

ALL HANDS

MAGAZINE OF THE U.S. NAVY

JULY 1987

AL '87

-
- Blue Angels
 - USS Constitution
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USS Knox (FF 1052) sits high and dry in the largest floating drydock at SRF Subic Bay, R.P. The 833-foot-long drydock can handle ships up to 25,000 tons.

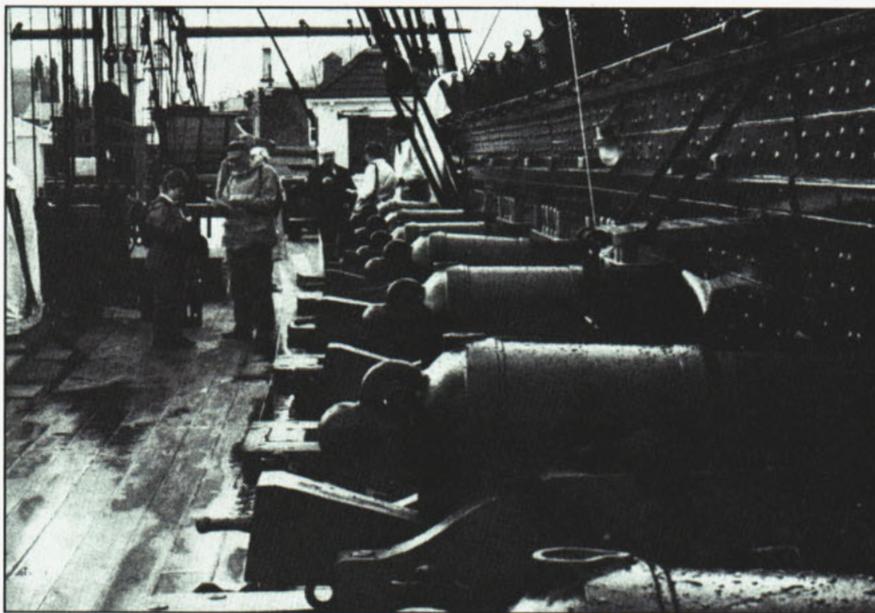


ALL HANDS

MAGAZINE OF THE U.S. NAVY

JULY 1987 — NUMBER 844

64th YEAR OF PUBLICATION



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Front Cover: Navy Flight Demonstration Squadron pilot sits in the cockpit with the Blue Angels' new aircraft, the F/A-18 *Hornet*, reflected in his visor. Photo by PH1 Chuck Mussi.

Back Cover: Seabee divers surface following work on the underwater construction team. Photo by PH3 Joan M. Zopf.

Navy Currents

Looking for submariners

The submarine service is looking for additional qualified men in the following ratings: QM, MS, RM and ET. Applicants who wish to convert to FTG or STS will also be strongly considered.

Submarine service benefits make this an attractive career move. Submarine pay currently ranges from \$55 to \$265 per month, depending on rate and time in service. Senior QMs may also be eligible for special duty assignment pay of \$55 per month. For more information call the Submarine Volunteer Coordinator at Autovon 227-5016 or commercial (202) 697-5016. Collect calls are accepted. □

Board reestablished

Chief of Naval Operations Adm. Carlisle A.H. Trost recently reestablished the Navy's uniform board.

The board will consist of Commander, Naval Military Personnel Command; Commander, Naval Supply Systems Command; the Master Chief Petty Officer of the Navy; and a senior female officer with substantial operational experience. Its primary mission is to consider any matters relating to U.S. Navy uniforms in which problems exist or improvements can be made.

Reports and recommendations initiated by or referred to the board will be forwarded to CNO via the Deputy CNO for Manpower, Personnel and Training for approval. □

Be an EOPS

Interested in broadening your career in a tour that will enhance your leadership and communications skills? Consider becoming an equal opportunity program specialist (EOPS) and serve in a challenging job with major commands, staffs or training activities.

Submit requests for assignment as an EOPS via Enlisted Personnel Action Request (NAV-PERS 1306/7) to NMPC-4010C. The request must be accompanied by CO's recommendation

and screening by a local EOPS. For more information contact PNC Cornish, at Autovon 225-9316 or commercial (202) 695-9316. □

Olmstead scholarship

Navy and Marine Corps officer applications are being accepted for the Olmsted Foundation Scholarship, which provides two years of graduate education in a foreign university. SecNav-Note 1520 contains general information, eligibility requirements and application procedures. For more information call Patrice Blackman, Autovon 224-4932 or (202) 694-4932. □

Advancement handbook

The Navy's new advancement handbook replaces the occupational standards and bibliography booklet of the past. This new guide to advancement not only lists the up-to-date bibliography but also lists supporting exam questions and explains the Navy's advancement system.

It details steps for advancement preparation, exam scoring and final multiple scores computation. Tailored to each rating, the handbook is updated annually and is an excellent one-source reference for advancement preparation.

See your education service office (ESO) for your copy. If the handbook is not yet available, your command can order copies from: Naval Education and Training Program Management Support Activity: (NETPMSA), Pensacola, Fla., 32509-5400, Attention: Code 322. Include the number of copies requested for each rating. □

DDS now fleetwide

The Navy's Direct Deposit System is now available Navywide. Under DDS, Navy members may voluntarily elect to have their net pay deposited into a checking or savings account at almost any financial institution of their choice (including most commercial banks, savings and

loan institutions and credit unions).

The benefits of Direct Deposit are as follows: Accurate, timely pay regardless of where the member may be (i.e. on leave, TAD, deployed, etc.); No standing in line to cash paychecks, buy money orders, pay bills or make bank deposits; Reduced threat of theft of cash; Elimination of the potential for lost or stolen paychecks; Opportunity to earn interest in a checking or savings account; and a toll-free number (1-800-554-7998) for obtaining DDS deposit information while in a leave or travel status).

To start DDS, a Standard Form 1199A ("Direct Deposit Sign-Up Form") must be completed by the member and his/her financial institution and returned to the disbursing office. Sign-up forms are available at the financial institutions or in your disbursing office. □

Advanced education

The Advanced Education Program (AEP) has been revised for increased participation and additional curriculum length. Under the revised program, 30 officers per year, O-2 through O-4, may participate full-time for up to two years in master's degree studies leading to a sub-specialty. Officers selected receive full pay and benefits but pay tuition and associated costs.

Interested officers should discuss plans to apply for AEP with their assignment officer. □

Public radio series

The Navy Band in Washington D.C. can be heard on "The Greatest Bands in the Land," a year-long series which started airing in July on National Public Radio stations. The weekly series features the five premier U.S. military bands.

The Navy Band is featured first in the series and will be showcased again in December. Call you local NPR station for dates and times. □

ALL HANDS

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Emergency Assistance Center

Following the Stark attack, watchstanders in NMPC's Casualty Assistance Branch handled some tough calls.

"There is no way that a person couldn't become personally involved in this type of situation . . . there is emotional involvement with the family . . . there is concern." said Cmdr. William Reed, Jr., Director of Community and Personal Services Department, Navy Military Personnel Command (NMPC), Washington, D.C. He was describing the men and women who manned the emergency coordination center at the Naval Annex in Washington immediately following the attack on USS *Stark* (FFG 31) in the Persian Gulf.

The emergency coordination center was responsible for tracking all information regarding casualties on board *Stark*. This involved keeping the families of *Stark* crewmen informed of a loved one's status and handling inquiries concerning casualty assistance. This was accomplished through a special toll-free telephone system established at NMPC to handle queries from *Stark* families and

next of kin. Navy officer and enlisted personnel from various units and commands in the Washington area stood a 24-hour rotating watch that was in effect for 10 days following the tragedy. Phone personnel could not divulge whether a particular sailor was killed or missing. A personal visit to the family by a Casualty Assistance Calls Officer (CACO) is the way the Navy passes such information. But the telephone watchstanders could inform a caller: where and when the event took place; whether a member was onboard the ship at the time of the incident; and whether the member was injured. All press queries were referred to the Navy news desk.

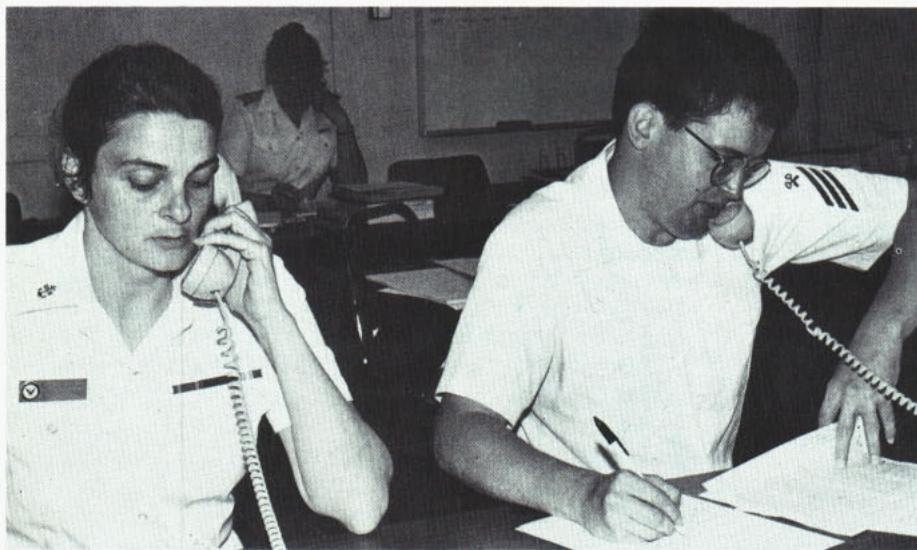
Since there is no formal training for standing the phone watches under such conditions, watchstanders were provided guidance and advice by trained team leaders and all were under the direct control of a casualty director. Once assigned, watchstanders found that emergency

coordination center duty took precedence over all other primary duties. Working in close conjunction with the Casualty Assistance Branch, emergency coordination center watchstanders put in many long hours without complaint and according to Joe Greer, head of the Casualty Assistance Branch, "everyone involved in both casualty assistance and the emergency coordination center put aside whatever plans they may have had and saw it as their duty to help in this time of tragedy . . . there was a great spirit of cooperation."

The men and women answering the phones often found themselves feeling very close to the families with whom they spoke. According to HMC Helen Swartout, then assigned to NMPC's Medical Officer Distribution Section, "I became part of the family . . . it was quite emotional for me speaking with these people, especially since I have children nearly the same age as some of the sailors who were on *Stark*." After a short pause Swartout quietly added that it is also extremely painful when "you personally know someone who lost a son."

Sensitivity to the feelings of the family is of paramount importance and obligates the watchstanders to follow very strict but necessary policies on confirming a death. Passing such devastating news is the responsibility of a Navy representative designated as a CACO, who personally visits the family. Although this policy is fully understood and appreciated by the phone watches, it did contribute to some emotional

HMC Helen Swartout and SKSN Anthony Thompson take calls during the Stark crisis.



strain. "It was very difficult and frustrating at times," said SKSN Anthony Thompson of the SK/Supply detailers office, ". . . although we had a status board in front of us and knew whether the family member concerned had been killed or was still missing, I couldn't tell the next-of-kin on the other end of the line." All watchstanders realized the importance of confirming fatalities in person. At the same time they all expressed a desire to do more to relieve a family's anxiety.

"Our people let everyone know that we care about the Navy family," said Cmdr. Reed, ". . . and everyone in the emergency coordination center and those in the field worked together well and did a remarkable job." Reed added, "we learned where some problem areas

were and will be able to make adjustments for the future." He said, "everything is theory until a disaster happens. The key to a disaster is to see how the system works."

There was a major problem, one that could have been avoided, according to Lt. Cmdr. Chris Cowan, Head of Case Processing (Unfavorable Discharges) at NMPC and a casualty coordinator at the emergency center. That was the difficulty in tracking down victims' next of kin and obtaining other important information on crewmembers of *Stark*. "I can't stress enough that Navy people keep the Page Two of their service record constantly up-to-date," she said.

The *Stark* tragedy brought out the best in everyone called in to serve at the emergency coordination center. Their

dedication and spirit gave meaning to the familiar maxim, "the Navy takes care of its own." Responding to what seemed an infinite number of calls from family members and friends, governmental representatives, and the various news media, center personnel made sure that the right information was given out in a timely manner.

Though the hours were long and the emotions were often taxed, Lt. Cmdr. Tom Glenn, Branch Head of Automated Data Processing Systems at NMPC and one of the casualty directors said, "Not one of them hesitated to take on the task . . . they all felt that what they were doing was worthwhile and a great honor . . . I'm immensely proud of all of those with whom I worked." □

—Story and photo by JO2 Mike McKinley

Casualty Assistance Calls Officers

The ultimate sacrifice of any family is the loss of a relative in the service of their country. When such a tragedy occurs, as it did recently for the families of 37 sailors who died in the Iraqi air attack on USS *Stark* (FFG 31) in the Persian Gulf, the Navy's concern for the well-being of the next of kin is priority one.

Adjusting to the new conditions that the death of a loved one imposes upon Navy families is always difficult. But thanks to the efforts of the personnel of the Casualty Assistance Branch at the Naval Military Personnel Command (NMPC) in Washington and its Casualty Assistance Calls Program (CACP), the rough road is made a little smoother.

Whenever a Navy man or woman is involved in a life-threatening incident, the Casualty Assistance Branch informs the family of the member's status. That is whether they are alive and well or were killed or missing. If the sailor is alive, the family is notified by phone. In the event that the sailor was killed or reported missing, a uniformed Navy representative known as a Casualty Assistance Calls Officer personally notifies the next of kin and informs the family of the circum-

stances of the incident. For those who have a relative missing, the CACO personally assures the family that they will be kept abreast of search efforts and that the Navy is there to help in every way possible.

The CACO is assigned by an area coordinator. There are eight area coordinators in the United States and ten overseas. When tragedy strikes, they work in tandem with the Casualty Assistance Branch. The CACO may be either a commissioned officer with a minimum of two years active duty or enlisted, E-7 or above. The obligations of CACOs take precedence over any primary duty and continue until the family receives all survivor benefits and other services.

The Casualty Assistance Branch personnel, working closely with the CACO and area coordinators, do everything in their power to help families and next of kin where required or requested. This assistance may include: help in arranging for financial aid and funeral or memorial services; providing counseling or pastoral care; assisting in transportation arrangements and provision for dependents' escort; help in completing

survivor benefits applications and in obtaining documents necessary to substantiate survivor's claims; and monitoring of the progress in the shipment of household goods and personal effects.

Assistance to any next of kin residing overseas or desiring to return overseas may include, but is not limited to, aid in obtaining a passport and visa, inoculations, transportation requests, assistance with children, shipment of household goods and baggage, and notification of change of address to various agencies from which benefits are to be received.

In the aftermath of the *Stark* incident, Joe Greer, head of the Casualty Assistance Branch at NMPC gave high praise to both the civilian and military personnel who gave so much of their time and support in assisting *Stark* families. Greer remarked that "some people in Casualty Assistance put in 20 or 30 hours at a stretch helping the families and next of kin" He added that "everyone adapted to the situation and through cooperation, helped a lot of people and got much work done in a short period of time." □

—Story by JO2 Mike McKinley



Duty in Constitution

The most famous document's most famous namesake offers one of the Navy's most interesting jobs.

On Oct. 26, 1797, a Boston newspaper, *The Columbian Centinel*, described the U.S. Navy's new 44-gun frigate, *Constitution*, launched five days previously at Edmund Hartt's nearby shipyard. The newspaper report drew an analogy between the ship and the then-nine-year-old document for which it was named.

"The best judges have pronounced the *Constitution*, like her archetype, to be a perfect model of elegance, strength and durability."

Now berthed at the Boston National Historical Park (formerly the Boston Navy Yard) in Charlestown, Mass., USS *Constitution* is still, like the document for which President Washington named it, a perfect pattern of dignity, durability and tradition. The oldest fully commissioned warship afloat in the world, and still an active unit of the U.S. Navy, *Constitution* is one of the six original frigates that formed the backbone of the fledgling U.S. Navy, established in 1794 by authority of the Constitution.

Built of the finest live oak, white oak, red cedar and pitch pine, *Constitution*

was truly a national ship, with the best of the country's resources going into its construction. The live oak came from the sea islands off the coast of Georgia, the masts from the great north woods of Maine, the pine for its decks was shipped up from South Carolina, canvas came

from Rhode Island, the keel and cannonballs were provided by New Jersey, and Massachusetts produced the sails, gun carriages, anchors, spikes, and copper sheathing.

When completed, the new frigate, manned by a crew of 450, was strong enough to defeat any ship of equal size and fast enough to outmaneuver larger vessels. *Constitution* was 204 feet in length from billet head to taffrail, measured 43 feet, six inches at the beam and displaced 2,200 tons. Although designed to carry 44 guns, it actually carried 54. Its armament consisted of 32 24-pounder long guns, 20 32-pounder carronades, and two 24-pounder bow chasers. Carrying nearly an acre of sail on its three masts, it was capable, with a good wind, of sailing at 15 knots.

Constitution's first wartime role came in 1798 in the Quasi-War with France. During this undeclared war, French cruisers were interfering with U.S. ship-



"U.S. Frigate *Constitution*" (far left) by Marshall Johnson. SN Mike Phennicie (left) in 1812 sailor's garb.

Duty in Constitution

ping and sometimes seizing U.S. ships and cargoes bound for England, with whom France was at war. Consequently, U.S. warships were ordered to cruise the East Coast and West Indies to capture French vessels.

Although *Constitution* carried out patrol duties, it wasn't able to come to grips with French privateers, especially in the shallow waters of the West Indies.

There, smaller ships with shallower drafts had the advantage in a running fight. But the routine patrols did test the ship and prepared the crews for later confrontations against future enemies.

The Quasi-War with France had been over less than three months when, in May 1801, the U.S. Navy found itself embroiled in a war with Tripoli in the Mediterranean.

For years, the North African states of Tripoli, Tunis, Morocco and Algiers, collectively known as the Barbary states, had been running a protection racket in the area at the expense of European and U.S. shipping. Maritime powers were given a choice: either pay an annual tribute to the Barbary leaders for uninhibited passage in the Med, or risk the capture of their ships, cargoes and crews.

But in 1801, President Thomas Jefferson refused to pay the Pasha of Tripoli the going rate and the Pasha declared war on the United States. The U.S. reciprocated by sending warships to the Pasha's home waters. *Constitution* was one of those sent.

As flagship for Commodore Edward Preble, *Constitution* arrived with other ships of the fleet in 1803 and blockaded the port of Tripoli. During the blockade, the squadron under Preble bombarded Tripolitan fortifications and gunboats. With the exception of a refit period in 1804, *Constitution* was on station off Tripoli until June 3, 1805, when a peace treaty with the Pasha was drawn up in the captain's cabin on board *Constitution*. This treaty ended further U.S. tribute payments and called for the release of U.S. captives taken earlier. In August of that same year, a treaty was also drawn up with the Bey of Tunis. He had been making threatening gestures, but decided to make peace when the U.S. fleet hove into view off his shores. Again, the terms were dictated on board *Constitution*.

But it was during the War of 1812 with England that *Constitution* gained undying fame. *Constitution* was one of only 17 U.S. warships that sallied forth to do battle against the vast and powerful Royal Navy. The sea war looked as though it would be most one-sided indeed and all in favor of Britain. The English naval officers looked with contempt on the piddling U.S. Navy, whose "fir-built frigates" they considered to be



Visitors (left) line the pier before "Old Ironsides," awaiting their turn to tour the Navy's oldest commissioned warship.



too clumsy and heavy for rapid maneuvering. But, the British commanders had yet to meet *Constitution*.

On August 19, 1812, the 49-gun frigate HMS *Guerriere* clashed with *Constitution* southeast of the Gulf of St. Lawrence and in the ensuing battle that lasted nearly three hours, the contemptible "fir-built frigate," commanded by Captain Isaac Hull, completely demolished the English man-o-war. It was a dramatic victory that gave the U.S. fresh confidence and the courage to continue a war that had been nothing but a dreary series of American defeats, especially on land. This one sea battle strengthened the resolve of the union to carry on the fight in what is often referred to by historians as America's "second War for Independence."

It was also during this battle that *Constitution* acquired its familiar nickname "Old Ironsides." During the height of the battle, cannonballs from the British guns were seen bouncing off *Constitution's* outside planking. Observing this, one U.S. sailor is reported to have exclaimed, "Huzza! Her sides are made of iron!"

In later encounters with the enemy, "Old Ironsides" established a tradition of victory by defeating the British frigates *Java* and *Cyane* and the sloop *Levant*.

When the war ended in 1815, America's freedom of the seas was secure, thanks in large measure to "Old Ironsides" and the brave men who took it into battle.

Although combat service for "Old Ironsides" ended in 1815, its wartime record lives on. In over 40 engagements against the enemy it never lost a battle, was never boarded and never had an enemy shot pierce its sides.

After the War of 1812, the battle-scarred veteran was out of action for six years, undergoing extensive repairs. Then, in 1830, following two successful cruises to the Mediterranean, "Old Ironsides" was considered too unseaworthy for further service and was condemned to be broken up. But a sentimental poem entitled "Old Ironsides" written by a young law student by the name of Oliver Wendell Holmes, stirred public sympathy and money was appropriated in 1833 for rebuilding the old warrior that once paid tribute to the Barbary pirates in cannonballs and twisted the British lion's tail on so many occasions.

From 1835 to 1855 "Old Ironsides" made a number of voyages, including an around-the-world cruise in 1844-45. This cruise was under the command of Capt. John Percival and the ship covered the

52,279 miles in 495 days. This milestone event was followed by another in 1849, when, during a port call in Naples, Italy, Pope Pius IX visited the ship, thus becoming the first Pontiff to set foot on U.S. territory.

By the time of the Civil War, there was little use for sailing ships because of the advent of steam-power; during the war and for several years after, "Old Ironsides" served as a training ship. In 1871, the aging ship was once again rebuilt in Philadelphia and in March 1878 it made its last trip abroad, carrying American exhibits to the Universal Exposition in Paris.

Following the conclusion of the Exposition, "Old Ironsides" sailed from Le Havre, France in January 1879 to bring the exhibits back to the states. During this transit, the ship suffered two mishaps when it ran aground off the English coast and needed an assist from the Royal Navy to get back to deep water. It then had rudder trouble, requiring a

SN Jim McClean (upper left) explains the ship's rigging to a tour group on *Constitution's* main deck. An early view (below) of the 24-pounder guns on *Constitution's* gun deck, circa. 1933.



Duty in Constitution

stay in Lisbon for repairs. By May 24, it was back in New York.

At this time the old campaigner had only two years of active sea duty left. For the next two years it continued to serve as a training ship for apprentices. Then, in 1881, "Old Ironsides" ended its seagoing career and was tied up in New York until 1883, when it was towed to Portsmouth, NH to become a receiving ship, housing sailors coming into the Navy until they were sent to the fleet.

At Portsmouth, "Old Ironsides" was relegated to an even more mundane role than that of a training ship. As a receiving ship, the once proud frigate's fine lines disappeared. A structure that was

supposed to be a barracks (but looked more like a barn), was built upon its bulwarks and covered its main deck. The once proud warrior now resembled a dowdy old tramp.

Seeing the ship in such a sad state, a sympathetic Portsmouth newspaper reporter wrote an article that described the vessel as being in danger of sinking at the pier. The article impressed a U.S. congressman from Massachusetts, John F. Fitzgerald, later the maternal grandfather of President John F. Kennedy.

Upon investigating the report, Fitzgerald found all to be true, that "Old Ironsides," due to rotting timbers, was in danger of sinking. Fitzgerald returned

to Washington and informed the Secretary of the Navy, John D. Long, that "unless the government did something, the old frigate *Constitution* would soon be at the bottom of Portsmouth Harbor."

Fitzgerald explained that "Old Ironsides" would be celebrating its 100th anniversary in the fall of 1897 and that it would be proper and fitting that it be repaired and brought to Charlestown Navy Yard, opposite the spot where it was built, for a celebration commemorating the event.

Fitzgerald's idea gained Secretary Long's full support and on January 4, 1897, Fitzgerald presented a resolution to Congress to save the ship. The resolution was unanimously passed and "Old Ironsides" was repaired and returned to Boston.

But by 1905 it was apparent that the repairs made at Portsmouth weren't sufficient. "Old Ironsides" fell into such a state of decay that authorities seriously considered towing it out to sea and using it as a target ship. But once again, public sentiment was firmly behind the frigate, and Congress appropriated \$100,000 in 1906 for additional repairs.

For the next 20 years, "Old Ironsides" remained a museum piece at its pier in Boston. It was not completely restored again until the 1920s. The funds for this complete restoration came largely from the donations of school children, with the balance appropriated by Congress.

Once again fully restored, "Old Ironsides" made a tour of the seaports of the United States, starting out at Boston on July 2, 1931. The tour ended back at the Boston Navy Yard on May 7, 1934, after *Constitution* had been towed 22,000 miles to visit 90 ports where it played host to 4.5 million visitors. "Old Ironsides" was now in the national consciousness and had become a proud symbol of America's naval heritage.



SN Ken Kerr (left) answers one of the myriad questions he will be asked while guiding his tour group on board *Constitution*.



Since that last "cruise" in the early 30s, the ship was overhauled yet again in 1973 through 1976, getting it ready for America's Bicentennial celebration. Hull planking was renewed, spars and rigging were refurbished and the copper sheeting replaced. Then, on July 10, 1976, "Old Ironsides" with a tow, got underway to lead the "Tall Ships" into Boston Harbor and the next day paid its respects to England's Queen Elizabeth II, on board the Royal Yacht *Brittania*.

Today, "Old Ironsides" is the Navy's centerpiece in Boston. Now manned and maintained by 47 active duty Navy enlisted personnel and two officers, the ship hosts nearly 700,000 visitors each year. The crew's primary responsibility, as noted in the ship's mission statement, is "to maintain and present USS *Constitution* to the public." Yet, as *Constitution's* 61st commanding officer, Cmdr. Joseph Z. Brown, recently said, they also accept a much larger role. According to Brown, *Constitution* provides a visible Navy presence in Boston and New England. "Our Navy roots are here" said Brown, "and I see *Constitution's* mission as maintaining the link between today's modern Navy and the Navy of our beginnings. We have to maintain that link . . .

that's what it is all about . . . heritage."

Brown said that "sometimes people forget why *Constitution* is important, so it is part of our mission to keep the importance of the ship in the limelight." Thus, in this bicentennial year of the signing of the United States Constitution, visitors are encouraged to remember that President Washington consciously chose to name the ship after the document so that it would, as he said at the time, "serve as a symbol of the protection the ship would offer to that early experiment in liberty and cooperation." Brown and his crew are the keepers of that symbol.

The ship's company is made up of selected non-rates and petty officers, proudly referred to by Cmdr. Brown as his "main battery." They are responsible for day-to-day ship administration, supply, maintenance of living spaces and preservation of the ship itself. The crew members also stand normal fire and security watches and each sailor is trained in fire fighting and damage control.

Yet their more visible job is meeting the public and conducting guided tours of the ship. Since the ship is open to the public 365 days a year, the sailor/tour guides are in constant contact with visi-

tors from around the nation and the world. On a busy day, 6,000 people may cross the ship's quarterdeck.

Wearing the naval uniform of the 1812 period, the guides present the ship in an historical setting while at the same time, through proper military bearing and appearance, introduce "Old Ironsides" as a fully commissioned U.S. Navy vessel. According to SK1 Damon Heemstra, "We give it our best. The impression of the Navy and the ship that visitors take home with them and pass on is what we present."

Each sailor on board undergoes an intensive six-week training program to learn all aspects of the ship before being allowed to solo as a tour guide. This requires learning the masts and rigging, knowing the various decks and what they were used for, learning the ship's history from keel-laying to the present, how it was constructed, and being able to explain each artifact on board and why and

SN David King (upper left) keeps the woodwork shining. Below (L to R) SK1 Damon Heemstra, BM2 Marcus Grice, Seamen Alfred Gingrow and John McQuilliam stand by to greet *Constitution* visitors.



Duty in Constitution

how it was used. Only after they have mastered this seemingly mind-boggling mass of information, can they don the 1812 uniform, the symbol of their accomplishment and expertise.

“We have to know a lot of history,” says Airman Tim Taylor, “and we must be prepared to answer a lot of questions concerning the ship.” Taylor adds that the most often asked questions concern

the tour guides themselves. “Many of the visitors, when first greeted by their guide, don’t realize that we are active duty sailors and ask if we are in the Navy,” says Taylor. “It surprises some of them when we explain that we are on active duty. I think some have the impression that we are civilians hired to work on the ship.”

Through the knowledge and commu-

nication skills of their guides, visitors are taken back in time to the days of fighting sail and are given the opportunity to absorb a little of what it was like for the sailors living aboard “Old Ironsides.”

Explaining the huge galley stove or “caboose” below the spar deck, Seaman Ken Kerr tells a tour group, “this was the only place where an open fire was allowed on board. The rear section of the stove served as a blacksmith’s forge or was used to roast a small calf or pig.” Kerr explains that the “normal meals were boiled in three kettles built into the forward end of the stove. Meals consisted of dried vegetables, usually peas or beans, meat that was tough from months of sitting in salt and a ship’s biscuit that the men would often soak in water to make it soft enough to bite into.”

In describing the ship’s sickbay to his group, Seaman Gil Neely explains, “Most men didn’t want to be put in sick bay, not only because it was located all the way forward on the berthing deck, consequently making for the worst ride on the ship, but also, their names would be put on a binnacle list and they wouldn’t get their rum ration. This latter practice was used to cut down on malingering.”

Neely further explains that when a crewman died, “his body was sewn into a spare hammock weighted with cannonballs and he would be buried at sea. Supposedly, some men tried to desert the ship by pretending to be in a coma. In those days there was little known about comas and the superstitious men thought that a coma was a sign of possession by spirits. If a man didn’t come out of it within three days, he was buried at sea. The man faking the coma would conceal a knife on his person, and when thrown over the side, would cut himself out and swim for shore.”

However, Neely adds that “the officers found out about this and in order to tell if a man was faking, the last few stitches that went into sewing up the



Visitors (left) defy the elements to tour *USS Constitution*, open to the public 365 days a year.

hammock would go through the man's nose. This was known as the "snitch stitch."

Gathering his group about the ship's grog tub, Seaman Dwayne Cartwright explains that "it was here at the grog tub or barrel that the men received their daily half-pint ration of grog, a mixture of rum and water." Cartwright describes how the term "grog" came into being. He relates how sailors in the Royal Navy used to get straight 198-proof rum "but instead of drinking it immediately, would often hoard it down in the bilges until they were ready for a good binge."

As Cartwright explains, "This problem ended when Admiral Edward Vernon came up with a solution in 1740. He found that if the rum was mixed with water it soured in just a few hours, thus encouraging the men to drink it right away. And, since Vernon was fond of wearing a grogham cloak — grogham is a coarse silk material — he was referred to as 'Old Grog.' Thus, his mixture of rum and water was called 'grog.'"

Informative, entertaining and educational, the tours are all in a day's work for "Old Ironsides" crew and thoroughly enjoyed and appreciated by visitors.

In addition to hosting the general public, "Old Ironsides" is often center stage for retirements, reenlistments, commissionings, baptisms, receptions and changes of command. Cmdr. Brown gave samplings of these functions when he mentioned that Rear Adm. Grace Hopper retired on "Old Ironsides" in 1986. He also told of a Marine who reenlisted on the ship's fighting top, the platform high atop the main mast used by early Marines to fire down upon enemy ships.

The ship's company also provides color guard support for a variety of events in and about the Boston area and crewmembers are often invited by various schools and civic organizations to give informative talks about the ship.

"Old Ironsides" is taken from its pier once a year on July 4 for its annual turnaround cruise. Tugs move it into Boston Harbor, where it fires a 21-gun salute to

the nation. It is then returned to its berth facing the opposite way to help it weather evenly and preserve the wood.

"We are very much concerned with preservation," said Brown, "and with keeping the ship in the finest condition possible." After six major overhauls, only 10 percent of the original ship exists. And it is the live oak, forming the backbone of the ship, which has kept it together and allowed the ship to be restored so many times. "We can't think of *Constitution* only in the context of its past and present," Brown stated, "we must also think of its future."

In thinking ahead to future preservation of "Old Ironsides" Brown said that forest reserves have been set aside in Indiana and Washington state to provide the white oak and Douglas fir, respectively, that will be used solely on future renovation of "Old Ironsides." He added that other forest areas are being acquired strictly for the ship's use. According to Brown, the next major renovation period will be in the year 2013.

During this bicentennial year of the signing of the Constitution, "Old Ironsides" will be the major participant in the events surrounding Boston's Constitution Weekend celebration scheduled for Sept. 17-20. It is anticipated that a large U.S. Navy presence and a number of ships from allied navies will join "Old Ironsides" for the festive occasion.

On Sept. 18, a naturalization service for approximately 100 immigrants will be held aboard "Old Ironsides." Later that evening, the ship and the Navy League will co-host a sunset reception to honor the document and welcome the guests and dignitaries from the visiting navies.

The Constitution Bicentennial Classic Regatta, consisting of a three-day sailing regatta planned for Sept. 17, has been cancelled. On Sept. 18, the city of Boston is planning a gala party for more than 1,500 sailors expected to visit the city during this festive weekend.

On Sept. 19, "Old Ironsides" will get underway for the Constitution Bicentennial Cruise in Boston Harbor to honor its namesake. Following the cruise it will

return to Charlestown Navy Yard and debark guests before returning to sea shortly before sunset. It will stand off in Boston Harbor for a giant fireworks display honoring it and the U.S. Constitution. The evening will then be capped off with a formal ball in honor of both the ship and the document.

The weekend activities will conclude with the Constitution parade on the afternoon of Sept. 20. Participants will include "Old Ironsides" Marching Pikemen, the U.S. Navy band and units from visiting ships.

Brown explained, "We intend to make this an unforgettable weekend in Boston where so much of our nation's history was made. The document, the ship and the city have earned this fitting tribute."

□

—Story and photos by
JO2 Michael McKinley



Photo by JOCSS F.J. Klinkenberg

As this issue of *All Hands* went to press, Cmdr. Joseph Z. Brown died unexpectedly of an apparent heart attack. A 26-year Navy veteran, Brown became the 61st commanding officer of USS *Constitution* in June, 1985. He is survived by his five children; his wife passed away in 1986. Cmdr. Brown was 47.

Underwater construction teams

Seabee divers

Story and photos by PH3 Joan M. Zopf



Underwater Construction Team 1, a specialized unit, travels around the world to construct, inspect and repair inshore and waterfront structures, oceanographic fiber-optic cable, fleet moorings, cross-bay pipelines and power cables, sewer outfalls, and hydrophone arrays.

Based at Naval Amphibious Base Little Creek, Norfolk, Va., UCT 1 is one of two Navy underwater construction units. The other, UCT 2, is homeported at Construction Battalion Center, Port Hueneme, Calif.

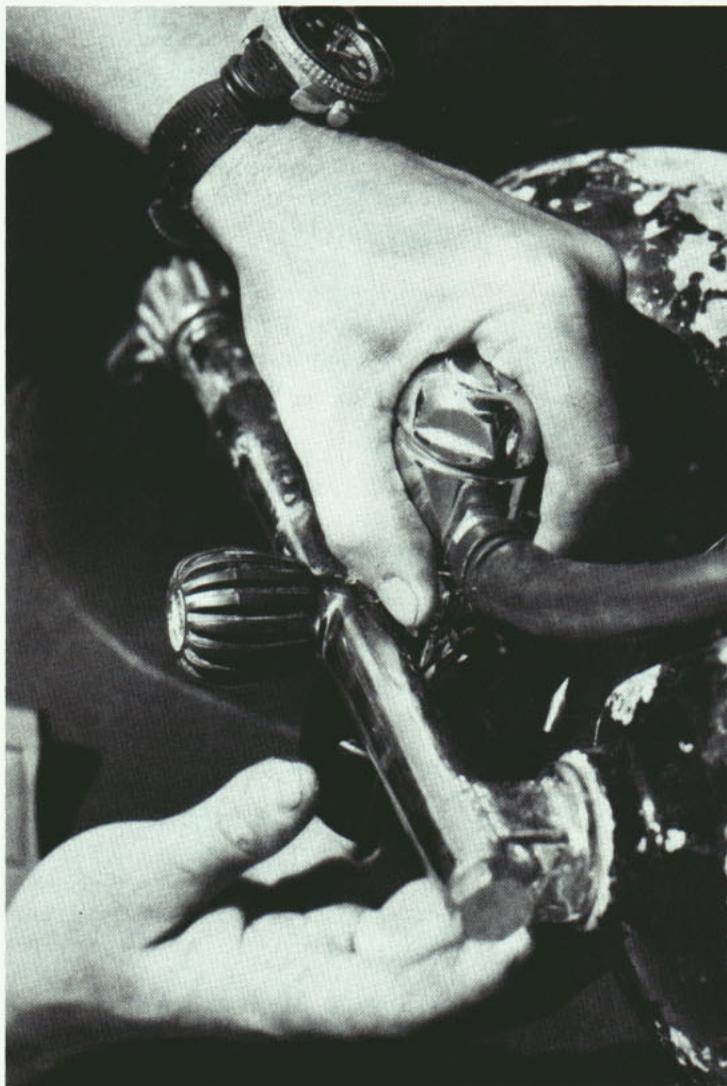
"I consider UCTs as unique commands in the Navy," said Lt. Cmdr. George H. Seltzer, UCT 1 commanding officer. "We support large operational programs with a very small group of people."

Seabee construction diving began during World War II with the building of advanced bases in the Pacific theater. Operations consisted primarily of underwater blasting of coral reefs and the inshore work necessary to provide channels and mooring facilities for shipping. Though most of the diving was done by specially trained divers assigned to naval construction battalions, some small semi-independent units were formed for limited construction, demolition and salvage projects. Among these units were the original underwater demolition teams which included Seabee divers.

In 1969, a team of Seabee divers was drawn from the naval construction force to launch and implant the Tektite I Habitat in the Caribbean. The success of the venture brought about the formation of two specially trained Seabee detachments for engineering, construction and repair of underwater facilities.

To qualify for the Seabee diving program, applicants must be 30 years old or younger, E-6 or below, extend or re-enlist as necessary for 22 months of obligated service from diving class convening date, and pass a diving physical and screen-

Long hours underwater make safety inspections of equipment vital. (Right) UTCs often work with heavy materials, such as mooring chain.



Seabee divers

nings.

Additionally, applicants must meet the following physical fitness requirements: a 300-yard swim within 8½ minutes; 30 pushups in two minutes; 30 situps in two minutes; six pullups; and a one-mile run within 8½ minutes wearing full-length trousers and either combat boots or high top "boondocker" shoes.

The first step on the way to becoming a construction diver is completion of second class dive school, followed by a nine-week course in basic underwater construction.

"The approach at the school is to give the students the basic principles and guidelines," said Chief Warrant Officer 4 Richard B. Scott. "However, motivation plays a very important part in the making of a successful Seabee diver."

An underwater construction instructor at Port Hueneme, Steelworker 1st Class Clifford A. Taylor, said, "As an instructor, I am in a position in which I not only teach the students to be more productive in their mission requirements, but I also influence them to be more disciplined and better equipped to deal with people in a management-supervisory capacity. I have the opportunity to be an extremely good force in their lives — or an extremely poor one."

After nine weeks of working closely within a diving environment, the instructors and students develop close camaraderie. According to Taylor, at the end of each class instructors feel like a part of the family is leaving.

"Even if an ex-student gets out of the Navy, it's great to have him call me and say 'Hey, guess what I did. I did this and that when the other guys couldn't, and you're the reason.' That's a great feeling," said Taylor.

The training, however, doesn't end at Port Hueneme. The potential divers also must attend first class dive school, followed by a very challenging advanced

Professionalism is the key to successful Underwater Construction Teams. Seabee divers must attend several schools and meet stringent physical fitness qualifications.

underwater construction course.

Professionalism is the word that best describes today's Seabee diver as compared to the old macho copper-collared deep-sea diver of years past, explains Senior Chief Steelworker John D. Hunter of UCT 2.

"Our people feel as if they are something special, and I agree. Anytime you enter an alien environment, you have to have something — call it ego — going for you. We go beyond what the average person accomplished. And there's danger."

Ego or not, the men of the UCTs are top-notch. They devote themselves to long hours, which in addition to being physically grueling also requires intense mental concentration. Safety is number one. No matter how fatigued, a diver always thinks of his safety and the

safety of his dive buddy.

In spite of the dangers, members of UCTs find their work to be the most satisfying and challenging work in the Navy.

When deployed overseas for six months, they try to work 10-hour days, but frequently the job requires even more time than that.

"Morale is usually high as the team sees the results of its hard effort," said Seltzer. A type of family bond develops between the team's members.

While unique from other Seabees in that they work under the water, divers are Seabees first and foremost. They all have a construction skill and the famous "can-do" attitude. □

Zopf is assigned to the Atlantic Fleet Imaging Command, NAS Norfolk, Va.





Sinking on the pier

The mobile wet trainer brings damage control training to the fleet.

Story by JO2 Diane Jacobs, photos by Tad Tamura

In 1944, a group of U.S. fighting ships was on its way to the Philippine Islands when it was caught in a severe typhoon in the Pacific Ocean. Three destroyers capsized and were lost with all hands aboard; a cruiser, five aircraft carriers and three destroyers were damaged. In all, 790 men were lost and 80 more men were injured.



Improper damage control was blamed for the losses.

More recently, the missile attack on the USS *Stark* (FFG 31) in the Persian Gulf brought home the essential nature of good damage control training. Preliminary reports indicate that *Stark* survived because of quick and effective damage control efforts.

Modern Navy damage control has been applied to all areas of ships — from watertight compartments and shipboard emergency systems to personnel training. At the Fleet Training Group in Pearl Harbor, these areas are all covered when instructors use a “mobile wet trainer,” a portable device which simulates a flooding crisis aboard a ship, to take damage control training to the fleet.

The idea of the portable device came about when some of the command’s hull technicians were swapping stories one day. They decided to put one of their training ideas on paper and begin construction.

“(We) started building the mobile wet trainer in April,” said Hull Technician 1st Class Joseph R. DeLange, a division leading petty officer. “We worked on it after working hours, including weekends, and didn’t finish it until mid-June. We gave it hull number 968 to represent the number of hours it took to build.”

The result is a 12-foot by 8-foot, 4,000-pound steel box with plexiglass observation windows. It sits on four wheels, and a truck hook-up makes it ready to be towed to wherever a ship’s damage control team needs training.

When filled with water, the box weighs nearly eight tons. It has several gashes, which, for training purposes represent ruptured bulkheads and firemain. Water, run from a nearby main, gushes into the trainer at 150 to 180 psi.

“It (simulates) about the same damage a ship would suffer if it were to be hit by a high-explosive projectile,” said DeLange. “The trainer creates a realistic situation for damage control teams. Real water

Strauss sailors (left) practice in wet trainer and (upper right) prepare the P-250 pump.



spraying from pipes and fittings found on actual ships definitely motivates the team to correctly repair the damage before the trainer fills with water and ‘sinks.’ ”

When that happens, the trainer “wins.” “The trainer is hard to beat without damage control skills, organization and teamwork,” said DeLange.

A four-person training team has about 10 minutes to repair the “damage” before the trainer fills up with water.

“The trainer has not been beaten yet,” DeLange said. “Of course, this simulation is very much exaggerated. Flooding compartments aboard a ship are much larger, therefore, more time is allowed to repair damage before the ship will actually sink.”

Normally, damage control teams would have to attend a two- to three-day course at the Fleet Training Group. With the mobile unit, ships can call the training group and two instructors can be on the pier with the trainer within 30 minutes.

“I think the wet trainer is a great idea,” said Lt.j.g. John S. Pernell of USS *Joseph Strauss* (DDG 16). “We’ve gotten four teams of four trainees each

through the trainer in one and a half hours. As each team finishes, they change their clothes and go back to work.”

“It’s pretty nasty!” said Hull Technician 2nd Class Ronald R. Lynch of *Joseph Strauss*, “but it’s excellent training if you can plug up the holes.”

According to Hull Technician Fireman Christopher A. Bunn of *Joseph Strauss*, “It’s smaller than the stationary wet trainer at FTG, but I like it . . . it’s more challenging, very realistic — and fun.”

The mobile wet trainer not only saves the Navy money with its portability and quick training speed, but also conserves water.

“We would have used about 30 times more water if the stationary wet trainer was used,” said DeLange. “With all the water shortage problems lately, this is a definite asset.”

Other Fleet Training Groups in the Navy have started plans to use mobile wet trainers at their sites also.

By “sinking” at pierside, sailors can now learn how to stay afloat when disaster strikes underway. □

Jacobs is assigned to the public affairs office, Naval Station Pearl Harbor.

In the cockpit at sunrise, the Blue Angels pilots know the importance of good communications with the maintenance personnel — they stand shoulder to shoulder with their ground crews, who perform meticulous inspections before the blue jets thunder across the skies.





Blue Angels

With the Navy Flight Demonstration Squadron as they break in their new F/A-18s.

It takes something special to be a Blue Angel. And sometimes that special quality can be misunderstood.

"I'm not a Prima Donna, I'm just a sailor who gives a damn," Master Chief Avionics Technician Jack Cragen says over a cold drink in the Desert Club bar. The Club is set in the scorched mesquite flats that surround the Naval Air Facility near El Centro, Calif., winter home of the world's most famous flight demonstration team.

The cold drink is especially welcome because Cragen has just put in a very long, hot, hard day.

For over 40 years the Blue Angels have been putting in the long, hard days,

"giving a damn." Doing the "glamour" job of thrilling crowds and delighting spectators takes more ordinary, unglamorous hard work than most people realize.

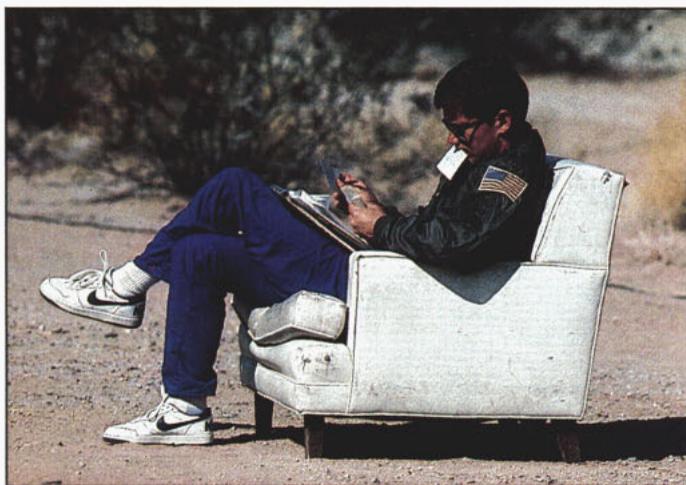
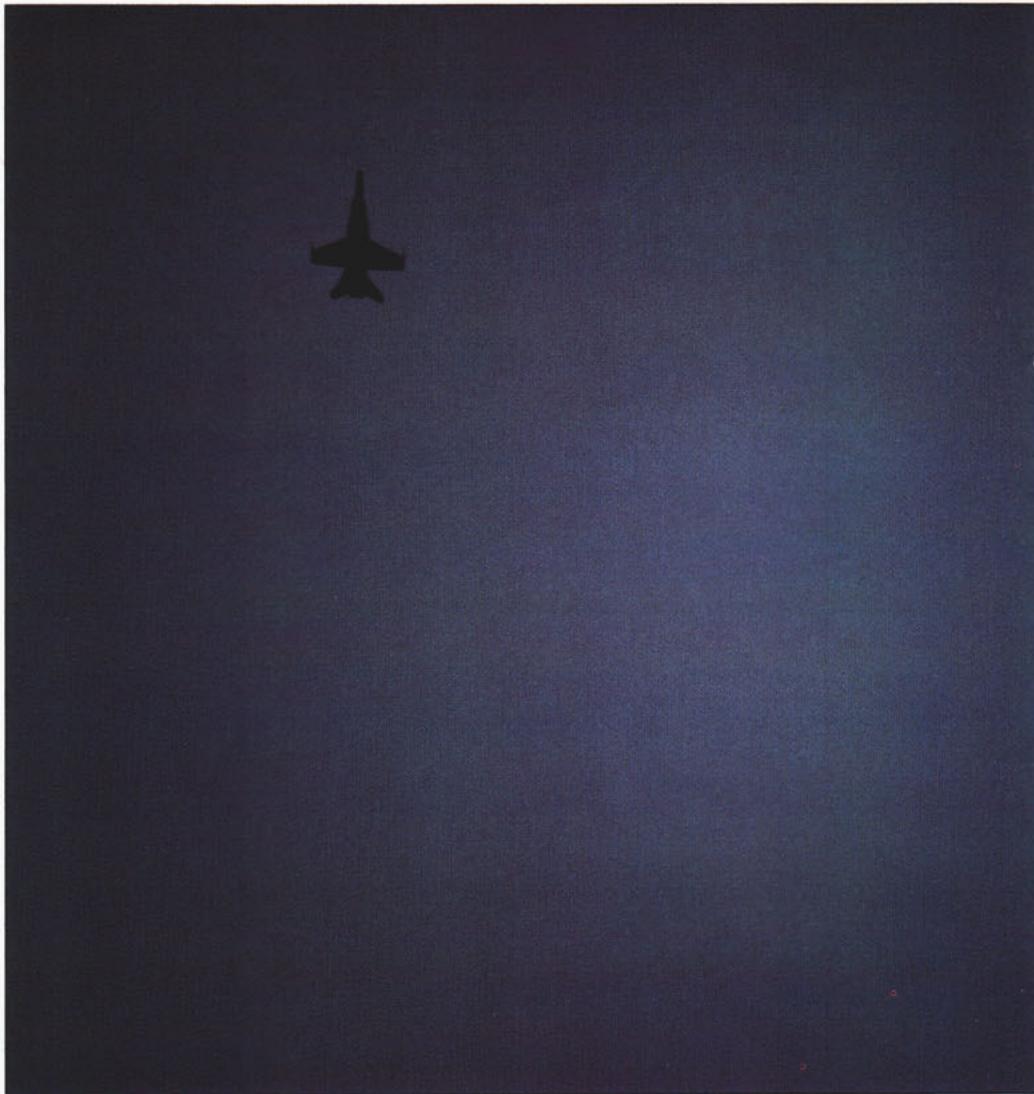
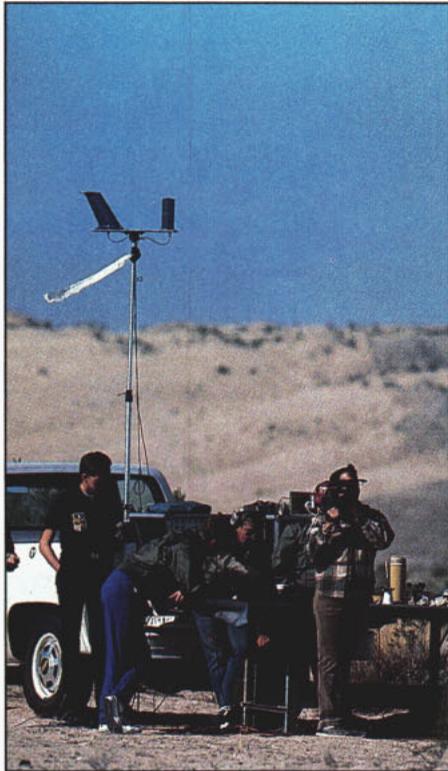
But still, the "Blue Angel mystique" precedes the team wherever it goes — that combination of high-tech glitz and an aura of daring is always in the atmosphere when the Blue Angels put on their show.

Even when performing in such out-of-the-way towns that team members report meeting people who never knew that the Navy had airplanes, the team is still held in awe by people who may not know much about the Navy or modern air-

planes, but still enjoy the special thrill of seeing amazing machines doing amazing things in the air.

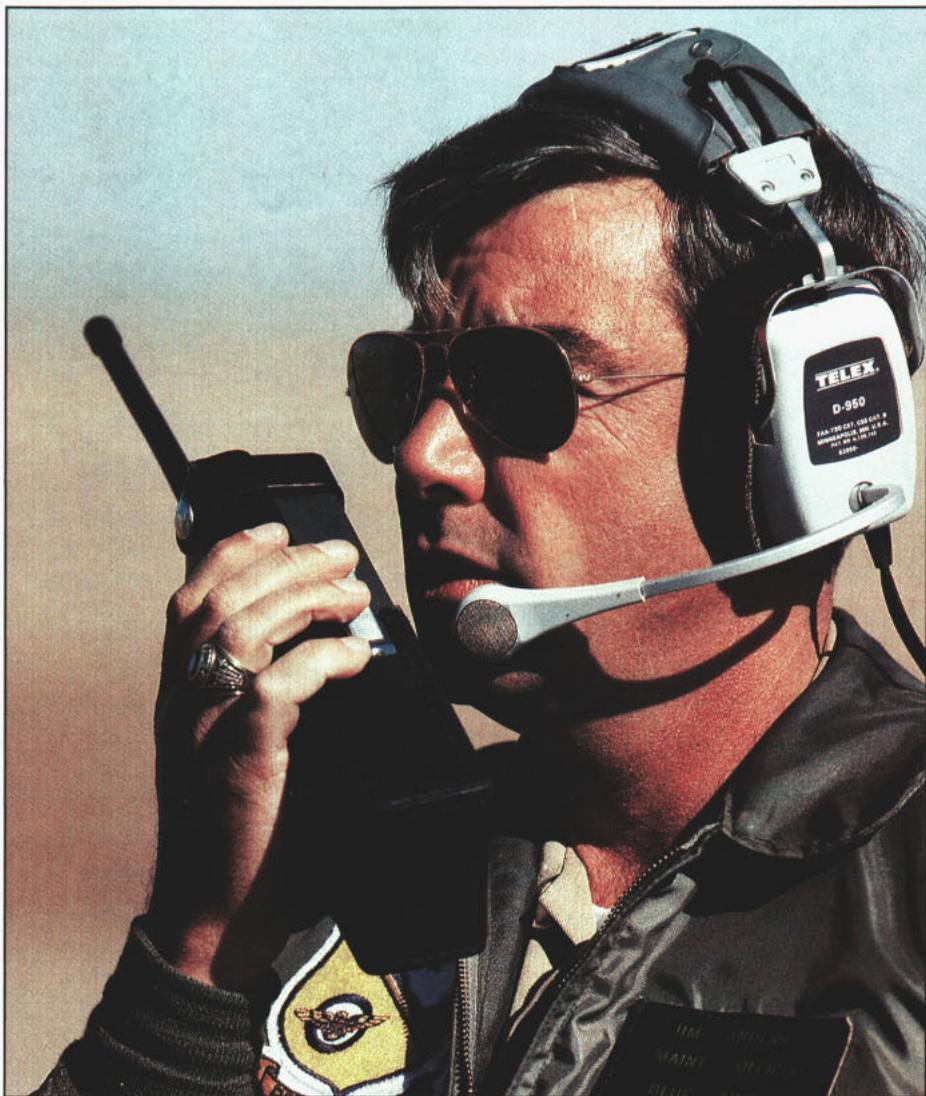
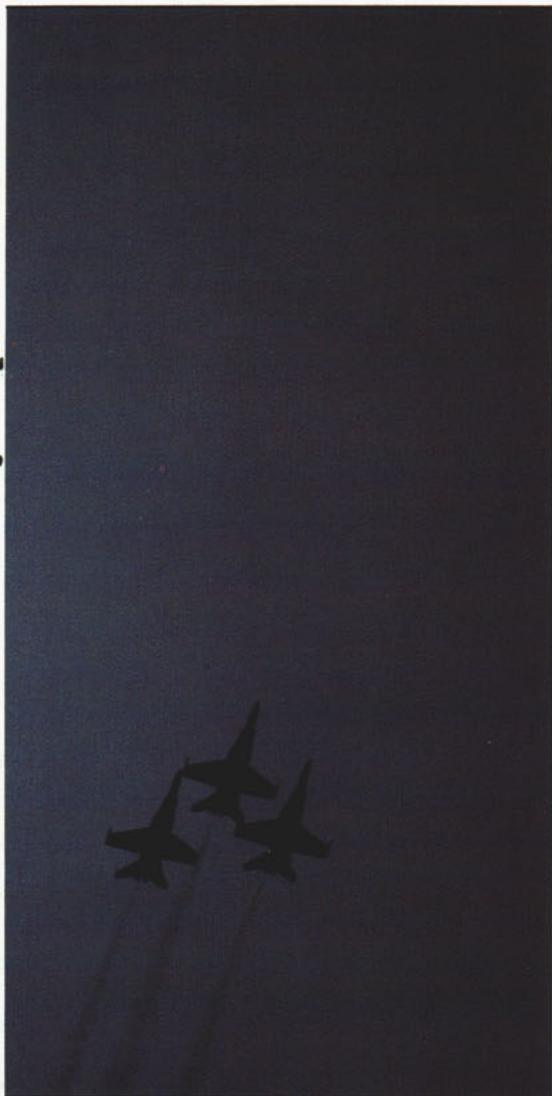
As they enter their 41st year, the Blue Angels have a new airplane to care for and put through its paces, the F/A-18 *Hornet*. Over the years, the Blue Angels have flown a variety of aircraft, each representing the highest state of combat aviation in the world at that time: the Grumman F6F-5 *Hellcat*, Grumman F8F-1 *Bearcat*, Grumman F9F *Panther*, Grumman F9F-8 *Cougar*, Grumman F11F-1 *Tiger*, McDonnell Douglas F-4J *Phantom II*, McDonnell Douglas A-4F *Skyhawk II*, and now, McDonnell Douglas' latest, the F/A-18. But, though

Blue Angels



After written plans are reviewed and a communications center established, the F/A-18s, constantly monitored by spotters equipped with hand-held radios, move closer and closer in formation, until they seem to almost touch.





the aircraft may change, the mission remains the same: represent the U.S. Navy around the world, and do it with style and professionalism.

Representing the Navy means being selected from the best available volunteers, undergoing intensive training, logging thousands of hours of rehearsal time, and traveling to scores of show sites a year.

This is not your typical break from the standard sea duty/shore duty tour cycle. But, then again, the Blue Angels flight demonstration team is not your typical Navy outfit.

Officially known now as the "Navy Flight Demonstration Squadron," the Blue Angels were originally organized into a flight exhibition team within the Naval Air Advanced Training Command back in 1946.

Then, as now, the Blue Angels gave the public what they wanted. Their first show, in June 1946, climaxed with the

simulated shooting down of a North American SNJ *Texan* training aircraft painted as a Japanese *Zero*.

Lest anyone suggest that the flight demonstration squadron has never seen any "real" duty, it should be pointed out that in June of 1950 the Blue Angels were ordered to serve in combat aboard the aircraft carrier USS *Princeton* (CV-37), as the nucleus of Fighter Squadron 191.

But historically, the primary mission of the Blue Angels has been to perform for the general public, and that they have done. By 1986, more than 170 million spectators had seen the team in action.

The enormous responsibilities and obligations that come with such a high-profile job can put considerable pressure on those chosen to be members of the team.

"When you come from the fleet, you're a professional who's familiar with the ins and outs of the Navy," says Aviation Electronic Technician First Class

Darrell Bishop, "but you've never been in such a precision environment before. Maintenance practices don't change, safety practices don't change, and your good common sense doesn't change — what happens is that you learn to put on an airshow." Bishop hints at the combination of pride and pressure that comes with putting on an airshow: "You learn to represent your Navy the very best that you can. And you learn it from the people who have been doing it best for the last 40 years."

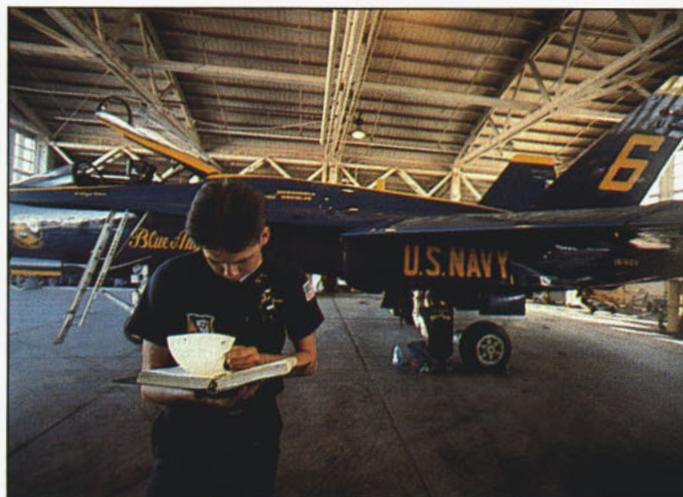
That crucial learning experience cannot really begin until the potential new maintenance members of the demonstration team, the nubies — as in "new Bs" — are finally accepted. That acceptance hinges upon successful completion of a 90-day trial that is part boot camp, part an exhaustive examination of professional and personal competence, and part stress overkill. Once you've passed the test, you get your Blue Angels crest;

Blue Angels





Whether it's the high-tech cockpit maintenance of the sophisticated array reflected in the pilot's visor, or a complete hand rub-down of Fat Albert, the team's support C-130, Blue Angels maintenance personnel know that elbow grease and constant review of complex systems manuals always go together.



you're accepted. Not everyone makes it.

The idea behind such a rigorous indoctrination for maintenance people is simple: if someone is going to fail — turn out *not* to have “the right stuff” — the Blue Angels want that failure to come in training and not in front of an airshow crowd.

Aviation Electronic Technician 2nd Class Graden Cox, himself a nubie, put the arduous trial period into perspective: “It’s all teamwork here,” Cox said. “A lot of people talk about teamwork, but they just don’t have it in them. I think the pressure you go through before you get your crest is very necessary. If you flip in the middle of an airshow, you embarrass the team, endanger teammates, and it all reflects on the whole Navy.”

Once the crest is on your jacket, the pressure doesn’t really let up; if anything, the responsibilities are greater than ever. As a newbie, you were trying to prove yourself; as a member of the Navy Flight Demonstration Squadron, your teammate’s life is in your hands.

That’s a responsibility Cpl. Thomas Kruper, USMC, welcomes. Kruper is a

ground crew chief. He says that when a pilot climbs into a plane maintained by a Kruper crew, “He knows he’s getting into a safe aircraft.” Kruper knows where the responsibility finally rests: “The pilot’s name may be on that bird, but I’m responsible for it — I make sure it’s safe. Yeah, and that it’s clean,” he adds, knowing, as every good maintenance man does, that cleanliness is next to Godliness, especially when you’re trying to help keep pilots from meeting their Maker.

Keeping things clean is important to the Blue Angels, not just because it’s crucial from a safety standpoint to eliminate FOD (foreign object damage), but because it’s a symbol of the “spit and polish” that is the hallmark of their particular brand of professionalism. Blue Angel crews will spend four to six hours a day hand-waxing their F/A-18s.

Cox points out that this aspect of serving on the Blue Angels team is often overlooked by the public, and it shouldn’t be. “The maintenance crews may not get as much respect from the spectators as the pilots do. That’s be-

cause the crowd doesn’t stick around to see a guy waxing the airplane until dusk. They don’t stick around to see the repairs and adjustments, to see us changing engines, in short,” he says, “to see what goes on behind the scenes.”

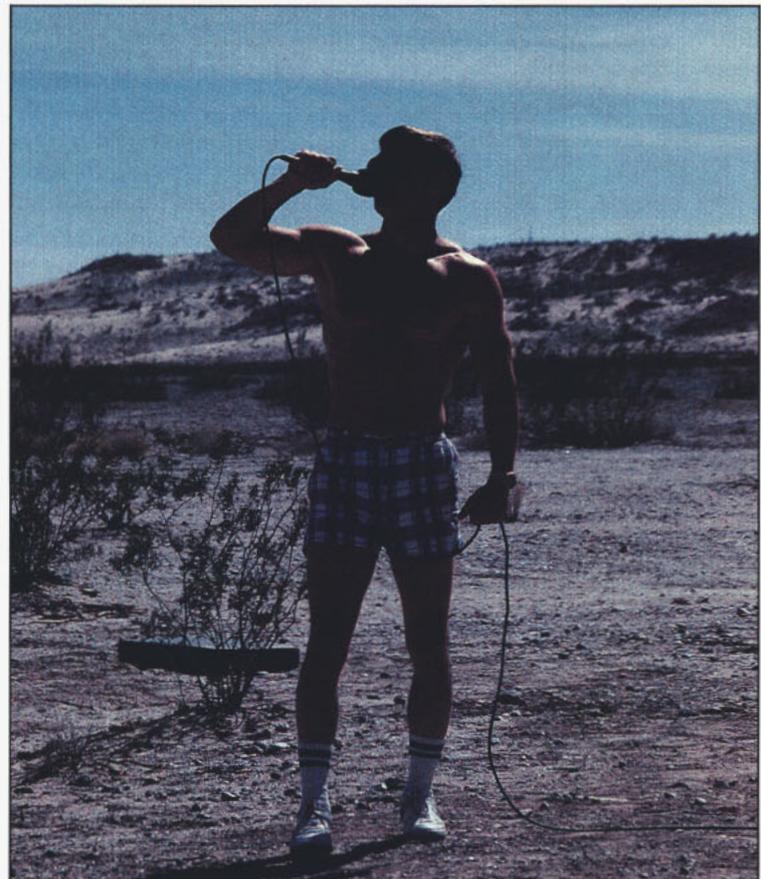
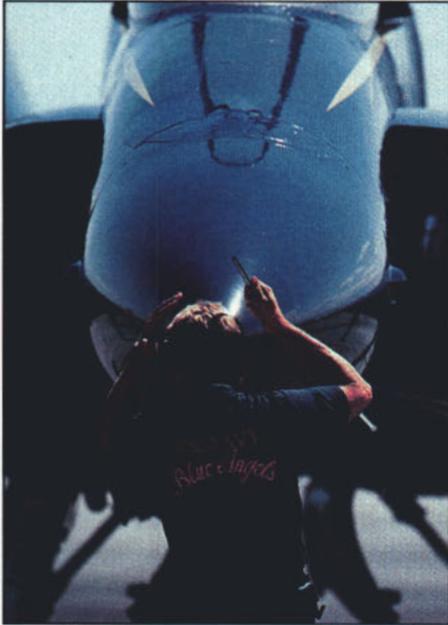
Most of the behind-the-scenes activity takes place in the California desert, in the middle of winter. Since 1967 the Blue Angels have been traveling to the Naval Air Facility in El Centro, Calif., for their annual winter training.

Winter training was especially important this year, because, for the first time since 1973, the Blue Angels had a new airplane, the F/A-18. Although all the pilots have a minimum of 1,500 hours in tactical jets, only one demonstration pilot, Lt. Cmdr. Pat Walsh had extensive flight time with the *Hornet*, 500 hours. Other pilots had 10-15 *Hornet* hours.

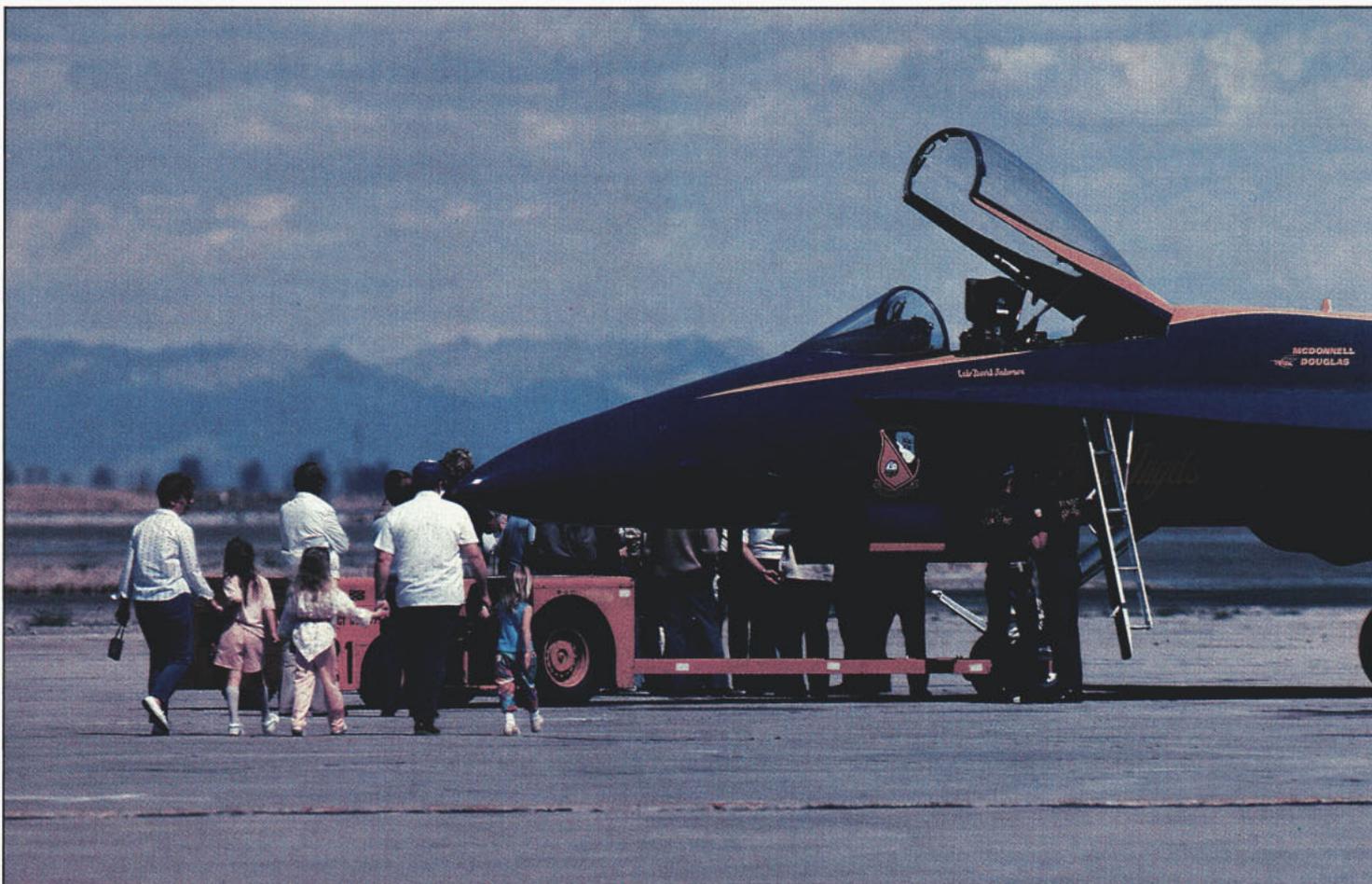
Clearly, this was going to be a busy winter.

Those winter days start at 5:00 a.m., when team members get up and get ready for the training day. Getting ready means having your always-squared-away uniform set the night before. “You’re a fool

Blue Angels



Even when not actually training, Demonstration Squadron members give themselves to the blue planes: the narrator works on his narration while he keeps his cool on the desert training range; team members are still together for a pick-up basketball game; the polished Hornet nose makes a perfect vanity; a crew member shares aerobatics insights with a comrade-in-arms; and, as always, there are crowds of fascinated fans.



if you don't," says one member of the team.

In the chill desert morning there are FOD walk-arounds, full systems checks, and engine checks. Then any discovered discrepancies, or "gripes" are dealt with. There is time for a quick breakfast from the "gedunk truck" before the final launch preparations.

While all the work is going on with the planes, the communications and observation personnel are setting up their shop. Constant radio comms are maintained between all aircraft, spotter planes, strategically placed ground spotters (some with video cameras), and the communications center.

By 8:00 a.m., the F/A-18s are in the air and the maneuvering, aligning, spotting, recording and practice, practice, practice begins.

After more than an hour in the air, the *Hornets* are back on the ground, and the whole training session is debriefed, while the aircraft are checked and re-checked, FOD walkdowns are conducted, "gripes" are fixed, and preparations are made for the next launch.

By this time, the desert sun is well up and the morning chill is gone. Long gone. During breaks in the flying, the practice continues. Even on the couch.

"The couch" is one of several pieces of furniture that are used, mostly for study and review of notes on previous training sessions, during breaks when the aircraft aren't shrieking just above the mesquite. The furniture is regarded as a harbinger of spring at NAF El Centro.

"The couch comes out every year," says Aviation Electronics Technician 2nd Class Dale Hoenie (known throughout the squadron as "Mad Max"). "We keep it at the base and bring it out with us when we start flying."

Lt. Cliff Skelton, the narrator who describes the sometimes bewildering blue blur of action for the crowd during airshows, practices his routine, too. He sometimes takes advantage of breaks to work on his tan while he works on his narrative "maneuvers".

But the breaks don't last long, and soon the planes are in the air again, maneuvering closer and closer. Then there are more breaks, more debriefs and re-

views, more practice, and so it goes.

The pilots build their formations in increments, moving one plane after another closer and closer with each evolution until all aircraft are able to maintain the close interval appropriate for an airshow.

Of course, the airshow is the culmination of everyone's hard work throughout the winter. All the members of the team have done a professional job of preparing for the new season with the new aircraft, and they all take appropriate satisfaction from the success of the airshow. But the veterans, like Aviation Structural Mechanic 1st Class Kris Schwab, now in his fifth year with the Blue Angels, know that some things never change.

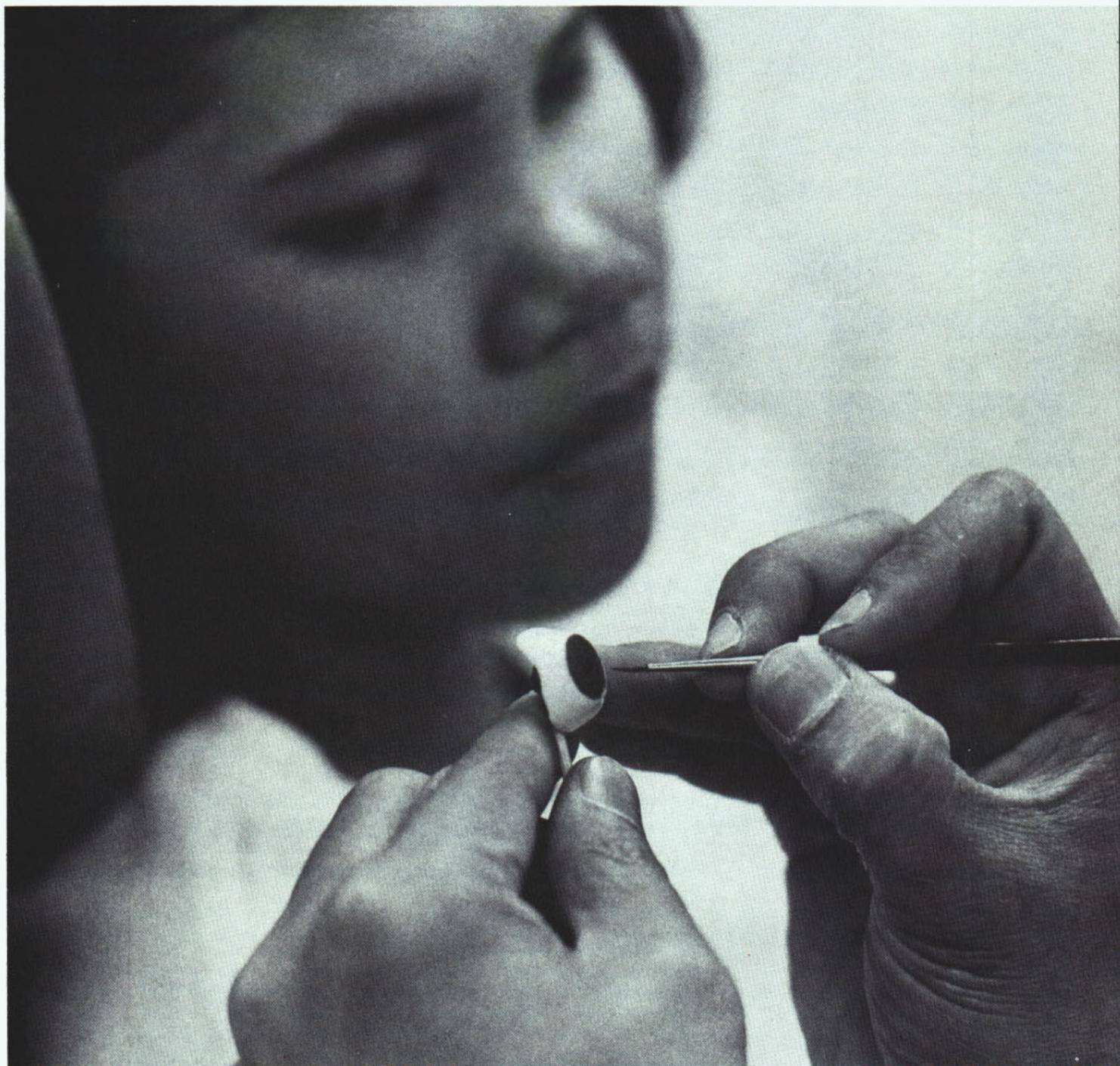
"You have to grin and bear it," says Schwab, grinning, "when they hand you their autograph book, then say, 'Oh! You're not a pilot,' and take it back."

But Schwab has reason to smile. He's a sailor who "gives a damn," and the results of his professionalism — and that of each of the 90 members of the Navy's Flight Demonstration Squadron — are there for all the world to see. □

—Photos by PH1 Chuck Mussi

USNS Mercy in the Philippines

A new



eye for Aida

Story and Photos by PHC Chet King, USN

Fifteen-year-old Aida Balunso of Albay Province, Republic of the Philippines, can now hold her head high and face the world with two eyes.

And she can thank Navy Dental Technician Second Class Eric Eclavea for her new look. Eric is a 33-year-old Philippine native who works as a "maxillofacial prosthetic technician" in the dental lab aboard the Navy's newest hospital ship USNS *Mercy* (T-AH 19), which recently completed a five-month training and humanitarian cruise to the Philippines and other South Pacific island-nations.

"We found Aida during the patient screening process in Legazpi City shortly after the ship anchored off shore," said Eclavea. "She had a cataract operation on her left eye last August that became infected. The eye unfortunately had to be removed and her family was

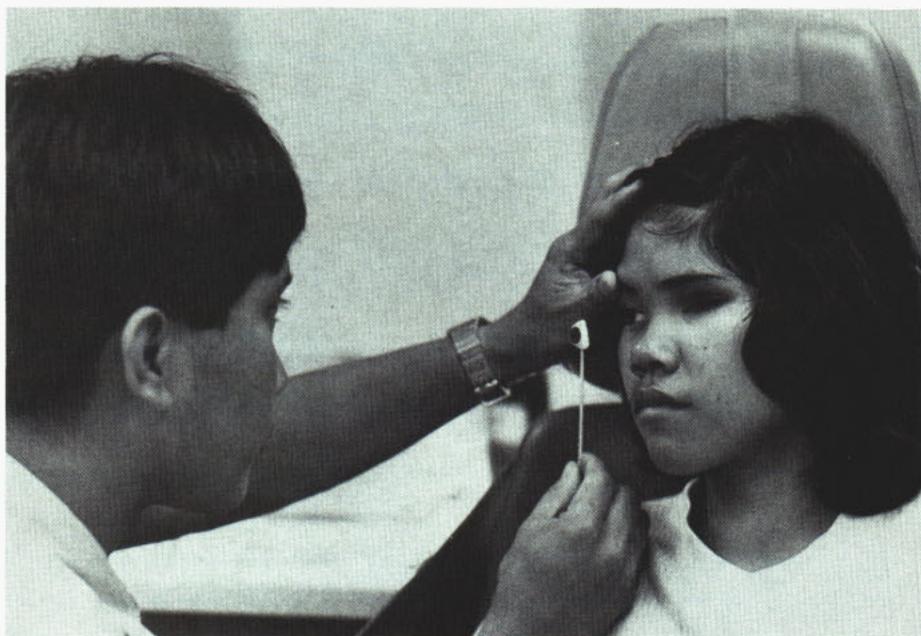
unable to afford a false eye. We told her that we could have a prosthetic eye made for her in a few days."

Aida was Eclavea's first patient since he graduated from the Maxillofacial Prosthetic School at Bethesda Naval Hospital, Bethesda, Md.

"I read about the upcoming cruise of *Mercy* to the Philippines while still in school, and I asked the director of the school, Capt. Donald Mitchell, to help me get on the crew. I felt it was a great opportunity to help my fellow countrymen," he said.

Navy dental technicians do all facial prosthetic work because the materials

Below: DT2 Eclavea compares the prosthetic eye with Aida's natural eye. Left: Aida's "new" eye is painted to match her natural eye's color.



A new eye for Aida

used to make prostheses are the same as those used to make dentures and bridges. Eclavea is one of seven maxillofacial prosthetic dental techs currently serving in the Navy.

"Besides eyes, we can make prosthetic ears, noses and occulo-facial prostheses," said Eclavea.

Making an eye for Aida was an eight-step process. "First we made an impression of her eye socket. Then an acrylic mold of the impression is made, from which a wax pattern takes shape. The final prosthesis is heat-cured plastic, which is painted (including blood vessels). Then acrylic is added and it is polished and buffed," he said.

Several fittings and finishing steps were required to make sure of a proper fit in the socket. All the while, Aida was understandably anxious to see the final

result. After Eclavea and Cdr. Dennis Anderson, a maxillofacial surgeon were satisfied with the final adjustment, a mirror was brought to Aida.

At first no words, just a broad, bright smile that said everything. Then after a while she said, "I thought I would never have another eye. I am very happy and grateful. You've made me the happiest girl in the world."

"I can't express how I felt about Aida," Eclavea said. "You always see a dramatic personality change when you do something like this for someone. You're changing their lives. I hope to be able to help more people like her."

When the *Mercy* returned to her homeport of Oakland, Ca., in July, Eclavea was stationed at the Naval hospital in San Diego. □





DT2 Eclavea inserts Aida's prosthetic eye and checks the alignment, explaining how she can perform the procedure herself. Aida happily views the results of his work and then looks the world in eye.



Aegis cruiser reenacts Civil War battle

USS Mobile Bay

Story by JOC(SS) Peter D. Sundberg
Photos by JOC Sundberg and PH2 Carl Duvall



On a bright, sunny morning more than 120 years ago, Confederate soldiers and sailors awoke to a sight that would be recorded in history as the end of the wooden warship era. Eighteen Union warships commanded by Adm. David G. Farragut were steaming into the heavily-mined Mobile Bay to run a deadly gauntlet of cannon fire from Forts Morgan and Gaines.

Leading the attack was the ironclad monitor *Tecumseh*. Her target was the rebel ironclad *Tennessee*. However, before the Union and Confederate warships could engage, *Tecumseh* hit a mine and

sank so quickly that all hands went down with her. There were no survivors.

Tennessee, supported by only three small wooden gunboats, faced the entire Union fleet on that hot August day in 1864. It was four ships against 17; 20 guns against some 200. The gunboats were put out of action quickly — only *Tennessee* remained. Now it was six guns pitted against 200. For two hours, Farragut's fleet surrounded the ironclad. They rammed her at full speed and fired broadside after broadside of 15-inch shells at *Tennessee* from as close as 10 feet away.

Only after *Tennessee's* steering equipment and smokestack had been shot away, her crew either killed or wounded, and the helpless ship filled with suffocating coal fumes, did her captain surrender. Though defeated, the ironclad's battle performance proved that wooden warships had become obsolete.

That bloody trek through the watery battleground was recently reenacted by the Navy's newest *Aegis* guided missile cruiser, USS *Mobile Bay* (CG 53), built in Pascagoula, Miss., and commissioned at Mobile, Ala.

"*Aegis* cruisers are named for famous battles, a fact that, in itself, isn't unique," explained Capt. F. Richard Whalen, commanding officer. "However, we are unique because we are the first to visit the site of our namesake. The *Antietam*, *Bunker Hill*, or *Valley Forge*, for example, will never get the chance to take a voyage through history."

Planning the voyage — and the ship's subsequent commissioning and participation in the annual Mardi Gras celebration — began long before the CG 53 hit the water at Ingalls Shipbuilding, in Pascagoula.

Whalen, then assigned to the Naval Academy, was given the responsibility of designing the *Mobile Bay's* crest and coat-of-arms about the same day he got his orders to the ship. The prospective commanding officer's exploration into the heritage of the battle led him to the Museum of the City of Mobile.

"The idea of the voyage was an evolutionary thing that grew from my coat-of-arms research," explained Whalen. "It began with stumping around the museum, studying artifacts and, later, visiting the battle site."

In the meantime, however, Whalen was also in the process of uprooting his family — wife, kids, dog and cat — for the move to Pascagoula.

Whalen was the first officer to report to the pre-commissioning unit at Pas-

Mobile Bay (far left) moors at the Alabama state pier in Mobile and a crewman ties down a gigantic national ensign before the ship departs Pascagoula.



USS Mobile Bay

cagoula, and when he got there he discovered he didn't even have a place to hang his hat.

"We had a couple of other crewmen running around in the weeds waiting for someone to show up, but we didn't have an office to operate from," said Whalen.

The "pre-comm" unit complex was filled to capacity by other ships preparing for departure and commissioning. While Whalen was searching for a base of operations, the remainder of the crew was slowly reporting aboard the CG 53 pre-commissioning detachment at Norfolk for further assignments to *Aegis*-associated training prior to moving on to the unit in Mississippi.

As the routine settled, the ship began to take shape as Whalen and the CG 53 crew (called "the Mob" by the civilians) toiled side-by-side with the shipyard workers. During this time, Whalen met several local men who were involved in Civil War reenactments and caught them up in the idea of a "voyage through history."

"The more I talked with the reenactors, the more I realized that we had a good chance of getting them and the historic forts involved in a battle commemoration," explained Whalen. "We had the potential for a lot of participation, color and fun."

Whalen, his crew and a cast of (literally) thousands, made the reenactment possible. As the ship departed on its eight-hour cruise, the crew, along with some 350 guests, lined the rails and waved to scores of shipyard workers ashore who had helped build the nearly \$1 billion warship. A large, yellow, triangle-shaped sign hanging from the fantail stated in one word what the crew thought of their ship: "Awesome!"

As the ship moved into the waters where the Battle of Mobile Bay was fought, Whalen yelled over the ship's

IMC, "Damn the torpedoes, full speed ahead!"

The reenactment was on.

The ship began trading ceremonial gunfire with the Confederate artillery at Fort Morgan while a detailed account of the battle was related to the crew and passengers by Caldwell Delaney, curator of Mobile's museum.

Upon reaching the site where the

Tecumseh and her crew still rest, the warship stopped to honor the Union dead with a wreath-laying ceremony and gun salute by a joint Navy and "Confederate" honor guard.

When the 567-foot warship entered port at Mobile, it was greeted by bands, state and city officials, and scores of other well-wishers. Whalen was met by the city's Azalea Trail Maids (dressed in



A crewman and a visitor (top) relax during the cruise. A wreath is laid (bottom) on the site of the sinking of the Union ironclad *Tecumseh* during the Battle of Mobile Bay.

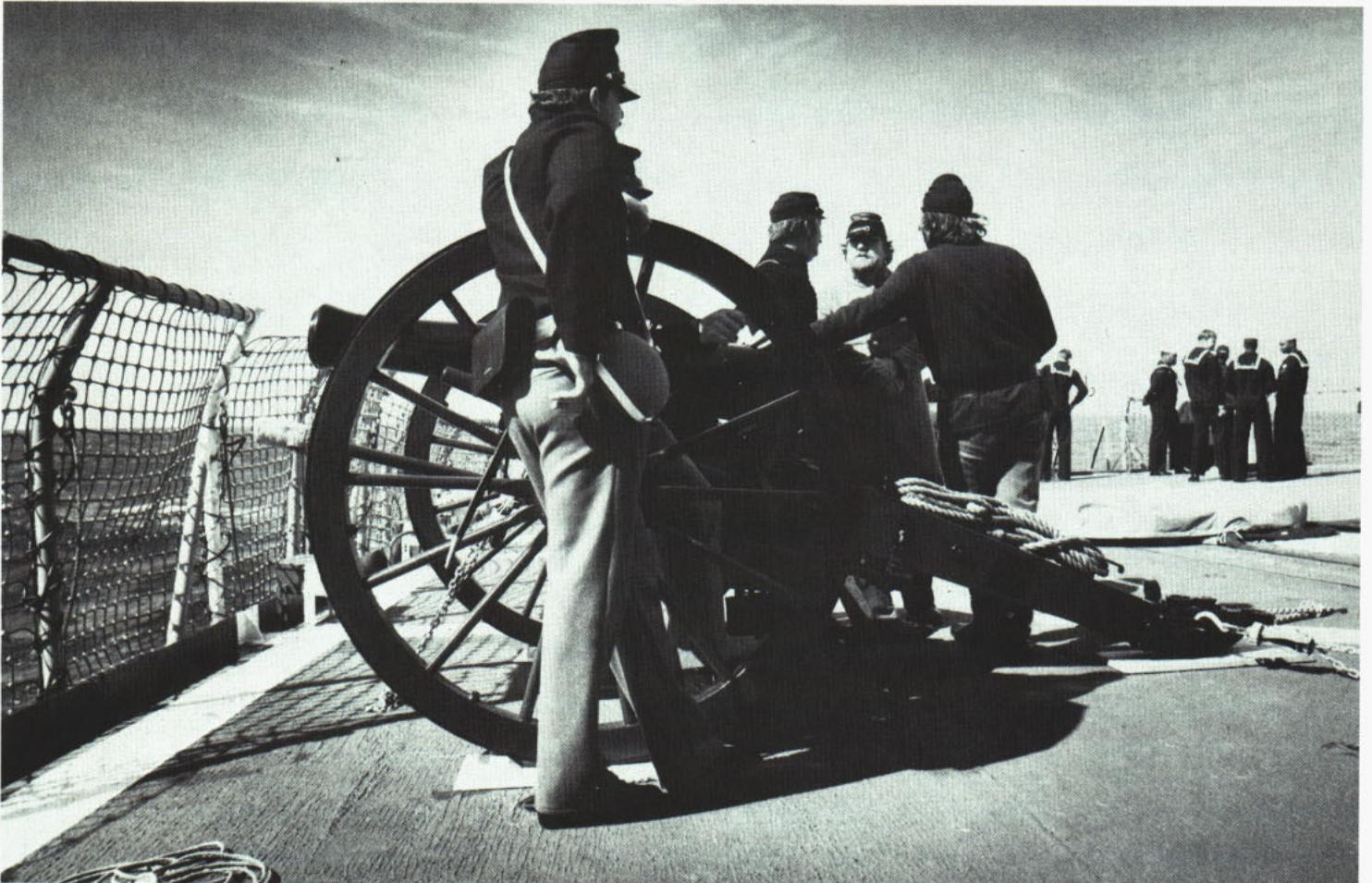


antebellum gowns), and escorted to a place of honor on the state pier. It was the start of an unusual and exciting three weeks in Mobile, which encompassed the ship's commissioning, participation in a variety of Mardi Gras events (the cruiser served as Mardi Gras flagship), and other city-hosted celebrations planned for *Mobile Bay* crew members and families.

Just as the Battle of Mobile Bay ushered in a new era of naval warfare, *Mobile Bay* and its crew will help take the Navy into the 21st century. □

Sundberg and Duvall are assigned to the Atlantic Fleet Imaging Command, Norfolk, Va.

Mobile Bay crewmen's New Orleans Mardi Gras float (top). "Confederate" artillerymen aboard *Mobile Bay* during it's voyage through history (bottom).



Buying off the shelf

"If you need it, go out and buy it." That simple advice may soon become a familiar way of doing business in the Navy. Under Department of Defense Directive 4001.1 and SecNav Instruction 4210.7, commanding officers now are encouraged to buy items directly from a civilian commercial outlet if these items are needed to help commands carry out their missions.

These off-the-shelf products, referred to as non-development items (NDI), can be purchased with monies from shipboard or base operational funds or from a share of any resources saved or earned at an installation. Except where required to preserve essential wartime support capability or where prohibited by law, commanders have maximum freedom to purchase goods and services wherever they can get the best combination of quality, supplier response and cost savings.

Allowing commanders to buy already developed and available items directly from a commercial source helps fulfill immediate operational requirements and minimizes or altogether eliminates the need for costly, time-consuming research and development on the part of the government. However, though NDIs are associated with commercially available products, they also include equipment already developed by or for the Navy, other U.S. military services or foreign military forces.

Under the secretary of the Navy policy, each command is required to have an NDI advocate. It is the advocate's responsibility to establish programs and procedures within their commands to carry out the Department of Defense and secretary of the Navy NDI procurement policies. This will include: maintaining close liaison with the commercial marketplace for new products and their possible use aboard ships or installations; developing and carrying out NDI aware-

ness programs for personnel at all levels; maintaining progress reports on the NDI program that may be used as part of the semiannual flag-level review of acquisition streamlining; and identifying and reporting to Space and Naval Warfare Systems Command, which monitors NDI, those policies and procedures that may hinder the use of NDI.

The NDI policy applies to all Navy programs that result in the procurement of hardware and software. It is the intent that the use of NDI systems or equipment will be a primary means of satisfying the material needs of the Navy.

In a recent interview, Joseph K. Taussig Jr., special assistant secretary of the Navy for safety and survivability, elaborated on Navy acquisition policies and discussed in particular aspects of NDI acquisition and how it enhances shipboard safety and survivability, one of the Navy's primary concerns.

"Personnel casualties and material damage obviously adversely affect a commanding officer's ability to perform his mission," he said, "and it follows that operational safety is a critical function of military command . . . and if casualties or damage occur today, tomorrow is too late to avoid adverse effects." These are the principles upon which safety and survivability rest.

The two programs used to carry out safety/survivability policies are the Interim Certification program (ICP) and Proven Technology Applications program (PTAP).

Under ICP, commanding officers can be given the go ahead to purchase NDI products that have been judged applicable for shipboard use by Taussig and his advisors. These NDI items can be purchased under the authority of DoD Directive 4001.1 if funds are available.

PTAP encourages personnel to use their ingenuity in experimenting with

NDI items to try to discover other applications for which they can be used. This hands-on program capitalizes on the imagination and initiative of the Navy's men and women. Still, Taussig said, both programs must rely on "the common sense and judgement of individual commanding officers and their knowledge of their own environments."

Taussig said that technical control for NDIs rests with particular systems commands. He said that each has established an "F Code" to provide a focal point at the Commander Systems Command level for the exercise of technical control. Examples of F Code centers include, but are not limited to, Naval Supply Office (NavSupOf) and Naval Air Office (NavAirOf).

Taussig maintains a close working knowledge of the F Codes to iron out any problems that might arise between the NDI programs and the systems commands. Taussig added that many commands are, on their own initiative, establishing F Codes to provide leadership in assessing plans, programs and acquisition streamlining progress.

In the matter of budgeting for NDI, Taussig said that because of the newness of the NDI policies and programs, "budgetary control is a necessarily evolving problem, in the context that under normal circumstances, the budgeting process pre-supposes a three-year lead time." As a consequence, "commanding officers must rely on their own discretionary funds and funds made available to them through their chains of command."

Taussig also said that as the NDI concept matures, F Codes may be able to give resource assistance to NDI programs. There are suggestions to establish an F Code to deal with problems that occur when ongoing development efforts are overtaken by events and the funds can then be spent for procurements.

There may also soon be an F Code that will focus on the problems involving safety and survivability as critical operational functions of commands in such areas anti-submarine warfare, anti-air warfare and electronic countermeasures.

Taussig stressed the continuing efforts in the federal, private and foreign sectors to upgrade safety. And through these efforts there are innumerable state-of-the-art technologies, techniques and products that are of interest to the Navy and applicable to NDI. He cited several examples of NDI products that were certified for use under ICP.

The first of these items is a smoke generator that can be purchased commercially by commanding officers. The generators add realism to fire fighter training that had relied on simulation. The "smoke" generated is not harmful, since it is really made up of a fog compound that is designed for use in stage productions and leaves no oily residue.

Another item that has been approved for purchase under ICP is the thermal imager. This device allows the viewer, to actually see images of solid objects and flame through the smoke in a burning compartment.

Smoke curtains, made of readily available fire retardant material, also have been tested and approved for shipboard use. During a test by the crew of USS *Spruance* (DD 963) at the U.S. Coast Guard fire and test detachment, Mobile, Ala., a stack of tires was ignited on one of the test ships. As smoke billowed through the deck hatch, the crew, using small spring-loaded clamps and the fire retardant fabric, quickly rigged a smoke curtain across the passageway, stopping the spread of smoke.

In another example, Taussig hypothetically described a fire scene: A ship's fire party moves down a passageway toward a reported fire. As the men arrive at the scene, one of the firefighters carefully touches the hatch door to see if it is warm. If it is, the hatch is undogged and a fog applicator is inserted in the opening. This is normal procedure. Yet, thanks to ICP and NDI, this soon may

change.

Now, in order to avoid cracking a hatch door to introduce a fog applicator, the safety and survivability office has issued an ICP to allow commanding officers to purchase a drilling device used by the Air Force to penetrate aircraft fuselages. This is an air-powered tool



that uses an air bottle or compressor for power. The drill bores through the fuselage and has a halon dispenser tube in the drill. This allows for the application of halon through the bored hole. Other fire suppressants also can be pumped through the same drill bit.

In the case of the Navy firefighters, the drill need not be used on the hatch door, but can be used at any point in the bulkhead. If the bulkhead is too strong to allow the drill to bore through it, Taussig said that he has approved a metal cutter, known as the Kerry cable cutter, that can easily cut through steel of a considerable thickness. He added that these cutters are already found in diver lockers because they also can be used underwater.

Taussig emphasized that though these NDIs provide more effective equipment for more realistic drills and correct response to actual emergencies, proper training is still the major advantage the Navy has in hazardous environments.

Taussig explained that, in applying these new programs, sailors and others within the Navy community have found many new and varied uses for NDI products other than those originally intended.

Some of these new applications include a luminescent paint that is used in putting directional arrows along passageways and ladders aboard ship. Should there be a lighting failure, the paint causes the arrows to glow, making for safer movement about the ship under darkened conditions.

Taussig also mentioned a fiberglass fabric used as insulation around ducts, pipes and conduits that found its way into many useful applications, thanks to the ingenuity of Navy personnel. The fabric is fire retardant and has been used at some naval air stations for mattress covers and now also doubles as a fire suppression and escape blanket. It is also the same material used by the *Spruance* sailors for their smoke curtain mentioned earlier.

Taussig likes to put a sailor's natural ingenuity to good use, especially with NDI products. "If you give sailors a new piece of equipment, their curiosity is stimulated and before you know it, they are touching it, thinking about how it works, trying it and then seeing what else they can do with it," said Taussig. "If sailors find that an item works as intended and can be positively applied to the ship's needs, that's great. But if they can experiment with it and find other uses, that's even better."

Taussig reiterated that many of the new technologies are readily accessible on the civilian market, and now, under the NDI policy, "I want the ships to know that the products may be obtained locally and to go ahead and purchase where possible." □

— Story by JO2 Mike McKinley

Bearings

Roanoke adopts a school

"Why do you call your ship a 'she'?"

"Have you ever shot anybody?"

"Why do you wear those funny hats?"

Kids ask the darnedest things.

That's what the crew of USS *Roanoke* (AOR 7) has discovered since "adopting" Rossmoor Elementary School of Los Alamitos, Calif. as part of the Chief of Naval Operation's Adopt-a-School Program.

The newly-formed partnership began in April as 10 crewmen spent the afternoon at the elementary school, giving demonstrations of their jobs, showing the third- through fifth-graders a videotape presentation featuring *Roanoke* and, most challenging of all, fielding questions from the students.

Every crewman's request for questions was answered by a forest of waving hands. Some crewmen were surprised to find themselves deluged with autograph-seekers following the presentation.

Seaman Brady Sessions summed up the afternoon by shaking his head and grinning, "Kids are a trip."

The school returned the visit by touring *Roanoke* at Naval Station Long Beach.

One hundred children started their afternoon with a pizza lunch on the ship's mess decks, and one fifth-grade girl assured a crewman that the "pizza was great."

After lunch, the students broke up into small groups to tour the all-capability oiler, from stem to stern. The most popular spots were the pilot house, where the children got a quick course in "driving" the ship, and the signal bridge, where they viewed the Long Beach panorama through the ship's "big eyes" binoculars. Another highpoint of the tour was a display of *Roanoke's* small arms, including the Colt .45 pistol, the M-14 rifle, and the M-60 machine gun.



Roanoke's Commanding Officer, Capt. Robert P. Hickey, and two of his officers also visited the school and gave a presentation. Lt. j.g. Jim Kilroy, public affairs officer; Lt. Jerry Phelps, ship's chaplain; and Hickey spoke briefly about their respective jobs and their experiences while recently deployed to the Western Pacific.

The Adopt-a-School program is part of a comprehensive program of Personal Excellence started by the Chief of Naval

GMSN Gonzalo Bastidas explains a 20 millimeter machine gun to a Rossmoor student.

Operations. This program and others, including Saturday Scholars and the Math/Science Initiative, encourage young people to stay in school by providing recognition for student achievement and by emphasizing the importance of education to a technology-oriented Navy. ■

Stark families receive grants

The Fleet Reserve Association has issued immediate grants totaling \$29,000 to the surviving families of sailors killed aboard USS *Stark*.

In commenting on the FRA grants, William G. McCarley, national president of the association, said, "In the sea-services family we have a tradition of taking care of our own. The FRA is ready to help in any way we can. This incident in the Persian Gulf clearly demonstrates that even during peacetime, our service personnel often go in harm's way

and are deserving of the nation's fullest support."

He has offered the total staff and resources of the organization to assist the families of *Stark* victims in any way possible.

The Fleet Reserve Association is a service organization composed of 158,000 career enlisted personnel of the U.S. Navy, U.S. Marine Corps, and U.S. Coast Guard. Its members, both active duty and retired, belong to more than 345 local branches throughout the United States and at overseas military installations. Some 6,000 FRA members reside in the Jacksonville/Mayport area, home port for *Stark*. ■

Satellite marks 20 years

A Navy navigation satellite, which has outlived any other satellite launched by the United States, recently celebrated its 20th year.

Designated *Oscar 13*, the solar-powered satellite was launched on May 18, 1967. Today, despite an original design life of five years, it still functions as part of the Navy's *Transit* satellite navigation system, which is used by ships and submarines to chart their courses around the globe. According to officials at the U.S. Space Command's Space Surveillance Center, *Oscar 13* is the oldest still-active U.S. satellite on record.

The beginning of the *Transit* satellite system dates back to the late 1950s. When the Soviet Union launched their first *Sputnik* in 1957, scientists at Johns Hopkins University's Applied Physics Laboratory (APL) began tracking the satellite's radio signals as it passed overhead. *Transit* used this type of tracking.

Today, more than 80,000 military, private, and commercial vessels worldwide use the *Transit* system to navigate.

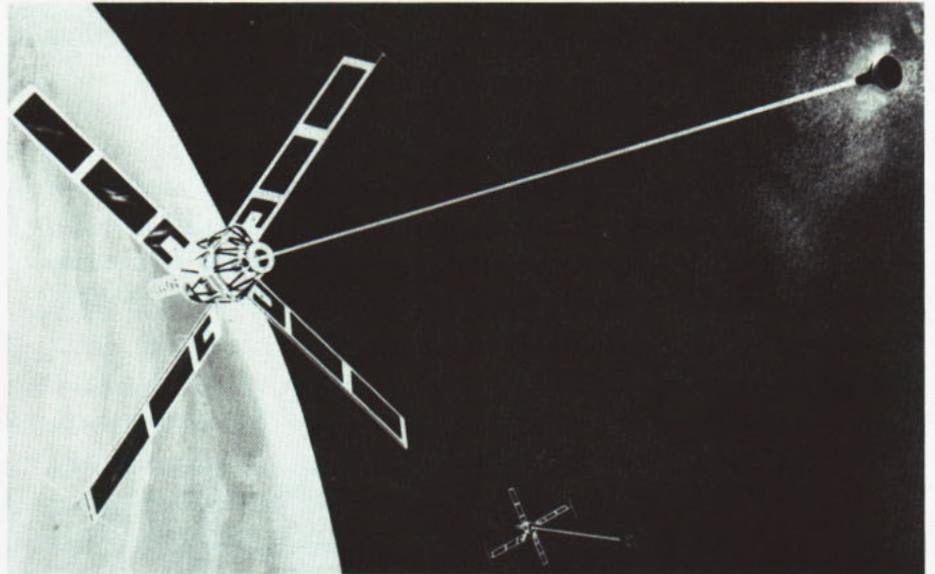
Oscar 13, which was designed and built at APL, is one of six spacecraft that make up the current navigation system.

The *Transit* satellites circle the Earth's poles at an altitude of 600 nautical miles, their orbits forming a "birdcage" around the planet. Like the other satellites in the system, *Oscar 13* weighs about 100 pounds and consists of an octagonal, hat-box-shaped main body, four solar power panels, a lampshade antenna, and a long weighted boom that keeps the satellite antenna pointed toward the Earth.

Today, in addition to the 20 years of service posted by *Oscar 13*, two other spacecraft in the system are still functioning at ages 14 and 10.

When *Oscar 13* reached its 20th birthday, it had traveled more than 2.8 billion miles, or the equivalent of 5,969 round trips to the Moon or 30 round trips to the Sun. The satellite will have logged more than 175,000 hours of service at 99.965 percent reliability and will have broadcast over five million navigation messages to *Transit* users. ■

A pair of Oscar-type Transit navigation system satellites are shown in this artist's conception. Ships and submarines use the satellite navigation system to chart their courses around the world.



Independence SLEP

Nearly 350 pieces of electronic equipment have been restored and rehabilitated by USS *Independence* (CV 62) crewmen since they began the Service Life Extension Program (SLEP) two years ago in Philadelphia. This is the first time a SLEP carrier's crew accomplished this amount of electronic work on shipboard equipment, resulting in thousands of dollars being made available for other projects.

At their waterfront location, a small

square building next to an inactive ship's basin, *Independence's* equipment overhaul division field-stripped a majority of the ship's principal communications equipment — HF receivers, line-of-sight transceivers, flight deck headphone/receivers, boat radios, speakers, amplifiers — and a host of special purpose units that work in conjunction with new and established combat systems. The overhaul work encompassed projects from simple cleaning and inspecting to completely disassembling, sandblasting, rebuilding, and painting components.

When USS *Saratoga* (CV 60) and USS

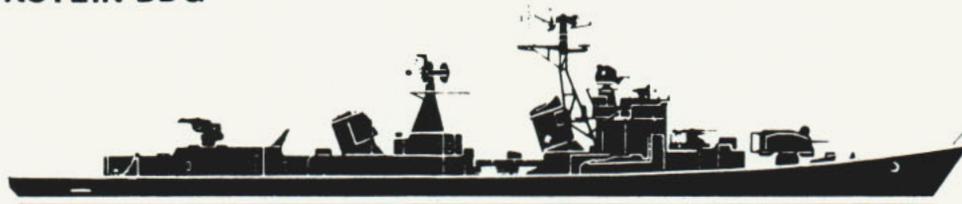
Forrestal (CV 59) were in SLEP, they were limited to overhauling a few dozen portable, boat and emergency radios. During *Independence's* work definition conference, conducted before SLEP began, it was decided that the ship's force be made available more than was done aboard previous carriers. The crew also handled miscellaneous electronic repair jobs around the ship.

Electronic Technicians gained valuable experience by overhauling shipboard equipment and they'll better understand the equipment's capabilities when the units are put in operation. ■

Guided missile destroyer (DDG)

KOTLIN Class

KOTLIN 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.

Displacement:

3,600 tons full load;

Length:

127 meters (413 feet);

Propulsion:

Steam turbines, 36 knots;

Main armament:

Single twin SA-N-1 SAM launcher;
Single twin 130mm DP gun mount;
Single quad 45mm AA gun mount.

Nine *Kotlin*-class destroyers were converted to DDGs in the 1960s, with a single twin SA-N-1 SAM launcher in-

stalled in place of the aft 130mm mount. These ships retained five of their 21-inch torpedo tubes and have added two 12-barreled (or in two ships, 16-barreled) ASW rocket launchers. One unit has had three quad 45mm mounts and four have had 4 twin 30mm guns installed. Eight of this class remain in the Soviet inventory; one was transferred to Poland in 1970. □



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 July 1977 *All Hands*

• President Jimmy Carter and Mrs. Carter took a one-day trip aboard USS *Los Angeles* (SSN 688). The presidential party boarded the attack submarine at Port Canaveral, Fla. The crew demonstrated the sub's propulsion plant and maneuvering capabilities. The President had never been aboard a nuclear-pow-

ered submarine. He served aboard diesel subs while in the Navy and was in the nuclear-power program immediately before leaving the service in 1953. Also accompanying the President were Adm. H. G. Rickover, director of the Navy's Nuclear Propulsion Program and Vice Adm. Joe Williams, commander Submarine Force Atlantic.

• The Navy Selection Board, considering 325 applications, has completed its deliberations and has forwarded 90 space

shuttle nominations to the Department of Defense. Release of the names of the Navy nominees will be made after the Department of Defense receives nominations from all military services. A joint military nomination list was scheduled for release in late June. The final space shuttle astronaut selection (15 pilots and 15 mission specialists) will be made by NASA after the review of applications of all military and civilian nominees is completed. □

20 YEARS AGO

in the July 1967 *All Hands*

• While doing some advance scouting for the Sealab III project, a chief boatswain's mate set a Navy depth record for swimmer dives. The chief, Richard Villasenor, submerged to 440 feet to survey the sea's floor just off San Clemente Island, near San Diego. Before returning to the support ship, USS *Apache* (ATF 67), he planted a sign on the bottom, welcoming the Sealab III expedition. During the dive, the chief used a conventional non-heated wet suit, swim fins, a weight belt and a specially designed helmet adapted to a helium-

oxygen breathing system.

• As the two helos from USS *Mars* (AFS 1) began to transfer stores to the guided missile heavy cruiser USS *Canberra* (CAG 2), the pilots had no trouble deciding from which side to make their approach. *Canberra* was blasting away with its 8-inchers at the time. It happened one night off the Vietnamese coast when *Mars* received a message from *Canberra* requesting replenishment. The cruiser was standing by near the beach on a gunfire support mission for troops ashore. *Mars'* commanding officer ordered the pilots to keep on replenishing. As *Canberra's* guns thundered on one side, the vertical replenishment continued on the other. *Mars'* in-combat



vertrep advanced the primary aim of the Navy's replenishment program — keeping ships on station, ready for action. □

40 YEARS AGO

in the July 1947 *All Hands*

• A new crane, so huge its operators will use two-way radios to talk with ground crews, is being completed at the Naval Shipyard, San Francisco. The 450-ton crane is the largest in the world. The gigantic hoister will have a lifting capacity 100 tons greater than the largest ground or floating crane equipment in existence. The new crane stands 182 feet

over its dock, operates along a 730-foot overhead runway of the bridge type, and its twin lifting devices can operate singly or together. Singly, each has a capacity of 245 tons.

• Something else you can do on a carrier that you can't do on any other ship — besides land an airplane — is hold a track meet. The wooden flight deck makes a fine surface for running, and a three-lap mile course can be laid out, or a 440 with one turn and a 220 straight-away. Two-hundred and fifty Boston

athletes — from school boys to college stars — turned the flight deck of USS *Randolph* (CV 15) into a running track and turned in some very fast performances. *Randolph's* crew was stationed around the edges of the flight deck to prevent excited spectators from going overboard, and several of the crew were bunched on the outside of the tight turns at each end of the deck to reduce the mental hazard to the runners who had to charge down to very-nearly the ends of the deck before going into the turns. □

Mail Buoy

Tough times in old Navy

First, I would like to apologize to JO2 Mike McKinley for a misstatement I made about a previous article by him in the October 1986 issue of your magazine: an attempt was made by *Constitution* to tow HMS *Guerriere* in the darkness immediately following the battle; conditions precluded it, however, and by morning it was evident the ship could not be saved. My error, for having relied on memory and not checking before the letter was mailed.

With that off my chest, I would like to congratulate said JO2 McKinley for his fine article on old-style Navy punishment in the February 1987 issue ("Shadow of the Cat") and offer a couple of additional tidbits:

—A punishment sometimes used for thieves was that of "running the gauntlet," which meant that the guilty party was made to move slowly on all fours down between two long lines of his shipmates, each of whom was equipped with a short length of knotted rope known as a "knout" or "starter." The men were then permitted to flail away at the culprit as he passed them by. As theft was considered one of the most heinous crimes at sea, the severity of the punishment is understandable.

—Court-martials sometimes awarded "flogging through the squadron," where the guilty party received equal portions of his total number of lashes (up to 300 in USN records) from boatswain's mates from each of the ships present. For this, he was triced up in a ship's boat and rowed around the anchorage so that each ship's crew could be mustered and learn the lesson. If the attending surgeon so decreed, the process would be stopped until the man had recovered sufficiently to resume the punishment days later, until the required number of lashes had been delivered.

—One sailor who was on the receiving end of the cat described it thusly: "I felt an astounding sensation between the shoulders, under my neck, which went to my toe-nails in one direction, and my finger-nails in another, and stung me to the heart, as if a knife had gone through my body . . . He came on a second time a few inches lower, and then I thought the former stroke was sweet and agreeable compared with that one . . . I felt my flesh quiver in every nerve, from the scalp of my head to my toe-nails. The time between each stroke seemed so long as to be agonizing; and yet the next came too soon. . . ."

It's hard to believe that the very men who were on the receiving end of such punishment were so outspoken about retaining it when,

in 1850, in response to political pressure, the practice was ended. The sailors considered fines and confinement to be unmanly.

—Tyrone G. Martin
Cmdr. USN (ret), Cohasset, Mass.

AKA a/k/a AKL

An article on page 34 of the December *All Hands* says USS *Mark* was an AKA.

That's wrong.

Mark was AKL 12, not AKA 12. AKA 12 was USS *Libra*. I remember *Mark* well. I visited her in a Sasebo drydock sometime in 1969 or 1970.

—Cmdr. David L. Dillon
Los Angeles, Calif.

• *Good catch.* The December 1966 *All Hands*, where we got our information on USS *Mark*, was incorrect. USS *Mark's* designation was indeed AKL 12. We confirmed the correct information from the Dictionary of American Naval Fighting Ships (Vol. 111 1968). —Ed.

Shooter support

There was interesting, worthwhile information presented in the December 86 Navy Rights and Benefits section dealing with MWR. However, it brings to mind an old and nagging frustration.

On page 46 under the heading of "Sports and Physical Fitness," you note that "For the especially talented athlete, there are All-Navy training camps as well as interservice, national and international competitions, including the Pan American and Olympic Games, in approximately 40 different sports."

The training camps provided to our "especially talented athletes" are listed on page 40, and include those for bowling, golf, tennis, and chess. Predictably, nothing is listed for Navy shooting competitors — pistol, rifle or shotgun. To the best of my knowledge, all three are still prominent events in both Pan American and Olympic competitions.

It's a very odd situation. Even though we have Navy shooters on board who, with a little support, could very likely represent the Navy as members of Pan American and Olympic Teams, it won't happen. It seems we'll be sending our chess athletes to training camp instead. Odd indeed.

—Lt. Norman Hill
Pensacola, Fla.

• *The Navy Sports Office advises that*

pistol, rifle and skeet are supported at the national, international, Pan American and Olympic levels. Support typically includes TAD orders, travel and related expenses. There is no training camp for these events as they are not officially part of the Armed Forces Sports Championship schedule. Qualified shooters are encouraged to apply through their local athletic director or recreation officer for consideration of support to higher level competitions. Application information may also be found in NavMilPersComInst 1710.7, "Administration of Navy Sports Programs." —Ed.

Pigs and Roosters VI

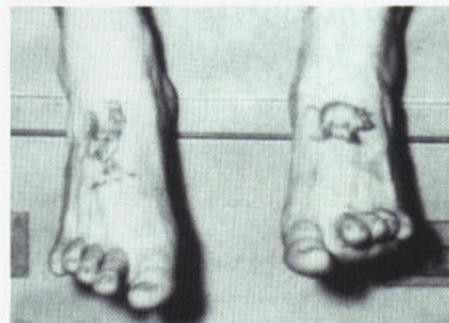
Many years ago, as an intern at the Veterans Administration Hospital in Indianapolis, I saw many old Navy veterans with pigs and roosters tattooed on their feet. The tattoos were always on the top, never the sole or ankle. I never thought to ask if it mattered which foot the animals were on.

The explanation was that it was an old sailors' good luck superstition, harking far back to when ships carried live pigs and chickens on board as a source of fresh meat. The animals were kept in wooden coops and, for obvious reasons, on the open deck. When ships sank, sometimes the animals would survive because the wooden coops would float. Therefore, tattooing a rooster and pig on your feet would bring you luck and prevent you from drowning.

—Capt. S. William Berg
San Diego

Pigs and Roosters VII

Concerning your inquiry about the pig and rooster tattoos — I enlisted in the early 1930s and was fascinated by the many tattoos seen in those days, particularly those of naval and maritime significance — and even acquired a few myself — including a pig and rooster, as seen in the enclosed photo. The photo was



taken aboard USS *Hornet* (CV 12) several hours after the so-called "Marianas Turkey Shoot," during the euphoric aftermath, in the course of which, a few of us CPOs gathered in a guinea pullman for a sip or two of soft drink. One of the celebrants was a Chief Photographer's Mate (Duke Helms) who had been threatening to preserve my tattoos for posterity — and did.

Anyway, the most frequent background passed on to me was that the design went back many hundreds of years to the days when sails were the propulsion of choice and refrigeration was also in the far distant future. Fresh meat was confined to such livestock as could be carried, depending on the length of journey, seafaring appetites and such speed as could be mustered.

The story goes that a particular vessel was lost in a storm and the only survivors were a pig and rooster found on a raft. Legend began to have it that there was some significance here — hence, such tattoos would ward off being lost at sea. I saw no harm in adding this bit of good luck to my anatomy and later found it of some merit when my records and accounts went down on the USS *Houston* (CA 30). But I happened to be temporarily on the USS *Peary* (DD 226) and later was a survivor in that instance. So I can only say it worked for me.

As for foot vs. ankle, I never saw these tattoos except on the tops of the feet. Anyone having a tattoo on their ankle would probably require more rum than I needed when my feet were engraved — lots more. Tender skin.

As for placement, I never saw other than the conventional. I did ask the "artist" who applied mine and he gave me a look of mixed scorn and pity and said, "Take off port shoe, please!"

Yours for nautical enlightenment.

—Cecil St. Clair King, Jr.
Arlington, Va.

Reunions

• **All Navy and Marine Corps Mail/Postal clerks** — Reunion Sept. 10-15, 1987, Minneapolis, Minn. Contact Patricia D. Hamilton, 5501 Seminary Rd., Unit 1109-South, Falls Church, Va. 22041; telephone (703) 845-5428.

• **USS Barton (DD 722) in and around Korean War** — Reunion Sept. 10-17, 1987, St. Louis, Mo. Contact Jim Deters, 356 Jerlou Drive, Ft. Mitchell, Ky. 41017.

• **USS Allen M. Sumner (DD 692)** — Reunion Sept. 16-19, 1987, Charleston, S.C. Contact Roy Ferguson, 145 NE Fatima Terrace, Port St. Lucie, Fla. 33452.

• **Naval Mine Warfare Association** — Reunion Sept. 16-20, 1987, Charleston, S.C. Contact Herb Stettler, 3604 Greenleaf Dr., Santa Rosa, Calif. 95401; telephone (707) 545-8626.

• **USS Russell (DD 414)** — Reunion Sept. 17-19, 1987, Norfolk, Va. Contact W. Singletary, 4544 62nd St., San Diego, Calif. 92115; telephone (619) 582-1337.

• **USS Wasp (CV 7)** — Reunion Sept. 17-20, 1987, San Diego. Contact Red Connell, 7215, West 24th St., Tacoma, Wash. 98446; telephone (206) 564-3535.

• **USS Lavallette (DD 448)** — Reunion Sept. 17-20, 1987, New York, N.Y. Contact Leonard Ennico, 766 Tuckahoe Road, Yonkers, N.Y. 10710; telephone (914) 793-6426.

• **USS Blackhawk (AD 9) and assigned destroyers** — Reunion Sept. 17-24, 1987, Orlando, Fla. Contact G. H. Mason, 2212 122nd Ave. E., Puyallup, Wash. 98372; telephone (206) 863-8666.

• **USS Fletcher (DD-DDE 445)** — Reunion Sept. 17-24, 1987, Charleston, S.C. Contact Edward A. Horsman, 313 Deers Head Blvd., Salisbury, Md. 21801; telephone (301) 742-0276.

• **USS Alcor (AR 10/AD 34), World War II** — Reunion Sept. 18-20, 1987, Sandusky, Ohio. Contact David Thomas, 2130 Olds St., Sandusky, Ohio 44870; telephone (419) 626-8546.

• **USS Rodman (DD 456/DMS 521)** — Reunion Sept. 18-20, 1987, Lancaster, Pa. Contact H. L. Walls, 421 Murry Drive, Lancaster, Pa. 17601; telephone (717) 569-3956.

• **USS Pecos (AO 65), 1942-1946** — Reunion Sept. 18-20, 1987, St. Clairsville, Ohio. Contact William D. Price, Star Route Box 43, Portsmouth, Ohio 45662; telephone (614) 858-5871.

• **USS Pocomoke (AV 9) crew and squadron personnel** — Reunion Sept. 20-22, 1987, Las Vegas, Nev. Contact Jim Malley, 5141 Indian River Drive, Apt. 293, Las Vegas, Nev. 89103; telephone (702) 362-8468.

• **USS Everglades (AD 24)** — Reunion Sept. 23-27, 1987, Lake Geneva, Wis. Contact Ronald Curtis, 2954 Hilleman Ave., St. John, Mo. 63114.

• **USS Enterprise (CV 6) and air groups.** — Reunion Sept. 23-27, 1987, Arlington, Texas. Contact James Barnhill, 6633 Briley Dr., Fort Worth, Texas 76180; (817) 281-3884.

• **USS Boise (CL 47)** — Reunion Sept. 23-26, 1987, Boise, Idaho. Contact Don B. Fitch, P.O. Box 26933, Salt Lake City, Utah 84126; telephone (801) 972-2348.

• **USS Chandeleur (AV 10) World War II** — Reunion Sept. 23-26, 1987, San Francisco. Contact Kenneth E. Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 845-5076.

• **USS Langley (CV 1), AV 3), Covered Wagon Association.** — Reunion Sept. 18-20, 1987, Springfield, Va. Contact Earl Gainer, 184 Beachmont, Dr., Newport News, Va. 23602; telephone (804) 847-7232.

• **USS West Point (AP 23) World War II** — Reunion Sept. 24-28, 1987, New Orleans. Contact John E. Daniel, 3728 South Fuller, Independence, Mo. 64052.

• **USS Lansdowne (DD 486)** — Reunion Sept. 24-27, 1987, San Diego, Calif. Contact Bob Bennett, 1723 Lanai Drive, El Cajon, Calif. 91021; telephone (619) 442-7611.

• **USS Chester (CA 27)** — Reunion Sept. 24-27, 1987, Las Vegas, Nev. Contact F. D. Whitegon, Rural Route 2, Box 161, Mayetta, Kan. 66509; telephone (913) 966-2460.

• **USS LCI (G) 726** — Reunion September 25-27, 1987, Baltimore, Md. Contact Donald W. Reader, 2717 Cambridge Drive, Fort Wayne, Ind. 46808; telephone (219) 483-8740.

• **USS Wilson (DD 408)** — Reunion Sept. 25-27, 1987, St. Louis, Mo. Contact Milton Crookston, 571 Inwood Dr., Santa Barbara, Calif. 93111; telephone (805) 967-4214.

• **USS Belknap (DD 251) World War II** — Reunion Sept. 25-27, 1987, Williamsburg, Va. Contact Paul J. Eisenman, 540 E. Portage Tr., Apt. 103, Cuyahoga Falls, Ohio 44221.

• **USS Belet (APD 109)** — Reunion Sept. 26-27, 1987, St. Louis, Mo. Contact F. A. Weaver, Box 696, Galveston, Ind. 46932; telephone (219) 699-6094.

• **USS Badoeing Strait (CVE 116)** — Reunion Sept. 10-27, 1987, Las Vegas, Nev. Contact Henry C. Trotter, 106 Sage Dr., Universal City, Texas 78148; telephone (512) 658-3447.

• **USS Helm (DD 388)** — Reunion Sept. 27-30, 1987, Randolph, Mass. Contact Paul Thoresen, 60 Chickatawbut St., Boston, Mass. 02122.

• **USS Metcalf (DD 595)** — Reunion Sept. 30-Oct. 3, 1987, Colorado Springs, Colo. Contact John M. Chittum, 350 South Walnut St., Huntington, W.V. 25705; telephone (304) 523-6963.

• **USS Saucy (PG 65)** — Reunion Oct. 7-10, 1987, Baltimore. Contact Henry Rogers, 38 Falcon Terrace, Middletown, Conn. 06457.

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Navy Rights & Benefits



Duty Overseas

Duty Overseas

Duty overseas — anywhere overseas — can be exciting and challenging, but be prepared for some changes. No matter where you go, you'll find differences in cultures, lifestyles and finances — and the Navy will help you before you go, after you arrive and when you return.

Have orders, now what?

The Navy's Command Sponsor Program is meant to help you, and a transfer overseas is the best time to use the program. Request a sponsor; he or she will have information about your overseas duty station and can help guide you through much of your transfer process. You also can check with the Overseas Transfer Information Service for answers to questions you may have while preparing to go overseas.

Your sponsor will send you the command's welcome aboard package with information on housing (military and civilian); household goods shipment, military facilities, schools for children, local economies, passports, Temporary Lodging Allowance (TLA) and a list of what to take with you to make your in-country living comfortable.

Your personnel support office will handle the paperwork for official passports and will work with the Navy Passenger Transportation Office on arrangements for Military Airlift Command flights for you and your family. The personnel office will notify you of the time, date and terminal to which you'll report for your flight.

You'll be screened for overseas duty by your detailee, by medical, and by someone at your command. This screening is a very important evaluation of your past record and any special problems you or your family members may have that could affect your adjustment and performance overseas.

Shipping household goods. Schedule and interview with your base personal property office.

The interviewer will set up a pack-out and pick-up date, will estimate the weight

of your household goods, and will give an approximate date when your household goods will arrive overseas. Firearms, ammunition and certain food items cannot be shipped, nor can flammable items such as gasoline, paints, oil, aerosol cans or explosives.

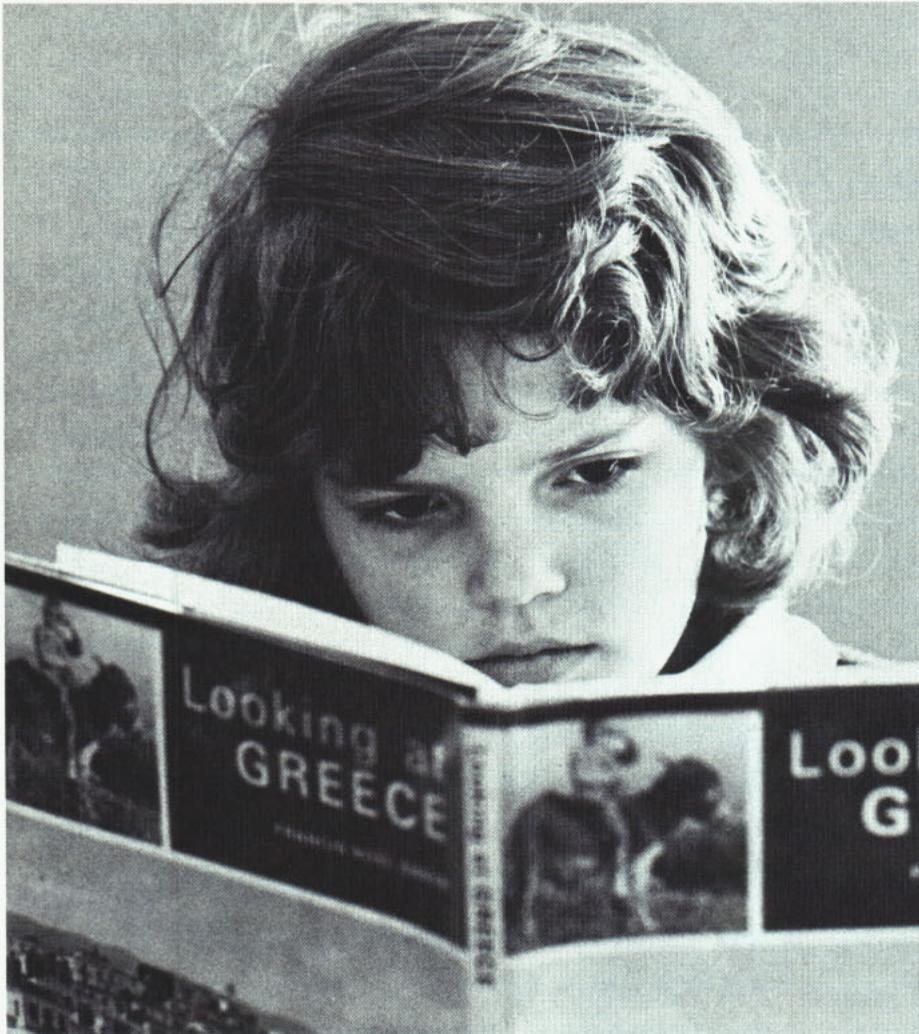
If you pack expensive items before the movers arrive, don't seal the boxes. The movers are responsible for packing every box and will check and seal the boxes and tag them "packed by carrier." In some areas, it's best not to take irreplaceable items.

When you get to your new overseas duty station, contact the personal property office to see if your household goods have arrived.

Vehicle. The government will ship your vehicle overseas, providing it meets all requirements. Each country sets its own restrictions on importation. It's your responsibility to make the necessary modifications to your automobile to meet those restrictions. Some of these restrictions could include requirements for mud flaps, operable seat belts with shoulder harnesses, or head lights and/or



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tail lights of a certain color. Some countries even restrict oversized cars, those with large engine capacities, or cars that are too old. See your Personal Property Office for information on shipping your vehicle.

Special allowances. Check with your disbursing office on any special pay and allowances you may receive at your new duty station. Special pay could include cost of living allowance, and possibly rent plus, a housing allowance, a station allowance, foreign pay or isolated duty pay. Another source of information about allowances is the Joint Federal Travel Regulations manual.

Housing. With the information your sponsor provides on available housing, you can have a place waiting for you if

you give your sponsor a limited power of attorney to sign a lease or make a deposit for you. For unaccompanied housing, you may elect to live on the local economy and will receive basic allowance for quarters, but you may need permission. A few overseas duty stations do not allow service people to live off base. Check with your sponsor for more information.

Will you need a car? The country you're going to may have good public transportation and you may not need your own vehicle.

If you do decide to take a car, the government generally will pay for the shipment of a privately owned vehicle — be sure you have all the ownership papers before shipping.

If you have a car loan, you won't need a note from the bank giving permission to take the car outside the continental United States, but you may want to start an allotment to cover the payments.

Your insurance agent should be able to help you extend insurance to cover the country you're going to. If it's not valid outside of CONUS, ask your sponsor about companies operating in the country.

Cars which use unleaded gasoline are often prohibited overseas because unleaded gas is not available. If you take your car, you will need to make adjustments to the gas tank opening and the catalytic converter will need to be replaced when you return the car to the states. Check with the base's Navy Passenger Transportation office on what you need to do to ship the car.

Pets. It may be nice to think of taking your pet with you to the new duty station, but consider the stipulations.

Some overseas countries don't allow animal importation, and those that do may require a quarantine period. The U.S. Department of Agriculture, the country's American embassy or any veterinary service on base determines the quarantine period, which can be from a few months to almost a year.

You will need an international health certificate and a rabies vaccination certification from a veterinarian and an import license from an American consul or embassy. You will need to pay all quarantine costs. You also may need to make and pay for transportation arrangements since pets are allowed on very few MAC flights. Check with your transportation office for more information on transporting your pet.

OTIS recommends that you leave your pet with a friend, relative, or a boarding kennel until you can send for your pet. Place the shipping of the pet with a firm that specializes in shipping animals; they will know what papers are necessary and what rules must be observed.

For further information on the regulations governing the shipment of personal

Duty Overseas

pets overseas, call OTIS.

Schools. The Department of Defense operates a school system in most overseas areas where American forces are stationed. Your sponsor, your new command, the host nation embassy or OTIS can help you with information about Department of Defense Dependent Schools.

In other areas, there are private schools devoted to the education of foreign students. Find out the rules and customs of these schools. The school atmosphere in many foreign countries is much more formal than in the United States. Uniforms may be required or special dress codes may be in effect. Also, discipline may be somewhat more severe, and the learning-teaching process may be more structured than in the U.S.

Whatever the school situation, be sure to take copies of transcripts and records with you. It helps overseas counselors place your children in the new school and can avert re-entry problems when you return to the states. It also eliminates the possibility of your child repeating a grade.

Driver's licenses. Some countries will issue you a driver's license, but it's wise to have a current stateside license and an international driver's license, especially for dependents who will be driving in the host country. Check with the American Automobile Association (AAA) or the Department of Motor Vehicles in your area about getting an international license.

Adult education. Most U.S. overseas stations have continuing education programs through college and community college extensions. Check with your base's Navy Campus for Achievement office for the college sponsored in your assigned overseas duty station. Also, collect transcripts of past courses for placement and continuation of your education.

tion programs for incoming active duty members and their families. Through a program coordinator or the base's Family Service Center, you can learn about the country and its culture, politics, history, customs and language. There's also training in culture shock, coping skills, information gathering and instructional field trips.

The command also may prepare and hand out materials with lists of useful resource books, local maps and cultural information.

In some overseas duty stations, you may receive ration coupons and control cards when you process into the command. Supplies of items like gasoline, cigarettes, liquor, and stereo equipment and cameras are limited, especially in isolated areas, since they're highly de-

sirable items for the illegal black market.

Buying overseas. Most familiar brand names manufactured in the United States are available in your base commissary and Navy Exchange, but because these items are imported you should expect shortages. Be prepared to try different brands of foods and clothes in the host country.

If you require a special diet, be sure to plan ahead and take an emergency stock with you. If you need a particular size in shoes or clothing, take along mail order catalogs.

American appliances may not adapt to the host country's electrical outlets or operate on the same current. Commissaries and Navy exchanges can provide familiar items in appliances, but usually transformers or adaptors are required.

What happens once I get there and while I'm there?

Your new base will conduct orienta-



Duty Overseas



Duty-Free goods. On base you can buy items without tax. Off the base, you can generally purchase an item tax free by showing your I.D. card. Some private businesses don't charge tax on expensive items such as cars and cameras, but you will have to ask the merchant.

Marriages to foreign nationals. Paperwork will need to be filled out to marry and bring back a foreign national as your dependent. Check with the base's legal services office on regulations governing marriage to a person from another country.

Children born overseas. Any child born overseas needs two birth certificates, one as a U.S. citizen filed with the American embassy and one from the base hospital.

Medical care. Check with your present base clinic about overseas facilities if you have special needs. Routine dental care is available at most overseas commands on a space-available basis, but orthodonture is available only at major dental centers.

Take care of known and treatable conditions before you transfer. Make sure your dental records are up to date.

If you get sick and aren't near American doctors or facilities, seek advice from the embassy or consulate. They will recommend a reliable doctor.

How do I prepare for my return to the states?

Shipping household goods. Household goods shipped back are duty-free, but any hand-carried items will need to be declared. Custom declaration forms can be obtained from the air terminal on base or your personnel support detachment.

School records. Get a full record of overseas schoolwork for you and your dependents. These records are essential to college entrance.

Vehicle. You will be entitled to ship a vehicle back to the states, whether or not you shipped one overseas. However, the government will not ship certain foreign-made vehicles. Check with your Personal

Property Office or Navy Passenger Transportation Office before you purchase a car overseas.

Overseas Transfer Information Service

OTIS has up-to-date information on overseas Navy duty stations plus information on overseas life. It also has sources and contacts for unusual problems. As part of the Overseas Duty Support Program, OTIS is organized to answer questions from sailors and their families.

OTIS was established Feb. 14, 1980, to provide a central source of information for any aspect of overseas duty. OTIS has access to information on housing, part-time job prospects, transportation, pets, the foreign currency rate, Army and Air Force bases overseas, and many other subjects. OTIS also has access to American foreign embassies, consulates and naval attaches, as well as numerous sources in the Washington, D.C., area.

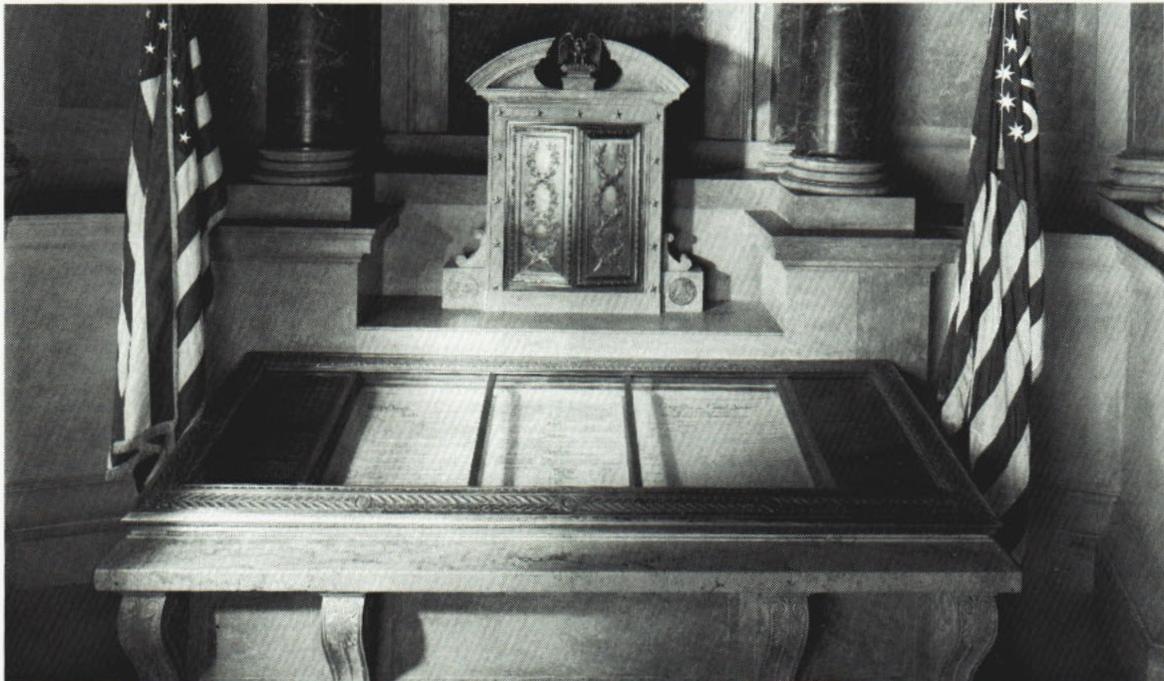
Call OTIS at AUTOVON 224-8392/3 or collect (202) 694-8392/3. The office is open from 8 a.m. to 4:30 p.m., Eastern Standard Time with a recording device to receive your call after hours.

Family Service Centers

Family Service Centers overseas aid single sailors as well as married sailors and their families with information or assistance through their orientation and adjustment to foreign country. Throughout your tour, the Family Service Center is the place to go for information or assistance. Their motto is, "If you have a question and we don't have the answer — we'll find it!" The Navy now has centers located in: Italy — La Maddalena, Sigonella, Naples, Gaeta; Japan — Okinawa, Yokosuka, Sasebo; Guam; Panama; Cuba — Guantanamo Bay; Bermuda; Iceland — Keflavik; Puerto Rico — Roosevelt Roads; Republic of the Philippines — Subic Bay. □

THE PRESIDENT DOESN'T TAKE AN OATH TO DEFEND THE AMERICAN FLAG OR THE STATUE OF LIBERTY.

The President takes an oath to defend something even more important than a majestic symbol of our country.



The President takes an oath to defend the Constitution of the United States. A document that has been described as the greatest leap forward for freedom in human history. A document that is the foundation of our country. And the means by which we achieve the rule of law and protect our freedom.

As we commemorate the Bicentennial of the Constitution, there is no better way for you as an American to reaffirm the principles for which our country stands than to learn more about the Constitution.

The words we live by.

THE CONSTITUTION

The words we live by



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