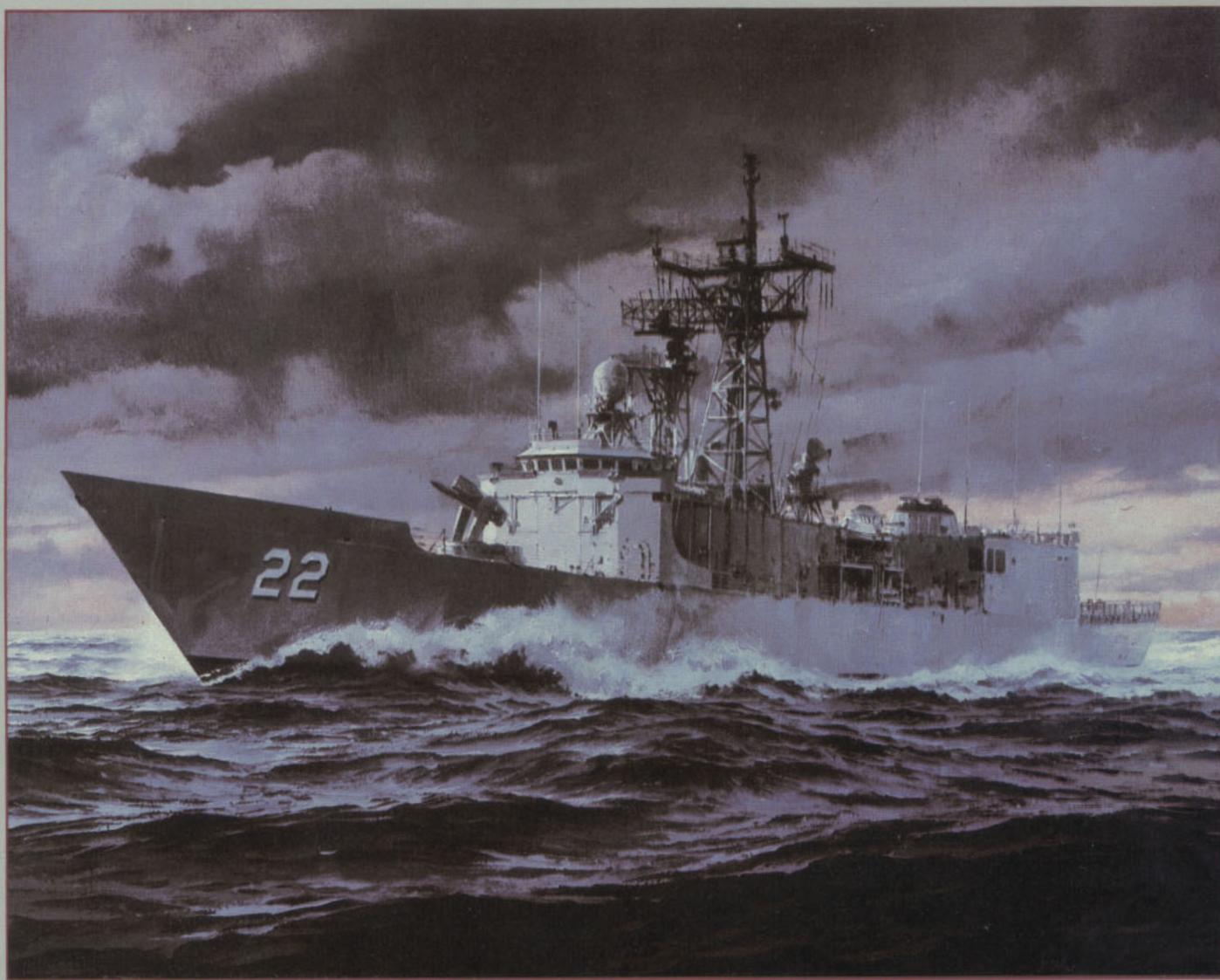


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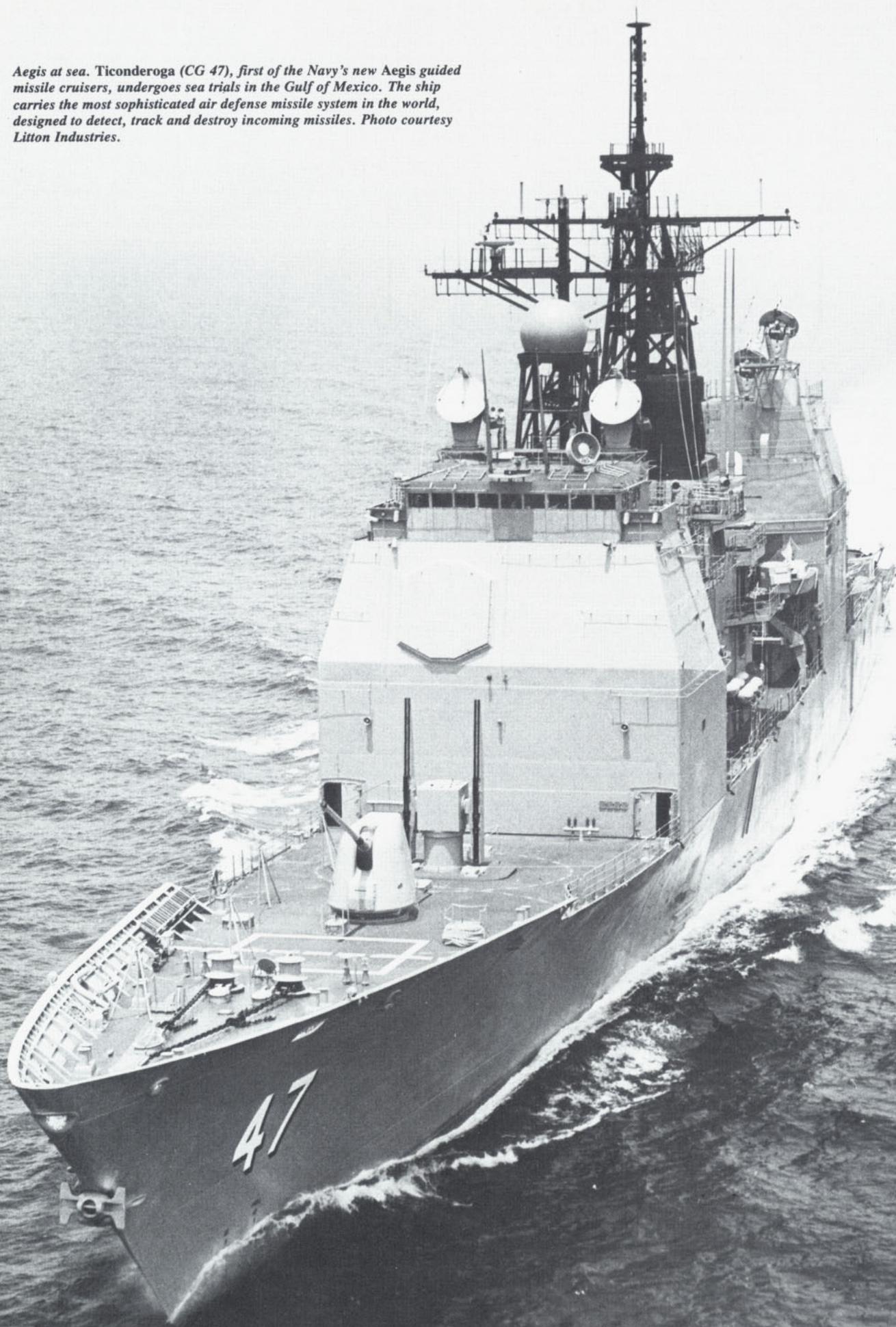
August 1982



in this issue

-
- An Artist Looks at USS Fahrion
 - Senior Enlisted Academy

Aegis at sea. Ticonderoga (CG 47), first of the Navy's new Aegis guided missile cruisers, undergoes sea trials in the Gulf of Mexico. The ship carries the most sophisticated air defense missile system in the world, designed to detect, track and destroy incoming missiles. Photo courtesy Litton Industries.



ALL HANDS

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Page 20



Page 32



Page 38

Chief of Naval Operations: ADM James D. Watkins
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CO Navy Internal Relations Act: CAPT John A. Georg
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- 2 EDUCATING TOMORROW'S MANAGERS**
SEA fills need for senior enlisted management training
- 8 GOLDEN 13 TOGETHER AGAIN**
Unusual at-sea reunion of Navy's first black officers
- 12 HIT THE BEACH**
Amphibious ready groups practice to maintain readiness
- 20 AN ARTIST LOOKS AT USS FAHRION**
William Ryan captures the essence of a frigate's daily routine
- 30 CARIBBEAN GOOD WILL**
USS *Portland* (LSD 37) gives humanitarian aid in Caribbean countries
- 32 STERETT WIVES HELP SMOOTH MOVE**
Navy wives are as capable as their ship riding husbands
- 36 HOME AT LAST**
USS *Holland* (AS 32) completes six-year tour in Holy Loch
- 38 OPENING NEW WORLDS**
Program allows allied countries to exchange sailors
- 48 ALL HANDS CELEBRATES 60th ANNIVERSARY**
Milestone is reached this month

Departments

26 Bearings **46 Currents** **47 Mail Buoy/Reunions**

Covers

Front: William Ryan's painting of USS *Fahrion* (FFG 22) on the high seas.
Back: The Navy's first black officers get together during cruise aboard USS *Kidd* (DDG 993). Seated l-r: Justice William S. White, Dalton C. Baugh, George C. Cooper, Dr. Samuel E. Barnes. Standing l-r: Jesse W. Arbor, James E. Hair, John W. Reagan, Graham Martin, Wesley A. Brown (who joined the Golden 13 reunion as the first black to graduate from the U.S. Naval Academy) and Frank E. Sublett. Photo by PH2 Drake White.

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Senior Enlisted Academy

Educating Tomorrow's Managers

The group had reached only one unanimous decision. Now it was time to delve into the finer points of issues such as strategic arms limitation and political climates around the world.

There was a lull in the discussion. It was brief enough for some of the group to sip coffee from the well-used mugs kept close at hand. Others thumbed pages of the textbooks stacked in front of them.

Most of the group had turned in textbooks long ago when they enrolled in the university of life. For others, the rigors of academia were part of a past peppered with after-hours education.

Only a few of the people around the tables at the Navy's Senior Enlisted Academy had earned academic degrees during their naval careers. For most, this role of student was as new as the philosophies and definitions they had covered during their first few weeks at the Naval Training Center in Newport, R.I.

The group broke for lunch. As they left the classroom they had occupied most of the morning, they mingled in the hallway with another group of students and hashed over the morning's topics. More than one head of gray hair was visible above the small sea of neatly pressed uniforms, and uniform jackets hanging in an open hall closet left little doubt that these weren't average students. Gold service stripes emblazoned on the jacket sleeves totaled nearly three centuries of active duty with the U.S. Navy.

Pioneers of a sort, these senior and mas-

ter chief petty officers were in the second pilot class of a special program designed exclusively for the Navy's senior enlisted.

"This program is going to be effective because, for the first time, we're educating senior enlisted people rather than training them in a specific area," Commander George Easley, director of SEA, said.

"Here we ensure that they are capable of going out to the fleet and serving as managers. This school provides them with a management background that, until now, has not been available to the senior enlisted anywhere in the Navy's educational process," said Easley, a former training officer for the nearby Officer Candidate School.

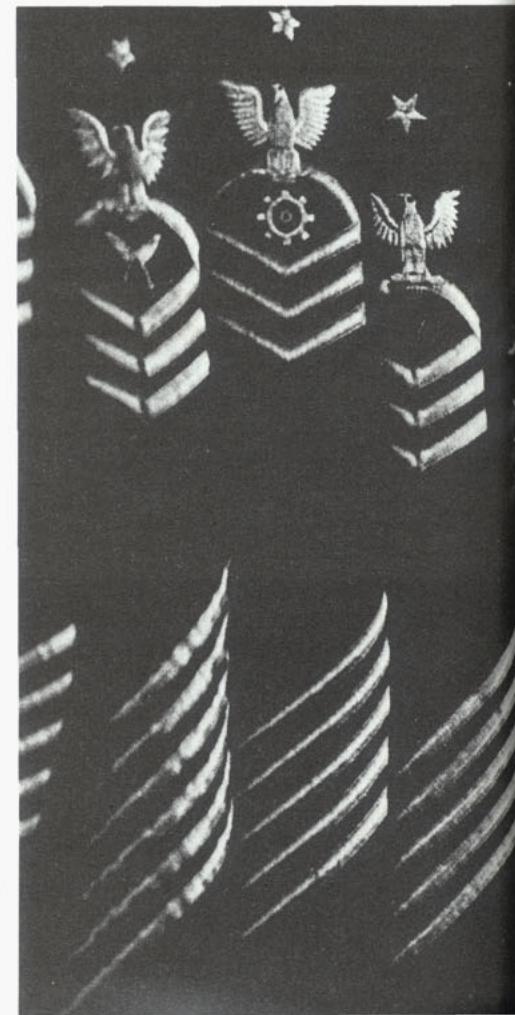
Although the Navy has offered a wide range of correspondence courses, after-hours education programs, and seminars in leadership and management, SEA is a milestone in managerial development of senior and master chief petty officers.

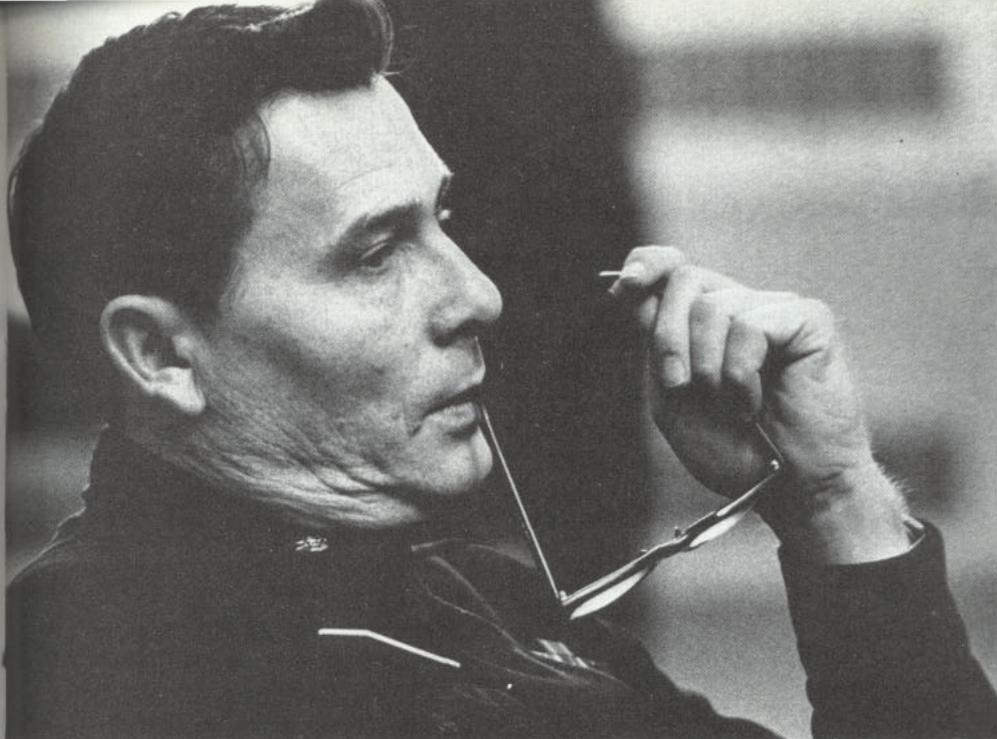
Students at the academy are fed a complete diet of management and leadership courses reinforced by general subjects ranging from national security affairs to personnel and material resources of the Navy. It's a diverse nine-week curriculum, and the push to become proficient in a broad spectrum of communicative skills is on a par with the academy's rigorous physical fitness program.

"Here you balance theories against one another," said Master Chief Machinist's Mate (SS) Peter L. Thompson. "Most of the work is analytical. You learn about

leadership and get to understand the importance of leadership techniques, which means learning to lead without 'beat on the table' techniques."

Thompson, president of the second pilot class at SEA, will report to USS *Georgia* (SSBN 729) after graduation. He believes





SEA instructors like Master Chief Electrician's Mate George Turner (left) serve as group leaders at SEA. Below: Service stripes emblazoned on students' coats denote years of experience.

his time at the academy will have been well-spent.

"I don't live in a dream world. I can recognize areas where I have faults. The curriculum here gives me the opportunity to improve on those areas. This is nothing like the old CPO academy," Thompson

said. "There you learned a lot about military bearing and traditions. Here, it's as though you absorb in nine weeks a lot of what a management major might get over four years in college."

The SEA curriculum covers five major subject areas during 301 hours of class-

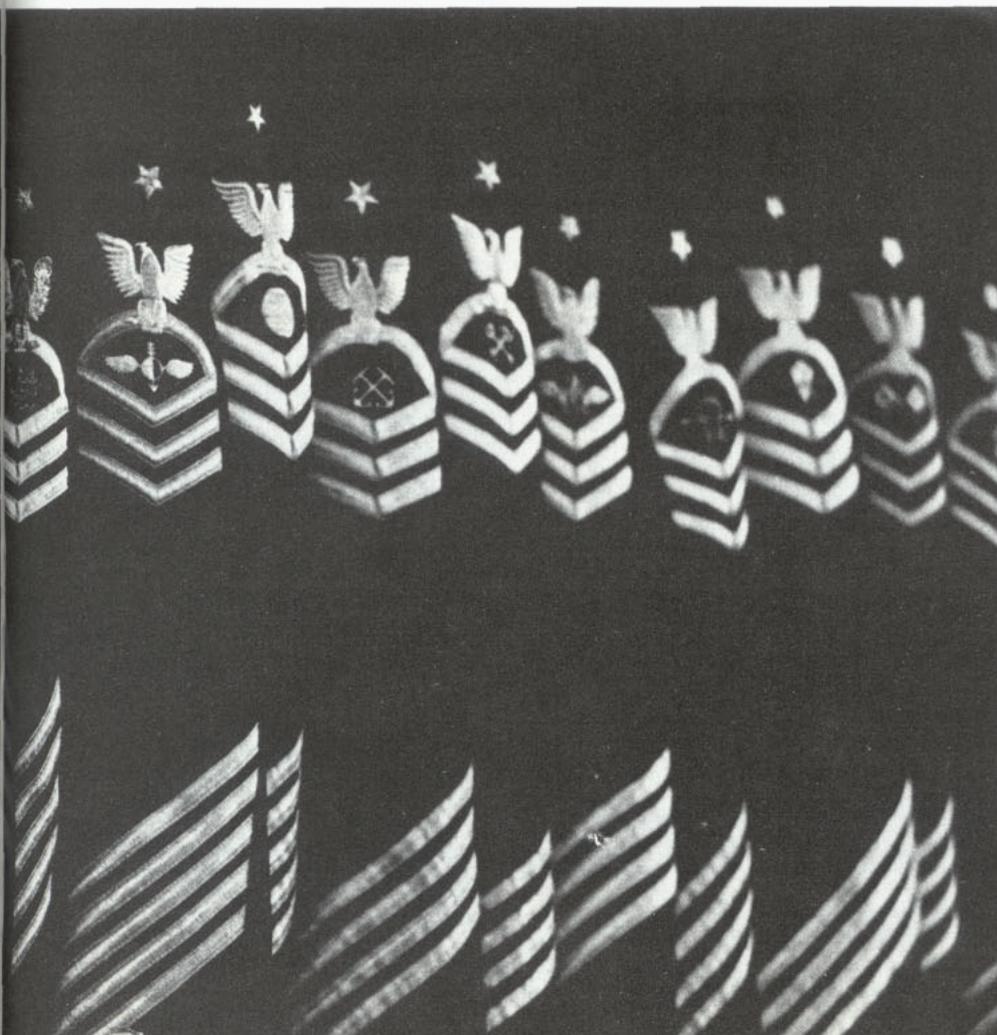
room work. In addition to the core curriculum, students also must complete a 33-hour physical fitness program and 36 hours of concentrated studies, including stress management, international relations and comparative economics.

The course was formulated by the school's original six-member staff of senior and master chiefs after a commercial firm offered to create the curriculum over an 18-month period at a cost of a quarter of a million dollars. It was put together in six months at a fraction of the cost quoted by the firm.

"The curriculum itself was pretty much dictated by the CNO," Easley said. "He established what he wanted to see taught, how much of it and to what degree. We made some minor changes after the first pilot course and are currently undergoing a validation process. By and large, the program has come a long way, and we hope it will continue to grow."

The SEA curriculum is not comparable to the Army's Sergeants Major Academy, a 22-week program considered the model of senior NCO schools, or to the Air Force's Senior NCO Academy. However, SEA is the first Navy school designed to train senior enlisted as managers since 1979 when the CNO stated that E-8s and E-9s would be used in middle management roles.

"For years the Navy has used the senior enlisted in an expanded management capacity," Master Chief Yeoman Skip Keyser said. "But many of them didn't have the background to do what was expected.



Senior Enlisted Academy



Senior Chief Engineman John McKnight (left) makes a point during a group discussion. Right: Classes at SEA are divided into small groups to ensure each student gets the chance to participate in group discussions.

This school grew out of the need to fill the void when a senior petty officer made the transition from technician to manager.”

Keyser, assistant director of SEA, and the academy’s other five enlisted staff members all graduated from the Army’s Sergeants Major Academy.

“The program we have here was not designed to earn students college credits or pave a path to a degree,” Keyser said. “Our intention is to educate the Navy’s senior enlisted in a variety of subjects which will help them do their jobs better.”

“When you first start this program, you find yourself wondering why they teach what they do,” said Senior Chief Storekeeper Bobby Lee Saale. “It’s only after the first few weeks that you realize everything taught here can really be applied to your daily responsibilities.”

Saale, like many of the 32 students in the first two classes, wishes the wealth of information afforded students at SEA today was available years ago.

“The way the classes are designed, every student who goes through this

school contributes something to the program,” Senior Chief Electronics Technician Don Wherley said. “The pilot classes were broken down into groups of less than a dozen with a staff member heading each group. All that staff member does is guide the individual participation. Each member of the group has got to contribute. That’s the way the curriculum is designed.”

Wherley and one other student from the second pilot course stayed on at SEA as staff members after graduation.

Watching a class in session at the Senior Enlisted Academy is like watching a butterfly emerge from its cocoon.

A senior chief, who early in the curriculum said he believed there was only one way to lead, glowed with new-found understanding during a class discussion of the most effective types of leadership.

Another student, with more than a decade of Navy experience but little formal education, enthusiastically offered his opinion on global situations after gaining an understanding of political evolution in Third World countries.

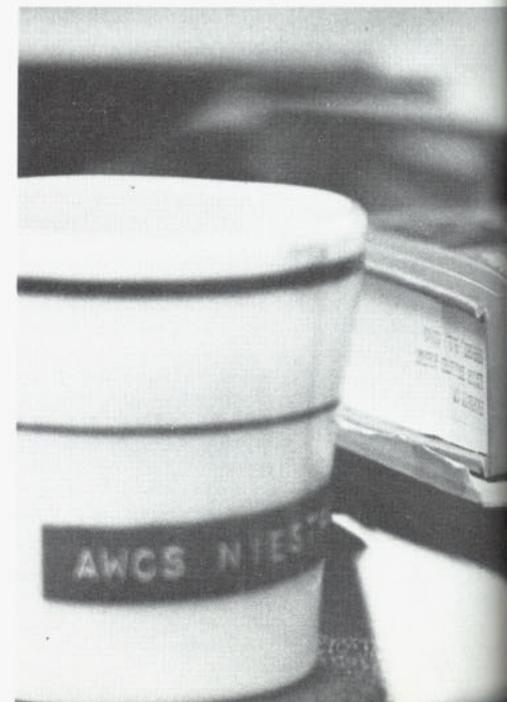
Because most of the tests at the Senior Enlisted Academy are composed of essay questions rather than multiple choice or true or false questions, students cannot get by with simply memorizing facts. They must understand the concepts of the many complex subjects in the curriculum.

“Our students can flunk out,” Easley said. “But our goal is to see everyone makes it through. At the same time, we’re not going to lower standards to keep people or get them through.”

Failure to meet the grade academically is not the only way a student might not make it through the Senior Enlisted Academy. Every student must pass the Navy’s physical fitness test before graduation. Those who don’t pass don’t graduate.

While it hasn’t been decided what new career paths will be open to SEA graduates, a spinoff of the curriculum is training senior enlisted for command master chief assignments.

“It’s very important that students coming here understand we aren’t grooming them for command master chief billets,” Easley added. “However, we would like to think that somewhere down the line they will assume those responsibilities.”





“The Senior Enlisted Academy is the Navy’s answer to the lack of upward mobility opportunity many of its E-8s and E-9s have faced for years,” added Keyser. “Graduates of this program have the potential to assume the duties of a division officer or a position of even greater responsibility.”

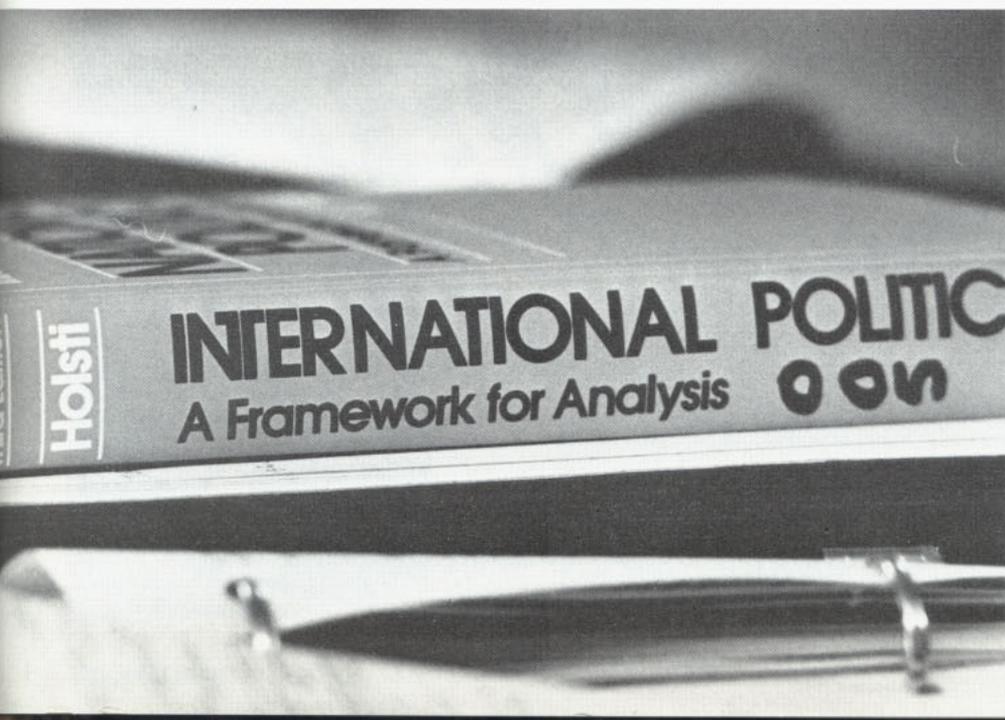
SEA has instituted a policy of writing letters to the commands receiving its graduates. Through this correspondence, commanding officers are apprised of the graduate’s talents and told of the education completed.

Graduates of SEA not only will be capable of assuming greater responsibility but

also will be better prepared to deal with inquisitive junior enlisted. Their questions—What’s going on in that country? Why am I here? What’s that country’s religion got to do with its national interest? Why does the United States have to worry about those people?—will get answers from SEA graduates.

“There’s only one reason to come to the Senior Enlisted Academy,” said Senior Chief Aviation Antisubmarine Warfare Operator Harry Nierstath. “That is to learn how to make better use of the talent you have. The better we (senior enlisted) do our jobs as supervisors and managers, the better off the Navy will be to meet its mission.”

—Story and photos by JO1 Lon Cabot



Long hours of classroom work at SEA encompass a wide variety of subject materials. International politics, leadership theories and a variety of management courses are a small part of a student’s course work.

How to Apply

The Navy's Senior Enlisted Academy convened its first full class of 52 students in March. While the applicants accepted for that class represent a fraction of those who applied, there will be ample opportunity for interested senior and master chief petty officers to attend future classes.

"Enlisted Transfer Manual, Article 9.32 lists the eligibility requirements for the Senior Enlisted Academy, but anyone interested in attending should understand from the beginning that the program is a lot of hard work," said Master Chief Yeoman Al Danamiller, special programs

detailer for E-8s and E-9s.

"The Navy has combined the best of the Army's Sergeants Major Academy and the Air Force's Senior NCO Academy in the Senior Enlisted Academy," Danamiller said. "It's pretty obvious the Navy's senior enlisted see a need for a program like this because the Navywide response we've had to the academy has been super."

Only 250 students will be selected to attend the five nine-week classes the academy plans to conduct each year. And with some 3,500 E-9s and 8,600 E-8s in the Navy today, competition for acceptance to

the academy promises to be keen.

"Selection to the academy will be based solely on merit," Danamiller said. "There will be an administrative screening of all applicants to consider a number of factors."

Areas that will be closely scrutinized by the screening board include overall evaluations, physical ability, leadership-management potential, awards and commendations as well as writing and speaking ability.

Senior or master chief petty officers interested in further information about the Senior Enlisted Academy or how to apply for selection may contact Master Chief Danamiller at NMPC-492F by Autovon 225-3433 or commercial (202) 695-3433. Or contact the Senior Enlisted Academy directly by writing Master Chief Yeoman Skip Keyser, Naval Education and Training Center (Code 39), Senior Enlisted Academy, Newport, R.I. 02840.



Reserves Beef Up

The reserve fleet has more punch thanks to USS *Lang* (FF 1060) and USS *Miller* (FF 1091), the first ships transferred to the reserves from the regular fleet under the program to modernize and update the Naval Reserve fleet. The two *Knox*-class frigates, replacing 35-year-old FRAM destroyers, will be manned by a combination of selected reservists and active duty sailors. About half of each group will fill out the 300-man crew.

Lang, skippered by Commander James A. Lee, joined the Naval Reserve Force at Long Beach, Calif., where it will be homeported; on the same day, *Miller* was being transferred to the reserve fleet at Newport, R.I. These ships mark the first of a total of 24 frigates programmed for transfer during the next several years.

Selected reservists have been training aboard *Miller* for several months. *Miller's* commanding officer, Commander J.P. Marnane, explained that he is beginning the training with basics because most of the reservists have very little experience with *Knox*-class frigates. "They're moving along extremely well in damage control," he said of his reservists. "Many have qualified already. I've been very impressed with the capability and the initiative of the reservists we've had on board."

The reserve crew is on board one weekend per month and two weeks annually. "We conduct at-sea training Saturdays," Marnane said. "Then on Sundays we conduct in-port training." Getting accustomed to operating with only 50 percent of the crew the rest of the year is what Marnane sees as his biggest challenge. The reservists on *Miller* are working in all departments from conning the ship to firing the 5-inch 54 gun.

The newer frigates, about eight years old, are far more habitable than the old destroyers. Air conditioning, more living space and a crew's lounge are just some of the improvements. Technologically, *Lang* and *Miller* both carry rapid fire 5-inch guns, torpedo tubes, modern surface-to-surface missiles and anti-submarine rockets. A flight deck can handle helicopters.

In other reserve news, Congress has authorized an increase in the overall Selected Reserve to a total of 94,000 people. Enlisted Navy veterans may now be eligible for drill pay status in the Selected Reserve if they were discharged from active duty up to four years ago. However, for certain ratings, a vacant billet in a local reserve unit must exist. There is also a possibility of elapsed time being waived.

Former Navy people who are currently under contract to another service are eligi-



ble to enlist in the Naval Reserve providing they can obtain a discharge from their current reserve component. Non-Navy ready reservists are also eligible for enlistment under the advanced paygrade program if discharged or otherwise cleared from their current reserve status.

—Photos by Lt. Nathan Jones

Cmdr. J.P. Marnane and the USS *Miller* (FF 1091), the ship he commanded until Jan. 16 when it was transferred to the Naval Reserve Force.



Golden 13 Together Again

It is Thursday, April 16, 1982, aboard the USS *Kidd* (DDG 993), the Navy's newest guided missile destroyer. Four men in civilian clothes press against the hangar bay door. They peer through a 6-inch-square window to catch a glimpse of the helicopter due to touch down soon.

Behind them, a man with a cane helps another reload an instamatic camera. Two more talk with a member of the crash crew.

"How long before it arrives?" yells one. He cups his hand around his ear and leans toward the young man in a red shirt and helmet.

"Any minute!" shouts the sailor.

Thirty-eight years ago, an extraordinary event forged a bond between the eight men now waiting on the destroyer's flight deck. In March 1944, when they were commissioned U.S. Navy ensigns, they stepped into the pages of history as the "Golden 13"—the nation's first black Navy officers.

Today, they are reunited aboard a warship, at sea for a three-day cruise off the Virginia coast to recall the Navy of the '40s and experience the Navy of the '80s.

Two days ago, when they joined *Kidd*, they believed themselves to be the sole survivors of the original 13. Now, they wait for a helicopter—and still another reunion.

The day before, a retired director of a social work agency in Hollis, N.Y., had read the *New York Times* account of the Golden 13 reunion at sea. He called Naval Station New York. "My name is James E.



Hair. I am one of the Golden 13," he said.

In concert with Navy Recruiting Command, sponsor for the reunion, Naval Station New York arranged Hair's flight to Norfolk, Va. Now, the helicopter ap-

proaches *Kidd* with the long-lost member. Most of the Golden 13 have not seen Hair since their commissioning at Great Lakes, Ill., in 1944.

"This is wonderful," shouts Dr. Samuel



Originally, there were 13—the first black Navy officers. Recently, the surviving eight—or so they thought—got together on the USS Kidd (DDG 993) where they got a look at an engineering control panel (below) and where Frank E. Söblett (left) manned the helm. Then came an emotional moment and James E. Hair (center bottom), the ninth survivor, was enthusiastically greeted.



E. Barnes of Washington, D.C. “The last time I saw him was when we split up at Great Lakes and went our separate ways.”

“Unbelievable, tremendous!” cries John Reagan, a real estate broker from Pasadena, Calif. After Officer Candidate School graduation, Reagan became executive officer of YTB-215 in the Third Naval District. Now Reagan waits for the former Lieutenant Junior Grade Hair—his skipper. “I have just one question to ask him,” Reagan begins calmly. “Where have you been?”

The thumping sound of the inbound CH-46 *Sea Knight* from Helicopter Combat Support Squadron Six announces the arrival of the long-lost member. The hangar bay door opens, and an exuberant

group overwhelms James Hair with hugs and backslaps.

“Take his helmet off,” one shouts. “See if he still has any of his hair left.”

The protective gear is removed with a roar of laughter. The group sees that nearly

four decades have left their mark—Hair has lost his hair.

The group is escorted to the *Kidd* wardroom for a few moments to reminisce and share experiences.

In 1944, these men broke what major

Golden 13

media of the day termed “the color barrier”—a barrier long since decommissioned in the Navy. It was at the urging of his wife Eleanor that President Franklin D. Roosevelt prompted the Navy to select the men who were to make up the first black class at Officer Candidate School, located then at Great Lakes. Even when they arrived at Great Lakes, none of the group knew why they had been called.

“The government investigated all the selectees as far back as the cradle,” recalled Barnes, a retired professor from the University of the District of Columbia. “I couldn’t understand why the naval intelligence people were asking questions of everyone I knew. Until we were called over to the main side of the base, I still didn’t know anything.”

Finally, when the group gathered at the main side, Barnes and the other candidates were told that they had been chosen for Officer Candidate School. They were to be the first. The group was determined to finish strong—to leave a lasting, positive impression.

“None of us felt superior,” Barnes explained. “We felt fortunate and humble

and believed we had a great responsibility to represent black sailors of the past, the present and also those who would follow. We were determined to succeed.”

By graduation, the group had earned a 3.89 overall class grade point average. The record has yet to be broken.

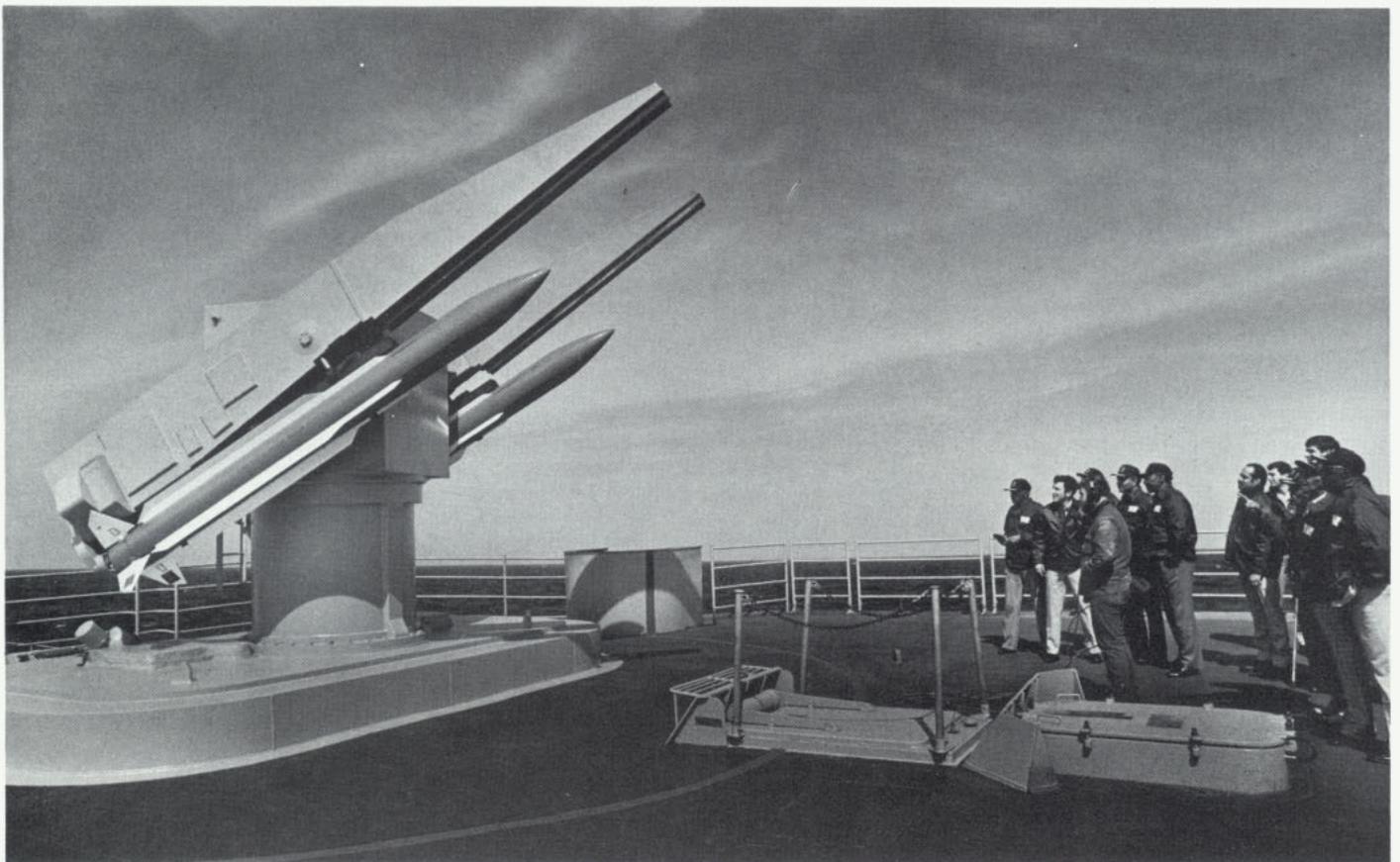
With the gold braid of a commissioned officer came more than just added responsibility. It was still the 1940s, and the Navy, like the rest of society, was predominantly a white man’s world. The 13 young officers had to prove themselves. The first challenge came right after their commissioning.

Life magazine, in April 1944, carried the Golden 13 class picture. Angered readers wrote letters to the editor protesting the Navy’s decision to integrate blacks into the officer corps. The group found rejection at officers’ clubs. They saw white enlisted people cross to the other side of the street to avoid saluting. But the group endured.

“If we screwed up, that’s it. We were it. We were the race,” recalls George Cooper, retired director of the Dayton, Ohio, Department of Human Resources and current

president of the Dayton chapter of the Navy League.

The feeling of overriding purpose pervaded the thoughts of every young officer from that historic OCS class. Echoing Cooper’s view is Justice William S. White, Illinois Appellate Court: “We were the hopes and aspirations of the blacks in the



Navy. We were the forerunners. What we did or did not do determined whether the program expanded or failed."

The program expanded. Indeed, today, there are more than 1,800 black officers. Wesley Brown, joining the group on the *Kidd*, was the first black graduate of the U.S. Naval Academy, in 1949. Today,



there are 50 blacks who are members of the class of 1982.

The modern warship *Kidd* was quite an eye-opener for this group of former officers whose Navy tours were aboard smaller ships, small craft and shore installations. Facing a propulsion plant shake-down called Engineering Ship Qualification Test, *Kidd* put on an impressive show.

Commander William J. Flanagan, commanding officer, instructed the officer of the deck to begin the crash-back phase of the ESQT.

"All Ahead Flank Three," the OOD ordered, and the lee helmsman pushed the throttle forward. The Golden 13 felt the surge of power. *Kidd* is capable of speeds in excess of 30 knots.

"All back full." The turbines wound down and the propeller pitch changed. With a mild shuddering, the ship was reversed. *Kidd*, a 563-foot, 9,300-ton warship, stopped in twice its length.

"And they think *they* have fun," chuckled Flanagan, as he turned to the Golden 13 and pointed to one of the many photographers from major media covering the reunion.

Frank E. Sublett, a professional model, agreed with the skipper. "I am ready to stay out here." Sublett watched as a churning, aquamarine turbulence rushed below the *Kidd's* bridge. "This makes me feel young again. I want one of these hot rods!"

Dalton Baugh was the Navy's first black chief engineer. He served aboard the schooner *Migrant* (IX 66), converted for ASW patrol by the Navy in World War II. Baugh is founder and now president of an architectural engineering firm. He marveled at *Kidd's* propulsion system and the controls which enable direct engine control from the bridge. Going from the '40s to the '80s, Baugh explained to *Kidd's* chief engineer Lieutenant Elliot Bloxom, "... is like going from manual to automatic."

Later, the group assembled on the weather deck aft of the bridge where *Kidd's* close-in weapon system was demonstrated. A short burst ripped the air as

the CIWS was fired. Jesse Arbor, an engineer with the Chicago, Ill., Board of Education, asked Flanagan just how many rounds CIWS can fire per minute.

"3,000," said Flanagan, smiling.

Arbor smiled, too, and shook his head.

The Golden 13 were served meals in the spacious wardroom as guests of the commanding officer. Behind their table was an oil painting of Rear Admiral Isaac D. Kidd. Justice White spoke. "Although there have been many technological changes, what impresses me the most is the utilization of people." White and other members of the Golden 13 are more than passively interested in the Navy's utilization of people, minorities in particular. They are all active in their local Navy Recruiting District's advisory councils.

Added Brown, "If I didn't think that there were good opportunities for minorities in the Navy, I wouldn't be here."

"The day of the 'hustle' is over," said Cooper. "If a young black is going to make it in today's society, he or she has to produce. There is no better place to do that than in the Navy."

"Overtly, the Navy has been very successful in its efforts to integrate," said Barnes. His son is a photographer's mate third class serving aboard USS *Dwight D. Eisenhower* (CV 69). "But they are still below the goal for black officers, and, of course, you can never tell what is going on in any individual's mind."

But this was no time to talk about refinements still needed. Said Justice White, "It is a time to rejoice. I had faith then that the Navy would live up to its promises, and, to a large extent, it has. The Navy has had six black admirals. What large corporation can show the same success?"

Barnes smiled in agreement. In his hand was a copy of a congratulatory message from a friend, Rear Admiral F.H. Miller, commander, Navy Recruiting Command, and sponsor for the reunion. Barnes slowly looked down at the message and read to himself: "You are being hosted by the finest young men in one of the Navy's newest ships, and, despite the progress and change you are witnessing, they are answering the same call you did over 38 years ago—the call of the sea. Smooth sailing. . . ."

—Story and photos by PH2 Drake White

Command and Control Exercises

Hit the Beach

It's 6 a.m. on D-day, and an amphibious assault—one of the most complex of all naval operations—has begun. A force of more than 6,000 Marine combat troops, 30 ships, tons of equipment and combat support elements is directed against the beachhead.

On board an 1179 class LST, the word is passed: "Stand by to splash causeways." Moments later, the four embarked causeway sections, each 90 feet in length, are launched. When assembled and emplaced ashore, they provide a vital ship-to-shore link, a veritable bridge over which men and materiel are transported onto the beach.

At the same time, the order "battle speed, battle speed" is relayed over tactical voice radio to the second wave of four landing craft, each with a full complement of Marine assault troops and equipment. Following closely behind are additional boat waves with the logistics materiel needed to support the Marines ashore.

The initial assault wave hits the beach, and the Navy beachmasters are ashore, preparing to direct the arrival of support elements for the landing. They are part of a small beach group detachment responsible for communications, command and control, and surf-zone salvage at the beachhead.

This amphibious exercise is typical of exercises which are repeated eight to 10 times every year by Atlantic and Mediterranean amphibious ready groups in the Mediterranean, North Atlantic and Caribbean. They are repeated over and over so that those responsible and those participating in any invasion would be trained and ready to respond if the time ever comes when such a force is required. And in Naval Beach Group Two, there's no such thing as not being ready.

But landing an invasion force isn't simply a matter of ordering troops into assault craft and heading toward shore. Any amphibious operation, no matter the breadth, requires precision planning and detailed preparations well in advance of the actual landing.

Those responsibilities fall on the commanders of naval beach groups. They are the ship-to-shore experts in the beachhead invasion and, like any military force, must maintain their readiness through training, practice and refinement.

With that in mind, Commander Naval Beach Group Two headquartered in Little Creek, Va., recently launched its first-ever command and control exercise (CACEX 1-81). With more than 300 Navy men participating from the group's staff and subordinate commands—Assault Craft Unit

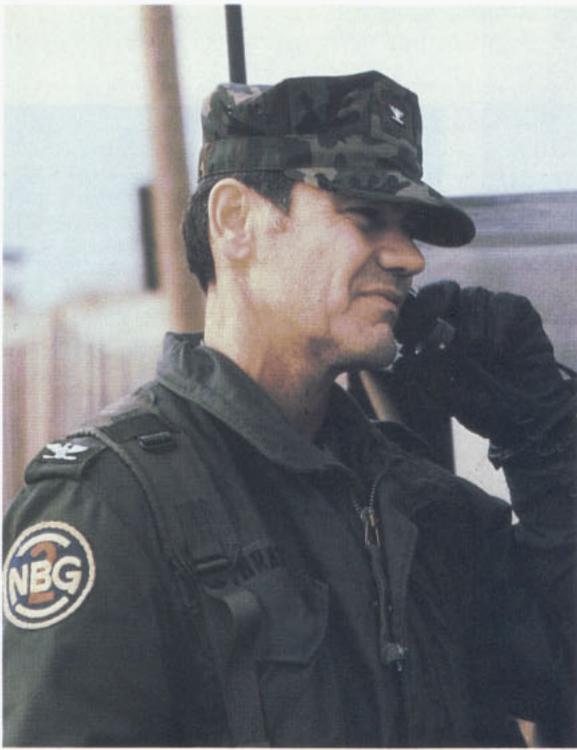
Two, Amphibious Construction Battalion Two and Beachmaster Unit Two—this total beach group exercise was conducted to evaluate their ability to support a Marine amphibious brigade and Marine amphibious unit simultaneously on two or more beaches.

An unusual characteristic of CACEX 1-81 was that the landing was accomplished without making use of amphibious ships. All equipment, vehicles and people were carried eight miles by ACU Two assault landing craft from a simulated amphibious task force (Naval Amphibious Base, Little Creek) to the exercise site at Fort Story, Va.

Throughout CACEX 1-81, virtually every piece of naval beach group equipment was tested including some 25 assault landing craft, eight 90-foot sections of causeway, bulk fuel systems, amphibious rescue and salvage craft, and numerous other beach support vehicles.

To maximize the training for both the planning staffs and operational forces, the exercise was divided into four phases—constructive intelligence buildup, embarkation, assault and beach operations, and a synopsis and debriefing of all involved.

Phase one consisted of a command post exercise between the beach group staff and



Captain T.B. Rothrauff, Commander Naval Beach Group Two, issues orders as a PhibCB Two causeway team prepares for launching from an LST. The beach party team (bottom) storms the beach in landing craft at H-hour.



Command and Control Exercises

its subordinates, ACU Two, PhibCB Two and BMU Two. During phase one, exercise message traffic simulated actual communications which would be generated in a contingency operation directed by a higher military authority.

The embarkation phase involved beach group units which preloaded equipment aboard landing craft for an actual embarkation for a Mediterranean deployment or similar operation. Once loading was secure, it was time for the transit to Fort Story.

Defense condition one was set and H-hour confirmed. At the appointed hour, the first wave headed in carrying the beachmaster unit and equipment along with salvage and communications equipment. The second wave followed with camp support items such as tents, mess gear and the like.

A small "enemy" force dug in on the beach began firing at the first wave but retreated hastily when simulated artillery and rifle fire coupled with smoke bombs forced them to abandon their positions.

By midafternoon, the beach group had begun setting up camp and had established defensive perimeters. The backup waves brought in two four-section causeways and landing force beach party headquarters and support vehicles. They remained on the beachhead through the night.

Early the next morning, the beach group was attacked. This was part of the first perimeter defense exercise which led up to

a medical/prisoner-of-war evacuation drill due to the heavy casualties inflicted on the enemy. The rest of the morning, numerous beachings and retractions, salvage operations and assault craft towing exercises were completed.

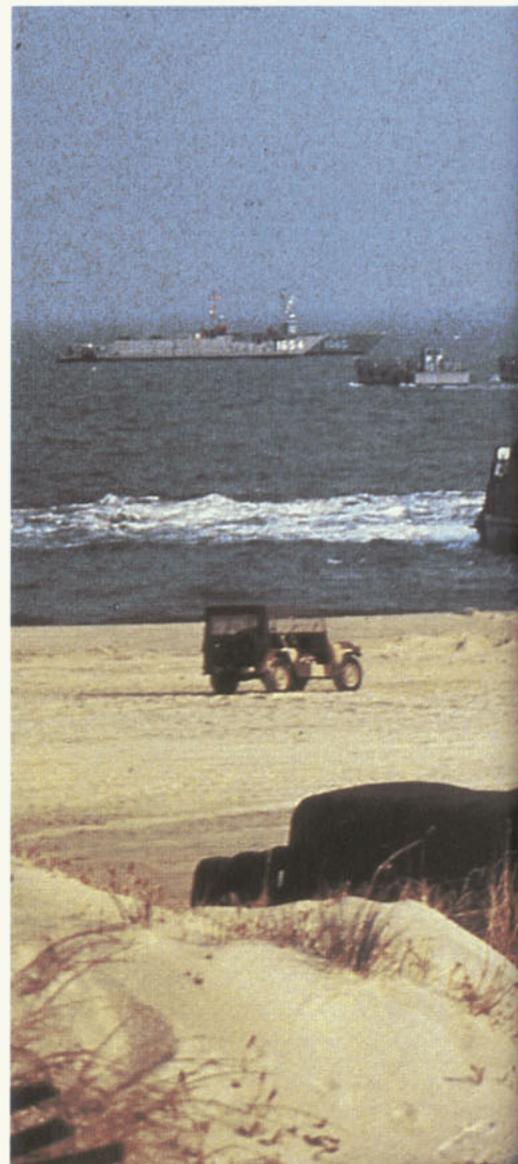
By midafternoon, the weather had deteriorated. Plummeting temperatures decreased visibility, and rain changed the afternoon scenario into a heavy weather operation.

With the weather improving the next morning, medical, POW and civilian evacuation drills—along with more beaching and retracting exercises and causeway marriages—were accomplished. Actual salvage and damage control operations were called for when one landing craft suffered a damaged hull. The craft was intentionally broached by a salvage team, then welded by steelworkers from PhibCB Two. The next morning, after nearly six hours of backloading, the exercise ended.

The exercise provided a unique training experience for all ComNavBeachGru Two units by including virtually every evolution that would normally take place during the amphibious assault of a beachhead.

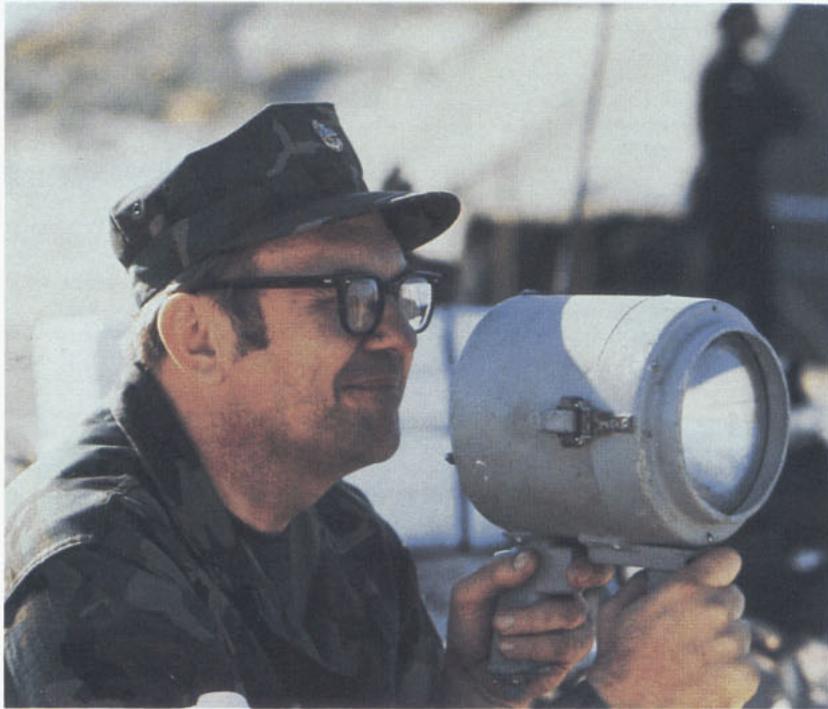
—Story by Cmdr. Glenn R. Allen

Clockwise from above right: The beach party team repels an attack from the sea as causeway team members wearing MK-17 gas masks undergo a simulated chemical attack. LCU's conduct casualty control exercises and offload a machine repair trailer.





Command and Control Exercises



Clockwise from left: NCC Teddy Siedlecki signals landing craft to begin their approach toward the beach. As a PhibCB Two sailor treats a "wounded aggressor" not far away, BMU Two members engage in a fire fight on the beachhead.



The Beach Group Organization

The beach groups were created in 1948 as a result of lessons learned in the Pacific Islands-hopping assault operations of World War II. Their basic mission is to provide equipment and support needed to land a force of 40,000 to 50,000 Marines—no small task.

Even though equipment and techniques have been modernized, the mission remains essentially unchanged: to provide under battle conditions the command, communications, control and specially equipped teams needed to hasten the flow of troops, equipment and supplies from ship to shore and across the beaches. Additionally, the beach group and its subordinate commands evacuate casualties, refugees and POWs, and provide perimeter defense of the landing beach area.

Commander Naval Beach Group Two falls under the operational command of Commander Naval Surface Force, U.S. Atlantic Fleet and reports directly to Commander Amphibious Group Two. The beach group is made up of three components, responsible for specific aspects of an amphibious assault. They are Assault Craft Unit Two, Amphibious Construction Battalion Two and Beachmaster Unit Two.

In a beachhead invasion, ComNavBeachGru Two becomes the “beach party,” the naval element of the Marine shore party. These two parties work together to control and to coordinate the logistics buildup and support the landing force.

During the assault, ComNavBeachGru directs the beach party consisting of his staff and the three subordinate units in sup-

port of a division-sized amphibious assault landing.

Assault Craft Unit Two is made up of some 68 assault craft/boats which transfer all troops, heavy equipment and supplies ashore. The 66-ton landing craft mechanized (LCM-8), handled by a crew of four, can transport the largest USMC combat-loaded tank, 60 tons of cargo or 200 troops. The landing craft utility, with a 10-man crew, can carry up to three heavy tanks, 180 tons of cargo or 400 troops. ACU-2 also provides repair teams which perform on-the-spot craft repairs.

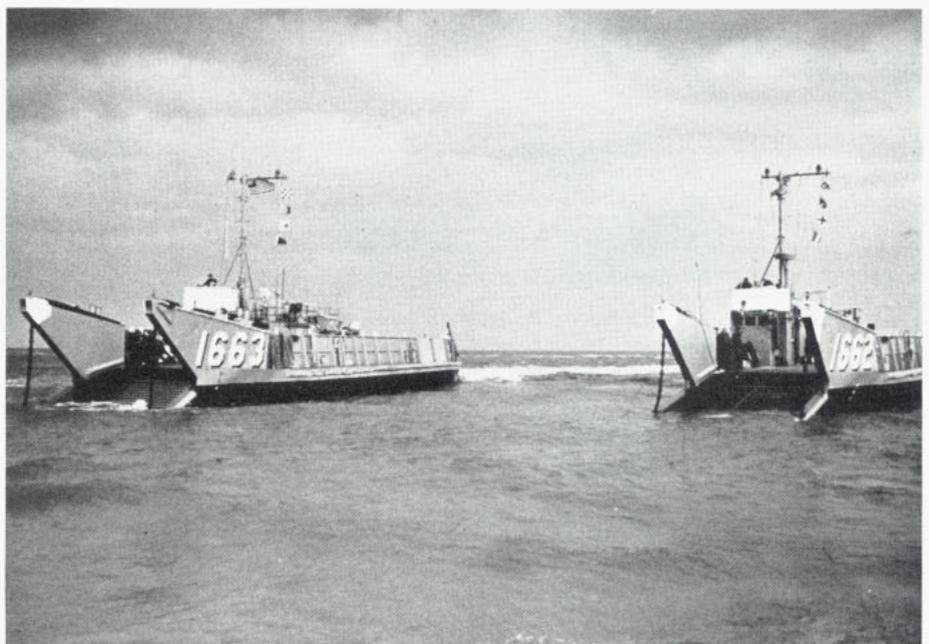
Beachmaster Unit Two controls the landing ships, landing craft and Navy beach party operations from the surf zone to the high water mark. The unit places

markers which designate beaching sites for causeway piers, landing ships and landing craft, and also provides salvage support and assistance for stranded or disabled boats.

Another vital service of the beachmaster units is providing the communication link between the ships and the landing force. With radio and visual signals, the beachmaster coordinates all unit movements in the vicinity of the beaches. All unit members are combat-trained for perimeter self-defense.

Amphibious Construction Battalion Two provides the pontoon causeway, bulk fuel and camp support elements to the beach party in support of the amphibious task force. In wartime conditions, PhibCB Two members assemble, emplace, repair and maintain the 90-foot sections of causeway which run from the LSTs to the beach, thus providing an overwater floating bridge for heavy equipment. They also put together and install the fuel lines for ship-to-shore fuel delivery; provide for limited beach improvement, camp support and combat-ready perimeter defense forces.

LCUs in the “wet ramp touchdown” position during the amphibious assault.



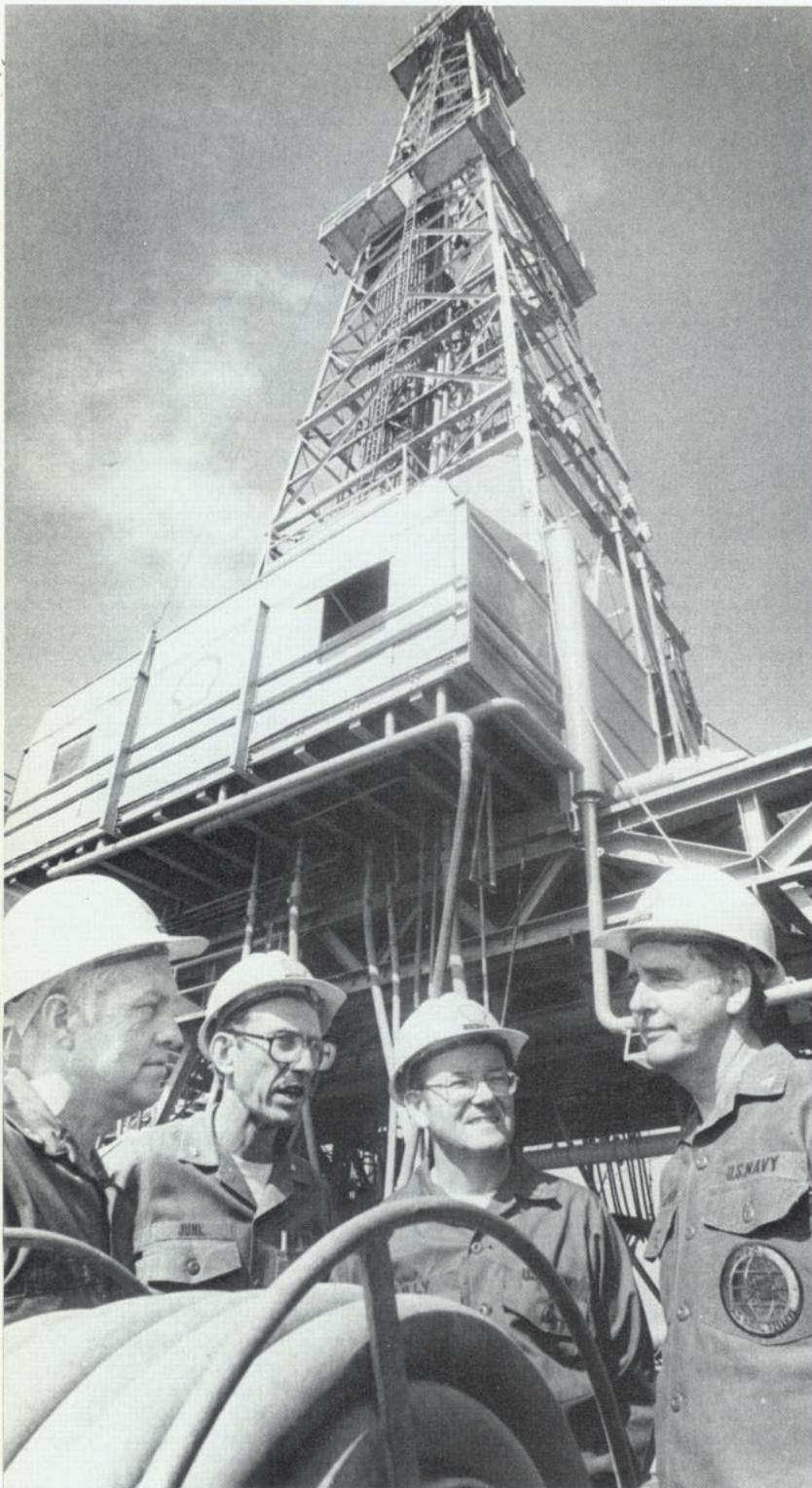
Reservists

Members of the Naval Reserve Petroleum Office Detachment 110 of Houston, Texas, got a close look at the offshore oil facilities near New Orleans, La., with a tour of the Louisiana Oil Offshore Port, the nation's first supertanker unloading terminal, and nearby Shell Oil's Bay Marchand Block Two Oilfield.

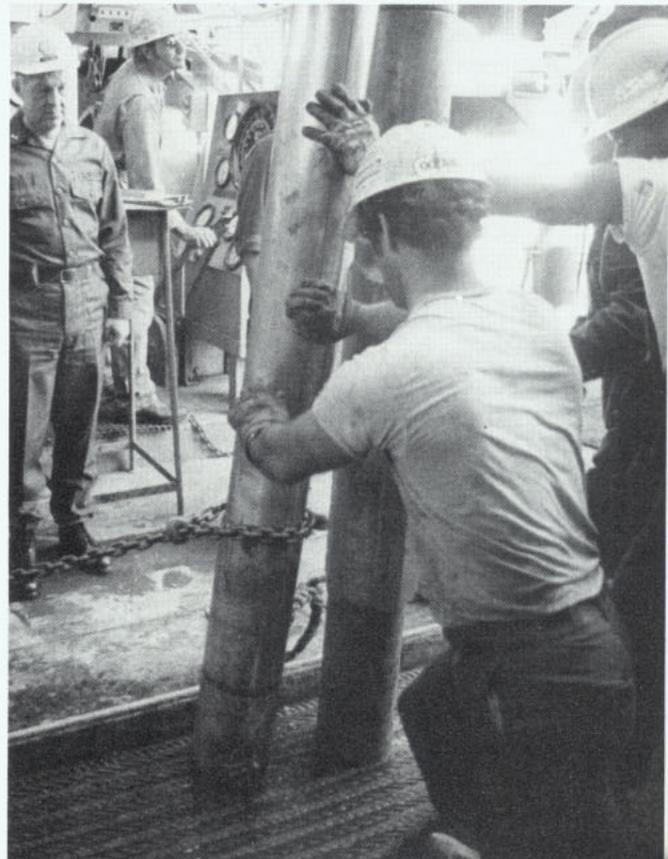
The visit was hosted by Captain William L. Horne, Commander Readiness Region 10, and was arranged by the region's logistics officer, Lieutenant Commander James T. Dickey.

The 26-member group departed the Naval Air Station New Orleans in four helicopters provided by the Fourth Marine Air Wing. Joining the group were Rear Admiral Delbert H. Beumer, reserve director of the Naval Fuels Program, and Rear Admiral Thomas G. Lilly, director of Program Six, Reserve Cargo Handling Battalions.

First stop was the LOOP Operations Center in Galliano, La., where all functions of the LOOP are governed by the



Members of Naval Reserve Petroleum Detachment 110 of Houston, Texas, tour offshore oil facilities south of New Orleans. Above (l-r) are Rear Adm. Delbert H. Beumer, Cmdr. Gordon Juhl, Rear Adm. Thomas G. Lilly and Capt. Robert E. Wickman. The 140-foot Lee C. Moore derrick looms in the background.



Tour Offshore Sites

cargo transfer supervisor. The center is near the Clovelly Salt Dome storage terminal where oil from supertankers is stored.

"During the past decade," said LOOP's president, Bill Read, "supertankers of more than 175,000-ton capacity have been delivering crude oil from the Middle East and other producing areas directly to refineries in Europe, Japan and elsewhere. But the United States does not have a single natural harbor to receive these large ships. Since we can't bring the ship to the port, LOOP takes the 'port' to the ship." He added that this is because of their deep drafts—some as much as 90 feet.

By helicopters, the group then visited the LOOP platform in the Gulf of Mexico. As the group approached the bright yellow structure, the 1,100-foot supertanker *New York City* could be seen moored a mile and a half from the platform. LOOP looks like any other offshore oil platform except that it has a tanker or two nearby.

Once aboard the platform, LOOP Superintendent Michael J. LeBlanc told the group, "We have to be on constant lookout for marine traffic that might go between us and the ship because of the 1,050 foot-long hoses that take the crude oil off the ship. We have the capability of unloading two ships at a time, as long as they have similar crude, but we usually unload one supertanker at a time.



"When oil reaches the platform," he continued, "it is 'boosted' to shore by three pumps capable of moving oil at rates of up to 100,000 barrels per hour."

LeBlanc explained that the oil from the *New York City* was the first shipment for the strategic petroleum reserve that LOOP has handled.

The reserve group rounded out its tour by visiting the sprawling Bay Marchand offshore system 10 miles from the LOOP platform. The system has a 900-foot walk bridge connecting three oil production structures. There the reservists viewed the

drilling operations atop one of the platforms. The visitors watched men manhandle 90-foot-length pipes as they drilled to a depth of 10,000 feet.

Admiral Lilly summed up the visit: "We in the Navy cannot get where we want to go without fuel oil and the Gulf Coast area is one of the largest producers of oil in the world. The reserve petroleum units should be as knowledgeable as possible of the status of our oil industry. This visit was a unique opportunity for us to gain more knowledge."

—Story and photos by Lt. Cmdr. Lynn Howell



An Artist Looks



at USS *Fahrion*

USS *Fahrion* (FFG 22), one of the Navy's newest *Perry*-class frigates, recently put to sea for its shakedown cruise. *Fahrion's* plank owner crew members, who had trained together as the pre-commissioning team, were on board to take the ship from Seattle, Wash., to its new home port in Mayport, Fla. Also on board was Navy combat artist William E. Ryan, along with reserve Lieutenant Commander Thomas C. Pinard who interviewed some of the men Ryan used as subjects of his drawings.

A noted marine artist who grew up around water and who has studied and lived on both coasts, Ryan saw the *Fahrion* as a self-contained community where the men lived in a world of their own making. He was impressed with the caliber of these professionals. Daily they completed the ordinary tasks required to keep their ship in good condition, while keeping themselves physically healthy and mentally alert. Ryan saw life on *Fahrion* as condensed, a study in human nature, with the inhabitants creating their own pattern of responses and interaction.

With his artist's eye and skillful hands, Ryan transferred his mental impressions of the *Fahrion* men into graphic form, infusing his own feelings into his drawings. They are a record of a life that only a sailor understands.

—JED



An Artist Looks at USS Fahrion

“She’s like a race horse, sensitive, highbred, delicate to the touch.”

William E. Ryan’s comments during the shakedown cruise of USS *Fahrion* (FFG 22) reflect the manner of the frigate’s bearing but, more importantly, the care taken by this thoroughbred’s trainers and handlers—*Fahrion*’s crew.

Ryan was invited aboard by Commander Tom Daly, *Fahrion*’s first commanding officer, who had been so impressed with Ryan’s artwork that he wanted the artist to create a visual record of the frigate. The tour for the Navy combat artist aboard *Fahrion* was coordinated by the Office of the Chief of Information in Washington, D.C.

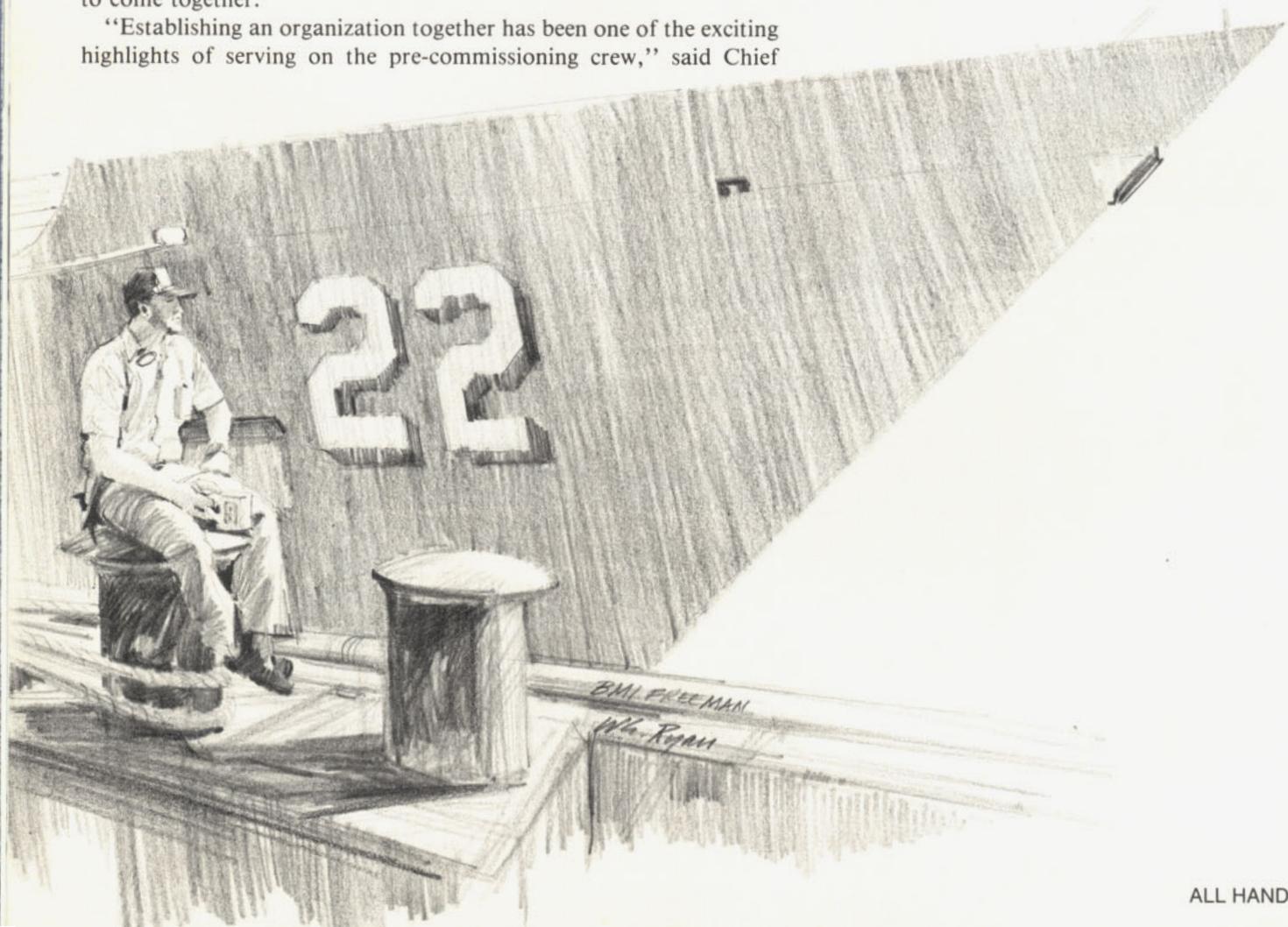
Ryan’s sketches, along with an oil painting of the ship (this month’s cover), bring to life the members of the crew during the ship’s transit from Seattle to Mayport, Fla.

“What I saw were highly professional people, working on sensitive computerized systems and also doing all the day-to-day things that are necessary to keep a ship like *Fahrion* under way,” said Ryan.

The officers and crew also shared the artist’s feelings and—while under way to Mayport—some commented on *Fahrion*, the Navy and life at sea.

For Ensign Robert Esker, *Fahrion* is a move into the highest state of the art. “The gas turbine is outstanding, but it requires a lot more training. We’re no longer dealing with hammer mechanics, and my men make up a top flight engineering crew—you can see it in their care.” Esker, an LDO and the bull ensign on *Fahrion*, figures that a shakedown cruise of 6,500 miles is an excellent way for ship and crew to come together.

“Establishing an organization together has been one of the exciting highlights of serving on the pre-commissioning crew,” said Chief





SEA DETAIL
GUNNERY AIMBER
W. E. Ryan



SMETTER
W. E. Ryan



XO
W. E. Ryan



FMW FALWARDS
W. E. Ryan

An Artist Looks at USS Fahrion

Quartermaster Walter Fanton. The chief, who has called the Navy home for 22 years, feels these new frigates are providing a great opportunity for senior enlisted people to gain more of a management role. "Chiefs are in division officer billets, leading petty officers are moving into billets normally held by chiefs, and that's important to the men moving up." Fanton is a veteran of six sea tours and a year commanding a river patrol boat in Vietnam.

"The initial voyage of the *Fahrion* is an exciting opportunity for all hands," said commanding officer Commander Tom Daly. "For me, if organization is established and leadership is exercised properly, our new people will learn by experiencing operating procedures correctly the first time, not through folklore."

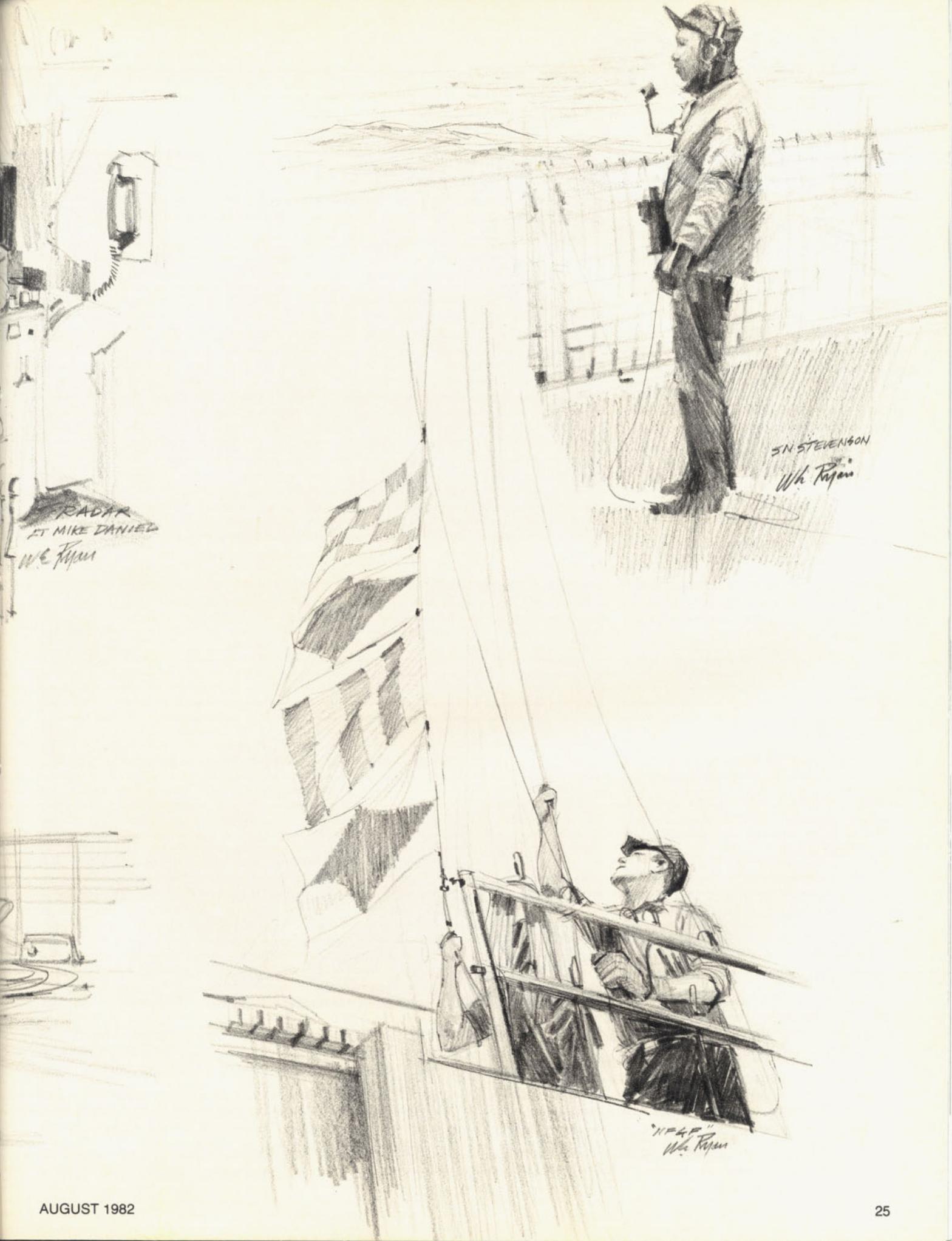
Daly added that a smaller crew presents a realistic challenge for leadership—an echo of Fanton's contention. But *Fahrion's* CO also said that the leadership role requires an active management role with responsibility down to the lowest level, and no place to hide.

With service aboard five ships, Disbursing Clerk First Class Houston Nickelson Jr. finds life aboard *Fahrion* demanding, but he is quite comfortable and enjoys the challenge.

Mess Management Specialist Seaman Dale Hempseed, on his first ship, enjoys every minute of it. Commenting on the workload, Hempseed said, "The duty isn't that difficult, and most of the men coming through the mess lines are not complaining."

Summing it up after an almost 24-hour evolution through the Panama Canal, one sailor in the midships passageway was heard to say, "It was another fine Navy day."
—By Lt. Cmdr. Thomas C. Pinard





1000

RADAR
LT MIKE DANIEL
W.E. Pagan

SN STEVENSON
W.E. Pagan

"H.P.P."
W.E. Pagan

Bearings

Guam Rescues Yugoslav Sailor

If it hadn't been for quick thinking and decisive actions on the part of USS *Guam* (LPH 9) sailors, a machinist from the Yugoslavian freighter *Ucka* might not have survived.

Guam was in transit recently from Norfolk, Va., to New Orleans when Coast Guard Station, New Orleans relayed a message that a 28-year-old *Ucka* crewman had been seriously injured. A piston in the main engine crankcase had fallen, crushing the man's left knee and thigh, resulting in multiple fractures, and his blood pressure was rapidly dropping. It had taken two hours to free him. *Ucka* did not have medical people aboard.

The Coast Guard proposed to medevac the sailor with one of their helos using *Guam* as a refueling station; due to heavy fog and the long distance, it would take five hours to complete the procedure. *Guam*'s skipper, Captain A.E. Weseleskey, quickly decided to launch the ship's *UHI-N Astro Niner* helicopter.

Commanders Chuck McLaughlin and Buck Carlton took off in *Astro Niner* accompanied by *Guam*'s doctor, Lieutenant Ira Knepp, and Hospital Corpsman Third Class Brad Roberts. Weather conditions were worsening—a low ceiling and rain showers allowed for only three to four miles visibility. Compounding the problem, the helicopter was not configured with sophisticated electronic navigation equipment for such a long-range mission. Through information passed from *Guam*'s combat information center by Operations Specialist First Class Jim Bishop, the helo was able to find the Yugoslavian freighter.

Once *Ucka*'s deck was cleared of cranes and cargo, the medical team was lowered. They administered the life-saving intravenous solution, stabilizing the sailor's blood pressure.

Meanwhile, the Coast Guard helo arrived on the scene, and the patient and medical team were lifted aboard and whisked back to *Guam*. The injured sailor needed blood badly, and 47 volunteers



aboard *Guam* came forward to donate. After stabilization, the patient was returned to the Coast Guard helo and flown to a New Orleans hospital where his leg was saved.

In a letter of appreciation, Rear Admiral W.H. Stewart, Commander Eighth Coast

Guard District, praised the efforts of all involved and conveyed the deep appreciation of *Ucka*'s master.

—Story by Ensign John E. Dawson
and JO3 Jim Brandli

—Photo by PH3 Pepe DeGracia



A salute, a handshake, a new commander. Canadian Forces Commodore Hugh M.D. MacNeil (right) relieves Dutch Commodore Jan J. Leeftang as the 16th commander of NATO's Standing Naval Forces Atlantic, the world's first international permanent naval squadron to operate in peacetime. Command of the force is rotated annually among the contributing NATO navies. StaNavForLant is currently composed of Canadian helicopter destroyer HMCS *Huron*, which serves as flagship; German frigate FGS *Ausburg*; Dutch frigate HNLMS *Van Nes*; British frigate HMS *Danae*; and American guided missile destroyer USS *Sellers* (DDG 11).

Jason's Ironman

Romanticists refer to the days of "wooden ships and iron men." Though the wooden ships have gone, the iron men have not.

Living proof is Hull Maintenance Technician First Class Barry O'Brien in the repair ship USS *Jason* (AR 8). The Pacific Fleet sailor placed 147th out of 600 with a time of 12 hours and 23 minutes in Hawaii's Ironman Triathlon in February.



This world-famous event consists of a 2.4-mile open ocean swim, a 112-mile bike race and a 26.2-mile marathon. It was first held in 1978 and now attracts competitors from all over the world.

Most entrants train intensively from four to six months before the event and average 40-60 miles running, 4-10 miles swimming and 100-200 miles bicycling per week.

O'Brien's training consisted of bicycling between his Waikiki apartment and Pearl

Harbor every day, swimming at the base pool during the lunch hour and running in the evenings.

Because of time constraints, O'Brien trained only two months before the competition and suffered a knee injury three weeks before the event, which made his finish that much more remarkable. "It was easier than I expected," said O'Brien. "There was never any doubt in my mind that I would finish."

Jason's ironman now plans to run in Oahu's Windward Marathon as a warm-up for the island's Run For The Sun—a 36-mile run to the Haleakala Crater.

"The hardest thing about that run is that it's all uphill," said O'Brien. "But if I start, I know I'll be able to finish it."

—Story by Lt.j.g. Anneliese M. Lillard
—Photo by PH1 E.E. Murphy

Reserves need EDOs

The Naval Reserve needs engineering duty officers. EDOs, who are designator 1415, are in short supply throughout the reserve force, and qualified applicants will be immediately placed in pay billets.

There are two sources of Naval Reserve EDOs—by direct appointment to ensign or by change of designator, principally from the unrestricted line. The direct appointment source offers enlisted members who hold an engineering or science degree an

excellent opportunity for a commission.

The program also offers midgrade reserve officers a chance to switch to a reserve career community with an expanding mobilization role and with excellent promotion opportunities as well.

Further information can be obtained by calling Code 37, Chief of Naval Reserve at Autovon 363-1250; Naval Sea Systems Command, SEA 01R, Autovon 222-5926; the engineering duty officer at any Naval Reserve Readiness Command; or by contacting a Navy recruiter.



Master Chief Machinist's Mate Jim E. Brooks of the USS *Mariano G. Vallejo* (SSBN 658) is the third U.S. Navy submariner to receive the Neptune Trophy. Presented annually, the award honors the officer or enlisted man on active duty who has completed the most fleet ballistic missile deterrent patrols. Brooks was recognized for his 27 deterrent patrols, equal to almost seven years of submerged service.

Photo by PH3 Tom O'Shea

Bearings



Intrepid Halfway Home. The aircraft carrier *Intrepid* makes a stopover in Bayonne, N.J., en route to New York City's Pier 86—its new home. *Intrepid*, now decommissioned, will become a floating sea-air-space museum after an extensive overhaul. (See October 1981 All Hands.) The 38-year-old veteran served with distinction in three wars—World War II, Korean and Vietnam—and aided the U.S. space program by recovering the Gemini 3 astronauts Gus Grissom and Roger Chaffee after America's first three-orbit space flight in 1965. Intrepid Square in New York City is scheduled to open later this year; the overall project will take almost 10 years to complete.

Award to Civilian

William Engbrecht, an engineering technician with the Crew Systems Branch at the Pacific Missile Test Center, Point Mugu, Calif., recently received a "Special Award in Naval Aviation Physiology" for his expertise regarding aircrew life support equipment and ejection systems.

Engbrecht is the first civilian to receive the award, which has been given only four times since it was originated in 1969. According to the citation, he has come to be known as "the authority" on form-fit helmets, visual target acquisition system helmets and aircraft on-board oxygen generating systems.

Navy Historian Retires

Dr. William J. Morgan, senior civilian historian and head of the Historical Research Branch of the Naval Historical Center, Washington, D.C., retired recently after 36 years of federal service.

Morgan served with the U.S. Navy in World War II and during the Korean War. He continued his military service in the Naval Reserve.

During his many years, from 1954 until retirement, with the Naval Historical Center, Morgan was responsible for a wide range of activities, especially his contributions to the eight-volume *Naval Documents of the American Revolution*, of which he became editor in 1970. Among his other publications are *Autobiography of Rear Admiral Charles Wilkes, U.S. Navy*, *Civil War Naval Chronology* and *Naval Chronology, World War II*, plus numerous articles in professional journals, magazines and encyclopedias.

In 1981, Morgan was awarded the Navy Distinguished Civilian Service Award and became the first federal employee whose government service was in the humanities to receive this award.

NOTICE

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Quality of Life In Navy Goes Up

More than 500 Navy people, Marines and civilians attended a symposium held in San Diego in late February to discuss issues encompassing morale, retention and the overall quality of today's Navy.

The Quality of Life Symposium, sponsored by the Commanders Naval Air Force, U.S. Atlantic and Pacific fleets, and the American Society of Naval Engineers, featured 25 workshops, 74 exhibits and included speeches from force commanders and from the Deputy Assistant Secretary of Navy for Manpower E.C. Grayson.

Workshops and exhibits covered the need for improvement and the latest developments in various aspects of Navy life ashore and afloat. Speeches highlighted the importance of "quality of life" Navy-wide.

"A healthy, happy, satisfied sailor (and his family) makes for a stronger, more effective Navy," was a statement heard frequently throughout the symposium from speakers like co-hosts Vice Admiral Robert F. Scholtz, Commander Naval Air Force, U.S. Pacific Fleet, and Vice Admiral Thomas Kilcline, Commander Naval Air Force, U.S. Atlantic Fleet.

This was the Naval Air Force's third Quality of Life Symposium. The first two were held in San Diego in 1978 and 1980. Future seminars are planned every two years after the ideas from each seminar are aired and tested throughout the fleets.

Speaking at the luncheon on the final day of the three-day symposium, Admiral James D. Watkins, at the time Commander in Chief, U.S. Pacific Fleet, reminded the group that the military has gone through a bad period in which it was once looked down upon to a position today in which the nation now realizes that the military needs to be treated better.

From admirals to master chiefs and ombudsmen, the symposium was judged an unqualified success and a much-needed tool in the fight to keep talented, trained individuals in today's growing Navy.



Adm. James D. Watkins (center) and Vice Adm. Robert F. Scholtz, co-hosts of the 1982 Quality of Life Symposium, watch a demonstration of the use of a HydroGym, one of the displays at the 1982 symposium. Photo by PHC Claudie Johnson.



King Olav V of Norway (center) visited USS *Guadalcanal* (LPH 7) during NATO exercises this year in the northern Atlantic. The monarch and his group toured the helicopter carrier, remarking on the smartness and enthusiasm of the crew. *Guadalcanal* and Amphibious Squadron Six were participating in Exercise Alloy Express, a sea-land exercise concerned with the defense of NATO's northern flank. Captain V.C. Smith (left), Commander Amphibious Squadron Six, and *Guadalcanal*'s skipper, Captain T.A. Mercer, are with King Olav on the bridge. Photo by PH2 R.B. Crookshank.

USS Portland



Caribbean Good Will

A chilling breeze swept the weather decks of USS *Portland* (LSD 37) as crew members and embarked units stowed supplies brought aboard that February morning. Winter blues and jackets were the prescribed uniform. In just a few days, however, the weather would be warmer, and the crew would change to summer whites. In a few hours, after months of preparation, *Portland* would be leaving Little Creek Amphibious Base for warmer waters. Caribbean Operations 82 would be under way.

During the six-week cruise, dock landing ship *Portland* put into 11 ports in the Caribbean, Central and South America. Admiral Harry D. Train II, Supreme Allied Commander Atlantic, was in operational control during the first two weeks. He was accompanied by Ambassador Robert Anderson, special assistant for international affairs, during stops at San Andres Island, Colombia; Kingston, Jamaica; Bridgetown, Barbados; and Port of Spain, Trinidad.

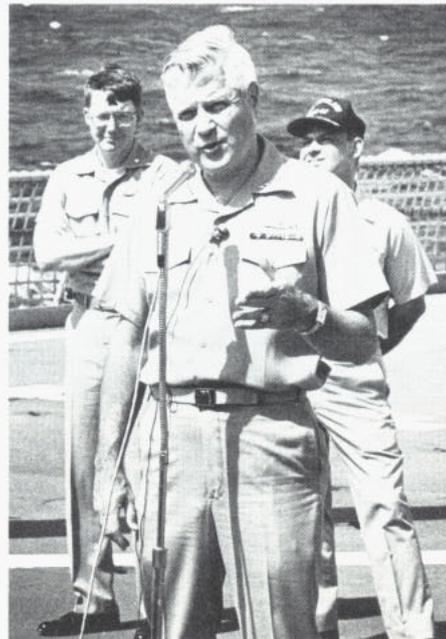
Admiral Harry D. Train II (right), Commander in Chief U.S. Atlantic Fleet, answers questions from crew and embarked troops on USS Portland during Caribbean Operations 82 which included visits to orphanages, band concerts, soccer matches and donating blood to a Port of Spain, Trinidad, hospital.

Vice Admiral John D. Johnson Jr., Commander, Naval Surface Force, U.S. Atlantic Fleet, represented the Atlantic Fleet during the third and fourth weeks when *Portland* stopped at Kingstown, St. Vincent; St. John's, Antigua; Basseterre, St. Kitts; Philipsburg, St. Maarten and Fort-de-France, Martinique.

Vice Admiral James R. Sanderson, deputy and chief of staff, Commander in Chief, U.S. Atlantic Fleet, completed the

final two weeks with visits to Puerto Cabello, Venezuela, and the transit through the Panama Canal to Panama City, Panama. This marked the first time a Caribbean Operations ship had gone through the canal as part of the exercise.

Unlike the two previous cruises which emphasized tactical warfare capability, Caribbean Operations 82 emphasized the civic and humanitarian aspects of the Navy. A 26-man Seabee detachment from Naval Mobile Construction Battalion One, Gulfport, Miss., was embarked in *Portland*. "We accomplished exactly what we had hoped by showing the local people the tasks Seabees are capable of and the quickness with which we can complete these tasks," said officer in charge Lieutenant





Commander John R. Dunbar.

The Seabees, living up to their "Can Do" motto, left completed construction projects almost everywhere they went. Civic action projects included partially rebuilding a home on San Andres Island, Colombia; clearing and grading almost three acres of land for a school playground and erecting a 90-by-10-foot hospital roof in Kingston, Jamaica; creating a 700-linear-foot access road in Bridgetown, Barbados; removing 1,000 cubic yards of sediment from a river bed and repairing a washed-out road in Kingstown, St. Vincent; regrading a dirt road in Basseterre, St. Kitts; and rejuvenating a little league ball field in Philipsburg, St. Maarten.

During Carib Ops 82, the hand-picked detail was separated into two teams. While one was ashore, the other was in *Portland's* well deck helping thousands of visitors as they viewed static and audio-visual



displays depicting the Naval Construction Force's humanitarian and disaster relief efforts and capabilities.

While the admirals and their staffs were ashore, meeting with civilian and military dignitaries, other embarked units carried out their missions.

The Atlantic Fleet Band from Norfolk, Va., performed concerts ashore and played musical tributes to the countries visited during numerous ceremonies and official functions.

The 45-man U.S. Marine Corps Ceremonial Guard detachment, led by First Lieutenant Thomas A. Rychlik, guard officer, Armed Forces Staff College, conducted sunset parades and rendered honors to visiting dignitaries.

The Marine Corps Silent Drill Team put on impressive performances in each of the ports. In St. Vincent, the prime minister said, "Indeed your men have set a new standard of excellence in military drill."

A five-man U.S. Coast Guard detachment demonstrated its 32-foot port and waterways boat to visitors including local coast guard, police, and custom and defense officials. The boat's capabilities include search and rescue, port security, fire-fighting, towing and pollution response.

Portland's crew was just as busy as the embarked units. Many served as tour guides while others played on the ship's

baseball, basketball, volleyball and soccer teams, challenging local competition and furthering good relations with host countries.

When they heard that the general hospital in Port of Spain, Trinidad, needed blood, *Portland* crew members donated 81 pints. Then, in a show of hospitality, Port of Spain's mayor hosted a city hall reception for the entire crew. A similar gesture was made by the governor of St. Kitts.

Local medical authorities in hospitals on St. Maarten and St. Kitts kept the ship's electronics technicians busy. The technicians repaired an EKG machine, two upright blood pressure monitors, a TV monitor and camera, a vibrating heat pad, and a fetal monitor and a compressor. They also repaired a long-inoperative government seismograph on St. Vincent.

"The efforts of *Portland* and its embarked units not only made Caribbean Operations 82 a success but also provided a valuable contribution toward fostering good relations with our fellow Caribbean nations, especially in the wake of the president's Caribbean basin initiatives," said Admiral Train.

—Story by JO3 Paul J. Brawley

—Photos by PHC D.R. Mohr,

PH2 Jeff R. McConnell,

PH2 Danny Phillips, PHAN Mike Long and

JO3 Brawley



Sterett Heroines Help Smooth Move

When the guided missile cruiser USS *Sterett* (CG 31) left San Diego last summer for its new home port in the Republic of the Philippines, an odyssey began for a handful of unsung heroines—the wives of USS *Sterett* crewmen.

As their husbands began the 23-day transit to the ship's new home, the wives—with local Navy help—set about obtaining passports and visas, overseeing the preparation for shipments of household goods and answering countless questions from their children concerning their new homes. These responsibilities added somewhat to the apprehension some of them felt about the move, but it hardly deterred them or slowed them down. Thanks to planning by the ship and Navy commands at San Diego and Subic Bay, the move for the wives turned out to be an adventure in living.

Sterett's 65 wives represented the full range of travelers from veterans to first timers. Ensign Ted Dill's wife, Chris, first tasted the rigors of moving overseas at the age of seven and has been on the move ever since. On the other hand, Gunner's Mate First Class Bill Sports' wife, Dora, lived close to her native North Carolina since childhood and had never traveled outside the United States.

The experiences the women encountered in the move to Subic Bay may sound familiar to many Navy families. Even though the Navy does a great deal of advance planning for family moves, last minute problems still arise. Then, too, this move was to a new home port,

which gave added dimension to the wives' experiences.

Sandra Johnson, wife of Master-at-Arms First Class Bob Johnson, said she managed to get her passport just days before her flight to the Philippines, and it took three messages from the *Sterett* to appropriate offices to move her passport along.

In addition to the problems of flying with small children, there were delays brought about by the unexpected—such as the air controllers' strike. Bonnie Dubs, wife of Chief Electronics Warfare Technician Werner Dubs, logged nearly 36 hours in airport lay-over time in addition to the 20-hour flight.

Finally, they all arrived—landing either at Manila Airport or Clark Air Base. Many first impressions were blurred by jet lag, new and strange surroundings, and the desire to be re-united with their husbands.

"When I stepped off the plane, it was extremely hot, and it was drizzling. I wanted to turn around and get back on the plane," recalled Bonnie Dubs.

Many of the women were overwhelmed by the kaleidoscope of dodging, honking jeepneys, picture-postcard scenes of bamboo huts with thatched roofs, rice farmers in the fields and water buffalo grazing along the road.

Most families received temporary housing at the San Miguel U.S. Naval Communication Station, about 30 miles northwest of the Subic Naval Base. This housing had been arranged in advance. The Navy command pro-

vided new arrivals with hospitality kits and assigned quarters alongside people permanently assigned to the station to ease their transition. The houses are spacious and modern with mountains on one side and the South China Sea on the other. For all its charm though, living at San Miguel means an hour's ride each day for *Sterett* husbands. But some wives said they prefer life in San Miguel over the convenience of living in Subic, despite the fact that Subic offers a larger commissary and exchange.

And there are differences as well. "I was in my kitchen one day when someone started hollering 'snake,'" said Dora Sports. "We contacted the Jungle Environment Training School, and men came and removed a 10-foot boa constrictor from the tall grass in my back yard." Although the boa had been sleeping peacefully in the yard, it was quite a surprise to Mrs. Sports, who had never seen anything bigger than a garter snake.

Even the wives whose husbands had served a previous tour in the Philippines found they had to adjust to the idea that this would be home for the next three or four years. It wasn't long before the first impulses to withdraw into the security of base housing gave way to a new sense of adventure for many wives.

Wicker and rattan furniture stores, small cafes and local marketplaces

Wives, families and well-wishers welcome USS Sterett (CG 31) to its new home port.

WELCOME HOME

37P

WELCOME USS STERETT



Sterett Heroines

lured most of the wives to the communities around Subic and San Miguel.

Listening to Dora Sports talk about a dining room set she plans to buy or hearing Chris Dill tell about the Big Foot Cafe where native friends have made her children a welcome addition to their culture, it becomes apparent that many *Sterett* wives have already put the more grueling aspects of their displacement behind them.

One of the reasons for their positive attitude is the newly formed *Sterett* wives club, formed to help tackle problems an individual might find difficult to deal with alone. Already the wives club has resolved some base housing problems and various requests for legal help.

"*Sterett* wives are in a unique situation," Sandra Johnson said. "We're pioneers in a sense. If another ship gets assigned here, the wives will benefit greatly from what we've been through."

Today, many *Sterett* wives are optimistic about their stay in the Philippines. Some like Chris Dill and Bonnie Dubs find shopping at local marketplaces thrilling; others enjoy the availability of low-cost household help. In the Philippines, the average military income can provide such luxuries as a maid, a groundskeeper or even the services of a seamstress.

Even with these advantages, there are pitfalls, however, which must be avoided. One example is the necessity to have insurance for hired help.

According to Bonnie Dubbs, "It only cost us \$20 for maximum coverage for our groundskeeper, maid and seamstress. So if our groundskeeper has an accident, we avoid a lot of legal problems which might develop."

Pam Adrian, wife of Hull Techni-

USS Sterett's arrival in the Philippines marks the beginning of a new lifestyle for Bonnie Dubs (below) and many Navy wives with shopping in open-air markets becoming part of their day-to-day life.



cian First Class Patrick Adrian, is one of those benefiting most from her overseas tour. When her husband was stationed in the Philippines in 1965, he became friends with a Filipino family—the Sulvitas. As a result, the two families visit one another regularly, and they trade laughs, share recipes and compare cultures.

Although assignment to the Philip-

Browsing through shops featuring native handwork and getting acquainted with local transportation have become interesting pastimes for some Sterett wives. Bottom: Pam Adrian and a Filipino neighbor walk their pets. Right: Chris Dill considers the purchase of a macrame plant hanger.

ines has drawn families like the Adrians and Sulvitas together, other families might find it more difficult to make adjustments.

“A sailor who was stationed in the Philippines told us before we came here that if a marriage is weak it would probably dissolve here. If you have a strong marriage, a tour in the Philippines would make it stronger,” Sandra Johnson said. “If anything, this tour has brought my husband and me closer together.”

For others like Chris Dill, being in the Philippines means growing on a personal level. “I’ve been a mother

non-stop for six-and-a-half years. Now that I have household help, I can do some things I’ve always wanted to do. Now that I’m here, I wouldn’t trade it for the world. When you’re really in paradise, nobody can take it away from you.”

But even in paradise, some people miss the basics.

“The one thing I miss is a great big salad,” said Sandra Johnson.

“The commissary is out of lettuce right now.”

—Story by JO2 Glenn H. Jochum

—Photos by PHI Fel Barbante and JO2 Jochum





USS Holland (AS 32) is welcomed in Charleston, S.C., after its return from Holy Loch, Scotland.



Home at Last

Following a six-year deployment to Holy Loch, Scotland, the submarine tender USS *Holland* (AS 32) returned to the United States and Charleston, S.C., recently in preparation for an overhaul at Charleston Naval Shipyard.

Since 1976, the 600-foot tender was forward-deployed to the western coast of Scotland in support of fleet ballistic missile submarines. USS *Holland* also serviced U.S. Atlantic Fleet surface combatants and attack submarines, as well as submarines of the British, Netherlands and Canadian navies.

An official welcoming party led by Rear Admiral Albert J. Baciocco Jr., Commander Submarine Group Six, and the mayor of North Charleston met the ship as it approached Charleston harbor. To the music of bagpipers from the Citadel and with naval station fire boats playing water skyward, the ship steamed up the Cooper River to the naval weapons station, where the 900 crew members were reunited with families and friends. Family members who had lived in Scotland during the ship's assignment there had returned to the states earlier.

For Yeoman Third Class Rick Hendricks, a native of Atlanta, Ga., who spent 19 months in Scotland, the homecoming was the welcome conclusion of a seemingly endless voyage across the Atlantic. "It was when a lot of grown men start to cry. 'Ma Bell' says that long distance is the next best thing to being there, but that's not so. The closer and closer we got, the more the adrenalin was flowing. It's a good feeling to know you have some place this wonderful to come home to," he said.

Laurens, S.C., native Hospitalman Gerald Brown found his nine months in Scotland a culture shock. "The weather was not really inviting. Being from the

South, it was very difficult for me. I'm very glad to be home, in familiar surroundings. It's true when they say there is no place like home."

Ensign Tom Wing of the ship's repair department has made Summerville, S.C., home for his wife and two sons for the last 11 years. "I was in Scotland only for a month, but I had been there before. I really like the country and the people, but this visit was not one of the best because I was separated from my family. I found I really missed Charleston, even though when I first moved here I didn't particularly care for it. The tempo of living here is slow, I guess, because of the heat and humidity, and that took a little getting used to."

Wing, who participates in the Navy's Degree Completion program, is now enrolled in classes at the Citadel. "You really can't beat living in Charleston. It's a wonderful place to raise a family. I'll probably retire here."

Like Wing, Chief Warrant Officer Mike Lamontagne, a San Diego native, has made Charleston his home. "Coming to Charleston after the hard work and hard weather in Holy Loch was like coming to paradise. I like this region particularly because of the weather. It's great for outdoor sports. The 'summer' in Holy Loch lasted about two days. There were a lot of new experiences for everyone there—the beautiful countryside, the historical traditions, European travel and highland games—but to me, Charleston is an ideal location. If I would not have been coming back here to Charleston, I would have probably liked to stay a little while longer in Scotland."

"I really liked Scotland," said Ensign John Gamber of St. Louis. "The people there are great, and the country has a lot of charm with the medieval banquets, the

haggis, the bagpipers, the cowl games, highland dancing, caber throwing and travel.

"But I guess living in another country makes you appreciate your own more," added Gamber. "Everyone on the ship was excited about coming home. There's just nothing like eating a 'Big Mac.'"

Commander Richard Harbeson, executive officer, came to Charleston and the *Holland* after an assignment in Hawaii. "Charleston is my real home, and being back home and working on the world's greatest tender is an unbeatable combination," he said.

In 1981, the "world's greatest tender," according to the *Holland* men and women, won its fifth consecutive Battle Efficiency "E" for outstanding overall performance and its fifth consecutive Golden Anchor Award for personnel retention. "I don't know of any other ship that can boast that kind of record," Harbeson said.

But there's more. A green, yellow, blue and red vertically striped pennant displayed at the ship's foremast denotes a Meritorious Unit Commendation awarded by the Secretary of the Navy in 1978. The ship's stack displays a gold "E" for five consecutive years of engineering department excellence. The list of departmental awards received by *Holland* during its most recent deployment is impressive too: four repair R's; four damage control DCs; three communications C's; one supply E; a gunnery E; and a deck department D.

Holland earned these awards through service to 10 SSBNs. The tender acted as a combination ammunition depot, supply center, shipyard and motel to its brood of submarines. Now, relieved in that role by USS *Hunley* (AS 31), *Holland* and its crew are home for a long-deserved rest.

—Story by Susan Worsham



Opening New Worlds

Second Master Lucien Leys, Master Benny Philipsen, Petty Officer Third Class John Askildt, Chief Writer Angus Neil Stuart Holland and Senior Chief Storekeeper Werner Peer are all sailors in foreign navies.

About the only common element among them is that they're currently pulling overseas duty for their respective navies—in Norfolk, Va., either aboard U.S. Navy ships under the Personnel Exchange Program or as staff members at Supreme Allied Command Atlantic.

Just as U.S. sailors stationed overseas represent our country, so do these sailors represent theirs—Leys and Philipsen of Belgium; Askildt from Norway; Holland from Great Britain; and Peer from West Germany.

Each has a different story on why he joined his country's fleet and how he found himself in the United States in one of the world's largest naval ports.

Leys and Philipsen both joined the Royal Belgian Navy for the same classic reason U.S. sailors join their Navy—to get a taste of the world and its cultures.

"I was interested in going to sea since I was 7," said Leys, "so I volunteered when I was 16." Leys' compatriot beat him by a

MTR Benny Philipsen (left) and 2MR Lucien Leys of the Royal Belgian Navy served aboard USS DuPont (DD 941) for a year under the Personnel Exchange Program.

year. For Philipsen there was never really a choice, "I was raised in a small seaport town (Oostende, West Flanders) where the only jobs available were on the waterfront. So, when I was 15, I signed . . . wanted to travel around."

Now a veteran of eight years, he intends to stay on with the Royal Belgian Navy for a career of at least 25 years.

Belgium's navy turned out to be everything both men expected—extra cash for standing duty, double money for standing watch on weekends and the like—with the exception of one important item, lack of travel.

"Our navy is pretty small. There are about 5,000 men and women in the entire fleet, the manpower of one U.S. carrier," said Leys. "There are about 40 miles of coastline in Belgium, and we're only about the size of your state of Maryland."

Philipsen added, "In 1980 there were about 50 ships in the Belgian fleet, and since we don't have a coast guard to protect the shoreline, that's what our navy does. Our main job is to guard the English Channel and North Sea, escort convoys and sweep for mines. That makes for limited travel."

The world opened up for the Flemish sailors about two years ago when they applied for Belgium's personnel exchange program in the United States. Their PEP, like its U.S. counterpart, provides the opportunity for them to become an integrated

part of the U.S. Navy. As sailors cross oceans to board each other's ships, it is hoped that PEP will encourage a better understanding and appreciation of the host country and its navy's missions.

Competition in foreign navies for PEP tours is fierce. Basic requirements for consideration are that candidates have an excellent service record with regard to professional and personal qualifications and that they pass written and oral exams in the host nation's language.

Of 12 applicants vying for only two available spots, Leys and Philipsen were selected. While they both looked forward to their U.S. tour and the travel it would bring, they also knew a lot of hard work was ahead of them.

"Our navy mainly does mine sweeping," said Philipsen. "On our new frigates, there was a need for training, and since the U.S. Navy set the standards on surface warfare, the Belgian navy sent us here to learn the operations of the combat information center.

"Before I came to USS *DuPont* (DD 941), I spent a year on the USS *Manitowoc* (LST 1180) learning all about amphibious warfare, how to land Marines on a beachhead. Now I'm discovering how to run a conventional CIC," he added.

"It's very interesting," said Leys. "The CICs on our frigates are primarily computer-operated. What we're learning on *DuPont* is how to handle the situation in a

Personnel Exchange

conventional manner if our computer were to break down."

It's in *DuPont's* CIC that Leys and Philipsen spend most of their on-duty time. In fact, Philipsen is qualified in port to stand duty as CIC watch officer as well as quarterdeck officer. The former is usually assigned to a junior officer.

Like Philipsen, Leys spent a tour aboard another ship before joining *DuPont*. "I was on USS *La Moure County* (LST 1194) and spent 16 months out of 24 at sea." He recalled some of that cruise, like the week the temperature hovered at 105 degrees with no air conditioning and, again, the 48 days without a port call. "But it wasn't all bad—I did go through a shellback initiation. It was a big event because I was the only Belgian aboard."

Leys and Philipsen have since reported to NATO Headquarters in Brussels awaiting orders to what will probably be a Belgian frigate CIC team or—they hope—orders to another exchange program.

Moored forward of *DuPont* is the guided missile frigate USS *Richard L. Page* (FFG 5). Like *DuPont*, it hosts a sailor from another land—Versorgungsmeister Werner Peer of Wilhelmshaven, Federal Republic of West Germany. Translated, he's a senior chief storekeeper, a 12-year veteran of the Federal German navy.

Peer's naval career began when he received a draft notice from the army. To avoid pounding ground, he volunteered instead for a four-year hitch in the navy because volunteers earn more money than draftees. After his initial enlistment, he kept on re-enlisting for various schools and assignments, becoming a career man in the process.

While the two-year tour with *Page* is Peer's first under PEP, he's no stranger to U.S. Navy operating forces having served previously with NATO's Standing Naval Forces Atlantic. But that was aboard a German vessel where language and customs are alike. Things were a little different when he reported to *Page*.

Though Peer speaks English fluently, there was still the matter of customs. "I wasn't sure how things were going to turn out here, but the chiefs and officers were all extremely helpful in bringing me around," he said. "I have the respect of the crew and feel accepted by everyone.

"It's quite busy in supply, and since I do a lot of manual work myself, I have the opportunity to work with the crew," Peer said. "I've discovered that the average American likes to live as an individual. They're much more individualistic than in Europe, but American sailors like to party as much as Germans though."

Peer said the only problem he had to face was the lack of public transportation. He said that in the United States one has to drive virtually everywhere compared to

a deer one weekend.

"There are more restrictions on hunting in Germany," he said. "There, hunting game is not really considered a people's sport. It goes back to medieval times when only earls and dukes hunted. Getting that deer was the greatest thrill I've ever had."

Another highlight of his tour is that he hopes to have his U.S. Navy enlisted warfare specialist badge completed by the time he reports back to Germany for temporary duty in September 1982.



Versorgungsmeister (senior chief storekeeper) Werner Peer of the Federal German Navy spends much of his day in the supply department of USS Richard L. Page (FFG 5) going over requisitions.

Germany where trains take a person from one city center to another.

He's not really complaining though. There are advantages to being stationed in the United States—extra pay, leave and a free trip back to Germany once a year for what is called "home leave." He also has use of the commissary and exchange, a benefit the German navy does not have.

Peer claimed his greatest experience to date involved hunting. He had hunted at home but never bagged anything larger than a rabbit. His sponsor introduced him to a hunting club which enabled him to nab

As with the Belgians, if the opportunity should arise again, he'd repeat the tour. "If the chance ever comes up for me to sponsor an American in PEP, I'll be more than glad to do my share in making his stay as warm as possible—show him the German side of things."

Not far from Norfolk Naval Base is headquarters of Supreme Allied Command



On DuPont's bridge, Philipsen (left) and Leys practice plotting coordinates.

Atlantic—also known as SACLant. In the maze of corridors connecting one building to another, men and women in uniform talk business in a variety of accents particular to their national heritage. These sailors, soldiers, marines and airmen work to keep the solidarity of the North Atlantic Treaty Organization. They are representatives of their country's commitment to NATO.

One of these sailors is Drafted Leading Enlisted John Askildt, a member of the Royal Norwegian Navy who has been at SACLant for the past year serving as an accounting clerk, reimbursing travel claims and paying bills for NATO.

Askildt hails from the small town of Drammen in southern Norway about 30 miles from Oslo. Like Peer, he was drafted, the only difference being that he wanted to join the army whereas Peer

wanted to join the navy.

"At 18 all men take the medical test. If they're going to college, they can get a waiver, if not, they go in the service for a minimum of 15 months," he said. "I wanted to join the army paratroopers because I sky dive for sport. The only problem I had was that I'm color blind. They also didn't want people who already knew how to sky dive; they want to teach you the army way."

While Askildt was waiting to hear from the draft board as to when he'd be going on active duty, he worked at sea aboard an oil cargo ship. After eight months of 12- to 15-hour days, he decided it was time for a well-deserved vacation.

"I went to California, played tourist and sky dived," he said. "While I was out there, my parents contacted me and told me I'd been drafted into the navy." So, he went home at Christmas in 1980, went through boot camp and heard about the billet opening up at SACLant.

"The chance came up to come to Norfolk and I said to myself, 'Hey, I speak the language, I have an American driver's license,' so I put in for it. I'd been speaking English since the fifth grade, very basic: 'This is a cat, this is a dog.'

"It's great here in the Tidewater area; this is the best place I could have been. I'm learning about other people and learning a lot about the United States."

When Askildt's enlistment ends in a few months, he intends to leave the navy and go to school in either California or Washington, D.C., to study business commerce or computer science.

Also at SACLant just a few corridors down from Askildt is Chief Writer Angus Neil Stewart Holland—who goes by "Dutch." His days are spent running an administrative office.

A 17-year veteran of the Royal Navy, his original intentions were to go into the merchant marine at 15. It didn't work out, though, so when he was 19 he signed on

Personnel Exchange



with the Royal Navy.

Born and raised in Carnoustie, Scotland, on the edge of the Highlands, Holland had always wanted to go to sea. He is the first in his family to make the sea a career.

"When you're 15 though, you're not really sure about what you want to do. I kicked around for a few years," he said, "then I enlisted in the Royal Navy for nine years which is what the first enlistment was when I joined. I was looking forward to traveling."

As it turned out, though, his job description as writer meant time at sea would be limited. Of those 17 years, he's spent approximately four at sea. Writers in the Royal Navy handle pay, personnel, disbursing and everything yeomen do, so they're generally ashore more than at sea.

Holland's shore assignments eventually brought him to Norfolk with his family. While understanding his job and having no problems with the language, there were several things he had to get accustomed to.

"The climate was the hardest—it's nice, especially at the beach. The weather is a

little more stable here than back home in Cornwall where I own a house. I will say, though, it's much hotter here," he said. "The other thing is the lack of public transport. Americans have to drive everywhere, to the store, to work, to the beach but you do have convenience down to a fine art."

Holland's not really complaining. Sure, he misses "fish and chips wrapped in newspaper" and British candy. He also thinks Americans do terrible things to tea by adding mint, cinnamon and the like, so he's learned to drink coffee.

"I'm not really homesick—I've really enjoyed being here," he said. "My lifestyle is better. Here I have a 15-foot speedboat, and I drive a big eight-cylinder car. Gas is cheap. Sixteen months ago I was paying the American equivalent of \$2.50 a gallon.

"I think there's more leisure time and places to visit like Kings Dominion," he said. "I think Americans are more family oriented. I go into restaurants and find high chairs for kids. It's not that way back home—there you just plop them in a chair."

Servicemen from NATO countries at SACLANT headquarters keep NATO solid but also find time for a little competitive fun. (L-R): CPO Angus N.S. Holland, Royal Navy; MWO Richard P. Beaulieu, Canadian Forces; PO3 Lars Winsvold, Royal Norwegian Navy; SCPO Bernhard G. Neumeister, Federal German Navy; PO3 John Askildt, Royal Norwegian Navy; JOCS Troy R. Snead, U.S. Navy; and PO1 Gerhard A. Seber, Federal German Navy.

"I've had some great times here. I got quite into the Indians, the Bad Lands. My family and I took a trip out west last year and followed the Oregon Trail. It's amazing. You can still see the wheel ruts.

"A highlight was going out to the Little Big Horn and seeing where Custer was whipped. When I was a kid I loved reading about the American West and cowboys and Indians."

"As for my job, NATO duty is interesting. I think everybody gets along pretty well," he said. "And, the people who say 'Have a nice day' mean it."

—Story by JO1 J.D. Leipold

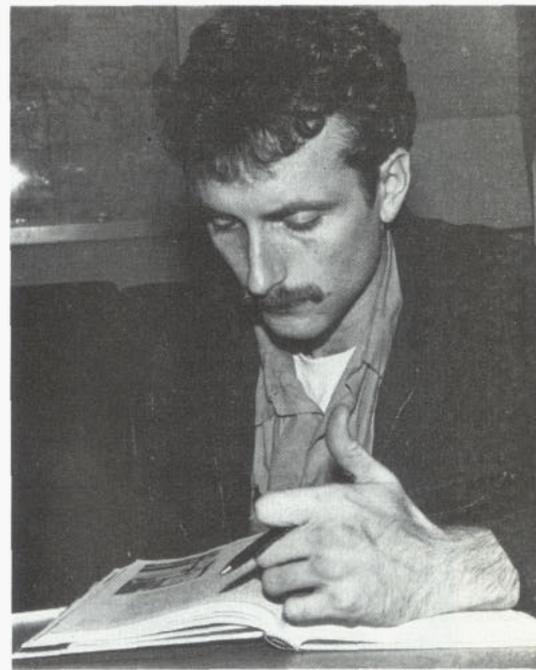
Mississippi Keeps PACE

Movies, card games and sometimes even sleep were passed up in favor of studying and attending class when USS *Mississippi* (CGN 40) was at sea for its first cruise. Almost 150 sailors had signed up for PACE (Program for Afloat College Education), and they weren't about to let anything interfere with their off-duty classes.

Courses in political science and history, basic principles of electronics and emergency medical training—forming a combined program of academic learning and

technical training—contributed to the PACE success story on *Mississippi*. The courses had a wide appeal, and the sailors wanted to learn. Three terms in political science and western civilization had to be scheduled for those who wanted to earn college credits. Others sharpened their technical skills in electronics or studied techniques used to treat medical emergencies.

"I've always wanted to know more about what to do in case of an accident," said Lieutenant Commander Stephen L.



Scudder, the ship's supply officer. So, he signed up for the course in emergency medical training.

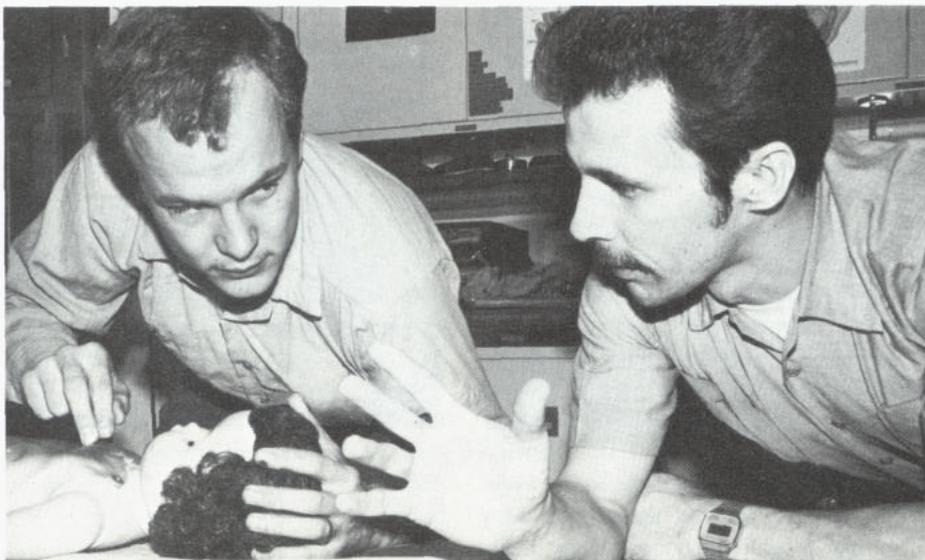
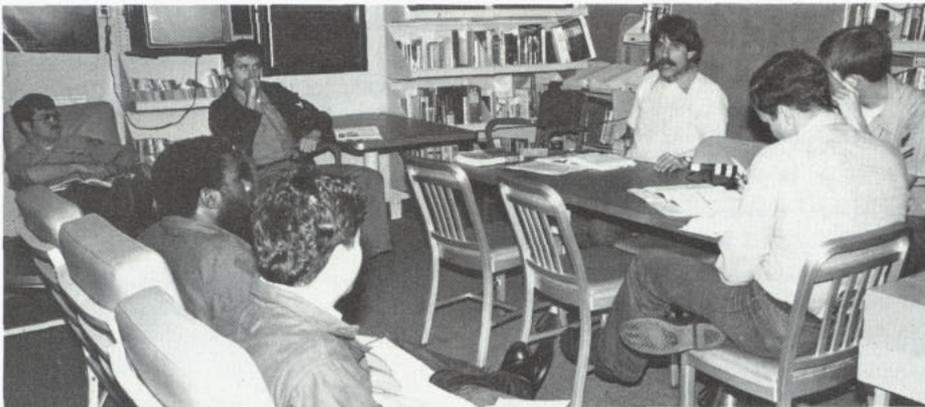
Credit for the rest of the program's success belongs to the instructors: Bernard Barufaldi, PACE instructor for Florida Junior colleges; Ensign Cyrus Murphy and Chief Warrant Officer Edmund Thomas, electronics course instructors; and Hospital Corpsman First Class Michael D. Knappen, who kept sick bay filled with well students eager to learn.

During the period that the nuclear guided missile cruiser served as flagship for the Commander, Cruiser Destroyer Group Eight, Rear Admiral William McCauley monitored classes. He said he was impressed with the instructors' knowledge of the subjects and their ability to relate to the students.

The real credit, however, goes to the sailors who completed the courses—more than 95 percent of those who enrolled—and earned high grades. More than 100 grades of A and B were earned for three college credit courses.

Mississippi's PACE program has shown that the Navy's emphasis on education is much more than words. Command interest and top-level support in the form of funding are proof that education has a high priority in today's Navy.

—Story and photos by JO2 Jim DeAngio



Whether studying history, attending classes in the ship's library or learning emergency medical techniques, Mississippi sailors prove that off-duty time can be profitable.

200 Years of a Proud Tradition

Many of the people who see USS *Ranger* (CV 61) moored at its berth are probably unaware of the distinguished history behind the carrier's proud name.

But being unaware of something doesn't make it less real. It's like telling a police officer you don't know the speed limit.

Six previous *Rangers* have roamed the seas, and their history goes back more than 200 years—back to a time when an officer by the name of Jones had not yet begun to fight.

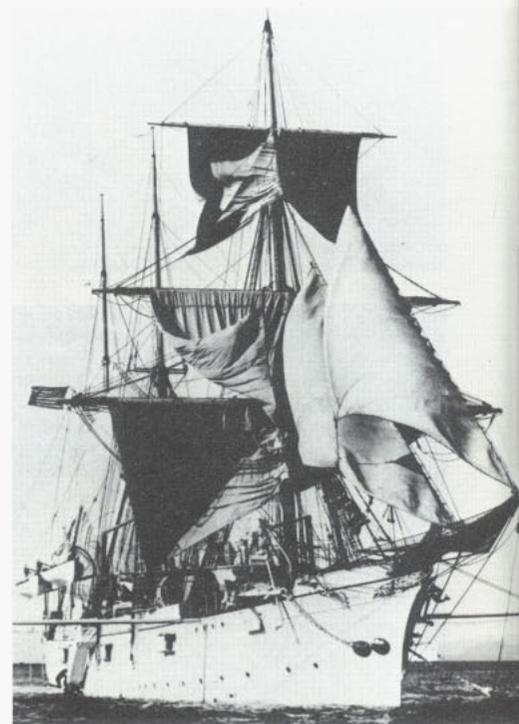
The first *Ranger* was a Continental Navy sloop armed with 18 guns. It was launched from Portsmouth, N.H., in early May 1777. Less than six months later, with Captain John Paul Jones in command, *Ranger* sailed to France with news of General Burgoyne's defeat at Saratoga; the sloop captured two British prizes along the way.

On Feb. 14, 1778, Jones and *Ranger* received an official salute to the new American flag; the French fleet gave the ship and crew a broadside of honor at Quiberon Bay, between Nantes and Brest on the French coast.

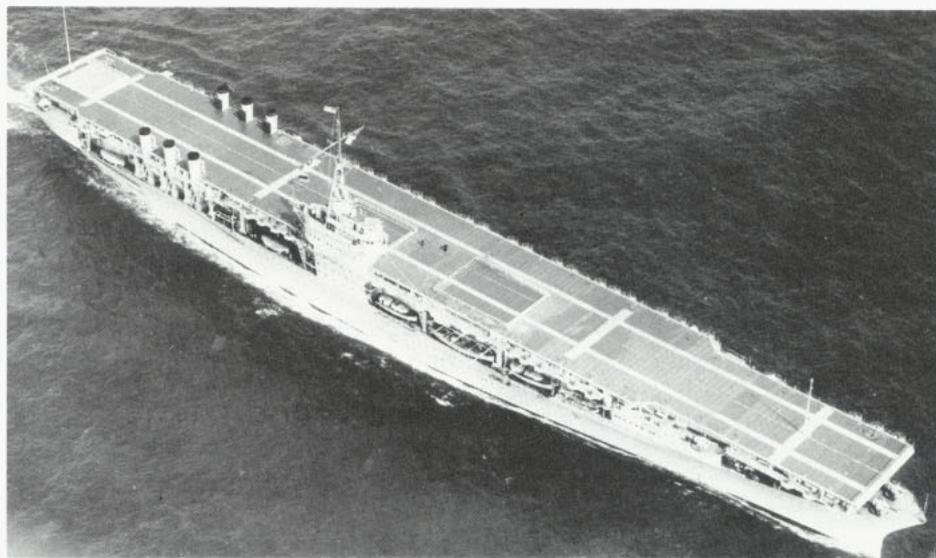
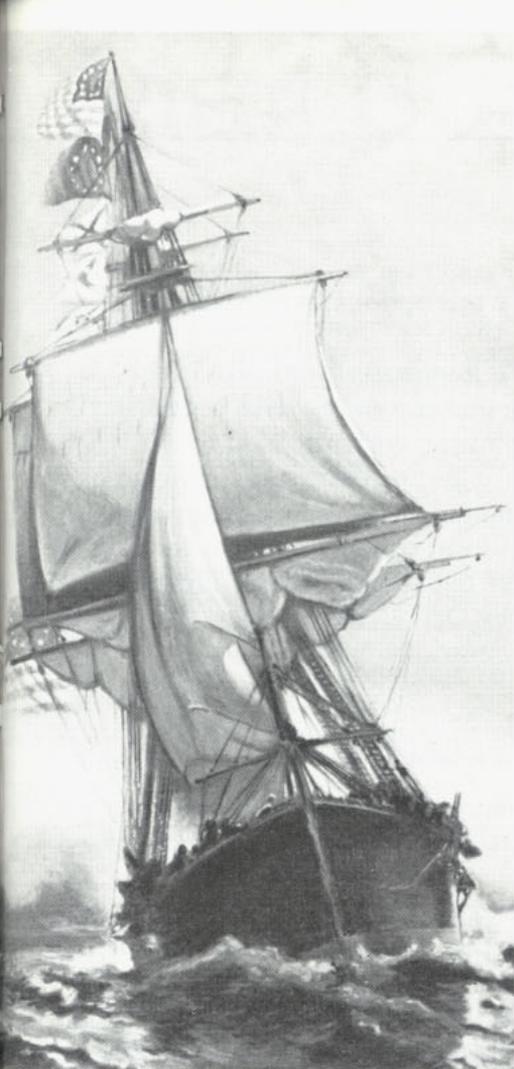
After leading a raid against the British fortress at Whitehaven, England, Jones took *Ranger* across North Channel to Ireland and engaged the 20-gun HMS *Drake* in battle. During the hour-long fight, *Drake's* captain and lieutenant were killed, as were some of the British sailors. According to one source, only three Americans died. *Drake* struck its colors and was taken to Brest as one more prize of the American Navy.

Jones left *Ranger* in July 1778. In February 1779, he was back at sea in command of *Bonhomme Richard*; his first officer on *Ranger*, Lieutenant Thomas Simpson, had taken charge of *Ranger* and had sailed the battle-worn sloop back to America. Ordered to support the besieged garrison at Charleston, *Ranger* arrived there two days before Christmas. Later, it captured three British transports along the coast and discovered the British force that was preparing to invade the port city.

Ranger warned the Charleston garrison of the impending attack, but to no avail. British troops captured the city in May 1779 and took *Ranger* along with it. On



Top: Edward Moran's painting of the *Ranger* receiving the first salute to the American flag in Quiberon Bay, 1778. Above: The fifth *Ranger*, a steam-driven, iron-hulled yacht built in 1910.



adopted country. During its service in the Vietnam War, *Ranger* lived up to its valiant tradition by earning 13 battle stars.

Witnessing the events that accompanied the carrier's most recent birthday, it was impossible for one to ignore the proud faces of its crew. They understood

Ranger's history and knew they were a living part of it. Their pride guarantees that the ship's gallant tradition will be upheld and added to as it ranges far and wide into the '80s.

—Story by JO3 James P. Woodworth

May 11, 1780, John Paul Jones' former hard-fighting sloop became HMS *Halifax* of the British navy.

The *Rangers* that followed took on a variety of shapes: armed schooner, 14-gun brigantine, an iron-hulled school ship and a World War I-era minesweeper.

On Feb. 25, 1933, the first Navy aircraft carrier to be built from the keel up was launched: USS *Ranger* (CV 4). It displaced 14,500 tons and carried 86 planes on a wooden flight deck, including *Avenger* torpedo planes, *Dauntless* dive bombers and *Wildcat* fighters.

Throughout World War II, the sixth ship to bear the name *Ranger* battled Axis forces as the only large carrier of the Atlantic Fleet. Finally, in November 1945, it went into overhaul at Philadelphia Navy Yard. The proud carrier never saw active duty again and was decommissioned Oct. 18, 1946.

Today's *Ranger* carries on the tradition of its predecessors. With a complement of nearly 5,000 officers and enlisted men, CV 61 has spent the last 23 years defending the freedom of John Paul Jones'



Top: The sixth *Ranger*, only large Atlantic Fleet carrier during World War II. Above: USS *Ranger* (CV 61) today.

Currents

Jumper uniform update

The jumper-style uniform, both whites and blues, will become prescribable for male second class petty officers and below as of Oct. 1, seven months ahead of the May 1, 1983, date originally listed.

According to NavOp 57/82, E-1 through E-5 seabags will require one blue and one white jumper-style uniform, in addition to summer blue, winter blue, summer white and dungarees. The white hat is required for the jumper style uniform; dungarees and the white hat or combina-

tion cap may be worn optionally with all other uniforms.

Support for the jumper-style uniform in the monthly clothing monetary allowance began May 1, 1980. The allowance, currently paid to E-1 through E-5 men, pays the cost of the uniform in equal monthly amounts over a three-year period.

The jumper uniform remains optional for first class petty officers but should become prescribable for E-6 men by Oct. 1, 1983.

Allowance for overseas auto shipments

Military members on permanent change of station orders are eligible for a one-way, 16-cents-a-mile allowance when delivering or picking up a privately owned vehicle from an authorized shipping port.

The allowance, authorized by a recent amendment to the Joint Travel Regulations, is payable only for the portion of travel with the vehicle to or from the port. Travel in another conveyance

to the port to pick up the car or travel away from the port after leaving the car is at the member's expense.

Delivery and pickup can be accomplished by the member, either as a separate trip or concurrently with the move, by the member's dependents or by anyone the member designates.

For further information, contact your disbursing office.

Why take the risk?

According to a publication of the National Institute on Drug Abuse, use of any drug, including many over-the-counter medications, has the serious potential to affect driving ability. Taking more than one drug or mixing drugs and alcohol can be especially dangerous.

The institute warns that the same drug can have varying effects on the driving skills of different individuals. As with alcohol, the driver's weight and emotional state, the amount of the drug and when it was taken, all influence the driver's ability to size up an emergency situation or to judge relative speed.

The depressant effects of tranquilizers and barbiturates are increased when they are mixed with alcohol. Reaction time is slowed, as are eye-hand coordination and the speed with which the brain processes sensory information. The institute terms this practice "especially dangerous, on or off the road."

The use of stimulants, including ampheta-

mines, cocaine and caffeine, may cause persons to overestimate their performance and take more risks than usual. Driving records indicate that people who take amphetamines are slightly more accident prone. One accident study found that heavy users of amphetamines are four times more likely to be involved in a car crash than a normal driver.

Hallucinogens and PCP distort judgment and reality, cause confusion and panic, and can produce psychotic-like reactions. There are reports of drivers under the influence of these drugs swerving their automobiles off the road to avoid imagined obstacles.

The NIDA report concludes: "The circumstances under which people take drugs are different. So are the effects of drug taking. But safe driving always requires the same thing: an observant eye, a steady hand, and a clear head."

So if you're thinking of mixing drugs and driving, think again. Why take the risk?

Mail Buoy

Right Track

SIR: I would like to extend my heartfelt "well done" to Photographer's Mate First Class Michael Denson for his "Time to Say Goodbye Again" layout in the February issue.

This article for the eyes of service types only is, of course, merely singing to the choir. Having had the privilege to serve my country for 21 years, I have witnessed this tableau hundreds of times. Poignant departures, as depicted in the layout, are deeply etched in my mind.

This layout should be placed in the hands of all who constantly try to compare members of the forces with their peers in the civilian sector. I have never witnessed a sad goodbye when a plumber, sanitation engineer, used car salesman, preacher, teacher or politician departs for work, for his loved ones know that he will be at home at 5 p.m.—not eight months later.—CWO Louis B. Jackson (Ret.)

• *Such a letter from an "old salt" convinces us that we were on the right track with the Denson feature.*—ED.

Fine Issue

SIR: Just wanted to let you know that March 1982 is the finest issue I've had the privilege of getting my hands on for some time. No wonder Photographer's Mate First Class Jim Preston won Military Photographer of the Year. I like the photos, layout and all.—Russ Egnor

Visual Feast

SIR: Your April 1982 issue was most pleasing to me for several reasons. The two articles about Navy hospitalmen were interesting and laudatory enough to give me a warm glow. "A Lift for the Navy" was a fascinating and informative visual feast.—HM1 Jimmie C. Campbell

Protective Gear

SIR: The Army's two-piece protective suit as pictured on page 42 of the April 1982 issue is worn incorrectly. The gloves should be worn underneath the sleeve; the protective boots should be worn underneath the trouser legs. If the glove is worn over the sleeve, it is possible that chemical agents can roll down the sleeve and slide underneath the glove and

thereby penetrate the vulnerable area of the hand. This would be the same in the case of the overboot.—W01 J.M. Dodson, USMC

• *You're absolutely right about the photo. It is not our intention to mislead or confuse readers in any way, but hard as we try to publish only absolutely correct information, procedures and photos, some of these things do get by us.*—ED.

Reunions

• **USS Pittsburgh (CA 72)**—Fifth reunion Sept. 8-11, 1982, in Seattle. Contact J.C. Ayers, Box 74, Wildwood, Ga. 30757; telephone (404) 820-1601 or 820-2360.

• **U.S. Naval Cryptologic Veterans Association**—Annual reunion Sept. 16-18, 1982, in Ellsworth, Maine. Contact Jackson L. Koon, Star Route Box 124, Gouldsboro, Maine 04607; telephone (207) 963-7459.

• **USS Philadelphia (CL 41)**—19th Annual Reunion Sept. 12-18, 1982, in Pittsburgh. Contact Frank Amoroso, 93 Dunbar St., Somerset, N.J. 08873.

• **USS Herndon (DD 638)**—40th reunion Sept. 17-19, 1982, in Washington, D.C. Contact Angus Schmelz, 879 Fruitland Drive, Deltona, Fla. 32725.

• **USS Harding (DD 625, DMS 28)**—Reunion for World War II crew members Sept. 9-12, 1982, in Wisconsin Dells, Wis. Contact G.T. Watson, Box 13A, McDaniel, Md. 21647; telephone (301) 745-9725.

• **USS Natoma Bay (CVE 62, VC 9, 63, 81, and CarDiv24)**—Reunion Sept. 10-12, 1982, in Minneapolis. Contact Ralph Grant, 7405 Girard Ave. S., Minneapolis, Minn. 55423.

• **USS Savannah (CL 42)**—13th annual reunion Sept. 10-12, 1982, in Racine, Wis. Contact Murray C. Flanders, Route 1, Box 157W, Semmes, Ala. 36575.

• **USS Sabine (AO 25)**—Fifth reunion Sept. 16-18, 1982, in Las Vegas, Nev. Contact Dick Fahler, Box 31, Star City, Ind. 46985.

• **USS Saratoga (CV 3)**—31st annual reunion Sept. 10-12, 1982, in Long Beach, Calif. All former Navy/Marine Corps shipmates, air groups and CV 60 shipmates are invited. Contact P.R. Tonelli, 6382 Cantiles Ave., Cypress, Calif. 90630.

• **USS Houston (CA 30, CL 81)**—Reunion Sept. 27-Oct. 3, 1982, in San Francisco. Contact John Skarzenski, 828 Lindenwood Drive, Pittsburgh, Pa. 15234.

• **Patron 5 Reunion Association**—Reunion Sept. 3-4, 1982, at NAS Jacksonville, Fla. Contact Glenn A. Rogers, 7095 Delaroch Drive, Jacksonville, Fla. 32210; telephone (904) 786-3555 or 387-1038.

• **USS Emmons**—Reunion Sept. 29-Oct. 3, 1982, in Portland, Maine. Contact David Jensen, 87-26 259 St., Floral Park, N.Y. 11001.

• **26th Naval Construction Battalion Association**—Reunion Sept. 30-Oct. 2, 1982, in Des Plaines, Ill. Contact Harry Friedrich, 3671 Mockingbird Lane, Dayton, Ohio 45430.

• **USS Wasp (CV 7)**—10th annual reunion Sept. 17-19, 1982, in Norfolk, Va. Ship's company, air group personnel, interested Navy veterans and guests are welcome. Contact Steve Stevenson, 1117 Sherry Ave., Virginia Beach, Va. 23464.

• **USS Phelps (DD 360)**—Reunion Sept. 22-25, 1982, in Nashville, Tenn. Contact Harold Placette, 3336 Roanoke, Port Arthur, Texas; or Stan Parker, Apt. 710, 160 S. Western Ave., St. Paul, Minn. 55102.

• **Navy Mail Service Veterans**—Reunion Sept. 7-11, 1982, in Vienna, Va. Contact Patricia D. Hamilton, 7707 Killebrew Drive, Annandale, Va. 22003; telephone (703) 256-8598.

• **USS Lamson (DD 367)**—Reunion September 1982 in San Diego. Contact Ray Duley, Heritage Square, L-3, Mission, Texas 78572; telephone (512) 581-4632.

• **USS Quincy (CA 39, CA 71)**—Reunion Sept. 17-19, 1982, in Chattanooga, Tenn. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.

• **USS Elizabeth C. Stanton (AP 69) and USS Clay (APA 39) Association**—Reunion Sept. 3-5, 1982, in Knoxville, Tenn. Contact Sherman O. Dickson, 802 Christine St., Houston, Texas 77017, or Bill Stewart, Route 5, Box 138, Maysville, Ky 41056.

• **P.T. Boats, Inc.**—Reunion for all who were connected with PT boats, Sept. 2-6, 1982, in Denver. Contact P.T. Boats, Inc., PO Box 109, Memphis, Tenn. 38101; telephone (901) 272-9980.

• **USS Metcalf (DD 595)**—Reunion Sept. 10-12, 1982, in Omaha, Neb. Contact Roy Churchill, 2500 S. 36th St., Lincoln, Neb. 68506.

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ALL HANDS

60th Anniversary

Normally, we don't talk about ourselves or about how All Hands does its job. Our mission is to inform, to tell about new programs, educational opportunities and special benefits. We publish stories about the exploits and accomplishments of naval units and individuals. We tell about the jobs, problems and achievements of Navy people all over the world. We're in the business of communication.

Now, however, we'd like to send up our own flags to announce to all that All Hands is having an anniversary. It's our 60th and we're proud to share it with you.

All Hands first appeared on Aug. 30, 1922, as a three-page, mimeographed newsletter—the Bureau of Navigation News Bulletin No. 1. We've been in continuous publication since then. This is a claim no other publication in the Navy can make. Other publications, some claiming to be older than All Hands, experienced long periods of time—years, in fact—when they were not published regularly.

That first issue contained short items on expenditures for pilots and tugs, transportation for dependents, opportunities for studies, and employment of retired officers by the government. It told how ships' logs should be forwarded to the Bureau and discussed the shortage of officers and the turnover of enlisted personnel.

Interests haven't changed much. We're still interested in the same subjects—but on a much broader scope. The distribution for that first newsletter was extremely limited. Today, 86,000 copies of All Hands are printed and distributed each month—one copy for every six readers.

The Bureau of Navigation News Bulletin continued to be issued about once a week. Later, the Bulletin became a monthly. The Aug. 31, 1940, issue of the Bureau of Navigation Bulletin Number 284 had 44 pages. The cover of Nov. 10, 1941, was printed in blue ink, a novel change for the times.

Slowly, a change in format came about, and the Bureau of Navigation Bulletin, by this time in a printed one-column format, became the Bureau of Naval Personnel Information Bulletin when the Bureau itself changed its name in June 1942.

A true magazine format appeared with the October 1942 issue; the Bulletin, then 64 pages, was printed on coated

paper in a two-column format and was bound as a magazine rather than stapled. The words "All Hands" made an appearance in December 1943. A box on the front cover of the Bulletin proclaimed that "This magazine is for ALL HANDS..."

Then, in June 1945, All Hands appeared as the title of the magazine. That black and white cover photo showed the stars and stripes flying over the Third Reich's swastika aboard the captured U-Boat 505.

Even though it had a new name, the magazine still carried the information that it was the Bureau of Naval Personnel Information Bulletin. In May 1963, that was changed to Bureau of Naval Personnel Career Publication.

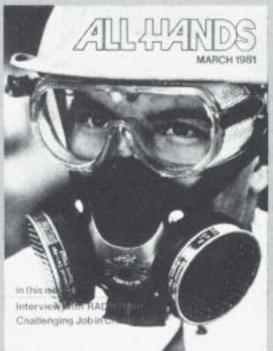
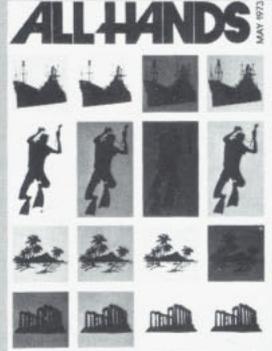
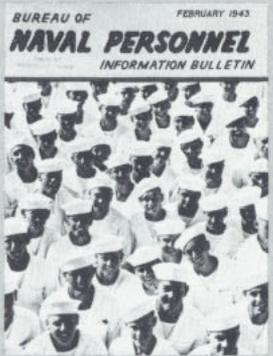
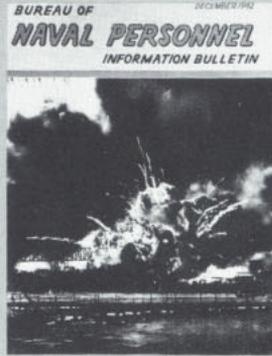
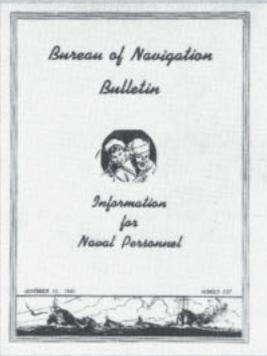
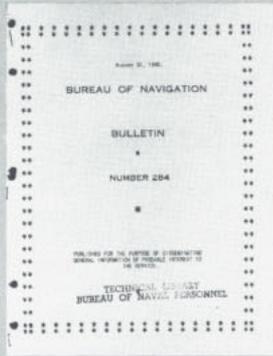
In March 1969, the magazine cover carried the distinctive All Hands logo, and so it has ever since. The name remained even though the format changed from time to time, and full color front covers became the norm in the '70s. Inside color was introduced in the March 1973 issue, and the All Hands logo was spread across the top of the cover.

In May 1974, All Hands moved from the Bureau of Naval Personnel to the Navy Internal Relations Activity, then only two years old itself. It continued as a 64-page magazine for two more years, and two major changes were made—the four-color process was added to the inside, and the number of pages was reduced from 64 to 48. A different layout was introduced to give the magazine a totally new look.

All Hands continues to be the premier magazine of the U.S. Navy. Through cooperation and commitment, its staff—with the support of the Navy's public affairs community—continues the mission of keeping the entire Navy informed on matters of vital interest.

Now, with its 60th anniversary, All Hands is on the threshold of another significant change. Soon All Hands hopes to add another 16 pages so that the efforts of the Navy's 320,000 civilian employees can receive coverage and the recognition which is due them. With such additional coverage of this important segment of its audience, the Navy's premier magazine will truly reflect the One-Navy concept. Our first 60 years is, after all, only a beginning.

—J.E. Dumene



Golden Thirteen Reunion

● See page 8

