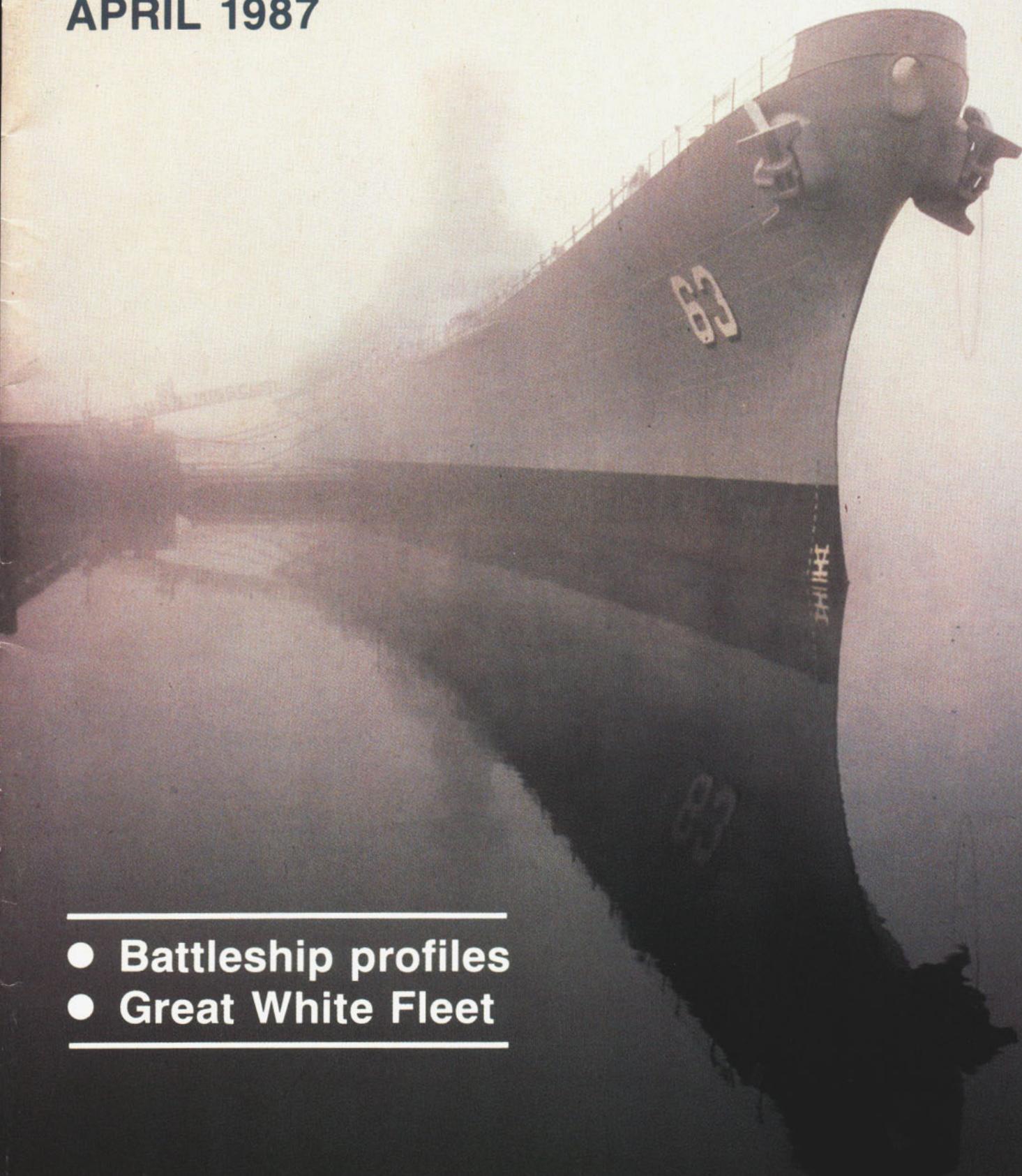


ALL HANDS

MAGAZINE OF THE U.S. NAVY

APRIL 1987

-
- Battleship profiles
 - Great White Fleet
-



The tug boat Kalispell (YTB 784) nudges USS Reeves (CG 24) toward a pier at Subic Bay, in the Philippines. Photo by PHC Chet King.



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APRIL 1987 — NUMBER 841

64th YEAR OF PUBLICATION



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Front Cover: The fog-shrouded image of USS Missouri (BB 63) is reflected in the water at the Inactive Ship Maintenance Facility, Bremerton, Wash., where “Mighty Mo” was once mothballed. Photo by PH1 Robert E. Woods.

Back Cover: Senior petty officers, the backbone of the Navy, are shown in a casual pose on board ship in this Herbert Hahn prismacolor from the Navy Art Collection.

Navy Currents

Counselors needed

There is a Navywide shortage of drug and alcohol counselors at Counseling and Assistance Centers and Alcohol Rehabilitation Centers, according to a message recently released by the Navy Military Personnel Command in Washington, D.C.

The shortage is attributed to the extremely high qualification standards required for assignment to such duty.

NMPC's Drug and Alcohol Abuse Prevention Division has formed a working group to explore possible solutions to the shortage of counselors. Changes being considered include: expanded efforts to attract volunteers for counselor duty; possible civilianization of some billets; changing screening procedures for prospective alcohol and drug abuse counselors; and modification of the curriculum that applicants must complete to become counselors.

In the meantime, the service records of counselors (9519 or 9522 certified) who are shore duty eligible with planned rotation dates between April and December 1987 are being reviewed and considered for reassignment as drug and alcohol counselors, if they are still eligible for such duty. □

Strengthening authority

Base and station commanders will have more authority under a chief of naval operations command realignment plan scheduled for implementation soon.

The objective of the plan is to improve fleet and family support. Toward this end, public works centers, commissaries, exchanges and other service-oriented commands will work directly for local commanders, who will be accountable for the facilities' management.

In the past, base and station commanders were not included in many of the decisions at such facilities, even though those decisions affected the sailors they are charged to support.

Commanding officers of key tenant units,

such as naval hospitals, shipyards, and communications and weapons stations, will report to base and station commanders in an additional-duty capacity for local area matters. □

Overseas COLA raise

Secretary of Defense Caspar Weinberger has taken three steps to help reduce the high cost of an overseas tour.

First, Weinberger directed the adoption of an updated U.S. household expenditure table, on which COLA is based. This will raise the COLA payments for all overseas members and bring their purchasing power more in line with that of their stateside counterparts.

Second, he authorized a program which will allow non-sponsored dependents to return to CONUS on government aircraft, space "A." This applies only to overseas members in Germany, Japan, Italy and Spain.

And third, he has asked each of the services to improve command information and education programs dealing with the problem of fluctuating foreign exchange rates and on how the overseas allowance programs are designed to alleviate that problem. □

Proposed CHAMPUS reforms

A CHAMPUS Reform Initiative has arisen from the need to address shortcomings in the current program. Areas that will be looked into include coordination between military and civilian components of the system, CHAMPUS services to military families and excessive CHAMPUS costs.

Key features of the proposal are:

- creating a military-civilian health care partnership, including a "health care finder" system and resource sharing agreements;
- making CHAMPUS more "user friendly," by enhancing services, especially for primary care;
- Containing costs by creating a new management structure and financial incentives needed to support the military-civilian partnership. The

implementation of CHAMPUS reform, endorsed by Congress in the National Defense Authorization Act for Fiscal year 1987, will proceed on the following schedule: Evaluation of proposals and negotiations throughout the summer; awarding of contracts in early fall; and actual initiation of services in the spring of 1988. □

CNO Retention Team

Communication with the fleet is the most important function of the CNO Retention Team.

Members of the Career Programs Branch (Director of Military Personnel Policy Division, OpNav), the team is on the road 60 to 70 days a year, visiting 50 sites around the world. Composed of three officers and one senior enlisted Navy counselor who are experts in officer and enlisted retention matters, compensation policy and career counseling, the team delivers its two hour presentation annually to more than 25,000 naval personnel and family members.

The presentation covers officer and enlisted retention issues, including non-compensation programs, personnel policy issues and an up-to-date assessment of current compensation/retention initiatives.

The team not only provides information to the fleet, but also serves as an important vehicle that brings information back to headquarters. Through question and answer periods and informal discussions, the team derives a sense of the mood of naval personnel on issues that affect the fleet.

Many of the recommendations and concerns expressed to the team during its travels result in changes to Navy policy, or in initiatives to modify or enact legislation to improve benefits. The team does its best to answer all questions.

Besides giving presentations on the road, the retention team acts as the career counselors' career counselor. Located in the Navy Annex in Washington, D.C., retention team members can be reached at: commercial, (202) 694-5512/5550, AUTOVON 224-5512/5550. □

ALL HANDS

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The cruise of the Great White Fleet

On the warm, cloudy morning of Dec. 16, 1907, President Theodore Roosevelt stood on the weather-deck of the presidential yacht *Mayflower*, anchored in the waters off Hampton Roads, Va. He flashed his famous broad, toothy smile and thought how “bully” it was to see a mighty armada of U.S. battleships passing in review before him. The President, and indeed the throngs of onlookers gathered on shore, felt a great sense of pride and exhilaration as 16 battleships of the U.S. Atlantic Fleet, all painted white, save for gilded bows, steamed in a long majestic column out of Hampton Roads to the open sea, flanked by their attending auxiliary ships.





Great White Fleet

To the familiar strains of "The Girl I Left Behind Me," the procession of battlewagons passed before the President at 400-yard intervals with their crews smartly manning the rails. This newly designated battle fleet was made up of ships commissioned since the end of the Spanish-American War. They were USS *Kearsarge* (BB 5), USS *Kentucky* (BB 6), USS *Illinois* (BB 7), USS *Alabama* (BB 8), USS *Maine* (BB 10), USS *Missouri* (BB 11), USS *Ohio* (BB 12), USS *Virginia* (BB 13), USS *Georgia* (BB 15), USS *New Jersey* (BB 16), USS *Rhode Island* (BB 17), USS *Connecticut* (BB 18), USS *Louisiana* (BB 19), USS *Vermont* (BB 20), USS *Kansas* (BB 21) and USS *Minnesota* (BB 22).

The four squadrons of warships, dubbed the "Great White Fleet," were manned by 14,000 sailors and marines under the command of Rear Adm. Robley "Fighting Bob" Evans. All were embarking upon a naval deployment the scale of which had never been attempted by any nation before — the first 'round-the-world cruise by a fleet of steam-powered, steel battleships. The 43,000 mile, 14-month circumnavigation would include 20 port calls on six continents; it is widely considered one of the greatest peacetime achievements of the U.S. Navy.

The idea of sending the new battle fleet around the world was the brainchild of the energetic "Teddy" Roosevelt, former colonel of the Rough Riders and one-time assistant secretary of the Navy. Assuming the presidency after the assassination of President William McKinley in 1901, Roosevelt brought to the White House a deep conviction that only through a strong navy could a nation project its power and prestige abroad.

In 1898, at the end of the Spanish-American War, the United States was thrust into the mainstream of international affairs and gained status as a world power, acquiring as possessions the Philippines and Guam in the Pacific, then Puerto Rico in the Caribbean. In 1904, the United States also established a naval base at Guantanamo Bay, Cuba,

to ensure the safety of the Panama Canal, then under construction.

Roosevelt stressed the upgrading and expansion of the U.S. fleet in order to protect American interests abroad. From 1904 to 1907, American shipyards turned out 11 new battleships to give the Navy awesome battle capabilities. This was timely, for, in 1906, hostilities with Japan seemed possible; the Japanese navy dominated the Pacific and posed a potential threat to the Philippines.

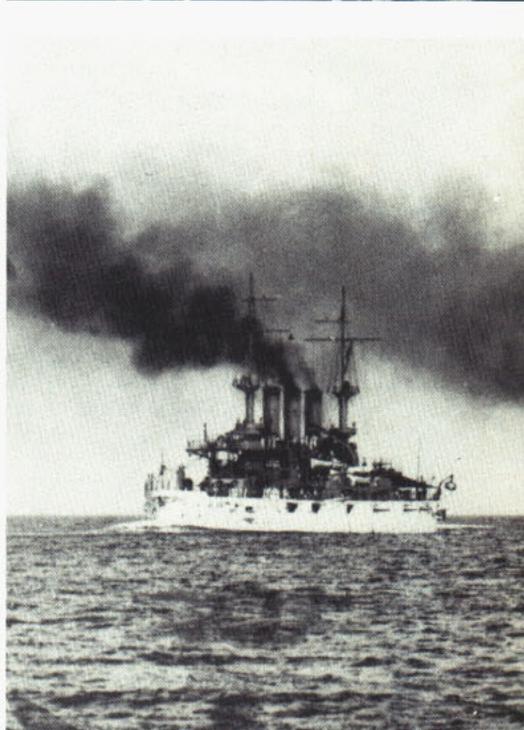
America's problems with Japan arose shortly after Roosevelt mediated the Treaty of Portsmouth in 1906, ending the Russo-Japanese War. In that conflict the Russian fleet had been annihilated by the Japanese. But despite their triumphs over the Russians on the high seas, the Japanese failed to get all they felt they deserved at the peace table and blamed Roosevelt for it.

In the same year, anti-Japanese feelings were sweeping California. The San Francisco Board of Education ordered the segregation of all immigrant and descendent Japanese school children.

When the news of this reached Japan, violent anti-American protests broke out. Roosevelt managed to persuade the Board of Education to discontinue its segregation policy in exchange for an agreement with Japan to slow down its stream of immigrants into the United States.

Roosevelt didn't want a break with Japan, as the United States was ill-prepared for war. Most of our battle fleet was concentrated in the Atlantic, and there were only a handful of armored cruisers on duty in the Pacific. In the event of war with Japan, this small contingent that made up the Asiatic Battle Fleet would have to abandon the Philippines for West Coast ports until the United States had strength enough to go on the offensive.

Thus, to impress upon Japan that the U.S. Navy could shift from the Atlantic to the Pacific, Roosevelt ordered the Great White Fleet to sail around the world. The President also wanted to find out what condition the fleet would be in





President Theodore Roosevelt (second from the right) took personal interest in the Great White Fleet, shown below departing Hampton Roads in 1907.

after such a transit. As he stated before the fleet's departure, "I want all failures, blunders and shortcomings to be made apparent in time of peace and not in time of war."

But, more importantly, Roosevelt felt that a successful cruise of this magnitude would provide the American people with an example of U.S. naval preparedness, strength and range. Such an impression, he hoped, would help him get the desired appropriations for four more battleships.

With the exception of the few highest-ranking naval officials, nobody was aware of Roosevelt's intention to send the fleet around the world. Even the President's own cabinet didn't know about it. All anyone knew was that the fleet would be steaming from the east to West Coast in a training exercise.

Once the plans for the cruise became public, not everyone was impressed. Some critics felt that this show of force would encourage a Japanese attack on the fleet. Others were worried that the Atlantic naval defenses would be weakened by taking away so many ships. Also, it was reasoned, since the Panama Canal was unfinished, the ships would have to pass through the Straits of Magellan, an area that posed considerable danger because of tricky currents and great storms.

Senator Eugene Hale from Maine, chairman of the Naval Appropriations Committee, threatened to withhold money for the cruise. But this didn't bother Roosevelt, who replied in his typically brusque and forthright fashion that he already had the money and dared Congress to "try and get it back."

Nobody took Roosevelt up on his challenge and the Great White Fleet got underway that December morning, with the coal-burning ships' stacks spewing billowing clouds of black smoke into the gray sky. Aboard the flagship *Connecticut*, Rear Adm. Evans looked out with pride upon the majestic fleet under his



Great White Fleet

command. He had stated earlier that his ships "were ready at the drop of a hat for a feast, a frolic or a fight."

Late on the first day of steaming, Evans passed the word to the officers and men of the fleet that after a short stay on the West Coast, the fleet would return home by way of the Pacific, through the Suez Canal, into the Mediterranean and then to the Atlantic. In short, they would be transiting the globe. When this announcement became general knowledge the next day, countries throughout the world tendered their invitations for the fleet to visit their ports.

The first leg of the cruise took the fleet into the South Atlantic. On Dec. 23, the fleet made its first port visit, at Port of Spain in Trinidad, a small island off the coast of Venezuela.

Trinidad, as most of the sailors discovered, rated a pretty low score when it came to liberty. According to one sailor, it was one of the most boring places he'd been to and he remarked, "When we pulled in, there were no people around and almost everything was closed up. Just one building was open that had any beer in it. By the time we made it to shore, the stuff was hot as hell. It was just like drinking boiler water."

Another sailor noted that, aside from "looking at the flowers and visiting a leper colony," there wasn't much to do. When the fleet left Port of Spain Dec. 29, enroute to Brazil, there were few if any, who longed to stay. All hoped for better liberty in the future. It couldn't get any worse.

On Jan. 6, the fleet steamed across the equator and "Crossing the Line" ceremonies made up the plan of the day. Some 12,000 sailors were introduced to Davy Jones. Following proper initiation rights that included suffering through various indignities to make them worthy, all were welcomed into the exhalted realm of King Neptune.

The fleet anchored in Rio de Janeiro on Jan. 13. Unfortunately, there was an incident the first night that came close to shattering goodwill between the U.S.



Navy and Brazil.

It all began in one of Rio's rowdier drinking establishments when two local longshoremen got into an argument. In expressing his particular point of view, one of the longshoremen threw a beer bottle at the other. The bottle missed its intended target and continued its flight across the smoke-filled room. At the bar, a group of White Fleet sailors were enjoying a brew and good conversation when the wayward bottle found a target — a sailor from *Louisiana*. The rest is right out of a Hollywood movie. Sailors rallied around the victim, the longshoremen called up their reserves and the battle was joined.

When the shore patrol arrived, the donnybrook had flowed out into the street, as longshoremen and sailors threw rocks and bricks at each other. Shore patrol and local police brought about order, separated the combatants, and

escorted the sailors back to their ships.

The next day, during an inquiry, *Louisiana's* master-at-arms testified that the "civilians seemed to be the aggressors." After all the evidence was in, Brazilian officials agreed with this assessment and, to improve relations, publically invited the American sailors to continue to enjoy Rio.

There were no further incidents while the fleet was in Rio and the sailors all had a good time. Many of them even joined in local political parades, marching gleefully with the locals and shouting slogans they probably didn't remotely understand. Brazilian President Penna gave high praise to what he termed "the glorious American Navy," and Penna's foreign minister showered the Navy with praise and described the visiting fleet as "the pride of the continent."

During the Rio visit, Evans suffered an attack of gout, an affliction that



A crewmember (left) gets a shave. Sailors ham it up (opposite page) while "crossing the line."

were said to be so wild that ships would be dashed to pieces on the rocky shores of such nightmarishly labeled places as Delusion Bay, Desolation Island, Point Famine and Dislocation Point, all inhabited by cannibals, of course. One newspaper in California, the *Sacramento Union*, prophesied shipwreck and cannibalism should the White Fleet attempt the Straits. "We don't want our Jackies eaten by terrible *Tierra del Fuegians*," wrote the editor.

A Chilean cruiser met the fleet and guided it through the Straits. Although there was considerable fog and wind, the fleet completed its passage without mishap and encountered none of the calamities conjured up by the over-active imaginations of newspaper editors. Now in the South Pacific, the fleet set its track for Peru, following visits to Punta Arenas and Valparaiso, Chile.

Although normal day-to-day routine and training evolutions kept the sailors busy while underway, there were diversions after hours for those not on watch. Aboard the ships were pianos and phonographs, various games, plenty of playing cards, and handball and billiard equipment. There were also player pianos and silent movies.

In referring to the movies, a White Fleet veteran assigned to *Connecticut* remarked, "They had one they showed us about 50 times . . . *The Perils of Pauline*. It was a film series. They might show number nine one day and then show number 47 the next. But we enjoyed it anyway; she was always in some kind of fix, getting thrown off cliffs and things like that."

The good times were earned by these sailors. There was the seemingly endless round of cleaning chores, watches and drills. But even for the hard-working deck force, life at sea wasn't quite so bad, not when compared to the jobs of the so-called "black gang" in the fire

room below decks. At least topside, the deck force had the benefit of sunlight and breezes; below decks, the engineers' world was dominated by searing heat and coal dust.

Coal, commonly referred to as "black diamonds," was the ship's sole source of power. Ships would normally go into port and take on coal every two weeks. "Coaling ship" was an all hands evolution and a dirty job. It would take several days to coal a ship. Afterward, the crew would spend several more days cleaning the ship, inside and out, fore and aft, since coal dust settled everywhere.

A member of the "black gang" on the battleship *Connecticut* described coaling day. "Our ship held about 2,000 tons of the stuff. All the deckhands would go down into the collier (coal supply ship) and fill these big bags with about 500 pounds. Then they'd hoist 'em over to us down in the coal bunkers and we'd spread out the coal with shovels until all the bunkers — about 20 — were full to the top."

On Feb. 20, the fleet pulled in to Callao, Peru, just north of Lima. Their arrival sparked a nine-day celebration that included commemoration of George Washington's birthday, a holiday the Peruvians felt they should share with their American friends to the north. Peruvian composer, Ce'sar Penizo, paid homage to the fleet by composing a special dance piece entitled "The White Squadron." Wishing the American sailors to feel at home, a small tugboat roved about the anchored ships, its passengers regaling the White Fleet crews with lively renditions of Cornell football cheers.

Having absorbed an abundance of Peruvian hospitality, the White Fleet reluctantly got up steam to continue its journey northward to California, with an intermediate one-month stopover at Magdalena Bay in Baja California for gunnery practice.

The fleet arrived March 12 for its gunnery exercises at Magdalena Bay while California's coastal cities were trying everything in their power to get the fleet

plagued him from the start of the voyage and would be responsible for his being relieved of command when the fleet arrived in San Francisco.

It was also in Rio that the first of many wild rumors about threats to the fleet began circulating. The Rio chief of police had been advised, through unknown sources, that anarchists were plotting to blow up the fleet. Nothing came of it, although Washington did cable for details. These rumors would follow the fleet throughout its voyage and eventually gave the folks back home the impression that the Great White Fleet was in constant peril.

On Jan. 21, the fleet weighed anchor and got underway, leaving Rio and setting a course for the Straits of Magellan near the southern tip of So. America

There, rumor had it, massive whirlpools could twist a ship completely around. Winds, known as *wiliwaws*,

Great White Fleet

into their ports. Ulysses S. Grant Jr., a noted citizen of San Diego, went so far as to write Roosevelt to request that the fleet steam directly into San Diego harbor instead of anchoring at Coronado.

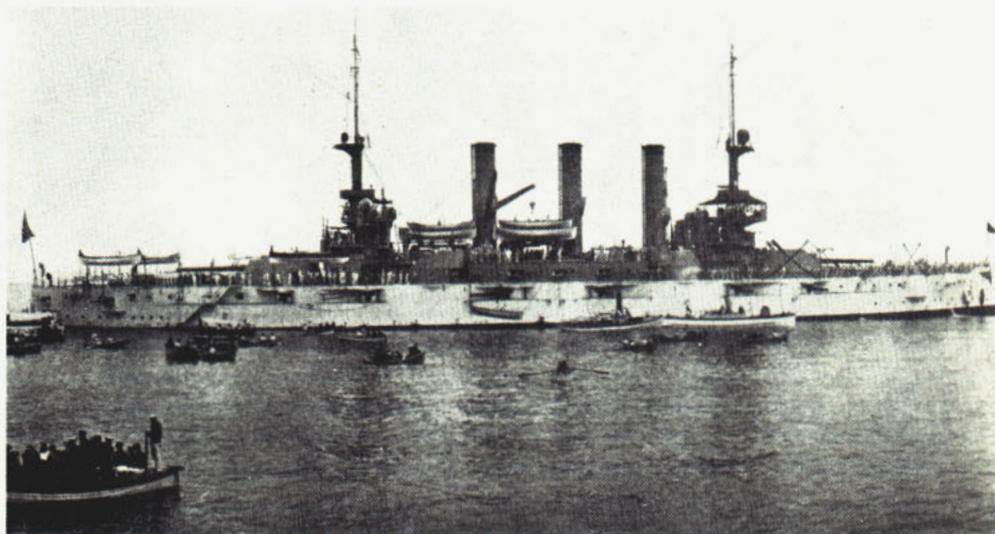
The President took this request under consideration and contacted the Navy Department about the possibility. Word came back that, should the fleet attempt anchoring in San Diego harbor, there was a good chance that the ships would remain permanently mired in the mud. Thus, Grant and his fellow San Diegans had to be content with greeting the fleet at Coronado.

When the fleet pulled in on April 14, the sailors were greeted by thousands of enthusiastic residents as the great ships anchored off the Hotel del Coronado. Small boats of all descriptions surrounded the warships, and sailors were pelted with blossoms by "Flower Committees" and filled to capacity with free lemonade by "Fruit Committees." For the next four days, San Diego celebrated, and the White Fleet sailors were given the royal treatment that ended only with the fleet's departure for Los Angeles on April 18.

In Los Angeles, the officers and men were fêted to such entertainments as a giant Spanish barbecue, thrilled to a breathtaking balloon ascension by a group of daring aeronauts, and cheered a number of prize fights between well-known local pugilists.

Meantime, as the fleet was being pampered and honored by the good citizens of L.A., Santa Cruz, to the north, was gearing up for its welcome to the fleet and attempting to crowd out rival Monterey just across the bay. But when the Santa Cruz town fathers got the word that only part of the fleet would be visiting their community, they were so upset that they threatened to call off the entire reception if they weren't visited by all the ships. The Navy relented and Santa Cruz got its wish, after the fleet visited Santa Barbara and Monterey.

When the fleet arrived in San Francisco on May 6, the hills surrounding the city by the Bay were packed with



thousands of greeters, many brought in by special trains from outlying communities. San Francisco greeted the fleet in its typical warm-hearted and ostentatious fashion by staging a 48-hour ball at the Fairmont Hotel where dinners normally went for \$10 per plate. The officers and men of the Great White Fleet were treated to a welcome they would long remember.

During the sailors' stay in 'Frisco, the citizens went so far as to pitch tents in Jefferson Square and Portsmouth Square for White Fleet sailors who ran out of hotel money.

While in San Francisco, the battleships *Maine* and *Alabama* were replaced by USS *Nebraska* (BB 14) and USS *Wisconsin* (BB 9). The reason behind this change was due to *Maine's* and *Alabama's*

The "black gang" (left) used coal and muscle to power ships of the fleet. Flagship Connecticut (below) during a port call in Peru.

voracious appetite for coal. They seemed to eat up more "black diamonds" than any other ships in the fleet.

San Francisco was also the last port-of-call for fleet commander Evans, still suffering from gout. He was relieved by Rear Adm. C. M. Thomas. Thomas then commanded some of the ships during visits to ports in Washington State, including Seattle, Bellingham and Tacoma.

Thomas nearly missed movement when that part of the fleet was ready to get underway for the Northwest visits. He was to have been picked up at his hotel lobby by auto and driven to his flagship. As a precaution, two autos were sent to be sure he made it, but a traffic cop noticed that the kerosene tail-lamp on the first car had been blown out, violating a city traffic ordinance.

Putting the first car out of action, the observant police officer noticed that the back-up car also had a blown tail-lamp. Luckily, the driver was able to re-light that lamp, and after some smooth talking, convinced the cop to let the admiral's car proceed. Thomas made it to his ship, and San Francisco was inspired to change its auto lamp law.

The fleet visit up and down the West Coast was one week shy of three months. That part of the cruise was like a constant party, with everyone, sailor and civilian alike, celebrating this great adventure. On July 7, the fleet, now reassembled under Rear Adm. Charles Sperry, bid farewell to San Francisco and weighed anchor to continue its journey across the Pacific.

On July 16, the fleet arrived in Hawaii. After a six-day layover at Pearl Harbor, where it was fêted with luaus and sailing regattas, the great armada got underway for New Zealand, anchoring in Auckland on Aug. 9. The New Zealanders gave the fleet a very warm reception and invited Sperry and his staff to observe tribal

ceremonies at a Maori village. At the conclusion of one of the dances, a tribesman bounded from the circle of dancers. Halting before the admiral and his staff, the Maori dancer broke into a broad, toothy smile and exclaimed, "bully!" Even among these rustics in the outback of New Zealand, Roosevelt had made his mark, to the great surprise and amusement of Sperry and his staff.

On Aug. 15, the fleet sailed for Sydney, Australia, where it arrived five days later. The fleet was greeted by more than 250,000 people, who had stayed up all night so as not to miss the ships' arrival. For the next eight days, there was a non-stop celebration in honor of the Navy visitors.

With all this celebrating, some of the crewmen were beginning to feel the wear and tear. One sailor was found asleep on a bench in one of Sydney's parks. Not wishing to be disturbed, he posted a sign above his head which read:

"Yes, I am delighted with the Australian people.

Yes, I think your park is the finest in the world.

I am very tired and would like to go to sleep."

Being truly hospitable, Sydney let him sleep.

Melbourne also rolled out the red carpet for the fleet. Nothing was too good for the Yankee sailors, and they were given the key to the city. Melbourne's hospitality made such an impression that many sailors were reluctant to leave when the ships got underway for Manila on Sept. 18 and arrived Oct. 2.

There was no liberty in Manila, due to a cholera epidemic, but the mail caught up with the fleet and, just like in today's Navy, mail call was the highlight of day. One White Fleet veteran remembered one man aboard the *Connecticut* who couldn't read. He said whenever this fellow got mail, "He'd have someone read his letters to him. And he'd make whoever was doing it stick cotton in his ears so he wouldn't be able to hear what

he was reading. He thought he could keep his privacy that way."

From Manila the squadron turned north for Japan on Oct. 10. While enroute in the South China Sea, the fleet ran into one of the worst typhoons in 40 years. According to one sailor, "The typhoon happened right off Formosa. All you could see, when a ship was in a trough, was the trunk of its mast above the wave tops. That was all you could see of an entire battleship. Then our turn would come to go into a trough, and we couldn't see anything for a while."

In riding out the storm, there was a moment of high drama, when as the sailor recalled, "Something happened that you're just not going to believe. One of the sailors on a ship in our squadron was picked up and washed overboard by a big wave. Then that same wave carried him over to another ship in another squadron and it threw him up on the deck."

The fleet came through the typhoon unscathed, and as it approached Tokyo Bay and Yokohama, Sperry circulated a directive concerning liberty in Japan. In it he stated that, to insure against diplomatically damaging incidents, "only first-class men, whose records showed no evidence of previous indulgence in intoxicating liquor," would be allowed ashore. And, in reference to a planned reception for the crew, the directive went on to state that "the men will be made to understand that this, though an entertainment, is a matter of military duty" and all sailors should conduct themselves accordingly.

On Oct. 17, the day before the fleet's arrival, the Yokohama newspaper, *Boyaki Shimpo* came out with what it called a "Fleet Banzai Number," and showered printed praise upon the fleet. When the U.S. ships arrived the next day, they were escorted into the bay by three Japanese destroyers, while on shore, school children sang "Hail Columbia" and the "Star-Spangled Banner."

Japanese hospitality was indeed overflowing. All flag officers of the fleet were accommodated at the Emperor's

Great White Fleet

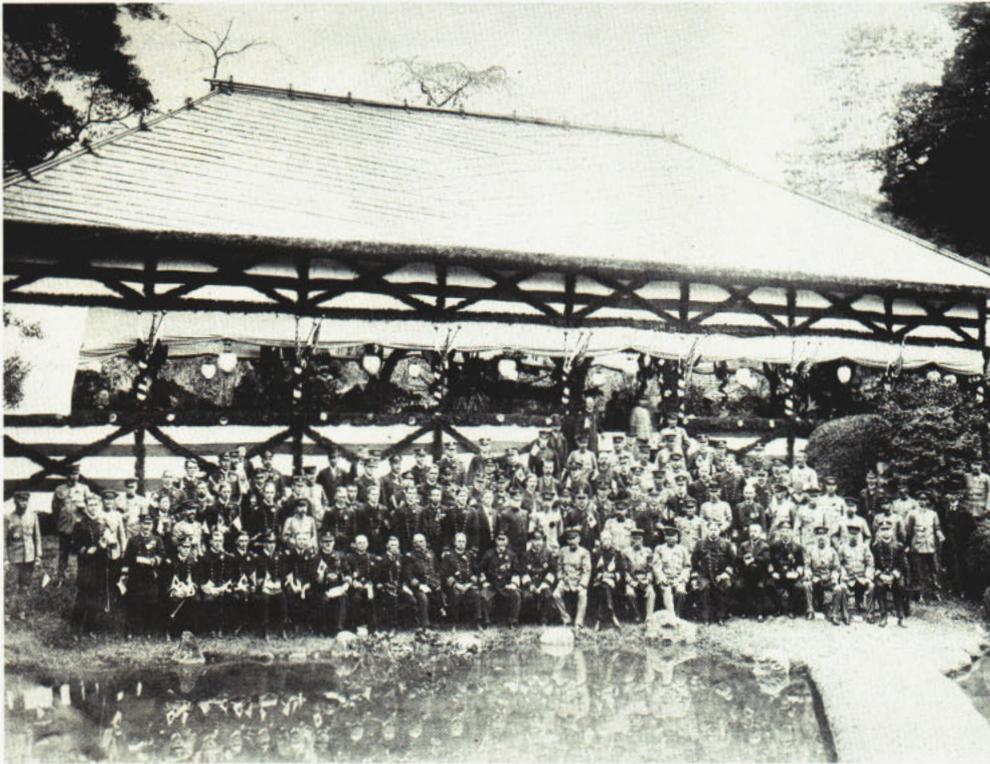
Palace, while the ships' captains occupied suites at Tokyo's elegant Imperial Hotel. Junior officers were presented with railroad passes, and selected enlisted men were given free trolley car privileges. For the entire week the fleet was in Japan, there was a constant round of celebrations, balls and parties. Adm. Togo of the Imperial Japanese Navy gave a garden party; Premier Katsura hosted a formal ball; and 50,000 Tokyo citizens honored the fleet with a torch-light parade.

During a champagne party aboard the Japanese battleship *Nikasa*, Sperry suffered an indignity, albeit unintended by his Japanese navy hosts. It occurred when a group of exuberant Imperial Navy cadets suddenly picked up Sperry and hurled him into the air three times, shouting "Banzai!" with each liftoff. In Japanese naval circles, the Banzai cheer and tossing were considered tributes. This was explained to a ruffled Sperry after he was placed back on the deck, gasping and trying to straighten out his twisted sash, dislocated sword and wrinkled uniform. Sperry accepted the tribute as graciously as possible under the circumstances.

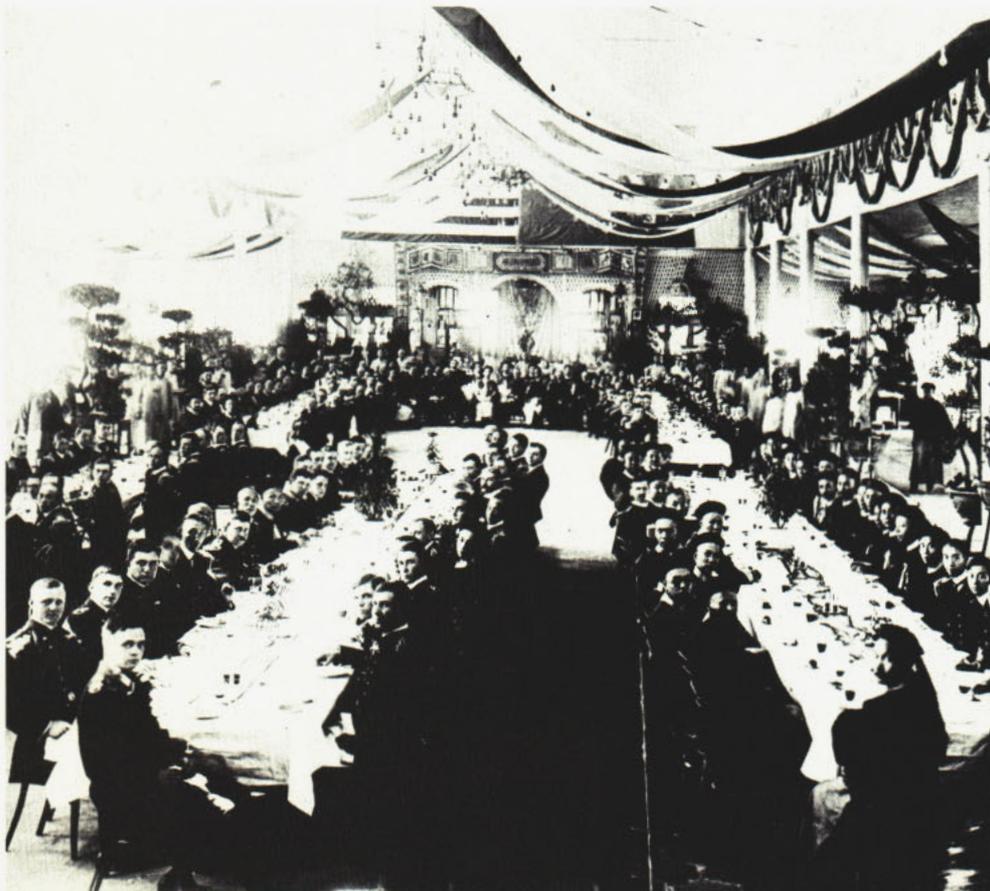
One of the first diplomatic gestures came about, not as part of an elaborately planned ceremony, but occurred spontaneously during a crisis. On the night of Oct. 22, a flimsy arch, honoring the fleet, caught fire and the flames began creeping up one side of the arch toward a Japanese flag anchored on a pole at the top. Three U.S. sailors and a Marine raced toward the scene. The Marine, reaching the blazing arch first, climbed the clear side of the arch and retrieved the Japanese flag before the flames engulfed it. In the crowd that had gathered, the Japanese went wild and the gutsy Marine was hoisted onto shoulders and paraded about the streets. Another small but important diplomatic coup had been scored by the Great White Fleet.

The fleet's Japan visit had the desired result: it generated good will between both countries and eased tensions that might otherwise have led to open con-





During their world cruise, members of the fleet pose with Japanese ministers of war (left), and dinner guests in Amoy, China (below). One vessel (opposite page) left Australia with a kangaroo mascot. Japanese citizens (opposite page, below) visit the battleship Kansas.



flict. Much of the credit goes to Sperry, whose skill as a diplomat and professionalism as an officer were crucial.

After Japan, half the fleet steamed back to Manila for a month's gunnery practice and the other eight ships set course for the Formosa Straits and the Chinese island of Amoy. The Peking government was prepared to welcome 16 battleships, but when only eight arrived, the local officials were a little disappointed and embarrassed. Though this slight was due to operational requirements and unintentional on the fleet's part, it did contribute to the peculiar funk known to the Chinese as "losing face." But Peking rallied, and in order to "save face," told the people that the rest of the fleet was lost in a typhoon.

Because of a dangerous epidemic on Amoy, a specially-built entertainment center awaited the officers and men of the fleet. All food and drink was brought in from Shanghai, along with rickshaws, mandarin chairs, horses and wagons. It was on Amoy that many of the sailors were introduced to the oriental delicacy of shark fin soup.

Concluding its call on Amoy, the eight ships steamed back to Manila to join the rest of the fleet on maneuvers. From there, the entire fleet sailed into the Indian Ocean, making a port call at Colombo, Ceylon (modern Sri Lanka), which lies off the southeastern coast of India. While in Ceylon, the officers and crew were swamped with complimentary tea from none other than Sir Thomas Lipton, a man whose familiar face, even today, adorns boxes of tea bags found in supermarkets throughout the United States.

Christmas of 1908 was celebrated by

Great White Fleet

Survivors (right) of an earthquake in Sicily, where the fleet went to help. A sailor (below) escorts merchants aboard U.S. ships in Ceylon. President Roosevelt (opposite page) addresses sailors upon completion of world cruise.

the fleet as it crossed the Indian Ocean enroute to the Arabian Sea. During the holiday underway, the ships were decorated with palms, colored streamers, coconuts and other fruit. Holiday routine was set throughout the ships and sailors enjoyed a number of competitions, including potato races, three-legged races, sack races and bobbing for oranges.

Steaming through the Suez Canal, the fleet took on coal in Port Said, Egypt. While in Port Said, Sperry received word of a terrible earthquake that had struck Messina, Sicily. After coaling up, Connecticut and Illinois set a course for Messina at top speed. When they arrived, sailors did everything they could to assist the beleaguered city. One of their tasks was to search for the American consul's daughter, who disappeared during the quake. But the search was in vain. They never found her.

The other White Fleet ships split into several parties after leaving Port Said and visited Algiers, Tripoli, Naples, Marseille, Athens and Malta. Regrouping once again on Feb. 6, the fleet made a final stop at Gibraltar and then steamed out into the Atlantic, the ships' bands playing "Home Sweet Home" on this last leg of the voyage.

Having crossed the Atlantic, the fleet arrived at Hampton Roads, Va., on a rainy Feb. 22, 1909, ending its 14-month odyssey. Steaming into the Roads, the ships, looking not quite as white as when they started out, but majestic nonetheless, had their bands belt out the rollicking tune "Strike Up The Band," followed by the slower, more poignant strains of "There's No Place Like Home."

The enthusiasm of the cheering multitudes waiting on shore to greet the fleet was not dampened by the inclement weather, and once again aboard the presidential yacht *Mayflower*, Roosevelt



responded to the rendering of the fleet's 21-gun salute with enthusiastic waves. With only two weeks left in the White House before turning over the reins of government to his successor, William Howard Taft, the return of the fleet and the success of its mission prompted Roosevelt to declare later that this cruise was "the most important service that I rendered for peace."

A White Fleet sailor remembered the homecoming. "We hit Hampton Roads on Washington's Birthday and it was raining. But by golly, we celebrated with hardtack and sow belly dinner that day. Later, all the deckhands had to go to Washington and parade in the snow for (president-elect) Howard Taft."

The cruise of the Great White Fleet had many substantial results both diplomatically for the nation and technically for the Navy. On the diplomatic side, the cruise satisfied our country's desire to be recognized as a world power. It was aptly proven that the United States was capable of projecting its influence anywhere in the world on a heretofore unprecedented scale.

Our relations with the countries visited were improved or initially established in



a positive way. The most important improvement of relations was with Japan, the main diplomatic target from the beginning. The visit by the fleet provided the main thrust behind the Root-Takahira Agreement that went into effect shortly after the fleet's return. According to this treaty, the United States and Japan agreed to maintain the status quo in the Pacific and to respect each other's possessions there. Also, both nations consented to respect the "Open Door" policy in China and the in-



90 percent of the time for coaling and resupply.

For the sailors who participated in this historic once-in-a-lifetime adventure, the cruise reinforced their pride in service and country. They had been the ambassadors of good will and the vehicles through which others perceived and judged America and the Navy. The results were gratifying. But even more concretely, the sailors saw their individual roles and the role of the Great White Fleet as providing the muscle behind U.S. foreign policy.

As one sailor succinctly put it, "We just wanted to let the world know we were prepared for anything they wanted to kick up. We wanted to show the world what we could do." □

— Story by JO2 Mike McKinley
— Photos from Naval Historical Center

dependence and territorial integrity of that country.

Operationally, the cruise was a resounding success. Initially, the detractors of the enterprise didn't think the ships would be capable of making the 'round-the-world transit without continually breaking down. Yet there were no serious repair or maintenance problems; there were no breakdowns or serious accidents.

The voyage brought to light various technical defects in ship design. It was found that, due to the heavy weather encountered, there was a need for greater size and displacement of ships; shipboard habitability wasn't adequate and ventilation had to be improved; hull casement shutters couldn't keep the water out in rough seas; rapid-fire guns placed close to the waterline could not be used effectively since spray and water shipping into the gun ports were distracting to the crews; and the lofty upperworks of the ships were found to be comfortable for peacetime conditions but would be "shell

exploders" during wartime.

In addition, the old-style military masts and "fighting tops" were replaced by new cage masts with fire-control tops; top-heavy bridges and charthouses were removed and replaced by open bridges; light-weight torpedo-defense guns gave way to more powerful pieces; and new fire-control gear was fitted out on the ships.

Sperry also recommended that the ships of the Navy should have their coloration changed from white to gray, something naval officers had been recommending for years. It was felt that Navy ships should not be in "holiday colors" going into battle.

The cruise provided the officers and men of the fleet with thorough at-sea training and brought about improvements in formation steaming, coal economy, gunnery and morale. It also stressed the need for overseas bases that could provide better coaling and supply services along with more auxiliary ships. Foreign coaling ships or ports were used

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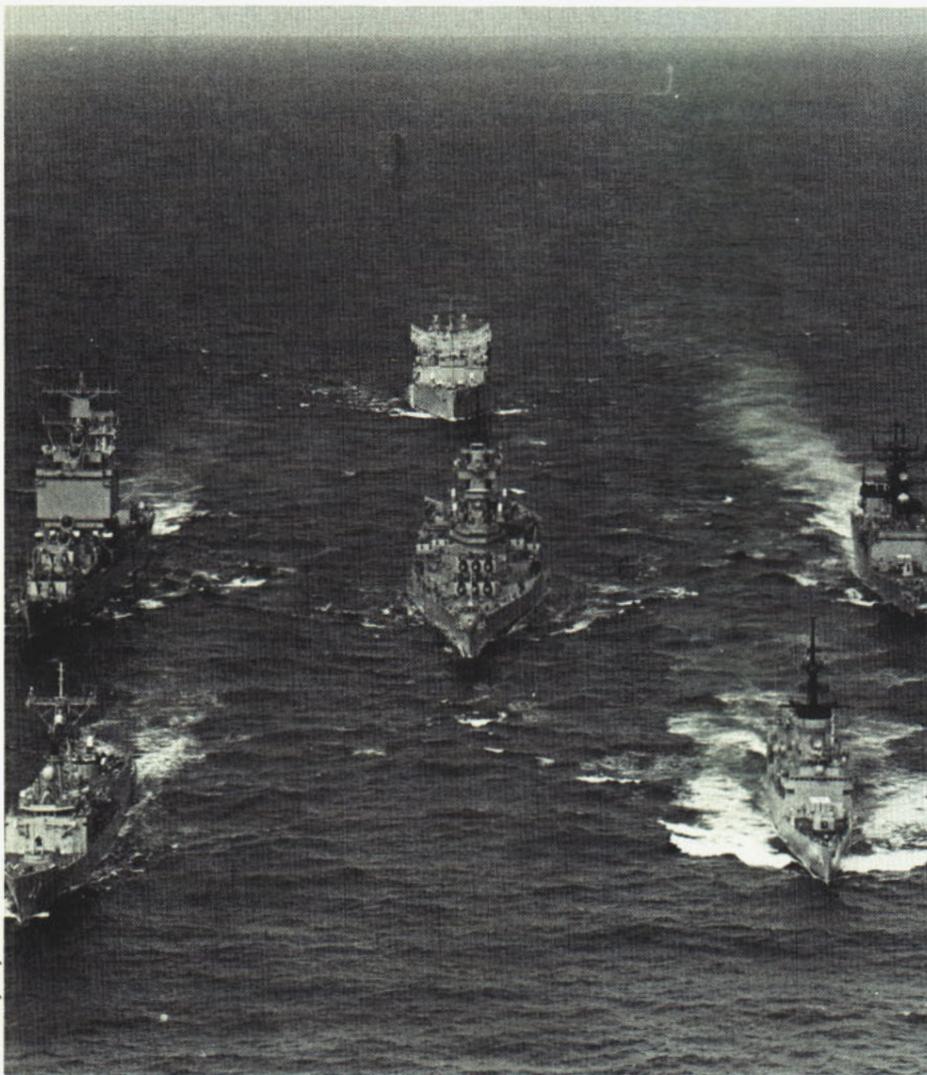
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Strategic



New Jersey (above, center) is already homeported at Long Beach, Calif. Plans call for Nimitz (opposite page) to move to a new homeport of Everett, Wash.

In a recent interview, Chief of Naval Operations Adm. Carlisle A. H. Trost, said, "In the late 1960s we had almost 1,000 ships. Now we have 553. But when we had all those ships, we also had 65 homeports. Now we have 34." As the 600-ship fleet of the 1990s comes on line, the Navy finds 50 percent of its present fleet homeported in only two ports.

In response to this logistical crisis, during the next five years the Navy proposes to have 13 new or expanded homeports for 64 warships under its strategic homeporting program. Three battleship surface action groups and two carrier battle groups will be dispersed to eight new ports on the Atlantic, Gulf and Pacific coasts. One battleship, *New Jersey*, will remain in its current homeport, Long Beach. The new bases will be located at Staten Island, N.Y.; San Francisco; Everett, Wash.; Pensacola, Fla.; Pascagoula, Miss.; Mobile, Ala.; and Corpus Christi and Galveston, Texas.

Existing naval activities at Long Beach, Calif.; Pearl Harbor, Hawaii; Gulfport, Miss.; Lake Charles, La.; and Key West, Fla., will be expanded to accommodate various ship types needed to support the battleship/carrier battle groups.

In addition to the new construction and expansion, there are plans for adjustments in the mix of ships in the traditional ports — Norfolk, Va.; Charleston, S.C.; Mayport, Fla.; Newport, R.I.; San Diego, and Pearl Harbor.

Ships of the battleship groups will be homeported at Staten Island, San Francisco, Long Beach, Corpus Christi and

homeporting

Galveston. The battleship groups will be built around the battleships USS *Iowa* (BB 61) at Staten Island; USS *Wisconsin* (BB 64) at Corpus Christi; USS *New Jersey* (BB 62) in Long Beach; and USS *Missouri* (BB 63) in San Francisco.

Leading the carrier groups will be USS *Nimitz* (CVN 68) in Everett, and USS *Kitty Hawk* (CV 63) in Pensacola. *Kitty Hawk's* supporting units will be located in Pascagoula and Mobile.

There were two major strategic needs that led to the present proposals. The first was a need to improve our defensive posture by dispersing our ships to more ports. Fifty-three percent of our fleet is now concentrated in just two ma-

ior ports — Norfolk and San Diego. Such over-concentration makes it easier for an enemy attack to inflict significant damage.

Trost said, "Dispersal of forces to maximize survivability and to compound a potential enemy's containment problem is a basic tenet of military planning. The strategic homeporting concept supports this tenet."

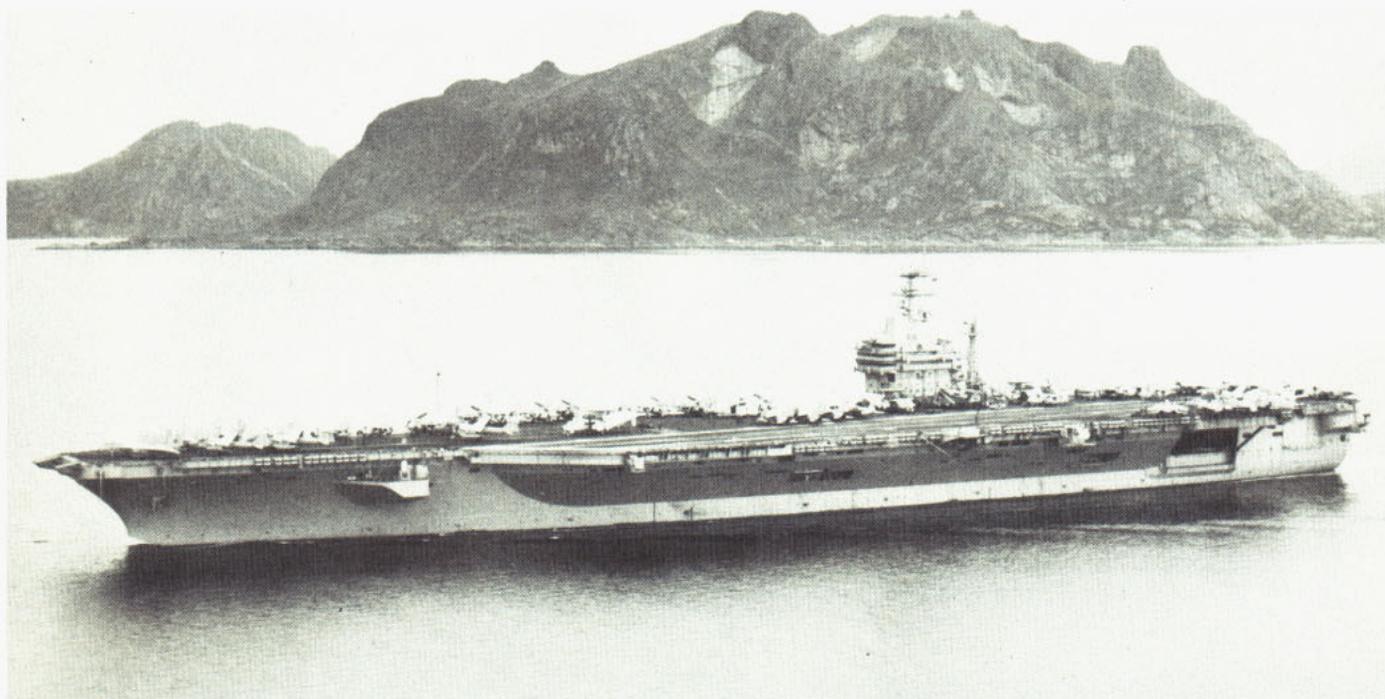
In other words, it isn't wise to put all your eggs in one basket.

The second need was to support our expanding Navy. There will be 130 new ships joining the fleet in the next five years. By 1992, the Navy will have 600 ships on line. At the present time, there

is no Navy port with all the necessary waterfront facilities to adequately support the ships that utilize them now.

Under the strategic homeporting proposals, new construction or expansion of certain existing bases will take the strain off the congested ports, allowing the Navy to devote more effort toward facility repair and replacement. This will result in a more modern, effective and efficient shore establishment.

The homeporting of the battleship/ carrier groups on our three coasts will allow the Navy to operate and train in a variety of environments and will reduce response time to many areas of operations. This is especially important for



PH2 Steve Grzedzinski

Strategic homeporting

those battle groups homeported in the Pacific Northwest and the Northeast.

There is a growing consensus that if a U.S.-Soviet conflict occurred, important theaters of the sea war would be in the North Atlantic and in the Aleutians and Northern Pacific. Thus, homeporting on the northern east and west coasts will allow for more rapid response and more effective support to cover the most likely areas of operation.

Likewise, Gulf homeporting enhances our response to potential conflicts in the Caribbean and Central America. Gulf homeporting is also important in protecting our sea lines of communication supporting the shipment of vital raw materials to the United States and Europe.

The reserve ships are a key part of the strategic homeporting concept. All of the Navy's surface mine warfare capability and nearly a quarter of the Navy's frigate force will be in reserve. Ultimately, over 50 ships of the 600 ship Navy will be naval reserve ships. They are vital to carrying out the Navy's maritime strategy. The geographic dispersal of these ships will enable the navy to attract trained, fleet-experienced personnel to man them.

Under the strategic homeporting proposal, the ships required to form a bat-

tle group will be in the same general location. No time will be lost in gathering ships in the event of an emergency, nor will carriers or battleships be exposed to danger without proper escort. This collocation of ships that will form a battle group provides a trained team capable of carrying out its mission immediately upon leaving port. It used to be that battle groups were formed from whatever ships were available at the time such a unit was required. As an example, a carrier deploying from Alameda, Calif., might be escorted by ships located in San Diego or Long Beach. These ships would have to leave their ports and get to the carrier's location. This procedure posed significant vulnerability for ships prior to the formation of the battle group.

Thus, under strategic homeporting, the battle group is already formed and the ships and crews have trained together during routine exercises and deployments, strengthening their operational capabilities. Furthermore, as inport training opportunities are improved by technology, co-location within a homeport will be an important addition to battle readiness.

The homeporting of battle groups in the Northeast, Northwest and Gulf areas

permits the Navy to take advantage of the well-established industrial capacity of these regions. The Navy depends on a healthy, well-developed shipbuilding and repair industry in peacetime and during time of conflict. By spreading its ships throughout these areas, the Navy encourages this vital industry, which is so essential in maintaining the fleet. When one considers that in the past three years, 19 shipyards have folded, this aspect of strategic homeporting becomes especially important.

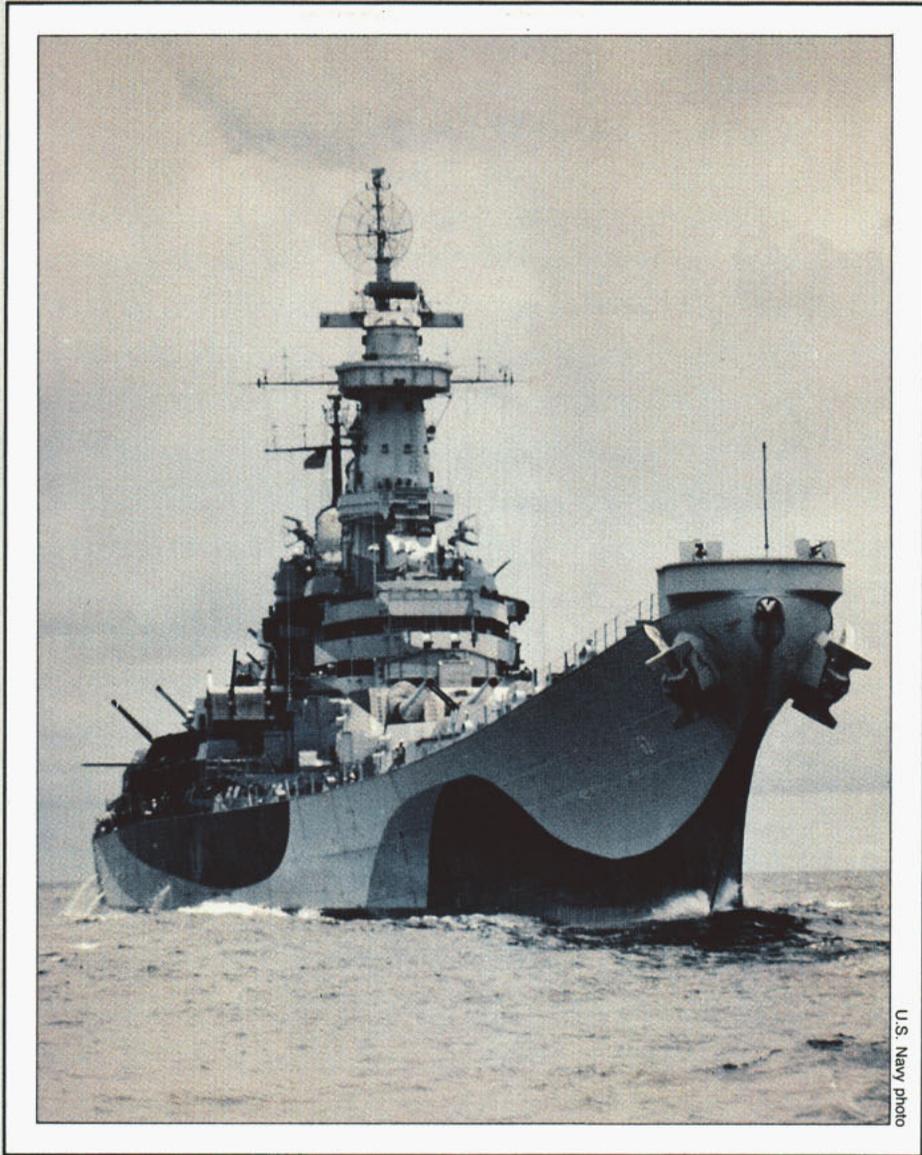
Strategic homeporting also opens up new options in terms of duty locations for sailors. According to Capt. Timothy Kelley, head of Shore Activities Planning Branch in Washington, D.C., with these bases, a sailor and his family will have a better opportunity to be stationed in a region that may be more compatible with their needs, desires and interests. Also, the new port sites, especially those in Everett and the Gulf states, provide a lower cost-of-living and readily available housing that cannot be found in areas surrounding the more concentrated bases at Norfolk or San Diego.

Former Chief of Naval Operations, Adm. James D. Watkins, has described strategic homeporting as a prudent approach and appropriate response to potentially dangerous military contingencies. "Given the balance of forces at sea today," he said, "we need every advantage we can get; it would be grossly imprudent not to exploit our nation's geography as well as its technological strengths." Watkins added that the strategic homeporting concept was developed "in accordance with our maritime strategy and reflects the Navy's goals for the 1990s and beyond." □



PH2 Randy Hayes

Iowa and escort vessels will be homeported at Staten Island, N.Y.



BATTLESHIPS

Dreadnought. Literally interpreted, it means “fear nothing.” There is, perhaps, no better word for the Navy’s reactivated battleships. Modernization efforts allow these magnificent vessels to meet the challenges in today’s hostile environment and lay just claim as the most powerful surface combatants afloat. Indeed, they need fear nothing.



U.S. Navy photo

USS Iowa (BB 61)

USS *Iowa* (BB 61), namesake of the most powerful, fastest Navy battleships ever built, was laid down on June 22, 1940, launched in 1942 and went into service in 1943.

Soon after becoming operational, *Iowa* embarked on what was to be the highlight of the ship's early career: the transport of President Franklin D. Roosevelt to the Teheran Conference with Winston Churchill and Joseph Stalin in November 1943.

BB 61 left the U.S. East Coast Jan. 2, 1944, bound for the Pacific via the Panama Canal. The ship first saw action at Kwajalein and Eniwetok in the Marshalls.

Iowa went on to see action throughout the Pacific, before joining the Navy's triumphant entrance into Tokyo Bay on Aug. 29, 1945.

BB 61 left Tokyo for Seattle three weeks later, bearing a special cargo: hundreds of freed American prisoners of war and G.I.s bound for some long-awaited, long-term stateside liberty.

After a stint as 5th Fleet flagship, *Iowa* returned to U.S. waters for training and exercise activities before being placed in reserve in 1949.

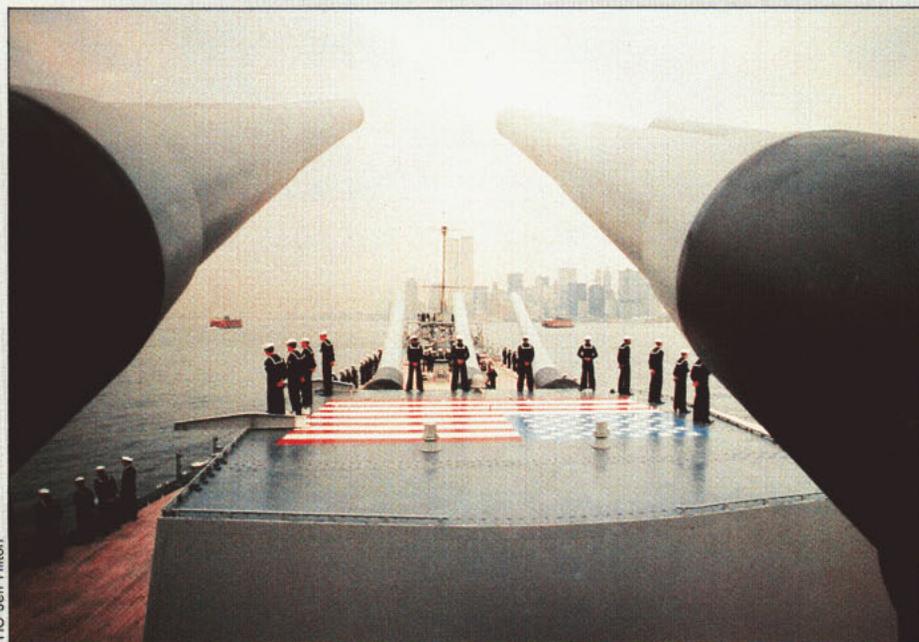
With the outbreak of the Korean War,

Iowa was re-activated out of San Francisco and on April 1, 1952, became the 7th Fleet flagship.

During Korea, BB 61 showed even more firepower than during the Pacific campaigns of the 1940s. During seven months in 1952, *Iowa* fired more than 4,500 16-inch rounds, twice as many as the battleship unleashed in all of World War II.

Iowa was decommissioned and put in mothballs in the Philadelphia Navy Yard in 1958.

Since returning to active service in 1984, *Iowa*, nicknamed "Big Stick" and bristling with state-of-the-art weapons systems, has displayed U.S. Navy sea-power in the Atlantic and Mediterranean as awesomely as she did in the Pacific more than 40 years ago. □



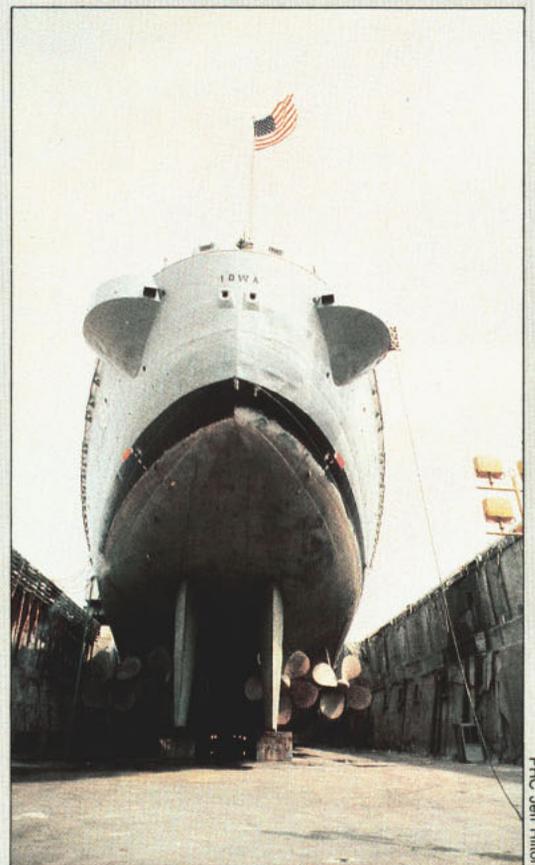
PHC Jeff Hilton



PH2 Ken Bates

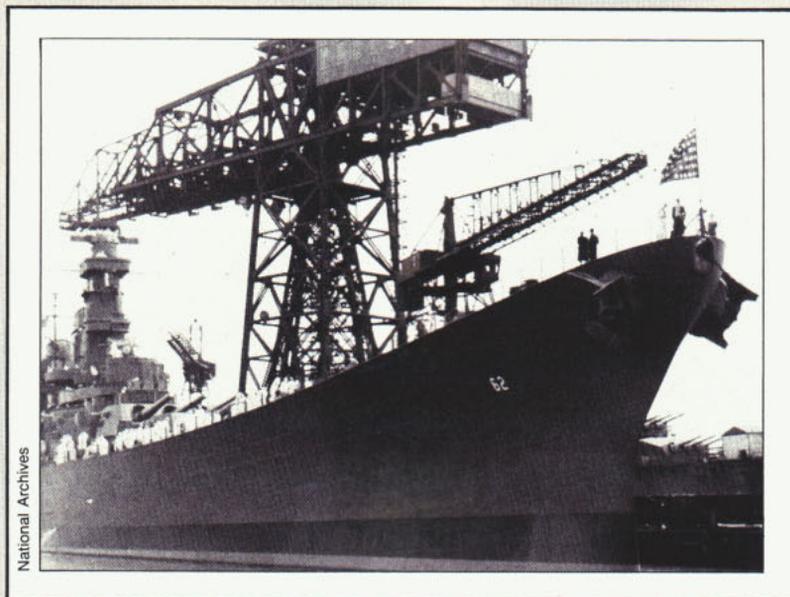


PH2 Ken Bates



PHC Jeff Hilton

Clockwise from left: Iowa in Norfolk Naval Shipyard; entering port during Liberty Weekend '86; in the Pacific in 1952; during flight operations; on keel blocks in dry dock.



National Archives

USS New Jersey (BB 62)

Story by JOC(SW) Lon Cabot

USS *New Jersey* (BB 62) has always captured headlines. From its duty in Vietnam, to its latest recommissioning in 1982 to its deployment to Beirut and the European theater, and last year's historic Western Pacific cruise as the centerpiece of the first battleship battle group to deploy since the Korean War, *New Jersey* has always been in the spotlight.

While the ship's 16-inch main gun batteries invariably impress people who visit the stalwart combatant, it's been said the steadfast determination, pride and dedication of the battleship's crew are even more impressive to people who have seen *New Jersey* in action.

"Without the human element, the sailor pumping his lifeblood into her hull, the battleship is nothing more than 57,000 tons of scrap metal," said *New Jersey's* Commanding Officer, Capt. W. Lewis Glenn Jr. "There is a mystic, consuming love affair between the battleship and the 1,500 bluejackets and Marines who give her life."

"When you say 'USS *New Jersey*,' people's eyes light up," said Gunner's Mate 3rd Class Ray Young. "It's a good feeling when you're part of this crew."

Young, who requested his assignment aboard *New Jersey*, said being aboard the battleship is "being a part of history."

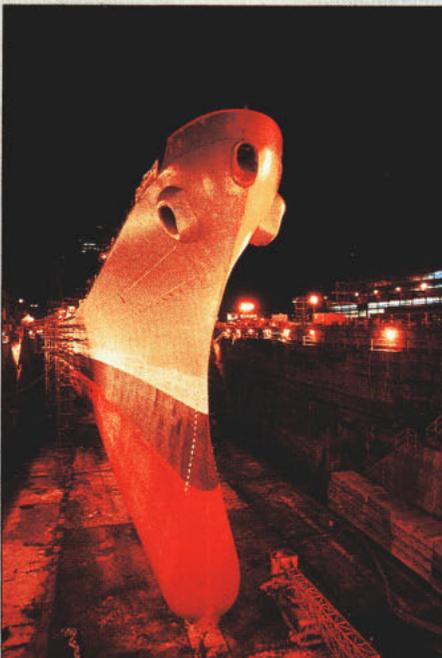
"The nostalgia and history this ship offers is something you sense every time you step out on the teak deck," said Lt. Tom McElroy, officer in charge of one

of *New Jersey's* awesome 16-inch turrets.

McElroy routinely supervises a division of 20 men, and up to 80 men during general quarters. "From a division officer's standpoint, being aboard *New Jersey* is a little easier than being on a smaller ship. Here, you have all the dental, medical and legal services you really need for your people, so you don't have to spend a lot of time arranging for personal services as you would with a smaller ship," he said.

Bigness is definitely the impression people get when visiting BB 62, according to Electrician's Mate 1st Class Joven Hernandez. "But more than the big guns, I think the attitude of the people aboard the ship is impressive. There's just a positive attitude that newcomers and visitors both see when they come aboard."

Glenn agreed. "Watching the *New Jersey* team at work is watching the best," he said. "This combination of gray steel and human talent has brought to sea a fantastic opportunity for surface warriors to write another chapter in sea power!" □



PHC Donald Wise



PH2 Rich Storza

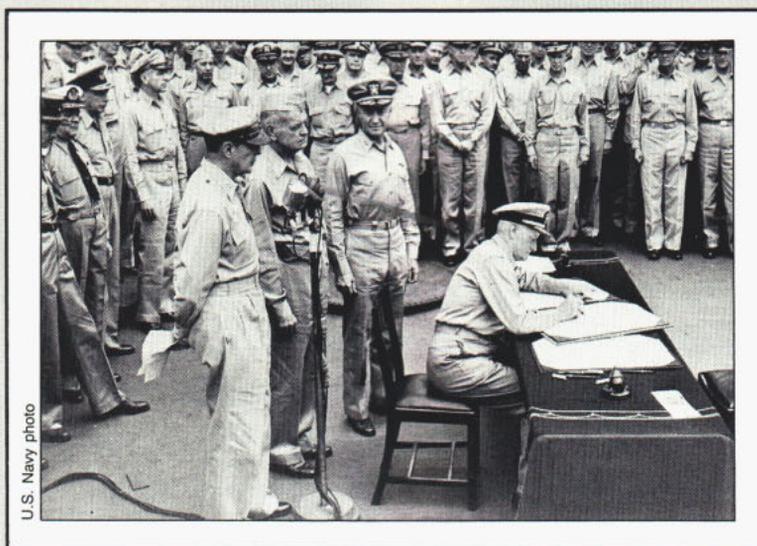
Clockwise from below: EMI Joven Hernandez at ship's service switchboard; firing the 16-inch guns off Lebanon; being overhauled for deployment to Vietnam; 1943 commissioning ceremonies; GMGC Richard L. Rosch in center gun compartment.



PH2 Rick Storza



PH1 Ron Garrison



U.S. Navy photo

USS Missouri (BB 63)

Story by JO1 William Egan

USS *Missouri* (BB 63). The last of the *Iowa*-class battleships launched, but, because of a twist of wartime fate, often the first remembered.

Although *Missouri* has been a fighter, (with three battle stars won in World War II and five in the Korean War) the ship is most often remembered for a peaceful event: the signing of the instrument of surrender on Sept. 2, 1945, that officially ended World War II. The site was the starboard side of the O1-level weatherdeck, aft of Turret 2.

On the teakwood deck that day, some of the best known Allied admirals and generals joined the Japanese delegation in signing the document which ended all hostilities. Most who participated in that Tokyo Bay ceremony are gone now, remembered only in history books, but — after 30 years of decommissioned slumber — the battleship is still very much alive. For example:

- Reactivation of the ship's three 16-inch turrets and six 5-inch twin mounts took place in March 1986.

- Four *Phalanx* close-in weapons systems have been installed. Each system is capable of firing 20mm ammunition at a rate of 50 rounds per second for self-defense against aircraft and missiles.

- *Missouri* can carry eight armored

box launchers for *Tomahawk* cruise missiles, giving the ship the capacity to launch 32 of these land attack or anti-ship missiles. There are also four quad-canister launchers for 16 anti-ship *Harpoon* missiles.

Following this re-fitting, *Missouri* was recommissioned on May 10, 1986, and thousands of Americans celebrated the return to service of the ship that represents both war and peace. The attraction

was evident during the BB 63's around-the-world shakedown cruise as more than 300,000 people were drawn to admire the ship at its various ports of call.

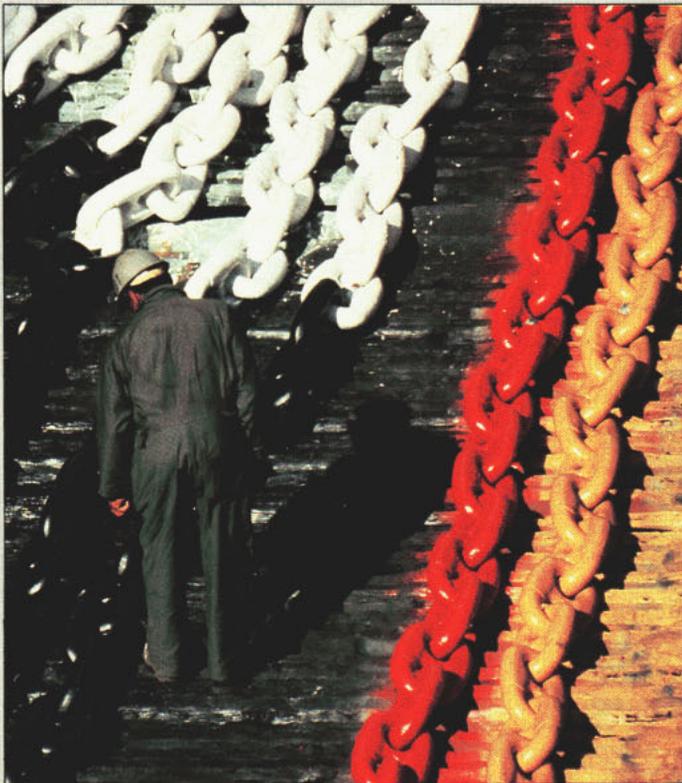
"Mighty Mo" is the battleship's nickname. It is a name that evokes images of victories past, as well as the promise of the future; the "Show Me" state's namesake has shown the world that battleships have a key role to play in the Navy's global defense strategy. □



PH2 Randy Hayes



PH2 Steve Grzezdinski



PH2 Randy Hayes



PHCS Ronald Bayles

Clockwise from left: Worker inspects Missouri's anchor chain; Missouri during modernization at Long Beach Naval Shipyard; Adm. Nimitz signing the instrument of surrender; passing under the Golden Gate Bridge; crewmen polishing the surrender commemorative plaque.



U.S. Navy photo

USS Wisconsin (BB 64)

In 1943 the Navy had the satisfaction of launching the third of the *Iowa*-class battleships one year — to the day — after *New Jersey* was launched: Dec. 7. Commissioned on April 16, 1944, *Wisconsin* was able to serve nine months in the final Pacific campaigns of World War II.

Deactivated in 1948, BB 64 was recommissioned in 1951 to serve in Korea. On March 15, 1952, a communist coastal battery near Songjin scored a direct hit with a 152mm round. Three *Wisconsin*

crew members were injured. An immediate 16-inch response silenced the shore battery.

Wisconsin was the 7th Fleet flagship in 1953-54, before returning to the Atlantic to serve as a training ship.

On May 6, 1956, while cruising through heavy fog off Norfolk, *Wisconsin* collided with USS *Eaton* (DDE 510). *Eaton* suffered major damage; *Wisconsin's* bow was destroyed. In Norfolk Naval Shipyard, a 68-foot, 120-ton bow

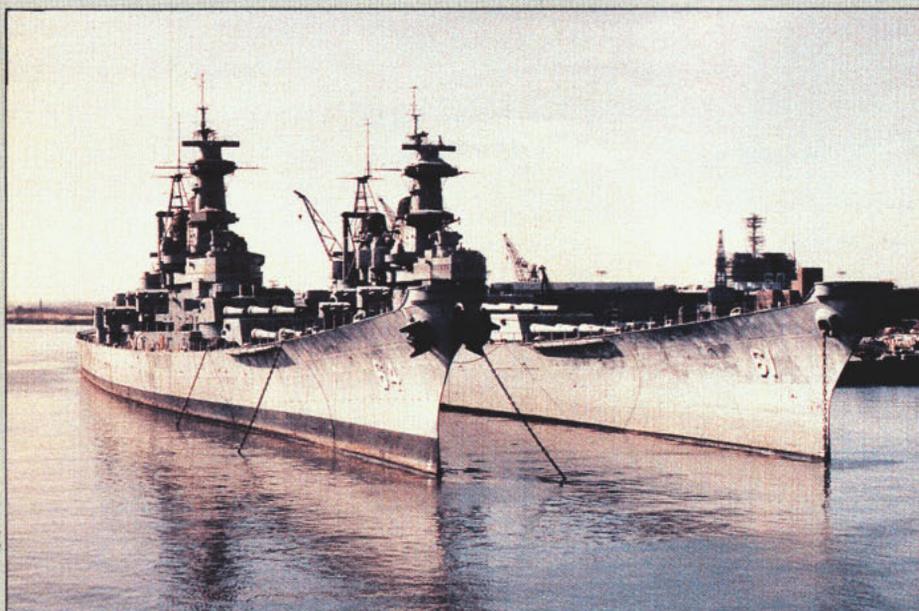
section was cannibalized from the partially completed USS *Kentucky* (BB 66) and *Wisconsin* was soon ready for sea.

When the decommissioned *Wisconsin* was placed in the reserve fleet at Bayonne, N.J., on March 8, 1958, the U.S. Navy was without a battleship in service for the first time since 1895.

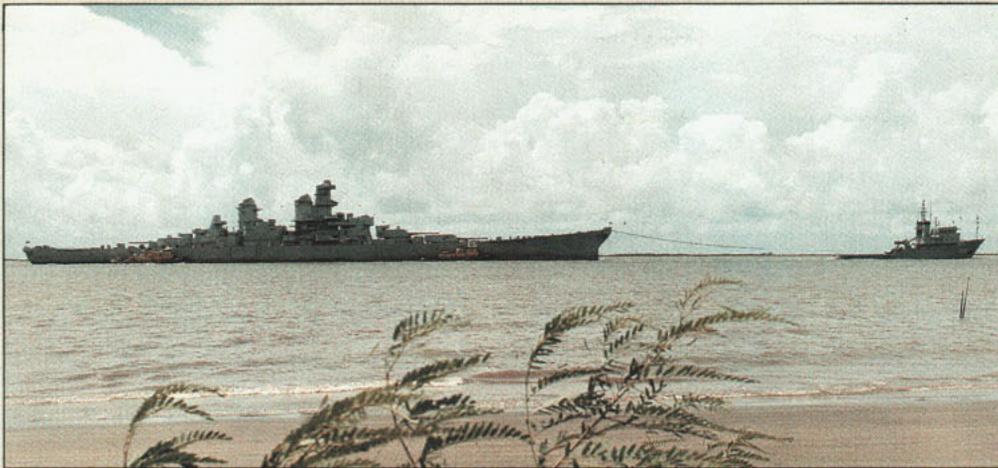
The reactivation of the *Iowa*-class ships, beginning in the early 1980s with *New Jersey*, did not immediately affect *Wisconsin*; BB 64 was in the worst shape of the four, owing to an electrical fire the ship suffered while in the Philadelphia Naval Shipyard. But eventually it was *Wisconsin's* turn to shake off the mothballs.

In August 1986, the ship was towed from Philadelphia to Avondale Shipyards in New Orleans, La. After three months in drydock for extensive work on the ship's exterior hull and propulsion gear, *Wisconsin* was towed up the Mississippi River to Pascagoula Shipyard.

Once communications and other electrical systems have been modernized and *Harpoon*, *Tomahawk* and *Phalanx* weapons systems have been installed, *Wisconsin* will, in late 1988, end 30 years of deactivation and serve as the capital ship of a battle group slated to be homeported in Corpus Christi, Texas. □



U.S. Navy photo



Ingalls Shipbuilding photo

Clockwise from below: Wisconsin under tow to Pascagoula, Miss.; Wisconsin and Iowa "in mothballs" during the 1950s; 1952 docking test at Guam; being towed up the Mississippi to New Orleans.



Ingalls Shipbuilding photo



Back on the battle line

Despite early criticisms, the battleship reactivation program has turned out to be a maritime success story.

When the Navy accepts delivery of a remodeled, refurbished and re-armed USS *Wisconsin* (BB 64) in late-1988, it will mark the completion of a massive modernization and reactivation program of four World War II battleships.

Since 1982, USS *New Jersey* (BB 62), USS *Iowa* (BB 61) and USS *Missouri* (BB 63) have been recommissioned under one of the Navy's most visible programs.

The ultimate goal of the battleship reactivation program is to provide a quick and multi-faceted increase in the Navy's surface combat power. This has been accomplished through an extensive mod-

ernization package that has made battleships the Navy's most capable cruise missile surface combatant.

In addition to their powerful 16-inch guns, which can hit selected targets at a range of 18 miles, reactivated battleships are equipped with:

- an aviation facility capable of day and night operations in any weather;
- eight armored-box *Tomahawk* missile launchers;
- four quad-cannister *Harpoon* missile launchers;
- four *Vulcan* phalanx close-in weapons systems, and;

— state-of-the-art electronic warfare equipment.

These armaments, coupled with the battleship's high survivability in combat situations, superior speed and excellent endurance, offer a great deal of operational flexibility.

In high-threat situations, battleships operate with carrier battle groups and in support of amphibious groups. In other situations — when the threat is lower and aircraft carriers are needed elsewhere — a battleship can operate as the principle ship of an independent surface action group, depending on the availability of

land-based support aircraft.

This concept was tested last year, when the Navy deployed a battleship battle group to the Western Pacific for the first time. The deployment provided some relief to aircraft carrier operational schedules, while enabling the Navy to test its ability to operate with land-based aircraft of the U.S. Air Force.

Whether they are operating with a carrier battle group or as the centerpiece of a surface action group, battleships present potential enemies with a force to be reckoned with.

They are capable of destroying hostile surface and shore targets at long range. They have no peer in amphibious operations, where they can provide surface protection, pre-landing shore bombardment and gunfire support. And their operational flexibility, readiness and effectiveness in today's environment was demonstrated by *New Jersey's* response to crisis situations in Central America and Lebanon.

In his 1986 "Report to Congress," then-Chief of Naval Operations Adm. James D. Watkins said that the contributions of the *New Jersey* during those operations "validated the . . . decision to bring these powerful ships back into service."

However, the cost of bringing a battleship back into service was considered steep by many — \$455 million, more than four times the original \$110 million price tag. In a time of fiscal restraint, this expense raised questions regarding the practicality of reactivating a battleship, and the need to return four such vessels to service.

But the Navy received the support it needed from Congress, which authorized funding for reactivation of all four battleships. According to Navy officials, it was money well-spent.

Proponents point out that battleships have the highest ratio of offensive striking power-to-manpower of any surface combatant.

Manpower requirements for battleships are less skill-intensive than those for other Navy ships. In spite of the large crew — 1,500 — the level of training required and criticality of the ratings assigned is less than that of an FFG 7.

Another consideration is that the Navy's aircraft carriers have been spread thin responding to the many crises around the world today. The concept of battleship battle groups is seen as a possible solution to the problem of maintaining a continuous maritime presence in

these areas, without extended deployments and the resulting harmful effects on crew morale.

Battleships are particularly suited for operations in the Middle East, Northwestern Pacific and Indian Ocean, where they can assume some of the responsibilities currently held by aircraft carriers, thereby providing those vessels and their crews with much-needed relief.

With their operational flexibility, battleships can play multiple roles in the Navy's maritime strategy. They have a high deterrence value in peacetime and can provide an effective response to crises around the globe, just as effectively as they did more than 40 years ago. □



Reactivating battleships like Missouri (opposite page) and Iowa (right) has given the Navy a quick and relatively inexpensive increase in surface combat power.

Fleet hardening

Responding to the nuclear threat

Story by Elsie Bliss

The Navy has made an extra effort during the past decade to "harden" its ships, aircraft and equipment against nuclear attack. This is an important effort and is crucial to Navy combat readiness.

But what *is* hardening and why are we doing it?

Hardening is defined in OpNavInst 3401.3 as "vulnerability reduction" and "the physical capability to withstand a hostile environment." The Soviet Union has built up its naval nuclear capabilities, giving us an incentive to protect our fleet and meet the challenge of nuclear preparedness.

While no feasible level of hardening can protect a ship or aircraft against a direct nuclear hit, hardening does allow a better chance of surviving nearby nuclear bursts. This increased survivability permits closer spacing between units and, therefore, improved anti-submarine warfare capability and more versatile anti-air warfare options.

Different hardening methods are used, depending upon what nuclear effect is to be protected against. Structural strengthening, for example, is one technique that can be used to harden against air blast, while proper electronic circuit design can help protect equipment against radiation. The best way to provide this protection is to design ships and

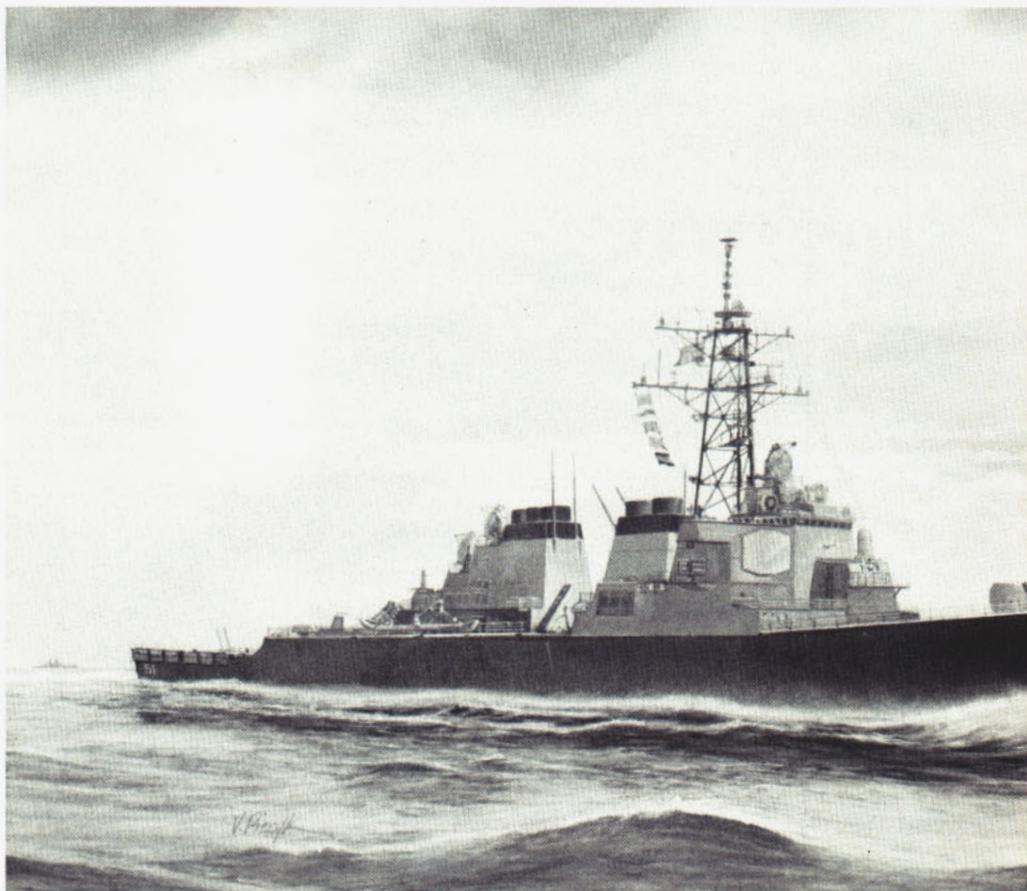
shipboard equipment with built-in resistance to nuclear effects. That is being done, where feasible, with new ships and mission-essential systems that are still on the drawing board and in production.

But what of the ships already in the fleet? Some key systems *are* being hardened; however, it is far more expensive to retrofit hardening than to harden in the initial design.

All aspects of fleet hardening are of major concern to engineers, physicists, systems designers and scientists who are concentrating their efforts on increasing the nuclear survivability of the fleet.

The nuclear effects against which ships must be hardened are: blast overpressure, underwater shock, thermal pulse (heat), electro-magnetic pulse, and transient radiation effects on electronics.

The CG 47-class (*Ticonderoga*) has



Arleigh Burke-class is designed to survive nuclear blasts. Sailors (opposite) brace for simulated shock.

been hardened against some of these effects, according to David Levine of the Theater Nuclear Warfare Program Office (PMS-423).

"This important hardening experience will be of great benefit in the design and production of the DDG 51 (*Arleigh Burke*) class of ships, which will be the premier nuclear-survivable ships built for the Navy," Levine said.

A lot more is involved in ship hardening than just strengthening the superstructure and protecting electronic equipment by design changes. Nuclear damage can come from a variety of sources:

- Air blast, which causes damage by crushing, overturning, and other violent motion, and through the impact of secondary projectiles.

- Shock, which causes displacement of equipment and results in mechanical damage.

- Radiation, both gamma and neutron, which damages electronic devices

by ionization. Radiation damage may be permanent, such as changes in the molecular composition of electronic devices and neutron degradation of transistor functions. Temporary upset or freezing of semiconductor computer memories can also be caused by ionization.

- Thermal radiation, which causes structural weakening, damage to optical equipment and burning of some types of exposed materials.

- Electro-magnetic pulse, which damages electronics by coupling into the system, inducing current flows which can burn out electronic devices or cause either permanent or transient computer memory damage.

Ship hardening must be balanced to protect systems and equipment, and the crews who man those systems, against all five of the nuclear effects. Balanced hardening begins with a careful assessment of the hostile force's weapons. Navy ships must be protected against *all* the effects that can be expected. For example, a ship hardened against nuclear blast and thermal pulse, but with electronics systems not protected against electro-magnetic pulse, would remain vulnerable. Accordingly, requirements have been established to harden for each nuclear effect in an attempt to balance the Navy's hardening efforts.

With all this hardening of equipment, has anyone given any thought to the crew? Crews cannot be "hardened." However, they can be trained in methods of avoiding radiation, flashblindness, retinal and skin burns and other nuclear hazards. For example, sailors are trained to lie against the deck or ground before the air blast hits them and to brace for the shock waves. Crew members also can go below shipboard waterline so that gamma and neutron radiation effects are significantly reduced.

Accurate information is important in preparing crews for fleet hardening. Navy personnel view training films that graphically demonstrate what can happen in a nuclear attack. They learn ways to minimize or prevent serious injury.

The Soviets also show evidence of



using some hardening techniques. They have painted several of their ships white, possibly to reflect rather than absorb thermal radiation. This form of hardening is part of the trend described in Norman Polmar's article, "Nuclear War at Sea," in the July 1986 issue of *U.S. Naval Institute Proceedings*. Polmar writes, "Soviet naval readiness for nuclear warfare . . . includes significant defensive measures. . . . Warships . . . have protective 'citadels,' areas that can be sealed to provide a safe, controlled atmosphere, with overpressure to keep out contaminants. Soviet warships are also provided with periscopes and equipment for scanning from sealed bridges, wash-down devices, and other features, including protection . . . from EMP effects of nuclear detonations, as well as protection from blast damage."

With the Soviet Union moving forward in the hardening of its components and equipment, the U.S. Navy can do no less. Our nuclear community has fleet hardening as a top priority. Much has been accomplished; much remains to be done. □

Bliss is a writer/editor with the Theater Nuclear Warfare program office.



Secretary of the Navy moves on

John Lehman, after six years as SecNav, plans on joining the private sector workforce following a spring change-of-office.

"Job hunting," said the Secretary of Navy, when asked about his plans after leaving office. John F. Lehman, Jr., President Ronald Reagan's innovative and at times controversial appointee, said he plans on spending three to four months with his family. Then — like anyone else who is unemployed — look for a job.

Lehman, who surprised high-ranking government officials in February with his resignation, will be leaving office later this month. His replacement, nominated by the White House, is James H. Webb, the assistant secretary of defense (reserve affairs).

When talking to reporters after his resignation announcement, Lehman was asked what type of job he would be looking for. The secretary quipped, "I'm not looking for *any* job until I finish here, but I'd be happy to pass out my resumé for you reporters to spread around."

The change-of-office is scheduled for mid-April 1987. And according to Lehman, his early departure from office will allow, "what we in the Navy call a 'hot turnover.' We'll have a chance to

overlap and have the new secretary get up to speed before actually taking over the reins."

Lehman, the Navy's 65th civilian secretary, assumed control of the sea service in February 1981 at the age of 38. He soon established himself as an aggressive supporter of President Reagan's military recovery program.

When Lehman was appointed secretary, the Navy had about 480 combat and combat-support ships. Over the last six years, Lehman has used public persuasion, daring new budget tactics and a lot of hard work to gain Congressional support for shipbuilding programs.

"We have essentially put into place the 600-ship Navy and restored the readiness of the fleet — the training, the morale, the personnel, the spare parts. The Navy is in very good shape. The Marine Corps is in very good shape. So I think it's time to move on," Lehman said.

In answer to critics who predict that future defense budgets will not be able to support a 600-ship fleet, Lehman said the Navy has been knocking off the "gold plating" and forcing more com-

petitive sourcing. "If we can continue to do that, I think we will see the prices of our aircraft and our ships continue to come down.

"The bills are paid now. The contracts are written. The ships are being delivered," Lehman said. He then cited the *Aegis* cruiser as an example of how the Navy's efforts to decrease costs has paid off. "That cruiser is coming in at half of what was budgeted in 1981. Not double, which is what the doomsayers said at the time — half."

Answering critics is one area where this secretary has had a lot of practice. Accused of sometimes "shooting from the hip," Lehman has been criticized more than once for acting too spontaneously. For example, his firings of an admiral and two captains over a supply scandal raised controversy — some thought the punishment too harsh, while others said it was just right.

Not everyone loves the Navy's "brash youngster" from Pennsylvania, but according to published news reports, Navy people think he's a "mover and a shaker," a "doer, a take-charge kind of

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person," he "has the courage of his convictions," and many feel "the Navy has never been better."

In a videotaped interview, Lehman said of all his accomplishments, he is the most proud of the change in Navy morale. He cited the marked improvement in the image of today's sailor.

Part of Lehman's focus on people has been a strategy to get all personnel at every level of command involved in solving Navy-wide problems. With his support, the Navy instituted a hotline to curb the overpricing of spare parts. According to Lehman, this year alone, the Navy has saved \$400 million dollars with its competitive procurement program for spare parts. "We've pointed the way to restoring individual responsibility down at the squadron level, at the spare parts buying level, at the shipyard level and at the aircraft factory level, that will enable common sense to be applied," Lehman said.

"Most of the \$400 million that we've saved can be attributed to young airmen and petty officers calling the price fighter teams and saying, 'look at this washer that we're paying \$100 for. Let's do something about it.'"

While acknowledging that the Navy still has a long way to go and that there is still too much legislative micro-management, Lehman said, "We've shown that cost reduction is possible. We can afford to keep a strong defense and we haven't done it at the expense of readiness."

Some critics forecast the Navy will soon face personnel problems. They say that retention will go down and that manning the increased fleet will be difficult if defense budgets are held to the projected two-or-three percent growth rate. Lehman disagrees with those forecasts, and says that instead of having a problem, "We have record-breaking retention virtually across the board. . . .

Our recruitment is great."

John F. Lehman Jr., "the architect of the 600-ship Navy," is leaving with most of his goals either achieved or very near completion. Over the last six years, in addition to building a 15-carrier/600-ship fleet, the Navy has brought on line the F/A-18; laid the keel for an Arleigh Burke-class destroyer; seen a dramatic decline in the use of illegal drugs; accelerated spare parts procurements; and re-activated the four *Iowa*-class battleships. As Lehman debarks from office, he leaves in his wake a tradition of professional excellence.

A man who can cite half a million sailors as personal references on his job application, Lehman should have no problems finding a new job.

To the Secretary of Navy, John F. Lehman Jr. — "Fair winds and following seas." □

—Story by JOI Lynn Jenkins

James H. Webb Jr.

Tapped for top job

Assistant Secretary of Defense (Reserve Affairs) James H. Webb Jr., a noted author and a Vietnam War veteran, has been nominated by the President to be the 66th Secretary of the Navy. Senate confirmation hearings are expected to begin this spring.

Webb, 41, graduated from the U.S. Naval Academy in 1968 with a bachelor's degree in engineering and was commissioned a 2nd lieutenant in the Marine Corps. He served with the 1st Battalion, 5th Marine Regiment, 1st Marine Division, as a rifle platoon commander and company commander in Vietnam, February 1969 to March 1970. He earned the Navy Cross, Silver Star, two Bronze Stars for valor and two Purple hearts.

Two of his books, "Fields of Fire"

and "A Country Such As This," were nominated for Pulitzer prizes and a third, "A Sense of Honor," was also a success. Webb, who holds a law degree from Georgetown University, Washington, D.C., was honored by the National Academy of Television Arts and Sciences with an Emmy Award for coverage of the U.S. Marines in Beirut in a segment on the Public Broadcasting Service's McNeil-Lehrer News Hour in 1983.

Webb has also written and lectured on many military topics such as service roles and missions, the draft, strategy and tactics, key manpower issues and U.S./Japanese defense obligations.

Webb is a native of St. Joseph, Mo., He and his wife JoAnn have three children: Amy, Jimmy and Sarah. □



JOCS (SW) Fred J. Kinkenberger Jr.

Guardian of the past

John Reilly doesn't know everything there is to know about naval history . . . it just seems that way.

It's mid-morning and John Reilly is on a roll. A question on battleships got him going, and he seems determined to share all his knowledge on the subject. That being the case, one soon realizes the man may never stop talking.

In what sounds like one endless sentence, Reilly delivers a colorful and detailed explanation of how battleships got to be called battleships, then traces their development through the age of sail, into the era of steam engines, rifled ordnance and armored steel turrets, and up to the three missile-laden battleships steaming the world's oceans today.

"I think battleships are fascinating things," he says, seeming to wind down. "Some people think that the minute we built the first aircraft carrier, everything else was doomed. No way."

He's off again — this time explaining the battleship's role in carrier task force operations during World War II, before anyone can get a word in edgewise. But that's the way it is with Reilly, head of the ships' histories branch at the Naval Historical Center in Washington, D.C. If you ask him a question, don't expect

a two- or three-word answer. Two or three chapters, maybe, but never only two or three words.

"The guy is fantastic," says Scot MacDonald, an associate editor of *Surface Warfare* magazine who has been checking his stories against Reilly's knowledge for about 10 years. "His ability to recall detail is truly extraordinary. If you bring up a subject (in naval history), he'll give you an answer and rattle off half a dozen reliable sources you can go to."

Bob Scheina, Historian of the Coast Guard, calls Reilly "a walking encyclopedia," and one of the most highly regarded maritime historians in the country.

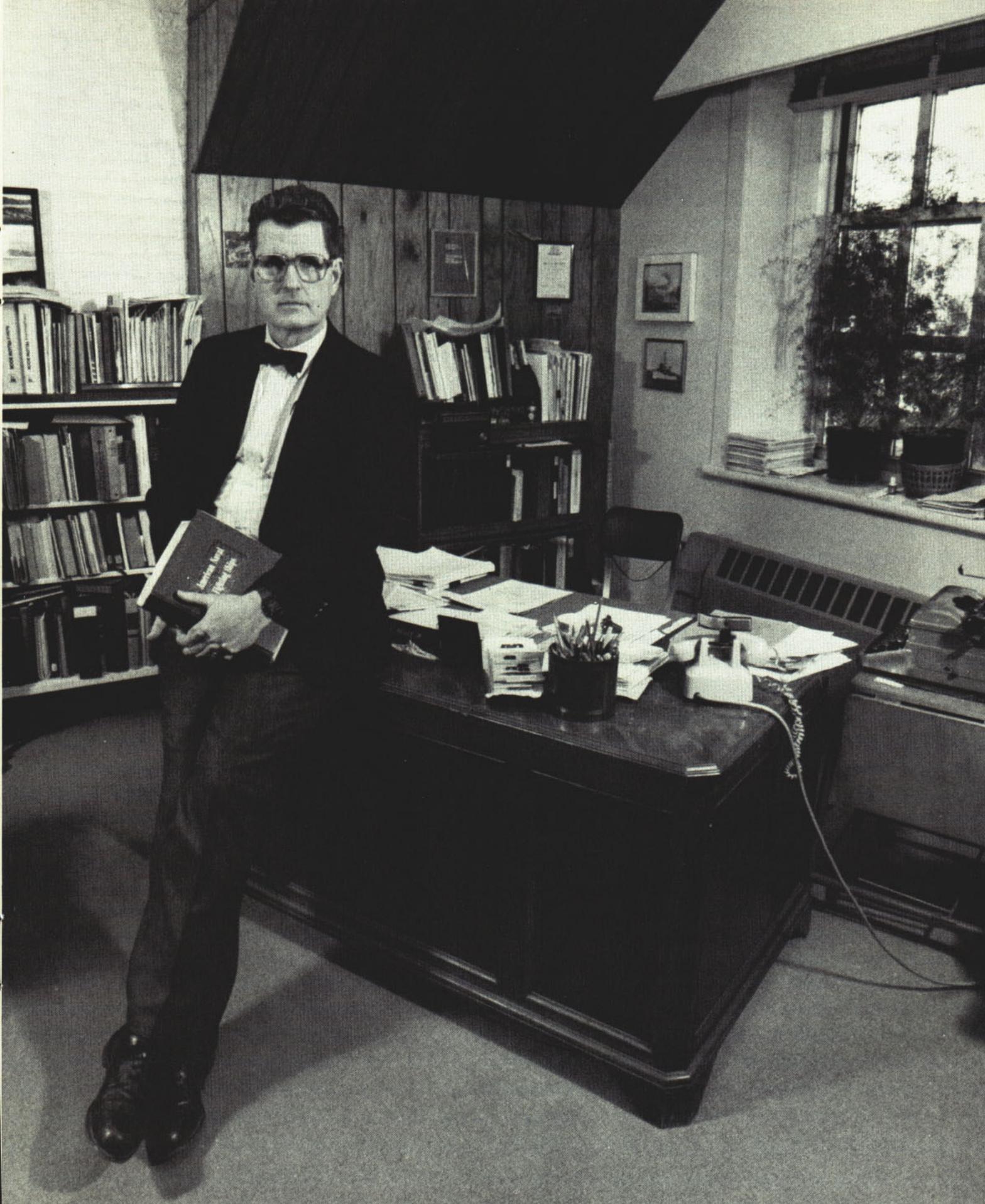
"I know of no one who has the command of knowledge or resources concerning maritime history that he does," says Scheina, who has worked with Reilly on countless occasions, including as co-author of a highly regarded book on battleships. "If I didn't know him personally, I'd have guessed John was about 200 years old, judging by all the knowledge he has. He's like a bottomless well of information."

Reilly, 54, is a large, studious-looking man whose neatly-trimmed hair and trademark bow tie that give him the look of a 1950s-era high school teacher. He first came to the Naval Historical Center 20 years ago as a staff member in the ships' histories branch. Today, as head of that branch, Reilly is caretaker of the recorded histories of thousands of Navy ships, past and present.

"The command history file is the only place anywhere where a record of ship XYZ as a ship is permanently retained," says Reilly. "The original write-up, whatever the ship has sent in, is here."

Over the years, the ships' histories branch has accumulated thousands of files on individual Navy ships. It's not a sophisticated operation — individual folders arranged A to Z by ship name — but there are enough people interested in the material contained in those files to keep the branch's staff of six gainfully employed.

John Reilly is one of the country's most highly regarded maritime historians.



Guardian of the past

"When I came on board here, you could take a project and work on it more or less uninterrupted for days at a time," says Reilly. Such luxuries are a thing of the past.

Last year, Reilly and his staff generated some 2,400 letters in response to inquiries, answered an estimated 4,000 telephone requests for information, and played host to approximately 400 visitors. This was in addition to completing various projects the branch was tasked with by the Navy.

"There are people who think that we are the national archives or that we are going to do their research for them," Reilly says. "We can't do it. We simply can't."

"In a lot of instances, it's just a matter of indicating sources. If we can give somebody a serious steer in the right direction, I think we're being of service to them."

More and more people have discovered the value of the services Reilly and his staff can provide. After the Vietnam War, for example, he recalls people going through the command histories as part of a study of the performance of one- and two-gun destroyers as gunfire support ships off the coast of Vietnam. More recently, the branch has done a lot of business with people involved in legal cases concerning sailors who may have been exposed to nuclear tests or asbestos.

One of the keys to resolving such cases is determining what ships were where, when. That's where the ships' histories branch comes into play.

"We don't have information specifically on the subject of asbestos or nuclear tests here but everybody up to and including private attorneys and the justice department and Navy (Judge Advocate General staff members) has gone in and worked in these files," says Reilly. "A lot of information is available in raw form in those command history files."

Reilly works in an unpretentious office on the grounds of the Washington Navy Yard. On one wall hangs a picture

of the battleship *New Jersey*. On his modest desk sits an old manual typewriter that was manufactured back when Reilly was in high school. He still gets good use out of it.

When his telephone rings, which it seems to do every few minutes, anyone may be on the line — an "old salt" who wants to find out something about a ship he served in so he can organize a reunion, a congressional staffer trying to answer a constituent's question, or an author doing research for a book. The callers all share a common assumption. They all believe that if anyone can answer their questions, Reilly is that person.

In fact, there are some who are convinced that Reilly knows most everything there is to know about maritime history. He doesn't, but at times it certainly seems that way.

Behind his desk is a bookcase containing several well-worn works he keeps handy for ready reference. Many of the pages are marked with paper clips or sheets of paper. When Reilly takes a call, he often grabs one or more of those books to look up information and verify facts while he's talking. He has become so deft at this over the years that callers often believe he is speaking from memory. Reilly is quick to set the record straight.

"If I had to depend on my memory, I'd have been long gone," he says. "A lot of it is not knowing the answer, but at least knowing where to find it. You can only carry so much around in your head. I've always had an instinctive mistrust for off-the-top-of-the-head answers. They can be awfully wrong."

Riley considers himself no more than a single link in a very large chain of people and sources. However, the number of special projects he has been called on to assist with serve as a sort of testament to the faith people place in his knowledge and accuracy as a maritime historian.

Several years ago, the National Park Service called on Reilly after deciding to have the destroyer *Cassin Young* preserved as a memorial at the site of the old Boston Navy Yard. Reilly met Park

Service officials at the Philadelphia Naval Shipyard, where the *Cassin Young* was mothballed, and they spent the day crawling through the ship to determine if it could be restored to what would be considered operational appearance.

More recently, he was called on to assist a major television network with its coverage of the centennial celebration of the Statue of Liberty.

While Bob Scheina and Dan Rather were on camera telling the viewing audience about the various ships that went by, Reilly was in the CBS control room identifying those ships for the on-air personalities.

"It was in my best interest to have the best possible person down there whispering things in my ear," says Scheina, who recommended Reilly for the job.

Reilly didn't become a naval historian until he was 33. His love affair with events of the past, however, dates back to his childhood days in Springfield, Mass.

His father, an optometrist, and his mother, a registered nurse, put a high value on education. They always encouraged him to read. The more he read, the more he wanted to read.

"To me, a library was always a fascinating place," says Reilly. "It was almost like being turned loose in an enormous treasure trove. It was learning, fun, and everything in between."

Couple Reilly's love of reading with the events occurring as he grew up — the Spanish Civil War, the rise of Adolph Hitler, and outbreak of World War II — and it isn't too surprising that he developed an appetite for history.

"What we now call history was just a part of everyday living — the headlines on the front page of the newspaper," he says.

Reilly's family moved to the Washington, D.C., area when he was a teenager. It was shortly after World War II, and he recalls frequenting a downtown movie theater that showed nothing but newsreels and travelogs. Admission was



30 cents and he went as often as he could.

"I used to consider it an absolute treat, to go down there and sit through something like that," he says. "It was fascinating stuff. These were real people doing real things."

Those films, many of which chronicled people and events of the war years, may be what sparked Reilly's interest in military history. When he reached high school age, he chose to attend a military high school in downtown Washington.

After graduation, he attended a small liberal arts college in northern Maryland, not far from the Pennsylvania state line. By that time, his love of military history was well-cultivated. And to his delight, the college he had selected was about a stone's throw from the site of a significant episode in military history.

Looking north from the main roadway leading into the campus, Reilly could see

Big Round Top, landmark of the Gettysburg battlefield. It was only 12 miles away and Reilly spent a good portion of his college years tramping around the battlefield.

"At that time there were 78 miles of park road on that battlefield, and I know darn well I walked every one of them," says Reilly. "It was kind of an awesome thing to walk around a place like that and think of who had been there before you and the things that had been going on there."

Despite his love of history, however, Reilly had his doubts about a career in that field. The month he graduated from college, the lead article in a national magazine was entitled: "Can liberal arts graduates find jobs?" The general consensus was no.

"At that point, I think if anybody had told me I was going to end up earning a living as a historian, I would have told

Reilly, who has always loved libraries, says research can be "endlessly seductive."

them they were crazy," says Reilly with a laugh.

Reilly recalls that at the time there were professional avenues open to a history major in academia, but he wasn't interested. He joined the Navy instead.

His 3 years on active duty included a tour aboard a 136-foot, wooden-hulled, World War II-vintage mine sweeper. Reilly loved life at sea, but the last chance he had to get under way was a two-week reserve training period in the early 1960s.

"I would love to get back out there again," he says. "I think it's good for Navy people in general to get a look at the actual operating forces on the cutting edge. You can only get so much out of looking at pictures and reading books."

After completing his tour in the Navy,

Guardian of the past

Reilly returned to Washington and earned his master's degree in library science. He then spent 18 months setting up a library at the Coast Guard headquarters building, before learning of a job opening for a historian in the naval history division, as the historical center was then called.

"I had always had an interest in history and a great deal of my interests were in military history," Reilly recalls. "When I heard that there was an opening up there I thought it certainly wouldn't hurt anything to apply for it."

Reilly got the job, but soon realized that his knowledge of military history only carried him to the water's edge. When it came to anything other than land warfare, he was just about at a loss.

"I was vaguely aware of who Farragut was," says Reilly. "I could have spouted off in 10,000 well-chosen words on, say, the Chancellorsville campaign or something like that, but if asked what was the significance of the battle of Mobile Bay, I would have had to stop and say 'What?'"

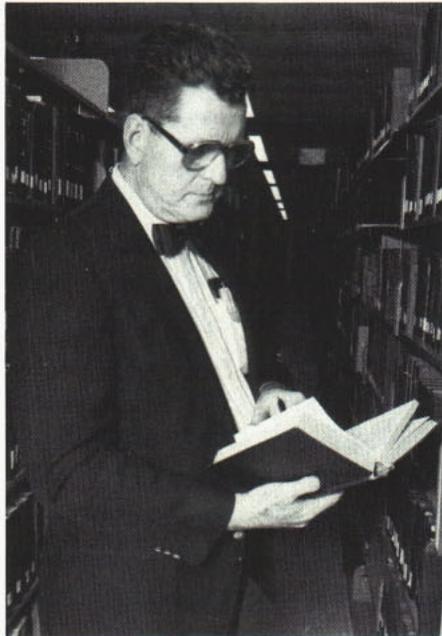
The last 20 years have given Reilly more than enough time to round out his knowledge of the Navy and make a name for himself.

He has written a book on World War II destroyers and co-authored another on America's early battleships. However, the books Reilly prefers talking about are the ones written by the ships' histories branch as a whole: the eight-volume *Dictionary of American Naval Fighting Ships*.

"It's perhaps the most worthwhile thing we've done in terms of acceptance and demand," he says, pointing out that most of the first volumes in the series have gone out of print at least once. "In other words, these are not things that just clutter up the shelves."

The "dictionary" is actually an encyclopedia that contains narratives of the service careers of Navy ships over the years. As Reilly explains it, the collection has a history of its own.

Shortly after World War II, the Navy Office of Public Information started put-



"You can't know where you're going unless you know where you've been."

ting together little histories in response to requests from veterans. A lot of the original works were done in a hurry, just to have something to send out. As a result, they weren't very good.

By the mid-1950s, Rear Adm. Ernest Eller, then director of Naval history, had decided that a biographical encyclopedia of U.S. Navy ships should be compiled. It was a massive undertaking. Volume one was published in 1959. The final two volumes didn't come off the presses until 1981. No sooner was work done on those, than wheels were set in motion to rewrite and update the first volume, which was already 22 years out of date.

"The Navy's first ship, *Alfred*, was put into commission in December of 1775," says Reilly. "That's an awful lot of ships since then."

Reilly has been involved with the dictionary since the start of his career as a naval historian. In fact, it was the source of one of his first assignments at the historical center.

As he recalls it, someone had decided that the *Dictionary of American Naval Fighting Ships* needed an appendix of ship type-designations that defined such terms as battleship, cruiser, destroyer,

frigate, and so on. The appendix would also explain the letter designations these ships received. It was a massive project that Reilly eventually became absorbed with.

"I didn't know one end of it from the other when I started working on it," he says of the project he spent the better part of three years working to its completion. "It seems strange to say that the notion of ship type-designation could become interesting, but it is, strangely enough.

"People think, for example, that the letters and the words are the same," says Reilly. "People keep saying: 'FF, well, that means fast frigate.' It doesn't. It just means frigate. Just like BB doesn't mean big boat. It means battleship. It's one of those things. Sometimes the letters and the words coincide, but sometimes they don't."

Some people might argue that what Reilly does for the Navy is nice, but really not that important. After all, of what possible use could information gleaned from the age of wooden ships and iron men be in an era of sophisticated electronics and nuclear weaponry?

"You can't know where you're going unless you know where you've been," Reilly counters. "Not that looking at the tactics of the battle of Trafalgar is going to tell you how to defeat the Soviet navy in 1995, but the notion of history as a long chronicle of people facing problems at various times and trying to deal with them — sometimes successfully, sometimes unsuccessfully — I think there's much that can be derived from that."

Reilly once heard someone say that the Russians make history, the English never learn it, the Irish never forget it and the Americans never study it.

"I think sometimes that's true," he says. "Sometimes we, as a people, have a tendency to assume that anything that happened more than 15 minutes ago isn't worth bothering with. Like the song says: That ain't necessarily so." □

— Story by JOI(SW) E. Foster-Simeon
— Photos by PHI Chuck Mussi

The Log Book

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

10 YEARS AGO —

in the April 1977 *All Hands*

- The Navy has developed a legislative proposal to amend Section 6015 of Title 10, U.S. Code, which currently prohibits the assignment of Navy women to duty on vessels of the Navy other than hospital ships and transports. The proposed change would permit the secretary of the Navy to prescribe a greater variety of shipboard duty to which women members may be assigned. The modification would permit assignment of women to temporary duty on any vessels not engaged in combat missions and to permanent duty on vessels similar to hospital ships and transports which would not be expected to be assigned combat missions.

- A U.S. Navy two-man bobsled driven by Chief Navy Counselor Robert

W. Huscher, with his brakeman, Chief Hull Technician Dennis G. Sprenkle, won the North American Two-Man Bobsled Championship Race at Lake Placid, N.Y. The Navy has represented the United States at the last three winter olympics and seven world championships. Over the last 12 years, the Navy team has won nine North American and nine national championships at Lake Placid, site of the 1980 Winter Olympic Games.

20 YEARS AGO —

in the April 1967 *All Hands*

- During its recent deployment to the Western Pacific, the one-stop replenishment ship USS *Sacramento* (AOE 1) delivered the goods at a record pace. During its nine-month sojourn, *Sacramento* replenished 812 ships, delivering 74 million gallons of fuel, 3,000 tons of ammo and 1,000 tons of other materials. More than 5,000 tons of this were delivered by its helicopters, employing the vertical-replenishment-at-sea technique.

- The amphibious assault ship USS *Iwo Jima* (LPH 2) emerged from a recent inport maintenance period as the only U.S. Navy aircraft carrier with a white flight deck. Normally, an LPH flight deck is a dark gray color with helo landing spots in white. *Iwo Jima* obtained permission to reverse its coloration on an experimental basis. There were two major questions under study: would the light color help maintain cooler temperatures in the electronic, office and living spaces located below the flight deck; and would the reversed colors facilitate flight operations, especially at night or during bad weather?

40 YEARS AGO —

in the April 1947 *All Hands*

- Fleet activities in the Newport, R.I., area are expected to increase considerably as a result of the abandonment of Casco Bay, Maine, as a base for destroyers of the Atlantic Fleet. Approximately 85 vessels — four carriers, nine cruisers, 32 destroyers, eight mine vessels, five landing craft, three patrol craft, 17 auxiliaries and seven miscellaneous craft — are expected to base at Newport from time to time. Casco Bay was used extensively during the war as a base for destroyers operating in the North Atlantic because of its geographical location, which is nearer the theater of operations than any other seaport on the Atlantic coast.

- The former presidential yacht *Mayflower*, recently sold by the Maritime Commission, is being converted for use as an Arctic sealer. The ship served as a private yacht for Presidents Theodore Roosevelt, William Taft, Woodrow Wilson, Warren Harding and Herbert Hoover. It was a Coast Guard vessel in World War II and served as a combat information center training ship at Little Creek, Va. □



Guided missile destroyer (DDG)

KASHIN/MOD KASHIN Class

MOD KASHIN DDG



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

Kashin was the world's first large gas turbine-powered warship.

Displacement:

4,750-4,950 tons full load;

Length:

145 meters (476 feet);

Propulsion:

Gas turbines, 35 knots;

Main armament:

Two twin SA-N-1 SAM launchers;

Four improved SS-N-2 SSMs and four Gatling guns on *MOD Kashin*;

Two twin 76mm DP gun mounts.

The ship's armament consists of two twin anti-aircraft missile launchers, dual-purpose guns, five torpedo tubes, mine rails, anti-submarine rockets, and a helicopter landing pad (no hangar). Six ships of the *MOD Kashin*-class have been provided with improved anti-air, anti-submarine and anti-ship capabilities over the basic *Kashin* class.

Additionally, the *MOD* ships are

armed with four launchers for SS-N-2 *Styx*-type missiles and anti-aircraft Gatling guns. The first unit was completed in 1962 and 20 ships of the *Kashin* class were built. One *Kashin* suffered an internal explosion and sank in the Black Sea in August 1974; another was extensively altered during the 1970s to serve as a test bed for the SA-N-7 SAM missile. Nineteen ships remain in Soviet inventory. The Indian navy operates three ships of this class, built specifically for them by the Soviets and is widely reported to have ordered additional units. □



Mail Buoy

Pigs and roosters

In regard to the letter in your November 1986 Mail Buoy section concerning pig and rooster tattoos, I may have an answer as to their meaning.

As a young fireman apprentice back in 1956, I had an old salt shipmate who had pigs and chickens tattooed on his feet. He told me they save you from drowning, because in real life a pig or rooster will cut its own throat if it tries to swim.

Over the years, I have acquired a few tattoos, among them the pig and chicken. My pig is on my starboard foot and the chicken is on the port. I left the placement up to the artist, Pinky, in Hong Kong.

I have been a Navy diver for over 20 years now and I have occasionally found myself in some nasty situations, but I'm still here. Take it from me, the pig and chicken tattoos work.

—MMCM(DV) Paul Walker
Mayport, Fla.

More pigs and roosters

While I have nothing authentic to offer, while serving on the Old Asiatic Station, it was common knowledge that a pig on the right hand, close to the thumb and the rooster on the left hand, close to the thumb, was supposed to represent having crossed the 180th meridian. The pig on the right foot instep and the rooster on the left instep was a sign of having crossed the equator.

—Norman Berg, RMC (Ret.)
Key West, Fla.

... and more

In answer to Chief Coppola's question on the pig and rooster tattoo in your November 1986 *All Hands*, it is believed that the animals themselves won't sink. A pig won't because of their tissue structure and a rooster because their feathers repel water.

—BT1 Kurt Stuvengen
Yokosuka, Japan

... more still

In response to the meaning behind the pig and rooster tattoos in the November 1986 issue, I present the following. In the old sailing ship days, legend has it, that a ship came along side another on the high seas and discovered that all hands were dead on the overtaken ship. The only living creatures on board were a rooster and pig. Having survived

whatever calamity that befell the death ship, the pig and rooster became good luck symbols for superstitious sailors. Thus, word quickly spread that one would not die at sea if a pig and rooster were tattooed to one's feet.

—J. Daniel Mullen, USN (Ret.)
Mt. Pleasant, S.C.

Reunions

•**Rare and Extinct Order of Fleet Cadets** — Reunion May 7-10, 1987, Pensacola, Fla. Contact Gordon P. Chase, P.O. Box 17652, Pensacola, Fla. 32522.

•**USS St. Louis (CL 49)** — Reunion May 16-20, 1987, Virginia Beach, Va. Contact Thomas A. Moore, 4600 Paul Revere Road, Virginia Beach, Va 23455.

•**USS Salute (AM 294)** — Reunion planned for June 1987, Indianapolis, Ind. Contact James D. Johnston, RR -1, Box 183, Ainsworth, Iowa 52201; telephone (319) 657-2263.

•**USS Essex (CV/CVA/ CVS 9)** — Reunion June 10-12, 1987, Milwaukee, Wis. Contact Jack Gallagher, P.I. Box 3156, Lakewood, Calif. 90711-3156.

•**USS Titania (AKA 13)** — Reunion June 12-14, 1987. Contact Harvey V. Keesling, 7325 E. 13th St., Indianapolis, Ind. 46219. Or telephone (319) 622-3103.

•**USS Whitehurst (DE 634)** — Reunion June 17-20, 1987, Knoxville, Tenn. Contact Roy E. Grahm, Route 12, Box 258, Morgantown, W. Va. 37912; telephone (304) 594-3141.

•**USS Damato (DDE 871)** — Reunion June 19-23, 1987, Boston. Contact Jack Marsden, 34 Cook St., Charlestown, Mass. 02129; telephone (617) 242-2961.

•**USS Santee (CVE 29)** — Reunion June 25-28, 1987, Omaha, Neb. Contact Bill Walsh, 205 South 16th St., Denison, Iowa 51442; telephone (712) 263-2737.

•**USS LSM 24** — Reunion July 1987, Norfolk, Va. Contact Del Catron, 14732 Van Buren St., Midway City, Calif. 92655; telephone (714) 897-1787.

•**USS Holland (AS 32), retired CPOs** — Reunion July 1987. Contact Goose Creek, S.C. 29445; telephone (803) 553-3215.

•**U.S. Asiatic Fleet (four-stacker) destroyers** — Reunion July 1987, Eagle Chester Co., Pa. Contact Doris (Betty) Holt, 37 N. Turkey Trot Road, Dadeville, Ala. 36853; telephone (205) 825-6995.

•**USS Petrof Bay, (CVU 80) "Cue 80,"**

VC-76, VC-93 — Reunion July 1987, Davenport, Iowa. Contact A.L. Ruehotzke, 441 15th Ave., Commanche, Iowa 52730.

•**USS South Dakota (BB 57), USS Porter (DD 356), Gwin (DD 433), Walke (DD 416), Preston (DD 379) and Benham (DD397) (World War II)** — Reunion July 2-4, 1987, Sioux Falls, S.D. Contact Ray Kanoff, 1210 N. 12th St., Norfolk, Neb. 68701; telephone (402) 371-0242.

•**VQ 1/VQ 2** — Reunion July 4-5, 1987, Washington, D.C. Contact Capt. Don C. East, Route #2, Box 128, A-16, Pomfret, Md. 20675; telephone (301) 932-0031.

•**USS Pennsylvania (BB 38)** — Reunion July 10-12, 1987, Memphis, Tenn. Contact Sheran Fontenot, (504) 774-7957.

•**USS McGowan (DD 678)** — Reunion July 10, 1987, Boston. Contact Don Rogers, 30 Hurd St., Lynn, Mass. 01905.

•**USS Lafayette County (LST 859)/all hands, American and Chinese** — Reunion July 13-19, 1987, Seneca Ship Yard. Contact Richard Bean, Route 17, Box 670, Cullman, Ala., USA 35055.

•**USS Peterson (DE 152)** — Reunion July 16-19, 1987, Reno, Nev. Contact Russell A. Jensen, 13234 Stanley Road, Plainfield, Ind. 46168; telephone (317) 839-2809.

•**USS McGinty (DE 365)** — Reunion July 17-19, 1987, Portland, Ore. Contact Tom Lapsley, 3008 N.E. 45th, Portland, Ore. 97213; telephone (503) 284-7849.

•**USS Calvert (APA 32)** — Reunion July 24-26, 1987, Nashville, Tenn. Contact Billie Trout, Rt. 2 Arnold Road, Box 129, Christiansburg, Tenn. 37037; telephone (615) 896-1148.

•**USS Twining (DD 540) 1943-1971** — Reunion July 27-31, 1987, Minneapolis, Minn. Contact Bruno Campagnari, Road #2 Dugan Road, Olean, N.Y. 14760; telephone (716) 372-1780.

•**WAVES and Women of the Navy** — Reunion July 29 - Aug. 2, 1987, Chicago. Contact Sue Fischer, P.O. Box 1588, Westminster, Md. 21157; telephone (301) 876-2689.

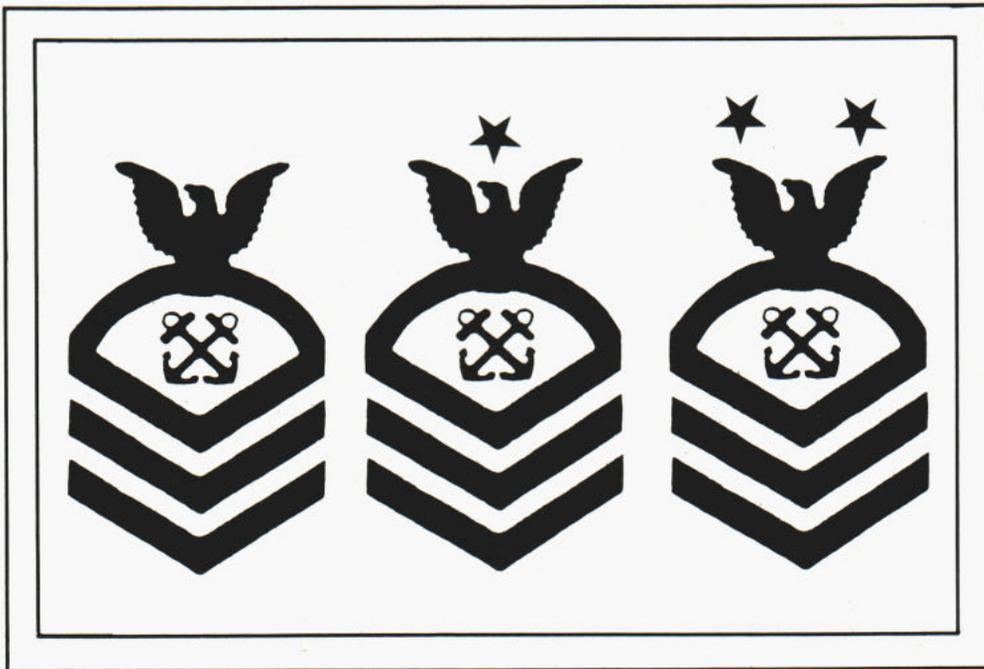
•**USS Garrett County (LST 786)** — Reunion Aug. 1987, Garrett County, Md. Contact USS Garrett County Association, P.O. Box 4786, Patrick AFB, Fla. 32925; telephone (305) 242-3490.

•**Air Group 12 - USS Randolph (CV 15)** — Reunion planned. Contact Roy W. Bruce, 4123 Roberts Road, Fairfax, Va. 22032; (703) 273-7827.

•**USS Riddle (DE 185)** — Reunion planned. Contact Russell Mountford, 80 Hoydens Hill Road, Fairfield, Conn. 06430.

14

Navy Rights & Benefits



E-7/8/9 Selection Board Process

E-7/8/9 Selection Board Process

If you are a first class petty officer, a chief petty officer or a senior chief petty officer, then you have been or you soon will be in front of an Enlisted Selection Board. This article is designed to give you insight into the selection process and your future in the Navy.

Composition of the Board

Each selection board consists of a captain who serves as president, a junior officer (from the Naval Military Personnel Command's advancement section) who serves as recorder, and officers and master chief petty officers who serve as board/panel members. Additionally, a sufficient number of assistant recorders (E-7/8/9s) are employed to ensure the smooth handling and accounting of records. The exact size of a board varies with the availability of Temporary additional duty (TAD) funds, the number of records to be reviewed, and the time available, but each board usually consists of about 65 members. Officer board members generally are drawn from the Washington, D.C., area. The enlisted members are, for the most part, from out of town. The ratio of in/out of town members varies from year to year.

The recorder, assistant recorders, the Office of the Chief of Naval Operations enlisted advancement planner, and the master chief petty officer of the Navy may provide consultative service to the entire board in any matter concerning selections. With the board president's concurrence, the recorder divides the board members into panels which are responsible for reviewing the records of individuals in one general professional area, i.e., deck, engineering, medical/dental, etc. Each panel consists of at least one officer and one master chief.

Quota Requirements and Restrictions

Quotas — A maximum select quota for each rating is established by OpNav

planners and is provided to the board. This quota is to be filled by the "best qualified" candidates competing for advancement. Quotas may not be exceeded, but may remain unfilled if the panel determines that there are an insufficient number of "best qualified" candidates in a rating.

Advancement across the Navy is vacancy driven. This applies not only to the E-7 and E-8/9 paygrades, but for the E-4 through E-6 advancements as well. Several factors are taken into consideration when establishing quotas:

(1) *Current Inventory.* Current inventory is defined as the number of personnel on board versus the Navy's requirement for a rating. Only 3 percent of the Navy's total end strength may be senior and master chief petty officers.

(2) *Total projected losses and gains.* Losses reflect the personnel who will be leaving a paygrade during the phasing cycle; e.g., fleet reserve, medical discharge, LDO/CWO selectees, demotion, death, etc.

Gains reflect those who will enter a paygrade during the phasing cycle, such as voluntary recall to active duty, those remaining to be advanced from the previous cycle, etc. Phasing cycles are September through August for E-7 and July through June for E-8/9.

(3) *Growth.* This number reflects projected growth of the Navy's authorized allowance during the phasing cycle.

(4) *Funding Authorized.* The number of personnel the Navy may pay as authorized by Congress.

Early Selectee Quotas — The Department of Defense has established the Total Active Federal Military Service (TAFMS) requirement which is to be met prior to a member's advancement to a given paygrade. TAFMS requirements are 11 years for E-7, 16 years for E-8, and 19 years for E-9.

The Department of Defense has made provisions for early advancements. An "early" advancement candidate is one who does not meet the TAFMS minimum service requirement. No more than

10 percent of the total number of sailors in the E-7/8/9 paygrades may have less than the prescribed TAFMS, so the number of early selectee quotas available to the selection board is limited to a percentage of the total selectee quota. OpNav planners monitor this and inform the board what percentage can be early and still allow the Navy to meet DoD restrictions. The percentage is an overall board figure, not a quota by rate. Some panels may recommend fewer early selectees and other panels may recommend more selectees, based on the average time in service for each rating, which varies yearly.

General Guidance to the Board

The selection board is convened by the Chief of Naval Personnel. The Secretary of the Navy; Chief of Naval Operations; Commander, Naval Military Personnel Command; and the OpNav enlisted community managers provide inputs to the boards, which are administered by the career progression department within Naval Military Personnel Command. Each year, a precept is prepared. It outlines the selection process and gives guidance and general information to the board, i.e., general selection criteria, equal opportunity, etc. The precept varies only slightly from year to year.

Contained in the precept is the oath to be administered to the board members and records on convening. The precept also outlines the expected conduct and performance of individuals serving with the board.

Upon convening, the board establishes internal ground rules and minimum selection criteria, which each member uses when screening the records of candidates. The rules/selection criteria are applied equally to each candidate within a rating. Application may vary slightly from rating to rating for many reasons, such as sea duty or lack of it, supervisory opportunities, schooling available, rotation patterns, etc. The board is given the free-

E-7/8/9 Selection Board Process

dom to establish its own internal procedures, within the guidelines of the precept, thereby providing for the dynamic nature of the selection process. The proceedings and recommendations of the board may not be divulged except as authorized and approved by CNP.

Orientation briefings that are given to the board cover a wide range of subjects such as fiche errors, CWO/LDO selectees, officer reverttees, TAFMS, etc. During the first two days, the panel members acquaint themselves with the various materials they will be using and practice evaluating test records.

What Does the Board Consider?

Each rating is given to its respective panel by the board recorders. For each candidate, there is a folder with his/her microfiche record (1E and 2E fiche only), any correspondence sent by a candidate and received by the board before it convenes, and a selection board brief sheet. The brief sheet contains the candidate's name, Social Security Number, exam rate, present rate, exam score, time in rate, and time in service. The brief sheet is used by the panel to note the candidate's test score (E-7 only), rate, and Unit Identification Code (UIC).

Each record then is reviewed by a panel member. At least three years' of evaluations are reviewed, with five years being the norm. Depending on keenness of competition, panel members may go back further to establish performance trends and to break ties. Once the entire rating has been reviewed once, the process starts again and each candidate gets a second review from a different panel member.

If there is a significant difference between the panel members' assessments, either a third member reviews the record or a discussion between the original members results in a decision.

Until the board is convened, all correspondence received on a candidate is

forwarded to the panel, along with the individual's microfiche record. This ensures that the panel has the most up-to-date information about the candidate. A word of caution: Special evaluations submitted solely to bolster a candidate's record and which do not reflect a significant event such as transfer, personal award, superior performance of some sort, etc., are not beneficial to the board and are not desired. They tend to slow/confuse the selection process.



Below are some of the factors considered by the E-7 and E-8/9 boards. These considerations change only slightly from year to year, but should not be considered the only factors affecting selection. Of course, *sustained superior performance* is paramount.

- Significant emphasis is placed on professional performance at sea. While it is not necessary that a candidate presently be serving in a sea duty billet, it is desired that his/her record reflect demonstrated evidence of professional and managerial excellence at sea or at isolated duty assignments. It is recognized that some ratings do not offer a broad opportunity for sea duty, particularly at the senior levels, and this is taken into account. Additionally, while a variety of duty assignments, especially sea duty, is highly desired to give an individual professional breadth, an individual having less variety but more demanding tours

may be equally "best qualified". In this connection, Navy members can be assured that their careers will not be unfavorably affected by service over extended periods in important assignments to which they have been ordered to meet the needs of the Navy.

- Candidates presented to the board compete within their rating. It is recognized that they are frequently detailed to duty outside of their rating specialties. Many such types of duty require selectivity in assignment and special qualifications. Therefore, due consideration is given those candidates who have served in, or are experiencing the demanding tours of duty as instructors, recruiters, career counselors, recruit company commanders, duty in the Human Goals Program, and all other tours requiring special qualifications.

- Consideration is given to improving education. This includes academic and vocational training, whether such education is gained as a result of the individual's initiative during off-duty hours or as a participant in a Navy-sponsored program.

- Evaluations — marks and narrative — are closely reviewed, and a trend is identified. Marks and narrative must correspond on evaluations. The single most important factor influencing selection is sustained superior performance. The overall/summary ranking also gives the board an indication of how the candidate compares against members of the same paygrade at his/her command. Personal decorations, letters of commendation/appreciation, etc., are all given consideration. Command and community involvement also reflect a well-rounded, career-motivated individual. The total man or woman concept is important.

- Duty assignments and history of duties performed can be determined from the service record transfers and receipts page, and the job description on the evaluations. Using this data, board members can tell whether or not the individual is performing duties commensurate with his/her rate and whether pro-

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fessional growth expectancies are being met.

- Failure to meet the Navy's PRT/Percent Body Fat standards can hinder an individual's selection opportunity. Additionally, if such an individual is selected, advancement is withheld until the individual meets current PRT/Percent Body Fat standards, or expiration of the limiting date, whichever comes first.

- Advancement will not be denied solely on the basis of prior alcoholism or alcohol abuse, provided the member has participated in successful treatment and recovery. However, any misconduct or reduction in performance resulting from alcoholism or alcohol abuse is considered in determining fitness for advancement.

- Individuals who have had disciplinary problems, received letters of indebtedness or have other record entries relevant to behavioral difficulties such as drug abuse, demonstrated racial, sexual, or religious discrimination, etc., will find the path to E-7/8/9 more difficult than those with clear records. However, once these problems are overcome, the single most important selection factor is sustained superior performance.

- Test scores (E-7 only) also are taken into account since they give the individual's relative standing on the examination compared to the other candidates.

In summary, the board looks at how the individual performs under various circumstances, duty assignments, job assignments within his/her commands, etc. It is extremely important to perform well in all assignments, regardless of how arduous or mundane those assignments may be.

The Slating Process

Once review of the entire rating is completed, the panel arranges all the candidates from top to bottom. This is called slating. At this time, the panel makes a decision where the cut-off will be for non-promotable people (those who

should not be promoted even if the select quota would allow for it), promotable people (those who warrant promotion), and recommended selectees. Once slating is completed, the entire board is briefed on the rating's structure, its job, peculiarities, number of candidates, and the backgrounds of those people recommended and not recommended for selection. During this briefing, no names are used. The entire board votes on the slate, which must be accepted by a board majority.



Substandard records before the board — During the course of a board's deliberations, records may be encountered which clearly indicate substandard performance or, in the board's judgment, questionable advancement recommendations. In these cases, the board is directed to identify and list those candidates by name, activity, reporting senior and concise summary of circumstances. Depending on the circumstances, such candidates either will be referred to the Quality Control Review Board or the commands will be identified to senior echelon commanders for any action deemed appropriate.

NavOp to the fleet/report to CNP — After all the ratings have been completed and approved by the board, a NavOp is prepared to announce the selectees. Prior to its release, a written report of the

board's recommendations is signed by all members and submitted to CNP for approval. The report must certify that the board complied with all instructions and directions contained in the precept, and that the board carefully considered the case of every candidate whose name was furnished for review.

It is during the preparation and verification of this report and the selection NavOp that the demographic breakout of the selectees is compiled for the record. Upon CNP's approval, the NavOp then is transmitted to the fleet.

What You can do to Improve Your Chances of Selection

The sailor who decides early that he/she will be making the Navy a career and immediately starts turning to on the job will get a head start with selection boards. Here are some things you can do to improve your chances before the board:

- Sustained superior performance is the single most important factor influencing your advancement opportunities.

- Use GUARD III wisely. You will be better off to request GUARD III for a demanding job assignment (assuming you do a good job) instead of just to get a geographic location. Try to get into a supervisory position or at a small duty station where your potential can be recognized early. Once this is documented, shoot for larger stations where the operating tempo is greater and the number of subordinates you will be asked to supervise is larger. Look at sea duty or Type III assignments. Do your best in each job. Go that extra step for professional excellence.

- Keep a personal record of your accomplishments throughout the evaluation period and when you are asked for input to your eval, submit NAVPERS 1616/21, summarizing your year's activities. You shouldn't depend on your reporting senior to remember everything you did all year because he/she may have

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a large number of people to evaluate. Be sure your input addresses all accomplishments you feel are significant, such as improvements made, things developed, your supervisory ability, initiatives, etc. Your input should be factual and provide enough detail so that when your rough input is translated into a smooth report, there is little chance that pertinent information will be omitted. The goal of the eval is a comprehensive and objective analysis of you and your performance. Ensure that your input appears in the smooth, clearly depicting specific accomplishments. Flowery generalities can weaken your evaluation.

- Ensure that your evaluations are properly typed, and in particular that your Social Security Number is right. Be sure there are no misspellings or other clerical errors. Remember that you are going to sign your eval, and clerical errors, misspellings, etc., are as much your fault as your command's. Make sure your eval covers the correct period of time.

- Very important! Get a copy of your NMPC (official) microfiche service record and ensure it is up-to-date and in proper order. Do this at least *six months* prior to the board convening and at least once during each enlistment. *Note to E-8/9 candidates: Ordering your microfiche record after November may delay placement of your latest evaluation on the microfiche master. Place your order prior to November.* The address for requesting a free copy of your microfiche service record is: Commander, Naval Military Personnel Command, Attn: NMPC-312, Navy Department, Washington, DC 20370-5312.

In your letter of request, include your full name, rate, Social Security Number, and address where you wish the record to be mailed. Ensure you sign your full name to the letter. It should take about six weeks to receive the microfiche. When it arrives, look it over carefully, making sure your Social Security Number and name are correct on

microfiche pages. Then start reviewing the contents of the record, making sure that each service record page is yours.

Microfiche Service Records — The microfiche service record is broken into three separate microfiche sections:

Fiche Row

- | | |
|-----|---|
| 1E | Professional Service History |
| A | Enlistment contracts/extensions |
| B | Assignment/classification pages |
| C-D | Page 10s/page 13s |
| E-F | Discharge/Fleet Reserve/Retirements |
| G | Miscellaneous enlistment papers |
| 2E | Performance Evaluations/Training |
| A | Performance evaluations |
| D | Page 4s, training/education |
| E | Awards/medals/commendations |
| F-G | Adverse information, pages 6/7 |
| 2E | Personal Data |
| A | Record of Emergency Data/SGLI info |
| B | Changes to page 2s |
| C | Security clearances/investigations |
| D | Miscellaneous |
| E | Medical |
| F | Out of service inquiries/responses |
| G | Personal |

Members with broken service also may have a page 4E in their microfiche record. This fiche contains documents received after discharge and do not appear in any particular order. Not all personnel with broken service will have a 4E fiche.

Note: The 3E and 4E microfiche are not routinely given to the selection boards but may be obtained if deemed necessary.

The following information is provided to help you put your record in order. Refer to BuPersInst 1070.26 for specific information.

- Enlisted microfiche service records normally are updated at the end of each enlistment/re-enlistment. At that time, your command takes the old page 4s, 5s, 13s, etc., from your paper record and forwards them to NMPC.

- Only E-5 and above evals are filmed in your official record. Make sure they are all there.

- All personal decorations, unit commendations, and letters for Sailor of the Month/Quarter/Year should be in your microfiche service record. Letters of commendation will not be filed in the microfiche record. They should be commented on in the appropriate evaluation.

- Poor quality documents cannot be filmed. Copies should be legible and of standard size (not reduced) to ensure the best imagery results.

Updating your record

If you find errors/missing documents that qualify for inclusion in your microfiche record, you need to assemble a correction package to send to NMPC. If you are selection board eligible, you also should submit a duplicate package to the board.

NMPC official microfiche service record package — Review your record to determine which documents are missing or are in error. Only include documents from your *previous* enlistments that are missing. Remember, no letters of commendation or appreciation after 1976 and no letters designating collateral duty assignments will appear in the microfiche record. Ensure that each document is legible and that your name and Social Security Number appear on each. Outline any other errors found in your record on a letter of transmittal and mail to Commander, Naval Military Personnel Command, Attn: NMPC-312, Room 3032, Navy Department, Washington, DC 20370-5312.

Selection Board Package — Correspondence may be submitted by a candidate directly to the president of a selec-

E-7/8/9 Selection Board Process

tion board. This correspondence is reviewed by the board along with the service jacket. This package should contain the same documents as above, plus anything else you feel is important from your current enlistment.

Note: If you desire confirmation of receipt of your package by the selection board, ensure you enclose a self-addressed, stamped envelope or postcard. Documents submitted to the board will be reviewed with your record and then discarded upon adjournment of the board. They are not forwarded to microfilm for filing in your record. Send this package to President, FY _____ E-7 or E-8/9 (as applicable) Selection Board (active), Naval Military Personnel Command, Attn: NMPC-221, Navy Department, Washington, DC 20370-5221.

Preparing for the Exam Board

Now is the time to start studying for the E-7 exam, even if you don't plan on taking it for a year or so. Keep notes on changes that occur in your rating, and when you are eligible for the exam, get a bibliography and *study*. Your exam score does count! The E-7 paygrade is considered to be the senior "technical" rate in the Navy and no plans are afoot to eliminate the professional test which qualifies selection board eligible candidates.

BuPersNote 1418 — This series of notices announces the Navywide examinations for advancement in rating. Don't take someone else's word for its contents. Read the notice and familiarize yourself with all requirements for advancement.

E-8/9 Candidates and the Answer Sheet — NavOp 180/80 announced the termination of the E-8/9 advancement in rating exams and directed commands to submit answer sheets to Naval Education and Training Program Management Support Activity (NETPMSA) (formerly NavEdTraProDevCen) for each can-

didate recommended to the selection boards. Ensure that your command forwards your answer sheet or NETPMSA will not know that you are board eligible and your record *will not go before the board*.

Evaluations — The importance of the enlisted evaluation cannot be stressed enough. With the establishment of the master chief, senior chief, and chief petty officer selection boards, the enlisted

evaluation has become as important to senior enlisted advancement as the fitness report is to officer promotion.

What constitutes a well-written evaluation? It is surprising the large number of petty officers who have not been given ample instruction in writing enlisted evaluations. It is not at all uncommon to talk with a senior petty officer who has never prepared an evaluation. It is paramount to the career development of



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seniors and their subordinates that *all* personnel know what constitutes a well-written evaluation. Junior personnel cannot be expected to become proficient in this area if not properly trained.

Below are the composite comments of recent selection boards regarding evaluations:

- Do not waste narrative space about how well the ship did on deployment, inspection, "E" Award, unit commendation, etc., but tell exactly what jobs the *individual* had and how well those assigned tasks were performed.

- Eliminate all flowery adjectives about what a great person the sailor is and get to the point in "plain English" about what and how he/she accomplished the job.

- More emphasis should be placed on the individual's *ability, potential, and willingness* to accept positions of leadership and management; indicate why an individual should be advanced. Indicate the individual's willingness to go beyond the division or shop supervisor level to positions of increased responsibility as such positions are open to the sailor.

- More care should be taken to ensure that all collateral duties, awards, education, qualifications, etc., are listed.

- If an individual is ranked lower or higher than the majority of his peers, tell why in the narrative.

- Evaluations submitted as "other," without solid justification and obviously intended to provide another set of marks for the board, are not viewed positively. Evaluation marks going from 3.6 or 3.8 to top 4.0 between September and February do little for the member and reduces the reporting senior's credibility.

- Reporting seniors do little for members by grouping all personnel in the 4.0 category unless the evaluatees are ranked in the text. Such ranking would eliminate the need for lengthy statements about how all members of the command are carefully selected, NMPC controlled billets, etc.

- Proofread the evaluation. Many blocks are left blank. Reconstruction of

the career and performance is difficult enough without being forced to guess the period of the report or how many others were evaluated. Ensure "BuPers" and "Record" copies are prepared correctly to ensure microfiche readability.

- Don't type over any of the block labels. It may be unreadable on the microfiche.



- Write in paragraphs and use spaces between paragraphs. Tell what *the sailor* did in clear, concise, short sentences. Use underlining sparingly and short, sharp phrases to emphasize strong points. Bullets really help. Reading time during any board is critical. Underlining in the narrative will not offset the effects of poor performance marks.

- Inflated evaluations are bad enough, but to give a 4.0 "transfer" or "other" mark only three months after a 3.6 "regular" mark is ridiculous without a good reason in the remarks.

- If your command is *not* composed of "highly selected" and "specially chosen" individuals, don't give the board a "cop-out" paragraph about "this highly qualified group of superior personnel."

- Ensure that *all* special goals, schools, duties, outside activities, community involvement, etc., are included on evals for the period involved — also any awards

and letters that may have been received during the reporting period.

- Fill in blocks on duties completely and specifically. Don't assume all board members/NMPC personnel know what the duties in your unit entail. Avoid the use of acronyms, particularly those that might not be known outside of the community. This is especially important in the job description block. Because of the vast diversity in many ratings, all board members cannot be expected to be totally knowledgeable of all facets of the rating. Therefore, job descriptions must be accurate and complete.

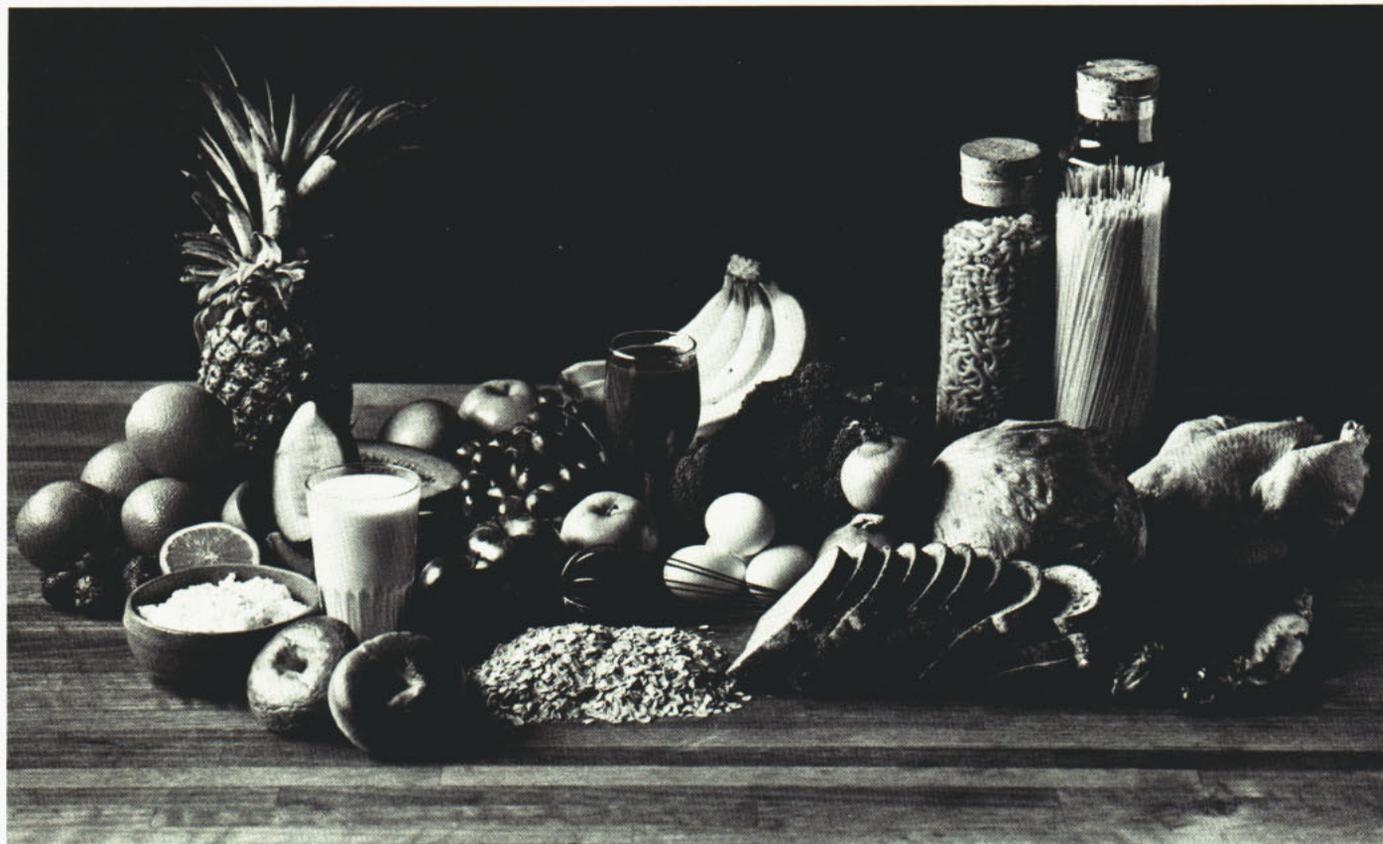
- Once an individual attains the petty officer first class level, department heads and commanding officers should try to give the individual a variety of assignments in which his/her potential for E-7 to E-9 can be evaluated. These assignments can be shared in such a way that they do not compromise the primary responsibility. Too many chief petty officers are content to remain within the confines of their work centers. In this capacity they cannot be judged on their abilities to function satisfactorily on department and command levels as E-8 and E-9 leaders.

- Commands should encourage and provide assistance to personnel requesting copies of or reviewing their records for accuracy and completeness.

- Commands should establish an evaluation review board or some method of ensuring complete and correct evaluations are submitted. Commanding and executive officers, department heads and command master chief petty officers are suggested as members of the review board.

You now should have a good working knowledge and understanding of the master chief, senior chief, and chief petty officer selection boards. This knowledge will enable you to make the correct career decisions and provide you with a practical and constant goal of achieving sustained superior performance. Working toward this goal will build a better Navy and a better career for you. □

May is *Navy Fitness Month*



High blood cholesterol, a major contributor to heart disease, is one problem that can be easily controlled by diet.

The National Heart, Lung and Blood Institute recommends that persons under 30 keep their blood-cholesterol levels at 180 milligrams or less, and at less than 200 milligrams for those over 30. The average blood-cholesterol level in the United States is about 215 milligrams.

For most people, a healthy, varied diet is all that is necessary to maintain nor-

mal blood cholesterol. For some, cutting down on some foods — egg yolks, shellfish and red meats — will help them avoid excessive cholesterol intake.

Here are some tips for avoiding extra fat and cholesterol:

- Choose lean meat, fish, poultry and dry beans and peas as protein sources;
- Use skim or low-fat milk and milk products (such as yogurt) instead of whole milk;
- Moderate your use of egg yolks and

organ meats (such as liver);

- Limit your intake of fats and oils, especially those high in saturated fat, such as butter, cream, lard, heavily hydrogenated fats (some margarines), shortenings and foods containing palm and coconut oils;
- Trim fat off meats;
- Broil, bake or boil rather than fry; and

Read labels to determine amount and type of fat present in foods. □



"The Wheels" by Herbert Hahn