

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

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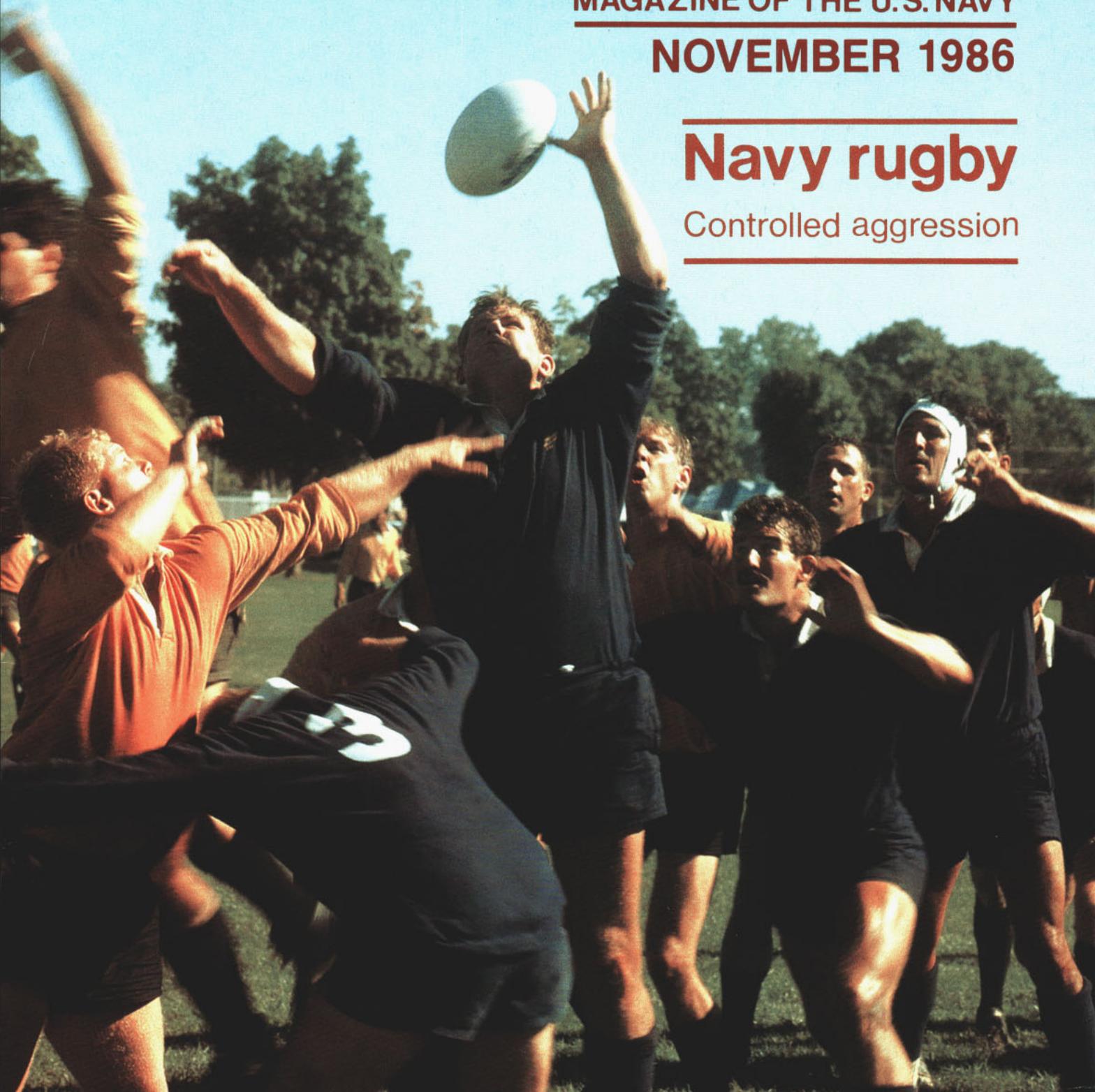
NOVEMBER 1986

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**Navy rugby**

Controlled aggression

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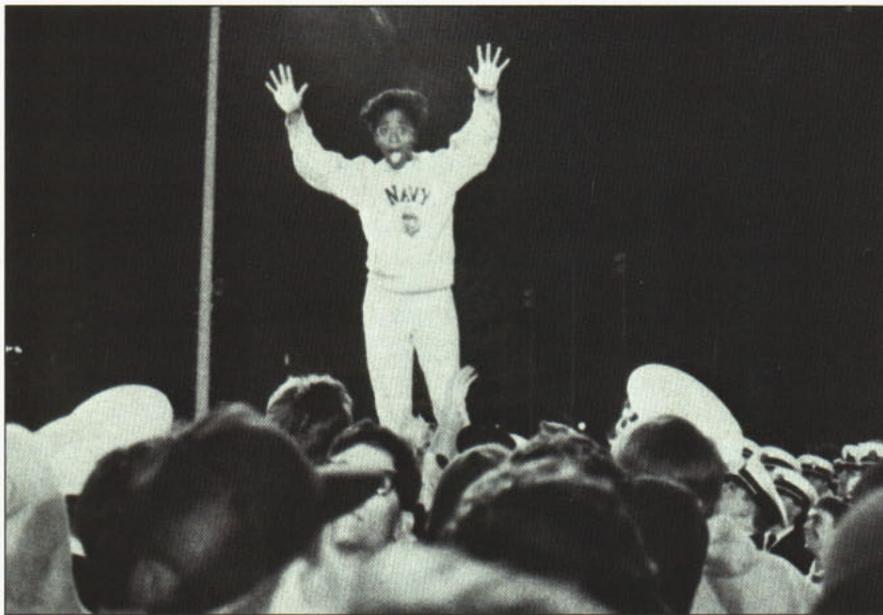
**Navy reservist Lt. William G. Armstrong and friends prepare for a balloon flight in Akron, Ohio, Aug. 22, 1986, in recognition of the 75th Anniversary of Naval Aviation.**

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MAGAZINE OF THE U.S. NAVY

NOVEMBER 1986 — NUMBER 836

63rd YEAR OF PUBLICATION



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**Front Cover:** Navy outreaches Army for the ball in a recent rugby tournament at Fort McNair, Washington, D.C. Photo by JO2 Lynn Jenkins.

**Back Cover:** Bancroft Hall and other academic buildings are decorated in preparation for the Army-Navy game. Painting "Bancroft Hall" by Charles McVicker; reproduction courtesy of Navy Art Collection.

# Navy Currents

## Correction for hotline number

A toll-free telephone number for the Paperwork Reduction Hotline to Commander Naval Reserve Force headquarters was misprinted in "Naval Reservist News" (June and July 1986 issues). The correct number is 1-800-992-2033. In Louisiana only, naval reservists may call (504) 942-6739.

The Paperwork Reduction Hotline has been established to help field units with questions relating to efforts to reduce unnecessary paperwork. □

## DoD leads drug war

Assistant Secretary of Defense for Force Management and Personnel Chapman B. Cox, at a Sept. 16 press conference at the Pentagon, outlined the role DoD will play in the President's war on drugs.

Cox noted that attacking the supply end of the drug chain has not been entirely effective, and that efforts now are increasing to balance the program by trying to decrease demand.

An important part of this effort will be to establish a drug-free workplace. DoD has been a leader in the elimination of drugs from the workplace, Cox said. "Defense is very proud that we were first on board with this effort back in 1981-82. We have enjoyed a 67 percent decrease in the military use of drugs since 1981," he added.

Cox said that DoD will try to influence the private workplace to follow the federal example by encouraging suppliers, vendors and contractors to develop programs to eliminate drug use among their workers. He noted that many private firms deserve credit for having moved forward with their own programs already.

Pointing out that the 290 DoD-based schools amount to the 10th largest school district in the nation, Cox said that the "drug-free" program now in place in these schools serves as an excellent model for the rest of the country.

Although reducing demand is important, Cox said DoD is preparing to support interdiction

efforts. "We will increase our support as much as possible and still maintain our primary mission, which is to defend the U.S. from foreign attack," he said.

Cox emphasized that this support would *not* call for U.S. Armed Forces personnel to arrest civilians. "That's the job of the appropriate legal authorities," Cox said. "We will *support* not *supplant* civilian law enforcement."

Cox also commented on the difficulty of the interdiction task. "Over 70,000 ships and aircraft cross U.S. borders every day," he said. "Identifying the criminals among those is what is so difficult."

Noting that more than \$30 billion worth of illegal drugs were interdicted in fiscal year 1986, Cox also pointed out that that amount represents only a small fraction of the actual traffic. □

## Ratings reopen for women

The Navy enlisted ratings boiler technician (BT), machinist's mate (MM), and operations specialist (OS) recently reopened to women.

The ratings had been closed because there were not enough sea duty billets open to women to support an adequate career path. After carefully re-examining the three ratings, officials now believe they hold valid opportunities for women.

Qualifying women will move into these ratings and be rotated into new assignments during fiscal year 1987. Current plans will allow 75 women into the BT rating, 135 into the MM rating, and 20 into the OS rating during 1987.

The Navy's final goal is 230 women BTs, 400 MMs, and 200 OSs by fiscal year 1991. □

## France honors U.S. veterans

The Comite d'Action de la Resistance, an association of World War II French resistance forces, is honoring America and her World War II veterans who served in France through a special program called *Amis Pour Toujours*, Friends Forever.

By special decree of the French Government, 1,500 official World War II French military decorations have been reactivated and are approved to be worn on U.S. military uniforms.

French authorities presented decorations to qualifying veterans on Oct. 31, 1986, in the largest military award ceremony ever held in France. The ceremony was part of a weeklong celebration which included tours of Paris and an official reception at City Hall, a *Bateaux Mouches* cruise on the Seine, and a day trip to Reims and the famed Taittinger Champagne cellars.

U.S. veterans who believe they qualify for any of the awards should contact Hal F. Ryder, Lt.Col. (ret.), c/o Operation Friendship, P.O. Box 234, Wayne, Pa. 19087; telephone 1-800-523-7287, (215) 254-6000 for Pennsylvania residents. □

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## Navy medicine workshop

The 29th Navy Occupational Health and Preventive Medicine Workshop is slated for Feb. 27-March 5, 1987, in Norfolk, Va.

There are no fees for the workshop, sponsored by the Navy Environmental Health Center, Norfolk, and it is open to all occupational health and preventive medicine professionals. CME/CEU and maintenance of certification points for certified industrial hygienists can be earned.

For further information, contact Dianne Best, Navy Environmental Health Center, Naval Station Norfolk, Va. 23511-6695; telephone (804) 444-4657, Autovon 564-4657 or FTS 954-4657. □

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## We've moved!

As a reminder, *All Hands*, and the entire NIRA organization, has moved to Arlington, Va. Our new mailing address is:

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# ALL HANDS

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## The pre-game rivalry

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# Army-Navy

*Watching the upcoming Army-Navy game on television will be sort of like looking at the tip of an iceberg. There's a lot more to this rivalry than meets the eye at game time.*

On a crisp November morning two years ago, a Navy Commander and two accomplices took off from Annapolis, Md., in a small private plane they had rented from the flying club at the U.S. Naval Academy. Their mission: a secret air strike. The Piper *Warrior* carried its unique payload in four plastic trash bags.

The trio arrived over the target area around 1530 that afternoon and found the enemy just where the intelligence reports said they'd be—right out in the open.

A roll of toilet paper, tossed from the plane, helped them judge wind direction as they came to an attack altitude of 500 feet. Then, in four glorious passes, the crew dropped the payload.

The aircraft got back to home base around 2130 that night. The strike team leader immediately telephoned one of his "spies," who reported that the air strike had been "tremendously effective."

Thousands of unsuspecting cadets

were in ranks on the parade ground at the U.S. Military Academy at West Point when, courtesy of the U.S. Navy, it suddenly started raining gold plastic balls, hand-lettered in blue with "Go Navy!"

This daring Navy crew had pulled off yet another of those memorable pranks that are a traditional part of the sometimes fierce, but always friendly Army-Navy football rivalry.

And some rivalry it is. Navy midshipmen and Army cadets have been matching their skills on the football field since before the turn of the century. "The first game that an Army football team ever played was against the Navy . . . which is not exactly beating around the bush to get such a renowned rivalry underway," wrote Jack Clary in *Army-Navy Through the Years*. Navy beat the inexperienced cadets, 24-0, in that first game, but it has been a pitched battle ever since.

Neither school has won more than five games in a row and the series has been tied

nine times. With 10 wins in the last 13 meetings, including an upset victory last season, the midshipmen go into this year's game with a 41-38-7 edge in the series.

As usual, the game at Philadelphia's Veterans Stadium will be broadcast live on network television. But looking at an Army-Navy football game on television shows viewers only what's happening on the field. This is just the culminating moment; months of anticipation and preparation build up to the game itself.

Over the years, the annual meeting of these two teams has always been the highlight of each academy's fall season. Midshipmen start preparing for the game in August, with each company in the brigade designing floats, banners and other displays of school spirit. By the time "Army Week"—the final week before

**Even when draped in a huge banner, Bancroft Hall is an academic studying ground and determined students find their way in.**





the game—rolls around, activities at Annapolis are fever-pitched.

During Army Week, company floats are unveiled and put on display at Bancroft Hall, "Beat Army" banners hang from almost every academy building, there's a bonfire and pep rally, and midshipmen celebrate the eve of the all-important game with a formal dinner dance.

Some activities are not so formal. Midshipman 3rd Class Sarah Michael and several classmates dressed one of the academy's revered statues in a Hawaiian outfit, complete with lei and reflector sunglasses during Army Week last year. "It's especially good for the plebes (incoming freshmen)," she said. "If an upperclassman asks them a question during Army Week, all they have to do is yell out real loud: 'Beat Army!'"

Eric Cheeny, a plebe last year, agreed. "This is the first break we've had since the summer," he said. "We get a chance to relax and let our hair down a little bit."

Just about anything goes during Army Week, as William Brown can well attest. During the five years he has worked at the academy, Brown has learned first-hand that things can get pretty wild. One day he came to work to find that during the night the midshipmen had somehow taken one of the jet aircraft that are displayed on academy grounds and placed it on top of the mess hall.

"It was hell getting that plane down," said Brown, who has yet to figure out how the midshipmen got it up there in the first place, "but it was all in fun."

"The rivalry and pranks are a lot of fun for the midshipmen," said Rear Adm. Stephen K. Chadwick, Naval Academy commandant of midshipmen, "but the two academies share much more than just an annual football game. We have an active student exchange program with West Point, as well as the Air Force Academy. Daily contact between midshipmen and cadets teaches all of these future officers the importance of cooperation between this country's armed

**Bonfires, spirited hijinks and statue decorations are just a few of the traditional activities during "Army Week."**



services. Good-natured, safe pranks support the camaraderie among the sister service academies.”

As one might expect, there have been times over the years when the midshipmen have been, shall we say, a bit overzealous during Army Week.

“About 15 years ago they flattened an Army captain’s Volkswagon right down to the ground,” said Manuel Fernandez, a grounds keeper at the academy for 18 years. “I heard that the commandant made the entire brigade chip in \$2 apiece to help replace it.”

Instances like that are rare, however. For the most part, the high-spiritedness associated with the Army-Navy rivalry is limited to an infectious game of one-upmanship played out between midshipmen and cadets.

In past years, midshipmen have run a relay with the game football all the way from Annapolis to Philadelphia, arriving just in time to hand it to game officials for the coin toss. Navy’s *coup de grace* last year came via Veterans Stadium’s giant video screen. Somehow the midshipmen managed to get a videotape of

President Ronald Reagan holding up a Naval Academy bathrobe with “Beat Army” emblazoned in large, gold letters across the robe’s blue silk lining.

The midshipmen aren’t always able to outdo the cadets, however. One year Army managed to kidnap the Navy goat. Ever since, the horned mascot has been protected by an electronic security system, and Army has had to satisfy itself with lesser spoils. They have nonetheless been quite effective.

The movie “Ghost Busters” was a box office smash the same year of the air raid



# Army-Navy

on West Point. Navy was dealt a stunning retaliatory blow at the game when the cadets unveiled "Goat Buster" T-shirts. Adding insult to injury, Army went on to win the game, 28-11.

Not all the pranks are on such a large scale, however. Early one morning, just

two days before last year's game, Army pulled a successful raid on academy grounds. According to a grounds keeper, six Army exchange students jumped out of a car and assaulted the midshipmen's Hawaiian-garbed statue with shaving cream and red water colors.

"If those midshipmen had come out of that chow hall two minutes earlier . . .," said the groundskeeper, seeming to shudder at the thought. But everyone seems to take the pranks and hijinks in stride.

"It's like a huge fraternity party," said Midshipman 1st Class Jim Puzan. "It's all in good fun." And the fun isn't limited to service academy grounds.

It has become somewhat of a tradition for a Navy pep squad—complete with band, mascot and cheerleaders—to pay a boisterous visit to the Pentagon during Army Week. Last year, they brought the most powerful building in the military world to a virtual standstill for about 30 minutes as they filled the maze of corridors with cheers of "Go Navy!" and the sound of "Anchors Aweigh." Even Secretary of the Navy John Lehman got into the act, donning a "Beat Army" T-shirt, leading cheers in front of his office and playing a plastic kazoo.

With all this commotion, it is understandable that the Army-Navy game is considered by many to be the greatest rivalry in college football today. At the academy it's said that if you beat Army, you've had a winning season.

"I think the first thing you learn when you get to the academy is 'Beat Army,'" said Fred Gambke, who centered for the 1950 Navy team that beat Army, 14-2, and who hasn't missed a game in 18 years. "It's heartbreaking when Navy loses. It ruins your whole year."

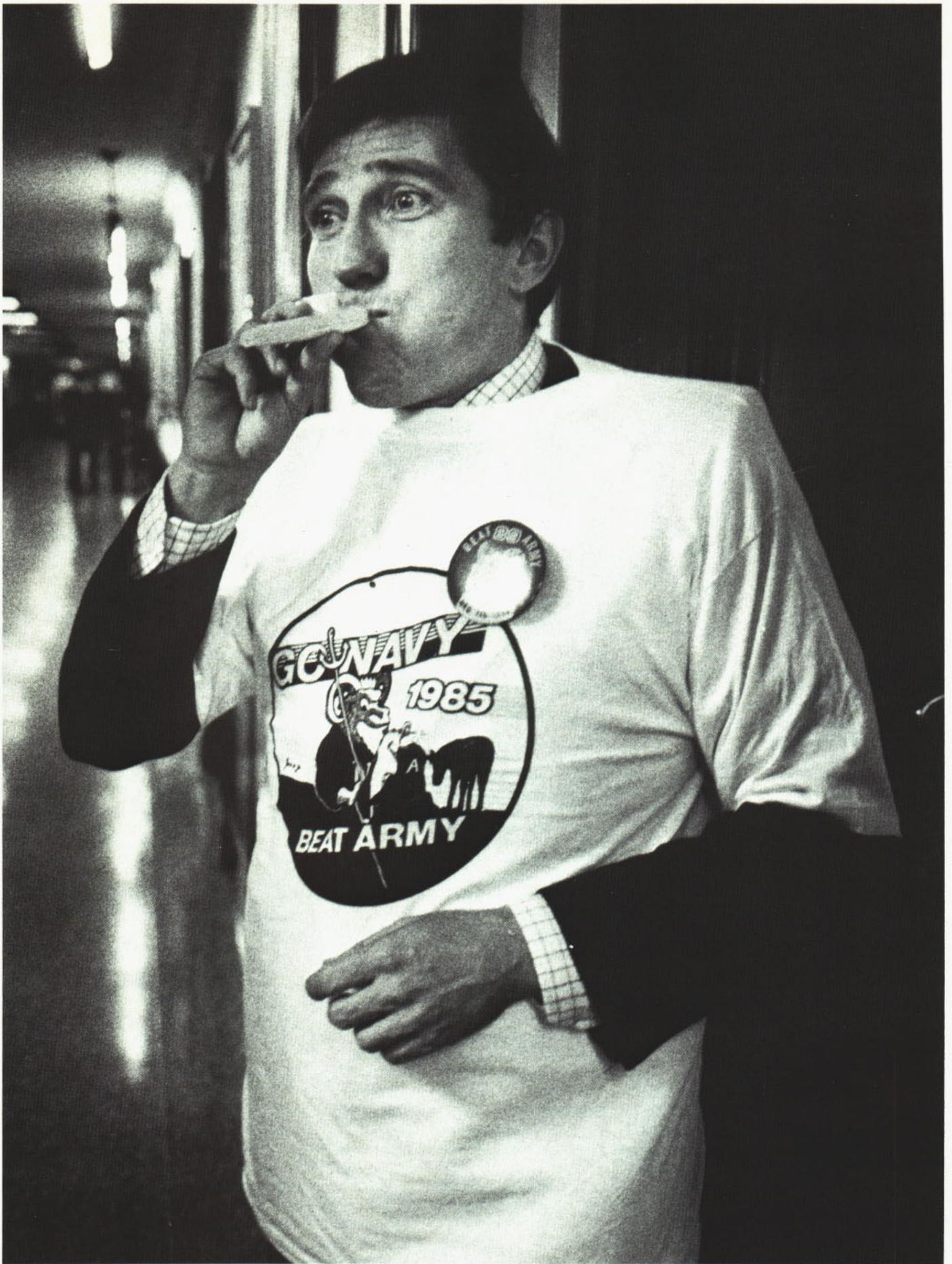
But in such a high-spirited rivalry you never can be certain what the outcome will be.

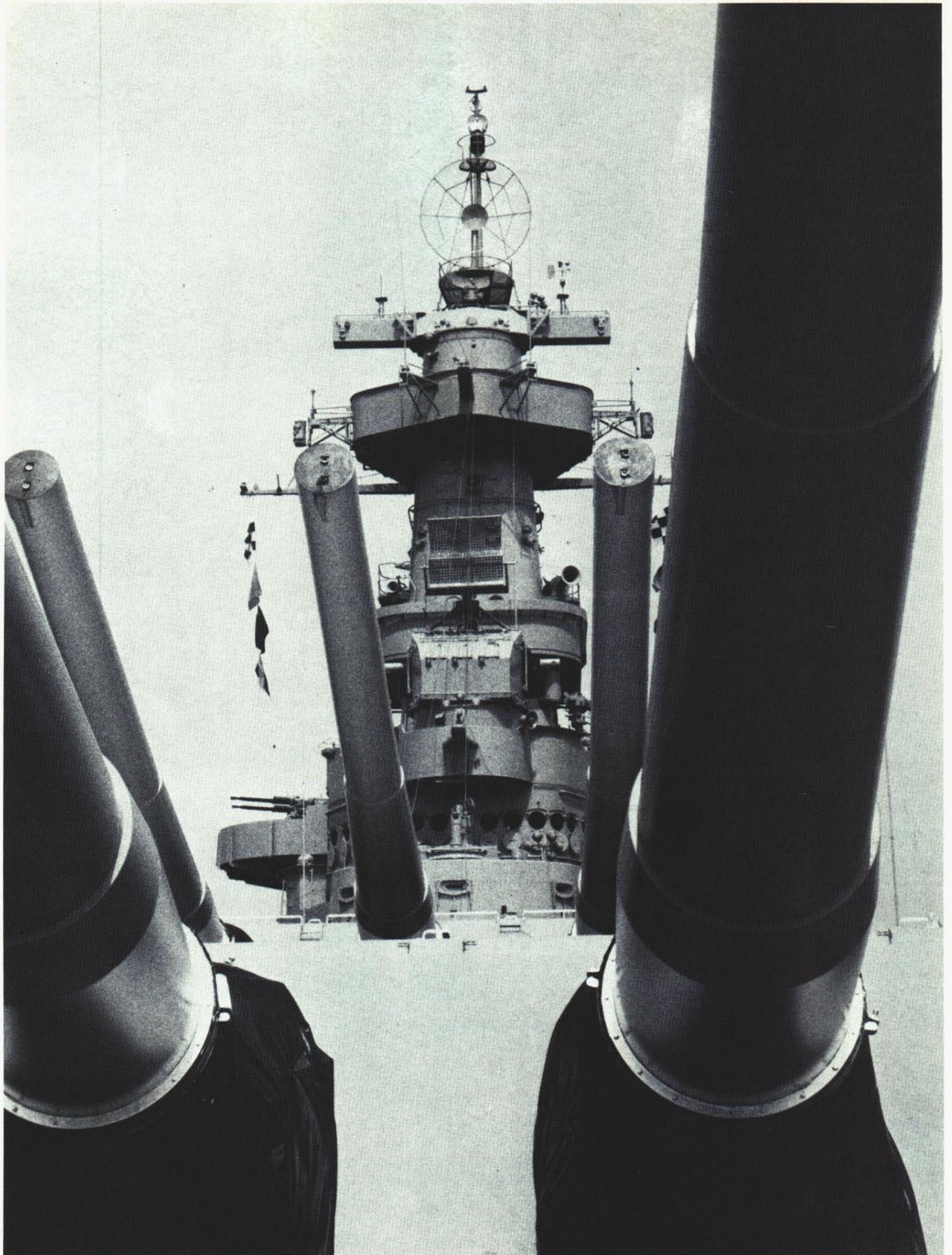
There is, however, one thing of which you can be sure. At this very moment, the midshipmen at the Naval Academy are busy hatching schemes against their arch rival, Army. □

—Story by JOI(SW) E. Foster-Simeon.  
Photos by Perry Thorsvik, now a photographer with the Washington Times, was a photojournalist with NIRA when he did this story.

**The Navy mascot sees victory within his grasp, while Secretary of the Navy John Lehman joins the Navy pep band during 1985's pre-game activities.**

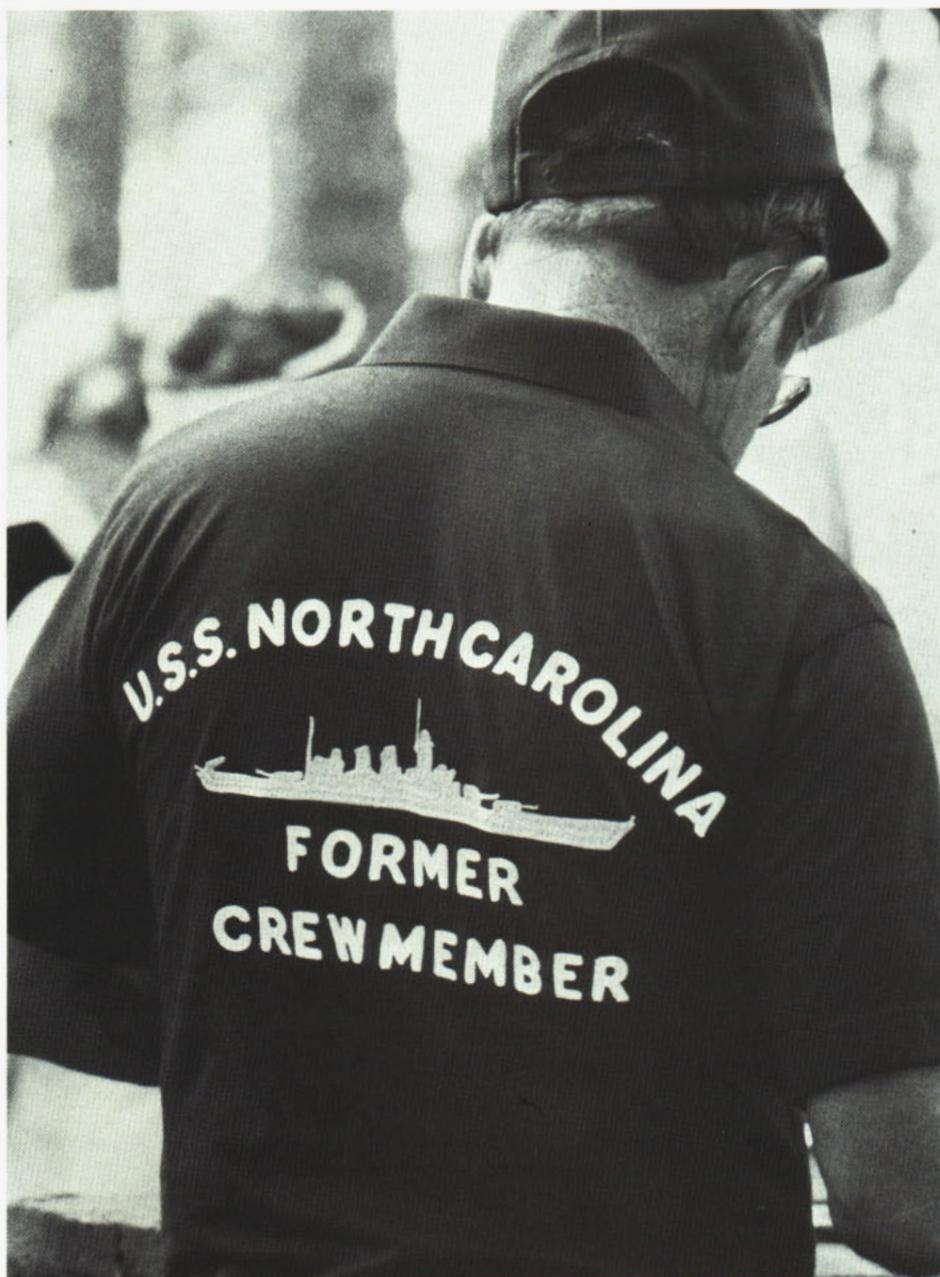






# Survivors

## Former enemies meet on battleship North Carolina



For 44 years they thought of each other only as “the enemy,” that impersonal abstraction defining faceless, nameless men who fought against each other but were never seen by the other side.

But that all changed recently when, after more than four decades, the “enemies” met for the first time in a special joint reunion between the wartime crew of the battleship USS *North Carolina* (BB 55) and surviving crew members of the Imperial Japanese submarine *I-19*, the sub that torpedoed *North Carolina* in 1942.

The reunion, held this past summer in Wilmington, N.C., home of the USS North Carolina Battleship Memorial, was the first face-to-face meeting between the former combatants who clashed on that fateful September day during World War II when a stray torpedo from *I-19* slammed into *North Carolina*, claiming the lives of five U.S. Navy sailors and blasting an 18-by-32-foot hole in the ship’s bottom.

The four-man Japanese delegation consisted of: Dr. Juichiro Miyazawa, surgeon aboard *I-19*; Hichiro Tange, torpedoman; Tadataka Ohtani, torpedoman; and Rihichi Sugiyama, torpedoman and signalman. At the invitation of the North Carolina Battleship Association, these old warriors traveled to Wilmington from Japan, at their own ex-

**Far left: Battleship North Carolina from its forward main battery turrets. Left: A former North Carolina sailor displays his status.**

# Survivors

pense, to extend the hand of friendship to their former adversaries.

Although *I-19* was sunk with all hands in 1943, some crew members who were veterans of the *North Carolina* incident were not aboard *I-19* on its last cruise. According to Ben Blee, a retired Navy captain and chairman of the USS *North Carolina* Battleship Commission, "Learning that these men were alive and well in Japan was like discovering a resurrection. They and 10 others survived the loss of their ship because some had left it for other duty, and others were on

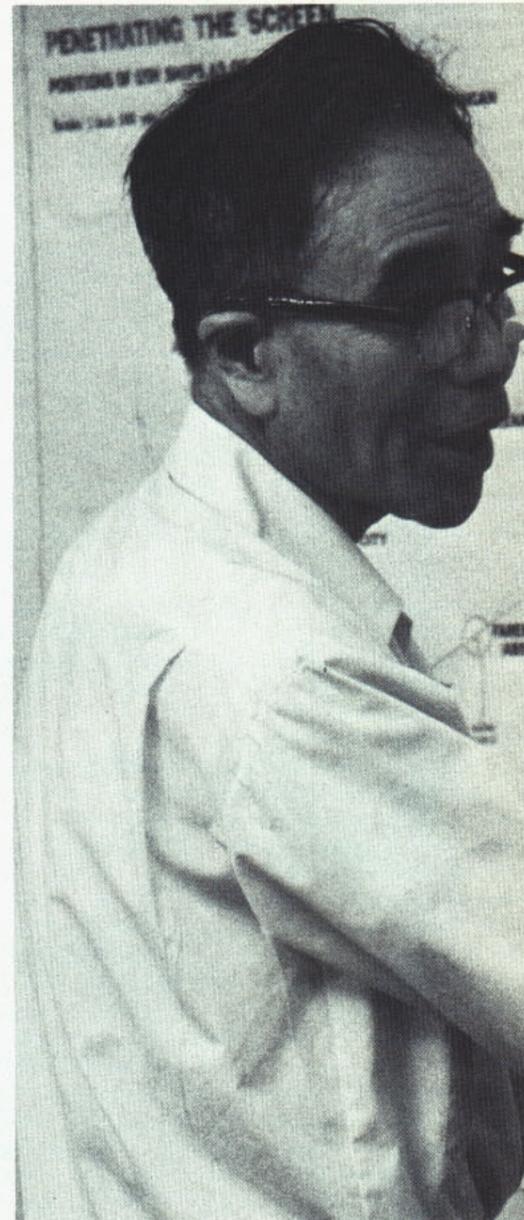
sick leave when it sailed on its final patrol."

As eager to restore amity as the four Japanese visitors were eight *North Carolina* sailors who survived the torpedoing; they were on hand as designated hosts to the Japanese during the three-day affair. The agenda included: a tour of the battleship *North Carolina*; a detailed discussion of what happened on and under the sea when the two ships clashed in September 1942; and a round of social events hosted by the Battleship Memorial, the Battleship Association and the Greater

Wilmington Chamber of Commerce.

Understanding little English, the former *I-19* crew members were accompanied by interpreters during their stay. But the warmth and hospitality extended to them by many former *North Carolina* sailors were conveyed quite well without words, as the Americans escorted their guests on a tour of the battleship the first day of their meeting.

On the second day, both sides got together in the admiral's cabin on *North Carolina* to review the events of more than 44 years ago that led to this historic



gathering. Tadataka Ohtani, the man who actually fired the torpedo that damaged *North Carolina*, said, "I first learned that we hit *North Carolina* in 1965, more than 20 years after the war." And with that opening remark, Japanese and American sailors let the story unfold.

It all began on the afternoon of Sept. 15, 1942. A carrier task force was covering the transport of Marine reinforcements of the 7th Marine Regiment from Espiritu Santo in the New Hebrides, to Guadalcanal in the Solomon Islands. Protecting the six troop transports were

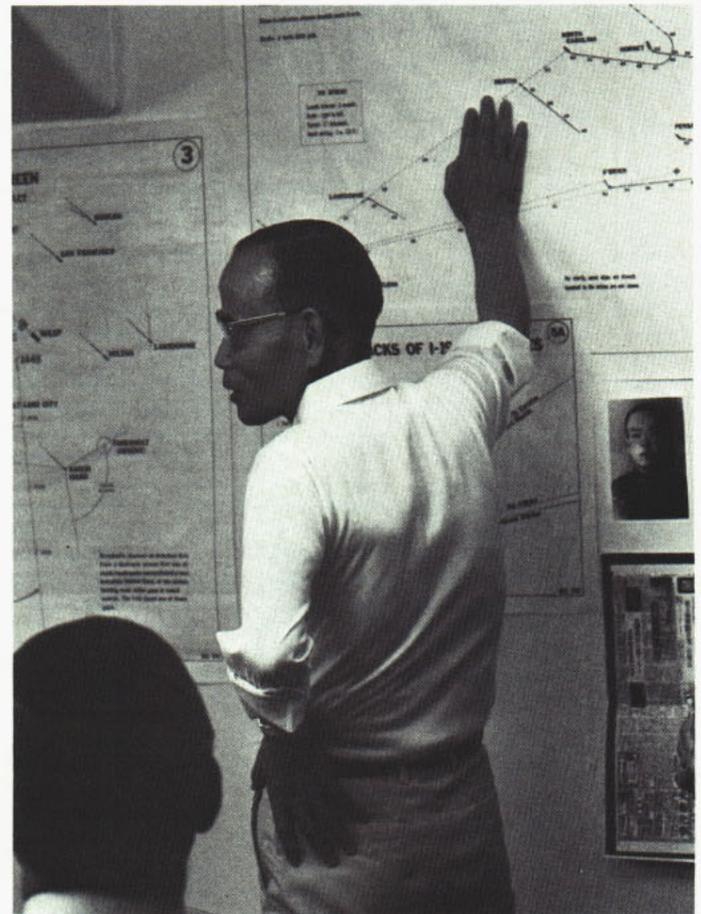
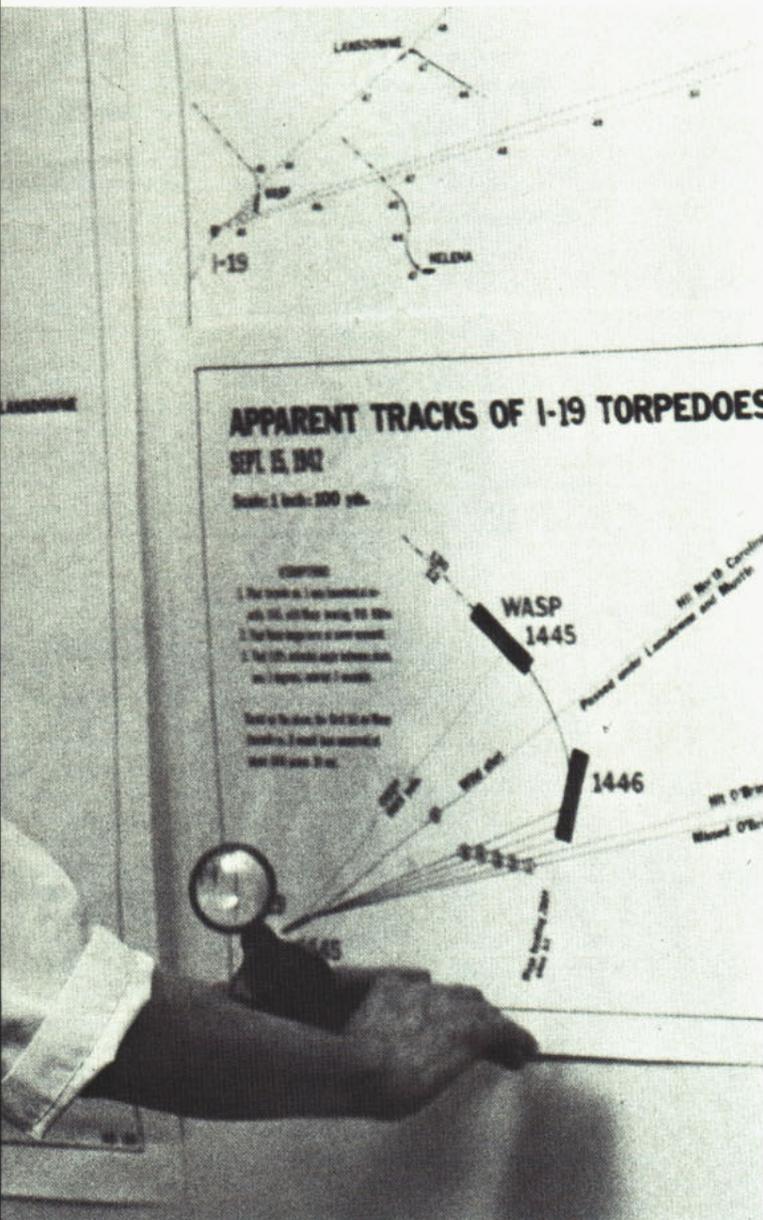
the carriers USS *Wasp* (CV 7) and USS *Hornet* (CV 12), each accompanied by 10 cruisers and destroyers. *North Carolina* was the only battleship with the task force and was assigned to the *Hornet* group.

On that fateful day, Cmdr. Takaichi Kinashi, commanding officer of *I-19*, and one of the top Japanese submarine captains, spotted the task force. Although he couldn't see all 23 ships in the force, Kinashi did see both carriers and some of their escorts.

This extraordinary situation was a sub-

marine commander's dream, and after stalking the unsuspecting ships for two hours, Kinashi moved in to close range and launched a spread of six type-95 torpedoes at *Wasp*. Carrying the equivalent of three tons of explosives and traveling at a speed of 30 knots, the six torpedoes—the most powerful in the world at that time—sped toward their target.

Three of the torpedoes slammed into *Wasp*, their impact hurling planes off the deck and starting fires which spread to other planes tanked up with fuel and laden with bombs.



From far left: Rihichi Sugiyama relaxes in *North Carolina*'s captain's chair (as Don Ganupp looks on), and then exits a gun turret; I-19 crewmen and their hosts pose beneath the forward turrets of *North Carolina* (back row l to r) Mario Sivilli, Robert Lowell, Charlie Rosell, Paul Weiser, Bob Palamaras, Leo Bostwick, Willie Jones, Don Ganupp and Neil Sisco (front row, seated l to r) Rihichi Sugiyama, Juichiro Miyazawa, Capt. USN (ret.) Ben Blee, Shichiro Tange and Tadataka Ohtani. Miyazawa (left) and Ohtani (above) review the action of Sept. 15, 1942.

As a major conflagration engulfed *Wasp*, three of the torpedoes raced beyond the stricken carrier into the *Hornet* force. Missing two destroyers screening *Hornet*, two of the deadly stray torpedoes found victims, one hitting the destroyer *O'Brien* (DD 415) and the other striking *North Carolina*. The battleship was hit near the forward battery turret portside as it was making an evasive turn to starboard.

Mario Sivilli, one of the *North Carolina* joint reunion hosts, remembers that day vividly. "I was sitting against the bulkhead in my compartment, writing a letter, when someone came down and said that *Wasp* was on fire," Sivilli said. "I ran topside to see what was going on. When I got there, I looked around and saw some ships on the starboard side and saw *Hornet* as I began to run forward to go around the portside to see what was happening. I saw smoke dead astern and as I was about to round a turret, the torpedo hit."

Knocked off his feet, Sivilli fell face down on the deck, bloodying his nose. He rolled to one side, looked up and saw a huge spray of water rising in the air.

"As I got up," remarked Sivilli, "someone came up to me and said that a sailor by the name of Patterson had been hurt—wrapped around a bitt when the torpedo hit." Sivilli helped carry the wounded man up to the boat deck and into a gun turret out of harm's way and then proceeded to his own battle station in gun turret two.

"When I got to turret two, it was full of smoke. The torpedo hit low in the water close to the turret," he stated. "When I got into the turret, standing by to hand the 16-inch shells onto the hoist, I noticed I was soaked with saltwater and oil thrown up by the explosion."

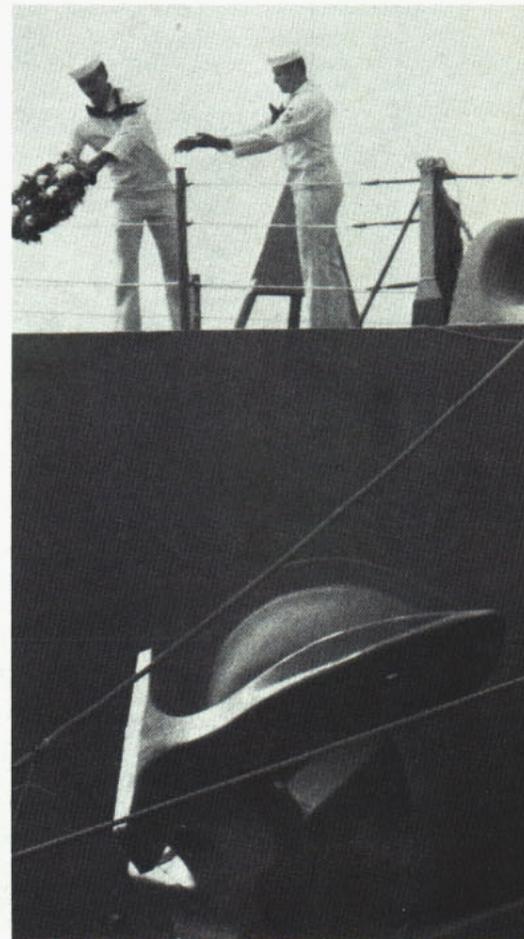
According to Sivilli, there was a great shock when the torpedo hit, but when it happened, he didn't feel any sense of fear. "You're geared and trained for these things," he said "and when something happens, you automatically go into motion and do the things you're trained to do." Sivilli added, "the fear comes later when you have time to think and dwell on the possibilities. It's then that you get shaky."

Paul Weiser was on the mess deck when the torpedo hit. "I was treating

myself to some ice cream when I suddenly felt the ship lift and vibrate. At first I thought we had been in a collision," he said.

When he got to the main deck, people were running to battle stations, not knowing what had happened. "As I got to the main deck I felt the ship list and realized that we had probably taken a torpedo," he said.

Charlie Rosell was in number one fire-room when the torpedo struck. "As soon as we were hit, the fireroom filled with smoke and for the first five minutes you couldn't see your hand in front of your face," said Rosell. "The first thing that ran through my mind was, 'this is it.'" For the next 10 minutes the engineers were doing all they could to get the ship up to full power. After the initial shock, Rosell said, "we were all so busy trying to get to full steam, we didn't have time to worry about how badly we'd been



damaged. I guess all the training came back and I knew what I had to do and what I'd been trained to do and I did it," he said.

Leo Bostwick was standing watch in number two engine room and had just finished changing lube oil strainers when the torpedo rocked the ship. "I remember smoke was pouring through the vents in the engine room just as general quarters sounded. I immediately ran to my battle station, which was in the outer handling room of number two turret. When I got there I learned that one man had been blown over the side when the torpedo hit and four others were trapped in the head on the port side. We could hear them beating on the watertight door trying to get out. This was the first time in my life I was really scared," he said.

"I was standing watch by mount eight on the port side when I saw *Wasp* blow up," said Ray Moffitt. "I was watching

smoke coming out of her and the fire on her flight deck when I heard someone holler, 'torpedo!' and I looked dead ahead of me and saw the wake and that's when I hightailed it out of there." Moffitt remarked that he was "one fast son-of-a-gun that day" and it took him only a few seconds to get from his watch station to his battle station just before the torpedo hit the ship.

Tom Sible was already at his battle station on a 40mm gun watching the excitement on *Wasp*, when *North Carolina* suddenly heeled to port. "We were making a hard turn to starboard when we got hit and it felt like the ship was going to roll over. I could almost reach out and touch the water," Sible stated. "There wasn't much I could do but yell down to the guys on the main deck to get to their battle stations. I didn't know what had happened, but whatever it was, it was really serious," he said.

Another *North Carolina* veteran, a former gunner's mate, recalled that when the torpedo struck, "it couldn't have jolted us more if we had hit an iceberg. It was a tremendous shock."

The torpedo's blast killed five men and wounded 20 more and left a rectangular hole 32 feet long and 18 feet high in the shell plating. There were no serious fires, but plenty of heavy smoke.

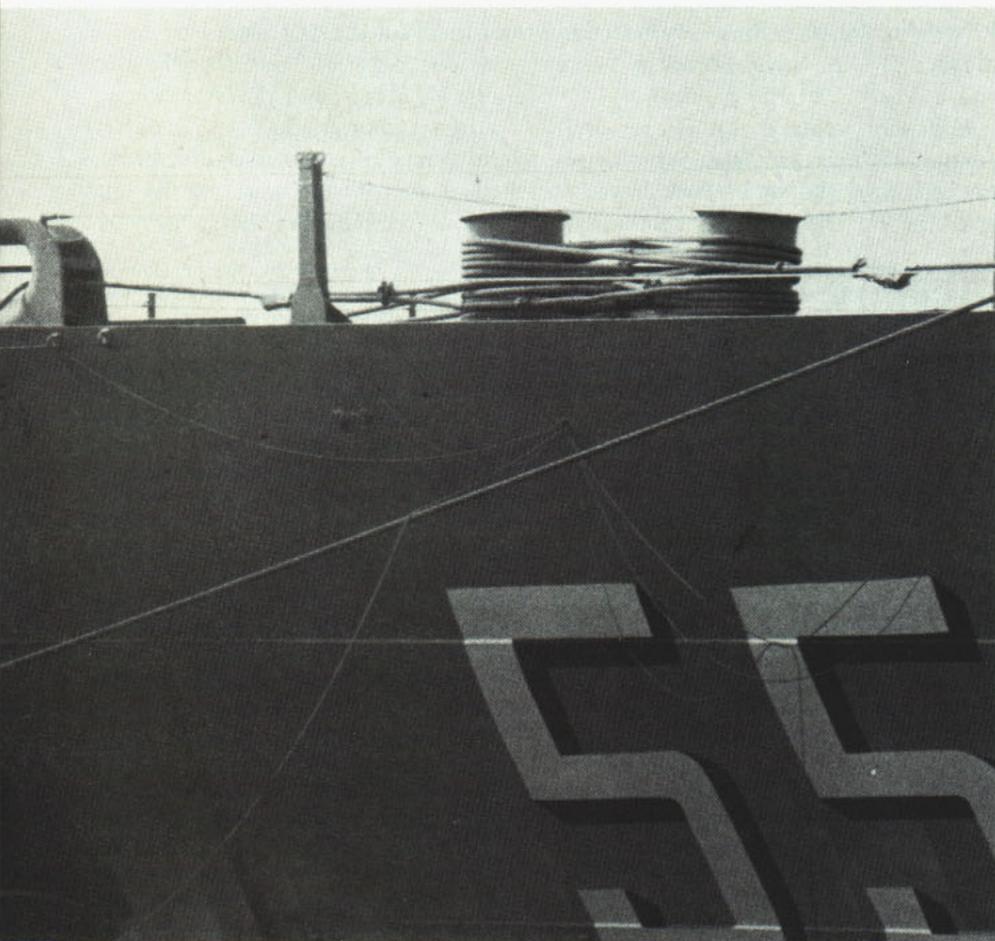
The impact and explosion cracked three sections of armor belt, buckled and ruptured the second and third decks and damaged the roller plate support for the forward turret. The holding bulkhead failed, causing 970 tons of water to flood magazines and various other spaces. And the search-radar antenna was out of commission with a ruptured coaxial line.

After the hit, *North Carolina* had reduced speed, loss of maximum firepower and a significant fuel loss.

Good damage control allowed *North Carolina* to make it to Tongatabu for emergency repairs and then on to Pearl Harbor for permanent repairs. As for *Wasp* and *O'Brien*, neither ship would live to fight another day. Despite five hours of desperate damage control efforts, *Wasp* couldn't be saved and the order was given to abandon ship and the carrier was sunk by torpedoes from USS *Lansdowne* (DD 486). *O'Brien* was patched up in hopes that it could limp its way back to Pearl Harbor. But, the destroyer never made it; it broke up and sank off Samoa.

For the crew of *I-19*, the attack was a major victory. They had delivered a killing blow to a U.S. carrier. Though their elation was great, little did they know that two more of their torpedoes had scored hits. Five out of six fired had found targets, adding up to what experts still say was one of the most spectacular feats in the history of submarine warfare.

According to *I-19* torpedoman Rish-Miyazawa (far left) and Tange (center) extend hands in friendship to *North Carolina* veterans as a prelude to ceremonies (left) aboard *North Carolina* to honor the sailors of *I-19* and *North Carolina* sailors who lost their lives during World War II.



ichi Sugiyama, *I-19* hid under the wake of the *Wasp* after firing its spread of torpedoes, knowing that American destroyers would now be looking for them. "We stayed beneath *Wasp's* wake at a depth of 80 meters," Sugiyama said, "traveling at only two or three knots."

As *I-19* silently trailed the badly mauled and sinking carrier, the submarine's doctor, Juichiro Miyazawa, was ordered to station himself on the sub's mess deck to count the number of depth charges released by the American warships. Although claims differ, best estimates are that more than 30 of the deadly explosive cans were fired in attempts to sink *I-19*. For Miyazawa, "it was a nerve-wracking experience."

Although *I-19* made its escape unscathed, torpedoman Tadataka Ohtani knew and accepted the risks of being a submariner. "I did not have any fear or concern when we were being hunted by destroyers," he said. "We always thought it was the highest honor to share the fate of our ship. We felt this way for the love of Emperor first and country second."

Ohtani continued by saying that "the most important task of a submarine is to sink enemy warships. Therefore we felt the greatest satisfaction in a sinking." Ohtani said that *I-19's* sinking of *Wasp* was reported rather dramatically in Japanese newspapers and the *I-19* crew members were hailed as heroes upon their return to port.

When Ohtani first learned of the additional hits on *North Carolina* and *O'Brien* more than 20 years after the event, he said his first thoughts were of his lost shipmates on *I-19*, sunk off Tarawa in November 1943. He felt badly, that before going to their deaths, they didn't know of the real damage they had inflicted on the American task force that September day in 1942.

In looking back on this and other experiences of the war, Sugiyama praised the loyalty, fighting spirit and patriotism of the sailors in both navies. "I have always had a great sympathy for the sailors on both sides who lost their lives in the war," he said, "and along with those

who died on *North Carolina*, I wish all of them to rest in peace."

On the third and final day of their visit, the *I-19* guests and their hosts were joined by other *North Carolina* veterans from throughout the country, to pay formal tribute to the sailors who died while serving on *North Carolina* and *I-19* in World War II.

Before the reviewing stand opposite the North Carolina Memorial, the Rising Sun flag of Japan and the Stars and Stripes snapped side-by-side in the breeze. As the 2nd Marine Division Band struck up a martial air, the Japanese delegation passed through a receiving line made up of the former *North Carolina* sailors and shook the hand of each man.

Guest speakers at the memorial ceremonies were Ms. Patric Dorsey, secretary of cultural resources for the State of North Carolina; Capt. Yasuo Wakabayashi, naval attache at the Japanese Embassy in Washington, D.C.; and retired Rear Adm. Julian T. Burke, former commander of U.S. Naval Forces in Japan and a *North Carolina* plankowner.

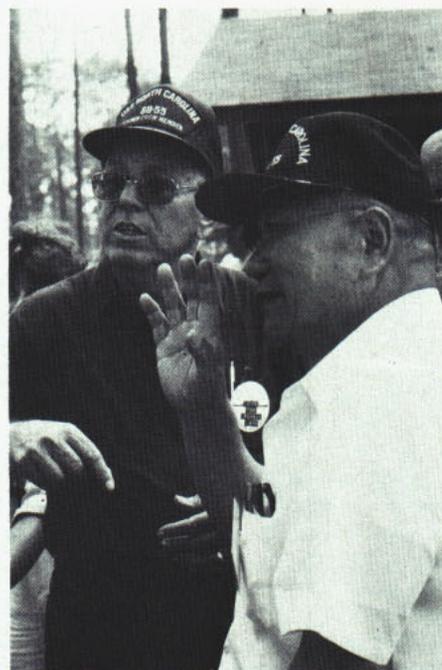
Following remarks by Dorsey welcoming all the veterans to Wilmington on behalf of the state, Wakabayashi, speaking for the Japanese veterans of

*I-19*, praised the sailors on both sides "who carried out their missions completely." He added, that at this ceremony, "Both the Americans and Japanese are together for the first time in the same place. This in itself is an expression of both nations showing their respect for peace."

Burke, speaking for the *North Carolina* veterans, also was on board the battleship when it was torpedoed. Burke recalled the stirring events of the torpedo attack for the assembled veterans, their families and guests. He explained that although two of the five hits on U.S. ships that day were purely by chance, the damage was recorded as the most deadly spread of torpedoes fired in combat before or since.

Burke also told of his experiences while commanding U.S. Navy forces in Japan. Emphasizing his close relationship with his Japanese hosts during his tenure there, he praised both the people and their culture and closed by saying that both countries "have shared experiences, which is what makes friendships."

After memorial addresses, there was an exchange of commemorative bronze plaques as a remembrance of the joint reunion. Receiving the plaque for *North*



*Carolina* was Herbert Sisco, and representing *I-19* was Tadataka Ohtani. The plaques' inscriptions read:

Having endured the perils of  
World War II  
as mortal enemies,  
we now offer to each other  
the hand of friendship,  
fervently sharing the hope  
that the sacrifices made in that war  
will never be forgotten or repeated.

In closing ceremonies, as all assembled stood and silently reflected on those who gave their lives on *North Carolina* and *I-19*, two Navy enlisted men dropped a wreath from the bow of *North Carolina* as the Marine band played the Navy Hymn. The ship's bell was tolled and following the benediction by retired U.S. Navy Capt. Michael Frimenko, CHC, a Marine honor guard fired a 21-gun salute as taps echoed across the Cape Fear River.

After the memorial service, the joint affair took on a more festive turn with a cookout at a local park in Wilmington.

Amid an atmosphere of good fellowship, the Japanese and American veterans put the past behind them and settled down to enjoy each other's company over hot dogs, hamburgers and beer. Like celebrities, the *I-19* veterans spent much of their time signing autographs and shaking hands.

During the festivities, Blee made a very special presentation to the Japanese by returning to them a fragment of the stray torpedo that hit *North Carolina*. Encased in red velvet within a glassed frame, the attached inscription read:

Fragment of stray torpedo fired by  
I-19  
and retrieved by BB 55 Sept. 15, 1942.  
Returned to I-19, June 24, 1986  
with apologies for the  
damage done to it  
when we hit it.

Accepting the 44-year-old memento, the Japanese lightheartedly warned the *North Carolina* sailors that in the future, they should "be more careful around stray objects floating in the water."

The joint reunion was claimed by all of those present to be a resounding success. One *North Carolina* veteran remarked, "This is the best reunion I've been to and I've been to a few of them." Another observed, "This reunion has been a highlight for me. I think it's great to finally meet our former enemy."

For Rishichi Sugiyama, the reunion was a steppingstone along the way to achieving greater cooperation between the United States and Japan. "All of us were very much impressed with the broad-mindedness and generosity of our hosts," he said, "and it is hard for me to believe that we were once mortal enemies."

Dr. Miyazawa expressed his deep appreciation to the *North Carolina* veterans for inviting him and his former shipmates to the joint memorial. Speaking for the Japanese delegation, Miyazawa said that he was very pleased with the reunion and in a small but important way, it represented a contribution to future peace. □

—Story and photos by  
JO2 Mike McKinley



From left: Miyazawa signs his autograph for a *North Carolina* crew member as Sugiyama engages in light-hearted conversation with two of his hosts at a cookout.

# The 150 game

Every year a lot of talented high school players have to face a disheartening fact: They're simply not big enough to play college football. During the last 40 years, a handful of schools on the East Coast have given thousands of these players a new lease on gridiron life. It's called lightweight football.

Lightweight football is played by standard NCAA collegiate rules, with a few modifications. The biggest difference is that players are required to weigh in at 158 pounds or less 48 hours before each game.

The U.S. Naval Academy at Annapolis, Md., is among the six teams that make up the Eastern Lightweight Football League. Players in this league may be smaller, but they have to put forth a big effort.

"They go without," said first-year coach Lt.Col. Lonnie Messick. "They're

the type of dedicated athletes who give their all to the game. They're competitors."

A record 193 people tried out for the team this year. Most of them had high school football experience, and many of those already were proven, top-quality athletes. As one coach put it: "Most of these guys were All-City, All-State, All-something . . . they're just not big enough to play heavyweight ball."

2nd Lt. Mike Killion was just such a player. He won state honors in high school, where he played nose guard. He weighed 195 pounds.

"A 195-pound nose guard can cut it in high school, but at a college like Navy, you're not going to make it," said Killion, a former lightweight player who now coaches Navy's defensive backs. "The smallest nose guard on the heavyweight team is 245 pounds. Quickness

can't make up for 50 pounds."

Killion tried out for, but didn't make, the big team. But he found his niche with the lightweights, where he was selected to the All-Conference team three years in a row.

Jack Cloud saw a lot of players like Mike Killion during the 25 years he was involved with lightweight football, before he stepped down as head coach in 1982.

"These guys play purely for the love of the game," he said. "Some of them are as tough as nails," he added. "If they weighed a little more, some of them would be All-America on the big team."

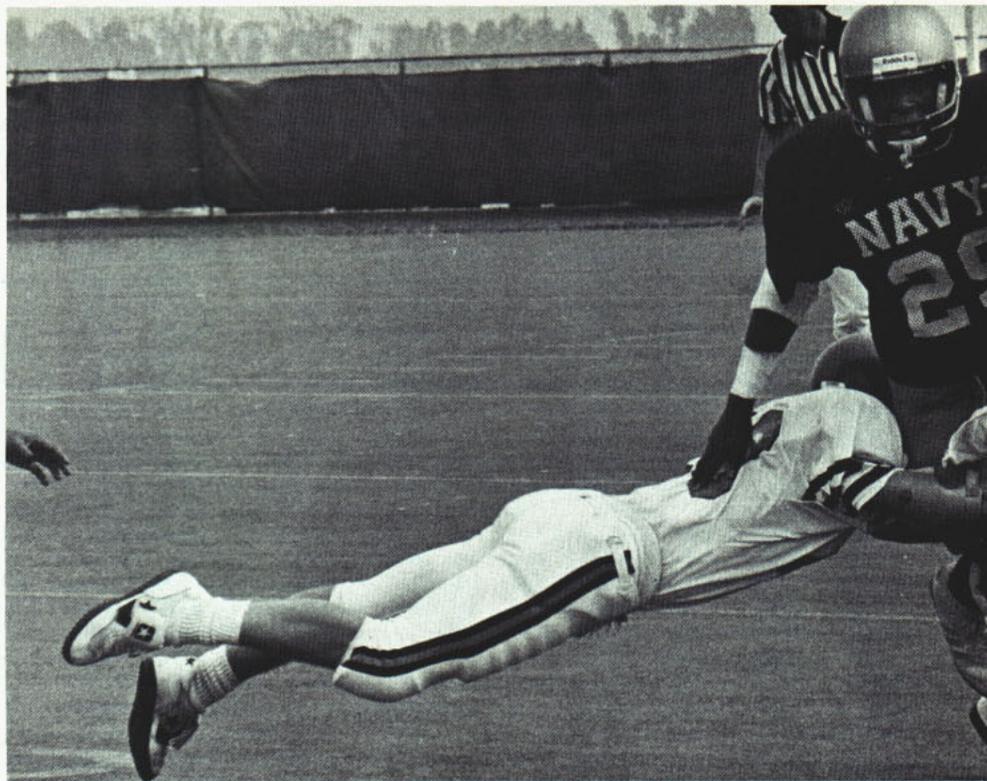
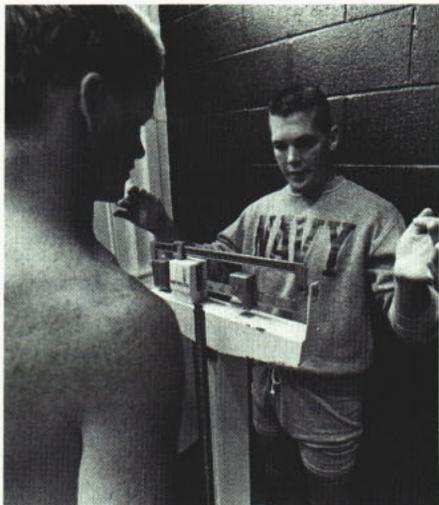
Although an occasional player works his way up to the big team, most team members realize that such cases are the

**Although the weight limit for players is strict, there is no limit to the intensity and high caliber of play.**





# The 150 game



exception rather than the rule. Besides, they take their brand of football just as seriously as the heavyweights; from the standpoint of intensity, it's the same game.

The lightweights' practice sessions consist of 26 five-minute periods. During these periods, everyone goes all-out, working on the team's wishbone offense, the potent passing game and the intimidating defense. From a distance, you could mistake these workouts for those of the big team.

Still, every year there are a few guys who try out for the team without really taking lightweight football seriously. They usually are surprised by the high caliber and high intensity of play.

"This isn't an easy way to get a varsity letter. This is very competitive ball," said Tony Prado, one of the team captains.

The team trainer agrees. "Everybody's the same size," she said. "If a player gets beat, he can't say that it's because the other guy was bigger."

Ensign Dave Pimpo, a former starter on Navy's big team, had never given much thought to lightweight football before he started working with the team as a graduate assistant.

"When you come down here and work with these guys, you gain a lot respect for them," he said. "They're self-motivated.

These guys are here because they love the game."

So it seems. There certainly is no glamorous side to being a lightweight football player. There is none of the pageantry generally associated with college football, and little, if any, media attention. As Cloud put it: "The newspapers might run something, but you'd need a magnifying glass to read it."

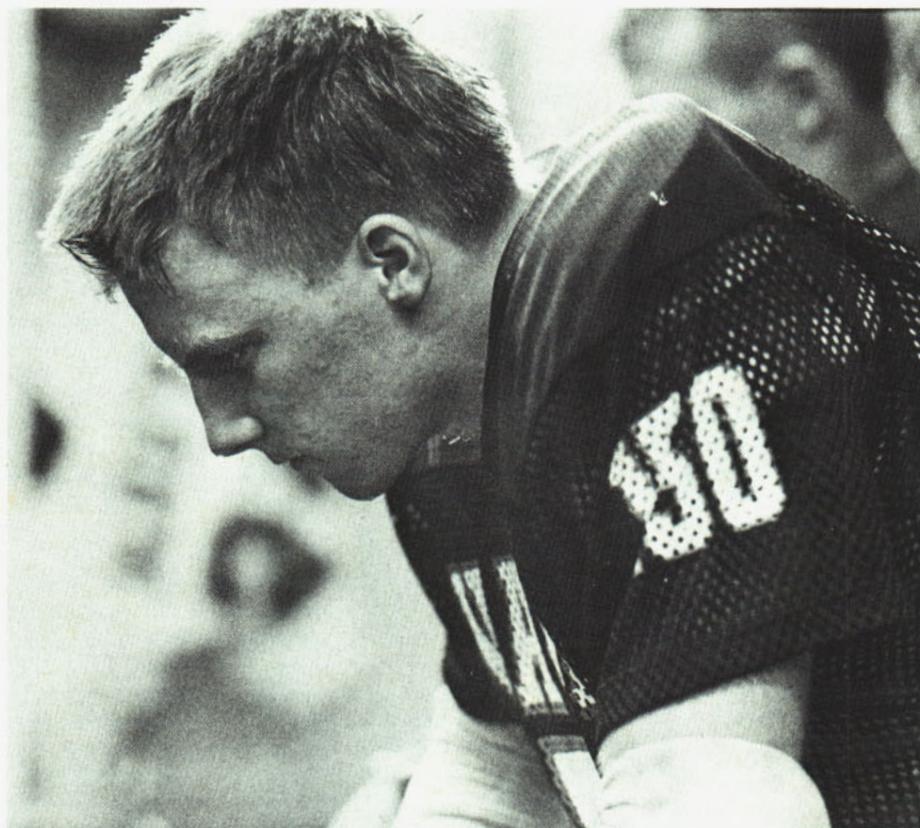
There is, however, plenty of hard work, as most players fight a constant battle with their weight throughout the season.

"Most of the guys I coach are normally around 190 pounds in the off-season," said assistant coach Lt. Bob Moore, a former offensive lineman on Navy's big team, who stands 6-foot-5 and weighs 260 pounds. "I loved playing football, but I wouldn't have starved myself to play."

But lightweight players *are* willing to starve, sweat and work to play. Perhaps that's what makes this version of college football so interesting. You can't help but get something out of a sport where the players put so much in with so little return, just because they love to play. □



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



From pre-game weigh-in to post-game exhaustion, lightweight football clearly is a big game—that just happens to be played by small people.

# Navy Rugby

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## Controlled aggression

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This year's sold out exhibition game between the Chicago Bears and the Dallas Cowboys in London marked the growing popularity of American football in England. But even as more and more Englishmen are discovering the American game, more and more Americans are discovering and enjoying the English version of the same sport—rugby.

Recently at Fort McNair in Washington, D.C., an interservice rugby tournament was held with all five services entering teams. To those who have never watched it before, rugby can best be described as a "sport of elegant violence."

The objective of the game is simple: Move the ball across the opposing team's goal line and touch it to the ground. This is easier said than done.





# Navy rugby

Cmdr. F.H. Michaelis, director of Navy rugby, says rugby has all the multiple-option aspects of chess, but is played on a physical as well as mental level.

Col. Richard D. Battock USAF, chairman of the Combined Services Committee, United States of America Rugby Football Union, is both a military man and a rugby player. He sees many parallels between his career and his hobby. Both require physical fitness, knowledge of tactics, *esprit de corps* and controlled aggression. "These are all qualities you want in a soldier, airman, sailor or Marine, and rugby can help develop them.

It helps mold an outgoing and motivated individual as well," Battock said.

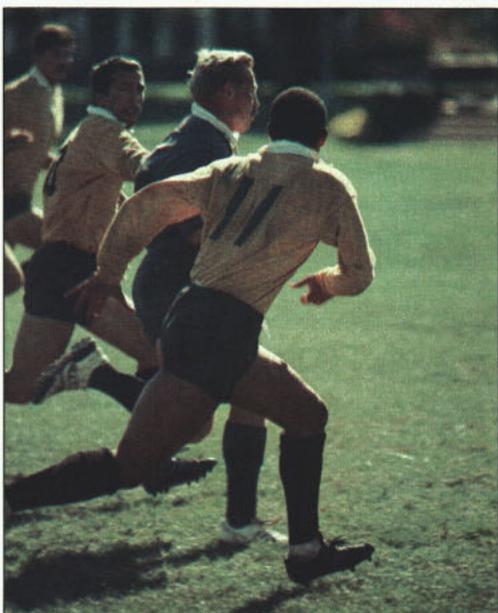
Michaelis agrees with Battock, adding that rugby also teaches leadership and teamwork. "It is a builder of camaraderie. The winning side is the side that has learned to play together as a team." The military is the same way, he went on to explain. "In any military operation, nobody goes anywhere or accomplishes anything if they are not part of a team.

"Rugby becomes a way of life," Michaelis said. "It gives you a chance to vent your frustrations and redirect your aggression by pushing yourself to your

limits. But at the same time, if you are acting out a vendetta, you are not playing rugby."

Players compete without the heavy pads that characterize the American game, and according to Michaelis, a surprising fact about rugby is the lack of injuries. Unlike American football, the number of players seriously hurt is relatively small. "Always play all out, whether you are attacking or being hit. If you're going at full speed, you actually reduce the chance of injury."

Rugby is a strange mixture of gentlemanly traditions and on-the-field aggres-



sion. The player who smashes an opponent to the ground with a violent tackle is the first to lend him a hand up. The referee always is addressed as "Sir" or "Mister," and the rules are referred to as "laws."

"You learn to respect your opponent and treat him courteously," Michaelis said.

There is a saying in rugby circles: soccer is a gentlemen's game played by ruffians; rugby is a ruffian's game played by gentlemen. This is most evident when the final whistle is blown.

Unlike most sports, where teams go

their separate ways after the game, it is considered bad form in rugby if an individual does not stay and socialize with the opposing team and referee after the match.

"The sharing of a glass of your favorite refreshment is a very big part of the game," Battock said. "Every bit as important as the game itself is the laughter, singing and post-game camaraderie. I have seen very little bad blood after a game."

Because it is still a relatively small sport, those who play tend to feel as if they belong to a special brotherhood. "I

can go anyplace in this world and find hospitality from another rugby player. While on my travels throughout the world I have been treated like a long lost son by strangers who were fellow players," Battock said. A rugby player always has a home, even if it is one filled with controlled aggression. □

—Story and photos by JO2 Lynn Jenkins

**Strength, speed, a willingness to play when hurt, and intense concentration are valued traits in a rugby player.**



# RADM Grace Hopper, USNR (ret.)

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## Looking ahead

What would you like to be doing at age 79?

Rear Adm. Grace M. Hopper is doing what she always has enjoyed the most—teaching—but no longer for the Navy. Since her recent retirement, after more than 40 years combined reserve and active duty service, Hopper has gone straight into a top job in private industry. Clearly, retirement is far from her mind. She still wants to teach and get people interested in computers.

Hopper works for the Digital Equipment Corporation in Washington, D.C., as a senior consultant. She travels around the country, speaking at engineering forums, colleges, universities, and computer seminars seeking to motivate and inspire young people to get acquainted with computers. Her lectures have been quite popular. In fact, she's booked ahead for the next six months.

"When I get invitations to schools and colleges, I like to go because I like to encourage the youngsters. I like our young people. They know more, they question more and they learn more" than people in what Hopper calls the "in-between years"—ages 40 to 45.

The young people she most fondly speaks of are in the 17 to 20 age group. "It surprises me that I have less difficulty talking with them, telling them things, encouraging them and leading them in the right direction than I do with the people in the in-between years."

Hopper keeps to that theme in her lectures, which, incidently, don't go too

easy on managers and bureaucrats, according to K.B. Hancock, head of the Naval Data Automation Command, who attended his first Hopper lecture in the mid-70s. "Her lectures challenge the bureaucracy and people in management positions to become less staid and more innovative; in particular, to grant a little more freedom to the young folks to experiment and do new things," Hancock said.

Hopper's experiences with managers and bureaucrats have led her to make a popular dictum her personal slogan: "Never, never, never say *we've always done it that way*." She complains that too many people still use habit as the only excuse for continuing to do something a certain way. She sighs and says, "It's *so* hard to change people."

She has a suggestion for the Navy: Every ship should have a computer on board that's *not* a part of the ship's information systems but is just for the crew to play with and to learn to use. She feels they'll all need to know how to use one sooner or later.

Hopper introduced the Navy to future computer languages through her invention of the first English language compiler—which later formed the basis for COBOL (Common Business Oriented Language). "I thought the best way to get people to use computers was to make it easier for them. That first compiler was an introduction to all of the (computer) languages. I think we're only at the beginning. I keep trying to tell everybody

we've only got the model Ts now."

Another suggestion Hopper has concerns leadership in the Navy. "I think the youngsters are looking for something," she says. "They're looking for leadership and the chance to prove themselves.

"I joined the Navy during World War II and my attitudes about leadership are left over from then: It's a two-way street. Up and down. Respect your superior, keep him informed, and make suggestions. Superiors, take care of your crew. You manage *things*; you *lead* people.

"We need to bring that (attitude) back again, and I think the Navy is bringing it back."

Hopper graduated from Vassar College in 1928, then earned degrees in mathematics (master's in 1930 and doctorate in 1934) from Yale University. She returned to Vassar in 1931 and taught mathematics for the next 13 years. Then, she studied for two years at New York University on a faculty fellowship.

She entered the Naval Reserve in 1943 and attended the USNR Midshipman School-W in Northampton, Mass. After graduation, Lt.j.g. Hopper was assigned on active duty to the Bureau of Ordnance Computation at Harvard to work on the first large-scale digital computer, Mark I.

In 1946, women were asked to augment the regular Navy. Hopper, then 40, put in her paperwork but was turned down because, for the first time, she was told she was "too old." She continued work at Harvard on the Mark II and Mark III computers for the Navy as a



**Then-Capt. Hopper talks with a fellow employee about a phase of her computer work for OPNAV. Photo by PH1 David C. MacLean.**

civilian and remained in the Naval Reserve.

In 1949, she moved to Philadelphia with the company that later merged into the Sperry Corporation and helped develop UNIVAC I, the first commercial large-scale electronic computer. She moved up in the reserve, to the rank of lieutenant commander in 1952 and commander in 1957.

In 1966, at the age of 60, she was retired after 22 years in the Naval Reserve. Eight months later, she was recalled to active duty. Since normal retirement age

was 60, Hopper was recalled to active duty from the retired reserve list under a procedure that allows yearly extensions. She worked with the office of the chief of naval operations for the next 10 years. She was promoted to the rank of captain at the age of 67.

It was during this period that she completed what many consider the major achievement of her career: the standardization of COBOL.

In 1977, she served as special advisor to Commander, Naval Data Automation Command. In 1983, she was promoted

to the rank of commodore (changed to rear admiral in November 1985) by special presidential appointment.

On Sept. 1, 1986, her name was returned to the Naval Reserve retired list, bringing to a close the unique relationship with the Navy that has been her life.

To recognize Hopper, a special facility for the Navy Regional Data Automation Command, being built at NAS North Island, San Diego, will be named "The Grace M. Hopper Service Center," the facility will have a room set aside for her numerous awards, honorary degrees and military decorations. The facility is scheduled to open next year.

In discussing the best career opportunities for women, Hopper recommends the Navy over the academic and business communities.

"As far as I'm concerned, for women, the Navy world is the best. In the Navy, I had the same opportunities in training and promotions as the men—and that wasn't always true in the academic or business worlds."

Her goals at Digital include getting into the new fields of optical computers, data base management and any other "new stuff."

What happened to the backward clock that hung in her NavDAC office to remind people to go forward rather than backward? Is it hanging at Digital? "No, when I left I gave it to the new head of NavDAC—I told him he'd probably need it."

The highlights of her career, she says, have been all the young people she has trained. She feels it's the most important job she's done, as well as the most rewarding. "I am very sorry for people, who at 30, 40 or 50 retire mentally and stop learning."

Hopper intends to learn more herself in the years to come, just by doing what she enjoys the most—teaching. □

—Story by Candace Sams



## Navy Band

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# Lollipop Concert

Mmmmm, mmmm, good.

The Navy Band's Silver Anniversary Lollipop Concert was a delight to the senses. Colorfully costumed Shriner Clowns gave away thousands of tasty lollipops to kids of all ages. The delicious smell of fried chicken and potato salad was carried on a gentle autumn breeze among the picnickers who sat and enjoyed the luxurious feel of thick green grass against their bare feet. And, of course, everyone's ears thrilled to some of the finest music in the world as the United States Navy Band began its 25th Lollipop Concert in Washington, D.C.

Performed before more than 15,000 people, the Lollipop Concert is the band's largest annual event. When the event first

began back in the early '60s, the band offered a fairly standard "pops" concert: light music for a general audience. Then someone came up with the idea to give the kids something to look at as well, to put on a show of some kind.

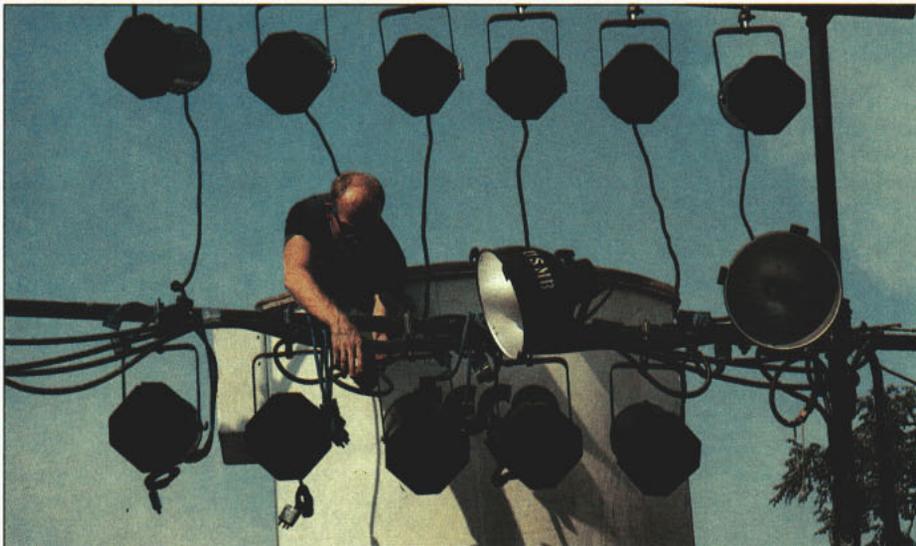
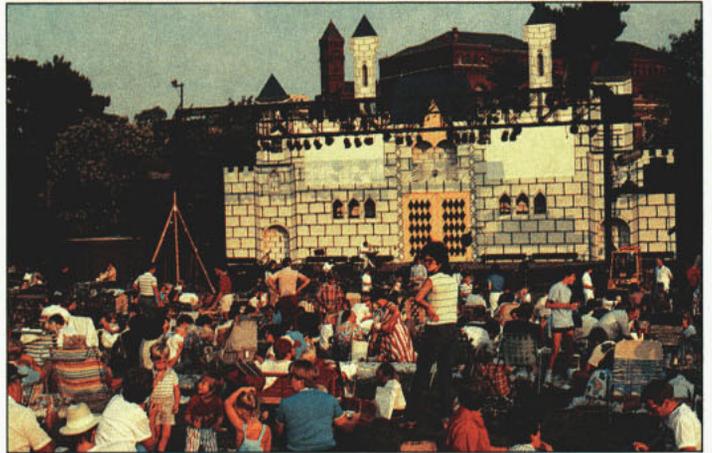
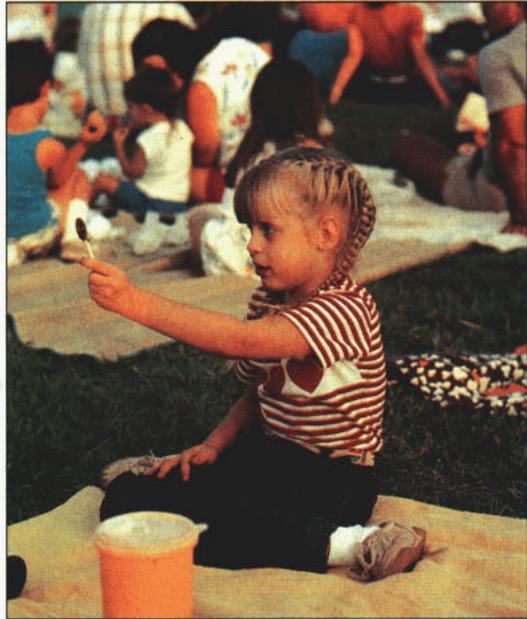
"Little by little, the concert evolved into a real show—as much a visual production as a concert," said Lollipop producer Chief Musician Chuck Yates. Yates is very pleased with what the concert has become. "The kids in the audience just go bananas over the costumes and characters. This year's special guest star, Mickey Mouse, was a real big hit."

For this year's silver anniversary show, the band decided to highlight some of the best routines of past performances. "The

Bear Necessities," "The Good Ship Lollipop," and "Chim Chim Cheree," were just a few of this year's routines performed at the Sylvan Theater in front of an 80-foot-high castle set at the foot of the Washington Monument.

Band members get as much pleasure out of the performance as the kids. "It's very exciting, the night of the show," Yates said, "to sit there and watch something that was just a thought come to life on stage, where you can actually see it."

It takes a lot of work to bring those thoughts to life. The band members must design the costumes, build the sets, practice the dance routines and rehearse the whole show, starting weeks before the performance and continuing right up un-



**Clowns hand out lollipops to kids of all ages as people begin to gather in front of the stage designed and built by Navy Band members. Before the crowds arrive, band members spend many hours setting up the stage and arranging the lighting.**

# Navy Band



til the audience arrives. The day before the performance, band members were at the Sylvan Theater setting up the stage. They worked through the day, left to perform one of their regular summer concerts at the Navy Yard, then returned and worked through the night to finish the stage for the Lollipop.

Local community talent was included in the performance. For the dances, members of the Navy's Sea Chanters chorus were joined by children from Teresa Home School in Arlington, Va. "It's an amazing little school that is owned and operated by former Navy Band members," Yates said. "The concentration there is on the arts, and the school faculty looks on the children's involvement in the show as an important educational experience. We show the

teachers the dance routines, they and the kids learn them, they rehearse them and when we come back, we can just plug them into the show.

"The kids are amazing little troupers," Yates said.

On performance day, band members went through a dress rehearsal and made any last minute adjustments. "It requires eight months to a year of working very hard," according to Yates. "You don't get a whole lot out of your efforts until the night of the show. But when it's over and you see thousands of kids and their parents elated and knocked out by professionalism on display, it's worth it. You are paid 10 times over." □

—Story and photos by JO2 Lynn Jenkins



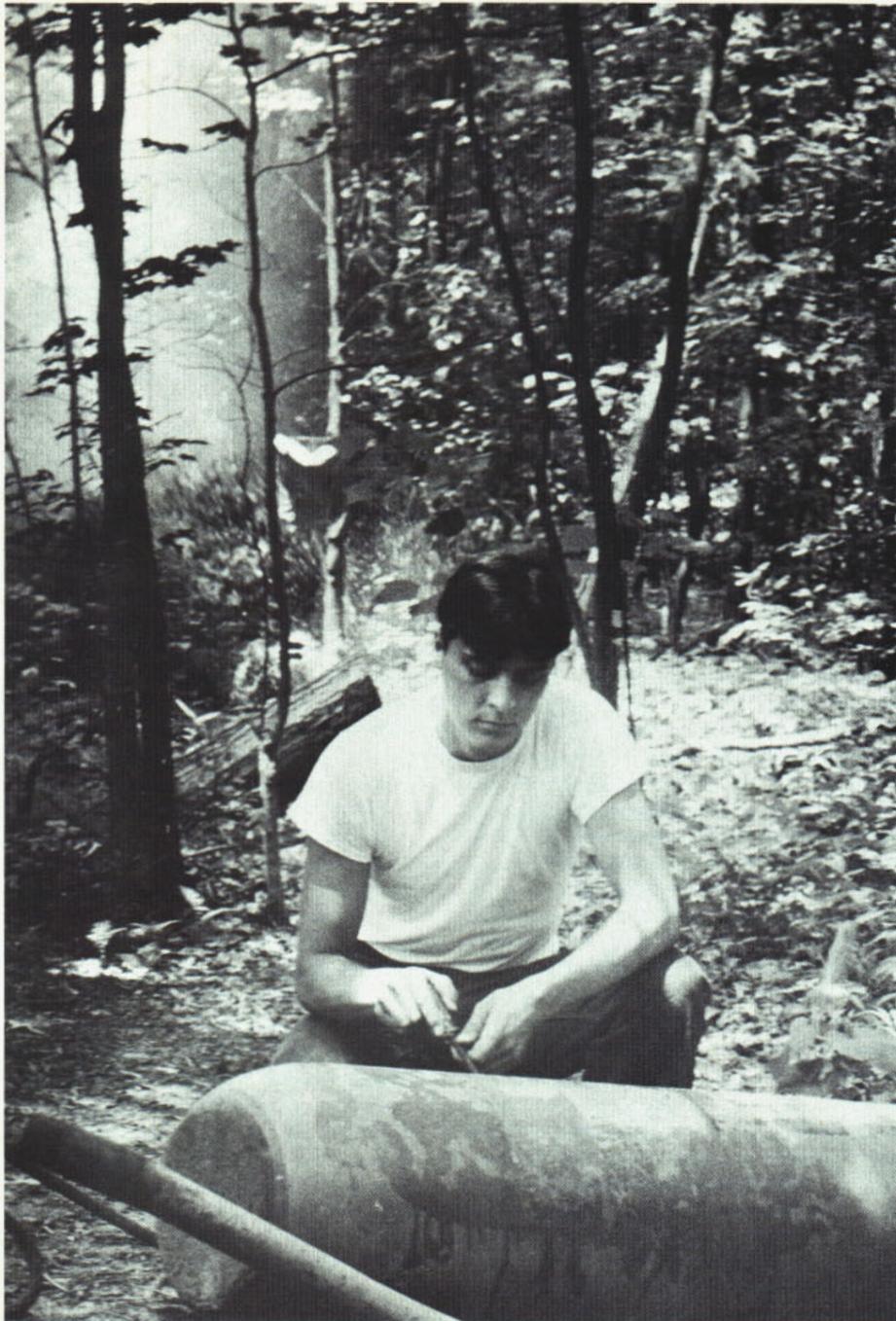


Off stage, band members and volunteer children prepare for their grand entrances, culminating in the magical finale.



# EOD

*Students at the Navy's Explosive Ordnance Disposal School enjoy a luxury they aren't likely to get in the real world—a second chance.*



The scene is a damp, wooded area about 25 miles south of Washington, D.C., where tree-filtered sunlight covers the ground with a shifting pattern of light and shadow. It's the peak of summer and the number for the day is 90—90 degrees, 90 percent humidity and the buzzing, biting bother of about 90 million bugs.

In this environment, a dozen or so sailors are learning some of what it takes to be technicians in one of the Navy's most intriguing and fastest-growing specialties.

One young man, clad in khaki shorts and a T-shirt, fans the flies away from his sweat-streaked face as he studies a large metallic object nestled against a decaying tree stump.

Under the watchful eye of an instructor, he gingerly attaches a line to the rusting sphere and leads the line through a small pulley fixed to a nearby stake in the ground. Then walking backwards, he pays out about 200 feet of line. When he reaches the end of his line, he crouches behind a tree.

The flies are back. This time, however, the sailor doesn't flinch. His attention is focused solely on the large metal object and the line, which he slowly pulls taut. He pauses, then begins retrieving the line in a painstakingly slow, hand-over-hand motion. With each inch of line he collects, the metallic object turns a few degrees. Another inch. Another few degrees. Another inch. Another few . . .

Suddenly, a blinding flash is followed instantly by a crushing concussion!

The young man cringes as the explosion sends up a spray of muddy debris in the distance. No one has to tell him that he made a serious mistake. A half-

pound block of TNT—positioned far enough away to be safe, but close enough to scare a person witless—does the job just fine.

It's all part of the training program at the Navy's Explosive Ordnance Disposal School at Indian Head, Md. There, students learn to safely recover and dispose of all types of explosive weapons, ranging from Civil War-era cannon balls to today's nuclear warheads. A series of practical exercises at the joint-service training facility allow students to apply what they've learned in the classroom to the real-life problems they may encounter in the field.

"There's a lot of common sense required in this business, and there's no written test for common sense," says Senior Chief Electronics Technician Ken Grimes, a master EOD technician who heads one of the school's curriculum sections. "The good thing about this school is that (when you make a mistake) *here* you get a second chance."

As all instructors (and most students) know, there are very few second chances when dealing with real bombs in the real world.

Even with second chances, however, becoming a Navy EOD technician is difficult. Too difficult for many.

According to a spokesman for the school, nearly 25 percent of the sailors who begin EOD training are unable to complete the course. Nearly one-third of the students from the other services fail to graduate. A look at the training requirements for EOD technicians offers some explanation of why attrition rates are so high.

Before being accepted into the training program, volunteers must first meet a series of demanding physical requirements. Actual training begins at the Naval Diving and Salvage school in Panama City, Fla., where students receive 13 weeks of 2nd class diver training. Following dive school, students proceed to Redstone Army Arsenal in Huntsville, Ala., for three weeks of chemical and biological weapons training. From there it's on to Indian Head, Md., for 30 weeks of basic ordnance disposal training which is



presented in three phases: surface ordnance, 18 weeks; underwater ordnance, nine weeks; and nuclear weapons, three weeks. (Students from the other services go through the same training with the exception of diving school in Florida and the underwater division in Maryland.)

Since most of the curriculum is classified, no literature or materials may be removed from the school. Students are required to do all of their studying in school or in a secure study hall between 6 p.m. and 10 p.m.

What does it take to complete such an extensive and demanding training?

"It just takes good common sense," says Senior Chief Boatswain's Mate William J. Elliott, assistant training director. "We have had academy graduates flunk out and not-so-brights pass."

Those who successfully complete EOD training are faced with one of the most challenging careers in the military.

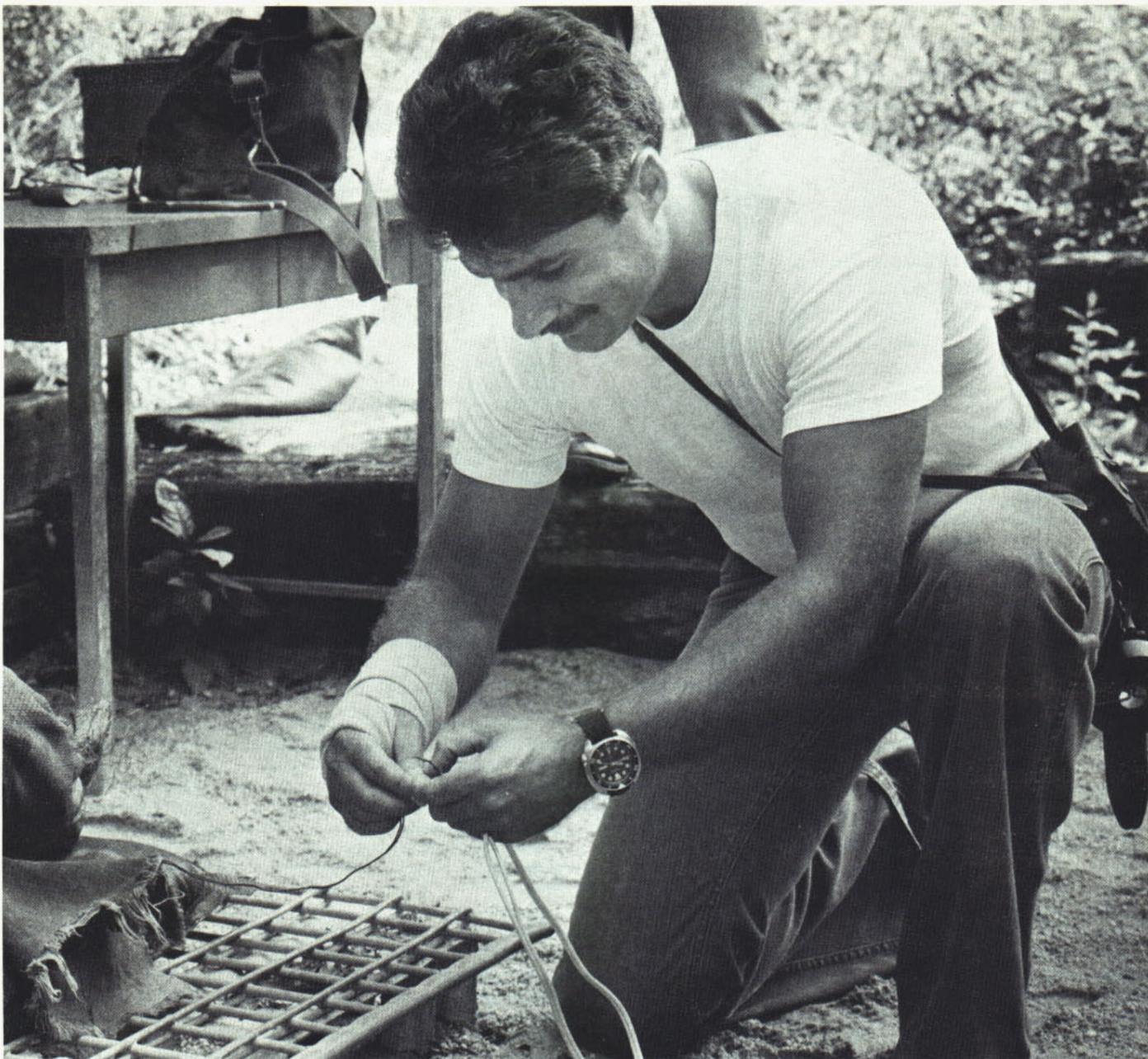
Unlike many military units, EOD tech-

nicians seem to be as busy during peacetime as they are during wars. Navy EOD units' routines include:

- clearing explosive debris from combat areas;
- performing routine disposal operations during tests and training operations that use live ordnance;
- searching for lost weapons or downed aircraft;
- clearing target range areas; routinely deploying aboard aircraft carriers, ammunition ships, submarine tenders and helicopter landing ships; and
- assisting civilian authorities with bomb threats and other explosive incidents.

After the cease-fire in Vietnam, Navy EOD technicians played a key role in

**A sailor works on a practical exercise (left) while a soldier (above) handles live explosives. Navy women are not eligible for EOD training.**



*Operation End Sweep*—the clearance of U.S. mines from the waters of North Vietnam. In 1974 they assisted in the clearance of the Suez Canal which had been closed to shipping since the 1967 war between Egypt and Israel. And legend has it that during the Vietnam War, a Navy EOD technician was called into a sandbagged medical operating room to disarm a live mortar round lodged in a soldier's chest.

Today, the EOD community is one of the fastest growing specialties in the Navy. According to Elliott, there are about 500 technicians in the Navy, and operational requirements will double that number by 1990.

Only E-5s and above are accepted for training as EOD technicians. However, to fill projected manning requirements, the Navy recently established an EOD apprentice program. This program provides E-4s with diving and demolition training followed with OJT with an operational unit (or detachment). Proven apprentices return to EOD school for the full course within 12 to 24 months. A new detachment of the EOD School also is scheduled to open at Eglin Air Force Base in Florida in 1988.

The Navy has been training EOD technicians for 45 years, but it did not develop this specialty. The British get credit for that.

According to documents provided by the school, the first military and civilian bomb disposal units were organized by the British during World War II when German air attacks littered the island nation with delayed-action bombs, and duds caused by defective bomb mechanisms.

Some 7,000 people were working in bomb disposal units as early as 1940. During that year the number of unexploded bombs in Britain rose from 3,000 to 10,000. The required evacuation area of 600 yards around each bomb added tremendously to the number of homeless in the country.

By the end of 1940, British bomb disposal units, often operating by trial and

error, had dealt with 8,000 of the 10,000 reported unexploded bombs. The cost was heavy, however: 123 officers and men killed and 67 wounded.

Several years ago a television series chronicled the exploits of British bomb disposal units during the war. The program, *Danger: UXB* was very popular among EOD technicians in the U.S. Navy.

"The stuff in that program was real," says Lt. Dave Thomas, a former enlisted EOD technician who now is a limited duty officer in the specialty. "We got our beginning from the British, and they learned the hard way."

Indeed, the United States did learn a lot from the British. Enough to have mine and bomb disposal training facilities in operation by the time the United States became involved in the war with Germany.

For several years, bomb disposal and mine disposal techniques were taught at separate training facilities. In 1945, those facilities were ordered closed as part of the post-war military cutback. It was soon obvious, however, that there was a continuing need for disposal personnel to clear World War II ordnance and explosive debris. The decision was made to combine bomb and mine disposal training at one school.

The revised training course was entitled Explosive Ordnance Disposal, which led to the term EOD. The U.S. Naval School, Explosive Ordnance Disposal, was officially established at Indian Head, Md., in June 1947.

Today, with four decades of experience under its belt, the bomb disposal community has learned to work safely with some of the most dangerous materials on earth. The television image of a bomb disposal expert pondering the choice between cutting the red or black wire is just about passé. There's little dramatic guesswork involved in modern EOD procedures. A mountain of publi-

cations that are the stock and trade of today's EOD technicians list nearly every explosive weapon, foreign and domestic, and their tested "render-safe" procedures.

"In '65 when we deployed, all we took with us was our diving gear," says Elliott. "Now we take about two tons of gear, and one ton of that is publications."

Even with dramatically improved

safety procedures, bomb disposal is hardly taken lightly.

"I don't recommend it for children and other growing things," says Chief Engineman Jack Hufty, a master EOD technician who has spent 17 of his 25 years in the Navy in the specialty. "You have to dedicate 100 percent of your efforts. Anything less will kill ya'."

Just how dangerous is explosive ord-



**Whether connecting charges to a detonator (left) or trying to disarm a mine (right), fractions of an inch can make a very big difference (next page).**



nace disposal? Thomas likes to tell the story of a visit he was paid by an insurance salesman.

The salesman knocked on Thomas' door and asked for the opportunity to give his sales pitch. Once inside, the first question he asked was whether Thomas was an aviator—one of the most dangerous professions in the Navy, according to insurers. He seemed relieved when the reply was no. When Thomas listed his profession as an EOD technician, the salesman paused for a moment, then said: "It's been nice talking to you, but I can't help you," and left.

"About 50 percent of the decisions made in the corporate world are bad

decisions, but the other 50 percent make money for the company," says Thomas. "In EOD, people can die if they make a mistake."

Thomas' wife Linda tries not to dwell on the dangers that are an everyday part of her husband's profession. "If I thought about it, it would probably worry me," she says. "I know they're trained well and that it's a fairly safe job. Very few have been killed."

A memorial near the entrance to the school seems to bear her out. The memorial lists the names of EOD technicians from each of the services who have been killed performing EOD missions. In 43 years the names of 23 Navy EOD techni-

cians have been listed on the memorial. It is a surprisingly low number, when one considers that those 43 years cover every military conflict since World War II.

A lot of credit for how safely EOD technicians work in the field goes to the training they receive at EOD school. Some say, however, that a lot more is owed to a combination of fear and respect for the materials they work with.

"When it's no longer scary, you've lost your respect for it," says one veteran EOD technician. "The day you don't feel scared anymore is the day it's time to quit and go home." □

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

# The Log Book

*"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, All Hands presents a short review of articles that appeared in previous issues.*

## 10 YEARS AGO— November 1976

• Scientists at the Naval Research Laboratory (NRL) have been able to generate a laser beam at a wavelength of 53.22 billionths of a meter, the shortest wavelength of coherent radiation ever reported. According to Dr. R.A. Andrews, a member of the NRL team credited with the breakthrough, the accomplishment is a major step toward the development of an X-ray laser system.

• The Naval Weapons Center, China Lake, Calif., has come up with a new heat-seeking night attack weapons system for air-to-surface missiles. The system uses a forward-looking infrared system for target detection which is being developed for the A-6E and A-7E aircraft and is planned for the F-18.

## 20 YEARS AGO— November 1966

• USS *Richard E. Kraus* (DD 849) recently received a tribute enjoyed by few ships. A bridge north of DaNang was named (unofficially) after the destroyer by the defending troops. Frequently during a three-day mission, *Kraus* provided the necessary punch to allow the troops to defend the bridge successfully against repeated attacks by the Viet Cong. As a direct result of *Kraus's* pinpoint accuracy with its gunfire, the bridge remained open and in friendly hands.

• As far as anyone knows aboard USS *Fremont* (APA 44), only one U.S. Navy

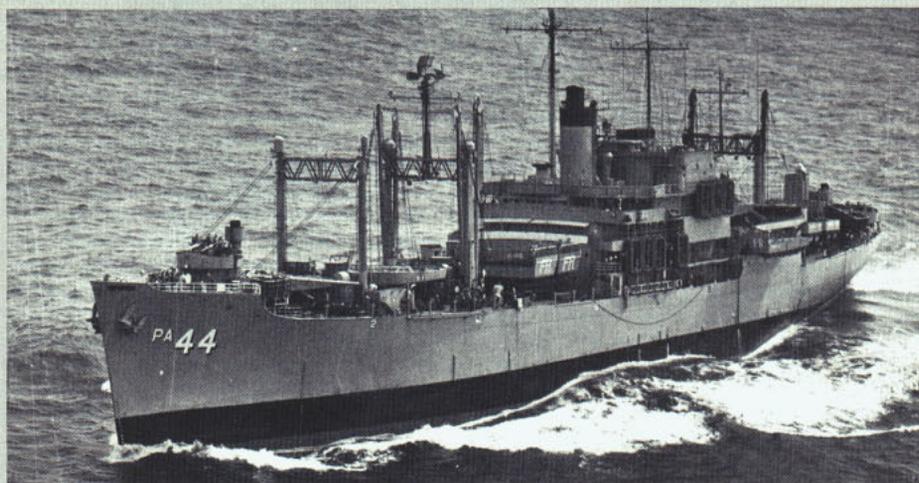
ship has ever won 10 straight amphibious assault awards, and that's a 23-year-old attack transport—named *Fremont*. The 10th award was earned at the end of *Fremont's* last Med cruise. At that time, *Fremont* earned a 94.6 score. Her 21 boats hit the water in 19 minutes, swiftly and safely.

## 40 YEARS AGO— November 1946

• Civilian clothing now may be worn off-duty ashore by officers and enlisted personnel of the Navy and Marine Corps within the Western Hemisphere, including Greenland and U.S. possessions.

Enlisted men will not be allowed to have civilian clothing in their possession aboard ship, but possession of civilian clothing on shore stations may be authorized by commanding officers.

• Sailors whose white hats cost them a mere 60 cents at Small Stores may want to shed a sympathetic tear for the senior officer whose head gear comes considerably higher. Recently, a commander had occasion to underline this fact. While waiting on the dock for his boat to come alongside, the officer fell off. Several enlisted men standing by quickly reached to rescue him. "Never mind me," the commander cried, "get that cap. That hot dabble thing cost me 17 bucks!" □



USS *Richard E. Kraus* (DD 849) (upper right) and USS *Fremont* (APA 44).

# Navy League

## Civilians supporting sea services

*“It seems to me that all good Americans, interested in the growth of their country and sensitive to honor, should give hearty support to the policies which the Navy League is founded to further.”—President Theodore Roosevelt*



President Teddy Roosevelt, shown above at a U.S. Naval Academy graduation in Annapolis, donated part of his Nobel Peace Prize cash award to help start the Navy League. The Navy League has supported the Navy from the days of the Great White Fleet to today's formidable high-tech ships.

Since 1902, when it was founded by a small group of Navy veterans in Albany, N.Y., the Navy League of the United States has remained unique among the nation's many military-oriented associations, in that it is a civilian organization which supports all the maritime services—Navy, Marine Corps, Coast Guard and merchant marine.

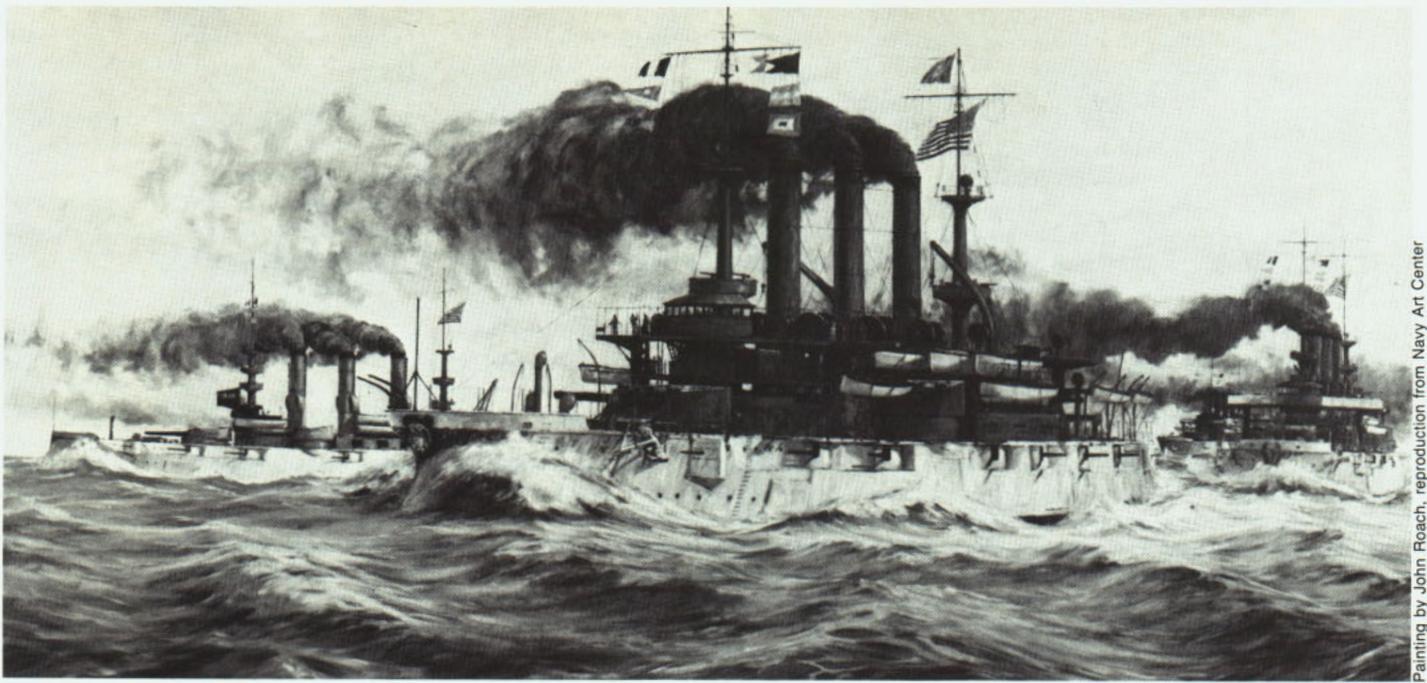
The Navy League started small (166 members in 1903) but, right from the beginning, the group had high ideals and high level support—President Teddy Roosevelt donated part of the cash award he received with the Nobel Peace Prize to help the group get started.

Today, this non-profit civilian organization (no service members on active duty may join) is more than 56,000 strong and more dedicated than ever to its five official objectives:

“1. To foster and maintain interest in a strong Navy, Marine Corps, Coast Guard and merchant marine as integral parts of a sound national defense and vital to the freedom of the United States;

2. To serve as a means of educating and informing the American people with regard to the role of sea power in the nuclear age and the problems involved in maintaining strong defenses . . . ;

3. To improve the understanding and appreciation of those who wear the uniforms of our armed forces and to bet-



Painting by John Roach, reproduction from Navy Art Center

ter the conditions under which they live and serve;

4. To provide support and recognition for the reserve forces in our communities in order that we may continue to have a capable and responsive reserve;

5. To educate and train our youth in the customs and traditions of the Navy, the Marine Corps, the Coast Guard and the merchant marine, through the means of an active and vigorous Naval Sea Cadet Corps.”

In addition to the 56,000 individual members, the League boasts more the 230 corporate members. All the members are assigned to local councils; there are more than 330 such councils located in the U.S. and overseas. The League headquarters in Arlington, Va., provides guidance and materials for the conduct of the organization’s programs.

These programs include local level assistance to families of active duty sea service personnel and support for military recruiters in gaining access to schools and other groups in order to promote military service.

The League also sponsors seminars on sea power and puts on an annual three-day exposition which draws together numerous displays showing the latest developments in military systems, industry and technology.

In 1958, the Navy League founded the Naval Sea Cadet Corps. NSCC units encourage 14- to 17-year-olds to develop interest and skill in basic seamanship and

naval customs and traditions. Sea Cadet graduates may enlist in the regular Navy at an advanced pay grade as a result of their NSCC training. There is also the Navy League Cadet Corps, patterned after the NSCC, for younger boys and girls, ages 11-13.

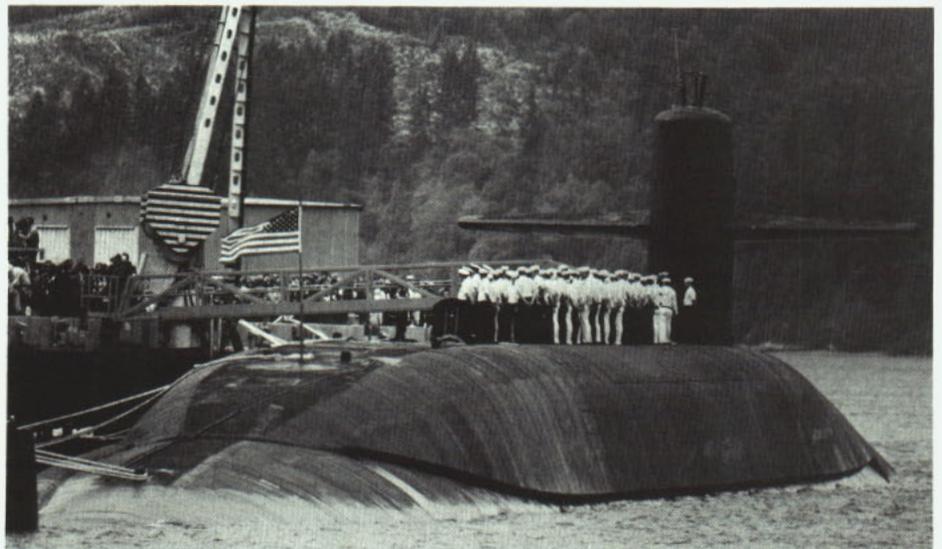
The League produces two major publications dealing with the sea services. *Sea Power* is a monthly review of issues relating to the maritime community. The annual *Almanac of Seapower* is a valuable reference volume on naval, maritime and defense affairs. In addition to these, the Navy League also publishes a monthly legislative report which keeps members informed on legislation pertaining to the Navy, Marine Corps, Coast Guard and merchant marine.

Navy League members enjoy a number of benefits, including *Sea Power* magazine and the *Almanac of Seapower*. In addition, members are eligible to participate in low-cost group insurance plans.

Anyone interested should contact:

Navy League of the United States  
2300 Wilson Blvd.  
Arlington, VA 22201

It is as true now as it was when Teddy Roosevelt spoke 85 years ago: “For the building and maintaining in proper shape of the American Navy, we must rely upon nothing but the broad and far-sighted patriotism of our people as a whole . . . .” □



# Soviet Guided Missile Cruiser (CG)

## KYNDA Class

*Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.*

The first *Kynda*-class cruisers appeared in 1962.

**Displacement:** 5,500 tons, full load;

**Length:** 142 meters (467 feet);

**Propulsion:** Steam turbine, 34 knots;

**Main armament:** Two quad SS-N-3 SSM launchers; one twin SA-N-1 SAM launcher; two twin 76mm (DP) gun mounts.

When introduced, this class was unique in carrying anti-ship missiles as its main battery. *Kynda* also carries anti-submarine rockets and torpedoes and has a heli-

copter landing area (no hangar).

Two of these ships have been back-fitted with four 30mm Gatling guns. The SS-N-3 surface-to-surface missiles carried by this class of ship are estimated to be capable of delivering either a nuclear or high explosive warhead over a distance of about 250 miles, using target information from *Bear D* aircraft or *Hormone B* helicopters. □

KYNDA CG



# Mail Buoy

## Beards and tradition

During the past few years, the U.S. Navy has placed emphasis on getting back to tradition, with the reintroduction of bell bottoms and aviator browns as examples. But does tradition stop only at clothing? What about beards?

It always has been my impression that the wearing of beards, properly trimmed and cared for, also has been a tradition among sailors in the U.S. Navy. Why can't the Navy re-evaluate its present "no beard" policy?

I, for one, like a beard, as do a good many other sailors. I also feel that most sailors, who had beards prior to the present ban against them, stayed within the proper grooming standards proscribed by the Navy. And, speaking for myself and others, allowing us to grow beards would be a definite morale booster and at the same time reinstall a sense of tradition.

—HM2 Stone

## Pigs and Roosters

There is an old belief among sailors and mariners that having a pig and a rooster tattooed on your ankles or feet will protect you from drowning. I've asked several of my fellow chiefs about the particulars of this and have gotten several answers, mostly "I dunno." My questions are:

A. What goes where? (Pig on port, rooster on starboard or vice versa?)

B. Does the tattoo get applied on the foot or the ankle?

C. What is the significance of having a pig in the first place?

I hope you can answer these questions of nautical abracadabra for me.

—HMC Joseph A. Coppola,  
Bethesda, Md.

• *We referred your question to the director of the Naval Historical Center here in Washington. Although he was unable to find any formal documentation concerning these particular tattoos, he did offer the opinion that the subjects of the tattoos, the pig and rooster, may be linked to the Far East, as they are both represented in the Chinese calendar. If any of our readers have knowledge of the particulars behind the purpose and meaning of these tattoos, All Hands would welcome their responses in solving the puzzle.*—Ed.

## "Tail fin?"

Concerning the April 1986 issue of *All Hands*, I noticed an error in the naming of a particu-

lar piece of equipment you show on your back inside cover picture. The particular piece in question—the "tail fin"—is incorrectly labeled. Its correct name is "rudder." Being specific, that is the upper part of the rudder. Your statement should read: "Sailors from USS *Bremerton* (SSN 698), 7th Fleet nuclear power attack submarine, paint the sub's rudder while in port at Subic Bay."

Submariners do not get that much attention to begin with and when we do, us sub sailors sure do like things right.

From this sub sailor and three thousand others, thank you.

—MMCS(SS) Richard Jones,  
USS *Key West* (SSN 722)

## Origins

With regard to your article "Crossroads of the Caribbean" found in your February 1986 issue, JOC Houston's explanation of the origin of the name "Roosevelt Roads" sounds suspiciously like a landlubber's folk-etymology.

My Random House Dictionary defines "roads" as follows: "Road (rod), n. . . . 4. Often, roads. Also called roadstead. Naut. a partly sheltered area of water near a shore in which vessels may ride at anchor. roadstead (rod sted) n. Naut. road (Def. 4). [ME rade-stede]."

Possibly there was a plan to build a bridge across to Vieques, but the haven for ships there was a roadstead before the plan was proposed and later abandoned.

—CWO3 Robert W. Jewell,  
CSTSC Mare Island, Ca.

# Reunions

• **PBM Martin Mariner, Mars, Marlin and Seamaster**—Reunion planned. San Francisco, respond by Dec. 31, 1986. Contact Spud Lambing, 62 Country Club Gate, Pacific Grove, Calif. 93950; phone (408) 372-5812.

• **USCG L.C.I. (L) Flotilla**—Reunion November 1986, Memphis, Tenn. Contact Ralph Gault, 14733 Clark St., Dolton, Ill. 60419.

• **USS Laws (DD 558)**—Reunion November, St. Petersburg, Fla. Contact Daniel J. Crum, 5300 18th St., St. Petersburg, Fla. 33714; telephone (813) 526-5773.

• **2nd Biennial Reunion of NavSta Roosevelt Roads**—Reunion planned for all civilian and military personnel, April 13-15, 1987, Leesburg, Fla. Reservations due by Feb. 1,

1987. Contact Claude R. Phillips, Jr., 25 Lake Forest, Mount Dora, Fla. 32757.

• **USS Cabot (CVL 28) Air crews and ships company**—Reunion Nov. 6-9, 1986, Pensacola, Fla. Contact Ray Miller, 318 Milan Place, Anaheim, Calif. 92801; telephone (714) 828-1851.

• **Marine Corps West Coast Crash Fire and Rescue**—Reunion Nov. 15, 1986, Las Vegas, Nev. Contact Ed Hicks, 423 North Central Ave. Upland, Calif. 91786; telephone (714) 946-3888.

• **Virginia Tech NROTC Alumni Assoc.**—Being formed. Contact Lt. Roger Demaree (703) 961-7883 or write Virginia Tech NROTC Alumni Association, 417 Femoyer Hall, Blacksburg, Va. 24061.

• **USS Jo Breckinridge (TAP 176)**—Reunion planned. Contact A.L. Clarke, 254 Getchell St., Santa Cruz, Calif. 95060.

• **NAS New Orleans, military and civilian personnel**—Reunion planned. Contact Christian T. Capdevielle, 331 Robinhood Road, Covington, La. 70433; telephone (504) 893-5255.

• **USS Salt Lake City**—Reunion planned, Philadelphia. Contact Myron Varland, 458 Argos Circle, Watsonville, Calif. 95076.

• **World War II Army and Navy Armed Guard Vets, Crew members of the Merchant ships SS Edward L. Shea, ATS John Erickson (former MS Kunges Holm), MS Pueblo, MS American Sun, SS Howard A. Kelly and crew members of USS Stormes (DD 780), USS Warrington USS Vogelgesang (DD 862)**—Reunion planned, Cambridge Springs, Pa. Contact Ray Didur, Sr., P.O. Box 282, Cement City, Mich. 49233-0282.

• **USS Arizona**—Reunion Dec. 2-7, 1986, Tucson, Ariz. Contact Joseph K. Langdell, 2372 Butte House Road, Yuba City, Calif. 95991; telephone (916) 674-3343.

• **USS Helm (DD 388)**—Reunion Dec. 3-8, 1986, Honolulu, Hawaii. Contact Rear Adm. Victor A. Dybdal, 1769 Halekoa Drive, Honolulu, Hawaii 96821; telephone (808) 732-1545.

• **Memorial Service**—45th Anniversary aboard USS *Arizona* Memorial, Pearl Harbor, Hawaii, Dec. 7, 1986. Contact Joseph K. Langdell, 2373 Butte House Road, Yuba City, Calif. 95991; telephone (916) 674-3343.

• **USS Conway (DD 507) 1942-1970**—Reunion planned. Contact Carl Shand, RD #3-Ware Road, Fulton, N.Y., 13069; telephone (315) 592-7891.

• **VF-11 "Red Rippers"**—Reunion Jan. 31, 1987, NAS Oceana, Va. Contact Lt.Cmdr. S. E. Benson, VF-11, FPO N.Y. 09501-6102; telephone (804) 433-5345.

# Bearings

## Cassin Young a historic landmark

USS *Cassin Young* (DD 793), a World War II-era destroyer, has been designated a national historic landmark by the U.S. Department of Interior. During a ceremony at the Charlestown Navy Yard, Boston, Mass. recently, members of the Boston National Historic Park unveiled a plaque designating the ship's historic status.

Named for a Navy captain who was awarded the Medal of Honor for his actions at Pearl Harbor on Dec. 7, 1941, the destroyer is part of a permanent naval exhibit and is open to visitors at the Boston National Historic Park, where it is berthed next to USS *Constitution* in Boston Harbor.

*Cassin Young* was commissioned Dec. 31, 1943, and fought in several Pacific campaigns, including Guam, Leyte Gulf, Luzon, Iwo Jima and Okinawa. Twice, the ship was hit by kamikaze planes. The 2,050-ton destroyer was decommissioned May 28, 1946.

After being recommissioned Sept. 7, 1951, the ship saw action in the Atlantic and Mediterranean during the Korean War. It logged more than 50,000 miles in an around-the-world cruise in 1954 and was again decommissioned on April 29, 1960, and became part of the mothball fleet at Norfolk Naval Shipyard.

When the ship was pulled from the mothball fleet and moved to Charlestown in 1978, it needed special attention.

"It really made you feel bad for the ship," said National Park Service representative Al Phelps, a retired Navy chief gunner's mate. "It looked so bad, all rust and peeling paint."

Members of the National Park Service refurbished the destroyer and reactivated electrical and ventilation systems. They also collected and installed bunk frames and mattresses, 40mm gun mounts, torpedoes, depth charges, life rafts, and other missing items.

The *Cassin Young* Association has helped maintain the ship—along with volunteers from the Sea Cadets, Seabees, Coast Guard reserve and members of the Navy League of the United States. Former crew members lead tours on the ship and relate their firsthand sailing and war

experiences to visitors.

As part of a program to preserve America's national heritage, the Department of Interior, through the National Park Service, designates natural and man-made national historic landmarks. ■

—Story by JO2 Estelle R. Noah,  
Naval Reserve Center, Quincy, Mass.



## Saving the Navy's parachutes

Take a 3- by 7-inch piece of webbing material, fold it in the middle, add two snaps to the ends and a strip of velcro around the edges, and what have you got?

"I call it an arming cable and terminal fitting protective cover," said Aircrew

Survival Equipmentman 2nd Class Teresa M. Schaefer, inventor of the billfold-like cover that makes parachutes safer.

Schaefer, stationed at the Aircraft Intermediate Maintenance Department, U.S. Naval Station Roosevelt Roads, Puerto Rico, is a native of Valley City,

Ohio. Her invention, which prevents the accidental firing open of parachutes, was accepted in the Navy's Military Cash Awards program earlier this year, and she received nearly \$1,000 as a cash award for her idea.

Schaefer's invention not only may save a life, but also saves the Navy money. Each one-use actuator, which fires the chute open, costs more than \$1,000, and Schaefer said that does not count any damage done to the chute.

Without the protective cover attached, the actuating cable can be pulled accidentally, causing two chute-opening explosions: one when the actuator fires to get the chute out of its pack, another when a spreader gun explodes to make sure the parachute opens completely.

The spreader gun explosion is especially dangerous, Schaefer said. "It explodes with the same force as a .38 caliber gun, and it could easily kill someone."

Schaefer, 22, joined the Navy in September 1981 and has been at Roosevelt Roads since June 1984. She works in the paraloft as assistant shop supervisor. ■

—Story and photos by  
JO3 Curtis L. Grandia,  
U.S. Naval Station Roosevelt Roads

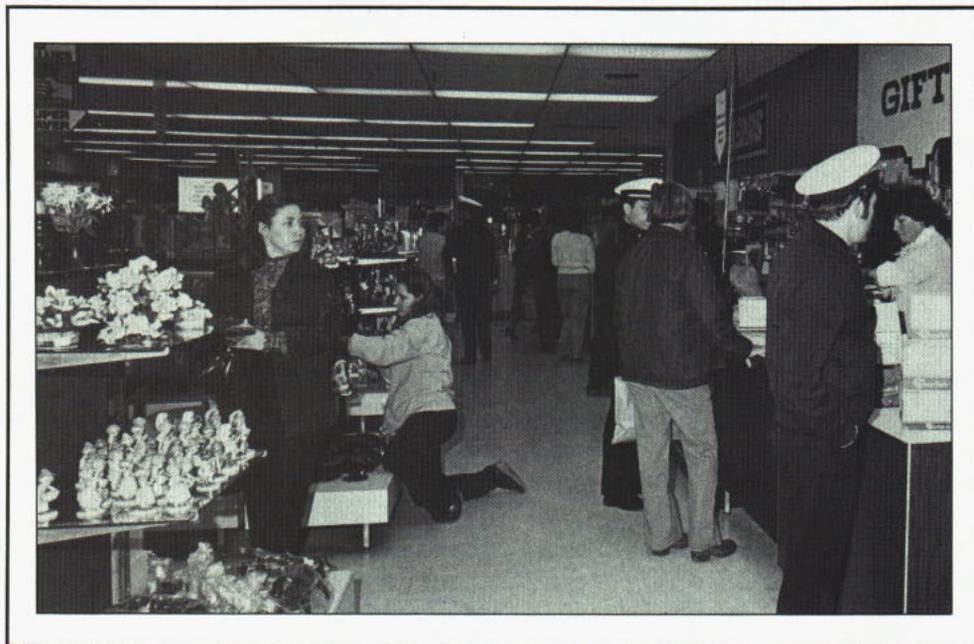


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## Navy Rights & Benefits

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# ID Cards, Commissaries and Exchanges

# ID Cards, Commissaries and Exchanges

*Your ID card is like a special admission ticket which helps you get the most for your money. When used properly, it can open doors to a wide range of educational, health, entertainment, and other money-saving benefits for you and the members of your family. In itself, possession of an ID card is a privilege and should be treated as such.*

Four kinds of identification cards are issued to members of the Uniformed Services (Army, Navy, Marine Corps, Air Force, Public Health Service, Coast Guard, and National Oceanic and Atmospheric Administration) and their dependents:

1. The United States Armed Forces Identification Card, DD Form 2N (Active), is the primary source of identification for active duty military personnel. It also serves as identification for purposes of Article 17 of the Geneva Convention. DD Form 2N (Active) authorizes the holder uniformed services medical care, commissary, exchange, and special services privileges.

2. The United States Armed Forces Identification Card, DD Form 2N (Reserve), is the primary source of identification for reserve military on inactive duty or retired without pay. DD Form 2N (Reserve) has the same format as the DD Form 2N (Active) thus meeting the requirements of Article 17 of the Geneva Convention. This card, when presented with other appropriate identification (i.e., orders, drill statement), gives the holder certain privileges and benefits while on active duty.

3. The United States Uniformed Services Identification Card, DD Form 2 (Retired) is the primary source of identification for retired military personnel. An authorized holder of DD Form 2 (Retired) is entitled to all benefits and privileges, as applicable.

4. The Uniformed Services Identification and Privilege (USIP) card, DD Form 1173, is used to identify persons eligible for benefits and privileges administered

by the Uniformed Services not otherwise covered by the first three.

This article discusses only one of the ID cards listed above—DD Form 1173. Requirements for eligibility and the proper use of this card often are misunderstood.

This article also explains the Navy commissary and exchange systems which, as part of the Navy family's total benefit package, helps boost your purchasing power. DD Form 1173 provides access to those systems.

## Your ID Card

Generally, the Uniformed Services Identification and Privilege (USIP) card is the standard identification and privilege card for dependents of active duty, retired with pay (including those drawing Fleet Reserve retainers), surviving dependents of retirees, dependents of members of the armed forces who die while on active duty, 100 percent disabled veterans and their dependents, and a few other special categories.

Authorized dependents may include:

- Spouses.
- Unremarried widows or widowers.
- Unmarried children under the age of 21 (including adopted or stepchildren).
- Unmarried children over 21 if incapable of self-support due to a physical or mental incapacity.
- Unmarried children between 21 and 23 who are attending college full time.
- Parents (or parents-in-law) who are dependent upon the sponsor for more than one-half of their support.

The USIP card only identifies those persons authorized certain privileges and access to certain facilities. It doesn't, in itself, authorize entry into classified or restricted areas.

Rules on the issuance of the USIP card are contained in NAVMILPERSCOM 1750.1 series. This instruction lists all those eligible to use various commissary, exchange, medical and special services facilities.

The USIP is printed in black security-type ink for text, light brown security-type ink for background tint, and is laminated between two sheets of thermo-plastic, and prominently displays an identification picture of the holder.

The USIP is recognized by all activities of the uniformed services. Basic privileges may be modified by commanders in areas with limited facilities. In general, authorized patronage depends on the availability and adequacy of the facility concerned.

In certain overseas areas, treaties, Status Of Forces Agreements (SOFA) and other military base agreements may place limitations on who can use local commissaries and exchanges. Ordinarily, SOFAs with foreign countries include a provision stating that only the dependents of service members who are "members of the force" stationed in the host country are eligible for commissary and exchange privileges. In other words, if you are in Southeast Asia and your family moves to Japan or the Republic of the Philippines to be in the geographic area, they may not be eligible for commissary and exchange privileges because you are not a "member of the force" in Japan or the Philippines.

## How and When to Apply

Application for the USIP should be made when the Navy sponsor:

- Enters active duty for more than 30 days;
- Re-enlists for continuous active service;
- Retires, transfers to the Fleet Reserve, or dies.

Application for a new ID card should be made when there is a change in status that would affect entitlement, or when the card expires, is mutilated, lost or stolen.

If you are on active duty, apply on behalf of your dependents by submitting DD Form 1172 to the command having custody of your service record. The completed application is filed in your record

# ID Cards, Commissaries and Exchanges

after the card has been issued.

You should apply for a new USIP for your dependents before you retire or transfer to the Fleet Reserve. Your command will make every effort to issue the new card before you leave active duty, but if it cannot be issued in time, you will be provided with a verified DD Form 1172 which your dependents may take to any card-issuing activity for issuance of cards.

Once you are in a retired or retainer pay status, application for a renewal of the USIP should be submitted to the Commanding Officer, Naval Reserve Personnel Center, New Orleans, La. 70149.

Eligible dependents of deceased Navy members apply for their cards at the nearest ID card-issuing activity. Survivors of those who die on active duty automatically have their applications verified by the commanding officer or the casualty assistance calls officer.

It may not always be possible for your command to issue the USIP. This would be the case, for example, if you are not in the same locality as your dependents. In such circumstances, you should submit an application to the command maintaining your service record to have your dependent's eligibility determined. The form is then returned to you with instructions that it will be presented by your dependents to any military activity equipped to issue the card. The issuing activity then returns the completed application to your command for filing in your service record. Each time an ID card is issued or renewed, DEERS must be updated to ensure continuation of medical privileges (see the June 1986 issue of *All Hands*).

## Verification

The application form (DD Form 1172) must be verified by your service record holder before any USIP is issued. Your service record holder makes sure the dependents you claim are eligible. Birth certificates, adoption decrees, medical

certificates, education statements, divorce decrees or other documents appropriate to your application may be required.

If the eligibility of a claimed dependent is questionable, the matter is referred to the Naval Military Personnel Command for a ruling. (You should note that any determination made by the Navy Family Allowance Activity is done under NMPC policy, and should not be considered "questionable.")

If your dependent's eligibility hinges on the validity of a decree of divorce from a foreign country obtained by either you or your spouse, the case must be forwarded to the Family Allowance Activity for a ruling.

Any documents you submit to support your application will be returned to you after they have served their purpose.

## Expiration

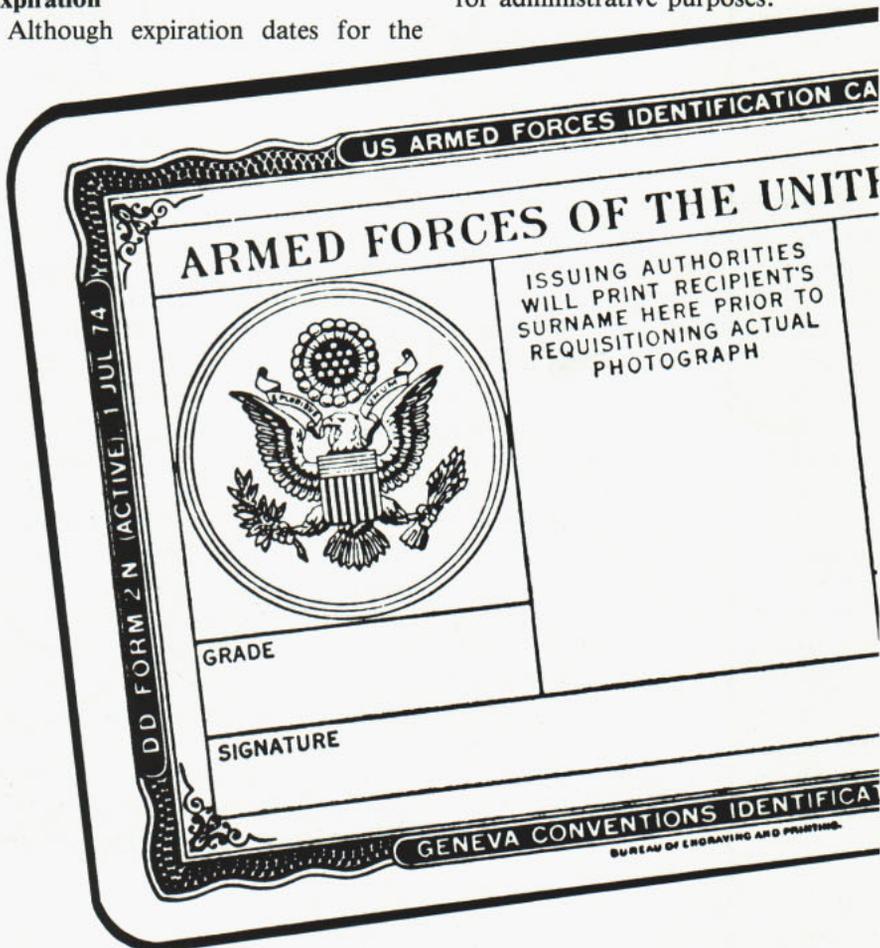
Although expiration dates for the

USIP vary, cards are not issued for periods of eligibility of less than 30 days. The expiration date usually will be four years from the date of verification.

If your dependent loses his or her USIP, or if it is stolen, report the matter promptly to your command and resubmit the DD Form 1172 with a statement regarding all circumstances of the loss.

The USIP must be surrendered:

- Upon expiration.
- Whenever the cardholder becomes ineligible.
- When a new card is issued (except to replace one that was lost or stolen).
- Upon the sponsor's death, retirement, transfer to the Fleet Reserve or release to inactive duty.
- When the sponsor is officially placed in a deserter status.
- Upon the call of a responsible officer for administrative purposes.



# ID Cards, Commissaries and Exchanges

## Change in Rate

The USIP may be reissued solely because of a change in grade or rating of the sponsor, especially in those cases where non-issuance would preclude the dependent from utilizing, or being admitted to, facilities which are accessible only to that grade (i.e., officer, CPO clubs, etc.).

## Commissary and Exchange System Navy Lodges, Uniforms, and Ship's Stores

Navy exchanges and commissaries provide a selection of merchandise items, food products and services for Navy people stationed throughout the world. These facilities are operated by the Navy for the men and women in the Navy and for their immediate families as well. In addition to providing products, the exchange and commissary provide savings of at least 20 percent. These savings are verified by independent price comparison surveys, which compare prices for a shopping list of items most people buy at the exchange and commissary and at nearby local commercial stores.

Commissary and exchange facilities, conveniently located at most naval bases, can stretch your buying power and offer selections of brand-name items that are popular throughout the country; this is true whether the Navy store is located in the United States or overseas.

Navy exchanges offer many of the same products that can be found in any discount or department store. The 136 exchanges operate more than 350 different retail stores; 200 barber shops; 80 beauty shops; 160 service stations; 100 flower shops; 525 food service activities; 115 laundry/dry cleaning/tailoring outlets; and have more than 19,000 vending machines on location. Within the exchange program there also are 130 personalized service centers offering a wide range of services, including film processing, watch repair, portrait studios, video

film rental and income tax preparation service.

About two years ago, McDonald's fast-food restaurants began appearing at naval bases as Navy exchange concession operations under a contract signed by the headquarters of the Navy Resale System and the McDonald's Corporation. At present, approximately 60 on-base McDonald's are in operation and about 15 more are in the planning stages. Under the current contract, as many as 300 on-base McDonald's could be built over the next 10 years.

The McDonald's at Navy activities provide the convenience of a nationally known fast-food outlet to Navy people and serve as concessions of the Navy exchange that generate dollars for morale, welfare and recreation programs.

One of the responsibilities of the Navy exchange is to provide money from net profits to help support Navy recreation programs. The exchanges are non-appropriated fund activities and must be self-supporting. After paying all expenses including the cost of merchandise, employee salaries, and construction and renovation of facilities, the remaining net profit is turned over to the base recreation programs and to the central recreation fund at the Naval Military Personnel Command.

The money received from the exchanges goes toward paying the cost of operating bowling allies, swimming pools, gymnasiums or physical fitness centers, hobby shops, golf courses and any other special services that are available at many bases. The money sent to the central fund helps support Navywide recreation programs, special teams representing the Navy, and the fleet movie program. Central funds also assist in the development and construction of recreation facilities, and provide supplemental funding for smaller command recreation programs.

In fiscal year 1985, Navy exchanges contributed a \$55.8 million to Navy morale, welfare and recreation, and over the past five years the contribution has been

more than \$225 million. Every time you shop at the exchange, you benefit in three ways: good merchandise, prices that offer substantial savings, and the support of programs that may make your leisure time more enjoyable.

To meet customer demands for quality products at lower than ordinary prices, the Navy exchange brand was established in 1984. More than 160 items, including vitamins, health and beauty aids, household supply items and hosiery, all carry the Navy exchange private label and provide a minimum savings of 35 percent over comparable national brands. In addition to the Navy exchange brand, a line of clothing items has been developed for sale in exchanges under the Harbor View label. The line began with women's slacks, and now includes women's blouses, camp shirts and soon will include several items of men's wear. Harbor View clothing offers customers savings of about 40 percent.

Credit cards now are accepted at all Navy exchanges worldwide. MasterCard and Visa may be used in the exchange, the Naval Uniform Center and at Navy Lodges. This gives exchange customers another option in making purchases: payment by cash or check, layaway; or credit card.

Another fairly recent change at exchanges is higher check-cashing limits. Customers can cash personal checks at the exchange for up to \$150 per day, per sponsor. Also, customers can write checks for up to \$25 more than the cost of a purchase at the exchange.

Navy exchanges are the primary source for the sale of Navy uniforms and accessories. Navy Uniform Shops have been established at most Navy exchanges (113 exchanges have uniform shops). Quality and availability are the two major areas where Navy exchanges are meeting their responsibilities in providing uniforms.

To ensure that uniform items are available to all personnel, a Navy Uniform Center was established in Norfolk, and a toll-free phone system accepting both

## ID Cards, Commissaries and Exchanges

commercial (800 number) and Autovon call-in orders was placed into operation. The telephone ordering service provides a convenient way for all naval personnel to obtain uniform items that might not be available at their local exchange.

The toll-free ordering service makes uniforms and accessories readily available to active duty members and reservists stationed at locations not served by a Navy exchange or whose exchange is too small to stock a full line of uniform items. The telephone order service is supported by a Navy uniform catalog which lists every uniform item and its price.

Toll-free numbers for Navy uniforms: Continental U.S.

(Except area codes

703 and 804) . . . . . 1-800-368-4088

Alaska, Hawaii,

Virgin Islands and

Puerto Rico . . . . . 1-800-368-4089

Virginia only (Area

codes 703 and 804) . . . 1-800-552-3115

Overseas Autovon . . . . . 680-8586

Uniform purchases made at Navy exchanges or through the telephone ordering service can be charged on MasterCard and Visa.

Navy Lodges, located at 40 facilities around the world, represent another service available to Navy families (see the October 1986 *All Hands* issue). Navy Lodges provide clean, convenient, low-cost temporary quarters with kitchen facilities for military families on the move. Room rates average \$25 a day.

Lodges are non-appropriated fund activities with all costs of operation, facility renovation and new construction being paid for from room rental income. Lodge units can generally accommodate a family of five, and most Navy Lodges offer television and telephone services as part of the accommodation.

A toll-free number provides a central reservation service for any stateside Navy Lodge. Last year, the toll-free number (1-800 NAVY INN) saved Navy families making such reservations more than \$300,000 in the cost of phone calls. Toll-

free service was extended to personnel overseas through the establishment of an overseas Autovon number (565-2027) that enables personnel overseas to make reservations at stateside lodges.

Navy commissaries are the grocery stores of the Navy and provide food and other traditional supermarket items at cost, plus a 5 percent surcharge, which is applied at the cash register to the total amount of purchases. Commissaries, as appropriated fund activities, do not make a profit. Collection of a surcharge at the cash register was authorized by Congress to pay for non-labor store operating expenses such as supplies, grocery bags, shopping carts, utilities, telephone service, maintenance services and equipment. Two percent of the surcharge monies are used for construction and renovation of facilities.

Even with the application of a surcharge, commissary customers still save more than 23 percent.

The 80 commissaries now in operation are focusing on ways to improve customer service by making the best use of existing resources. In the last year, hours of operation were expanded at the major commissaries through the use of part-time employees and selective hours of operation during the evening, with later opening hours in the morning. These adjustments enable commissaries to better serve those families with two working spouses.

The average number of line items carried in Navy commissaries has increased from approximately 4,000 in 1982 to more than 5,200 in 1985. Larger stores are offering about 8,000 items. Emphasis at commissaries is on offering quality products and low prices.

One of the major problems at commissaries was congestion at the checkout areas. Major steps are being taken to correct this problem through the use of scanning systems. Scanning involves the electronic reading of a product code by passing the product over an electronic recording device which rings up the prod-

uct and prints price and description of the item on a cash register receipt.

Commissaries are working to maintain their mission of enhancing the quality of life for Navy people by providing authorized customers with a good selection of food products in a friendly, well-stocked store at significant savings.

Another of the programs that serve Navy personnel is the operation of stores aboard ships. Actually, ship's stores are the oldest of the Navy's retail programs. Sailors have had stores aboard ship since the late 1800s.

Today's stores at sea range from small over-the-counter operations to good-sized walk-in stores aboard aircraft carriers. The ship's store is an appropriated fund activity, but is authorized to make a profit of no more than 15 percent.

A portion of the ship's store profits pay for supplies needed to operate the ship's barber shop, the laundry and tailoring services. The remaining profit supports shipboard recreation programs or is sent to the Navy's central recreation fund.

In addition to retail stores, vending machines aboard ship and electronic video games are part of the overall ship's store responsibility. The basic purpose of the ship's store is to serve the needs of sailors afloat.

Navy exchanges, commissaries, Navy uniforms, Navy Lodges and ship's stores are all part of the worldwide Navy Resale System, which came into being 40 years ago. Policy and procedures for the operation of all of these activities is provided by the resale system headquarters at the Navy Resale and Services Support Office in New York. This organization has direct command responsibility for Navy exchanges, commissaries, uniform centers and Navy Lodges, and provides support to ship's stores.

The goal of the Navy Resale System is to be of service to the men and women in the Navy, to meet the needs of their immediate families and to provide a selection of quality products at the lowest practicable cost. □



Really getting into his work is AN Jon Cox, a plane captain with Attack Squadron 22 aboard USS *Enterprise* (CVN 65). Part of Cox's job is to inspect the intake of his A7E *Corsair II* for loose rivets and other safety hazards. Photo by PHC Chet King.



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