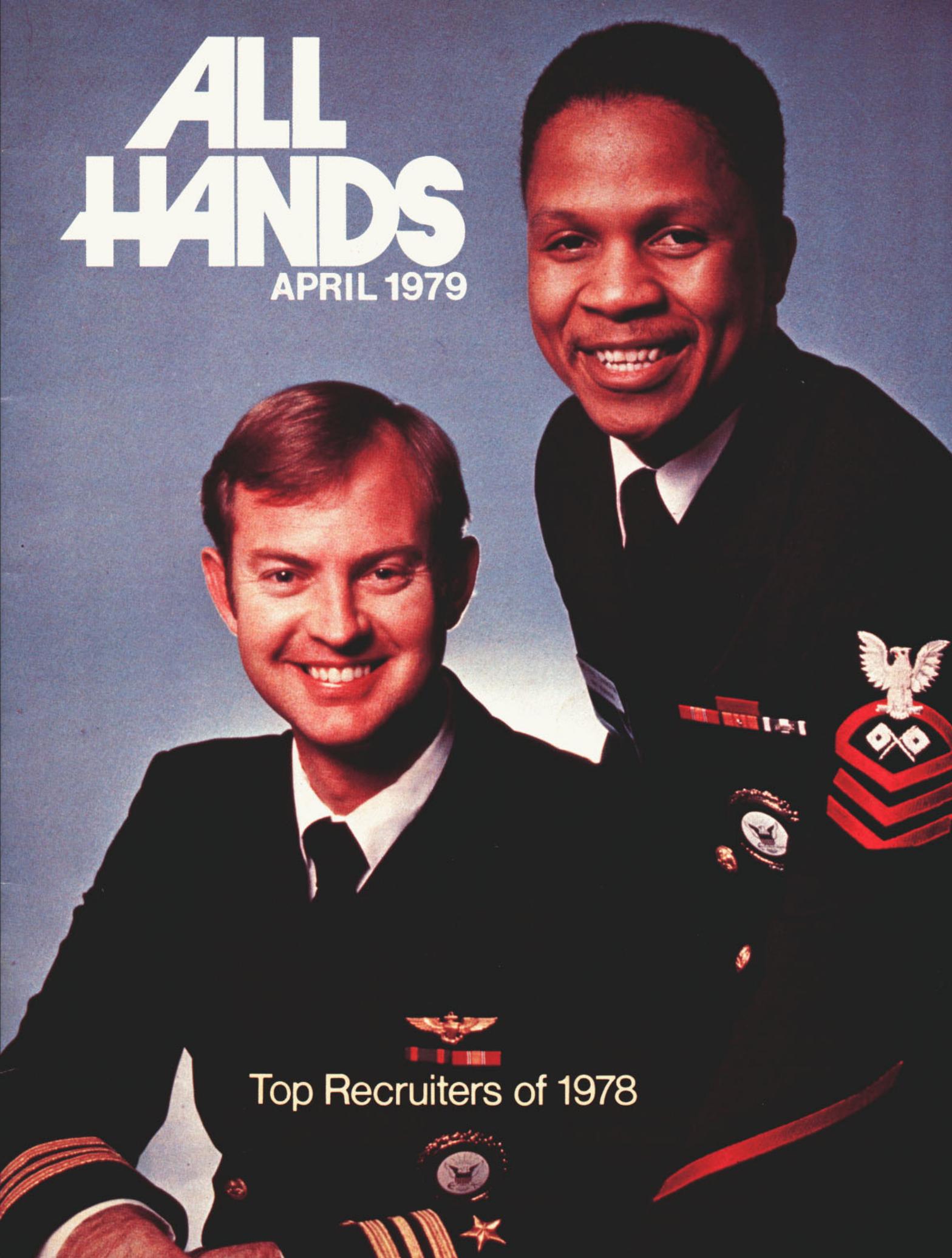


ALL HANDS

APRIL 1979



Top Recruiters of 1978

Pride....



U.S. Marine Corps Sergeant Kenneth Kraus tries to hold back a look of joy as he is told by the Honorable W. Graham Claytor Jr., Secretary of the Navy, that he acted in the highest tradition of the Marine Corps during the Iranian takeover of the U.S. Embassy in Iran. At the welcoming ceremony in Washington, D.C., Sergeant Kraus was awarded the Navy Commendation Medal for his actions; he also received the Purple Heart from the Commandant of the Marine Corps, General Louis H. Wilson. Photo by PH2 Doug Tesner.



Page 10



Page 36



Page 42

ALL HANDS

MAGAZINE OF THE U.S. NAVY — 56th YEAR OF PUBLICATION
 APRIL 1979 NUMBER 747

Chief of Naval Operations: ADM Thomas B. Hayward
 Chief of Information: RADM David M. Cooney
 OIC Navy Internal Relations Act.: CAPT James E. Wentz

Features

- 6 **LIFE ON THE CAPE WITH THE BIRDS AND KANGAROOS**
 Duty at the NAVCOMMSTA Harold E. Holt in Australia
- 10 **NC-4, THEY CALLED HER A 'LAME DUCK'**
 Recounting the famous trans-Atlantic flight of 1919
- 14 **ON THE ROAD WITH BIG MOE**
 Driving a recruiting exhibit van through 31 states
- 17 **RECRUITERS OF THE YEAR**
 The six officers and six enlisted who topped a field of 3,500
- 22 **BUILDING A SHIP AT PASCAGOULA**
 Modular techniques permit assembly-line operations
- 28 **TAKING THE PINCH OUT OF PRE-COM**
 FIT *Spruance's* team monitors all phases of final construction
- 36 **FROM TADPOLE TO PROFESSIONAL IN 25 WEEKS**
 UDT/Seal training at Coronado, Calif.
- 42 **YOUR ID CARD/COMMISSARY AND EXCHANGE PRIVILEGES**
 Fifth installment in Navy Rights and Benefits series

Departments

2 Currents 32 Bearings 48 Mail Buoy

Covers

Front: The Navy's top recruiters of 1978 — Lieutenant Commander William H. Starnes and Chief Signalman Paul P. Covington. Their story and the stories of the other top recruiters begin on page 17. Photo by PH1 Don Sallee.

Back: Looking more like an apartment house under construction than it does a ship, this modular of a *Spruance*-class ship is alive with activity at Pascagoula, Miss. Story begins on page 22. Photo by PH1 Terry Mitchell.

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Currents

U.S. Navy Ships Assist in Iranian Evacuation



Four U.S. Navy ships participated in the evacuation from Iran of about 440 civilians including some 200 U.S. citizens. Approximately 260 persons including about 130 U.S. citizens embarked at Bandar Abbas, Iran, in British survey ships and were later transferred to USS *La Salle* (AGF 3) in international waters. *La Salle*, flagship of the U.S. Middle East Task Force, offloaded the evacuees in Bahrain. At the Iranian port of Char Bahar, another 180 persons including 70 U.S. citizens were evacuated by privately-owned ships. A number of these evacuees were transferred to USS *Kinkaid* (DD 965) and USS *Decatur* (DDG 31), and these ships plus USS *Talbot* (FFG 4) served as escort for the privately-owned ships as the Char Bahar evacuees were delivered to Bahrain. All U.S. Navy ships involved in the evacuation remained in international waters off Iran during the transfer of evacuees from the two cities. Navy units were cited by the Deputy Commander in Chief, USCINCEUR, for their "professional performance of duty" during the recent evacuation of Bandar Abbas and Chah Bahar, Iran. Other units taking part in the evacuation included USS *Blandy* (DD 943), USS *Hoel* (DDG 13), COMIDEASTFOR Staff and COMDESRON Seven Staff.

Cash Awards Being Received for Suggestions

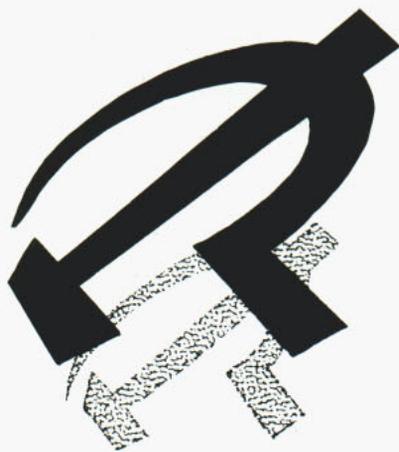


There are more than ships floating around in the Navy. There are ideas, good ideas, and lots of them. Last year, for instance, a Navy sonar technician received a \$5,000 check for a suggestion he submitted on improving a sonar system. A Navy civilian invented a system to drain water in ship-board steam systems and saved an estimated \$10 million. He received a check for \$25,000 from the Navy. While these cash awards may be unusual, serious consideration given to suggestions is not. In the first year of the Presidential Recognition Program announced in October 1977, suggestions were responsible for an estimated \$39 million savings to the Navy. President Carter cited the Navy along with other federal departments for "particularly outstanding results" in suggesting improvements to save money or improve service. Since the program began, more than 600 recommendations have been received in Washington, D.C., and 350 recognition letters have been approved and returned to Navy activities. Another 124 will soon be forwarded and about 150 others are at the White House awaiting approval. For further information on the Navy's suggestion program, see SECNAV Instruction 1650.34A or Civilian Personnel Instructions, Chapter 451.

Some E5s May Wear Service Dress Blue Jumper Uniform

Effective immediately, second class petty officers who wore the jumper style uniform in a lower paygrade may continue to wear the uniform as E5s. In the past, only E1-E4 males were authorized to wear the uniform. According to NAVOP 22/79 which announced the new policy, the change was made "in recognition of the fact that a number of persons will advance to E5 during the first term of service" who were issued or purchased the jumper style blue uniform while in a lower paygrade. A final decision on the uniform for E5s will be made in about a year, after more experience with the jumper style uniform and after taking into account the preference of E5s. The Navy will make a decision on the jumper style uniform for first class petty officers sometime after 1982, when more experience has been gained with the uniform.

Navy Intelligence Chief Lists Pluses/Minuses of Soviet Fleet



The Soviet navy has the world's largest submarine force, the largest ship-building industry and a potent mine warfare force. But the Soviet navy has only a limited capacity for open ocean ASW and even with the advent of the *Kiev*-class aircraft carriers, it has inadequate sea-based tactical air power. Those are some of the conclusions made in a statement by Rear Admiral Sumner Shapiro, Director of Naval Intelligence, before the Seapower Subcommittee of the House Armed Services Committee recently. RADM Shapiro, who testified on the Soviet Naval Threat, said the Soviet navy has clearly emerged as a first-rate, modern oceangoing navy with both offensive and defensive capabilities. "The Soviet government has come to realize the importance of sea power and their navy has steadily evolved from a coastal defense force to a navy with sufficient strength to challenge our ability to control the sea areas vital to U.S. security," he said. The number of Soviet ships built per year during the last decade has decreased, but the tonnage-produced figures have been increasing, RADM Shapiro explained. "The increase in average tonnage per year represents a trend to the production of fewer but larger, more sophisticated ships capable of operating for longer periods and at further distances from support bases," he said. The Soviets have been extremely active, he continued, in deploying ships in larger numbers over greater ranges from home waters. RADM Shapiro concluded that trends show the Soviet navy is a "blue water" navy capable of providing Soviet leaders with political and military options unavailable in the past. Their navy will continue to present an increasing threat to U.S. naval forces and to U.S. and allied interests throughout the world, he said.

New Trial Period for Civilian Managers and Supervisors

A trial period to assess the effectiveness of new civilian managers and supervisors is one of the key changes brought about by the Civil Service Reform Act of 1978. Federal employees who become managers or supervisors in the future will have to serve the probationary period before they can fill the job permanently. The Civil Service Reform Act has a provision to return employees who do not perform successfully during the trial period to positions at least equal to those previously held. Each agency will determine the length of the probationary period although it must be of a reasonable duration, appropriate to the position and applied uniformly. Employees now serving as managers or supervisors, or who have served in such positions in the past, are exempt from the probationary period. This new requirement is effective when implemented by each agency, but no later than Aug. 11, 1979.

Health Care Quality High, But Doctor Shortage Remains



Although physician recruiting and retention remain a matter of concern, the Navy Surgeon General said the Navy would continue to "provide high quality health services to our beneficiaries." Vice Admiral Willard R. Arentzen made the statement during testimony before the Subcommittee on Military Personnel of the House Armed Services Committee in February on the topic of Navy Health Care Systems. VADM Arentzen said the variable incentive pay legislation has a positive impact on the Navy's ability to recruit and retain physicians. But, he said, physicians are uncertain about the way their pay is periodically updated under the variable incentive pay plan. Additionally, inflation has eroded the value of this fixed amount. "Extreme caution must be exercised in the search for solutions to the problems created in peacetime by the shortfall of active duty physicians," VADM Arentzen explained. "The solutions must not erode in any way our capability to respond to a contingency or to support the unique requirement of the operating forces of the Navy and Marine Corps." He said the Office of the Secretary of Defense was preparing a legislative proposal which would improve the Armed Forces Health Professions Scholarship Program. The surgeon general also addressed the matter of health care for Navy beneficiaries. "The health care provided by the direct care system to Navy and Marine Corps beneficiaries is a highly valued part of the total compensation package, consistently rated as one of the most important incentives in recruiting and retention," VADM Arentzen said. He called for improvements in the administration of the CHAMPUS program to make it of more benefit to the Navy population.

Experimental Two-year Enlistment Program Underway



CHAMPUS Coverage Should Be Expanded, Study Says

A pilot project to determine if a two-year enlistment option is attractive to people who may not otherwise join the Navy began on March 1. Selected Recruiting Districts began offering to interested persons one of four two-year enlistment options. In addition, a four-year enlistment with enhanced educational benefits was also offered in selected Recruiting Districts. The one-year pilot program will evaluate the attractiveness of a number of options on high school diploma graduates entering the engineering community. Options include the two-year enlistment, expanded Veterans' Educational Assistance Program (VEAP) benefits, and guaranteed service school options. Additionally, the program will look at first-term attrition and retention.

Extension of CHAMPUS benefits to include dental care, well-baby examinations and inoculations, and health care was recommended in a Defense Department study released recently. The Defense Resource Management Study (DRMS) is the result of a presidential request for a searching organizational review into several areas, including the military health care system. The report has been submitted to the Secretary of Defense for review. Included among the recommendations to enhance the health care benefits are these:

- A limit on the annual out-of-pocket cost per year for health care. Amounts of \$1,000 per person and \$2,000 per family were cited as reasonable figures. The study suggested that the lack of a cap on out-of-pocket expenses was a shortcoming of the existing benefit package. The cap would also make it easier for retirees to participate in the CHAMPUS program.
- A nominal charge of \$3 per visit for direct-care outpatient visits, although active duty personnel would be exempted from payment. The purpose of this charge would be to discourage unnecessary use of the direct care system.
- Expansion of CHAMPUS benefits to include well-baby examinations and immunizations up to two years of age.
- Extension of CHAMPUS eligibility to retirees and dependents 65 years of age and older. Dental care for dependents of active duty personnel under CHAMPUS was recommended for the more distant future. Given the cost of this program, the study explained, this change should be made only after the earlier recommendations are carried out. Another recommended change would set up a test program to allow some non-active duty beneficiaries the option to enroll in a local health care plan. In the area of readiness, the DRMS study reported that early assistance from private hospitals and physicians in the event of a major war would be required. The group urged DOD to develop a plan to use those hospitals in wartime.

Life on the 'cape' with the birds and kangaroos

BY PH2 DOUG CUNNINGHAM
& J03 BOB COWAN

Yes, Virginia, there is a Harold E. Holt Naval Communication Station, but a lot of people don't know it exists. Late last year, for instance, two Holt athletes competed in the 14th Naval District's Flag Football Championships in Hawaii. Soon after arriving, they discovered none of their teammates had ever heard of a communication station in Western Australia. Fact is, most thought the duo were Royal Australian Navymen!

Named for a former prime minister of Australia, NAVCOMMSTA Harold E. Holt doesn't get much publicity. Located about 800 miles north of Perth on North West Cape, Holt's 450 Navy people and a contingent of Royal Australian Navymen (RAN) maintain and operate gear used to communicate with submarines. Communications are via Very Low Frequency (VLF) transmitters emitting radio waves capable of penetrating the ocean's surface and maintaining one-way contact with our nuclear-powered, ballistic missile subs—the world's most powerful deterrent force.

Although the station houses numerous high frequency transmitters for communicating with surface ships, these are secondary to its VLF equipment. Holt's antenna field, on the tip of the cape, covers nearly 1,000 acres—an area large enough to fit downtown Perth smack dab in the middle. It looks something like a Texas oilfield during boom times.

The center of attention amid 13 spindly towers is Tower Zero, at 1,271 feet the tallest structure in the Southern Hemisphere. Standing 21 feet higher than the main section of the Empire



State Building, Tower Zero was built after an Australian-American agreement paved the way to establish the complex in 1963.

Today, the U.S. Navy enjoys a mutually beneficial relationship with the RAN. In 1974, Holt became a jointly-manned communication station with each navy maintaining its own communications centers in the same building. U.S. transmitting equipment is shared by both countries, as are all other facilities making life on the barren cape possible.

Duty there begins when a Military Airlift Command or Australian commercial airliner lands at Learmonth Royal Australian Air Force Base, an airstrip less than 20 minutes from Harold E. Holt. (The airport, currently in a caretaker status, is capable of being converted to a full-time air force base on short notice.)

Even those who favor cape life from

Facing page: The station's VLF Tower Zero, believed to be the tallest structure in the Southern Hemisphere, rising 1,271 feet. Photo by PH2 Doug Cunningham. Below: Naval Communications Station Harold E. Holt on Western Australia's Northwest Cape. Photo by ETN2 John Powelka.

the start admit the area around Learmonth isn't exactly appealing. The landscape is rough and dry, and Australian bush flies swarm incessantly during summer when temperatures soar to an intolerable 120 degrees.

Still, there are good points. Some say that parts of the terrain remind them of California's Imperial Valley. This illusion is due, in part, to the perseverance of Holt personnel in planting trees and flowering shrubs wherever they'll grow. Human landscaping efforts are supplemented by Nature's own additions—a scattering of sand dunes, shrubs, scrub patches of grass and small trees. Only a stone's throw from the Indian Ocean, the area is free of fog, smoke and big-city smells.

And then there is the wildlife. American Navy people expect to see kangaroos, wombats, koalas and other exotic beasts...and they do, though, to see most of them, they have to travel far south of the cape. Kangaroos, however, abound on the cape and bounce around enough to be considered a major road hazard. Cape birds include various types of cockatoos and the emu, a giant second cousin of the ostrich which can't

fly, but doesn't need to when it can run a mile in little more than a minute.

Before NAVCOMMSTA was established, the area's chief industry was sheep ranching. Of the two sheep ranches operating before November 1963, one is now a national park encompassing most of the cape. The other has "business as usual."

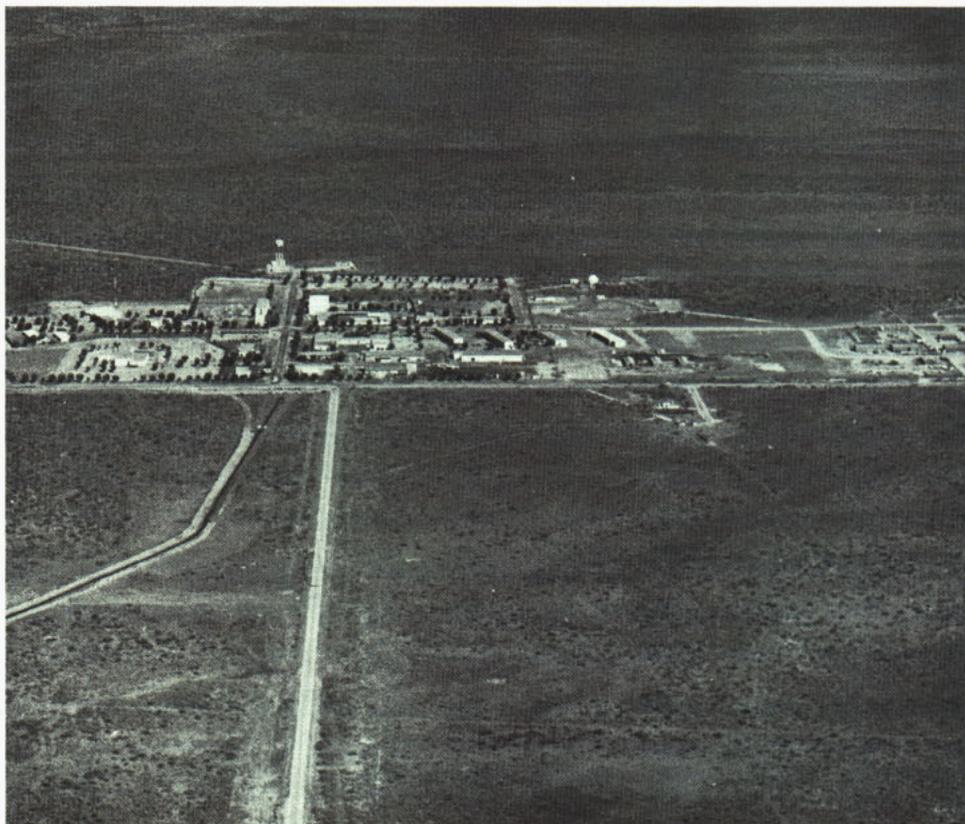
About seven miles south of the transmitter site lies the town of Exmouth. Administered by Australian officials under Australian law, Exmouth is a community of RAN and USN service people and immigrants from many European countries. In all, about 3,000 people live and work together on North West Cape, and Holt is the main employer. Due to easily established friendships and an outstanding sponsorship program, newcomers find themselves within the flow of cape life from the moment their sponsor introduces them to their Australian and American neighbors.

Exmouth isn't really a resort, but, with recreational facilities comparing favorably to those at any large stateside base, one wonders, "Why not?" Practically everyone is "into" fishing, diving, snorkling, shelling and swimming.

"I'm beginning to be a beach person myself," said Storekeeper Second Class Sonny Carlson. "I just bought some snorkling gear and I may be using it quite a bit before I leave." Carlson and his wife describe their housing as "the best in the Navy" and they like their new home because "we really fit in."

Electronics Technician (Communications) Second Class John Powelka got interested in photography soon after arriving and now teaches an amateur photography class. He would have happily devoted most of his off-duty time to making photos, had he not tried snorkling in the clear waters of Exmouth Gulf. "Now," he said, "though I still like photography, I think snorkling might just be the next best thing."

Seaman Apprentice Quitsey Walden was ready for orders back to the states the minute she set foot on Aussie soil. "I was really depressed by what I saw," she said, "I thought the airstrip was Harold E. Holt and I didn't like it at all." Now,



some months later, after getting to know the Exmouth citizenry, she says, "I like the easygoing way of life here and I love the weather and beaches."

Favorable water conditions and warm climate have not gone totally unnoticed by the rest of Australia—tourists visit Exmouth year-round and invariably head for the beaches. Some come from as far away as Australia's "eastern states," some 2,500 miles away, a testimony to Exmouth's resort possibilities.

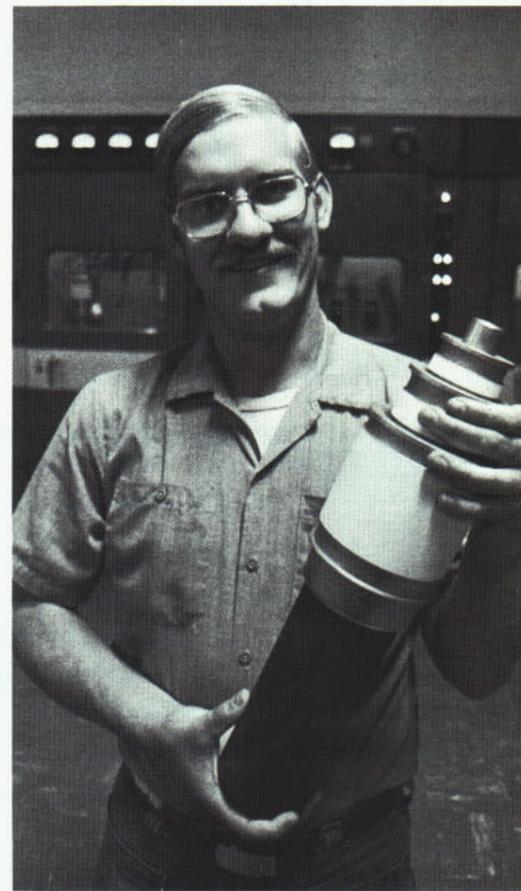
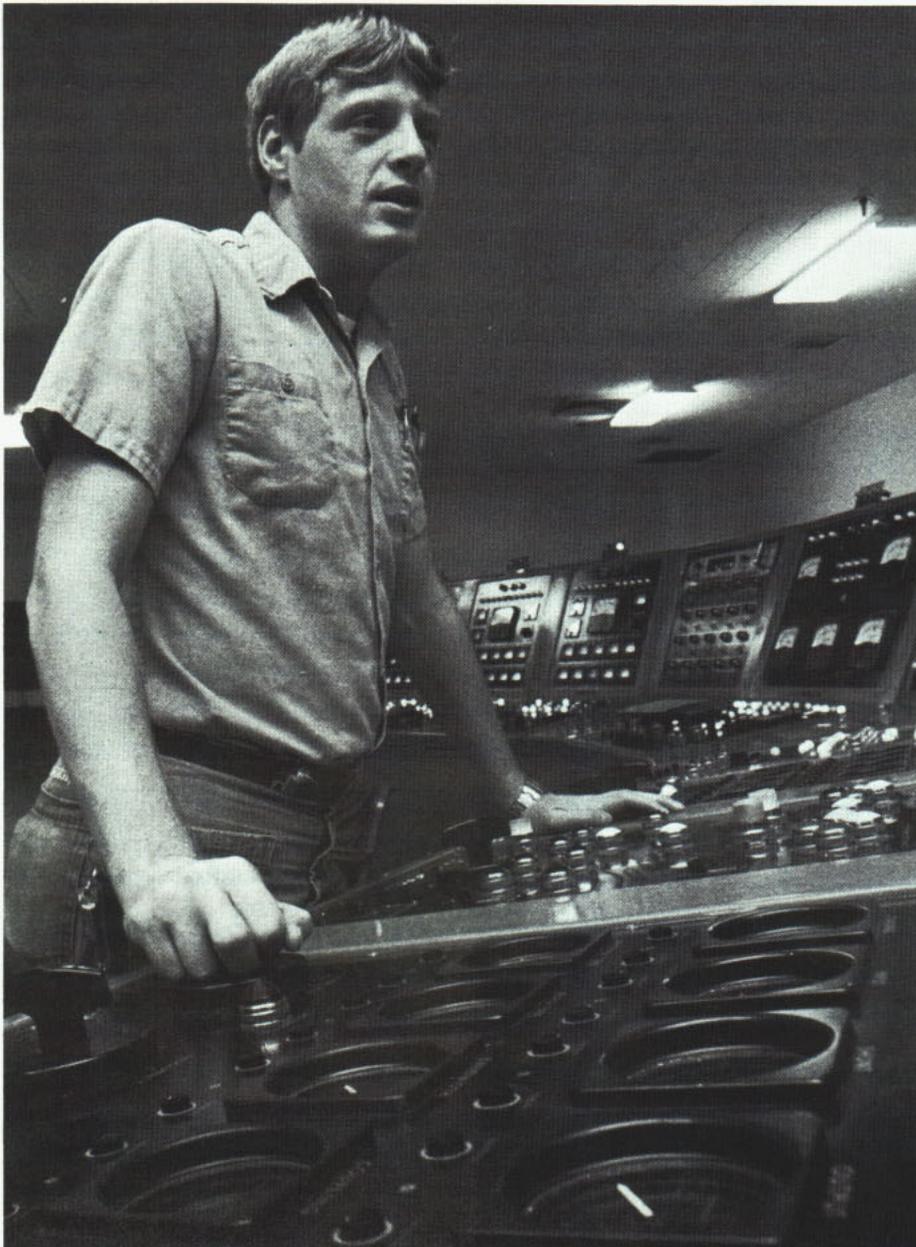
Australians, like their American cousins, love sports; volleyball, football, basketball and softball are Holt special-

ties. All sports, however, are not imported from the United States. Cricket, Australian rules football (in which players punt, kick and pass with their feet), soccer and field hockey—all traditional Aussie games—are played by Exmouth teams. Many U.S. sailors participate and find them "demanding and satisfying."

Twice a year, NAVCOMMSTA sends a varsity basketball team to compete in a basketball carnival at Geraldton, 425 miles south, and to the iron mining country northeast of the cape to play against Australian community teams.

Fast friendships and mutual admiration quickly result as U.S. sailors discover, sometimes to their chagrin, that Australians *really* can play basketball.

Though the two navies compete vigorously on the courts and gridirons, they share each other's national holidays—one of which is the Australian commemoration of the Gallipoli Campaign. April 25, 1978, marked the 63rd anniversary of the landing of the Australian and New Zealand Army Corps (ANZAC) at Gallipoli during World War I. Fighting for the British cause, the Corps' mission was to capture the Dardanelles, thereby enabling



Left: Radioman Third Class Frank Rosenberg at the console of the Very Low Frequency site. Above: Radioman Second Class Jack Rush with one of the VLF power amplifier tubes weighing more than 20 pounds each. Right: Electronics Technician (Radio) Third Class A. Blake Pilutti and RAN Leading Seaman John Briggs demonstrate that there's enough energy in the air in the operating helix room to light fluorescent tubes. Photos by PH2 Doug Cunningham.

Allied forces to pass through the Suez Canal, capture Constantinople, and bring help to Russians on the Eastern Front.

It's been said that Australia came of age during that campaign in which 8,587 men were killed and 19,357 wounded. Though a military failure, the campaign's heroism won its participants world respect. The landing date became a national holiday for Australia and New Zealand—and a special day for Americans at Harold E. Holt.

Each year, ANZAC Day is marked with solemn services, parades and regimental reunions. The 1978 commemo-

ration began at dawn in Exmouth as two RAN men and a U.S. Navy man and woman raised the Australian and American flags and then lowered them to half mast in honor of the Gallipoli dead. Following two minutes of silence, a requiem and reveille, the traditional wreaths were laid.

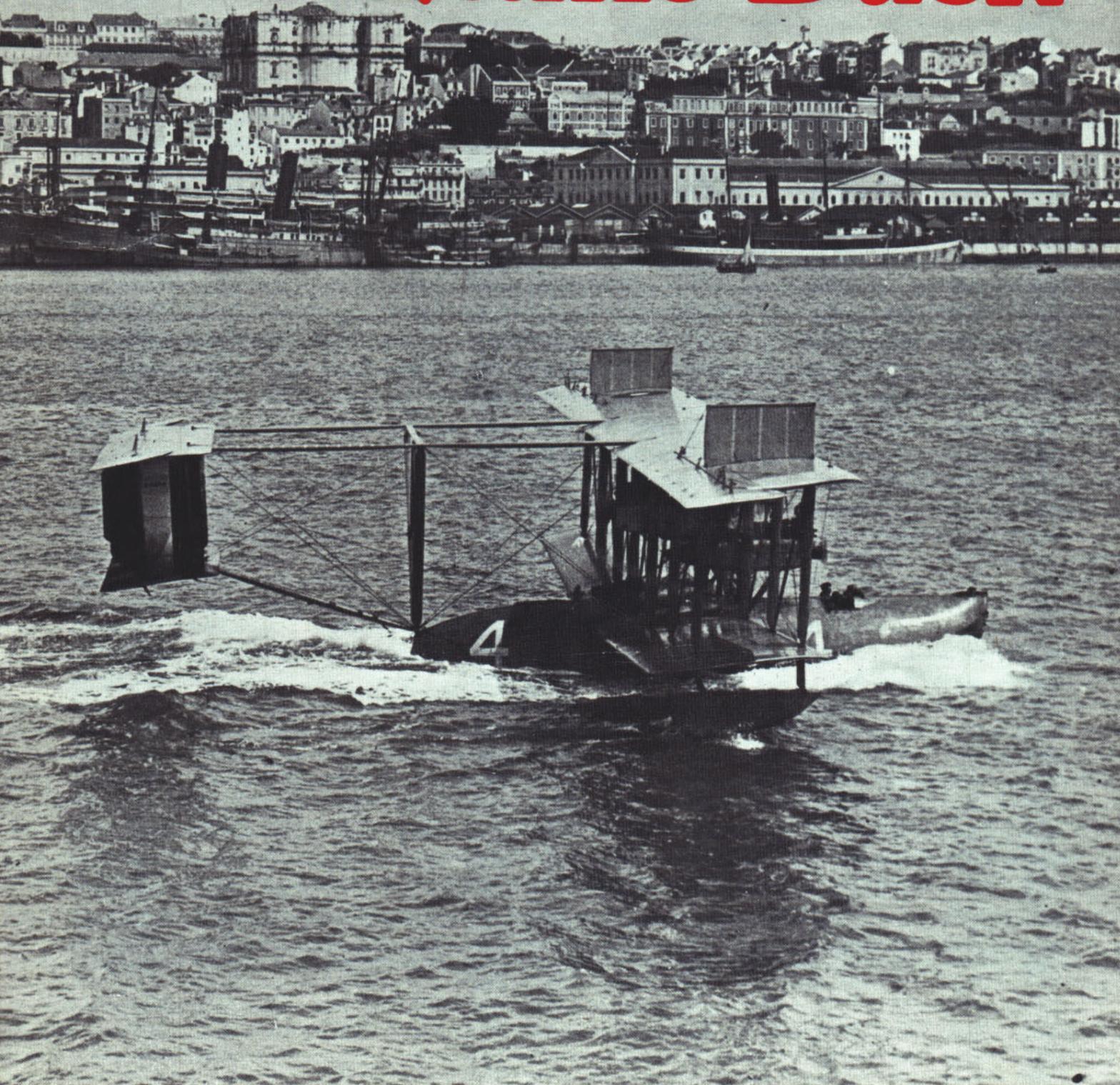
A contingent of U.S. Navy enlisted men and an all-women marching unit marched in the mid-day parade through Exmouth, along with ANZAC veterans, a Royal Australian Navy unit, the town fire brigade and units of Scouts. Leading the parade and filling the countryside with the melodious

sounds of bagpipes was the Exmouth Pipe Band. Following commemorative addresses by Australian officials, the Americans blended their voices with those of countrymen in the singing of hymns and the Australian anthem.

Services such as these, daily cooperation on the job, competition in sports and social affairs soon dispel any noticeable differences in nationalities. Cape dwellers don't think of themselves as Americans or Australians; they don't think of North West Cape as the Naval Communication Station—they're just people doing their jobs, living their lives, and the cape is home. ↓



NC-4: They Called Her a 'Lame Duck'



BY JO3 STEVE BELLOW

A nationwide celebration was under way in the early months of 1919, welcoming veterans home from the Great War. American newspapers captured the homecoming under bold headlines.

Beginning May 8, 1919, however, and continuing for the next 24 days, front page coverage of another story eclipsed the victory celebrations. On that day, three Navy aircraft took off on the first leg of an exciting venture that, hopefully, would take them over 4,000 miles across the Atlantic. This was man's first attempt to conquer the Atlantic by air.

From start to finish, the trans-Atlantic project was a tale of perseverance in overcoming almost endless difficulties. Next month (May), the aviation world observes the 60th anniversary of that epochal project.

The three NC (Navy-Curtiss) flying boats, designed for World War I anti-submarine duty, were the largest flying boats then in existence. Their fabric-

covered wing assemblies spanned 126 feet. Each aircraft's hull was constructed of two layers of cedar planking. Empty, the aircraft weighed about 15,000 pounds.

With the end of war in Europe, some people believed there was no longer any need for these huge, expensive flying boats. However, after NC-1 set a world's record in October 1918, while carrying 51 persons, the Navy proposed that the NC boats be prepared to fly the Atlantic before the summer of 1919. If successful, these roomy, wooden aircraft would be the harbinger of passenger and cargo transports that would be designed for later trans-Atlantic crossings.

On May 8, 1919, the three NCs departed the East Coast in their bold attempt to reach Europe via Newfoundland and the Azores. Leaving Naval Air Station Rockaway, N.Y., were NC-1, -3 and -4 (-2 had been "cannibalized" for spare parts).

Commander John H. Towers, navi-

gator of NC-3 and originator of this daring attempt, led the three flying boats to their first scheduled stop, Halifax, Nova Scotia. NC-4 was commanded by Lieutenant Commander Albert C. Read, and NC-1 by Lieutenant Commander Patrick N.L. Bellinger.

Two of the craft, NC-3 and NC-1, arrived at Halifax without incident. NC-4 developed engine trouble offshore Cape Cod and landed at sea, taxiing on the surface to Naval Air Station, Chatham, Mass., where her 400-h.p. engines could be repaired.

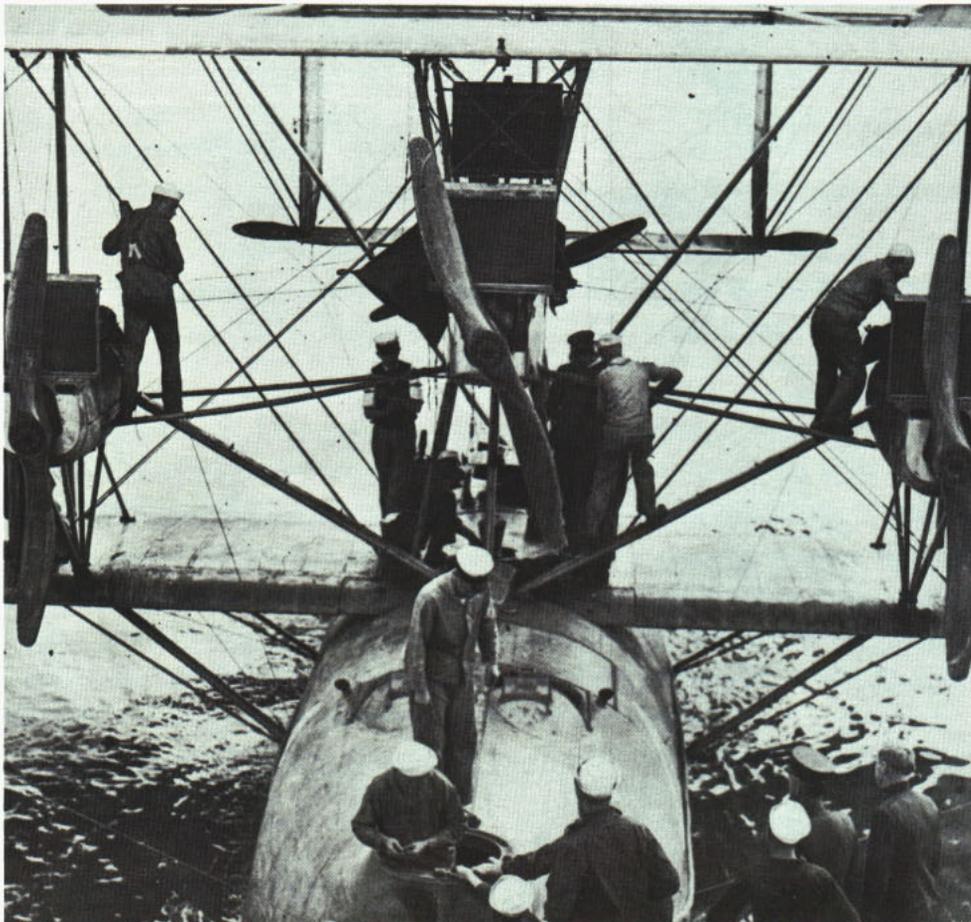
Newspapers were calling the NC-4 the "lame duck" and were circulating rumors that she should withdraw from the flight. This initial setback wouldn't have been so discouraging to LCDR Read and his five crewmen had they known that NC-4—in the end—would be the only flying boat to complete the crossing.

Trouble plagued NC-1 and -3, as well. After their landing at Halifax, their propellers developed serious cracks, forcing the crews to lose a day while the props were replaced. Meanwhile, repairs were completed on NC-4 but gale-force winds and rain kept her at Chatham.

On May 16, eight days after the start of the flight, the three NC boats (having grouped again in Newfoundland) roared down Trepassey harbor and climbed into the gathering darkness. Cruising at about 72 knots, the crews spent a lonely night, apprehensive of the 1,200-mile stretch between Newfoundland and the Azores. Though cold and uncomfortable, they passed the night without incident.

In the night, the aviators drew some comfort as they passed the 21 Navy destroyers that had been stationed at intervals between Newfoundland and the Azores. The destroyers served as visual and radio navigation aids and communication links. Their secondary task was

Facing page: The lone survivor, the NC-4, piloted by Lieutenant Commander A. C. Read, after landing in the Tagus River at Lisbon after its grueling 24-day adventure. The Navy-Curtiss flying boat had proven that regular trans-Atlantic flight was about to become a reality. Left: The NC-4 being readied at the Naval Air Station, Rockaway, N.Y., for its pioneering flight.



to provide weather intelligence and, if necessary, rescue service.

The security of having 21 destroyers strung out below them may have given the impression that the flight was a simple affair. But in 1919, when aerial navigation across a great trackless sea was not yet an accomplished fact, when aircraft radio was primitive and unreliable, and, when many flight instruments were yet to be invented, it was not easy to zero in on nine tiny islands scattered over several hundred square miles of ocean. If an eastbound pilot missed the Azores, his next landfall was Africa, hundreds of miles away.

At dawn, CDR Towers spotted a ship in the fog on the horizon. He took it to be one of the Navy destroyers and altered his course accordingly. The ship Towers saw was the cruiser *Marblehead* returning from Europe, and this misidentification produced an erroneous bearing that took NC-3 far off course.

Running low on fuel, NC-3 made a forced landing in the rough seas, and the impact collapsed the struts supporting the centerline engines. NC-3 could go no farther by air—but Towers managed to sail the craft backward 205 miles to her destination in the Azores.

Flying several miles away to avoid the chance of mid-air collision in the darkness and fog, LCDR Bellinger had similar difficulty, but landed his NC-1 on the water without sustaining damage. Once down, 60-knot winds and mountainous seas prevented any headway. Luckily, a Greek freighter appeared out of the fog, rescuing Bellinger and his crew. Attempts to retrieve NC-1 failed because of the violent seas. She sank three days later.

Meanwhile, LCDR Read in NC-4 found a break in the fog and, after a seemingly endless 15-hour flight, landed his craft in the harbor of Horta, not far from the island of Fayal in the Western Azores.

For almost three anxious days, NC-4 rode her moorings at Horta, kept there by high seas, rain, and fog. On the 20th, the weather cleared slightly, permitting takeoff. In less than two hours NC-4 reached Ponta Delgada, another seaport community in the Azores. But a

week of bad weather and more engine troubles delayed her departure for Lisbon. Finally, at dawn on May 27, she continued the journey.

Another chain of destroyers extended between the Azores and Lisbon; as NC-4 flew over them, each ship radioed ahead her passage. Progress of the NC-4 was being tracked by the Navy Department in Washington as well. Finally, word passed from the last ship in the picket line that completion of the flight was only minutes away. Then, at one minute past 8 p.m. on May 27, 1919, NC-4 touched down in the Tagus River off Lisbon. The first trans-Atlantic flight was an accomplished fact.

NC-4 continued the final leg of her historic journey on May 30, landing at Plymouth, England, the port from which the Pilgrim Fathers had left for America 299 years before. The 24-day venture had ended.

NC-4's successful trans-Atlantic crossing meant that no one again could be first. After May 1919, the world

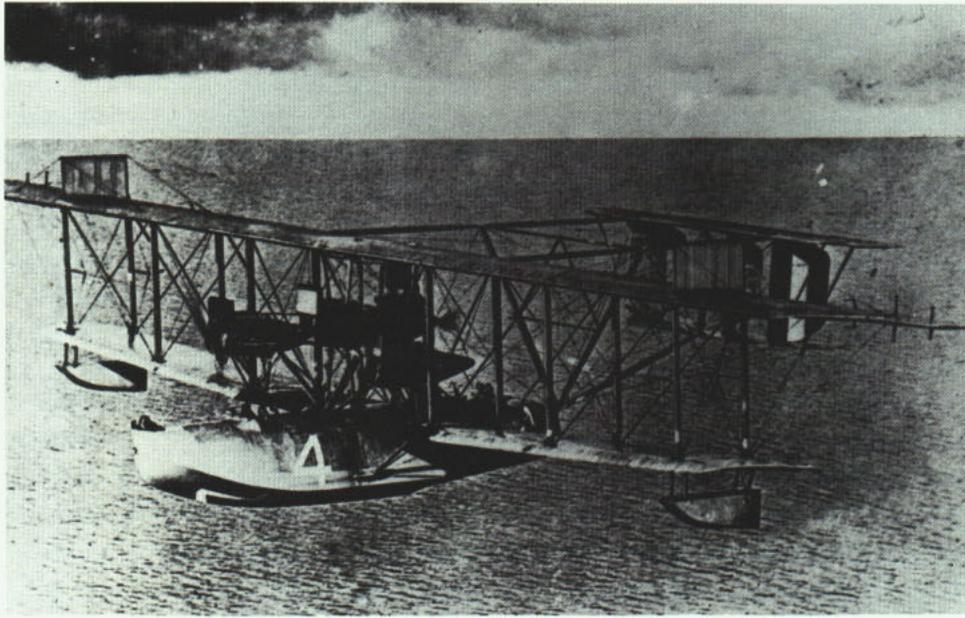
knew that men would fly the Atlantic again—and again. They would fly it faster and with fewer stops. They would fly it non-stop. They would fly it in company, and alone. They would fly it with tens and even hundreds of passengers, at speeds and with comforts impossible to imagine in 1919.

Following her return by ship to the United States later that year, NC-4 was taken on a year-long recruiting tour of the country. The plane elicited much the same wonderment and interest that is accorded now to a recovered space capsule.

Today, 60 years old, the NC-4 flying boat has a well-deserved place in history along with the Wright Brothers' flyer biplane and Lindbergh's *Spirit of St. Louis*.

On display at the Aviation Museum, Pensacola, Fla., the reconstructed NC-4 is a reminder of the hardships of early aviation and of the skill and daring of the men who crossed the Atlantic in the Navy's aerial flying boats. ↓

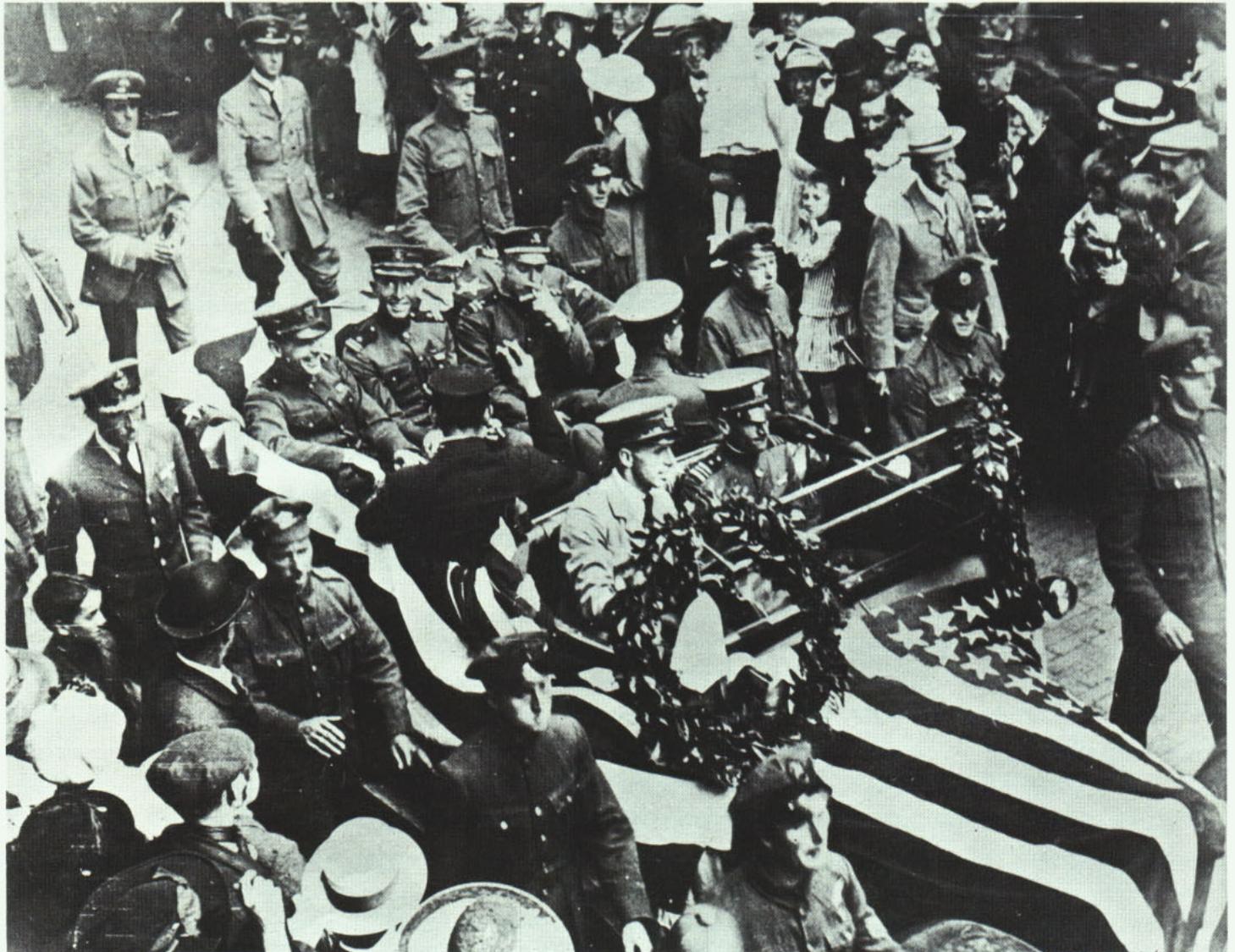




Opposite page: Lieutenant Commander Read with Commander Cummings (right) in a relaxed mood on the voyage home.

Left: The famous flying boat making a trial flight near the Naval Air Station at Rockaway, N.Y. The plane can be seen today at the Naval Aviation Museum at NAS Pensacola, Fla.

Below: A heroes' welcome awaited the crew after their landing at Plymouth, England, on May 30.





Truckin' with Big Moe

STORY AND PHOTOS BY
PH2 WILLIAM BREYFOGLE

Close your eyes and think "Navy."

It's an even bet that certain pictures will come to mind. Gray ships, sailors on liberty in foreign ports, "Tin Cans," "Bird Farms"—they're all part of the Navy.

Not to Equipment Operator First

Class Billy "Big Moe" Moshenek—not entirely.

The "foreign ports" in his daydreams are small, Midwest towns. His "ship" is a diesel-powered tractor/trailer, and his oceans are the nation's interstate highways. As an exhibitor/showman for the Navy's Recruiting Exhibit Center in Washington, D.C., his main duty is "truckin'."

Moshenek drives the Navy Careers Education van, a 40-foot, walk-through traveling multimedia display. With the latest in video tape players, slide presentations, and floor-to-ceiling photographs, the exhibit graphically depicts the highlights of a Navy career: professional training, good jobs and world travel.

Assisted by local recruiters, Moshenek sets up, operates and maintains the electronic displays, holds daily "field day," talks with prospective sailors, and, of course, drives. He calls at vocational schools, high schools and community colleges all across the country.

He loves his job and will tell you so. "Driving this rig is my hobby. I'd rather 'herd' this big ol' thing than drive a Cadillac.

"I also like being with the young people we come into contact with—they're smart. I enjoy showing them what we've got to offer."

Like all proud truckers, "Big Moe" lavishes attention on his 14-wheeler and is genuinely pleased when others notice its bright, Navy blue paint scheme.

"That's a right, pretty truck you got there, good buddy," crackles the radio in the cab. "Sure wish mine looked that good."

Much as he likes his job, he admits it does have its drawbacks. "Most of the time, truckin' is pure pleasure," he explains, "but sometimes this cab can be the loneliest place on God's earth...espe-



The Careers Education Van brings Navy information to thousands of high school and college students.

cially when I've been on the road for a few months, in a new town, and don't know anybody. That's when it gets lonely—but it passes."

On his last stint, which kept him on the road for about nine months, he and his van crisscrossed 31 states for two performances a day, five days a week.

"Actually, it's not really all that much. When I was a civilian trucker, I used to average about 150,000 miles per year. This year, I'll get only about 42,000 miles. But with all those stops, that still adds up."

One might think that with such an existence, Moshenek would lose touch with the Navy and think of himself as just a trucker. "Not so," he says. "I'm proud to wear this uniform, and if people don't believe that I'm proud to be a Navy man I'll sure tell them."

He has served as a heavy equipment operator in many of the Navy's mobile construction battalions. Still, as much as he loves trucking, Moshenek enjoys duty with the Seabees.

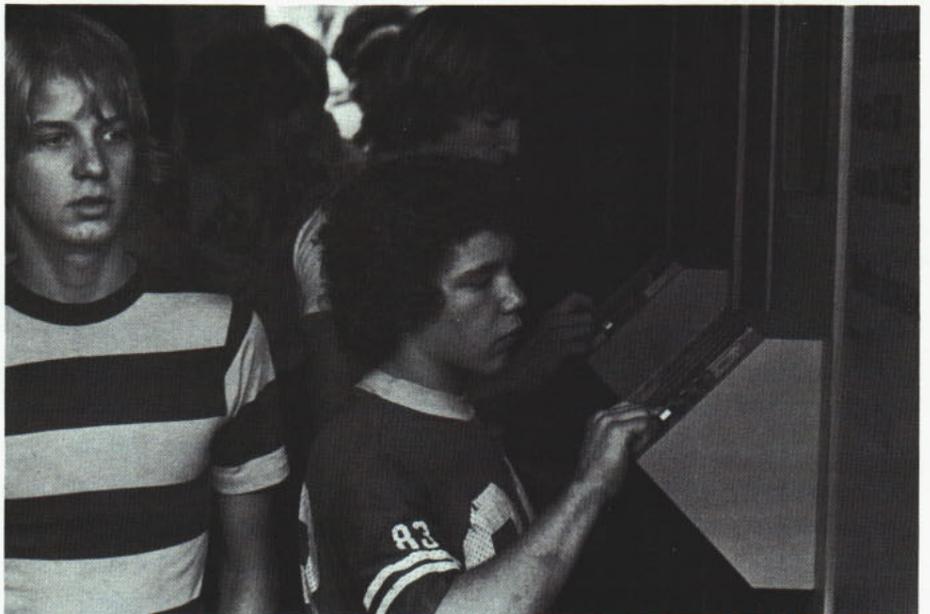
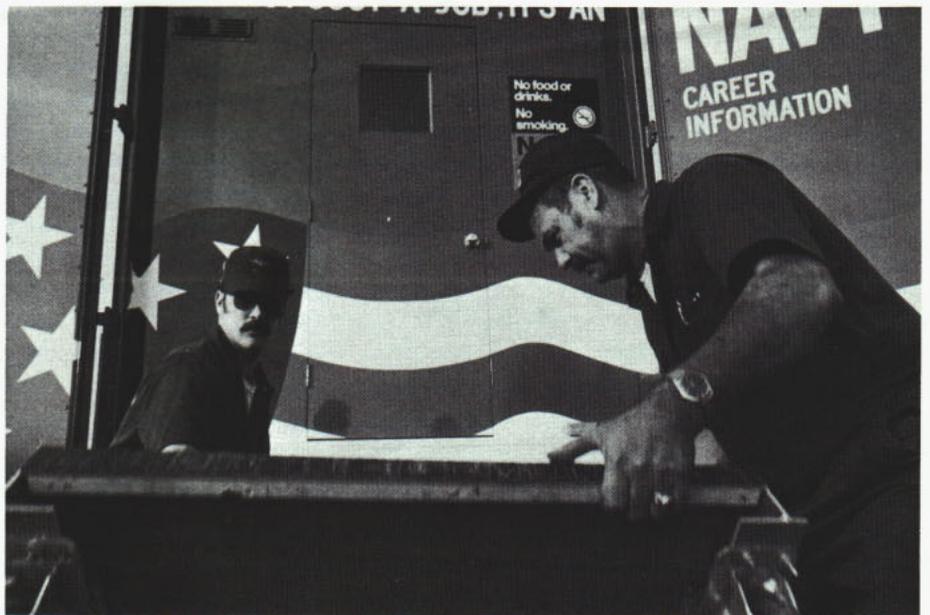
"When I'm with a battalion, I like the feeling of doing a good job and getting the project done."

Even in a construction battalion, he took time out to meet and talk with the Navy's young people. "Young guys seem to trust me. They know that they can come to me with their problems, and I'll do everything I can to help. 'Moe's cool,' they'll say. I like that," he chuckles.

Meanwhile, he's back in his element, on the road again. Ahead lies an unbroken expanse of concrete "super-slab" and another show to do that day.

Shifting gears on a steep upgrade, he reflects, "Happy? Sure I am. The Navy's paying me to do what I like best, truckin' and talkin'." ↓

Top: Before every performance, Moe and the local recruiter, in this case AMH2 (AC) Bob Walsh (left), set up the entrance and exit stairs. Middle: Video-tape players, photographs and random-access slide projectors give Indiana high school students a good idea of what a Navy career is all about. Bottom: Anticipating heavy snows ahead, Moe hooks tire chains to his 14-wheeler van.



Recruiters of the Year - 1978

STORY BY PH1 TERRY MITCHELL
PHOTOS BY PH1 DON SALLEE

For many young people, a Navy Recruiter is their first encounter with the Navy. That first impression is critical and usually has a lasting influence. The people chosen as Recruiters of the Year made that critical first impression pay off in over 443 enlistments and 177 officer accessions in fiscal year 78.

"The candidate is looking at you while you're talking to him, said Lieutenant John Chalker, Officer Recruiter

LT John E. Chalker



of the Year from the San Diego Recruiting District. "He sees that you're successful and that's what he wants also. If you're sitting there looking humdrum, looking like you don't enjoy what you're doing, he doesn't want any part of you or what you represent.

"But, if you have all your ducks in a row, all your marbles in one bag, he says to himself, 'Hey, I'd like to be with that outfit, especially if I get to do all those things he's talking about.'"

Getting their "...ducks in a row, all their marbles in one bag..." describes how six enlisted and six officers achieved prominence as Recruiters of the Year. Chosen by their recruiting districts and areas from over 3,500 Navy recruiters in the field, they are the best. A Navy Recruiting Command board then had the still more difficult task of selecting one enlisted and one officer from the winners as the Outstanding Recruiters of the Year.

Not just numbers, but quality numbers of people recruited played a large part in the board's selection of Signalman First Class Paul P. Covington and LCDR William H. Starnes as the top recruiters.

Covington, meritoriously advanced to chief petty officer as a result of his selection, recruits in a 15.5-square-mile area of Jersey City and Hoboken, N.J., Chief Covington doesn't wait for prospective enlistees to walk into his office; he goes to them, taking the Navy right into the inner city.

"When I walk down the street in uni-

form, and someone yells out 'Hey swabbie' or something similar, that's the guy I approach. I've got to convince him and the others that the Navy's a good deal. The rest seems to follow. I know they'll respond to the educational benefits and also the benefit of getting out of the city. That's what I hit them with first," said Covington.

Being on the street, or "walking and talking" is only one of the chief's recruiting techniques. He also takes the Navy to the local high schools for career day and classroom presentations.

It all adds up to meeting his quota,

SMC Paul Covington



Recruiters of the Year

which he dismisses as merely a figure. "We do have a quota to consider, he says, "but I like to help people—I'm interested in the individual. I try to find out first what they're looking for in the Navy. My goal comes second."

Covington's competitor is the blue-gray tube in everyone's living room. "Television has some of these guys living in a fantasy world. So, I tell them like it is—I don't try to cover up. Actually, I'll try to make it seem a little bit harder than it really is. Then when they come back from boot camp, they say 'The Navy's a piece of cake—it's not as hard as you said it would be.'"

Like his enlisted counterpart, Lieutenant Commander William Starnes takes the Navy to the campus and the community. But he also takes the candidate to the Navy. "We'll take guys on tours of nuclear submarines, and tours of the Charleston Naval Base," he says.



LCDR William H. Starnes

"After that, they decide if they're turned on to the program or if they don't want any part of it."

For those who are interested in Naval Aviation, Navy pilot Starnes gives the students an indoctrination flight in a T-34 trainer. "This gives us the opportunity to screen the applicant and see if he is

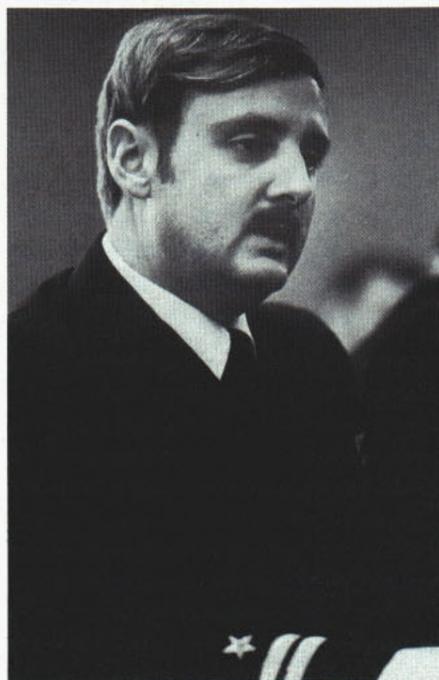
adaptable to Navy flying. It also gives the student a chance to see what Navy flying is all about," he said.

In the officer recruiters' quest for qualified college graduates, competition doesn't come from the other service recruiters but from large corporations and technical firms. Corporations simply increase the starting salary to lure a highly qualified graduate. But Lieutenant John Purkat, Officer Recruiter of the Year from the New Orleans District, has another answer. "We stress the amount of responsibility, at a very young career point, that the individual will encounter in the Navy," he says. "In most cases, that same individual will not have that kind of responsibility with a corporation."

About sea duty, Purkat tells candidates from the beginning. "Hey, we're in the Navy and sea duty is a fact of life." "Once that's out in the open, I can talk about other things. Surprisingly, very few people back off because of sea duty."

Torpedoman (SS) First Class Walter Trahan, Recruiter of the Year from the Houston District, says he's up against college recruiters. But Trahan's edge is the people he has recruited who come home on leave from boot camp or from

LT John R. Purkat



"A" school and help him out. "They don't have to sell," he says of his new sailors. "They just have to smile."

When Trahan was named Recruiter of the Year, the mayor of Lake Charles Louisiana presented him a key to the city and a local radio station named him "Citizen of the Week." This action says much for his standing in the community.

Rather than consider local colleges as his competition, Aerographer's Mate First Class Mike Nelson delights in sending candidates to college—on NROTC Scholarships. "I get a lot of



TMI Walter D. Trahan

mileage out of the NROTC program," Nelson says. "But instead of having a university representative award the scholarships, I like to do it myself."

It's not that the Minneapolis Recruiting District Recruiter of the Year likes the limelight. He feels if the Navy is selling an ROTC program, then a Navy representative should be involved.

Nelson also believes in getting everyone involved in recruiting—his wife, family, friends. He also uses all as a source of contacts.

Also from the Minneapolis District, Officer Recruiter of the Year Lieuten-



AG1 Michael J. Nelson

ant Commander Matthew Larson, used his expertise in market analysis to improve not only his recruiting figures but also the rest of the officer procurement team in his district. Larson took over much of the paper work from his fellow recruiters, allowing them to

LCDR Matthew D. Larson



accomplish the main objective—recruiting.

Pinpointing his methods, Larson says, “We’re looking at people in recruiting now who are basically extroverts, and above all, achievers. When they get to recruiting, they develop the tenacity to continue the success they’ve had.”

The Richmond Recruiting District Officer Recruiter of the Year, Lieutenant Thomas Snyder, is another believer in tenacity and hard work. “Still there are misconceptions about the Navy,” he says. “You’ve got to find out what they are. You have to start picking the guy’s mind to find out what he doesn’t like; then, come up with the do-likes about the Navy.”

Snyder’s method is to set up a little booth on campus in the student union—a “fruit stand” in recruiter parlance—where he is both visible and available. “I know the people on campuses are talk-



LT Thomas D. Snyder

ing about retirement packages, upward mobility, benefits and salary. They want to know these things because they are the more educated job seekers.

Like all recruiters, Snyder wears his uniform as much as possible to advertise the Navy. “Sure you get a lot of

questions about what you’re doing in the Navy and who you are. And you do get tired answering the same questions. “There’s a lot of frustration in this job, but there’s also a lot of satisfaction when that young ensign, right out of flight training, comes back to you with his new wings.

After five years of recruiting, Radioman First Class Darrell Lanterman has established an organized approach that allows him to do most of his recruiting right from his desk in Lancaster, Calif. Lanterman, the top enlisted recruiter from the Los Angeles District seeks out the person he thinks should be in the Navy.

“Hearing the truth about the Navy is a stumbling block only to those people who probably weren’t serious about it in the first place,” he said.

Lanterman uses brochures, video cassettes and other recruiting aids to satisfy the candidate’s thirst for information. Along the way, he says, “a recruiter has to dispel a lot of fears.”

Darrell’s excellence in recruiting not only contributed to his selection as a ROY, but also to his recent selection to the Career Recruiting Force.

All of the top recruiters regard personal concern as a necessary ingredient in successful recruiting. Boatswain’s

RMI Darrell R. Lanterman



Recruiters of the Year

Mate First Class Rufus Gibbs is no exception. He wants the prospective enlistee to like him first. "I take one person at a time," he says, "and each one of them gets to know me."

Gibbs wants each person that comes into "his" Navy to love the Navy.

Working out of a five-man station in metropolitan Charleston, S.C., Gibbs used his personal touch to nearly double his goal. One of the reasons he developed his offbeat style is because he felt that recruiting school emphasizes too much salesmanship and, as Rufus confesses, "I'm no salesman."

One recruiter is not at all sure he



BM1 Rufus L. Gibbs

should have received this year's award. Not only that, Lieutenant Charles Benway wasn't even sure what recruiting duty was all about at first.

"I got orders to recruiting duty in New York," he said, "and I thought I was going to spend two years on Times Square handing out leaflets. It's not like that at all!"

Benway steers people into the nuclear power programs, something he doesn't do by just by handling out leaflets. He reorganized the recruiting systems used in his office to the point where recruiters

generated their own leads and a followup system as well. His system involves the entire office staff so that anyone can handle any candidate brought into the office.

As for his selection as the Recruiter of the Year from the New York District, he feels that everyone in the office should have gotten it instead of just him. "Why should recruiting stress an individual's productivity, when the rest of the Navy is *team* oriented?" he asks.

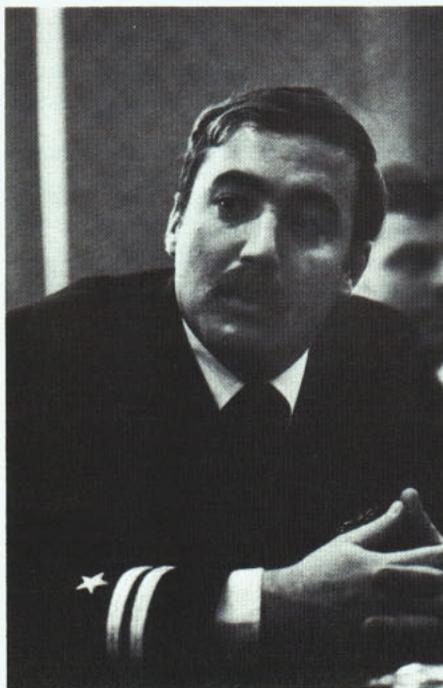
Benway used much more than his recruiting aids, he created some new ones. He initiated new advertisements, nuclear power recruiting posters and a brochure entitled "Interesting Facts About Nuclear Power".

Pittsburgh's Recruiter of the Year, Navy Counselor First Class James Eller II, feels his success is due to two things—his enjoyment of the Navy and his love of recruiting. A "morning organizer," Eller maps out his schedule early in the day and sticks to it. He gets a little jittery before the day's first call. As a way to combat the jitters, he gets on the phone right away.

"But that doesn't mean that an early morning contact is more likely to join the Navy than a later one," he says.

Eller, a selectee for advancement to chief, has received numerous awards,

LT Charles Benway



including a letter of commendation from Commander, Navy Recruiting Command upon attainment of his tenth Gold Wreath (encircling the recruiter's badge) for recruiting excellence.

All of the Recruiters of the Year and their wives were rewarded with trips to Washington, D.C., where each recruiter received the Navy Achievement Medal, a plaque from the Commander, Navy Recruiting Command and another plaque given by the commander of their respective recruiting area.

The Washington visit was an intensive four days of briefings, tours, luncheons and discussions. While the wives visited Washington landmarks, the ROYS attended meetings at Recruiting Command headquarters.

Everywhere the recruiters and their wives went, they received special attention, equal to that given visiting digni-



NCI James M. Eller

taries. They rated the first class treatment, because of the special attention they gave to their job as recruiters. ↓



*Left: Lcdr Starnes introduces his wife, Patricia, to ADM Thomas B. Hayward at a reception in the CNO's office.
Below: SMC Covington and his wife, Sherry Ann, with ADM Hayward.
Bottom: ADM Hayward and the enlisted Recruiters of the Year. (Photos by PHI Terry Mitchell)*



Modular Techniques Permit Assembly-line Operation

STORY BY J01 DAN WHEELER
PHOTOS BY PH1 TERRY MITCHELL

In southern Mississippi, where the Pascagoula pours into the Gulf of Mexico, there lies a 611-acre tract of reclaimed swamp.

Marsh birds have long since disappeared from the land. Every day, however, the conversations of 19,000 shift workers drown in the screeching of steel plates being wrenched into assigned shapes. Where vegetation once flourished, 75-foot straddle cranes, bells clanging, lumber from one work station to another. Burnished aluminum super-

structures and red-lead hull fill niches formerly inhabited by reptiles.

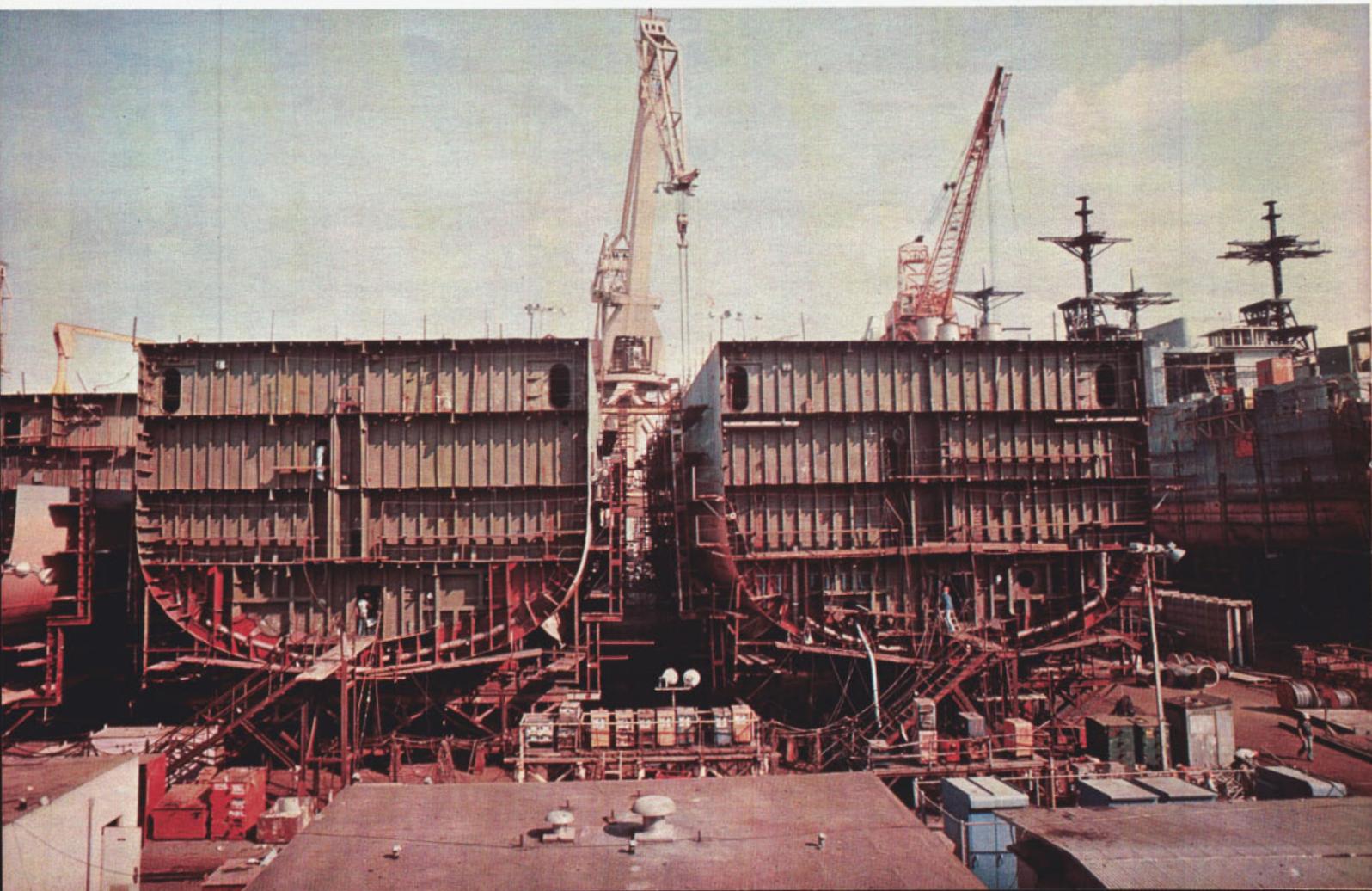
This is Ingalls Shipbuilding division of Litton Industries in Pascagoula where the navy's newest destroyers are built on an assembly line, using modular techniques.

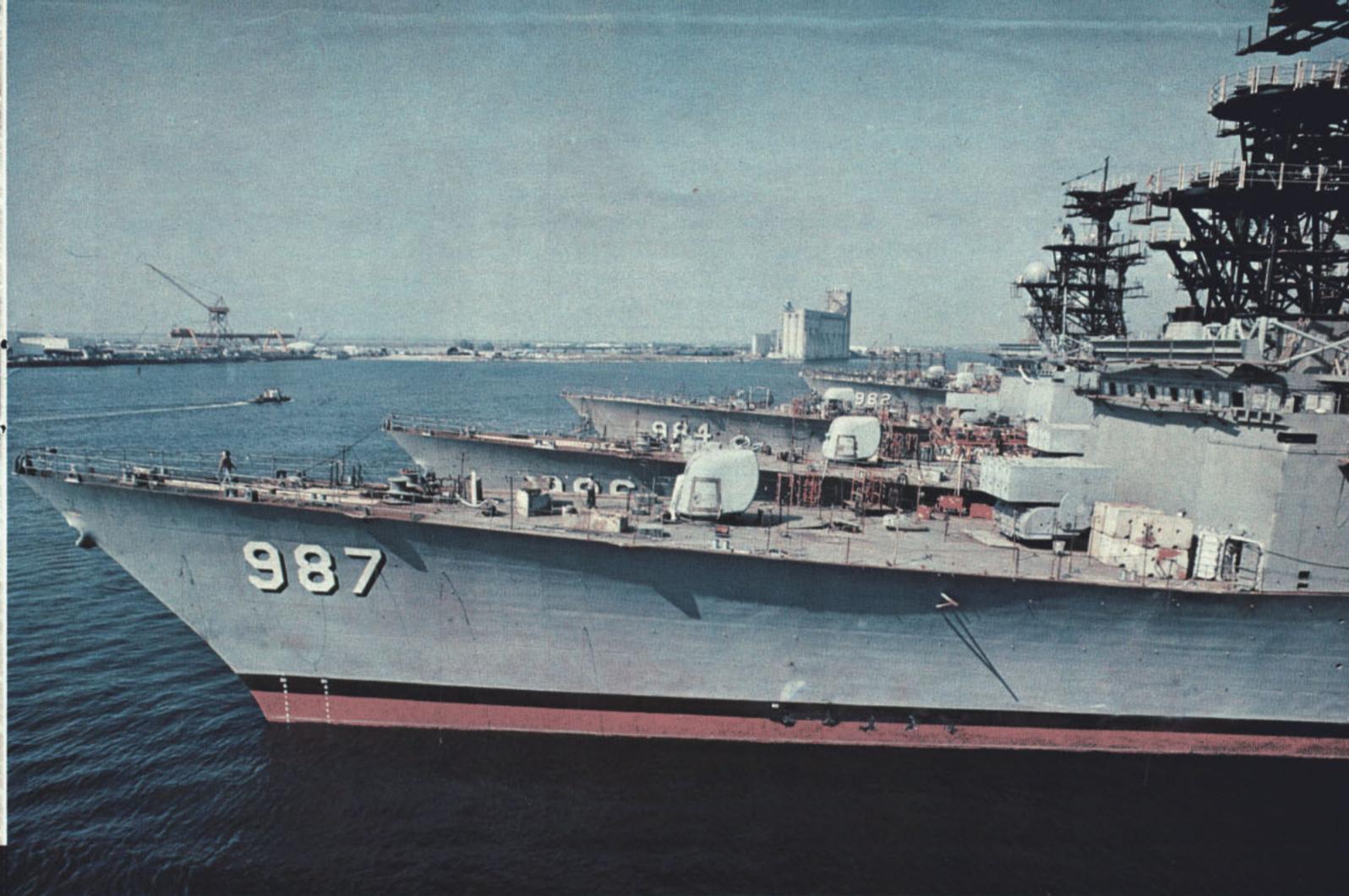
During four decades of shipbuilding—most of it on the Pascagoula's east bank—Ingalls has built more than 270 Navy and merchant marine ships, every kind from nuclear-powered submarines and sub tenders to escort aircraft carriers and auxiliary craft. Yet, in the early 1970s, the yard geared up for its most ambitious project: the design and con-

struction of 30 *Spruance*-class destroyers. Those DDs, designed to be the Navy's most advanced ASW platforms, had to be built economically and with room for expansion as new technology produced more sophisticated equipment.

With that goal, Ingalls expanded its shipbuilding facilities to include the reclaimed west bank of the Pascagoula.

Right: The destroyers O'Bannon (987), Harry W. Hill (986), Leftwich (984) and Nicholson (982) moored on the east bank of the shipyard await final work and initial outfitting. Bottom: In what appears to be a mirror image, two destroyer midsections are worked inside and out.





Previously, each Ingalls' vessel had been constructed on shipways and launched when 40 to 50 percent complete. Using this conventional and time-tested method of construction, the yard's primary goals were to build a watertight hull, launch it, and then fill it with weapons and electronic systems. This method worked, but it was neither time- nor cost-efficient for building 30 ships of the same design. Additionally, it had the drawback of delaying installation of major systems until after launching—a time-consuming process complicated by the relative inaccessibility of completed hulls.

These drawbacks were overcome and quality-control capabilities increased when Ingalls pioneered modern modular building techniques in the United States. Shipways were not used. An assembly-line-type operation, similar in many ways to what one might expect to find in a pre-fab home production plant, replaced them.

Under the modular concept—instead of building one completed hull, launch-

ing it, installing major systems, and then starting another—the yard began construction of five ships simultaneously, each in three major sections called modules. Each module—forward, middle and aft—consists of numerous subsections originating in all parts of the yard. Because material flows in an orderly and pre-determined fashion from one work station to another throughout the yard, all sections converge in one of the three modules, installed as needed.

It takes about 18 months for a sheet of steel or aluminum to flow through the 20 or so work stations where it is shaped into superstructures, ducts, keels and deck plates and ends up as part of a module. Then it takes another two weeks to move the modules with four-wheeled carts and weld them together. The key advantage to modular construction is that much of the early outfitting is accomplished while the ship is still in three sections. Pipe, sheetmetal duct work, machinery and electrical components are installed, before the

hull sections are joined, allowing easy access. At the time of launch, the ship is approximately 70 percent complete.

Since Ingalls is responsible for designing *Spruance* DDs and for procuring and installing practically every weapons and electronic system used in them, the yard tests each component at Ingalls' Land-Based Test Facility (LBTF). In the LBTFs, missile fire control, surveillance, exterior communications and electrical navigational systems, to name a few, are assembled in the exact configurations in which they will appear inside the ship's skin. Next, each is tested in simulated combat situations and attached to aluminum frames or pallets. Each pallet is subsequently installed in the appropriate compartment and the modules are welded together. Finally, all systems are connected to power sources and additional system units (located in other modules).

With systems installed, hull watertight, and superstructure welded into place, the ship is moved to a floating drydock where she's launched. (A note

to trivia buffs: the same four-wheeled, electric carts which carry each ship to drydock are credited with having moved the heaviest object ever transported by man across dry land. That object—an Ingalls-built LHA—weighed as much as 30,000 compact cars, about 60-million pounds.)

It takes the drydock about eight hours to fill with water, thereby floating the DD which is then towed to the east bank docks. During the ensuing year, each destroyer is painted throughout, habitability items are installed, all those tests requiring water—calibrating sonar equipment and testing engines, for instance—are performed, and sea trials are held. All this accomplished, the ship is commissioned and sent to the fleet. At this time, every *Spruance* ship has either been built or is in some stage of construction. The yard is turning out a completed product at the rate of one every ten weeks, with the last expected to be commissioned in November 1980.

About six months after commissioning, each ship returns to Pascagoula for a post shakedown availability period—in many ways similar to the warranty service required by the sellers of new automobiles. During PSA, additional equipment is installed and discrepancies occurring since commissioning are corrected. The whole operation usually takes about four to six weeks, after

which each destroyer leaves Ingalls for the last time.

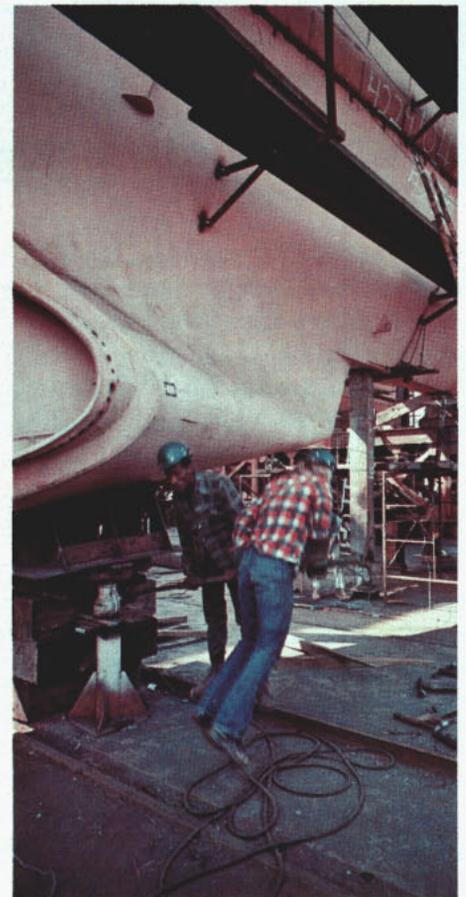
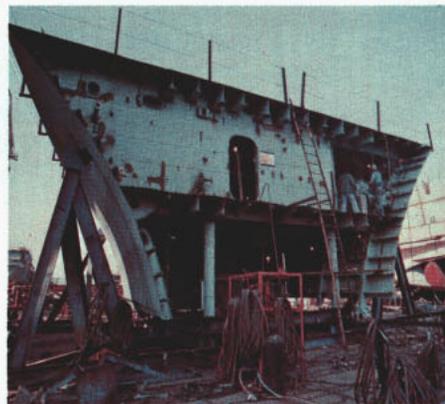
From the yards following PSA, they sail wherever ordered, always involved in training, always ready to fulfill the mission for which they were built: “to seek out the enemy and attack.” It was with that mission in mind that Ingalls Shipbuilding designed and built the *Spruance*-class destroyers, three modules at a time.

Right: Dwarfed by immense hulls, a shipyard worker calls to her co-workers atop the scaffolding.

Below: Supported in a jig of steel I-beams, a bow section is worked on amid a jungle of acetylene and oxygen welding hoses.

Lower right: Positioning a dome under a bow section for welding requires herculean effort, but with precision of 1/8 of an inch.

Lower left: Welders, piecing together a honey-combed bottom section, weld the huge pieces upside down instead of holding the torches overhead.



Grating Noise Is a Shipbuilder's Music

"I hear America singing, the varied carols I hear." Penned by Walt Whitman nearly a century ago, few phrases better capture the *feeling* of a shipyard or the sounds of men and women building America's warships.

As a single impression, a shipyard is cluttered and dirty; its noise assaults and grates on the nerves. The onslaught comes from all directions; there seems no place to escape to silence.

Yet, to one attuned to its various sources, yard sounds aren't exactly noise. As Whitman observed, they are merely the music of America at work, building for defense.

Sparks spray like fireworks on the Fourth of July. A welding torch hisses its tune as a woman worker bends over her work, ensuring a proper weld. An aluminum sheet screams as it bends in a

set of mechanical jaws. The quiet humming of an unshaven operator perched close at hand is barely audible.

There's more: motors whine, engines putt, hammers pound, bells clang to warn of an approaching crane hoisting a keel, whistles signal lunchtime, sand scrapes raucously as it's spewed against old paint by compressed air, and a thousand private conversations scream to be heard above the din of ships being born.

Each tune contributes to the cacophony in its own key, yet the feeling is more than sound—it's visual as well.

Painted on the starboard bow of the incomplete *Devo* (DD 989) "Kojack & Phyllis" jumps out at all who pass—a silent proclamation of love soon to be covered with haze gray. Above it, men stretch and women stoop on scaffolding. As the plank beats gently against

the hull, they slap primer on sanded sections. Skyward, cream-colored sonar housing and red-splotted hulls resting on keel stands blur against the winter sun. Beyond that, yellow cranes swinging their tentacles chug along on tracks—creatures from another world searching for a ship to attack.

Before they are welded together, each ship waits in three sections, each more than 150 feet long, for hundreds of workers to complete assigned tasks. As on an assembly line, some turn a screw while others weld a particular seam or paint a designated section of hull—no job seems important alone. Yet, delete one of them, only one, and a trainload

As the flush-decked hulls in the background near completion, one welder heli-arcs aluminum plates together to form a deckhouse.



of steel would never be transformed into a ship of the line.

Invisible to the casual observer, ship parts flow with measured precision from one station to another on forklifts, truck beds or simply cradled in the "v" of a worker's arms. Across 611 acres of shipyard, according to schedule, work begins on various parts and each part moves from point to point until it arrives at the module where needed, exactly on time.

No gravel covers the ground. Instead, seashells splashed with black sand-blasting compound called "black beauty," pitch the sun's glare into the eyes of all who look downward. Mixed with broken oyster shells are twisted bolts already rusted, billfolder-sized bits of steel and pieces of discarded aluminum—all relics of past construction jobs. Strategically located in what appears to be a salvage yard, ducts, angle-irons, pieces of corroding pipe and sundry bits of metal in various shapes lay piled on wooden skids. Each

item bears a number. Each has been inventoried and assigned to a specific ship. All will be used. None will be left when the last ship is launched.

So it goes around the clock, two shifts a day, five days a week. Amid the noise, the clutter, the dirt and pungent odor of burning solder, construction forges on—warships are born and weaned from the yard. To those who convert ship plans and blueprints into floating, fighting vessels, one warship is like another and each working day is little different from the one before. Yet, as surely as if they sailed the ships they build, shipyard workers also serve; no navy shifts its colors without them. ↓

— JOI Wheeler/PHI Mitchell

Right: A shipyard inspector on the scaffolding of an inverted bow section. Inspecting each step in the formation of the section, he'll scrawl the next instructions with chalk directly onto the work.

Below: Humming to himself, a machine operator forms plate aluminum into pieces for the drain system of a deck house.





*Left: Two workers remove scaffolding from a nearly finished hull.
Below: Accomplishing that last bit of precision positioning becomes difficult when the object is of overwhelming weight.
Bottom: A shipyard worker drives wedges underneath a dome with sledge hammer blows.*



Taking the Pinch out of Pre-Com

Readying a new construction warship for naval service normally demands at least a year of thorough inspections and exhausting work by a pre-commissioning crew. Working alongside builders and contractors, each pre-com crew inspects their ship from her double bottom to her bridge, ferreting out discrepancies, getting them corrected and ensuring that the Navy receives the quality ship it ordered. After a few months of the typical pre-com regimen, even extended deployment seems a welcome respite.

"I've been in a number of pre-com crews, but *Moosbrugger's* pre-com here in Pascagoula is the smoothest I've seen," said Chief Operations Specialist Howard Cunningham, a DD-980 crew member. "The Fleet Introduction Team is invaluable. I can spend my time training my division because FIT *Spruance* spent theirs taking care of my headaches."

The Navy's newest pre-commissioning program—Fleet Introduction Team, *Spruance* (DD 963) Class Destroyers—in use at Ingalls Shipbuilding in Mississippi, is readying DD-963s for the fleet. The FIT concept in modified form is also being used in the FFG-7 construction program.

"Basically, FIT *Spruance* fulfills the pre-com crew requirements in the post-launch phase of construction up to

Operations Specialist Second Class Terry Pringle (right) of the FIT Spruance team briefs Chief Operations Specialist Howard Cunningham on the special features employed on a repeater located on the bridge.



delivery," said Commander Clyde Carter, FIT's Chief Staff Officer. "In previous construction programs, some pre-com crew members arrived at shipyards as much as a year before their ship was commissioned."

That hasn't been the case in Pascagoula where 30 new destroyers are being finished at the rate of one every couple of months. "Instead of handling pre-com the traditional way," CDR Carter said, "the Navy decided in this construction program that it could cut per diem costs, minimize family separations, improve pre-com efficiency and continuity by assigning a permanent command of officers and enlisted people at the shipyard to act as the nucleus crew for each destroyer."

FIT *Spruance's* 90 or so people monitor all phases of final construction, identify recurring problems and get them corrected prior to delivery to the commissioning crew.

FIT has three inspection teams of about 15 members each. They spend all of their time aboard their assigned ships during the final six months of construction monitoring the day to day progress.

Though not at the shipyard during the post-launch construction period, prospective crews are being readied for their ship via the "training pipeline"—an indoctrination period lasting well over a year for specialists such as gas turbine technicians and three months or less for certain administrative ratings.

"Each officer and the majority of the crew are initially sent to specialized schools relating to their individual assignment on the ship," CDR Carter said. "Next, they assemble either in San Diego or Norfolk for approximately eight weeks of team training where they learn how to function as a single unit on a *Spruance* ship."

Training completed, the full crew arrives to find most of the construction finished, equipment tested and spaces cleaned. It's then that each ship's FIT team begins indoctrinating key crew

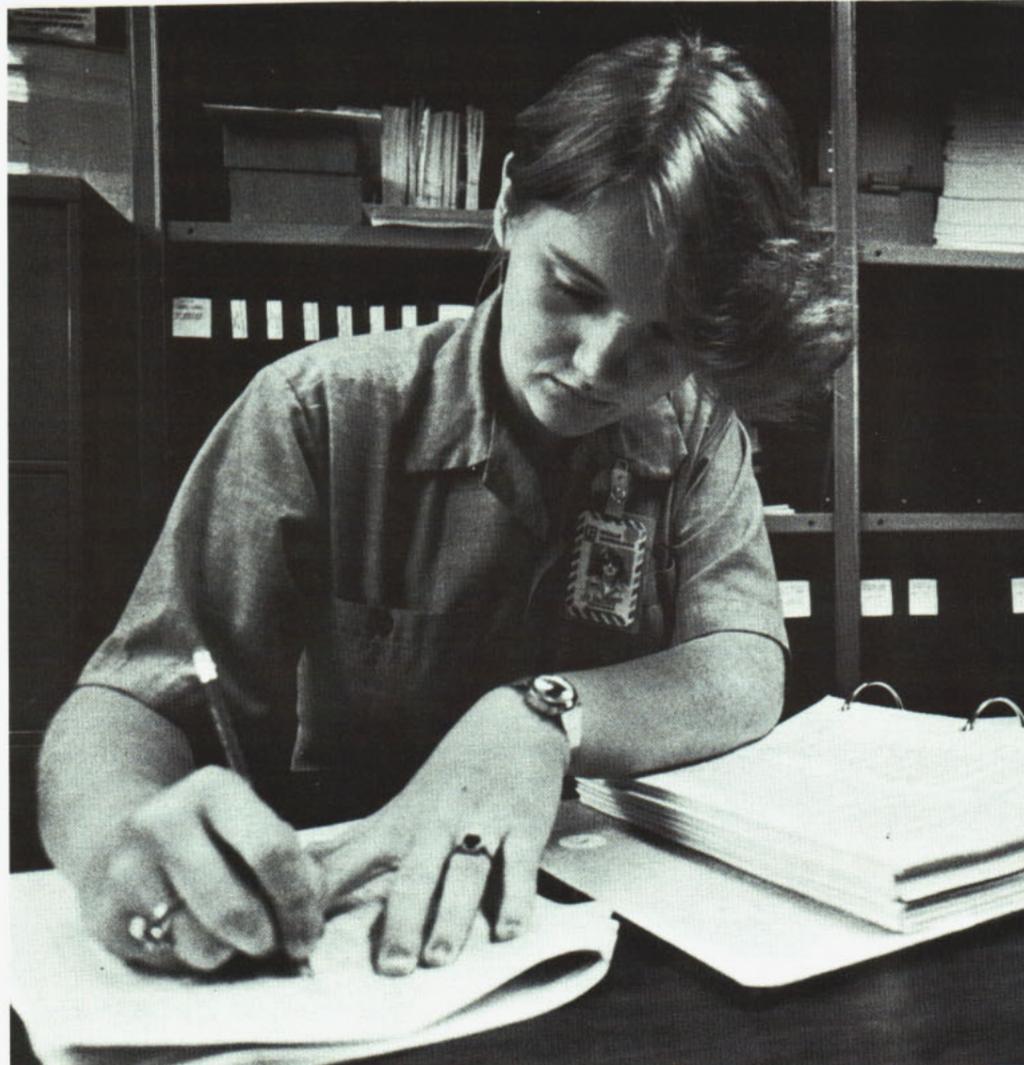


Master Chief Gas Turbine Technician John A. Ecker (former ENCM), a member of the FIT *Spruance* team.

members with on-the-job training. For some crew members this means basic indoctrination; for others it involves hours of familiarization with complicated equipment.

The FIT team aboard ship is the most visible segment of FIT *Spruance* yet much of the outfit's job is performed behind the scenes by administrative and supply personnel who rarely see the limelight.

"The work we do is tedious, time consuming and repetitive, yet essential to the effective administration of each ship," said Yeoman First Class Malcolm L. McKinney. With two assistants, YN1 McKinney is responsible for assembling each ship's admin package



Seaman Brenda Bennett updates one of the 10,000 documents placed on each new *Spruance*-class DD.

of more than 10,000 documents, "SN Brenda Bennett and YN2 Joe Ferguson prepare all the ships' organizational manuals and regulations, notices, letters of designation, and correct and update pubs requiring changes—they do whatever is needed to establish a ship administratively as a functional unit," McKinney said.

When the crew comes on board, every pub is in its bin, each desk has a pad and each drawer contains the necessary pens and paper. "When a yeoman walks into his office in a ship we've outfitted, he is both ready and able to go to work," SN Bennett said. "He probably has the best

equipped and most up to date ship's office in the Navy."

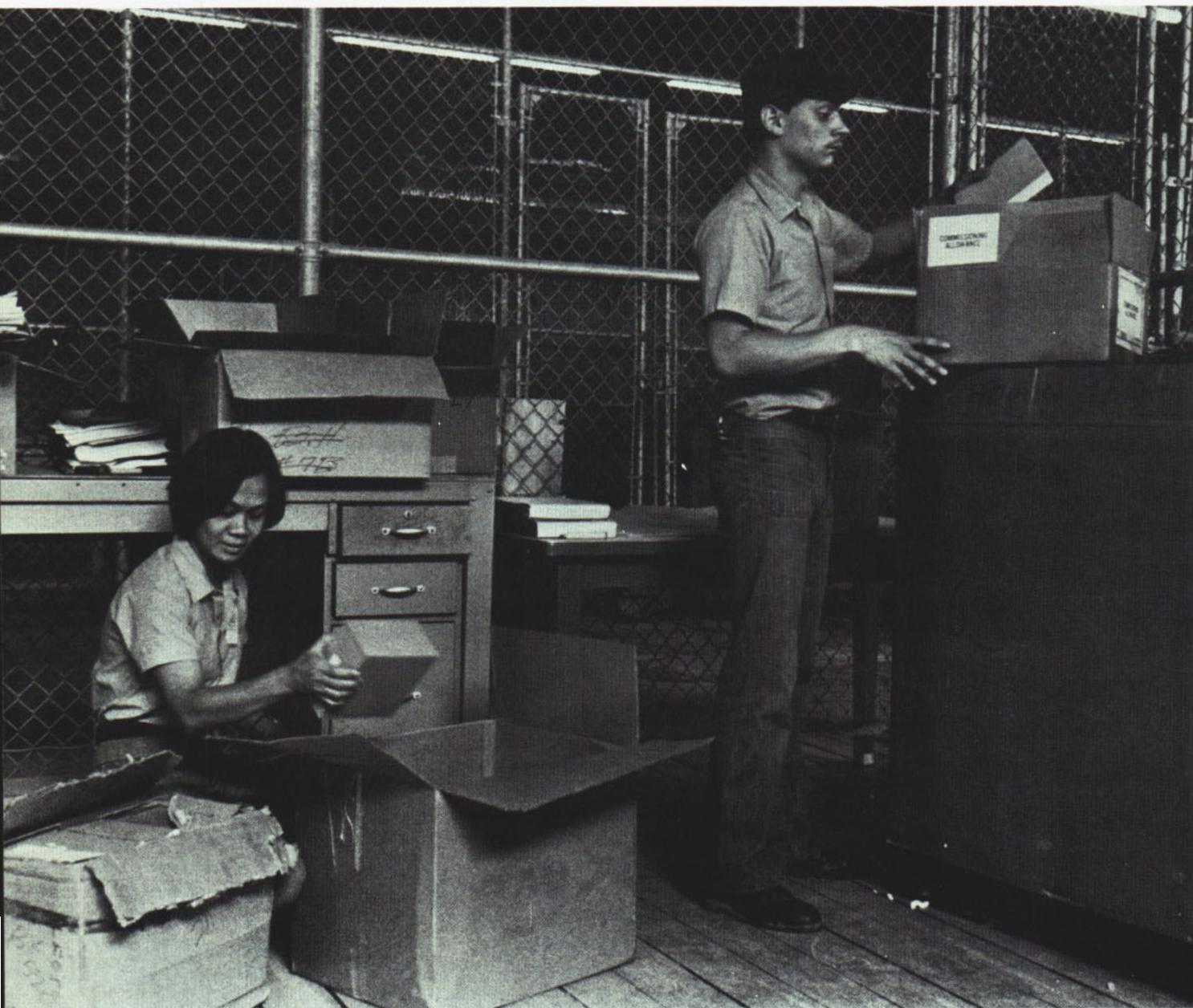
In addition to forms and pubs, FIT ensures that medical equipment and supplies are in sickbay, vending machines are in place, the ship's store is stocked and ready for business, the galley and laundry are stocked and operational—each of the countless incidental items usually taken for granted is in its place and ready for use.

FIT's admin office—all seven people—maintains permanent party service records as well as those of incoming ships' companies. "At times," said Personnelman First Class G. S.

Ellis, "we handle the admin needs of more than 600 people simultaneously. We're a small department, but somehow we get it all done."

FIT *Spruance* people like to call theirs a "turn-key" operation. "It's similar to accepting a new car from a dealer. We're the behind-the-scenes people," CDR Carter said. "By the time the customer arrives to take delivery, the vehi-

At the FIT Spruance warehouse, Seaman Maria I. A. Mercado (left) and Seaman Joseph P. Ramsdell work on a load-out of supplies for a Spruance-class DD. Warehouse personnel order, stock and deliver everything from hawsers and vending machines to forms and pubs.



cle has been undercoated, inspected and tested. All that remains is for him to turn the key and drive away.”

During the final nine weeks, the Prospective Commanding Officer (PCO) and his crew arrive to “turn the key and drive away,” but first there are some finishing touches. The PCO and 17 select crew members ride the ship as observers during the Builders Trial (BT)—two days of underway testing by the shipyard.

Two weeks later another 30 or so crew members arrive along with the Navy Board of Inspection and Survey for the Acceptance Trial (AT). Here the builder demonstrates to the Navy that he has built the ship according to detailed specifications. During this trial the Insurv Board gives the ship a thorough inspection from mast to keel and notes all discrepancies. In a meeting following the trial, the builder and Navy officials discuss a schedule for correction of discrepancies. In the ensuing three weeks, discrepancies are corrected and the ship is prepared for its Habitability Inspection.

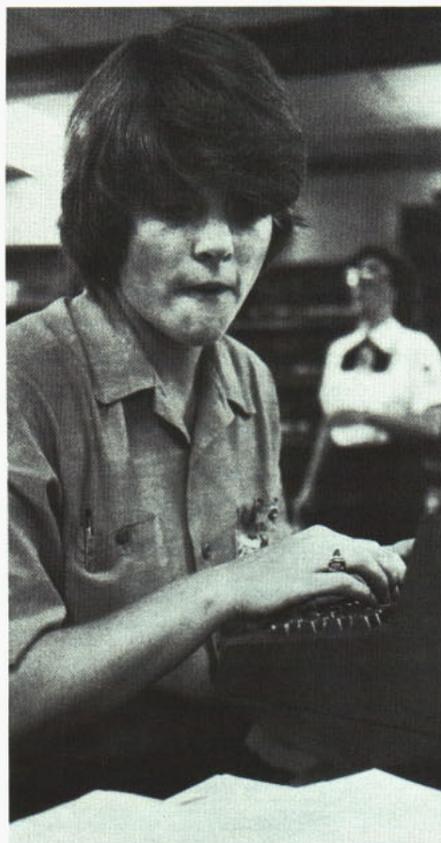
Four weeks before commissioning, a senior officer from the operating forces conducts the Habitability Inspection. Are the compartments clean and ready for use? Does the air conditioning function efficiently? Is the galley operational? When it has been certified that the ship is habitable, the entire crew arrives and moves aboard. Ten days later, the ship is formally delivered—purchased by the Navy—two weeks after that, she’s commissioned.

When the ship is delivered, it belongs to the Navy and the Prospective Commanding Officer is in charge,” said Captain Ray Harbrecht, CO FIT and former Commanding Officer of USS *Spruance* (DD 963), first of her class. “Construction is complete; the ship is properly loaded and outfitted; it has been meticulously cleaned by the contractor and is ready for sea. If the Fleet Introduction Team has properly done its job of turning the ship over to her crew, we relegate ourselves at this time to an advisory status for the PCO and his crew.”

Between the Builder’s Trial and

Example of Spruance Class Construction Schedule

Time elapsed from start of construction to keel laying—	25 weeks
Time elapsed from keel laying to joining modules together to form completed hull—	42 weeks
Time elapsed from joining modules to launching ship—	16 weeks
Time elapsed from launching to Builder’s Trial (Prospective commanding officer and a nucleus crew arrive).—	44 weeks
Time elapsed between Builder’s Trial and delivery to Navy—	8 weeks
Total Time For Construction	135 weeks



Seaman Suzanne Hayes of the FIT admin office is one of seven people responsible for maintaining service records of more than 600 Navy people.

said Commander Robert N. Giuffreda, PCO of *Moosbrugger* (DD 980). “Without FIT’s guidance and expertise, each PCO would have a job tantamount to re-inventing the wheel. As it is, many of the FIT people have served in *Spruance* Class DDs and have the knowledge necessary to turn out a first class ship at commissioning.”

Though all of FIT’s staff haven’t served in a *Spruance* destroyer, each has received training via the same route as crew members or on the job from other FIT people. During their tour with FIT, officers and enlisted men and women acquire a bank of knowledge which a normal pre-com crew could never duplicate. As often as possible, they are transferred to *Spruance* ships for subsequent tours.

“I’m impressed with the talent assembled here,” CDR Giuffreda said, “they know my problems and how to solve them. Based on my experience I think FIT is a smart way to go.” ↓

— JO1 Wheeler/PH1 Mitchell

delivery—under the tutelage of FIT *Spruance*-crew members become increasingly knowledgeable about their ships, work with key shipyard personnel, and learn how to get discrepancies corrected through proper channels. This provides invaluable experience for them in preparation for their Post-Shakedown Availability (PSA), which occurs approximately six months after commissioning.

“The Fleet Introduction Team has taken a tremendous burden off me as a Prospective Commanding Officer,”

Bearings

Flying Wings

Thoughts of sporting events in Spain usually bring images of soccer matches and bullfights to mind. However, the country also offers a sport commonly associated with northern lands, ice hockey.

After discovering this, Ship's Serviceman First Class Mike Westrick of the submarine tender USS *Canopus* (AS 34) decided to bring ice hockey to the Rota Naval Station. The Port Huron, Mich., native advertised for players in the base newspaper and on the local radio station and assembled a team, the Rota Flying Wings.

Westrick worked out an agreement with Spanish hockey officials, and since 1976 the Wings have been playing exhi-

bition games against other teams of the Spanish National Second Division League.

"European hockey is a lot like soccer. The game involves a lot of passing, trying to set up goals. Europeans use a lot less checking than North American players," says Westrick.

"The key to our style is forechecking the opposition on their end of the rink, sort of like a full court press in basketball. It keeps them from mounting an offensive and allows us to score quick goals from their mistakes."

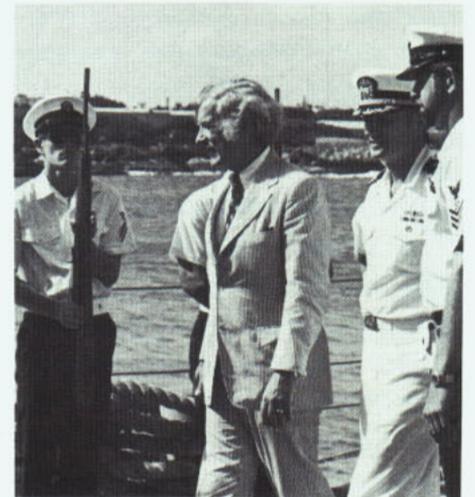
The Rota Flying Wings apparently have been successful. They have participated in several tournaments and during a recent visit to Barcelona, faced off against the Gel Catalonia club. They overpowered the Barcelonans 21-3.



Visit to Somalia

For the first time in nine years, a U.S. ship has visited the East African Republic of Somalia. The crew of the Middle East Force frigate USS *Vreeland* (FF 1068) spent two days visiting the port city of Mogadiscio, capital of the African nation.

The visit—which included a cookout on the grounds of the U.S. Embassy—began with a volleyball tournament between *Vreeland* crewmen and embassy personnel.



The Honorable John L. Loughran, U.S. Ambassador to Somalia, inspects Vreeland's Honor Guard, escorted by the ship's CO, CDR T.E. Gill II.

While crew members toured the nearby village of Afgoi for a look at a small, African farming community, other *Vreeland* sailors hosted tours of their ship for local citizens and dignitaries.

A basketball game between *Vreeland* and the Somali armed forces team drew more than 2,000 spectators. Competi-

tive though it was, the game reflected the warmth and friendliness present throughout the visit.

And, of course, no port visit could be complete without sampling some of the native diet. The sailors enjoyed some local cooking while watching a local children's dance group perform.

Top BEQs in Navy

Single enlisted men and women living at the Naval Technical Training Center, Corry Station, Fla., and at Naval Shipyard Portsmouth, N.H., knew they were on to a good thing—their bachelor enlisted quarters (BEQ) have been selected as the best in the Navy.

The two BEQs were awarded the 1978 Admiral Zumwalt Award recognizing the stations' excellence in management. The Corry Station BEQ was the winner in the large category and Portsmouth won in the small category.

Runners-up included last year's winner, Naval Station San Diego (large) and Naval Facility Pacific Beach, Wash. (small).

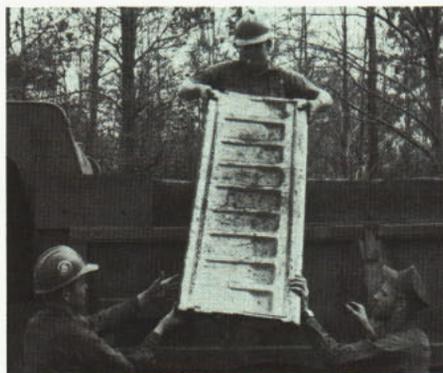
Master Chief Mess Management Specialist Charles O. Morrow, a member of the Zumwalt Award Selection Committee, said the "outstanding appearance, superior management techniques, imaginative self-help programs, and, most importantly, a genuine desire to improve the living conditions of enlisted members" clinched the win for Portsmouth and Corry Station.

Winners will receive a bronze sculpture "Z" plaque from the Secretary of the Navy.

The Zumwalt Award Program is co-sponsored by the American Hotel and Motel Association.

Effort Pays Off

Things are looking up in the Seatack community of Virginia Beach, Va., near the Naval Air Station, Oceana. Thanks to the combined efforts of men from Construction Battalion Unit 415, Oceana; sailors from Fleet Combat Direction Systems Support Activity, Dam Neck; Army engineers from Fort Story; and civilian dump truck drivers,



the area is becoming free of blight.

Using CBU-415's heavy equipment, volunteers working on Saturdays have

removed junked cars, leveled burned buildings, and taken other debris from the blighted area to a public works dump at NAS Oceana.

Community members also worked hard on the project. They provided support and assisted military volunteers. The Seatack Civic League donated hot meals for the workers.

Chief Equipment Operator George Richardson, leading chief of CBU-415's 1st Platoon, said, "The entire project illustrates the respect and friendship between the military and civilian communities of Virginia Beach."

An Aviation First

The "Blue Geese" of Patrol Squadron 22 achieved a naval aviation first on Nov. 19, 1978—25 consecutive years of accident-free flying by a combat squadron. The P-3 squadron, stationed at Naval Air Station Barbers Point, Hawaii, has logged more than 201,000 hours without a mishap.



Bearings

Authentic Regalia

A historical interpreter assigned duty in Guantanamo Bay, Cuba, would be expected to talk about Christopher Columbus who landed in Cuba in 1494, the Cuban missile crisis of 1962, or the fact that Gitmo is the oldest and only military base on communist foreign soil.

But to Radioman Third Class Michael E. Dumene, assigned to the Leeward Side Communications Center, historical interpretation will most likely center on the American Civil War.

RM3 Dumene has been a Civil War devotee since his early teens when he served as a VIP (Volunteer in the Parks)



at Fort Washington National Park in Maryland. He also spent two years as a salaried historical interpreter.

During that time he has put together an insured collection of six complete Civil War uniforms and artifacts. He has three Union uniforms—an original artillery uniform, along with infantry and cavalry uniforms that are reproductions—plus handsewn reproductions of Confederate artillery, infantry and cavalry uniforms.

“Some I purchased and some I sewed myself,” he said. “I used buttons, thread and cloth that corresponded with the original materials. When one of these handsewn uniforms is held next to an original it’s difficult to tell them apart.”

Recently, he gave a presentation before the W. T. Sampson High School student body at Guantanamo Bay. With RM3 Dumene, dressed in an enlisted Confederate cavalry uniform complete with a soldier’s wallet, jackknife, ammunition, newspaper, and hardtack (a flour and water biscuit baked rock hard), the students took a step into the Civil War period.

Dumene has not only studied and demonstrated all aspects of the Civil War period but has also relived those days in battle re-enactments and on camping trips where he was equipped with the same supplies and materials used by a Civil War soldier.

“It’s amazing how many different meals I’ve learned to prepare with hardtack,” he said. “Hardtack has an original flavor and takes some getting used to but it really isn’t too bad.

“Soldiers used hardtack for much of their food supply. It was easy to make and store; they didn’t know that more nourishment was necessary. About 12 to 15 pieces of hardtack a day was enough to satisfy a soldier’s appetite.”

—JOSN Mary Marshall

VT-19 Is Up Front

When it comes to training and safety, Navy Training Squadron Nineteen, NAS Meridian, Miss., doesn’t take a back seat to anyone. Just 7 years old, VT-19 already commands an impressive record among training squadrons.



AD3 Charles S. West working on an aircraft.

To add to her enviable collection of honors, the young squadron again proved herself as a well-organized unit—this time capturing the 1978 Vice Admiral Robert Goldthwaite Award by demonstrating the best overall training efficiency among competing squadrons.

Flying their T-2 *Buckeyes*, VT-19 has racked up over 84,000 accident-free flying hours already in her career, and is likely to grab the Chief of Naval Air Training Safety Award again this year. She has flown away with this coveted prize for the last six years.

In 1974 and again in 1977, VT-19 was judged the "safest of the safe" by the respected Order of Daedalians and received the prestigious Vice Admiral John Towers Award for Aviation Safety.



VADM John H. Towers trophy.

Hard work and constant dedication brought home the Chief of Naval Operations Aviation Safety Award three times to VT-19: 1972, 1976 and 1977. Competent leadership, superior technical skill and outstanding airmanship keeps VT-19 a top contender anytime training and safety become the topic for review.

"It takes a lot of work on everybody's part," said CDR W.W. Backman, CO of VT-19. "We have professionals in the squadron who keep on top of things, putting out 150 percent all the time."

VT-19 keeps on trying, and keeps on winning. Success breeds success.

In the case of VT-19, it's becoming a habit.

End of an Era

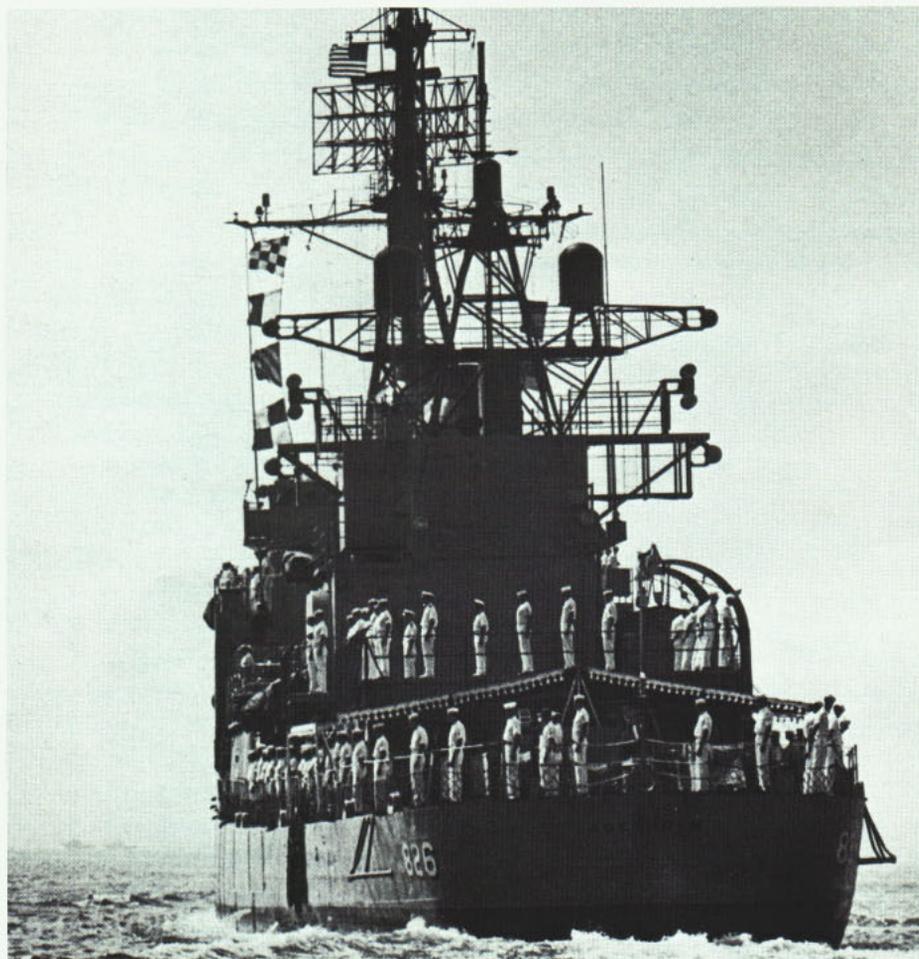
When the commissioning pennant of the San Diego-based destroyer USS *Agerholm* (DD 826) was hauled down last December, it signified more than just the decommissioning of an aging man-of-war. It marked the end of an era. *Agerholm* was the Navy's last FRAM (Fleet Rehabilitation and Modernization program)-converted destroyer on the active ships' list.

Agerholm was commissioned on June 20, 1946. During her 32-year life span she participated in the Korean and Vietnam conflicts and completed 21

overseas deployments with the United States' fleet.

After her outdated ordnance was replaced with sophisticated weapons and electronics during FRAM in 1960, *Agerholm* went on to attain two Navy firsts. She was the first U.S. warship to fire a nuclear anti-submarine rocket and the first to fire a Rocket Assisted Projectile (RAP) from her 5-inch guns in tests of these systems.

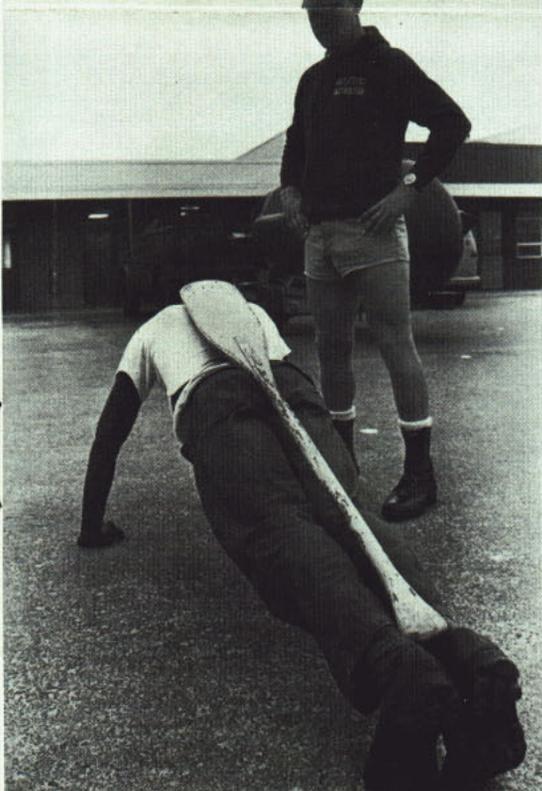
Agerholm was named for Marine PFC Harold C. Agerholm who was posthumously awarded the Medal of Honor for his actions against the enemy on Saipan during World War II.



UDT/Seal training

From Tadpole To Professional In 25 Weeks





BY PH1 MICHAEL WOOD

With their feet blistered, their muscles aching, they rise before sunup and fall into bed long after dark. Yet they keep going. They struggle through gut-splitting exercises and wrestle with mind-bending problems. They move through the toughest 25 weeks of their lives; those who last will be graduated from the Basic Underwater Demolition-/SEAL training in Coronado, Calif.

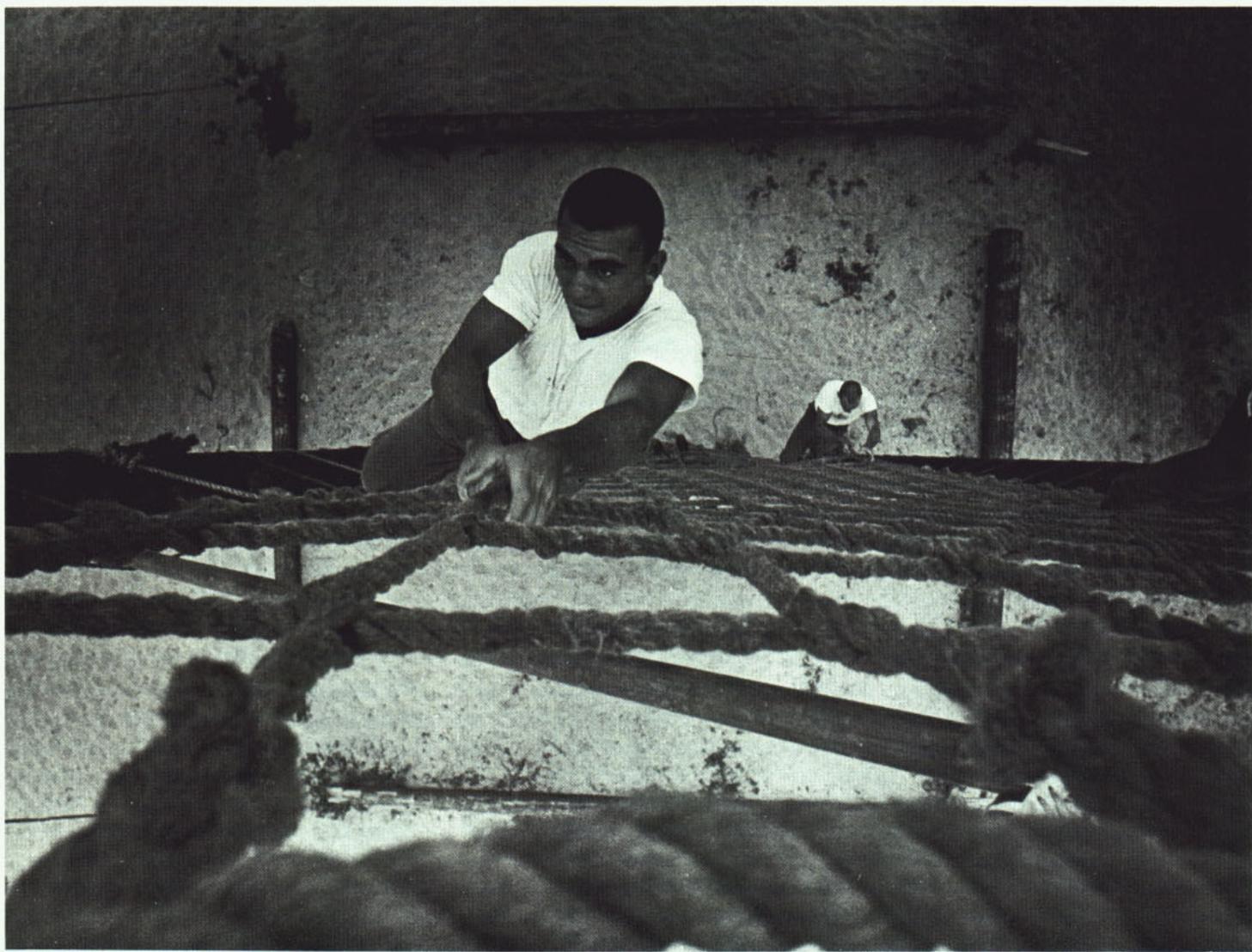
They'll know then they've made it and they are on their way to joining a UDT or SEAL team.

BUD/S training starts with a two-week indoctrination of long-distance running and swimming. The volunteers learn first aid and the techniques of water survival. This drown-proofing, completed in the water with hands and

feet tied, is a technique they must learn if they're really intent on becoming Navy combat swimmers.

Those who come through indoctrination with the same determination they had when they volunteered move into the initial phase of training. At that point, they become "tadpoles"; their home is a three-story beachfront barracks located on a thin strip of sand. Here they are awakened at 5 a.m. to run

Opposite page: A tadpole's arms give way as he tries to perform push-ups; he and his teammates had just landed a rubber boat in the rough surf. Left: The paddle on the student's back reminds him to keep his back straight when doing push-ups. Below: Midway through the obstacle course, a student has to use all his strength to climb the 50-foot cargo net.



a 21-piece obstacle course, paddle through the surf in seven-man rubber boats, or run 14 miles in soft sand wearing combat boots. They'll perform rigorous early morning physical training and attend classes in first aid, Morse code, math, lifesaving, and hydrographic reconnaissance.

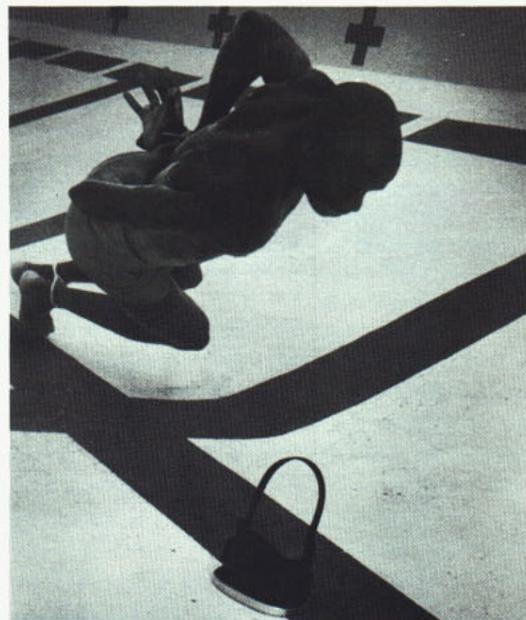
The real test of this first phase of training comes during Hell Week—officially noted as Motivation Week—during which students are exposed and tested in high stress environments much like UDT and SEAL members experience in real operations.

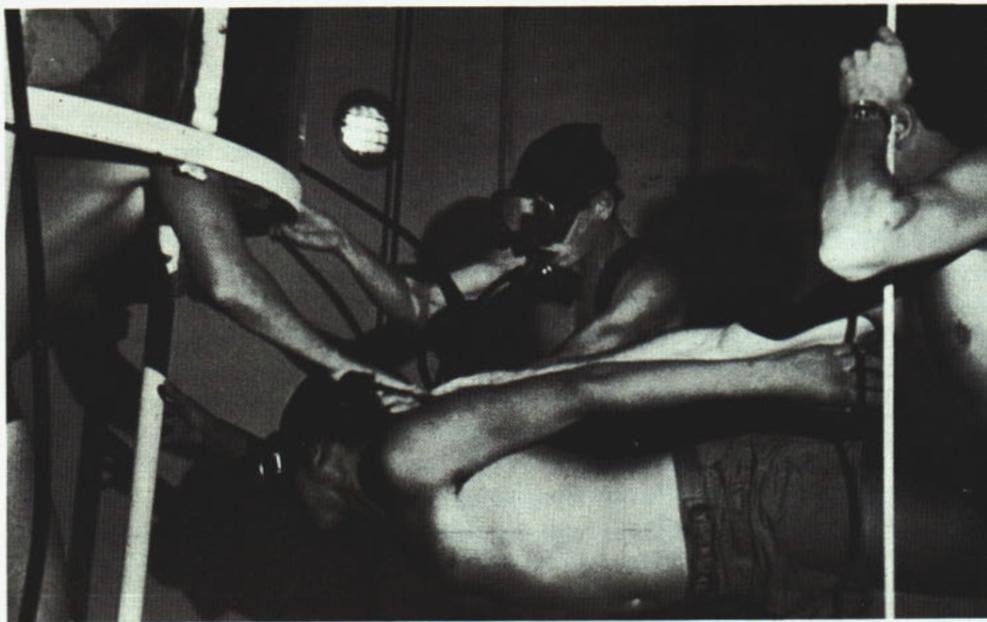
Getting through Hell Week can be an

almost overwhelming experience and each volunteer attacks the problems in various ways. One recent graduate took one obstacle at a time.

"I decided to tackle and overcome each exercise as it came along," he said. "I lived from meal to meal. Each evolution was tough enough to complete without worrying about what was next."

Exerting the extra effort is what's important not only during Hell Week but throughout the training. Commander Jack Couture, director of BUD/S training, says "It's mind over body."





Those who get through Hell Week move into the eight-week second phase—scuba diving training. Here the emphasis is more on academic achievements. Students learn three diving systems—open circuit, using compressed air; closed-circuit Emerson, using 100 percent oxygen; and the new MK 15 scuba Swimmer Life Support

Clockwise from bottom left: Tadpoles learn to use brute strength; drown-proofing training turns novice into a relaxed confident expert; a free-ascent trainee is aided in transferring from one diving bell to another—making sure that he is clear of obstructions; and landing a boat in rough surf calls for teamwork and muscle.



System, a computerized variable gas rig. They not only must master diving systems but also must gain a workable knowledge of mixed gas, diving physics, diving medicine, and diving disease.

Following academic training, students take what they've learned into the water. All along the way, every student must pass every phase test or appear before a performance board which determines the student's future in the program. Trainees with academic problems are enrolled in an adult education program at the San Diego Community College. The Naval Amphibious School also provides additional math training for some students.

By the end of diver training, the students have completed 17 weeks of the toughest training in the world. Their hair, cut off during indoctrination, has grown to where it can be parted, and there's an aura of confidence about them. They're ready to move into the

third-phase of training where they face eight more weeks of rigorous duty before graduation.

Here the physical requirements become progressively harder; there's no slacking off when it comes to academic performance. Training in navigation, small unit tactics, patrolling, ambush techniques, river and stream crossing, rappelling, weapons, military explosives and booby traps, takes place on their own beach. They also move to San Clemente Island, 90 miles north of San Diego, for practical experience.

On San Clemente, training simulates actual battle conditions—and it's deadly serious. Following the intense demolition and weapons training, squads of students perform a comprehensive land and sea reconnaissance under simulated combat conditions. It includes an actual demolition raid on land and an underwater demolition raid against obstacles planted in the island's

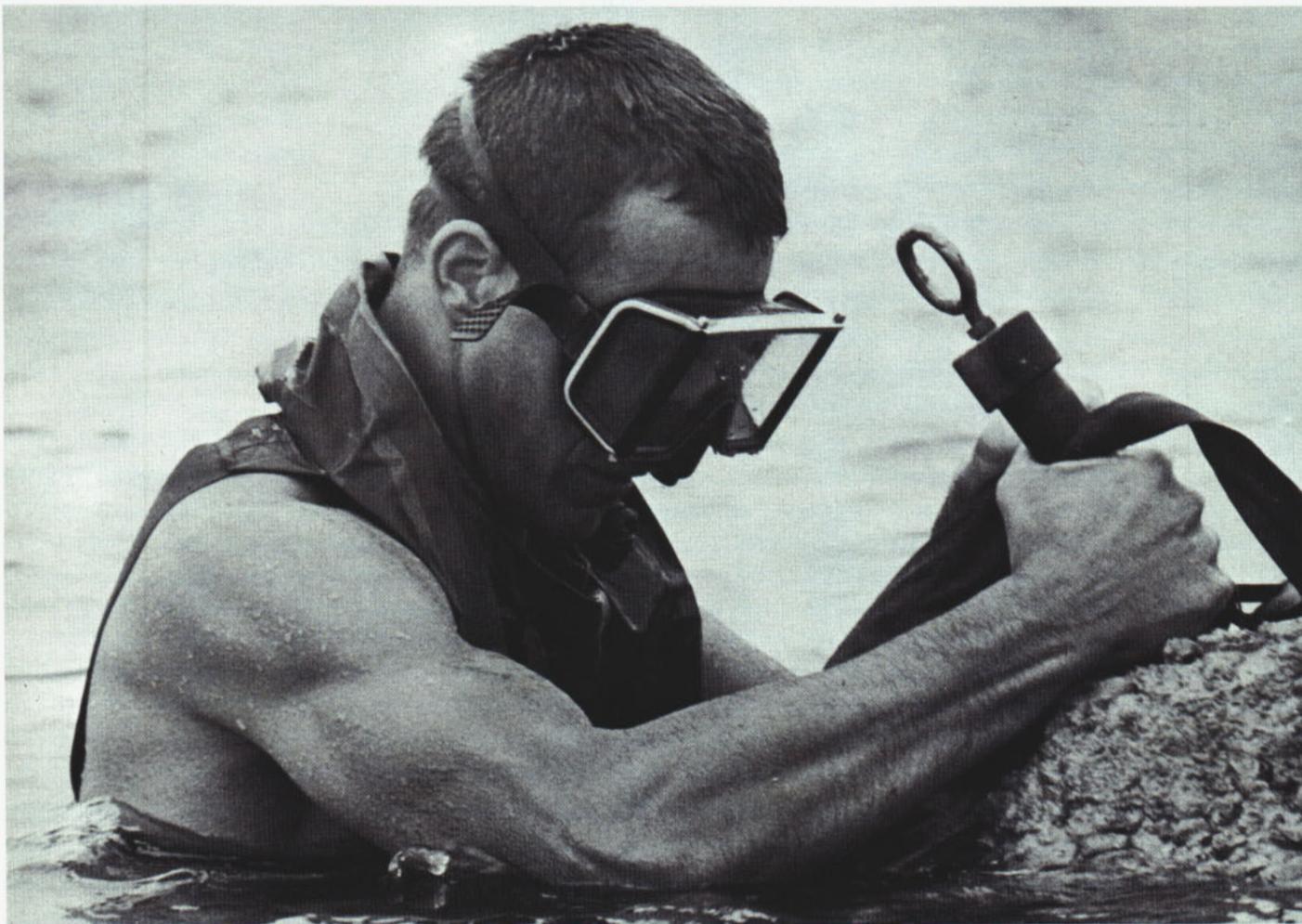
surf zone. This is the last phase—beyond lies graduation and the realization that they have come through all those weeks.

After BUD/S, graduates are sent to the Army's Parachute School at Fort Benning, Ga., to learn static line parachuting before assignment to a UDT or SEAL team. Hospital Corpsmen, however, remain at Coronado for three more weeks of medical training before going on to Fort Benning.

Training never ends for members of UDT or SEAL teams and the mental and physical challenge is always there.

"If a young man wants a challenge today and wants to associate with some of the finest men in the Navy, he should apply for BUD/S," CDR Couture said. "He is going to be trained—pushed to his maximum—more than he thinks possible."

Advanced student grapples with obstacle as he tries to plant explosives while fighting the tide.



Al Winter and UDT 12

BY LT S. D. FRANK

Armed only with a black, 12-inch K-bar knife, Commander Al Winter, wearing a black wetsuit, stood ready on the deck of a Navy amphibious ship. A swim buddy smeared Winter's face with black stage make-up laced with insect repellent.

Winter then climbed into a 30-foot personnel landing boat with 15 other underwater demolition team (UDT) members. It was another exciting practice mission for UDT 12.

Winter commands Team 12, headquartered on Silver Strand, just across the bay from San Diego.

"We go in and reconnoiter beaches for amphibious landings," said Winter. "We can also do sneak attacks and other types of jobs.

"But our primary job is getting the beaches ready for landings by locating and blowing up obstacles and getting channels cleared for heavy equipment."

Winter said a typical UDT operation in wartime requires frogmen to go in and reconnoiter a possible assault beach.

"We'd bring the information back, draw up charts and submit it to the amphibious force commander. He makes the decision whether to go in or not," he said. "We'd go in with explosives before the assault to blow channels, or to blow that portion of the beach we want to land on.

"The reconnoitering would usually be done at dawn when they're not expecting us. On such a mission we'd probably be strictly swimming, not carrying anything but a knife.

"In this situation we've got to have surprise on our side. There are very few swimmers who're as good as the ones we've got, especially working-type swimmers."

Excitement and adventure attract most men to UDT work, said Winter. "Most of the guys here are adventurous. They're into deep sea diving, sky diving,

motorcycle riding and hang gliding. Adventure is what they're looking for."

Winter first got into UDT in 1957 as an enlisted man "to do something interesting." He spent two years serving with UDT 12.

He went back to Wisconsin and college; he earned a master's in oceanography at Naval Postgraduate School, Monterey. Eight years later he joined the SEALs in Vietnam.

Winter said that despite the dangers inherent in parachute jumping, swimming and diving, and working with explosives—all part of UDT and SEAL work—his men wouldn't stick around if it wasn't exciting.

"I find that here at Team 12, if we can stimulate the guy's adventure lust, our retention goes way up."

The commander does this with such "adventures" as climbing Mount Whitney. This keeps the men in shape and helps train them for sea cliff penetrations, something UDT men must know how to do.

The training is grueling. It starts with a 25-week course of BUD/S, (Basic Underwater Demolition and SEAL

training), including tough physical conditioning, diving and field work. The course stresses reconnaissance, demolition and tactics.

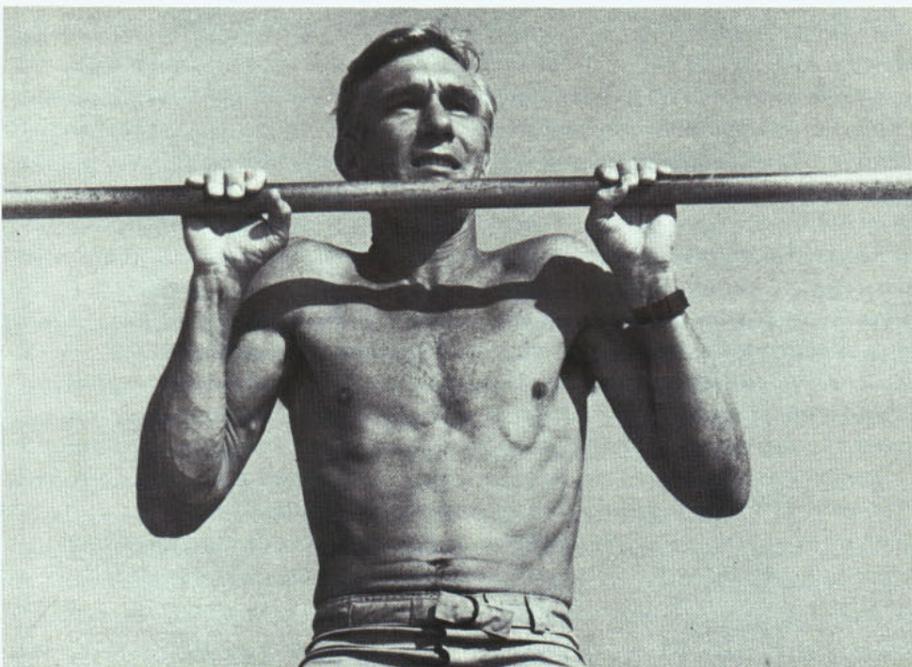
But the most important part of the training isn't physical, Winter said. As an example he cited a reconnaissance mission he led once in Vietnam when his squad of SEALs crossed 16 streams in one night. Most of the water was more than six feet deep.

"The guys carrying the heavy weapons carried two life jackets, but that still wasn't enough to float them and their weapons. So when we came to a stream, they'd just sink down, walk the bottom and come up on the other side."

As CO of UDT 12, the 42-year-old Navy commander runs four miles or more several times a week, dives, and works with weapons. He likes to free fall parachute which he does frequently. He's also qualified and ran in this year's Boston Marathon, which he entered in the senior division.

Winter said that someday he might have a desk job but doesn't think it'll be soon.

For him, UDT is too much fun. ↓





Navy Rights & Benefits

Your ID Card

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

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

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

2. The United States Armed Forces Identification Card, DD Form 2N (Reserve), is the primary source of identification for Reserve military on inactive duty. Presently under revision, the DD Form 2N (Reserve) will also have the same format as the DD Form 2N (Active) thus meeting the requirements of Article 17 of the Geneva Convention. This card, presented with other appropriate identification (i.e., orders, drill statement), gives the holder certain privileges and benefits while on active duty.

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

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

ces not otherwise covered by the first three.

This article—fifth in the series on Navy Rights and Benefits—discusses only one of the ID cards listed above—DD Form 1173—because requirements for eligibility and the proper use of this card are often misunderstood.

This article also explains the Navy commissary and exchange system which, as part of the Navy family's total benefit package, helps boost your purchasing power. DD Form 1173 is the entree into that system.

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

Authorized dependents may include:

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

The USIP is just that—it identifies those persons authorized certain privileges and access to certain facilities. It doesn't in itself authorize entry into classified areas.

Rules on the issuance of the USIP are contained in BUPERSINST 1750.5 series. The instruction lists who is eligible to use various commissary, exchange,

medical and special services facilities.

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

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

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

How and When to Apply

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

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

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

If you are on active duty, apply on behalf of your dependents by submitting DD form 1172 to the command with custody of your service record. The completed application is filed in your record after the card has been issued.

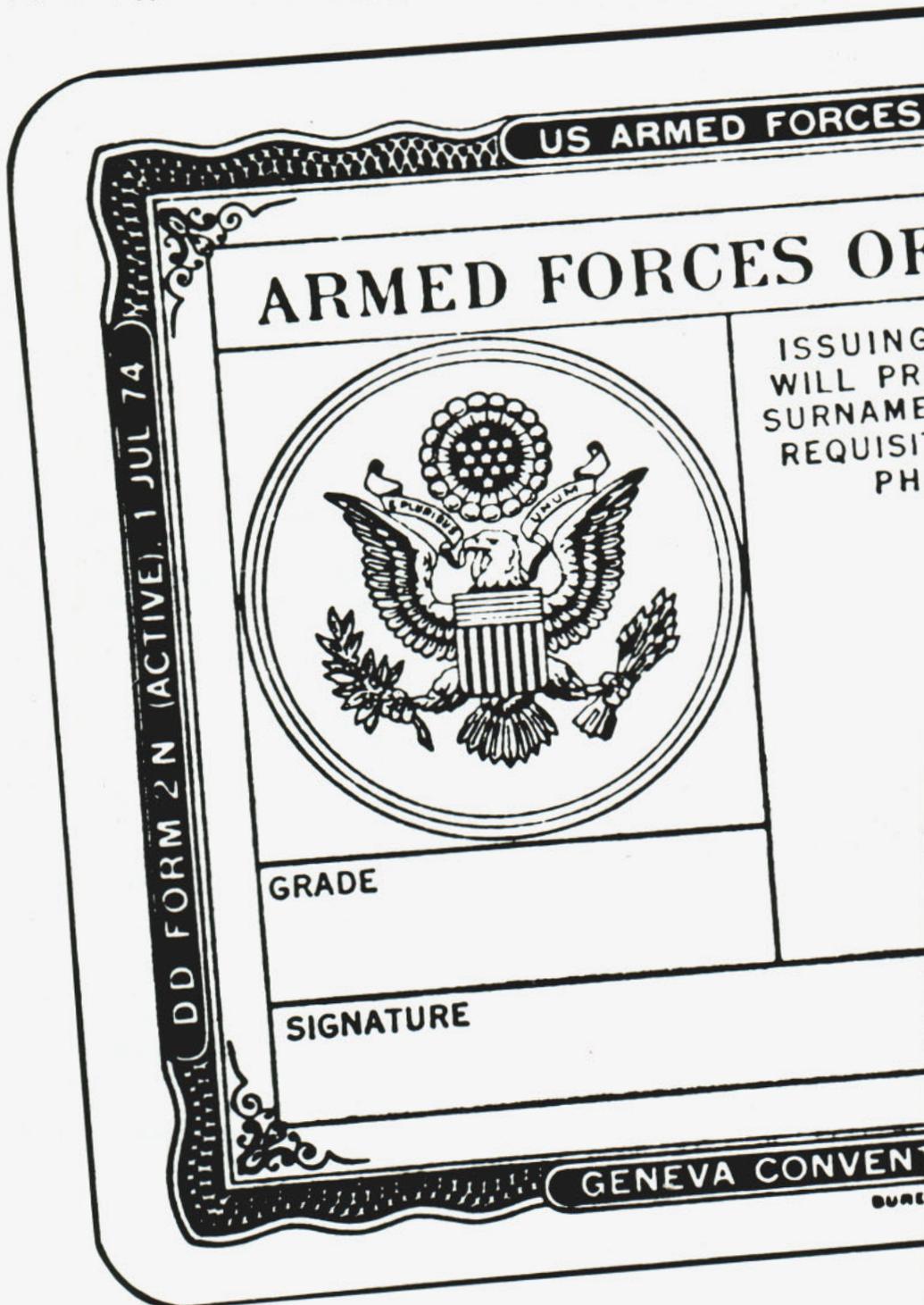
You should apply for a new USIP for your dependents before you retire or

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

Once you are in a retired or retainer pay status, application for a renewal of

the USIP should be submitted to the Commanding Officer, Naval Reserve Personnel Center, New Orleans, LA 70149.

Eligible dependents of deceased Navy members apply for their cards to the Naval Military Personnel Command (NMPC 711D), Washington, D.C. 20370. Survivors of those who die on



Navy Rights & Benefits

active duty automatically have their applications verified by the commanding officer or the casualty assistance calls officer.

It may not always be possible for your command to issue the USIP. This would be the case, for example, if you are not in the same locality as your dependents. In such circumstances, you should submit an application to the command maintaining your service record to have your dependents' 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.

Verification

The application form (DD form 1172) must be verified by your command before any USIP is issued. Your command makes sure the dependents you claim are eligible. Birth certificates, adoption decrees, medical certificates, education statements, divorce decrees or other documents as appropriate to your application may be required.

If the eligibility of a claimed dependent is questionable, the problem is turned over 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 Mexican or other foreign decree or divorce obtained by either you or your spouse, the case must be forwarded to the Family Allowance Activity for a ruling.

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

Expiration

Although expiration dates for the USIP vary, cards are not issued for less

than 30 days. The expiration date will be the bearer's birthdate in the sixth year of issuance, and in all cases a card will not be issued for a period in excess of six years. The word "indefinite" renders a card invalid and should never be used in the expiration date block.

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

The USIP must be surrendered:

- Upon expiration.
- Whenever the cardholder becomes ineligible.
- When a new card is issued (except to replace one that was lost or stolen).
- Upon the sponsor's death, retire-

ment, transfer to the Fleet Reserve or release to inactive duty.

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

Change in Rate

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

Commissary and Exchange Benefits

Fighting inflation and making the best use of one's finances is the goal of everyone today. Navy people can aid themselves by patronizing their Navy exchange and commissary facilities. That's one of the best ways of realizing savings, whether you happen to be stationed stateside or overseas, on active duty or on the retired list.

Commissary and exchange facilities, conveniently located at most naval bases, can help you stretch your buying power by offering you name-brand merchandise at the lowest practicable cost, thus increasing your savings.

Commissaries, which are essentially non-profit activities, stock food and other related commodities at the lowest practicable prices, with a markup just high enough to cover certain costs mandated by law, such as breakage, spoilage and operating supplies. Additionally, two percent of all sales is set aside for facility improvements, construction and equipment replacement. Commissaries are a convenient and reliable source from which authorized patrons may obtain groceries, meat and pro-

duce, and other items at the lowest practicable cost.

Most commissary stores have been consolidated into commissary store regions which are comprised of a regional support office with satellite branch stores. These branches may be located at several different naval installations within geographic proximity of the regional office. Under this concept, the region is responsible for providing centralized services in areas of administration, accounting, purchasing, stock control and data processing. At present, there are 19 such regions in operation—13 in the United States and six at overseas bases.

Through the consolidation of functions and the use of data processing equipment, the regions are able to make more people available in the store itself to provide better service to customers. Volume buying results in lower shelf prices and common selling prices for the same merchandise found at all stores in the region.

Commissaries operate on government appropriated funds which cover

**NAVY
COMMISSARY
& EXCHANGE**

**Top
Quality**

**Name
Brand**

FOOD

Navy Rights & Benefits

the costs of items sold, and other expenses such as employe salaries. From the proceeds of the sales, the government is reimbursed for the cost of the merchandise and certain operating expenses, such as utilities and transportation charges within the United States.

Ships' stores also operate with appropriated funds to pay for the cost of the merchandise. However, ships' stores do make a profit by applying a markup on goods. A portion of the ships' stores profit pays for the supplies needed to operate the ship's laundry, tailoring and barber services. The remaining net profit is distributed to commanding officers for shipboard recreation programs and to the NMPC Central Recreation Fund.

The Navy Exchanges, on the other hand, operate on a non-appropriated fund basis and stock almost every item of necessity and convenience for you and your dependents. After operating costs have been paid, the remaining profits help support the Navy's welfare and recreation program.

In this sense, every dime you spend in your exchange is, in a way, a share toward your other interests which may be the station golf course, the bowling

alley, the swimming pool, the ceramics shop, or the auto hobby shop, to mention just a few of the special services available because of Navy Exchange profits. Fifty percent of Navy Exchange net profits are made available to commanding officers to support local recreation programs.

And 50 percent goes to the NMPC Central Recreation Fund which supports movies for fleet and overseas activities and other Navywide recreation activities. This central fund also assists in the development, construction and refurbishing of recreation facilities as well as providing supplemental fund support to small activities both ashore and afloat.

Recreation funds are also made available for the construction of new Navy lodges on a loan basis which is repaid over a period of several years.

Statistically—out of every dollar spent in a ship's store or Navy exchange, between five and six cents' profit is channeled back into the recreation program—after all operating expenses have been deducted. Currently, these fives and sixes amount to almost \$43 million annually.

The average markup on merchandise sold in the exchange retail store is 18

percent. Normally, essential items will be marked up less than non-essential items, and the markups range from a low of 8.5 percent to a high of 25 percent at retail. The Navy Resale System Office (NAVRESO) has the responsibility of providing exchanges with specific guidelines for this broad pricing policy. Experienced buyers at NAVRESO in Brooklyn, N.Y., negotiate Price Agreement Bulletins (PABs) with prime sources from which exchanges may order on a direct basis.

The retail price of an item is established on the basis of cost, including transportation, plus a prescribed markup. Generally, prices on PAB items are identical at all Navy exchanges, regardless of geographical location or size. On non-PAB items the selling price may differ because of the size of the order and transportation.

Prices charged in exchange service departments, such as a gas station, are largely established at the local level and are based on the local labor market and operational goals established by NAVRESO headquarters.

As a member of the Armed Forces, you and your dependents may also patronize the Army and Air Force commissaries and PXs. And, under certain circumstances, when you're stationed overseas where no U.S. facilities are available, you may use foreign military facilities. This privilege, of course, is governed by strict regulations and you should be certain of your eligibility before attempting to use such facilities.

Keep in mind also that you could violate the terms of your commissary and exchange privileges by re-selling any item to an unauthorized person. Whatever you buy must be for your personal use, or the use of your dependents. In addition, exchange merchandise may be purchased as a bona fide gift. Any violation of these requirements could mean loss of your privileges.

If you abide by these few simple rules—whether you're stationed overseas, ashore in the U.S., or onboard ship—your commissary and exchange privileges help make life easier and more pleasant and, also, increase your buying power and your pleasure. ↓



Arizona Visitors Center To Become a Reality

STORY BY JO2 BETTY PEASE
PHOTOS BY PH1 WILLIAM
GALLAGAN

The flag, perpetually at half mast, fluttered over the battleship USS *Arizona* and her 1,000 entombed men. A few hundred yards away on shore, several dignitaries and officials took a special shovel and each turned over a spadeful of dirt.

This Pearl Harbor groundbreaking ceremony climaxed more than 10 years of plans and hard work by Navy officials, patriotic organizations, and Hawaii's congressional leaders—the USS *Arizona* Memorial Visitors Center was about to become a reality.

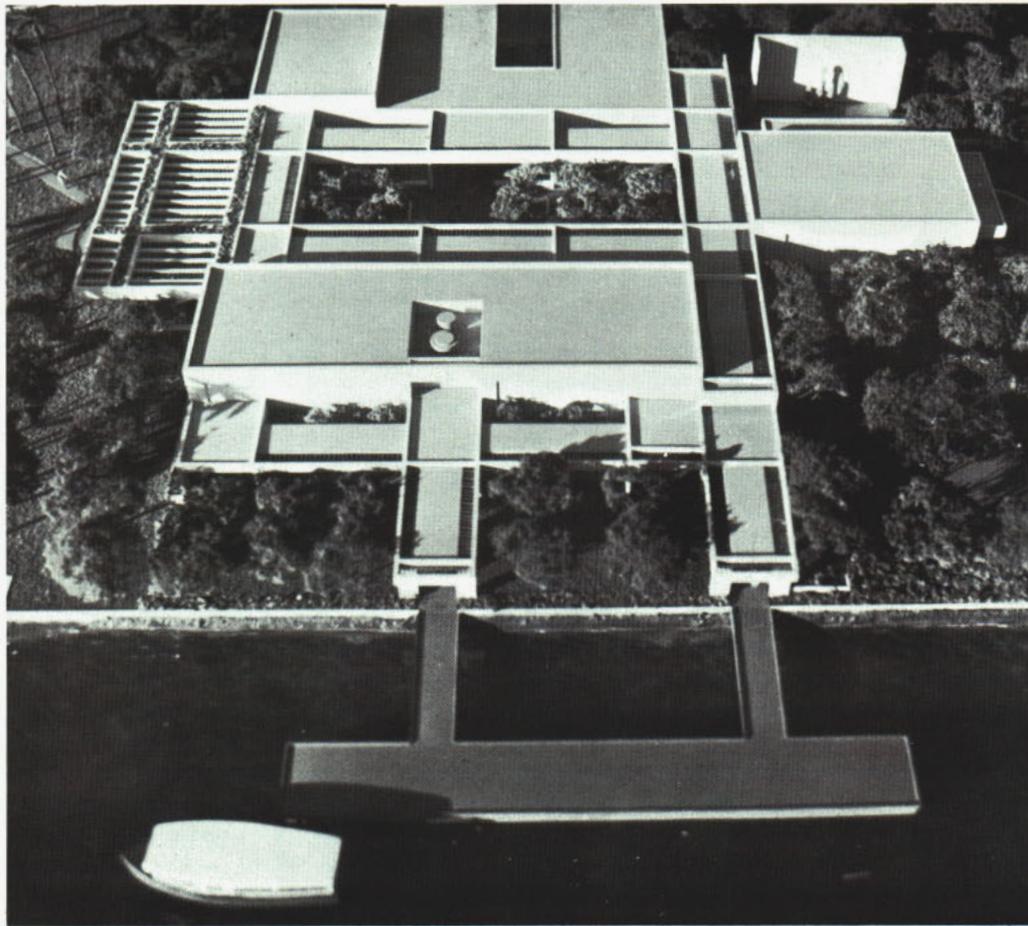
Since its opening in 1962, the *Arizona* Memorial has continued to attract an increasing number of tourists, in recent years surpassing the million mark annually. The present 17-year-old shoreside facility, with its small covered waiting area and boat landing, has required extensive renovation and additions over the years.

The new \$4.1 million Visitors Center, including a new boat landing and twin movie theaters, will be constructed directly opposite the current boat landing. Within will be a museum containing artifacts from the Pearl Harbor attack and the battleship *Arizona*. The items, many of which have been in storage for years because there was no suitable display area, include personal letters and mementoes of attack victims, salvaged pieces of the battleship, 1941 newspaper accounts of the attack, photographs and historical documents.

Other features of the complex include a museum workshop, landscaped courtyard, a terrace overlooking the memorial, covered walkways to the boat docks, twin landing ramps, and office and storage spaces.

When completed, the Visitors Center becomes the operational responsibility of the National Park Service. However, the boats and crews that provide shuttle service will remain a Navy responsibility.

The Center will, of course, provide adequate space and shelter from the elements. But, more important, the new complex will provide the setting for an orientation to the events of the "day that will live in infamy." ↓



This model shows how the Arizona Memorial Visitor Center at Pearl Harbor will look when construction is completed late next year. Entry will be at the upper right; a museum will be in the left wing at the center, top. The right wing will house National Park Service officers and two minitheaters will be just below the open courtyard. (U.S. Navy Photo)

Mail Buoy

Fire, Fire, Fire

SIR: In your September 1978 issue of ALL HANDS, the article titled "Fire, Fire, Fire..." by JOI Jerry Atchison is interesting but ...I feel I must comment. The photographs presented in the article as to the daily firefighting training at the Fleet Training Center San Diego Firefighting School are not representative of the protective clothing firefighting personnel should wear. Specifically, the lack of protective gloves when fighting a fire. One photograph (pg. 13, top) shows the nozzle man cooling the hatch down on a burning compartment, while a second man is opening the hatch (without gloves).

The fact that a conflagration is occurring in the compartment would mean that heat is being transmitted to the door, resulting in severe burns to personnel. Not only would the man be affected by the heat from the hatch, but from the fire itself and the steam generated when water is applied to the fire.

One of the first rules of the fire service is to never enter a burning structure without a full set of protective clothing; this is not only common sense, but greatly reduces the

potential of injury to firefighting personnel. Secondly, the men on the attack line should be kneeling down and off to one side of the door instead of standing straight up in front.

I sincerely hope that these pictures do not represent the way that Navy personnel are trained at the various firefighting schools. I surely hope that the Navy will issue new directives if they are and change the requirements for the issuance and donning of protective clothing.

I agree that the proper firefighting techniques are necessary for both at sea and ashore, but without the proper personnel protective equipment and clothing the efficiency of the operation is drastically reduced...—Dean R. Ebner, Laytonsville, Md.

• We passed Mr. Ebner's comments to Fleet Training Center San Diego. Here is their reply:

"The observations made by Mr. Ebner are, for the most part, correct. Fleet Training Center San Diego along with Fleet Training Groups and various Type Commander Mobile Training Teams stress the importance of proper personal protection

for personnel fighting fires. However, the controlled environment at the Firefighting School enables the employment of economic practicality without jeopardizing student safety.

Protective clothing is generally too cumbersome for use aboard ship due to the confinement of spaces firefighters must go into and the many objects clothing could be caught on. Except for proximity suits worn by rescue men in aircraft fires, what Mr. Ebner refers to as a 'full set of protective clothing' is not worn by Navy firefighters.

What is worn at the Firefighting School is provided to keep students reasonably dry. Protective gloves are not worn primarily because of economic factors and because student's safety does not require their use. The fire is not close to the hatch the students are checking for heat and the hazards mentioned are not a factor in this training environment.

"Mr. Ebner's third comment concerning the students not being in a 'fireman's crouch' is correct but not pertinent. These pictures were of a team training class which trains firefighting team leadership as well as procedures. Fire school instructors observe and critique after a particular evolution. The 'fireman's crouch' is taught and utilized in all courses."—ED.

Reunions

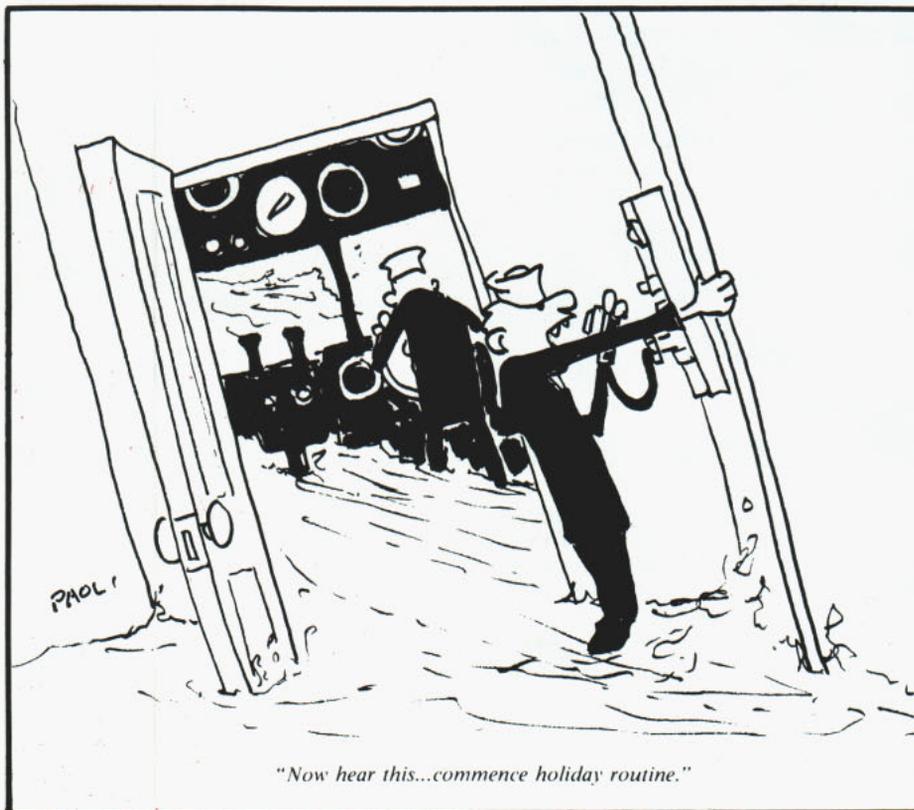
• USS *Washington* (BB 56)—14 reunion July 9-11, 1979, in Annapolis Junction, Md. Contact John A. Brown, USS *Washington* Reunion Group, Box 13047, Columbus, Ohio 43213.

• Naval Weather Service Association—5th reunion June 28-30, 1979, in Monterey, Calif. Contact D.A. Cruse, 567 N. Livingston St., Arlington, Va. 22203.

• Tin Can Sailors—3rd reunion Aug. 32-Sept. 3, 1979, in Norfolk, Va. Contact Edward J. Ward, Tin Can Sailors, USS *Joseph P. Kennedy Jr.* (DD 850), Battleship Cove, Fall River, Mass. 02721.

• USS *Quincy* (CA 71)—Reunion Sept. 14-16, 1979, in San Diego, Calif. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.

• USS *West Point* (AP 23)—Reunion July 19-22, 1979, in San Francisco, Calif. Contact John E. Daniel, West Point Reunion Ass'n., 3728 S. Fuller St., Independence, Mo. 64052.



"Now hear this...commence holiday routine."

Stern Shots

Navy rating badges or symbols have been around for over 150 years. Shown below are some symbols of job titles no longer used today. Try to match the symbol with the job it represented.



1. captain of maintop
2. ship's cook
3. sailmaker's mate
4. water tender
5. baker
6. captain of hold
7. painter

Answers: 1-A; 2-B; 3-D; 4-G; 5-F; 6-C; 7-E.

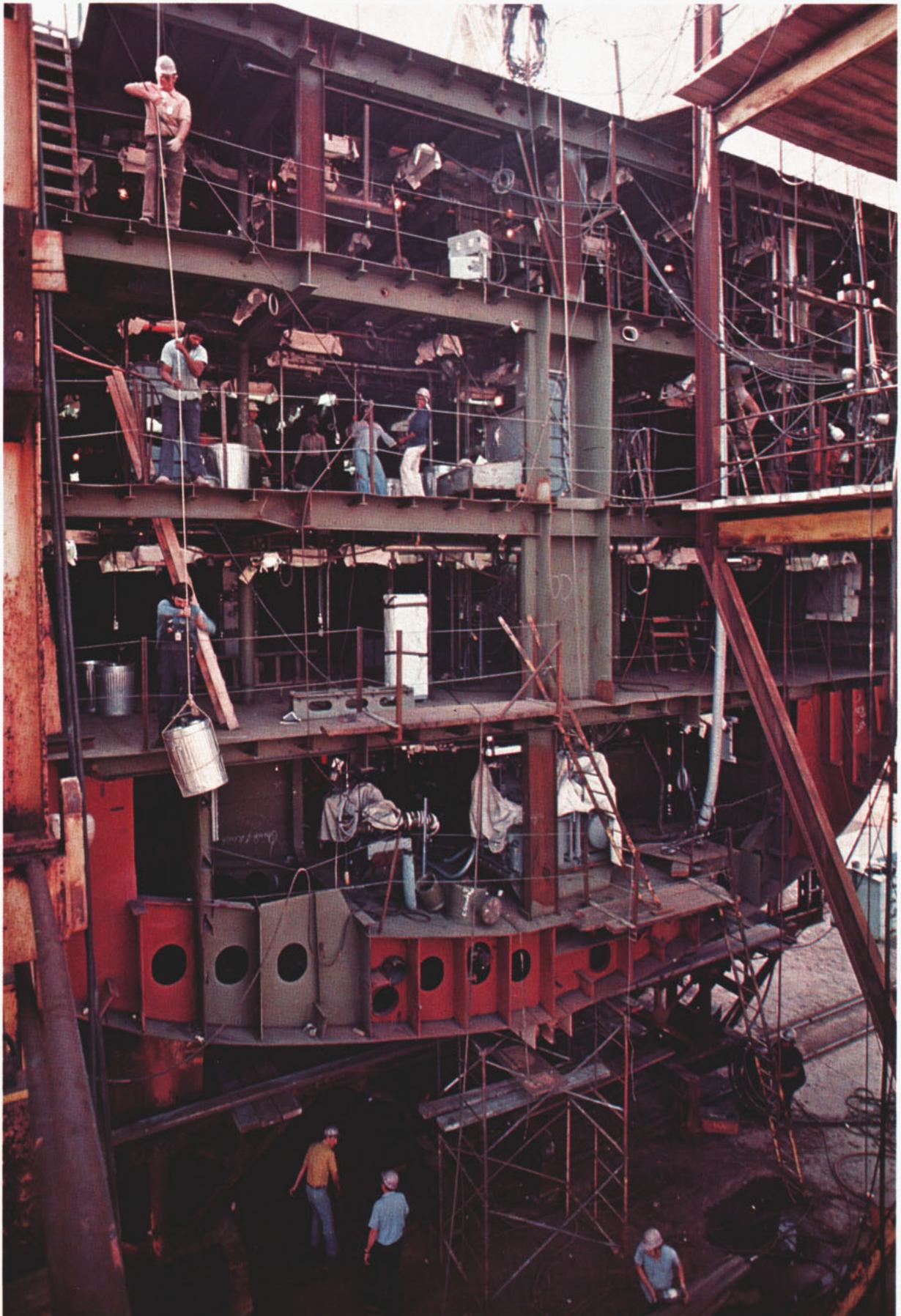
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Building a Ship • See page 22