. The patient and his wife could once again rest assured that they were receiving quality medical care.

In a hospital system that treated 13 million outpatients and had 300,000 admissions during 1984, a few misunderstandings are inevitable. Resolution of these problems usually begins with patient contact representatives—people with special training in problem solving techniques. They are a patient's direct link with the chain of command in a naval hospital or clinic.

The Navy formalized the patient contact representative program several years ago to relieve patient stress and anxiety

by offering them a reliable source of information and a means of solving problems.

As one physician said, patients are in the unfamiliar environment of a hospital,



and many times they don't have a clear understanding of what their medical problem is or how serious it is. The resultant stress and anxiety is understandable.

"The medical system is alien to them, because they so seldom use it," said Lt. Douglas Kollasch, patient contact representative at Bethesda Naval Hospital, Md. "People come to a hospital and they are sometimes a little more demanding and a little more short tempered than they would normally be."

Every treatment facility in the Navy medical system—from the smallest clinic to the largest hospital—has a patient contact representative program. It usually begins with the first person people see when they enter a Navy hospital or clinic—the person sitting at the information desk. Ad-

ditional representatives are located in every treatment area throughout the hospital or clinic.

One of the most valuable attributes of these patient contact representatives is their in-depth knowledge of how their hospital or clinic operates. Because they know where to go and whom to see, they usually can resolve patient problems through the fastest, most efficient route available.

"It's like when you have a problem with your pay record or service record," explained Bethesda's command patient contact representative. "You go to the guy who knows what's going on and discuss it with him. Once you know what's going on and the problem is resolved, you're usually happier. It's the same thing in the medical arena."

Most misunderstandings in Naval hospitals are not as dramatic as the one cited earlier in this article. A majority of them center around delays in receiving treatment, the quality of food, misplaced records and other general problems one might expect in a hospital setting. In many cases, an explanation is all it takes to solve a patient's problem.

"Sometimes an emergency comes up and a physician is called away to an operating room and he has to leave another doctor covering two schedules in the treatment area," said one patient contact representative. Situations like that lead to inevitable delays for patients. Having patient contact representatives inform patients of such delays is an asset in a treatment area.

Whether patients have questions about appointment scheduling, feel dissatisfied with the treatment they are receiving or have suggestions to offer, the patient contact representative is a person to whom they can turn. □

NAPS—

A golden opportunity

The Naval Academy Preparatory School in Newport, R.I., has only one goal: to prepare regular and reserve Navy enlisted men and women for the U.S. Naval Academy. The entire NAPS curriculum revolves around getting a student who has applied for but has not been accepted to the academy academically, morally, mentally and physically ready to cope with the high standards demanded of midshipmen.

“The academy governs the NAPS curriculum,” said Chief Yeoman (SS) Michael A. Klunk, NAPS coordinator at the academy. “As a matter of fact, we send folks up there every now and then to do a program review to ensure the curriculum is on par with what the academy wants.”

What the academy wants is challenging courses. NAPS has them. Algebra, trigonometry, calculus, chemistry and physics get the most emphasis. By the time students leave NAPS, they’ve become well acquainted with differentiation, vectors, logarithms, atomic structure, kinetic molecular theory and laws of energy, motion, impulse and momentum. Work in computer programming and English rounds out the curriculum.

NAPS tries to tailor academic work as closely as possible to each student’s needs. The school accomplishes this with a good student/faculty ratio. According to Klunk, there is one faculty member for every 8–10 NAPS students—depending on how many students attend the nine-month program. NAPS is authorized a maximum of 300 students.

But work is not confined only to the classroom. Because NAPS is a direct avenue to the academy, military and phys-

ical training also play important roles, especially since many NAPS students are civilians who have enlisted in the reserves for the sole purpose of attending NAPS. Regular active duty enlisted people make up about one fifth of the total number of students attending the school.

Klunk said it was unfortunate so few people from the fleet go through NAPS. But there is only one way enlisted people can get into the prep school: they must apply directly for admission into the Naval Academy. If they aren’t admitted to the academy, they automatically are considered for selection to NAPS.

“There is no direct application to NAPS,” Klunk said.

The Naval Academy admissions board selects students to attend the prep school and, according to Klunk, people from the fleet get first priority when those selections are being made.

“While the admissions board is selecting individuals for the academy, it also is selecting individuals for NAPS,” Klunk said. He said the board looks for potential when it evaluates the records—something that might show how motivated a person is to become a midshipman. The board doesn’t necessarily take the top 300 applicants who weren’t accepted by the academy and select them for NAPS.

Midshipman Dan Deakin, a former third class electronics technician now in his junior year at the academy, is a NAPS graduate. He is an example of someone who was not the best scholar in high school and did not have the perfect background but made it into NAPS and into the academy by showing he had the motivation.

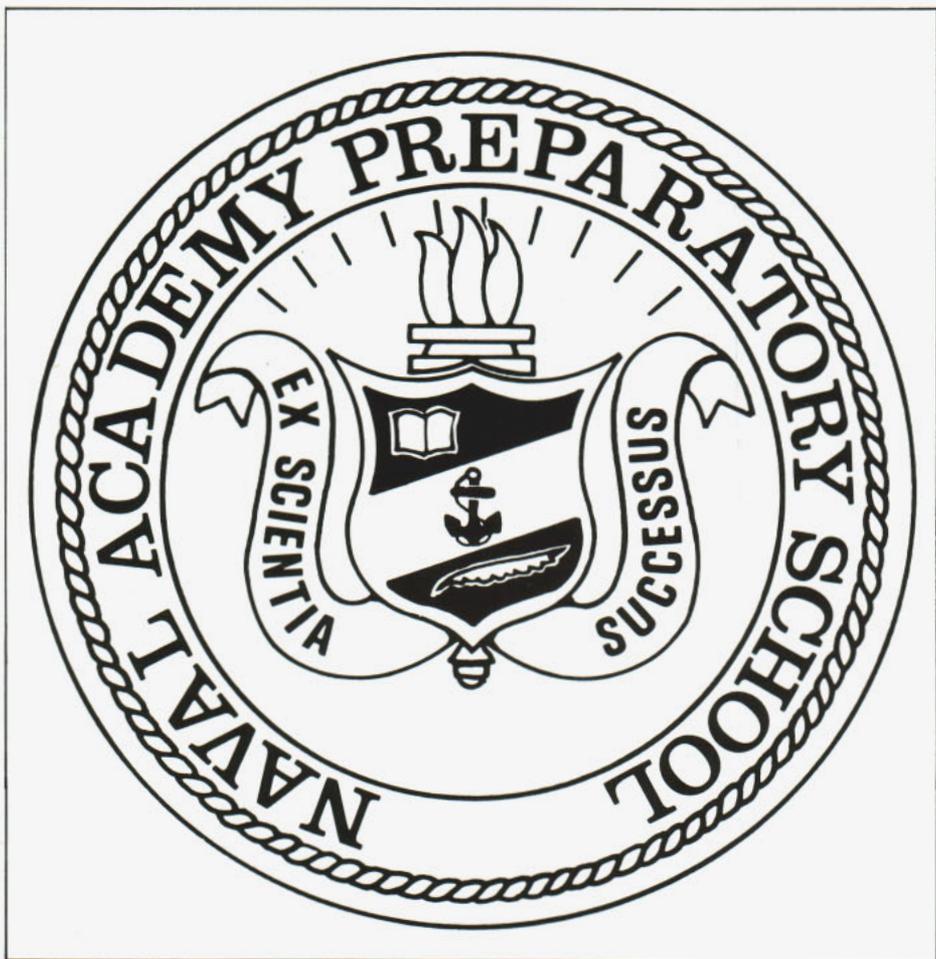
“My history with the Navy is kind of strange,” he said. “I joined the Navy when I was 15. I lied about my age and went off to boot camp in Orlando. My father is an FBI agent, so shortly after I went to Orlando I got caught. I started off joining the Navy kind of as a practical joke. I thought, ‘In this modern, computerized age, I wonder how far I can get.’ Of course, at 15 I didn’t realize the repercussions that doing something like that could have. And next thing I know, I’m on an airplane to Orlando and I’m a seaman recruit in the Navy at 15.”

Deakin returned to school, but was never really interested in it. He decided he did like the Navy, though, and joined the Sea Cadets. When he left high school, he wanted to get back into the Navy. He enlisted, graduated first in his class in electronics technician “A” school and went on to basic electronics and electricity school. When he enlisted, he set two goals for himself. One was to be a Navy diver, the other was to get a commission.

“I was applying for both the academy and ROTC. It was kind of funny, because the main reason I was applying for the academy was to show ROTC that I was really serious about becoming an officer. With my background in high school, I thought there was no way the academy would take me. I had only a low C average, graduated low in my class, didn’t have any physics, calculus, chemistry—didn’t have any of the courses they really wanted at the academy. But I thought ROTC would take me.”

Meanwhile Deakin had applied for SEAL school, had been accepted, and was in the middle of the arduous training. He had also brought his once-low Scholastic Aptitude Test scores up to a respectable 1225.

“Then I received a letter from ROTC saying, ‘Yes, you’re everything we want in a naval officer, however . . .’ and they turned me down. About a month later I received a letter from the academy saying, ‘Send this post card in and we’ll send you orders to NAPS.’ So it was surprising. I was always under the impression that if you couldn’t get into the academy, then you could go to ROTC. I’d never heard



before of anybody getting turned down by ROTC, but being accepted by the academy prep school. So I guess I was able to show them that what I lacked in high school was just motivation.”

But for Deakin, getting into NAPS was just a first step. Getting through NAPS and into the academy was still ahead of him. Figures show that on the average, one third of all NAPS students drop from the program before they graduate. Deakin had disliked high school and had no experience in any of the demanding NAPS courses. But he did have motivation. And the drive was enough to take him through NAPS and earn him an appointment to the Naval Academy.

“There’s no way I could have made it as far as I have now without NAPS,” Deakin said. “What the Navy did by sending me there was give me a chance. It was a golden opportunity as an enlisted man, it really was.”

To be qualified to attend NAPS, enlisted people must meet the same basic requirements necessary to become a Naval Academy midshipman. They must be a U.S. citizen of good moral character, unmarried, not pregnant, have no children, and be at least 17 but not past their 22nd birthday on July 1 of the year entering the academy. If selected, enlisted people may not have passed their 21st birthday as of July 1 of the year entering NAPS.

Klunk said there is no written guarantee that a person graduating from NAPS will be accepted to the academy, although most are.

More detailed information about the Naval Academy or the Naval Academy Preparatory School can be obtained in OP-NAVINST 1531.4D or by writing the Director of Candidate Guidance, U.S. Naval Academy, Annapolis, Md., 21402-5018.

Just as Midshipman Deakin said—it can be a golden opportunity. □



NAUTILUS

an old hand goes home

The U.S. Navy's first nuclear-powered submarine and the world's first nuclear-powered ship, *Nautilus* (SSN 571), is home. Berthed in Groton, Conn., it's undergoing restoration as part of the *Nautilus* Memorial and Submarine Force Library and Museum due to open next spring.

Towed last spring from Mare Island Naval Shipyard near San Francisco to Gro-

ton, the submarine will sit just outside the U.S. Naval Submarine Base, close to where it was launched more than 31 years ago.

"The *Nautilus* was the best of her kind when commissioned," Rear Adm. J.D. Williams, commander, Submarine Group 2, said. "She always will bear the title of the first.

"She is more than just a tourist attraction, she is a monument to what America has achieved and a reminder that we have the capability and must continue to build on the foundation which she established."

Commissioned Sept. 30, 1954, the boat traveled longer and farther than any other submarine.

During its first sea trials, *Nautilus* com-



Photo by PH2 Stephen Miller

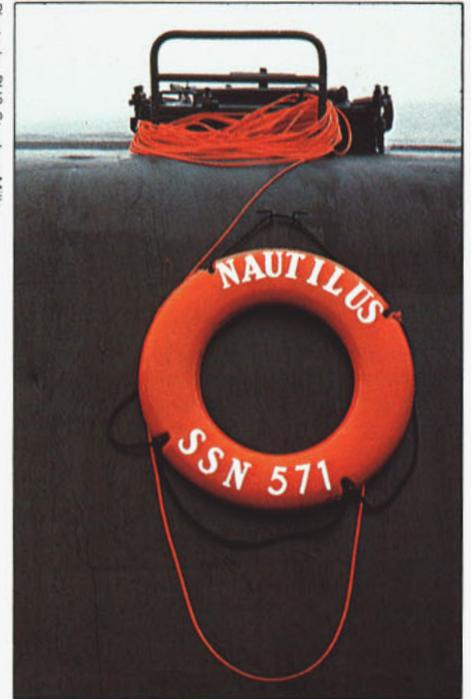


Photo by PH2 Carl Duvall

Nautilus, berthed at Mare Island Naval Shipyard near San Francisco, begins its transit to Groton, Conn.

Nautilus



Photo by PHC John Kristoffersen



Photo by PH3 Joan Zopf

pleted high speed and test runs, surfacing and submerging more than 50 times.

It completed a trans-polar voyage from Pearl Harbor to Portland, England, diving under the ice near Point Barrow, Alaska, Aug. 1, 1958. It became the first submersible to reach the North Pole, passing beneath it Aug. 3, 1958.

In 26 years of service, *Nautilus* recorded 2,500 dives and steamed more than 500,000 miles.

It was decommissioned March 3, 1980. Two years later its conversion to a museum began at Mare Island Naval Shipyard. Its reactor was defueled; a double stairway to the torpedo room was added; and plexiglass was installed to protect wall dials. □

Nautilus was towed on the open sea, through the Panama Canal, and arrived in Groton.



Photo by PH3 Joan Zopf



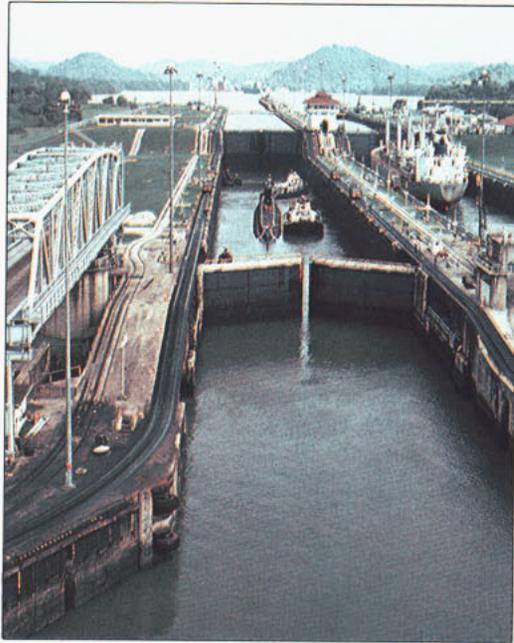


Photo by PH3 Joan Zopf

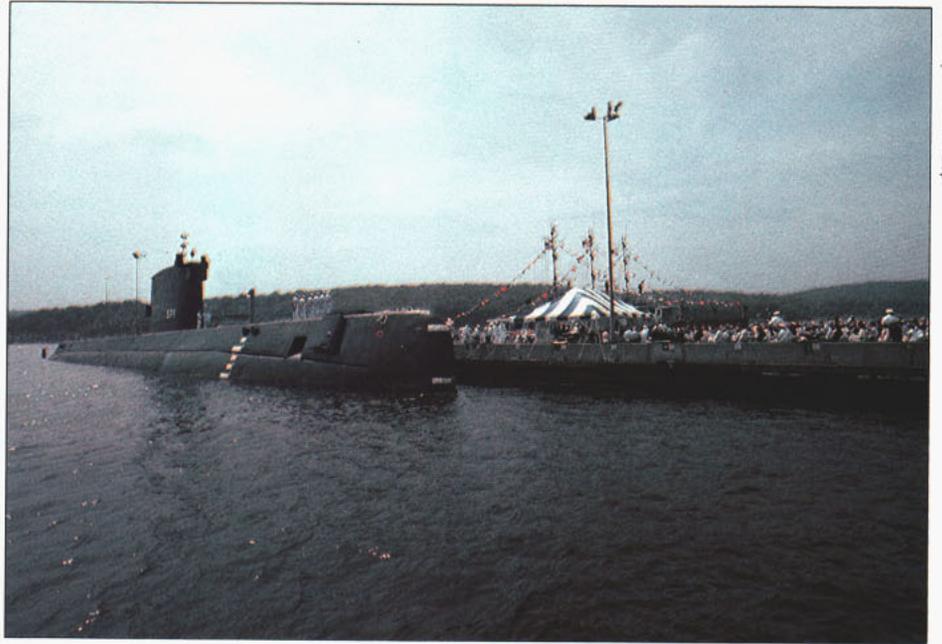


Photo by PH3 Joan Zopf



Photo by PH2 Carl Duvall

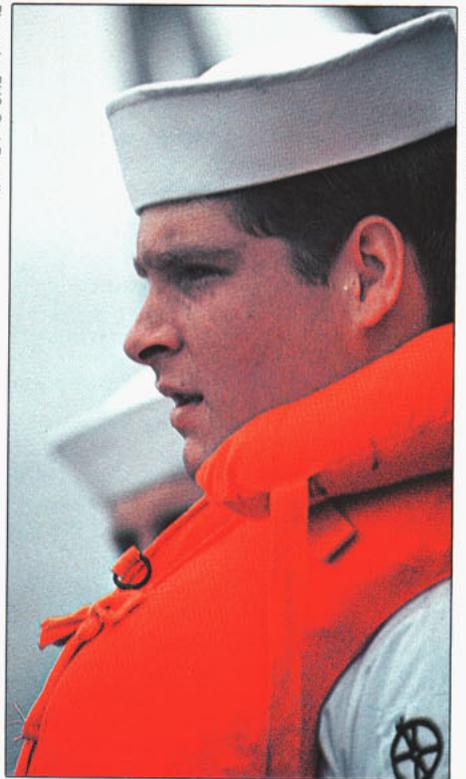
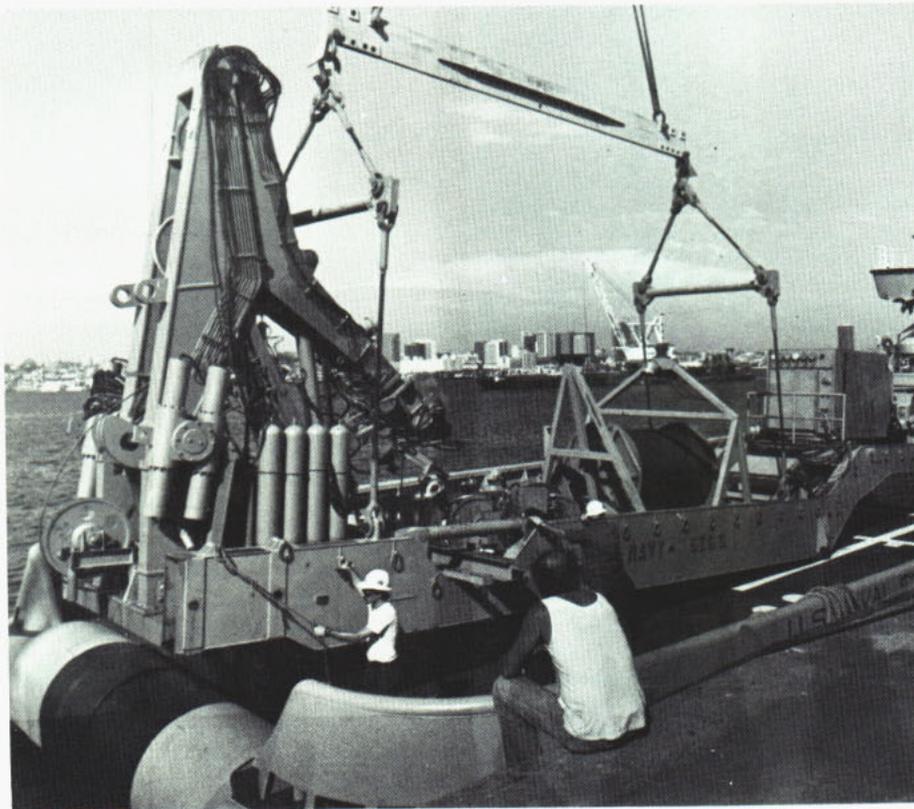


Photo by PH2 Carl Duvall

Searching the ocean floor

Story by JOCS Lee W. Coleman
Photos by PHI Dan Murray



Above: STSS is loaded aboard the tug *Narragansett* (T-ATF 167) at NAS North Island. **Opposite page:** An unmanned search vehicle, crammed with electronic equipment and cameras, is suspended from the STSS boom.

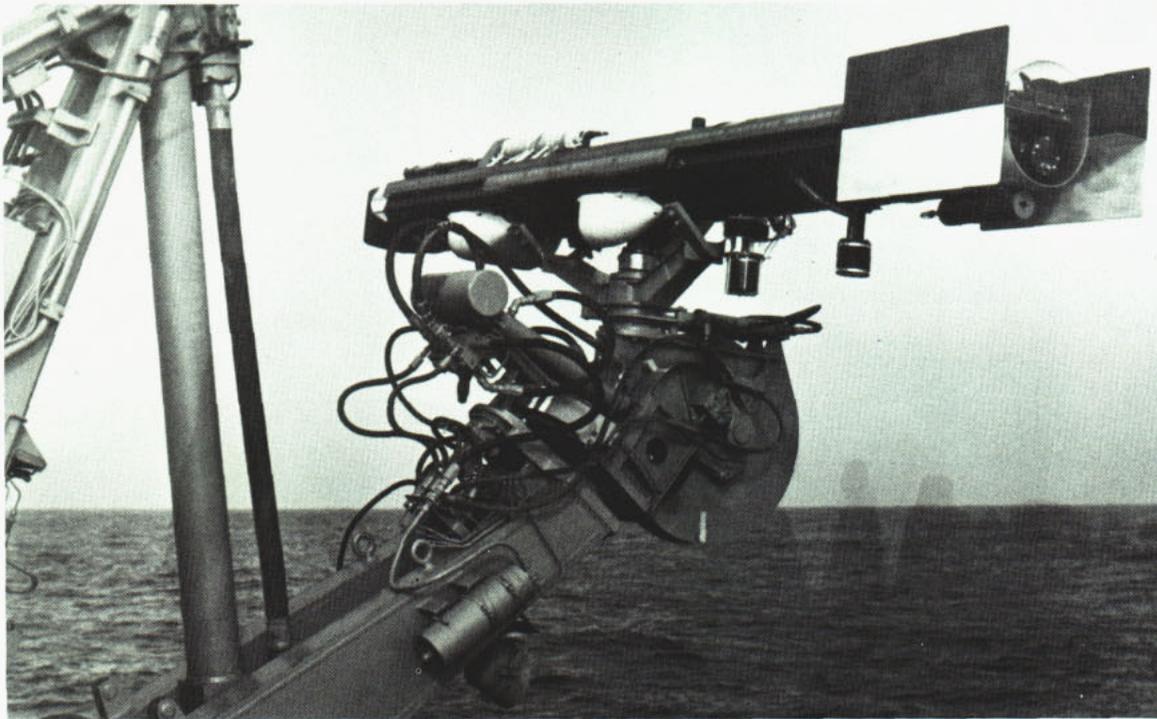
Whether it's scanning the ocean floor for lost equipment from a ship or retrieving parts from an aircraft crash, the 17 men of Submarine Development Group 1's unmanned vehicles detachment at North Island Naval Air Station, San Diego, can do the job anywhere in the world.

"Most of our searches are for high value equipment lost by ships during operations, or military aircraft which have crashed at sea," said Lt. J.R. Corpus, the unit's officer in charge. "In the case of a downed aircraft, we locate the wreckage so that experts can determine why the crash happened and prevent others in the future. Even small parts of a plane can help investigators."

The detachment has performed searches in the Indian Ocean, in Atlantic waters off the Bahamas, and even off the coast of Soviet Siberia in the Sea of Okhotsk.

The unit doesn't travel light. Flyaway weight for its gear is more than 116 tons, and it takes a C-5A Air Force transport plane to carry the gear to a search location when direct loading aboard ship isn't possible.

Collectively, the equipment is called a surface towed search system and includes an underwater remote search vehicle, the "brain" of the system; a large surface



control platform; and supporting trailer vans.

"STSS is state of the art for deep ocean searches," Master Chief Sonar Technician Robert G. Provins said. "We can search to a depth of 20,000 feet, and that means 98 percent of the world's ocean floor."

The unmanned search vehicle is a 14-foot device resembling a torpedo, but it's crammed with electronics instead of explosives. It also contains sonar, video and still cameras, strobe lights and navigational equipment.

The sonar searches for objects while the vehicle is being towed by ship, according to Photographer's Mate 1st Class Dan Murray. Television cameras provide a constant view of the seabed and still cameras snap photos for later processing and study.

"The still cameras can shoot a frame a second," Murray said. "The search vehicle holds an 800-foot film magazine, or about 4,000 35mm frames. Using automated equipment, it takes more than four hours to develop that much film."

The unmanned search vehicle is tethered to the ship by 35,000 feet of steel cable attached to a 78-foot structure housing cable drum, boom, winches and a power supply. Removable wheels allow

the vehicle to be towed across land by truck.

"The outfit is a sight to behold when we're moving it," Machinist's Mate 1st Class Charles Aronhalt said. "We've nicknamed it the 'circus wagon' because that's just what it looks like."

Rounding out the system are portable operations, maintenance and photo lab vans. The entire STSS can fit on the aft deck of a seagoing Navy tug or salvage ship.

"We took the STSS to a site off the Bahamas last year to search for a downed Air Force helicopter that was involved in interdicting drug traffic," Aronhalt said. "It was a difficult search because the seabed in that part of the Atlantic is deep and rugged—nothing but mountain ranges and deep holes. We weren't able to locate it."

In September 1983, the detachment, without STSS, was flown to Japan to help in the massive search for the wreckage and flight recorder of Korean Airlines flight 007.

The unit was put on alert the morning of Sept. 1 and was on location and ready to begin search operations in the Sea of Japan south of Sakhalin Island 36 hours later aboard a seagoing fleet tug. Sixty-

six days of searching in sub-zero weather amid Soviet Navy ships, however, failed to turn up either the wreckage or the flight recorder.

"I was on the KAL 007 operation, all two months of it," Engineman 1st Class Dean Holter said. "It was a difficult search because there were a lot of ships out there, both ours and the Russians. At times, the Russian ships would cut across our bow to break up our search patterns."

Sonar Technician 2nd Class Jeffrey Newsome agreed. "There were times when we needed a cop out there just to direct traffic."

Corpus said the detachment will soon be equipped with remotely operated vehicles—ROV—capable of recovering objects after they've been located.

"At the moment, we're responsible for finding things," he said. "We pinpoint a location, and another outfit does the recovery work. The ROV will be a cost effective extension of our mission." □

Coleman is assigned to the Navy Public Affairs Center, San Diego; Murray is assigned to Submarine Development Group 1.



Experience is the best teacher

"On an A-7 you're three feet away from the jet intake when you're hooking up to the catapult. When it goes to full power, you can actually feel your jersey almost ripped off your back.

"You've got to know which way to exit from the hook-up point of that aircraft. You may have a prop engine coming up next. You have to keep in your mind constantly that there is a propeller turning right behind you, and that you have to pick out your exit route.

"You can never forget that.

"Never.

"Because if you run the wrong way, you're a dead man."

Aviation Boatswain's Mate (Equipment) 1st Class Danny Crisman, an instructor at the Navy's Aviation Boatswain's Mate School, isn't trying to impress you with the dangers that are a part of his rating. He's just sharing a small part of what seven years in the Navy has taught him about working on the flight deck of an aircraft carrier.

The collective experience Crisman and 56 other fleet veterans give to their jobs as instructors at the school is indispensable. Because in the AB rating, experience is still the best teacher.

The school

AB School is housed in a gigantic hangar on the grounds of Naval Air Engineer-

ing Center, Lakehurst, N.J., former base for lighter-than-air naval operations. That the hangar once berthed the ill-fated German airship Hindenburg, which burned upon landing at Lakehurst in 1937, offers some idea of its size.

Each year, about 1,200 students receive apprentice and advanced level training in the three specialty areas of the rating: aircraft handling (ABH), aircraft fuels (ABF) and aircraft launch and recovery (ABE).

Selected officers who attend the school receive training as aviation fuels or arresting gear officers.

Apprentice training provides the basic knowledge needed by all ABs, while the advanced courses teach the skills required to operate and maintain aviation equipment assigned the rating.

The Navy goes to great lengths and expense to ensure that students are prepared

for their roles in naval aviation. To do that, surprisingly realistic training equipment is used.

The Carrier Aircraft Launch and Support Systems Equipment Simulator is the most visible sign of the school's attempt at realism. CALASSES, as it is called, is a one-third scale model of an aircraft carrier deck. It is complete with full-scale operational launch and recovery equipment, including port and starboard catapults, arresting gear and barricades.

Below deck are arresting gear engines and other flight deck support equipment. The system lacks full steam capability, but the catapults do move forward and retract. The arresting cable is pulled out with a tow motor.

Students also taxi and spot small propeller-driven aircraft on the simulator deck. The deafening roar of a small engine and



The AB School hangar (left) dwarfs a one-third scale model of an aircraft carrier flight deck. An instructor (right) explains an arresting gear cable coupling.

Experience



the blur of the spinning blades give students a small taste of the noise and hazards found on an operational flight deck.

Students are fascinated with the equipment and with the idea that they will soon play a role in the awesome display of power that is an aircraft carrier. But it takes an instructor, someone who has been to the "real world" of aviation boatswain's mates, to cut through the mystique of working the flight deck.

The instructors

"They (students) come here and they're not sure what they're getting into. They know they're going to a school, but they're not sure what a catapult is," says Crisman. "They think of a catapult as some-

thing from back in the stone age—a slip and a big rock. You have to piece it together for them."

In addition to teaching students how to properly use the equipment in their rating, instructors also give the students an idea of the lifestyle they can expect at sea. They tell them about 18-hour work days and seemingly endless periods of flight operations. They also tell them about the camaraderie and the pride hard work has bred in the rating.

The instructors are volunteers. Every one is a seasoned professional in his rating specialty. A three-year tour at Lakehurst is one of the longest shore assignments an AB can get, but that isn't why they volunteer. They volunteer because they care.

"You can picture yourself the way you were six years ago. You're teaching them the same things you learned, except you try to do it a little better," says Crisman.

It is rare that anyone is dropped from the school. Perhaps it's because the instructors take a personal interest in every student. If a student is having academic problems, his instructors will put in overtime, if necessary, to help him. They do it because they know the fleet needs qualified ABs.

They also know that on the flight deck they're only as safe as the guy working next to them.

Safety starts here

"The thing that scares me the most about my rating is (to have) somebody else not know what he's doing. You have to have a lot of trust in the people you work with on a flight deck, and we don't want students to go out there with the wrong information. Someday we will have to work with them, and they could end up killing us," says Aviation Boatswain's Mate (Fuels) 2nd Class Joe Henderson.

There is no aspect of the training at the school that doesn't emphasize safety.

Students learn to operate and maintain the steam catapults and arresting gear used to launch and recover the Navy's high performance aircraft, and they learn to do it safely. Those in the ABF courses learn to keep aviation fuel systems operating at peak efficiency, and they are drilled in safe movement and storage of fuels. And while students in the ABH courses learn aircraft handling, crash and salvage and crash firefighting techniques, they constantly are reminded that lives depend on how safely they do their work.



From aircraft handling (above) to flight deck familiarization (right) and timed exercises (opposite page), instructors teach students the basics.

The emphasis is always safety. Safety. Safety. Safety.

"We have films of most of the major aircraft accidents that have occurred on an aircraft carrier, and we try to show students as many of these films as possible," says Aviation Boatswain's Mate (Handling) 1st Class Larry Dunkley, who teaches air crash crew training. "We don't want anybody to get hurt, either at the school or after they leave here. Our main objective is to send a functional individual to the fleet who will be productive and not be hazardous to himself or to the other personnel out there."

Instructors will tell you, however, that even with all their harping on safety, an AB usually must witness a flight deck accident first hand before the point is really driven home. After that, instructors say, the good ones develop something akin to eyes in the back of their heads. Those who do not, often become the subjects of safety lessons, sea stories or both.

Sea stories

Sea stories are a part of the informal training students receive. While the Navy has written countless volumes on the importance of flight deck safety, nothing un-

derscores the point better than a good tale offered by someone who has been there—like the one about the AB who wasn't paying attention and walked into the exhaust blast from an aircraft. As the story goes, the force of the blast picked him up like a piece of paper and hurled him 50 feet through the air and over the side. They say he had his life vest inflated, his whistle blowing and his light turned on before he hit the water.

Stories like that are exaggerated to be funny, and you know it. But there are others, like the one a chief ABH tells about a kid who was killed when he got too close to a jet intake. There were other aircraft waiting to land and the flight deck had to be cleared as quickly as possible.

"It upset me. Here this guy was sucked up into a jet engine and killed. They picked what was left of him up and kept right on flying," he says. There is something about the way his hard features soften when he tells the story that lets you know it's true. You can only wish it weren't.

The real world

When students graduate from AB school they will go to the real world of naval aviation—fleet aviation units and naval air

stations. Many will go to aircraft carriers where the average age on the flight deck is 20. There they will ply their trades as aircraft land on the pitching, rolling flight deck. Where fire-spitting *Phantoms*, *Intruders* and *Hornets* swoop from the dark of night to grab flight deck arresting gear. Where ABs must run from their stations on the deck edge to disengage the aircraft's hook from the arresting gear cable and make way for the next aircraft to land. Where ABEs, ABHs and ABFs must work together to launch, recover, fuel and handle the Navy's multi-million dollar aircraft.

The instructors at the AB School make every effort to prepare students for what lies ahead, but every graduate still has a lot to learn. Many will be "married" to an experienced AB at their first duty stations and will learn the ropes of the flight deck while clinging to the tail-end of his flight vest.

Whether in the school environment or right on the flight line, experience is still the best teacher for the Navy's aviation boatswain's mates. □

—Story and photos by
JO1(SW) E. Foster-Simeon



Tarawa sickbay— the biggest afloat

Story and photos by JO1 Dan Guiam

USS TARAWA AT SEA—Spotless white walls stand out. Familiar red crosses and rows of hospital beds belie the fact that this is part of the 7th Fleet amphibious assault ship USS *Tarawa* (LHA 1).

It is nothing fancy, but the San Diego-based ship boasts the largest medical facility afloat. Its size and equipment match that of the average stateside community hospital.

The "floating city's" hospital has four operating rooms, 69 beds and a large "triage" (receiving area) for sorting out patients in a mass casualty situation. An additional 300 beds can be set up when needed. Strategically located throughout the ship are four battle dressing stations, 110 first aid boxes and 125 stretchers.

"No doubt about it," said Lt. Mark Brostoff, the ship's medical administrative officer. "*Tarawa* crew members get the best medical treatment in the fleet." The 27-year-old Cranbury, N.J., native supervises overall operations in the department. Two medical officers and 15 hospital corpsmen trained in various specialties make up the department in peacetime operations.

"In wartime, or when the ship is involved in a major exercise such as the recently concluded *Team Spirit '85*, we get additional doctors and corpsmen to support the embarked Marines," Brostoff said.

A ship's sickbay the size of *Tarawa's* can be a beehive of activity, as the exercise proved. Such a mass casualty drill under simulated battle conditions tests the ship's medical efficiency. Doctors and corpsmen moved purposefully around the casualty area "treating" scores of Marines.

"That's one scenario we are expected



to handle with precision," Brostoff said. "The surgical teams provided to support the embarked Marines fitted in perfectly."

Besides surgical operations, the sickbay on the "Eagle of the Sea" offers a complete diagnostic laboratory, X-ray suites (with portable units for emergency care), a physical therapy room, a blood bank capable of maintaining 250 units of whole blood, and most of the other features that are found in a small hospital.

A sailor or Marine's first entry into the health care system on board usually starts at sick call. With the exception of emergency cases, *Tarawa* crew members check in on a first-come, first-served basis.

The 40,000-ton ship carries more than 3,000 people, including embarked Marines. In a year, the ship's doctors usually see thousands of patients with complaints ranging from a simple headache to those requiring major surgery.

"Actually, the health and well being of the crew is excellent," said Hospital

Corpsman 2nd Class Gary Baugh, the ship's preventive medicine technician. He conducts inspections for food and water sanitation, makes sure the living quarters are habitable, and ensures his shipmates learn sound occupational health practices and are aware of proper industrial hygiene.

"It's a very challenging task," Baugh said, "but if my shipmates are healthy and live in a clean environment, then they are happy, and that, in turn, makes me happy."

Tarawa crew members who end up in the primary care ward can be assured of the best care while there. "If a patient takes a turn for the worse, he is sent to the intensive care unit," Brostoff said.

The ship's ICU has 21 beds, including three orthopedic beds.

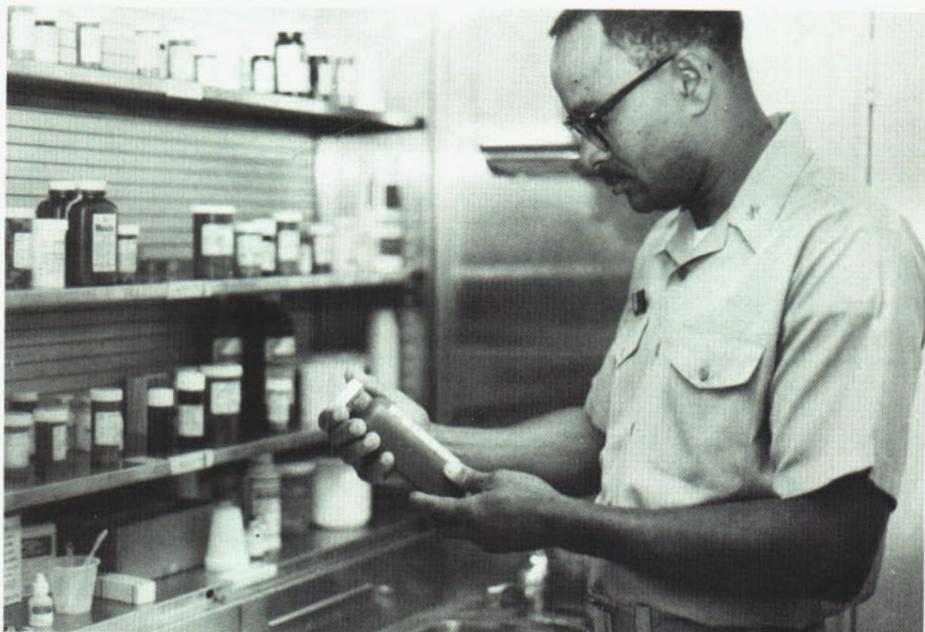
If a patient needs treatment ashore or highly specialized care, he is evacuated (usually by helicopter).

The medical department aboard *Tarawa* wouldn't be complete without a pharmacy, one of the busiest sections in the department. More than 6,300 prescriptions were filled by the ship's pharmacy technician last year. The medicines are comprised of more than 400 drugs and over-the-counter items.

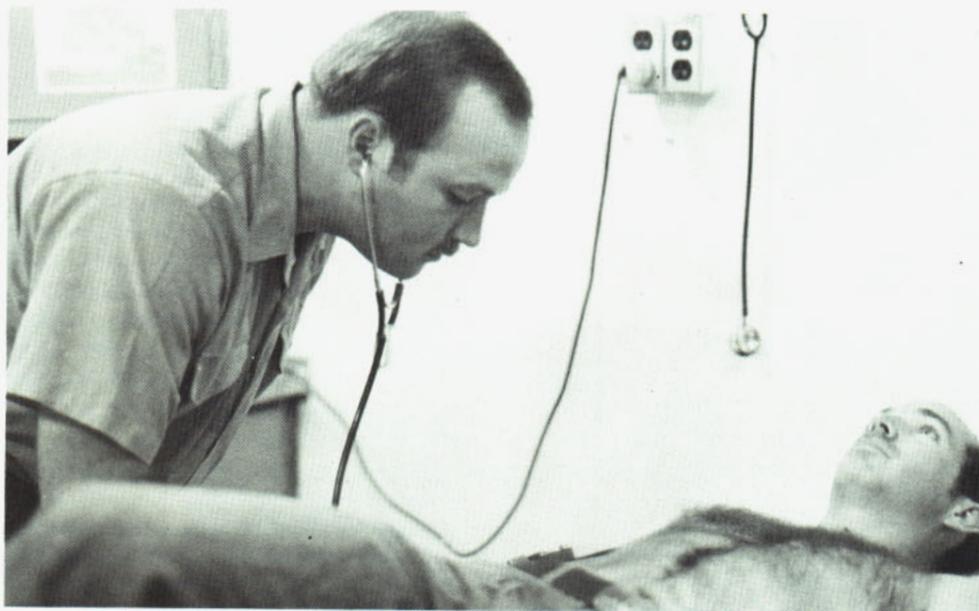
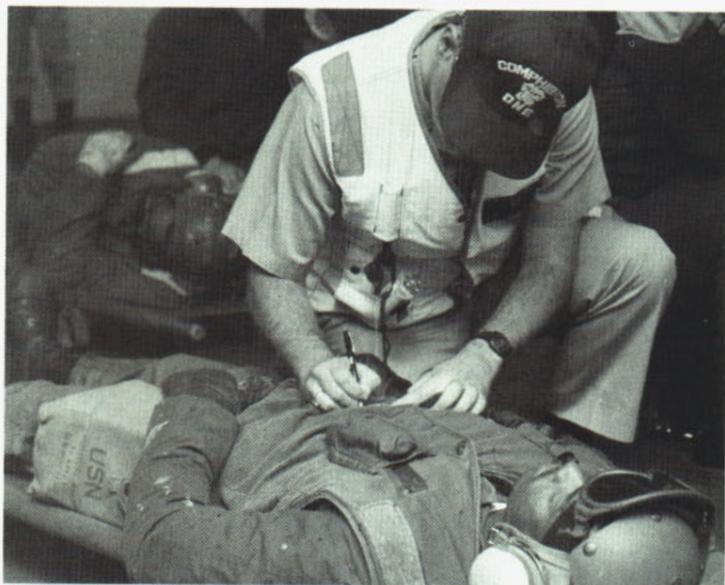
In addition to treating patients, *Tarawa's* sickbay staff also conducts physical examinations—and even has an audio booth for hearing tests.

It is not unusual for *Tarawa's* medical personnel to render primary treatment care at 3 a.m. Since *Tarawa* works 24 hours a day, "shipboard medicine, therefore, doesn't stop either," Brostoff said. "We have to be ready at any time—and we are." □

Guiam is assigned to the 7th Fleet PA Rep., Subic Bay, R.P.

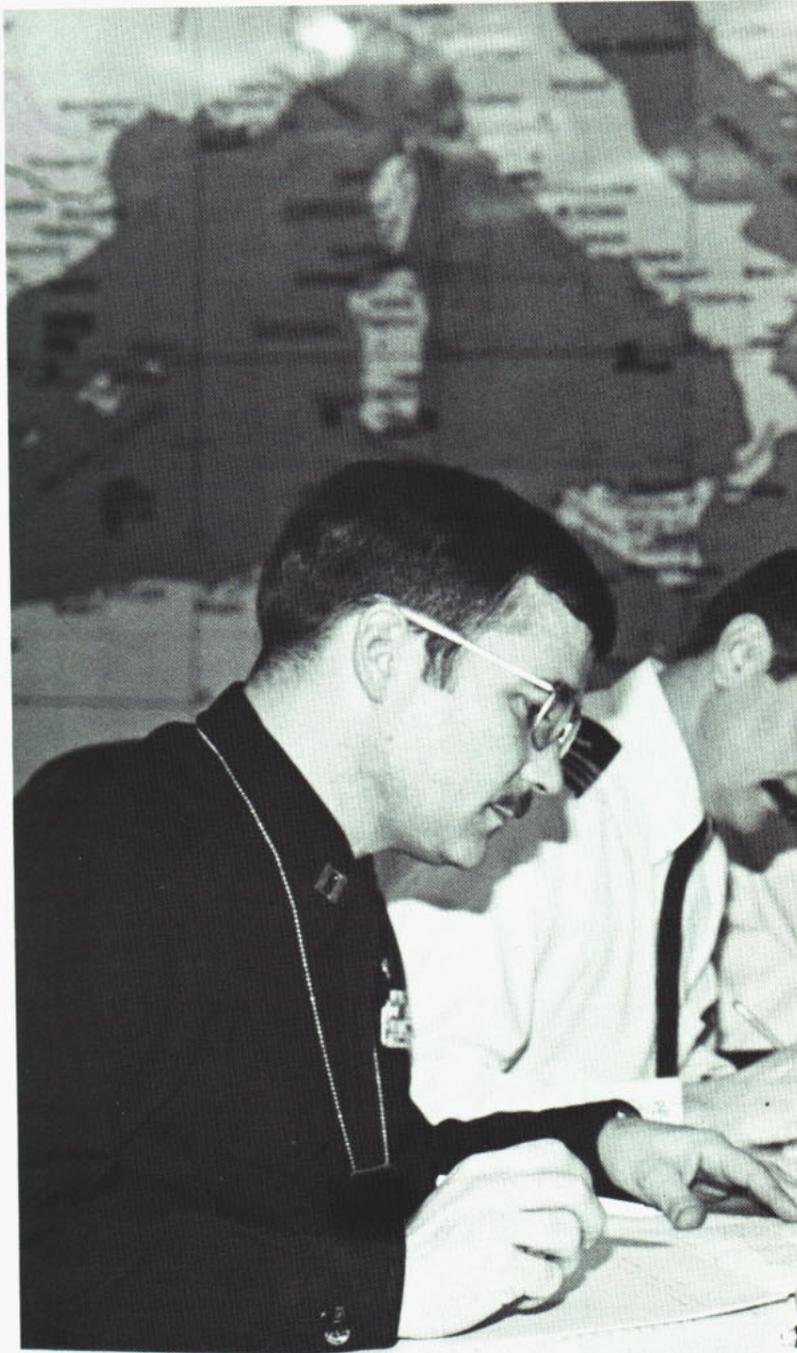


Members of Tarawa's 17-man medical team are involved in every aspect of patient care; in the pharmacy, during mass casualty drills and in sickbay. Opposite page: Lt. Mark Brostoff (center) discusses equipment procedures with colleagues. Brostoff is the ship's medical administrative officer.



WintEx-CimEx '85

One Navy in Europe

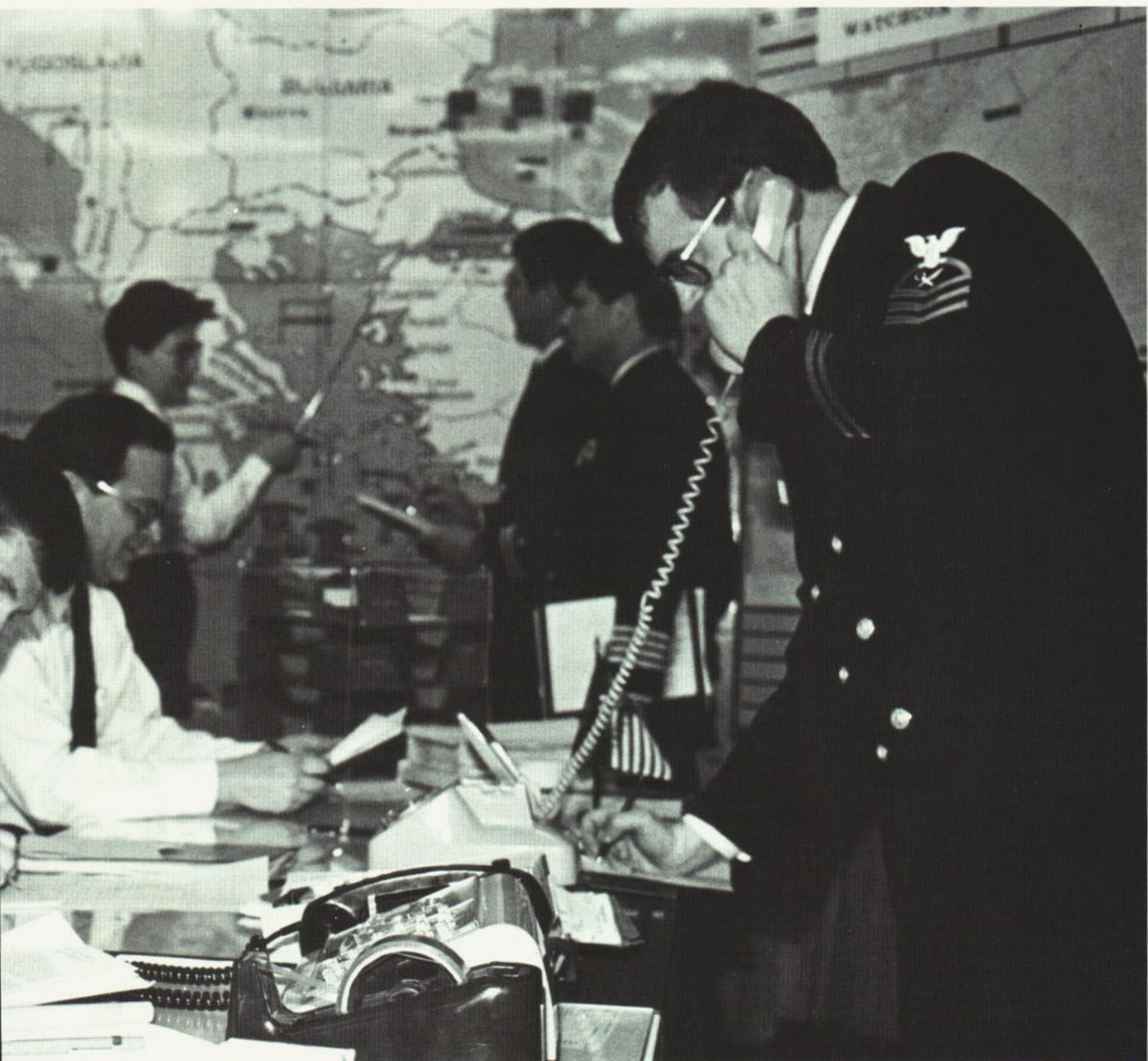


Story by **Cmdr. Phillip K. Vollrath**
Photos by **PH1 Bill Simms**

“When they hit the deck, they’ll be at a dead run.” This is what Naval Reservists will find if mobilized to Europe in a national emergency, according to Cmdr. Donald M. McArthur, fleet command center operations officer for U.S. Naval Forces Europe. The forecast was borne out in February and March during WintEx-CimEx '85, the eighth joint chiefs of staff-initiated NATOwide command post exercises.

McArthur had a good perspective of what would be required and what could

ALL HANDS



Lt. Steven Hopkins, left, a member of USNavEur staff in London, works with U.S. Navy reservists in the operational control center during WintEx-CimEx 85.

be delivered. His vantage point during the exercise was the fleet command center at USNavEur, where he supported the activities of the forces battle staff composed of active duty and Selected Reserve people.

As in years past, WintEx-CimEx tested command and control procedures, and exercised other departments within NATO governments in procedures intended for times of international tension and crisis. There were no actual fleet or unit operational movements during game play.

Commodore Richard F. Pittenger, USNavEur chief of staff, expressed confidence that Naval Reservists can and will do the job. "The reserve organizations

that support USNavEur and Naval Activities United Kingdom are probably better organized than any other reserve organization that supports any fleet commander in chief. I would have to say they are in good shape for mobilization," he said. Reserve Commodore Tammy H. Etheridge, who would mobilize as commander, U.S. Naval Activities Eastern Atlantic, agreed, adding that WintEx-CimEx also provided reservists a chance to get information from their active duty counterparts that they could take home to supplement their training.

The exercise proved the importance of the One Navy policy to the success of any

major mobilization requirement. Nearly 400 Naval Reservists—officer and enlisted—were mobilized to points throughout Europe, mirroring efforts by fellow reservists in the United States.

Reservists who deployed and served in these units during the exercises coordinated activities from the North American shore to beyond the tip of Norway, across virtually all the Atlantic approaches to Europe and to the eastern tip of the Mediterranean Sea.

One Navy in Europe

For USNavEur, reserve augmentation in war or other long-term crises would be mandatory because of the austere manning of the active duty Navy staff. A total of 257 officers, enlisted and civilian people are assigned to the staff in peacetime. This number contrasts sharply with U.S. Army and Air Force component commands in Europe, whose staffs total 1,256 and 1,438, respectively. Although European peacetime naval operations and contin-

gencies are directed continuously from the Navy's London command center, sustained crisis or hostilities would mandate an eventual call for "the rest of the staff"—reserve augmentees.

This requirement is more apparent in light of the London headquarters' complex missions. USNavEur stands astride the demarcation line between the U.S. European and Atlantic unified commands. As the naval component commander for

the U.S. European command, the USNavEur looks north to the Baltic, east to Central Europe, and south to the Mediterranean.

In a second role as U.S. Commander, Eastern Atlantic, the command looks west and north to the eastern Atlantic, Norwegian Sea, and waters off the British Isles. In addition, USNavEur is an administrative commander in the Navy department chain of command, responsible



to the chief of naval operations for management, administration, personnel, and logistics.

Planning for WintEx-CimEx '85 began in 1982. This was the first exercise in which hundreds of reservists were taken to Europe to participate. Most reservists who mobilized performed their duties in England; others served in Scotland, Portugal, Germany and Norway.

Naval Reserve planning for WintEx-

CimEx occurred in reserve centers throughout the United States. Computer systems simulated adversary battle activities and responses from U.S. Navy units for realistic training. Reservists studied communication and operation procedures and prepared for the tasks that awaited them in London and elsewhere.

London exercise play was held at USNavEur by round-the-clock battle staffs in the operations control and logistics readiness centers. The directing staff monitored and evaluated exercise activities. Many aspects of the exercise relied upon computer generations, assisted by some programming software designed by reservists, according to Marine Corps Lt.Col. Jonathan C. Chase, staff supervisor.

"The reservists who are working with us bring to us a 'can do' attitude. They have tremendous depth of professionalism," Chase said.

Cmdr. Kim Sargent, executive officer of USNavEur's reserve detachment at Great Lakes, Ill., was a directing staff watch officer for his third WintEx-CimEx.

"We are getting dedicated people into the Naval Reserve—they seek realistic training and take it seriously, which is generating success in goal achievement, recruiting and retention," he said.

Ensign Evelyn Walsh, fleet exercise coordinator and Sargent's active duty counterpart on the USNavEur staff, agreed, "I could not do my job without Navy reservists," she said. "In my opinion, reservists have the best of two worlds. They have good civilian jobs and, by being in the Navy, they have opportunities to experience things other people will never do—like this exercise."

Another major player in WintEx-CimEx was Reserve Rear Adm. Robert L. Zralek, chief of staff for USComEastLant, and a corporate official in civilian life. "Today, reservists' motivation, patriotism and training are better than I have seen in 38

years," he said.

"While our reservists are home drilling, they know what their jobs here are, and that's important to us," Pittenger said. "We have a unique relationship with the reserves that support USNavEur and USEastLant.

"The reservists are paired with a specific organization within the staff so that when they drill they know exactly what their mobilization billets are, and they train for what they have to do over here. In fact, we couldn't perform our wartime mission without this augmentation," he said.

"The way we are conducting this exercise is an example. We don't have reservists standing watches in one group or watching active duty people do the job. We have reservists and regular Navy people integrated in the same watches. I'm convinced that, at least in this piece of the world, we have One Navy," Pittenger concluded.

The total commitment of the reserve forces to the European theater is demonstrated, perhaps more graphically, by the fact that an entire operating division of USNavEur, the construction management division, is comprised of Navy reservists. The division would be activated only in wartime.

Should this reserve unit be mobilized, USNavEur would assume the responsibility for Army, Navy, and Air Force facility requirements in the Mediterranean, commanding about 20,000 Army and Navy engineers and construction personnel.

WintEx-CimEx '85 demonstrated that mobilization is the Naval Reserve's number one concern, and mobilization training is the number one priority. Should the nation's security dictate, these company executives, shopowners, electronic technicians, automobile salespersons, mechanics, stockbrokers, secretaries and citizens of all walks of life are ready and willing to meet whatever challenge confronts them. The One Navy approach displayed at USNavEur is no small reason why. WintEx-CimEx '85 proved the point. □

Vollrath is a Naval Reservist; Simms is active duty assigned to USNavEur, London.



Far left: YN2 Mary Busby and Lt. Ellen Vadney (seated) interpret exercise information. Top: U.S. Navy reservists outside USNavEur headquarters. Left: Capt. Doug Peterson and Cmdr. Steven Hovany discuss a mobilization problem.

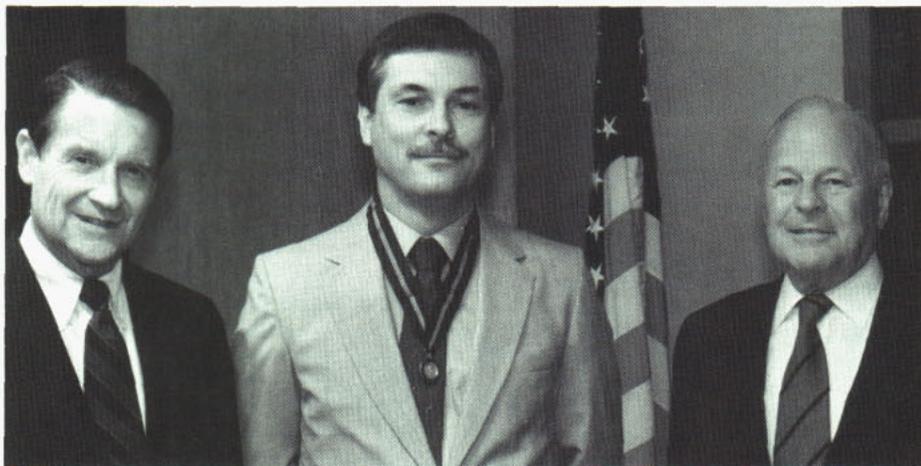
Bearings

Tanner receives civilian award

William H. Tanner was awarded the Distinguished Civilian Service Award recently for his work which resulted in the arrest of an agent for the East German Intelligence Service. For two years, Tanner voluntarily served as a double agent for the United States, and participated in joint FBI and Navy counterintelligence efforts against EGIS.

Tanner, 44, is a project manager for naval electronic systems equipment and field change installations at Naval Electronic Systems Engineering Center, Charleston, S.C. He met with EGIS agents beginning in 1981 in Washington, D.C., Mexico City and East Berlin, and was paid nearly \$22,000 for by-then unclassified information he furnished to the German Democratic Republic agents.

Tanner's handler, East German exchange professor Alfred Zehe, was ar-



rested by FBI agents in Boston Nov. 30, 1983. On Feb. 21, 1985, Zehe pleaded guilty to eight counts of espionage and on June 11, 1985, was released to the German Democratic Republic in a prisoner exchange.

Under Secretary of the Navy James F. Goodrich presented the award, and William H. Webster, director of the Federal Bureau of Investigation, gave Tanner a

Tanner (center) is flanked by William Webster (left), director of the FBI, and Under Secretary of the Navy James F. Goodrich.

plaque and letter of appreciation.

Webster noted that "Mr. Tanner's effective participation and personal unselfishness in the service of his country contributed significantly to the success of this operation." ■

Pluggie the robot

Naval Air Station Oceana, Va., has an answer to R2D2—"Pluggie," a fireplug robot that trains children in fire prevention and safety.

Pluggie, who visits the station's child care center, teaches children to react to fire situations through training and know-how rather than by instinct.

His routine includes a "stop, drop, and roll" song, which encourages youngsters to demonstrate how to smother burning clothes by covering their faces with their hands, dropping to the floor and rolling.

At 3 feet, 50 pounds, Pluggie gives simple, straightforward messages. His cap rises to reveal wide, blinking eyes as he tells about the dangers of playing with matches.

The robot is kept alive by rechargeable batteries and is fully mobile through a remote control system. His two-way, wireless voice system allows the operator to

talk and listen.

While Chief Fire Inspector Joseph Silvasi holds fire prevention programs with the children, another firefighter in a separate room assumes Pluggie's personality through the transceiver and remote controls.

"Mastering the remote control system took some practice for us," said Silvasi. When Pluggie faces the same direction as the instructor, the control stick is moved normally left to right. However, when he faces the instructor, his operation must be controlled in reverse—a left push of the stick makes Pluggie go to the right. The robot's singing and music come from a midsection cassette player and amplifier.

Pluggie's \$2,500 price tag is inexpensive if his training saves just one life. With his blinking eyes and rising cap, he's not just another pretty face, he's a valuable training tool. ■



"Pluggie" gains the confidence of Matthew Keith at a fire prevention and safety program.

—Story by Annette Hall,
NAS Oceana, Va.

Alert Navy men save 3 lives



Thomas Dean and CT1 David Gilmore

Two-month-old Thomas Dean is alive today thanks to Cryptologic Technician 1st Class David Gilmore's command-sponsored training in cardiopulmonary resuscitation. Thomas, congested with bronchitis and pneumonia, was not breathing

when Gilmore responded to a cry for help from the child's mother and started CPR on the baby. A rescue team arrived by the time Dean's eyes had opened, and he was taken to a Baltimore hospital where he recovered. Gilmore works for Naval Security Group Activity, Fort Meade, Md. ■

Aviation Machinist's Mate 2nd Class Timothy M. Downs, who rescued an infant and a 4-year-old child from a burning mobile home in March 1983, received the 1985 Non-Commissioned Officers' Association Military Vanguard Award for heroism.

Downs, while stationed at Naval Air Station Patuxent River, Md., saw the mobile home on fire and made a room-by-room search for the children.

The Vanguard Award recognizes enlisted personnel from each branch of the uniformed services who have performed a heroic act which saved a life or prevented serious injury.

Downs also was awarded the Navy and Marine Corps Medal for his heroism. He is assigned to Helicopter Anti-Submarine Squadron Light 36 in Mayport, Fla. ■

Reservists eligible for new GI Bill

Naval Selected Reservists are eligible to receive up to \$140 per month in college benefits under the new GI Bill that went into effect July 1.

Current members of the Selected Reserve and those entering the reserve between July 1, 1985, and June 30, 1988, are eligible if they:

- enlist, re-enlist or extend in the Selected Reserve for six years;
- receive a high school diploma or equivalent before completing initial active duty for training;
- do not have a bachelor's degree or higher; and
- complete 180 days of Selected Reserve service.

Financial assistance can include up to \$140 per month for 36 months of full-time college enrollment; \$105 for 48 months of three-quarter time college enrollment; and \$70 for 72 months of half-time college enrollment. No payments may be made to participants for less than half-time enrollment. ■

Belknap chosen as 6th Fleet flagship

USS *Belknap* (CG 26) is slated to become flagship for Commander, 6th Fleet. The assignment, which involves shifting *Belknap's* home port from Norfolk, Va., to the Mediterranean area, will be effective spring 1986.

The guided missile cruiser entered the Norfolk Naval Shipyard in April for berthing and command and control modifications needed for the new assignment. It is now in overhaul to upgrade the existing engineering plant and combat systems.

This winter, *Belknap* will have a short, intense operational period to include refresher training at Guantanamo Bay, Cuba. Afterwards, the ship will prepare for overseas movement and relieve USS *Coronado* (AGF 11) as the 6th Fleet flagship. ■



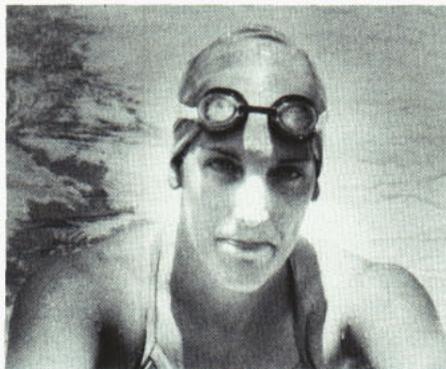
Bearings

Non-stop training for the 'Ironman'

Lt.j.g. Karen Lehman, a 5-foot 5-inch, 120-pound athlete, will be one of thousands competing in the Ironman triathlon scheduled for October in Hawaii.

A computer programmer/analyst at Camp H.M. Smith, the 25-year-old Lehman won a berth in the competition by finishing first in her age group in the Keauhou-Kona Triathlon held on Big Island (Hawaii) last February.

Ironman has been hailed by ABC-TV's Wide World of Sports as "the world's most grueling sports event." The competition tests strength and stamina in a 2.4-mile open ocean swim, 112-mile bike ride and 26.2-mile run on Hawaii's Big Island.



Lehman takes a break during swimming workout.

About three-quarters of the competitors for this race have been guaranteed a place in the world championship competition through qualifier races.

"It's hard to compete when you know there are professional athletes—great bikers from France, swimmers from Germany, people from all over the mainland—whose only jobs are to train for races like this," Lehman said.

"I don't know about finishing first overall, but I know I have a good chance of finishing first among Hawaii's women entrants. And I hope to do well among other military entrants, too."

Lehman and several local triathletes have formed a club called Team Hawaii.



Lehman pumps iron at local gym club.

The club's function is to give its athletes a good, hard, organized workout on week-ends. Lehman said it's nothing to put in an open ocean swim, a 50-mile bike ride and a 15-mile run—give or take a few miles. It's then that Lehman has the greatest chance to build her endurance through practicing distance, but she still follows a rigorous training schedule throughout the week: biking or running five to eight miles at noon, followed by a quick swim on some afternoons, and swimming in the evenings at Pearl Harbor.

"I also try to get to the weight room a couple of times a week, and I put in two or three hours a week on my 'turbo-trainer' at home (used to do interval training or speed work on the bike without a track or traffic).

"It's good for me to work out with the guys in the club," she said. "They really push me, and we encourage each other. I'm right up there with them in my biking because I've been training with them.

"I'm a pretty strong swimmer; I swam in high school. That leaves my running. That'll probably be my hardest part of the race."

One of Lehman's mentors, Lt.Col. Robert Cahill, who's also an entrant in the

race, first encouraged Lehman to look into the longer triathlons because of her natural abilities.

"That's what I think, more than anything, gives her the potential to be a top, professional triathlete," he said.

Lehman said she's burning a steady stream of carbohydrates. "About a month before the race I'll cut back on fats, sugar and sodium. My body is constantly in a state of depletion because working out makes my days almost non-stop. I usually get up at 5 a.m. If I'm not at work, I'm training. I get to sleep about nine or ten at night. Weekends are my heavy workouts, and that's when I get around to things I don't have time for during the week, like wash, grocery shopping and paying bills."

Lehman said the race is more mental than anything. "You can be physically fit and never finish the race. You've got to pace yourself and not think about the time. Sure you want a good time, but the big thing is to finish. I do it for the self-satisfaction." ■

—Story and photos by JO2 Lesa Jean Kirsch, CinCPacFlt PAO, Pearl Harbor

John F. Kennedy sailors visit elementary school

Eyes were bright and wide with amazement; necks were straining forward; and minds were hanging on every word.

That's what it was like when four sailors from USS *John F. Kennedy* (CV 67) visited 66 third grade students at Ghent Elementary School in Norfolk, Va., to talk about their jobs as members of the U.S. Navy.

The summer school lectures on navigation, propulsion, deck seamanship and weapons systems coincided with the class' study of world ports.

A two-hour time period was set aside for the *John F. Kennedy* instructors. Each of the four instructors gave a 15-minute lecture, then the class was divided into four groups for more personal and hands-on instruction.

According to students Paul Griffin, Sailey Albright and Khadija Bonham, the most interesting lecture was by Fire Control Technician 2nd Class Jimmie Lamb, who talked about and showed photos of



the weapons system. He explained the physical resemblance of the *Phalanx* close in weapons systems to that of R2D2 of "Star Wars."

Boatswain's Mate 1st Class Darrell Nichols, who taught the intricacies of knot tying, was the only member of *John F. Kennedy*'s education team who had any previous experience teaching children. Nichols mixed his knot-tying techniques with a little comedy routine. The children enjoyed the "dragon bowline knot." That

particular knot is a bowline, dragged across the floor. "I like what I do in the Navy, and I especially like telling and teaching kids about my job," Nichols said. "The kids in this class respected each other, and they really wanted to learn."

Quartermaster 3rd Class Mike Moriarty had a navigation chart of Hampton Roads and a sextant to show the children. The students used the sextant, an instrument used by ancient and modern day mariners for celestial navigation, to plot portions of their classroom. "It made me feel good knowing that these kids were interested in what I do. I wish I had had a similar experience when I was in elementary school," Moriarty said.

"They (the students) are very intelligent and well-informed about the world around them," said Lt.j.g. Gregory Kiser, boilers officer, who explained the ship's propulsion system. "They were very interested in what makes a ship move and how it works."

The class was a learning experience for sailors and students, and it was hard to tell who enjoyed the class most. ■

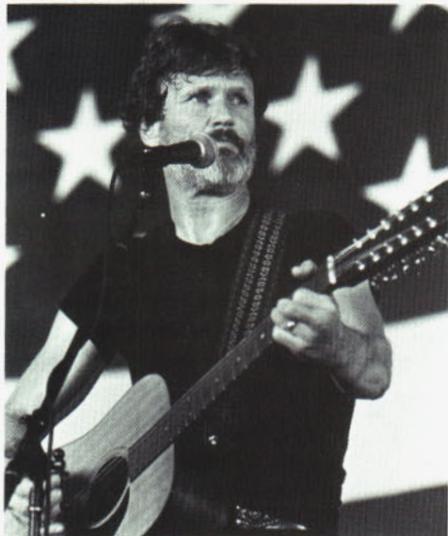
—Story by JO3 Jon Rapoport,
USS *John F. Kennedy* (CV 67)



Above: FTM2 Lamb shows pictures of John F. Kennedy weapons systems to third graders. Left: QM3 Moriarty gives a talk on navigation and the sextant.

Bearings

A little bit closer to home



When Kris Kristofferson and his 12-man band joined Navy men and Marines deployed in the Indian Ocean, they didn't just share their music, they shared a little piece of America with their songs.

The singer, songwriter and actor performed for the crew of the 7th Fleet aircraft carrier USS *Constellation* (CV 64) and other ships in the Indian Ocean battle group during a USO/DoD overseas shows tour of the Western Pacific and Indian oceans.

Kristofferson, who served in the Army as a helicopter pilot, said he went to the

Kristofferson plays for sailors and Marines aboard *Constellation*.

battle group because he remembered how it felt to be overseas.

"I was stationed in Germany," he said. "It meant a lot to me when the stars gave up their time. It showed how much they cared about the people serving."

How did the crews feel about Kristofferson's show?

"It was excellent. I could tell a lot of time had gone into the show because it was well-organized," said Personnelman 1st Class Frederick Koenig.

Koenig added, "He sings about life's joys and sorrows. I could tell his music comes straight from the heart.

"For a sailor so far from home, his music made home a little bit closer." ■

—Story by PH2 Alexander C. Hicks Jr.,
7th Fleet PA Rep, Subic Bay, R.P.

Hampton NROTC grads commissioned

The U.S. Naval Reserve Officers Training Corps unit in Hampton Roads, Va., marked a historic event in May with its first graduating class and the commissioning of 13 ensigns.

The Hampton Roads NROTC unit, commissioned in July 1982, is composed of a unique combination of Hampton University, Norfolk State University and Old Dominion University students.

Senator John Warner (R-Va.) delivered the commissioning address, in which he congratulated the graduates. Warner, a former Secretary of the Navy, Navy electronics technician, and Marine officer, said, "It is my hope that one or more of you will someday become a flag officer in the U.S. Navy. By virtue of your achievements, there's no reason why you cannot continue on in the Navy and reach whatever level you desire."

The commissioning oath was administered by Vice Adm. James A. Sagerholm, Chief of Naval Education and Training.

The newly commissioned ensigns and their prospective assignments are: Kelly Epps, Naval Military Personnel Com-

mand, Washington, D.C.; Deborah Comfort, VF-45 NAS Key West, Fla.; Tracey Etheridge, Training Wing 4, NAS Corpus Christi, Texas; Russell Rovedatti, naval flight school, aviator; Henry Jackson, naval flight school, aviator; Jeffrey Bruner, naval flight school, aviator; Timothy Ev-

ans, surface warfare school; Frederick Harr, submarine warfare, nuclear power school; Craig Herrick, surface warfare school; Timothy Howlin, surface warfare school; Elaine Mason, naval flight school, aviator; and Mark Moore, Navy Supply School, Athens, Ga. ■

—Story by Lt. Ken Sutton and
Ensign Deborah Comfort



The Padrino award

Celso S. Ovalle, an engineer with the Pacific Missile Test Center at Point Mugu, Calif., recently received the Padrino Award from the Mexican-American Engineering Society.

The presentation, a gold medal, was made during the ninth annual engineering symposium in Anaheim, Calif.

"I feel humble in receiving this award," Ovalle said. "It might sound like just so much rhetoric, but I feel that I am getting this award for doing those things which were, first of all, my responsibility and, secondly, which I thoroughly enjoyed."

Ovalle, who heads an engineering division at the test center, is credited with serving as "Padrino," or mentor, to hundreds of young students and potential engineers and scientists. He founded the

Ventura County chapter of the Mexican-American Engineering Society, has served as chapter president for several years and has published articles on engineering.

The society, founded in 1974 by a group of practicing professional engineers, advances engineering and science education and employment opportunities for Mexican-Americans.

His awards include: 1982 Ventura Chapter Member of the Year, named in the 1983 California "Who's Who"; MAES Ventura Chapter Engineer of the Year, 1983; EEO Supervisor of the Year, 1981; the Federal Managers Association Community Leadership Award, 1980; Point Mugu Equal Employment Opportunity Involvement Award, 1979; U.S. Navy Executive Fellowship, 1975; and Point Mugu Outstanding Performance Award, 1973. ■

—Story by Bob Armogeda

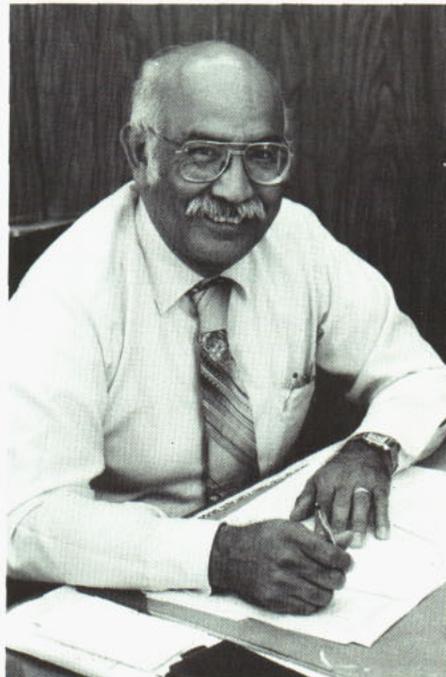


Photo by PH3 Linda Ruschat

Chief Photographer's Mate Parke Singh holds the Eddie award he received for his work on the television miniseries "Fatal Vision." Singh was honored at the American Cinema Editors' 35th awards banquet for "Best Editing of an Episode from a Miniseries." "Fatal Vision" was shown during prime time on NBC last November. Singh, who served aboard USS *Coral Sea* (CV 43) from 1963-65, is a reservist with Pacific Audiovisual Command, San Diego. ■

Tanker named for MSC hero

MV Paul Buck, the first of five new tankers to be chartered to the Navy's Military Sealift Command, was dedicated in June at Tampa Shipyards Inc., Fla. Four other ships under construction are *Gus W. Darnell*, *Samuel L. Cobb*, *Lawrence H. Gianella*, and *Richard G. Matthiesen*. These ships will replace five 30-year-old T-5 tankers and will recognize merchant mariners for their acts of heroism during World War II.

Capt. Paul Buck was posthumously awarded the Merchant Marine Distinguished Service Medal, the highest award in the U.S. Merchant Marine, by President Franklin D. Roosevelt.

The award recognized Buck's determination and perseverance in engaging the enemy. After a German attack and an abandon ship order, he remained at the bridge and went down with the ship rather than enter the only serviceable lifeboat, which was overcrowded.

Gus W. Darnell, master, was cited for his expert ship handling during an attack by a German submarine and his concern

for the safety of his crew after his ship was sunk in March 1942. He was killed in June 1942 when his second ship was torpedoed by a German submarine.

Samuel L. Cobb, master, although mortally wounded during a German submarine attack, attempted to ram the attacker and then ran through fire to his cabin to recover the Navy code and other confidential papers, which he threw overside in a weighted sack. He died later in a lifeboat.

Lawrence H. Gianella, radio operator, ignored an abandon order after his ship had been hit by a Japanese torpedo. When his initial SOS failed to get through, he refused to leave his post and sinking ship.

Richard G. Matthiesen, able seaman, was a volunteer member of a gun crew fighting Japanese bombers and suicide planes off the Philippines. One bomber crashed and exploded at the gun platform where Matthiesen was serving. Wounded and burned, he escaped from the platform, but returned to rescue two crewmembers. He died the next day. ■

Mail Buoy

All Hands best in 1984

All Hands, the magazine of the U.S. Navy, is the best four-color monthly magazine in the government. Who says so? We say so. And so does the National Association of Government Communicators which judged *All Hands* first in the 1984 Blue Pencil Awards category of four-color periodicals.

Sunny Sig

Bravo Zulu on the fine article and pictures from NAS Sigonella. It has been two years since my departure, and I'm still recalling fond memories of "Sunny Sig."

A few additions to your fine story and gorgeous pictures: your caption to the photo on page 25 is correct, but the aircraft in the foreground (side number 962) is a C-131. The C-2 is parked behind 962.

In checking my logbook, I discovered 55.5 hours of flight time in 962, one of less than 10 seeing active naval service. Sigonella, with three C-131's, is the Navy's largest operator of that venerable aircraft, which began rolling off the assembly line in the early 1950s. 962 has the history of having been the flag aircraft of the commandant of the Marine Corps.

The article's two-page picture on pages 22 and 23 is, quite simply, beautiful. Please relay that compliment to PH2 Jeff Salter. It also was nice to see a picture of AT2 Karen Brazeau, even if it was her back. A naval aircrewman, she was the NATOPS instructor for the C-131 *Loadmaster* position.

—Lt. W.P. Holland,
Surface Warfare Officers Schools,
Newport, R.I.

•As Lt. Holland's letter shows, we continue to learn and grow through the pages of *All Hands* as its information is expanded and shared.—Ed.

Last Navy C-118

The article on the Navy's last C-118 brought back memories. While assigned to

Naval Weapons Engineering Facility Albuquerque, N.M., her name was most affectionately "Albuquerque Turkey". With a special weapon release station, telemetry equipment, unusual tumbleweed cargo and a breakdown in Point Barrow, Alaska, she will never be forgotten by those who flew on her.

—ATCS W.D. Nelson,
VA 95

Officer candidate

Page 3 of the June 1985 issue on OCS showed OC Charles Officer with mixed OC and ensign insignia. The ensign stripe on his shoulder boards should have been covered with black tape.

—Lt. Michael W. Bell, USNR
Lorton, Va.

•According to our photographer, OC Officer has his ensign stripes covered. However, since a smooth, plastic tape was used, what looks like ensign stripes is really light reflections off the tape. Our photographic 400 ASA film has picked up the detail of Officer's shoulder boards. —Ed.

Reunions

•C.A.S.U. 3, World War II—Reunion Oct. 28–Nov. 1, 1985, Hot Springs, Ark. Contact J. Murray Johns, 12922 S. 123rd E. Ave., Broken Arrow, Okla. 74011; telephone (918) 369-5467.

•USS Hovey (DMS 11 and DD 208)—Reunion Oct. 31–Nov. 3, 1985, Las Vegas, Nev. 98109. Contact Dusty Hortman, 2827 Monarch St., San Diego, Calif. 92123; telephone (619) 278-0965.

•459th Bombardment Group Association and Associated Units (756, 757, 758, 759)—Reunion Oct. 31–Nov. 3, 1985, Tucson, Ariz. Contact J.F. Devney, 90 Kimbark Road, Rochester, N.Y. 14610; telephone (716) 381-6174.

•USS Sumter (APA 52)—Reunion Nov. 1-2, 1985, at Disney World in Florida. Contact Melvin L. Burks, Box 7, Tahoka, Texas 79373; telephone (806) 998-4567.

•VR 3,6,7,8,22 and NATWING PAC—Reunion Nov. 7-9, 1985, Pensacola, Fla.

Contact Monte Umphress, 1348 Hanchett Ave., San Jose, Calif. 95126.

•USS Arizona (BB 39)—Reunion Dec. 30, 1985, Tucson, Ariz. Contact H.H. Zobel, 4044 Loma Riviera Circle, San Diego, Calif. 92110; telephone (619) 222-7758.

•USS Pittsburgh (CA 72)—Reunion Nov. 27-30, 1985, Groton, Conn. Contact J.C. Ayers, P.O. Box CA72, Wildwood, Ga. 30757; telephone (404) 820-1601/2360.

•USS LST #273—Reunion Dec. 4, 1985, New York City. Contact William T. Gourlay, 225 Walker St., N. Babylon, N.Y. 11703; telephone (516) 587-3575.

•USS Kalinin Bay (CVE 68) and VC-3—Reunion, early April 1986, San Diego, Calif. Contact Theodore H. Gardner, 7 Elmhurst Place, Cincinnati, Ohio 45208.

•USS Hancock (CV 19/CVA 19)—Planning a reunion. Contact Chester J. Sampson, 955 Easton Road, Apt. J-121, Warrington, Pa. 18976.

•USS Henry W. Tucker (DDR 875)—Planning a reunion. Contact Ron Campbell, 3814 Constitution Ave., Colorado Springs, Colo. 80909.

•USS Emmons Association—Planning a reunion. Contact Mr. D. Jensen, 87-26 259th St., Floral Park, N.Y. 11001.

•USS Mitscher (DL 2/DDG 35)—Planning a reunion. Contact Rodger J. Joye, 6 Standard Court, Gaitherburg, Md. 20877; telephone (301) 977-2639.

•USS Hyades (AF 28)—Planning a reunion. Contact Michael Vuono, 317 Glen Oak Drive, Toms River, N.J. 08753. Telephone (201) 270-8356.

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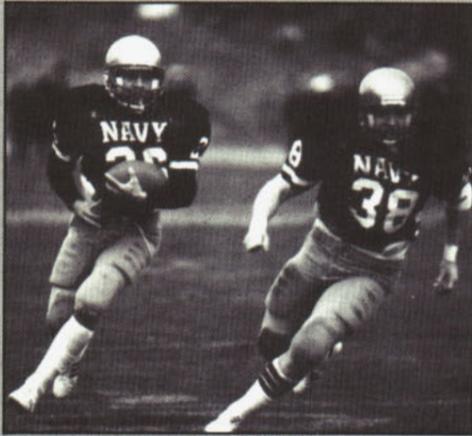
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USNA 1985 FOOTBALL

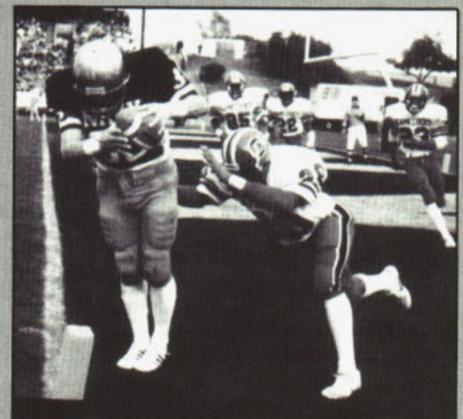
1985 NAVY FOOTBALL SCHEDULE



		NAVY	OPPONENT
Sep. 7	North Carolina	19	21
Sep. 14	Delaware	13	16
Sep. 21	Indiana	35	38
Sep. 28	Virginia	17	13
Oct. 12	Air Force	2:00 p.m. (EDT)	
Oct. 19	Lafayette (Homecoming)	2:00 p.m. (EDT)	
Oct. 26	Pittsburgh	2:00 p.m. (EDT)	
Nov. 2	Notre Dame	1:00 p.m. (EST)	
Nov. 9	Syracuse	1:30 p.m. (EST)	
Nov. 16	South Carolina	1:30 p.m. (EST)	
Dec. 7	Army at Philadelphia	2:30 p.m. (EST)	

Note: Bold type indicates home games.

FOR INFORMATION: Call (301) 268-6060, or write to Ticket Office, Naval Academy Athletic Association, Annapolis, Md. 21402.



Photos by Phil Hoffmann



USNA football schedule ● inside back cover