

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

SEPTEMBER 1988



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Navy ASW  
The silent war

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FC2 James Floe uses a night vision device to scan the waters around USS *Leftwich* (DD 984) during a training exercise. Photo by JO1 David Masci.



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# ALL HANDS

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U.S. Navy photo

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**Front Cover:** An SH-60F helicopter begins a search for submarines by lowering an acoustical detector. Helos are a versatile and essential part of the anti-submarine warfare team. See story, Page 28. Photo courtesy of Sikorsky Aircraft Corp.

**Back Cover:** Storage racks at Naval Air Station Bermuda hold sonobuoys until loading time. Sonobuoys are an indispensable tool in ASW operations. See story, Page 26. Photo by PH2(AC) Scott M. Allen.

# Navy Currents

## Bushey — new MCPON

Master Chief Avionics Technician (AW) Duane R. Bushey has been selected as the seventh Master Chief Petty Officer of the Navy.

The Chief of Naval Operations Admiral Carlisle A. H. Trost announced the selection during a recent ceremony. Bushey relieves Master Chief Radioman (SW) William H. Plackett this month. A 32-year Navy veteran, Plackett has served as MCPON since October 1985 and is retiring.

Bushey most recently served as the command master chief on USS *Theodore Roosevelt* (CVN 71), a position he held since October 1985. Born on May 3, 1944, in Lebanon, N.H., Bushey graduated from Wicomico Senior High School in Salisbury, Md. He enlisted in the Navy in June 1962 and completed Aviation Electrician's School in Jacksonville, Fla.

Bushey first saw duty at Naval Air Station Patuxent River, Md., before serving on USS *Kearsarge* (CVS 33). He then served with Heavy Attack Squadron 123 at NAS Whidbey Island in Oak Harbor, Wash. From there he transferred to Tactical Electronic Warfare Squadron at NAS Alameda, Calif., where he served as deception electronic countermeasures plane captain and celestial navigation instructor.

Master Chief Bushey then served as the assistant air crew division officer for Aircraft Ferry Squadron 31 in Norfolk, and later as squadron command master chief. Prior to his current assignment, Bushey was the command master chief for Tactical Support Wing 1 in Norfolk. He graduated from the U.S. Army Sergeants Major Academy in 1980.

Married to the former Susan W. Prause of Oakland, Calif., Bushey and his wife have two sons, Duane Jr. and Joseph.

The MCPON is the principal enlisted assistant to the Chief of Naval Personnel and the senior enlisted advisor to the Chief of Naval Operations. As the new MCPON, Bushey will be assisting commands, bureaus and other offices of the Navy department in matters pertaining to enlisted personnel, and providing assistance to the Chief of Naval Personnel on various boards and at forums concerned with enlisted career issues. In addition, he will travel worldwide to speak to

enlisted communities, discussing their concerns and issues. □

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## Awards and decorations

All Navy activities and personnel are reminded that requests for Navy awards, decorations, lapel buttons, medals, service ribbons and devices must be ordered with a Fund Milstrip Requisition Form (No. 1348M) and submitted to Defense Personnel Support Center using the S9T-Routing Identifier.

Letters of request and requisitions without a national stock number will not be processed. NSNs may be obtained from Naval Resale and Services Support Office Instruction 10120.3, dated Aug. 30, 1982.

Naval activities and personnel wishing to obtain foreign decorations and awards should consult paragraph 722 of SecNavInst 1650.1E, which states that the issue of such awards is the responsibility of the presenting nation. Authorized recipients may purchase foreign awards from commercial sources.

For information, contact Ms. Marinari of Navy Clothing and Textile Research Facility at commercial (215) 952-5401 or Autovon 444-5401. □

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## Uniform matters

Many sailors have complained recently about the streaking and fading of the new flame retardant-treated dungarees.

The FRT dungarees, which became available to all personnel in 1985, are indigo-dyed, 100-percent cotton denim. The fabric dying process used in making these dungarees is also used by well-known, commercial blue jean companies. The only difference is that a chemical treatment is used to add fire retardant properties to the natural cotton fibers.

To help extend the life of the dungarees, follow these laundry tips:

- Wash and dry the dungarees inside out. This will minimize streaking.
- Use any commercial brand of laundry detergent but do not use bleach. Bleach may cause white blotches on the dungarees.

- Be sure to remove any objects left in pockets. Items left in pockets can cause streaks in the dungarees.

If these tips are followed, the FRT dungarees should retain their military appearance for some time. Indigo-dyed dungarees will fade with every washing. However, if there seems to be a problem with product quality, return the dungarees to your uniform center. In any quality-assurance program, deficiencies must be reported and verified. Without the deficient item, to identify the problem and the manufacturer, it becomes difficult to correct the problem. □

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## Computer-age fitness

The Naval Military Personnel Command now has a fast and easy way to calculate physical readiness test scores.

NMPC's Health and Physical Readiness Division has developed a computer software program that will calculate body fat percentages, add total PRT and individual category points and track PRT results for each individual entered.

The software package will list individuals by rank, age, department, division or any other category, produce command summary reports and identify individuals who are overfat, obese or who have failed the PRT. Letters of recognition and Page 13 entries can also be produced using the software package.

The package does not replace required documentation, such as the risk factor screening/physical readiness test result form listed in OpNavInst 6110.1C.

The software package is menu-driven, user-friendly and contains the installation program and instructions. It can be used with all IBM and IBM-compatible machines including the Zenith 150 and 240 models. To effectively use the new software, a minimum of one floppy disk drive, 320k of random access memory and an IBM-compatible, dot-matrix printer with tractor-feed paper is required.

To obtain a copy of the physical readiness program software package, commands should send a blank five and one-fourth inch floppy disk, a self-addressed disk mailer, the command's

name, address, phone number and a point of contact to: Naval Military Personnel Command, NMPC-68, Room G809, Washington, D.C. 20370-5605 or contact Cmdr. D. Spillane (NMPC-68) at Autovon 224-5742 or commercial (202) 694-5742. □

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## Voluntary tour extensions

The voluntary tour extension program is again available for fiscal year 1989. Personnel who have a projected rotation date in the upcoming fiscal year and wish to extend their tour should apply.

Officers who want to extend their present tours should submit a request with command endorsement to Commander, Naval Military Personnel Command no later than April 30, 1989.

Enlisted members wishing to extend their tours for another year must be on Type 2 through Type 8 duty, or in selected ratings on Type 1 duty and (in either case) have a PRD between Oct. 1, 1988 and Sept. 30, 1989.

Applicants should submit an Enlisted Personnel Action Request for Voluntary Extension (NavPers Form 1306/70) with command endorsement to CNMPC (NMPC-461-E) Info Enlisted Personnel Management Center, no later than April 30, 1989.

Command readiness, fleet balance and individual desires will be primary factors in approving requests. For more information, see NavOp 76/88. □

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## Senior enlisted rankings

Senior enlisted personnel will now be ranked among their peers to help identify the "best of the best." Since Aug. 1, 1988, it has been necessary to rank personnel in paygrades E-6 through E-8 who are rated in the top 50 percent of the 4.0 performance category.

NavMilPersCom Instruction 1616.1A, Change 2, will allow reporting seniors to rank personnel within the same paygrade on the enlisted performance evaluation form (Entry 39). The ranking will indicate the member's relative standing among peers at the same command. □

# Art of the invisible

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*In the world of ASW, sailors locate, track and prepare to destroy submarines that they will never see. It's more than a science, it's an art.*

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**W**hat do the following Navy people have in common?

- A sailor leans carefully out the side door of a hovering helo, blades roaring overhead, as he stares down at a cable that disappears into the ocean. He calls back to the pilot, constantly updating him on the position of the cable.

- Sitting in an all-consuming silence that is broken only by his own occasional, slightly bored sighs, a young technician meticulously studies a series of computer screens. The always-changing array of numbers, lines and letters will tell the technician if he and his shipmates are being stalked by an enemy who could destroy their vessel in seconds.

- Near the stern of a frigate cruising at 12 knots in the North Pacific, a young petty officer removes a small plug from an opening in the bulkhead of the towed-array space. The sailor carefully feeds a 3-inch diameter hose through the small opening, then observes patiently as hundreds of feet of hose and tow-

cable stream out into the ocean.

- Two jet pilots stride across the gently rolling deck of an aircraft carrier. Their twin-engine aircraft is fully loaded with weapons and fuel. They are going after a "contact" several miles away. In a few minutes they will be directly over their target. They will gather extensive information about their target. They will know exactly what type of ship it is, whether it's friend or foe, and its approximate size, speed and course. The information they collect will be crucial in deciding whether or not to destroy the contact. But they will never see it.

\* \* \*

These sailors, with vastly different training and backgrounds, working at different jobs on just about every different type of platform the Navy owns, all have the same mission: anti-submarine warfare.

Members of the Navy's ASW community — from admirals in the Pentagon to seamen at the most far-flung electronic listening posts — all ultimately pursue a single goal: to

deny the enemy the effective use of his submarines.

This denial can be imposed upon the enemy through a variety of techniques ranging from peaceful observation to total obliteration.

But exercising any of these complex "denial options" is really the easiest part of ASW operations. The toughest job is, paradoxically, the simplest: first you have to find 'em.

Nuclear submarines can cruise deep below the ocean's surface almost indefinitely; they need not surface for fuel or air, nor to carry out their missions. Those missions include the destruction of shipping, "neutralization" of the foe's submarines, and, in the case of ballistic missile submarines, the depopulation of continents. Modern submarines can do all this and more and never show themselves for an instant. They are, for all practical purposes, invisible.

How do you find something you can't see? ASW's answer: you listen.

Sonar (SOund NAVigation and Ranging) is the principle instrument used to detect submarines. Receiv-

ing and interpreting the slightest sounds detected over vast expanses of ocean make modern sonar technology one of the most complex sciences ever devised. And it gets more complex every day.

Sonar can be either active or passive. Active sonar emits acoustic signals and listens for those signals to echo back. Proper interpretation of returned signals can provide an amazing amount of information about the object reflecting the "pings."

Passive sonar is silent; it is strictly the technology of eavesdropping. It is next to impossible for any large object to move through the water without making *some* sound. That

sound, however slight, can be detected and correctly analyzed by passive sonar experts who can decipher the source of the sounds, complete with all the crucial identifying details.

Sonar equipment can be deployed aboard fixed- and rotary-wing aircraft, surface ships and ASW submarines. All are well-equipped for detecting any sub in the area — hostile or friendly.

Patrol squadrons — VPs — are made up of P-3 *Orion* aircraft. The strong suit of the *Orion* is range; this land-based plane, powered by four turboprops, can cruise over almost 5,000 miles of ocean without refueling. Technicians aboard the P-3 deploy ex-

pendable sonobuoys that float, listen and transmit information about what they hear back to the *Orion*.

The P-3's characteristic "stinger" — the long, thin tail extending about 12 feet behind the aircraft — is actually the magnetic anomaly detector. MAD sees the ocean as one gigantic magnetic haystack. A submerged submarine is like a needle in that haystack; impossible to detect visually, but easily found with a good strong magnet, and plenty of patience.

The S-3 *Viking* complements the

**The P-3 *Orion* carries state-of-the-art surveillance equipment in search of the invisible enemy below.**



Photo by PH2 (AC) Scott M. Allen

# Art of the invisible

coverage provided by the P-3. S-3s are faster, by virtue of their twin turbofan jet engines, but have nowhere near the range. To a great extent, that range limitation is negated by the fact that *Vikings* are carrier-based; in many crucial ASW confrontations, they're on-scene almost before they take off.

S-3s lack the P-3s' trademark stinger, not because they don't carry MAD, but because the 18-foot MAD boom is stowed inside the aircraft and is only extended when needed.

Like the *Orion*, the *Viking* is fully prepared not only to detect targets, but to take offensive action, if necessary. Both aircraft can carry a full array of torpedoes, ASW mines, bombs, rockets and *Harpoon* missiles.

Extending the on-scene capability the *Viking* gets from being carrier-deployed, the light airborne multipurpose system has been deployed aboard more than 200 ships from frigates to cruisers. The SH-60B *Seahawk* helicopter carries such an extensive suite of electronic detection and communication devices that it is generally regarded throughout the fleet as the Navy's most technologically advanced platform.

The LAMPS Mk III system is based primarily on the concept of enabling surface fleets to work and fight "beyond the horizon." LAMPS III gives surface ships the ability to respond to any indication of enemy sub activity (whether detected by P-3, S-3 or surface ships' sonars.) Carried and controlled by the surface ship, LAMPS Mk III can fly out of sight, over the horizon, to be on

scene in minutes to evaluate a threat that a surface ship might need hours to check out. LAMPS Mk III also has the capability, if the situation warrants, to take decisive offensive action against the target it identifies. Torpedoes, enable LAMPS Mk III to extend the surface fleet's offensive capabilities just as effectively as it carries that fleet's detection capability over the horizon.

Navy surface ships have plenty of

their own ASW detection capabilities, of course, and even more offensive punch.

ASW detection by the surface forces is handled primarily by the AN/SQR-19 passive towed sensor. By deploying the 640-foot-long array on a cable that may extend over a mile, surface sonar operators can collect and analyze a wide range of frequencies. By matching the various characteristics of sound de-



**Crew members of USS *Elmer Montgomery* (FF 1082) scramble to ready a light airborne multipurpose systems helicopter for action. The helo can be up and away in five minutes.**

Photo by JO2 Gregory Lewis

tected with known traits of ship sounds, sonar experts can easily identify different classes of submarines and can even spot subtle distinctions between individual boats within a single class.

With a clear indication of the type and location of threat facing the surface ship, LAMPS Mk III can be sent out to confirm the AN/SQR-19 findings and either serve as a forward spotter for targeting the surface ship's formidable offensive ASW arsenal, or, if the enemy sub is out of effective range of the ship's firepower, the LAMPS Mk III can carry out its own attack.

There are submarines that cruise the depths that are capable of carrying enough nuclear firepower to destroy a good portion of the world's population single-handedly. And then there are submarines that do nothing but seek out those nuclear-missile behemoths, in hopes of "neutralizing" that awesome threat.

It's the hunter-killers stalking the boomers, and the field of battle is not so much the ocean itself as it is the unseen, ever-changing realm of interaction between sound and water. "Unseen," that is, until it appears on the acoustical displays in the combat information centers of the subs involved; the guy who makes the most noise loses.

The latest U.S. hunter-killer, or SSN, (fast-attack) submarines are equipped with sound-masking systems which generate a broad-band noise to distort the sound the boat makes moving through the water. Sound masking makes it difficult to pinpoint the location of a submarine.

On an ASW track, the SSN will usually have four sonar-men plotting other submarines as contacts are detected by sensitive listening devices. The on-board signal processors translate those detected acoustic data into visual blips and patterns that the sonar-men can analyze with amazing accuracy. These devices

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also relay the churning or cavitation noises made by the turning of the other boat's propellers or "screws," which sonar-men hear through their headphones. The sounds are distinctive and, when analyzed by sonar experts, can be as revealing as fingerprints.

Timing is everything in an age of virtually immediate global communications, when thousands of intercontinental ballistic missiles can be launched, travel halfway around the world and lay waste to entire continents in less time than it takes to read this article. Everyone tries to stay one small step ahead of everyone else. SSNs are poised, almost constantly, to destroy their nuclear-laden prey, anywhere in the world's oceans. Those prey, Soviet boomers, are constantly maneuvering so that they will be just beyond detection, enabling them to carry out their mission, even if that is accomplished only moments before they are hunted down. The hunter-killers are, likewise, working around the clock to maintain contact, to be in position once the word is given, to take out the boomers, probably only moments before they carry out their mission.

The future of the world could quite literally be determined by which sub keeps better track of the other; that in turn is determined by who makes the most noise, and who listens more carefully.

The technology surrounding un-

derwater noise reduction and detection of whatever noise is made has been an area where the Navy has had an advantage over its adversaries. That advantage has, in recent years, been reduced. The Walker family's treason, the Soviet's ability to purchase quieter technology in the international marketplace, along with their own scientific developments, have brought them closer to matching the U.S. submarine community's heretofore unparalleled science of silence than ever before.

As the Navy's technological advantage becomes less distinct, the paramount importance of ensuring that superbly trained, highly motivated personnel are assigned to the right platforms in adequate numbers becomes obvious.

The ASW community's need to get as many qualified people as possible into its key ratings has never been greater.

The training is among some of the most complex and rigorous the Navy offers; the watches can be long and tension-filled; the time away from home can be extensive, especially for those making undersea patrols, where no outside contact of any kind is made for months at a time.

But those who have made the art of the invisible their life's work know that the sacrifices are well worth it — because the stakes are the highest in the history of the world. □

# Dealing with the 'quiet threat'

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*ASW Director, Rear Adm. Pittenger, talks about the people, the technology and the future of ASW.*

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As Director, Anti-submarine Warfare Division, in the Office of Naval Warfare, from May 1986 until July 1988, Rear Adm. R. F. Pittenger was, to a great extent, the architect of the Navy's current ASW program. On the eve of his departure as OP-71, he discussed the most important aspects of ASW in an interview with the *All Hands* editor.

**All Hands: Anti-submarine warfare is a complicated business. Among all the technical difficulties and operational obstacles, is there a single problem that dominates? What is the major challenge in ASW?**

Pittenger: The major challenge in ASW is the quiet threat. In World War II, the threat was from diesel submarines with very limited submerged endurance — operated in wolf packs by a central shore activity. Those subs had limited capability with their torpedoes. The tactics and systems that the Allies used against that threat included speed changes, close-in screens and zigzag maneuvers. Our hunter-killer (or "HUK") groups and our centrally managed intelligence organization, called the "10th Fleet," successfully exploited the enemy's communications and then used that information

to position both our defensive and offensive forces and to route shipping around high probability areas.

After World War II, we evolved our HUK groups and really worked with them in terms of tactics and hardware until they were very, very effective at exploiting the "enemy's" limited endurance.

Then the nuclear submarine came on scene with its unlimited submerged endurance and high speed. A lot of the tactics that were used before, to take advantage of the diesel submarine's vulnerabilities, were rendered obsolete by this new nuclear technology.

Fortunately, the enemy's highly capable new subs were also quite noisy. We exploited that noisiness with our improved passive sensors and coordinated operations that were cued by covert area surveillance systems. Our ASW ship formations became more dispersed than the close-in screens of yesteryear. We also developed the lightweight and heavyweight torpedoes to meet different developments in the enemy's submarine fleet.

But the threat that we're now looking at — the specific answer to your question — is a very capable and quiet new nuclear submarine with its long-range torpedoes and

cruise missiles. That is the challenge. This development will dramatically change the way we do ASW — as dramatically as the first nuclear submarine coming on scene changed our approach to ASW back in the '50s.

The solution to that challenge is a combination, the *right* combination, of much improved surveillance, active sensors — both for surveillance and tactical applications — much improved command and control, better coordinated operations among improved ASW platforms and advanced weapons.

The real problem then — and it's as daunting as anything we've ever faced — is posed by the emergence of the "diesel-quiet," nuclear-powered submarine.

**All Hands: If the challenge comes from improved capability — or, even greater than merely improved — a completely different kind of undersea capability than we've faced in the past, are we going to meet that challenge with a fundamental kind of evolution on the ASW side that corresponds to the fundamental change in the threat we face?**

Pittenger: That's exactly what it's going to take, and this fundamental change you speak of is well under

way and is going to take a commitment by the country to invest the resources, in terms of hardware, systems, technology and people, to turn this commitment into fleet systems in time to meet the challenge when the new quiet-threat submarines come on scene. Right now we have a plan to do just that, provided that Congress appropriates the funds and provided that we support that plan. So the answer to your question is "yes," we do have the *capability* to meet that threat, provided we are willing to make the commitment.

**All Hands: Sounds like a question of priorities. How does ASW fit into the Navy's top priorities?**

Pittenger: The leadership of the Navy has repeatedly stated that ASW is the Navy's number one war-fighting priority. The Chief of Naval Operations and Secretary of the Navy in their official posture statements to the Congress have both clearly established that ASW is the highest of priorities. And that high priority is reflected down the chain of command.

**All Hands: What are the priorities within the ASW community?**

Pittenger: The most important thing is to establish and maintain a balanced force. There is no single system or platform that solves all the ASW problems by itself. For example, we will use submarines to do ASW where it makes more sense to use subs than any other platform, particularly in those regions farthest from our normal area of surface operations. Similarly, our aircraft, because they can be on scene so quickly, can effectively respond to cues in the areas where there are likely enemy submarine operations — and carry a lot of weapons and detection systems with them in the process. Our surface ships have the all-weather endurance, the payload capacity and the ability to commu-

nicate in real time with their bosses and coordinate operations among all the various platforms. And they can deliver the punch — when that's the appropriate thing to do. Also, you can't do ASW without a robust surveillance and cueing system, because that's really the force multiplier in the equation.

So, in order to do ASW, you need to have the platforms — the submarines, the aircraft and the surface ships — all properly equipped with the right ASW equipment, and these, in turn, need to be glued together with the right C<sup>3</sup>I system for cuing and surveillance, and most importantly, you need highly trained and motivated people to operate this total ASW system.

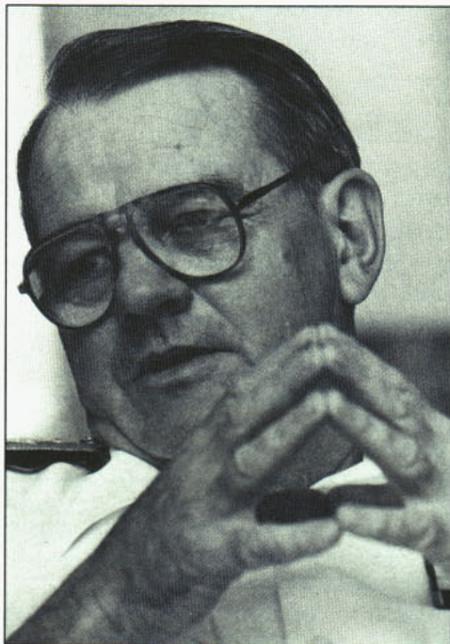


Photo by PH2 (AC) Scott M. Allen

**Rear Adm. R.F. Pittenger**

**All Hands: What are some of the most significant recent advances in ASW — that you can talk about — that help us meet these needs?**

Pittenger: In the recent past, the advances have been almost too numerous to mention — but let me just tick off some that come to my mind.

In the submarine area, you have — first and foremost — the development of the *very* quiet platform. In

this country, we clearly build the quietest nuclear submarines in the world. We put this together with the most advanced sensor systems, such as submarine-towed arrays and hull-mounted sonars — and the best torpedoes, for the "end-game" part of the ASW equation — and all of these manned by the best-trained and most highly motivated submariners in the world.

On the air side, our VP forces have been the world leaders in airborne ASW for years and years. We have progressively modernized the VP aircraft — we now have the P-3C with the update three and soon the update four. And, they use a lightweight torpedo, the Mk 46 Mod 5 *Near-tip*, which is, I believe, the world's best weapon in this category.

On the surface side, there have been dramatic improvements in our ASW capabilities, probably best illustrated by the tactical towed-array SQR-19 sonar and the LAMPS Mk III helo-based detection and surveillance system. The LAMPS Mk III is very clearly a revolutionary change to the surface ship's approach to ASW. That equipment extends the surface ship's horizon to 100 nautical miles. It lets those ships operate at almost electromagnetic silence (EMCON) while still conducting over-the-horizon ASW operations. That capability, compared with what was being done just a few years ago, is almost incomprehensible. In World War I, the extent of a surface ship's ability to engage a submarine was on the order of 300 or 400 yards. Now we're talking on the order of a 100 nautical miles. We've made many advancements.

The unfortunate thing in this business of building systems and countersystems is that the submarine threat we're countering is moving as fast as those improvements or faster. So, although we're very pleased with the progress that's been made in these areas, the threat to-

# 'The quiet threat'

morrow will outstrip the capabilities of today's systems.

We can't rest on our laurels — we have to start looking at improvements every day. That's really the challenge that I see.

**All Hands: How important are the people who man these systems in closing these gaps and keeping ahead of the technological threats?**

Pittenger: There is no warfare area that is more complex than ASW. There is no machine in ASW that can do the job automatically, without highly-trained and motivated people operating it.

ASW is made more complex by the very medium in which we have to operate. The "oceans are unfair" when it comes to the conduct of ASW. If something bad *can* happen to you in the ocean, then it *will* and it's going to make your ability to conduct ASW much more difficult. The good ASW people are the ones who train themselves over and over again to understand the environment and how to exploit it. They understand their systems' capabilities and limitations, and the limitations and capabilities of all the potential supporting systems and platforms. Then they are able, through skillful application of tactics, to pull that all together in a synergistic way, to get more than just the sum of the individual parts.

**All Hands: So, obviously, training is very important to these key people.**

Pittenger: The Navy has recognized the importance of training for ASW and recently we have done a very thorough, from-the-bottom-up, zero-based audit to tell us where we are in ASW training. It's called "The ASW Continuum." This document answers the questions, "What are our capabilities, people-wise, and where are the holes in our capabilities and what should training be

doing to make the entire range of ASW operators more effective?" The ASW Continuum was one of the first such thorough training reviews completed by the Navy. It's now being implemented. There are some very important training initiatives called for in it.

There is, for example, an ASW Masters Course at ASW Training Center Atlantic, which was started at the behest of the type commanders — SubLant, SurfLant and AirLant — Commander 2nd Fleet and the Fleet CinCs. These key people were saying to us, "we have to train our senior tacticians better in ASW." The Continuum pointed the way to the Masters Course. I've attended and monitored it and I can tell you, it's a very good course. And this kind of quality training is being repeated all across the Navy.

**All Hands: What would you point out to people outside the ASW community who might be interested in getting into the field? What are the career opportunities for ASW people?**

Pittenger: On the officer side, it's excellent — a very interesting, but demanding, career path that is recognized as being "viable" — that is, it leads to all the right command opportunities, all the right flag opportunities. On the enlisted side, it has all the right "perks" in terms of proficiency pay and promotion opportunities. It certainly is a challenging field that lets you get into some very interesting and challenging areas of computer sciences, the environment, information management and others. All of those are important fields, both inside and outside the service.

There is certainly no end in sight to the Navy's need for good ASW specialists. In fact, the day of ASW is really just dawning — the full extent of that need, and those opportunities, is just starting to be fully appre-

ciated. The people who "come to the table" equipped with the kind of understanding of computer sciences, say, that so many of today's high school and college graduates have, those folks are going to find that our approach to ASW is probably, from their high-tech perspective, archaic. It's going to take those new minds to take charge and continue to move us toward the right solution.

**All Hands: Given the fact that ASW is the Navy's number one war-fighting priority, and that it is the most technologically sophisticated effort we are embarked on, requiring the best and brightest people we can get, how well are we doing in getting those types of people — what are the prospects?**

Pittenger: The answer is that ASW has to compete with all the other technology-intensive areas for that pool of talent that's out there.

ASW offers some excellent opportunities to *all* members of the Navy family, including some members who might not have as many exciting opportunities elsewhere, such as women. In our shore facilities, in our VP squadrons, we have a lot of women and I can't overstate the importance of the contribution they make.

I guess I should make a plug for the oceanographers of the world [Rear Adm. Pittenger is going on from OP-71 to become Oceanographer of the Navy], and state that there are an exciting number of opportunities for both men and women in that field as well. Oceanography is very important to ASW — understanding the oceans is the key to understanding ASW.

**All Hands: What would be your advice to a young sailor considering a career in ASW?**

Pittenger: I'd like to answer that question in two ways.

The first answer is, no matter

what you do, be the best that you can be. Dedicate yourself to understanding whatever it is you're going to do, then apply your understanding to the job at hand. There's still lots of room in the world for service, with a capital "S," and dedication. That's really the secret to *any* success. In ASW, this is especially true. You can't understand ASW without understanding the underwater environment, the characteristics of your adversary, the capabilities of your own systems and the people who work with you. Do your homework and apply it.

The second part of the answer would be: Take advantage of what ASW has to offer.

Certainly, in the officer corps, ASW offers a multitude of opportunities in all warfare specialties. For example, all the submariners I know are also ASW specialists because they *have* to be to survive. Similarly, ASW is certainly a viable career path on the air side, particularly in VP and carrier-based air. Some of the most important jobs in the entire air community are ASW-related.

ASW will always be important in surface ships because there will always be an ASW mission for surface ships. In fact, the surface ship's role in ASW will become increasingly more important in the years ahead, so that all leading surface officers will have important ASW jobs.

On the enlisted side — not just the ASW specialty ratings, like sonarman and anti-submarine warfare operator, but the operations specialist, the electronic warfare specialist, the submarine quartermaster, intelligence specialist and many others — there are always going to be openings for the folks who have the right aptitude for the kind of technical expertise, patience and the "hunter's instinct" so important to ASW. The opportunities are excellent.

**All Hands: If you could speak to**

**every member of the ASW community, what would you tell them and try to impress upon them?**

Pittenger: I guess I would tell them I wish I could be *with* them.

I would tell them that they have some exciting times ahead of them. It's not going to be a lark and it's not going to be easy. They must do their homework. They have to be good at ASW. They have to try to understand the environment and to understand the threat — by that I mean they have to put themselves into the shoes of the submarine that they are

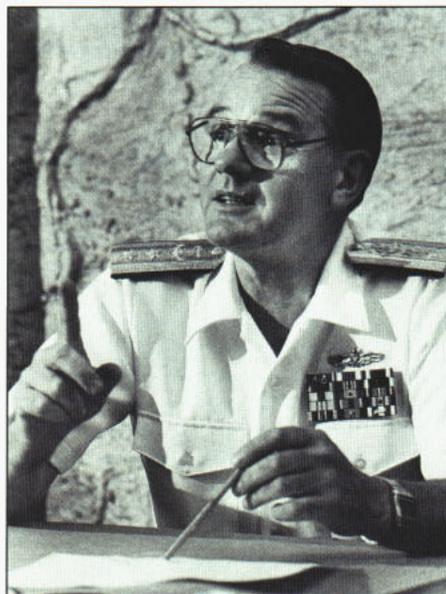


Photo by PH2 (AC) Scott M. Allen

hunting, and try to think what that submariner is thinking.

I guess the last thing I would tell them, is that if they don't do their job, if somehow we come up short in our quest, and don't maintain our superiority in ASW, then the country is in a lot of trouble. Today a lot of very talented and dedicated men and women are on watch around the clock and around the globe doing ASW and doing it extremely well.

What they are doing is very, very important. Their dedication is absolutely the most important ingredient in all of this.

I've been in the ASW business for 30 years, and we've come a long way

in those 30 years. In 1958, we were essentially using World War II vintage equipment to do ASW and, more importantly, World War II tactics. We have evolved to an entirely new set of tactics, an entirely new set of hardware. As things evolve, we are about to start another 30-year period, a new era of doing ASW differently — and it's going to require the hard work of some very special people.

**All Hands: What is your most memorable ASW experience?**

I recall, even now, the exhilaration when it all comes together during an ASW operation. You count your blessings — the sensors are tracking, the aircraft are flying and everything is working.

Once during a major fleet exercise the ship I commanded was holding a very long range contact, and the validity of that contact was being doubted by the authorities for whom I was working. I was directed to break off prosecution and return to plane guard station. I was resisting that order as much as a ship's CO can resist, because I knew the sub we were holding contact on was a very important one and I had great confidence in my sensor system, and in my people. I *knew* we had the sub cold. Meanwhile, pressure from the flagship to break off contact persisted. Just at that time we vectored another helo from the carrier to mark on top of our contact and, as he marked on top, the radio operator spotted a "feather," which meant that he had seen the periscope. That removed all doubt that what we were tracking was actually a sub. But the best part was that in the right-hand seat of that helo was the Chief of Staff, and he lost no time in cancelling our orders to return to plane guard station!

If you get good at it, ASW offers unparalleled professional satisfaction. □

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# The silent hunters

The men and women who work in anti-submarine warfare serve on the water, under the water, in the air and on land. Some of them operate electronic surveillance and tracking gear, searching for submarines in the world's oceans. Some are researchers, studying the nature of undersea acoustic emissions. Others handle ordnance — missiles, bombs, torpedoes and mines — in the ASW effort. Also in ASW are pilots, naval flight officers and tactical coordinators who interpret complex data from a variety of sources. The following stories introduce just a few of the individuals who serve the U.S. Navy in the exciting and dangerous field of anti-submarine warfare.□

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# AO1 Randy Jackson

Story and photo by JO2 Mike McKinley

As attack platforms, the Navy's anti-submarine patrol planes carry a sophisticated array of weapons. It is the job of the aviation ordnanceman to handle these armaments and to repair, install and operate the aviation ordnance equipment. Working with the weapons systems on board these specialized aircraft are some of the most safety conscious and well-trained men and women in the Navy.

"We are the number one shop in the hangar," said Aviation Ordnanceman 1st Class Randy Jackson, an ordnance shop supervisor with Patrol Squadron 49 at Naval Air Station Jacksonville. "I know my people won't make any mistakes."

These are very reassuring words when one considers that Jackson and his crew of 13 ordnance personnel are responsible for helping air crewmen install 2,000-pound bombs, mines, missiles and torpedoes on the P-3C *Orion* anti-submarine patrol planes of the squadron.

"My greatest satisfaction," said Jackson, "is to walk out on the flight line and see how safely and professionally our people have loaded the aircraft."

For Jackson, a six-year Navy veteran from Texas, the constant and thorough training of his people finally pays off out on the flight line. "In-shop training is the big thing," said Jackson, "especially when you work with armament systems. It's important that you train, train and train some more." He joined the VP 49 "Woodpeckers" in 1986, after serving with air squadrons at NAS North Island, San Diego, and NAS Beeville, Texas.

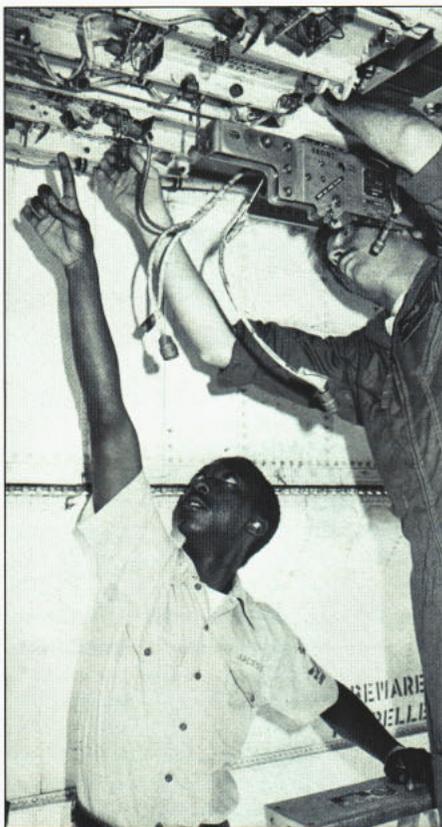
Jackson said the mission of his shop is to maintain and repair elec-

tronic weapons systems and to assist P-3 air crews in loading weapons on their aircraft.

The P-3 *Orion* can carry a varied load in the weapons bay. The internal load can include two depth bombs and eight Mk 46 torpedoes. Under the wing loads may include six 2,000 pound mines or various mixes of torpedoes, bombs, rockets or anti-ship missiles.

Working with weapons systems leaves little room for error on the part of those technicians who are responsible for them. "At VP 49 we have a lot of inspections," said Jackson, "and continual pilot, crew and shop training."

He said that his shop members not only practice *their* weapons loading



procedures, but also ensure that the air crews are properly drilled as well.

In addition, Jackson and his team train in trouble-shooting electronic problems that may occur in the weapons systems. This requires staying abreast of all the new technologies. "To make it in the AO rating," he said, "you have to study your manuals. This study is ongoing — there is always something new to learn."

AOs may also perform collateral duty as a photographer while on patrol. Trained by photographer's mates, AOs are taught the rudiments of photography in order to photograph an opponent's ships or subs for intelligence purposes.

Also, AOs are responsible for activating and releasing sonobuoys from the aircraft. The sonobuoys are dropped into the sea at various locations to detect sounds emitted by a submerged submarine.

"I like being an AO," said Jackson, "but I get a little nervous when new, inexperienced people join my shop right out of 'A' school. I know they can do the job — once they are trained — but when they first get here they don't know the weapons that well, and it's my job to train them well enough so that I won't be nervous."

Although some AOs are flight qualified and are assigned as air crewmen on board the P-3s, Jackson doesn't have a flight NEC and drolly refers to himself as a "ground pounder." And though he spends the majority of his time on the ground, Jackson is happy just to be working with the crews and the aircraft of VP 49, a recipient of the Battle "E" in 1987.

Jackson clearly enjoys his work and hopes to be selected for the warrant officer program. "There is no way you can beat VP 49's performance," he said proudly. □

McKinley is a staff writer for All Hands.

# OTA1 Traci Cox

Story and photo by JO2 Tim Boyles

The road to building 2700 at Naval Air Station Whidbey Island, Wash., takes you from the base's airfields to an area devoted to oceanographic systems.

Far from the A-6 and EA-6B aircraft, maintenance hangars and all the pilots, navigators and repair people — yet close enough to hear the roar of jets — this corner of the base was, at one time, devoted to the recreational aspects of Navy life such as softball, camping, cookouts, beach-bumming and other leisure time activities.

Ocean Systems Technician Analyst 1st Class Traci Cox travels the road daily. The Naval Facility in building 2700 where she works is like a classroom. The subject of study covers 75 percent of the world's surface — the oceans.

"We're trying to better understand the ocean so Navy people who work there can do their jobs better," Cox said.

The OTA rating is relatively new to the Navy. According to Lt.Cmdr. Larry Walker, executive officer of the year-old facility, it was not developed until the mid-1950s, when the Navy recognized the need to better understand its operating environment.

"The knowledge just didn't exist before," Walker said. "We knew very little about the ocean."

Cox said OTAs are basically researchers. "We're interested in acoustic transmissions in the ocean and how they are affected by water temperatures, salinity, currents and other factors."

Hydrophones on the ocean floor gather such information. Collected data is fed to naval facilities for analysis. Previous research has shown

that each ocean noise, generated in or by the ocean, creates a distinct sound pattern. OTAs are responsible for finding out what effect the ocean environment has on these sounds.

Information collected by Whidbey Island Naval Facility, one of five West Coast NavFacs, is fed to an evaluation center on Ford Island, Hawaii, for distribution to fleet users, Cox pointed out. Norfolk serves as the evaluation center for the six East Coast NavFacs.

Cox talks about her job, and about the ocean itself, with obvious excitement.

"There's something to learn every day," said the 28-year-old Florida native.

By early afternoon, her uniform shows the effects of the day's work. On an otherwise impeccable summer uniform, there are a series of marks from pouring over "enough paper work to wallpaper an average-sized room." Cox said, "It's a real



drag working in whites."

In her job as the leading petty officer for the quality assurance branch, Cox is responsible for reviewing data collected by the previous evening's watch.

"We're kind of like watchdogs," she said. "We're responsible for making sure the work the watch section does is correctly filled out and sent to the evaluation center in a timely manner." Laughing, Cox said, "Everyone hates us."

Her XO has high praise for Cox. "I think she's an outstanding petty officer," he said. "I've seen her advance from apprentice analyst to senior subsystems operator to the watch coordinator of the whole shooting match."

Because they number about 1,500, OTAs and their systems officers often find themselves working together at different duty stations. Cox and Walker previously were stationed at Ford Island. Walker said that, based on his previous experience working with her, Cox was handpicked to be a member of the new facility at Whidbey.

Cox said the OTA rating is a highly technical one. Training and evaluations continue constantly — even after graduation from an 11-week "A" school.

"We have to prove ourselves over and over again," Cox said. "Every time we report to a new command, we're tested on our rating knowledge and ability."

This testing is done by referring to a series of oceanographic qualifications standards. Cox compares these to the personal qualification standards administered in the fleet.

"OTs can't afford to be stagnant in their technology or the way they process information," Cox said. "We're studying the ocean, and it's changing every day." □

*Boyles is assigned to PAO, NavAirResFor, Whidbey Island, Wash.*

# AW1 James Whetzel

Story and photo by JO2 Mike McKinley

"The responsibilities for an AW in the LAMPS community are enormous," said Anti-submarine Warfare Technician 1st Class James Whetzel, assigned to HSL 40 at Naval Air Station Mayport, Fla., "and you are part of an elite group on the ASW team."

Whetzel said that the main mission of the LAMPS and its crew is to localize any contact picked up by the helo's parent ship. This is done utilizing passive means. That is, not letting the contact know that the helo is there. "While tracking a contact we are in constant communication with the ship through a data link," he said. There is a steady flow of information between the ship and helo. "The ship can control certain components in our helo through the data link," Whetzel said.

With eight years of AW experience behind him, Whetzel, who is also an AW instructor, feels that being sensor operator on an SH-60B *Seahawk* is both demanding and extremely challenging. On the *Seahawk*, Whetzel is responsible for monitoring all the electronic detection gear; on a larger, long-range patrol plane, that gear could only be properly handled by several AWs at various stations.

"You are the only AW on a *Seahawk*," Whetzel said, "and you are required to operate and monitor all sensing devices. This includes radar, magnetic airborne detection equipment, identification friend or foe systems and electronic support measures gear."

Whetzel said in the AW field a sailor really has to be well-rounded and can't get behind in the ever-changing technologies that must be learned to stay proficient in the rating. "You have to stay on top of things all the time," said Whetzel.

"It's not a field where you can stand still professionally, relying strictly on previously learned skills and techniques and still expect to do well. The submarines and ships you have to track are always changing."

The job of tracking subs or surface ships can, at times, get monotonous for the AW during a four-to five-hour patrol that can sometimes take the crews 100 miles away from the ship from which they operate. But according to Whetzel, you never let down your guard and when you pick up a submarine contact, "everything comes right into focus and you say to yourself, 'I don't want to lose it.' You fully realize that this sub is capable of hurting a lot of people and it's our job to maintain tracking, whatever it takes. That sub commander knows that we know where he is and that we have the capability of stopping anything he tries to do.



"Sometimes when you're tracking a sub," said Whetzel, "there may come a point when the sub surfaces. And if you have ever seen a huge submarine come up through the water, in the middle of the ocean, where there is nobody around except your helo, hovering at 3,000 feet, and this giant metal mass breaches up through the water . . . That's exhilarating and exciting for anyone who sees it." It is during times like this that Whetzel, a key player in a high-tech drama of global implications, feels a bit overwhelmed.

Whetzel went on to say that the feeling of satisfaction that goes with "getting a sub," is shared by a lot of people. "It's not just one man or just that helo crew, that did it," said Whetzel, "it is a team effort all the way. Without the ship and its sensors assisting us, the helo's job would be pretty difficult. And without the maintenance crews, the helo would never leave the deck. Our maintenance people do a super job — they're the best — and I'll brag 100 percent on our maintenance people."

As an AW instructor for HSL 40, Whetzel has the responsibility of training new people in the AW field. "There are times," he said, "when I feel lost. The students look at me as if I know everything," he added, with a smile, "and I *do* know a lot. But I'm human and I don't know it all. I stay busy getting them the answers."

Whetzel finds instructing an enjoyable duty. "I train students in the flight syllabus part of AW work," said Whetzel. "We utilize both the simulation trainer and actual helo flights to familiarize students with various tactical situations they might encounter and the helo weapons systems they will have to handle." He added that both he and the squadron work hard "to get these guys as highly trained as we can, so they can become a part of that 'elite group.'" □

McKinley is a staff writer for All Hands.

# Lt. Richard Becker

Story and photo by JO2 Mike McKinley

"The SH-60B *Seahawk* LAMPS Mk III is the premier submarine hunter/killer platform in the Navy aviation community at this time," said Lt. Richard Becker, training and safety officer assigned to Helicopter Sea Control Wing 3 at Naval Air Station Mayport, Fla. "This helicopter really lives up to its name as a light airborne multi purpose system. It can do it all."

The *Seahawk* is used to localize subsurface contacts picked up by shipboard sensors or other sources. With a flight endurance of nearly four hours, the helo, with its electronic support gear, can stay on station for a long period of time to relocate and classify a threat. Should the need arise, the helo can also attack with torpedoes or direct other units to the enemy position for an assault.

As a *Seahawk* pilot, Becker feels that on the LAMPS side of the house, he is in the right spot to take on the greatest challenges of rotary-wing ASW. He was a pilot on H-46s and H-3s, and he enjoyed it. But he relishes the step-up in tempo of ASW operations that comes with the LAMPS III community.

"From a personal standpoint, ASW is fun and exciting," said Becker. "There is a lot of art and gamesmanship involved. Flying and detecting a submarine and being able to localize it close enough to attack, is probably the biggest and most important computer game you could ever play.

"As a ship aircraft unit," said Becker, "we work as an integrated team with the ships we are assigned to."

According to Becker, *Seahawks* deploy on four different classes of ships. They are the FFG 7 *Perry*-class frigate, the DD 993 *Kidd*-class de-

stroyer, the DD 963 *Spruance*-class destroyer and the CG 47 *Ticonderoga*-class cruiser.

During ASW operations, close communications are maintained between the *Seahawks* and their parent ships. "We do this over a two-way data link," said Becker. "This link allows both of us to transmit tracking data back and forth, so both the helo and the ship can actually see what the other is seeing." Becker said that the helo can also act as an airborne antenna, providing a communications relay for ships who desire to communicate with other ships over the horizon, which they otherwise wouldn't be able to do.

Living up to its name as a multi-purpose aircraft, Becker added that the LAMPS helo can also fill the roles of airborne command center, search and rescue coordinator and



vertical replenishment director.

As an attack platform, the helo is capable of launching sophisticated torpedoes. But, according to Becker, there are many times when the helo may be unarmed. Then the helo would act as a localizer, monitoring the targets' locations so that other units, referred to as "pouncers," can be directed in for the attack.

Becker said that coordination is the key to success in ASW. "During one of my cruises in the Med," he said, "we held continuous contact on two or more of our opponent's submarines at the same time." Becker said that this was possible through constant coordination and information feedback between other ASW aircraft, including P-3 *Orions*, S-3 *Vikings*, and surface ships. "It's really amazing to see everything come together in a tactical situation like that," said Becker. "It gives you a great feeling."

Having served in the LAMPS III community for two and a half years, Becker has praise for both the aircraft he flies and the people he works with. "We have top-of-the-line gear," he said. "The *Seahawk* was designed from the ground up for a specific, highly specialized mission: close-in ASW. It really is the premier helo for the type of work it does."

But it takes *people* to make the *Seahawk* do what it does best. "My experience with LAMPS encourages me to say that our crews are the cream of the crop," commented Becker. "These guys really know their business." Yet, it takes other behind-the-scenes personnel to keep the helo and crews flying. "We fly unbelievable hours out there," Becker stated, "and that is to the credit of the maintenance side of the house and *all* the troops that support our operations, both at sea and here at the squadron." □

McKinley is a staff writer for All Hands.

# OSC (SW) Gary Mueller

Story and photo by JO1 David Masci

Even at 3 a.m., snippets of information dart rapidly through the air in the darkened combat information center of the guided-missile frigate USS *Curts* (FFG 38).

His face barely illuminated by the orange glow from an air search radar console, an operations specialist calls out bearing and range to a bogey. The sound-powered phone talker on the JL circuit announces a course and speed change.

Over the brightly-lit chart table, one speaker squawks ship-to-ship radio transmissions. A few feet away, another broadcasts on the secure voice frequency, which sounds like a musical turkey gobble.

Amid this clamor, one man steps coolly from chart table to console to status board. As the CIC watch officer, Chief Operations Specialist (SW) Gary Mueller must take in all the pieces of information, keep the big picture in his head and recommend the ship's next move.

Mueller stands the CIC watch underway in a four-section duty rotation in addition to his everyday duties. "I have to make sure comms are up and working, that publications and charts are on hand, that all the reports are getting out, that all the 'hot' and 'safe' areas are plotted, that the CIC supervisors are rotating their people properly," he said.

At any moment, the 28-year-old father of two could be pulled away from those duties to perform a highly specialized anti-submarine warfare function as ATACO, assistant tactical action coordinator.

When *Curts* prosecutes an underwater contact, the ATACO sits at a central console in CIC. Over a headset he hears the copilot of the light airborne multipurpose system helicopter and the ship's sonar supervisor, and he can see the *Curts*' surface and air search radar displays as well as those from the helo's radar and sonobuoy transmitters.

"The ATACO's job is to coordinate all the information. In time of war, I'd be the guy who is putting the attack symbols in the computer."

Gut feeling and experience are the two key traits Mueller said he needs to do his job. All of his sea time has been on anti-submarine warfare test platforms.

As part of the Pacific Fleet's ASW ready destroyer squadron, *Curts* scoured the ocean, testing the limits of the new system and its operators. "We'd go out and spend three weeks doing ASW," Mueller said.

Mueller stressed the need for each member of the ASW team to learn about the others' jobs and trust their professional judgment. He also has a jaunty, easy-going manner that can defuse some of the tension that permeates a frigate chasing an elusive, deadly enemy.

"He always has a few jokes here and there to keep the motivation going," said Sonar Technician 1st Class (SW) Bill Johnston.

With the ship's upcoming home-port change from Long Beach, Calif., to Yokosuka, Japan, Mueller said he expects a boost both in the morale and skill of his ASW team. "It sparks enthusiasm and interest when we know it's not a planned exercise where the sub has to stay in a certain area," he said.

As his latest sea tour on an ASW platform draws to a close, Mueller maintains he's in a normal career path for an OS. "Everybody has his special area," he said. "Mine's ASW and being an ATACO in particular. Mueller's upcoming shore tour promises relief from day and night vigils in *Curts*' CIC. Before he goes, he'll train his relief in the critical billet, passing down nearly five years of successfully applying gut feeling and experience. □



Masci is assigned to NIRA Det. 5 in San Diego.

# STG1 (SW) Danny Bouchard

Story and photo by JOSN Michael Riess

"It's a lot like a video game, only it's for real, and it's a lot more important," said Sonar Technician 1st Class (SW) Danny Bouchard. He was referring to pinpointing the location of submarines, part of his job as sonar supervisor aboard USS *Moosbrugger* (DD 980).

Bouchard, a native of Boston, joined the Navy in July 1983. "I always knew I wanted to be in the Navy, but when I first enlisted, I wasn't sure exactly what I wanted to do," he recalled. "I wanted a job that would be a challenge."

Bouchard found his challenge in the sonar technician rating. He spent his first 18 months in the Navy attending schools ranging from STG

"A" school to Winch Maintenance "C" school. Then, he received orders to *Moosbrugger*, homeported in Charleston, S.C.

The "Moose," considered a state-of-the-art, anti-submarine warfare platform, is equipped with a full ASW suite. The AN/SQQ-89 intergrated ASW system is composed of the AN/SQR-19 tactical towed-array sonar, AN/SQR-53B hull-mounted sonar and AN/SQQ-28 acoustic processor.

According to Lt. Donald Babcock, Combat Systems Department Head for *Moosbrugger*, this equipment is the most advanced underwater detection system ever developed. It takes a special sailor to operate such gear.

"I was trained in STG 'A' school to operate the three components that make up the 89 system," Bouchard said.

Bouchard and his wife, Michelle, went to Charleston in 1985. He began working as a sonar technician and operator. "From there," Bouchard said, "I moved up to sonar supervisor, in charge of the whole sonar suite."

Bouchard had already learned to operate most of the sonar equipment aboard *Moosbrugger* when a new opportunity arose. "I did on-the-job training to operate the Mk 116 system, which is underwater fire control," Bouchard said. "Basically, the system takes all the information from sonar and compiles it to give an overall picture of what's going on."

Bouchard finds his job exciting because ASW is never the same from day to day. "The basic fundamentals of ASW are going to remain constant, but no two exercises are ever the same," he said. "Every day is a new challenge, and to me, that keeps my job satisfying and always interesting."

Babcock described Bouchard as "the best example of what makes *Moosbrugger* the outstanding ship it is: dedicated professionals."

"I take a lot of pride in the job I do," Bouchard said. "I was raised with the understanding that when you are given a job to do, you do it the best you can and that's the attitude I've taken since I've been in the Navy."

"If you think about it, every job in the Navy is important, and I try to project that attitude to my peers and the people I work with. You've got to want to do what you're doing. If you don't, you're going to come up short, and you'll never win the game, whether it's video or for real." □



Riess is assigned to NAS Guantanamo Bay, Cuba.

# Lt.Cmdr. Cliff Broughton

Story and photo by JO2 Mike McKinley

"Coordination is the key to success for ASW," said Lt.Cmdr. Cliff Broughton, operations officer for VS 30, a carrier-based ASW squadron from Naval Air Station Cecil Field, Fla. "The S-3 *Viking* community has evolved its tactics to work well with any ASW platform, whether it be LAMPS helos or surface units."

A key member of the four-man crew on the S-3 *Viking* patrol plane flown by the VS 30 "Diamondcutters," Broughton is designated as a naval flight officer (NFO) and as such is in charge of coordinating tactics from his aircraft when a sub contact is made. In this capacity, he knows the importance of cooperation with other ASW units.

"It is very difficult for one unit to maintain contact on a submarine," said Broughton, who hails from Pensacola, Fla., "so we have to put more than one asset on top of one submarine and coordinate those assets to maintain contact. The more sensors you have, the more data you have."

According to Broughton, a submarine search scenario depends on many different factors, including type of target, water conditions and weather. And, you have to adjust your tactics to the target and the environment for the highest probability of detection. "If you are looking for a nuclear target, which emits a very characteristic noise," said Broughton, "a sonobuoy search would be used. Sonobuoys would be dropped in patterns designed for the best probability of contact on the target." The S-3 *Viking* can carry up to 60 sonobuoys.

"If the target is a diesel sub," said Broughton, "which doesn't emit a detectable noise when running on batteries, then a non-acoustic search

is made, taking advantage of the times the sub would have to snorkel in order to charge its batteries, utilize its radar or put up its periscope seeking a target of its own."

Broughton said that all ships and aircraft involved in a search use every sensor they have to maintain contact with the target. "You have to set up electronic search measures so that you will gain contact if the target emits its radars," said Broughton, "and you have to use your radar in different modes to make sure you search the area without compromising your plane or ship's position." There would also be random dipping of sonars by helos and coordinated visual searches as well, Broughton added.

As part of the ASW team, Broughton feels that the S-3 *Viking* is the primary ASW platform when deployed on a carrier. According to



Broughton, the S-3 is designed for short range patrols in direct support of a battle group. "The S-3 is mainly tasked to operate from 10 to 200 nautical miles," said Broughton, "although we are capable of much longer ranges."

The missions of the S-3 *Viking* flown by VS 30 are varied. "Although the S-3 was originally intended to be a straight ASW aircraft," said Broughton, "it has, over the years, taken on other missions along with its ASW duties. The S-3 also handles over-the-horizon targeting, anti-surface unit warfare and mine warfare."

Broughton said this versatility makes flying S-3s exciting. "It requires you to be an expert in numerous areas," said Broughton. "You have to be able to track subs, do tactics for delivering ordnance on top of a maneuvering submarine and be able to drop mines in the right places and in the right holes. It's really a tremendous challenge to keep up with all the missions the aircraft is tasked with."

As an attack aircraft, the S-3 *Viking* is equipped to carry general-purpose bombs, rockets, missiles and torpedoes. Their use is governed by specific guidelines known as rules of engagement. "The ROE determines when and how to attack," said Broughton, "there is a criterion for attacking a target and you know before you fly what that criterion is. It is not something you dictate yourself but is made quite definitive in the ROE publications."

Broughton feels that the S-3 community offers any pilot, NFO or AW a bright, exciting future. "I think that the S-3, right now, is the most versatile aircraft in the fleet," he said. "Because of its multifaceted role, it offers great challenges for talented and aggressive crews." □

McKinley is a staff writer for All Hands.

# AW2 Jeff Solomon

Story and photo by JO2 Michael McKinley

"After a six-hour mission you feel tired and you think your face is glowing green from watching the screen," said Aviation Anti-submarine Warfare Technician 2nd Class Jeff Solomon, "but this changes quickly with one blip on the screen — you pick up a sub and you're not tired then. The adrenaline starts pumping and you say to yourself, 'This sub is *mine!*' "

Flying as sensor operator on board the S-3 *Viking* carrier-based ASW aircraft of VS 30, Naval Air Station Cecil Field, Fla., provides Solomon with the challenges and excitement he expected when he enlisted in the Navy four years ago.

As a sensor operator, Solomon monitors all the airborne radar and electronic equipment used in detecting, locating and tracking submarines. "The ASW community defi-

nately provides challenges," said the Milton, Penn., native. As operator of state-of-the-art acoustic and non-acoustic tracking gear, Solomon has to stay up to date on many complex technologies and procedures. "Although it seems like we use black magic and witchcraft to detect subs," he said with a laugh, "it's really very scientific.

"You never stop learning and you have to stay on top of ASW situations all the time," Solomon pointed out. "In addition to knowing your equipment, you also have to know submarines, inside and out."

Unlike larger ASW aircraft, such as the P-3 *Orions*, which have three sensor operators on board, two for acoustic sensing and one for non-acoustic, the S-3 *Viking* carries only one AW in the four-man crew.

This crew is made up of pilot, co-

pilot, tactical officer and sensor operator. "In the S-3, I have to do the job of the three AWs on a P-3," Solomon said. "I'm the primary radar operator and the only person who has the required expertise on the acoustic side of the house," he added.

It is the AW's job to supply the tactical officer with high-quality information quickly, as he gets it from his screens, so that the officer can make the right decisions that will enable the crew to track the target. "I have to know both acoustic and non-acoustic sensors to contribute to our team's effort.

"The feeling of actually detecting a submarine — especially one that isn't one of our own — is incredibly exciting," said Solomon. "During the year and a half from the time I entered the Navy and finally got to a fleet squadron, it seemed that all we did was simulate contacts," Solomon remarked, "but when you finally pick up that first contact, and it turns out to be an opponent's sub, it gives you a warm, fuzzy feeling," he said with a sly smile. It is questionable that the "contact" feels the same way.

According to Solomon, most of the flying done by the squadron while at Cecil Field is for training purposes. "We fly exercises all the time," said Solomon, "both here and while on deployment with a carrier within a battle group. But, primarily, while shore-based, we fly to keep current and proficient in the aircraft, so that when we deploy to the fleet, and the 'real thing,' we will be ready. We have to stay aggressive, no matter whether we're training or on deployment."

For AW2 Solomon, the S-3 community and VS 30 is where he wants to be. He feels that he has found his niche in the ASW jet pipeline. "I'm an S-3 man," Solomon said proudly, "and I think I'm here to stay." □



McKinley is attached to All Hands.

# STSC (SS) Allan Williams

Story by JO1 Melissa Lefler

Chief Petty Officer Allan Williams is a close-mouthed and cautious man, a listener rather than a talker. In his business, that can be a distinct advantage.

For the 120 or so men aboard William's boat, the fast-attack submarine USS *Hyman Rickover* (SSN 709), being quiet is a way of life. During a patrol, keeping quiet aboard *Rickover* allows Navy submariners to hunt rather than be hunted — that is the essence of anti-submarine warfare.

"Basically, quiet is our bread and butter," said Williams, a sonar technician who is the sonar division's leading chief petty officer. "If we are a noisy boat, there is no way we can get into position and do what we have to do."

One factor that contributes to quiet while the Norfolk-homeported *Rickover* is on patrol is proper stowage of the boat's gear, Williams said. Aboard all types of ships, tying down the equipment prevents damage and personal injury. On submarines, loose gear may bang around loudly, he pointed out, allowing the "wrong people" — on, above or below the surface — to detect their location.

But being quiet is only one part of the job. Finding those who aren't so quiet is the other part.

Sonar is the first link in the boat's ASW chain of information that leads to detecting, and eventually neutralizing, enemy subs, Williams explained. "First you have to find the contact. If you can't find it, you can't localize it; if you can't localize it, you can't shoot it," he said. "Without our information and the correct judgments sonarmen make about speed, bearing and direction of the contacts, there is nothing for anyone

else to track — plotting and fire control solutions can't be developed," he said. "Our data helps fire control come up with solutions so our boat can get in position to shoot [torpedoes] if it has to."

Therefore, Williams spends most of his waking hours in the "sonar shack." Gauges, scopes and electronic read-out boxes are mounted on every available inch of bulkhead, including the overhead, and they produce an eerie green glow which barely illuminates this 10-foot by 5-foot cubbyhole.

In the sonar shack, the center passage is barely wide enough for one man to walk through. And for Williams, passageway width isn't the only problem. At 6 feet 3 inches, he is five inches taller than when he joined the Navy in 1973 at age 17. His head grazes the overhead in the



Photo by PH1 Chuck Mussi

sonar shack and throughout most of the rest of the boat.

Williams is able to make the best of his situation though, as are most submariners. "There are a few comforts living aboard a submarine. The privacy of your rack in one, and being able to wear tennis shoes — called 'underway' shoes — and 'poopy' suits [comfortable dark blue jump suits] is another."

But when 120 men live in close quarters for many months at a time, everything is at a premium and must be shared, Williams said. This familiarity breeds a special type of closeness, he added.

"These guys take a lot of pride in being submariners," Williams said. "They tease each other, give each other a hard time. But if someone outside this submarine gives one of our guys a hard time, the same guys who were teasing him on the boat will jump to his defense — if you mess with one of us," he added, "you mess with 120 of us."

"I know the guys on board this boat better than I know my own family."

Williams winces a bit at that remark, because extended periods of time away from the family is a major drawback to sub duty.

Yet in spite of the separations from his family, which sometimes occur with short notice and are cloaked in complete secrecy, Williams said he wouldn't trade his duty station for something else.

"This boat is the quietest I have been on," he said, "and I take pride in that, because the sonar division helps monitor our ship's noise."

"We know we can do what we have to do, go where we have to go, and they will not be able to find us," he said, with obvious pride. "We just disappear into the void." □

Lefler is attached to NIRA Det. 4, Norfolk.

# ASW Surface



Photo by Chuck Hill



Photo by Chuck Hill



Photo by PH2 Trenton James

Story by JO1 David Masci

"The beauty of the AN/SQQ-89 system," said the sonar technician serving aboard the guided missile frigate, "is that we can prosecute over the horizon. The Soviet boomer doesn't even know we exist before we're on top of him with the helo. Once we've spotted him — and he doesn't know he's been spotted — then the fun starts."

Surface sailors take a lot of satisfaction in being able to get the jump on Soviet submarines. It's supposed to be the other way around: the sophisticated, quiet, virtually invisible submarine can lurk undetected under an impenetrable blanket of ocean, ranging silently around the globe.

But Navy technology takes away the inherent advantage of the submarine.

"At the 89 console, I'm staring at four screens of information, searching through 43 beams," said one surface ship's sonar technician. "If I get a 'sniff' in one beam, I'll magnify the display for a closer look and tell the sonar supervisor."

If that "sonar sup" agrees with the operator's analysis, he informs the anti-submarine warfare evaluator.

The ASWE may then call for launch of the ship's LAMPS III helo.

The helo will work off the FFG's towed-array bearing to the sub; guided by that data, the helo drops its sonobuoys. That's when the second major component of the 89 system comes into play: the AN/SQQ-28 sonobuoy processor.

The raw sonic data from the sonobuoy is filtered through the 28 system to the shipboard 89 system.

"When a buoy comes up 'hot,' I just push one button and I'm configured for the 28," said one sonar technician. "Everybody's excited, from the ASWE on down. Even the captain's in the sonar control, staring over everyone's shoulders."

Everyone gets caught up in the excitement of the sub hunt. "Time just rushes by," said the ST. "By the time I get a chance to relax, it's almost six in the morning, and my relief is tapping me on the shoulder, anxious to get a piece of the action."

For the surface fleet's ASW experts, that action is in the high-tech sonar suite. □

—Masci is attached to NIRA Det. 5, in San Diego.

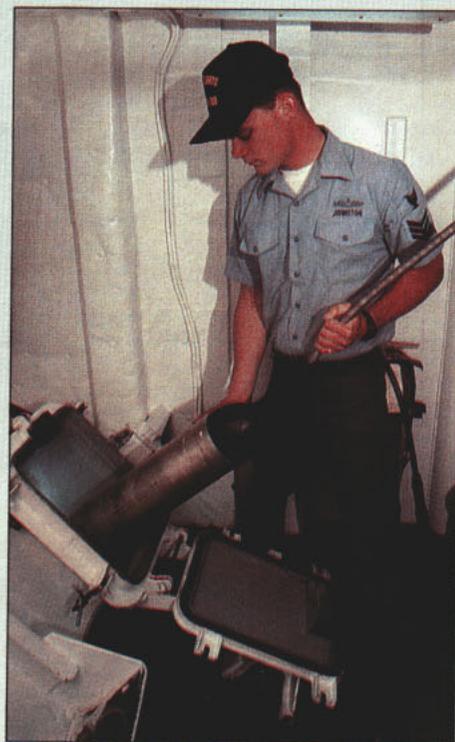


Photo by PH2 Trenton James

Preceding page: USS *Moosbrugger* (DD 980) under way, as a sonar technician monitors his equipment. Top: The AN/SQQ-89 ASW suite on USS *Curtis* (FFG 38). Above: STG1(SW) Steve Johnston prepares to release a *Nixie* torpedo decoy system during an anti-submarine tracking exercise. *Nixie* helps prevent the destruction of a ship by enemy torpedoes.



U.S. Navy photo

# Subsurface

"There are two types of ships: submarines and targets."

The words of an electronics technician, speaking aboard a nuclear-powered attack submarine, provide a fundamental assessment of the maritime world that may seem like a gross over-simplification, but from the perspective of ASW, that assessment has the ring of deadly truth.

Life for the sailors aboard a U.S. Navy hunter-killer SSN is totally controlled by the fact that they are on a submarine and everything else in the water is a target. Their daily routine is dedicated to the quest to locate, identify and take appropriate action in regard to those targets.

Under way, the sonar men are typically divided into three duty sec-

tions, spending six hours on watch, 12 hours off, 24 hours a day, seven days a week. Training, sleep and all personal business have to be taken care of during the off-duty period.

Rotating through an 18-hour day, rather than a 24-hour day, requires major adjustments at first. The typical sonarman, fresh out of Navy sonar technician school, will take nine to 12 months to qualify on the SSN's sonar gear and usually more than a year to become fully qualified and acclimated as an SSN sonar watch-stander.

A significant adjustment is also required if individuals are to endure long undersea deployments and the total isolation from the outside world that results. "Surface craft get

mail," said one ST. "But we're submerged for months at a time, and there is no mail." Messages sometimes come in, providing very basic info. "'We're alive, we love you, everything is OK,' things like that," he said. "But you can't send or receive any real mail. Some guys write letters every night, number them and mail them all when they get into a port."

There are other hardships — some shared with surface sailors, some peculiar to sub service.

But those hardships only serve to build a special camaraderie and a competitive spirit, the kind of spirit required to survive in a world made up exclusively of submarines and targets. □



Photo by PH1 Robert Shanks

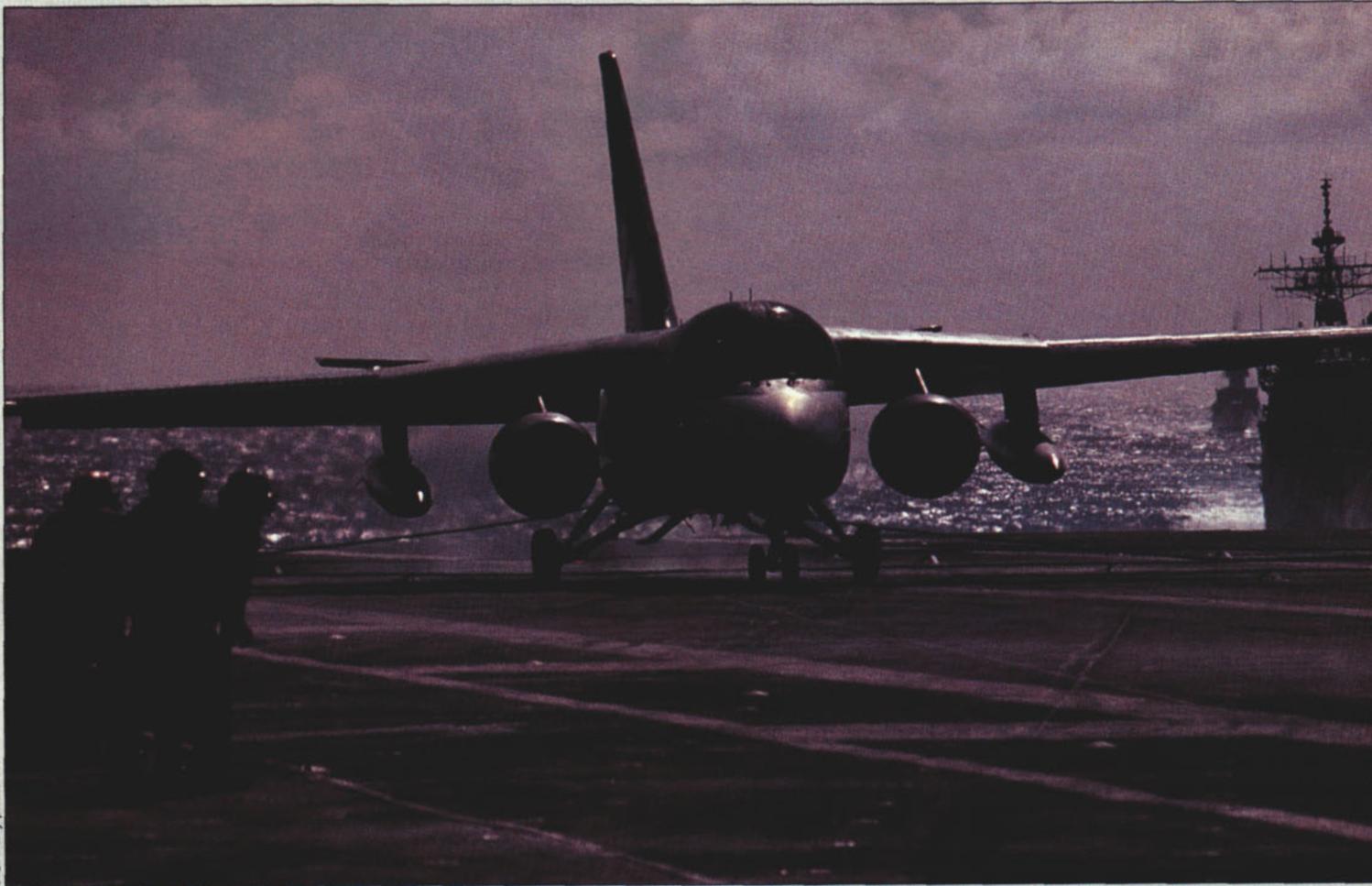
Far left: The nuclear-powered attack submarine USS *Salt Lake City* (SSN 716). Left: Sailors check their plots. Below: The CO of USS *Hyman G. Rickover* (SSN 709). Bottom: Sonar technicians hunt for targets.



Photo by PH1 Chuck Mussi



Photo by PH1 Robert Shanks



# Fixed-wing

The P-3C *Orion* and the S-3A *Viking* are the first-string players on the Navy's fixed-wing ASW air team.

Maintained, manned and flown by some of the most highly trained and aggressive technicians and pilots in the Navy, these specially designed aircraft, carrying state-of-the-art surveillance equipment and weapons systems, can locate, track and attack a submarine under any conditions.

As one P-3 sensor operator said, "The tracking gear we have on board, I think, puts an enemy submarine at a disadvantage. Although that sub may be out of sight — it can't hide. We know it and they know it."

Though the two aircraft differ in design, range and crew configuration, with the *Orion* being a land-based, propeller-driven, long-range patroller manned by 12 to 15 crewmen, and the *Viking* a carrier-based, jet-propelled, shorter range unit with a crew of four, their primary mission remains the same: scan the oceans of the world in a relentless search for Soviet submarines.

Of course, those submarines are well aware of the U.S. Navy's airborne ASW mission and capabilities, and have evasive tactics as sophisticated as our detection tactics. One S-3 pilot likened ASW to a mind game. "Once we have found a con-

tact, the adrenalin really begins to flow — there is a lot of excitement when we start tracking that target," he said.

"It's a 'cat and mouse' game, really. While we're being evasive, so is the contact. It's an eerie feeling," said the pilot, "and a great feeling matching your wits against the contact, especially when you beat him."

"Air ASW is an all-hands effort," said a P-3 crewman. "We work hard and train hard to keep our skills honed. We know we have to be aggressive at all times, because that enemy submarine isn't going to come to us by invitation. We have to go after it." □



Photo by PH1 Michael Lent



Far left: An S-3A *Viking*. Left: Sonobuoys are loaded onto a P-3 *Orion*. Below: An AW performs a preflight check. Bottom: An *Orion* on patrol.



Photo by PH2 (AC) Scott M. Allen



Photo by PH2 (AC) Scott M. Allen

Below: An air crewman operates the acoustic detection equipment aboard an SH-60B *Seahawk*. Right: A *Seahawk* during a recent torpedo exercise.



Photo by PH1 (AC) Chuck Dukiewicz



Photo by PH1 (AC) Chuck Dukiewicz

# Helos

The SH-60B *Seahawk* LAMPS Mk III is the most technically advanced ASW hunter-killer helo in the fleet today. An SH-60B pilot referred to this helo as the “Cadillac” of helos in terms of the detection equipment and state-of-the-art acoustic sensors it carries.

“What makes LAMPS Mk III unique,” said one pilot, “is that instead of being a helicopter riding along with a ship, the SH-60B is actually a part of the ship’s weapons system.”

This marriage between ship and helo combines the flexibility of a helicopter with the endurance of a ship to better detect and intercept an enemy at great distances.

Operating independently or under ship control, the *Seahawk* goes after sub contacts picked up either by its

own sensors or the ships. A data link system between the helos and ships allows constant communication between the airborne unit and battle group in ASW operations.

With a flight endurance of four hours, the *Seahawk* and its crew of three localize, classify and, if need be, attack a contact with one or both of its two torpedoes.

“The thought of that submarine being able to launch its missiles,” said an AW sensor operator, “is enough to ensure that I’m going to do everything I can to not lose that contact.” He compared tracking the sub and bringing about a conclusion of the chase to “running down a football field and getting ready to score a touchdown.”

“This is really a thinking man’s game,” remarked a *Seahawk* pilot.

“It’s one guy against the other — the submarine OOD and the aircraft mission commander.” He added that finding a sub is sometimes easy, but he said, “Keeping on top of them is really tough on occasion. Those subs can be very worthy adversaries.”

As with other ASW air crews, those assigned to the LAMPS III are proud of what they are doing and take special satisfaction in carrying out a difficult task.

“When, or if, the day comes that my helo has to drop a torpedo on an enemy submarine,” said an aviation anti-submarine warfare operator, “that will give me a real sense of accomplishment. I hope it never comes to that. But I feel if it does, then I’ve defended my country and maybe helped save it from a nuclear catastrophe.” □

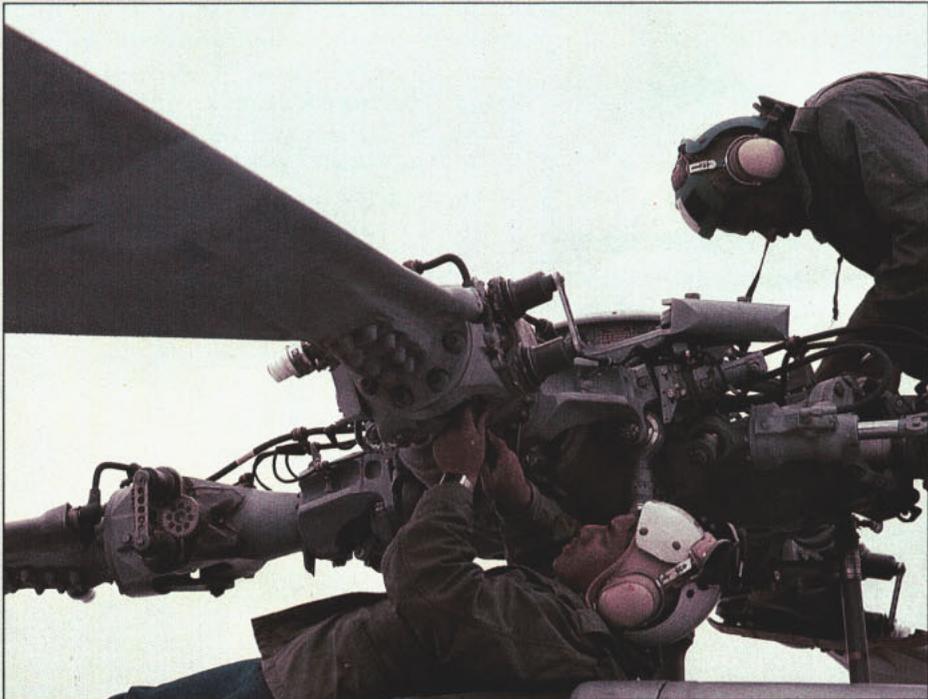


Photo by PH1 (AC) Chuck Dutkiewicz

Left: Air crewmen of Helicopter Squadron (Light) 43 perform a preflight check on their LAMPS Mk III helo. Above: A LAMPS patch.

Photo by PH1 (AC) Chuck Dutkiewicz

# The 'first team'

*When the conflict gets close to shore, Mobile Inshore Undersea Warfare units have to be ready to go anywhere in the world — in hours.*

Story and photos by Cmdr. Tracy D. Connors

Here's your mission: provide surveillance of vital inshore waters, and report all threats by enemy submarines, ships and boats. Look for mine-laying activities and possible insertion of swimmers by the enemy. Be ready, at the ramp, to do this anywhere in the world on 48 hours' notice. And one more thing — you must be operational within two hours of your arrival and be virtually self-sufficient.

This is precisely the job of Mobile Inshore Undersea Warfare Units. MIUWUs (pronounced "Mew-yews") belong to the Naval Surface Reserve Force and each of the 23 units is manned by 72 reservists.

"There is no active duty component that fulfills your mission," said Rear Adm. Maurice J. Bresnahan to assembled leaders of the Inshore Undersea Warfare Force at a recent conference. As Commander Naval Sur-

face Reserve Force, he's in a position to know how important the MIUWUs are. "There is no one else to fall back on," Bresnahan said. "You are the first team."

A 72-member MIUW unit, using gear costing about \$3.5 million, is able to perform essential inshore and shallow water anti-submarine warfare and surveillance missions that otherwise might require a frigate or destroyer, tying up a \$400 million dollar asset and more than 350 active duty personnel.

Thus, MIUWUs are force multipliers — for surveillance of harbors, choke points and naval operating areas — giving the Navy more return for its dollar and freeing fleet units for higher priority missions.

The heart of an MIUW unit is the AN/TSQ-108 radar and sonar surveillance control van. The van is a highly compact and mobile combat information center equipped with its own surface search radar, sonar processor, and a variety of communications equipment. Using its radar and taking sonobuoy data from the sonar recording system, the MIUWU offers both surface and subsurface surveillance. The unit also provides tactical communications and coordination.

**A MIUW unit loads its radar and sonar surveillance control van in preparation for a mission.**



The interior of the van looks like a combat information center, equipped with a plotting table and a range of displays. A rotating watch team of six to nine people evaluates significant information and reports it to higher authority. With a "ship's" course and speed of zero, the MIUWU team functions as a CIC watch; underwater battery plot, radio central and bridge watch.

Each MIUW unit also has an extensive inventory of field equipment, which includes trucks and jeeps, generators, tents, messing and repair facilities — in fact, everything needed to make each unit a virtually self-contained command.

The demands for MIUW force deployments in support of multi-service and special operations have in-

creased dramatically during the last six years. In the past two years, MIUW units have been deployed worldwide.

MIUW forces may also be tasked to provide logistic, administrative, and limited medical support to other forces assigned to them, such as U.S. Coast Guard port security units, mobile diving and salvage units and explosive ordnance disposal units.

There are now 10 MIUW units on the West Coast and 13 on the East Coast. But because the Inshore Undersea Warfare units have proved to be so cost-effective and rapidly deployable, the Navy is funding expansion of the program. By 1990, five more MIUWUs will be commissioned. Eventually, another 11 are planned, for a total of 39 units.

The MIUWUs face a big change in 1990, when operational command of the units is scheduled to be transferred to Commanders Surface Forces Pacific and Atlantic.

"I charge you to get ready for that transition," Bresnahan said in his address. "They view your role as deadly serious business and you will receive close attention, because you represent a significant component of their war fighting capacity. There will be a keen awareness on their part that all of their MIUW assets are in the Naval Reserve." □

*Connors is the Public Affairs Officer for the Inshore Undersea Warfare Force.*

**On deployment, a MIUW unit sets up its equipment in the field.**



# Surface ready

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*Pacific Fleet ships find ways to save the Navy money during intense training exercise.*

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Story and photos by JO1 David Masci

Keeping ships' crews well-trained on a shrinking budget has posed problems for Navy planning staffs worldwide.

The staff of Commander Naval Surface Group Middle Pacific has devised a multiship exercise called Surface Warfare Training Availability. SWTA helps the sailors who participate get the most out of the training dollar.

The exercise, a combination of three days in port and two days at sea, addresses all aspects of surface warfare training.

"SWTA evaluates all exercises that occur on board ship, from man overboard drills to mass conflagration training to missile firing exercises," said Lt. Ron Adamo, operations officer for Destroyer Squadron 35, a key SWTA player.

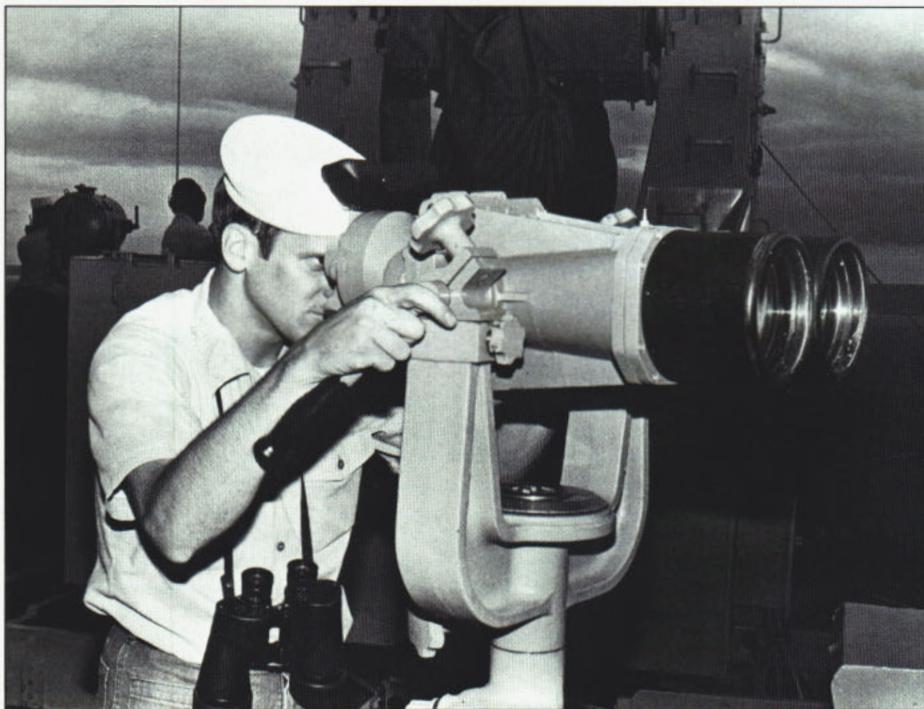
The frigates USS *Harold E. Holt* (FF 1074), USS *Robert E. Peary* (FF 1073) and USS *Whipple* (FF 1062); the destroyer USS *Leftwich* (DD 984); and the guided missile cruiser USS *Worden* (CG 18) all took part in the May 9-13 exercise in Hawaiian waters.

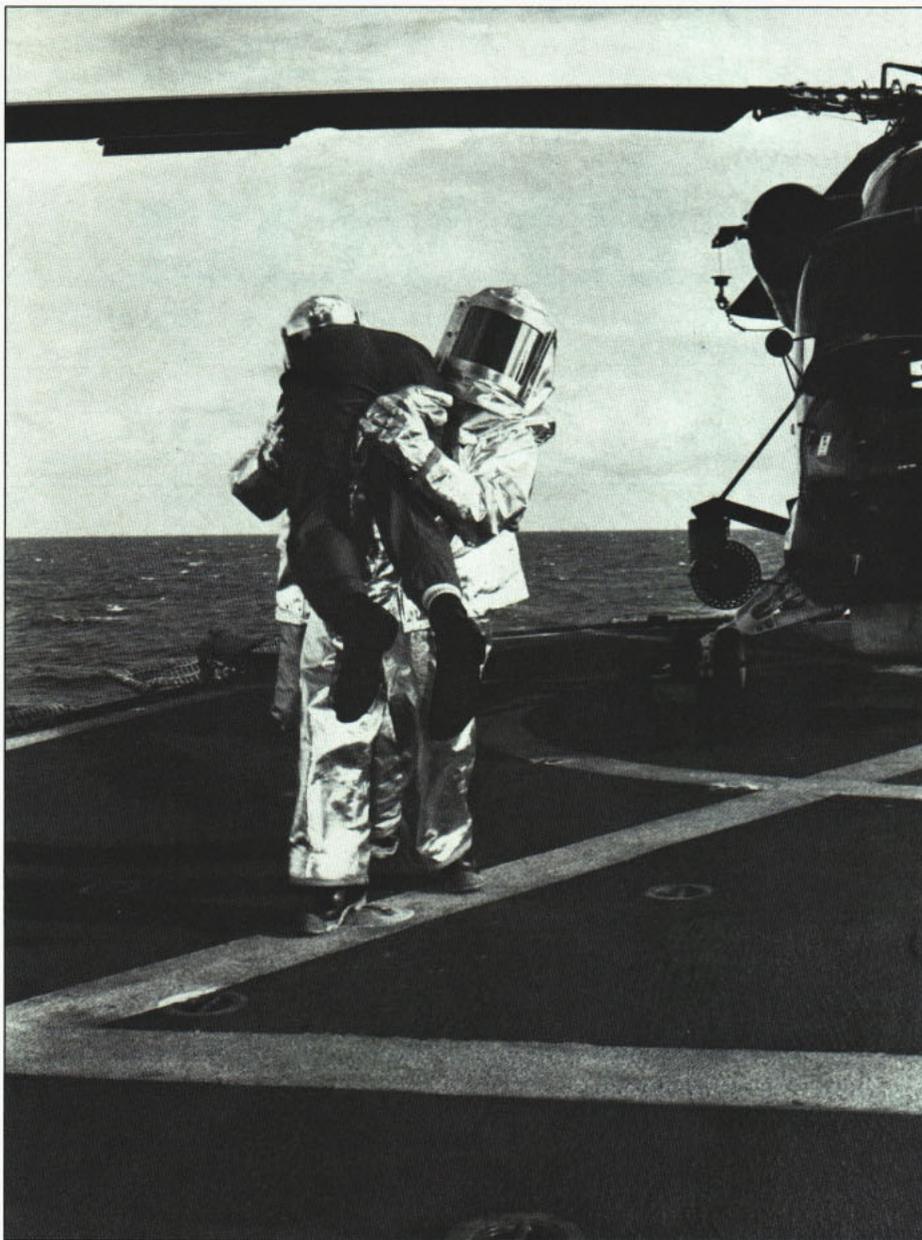
Seamanship, damage control, engineering, gunnery and anti-submarine warfare were all part of the SWTA 2-88 competition. Additionally, each crew was graded on its responsiveness and aggressiveness during all phases of the exercise.

The scenario placed the five ships near a fictitious Middle Eastern country where they were threatened by low-flying bombers, submarines, incoming missiles and terrorists in small speedboats.

During the pierside portion of the exercise, the combat information center watch teams solved computerized battle problems around the clock. Meanwhile, the fire parties responded to mass conflagration drills, engine room fire drills and missile hit drills. The drills were both scheduled and surprise.

*Leftwich* crewman Damage Controlman 2nd Class Mike Franceschina said he only got eight hours' sleep during the five-day exercise, but said the training was worth it.





Far left: SM2 Jerome Drexler uses USS *Leftwich's* "big eyes" to read flashing light signals. Left: Crash crew members in "hot suits" simulate a pilot rescue operation on the deck of USS *Leftwich*.

"The exercise has provided us with an opportunity to train new sailors on board who've never experienced anything quite like this," he said.

Franceschina was on board *Leftwich* when the ship was part of the Persian Gulf task force that destroyed two Iranian oil platforms suspected of being bases for mine-laying operations.

Between scheduled drills, surprise "attacks" and normal watchstanding, the grueling in-port phase prompted one *Leftwich* sailor to say he couldn't wait to get under way so things would slow down a little.

"The in-port phase is designed to be intense," said Adamo. Although the ships were moored, they simu-

lated underway conditions and the crews remained on board the ship overnight.

The fast attack submarine USS *San Francisco* (SSN 711) played hide-and-seek as an anti-submarine warfare threat. *San Francisco* was pursued by SH-3 *Sea King* helicopters and P-3 *Orion* anti-submarine aircraft.

A-4 *Skyhawk* jets conducted surface-skimming runs, trying to fly below the ships' air-search radars and anti-air defenses.

Each ship fired an ASROC anti-submarine missile at Barking Sands missile range on the island of Kauai. The salvage ship USS *Conserver* (ARS 90) towed the "killer tomato,"

a 20-foot red floating ball used as a target for 5-inch guns.

Another high point of SWTA was detection and destruction of a missile drone by a *Phalanx* close-in weapons system. A Marine Corps F-4 *Phantom* jet towed the target drone toward the formation at low altitude and high speed. The *Leftwich's Phalanx* locked in on the target and spewed short bursts of 20mm shells into it at a rate of 3,000 rounds per minute. As the *Phantom* roared overhead, pieces of the shattered drone splashed into the ocean less than 100 yards from *Leftwich*.

Robert E. Peary took top honors in SWTA 2-88, by scoring the most points overall and winning in both the anti-submarine warfare and responsiveness categories.

Adamo said the exercise has saved many training dollars since supporting units like the planes and submarine accompanied a group of ships rather than one ship at a time. Adamo summed up the difference between SWTA training and refresher training. "We have real multi-ship operations, exposure to talking on radio circuits and flag hoist drills," he said. Those are things you just don't get when you're operating by yourself.

"More time for the ships to be in port is also a significant morale boost for the crews," he added.

"I don't think you can ever really replace underway days," Adamo concluded, "but until we can get the funds for all the underway days we need, this is a good way to maximize in-port training." □

*Masci is assigned to NIRA Det. 5 in San Diego.*

# It's up to you

## *A former POW talks about voting.*

Story by JO1 Melissa Lefler

You could fight or die for a cause you had no say in choosing. That's one of the themes that retired Navy Capt. Eugene "Red" McDaniel emphasizes when he speaks to military audiences about their right — and what he believes is their *obligation* — to vote.

A Naval aviator who spent nearly six years — from May 1967 to March 1973 — as a prisoner of war in North

Vietnam, McDaniel estimates that during the past five years, he has given hundreds of lectures explaining how his POW experience led to his convictions about the importance of voting.

This year, the Naval Military Personnel Command invited McDaniel to be a spokesman for its voter registration drive, encouraging Navy people to vote and telling them how to use the absentee ballot system.

During a bombing raid over North Vietnam, McDaniel's A-6 *Intruder* was hit by an enemy missile. McDaniel ejected from his burning aircraft into the jungle just before the plane crashed into the side of a mountain.

The importance of voting while serving on active duty was something McDaniel didn't think about before he was captured.

But during his 2,110 days of captivity, he had time to reflect.

"When you are inside a communist prison, looking out through prison bars and peepholes, you have a lot of time for thought, and a lot of reason for thought. Each of us — and there were about 350 men there — came home with a commitment to get involved with the democratic process.

"When I was shot down, I was 36 years old and I had never bothered to even register to vote. But for the next four and one-half years, I wished every day that I could have."

He particularly wished he had voted in the 1964 election, before he

went to Vietnam, helping to select the decision makers: the congressmen, the senators and the president.

After he was released from the prison camp known as the "Hanoi Hilton" and flown back to the States, McDaniel immediately registered to vote in North Carolina, and says he has not missed an election since. "I believe, because of what we have at stake, military men and women should have a say in who the lawmakers are." McDaniel admits that when a person is serving in the military, especially overseas, figuring out how to have that say can be confusing. In spite of the difficulties, about 90 percent of the Navy people who voted in the 1984 presidential election did so by absentee ballot, he said. McDaniel takes pride in and some credit for the military's recent successes in convincing service members to register to vote. In the 1984 presidential elections, for the first time, a higher percentage of military people than civilians voted. About 57.4 percent of eligible military people voted, compared to about 53 percent of civilians. This is especially notable, since most military voters have to go to the extra trouble of requesting, and then voting by, absentee ballot.

To be sure you receive your absentee ballot in time for your vote to be counted, McDaniel recommends sending in the federal postcard application for an absentee ballot at least six weeks before the primary or general election in which you wish to



Photo by PHAA A.J. Norris

Retired Capt. "Red" McDaniel

vote. Every military unit should have a voting officer who can give you a postcard application, McDaniel said.

After prospective voters apply, the state will mail them an absentee ballot, which will list the names of all the candidates. However, this may present a new dilemma for a military voter who has been away from home for years, McDaniel admitted. That can make it difficult to make an informed decision about state or local candidates, especially from miles away.

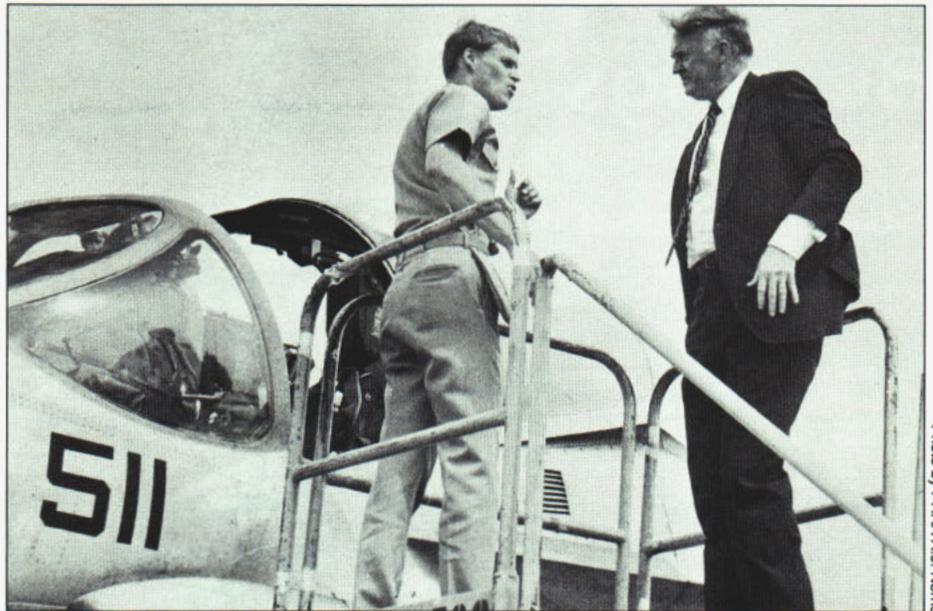
McDaniel and NMPC's public affairs officer, Capt. Gordon Peterson, recommended asking relatives or friends to send hometown newspapers that have information about where candidates stand on issues. "The local media is one of your best sources," Peterson said.

For issues of national scope, McDaniel noted that the Noncommissioned Officers' Association puts out a regular report addressing the position members of Congress have taken regarding military issues, such as pay raises, benefits, defense spending and similar topics. Also, he pointed out that the *Congressional Quarterly* contains a record of how every incumbent member of Congress has voted on every issue.

McDaniel said that the Pentagon has been considering establishing a toll-free telephone number which would be available worldwide, and would give a run-down of the state and national candidates, and their positions about certain issues.

In 1983, McDaniel began the American Defense Foundation, a Capitol Hill lobby, along with the American Defense Institute, a non-profit educational and fund-raising organization. Both organizations are designed to increase public awareness of the need for a strong national defense.

The idea to form the foundation and the institute came when he decided to combine the commitment



born of his POW imprisonment with his experience as a commanding officer.

"I knew I had success motivating and leading the people on my ships. I thought I could carry that to a larger group.

"After being in captivity, I realized that the way to have the greatest impact on the United States would be to motivate young people to become part of the political process," McDaniel said.

Drawing on the contacts he cultivated during a 1979 to 1981 tour as the Navy and Marine Corps liaison to the U.S. House of Representatives, McDaniel convinced about 20 U.S. senators, representatives and other retired military officers who shared his views on defense, to serve on the institute's board of advisors. McDaniel states that the organizations are non-partisan, as well as non-profit. "National defense is not a partisan issue, because if you lose your freedom, nothing else matters."

McDaniel admits his views are shaped by the brutality of the North Vietnamese — the twisting rope torture he endured, having his hands and feet bound nightly. His conviction regarding the need for a strong defense was forged in that POW camp, as was his commitment to the importance of voting.

Up until the late 1940s, the con-

**"Red" McDaniel (right) chats with a pilot about the A-6E Intruder. McDaniel flew an Intruder in Vietnam.**

stitutional right to vote was suspended for those serving on active duty, McDaniel said, because soldiers and sailors were expected to follow the commander-in-chief. Voting against the President or his political supporters was not considered compatible with military service.

Although service members volunteer to take the oath to fight and die wherever their leaders send them, McDaniel is working to make sure they exercise their right to have a say in who those leaders are.

"When I speak to military voters, I tell them it doesn't matter if they vote Democrat, or Republican, as long as they vote." That, said McDaniel, is an important lesson, one he learned the hard way.

He is smarter now, he said, than when he went to Vietnam.

"I would still go [to Vietnam], but I wouldn't go blindly. If I were asked to go tomorrow, knowing what I know now, I would be more questioning. The young men and women in the military need to be a part of the process that makes those decisions; I was not." □

*Lefler is assigned to NIRA Det. 4, Norfolk.*

# Bearings

## Soviet marshal tours USS *Theodore Roosevelt*

Marshal Sergei Akhromeyev, chief of the general staff of the Soviet Union's armed forces, got a first-hand look at what the U.S. Navy is all about when he spent the afternoon of July 11 aboard the Navy's newest aircraft carrier, USS *Theodore Roosevelt* (CVN 71).

Akhromeyev's visit aboard *Roosevelt*, hosted by his U.S. counterpart, Adm. William J. Crowe Jr., chairman of the Joint Chiefs of Staff, was the second stop on a week-long visit to various U.S. military installations. This was the first such visit by a Soviet official since World War II.

The Soviet military leader, along with 12 other Soviet officials, was treated to a tour of some of *Roosevelt's* spaces and saw what several of the Navy's aircraft look like up close.

The highlight of Akhromeyev's visit was the 35-minute air power demonstration put on by *Roosevelt's* air wing. F-14 *Tomcats*, F/A-18 *Hornets* and A-6 *Intruders* dove, bombed and raced across the sky as Akhromeyev and U.S. military officials looked on.

*Roosevelt's* crew found the airshow intriguing — it was narrated entirely in Russian.

Besides Akhromeyev's visit to *Roosevelt*, he toured the Marine base at Camp Lejuene, N.C., saw Army training exercises at Fort Hood, Texas, and sat in the cockpit of a B-1 bomber aircraft at Ellsworth Air Force Base, S.D.

"I hope that after the marshal's visit, he and his party will have a better idea of the strength, and honesty of our nation," Crowe said.

When asked about his trip to *Roosevelt*, the marshal replied, "I liked it."



Photo by JO2 (SW) Gary Ross

Crowe is expected to visit the Soviet Union in the future as part of a reciprocal agreement. ■

Adm. Crowe (left) is joined by Marshal Akhromeyev (right) as they watch an air power demonstration from the deck of USS *Theodore Roosevelt*.

—Story by JO2(SW) Gary Ross, All Hands.

## Prairie View A & M—producing top officers for 20 years

When Dr. Martin Luther King gave his last speech, in April 1968, saying, "I've been to the mountain top," he told his listeners that blacks would become productive members in all aspects of society.

King's ideas and dreams took a strong hold in a small, rural college in southern Texas. Though blacks had served as defenders of the nation, there were very few blacks in defense leadership roles, especially in the sea services. That was until 1968.

In 1967, plans to establish an Naval Reserve Officers Training Corps unit at a predominantly black college were initiated by the Navy. Dr. Alvin Thomas, then president of Prairie View Agricultural and Me-

chanical College, submitted an application requesting that a reserve officer training unit be established. On Dec. 15, 1967, the Secretary of Defense, Robert McNamara, announced that the Navy had selected Prairie View A & M to host the first black Reserve Officer Training Corps unit.

Prairie View A&M thus became the first black institution of higher learning to have a Naval Reserve Officers Training Corps unit, officially established March 12, 1968.

A 20-year anniversary ceremony was held last April on campus in recognition of officers such as Ens. James Tarver, the first officer to receive a Naval commission at Prairie View. The ceremony was also a trib-

ute to 10 commanders, the senior ranking Prairie View graduates on active duty, including the first graduate to attain an at-sea command, Cmdr. David L. Brewer III, commanding officer of USS *Bristol County* (LST 1198). Cmdr. Taylor Kelly, the NROTC unit's current executive officer, was also honored.

Dr. King "went to the mountain top" in 1968 and saw the promised land of a bright future for black Americans. And the future *is* bright for the Prairie View NROTC unit, which continues to graduate some of the Navy's top officers. ■

—Story by Ens. Karl Johnson, Navy Internal Relations Activity, Washington, D.C.

## Navy commander 'takes it off' for Navy Relief

Some sailors and officers at Headquarters, U.S. Naval Forces, Europe, must have thought there was a new officer aboard in the cryptology division. In fact, when Cmdr. Glenn Bartholomew had his mustache shaved for the first time in 15 years, even his own wife, Liz, had to do a double-take.

But Bartholomew bared his upper lip for a good cause — Navy Relief.

It all came about when Bartholomew challenged Cryptologic Technician (Administrative) 2nd Class Aileen Kelly, the CT division Navy Relief representative, to raise \$150 for the fund. If she did, Bartholomew agreed to shave his mustache.

"I figured that was about a dollar for every gray hair in the mustache," Bartholomew said. "I was also kind of curious to see myself without it."

After just two days, Kelly raised \$155 and when the day of reckoning



arrived, there was standing room only in the division spaces as the barber shaved off Bartholomew's mustache.

Bartholomew's cryptology division managed to help ComUSNavForEur surpass last year's totals by nearly \$2,000. "We've more than

doubled last year's contributions to Navy Relief, thanks to Petty Officer Kelly," Bartholomew said. ■

—Story by JO2 Mark Osburn, CinCUS-NavEur.

# Bearings

## Phosphorescent paint kits to 'light up' the fleet

The Naval Sea Systems Command has come up with a "glowing" idea — using phosphorescent paint as emergency illumination.

NavSea is procuring the glow-in-the-dark paint kits for the fleet, which will provide emergency light when all other sources of shipboard lighting are inoperable. Past events on board ships such as the USS *Stark* (FFG 31) have revealed the need to quickly identify damage control equipment and egress routes in the event of fire, heavy smoke, loss of lighting or a combination of these factors.

The phosphorescent paint will absorb energy from any nearby light source, such as incandescent or fluorescent lights. Once the source of light is shut off, the phosphorescent material will emit a light of its own. The maximum luminance is between two and three hours after the loss of light, but the phosphorescent paint remains visible to dark-adapted eyes for more than eight hours.

Tests were performed on ships in the fleet and it was determined that the phosphorescent markings were extremely useful in identifying dam-

age control lockers, fire plug stations, oxygen breathing apparatus lockers and emergency escape breathing device stowage lockers. Results of these tests have indicated the paint markings improved emergency response time.

The kits contain primer, phosphorescent paint, a protective top coating, paint rollers and pre-cut stencils.

The kits will be delivered to ships beginning later this year. ■

—Story by Suzanne Waits, NavSea-SysCom Public Affairs.

## Pogy sailors build swing set, basketball court

Sailors from the San Diego-based USS *Pogy* (SSN 647) spent a day during a routine port visit at the Michelle Declines Child Care Center in Barrio Barretto, Republic of the Philippines, building playground equipment for the local children.

Volunteers from *Pogy* joined Cmdr. Dale Crisp, *Pogy's* commanding officer, and worked nearly non-stop for most of the day in the sweltering heat.

The day started early as two buses were loaded with lumber, tools and other building materials, plus canned food, clothes and toys for the local children.

Armed with rakes and shovels, *Pogy* sailors leveled the ground and removed debris. The volunteers then split into groups. While several workers began digging a hole for the basketball pole, others began constructing a swing set.

Other sailors built a basketball backboard, painted and bolted it onto the pole and added a new rim



and net. The sailors said the hardest part was digging the hole deep enough to support the pole, since the soil in the Philippines is mostly rock and sand. But fortunately, the sailors were ready for this and brought along a few bags of concrete mix.

"This reminds me of a project I recently completed in my own backyard just before our deployment," said Lt. Cmdr. Richard Terpstra,

*Pogy's* executive officer. "I built a swing and a basketball goal for my kids."

By mid-afternoon, after all of the work was completed, *Pogy's* crew took 38 Filipino children to Subic Bay Naval Station for bowling and miniature golf. ■

—Story by JO2 Tim Snodgrass, USS Proteus (AS 19).

## Cutlasses, wings show *Peleliu's* pride

Until 1986, only a handful of enlisted surface warfare and enlisted air warfare specialists existed aboard USS *Peleliu* (LHA 5). Since then, the pride of wearing the silver cutlasses and wings that comes with ESWS/EAWS qualification has spread like wildfire.

Now, more than 300 sailors proudly display their ESWS and EAWS pins. Seven crew members are dual-qualified. According to Master Chief Master-at-Arms (SW) Thomas C. Wallace, *Peleliu's* command master chief, the key to their program's success is the ESWS and EAWS sponsors.

"The sponsor is a dedicated sailor who has taken the initiative to become qualified," Wallace said. "Then he takes it upon himself to

share his knowledge by guiding another shipmate through the qualification process. *Peleliu* and the entire Navy benefits from the program because it shows the ESWS/EAWS sailor how he fits into the scheme of things aboard the ship, how his ship fits into the 'amphibious' area, the surface force and the entire fleet. That sailor also has a better idea of his impact on the Navy. In turn, the Navy gets a more professional sailor, one who will probably re-enlist, as most of them do."

With the overwhelming success of the ESWS/EAWS sponsor programs, many sailors want to become dual-qualified. According to Wallace, the only condition of dual qualifications is that a sailor must first qualify in his primary warfare specialty.

"For instance, a sailor with a surface rating must first qualify as a surface warfare specialist before he pursues his air warfare," Wallace said.

With more than 300 sailors already qualified, one may think the qualifications are easy to get. "Not so," said the command master chief. "A sailor in today's 'gator Navy' is required to know more. Our warfare-qualified personnel on board are true professionals who know *Peleliu*, themselves and the capabilities and limitations of both. But more importantly, they know who they are — the best." ■

—Story by JO2(SW) Jerry Helm, USS *Peleliu*.

## *Mahan* is tops in ASW and AAW competitions

It can be lonely at the top — but the crew of USS *Mahan* (DDG 42) takes pride in its position. The guided-missile destroyer recently won its 10th consecutive anti-submarine warfare award and its eighth consecutive anti-air warfare award in the 1988 mission area awards cycle.

This makes *Mahan* the only surface ship in the Navy to currently hold this many consecutive awards in ASW and AAW, according to Paulette Brooks, Naval Surface Force, Atlantic, readiness assessment supervisor. The awards are made for 18-month cycles of competition.

"It took a lot of work on the part of a lot of people," said Chief Sonar Technician G (Surface) (SW) George Holden, leading chief of *Mahan's* ASW division. Holden said many crew members who contributed to winning the latest awards trans-

ferred during the time of the competition. "It was in the back of all our minds that we didn't want to blow it and let our shipmates down."

On the AAW side, Senior Chief Fire Controlman (SW) Hamilton Shattuck, *Mahan's* weapons coordinator, said, "The ship's excellence in the AAW realm is due the technicians' dedication to making the systems work."

To win the ASW and AAW awards, *Mahan* had to excel in a series of exercises in specific areas, participated in by all fleet ships in its class. At the end of the 18-month cycle, all ships in the fleet were evaluated.

Many of the exercises required time at sea. Despite a 10-month regular overhaul last year, *Mahan* managed to schedule enough of the required exercises to maintain its record of combat readiness.

"Some of the exercises we could

simulate in trainers, and others were held in a school-like atmosphere," said *Mahan's* sonar technician, STGCS (SW) Courtney Godsoe. "Timing the others around the overhaul was tricky. Many ships don't get the award because of a yard period."

*Mahan* also received awards for damage control readiness, the ship's fourth consecutive award in command, control and communications, and its fourth consecutive award in electronic warfare. Mission area awards also contribute points toward the battle efficiency award.

"Training is the key," said Cmdr. Robert O. Crawshaw, *Mahan's* commanding officer. "Combat readiness is our mission. We have some of the most highly skilled, competent technicians to be found anywhere." ■

—Story by JO2 Mark Lytle, USS *Mahan*.

# Bearings

## Deaf Navy employee is also world class athlete

When Connie Johnston breaks from the pack in the 100 meter hurdles she's not distracted by cheers from fans or any external noise. She's fine-tuned her concentration to an inner vitality that wills her to victory.

You can't tell Johnston is deaf as you watch her compete. She recently took first place in the 100-meter hurdle and the high jump at the National Track and Field Championships sponsored by the Deaf Athletic Federation of the United States. Her scores qualified her to participate in the 1989 World Games for the Deaf.

Johnston, a college student, participated in the Utilization of the Handicapped Program, which is designed to "mainstream" handicapped individuals throughout Department of the Navy facilities. Only five students nationwide were selected for the initial test program and Johnston is proud to have been chosen. "Deaf people don't have to be separated from the hearing world," she said, "just given the opportunity and some help — the same things anyone else would need." Johnston chose the Washington, D.C., area for her student job, as she has friends in nearby Maryland.

Johnston worked in the Navy Department's Office of Civilian Personnel Management (Labor & Employee Relations Division) where she was part of the administrative staff. As a summer intern she learned all facets of office operations including word processing. She is particularly fond of working with the computer. "I can get my words and thoughts together to communicate better with those who don't know sign language," she said. Johnston also maintained her rigorous training schedule during the summer by



working out at the Gallaudet University track. Gallaudet University is the only college-level school for the deaf.

Johnston won a gold medal for high jump in the 1985 World Games for the Deaf in Los Angeles, and was the female track athlete of the year in 1987 for the American Athletic Association of the Deaf.

Johnston attributes her athletic prowess to her family and especially her parents. Her father, who is also deaf, works for the Air Force in Berkeley, Calif. Although no longer a competitor, he was a track star in college. Her mother excelled in shot put, the high jump and other track events. Her brothers compete in football, soccer and wrestling. Her twin sister plays basketball and interprets for Johnston during practice sessions and games. "Only my youngest brother hasn't shown any sport preference yet — but he's still young," she said.

Besides pursuing athletics, Johnston's majoring in secondary education. Her goal is to become a high school teacher and a coach. Johnston would like to teach in a deaf school, but is quick to point out that she graduated from a public school and with the aid of an interpreter, turned

**Connie Johnston excels in the high jump as well as other events.**

out just fine.

Johnston is looking forward to the New Zealand games but is apprehensive about raising the travel money. Unlike the regular Olympics, there are no large corporate sponsorships for the deaf team. The athletes themselves must come up with the entire cost of the trip to New Zealand — \$4,500. If an athlete can't pay the fare, a substitute competitor must be found at the last minute — and there just aren't that many world-class deaf athletes.

But Johnston knows she can't worry long. "I just have to train hard to be the best and let others concentrate on the rest."

Johnston is from Ogden, Utah, and attends Weber State College on a four-year track scholarship. Many top colleges and universities were interested in Johnston, including the Naval Academy, until they discovered her handicap.

"I'm sure that scout is still trying to get around that," concluded Johnston with a smile. ■

—Story by JO2 Cheryl C. McCartey, a reservist assigned to Naval Reserve Unit, NavInfo East, New York, Det. 102.

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## Navy Rights & Benefits

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# ID Cards, Commissaries and Exchanges

# ID Cards, Commissaries and Exchanges

*The Navy resale system — especially Navy exchanges and commissaries — has come to be an important benefit for Navy personnel and their families. And the identification card is the key that unlocks the door to good quality products at competitive prices.*

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 education, health, entertainment and other benefits for you and the members of your family, often at considerable savings. Possession of an ID card is a privilege and should be treated as such.

## Four ID cards

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 2 (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 2 (Active) authorizes the holder to uniformed services medical care, commissary, exchange and special services privileges.

2. The United States Armed Forces Identification Card, DD Form 2 (Reserve), is the primary source of identification for reserve military on inactive duty or retired without pay. DD Form 2 (Reserve) has the same format as the DD Form 2 (Active) thus meeting the requirements of Article 17 of the Geneva Convention. This card, when presented with other appropriate identification (i.e., orders or 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 card, DD Form 1173, is used to identify persons such as a sailor's family members, eligible for benefits and privileges administered by the uniformed services not otherwise covered by the first three categories.

This article discusses only the USIP card, DD Form 1173. It 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.

## The USIP card

The USIP card is the standard identification and privilege card for dependents of active duty personnel, dependents or members retired with pay (including those drawing Fleet Reserve retainers), surviving dependents of deceased retirees, dependents of deceased active duty personnel, 100 percent disabled veterans and their dependents and a few other special categories.

Authorized dependents include:

- Spouses.
- Former spouses (must meet eligi-

bility criteria established by law and be approved by sponsor's branch of service).

- Unremarried widows or widowers.
- Unmarried children under age 21 (including adopted children or step-children).
- Unmarried children over 21 (incapable of self-support due to a physical or mental incapacity and approved by sponsor's branch of service).
- Unmarried children between 21 and 23, attending college full time.
- Parents (or parents-in-law) dependent upon the sponsor for more than one-half of their support and approved by the sponsor's branch of service.

The USIP is recognized by all activities of the uniformed services. Privileges may be modified in areas with limited facilities. In general, facilities are open to cardholders depending on the availability and adequacy of the facilities.

In certain overseas areas, treaties, Status of Forces Agreements 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 stationed in Southeast Asia on an unaccompanied tour and your family moves from the States to Japan or the Republic of the Philippines to be in the geographic area,

# ID Cards, Commissaries and Exchanges

they may not be eligible for commissary and exchange privileges because you are not a "member of the force" in Japan or the Philippines.

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## How and when to apply

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

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

Application for a new ID card must 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 after the card has been issued.

You must 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 ID card-issuing activity.

Eligible dependents of deceased Navy members apply for their cards at the nearest ID card-issuing activity. Survivors of deceased active duty personnel must 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, the dependent's record with the Defense Enrollment Eligibility Reporting System must be updated to ensure continuation of medical privileges (see the April 1988 issue of *All Hands*).

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## Verification

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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, 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 obtained by either you or your spouse from a foreign country, 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.

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## Expiration

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Although expiration dates for the USIP vary, cards are not issued for eligibility periods of less than 30 days. The current expiration date is four years from the date of issue.

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 the sponsor is officially placed in a deserter status.
- 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.
- Upon the call of a responsible officer for administrative purposes.

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## Change in paygrade

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The USIP may be re-issued because of a change in the sponsor's grade or paygrade when non-issuance would prevent the dependent from using or being admitted to facilities accessible only to that grade (e.g., officer clubs, CPO clubs, etc.).

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## Navy resale system

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The Navy resale system operates Navy exchanges, uniform shops, Navy lodges, commissaries and ships' stores in order to improve the quality of life for Navy men and

# ID Cards, Commissaries and Exchanges

women and their families. These activities provide quality merchandise items and services. Each of these activities operates independently of the others, but all of them offer a minimum of 20 percent savings in addition to high quality.

Exchange and commissary facilities are located at most major Navy bases in the United States and overseas. These stores offer a good selection of well-known products at prices that help stretch customer dollars. Most of the same products found in department or discount stores and at commercial supermarkets are sold in the exchanges and commissaries, although some civilian supermarkets do sell many non-food products that commissaries don't have space to stock.

## Navy exchanges

The 134 Navy exchanges currently in operation offer more than 350 retail outlets ranging from huge department stores to small garden shops. Also operating under the Navy exchange system are 211 barber shops, 80 beauty shops, 141 auto service stations, 102 flower shops, 535 food service activities, 118 laundry/dry cleaning/tailoring outlets, 64 optical shops and more than 18,200 vending machines.

In October 1987, the Navy exchange program assumed operational control and responsibility for 108 package stores, approximately 9,500 pay telephones and 2,500 amusement machines. These facilities are primarily in the United States and provide service at various Navy bases.

Within the exchange program there are also 132 personalized service centers which offer a collection of different services at one location

such as photo processing, videotape rental, monogramming, watch repair, personalized photo frames, selected giftware, etc.

McDonald's fast food facilities continue to operate at Navy bases under the terms of a contract signed about four years ago. These facilities offer the on-base convenience of a nationally known food chain with all of the products that are available at any McDonald's in the civilian community.

The on-base McDonald's are concessions of the Navy exchange but are owned and operated by local businesses as franchises of the McDonald Corporation. Other types of brand-name Mexican, chicken and pizza outlets are now being introduced at both overseas and U.S. bases.

All these facilities generate funds that help support the morale, welfare and recreation programs of the Navy. In fact, the exchange mission requires that all profit remaining, after expenses have been paid, are to be contributed to MWR. The exchanges are non-appropriated fund activities and must be self-supporting. That means they pay all expenses — including the cost of merchandise, employee salaries and renovation or construction of exchange facilities — all from funds received through the operation.

The remaining net profit is turned over to base recreation programs and to the Navy's central recreation fund, which is administered by the Naval Military Personnel Command. Money received from the Navy exchanges helps support the cost of local sports programs, swimming pools, bowling centers, gyms or physical fitness centers, hobby shops, tennis and racquetball facilities and many other special services

available at Navy bases.

Funds provided to the central fund help Navywide recreation programs, special team events, entertainment programs and the construction of recreation facilities. These funds are also used to help support recreation programs at smaller commands.

In FY 1987, Navy exchanges contributed \$64 million to MWR and in the past five years the exchange contribution has been over \$269 million. Shopping at the Navy exchange benefits customers in three ways: good quality products and services, savings below commercial prices and support of leisure time programs that make Navy life more enjoyable.

Navy exchanges now feature designer and brand name fashion shops for men and women in main exchanges in the United States. Located within the clothing department, the specialty shops offer top brand names. The fashion shops offer savings of 20 percent and more on these widely recognized brands.

The "shop" concept has also been expanded to the Navy exchange consumer electronic department, where stereo component "sound shops" are being established at Conus exchanges.

Previously sold only at overseas exchanges, stereo components were authorized for sale at exchanges in the United States last year. At the sound shops customers can choose from among the full range of sounds produced by top-of-the-line units from some of the best-known manufacturers. The shops are being phased in at exchanges throughout the country.

Four years ago, the Navy Exchange Program established its own brand of merchandise in health and beauty aids, household supplies, vitamins, hosiery and similar consumer items.

# ID Cards, Commissaries and Exchanges

Today more than 360 items carry the "Navy Exchange" private label and offer quality that is comparable to national brands at savings of 35 to 40 percent. In order to save customers money in other areas, a line of men's and women's clothing was established for sale exclusively at Navy exchanges under the Harbor View label.

The clothing is contemporary, provides savings of 25 percent or more and is good quality. A line of children's clothing is now being developed and will be launched in spring 1989 under a new name that is found only at the Navy exchange. Another special value that belongs exclusively to the Navy exchange is a line of high-quality cookware. It is being sold under the name of Harborware and is extremely popular with Navy shoppers.

The acceptance of credit cards at Navy exchanges began two years ago with MasterCard and Visa and has now expanded to the Discover Card, which is being introduced at major Navy exchanges in the United States and is expected to be implemented overseas by spring 1989. Credit cards are being used by Navy exchange customers as a convenience. The cards are also accepted at Navy Lodges and for ordering uniforms and accessories through the uniform mail order facility in Norfolk.

A valued convenience provided by exchanges is their check cashing service. 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.

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## Navy uniforms

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Navy uniform shops have been set

up at 113 Navy exchanges around the world. These shops are the primary local source for uniform items and accessories. However, to meet the customer's needs when the uniform shop doesn't have the requested item or there is no uniform shop nearby, the Navy Resale System established a central source for all Navy uniforms, the Navy Uniform Support Center, Norfolk.

This activity takes mail and telephone orders and ships items within 10 days to just about anywhere that there are members of the Navy. Toll-free telephone numbers and an overseas Autovon call-in number have been set up at the Uniform Support Center to receive orders.

- **Continental United States** (except area codes 703 and 804): 1-800-368-4088
  - **Alaska, Hawaii, Puerto Rico and Virgin Islands: 1-800-368-4089**
  - **Virginia only (Area codes 703 and 804): 1-800-552-3115**
  - **Overseas Autovon: 680-8586**
- The center has a full range of uniforms for Navy military personnel.

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## Navy Lodges

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Navy Lodges offer clean, comfortable, temporary lodgings aboard a military base at room rates that average \$32 per day for up to five family members. Although the sizes of the rooms vary, kitchens and cooking facilities are usually included in each unit of a Navy Lodge. Also, most rooms have televisions and telephones.

At present, 42 Navy Lodges are in operation worldwide. The newest of these facilities, which opened in 1987, include a 50-unit lodge at Naval Training Center, Great Lakes and another 50-unit lodge at Naval Station, Philadelphia.

In 1987, Navy Lodges had an occupancy rate of 87 percent, which means that advance reservations is the smart way to go for those who wish to use a lodge. Accompanied military personnel on permanent change of station orders may make reservations at any time. Other personnel may make reservations up to 21 days in advance. Reservations from retired personnel are accepted up to 10 days in advance.

Reservations for a Navy Lodge in the United States may be made through a central reservations office by calling toll-free 1-800-NAVY INN or Autovon 565-2027 for personnel overseas who wish to make a reservation for a stateside Navy Lodge.

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## Commissaries

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Navy commissaries are medium-size supermarkets that sell groceries, frozen foods, fresh meat and produce, dairy products and household supplies at cost plus a 5 percent surcharge. This surcharge is for grocery bags and other supplies, shopping carts, utilities, telephone service and maintenance work.

Two percent of the surcharge is set aside in a special fund that pays for the renovation and construction of all Navy commissaries. As an appropriated fund activity, the salaries of commissary employees are paid from annual appropriations. Since items are sold at cost and the surcharge has to pay for specified expenses, the commissary does not make any profit and therefore does not generate funds to support the Navy's MWR projects.

Even with a surcharge, the commissary's biggest benefit to the Navy is *savings*. An independent price comparison survey conducted last

# ID Cards, Commissaries and Exchanges

year shows that Navy commissary customers save 24.7 percent compared to prices at commercial supermarkets.

Some people think that the commissary is only for those with families. It's true that shopping for a big family brings about big savings because the customer buys more, but single sailors and small families can enjoy commissary savings as well. To help these folks with their shopping, many commissaries have implemented single pack servings of fresh meat and are stocking the smaller sizes in frozen food items and groceries. Navy commissaries also sell fruits and vegetables by the item — rather than in large packages. Commissaries have made a special effort to provide customers with nutritional information about meats, groceries, fruits and vegetables as part of the Navy's health and fitness program.

Through its Nutri-Guide and Nutri-Facts programs, information about sodium, fat and cholesterol is passed on to customers and suggestions about preparing food in ways to get the greatest nutritional values are also being shared with commissary shoppers.

The commissaries have also introduced fresh fish on ice and tanks of live lobsters at 61 of the stores. The latest action to provide healthier food is a change in the commissary beef trim policy. Commissaries now trim beef to one-eighth inch external fat instead of one-fourth inch. This further reduces fat content and cholesterol while giving customers more meat for their dollar.

The 82 Navy commissaries continue to improve operations so that customers will find it easier to shop at these stores. In the past year, scanning systems have been in-

stalled at all commissaries to speed up checkout processing. Electronic scanning involves reading a product code with a laser beam as it passes over a recording device that automatically rings up the item and simultaneously prints a description of the item and the price on a cash register receipt.

Scanning eliminates the need to price-mark each item and allows groceries to be checked out faster and more accurately than by manually ringing up each item as it passes the cash register.

A test is under way to see if an even faster method of checkout might be feasible. A customer self-scanning system is being tested at the Pensacola commissary by which the customer quickly scans the groceries as they are fed onto a conveyor. The customer then moves to a central cashier to present any vendor coupons for redemption and pay the bill while the groceries are being bagged.

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## Ships' stores

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For personnel aboard ship, the ship's store is the local department/discount store, the stereo center, the gift shop and the mini mart or snack shop. For almost 200 years, stores of one sort or another have operated aboard Navy ships. Today, as in years past, the basic mission of the ship's store is to serve the needs of sailors afloat.

Items that are sold in the ship's store are determined in great part by the ship's crew. Items that are popular and sell well are usually restocked along with a selection of some new items for variety. When a ship deploys, the ship's store normally takes along a 90-day supply of merchandise. If it's an extended de-

ployment, basics are resupplied at sea.

Ranging in size from small, over-the-counter operations to full-size, walk-in stores aboard aircraft carriers, ships' stores provide merchandise, operate shipboard vending machines and electronic amusement machines, sell Navy uniform items and support personal services activities aboard ship. Although an appropriated fund activity, the ship's store is allowed to make a profit of no more than 15 percent.

Ships' stores generated \$23.5 million in profit during fiscal year 1987. A portion of these profits, \$1.7 million, paid for operating supplies that were needed by the ships' barber shops, laundry and tailoring services. The remaining profit, \$21.8 million, supported shipboard recreation and helped pay for the shipboard movie (video) program. Ships' parties and the various books and leisure time activities that sailors enjoy aboard ship are likely funded by profits generated from the ship's store.

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## Policies

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Policies and procedures for all of the activities of the Navy Resale System are developed by the Navy Resale and Services Support Office, New York, at the headquarters for the system.

Exchanges, commissaries, Navy Lodges, uniform shops and ships' stores are under the command of the base, station or ship commanding officer. Local commands and the resale headquarters work closely together to make all of the resale activities as responsive as possible to the needs of the men and women of the U.S. Navy and provide service to the Navy community. □

# Mail Buoy

## Preventing self-destruction

Congratulations on the publication of the excellent article on suicide in the May 1988 issue of *All Hands*. The article, "Suicide: Preventing self-destruction," is quality writing. JO2(SW) Gary Ross is to be complimented for his sensitive treatment of this subject.

By way of background, you may be interested to know that it was the Chaplain Corps which provided the lead in response to the CNO's concern. Indeed, all of the publications cited on Page 8 are contained in a package entitled "Suicide Prevention." At the direction of the Chief of Navy Chaplains, this package was developed and disseminated by the Chaplain Resource Board in January 1986.

To date, this material is receiving extensive use across the Navy. The Chaplain Resource Board has reprinted the material and will continue to make it available as long as the supply remains.

Again, thank you for a fine and timely piece of journalism.

—Capt. Earl L. Boyette  
Director  
Chaplain Resource Board

## Shows it like it is

Having followed your magazine for quite some time now, I've finally decided it was time to take pen in hand and say my piece. This might seem a little late (but we were on deployment — it happens, you know?) but a senior chief hospital corpsman wrote a while back and said something I found offensive about the Lone Sailor Memorial.

That statue (and it's a beauty — I saw it) depicts the heart and soul of every "white hat" that ever stood the mid-watch. You can see him on every fantail, on every submarine bridge as a lookout and at the end of every brow on Christmas Eve.

The statue copies life — sometimes more thoroughly than we would like. To suggest that anything else would be better would be censorship. The Lone Sailor stands as a monument to the men who went to sea before us and go to sea today, in the name of God, the flag and apple pie.

I, for one, am proud to be remembered

in this fashion: forever vigilant, 24 hours a day, no matter the weather or the climate.

To *All Hands*, keep up the good work! To the HMCS who wrote in — lighten up — and take a look around the *real* fleet!

— TM1(SS) Patrick A. LeBlanc  
USS *Jack* (SSN 605)

## Positive image

"Bravo Zulu" to you and your staff for the June issue of *All Hands*.

The magazine projects a very positive image of women in the Navy. Given the scope of your reader audience, the issue should instill pride in our Navy women and perhaps motivate others to join.

Your inclusion of articles on DACO-WITS and sexual harassment is also appreciated and quite timely.

Again, I think the June *All Hands* is outstanding in all respects.

— Capt. Kathleen D. Byerly  
Chief of Naval Personnel's  
Special Assistant for Women's Policy

## 'A shipmate is a shipmate'

"Bravo Zulu" for the entire June issue of *All Hands*!

I am the LPO of a division consisting of eight officers and three enlisted members, including myself. Two of the officers and one of the enlisted members are female.

I mention this to point out that, for me, the best way of working with females in the Navy is to follow the adage suggested by the title of the article on Page 4 of June's *All Hands*, i.e., "A shipmate is a shipmate."

Gender, when it comes to getting the job done and thus carrying out the Navy's mission, is irrelevant, just as skin color or ethnic background are irrelevant.

— RP1 C. Roberts  
Naval Training Station  
San Diego, Calif.

## Proud to be a 'Bee'

Your June issue on women in the Navy was very good reading and highly informative. My only gripe is that you failed to mention another group of Navy women in nontraditional roles — those

of us in the Seabees. Though we are not part of the fleet and, at this writing, cannot deploy with Mobile Construction Battalions (much to the dismay of our male counterparts), we still do our very best wherever assigned in ports all over the world. We are proud to be women in the "Bees."

— EO2 Kathy Callahan  
Naval Support Force Antarctica  
Port Hueneme, Calif.

## Unmentioned Olympians

In your timely article on the Olympic Games in the July 1988 issue of *All Hands*, the author, Dr. Ramsey, fell a little short in recognizing some great Navy athletes of recent date.

In 1948, Jack Kelly Jr., a four-time Olympian, was the United States' single sculler in the London games while serving a Navy tour of duty. Kelly trained for his event in Newport, Calif.

In 1952, the Naval Academy's sun-beaten, eight-oared shell, nicknamed the "Admirals," won the gold medal in Helsinki, capping four years of rowing without a loss.

In 1964, in Tokyo, Philadelphia's famed "Vesper Eight" won the gold medal with Navy Lieutenant Bill Stowe, Marine Captain Emery Clark and Stanley Cwiklinski. Cwiklinski later entered the Navy and attained the rank of commander.

I am sure there were others, but these men were well-known to me and came to mind.

— Allen P. Rosenberg  
Arlington, Va.

## Summer x 4

I thoroughly enjoyed the article on San Diego in the May 1988 issue of *All Hands*. However, as a life-long native, I need to make one small correction in the article. Regarding the section referring to seasons, there are *not* two weeks of rain on either side of summer and the "winter." As any native will tell you, there are four seasons, but they are called: early summer, summer, late summer and *next* summer.

—Angela Watson  
Naval Supply Center  
San Diego, Calif.

# Reunions

• **USS Leyte (CV32) Association, Including (CVA 32), (CVS 32), (AUT 32) and all air groups**—Reunion Oct. 13-15, 1988, aboard USS *Yorktown* (CV 10), Charleston, S.C. Contact Clarkson B. Farnsworth, 615 Sanders Ave., Scotia, N.Y. 12302; telephone (518) 346-5240.

• **USS Bismarck Sea (CVE 95) and VC 86**—Reunion Oct. 12-16, 1988, in Las Vegas. Contact Jim Taylor, H.C. 2 Box 298W, Canyon Lake, Texas 78133.

• **USS Rocky Mount (AGC 3)**—Reunion Oct. 12-16, 1988, in Clearwater, Fla. Contact John Vreeland, 3710 Armstrong St., San Diego 92111; telephone (619) 277-0689.

• **USS Boxer (CV/CVA/CVS 21) (LPH 4)**—Reunion Oct. 13-16, 1988, in Salt Lake City, Utah. Contact Hank Wilson, 1301 North Kokomo, Derby, Kan. 67037.

• **USS Woodrow Wilson (SSBN 624)**—25th anniversary reunion in October 1988 in Charleston, S.C. Contact Bob Bailey, 504 Martin's Creek Blvd., Summerville, S.C. 29483; telephone (work) (803) 792-5180, (home) (803) 873-9601.

• **USS LCS (L) 15**—Reunion in October 1988 in Norfolk, Va. Contact Harold Kaup, 289 41st St. Northeast, Cedar Rapids, Iowa 52402; telephone (319) 363-1708.

• **USS Clamagore (SS 343)**—Reunion Oct. 28-30, 1988, in Charleston, S.C. Contact Paul Orstad, 30 Surrey Lane, Norwich, Conn. 06360; telephone (203) 889-4750.

• **USS Fred T. Berry (DD/DDE 858)**—Reunion Oct. 3-6, 1988, in Reno, Nev. Contact Dennis Gordon, 319 East Main St. #L-7, Marlboro, Mass. 01752; telephone (617) 485-7261.

• **USS Hammann (DD 412)/USS Gansvoort (DD 608)**—Reunion Oct. 13-15, 1988, in Louisville, Ky. Contact Clyde Conner, Rt. 1 Box 1, Grafton, W.V. 26354; telephone (304) 265-3933.

• **USS Wainwright-Vietnam**—Reunion planned. Contact J.C. Carlson, 325 W. 19th St., Holland, Mich. 49423.

• **USS Badding Strait (CVE 116)**—Reunion Oct. 16-19, 1988, Reno, Nev. Contact Henry Trotter, 106 Sage Drive, Universal City, Texas 78148; telephone (512) 658-3447.

• **The National Association of USS L.C.S.L. 1-130**—Reunion scheduled Oct. 20-22, 1988, in Norfolk, Va. Contact Henry Jeffers, 1415 Glen Rock Ave., Waukegan, Ill. 60085; telephone (312)

623-7450 or 360-0560.

• **USS P.C. 477**—Reunion Oct. 13-17, 1988, in Lancaster, Pa. Contact Art Dunkelberger, 1138 Rana Villa Ave., Camp Hill, Pa. 17011; telephone (717) 761-2473.

• **USS Plunkett (DD 431)**—Reunion Oct. 5-7, 1988, in Falls Church, Va. Contact James H. Shipp, 3354 East Lester St., Tucson, Ariz. 85716; telephone (602) 325-0856.

• **USS Susan B. Anthony (AP 72)**—Reunion Oct. 6-8, 1988, in Orlando, Fla. Contact Jim Savage, 1890 Knox McRae #210F, Titusville, Fla. 32780; telephone (305) 267-2893.

• **USS Morris (DD 417)**—Reunion Oct. 13-16, 1988, in Arlington, Va. Contact Tom Traweek, 8605 Queensmere Place #1, Richmond, Va. 23229; telephone (804) 270-1674.

• **Special Weapons Unit Association**—Reunion Oct. 13-16, 1988, in Las Vegas. Contact Jack Hayes, 7727 Laramie Court, San Diego, Calif. 92120.

• **USS President Adams (APA 19)**—Reunion Oct. 6-9, 1988, in San Diego. Contact Bill Lindner, P.O. Box 4006, Virginia Beach, Va. 23454; telephone (804) 340-8551.

• **USS Southard (DMS 10)**—Reunion Oct. 6-9, 1988, in Norfolk, Va. Contact Robert Nygaard, 1315 Kari Lane, New Brighton, Minn. 55112; telephone (612) 633-6608.

• **USS Chevalier (DD 451)**—Reunion Oct. 5-7, 1988, in Falmouth, Mass. Contact Kurt Bocian, 24853 96th Ave. S. #1, Kent, Wash. 98031-4802; telephone (206) 854-5190.

• **USS Minneapolis (CA 36)**—Reunion Oct. 26-30, 1988, in San Antonio, Texas. Contact Glenn Stephens, 2455 Cheviot Dr., Ft. Collins, Colo. 80526; telephone (303) 482-6026.

• **USS Hope (AH 7)/215th Hospital Ship Complement**—Reunion Oct. 27-30, 1988, in Orlando, Fla. Contact Rew Wilson, Box 3613, Eureka, Calif. 95502.

• **USS Thatcher (DD 514)**—Reunion Oct. 26-29, 1988, in Austin, Texas. Contact Robert Hartley, 288 Roxalana Hills Drive, Dunbar, W.Va. 25064-1902; telephone (304) 766-7497.

• **USS Joseph T. Dickman (AP 13)**—Reunion Oct. 20-23, 1988, in Asheville, N.C. Contact Ed Polakoff, 1407 Kensington Road, Hendersonville, N.C. 28739-2353.

• **USS Princeton (CVL 23)**—Reunion

Oct. 21-23, 1988, in Charleston, S.C. Contact Sam Minervini, 251 Marlboro Road, Woodridge, N.J. 07075; telephone (201) 935-6125.

• **USS Orion (AS 18)**—Reunion October 1988, San Diego. Contact Delbert F. Catron, 4732 Van Buren, Midway City, Calif. 92655; telephone (213) 598-5859.

• **Cornell University NROTC**—Contact NROTC Alumni Association, Barton Hall, Cornell University, Ithaca, N.Y. 14853.

• **USS Enterprise (CVAN/CVN 65) Association**—Reunion scheduled for October in Oakland, Calif. Contact Bob Spooner, 5330 S.E. Redwood Ave., Stuart, Fla. 34997.

• **American Military Retirees Association, Inc.**—Reunion Oct. 28 to Nov. 2, 1988, in Riverhead, Long Island, N.Y. Contact Sgt. Major Shelby T. Clark, American Military Retirees Association, Inc., P.O. Box 893, Riverhead, Long Island, N.Y. 11901; telephone (516) 369-0620.

• **11th ENGR BN, 3RD MAR DIV.; All members WW II/ Korea/ Vietnam**—Reunion scheduled. Contact Glenn Dunning, 14060 9th Street, Zion, Ill. 60099.

• **USS Smalley (DD 565) Association**—Reunion in October in St. Louis. Contact Marvin Raap, Route 1, Box 5, Pierpont, S.D. 57468; telephone (605) 325-3389.

• **USS Columbia (CL 56)**—Reunion Nov. 3-5 in Annapolis, Md. Contact Joe Rice, 5604 Plata St., Clinton, Md. 20735; telephone (301) 868-1260.

• **USS Haggard (DD 555)**—Reunion Nov. 4-6 in New Orleans. Contact John Macaluso, 3400 S.W. 50th Rd., Ft. Lauderdale, Fla. 33314; telephone (305) 584-7619.

• **VP 14, VB 102, VPB 102 (World War II, Pacific)**—Reunion scheduled for Nov. 10-13 in Pensacola, Fla. Contact Robert Dimmitt, 5186 Pale Moon Drive, Pensacola, Fla. 32507; telephone (904) 492-3194.

• **River Patrol Force (Task Force 116)**—Reunion Nov. 10-11 in Albany, Ore. Contact Al Van Horne, P.O. Box 5523, Virginia Beach, Va. 23455; telephone (804) 486-1696.

• **USS Diphda (AKA 59)**—Reunion in November in Myrtle Beach, S.C. Contact Tom Coogan, 12185 Ford Line, Southgate, Mich. 48195.



Six-year-old Ashley Hovey, the 1988 March of Dimes National Ambassador, visits with Adm. Carlisle A.H. Trost, Chief of Naval Operations. U.S. Navy photo.



**Sub-hunters ● Page 22**