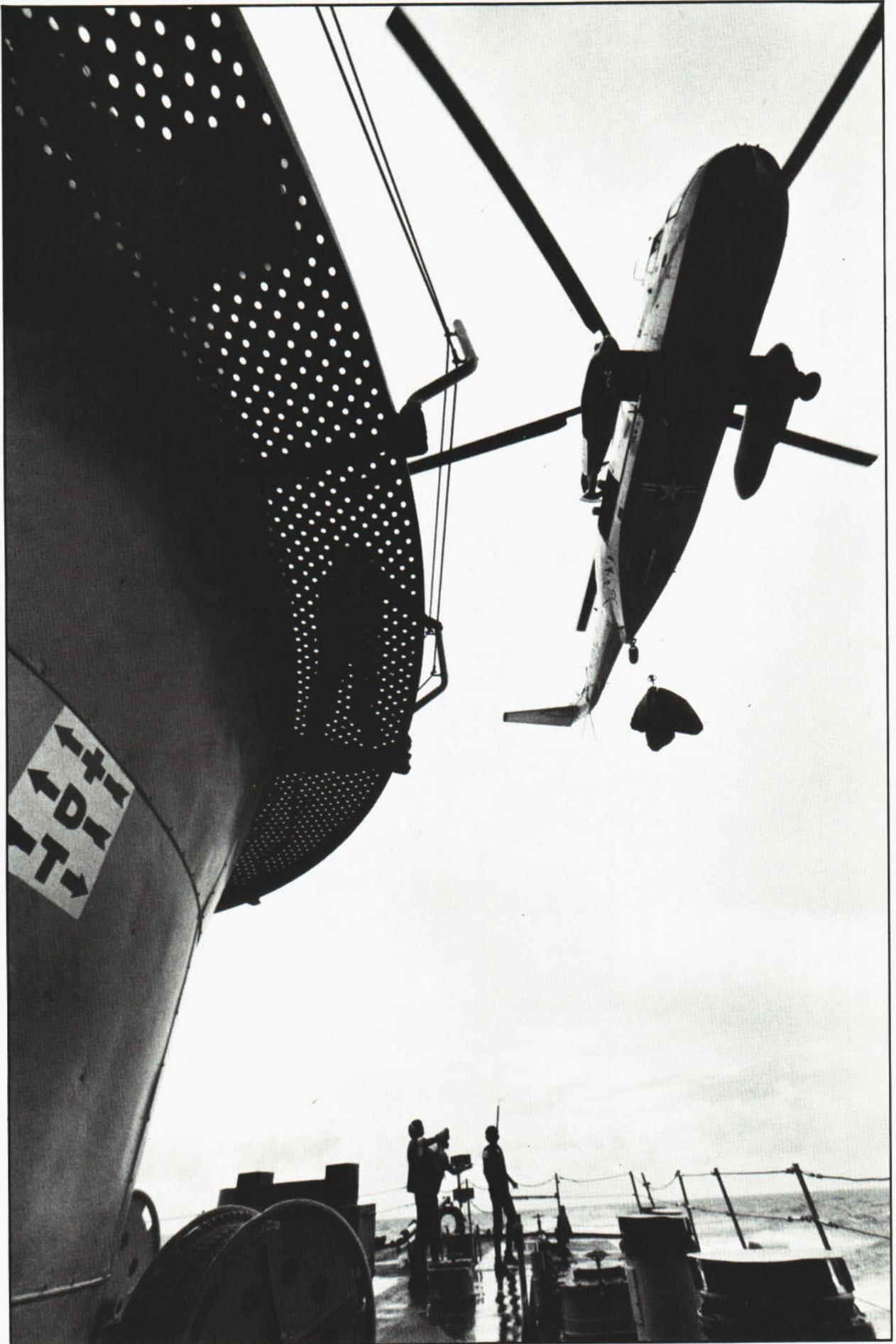


ALL HANDS

MAGAZINE OF THE U.S. NAVY

OCTOBER 1985





ALL HANDS

MAGAZINE OF THE U.S. NAVY

OCTOBER 1985—NUMBER 823

62nd YEAR OF PUBLICATION

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NIRA Print Media Division also publishes *Direction* magazine, *Navy Editor Service*, *Wifeline* and *Captain's Call Kit*.

All Hands is published monthly from appropriated funds by authority of the Navy Internal Relations Activity in accordance with Navy Publications and Printing Regulations P-35. Second class postage paid at Philadelphia, Pa., and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing of this publication have been approved by the Navy Publications and Printing Policy Committee. Articles, letters and address changes may be forwarded to the Editor, *All Hands*, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200 Phone (202) 325-0495; AUTOVON 221-0495; Message: NAVIN-RELACT WASHINGTON DC

Covers

Front: Celebrating the Navy's birthday. Photo by PH2 Rick Dixon and PH3 Beth Sample.
Back: The U.S. Navy pentathlon team won this year's overall CISM competition at NAB Coronado, Calif. Left to right, QM1 Clem Lisor, BM1 Tod Harper and OS2 Mark Curtis hoist the Perpetual Italian Naval Pentathlon Cup. Photo by PH1 Harold Gerwien.
Inside front: Helo flight operations aboard USS *John King* (DDG 3). Photo by PH1 Perry Thorsvik.

2

Destroyermen

The surface Navy's cutting edge

14

Chaplain Leroy Gilbert

Serving with a purpose

20

Jason in the Comoro Islands

Port call and community service

24

CISM

International friendships through sports

34

Drug interdiction

The Navy and the Coast Guard work together

40

Civic action in Costa Rica

Medical treatment in a remote valley

42 Bearings

48 Mail Buoy/Reunions

The surface Navy's
cutting edge

Destroyermen

“Of all the tools the Navy will employ to control the seas in any future war...the destroyer will be sure to be there. Its appearance may be altered and it may even be called another name, but no type--not even the carrier or the submarine--has such an assured place in future navies.”

—Adm. C.W. Nimitz, 1962

AT SEA ABOARD USS JOHN KING (DDG 3), 11:35 p.m.—The shrill whistle of a boatswain's pipe pierces the silence. It runs through the destroyer's berthing spaces, interrupting dreams and demanding attention.

“This is the captain speaking,” says a calm voice. “There has just been a crash on the flight deck of the *Coral Sea*; an F-18 had a ramp strike. There's a pilot in the water and . . .”

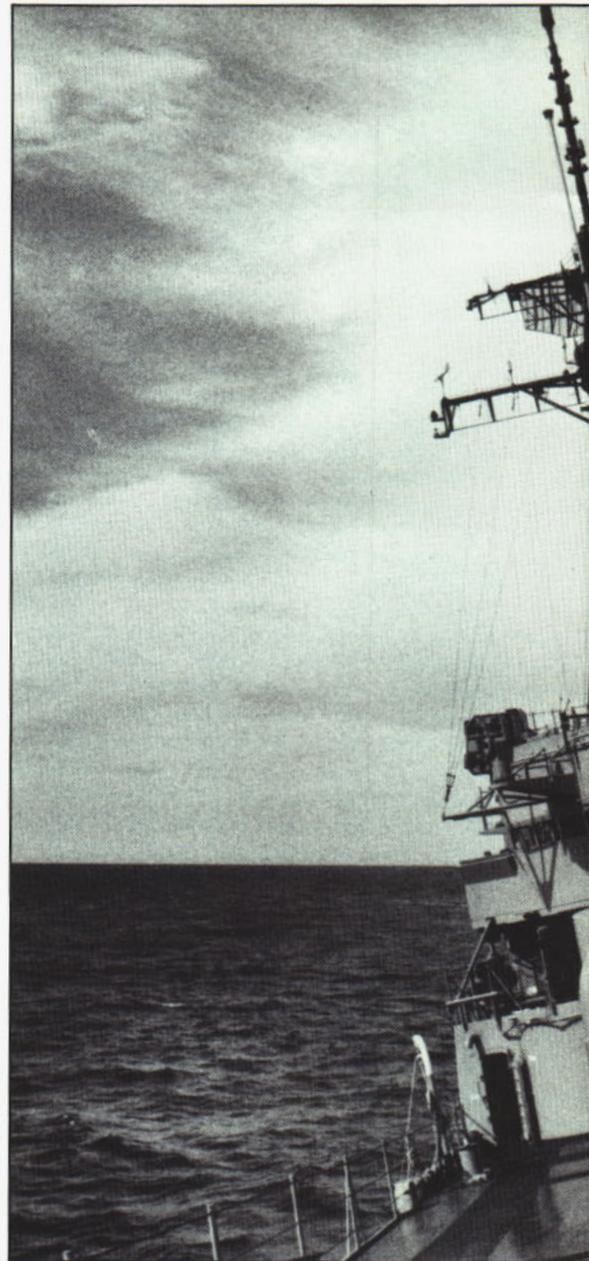
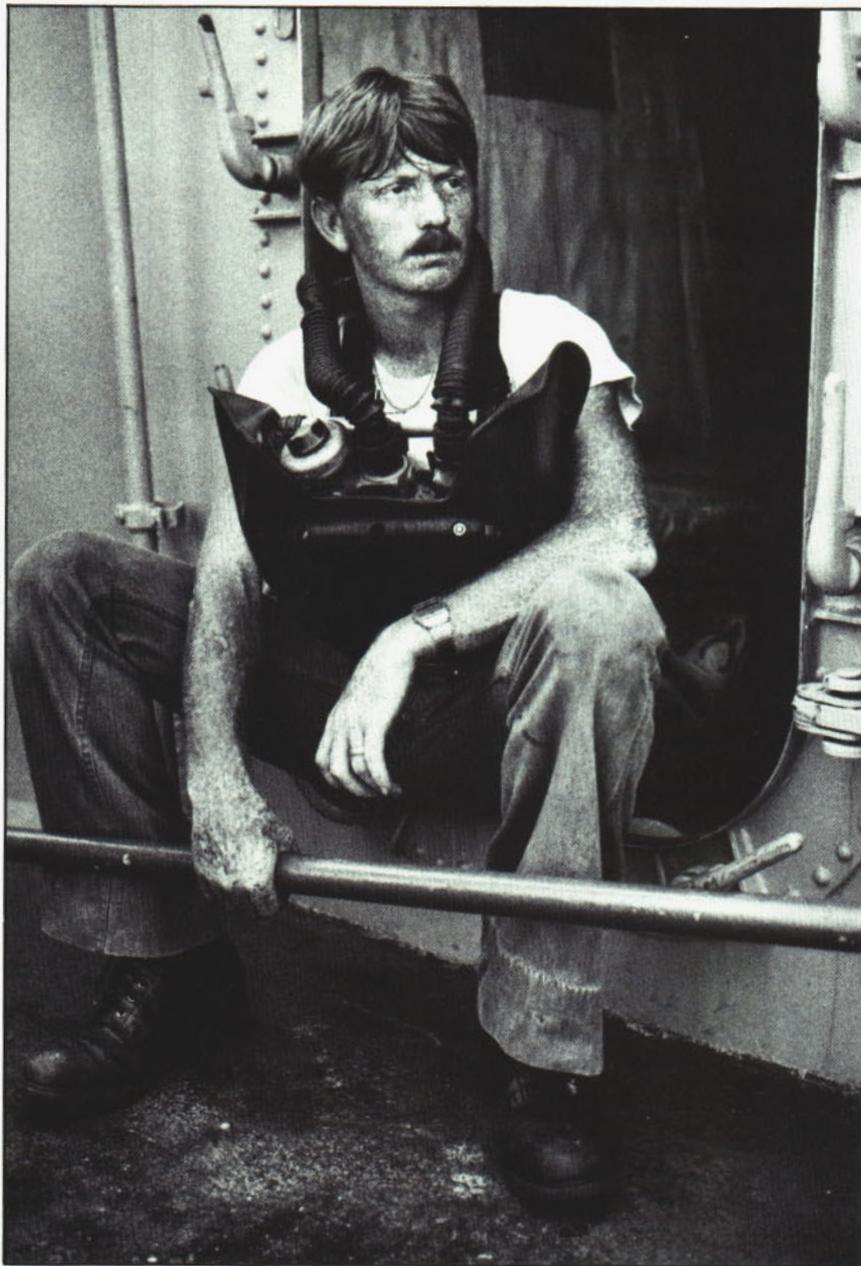
Sailors jump from their three-high bunks, throw on uniforms and clamor up ladders to the main deck. Some have assigned jobs, others just stand by to help.

Topside, searchlights cut through the moonless Atlantic night. Moments later, a helicopter from the carrier plucks the pilot from the sea, and the destroyer's mission is downgraded to search and salvage. Searchlights blaze through the night. The tin can steers an expanding square search pattern to find and salvage what it can of the downed aircraft.

By dawn the destroyer has several pieces







Destroyermen

of wreckage stacked on its fantail, ready for transfer to the carrier. It was a productive night. Still, something bothers Ensign Robert Jobrack, officer of the deck at the time of the crash and boat officer during the six-hour salvage effort.

“They (the carrier) kept saying over the radio that the wreckage was between them and the ‘small boy.’ They didn’t even know the name of our ship,” says Jobrack.

A lot of hard work and little recognition—such is the lot of the destroyer sailor.

Destroyermen don’t have the carrier sailor’s high visibility or the submariner’s mystique, but destroyer sailors do have something they wouldn’t trade for the world—an image.

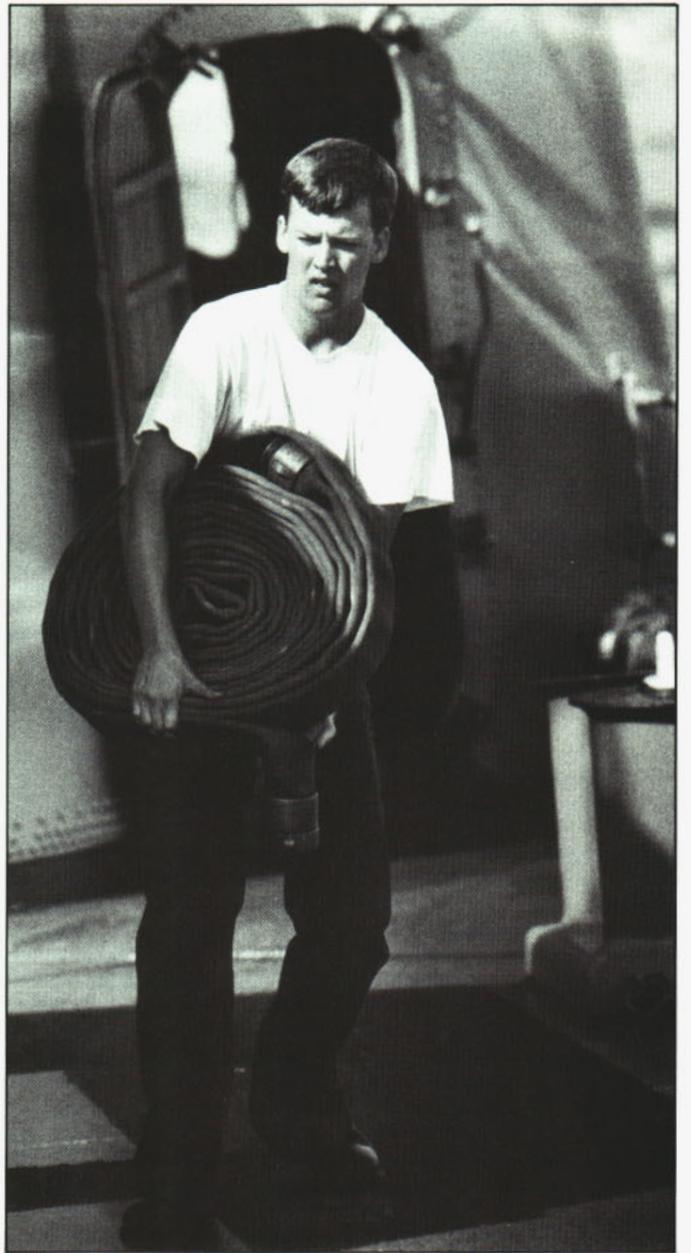
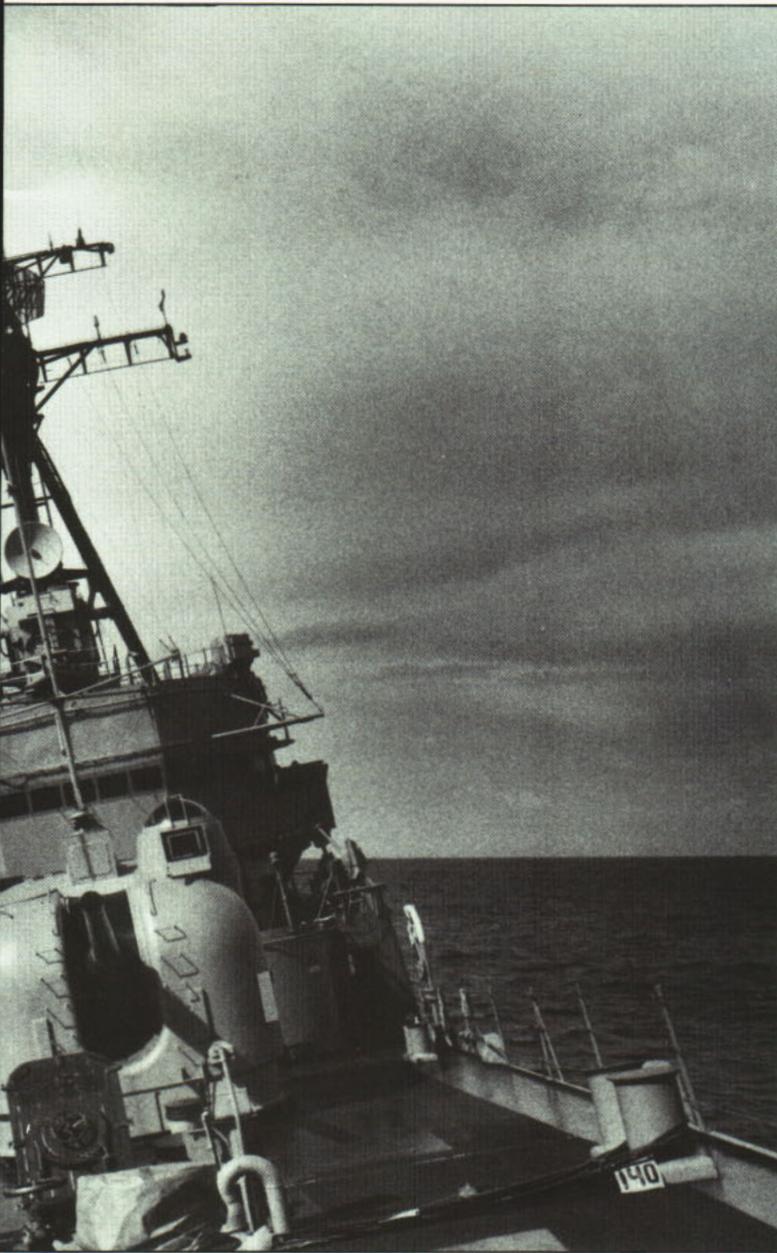
Watching these small warships bob on the open ocean, one can’t help but feel a

tinge of admiration and respect for the men who serve in them.

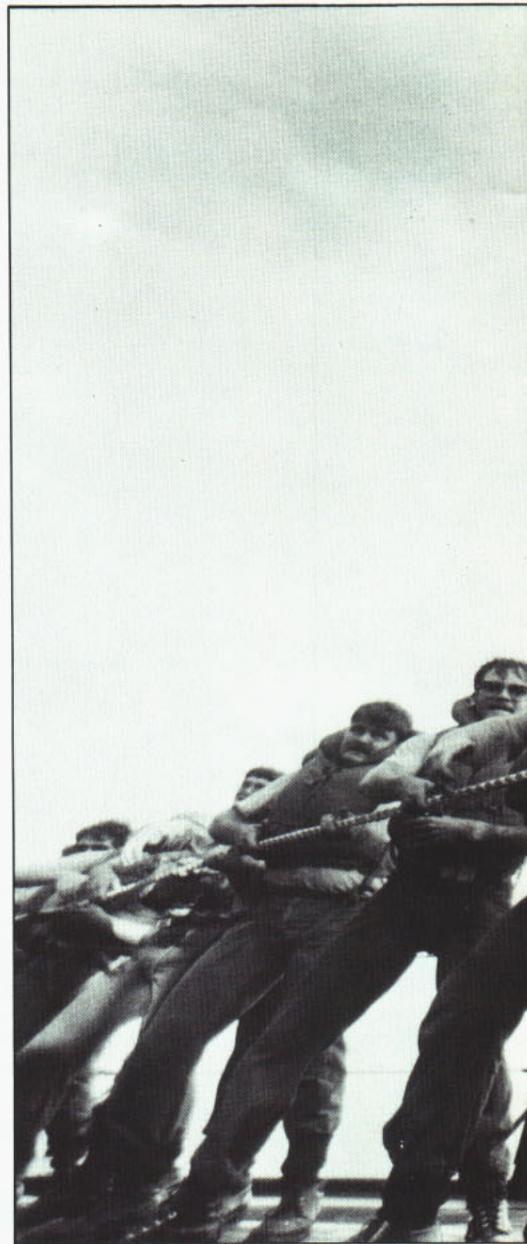
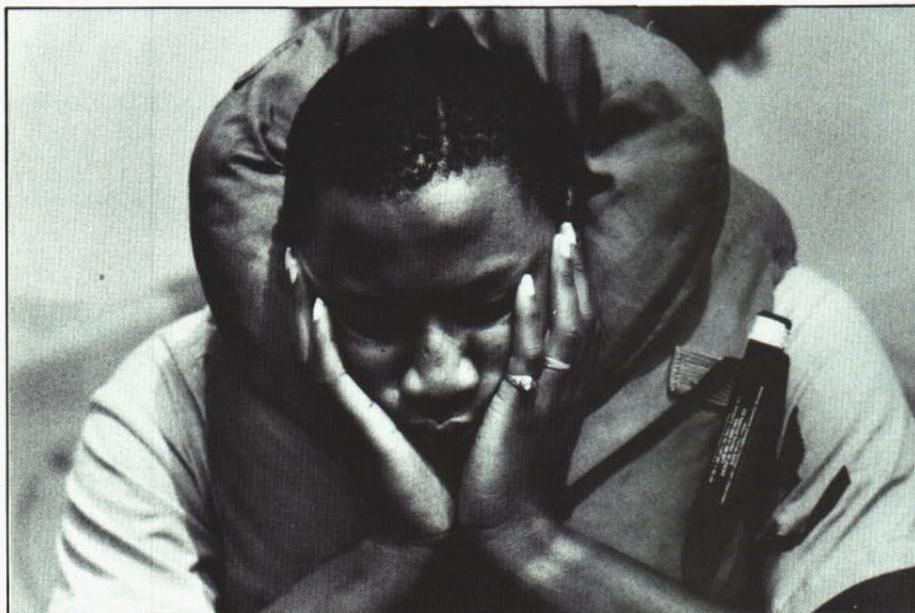
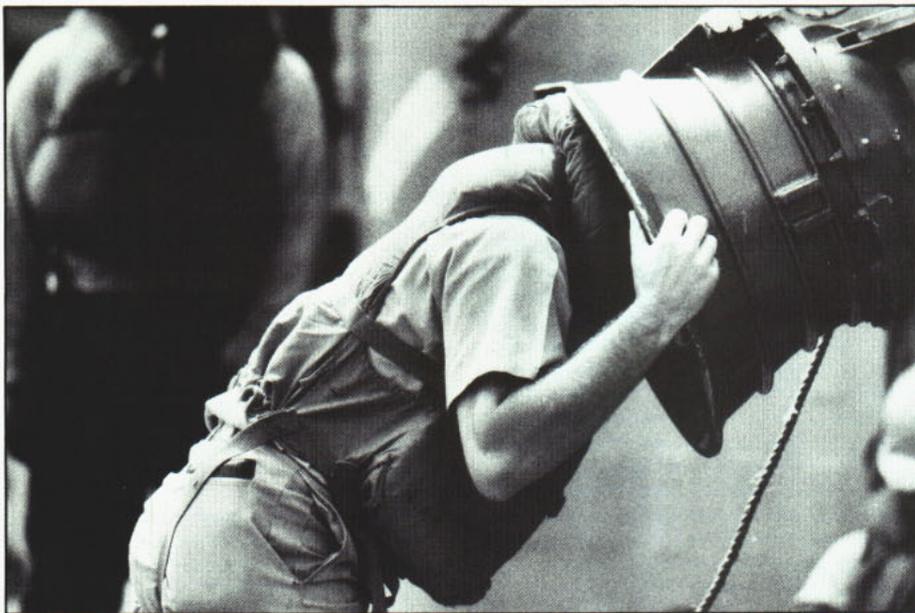
Even with the technological advances of today’s Navy, destroyer men keep their timeless, romantic relationship with the sea. “There is a certain amount of macho image tied to being a destroyer sailor,” says Cmdr. Bruce Hunter, executive officer of *John King*. “We are to the afloat Navy what fighter pilots are to the air Navy. We’re the cutting edge.”

In that capacity, destroyers serve as the eyes and ears of a battle group—multi-purpose support ships that provide anti-air, anti-surface, and anti-submarine protection.

During this at-sea period, *John King* escorted and provided plane guard services to USS *Coral Sea* (CV 43) during its



Sailors perform a variety of jobs, and all are essential to the ship's mission.



Destroyermen

post-overhaul workup period. Steaming 2,000 yards astern of an aircraft carrier as it launches and recovers aircraft is not a particularly exciting job. But it is one of many important destroyer responsibilities that often go unhailed.

“We’re the small boys, so we don’t get much publicity, but somebody has to protect those carriers,” says Master Chief Boatswain’s Mate William Curtis.

To do the job, the 24-year-old warship has two 5-inch/54-cal. guns, an anti-submarine rocket launcher, torpedo tubes, and a twin surface to air missile launcher. Newer ships like *Spruance* and *Kidd* classes are also equipped with LAMPS helicopters.

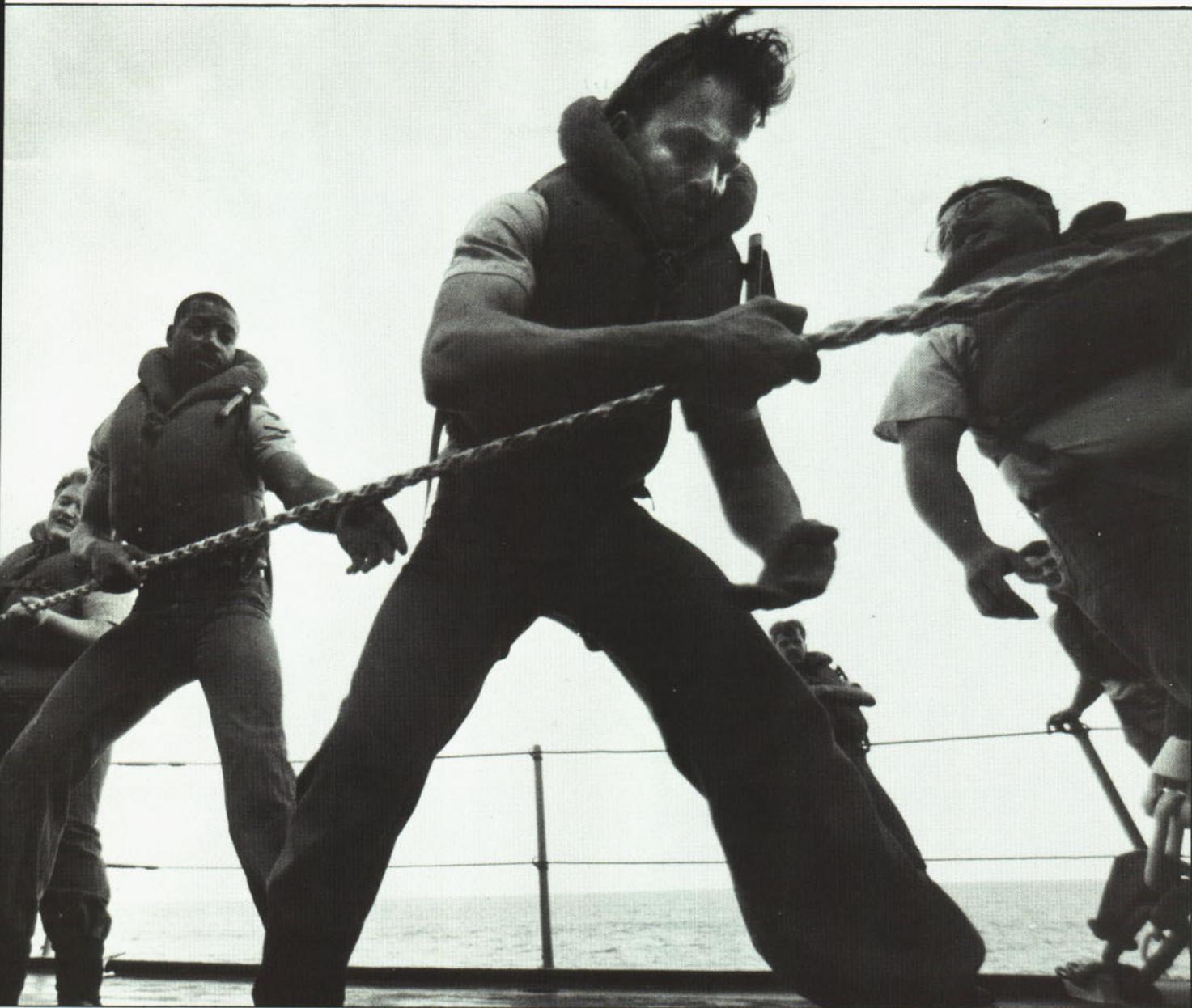
That kind of firepower in such a small ship is what draws young men like Fireman Billy Russell to destroyers. “Last year

during ReadEx, we shot a missile at a drone. That was the most awesome thing I’ve ever seen in my life,” he said.

A destroyer is small, small enough that everyone seems to know everyone else, and many consider that one of the advantages of the destroyer Navy.

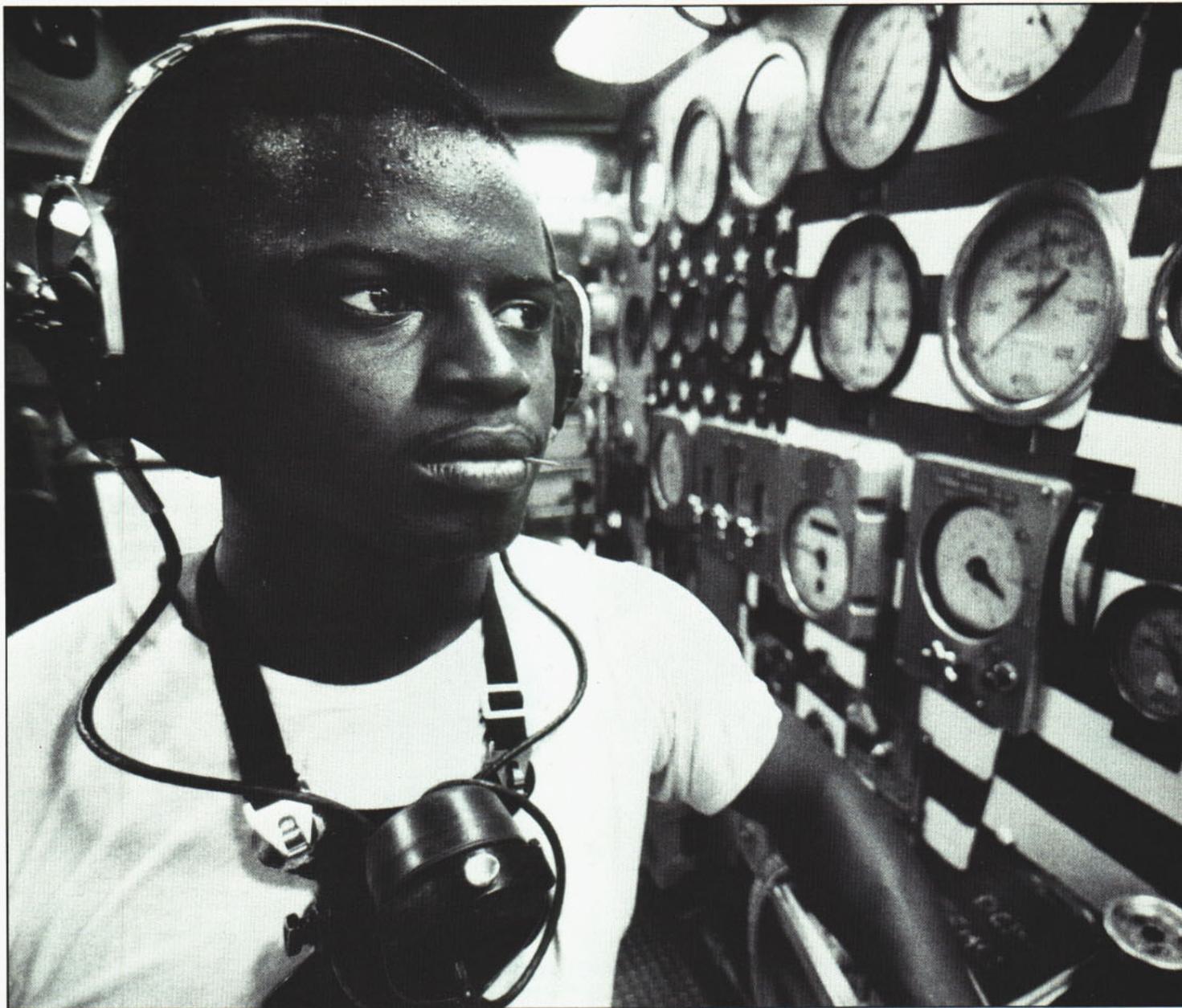
“There is a lot of satisfaction in these ships,” says Hunter. “The destroyer organization is small enough that one man can have a direct effect on the ship. We have high school basketball-type teamwork on a destroyer, not like the mechanical teamwork on larger ships.”

Almost every evolution on a destroyer involves all hands. As a result, destroyermen are forced to pull together. Nowhere is that more evident than during underway replenishment, when electronics technicians, gunner’s mates, yeomen



Refueling at sea combines hard work with "hurry up and wait."





Destroyermen

and machinist's mates heave lines together.

"We complain a lot, but we never let it turn into a don't-give-a-damn attitude," said Navy Career Counselor 1st Class Burchell McCormack. "There is always what I like to call hidden pride in being able to get the job done."

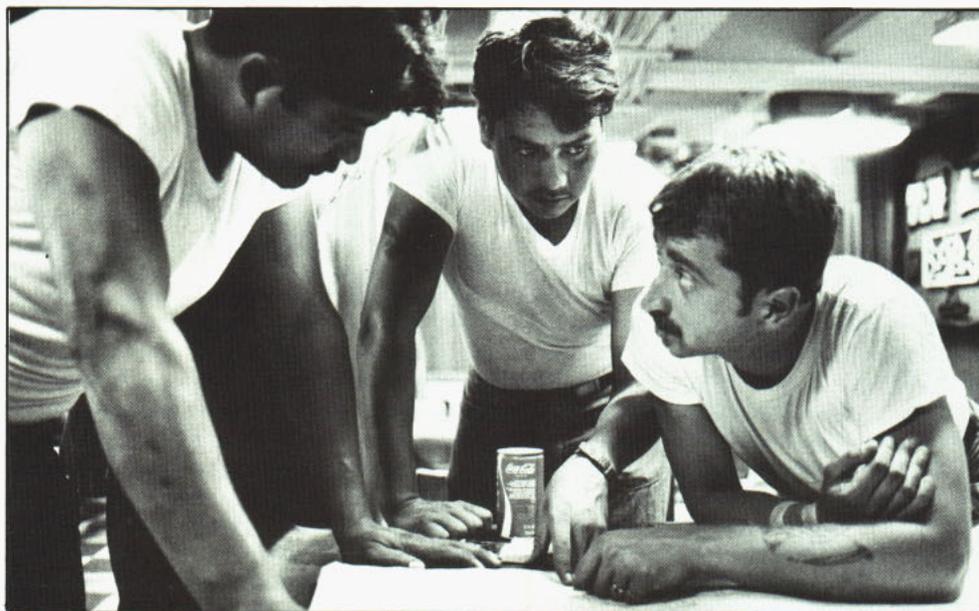
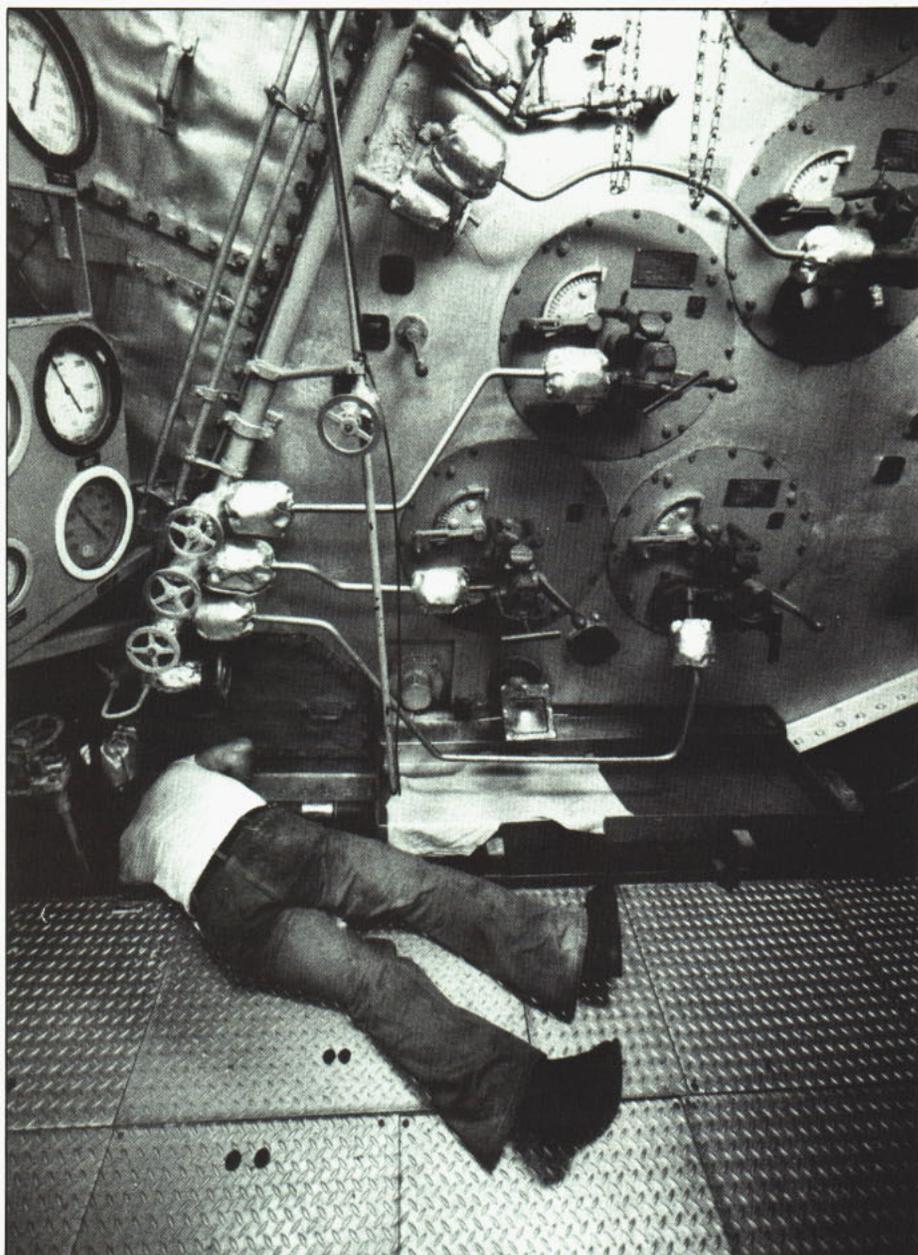
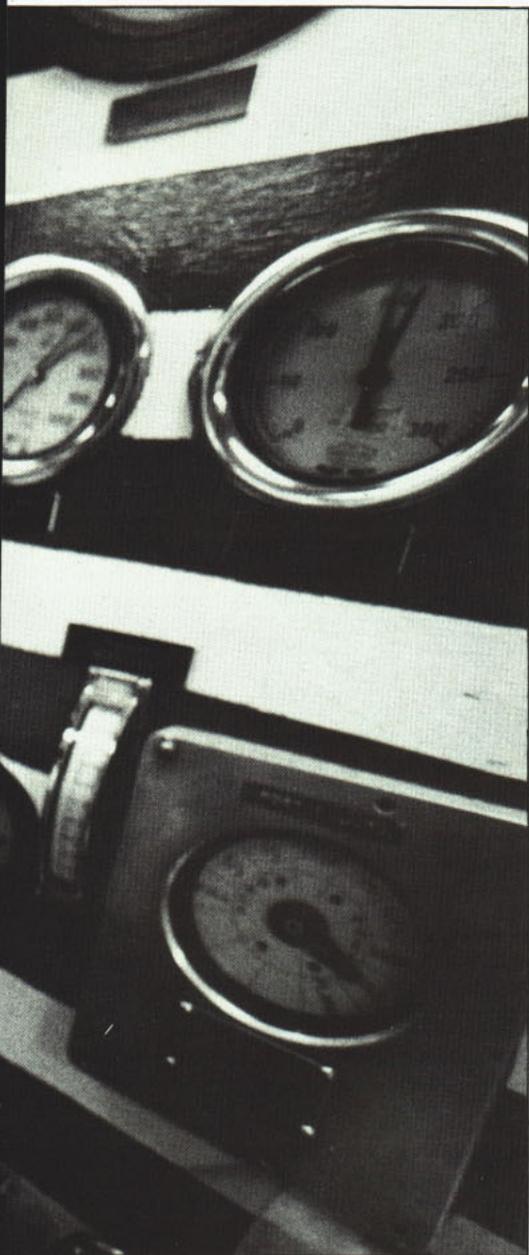
Small crew size—350 for the *John King*—also provides training opportunities and responsibilities not always found elsewhere in the fleet. "There is no way I would be standing OOD as an ensign on a carrier," says Jobrack. But on *John King*, he was able to qualify for the watch his first year onboard.

Hard times come in various forms aboard a destroyer—cramped living conditions, rough seas and a seemingly re-

lentless operating schedule. A destroyer like *John King* is under way 70 percent of the time, and when in port its crew is putting in an 80-hour work week, including duty days.

"This is the toughest job in the Navy for an engineer," says Chief Boiler Technician Dennis Turns, who has served in three destroyers and several amphibious ships. "If you can make it here, you can make it anywhere. This is as hard as you're going to work in the Navy, and you can take that to the bank. We're going to make you or break you here."

Some sailors take the hardships of destroyer life less seriously. The only thing Storekeeper 3rd Class Tony Armstrong finds wrong with the ship is that it is under way too often. "I would be married," he



While more modern ships may rely on computers and high technology to get the job done, John King relies on the sweat and ingenuity of its crew to keep things going.



Destroyermen

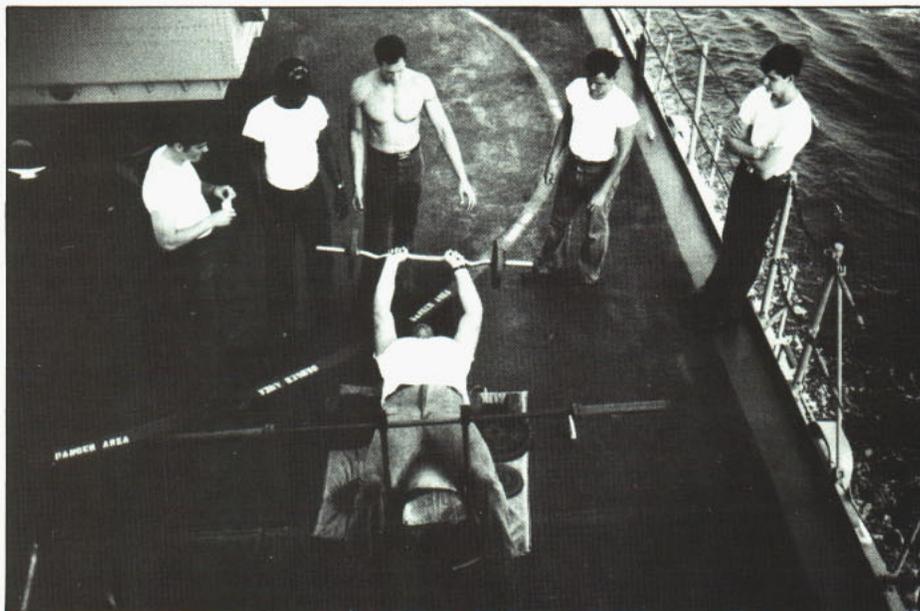
says with a wry smile, “but every time the preacher starts talking, we have to get under way.”

Destroyer sailors take pride in being able to handle their kind of life—not just being able to cope with it, but to excel. Fire Control Technician 2nd Class James Brown particularly enjoys it when sailors from a carrier visit his ship and he sees the envy in their eyes. “They’re always coming over and asking what it’s like on a destroyer,” he says. “It’s like we’re more with the elements, more with the sea.”

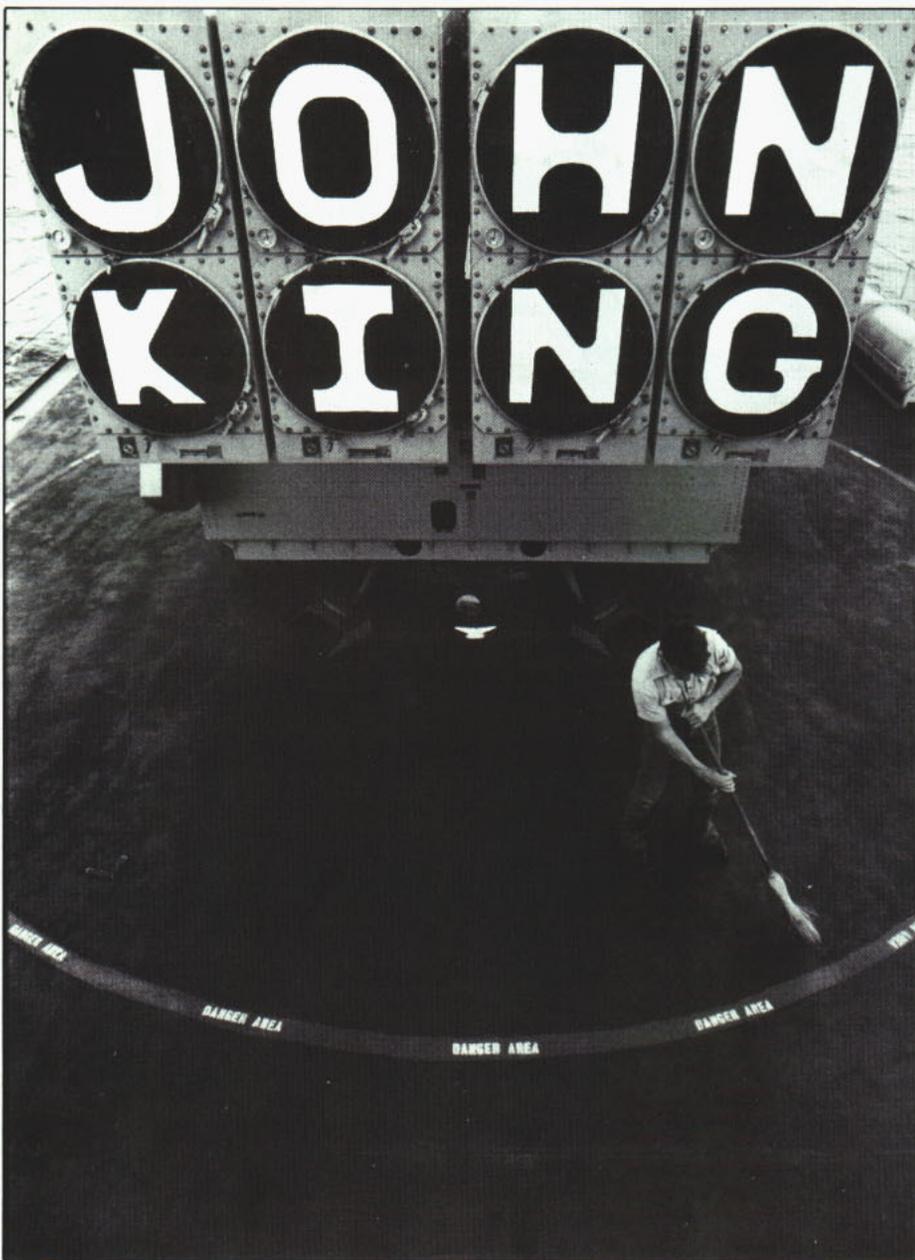
As one sailor said, on a large ship, like a carrier, it’s almost like being in a building—you can forget you’re at sea. But a destroyer is a small ship with a small crew, and there’s a lot of ocean. You don’t have much to fall back on.

When all else fails, destroyer sailors fall back on their pride—pride in themselves and pride in their ships. As Adm. Arleigh A. Burke, one of the Navy’s most renowned destroyermen, once said: “They have to be proud . . . for the destroyer life is a rugged one. It takes physical stamina to stand up under the rigors of a tossing DD. It takes even more spiritual stamina to keep going with enthusiasm when you are tired and feel you and your ship are being used as a workhorse. It is true many people take destroyers for granted and that is all the more reason why destroyermen can be proud of their accomplishments.”

Ever since the first destroyer entered the fleet 83 years ago, tin cans, and the men who sail them, have left an indelible mark on the history of surface operations.



After work, crew members find their own ways to relax.



Destroyermen

Within a month of entering World War I, the United States sent six destroyers to crack the German blockage of the British Isles. Later used in the convoy defense system that staved off U-boat attacks against Allied shipping, destroyers proved themselves a defensive force to be reckoned with.

Destroyers fighting in World War II earned a reputation for resourcefulness and pure spunk.

As the crew of the destroyer USS *Hull* (DD 350) raced to battle stations during the attack on Pearl Harbor, the quarterdeck watch opened fire on attacking aircraft—with a .45-caliber service automatic. “If the (Japanese) had a glimpse of the sailor at *Hull*’s gangway shooting at them with a .45 pistol, they saw a typ-

ical American destroyer doing his best with the equipment available,” wrote historian Theodore Roscoe.

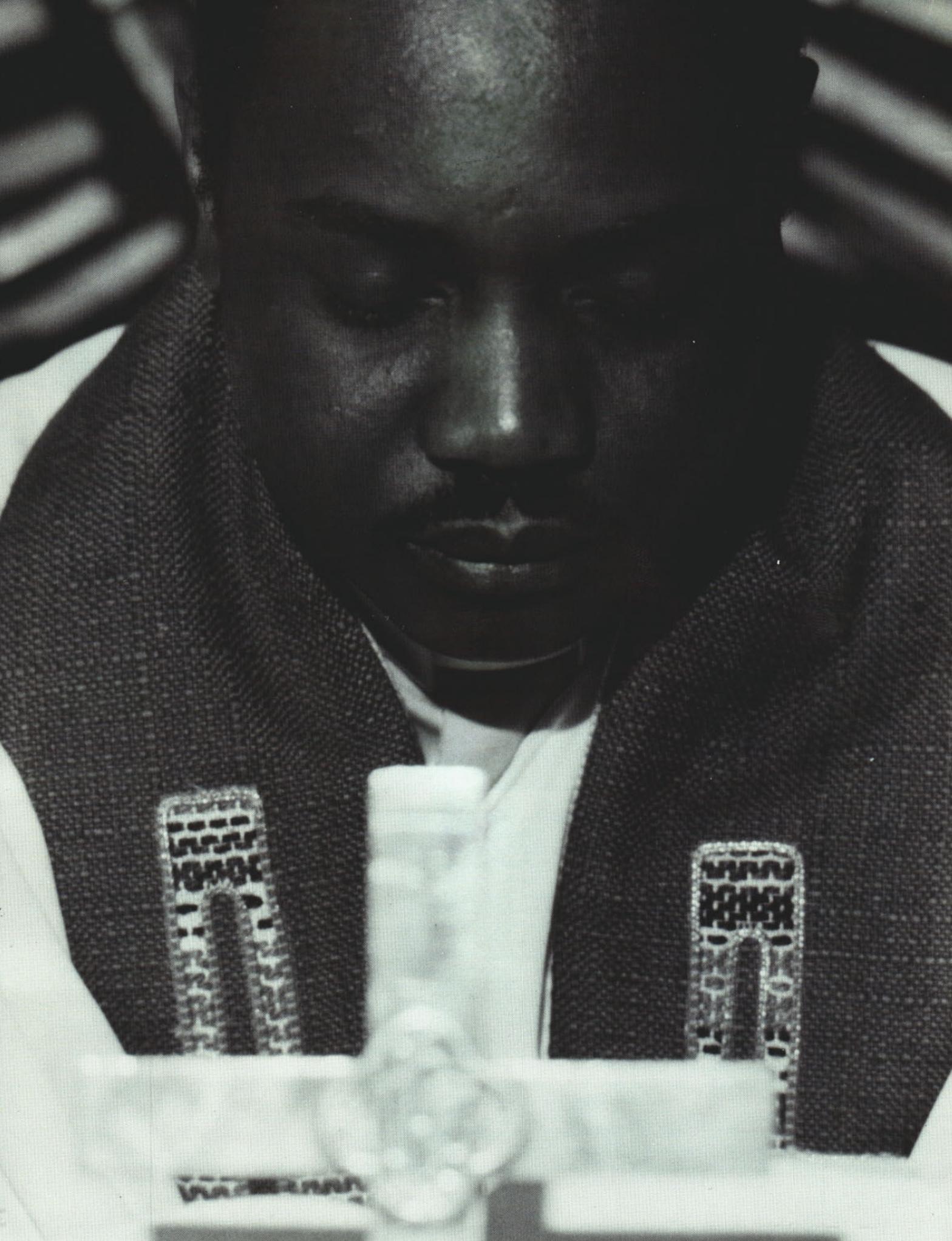
During the Battle for Leyte Gulf, a small group of destroyers and destroyer escorts went up against a Japanese force of three battleships, eight cruisers and 15 destroyers. At the expense of three of their own, the U.S. destroyers sank one cruiser, knocked another out of the fight and helped put the remaining Japanese force into retreat.

It is the destroyers’ proven abilities to go beyond what is expected of them that has earned them the reputation as one of the most versatile warships in the fleet. □

—Story by JO1(SW) E. Foster-Simeon
—Photos by PH1 Perry E. Thorsvik



A final sweepdown signifies the end of another long day at sea.



Chaplain Gilbert

Serving with a purpose

Story by Lt. Joe March

Photos by CWO2 C.J. Williamson and PH3 Rick Caines

Angry 12-foot seas from Typhoon Ike slammed against the 65,000-ton warship. A khaki-clad officer struggled through narrow passageways and up USS *Midway's* (CV 41) steep ladders to the bridge.

He reached for the ship's 1MC microphone. It was 10 p.m. in the South China Sea, more than 8,000 miles from his home in Albany, Ga., and well west of the international date line which divides the vast expanse of the Pacific Ocean. Speakers throughout *Midway's* compartments vibrated with his rich voice.

"Storms of adversity may be as devastating as Typhoon Ike, but God built us like a ship to weather the storm of life. Good evening, *Midway*. This is Chaplain Gilbert with tonight's meditation. . . ."

Cmdr. Leroy Gilbert, 37, is a Protestant chaplain in the U.S. Navy Chaplain Corps.

He is also a pioneer.

Born in Shellman, Ga., nearly two decades before the Rev. Dr. Martin Luther King Jr. sharply jolted America's conscience with the concept of civil rights, Gilbert grew up in the Deep South firmly ensconced in the religious zeal which provided blacks a tangible constituency and escape valve when many were permitted little else.

"I had the interest and inspiration of becoming a minister before I realized who I was," he reflected. "I really grew up in the church."

Gilbert was destined to become a preacher.

It was also his destiny to become the

first Navy chaplain commissioned from the National Baptist Convention, U.S.A., Inc., one of the first seven black chaplains in the U.S. Navy and a driving force in pioneering a program that encouraged young black ministers to aspire to careers as Navy chaplains. Today, of the 1,103 chaplains serving in the Navy, 80 are blacks, largely due to Gilbert's vigorous recruiting efforts.

He credits his own recruitment to a moving encounter with the Rev. Thomas D. Parham Jr., of the United Presbyterian

Church, the second black Navy chaplain and the first black chaplain to achieve the rank of captain.

"During Chaplain Parham's visit to Howard University School of Religion in 1970 where I was a graduate divinity student, he challenged and encouraged me to become a Navy chaplain. He told me there were only five black chaplains on active duty at that time and no representative from my denomination. I chose the Navy because I felt I could make a tremendous contribution and be of greater service in



Left: Gilbert during a religious service aboard *Midway*.

Serving with a purpose

a branch of the armed forces which had so little black representation in positions of leadership. At the time, the Navy was the most racially exclusive of all the armed services, not having commissioned its first black until 1944," he said. "When blacks were not allowed to be commissioned in the Navy, you had blacks who were generals in the Army."

Today, all that has changed.

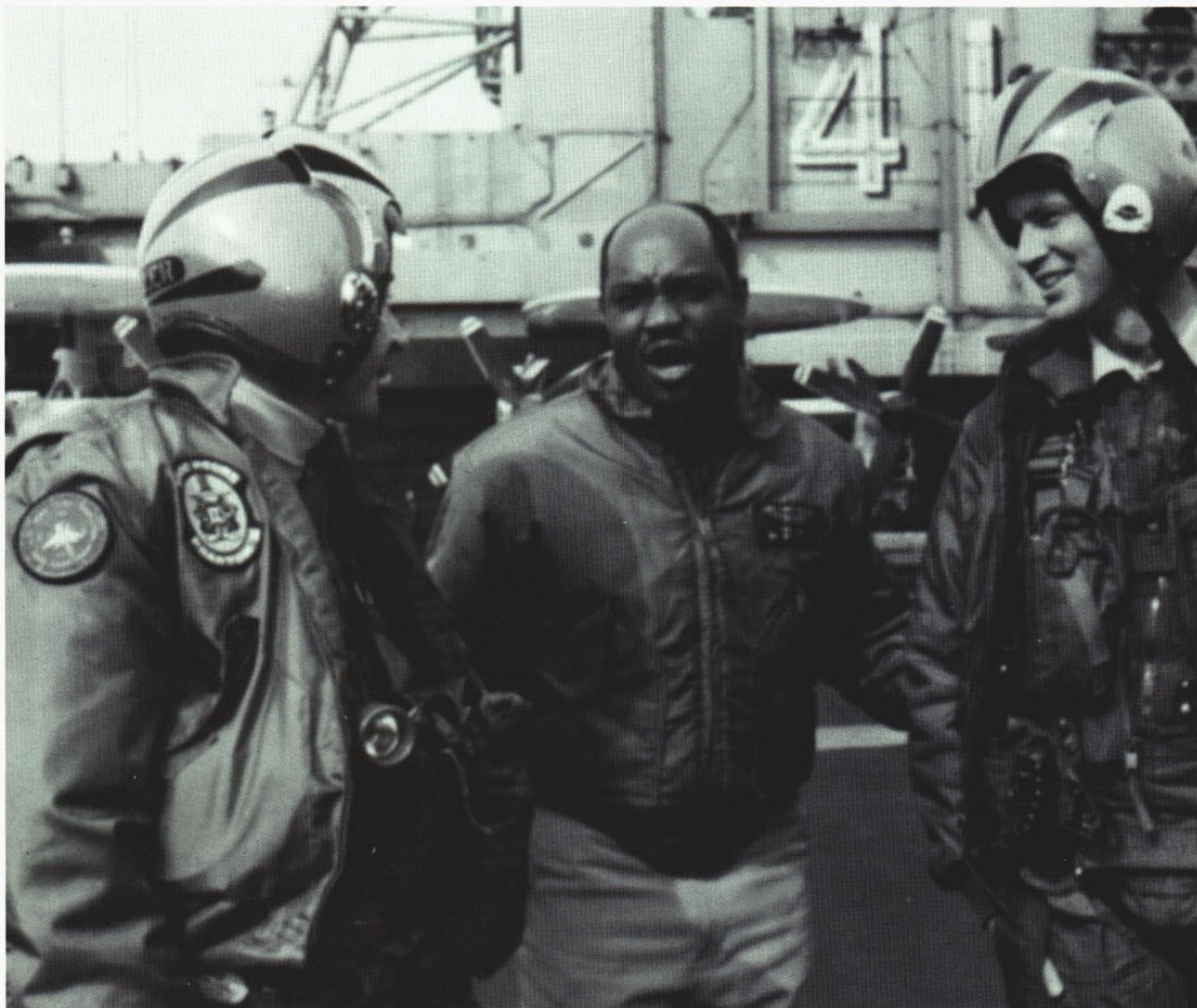
After receiving a master of divinity degree from the Howard University School of Religion, Washington, D.C., in 1972, Gilbert was commissioned in the Navy

Chaplain Corps. He served tours as a staff chaplain at the Navy Recruit Training Center, Great Lakes, Ill.; Destroyer Squadron 12, Athens, Greece; and the Fleet Religious Support Activity, Norfolk, Va. In 1976, he was assigned to the Office of the Chief of Chaplains in Washington, D.C. It was there that Rear Adm. (Chaplain) John J. O'Connor, now the Cardinal Archbishop of New York, assigned Gilbert to initiate a program to recruit black chaplains. He visited theological schools and colleges and spoke at various religious conventions, acquaint-

ing hundreds of black clergymen with the opportunities and the need for black chaplains in the Navy.

Today the amiable Gilbert works in one of the most unique ministries in the church, tending to the spiritual and emotional needs of nearly 5,000 sailors aboard an aircraft carrier forward deployed with the 7th Fleet.

"This is the most exciting, challenging and adventurous ministry that I have ever imagined," he said. "What makes this chaplaincy different is the congregation. You find people from all denominations. If I were pastoring a Baptist church in a



civilian community, I would just have Baptist people. Here I minister to an interfaith, interculture congregation. And if you would notice most churches on Sunday mornings, they're the most segregated places in America. But on board *Midway*, or at any Navy chapel, you find a cross-section of people. I'm talking from all sectors of life."

Gilbert, facing the challenges of his seagoing ministry, chooses to seek out sailors who have problems, or who just simply need to talk, even before they go to him. It's not unusual to find the muscular, 5-

foot-9 man patrolling the carrier's deck or maze of passageways at any hour of the day or night, stopping to greet most crewmen by name and spending whatever time is necessary to listen and, occasionally, console.

"When you minister to people who see you daily, you have to be you," he said. "Sailors highly respect chaplains, but don't usually have a stereotyped view of them. Navy chaplains live and work with those they serve. That unique relationship gives chaplains great opportunities to provide innovative and practical ministries to their

parishioners.

"In the Navy, a chaplain is involved in many facets of the ministry," he said. "He can be assigned to a shore-based chapel as a pastor, a seagoing ship as a roving minister to entire battle groups, or senior managerial or administrative positions." Aboard *Midway*, Gilbert is a department head.

In addition to voluminous paperwork and supervising his staff of two chaplains and five enlisted religious program specialists, Gilbert's 18-hour days at sea include pastoral and personal counseling, delivering Red Cross emergency messages and consolation to crew members being informed of a family death or serious illness, numerous meetings, Bible study classes, religious services, and stress management and self-awareness classes. He also hosts a weekly radio program, called the "Bread of Life," on KWAY, the ship's radio station and provides, as Gilbert puts it, "just many things to bring God to the individual in a traditional and non-traditional way."

But first, Gilbert is a preacher. One of *Midway's* most popular religious services is the "Spirit Filled Gospel Hour," a Gilbert innovation.

"When I came aboard, only 20 or 30 people showed up on Sunday for Protestant worship services in the aft classroom. Now our attendance has increased so tremendously that the services had to be moved to the forecabin."

The high energy service features Gilbert espousing God's word in the highest ideals of old time religion supported by invigorating, up-tempo gospel favorites. The service is always attended by multi-racial, multid denominational worshippers in record numbers.

"I think it's great. It really gets the spirit flowing and renews your faith. It brings you back into the mainstream of Christianity," Yeoman 2nd Class Greg Price said.

Another unique aspect of Gilbert's job



Far left: Gilbert chats with *Midway* air crewmen on *Midway's* flight deck. Left: Preaching the gospel during Sunday service.

Serving with a purpose

is supporting the religious needs of the carrier's smaller vessels while the battle group is at sea. Every Sunday, each of *Midway's* three chaplains alternate in flying the "Holy Helo" to various ships in the group to conduct services. While some of the frigates have landing platforms, the chaplain must be lowered more than 40 feet on a lifeline to the pitching decks of smaller vessels. "That's where I renew my relationship with God every time," said Gilbert with a wry smile.

Although excitement about his work is limitless, Gilbert readily admits one potential drawback of a seagoing ministry.

"One difference that we have that civilian pastors perhaps don't have is family separation. But separation has not detracted from my marriage, it has enhanced it. I don't take my wife for granted knowing that the times I spend with her are very precious. And so when we are back together, it's just like a honeymoon again. It has revived our relationship, made it stronger," he said.

His wife, Sharon, agrees. "Every time the ship comes back, I look for Leroy standing in his predetermined spot (on the deck). Our separation hasn't affected me in a negative sense, but rather in a positive

one. We don't take each other for granted."

Sharon, a computer programmer/analyst, cites adaptability as the prime characteristic for her success as a Navy chaplain's wife. She has organized choirs at every base they've been stationed and now directs the Voices of Hope Choir at Yokosuka Naval Base, Japan, where they live as part of the Navy's Overseas Family Residency Program. "In my own small way, I bring a little bit of home with me wherever I go," she said.

Midway remained at sea nearly nine months during 1984. Its operational area encompassed a good part of the Orient,



including such exotic ports of call as Hong Kong, the Philippines, Korea, Singapore and Thailand. Sharon flew to and joined her husband during all of those visits. Although port visits were less than a week long, Sharon said, "those were quality times I spent with my husband."

"And when I'm away from my wife, I get a chance to retrospect. When we're together again our marital relationship is so much more enriched," Gilbert said.

During his two years aboard the carrier, Gilbert has continued to press ahead undaunted in seeking to develop a spark of enthusiasm in those who display a pro-

pensity toward a career in the Navy chaplaincy.

"Black clergy in particular should realize that there are many black sailors and Marines in the service who need to see and have blacks in leadership positions. There's a sense of pride. There's a sense of integrity, and that counts perhaps an awful lot," he said.

Gilbert's philosophy of leadership by example has paid big dividends. "They see how excited I am about being a chaplain and they have seen how God has used me in their lives. They see me touching lives, and they want to be able to be in a

position so that they also can touch lives. That is a wonderful, exciting, challenging ministry to be in. I would encourage young ministers to consider being a Navy chaplain for at least three years. They don't have to make a career of it, but the experience would be highly rewarding and advantageous when they return to the civilian pastorate."

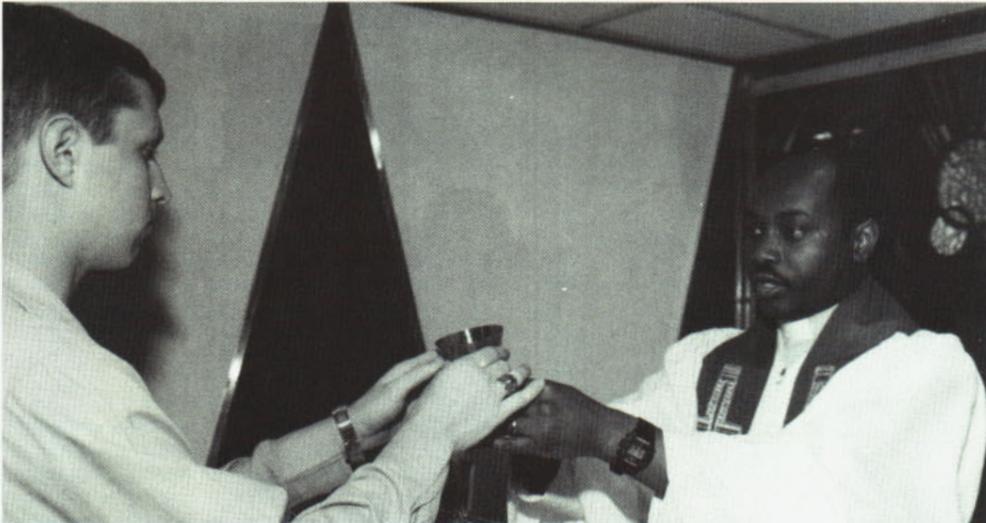
Gilbert intends to retire to a civilian parish ministry himself someday, as he puts it, "better equipped and better educated." As a lieutenant commander, the Navy sent him through Yale Divinity School in New Haven, Conn., where he obtained his second graduate degree, a master of sacred theory.

The learned seagoing minister was twice recipient of the Rockefeller Protestant Fellowship, the Vernon Johns Preaching Award at Howard University and received the Navy Commendation and Navy Achievement medals. In 1975 he was among those listed as the Outstanding Young Men of America.

Gilbert is quick to point out that many of his fellow civilian ministers are unfamiliar with the idiosyncracies of his ministry. "Some of my clergy friends think the Navy chaplaincy is less fulfilling and a step below the civilian pastorate. That's really not true. Being a chaplain in the Navy has far exceeded my expectations. The diversity of ministry, ecumenicity, camaraderie, travel, adventure, educational opportunities and Navy lifestyle are second to none."

For the Rev. Leroy Gilbert, his air, sea and land ministry has truly been a blessing. As he puts it, "Every day is stimulating. It's beautiful." □

March, Williamson and Caines are assigned to USS Midway (CV 41).



Clockwise from left: Gilbert visits a patient in Midway's medical facility; with his wife, Sharon, during a Hong Kong port visit; hosts the "Bread of Life" program; counsels a crewman; and conducts a communion service.



Jason in the Comoro Islands and Madagascar

Story by Lt. William Pedene
Photos by PH2 Jeffrey Ellenwood

A part of the Navy adventure is visiting those exotic ports that many Americans only read about. Along with that adventure comes a chance to help in community service, a chance our sailors don't hesitate to take. So it was with the crew of USS

Jason (AR 8) when the 7th Fleet repair ship visited the Comoro Islands and Madagascar in the Indian Ocean.

When *Jason* arrived in the Comoro Islands capital of Moroni, official calls were made to government dignitaries and com-

munity assistance projects were set up for the 1½ day visit.

There was no suitable anchorage, and *Jason* stayed at sea off the coast. But lengthy boat rides didn't dampen the sailors' work ashore, receptions or sightseeing in the streets of Moroni where winding lanes and old-style buildings hold European influence from the days of French colonial rule.

Crewmembers helped repair the Moroni power plant and the only interisland freight boat in the Comoros. They also repaired movie projectors and copier machines.

Jason's officers and crew hosted a luncheon and tour on board the ship for officials, and attended a formal reception hosted by the U.S. ambassador. The crew also attended a reception at the presidential residence the following afternoon.

Jason sailors left Moroni with sea shells, hand-wrought gold jewelry, colorful clothing customarily worn by local women, and many expressions of thanks from local citizens and government ministers.

During a six-hour stop at Mutsamudu on the Comoran island of Anjouan, the ship's medical staff visited a Hansen's Disease center and distributed medical supplies provided through U.S. Navy's Project Handclasp. Another group, led by



Opposite page: A Moslem mosque dominates Moroni in the Comoro Islands. **Left:** *Jason* at anchor in the harbor off the hospital grounds in Majunga, Madagascar.

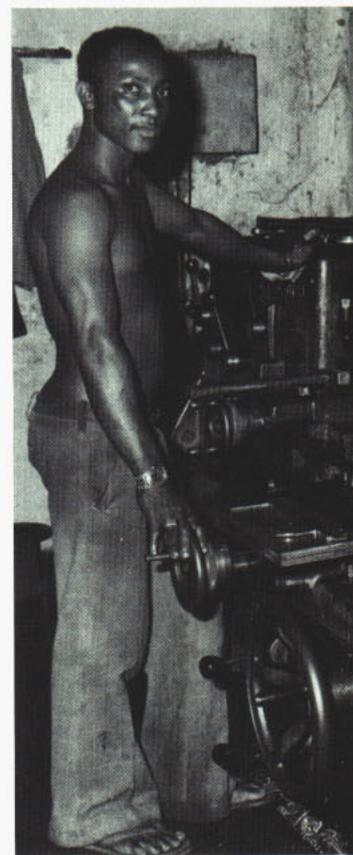
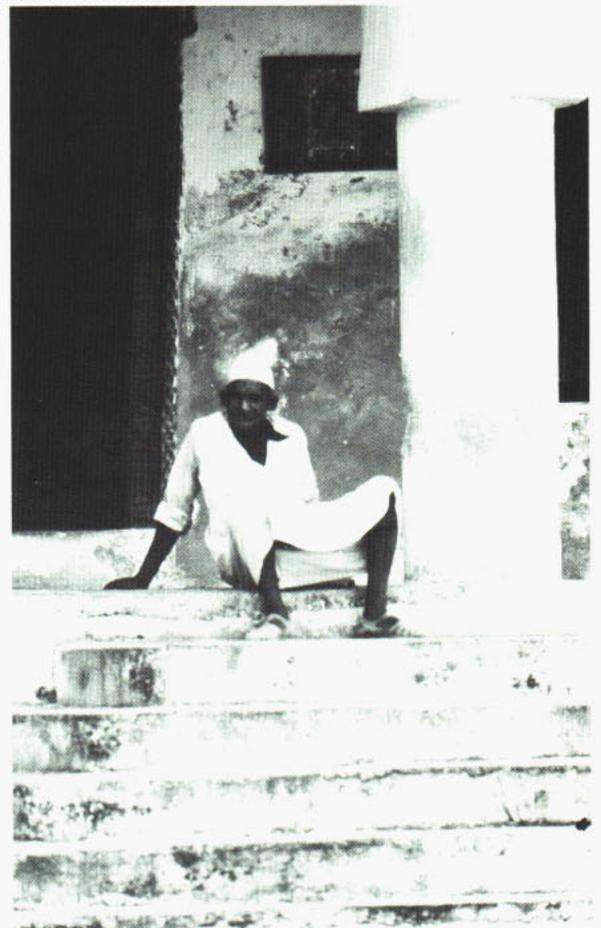


Photo by Lt.Cmdr. Braden Seamons



Clockwise from above: EM1 George Lewis works on repairs at the Moroni power plant; passing on knowledge at Majunga dental school; HT1 Ryder Richardson and local workers at a boatyard in Majunga; a student in Majunga with a textbook donated through Project Handclasp; IM2 Raymond Lawrence repairs a typewriter with guidance from (left to right) IM3 Jeffrey Cox, IM1 Tausili la and IM2 Carmine Vita; and a Comoro Island native.

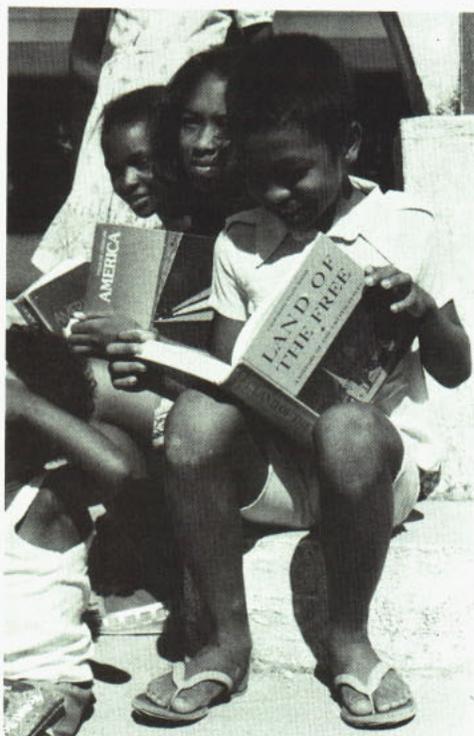


Photo by RP3 Kurt Zinzer



Chaplain Richard Flick, restored the 88-year-old grave of George Esson, who, as American consul, was the first U.S. government representative in the Comoros more than a century ago.

Jason then put in at Majunga, Madagascar, where it was greeted by hundreds of people waving home-made American flags.

The crew spent more than 7,000 hours working on construction and repair projects. Using hand tools, the crew constructed eight house frames on an elevated piece of ground just outside one shantytown. The crew also made extensive repairs to airport communications, radar and navigational equipment. At the city's cement plant, they repaired a 16-foot, 8-inch driveshaft and machined weld-repaired teeth into an 18-inch spur gear.

At a major textile mill, they manufactured machinery gears, rewound motors and replated and machined pump/motor shafts. The crew also cleaned and balanced turbine shafts and rewound motors at the city's power plant.

A Malagasy patrol boat, a freighter and several other small craft received repairs on gyrocompasses, pumps, motors and radios. Dozens of typewriters and other office machines were overhauled.

Jason's medical officer and staff made rounds of the local hospital wards with the resident doctors, distributing medical supplies and aiding with equipment sterilization and repairs. The ship's dentists gave lectures and demonstrations in dental techniques at the only dental school in the country.

The crew even repaired the town clock.

The visit was topped off by a large diplomatic reception followed by a street dance.

Jason's efforts were a successful example of grass-roots diplomacy. In a message, Adm. James Watkins, chief of naval operations, said *Jason's* "enthusiastic 'can-do' spirit in providing civic action and technical assistance contributed directly toward meeting U.S. foreign policy objectives." □

Pedene and Ellenwood are assigned to USS Jason (AR 8).

CISM: friendship

Photos by PH1 Harold Gerwien

The U.S. Navy's pentathlon team took first place in the international military sports event, "Seaweek," held at the Naval Amphibious Base Coronado, San Diego, Calif., in June. The olympic-style navy sports competition sponsored by the *Counseil International Du Sport Militaire*—CISM—saw nearly 50 military athletes from the United States, Denmark, the Federal Republic of Germany, The Netherlands, Sweden, Norway, Brazil and Italy vie for gold, silver and bronze medals. This was the third time in 27 years that the U.S. Navy hosted CISM events.

A five-event Naval Pentathlon pitted individuals and teams in athletic, military and seamanship skills. Races included an obstacle course, lifesaving, seamanship, utility swimming, and an amphibious cross-country course.

Norway's team took second place in the competition, and Brazil took third. U.S. pentathlon team members took individual honors in overall competition scoring. Clem Lisor was the gold medal winner, Tod Harper, silver, and Mark Curtis, bronze.

The U.S. Navy pentathlon team included: retired Master Chief Engineman Don F. Rose,



through sports



CISM

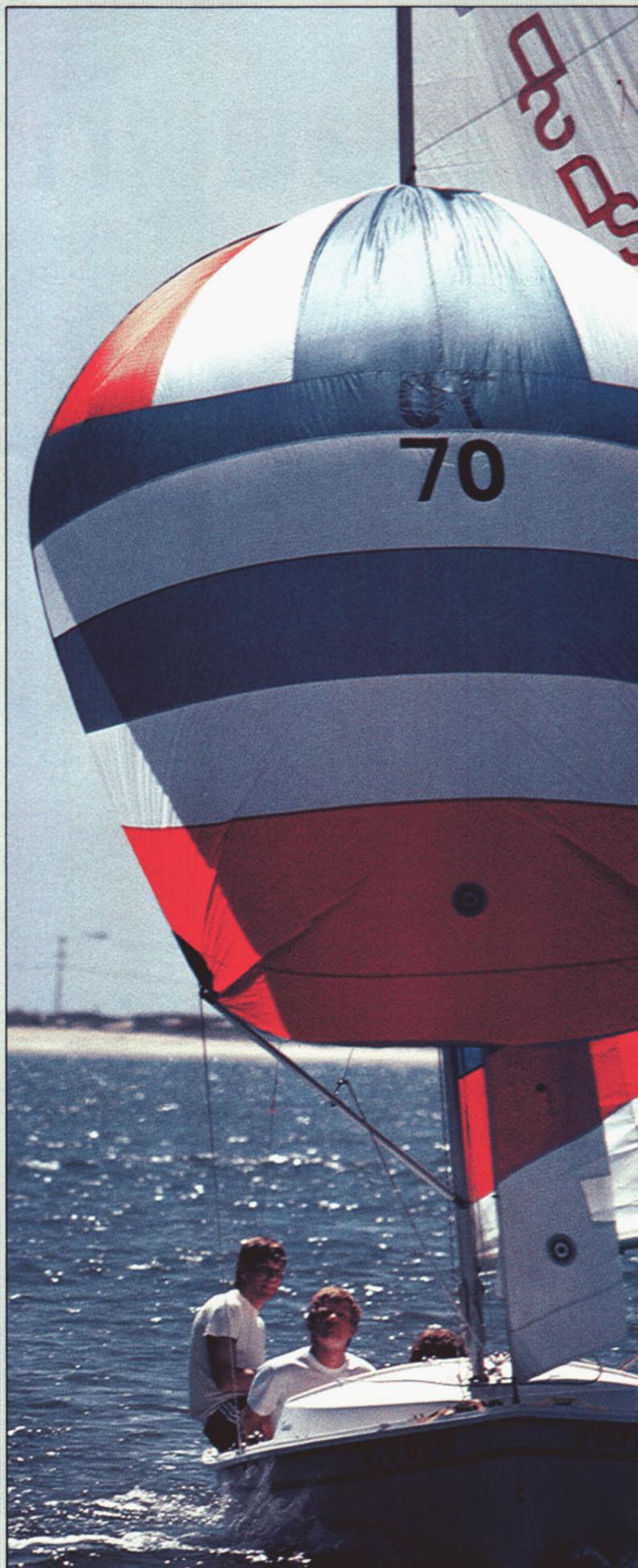
coach; Senior Chief Radioman Lucky J. Verlinde, SEAL Team 5, San Diego; Quartermaster 2nd Class Charles R. Johnson, Boatswain's Mate 1st Class Tod A. Harper, Quartermaster 2nd Class Clem F. Lisor, and Operations Specialist 2nd Class Mark N. Curtis from SEAL Team 1, San Diego; Machinist's Mate 2nd Class Randy L. Hunsicker, SEAL Delivery Vehicle Team 1; and Aviation Machinist's Mate 2nd Class William J. Reilly, Helicopter Combat Support Squadron 3, NAS North Island, Calif.

Finalists in individual events were:

- Obstacle course—
Tod Harper, USA, 1st
Mark Curtis, USA, 2nd
Clem Lisor, USA, 3rd
- Lifesaving—
Clem Lisor, USA, 1st
Wolfgang Raach, FRG, 2nd
Torsten Hinsche, FRG, 3rd
- Seamanship—
Clem Lisor, USA, 1st
Tod Harper, USA, 2nd
Lars Hermandsen, Norway, 3rd
- Utility swimming—
Wolfgang Raach, FRG, 1st
Clem Lisor, USA, 2nd (tie)
Thomas Kolterund, Sweden, 2nd (tie)
- Amphibious cross country—
Tod Harper, USA, 1st
Carlos Cardoso, Brazil, 2nd
Lars Hermandsen, Norway, 3rd

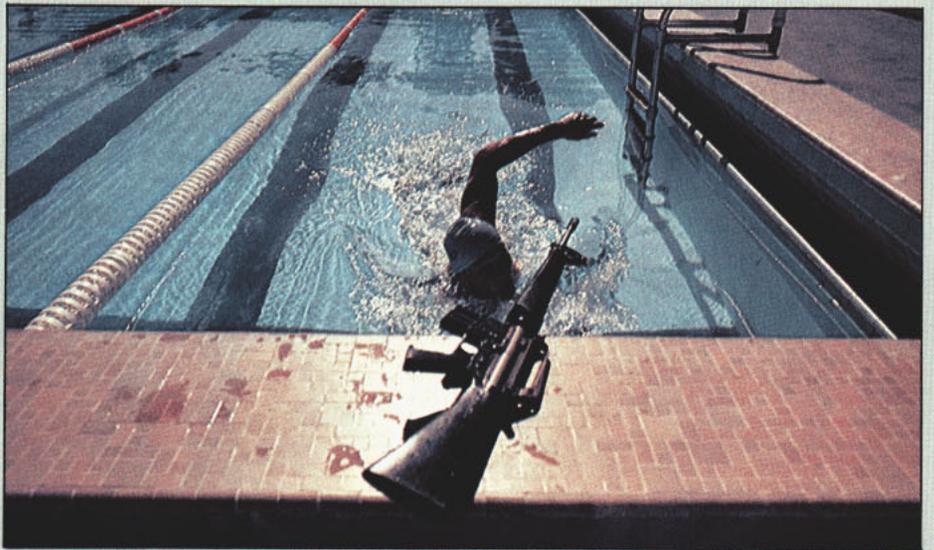
Harper set an obstacle race record with his 1:47:9, and Lisor trimmed .9 seconds off the previous life saving race record with his 59.1. □

Gerwien is a photojournalist assigned to FltAVComPac, San Diego.

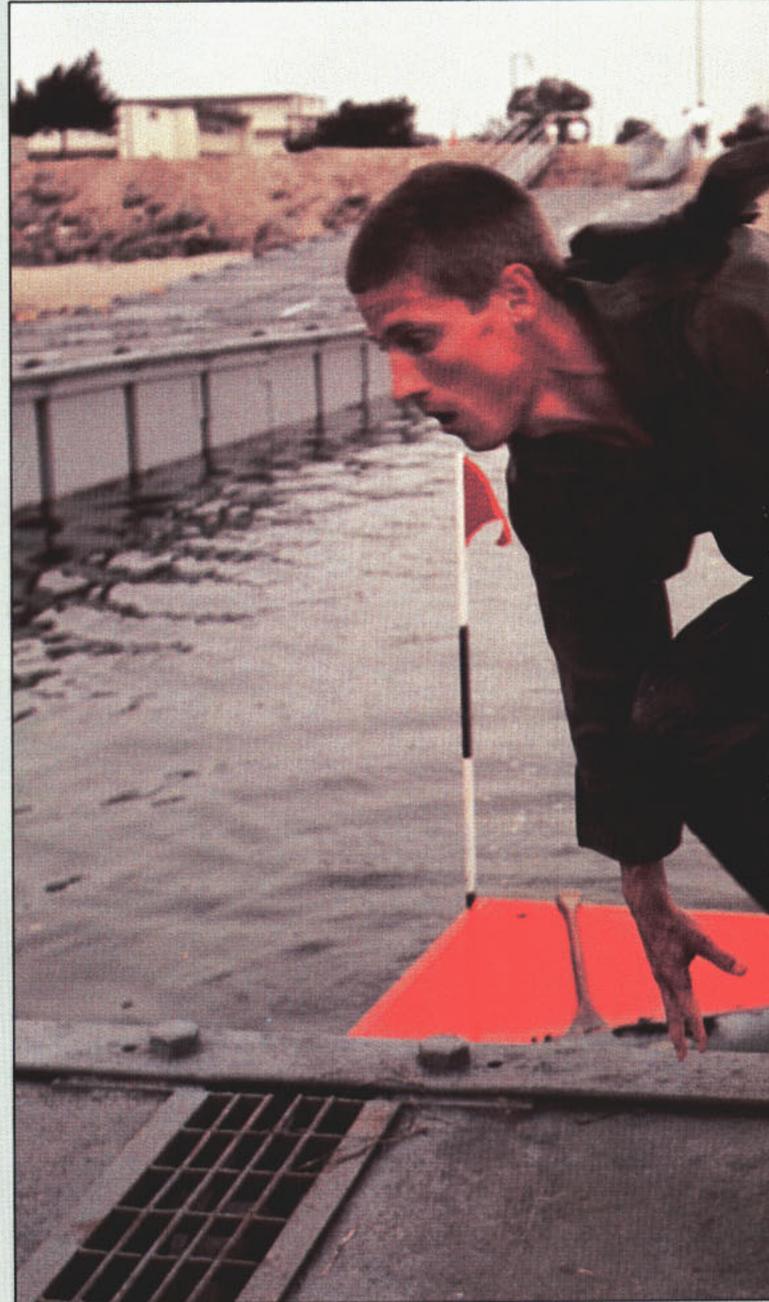
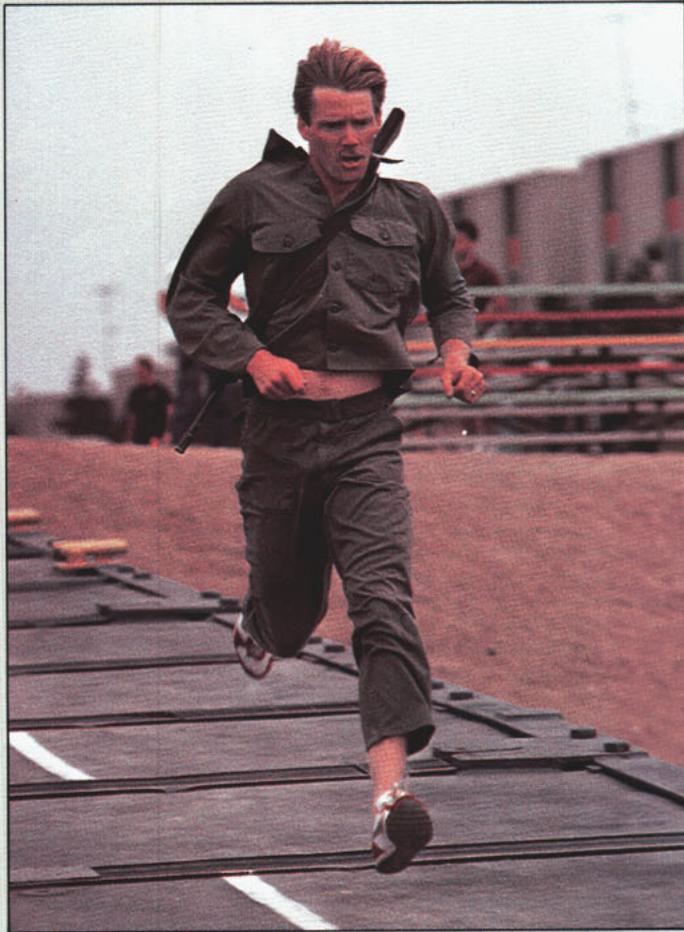


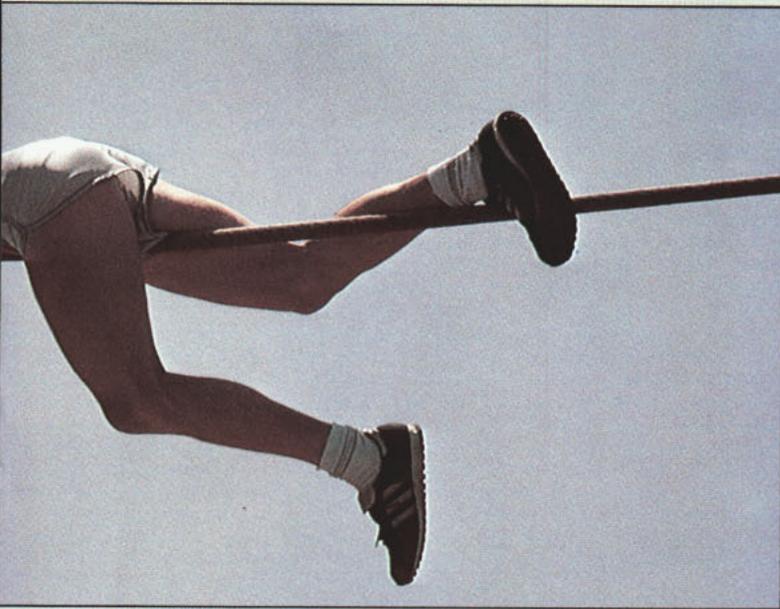


Clockwise from below: Part of the CISM utility swim is a 25 meter freestyle, then 50 meters with a rifle and jumping the barrel. Sailing races extend over a four-day period. Members of the Netherlands team with the Crystal Sailing Bowl they won for the sailing event.



Clockwise from right: The obstacle course provided a variety of challenges from pulling over a rope to hurdling a barrel and climbing a net; and the cross country course with Eddie Vetter of The Netherlands and Randy Johnson beginning and ending their runs.

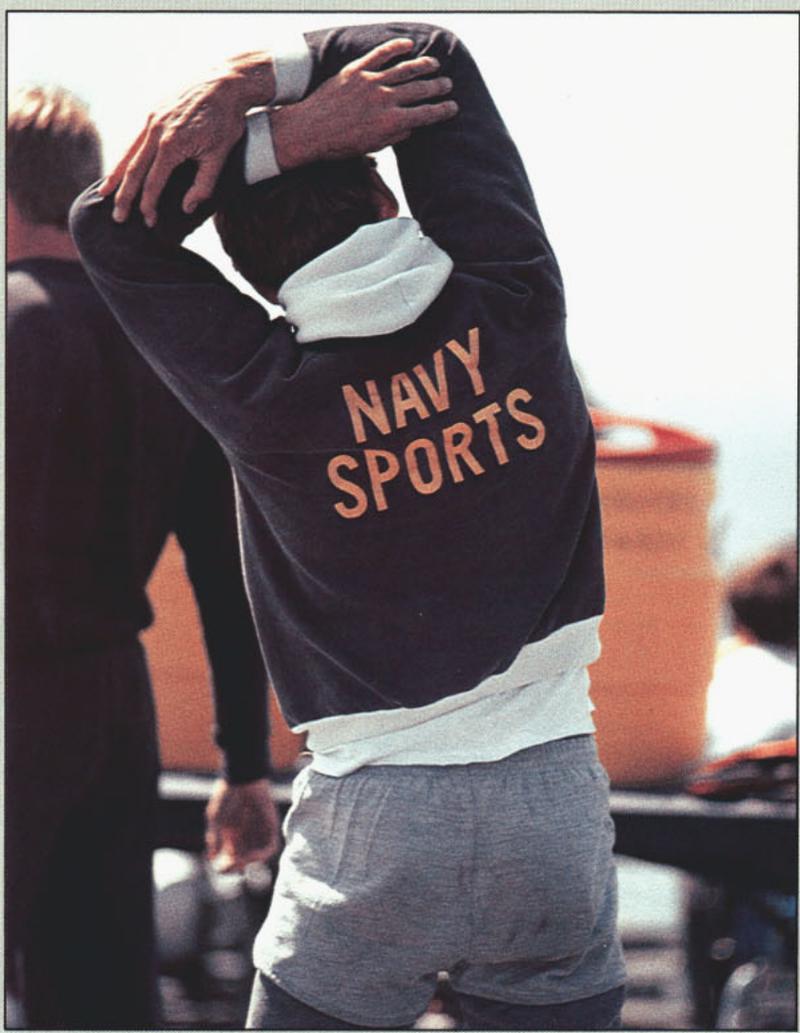


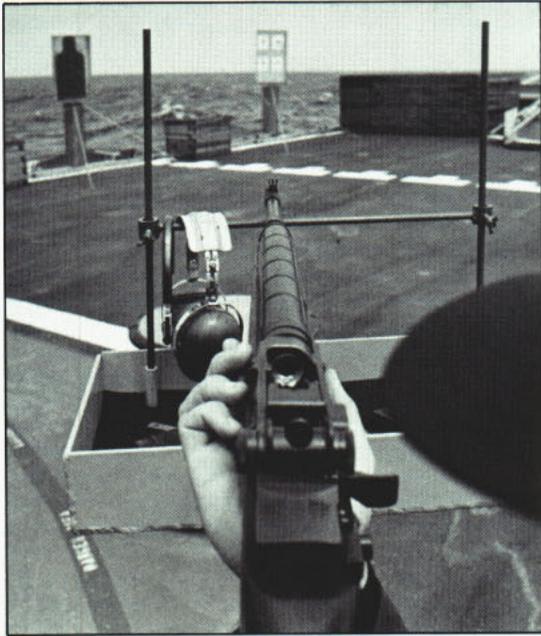




Clockwise from right: Inserting pegs into their slots during the seamanship race; showing each other the bowline; effort builds callouses; Lucky Verlinde stretches during a break; and a Danish contestant strains at the oars.







At-sea small arms range

Story by JOSN David D. Greitzer
Photos by PH1 Harold Gerwien

USS *England* (CG 22) crew members can now qualify in small arms at sea on the firing range developed by Chief Gunner's Mate Charles P. Allaire. The range alleviates problems of the availability of a shore based firing range and transportation to and from one.

Allaire used the resources available to him to set up a range on board *England*, after he returned from the small arms instructor school. "The Naval Weapons Safety Center had the plans for the dimensions and the safety course. I was just using what was available," said Allaire. He took the existing plans for the range on the USS *Acadia* (AD 42) and built the range on the fantail of *England*.

Allaire taught the prospective qualifiers weapon awareness, range safety signals and ammunition handling in a day and a half course. The men practiced on the range, which had two targets with four folding wooden barriers to protect equipment on the deck.

Eighty-seven became qualified in firing

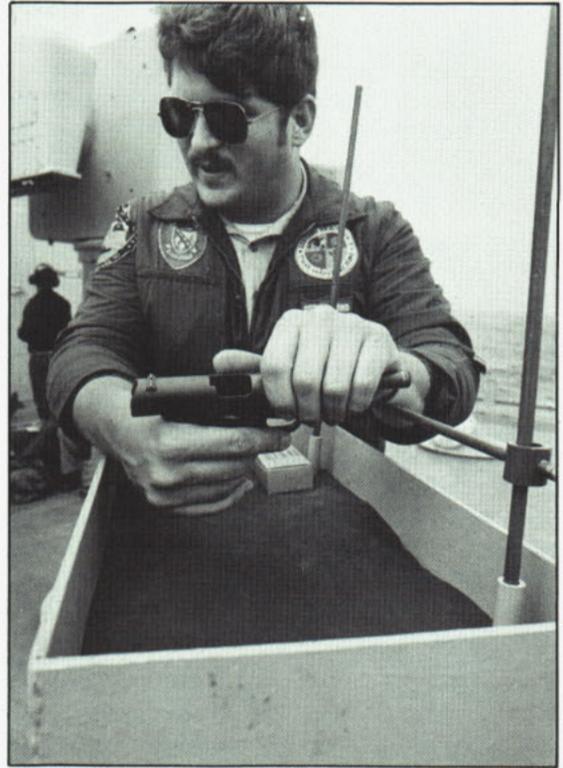
45 caliber pistols, 12 gauge shotguns, M-14 semi-automatic rifles and M-60 machine guns. Lt.Cmdr. Roy J. Balaconis, combat systems officer, said, "We will continue to use it (the range) every chance we get. We love it. We are no longer at the mercy of waiting to qualify our men

on a range ashore. We don't have to worry about transportation, and we'll save a lot of ammunition." □

Greitzer is assigned to USS England (CG 22); Gerwien is a photojournalist with Flt-AVComPac, San Diego.



Top: Looking down the sights of an M-14 semiautomatic rifle. **Right:** DS3 Ronald Teal takes careful aim. **Far right:** GMMC Charles Allaire places a new silhouette on the target.



Left: STGSN Robert Bedinger fires his last round as GMM1 Robert Byrd watches for safety problems. Above: GMM1 David Ruble checks for rounds in his .45-caliber pistol.



The Navy's role in

In the war against drug smuggling, the Navy is committed to doing everything possible to keep illicit drugs from entering the United States. According to Capt. William Marsh, head, fleet operations and readiness branch in the office of CNO, that commitment is not new.

"We've been heavily involved in drug interdiction for a while, but people didn't know how much involved," Marsh said. "We enthusiastically support our civilian law enforcement agency operations but we also must conform to the limitations imposed upon us by law."

By law, the Navy cannot search, seize or arrest drug smugglers. Therefore, the Navy's role in drug interdiction is a support role. Federal law enforcement agencies—including the Coast Guard, Customs, Drug Enforcement Agency—rely on the Navy to provide intelligence on ship or aircraft sightings. This intelligence is coordinated through the National Narcotics Border Interdiction System (NNBIS).

"NNBIS really serves to get DoD support where it's appropriate," Marsh said. "We try to honor requests from the law enforcement agencies as long as we do not impact on our readiness. Unless we can directly relate the support we are providing to a military mission or a training mission, we are required to seek reimbursement from that agency."

"For example, if we send a ship out in support of drug interdiction and get no other training out of it, we have to ask for the cost to operate that ship for that period of time. If we send an airplane out to do a surface surveillance mission, the flight crews are getting some training benefits that are mission associated, Marsh said.

In some cases, the Navy will carry Coast

Guard Tactical Law Enforcement Teams (TacLETs) aboard its ships. These teams, usually consisting of an officer and a small enlisted complement, are empowered to board vessels suspected of smuggling drugs. They also conduct searches and make arrests.

At first glance, it would seem that the Navy is playing a secondary role. But according to Marsh, "We must avoid direct involvement (in searching, seizing and arresting) because that's not our mission. If we send a Navy ship to the Caribbean and make a drug seizure, we've tied up people of that ship with court time, paperwork and any number of other things that would keep them from their military and professional jobs."

According to Marsh, the Navy's role in drug interdiction will probably remain the same in the near future. Congress has a bill to increase the total number of Coast Guard personnel, which would then increase the number of people in the TacLETs who can deploy on Navy ships.

Marsh said he has met nothing short of full enthusiasm from sailors in the fleet concerning their roles in drug interdiction. "They think it's great," Marsh said. "If our ships participate in drug interdiction, find that someone has bales of marijuana stuck in his fishing boat, and are there when the Coast Guard does its business, then there is a sense of accomplishment."

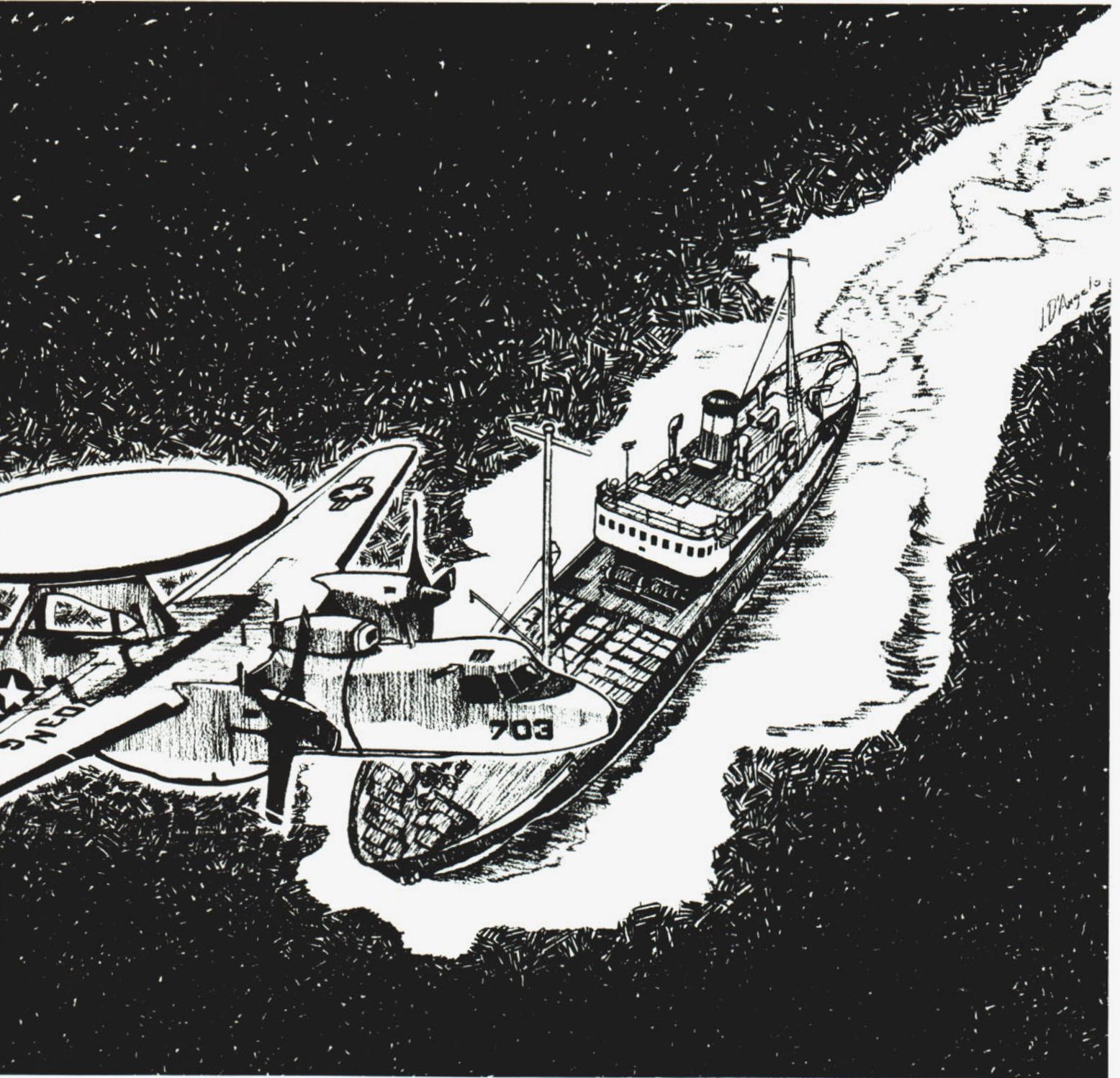
"I think we'll find that the Navy's commitment to help solve this problem is very deep. But according to CNO, we need to do more and we need to get on with it. Our ultimate goal is to wipe out illicit drugs in the U.S., and that's a goal of just about everybody except the hard-core drug user and his rich drug pusher." □

—Story by *PHI Perry E. Thorsvik*



drug interdiction

—Illustration by DM2 J.P. D'Angelo



Drug interdiction



A Coast Guard surface effect ship (top) glides into Key West. A Coast Guardsman (right) stands ready as team members prepare to board a suspect vessel (opposite page). The 12-inch rubber shark serves as a good luck charm.

Smuggler's Blues

Editor's note: Although the Navy is committed to stopping drug smuggling into the United States, its involvement is limited by law. Navy crews cannot board vessels suspected of transporting illicit drugs, but the Coast Guard can.

It's late afternoon in Key West, Fla. Shadows are long, but it's just as hot as it was at noon. The sun reflects off the deck of USCGC *Shearwater* (WSES 3), one of three surface effect ships used by the Coast Guard to combat drug smuggling.

Crew members from the blue crew, one of four crews that make up the SES division in Key West, scurry about, prepar-



ing to get under way.

Lt.j.g. Bruce Gaudette, blue crew's executive officer, hangs a good luck charm—a foot-long rubber shark—from the overhead of the ship's bridge. On the shark's side are 17 small marks next to a mari-

juana leaf—marks that symbolize the number of drug busts the crew has made since the division's inception in 1982.

The width between piers is 160 feet. The 110-foot *Shearwater* casts off from its pier, spins 180 degrees and heads for the channel. Conventional screws propel the twin-hulled vessel through the water, and lift fans help provide an air cushion under its hull. The result is less drag and the ability to outrun most suspect ships.

Shearwater's mission for this patrol is the same as usual: interdict all drug traffic in the area.

Lt. Brent Bosin, blue crew's commanding officer, said they pay particular



Drug interdiction

attention to their radar. "There isn't much time to determine if the suspect vessel should be stopped, because just about the time you get them on radar, they see you coming. You have to determine what it is, and then either take it or hang back."

Shearwater bounces up and down, belching black smoke on its way to the open sea. A small blip on the radar screen becomes the focus of attention for the bridge watch standers. Heading and distance are determined, and *Shearwater* sets course to investigate.

The blip turns out to be a fishing boat. The name of the boat, read through gyro-stabilized binoculars, is checked against a list of suspect vessels known to be operating in the area. The boat is on the list.

Bosin asks the master of the fishing boat some basic questions, then radios in a request for an EPIC (El Paso Intelligence Center) check to determine if the vessel or the master has a history of drug smuggling.

"Bingo," comes the reply. The EPIC check reveals the master has been arrested for drug smuggling.

Bosin decides to board the fishing boat and calls up one of two boarding teams. *Shearwater* crew members take their positions: the cook mounts an M-60 machine gun on the starboard bridge wing, and the engineer positions himself on the bow with an M-16. The deck force prepares the inflatable small boat that will take the boarding crew to the civilian vessel. They are confident they will make a bust.

Members of the boarding team don body armor, sidearms, riot guns, handcuffs, riot helmets and voice-actuated headsets for hands-free communication. They're already wearing topsiders—no sense antagonizing an already irate boat owner by damaging his deck.

All boarding officers are graduates of the Marine Law Enforcement School at Yorktown, Va., and are well-trained in law enforcement techniques.

"We're not commandos though," Boatwain's Mate 2nd Class William Ingram said. "Everything we do is methodical, well thought out. We don't let things



get hairy."

Machinery Technician 1st Class James Evans, the engineering officer, added, "When you're boarding these ships, you have to be forceful, but you can't be jerks."

The four men in the boarding team climb

over the rail into the waiting small boat that speeds them to the suspect vessel. Before going aboard, they circle the boat, looking for anything suspicious. Once on board, they look for telltale signs of drug smuggling.



Clockwise from top left: Lt. Brent Bosin, Shearwater's commanding officer, watches a team board a suspected drug boat. USCGC Shearwater (WSES 3). A team from Shearwater boards a boat.



"Boarding teams are trained to notice things like false decks, fresh paint where a hidden compartment may have been built, or even the smell of diesel fuel, which is used to age the paint and kill the smell of marijuana," Bosin said.

If something like that is noticed, the probable cause factor increases. If probable cause is established, the team can legally go through the boarded vessel with a fine-toothed comb. Probable cause is very important when a drug case gets to court,

and 99 percent of the SES division's drug seizures stand up in court.

"I really believe in the 4th Amendment guarantee that people are entitled to their privacy," Bosin said, "but you still have a job to do. I try to be courteous, because it helps relieve the tension between us and them. Of course, they still think the Coast Guard comes on like gangbusters."

The boarding team finds no drugs on this fishing boat but stays on board to give a safety inspection. Two hours pass before the boarding team returns to *Shearwater*. They are drenched in sweat from wearing the heavy body armor in the tropical heat.

Disappointment shows in their faces as they go to the galley for a drink. In this heat, the ship's ice maker is a more popular form of entertainment than the VCR. Although they did not get a drug seizure on this patrol, another Coast Guard cutter operating in the area later seized a combined 20 tons of marijuana from two fishing boats. And several days after *Shearwater* had boarded the first fishing boat of this patrol, the Florida Marine Patrol seized it and found bales of marijuana on board.

"That's the way it goes sometimes," Bosin said. "It's being in the right place at the right time."

From the beginning of the Vice Presidential Narcotics and Drug Interdiction Task Force in 1982, the Coast Guard's SES division has made 58 drug seizures. They have netted a total of 323,373 pounds of marijuana and 86¼ pounds of cocaine.

"It's like playing cops and robbers out here," Lt. Cmdr. Bob Council, SES division commander, said. "But when they play with us, they lose." □

—Story and photos by
PHI Perry E. Thorsvik

Civic action in Costa Rica

Story by Lt.Cmdr. George Farrar



USS Iowa (BB 61) glides through the Atlantic Ocean. Top right: Members of the Cabecar Indian tribe wait for medical and dental treatment. Bottom: Lt. John Harmon coaxes a patient during a dental examination.

Dawn broke over the western Caribbean as two U.S. Army helicopters lifted off from USS *Iowa*'s (BB 61) steel deck. Strapped inside were Navy medical and dental teams on their way to the remote Indian village of Telirebley, Costa Rica—a step back in history.

The one-day trip was part of a larger civic action program that crewmen of *Iowa* had arranged during a recent month-long deployment to waters off Honduras and Costa Rica.

Cmdr. Jackie Briggs, the battleship's senior medical officer, wasn't sure what to expect in the remote valley near Costa Rica's southern border with Panama. "All we really knew was that the Cabecar Indian tribe had been discovered only about 10 years ago and had received its first medical treatments within the past five years.

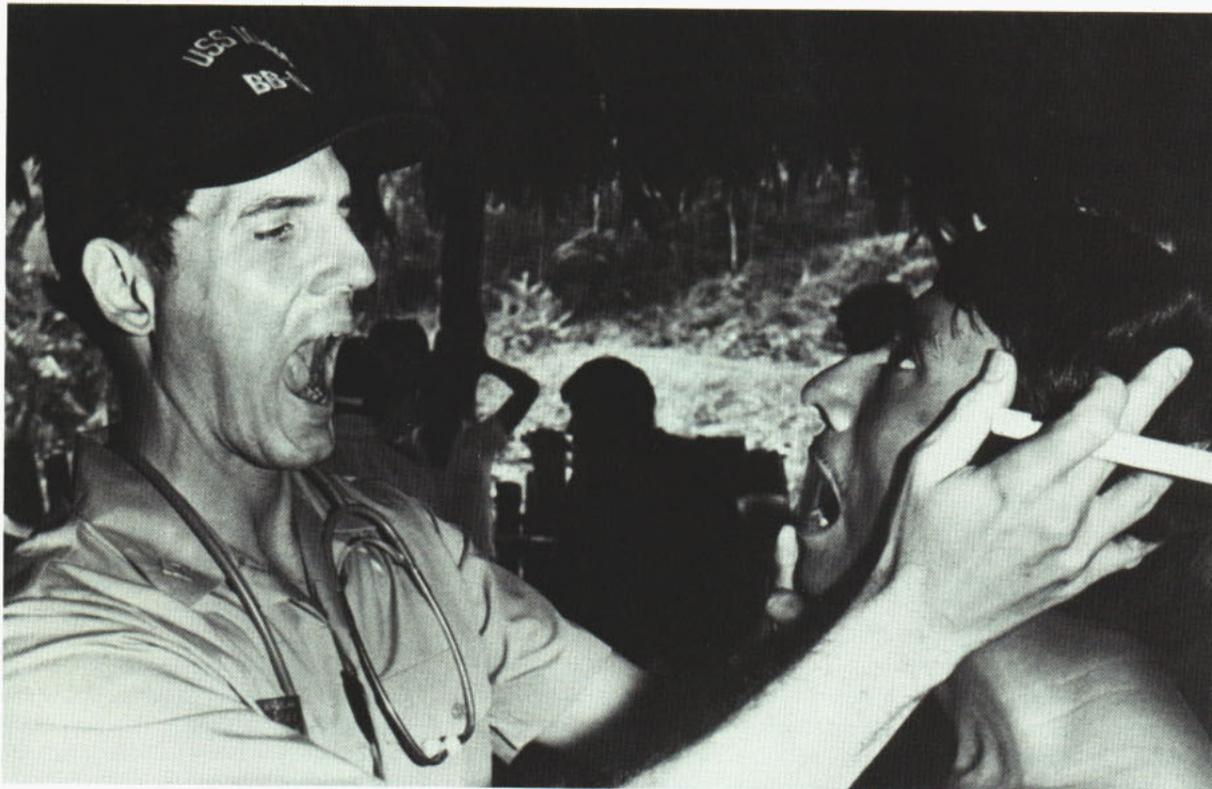
"We knew what types of tropical diseases and parasites to expect, but had absolutely no idea about the people or their village." As the helicopter descended into the lush green valley, the medical teams found a hastily cleared landing zone beside a larger clearing occupied by a single hut.

"As we landed, I could see that the thatched roof was part of a communal building next to a cooking area," said Hospital Corpsman 1st Class Frank Johns. "The Indians were near the hut, waiting for us."

The Navy medical people learned later that Cabecar Indians do not live in towns. They live in family groups scattered throughout the mountainous jungle. About 100 tribespeople had walked for two days to reach the clearing.



Photo by Lt. Cmdr. Alan Elliott



Two interpreters were used during the visit. One translated the native Indian language to Spanish, the other interpreted Spanish to English.

The tribespeople had vitamin deficiency symptoms, and parasitic skin diseases were seen in almost every member. Children were given inoculations for tetanus and diphtheria and an oral polio vaccine, and the people were given infestation treat-

ments and inoculations. Dental officers and assistants explained dental hygiene methods and extracted teeth.

The natives seemed eager to receive medical treatment, according to Johns. "I gave immunizations and everybody wanted a shot, except for the children. If one man received a shot, the next man in line wanted one also."

Other civic action projects by Iowa sail-

ors included rebuilding two schools and repairing an orphanage in Limon, Costa Rica. In La Ceiba, Honduras, a hospital was refurbished and was supplied with running water, washing machines and dryers, safe electrical wiring and an emergency generator. □

Farrar is assigned to USS Iowa (BB 61).

Bearings

DAV's 1985 Disabled Veteran of the Year

Armando C. Albarran was recognized as the 1985 Disabled Veteran of the Year by the Disabled American Veterans Association at the national convention held in July at New Orleans.

According to Chad Colley, national commander of Disabled American Veterans, Albarran's selection is based on his dedication and commitment to helping disabled veterans lead lives of dignity and self-respect. "... His efforts to remove obstacles in the work place and ensure full accessibility for disabled veterans on the job has set a national model for enlightened employment practices."

Albarran works for the San Antonio Veterans Administration as a vocational rehabilitation specialist. He provides direct counseling services to disabled veterans and their families, and travels more than 1,000 miles a month in the San Antonio region. He also visits training sites at college campuses to help veterans fill out forms and obtain medical services. He goes wherever his help is needed and stays by veterans' sides as they go through rehabilitation and recovery because it's "friends helping friends."

He also talks to managers of facilities for disabled veterans. "If a facility isn't accessible, I let the management know. I tell them there are many disabled people who would like to use their facility, but can't. By putting it this way, I find the reaction is positive in most cases."

Albarran's philosophy: "Strive do the best with what you have, and life will pay you back in many ways. You have to be involved with life in every way possible in order to be happy."

Albarran, who lost his legs while serving with the Army's 25th Infantry Division in Vietnam, was selected as the 1981 Outstanding Handicapped Federal employee of the Year for the Veterans Administration, and has been recognized by a variety of veterans and civic organizations through the years. ■



1985 Ney Award winners announced

Winners of the Capt. Edward F. Ney Memorial Awards program for food service excellence have been named. Judged by Ney inspection teams, the first place winners in the six categories are: Naval Facility Argentia, Canada, small ashore; Naval Station Subic Bay, Republic of the Philippines, large ashore; USS *George Bancroft* (SSBN 643), small afloat; USS *Mahlon S. Tisdale* (FFG 27), medium afloat; USS *Emory S. Land* (AS 39), large afloat; USS *Carl Vinson* (CVN 70), aircraft carrier.

The program promotes excellence in Navy food service by recognizing mess facilities that demonstrate outstanding food

preparation and service and management of the food service operation.

The competition is co-sponsored by the secretary of the Navy and the president of the International Food Service Association. A college-level professional culinary training course will be made available to one mess management specialist from each winning general mess, recognizing individual contributions.

The annual awards were initiated in 1957 in memory of the late Navy Supply Corps captain who served with distinction as head of the subsistence division of the Bureau of Supplies and Accounts during World War II. ■

Suggestions benefit Navy

The following people received military cash awards and civilian incentive awards for suggestions that have saved the Department of the Navy money, time, manpower and materials.

Aviation Electrician's Mate 1st Class Ronald E. Bales of Attack Squadron 22 received \$1,500 for his suggestion to add a circuit breaker to protect the 26-volt instrument panel in *Huey* helicopters against power failure from electrical surges. The change will save the Navy \$27,000 a year.



AD1 Barr

Aviation Machinist's Mate 1st Class Edward A. Barr of NAS Lemoore received \$2,500 for devising a testing procedure for F/A-18 fuel cell valves. His idea provided initial savings of more than \$152,000.

Lt.j.g. Steve J. Bohr, Recruit Training Center, Great Lakes, Ill., was awarded \$1,000 for his suggestion to modify the weapons racks on amphibious ships to accept the new M16-2A automatic weapons. His idea saved approximately \$10,000 the first year.

Lt. Leonard C. Francoeur from Material Tactical Electronic Warfare Wing, Pacific, and **Chief Aviation Ordnance-man Franky L. Jenkins** of Attack Squadron 165 shared a cash award of \$1,977 for collaborating on an adapter to prevent damage to A-6E weapons ejector rack adapter cables during emergency jettison or improper downloading.



TMC Higley

Chief Torpedoman's Mate (SW) Arlyn J. Higley received \$2,500 for his suggestion to revise ship alterations for torpedo firing doors on *Spruance*-class ships.



R.P. Koprowski

Richard P. Koprowski, a structural engineer at Long Beach Naval Shipyard, Calif., received \$6,826 for his design of a less expensive "carrier spreader" used to dock carriers at safe distances from piers.

Lt.j.g. Mark F. Morris from USS *William V. Pratt* (DDG 44) received \$1,263 for his suggestion to attach a single copy of instructions, rather than 50 copies, to the Engineer's Bell Book. The change provided a first-year savings of \$18,000.

Mary Seaton, personal property office, NAS Lemoore, Calif., received \$1,000 for her suggestion to collect payment from household goods carriers for delivery of property damaged in transit.



STGC Tracy

Chief Sonar Technician Merlin L. Tracy from USS *Cape Cod* (AD 43) received \$3,145 for his suggestion to conduct intermediate level repair of 7,000- and 60,000-pound cargo and service crane control magnetic amplifiers by using local obtainable parts. It would take less time to repair and save more than \$800 per amplifier. First year savings were predicted at \$86,000.

Lt.Cmdr. Don H. Waylett, on the staff of Commander, Naval Surface Force Pacific, received \$4,436 for his suggestion of a simpler and cheaper method to change the seals in ALCO diesels in *Newport*-class tank landing ships. ■

Bearings

Marines and Ogden sailors aid Filipinos

While on a five-month deployment in the western Pacific with Amphibious Squadron 7, sailors of USS *Ogden* (LPD 5) and Marines of Marine Service Support Group 11 volunteered their time to distribute food, toys and textbooks to area schools during a port visit to Subic Bay, Republic of the Philippines, last spring.

With the help of Filipino health professionals and interpreters in a local community clinic, the volunteers also provided medical and dental care to more than 600 local residents of the industrial zone

of Mariveles, Bataan. The Navy's Project Handclasp and community relations program and the Bataan Export Processing Zone Chapter of the Kiwanis Club supported the project.

Lt. Luther Alexander, *Ogden's* chaplain, said *Ogden's* efforts fulfilled the objectives of Project Handclasp. Alexander said local sponsors invited them back and the volunteers, touched by the friendliness of the people, said they would like to return someday.

Ogden returned to its Long Beach, Calif., home port in September. ■



Volunteer HN Cortez Irby checks a patient's pulse and temperature.

1985 student science winner

Sixteen-year-old Rachel Somerville from San Diego was named the winner of the 1985 U.S. Navy Ocean Science Award for her exhibit and presentation on "Microfossil Shape Analysis Using Laser Contour Shadowing" at the 36th International Science and Engineering Fair in Shreveport, La., in May.

A student at Gompers Secondary School, Somerville was selected from more than 600 students at ISEF for the three-dimensional approach to the identification of marine microfossils, using a highly focused laser. Rear Adm. J.B. Mooney Jr., chief of naval research, presented the award to Somerville at the ISEF awards ceremony.

The Navy Ocean Science Award was created by Naval Ocean Research and Development Activity to recognize and demonstrate support for young scientific talent, and to encourage students to pursue careers in scientific research.

Somerville received a plaque and cer-

tificate, a \$1,000 scholarship and an all-expense paid trip to England to participate in this summer's London International Youth Science Fortnight.

Somerville graduated in June and will attend Reed College in Portland, Ore., majoring in physics and music. ■



Rachel Somerville is congratulated by Dr. Jim Andrews (right), technical director for Naval Ocean Research and Development Activity, and Cmdr. Randy Coleman (left), NORDA's executive officer.

Employers visit employees in Naval Reserve

Nearly 100 employers recently learned firsthand what their employees do as naval reservists aboard four Naval Reserve Force ships of Surface Squadron 1 in the Long Beach, Calif., area.

Dubbed Employers Support Day, the program gives employers a chance to see—and even participate in—shipboard evolutions, from the pilot house to the engine rooms to taking part in man overboard and general quarters drills. And on USS *Duncan* (FFG 10), they even saw a simulated missile launch.

Other ships that participated in Employers Support Day were USS *Moctobi* (ATF 105), USS *Racine* (LST 1191), and USS *Lang* (FF 1060). The success of three ships which made similar employer support cruises prompted commander, Surface Squadron 1 to make the cruise an annual event.

For most of the employers, it was their first venture in a Navy ship at sea.

"I'm a former Army man," employer

Paul Trigg said on board *Duncan*. "I came out today because I was interested in seeing what Ernie (Machinery Repairman 2nd Class Ernest Abbot) does."

Employer Richard Holland Jr. on board *Duncan* said, "I had been teasing Lee (Mess Management Specialist 2nd Class Lee Arrington) for years about taking me on board a Navy ship. When he offered me this opportunity, I jumped at it."

Employer Gloria Myers was impressed with her employee, Operations Specialist 1st Class David Gray.

"He loves the work he does on board *Lang*. The dedication that he has for his shipboard duties carries over to his work with us."

Employers saw where the reservists work, eat and sleep. They observed helicopter crash crew training, navigation and piloting and routine watchstanding.

They also ate a Navy lunch with their employees in the enlisted dining facilities and the officer wardrooms.

The employers' visits also included a chance to talk with the active duty commanding officers of the ships, who explained that their crews are made up of approximately 40 percent reservists.

"I depend upon my reservists to main-

tain the combat readiness of this ship. We all must be able to mobilize in 48 hours or less," said Cmdr. Richard Branum, commanding officer of *Duncan*.

"My ultimate goals are the 100 percent attendance and retention of all reservists on board. That's where you, the employer, come in. I need your understanding and your cooperation in making your reservist employees available for duty."

The Selected Reserve coordinators on each ship explained the special demands required of reservists on their ships. They are often expected to leave their civilian jobs on Friday evenings to report directly to their ships. The ships leave port and do not return until Sunday night.

The reserve coordinators also emphasized the benefits of reserve duty to the employers, such as the training provided reservists in technical skills, personnel management and leadership.

At day's end, employer Loren Smets expressed the group's sentiments best when he said, "Being on board today made me aware that Ron (Chief Boatswain's Mate Ron Longo) doesn't go on pleasure cruises one weekend every month." ■

—Story by Lt. Janice Bellucci,
NRRC 19, San Diego.



Photo by Lt. Janice Bellucci



Photo by Ensign Debbie Taylor

Above: IC1 Clifford Mack shows equipment to employers on board *Lang*. Left: Lt. Ron Graves gives a tour of *Duncan*'s helicopter hangar.

Bearings

Special Olympics helped by SIMA

Twenty-five sailors from the Shore Intermediate Maintenance Activity, San Diego, volunteered to help with the San Diego Special Olympics held in June for two days. More than 700 athletes from all over Southern California participated in the 15 events.

This year's games marked the end of a year-long program of athletics sponsored by the Association for Retarded Citizens. The volunteer efforts were organized by Lt.j.g. Von Belle and the SIMA athletic office.

The motto of this year's special olympics was "Though I may not always finish first, let me be brave in the attempt."

"When you see the athletes' determination to perform tasks that we take for granted, it's impossible not to get involved," said Electronics Technician 1st Class Jackie Ferguson. "You really feel a part of it all." ■



Orion aids disease victims

Officers and enlisted crew members from USS *Orion* (AS 18), homeported in La Maddalena, Italy, and members of Submarine Squadron 22 donated 50 pints of blood recently to help victims of the genetic disease Beta Thalassemia.

Lt. Walter F. Watkins, head of *Orion's* medical department, said the victims of the disease are mainly children in Mediterranean countries. The disease often is detected at the age of two, and the victims

rarely live beyond 30.

Constant blood transfusions are the only treatment for the disease and give those afflicted about 28 extra years of life, according to Watkins. The disease reduces the body's ability to produce blood, and the bones that produce blood become overtaxed, often disfiguring the victim.

The 10 officers and 40 enlisted people who are regular blood donors were pre-screened for anemia, hepatitis, venereal diseases and AIDS. Doctors and nurses from the Association of Voluntary Italian Blood Donors collected the blood to re-supply overtaxed blood banks. ■

Reservist rescues man from fire

Naval reservist Chief Fire Control Technician Richard Finneman used his Navy training and experience in fire-fighting and damage control rescue last March when he pulled a man from a burning building in Grand Rapids, Mich.

Following an explosion, Finneman entered the building, crawled on the floor to avoid heat and toxic smoke, located and

then dragged a semiconscious man to safety. In serious condition, the man was taken to a hospital in Grand Rapids, where he was treated for burns and smoke inhalation.

An electrician in civilian life, Finneman has been drilling at Naval Reserve Center, Muskegon, Mich., for 17 years. ■

Port Call: Antalya

The nuclear-powered guided missile cruiser USS *South Carolina* (CGN 37) visited the ancient city of Antalya, Turkey, on the Mediterranean coast recently. *South Carolina* is one of the few nuclear-powered vessels to visit Turkey in 20 years.

The city of Antalya covers an area of more than 22,000 square kilometers, more than 2.5 percent of the Turkish land, and the city's history goes back 2,200 years. The hospitality of the people, along with rich cultural and historical treasures, exotic foods and reasonable prices, made the Antalya port visit memorable.

According to Capt. Kenneth R. Sydow, commanding officer, "Antalya was perhaps our best port yet. The friendly people, along with the great weather, made our visit there a pleasant surprise."

South Carolina sailors found Antalya much more modern than was expected,

according to Chief Quartermaster Theodore J. Mozeleski. "The modern and the old architecture in Antalya was impressive. It was really an attractive city."

Interior Communications Electrician 3rd Class Stephen L. Sullivan said, "The prices were great, and so were the people." Perhaps the two most popular items sold in local shops were the wool and silk woven rugs and the meerschaum pipes.

Personnelman 2nd Class Mitchell L. Earles, who collects pipes, said the shopkeepers he dealt with were very helpful and knowledgeable. "I bought one pipe for \$35 that would sell in the states for well over \$200."

After leaving Antalya, *South Carolina* received messages from all the commanders in the European theater and the chief of naval operations complimenting the crew on its performance. Additionally, the American Consulate in Izmir, Turkey, invited the ship to return to Antalya. ■

Surf's up for milk cartons

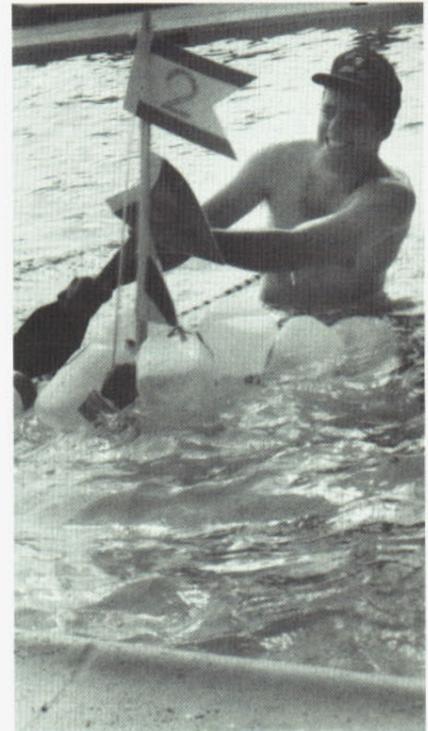
A different type of "regatta" highlighted the quarterly gathering of Naval Surface Force, U.S. Atlantic Fleet, at the Naval Amphibious Base, Little Creek, Va., last June—the "boats" were constructed of milk cartons.

The homemade 3- by 5-foot boats had to be constructed from plastic milk cartons smaller than gallon size and wrapped in plastic bags and tape. No boat could have any external propulsion.

Lt. Jace Cunningham from the Naval Amphibious School rowed into first place; Lt.j.g. Marvin Miller and Ensign Mike Elizondo of Naval Amphibious Base tied for second place; and Lt. Paul Nolte of Service Squadron 8 took third place.

Surface force units participating in the regatta were the Naval Amphibious School; the Naval Amphibious Base staff; Service Squadron 8; Destroyer Squadron 26; USS *Connolly* (DD 979); USS *Coontz* (DDG 40); USS *Portland* (LSD 37); USS *Savannah* (AOR 3); and USS *Spiegel Grove* (LSD 32). ■

—Photos by Karen Parkinson
NAB Norfolk, Va.



The race is on! Clockwise from top: Naval Amphibious Base's "boat" (left) edges out a competitor for Service Squadron 8; A USS *Coontz* (DDG 40) challenger concentrates on his rowing technique; this challenger's boat (center) is afloat, but he isn't; Lt. Jace Cunningham rows to the finish for first place.

Mail Buoy

Saint Paul

I thoroughly enjoyed the May 1985 article about USS *Saint Paul* (CA 73). It brought back memories of my first ship, USS *Newport News* (CA 148). However, I must contradict the statement that the *Saint Paul* was the last active all gun cruiser. *Newport News* decommissioned in 1974, having made her last "Gun-line" deployment in 1972. Stricken from the register, she awaits her fate at Philadelphia, along with her two sister ships in mothballs.—ACC(SW) A.K. Northrop

• *It never fails: just when you think you've researched a claim sufficiently to include it in a story, someone blows you out of the water. It just proves again that it's nearly impossible to say anything or anyone was "first," "last" or "only." Information for the Saint Paul reunion story was obtained from Saint Paul historical documents and the memories of crewmembers. While we're discussing the Saint Paul story, we're very surprised none of our readers noticed the typographical error that moved one of the heavy cruiser's turrets from forward of the superstructure to aft of it.*—Ed.

Special Children

It does my heart good to read the articles regarding special children, their families, research, and diagnosis of their disabilities (June 1985, "Hope for Williams Syndrome Children"). As a "special child" parent, I feel one of our greatest challenges is to share our stories with those who haven't been touched. The world needs a better understanding of the SPECIAL children. I commend you for your continuing education and look forward to future articles.—Dona Bovey

Readers are Right

The article "Paths to a Commission" on pages 6 and 7 of the June 1985 edition of *All Hands* contains a significant error. The section on the Naval Reserve Officers Training Corps indicates that selectees receive \$100 a month for subsistence and books. Actually the \$100 is for subsistence only. All books, like tuition and fees, are provided at no cost to the selectee. Text books are quite expensive, often more than \$100 per term.—Col. Michael E. Stein, USMC

Referring to the June 1985 issue of *All Hands*: The story on page 45 about USS L.Y. *Spear* (AS 36) incorrectly listed the commanding officer as Cmdr. John E. Spreier. At the time, Capt. J.F. Whelan was in command. At the present time, Capt. L.E. Everman is the commanding officer. Chaplain Spreier was the project coordinator.—Lt. G.P. Fiore, USS L.Y. *Spear* PAO

A-6 Intruder vs. A-7E Corsair

While I have not worked in the A-7 community as long as most of my shipmates in the community, I have learned to distinguish between an A-6 *Intruder* and the A-7E *Corsair II*. Is there a new airframes change that we in the light attack community don't know about yet?

I am referring to the June 1985 issue of *All Hands* magazine. On pages 27, 28 and the back cover, you have misidentified the A-7E as an A-6 *Intruder*.

C'mon guys, I can see it once, but three times?!

—AQ2 Mark A. Millis,
VA 22, NAS Lemoore, Calif.

• *You're right. Once could be a typographical error, but three times is an outright mistake. Our apologies to the light attack community and to all our readers. It's through your calls and letters that we are able to correct those mistakes we didn't know had slipped through.*—Ed.

Reunions

• **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 Mercy**—Planning a reunion for supply and disbursing crew members from World War II. Contact Jack Woods, Box 1818, Billings, Mont. 59103.

• **USS PCS 1389, World War II**—Reunion Nov. 2-3, 1985, VFW Hall, Deer Park, N.Y. Contact Leonard Tampone, 99 E. 7th St., Deer Park, N.Y. 11729; telephone (516) 667-6184.

• **USS Bostox (CAG 1)**—Possible reunion in 1986, Boston, Mass. Contact George L. Payzant, 9 Christina Ave., Pinehurst, Mass. 01866. Telephone (617) 667-9668.

• **USS L.C.S.L. #111**—Planning a reunion June 1986, Nashville, Tenn. Contact Jack Cox, 621 Millville, N.J. 08332.

• **USS Myrmidon (ARL 16)**—Planning a reunion in 1986. Contact Robert A. Craycroft, Rte#1, Box 61, Macon, Ill. 62544.

• **Torpedo Squadron 8 (CV 8)**—Planning a reunion for all crew members who served from Jan. 1, 1941, to Dec. 15, 1942. Contact Lee Marona, P.O. Box 35845, Phoenix, Ariz. 85069.

• **USS Colonial (LSD 18)**—Planning a reunion. Contact Vernon Kinchen, 2109 Middleton, N. Little Rock, Ark. 72116; telephone (501) 753-9974.

• **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, Gaithersburg, 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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The *All Hands* editorial office does not handle subscriptions to the magazine. Subscriptions—and setting the price for such subscriptions—are under the authority of the Superintendent of Documents.

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

PERSONAL COPIES: *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Wash., D.C. 20402.



Photo by B.J. Benach

Shigeyuki Kondoh, a Shinto priest, conducted a ship blessing ceremony aboard USS Francis Hammond (FF 1067) during a June guest cruise. The priest called upon the spirits of the sea and offered special bounty and prayers for the frigate homeported in Yokosuka, Japan. The priest, of the Tsurugaoka Hachiman shrine in Kamakura, was presented with a ship's plaque by commanding officer Cmdr. Paul Donaldson. This was the first time in Navy history that a Shinto priest has blessed an American warship, according to Donaldson.



CISM-Winning internationally • Page 24