Life on Iowa

PacEx ’89
The All Hands Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

**All entries must be Navy-related.** For example, photos of operations, Navy families, recreation and athletics are all acceptable. Photos need not be taken in the calendar year of the contest.

**Professional competition** includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

**Amateurs** may enter single-image color print or color transparencies only.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the title of the photograph and complete cutline information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the four groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in All Hands magazine.

Entries will not be returned to the photographer.

For more information about the All Hands Photo Contest, contact PH1(AC) Scott M. Allen or JOC Robin Barnette at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

**ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1990.**

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

### Single-image feature
- [ ] Black-and-white print
- [ ] Color print or transparencies (prof.)
- [ ] Color print or transparencies (amateur)

### Photo story
- [ ] Black-and-white
- [ ] Color print or transparencies

Name: ____________________________
Rate/rank: ________________________
Command: _________________________
Address: __________________________
Phone: ____________________________

Send entries to: 
All Hands magazine Photo Contest
Navy Internal Relations Activity
601 N. Fairfax St., Suite 230
Alexandria, Va. 22314-2007
MAGAZINE OF THE U.S. NAVY
MAY 1990 – NUMBER 878
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Front cover: Boiler Technician 3rd Class Leonard Erwine and BT3 Michael Mowry of USS Iowa (BB 61) use wire brushes to remove soot from the generating tubes inside the ship's boiler firebox. See more about life on Iowa, Page 17. Photo by PH2(SW) Robert A. Sabo.

Back cover: Machinist's Mate 1st Class (SW/PJ/DV) Joseph Strebb places a rocket wrench on a 500-pound bomb unearthed by construction equipment. See story, Page 25. Photo by JO1 Patrick E. Winter.
**Personnel issues**

**NaVets may retain Time in Rate for prior service**

Veterans with prior naval service no longer lose Time in Rate accumulated prior to their separation from the Navy, regardless of the length of that separation, so long as they return at the same paygrade they left.

This policy also applies to Active Duty for Special Work and One Year Recall personnel. All naval veterans who return to active duty after a break in service will have their Time in Rate adjusted to receive credit for previous TIR accumulated in that paygrade while on active duty.

TIR will be computed and adjusted day-for-day in the same manner as Active Duty Service Date. TIR adjustments will be made by the individual’s command or local personnel support detachment. This policy is retroactive for all NaVets serving on their first reenlistment following a break in service.

Recomputed TIR will be applied only to future advancement cycles. This policy does not authorize retroactive advancements.

This policy change eliminates a penalty some paid for leaving the service and who later decided to return.

Personnel who are considering leaving active duty should understand that if the Navy gets smaller, it will be harder to reenlist once out.

Except for ratings experiencing serious shortages, NaVet reenlistments will be limited. This approach is necessary to prevent a slowdown in promotions for those who are already on board.

For more information on TIR or on ratings that may be open to NaVets, contact your local Navy recruiter. Better yet, before you get out of the Navy see your career counselor.

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**Medical notes**

**Healthy heart tips include better eating**

Any regular aerobic activity, such as walking, biking, jogging or swimming, keeps your heart healthy. You can get the most out of your heart by getting into a workout routine.

What you eat is important as well. Eggs, meat, cheese, ice cream and other fatty foods are loaded with cholesterol, a blood fat essential to some body functions, can also clog arteries and lead to heart disease. Vegetables, fruits, grains and low-fat dairy products are better for your health.

One million Americans die every year from heart disease. That's 400,000 more people than the combined number of Americans who've died in all wars since World War I. That's why the country's most deadly war is on heart disease.

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**Enlisted education**

Educational opportunities for sailors have improved under an expansion of the Enlisted Education Advancement Program.

Sailors may now earn a four-year degree in EEAP in the field of their choice while receiving full pay and allowances. Selectees can now earn as many college credits as possible while attending school full-time for two years.

Members must earn at least an associate's degree; however, if they earn their degree in less than the allotted time, they may now enroll in courses leading to the next
Food assistance available for sailors in need

Married sailors who are in dire financial straits, especially junior personnel with children, may be eligible to draw food stamps.

Some Navy Family Service Centers can inform personnel of the nearest social services office for applications, assist with form completion and do a follow-up after assistance is given.

FSCs can also help members get food and financial assistance from Navy Relief, the U.S. Department of Agriculture Commodities Program and other social services.

Contact your FSC for more information.

CHAMPUS cost-share update

Effective Jan. 1, 1990, the daily amount active-duty families pay for inpatient care in civilian hospitals under CHAMPUS increased from $8.05 to $8.35.

An active-duty family member who is admitted to a civilian hospital for care under CHAMPUS will pay the daily rate of $8.35 times the number of days spent in the hospital, or a flat fee of $25, whichever is greater.

This rate does not apply to other categories of CHAMPUS-eligible patients. Their inpatient hospital care will in most cases be cost-shared under the CHAMPUS diagnosis-related group payment system.

As of Oct. 1, 1989, that became $235 per day or 25 percent of the bill charge — whichever is less. See your health benefits advisor for details.

Montgomery Bill offers Vietnam-era benefits

Sailors who started active duty prior to Jan. 1, 1977, and were eligible for the Vietnam-era GI Bill educational benefits program, may receive benefits from the Montgomery GI Bill. No further benefits will be paid under the Vietnam-era GI Bill program, which ended Dec. 31, 1989.

You may be eligible to convert Vietnam-era education benefits into Montgomery Bill benefits under the following conditions:

- Received an honorable discharge if not currently on active duty.

To apply for Montgomery Bill benefits you must complete Veterans Administration Form 22-1990 and check both items 11A (GI Bill, Chapter 34) and 11C (new GI Bill active-duty educational assistance program, Chapter 30).

Although 45 months of entitlement were available under the Vietnam-era GI Bill, you may only convert up to 36 months into Montgomery Bill benefits. The rate of the new entitlement is based on one-half of Vietnam-era benefits in effect Dec. 31, 1989, plus the basic rate of $300 per month under the Montgomery Bill.

Montgomery Bill benefits are available for in-service use, and service members are reimbursed for tuition and fee charges up to $489 per month.
SecNav views

Thoughts from a SecNav with special ties to Navy people.

Secretary of the Navy H. Lawrence Garrett III has special feelings for sailors. In fact, he began his association with the Navy in 1961 when he enlisted and became a machinist’s mate on submarines. In 1964, he earned a commission after completing flight training. After that, his Navy career included working as a naval flight officer on maritime patrol aircraft, operational tours with Patrol Squadron 50 and deployments to Vietnam and nine years in the Judge Advocate General’s Corps. He retired from the Navy in 1981 with the rank of commander.

Garrett is licensed to practice law before the U.S. Supreme Court and U.S. Court of Military Appeals, among others.

Since 1981, Garrett has served in a variety of high-level posts with the government, including service at the White House and with DoD. He also served as Undersecretary of the Navy from August 1987 to May 1989, when he was confirmed by the Senate as the 68th Secretary of the Navy.

SecNav recently met with All Hands and shared his views on how current developments in the nation and in the world may affect the Navy and its personnel. — ed.

How the Navy’s role will be affected by political changes in Europe and the federal budget deficit.

It is very early in the process to be definitive in that regard, but what occurs to the Navy in large part will be determined by Congress.

From the requirements point of view, should it affect and alter both the character and the capability of the Navy we have worked so hard to put together? No, simply, because as you look across the spectrum, while we are very supportive of the changes we see, clearly the path that [Eastern Europe] follows is an uncharted one and by no means are there any guarantees.

I think everyone following these developments is encouraged and hopeful, but we are conscious, as we should be, that our role has always been a global one — we are the nation’s insurance policy in this process. We are the nation’s stabilizing influence to a degree. That, I think is not appreciated in a lot of circles: that our presence in the Pacific, Atlantic, Mediterranean and the Indian Ocean provides a stabilizing influence that allows the world to get on with its business.

So, hopefully these changes [in Europe] will continue to grow and will bear tremendous fruit for the world. At the same time, from a national security point of view, I don’t see the Navy’s role changing.

SecNav visits Marines in the field during a recent fleet exercise held on Vieques Island, Puerto Rico.
Taking inevitable budget reductions into account, your number one priority for the next fiscal year.

People. Simply, people, because that is where I started 30 years ago. We can have all of the finest technology in the world sitting at the pier or on the aprons of our naval air stations around the world — but without people they become useless. That’s my approach. I believe that we [the top Navy leadership] have a commitment as representatives of Navy people, as well as agents of the U.S. government. We represent our people, so we should work diligently, tirelessly and continuously to be sure that we live up to those representations. We have more than a moral commitment to them. They have a commitment to the organization they serve, and the organization has an equal commitment to them. So, that is going to be the centerpiece of the issues I address because every issue I address affects people. That is the bottom line.

On the possibility that Congress will not approve reprogramming of funds for FY90, resulting in adverse personnel actions such as promotion delays, delays in permanent change of station moves and involuntary separations.

Let’s assume for the sake of argument that the Congress does not act [to reprogram funds] as we have requested. How might it affect our people? In a very negative way. We have, of course, made that known to Congress. We are working continuously to ensure that the potential negative impact of such a decision on the part of Congress be made known. I think we have a great deal of support, [but] there is a much larger, overarching political issue that has to be resolved. Hopefully, in the final analysis, both sides will see that it is in the best interest of the country that those [political issues] be compromised out of the way and that military people be protected. Our goal is to ensure that they understand the impact. It is not going to be easy.

On whether a similar budget battle will be waged each fiscal year affecting personnel.

Well, of course, every year it is a difficult issue like in FY90. I think as we go down the path before us, simply because the resources are going down, it’s going to be more difficult to deal with these issues. What we have to do as the leaders of the Navy is to plan properly and be able to articulate the arguments that support those plans in such a way that Congress will support us.

I think that it is clear that the Navy will be smaller. The question at this juncture is how much smaller? What kind of Navy does this nation wish to field and still maintain its status in the world? And as it grows smaller in force structure, it will also grow smaller in people. But I have taken the position that we will not hollow out the Navy — we will not do what happened in the late ‘70s — if we are to lose people, then force structure will go with the people.


We are not going to change that policy, because that really gets back to the issue we discussed earlier. That is, trying to operate with undermanned ships. We have done it, we know what the price is — we won’t do it again, not while I am here. There has to be that balance in force structure assets, but in OpTempo, which impacts on PersTempo, we have found that six month [deployments] coupled with a year at home works. We have worked very hard to accomplish that, we don’t want to walk away from that.

I must caveat that with the recognition that the Navy exists for a reason, and that reason is to go and fight if we have to fight. So, if we find ourselves in a situation such as occurred in the Persian Gulf — that is, a situation that you cannot plan — I think our people will understand that. That’s what makes the challenge so great to protect sufficient force structure in the Navy and Marine Corps giving us the capability to aggressively confront any unanticipated contingency without going to 200- or 250-day deployments. That’s a very difficult task — I find it very difficult to get people to understand what it


SecNav discusses the complexities of flight operations in Eisenhower's flight deck control.

means to go to sea and be at sea for a long period of time. Sea duty is different — it is our responsibility to articulate clearly enough that there is a difference between shore-based duty and operating at sea.

On the role of the Naval Reserve in the 1990s.

We are looking very carefully at that — as we should be — because if the size and composition of the Navy changes (and there is a possibility of that) I think that the Reserves could play a larger role in what we call the steady-state mission, those that we do routinely. That would free up our regular active force for the surge requirements, or the “contingency” sorts of missions. The Reserves are, and will continue to be, an integral part of the overall Navy. There are several critical missions that are assigned exclusively to the Reserves — the helo search and rescue, special warfare support and the mobile onshore and undersea warfare missions. The Reserves are responsible for more than 80 percent of our control of shipping organization, cargo handling battalions, military sealift personnel and mine warfare ships. They play a very important role, and we have to look to see what is the best force mix between the active and the Reserve components. As we look into the next decade, as we look out over what we anticipe will be the role that we play, I think that they could play a significant role in drug interdiction. And they do that today with some of the surface craft that are in the Reserve community.

But it is not an easy problem to address for the Navy, primarily because of the need to have the capability of sending a surface unit to sea without full warning. It becomes very difficult when the mix you have of combatant surface craft is approximately 60 percent active forces and 40 percent Reserves. Having only two weeks out of the year to keep them on the cutting edge makes it difficult, and that is not a criticism of the Reserves. It is just a fact of life that we have to deal with.

We will be looking carefully at what is the best mix. What is the steady mission that can be done by some of the aviation units that we have in the Reserves? Those are highly competent, highly capable units in drug interdiction, for example, that are in monitoring and detection. But it is a difficult area that we obviously have to address comprehensively.

On the need for funds to be used in training and exercise activities, such as the recent Pacific Exercise ’89.

What happens to those exercise funds is vitally important when budget cuts are severe, because it is very important that you can train during just such an exercise. I am not sure we will find the funds to continue to exercise to that degree. We have got to continue to exercise, and we hope that the support will be there, but for those funds, I certainly think that the fleet commanders and the commanders in chief would be most adamant in arguing for support for those kinds...
of exercises. I'm not sure, however, that the funding is going to be there across the board to continue at the rate we have in the past. In the Reserves it is critical that they get that time.

On naval arms control.
I think that the President's position is correct at this juncture — that is to say, now is not the time to engage in naval arms control talks. I think the President is absolutely right — in a situation such as this the objective should be to enhance U.S. security while at the same time preserving an effective deterrent, and to support our alliance to achieve real reductions in the risk. My position is that we should never engage in those kinds of talks when it is not in this nation's best interest to do so, and I don't think that is the case at this point in time.

The Navy's responsibilities transcend what is going on in Eastern and Central Europe. We should never lose sight of the fact that this nation is an ocean away from everything — 24 percent of our gross national product is a function of international trade. We should size our forces in such a way that it addresses the needs of the United States. And we should not engage, at least at this point in time, in talks that allow factors other than what is the furtherance of national security to determine what that size and capability should be. That is my view.

On what affect the Navy's increased role in the counter-narcotics effort can have on the traffic of illegal drugs.
We can't stop it entirely — clearly not. However, I think that if our presence has made it more difficult for those who wish to smuggle drugs, then we are having a positive and real effect. If nothing else, we make it far more costly for this activity to continue, and that in itself is salutary.

I was commenting the other day [on this issue] when the question came up during testimony before one of the [congressional] committees. Those who work counter to us — if you will, against the interests of the United States, that is, against the people of the United States — have found it more difficult because of our activities to date. In our primary responsibility, which is detection and monitoring, we have found that where our presence is felt, they have tried to go around us, and it is costly for them to circumvent our presence.

Secretary [of Defense Dick] Cheney and the President have clearly taken the position that military forces will take a more active role, and we will support them in that. The Navy is spending a significant amount of money in 1990, both in steaming days and flying hours, to support that detection and monitoring role, but clearly the problem is broader than that. The nation needs to address [the drug issue] in all of its aspects, both the demand side and the supply side. But just by being there [we have an affect] — for example, the Marines on the southwest border recently helped to stop the attempted smuggling of a large amount of marijuana. Our ships have had some success on the high seas. I think that will continue.

I guess the bottom line is that we can make a significant contribution in those areas in which we are most capable — and that is both detection and monitoring, and in the sharing of training and intelligence. We use them in military operations, and they can be transformed into this particular arena. And if in fact we can make that contribution, we should and we will.

On the general state of the Navy today.
My long view is predicated on almost 30 years of association with the Navy. As you know I came in myself in 1961. As I look across the years and at the people I have visited, both in the Pacific and the Atlantic, I see a Navy in a very good state of readiness. We have worked hard — both those who have preceded me and those who are here now — to ensure that we attract top-quality people and I think we do have top-quality people. I am very proud of what I see.

To the degree that we have been able to balance the force structure, readiness is probably as high as I have ever seen it. This is the payoff the American people get for the investment they have made over the last decade. The problem is going to be holding on to it.

The short answer is that I think the state of the Navy is superb.
Hospital robots

Automated system improves service.

Story and photos by JO2 John Joseph

With quality medical care continuing to be the focus for all military medical facilities, new technology has been developed to enhance hospital staff productivity for overall medical evolutions.

In 1987 new construction began at Naval Hospital San Diego. Now complete, this state-of-the-art facility has proved to be the wave of the future for military medical treatment centers worldwide.

During construction, an experimental Automated Guided Vehicle system was installed. This prototype AGV system was initially designed to transport medical supplies to and from different wards throughout the hospital complex, a task usually done by the hospital’s nursing staff.

According to CDR Tom W. Cox, head of the hospital’s material management department, the system is one of the more effective ways to transport medical supplies and other materials on a 24-hour basis.

“For all the new hospitals to be constructed, this is definitely the way of the future,” said Cox. “Basically, the AGVs allow the nurses and hospital corpsmen to have more direct involvement in providing better patient care.

“For the medical staff members it also alleviates the problems of having to worry about having adequate supplies on hand,” he continued, “and transporting used material back and forth to different clinics and wards throughout the complex.

“The system has drastically reduced the number of man-hours and the number of people necessary to transport materials,” he concluded.

These “robots” are run on a special under-the-floor tracking system and are programmed and maintained by AGVs provide each hospital ward with a ready supply system and can handle maximum payloads of 800 pounds.
civilians. They carry "sea lockers" stocked with medical supplies, and are also used to distribute clean and pick up dirty linen throughout the complex on a daily basis.

"The AGVs provide each ward with a 'ready-supply' system and are capable of handling a maximum payload of 800 pounds," said retired Master Chief Hospital Corpsman Rey Buccat, the supervisor of the automated guided vehicle distribution system branch, material management department.

"We have 300 supply lockers available for transportation of various supply and material needs," he said, "which results in about a 50 percent decrease in delivery time.

"Before the AGVs were implemented, hospital staff personnel had to lift and cart the supplies around themselves," he continued. "With this system, we've substantially increased morale and decreased the number of personnel having back problems due to physically lifting and transporting materials."

According to Buccat, Naval Hospital San Diego is the only DoD facility to use the AGV system — a system that he feels more hospitals will incorporate into their facilities.

"We have a total of 25 AGVs with an approximate cost of $52,000 per unit," said Buccat. "But with the service they provide and the number of man-hours saved, it's proven to be cost effective. I feel other facilities will begin to use this way of transporting their supplies."

Buccat also added that the hospital was constructed with dedicated elevators just for the AGV robots. An extensive monitoring system was also installed, allowing maintenance personnel the ability to detect any problems as they arise.

Other services have now been incorporated involving AGVs. According to CDR Martha J. Lamb, head of the food management department, it is an efficient way of getting meals to hospital patients.

"It's a really good concept," said Lamb. "In a conventional system, food service workers would have to physically push chow carts from the galley to the wards and that takes a lot of time.

"With a facility as large as this one, having the AGVs deliver the food is a definite plus," she said, "and I can see this method used in other new facilities in the future."

Mess Management Specialist 1st Class Bruce Hafften loads the food carts and programs the AGVs to transport the meals to the different wards at the hospital. For him, the system makes quality food service delivery a breeze.

"It's definitely better than the system was at the old hospital," said Hafften. "The AGVs are really efficient. After I load the carts and program the machine, everything is taken care of. It takes fewer people to operate, and it allows me time to concentrate on other food service evolutions.

"We also look forward to expanding the AGVs to include trash disposal," he said, "which is going to be a big plus in routine hospital evolutions."

As with all high-tech equipment, some problems arise from time to time — units getting off track or not being programmed correctly — but according to Buccat, the AGVs are here to stay.

"Occasionally we have minor problems with the system," he said, "but in terms of long-term use, it's a very good system."
Right: Spoiler thought it looked “professional” to carry tools in his back pocket. Below: Grampaw Pettibone broadcasts his safety message.

Cartoon safety

Warnings from Grampaw

Story by JO1 Dennis Everette, art by Robert Osborne

If a picture tells a thousand words, then some of the most unforgettable messages to appear during World War II were aviation safety cartoons. They were originally designed to help keep Navy flyers from repeating someone else’s errors.

These same cartoons also help keep today’s pilots out of harm’s way.

The illustrations still appear monthly in the magazine Naval Aviation News’ “Grampaw Pettibone” column. Grampaw, Dilbert the pilot and Spoiler the Mechanic are in their 47th year.

“They highlight some of the more common mistakes,” said CDR Stephen Brown, CO of Training Squadron 4, Naval Air Station Pensacola, Fla. He compared the cartoons to school. “It’s ‘getting your knuckles rapped by the ruler from the old teacher’ routine — yet keeping it brief and in a positive mood, rather than going through something like an incident report and having to dig out what the problem was.

“Instead you have something you can read in about two to three minutes,” he continued. “It rams the point home and actually sticks with you longer than an incident report on what the real problem was — what the pilot did or what happened in the aircraft.

“We read so much in the Navy,” Brown said, “sometimes a little cartoon will help you remember what the main point of the subject was.”

Cartoonist Robert Osborne has the ability to take an accident story of any length and reduce it to a single drawing. The art is a funny illustration of a horrible event discussed in the Grampaw Pettibone column.

Dilbert is the cartoon pilot who has survived crashes spanning three wars. Spoiler is the mechanic who shows maintenance people what not to do. Some drawings do not include Dilbert or Spoiler, just a plane or helicopter with human features illustrating an accident about to happen, or the end result. “Facial expressions” on the aircraft vary from regret or sorrow to surprise at the impending accident.
"It's been very gratifying to hear first-hand from pilots how Dilbert or Gramps helped them," said 85-year-old Osborne, who still draws in his home studio in Salisbury, Conn. "I recall one flyer shot down a half-mile off a Japanese-held island. 'Enemy soldiers were shooting at me,' he said, 'and I was about to inflate my life raft when I vividly recalled a poster with Dilbert caught in a similar situation. The lesson on the poster was, don't inflate the raft and make a bigger target of yourself. I didn't and was eventually rescued.'"

"Having the cartoon in mind is a very important way to keep a person on the alert," said 96-year-old Forrest Wysong, the oldest naval aviator. "To have a reminder like that is a very important part of safety precautions."

Wysong piloted H52L flying boats from 1917 to 1923 in Europe. He said that he'd always been safety conscious when he was flying. He's read as many Grampaw Pettibone articles and cartoons as he could get his hands on since World War II.

"I think an article is effective without a cartoon," he said. "But I think the cartoon is a better way because it appeals to people and causes them to read the article. You have a double image — not only the written word, you also have the visual cartoon in mind as well." 

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**The AWOL Bomb**

The AWOL Bomb is a classic Grampaw Pettibone story reprinted from the February 1979 Naval Aviation News. — ed.

About 0830 one morning a practice bomb (Mk 76) was found downtown, USA, inside an English muffin delivery truck belonging to a local bakery. Military ordnance personnel were quickly dispatched to investigate. They determined that the bomb was inert. The truck's roof was extensively torn where the bomb was reported to have entered. (A damage assessment to English muffins was not readily available.)

The muffin man refused to release the bomb to naval personnel because he needed it for insurance purposes. The identification numbers of the bomb were noted but could not be matched with any "lot" numbers assigned to nearby military bases. Local military and FAA authorities investigated all possible aircraft which could have dropped the bomb — without success. Further investigation traced the bomb to its home base which was over 500 miles away. No connection could be made between the subject Mk 76 and any aircraft.

Grampaw Pettibone says:

Holy bomb squad! Looks like a clear case of muffin' up! You could easily leap to the wrong conclusion on this one. Downtown yet! Well, some good investigating shed light on the mystery of whodunit — and it wasn't an airplane. Allegedly, a young lad who was AWOL from the service and driving the muffin truck had misappropriated a practice Mk 76. He had accidentally torn the truck's roof when he drove under an overhanging tree branch. He returned the vehicle without reporting the damage. Next time the truck was used, a different driver discovered the hole and found the MK 76 in the back. Understandably, the owner concluded that the bomb was dropped by an airplane.

Sometimes, what seems obvious at the outset disintegrates in the face of evidence. In this case, an airplane didn't assault English muffins. Nuff sed!
Accidental flights made way for naval aviators.

Story by JO2 Patricia A. Montgomery

Seventy-nine years ago, U.S. naval aviation was born with a crude hydroplane. The flights of the A-1, a delicate float biplane, were often accidental; it crashed almost as often as it flew.

Aviation training in the Navy began in January 1911 when LT Theodore G. “Spuds” Ellyson flew the Curtiss A-1 at the North Island, Calif., training camp, now a naval air station.

In 1913, Pensacola, Fla., was designated as the first naval aeronautical station. By February 1914, nine officers and 12 enlisted men had arrived with seven “flying boats” (seaplanes) at the Navy’s first air station and flying school.

Biplane trainers began instructing naval aviators soon after, and by the time World War I ended, 40,000 Navy and Marine Corps officers and enlisted men had strengthened naval aviation. Instructors were often students who had 50 hours of solo time.

Classes of 60 students graduated from flight training every six months and by 1926, pilot output increased to a maximum size of 125 students per class. Soon there were almost enough
pilots to man the fleet’s aircraft. From August 1932 to June 1933 no new students were ordered to Pensacola.

In 1935, Congress passed the Aviation Cadet Act. College graduates between the ages of 20 and 28 were eligible for appointment as aviation cadets in the Naval Reserve. The program called for nine weeks in seaplanes, 18 weeks in land planes, nine weeks in observation planes and nine weeks in transport planes. Flying took half the day and ground school the other half for the 709 students who took advantage of the training that first year. Cadets were not commissioned until they had completed training and served three years in the fleet.

World War II saw training accelerate to six months of intense study in the basics, with schools springing up around the country to handle the influx of potential aviators. Complete training in gunnery, formation flying and carrier qualifications was handled by operational squadrons.

Jets were introduced and World War II carriers such as USS Lexington (CV 16) were being modernized to handle the new aircraft. After the war, training classes were scattered around the country.

Helicopters were being routinely flown by the time the Korean War erupted. Those pilots received their training at NAS Whiting Field, Milton, Fla.

Naval Aviation Schools Command aboard NAS Pensacola was created in April 1966 as the primary training center for aviation officer candidates. Women entered the aviation program in 1973 and approximately 230 women have now been designated naval aviators. Naval Flight Officers were created during the Vietnam-era to handle navigation and weaponry, freeing the pilot to concentrate on flying.

Training remains the priority mission for naval aviation. Roughly 2,000 pilots and NFOs are trained each year. They go through a labyrinth of “pipelines” lasting 12 to 20 months in several of 19 training squadrons, taught by 1,097 instructors using six different types of aircraft, before ever setting foot in their first fleet squadron for a tour of duty.

Montgomery was assigned to PAO, NAS Pensacola, Fla., when she wrote this story.
Memory's flight

Veteran visits Naval Aviation Museum.

Story by CDR Richard Busse, photos by Jim Bryant

He was gray-haired, in his late 60s and alone. I saw that he wore thick-lensed glasses, was slightly bent and walked with a slight shuffle. But when he stood beneath the old Coronado's wings, his face mirrored a youthful quality from another time, another era.

He was another veteran who had come to the back lot of the Naval Aviation Museum at Naval Air Station, Pensacola, Fla., to study a tangible part of his past and to linger awhile — remembering. His isolation, mental and momentary, could not have been more personal. He was flying again, in his mind, somewhere over the South Pacific in another PB2Y-5R Coronado, 40 years ago, recalling feelings, impressions and faces which still haunted nearly-forgotten wartime memories.

"World War II, you know — there were 10 of us. I was one of the enlisted crew," he said. "We flew long hours in those days on patrol, looking for subs, hauling cargo. I can still hear the sound of her engines and feel the vibration. She was a good airplane — slow but dependable."

His gaze roamed the seaplane's lines, as he reacquainted himself with its huge, angular details.

"My god," he said, "I didn't know any of these boats still existed.

"There was a guy, a guy in our crew," he began, but hesitated, self-consciously ... "well, that was a long time ago. We were only kids then." I wanted him to finish, but he didn't want to burden me with "war stories." I wouldn't have minded.

His expression changed. Quietly, pensively, he began walking beside the Coronado's hull, touching its metal skin and craning his neck upward, reabsorbing that sense of massiveness where the fuselage meets the wings.

"Would you like to climb inside?" I asked. "Maybe we could arrange it. I've been inside. It is like stepping into history."

"No," he said, "this is enough. I remember it. This is fine."

A breeze from Perdido Bay and Big Lagoon gently rolled across the museum area, dissipating the sun's warmth and visibly chilling the aging veteran. But he fought off the cold, buttoning his red sweater and completing his tour around the plane. He paused now and then to examine a hatch or ponder a detail. He might never be back again.

"Sir," I said, "may I have your name?"

He smiled again. "No, that's all right," he said. "I'm nobody special. Lot's of guys flew in these. I'm from
Virginia. That's all that's important."

He paused once more in front of the aircraft, looked up to its flight deck area, then glanced again at its wings and engines, his gaze thereafter returning to the sky. A T-2 Buckeye thundered eastward and banked inland. His eyes followed the trainer-jet until it vanished in the distance, his expression seeming to ask, "Where did my life go? I used to be that young."

Then he walked away, back to the museum's main building, reluctance and resignation in his plodding steps, turning only once more to look again at the old Coronado.

There are no markers or monuments in the sky to tell where men have gone in harm's way. Neither are there any in the sea. There are only vintage planes and ships, parked or berthed here and there for old time's sake, echoes whispering through their hulls.

Inside the Coronado, she remains as her wartime crew left her. Silence survives, silence and dust and canvas bunks, radios and instruments blankly staring, phantoms and coiled mooring lines, paper cups and curled paper plates, brittle message paper, too, and dried, leather seats. Parchment-like napkins are still in the galley and the control cables are tautly awaiting new commands that will never come.

Peeling chromate paint dangles from her overheads. Her empty bays gape. Up front, a small sign, hand-painted 40 years ago, requests that "passengers please stay off the flight deck."

I could not. I hope the proud lady forgives me. ☐

Busse is a reservist assigned to Naval Reserve OI Det. 613, Great Lakes, III. Bryant is a photojournalist for the NAS Pensacola Gosport.
Soviets in San Diego

Visitors get whirlwind tour of Navy facilities.

The thaw in tensions between the Soviet Union and the United States were apparent in San Diego recently. The chairman of the Defense and State Security Committee of the Supreme Soviet Legislature came with a group of delegates to inspect U.S. Navy and Marine Corps ships and facilities in the San Diego area.

Chairman Vladimir L. Lapygin arrived on the second leg of a whirlwind tour of U.S. military facilities sponsored by the U.S. House Armed Services Committee. The information and demonstration tour was provided as a reciprocal gesture to one given to the HASC members in 1989 of Soviet military facilities.

The Soviet guests spent the morning of their one-day tour aboard USS Tarawa (LHA 1). They viewed hangar and aircraft facilities, the ship's bridge, combat information center, crew's messing and berthing spaces, along with recreational and medical facilities.

"I was very impressed with this ship," said Lapygin. "You Americans have very sophisticated ships and you take good care of your crews."

Many of the Soviet guests, including the chairman, inquired about the operations of the ship, such as its weapons, navigation and propulsion systems. Chairman Lapygin asked Tarawa's CO, CAPT W.R. Fladd, if he thought that the ship, being so large, should have an automatic docking system. "No," Fladd replied, "we're experienced mariners and we can do it ourselves."

Inquiries were also made by the delegation members about the crew's quality of life.

"I was very impressed by the spirit and professionalism that the American military men displayed," said Valery I. Pogrebenkov, military affairs journalist for the Novosti press agency. "It is obvious why you take great pride in your military."

After a short Navy harbor tour to get a seaside view of the battleship USS Missouri (BB 63) and aircraft carriers USS Constellation (CV 64) and USS Independence (CV 62), the Soviet visitors viewed Navy F-14 and Marine Corps AV-8B flight demonstrations at Naval Air Station Miramar.

"In the past we have believed that Americans have been trained to feel hatred toward the people of the Soviet Union," said Pogrebenkov. "But, yesterday I spoke with the pilot of an aggressor aircraft [a pilot who simulates Soviet dog-fighting tactics] at your 'Top Gun' school. He openly explained that they train for machine vs. machine combat and not person-to-person. I was impressed by that."

Pogrebenkov also noted another distinct difference between the Soviet and American navies. "We were surprised to be 'piped aboard' our tour boat by a woman!"

Noting the recent changes toward democracy in the Soviet Union, Pogrebenkov said that he feels more meetings such as these and the recent visit to Norfolk by Soviet naval vessels "will help make our two countries closer and better friends and help eliminate the threat of war."

"I was very impressed and happy with the openness and friendliness of everyone we met," he said.

Chairman Lapygin echoed these sentiments, saying, "While we were in San Diego, we felt an atmosphere of trust."

Curtice is a reservist assigned to Naval Public Affairs Center, Det. 119, San Diego.

Soviet dignitaries are introduced to U.S. amphibious capabilities aboard USS Tarawa in San Diego.
Iron men of wooden decks

Photo essay by PH2(SW) Robert A. Sabo

“We came together in times of trouble. We shared the good and the bad. The comedy, and the tragedy. For we are the crew of Iowa. Permanently fused, like the steel of the ship we sail. Our sides are strong. Our towers high. And our course is set. We are the Iowa. A part of every rivet, every plank and every line. We are the ship. She breathes through us, the Iowa spirit. That spirit lives in all of us.”

CAPT F.P. Moosally
CO, USS Iowa (BB 61)
Iron men

“My morning usually starts by rushing around trying to eat in a hurry — then rushing back to berthing to brush my teeth and shave if I need to. My beard grows real slow, so I don’t have to shave so often. Other guys in my division have to shave all the time to look good.”
GMG3(SW) Patrick A. Edge, Turret 2

“We wouldn’t have a way to stay at sea if we didn’t have a way to replenish our fuel, food, cargo and bullets. The men in Deck Department handle the winches, rigs and lines of an underway replenishment.”
CWO4 W.A. Patnaude
Boatswain
“Chief J.C. Miller strikes me as a person who cares about his troops. I’ve always seen him with just as much, if not more, sweat and grease on him than any man in the turret. He’s a hard worker and a dedicated chief petty officer.”

1st Sgt. Bruce W. Richardson
Marine Detachment

“I love gunshoots! It’s a thrill. You have to stand on the platform in the turret and watch the recoil to appreciate it. The first time I saw the guns shoot I was scared, but I was in awe of the firepower. I had two sets of hearing protection on, but my ears still rang.”

SN Jim L. (Bulldog) Wilson
3rd Division Deck
"They call it a human chain. That's about the only way you can get the stuff on here. These working parties can be fun when someone cracks a joke — makes something funny out of the situation. It breaks up the monotony."

Cpl. Michael Neely, Marine Detachment

"My division is like living with 23 brothers. We all stick together. After a long day at work, we usually take a break and go hang out. One guy usually runs for sodas while we sit and talk and talk and tell jokes."

GMG3 Dennis R. Unger, Turret 3
"With lines for chow, haircuts, the ship’s store and the payline, I can spend 24 hours a day waiting in lines. It’s frustrating, but long lines are a way of life at sea. The guys in my division usually sleep, work and eat together. So waiting in line with other people seems to make the line go faster."

GMG3 James M. Estes, Turret 2

"When we’re out at sea for a long time, people begin to get on my nerves. My rack gives me a place where I can go and zone-out from it all."

FCSN Scott H. Post, Gunner’s Mate Division
Hit the deck running

Apprentice training gives new sailors edge on Navy life.

Hundreds of young men and women join the Navy every week. After graduating from basic training, many go on to attend "A" schools in chosen ratings such as electrician's mate, quartermaster or hospital corpsman. Some pursue higher education and go on to become members of the officer ranks.

But what about the "general detail" sailor? These people have enlisted, but have as yet no special skills or career goals.

These sailors wind up working on the flight decks of aircraft carriers. They tie up ships. They stand late-night watches, spending long hours monitoring the gauges in the blistering heat of engine rooms. These sailors make up the backbone of today's Navy.

At Recruit Training Command, San Diego, it's up to the staff of the Apprentice Training Department to teach these young men and women skills that are a vital part of the Navy's mission. It's these recruits who will have an instant impact on the fleet.

"The commanding officer out there should expect graduates from apprentice training to know the basics of safety," said LCDR Patricia M. Rathbun, director of the Apprentice Training Program. "That's one of the most important things we stress at this school."

"Fireman, seaman and airman students are expected to have a good working knowledge of damage control equipment, emergency escape devices and they should be able to do simple Preventive Maintenance System tasks," said Rathbun.

Each program of instruction lasts three weeks.

At the Fireman School, training centers on the engineering fields. Students are taught to perform minor maintenance such as valve packing and inspection, painting and machinery preservation. Tag-out procedures are also explained. Students will be expected to perform these tasks with a minimum amount of indoctrination when they arrive at their ship or station.

"I've really learned a lot," said Fireman Recruit Ross Justus. "The instructors are eager to help and are always there to answer any questions we have."

Basic safety is one of the common points emphasized in the Seaman School.

"We really stress the importance of being safety conscious at all times," said Senior Chief Boatswain's Mate (SW) James B. Holley. "We teach the students basic seamanship evolutions such as line handling, hoisting and

Story and photos by JO2 John Joseph

AR Joseph J. Masino works with classmates to give an aircraft a freshwater washdown.
docking boats, and making sure the students are familiar with watch standing."

Students who attend the Airman School are given a basic knowledge of areas unique to the aviation community, according to Senior Chief Aviation Electronics Technician Thomas Smith. That includes safety concerns.

"The safety part is really big here," said Airman Recruit George King. "It's important to be safe, because when I get to my duty station, I don't want things falling apart on me."

In all the programs, students are assigned to the different areas according to what ratings they may decide to pursue when they get to the fleet.

'We eliminate a lot of uncertainty the recruits have when they finish basic training," said Smith. "At apprenticeship school, students get a taste of what it's going to be like when they get to the fleet — a lot of 'A' schoolers may not get that."

'We give students a little more personal attention," said LT Kenneth Angel, assistant director of Apprenticeship Training Department. "It allows a young sailor who really doesn't have a good understanding of what the Navy's all about a chance to go to the fleet with the general skills to get by."

"When sailors get to the fleet, they can go to the different work centers and find out what interests them," he continued, "and then go to a striker board and get into a career they like."

LCDR Rathburn said that students who complete apprenticeship training are enthusiastic and ready to go to the fleet. And the students feel prepared to handle whatever tasks they may encounter at their new duty station.

"The training here gives me a little better perspective on what it's going to be like," said Seaman Recruit Keith Klopfe. "We're getting hands-on experience, and when I get to my ship, I feel that I won't be completely lost."

Course instructors said that the training students receive is intense, and it's a program that takes a lot of motivation and skill to complete.

"A lot of people in the fleet think that sailors who attend apprentice training are second-class citizens, that they can't make it," said Master Chief Machinist's Mate (SW) William G. Bailey, leading chief petty officer of the Apprenticeship Training Department. "That's wrong. It's a very valid program. We have some very successful petty officers that are graduates from this program. Here, we give them an edge on what the Navy's all about."

Bailey said that students who attend the apprentice program have a step up on other sailors when it comes to advancement. Many advance quicker than some "A" school students because the material they cover comes straight out of the airman, seaman and fireman training manuals.

"We give them 'general Navy.' We're not teaching a sailor how to put on a nut and bolt," Bailey said. "We're teaching them how to operate out there so he or she can survive."

"You're only given three weeks — 15 working days — to cram information into someone who doesn't know anything about the Navy. And when they graduate, they have to be able to perform."

"The pride that goes into these programs is very intense," Bailey continued. "You have to realize that as instructors in this organization, we will someday go back to the fleet and work with these men and women. We're sending out parts of us, and the skills they learn here will guide them into their Navy careers."  

Joseph is assigned to NIRA Det. 5, San Diego.
EOD: Is it for you?

What does it take to be on an Explosive Ordnance Disposal team? The answer is as varied as the sailors who work in the EOD field.

"While the typical person trying out for EOD is athletic, you also have to be intelligent," said three-year EOD veteran Machinist’s Mate 1st Class [SW/P/DV] Joseph Strebb. He is qualified in surface warfare and as a parachute jumper and diver.

"You have to have a natural curiosity," added Gunner’s Mate (G) 1st Class (P/DV) Dave McGlaughlin, who has served six years in EOD. "You can’t come to work some morning and think you’ve got it all figured out."

"Someone who wants to be in EOD has to work well alone," said LTJG Jim McDonald, a seven-year EOD veteran. "You’re going to work in small teams, but you have to be able to do things on your own."

Training for EOD personnel is demanding from the beginning. While physical fitness requirements are tough, the academic requirements are even tougher.

"There’s a year-long school," said Strebb. "The amount of material that you have to absorb is amazing." That includes understanding not only U.S.-made ordnance, but knowledge of ordnance from many other countries as well. Besides modern-day and World War II ordnance, EOD personnel can be called in to handle homemade terrorist bombs. East Coast EOD teams have even been called to dispose of Civil War cannonballs.

It can’t all be memorized, of course, so when an EOD team is called out on a job, it takes along publications needed for the situation.

"You’ve always got a single guy on your team who’s responsible for really knowing the publications on ordnance," explained McGlaughlin, "but everyone is expected to know them, and you always rely on each other’s experience."

Right now, the EOD community is about 80 percent manned, according to LTJG Greg Wheelock, who heads Operational and Technical Evaluation for EOD Training and Evaluation Unit 1, Pearl Harbor, Hawaii.

"The Navy is expanding the field with more mobile units," Wheelock said, "so there are more billets to be filled. We need people in the field. The opportunity to be accepted for EOD training has never been better for those who qualify."

Because of the shortfall in manning, there are some good incentives for becoming an EOD technician. They include a $20,000 selective reenlistment bonus, diving pay that adds $175 to an EOD tech’s pay, while demolition and proficiency pay add another $110 and $55 respectively.

Wheelock personally screens many EOD applicants.

"You don’t have to be a superman," he said, "but if you’re a hard worker and can mix that with common sense, there’s a place waiting for you to give it a try."

To help the community grow, an EOD Assistant program has recently been started for personnel E-4 and below. EOD assistants perform many of the same tasks as fully-qualified EOD technicians, short of doing actual "render safe" procedures with live ordnance.

Operations Specialist 2nd Class [SW/P/DV] Gary Grimes has just completed a two-year tour as an EOD assistant and he’s looking forward to going to school to complete his EOD training.

"The camaraderie of working with a small group of guys makes it all worthwhile," Grimes said. "I’ve enjoyed the diving and mine countermeasures work."

Approximately 600 EOD officers and enlisted make up the community now, but another 400 people are needed. Both men and women are eligible for service in EOD. In fact, seven women are already serving with EOD units in locations around the world.

Applicants for EOD technician must be at least E-5s in any rating, but must qualify and cross-rate to an EOD source rating after completing EOD school. Assistant EOD applicants must be E-4 or below, and must be designated strikers.

For information on joining the EOD community, call Autovon 224-1091 or commercial (202) 694-2545.

"It’s a good community to be in," Wheelock said. "We’re all highly motivated career personnel. Everyone who’s in EOD wants to be."

Winter is assigned to Public Affairs Office, Commander in Chief, U.S. Pacific Fleet.

ALL HANDS
Ordnance disposal

EOD teams face ultimate risk on a daily basis.

Story and photos by JO1 Patrick E. Winter

When members of an Explosive Ordnance Disposal team go out on assignment, the only routine they can expect is that no job is “typical.”

Disarming World War II ordnance, disposing of unexploded bombs at a firing range or inside a terrorist’s briefcase — these tasks make up the routine of EOD professionals.

Getting to the job scene is any EOD team’s first challenge. That can mean a parachute insertion, diving hundreds of feet to the ocean floor or hiking through difficult terrain. But no matter what, safety comes first.

Before a parachute jump, for example, every step of the operation is gone over meticulously. Each man may have jumped hundreds of times, but at least two hours of preparation and briefings go into less than five minutes of action.

At briefings, the jumpmaster holds everyone’s attention. “Safety is paramount,” said Chief Aircrew Survival Equipmentman Todd Jargowsky, jumpmaster of EOD Training and Evaluation Unit 1, Barber’s Point, Hawaii. “If it’s not right, let’s not do it. Go around and do it again.” It’s better to have the aircraft take time for a second pass than make an unsafe jump.

The danger is always present for EOD teams, but it’s the thrill of the

An EOD team safely performs a static-line parachute insertion from an Air National Guard C-130.

MAY 1990
work that keeps these sailors involved in this risky occupation.

"I find jumping the most exciting," said Machinist's Mate 1st Class Joseph Strebb of EOD Mobile Unit 1, Barber's Point. He's earned his surface warfare insignia, and is a qualified parachute jumper and diver, as well. "Jumping is like a [runner's] high — it's just fun. You get pumped up with adrenaline. Diving is not as intense, yet the danger down there is just as serious."

Training exercises are run frequently to keep diving, parachuting and demolition skills honed. The EOD training and evaluation unit completed an exercise last fall that tested EOD technicians in all aspects of their jobs — disarming improvised explosive ordnance [such as a "home-made" bomb in a briefcase], exploding ordnance on nearby Kahoolawe Island Navy bombing range, a static-line parachute insertion to the sea from a Pennsylvania Air National Guard C-130, and setting an underwater demolition charge to neutralize an exercise mine.

While this training does not necessarily involve live ordnance, Naval School of Explosive Ordnance Disposal methods are designed to approximate the stress involved with handling live ordnance.

"During some of the drills," said Strebb, "instructors wire explosive charges in a mud hole a safe distance away, so if you make a mistake, the charge goes off. You're in no danger from the blast, but if it does go off, it's enough to get the feeling of the 'real' danger."

The history of explosive ordnance disposal began early in World War II when the danger of unexploded bombs became obvious to the British. After Adolf Hitler's Luftwaffe dropped a rain of bombs on London, unexploded German ordnance killed soldiers and civilians trying to remove such hazards from buildings.

To deal with the threat, the British formed the first mine and bomb disposal squads. Taking heed of the British experience, the U.S. Naval Mine Disposal School was established in 1941 and the Bomb Disposal School in 1942, both in Washington, D.C. The men trained at these schools performed the dangerous tasks of clearing harbors, channels and airfields of mines, unexploded bombs, projectiles and booby traps in the European and Pacific theaters.

Following World War II, the mine and bomb disposal units were consolidated into a single program. In 1953, two operational units were commissioned — EOD Group 1 in the Pacific and EOD Group 2 in the Atlantic.

The mission of these teams today has expanded to include dealing with terrorist threats. However, they also often dispose of "retrograde," or deteriorated, ordnance. That's when they get to do large detonations, said LTG Greg Wheelerock, head of Operational and Technical Evaluation for an EOD training and evaluation unit in Pearl Harbor.

"Every now and then we'll dispose of some old ordnance," said Whee- lock. "I remember my first detonation with a large amount of ordnance. There's nothing like it!"

Besides controlled detonations on bombing ranges and remote areas, ordnance may have to be disposed of underwater. Team members dive to the ordnance and decide what measures are needed to disarm or destroy it. When mines are discovered, it may...
be more important to make them safe instead of detonating them for valuable intelligence gathering. But often an underwater mine is prepared for a controlled detonation. After careful arrangements, the area is cleared, the mine detonated and a 200-foot geyser rises in the air. Then the EOD team can rest easy: A once deadly mine that could send a ship to Davey Jones’ locker — and sailors to their deaths — is destroyed. It’s all in a day’s work.

“... You get a real feeling of accomplishment,” said LTJG Jim McDon-ald. “That’s what I like about this job. At the end of the day, you can see what you’ve done.”

Winter is assigned to Public Affairs Office, Commander in Chief, U.S. Pacific Fleet.
When she’s deployed to the U.S. 6th Fleet in the Mediterranean, USS Shenandoah (AD 44) normally moves from port to port, with several deployed ships waiting in each port for two week’s intermediate maintenance availability.

But when world events require that the battle force stay in a forward-deployed position, maintenance just has to wait — or does it?

The 6th Fleet has proved that it doesn’t. Full repair and logistics capabilities can go to the battle group, wherever it is.

The announcement of the alleged execution of Marine Lieutenant Colonel William Higgins last summer made necessary an unplanned, month-long operation. National command authority determined that the ships of the 6th Fleet needed to be on call and in position in the Eastern Mediterranean, to be available to implement whatever course of action was needed.

Shenandoah’s mission during her Med deployment was the same as always — to provide routine maintenance to the deployed ships and to make essential repairs if a major engi-

**USS Shenandoah, with USS John King moored alongside, conducts the first known underway nested-IMAv in the Eastern Mediterranean.**
engineering problem should develop.

What was different this time was that 6th Fleet ships involved in the crisis had to be in position in the Eastern Med, and couldn’t come into port to be provided tender services.

The result was an innovative integration of maintenance and operations which resulted in a forward-deployed battle group staying forward-deployed, and the ships being in better condition to fight at the end of the crisis than at the beginning.

“It allowed us to lean forward without leaning back,” said VADM J.D. Williams, Commander 6th Fleet. “Some COs remarked that the ships were in very good material condition when they got under way, but after a month they were in better shape.”

Once it became clear that the battle group’s forward deployment was going to be lengthy, RADM Richard C. Macke, Commander Task Force 60, placed Shenandoah in the center of the battle group. Along with logistics ships USS Butte (AE 27), USS Monongahela (AO 178) and USS Sylvania (AFS 2), the “Butte Bullet Express” was formed.

Each night, the logistics ships would come together near the tender, delivering equipment needing repairs. During the night, a logistics and repair schedule was prepared, taking advantage of the schedule that the battle group logistics commander had published.

Each morning the ships of the Butte Bullet Express would load up from Shenandoah and fan out to deliver repaired equipment, much-needed provisions, mail and personnel to the battle force ships.

In this role, Shenandoah was the hub of a system that, in three weeks, moved more than a million pounds of cargo and a quarter million pounds of morale-enhancing mail.

“An operation like this generates 50 to 100 people a day in transit,” said CAPT Patrick M. Shepherd, Shenandoah’s CO. Usually personnel could be moved the same day they arrived, he said, but if not, Shenandoah put them up for the night.

Some of the people-moving was the delivery of highly skilled “fly-away teams” to ships needing their services. One team, for example, included a dentist and dental techni-

**“We often woke up to find seven or eight ships clustered around us.”**

icians with a portable dental chair that was sent to USS Virginia (CGN 38).

“They were able to examine the whole crew in two days,” Shepherd said, “sending only those in need of dental surgery to Shenandoah.”

Other fly-away teams repaired electronic equipment, conducted hearing tests, cut hair, provided personnel and disbursing services and filled critical shortages in skilled manning. During August, Shepherd said, Shenandoah developed fly-away teams in almost every area of expertise.

As the operations in the Eastern Mediterranean went on, it became apparent that intermediate maintenance availabilities, known as IMAs, were going to have to be conducted at sea, rather than in port.

CDR Andrew Ott, Shenandoah’s repair officer, said that the reasoning that led to the at-sea IMA was simple.

“The CO and I are very committed to serving ships — to really serving a ship’s needs rather than just doing what we have to,” Ott said. “We take a tended ship’s needs and figure a way to provide them.”

Shenandoah took on the role of battle group repair coordinator for the Eastern Med, establishing a staff from within the ship.

“We equipped our staff conference room with a secure radio so they could talk directly with the ships on maintenance matters, and equipped them with computers and message processing capability,” Shepherd said.

With a full-time watch, the staff produced daily status reports on personnel, equipment and repairs. They also produced daily feeder messages to the other logistics commanders, telling them what the battle group’s requirements were.

Ships would come to Shenandoah twice a day, once in the morning to receive workers and material, then return them in the evening. At other times, a ship would loiter in the area all day, transferring workers and equipment by small boat.

Soon the ships of the battle groups learned that they could minimize their off-station time, Shepherd said, by dropping off equipment and returning to station.

“We often woke up … to find seven or eight ships clustered around us,” he said.

The arrangement required that the usual IMA sequence be shortened.

“We usually get a job package 30 days ahead of an IMA,” Shepherd said. “But in this situation a faster turn-around was needed. “We got ships with one day’s notice for three days alongside,” he said. “We had to accelerate everything by a factor of 10.”

One ship, USS John King (DDG 3), needed maintenance that required that her steam-generating boilers be shut down, known as “going cold iron.” It was a problem that required innovative solutions.

“Add together the constraints of the tender’s central location in the battle group and King’s need to go cold iron, the only reasonable idea was tying [the ships] together,” said
CDR Ott. “It was a logical extension of the underway IMAv.”

Innovation was indeed required, since a nested, cold-iron underway IMAv had never been done before. Large marine fenders were needed to keep the destroyer at the proper distance from the tender. Eleven-foot Yokohama fenders, designed for use with submarines, were located at La Maddalena, Sardinia, and delivered to Shenandoah. The counterweights, which held the fenders in a vertical position, were removed and the fenders filled with air, allowing them to float horizontally.

After sizing up King and considering the variable weather conditions, Shenandoah’s CO decided that mooring Chinese fashion — side-by-side with King’s stern facing forward, bow tied to Shenandoah’s stern — was the best answer. If the weather changed, King’s stern could be released at Shenandoah’s bow and the destroyer would quickly swing around to a conventional towing position.

The actual mooring was fairly simple.

“We put the fenders over the side, and had John King come to an all stop position,” Shepherd said. “We put the wind directly on the beam of the Shenandoah, with its large sail area, allowing the ship to blow down at one-half to three-quarters of a knot on to the side of John King.”

Lines forward and aft were used to jockey John King into position. The destroyer was secured to the tender, with a towing hawser in place, in 16 minutes. By afternoon, John King was on Shenandoah’s power, with telephones, steam, water and power connected, and the cold-iron IMAv could begin.

The Chinese-moored ships drifted all day, usually 14 or 15 miles, and Shenandoah repositioned them each night. Since they were able to make six to eight knots comfortably, the ships were back in position quickly.

The only problem, Shepherd said, was some chafing around the fenders. The problem was minimized by the use of rubber sheeting and sea water sprayed from six-foot applicators.

The presence of John King had little impact on the Butte Bullet Express. Shenandoah was able to conduct normal flight operations and provide services to other ships without difficulty. Workers could walk directly across a brow to John King, and material could be staged on Shenandoah’s flight deck for easy transfer by crane.

Shenandoah’s CO said that the tender was able to perform as much, if not more, of the needed repair work on John King — and they did it in five days, instead of the usual two weeks.

“We had two totally captive audiences, and both crews were intent on getting the work done,” said Shepherd. “We worked shifts around the clock.”

In hot washdown sessions after the operation, the consensus of the participants was that open-ocean battle group repair was a viable option should contingencies require it.

As John King and Shenandoah separate after the IMAv, the 11-foot Yokohama fenders continue to help separate the two ships.

In considering lessons learned, Shepherd said, a single dedicated H-46 helo, based on the tender, would increase the tender’s efficiency by 25 percent.

In addition, cold-iron nested-IMAvs for larger ships could be accomplished using a combination of 50-foot workboats and fenders for adequate clearance.

Further training in this new capability is necessary, Shepherd said.

“We’ve proved it’s a workable concept, but we’ll lose it unless we make it part of battle group training,” he said.

Ultimately, he said, the forward-deployed battle repair capability has enhanced the battle group’s sustainability — and that makes it a significant force multiplier.

Burke is assigned to the 6th Fleet Public Affairs Office.
On the basketball court, he was known as "Sir Jamalot." In the air, his intense motivation has been rooted in a lifelong commitment "to do something I can be proud of."

ENS Gerry Wright, a student naval aviator at Training Squadron 6 at Naval Air Station Whiting Field, Fla., has chosen naval aviation's "Wings of Gold" over the financial fortunes of professional basketball.

More than two years ago, Wright was working his basketball magic at the University of Iowa, helping lead the "Hawkeyes" to three straight National Collegiate Athletic Association tournament appearances, missing the "Final Four" by one game in 1987. As a senior, Wright, who was named a "Sporting News" All American, helped lead Iowa to a three-year overall record of 71-28 and was drafted by the Detroit Pistons.

Instead of earning big pay in the NBA, however, Wright chose to work magic of a different sort. Today, he's learning to fly without a basketball. In the long-term, he hopes to fly Navy helicopters or P-3s.

Despite being Iowa's third best career shot blocker (73) and seventh best in career steals (86), Wright said, "Basketball doesn't impress me as much as aviation."

A few months after graduating, Wright, a resident of San Bernardino, Calif., was playing professional basketball in Peru. He received a call from a U.S. Navy recruiter. He was offered a direct commission after it was learned he had seven weeks of Marine Corps officer training.

Wright jumped at the opportunity. "They knew I wanted aviation," he said.

The former Iowa center chose the life of a naval aviator so he could "do something to influence young people. I couldn't make that impact as a basketball player."

Wright showed he had the "right stuff" to influence people when he lectured at grade schools about the dangers of drug and alcohol abuse. Not only was he informing young people, Wright was earning conference honors and the Bucky O'Connor Scholarship Award for sportsmanship and athletic achievement.

Today, Wright still shows he has the right stuff for the Navy and for the community in which he lives. In his spare time, the 6-foot-6 student naval aviator is preparing to become a volunteer guidance counselor for local high school athletes in the Milton and Pensacola communities, located in the northwest section of Florida.

For a naval aviator, the airstrip leading to the skies is rugged. Multi-engine pilot training lasts 60 weeks. Helicopter training takes 55 weeks. But aviators must also be able to make it academically, studying aerodynamics, meteorology and navigation while at the same time learning to fly.

Wright said he has been interested in the military all of his life. "It's because of the intense pride my father had while in uniform," Wright said. His father retired after 25 years in the Air Force as a master sergeant.

"My parents support me," he said. Although neither saw him play more than a few college basketball games, they both attended his college graduation. "That was very significant to them," he said.

When asked if he regrets his career decision, Wright said, "Regret? No. Miss the paycheck? Yes. Let's face it, ensigns don't make six-figure salaries." □

Adam is assigned to Training Squadron 6, Pensacola, Fla.
Safety at sea

Navy surveyors identify potentially dangerous shipboard practices, protect surface sailors.

"It is important to note that the overall safety record of the Navy has been steadily improving throughout the '80s," said Chief of Naval Operations, ADM Carlisle A.H. Trost, in testimony before the Senate Armed Services Committee last November.

"Operational-related deaths for [1989]," the CNO continued, "excluding the tragedy on Iowa [BB 61], are the lowest in the last five years."

In each accident, the Navy conducts exhaustive investigations into the cause, with the intention of preventing it from happening again.

"Operating warships and high performance aircraft in the unpredictable and unforgiving environment at sea carry a substantially higher level of risk than most occupations," Trost testified.

So while the Navy's overall safety record in 1989 was excellent — it wasn't perfect.

Accidents can be caused by machinery failure or errors by personnel, but many of them are preventable, according to CAPT Pete Glasier, a safety expert at the Naval Safety Center in Norfolk.

Glasier, former skipper of USS Glover [FF 1098], is now head of the Navy's only surface ship safety survey team. He reaffirms the precept

GSCS Rogers, engineering surveyor, checks the condition of a frigate's gas turbine low pressure air compressors, condensers and flexible hoses for excessive wear.
that going to sea is dangerous. Yet, he believes that if safety regulations are followed, lives can be saved.

In November 1989, the Navy's top leadership staged an unprecedented fleetwide 48-hour safety stand down. Afterward, in a message to the Navy's leadership, the CNO said, "It is my firm personal belief that in peacetime there is no commitment worth meeting or operation worth conducting that justifies a compromise of procedures and practices necessary to ensure safety."

Glasier's experiences bolster the theory in the message with facts. His crew of 11 Norfolk-based Navy officers and enlisted men all wear the Navy surface-warfare specialty insignia. They spend their days—at the invitation of ships' commanding officers—examining corners and voids aboard U.S. Navy surface ships around the world, seeking safety hazards, listing the safety problems they discover and recommending ways to eliminate them.

Undiscovered safety hazards can be tragic.

"To lose someone at sea is the worst possible thing that can happen in peacetime," said Glasier. "The COs have to get involved — I'm really concerned that we will 'can do' ourselves out of business. There is only so much more we can do with less. Although they hate to say it, COs have to learn to say, 'I lack the resources to do more.'"

Safety team surveys are voluntary and give ships' COs a chance to have the experts take a look at their ships' safety status. The survey team’s report is privileged information for the captain's eyes only. The team’s findings have never been made public or reported to seniors. Glasier is a strong advocate of this "invitation only, strictly confidential" method of operating for his team.

"We are one of the last of the 'freebies,'" he said. "We have worked hard to keep our 'white hat' image spotless."

It would be hard to hide anything from these knowledgeable surveyors—most of them have at least 20 years of naval service when they report to the team. Dressed in scarlet jumpsuits and matching ballcaps, the surveyors prowl the ship’s compartments, multi-paged checklists of hundreds of safety specifications in hand.

Team members report that without exception, COs want very much to hear the team's findings and are anxious to set their suggestions in motion — sometimes even before the team leaves the ship. In one instance, recalled by Senior Chief Engineman David Williamson, a surface ship's engineering space surveyor, "The ship's engineer took [the discrepancy] so seriously he was on the phone to the contractor while I was still pointing it out. By the time we were ready to debrief the captain, the discrepancy was, in fact, fixed," Williamson said. "Before we left the ship, we were taken back dm to the space, shown what the engineers had done and asked if the repairs were correct."

Major problems aside, causes for the many common, minor discrepancies the team finds on virtually every ship are not caused by lack of money or manpower, but by improper work habits, lack of experience or common sense.

According to Williamson, with enough training by knowledgeable petty officers, a common young person's attitude — that nothing can hurt them, that they are young and will live forever — can be overcome.

"Often there seems to be an attitude of, 'Well, it didn't cause a problem yesterday....' You don't even recognize it as a hazard any more — it's now normal working conditions," said another engineering surveyor, Senior Chief Gas Turbine Systems Technician Ralph Rogers.

"Another place the safety center's team of experts can assist," said CDR Glenn Allen, deputy director of the surface ship directorate, "is in helping a ship prepare for inspection." It is the best and most frequent reason his team is asked to look over a ship. Four to six months before a shipyard overhaul or when a new commanding officer reports aboard, are also excellent times to plan a safety survey, he added.

Mishap investigations are another service Glasier's department offers.
Safety at sea

commanding officers of surface ships. Like the safety surveys, the mishap investigation is at the CO's request, and the results are strictly confidential — for CO's eyes only.

"We'd like to be invited to do more mishap investigations," Glasier continued. "We don't assess blame or establish accountability. Our purpose is to discover why something happened, the lesson learned and to get the word to the fleet fast."

One ship's captain who is sold on the value of the survey team is LCDR Gary Hithon, commanding officer of the minesweeper USS Illusive (MSO 448). Hithon invited the survey team to come aboard about four months before a major Board of Inspection and Survey.

"Periodically, you ought to have another set of eyes come to look at your ship, to update you, and to make sure you are looking at things from the proper perspective," Hithon said. "They are the experts. They look at your entire ship, and tell you about all the new programs."

Hithon believes the men assigned to Illusive are more safety conscious since the team visited. "We have a much better safety program," he continued. "I feel certain that without them, it would have taken more time to recognize the problems. There is a better focus on safety. The sailors now recognize an unsafe situation faster."

Illusive was one of seven ships surveyed in November when four members of the safety center team traveled to Charleston, S.C. In January, about half of the team flew to California and Hawaii, where they surveyed 10 ships, one per day. Many team members have found to their surprise that although being on the safety survey team is regular shore duty, they are on the road, away from home, almost as much as when they were aboard ship. Senior Chief Boatswain's Mate Michael Campbell, deck seamanship surveyor, reports that he has surveyed 142 ships and spent 247 days on the road in his two years on the team.

Even with this arduous agenda, the team can't survey all the ships in the Navy as often as the safety center would like. CDR Allen said that with his current manpower of nine to 11 surveyors, his team can survey only 125 ships a year. With almost 400 ships eligible for his assistance, including aircraft carriers, it would take three years or more for the survey team to get to every ship.

"Our service is popular — we always have plenty of requests," Allen said. Asking for the the services of the survey team is voluntary, and plenty of COs take advantage of the assistance it can offer.

"During the actual [safety] stand down, all our phone lines rang continuously, which is a little unusual, but we've certainly never been like the Maytag repairman here," GSCS Rogers agreed.

When the survey team is aboard ship, they are accompanied by safety officers or safety petty officers from each division. Often they hear that more money would eliminate some of the hazards. "There isn't always enough money to fix everything our team has recommended," Campbell said.

Rogers agreed with Campbell, but only to a certain point. "There are plenty of times when the money is there, but there's difficulty getting parts," he said. "I have been through it on my ship. It is a very real problem, but it's not always the problem.
We all have to operate within a budget."

Rogers cites some positive trends in safety aboard ships, including eye-wash stations and electrical tag-out procedures. He feels that sailors' attitudes have changed.

"I look around and in the compartments where sailors use hazardous chemicals, like the engineering spaces, the photo labs and the sick bay, I see at least one eye-wash station where, a few years ago, there weren't any," Rogers said. "Also, 10 to 15 years ago, electrical tag-outs consisted of any torn piece of paper with 'danger' scrawled on it in pencil, stuck up on the equipment. Now, I never see that. Moreover, ships have a very good system of logging their tags in and out."

Glasier and Allen agree with the Chief of Naval Operations that the commanding officers are the keys that unlock safe attitudes aboard the fleet's ships.

"The CO sets the tone," Allen said. "The officers and chiefs can figure out right off the bat if their talk about safety is meeting with a warm or frigid reception. The CO has to establish the climate in which people aren't going to get burned if they bring this stuff up."

"I guess my greatest hope" Allen continued, "is that COs will always ask themselves not 'Can I do this?' but 'Is there any possibility that if I do this, someone will be hurt?'"

Allen and his team members agree, almost without exception, that their experiences surveying ships for dangerous situations and conducting accident mishap investigations have changed forever the way they will think about safety on board ship.

The bottom line for the Naval Safety Center is to positively contribute to safe, effective fleet and aviation operations while preserving the Navy's most valuable asset — you.

Commanding officers who would like to schedule a visit by the surface ship safety survey team can call Autovon 564-6033 or commercial (804) 444-6033.

Proper safety precautions during Special Sea and Anchor Detail could mean the difference between life and death if proper safety rules aren't observed.

Photo by PH2(CAT) Scott M. Allen
Active, Reserve sailors team up as never before.

Story by JOC Robin Barnette, photos by JOl Al Holston Jr.

Training exercises are the Navy's lifeblood. They take place constantly and can be as simple as a single aircraft on a reconnaissance mission to as complex as ... well, as Pacific Exercise '89.

“The largest U.S. military exercise since [the war in] Korea was under way with the PacEx '89 maritime exercise,” said CAPT H.E. Bailey, Commander Surface Squadron 1, one of many units to take part in PacEx from August to October 1989.

Units participating included, at various times, four different aircraft carrier battle groups, one battleship battle group, two amphibious ready groups with embarked Marine expeditionary units, an underway replenishment group and Maritime Prepositioning Ships. Many Navy and Marine aircraft squadrons also took part in PacEx, as well as elements of the Army, Air Force and Coast Guard.

Perhaps one of the most innovative aspects of PacEx '89 was the extensive involvement of the Naval Reserve.

“It was particularly interesting that the Naval Reserve Force ships participated as a squadron for the first time ever,” Bailey said. “PacEx was an exercise involving three-quarters of the Pacific Fleet, and it was designed to test the readiness of both the active and reserve Navy.”

More than 700 reservists got invaluable training at sea in a high-tempo war scenario, according to Bailey.

“Before [PacEx '89], my experience with the Naval Reserve Force over the last 15 years was that the Reserves never deployed,” he said. “So PacEx was a great opportunity to be involved in Western Pacific fleet operations.” Nine out of 10 West Coast NRF frigates took part in the huge training exercise that took the Navy north from California to the Aleutians and Adak, Alaska, four of the nine continued west to Japan and Korea, then to Pearl Harbor and back to Long Beach, Calif.

A wide range of activities served to train sailors involved in PacEx '89, some planned and some unplanned.

One planned exercise was based on the mine explosion that damaged USS Samuel B. Roberts [FFG 58]. The crew of USS Mahlon S. Tisdale [FFG 27] was called to general quarters in a drill to practice damage control and firefighting. The ship's engines and diesel generators were simulated out of commission. The exercise tested salvage aspects and considerations in a wartime scenario. The battle damage repair exercise was one of many drills testing the forward repair and recovery of damaged ships.

In the “unplanned exercise” category was the rescue of crewmen from the Korean freighter Pan Dynasty. Four NRF frigates responded to search and rescue tasking by Commander 3rd Fleet on Oct. 4. The freighter was taking on water at a
rapid rate and was in danger of sinking. All the Korean crew members were successfully rescued by helicopters from helo detachments of Tisdale and USS Wadsworth (FFG 9), while USS Duncan (FFG 10) and USS Lewis B. Puller (FFG 23) served as plane guards.

Reservists appreciated the training opportunities of PacEx '89. "It allowed me to become qualified on the ship's missile system, which was new to me," said Gunner's Mate 1st Class Mike Murphy, a reservist from Fargo, N.D. "I put in extra time to get the maximum amount of training that I could."

Meanwhile, Navy men aboard USS Constellation (CV 64), operating in the Northern Pacific, faced rough seas, bitter winds and freezing sleet while working on the flight deck.

Maintenance crews of Strike Fighter Squadron 25, deployed with Constellation, found that the cold was a potentially deadly enemy. The sleet and winds sapped the strength of people on deck because of the extra energy used to stay warm. For Aviation Machinist's Mate 1st Class Mike Tovar, the line leading petty officer, watching for signs of fatigue in his people was a priority throughout PacEx.

"If fatigue causes a lapse in alertness, it could kill somebody on the flight deck," he explained.

Safety was a top concern, and at times conditions were so bad that "Connie's" CO determined it was too hazardous to have anyone on deck. All personnel were ordered below decks and air operations halted until the weather improved.

PacEx '89 wasn't all work and no play — liberty call in Sasebo, Japan, gave many sailors a well-deserved break.

"Liberty in Sasebo was fantastic!" exclaimed Ship's Serviceman 3rd Class Jim Sommerfelt, a reservist from Greenfield, Wis. This port call was his first visit to the Orient.

The exercise was also a chance for sailors to lend helping hands to some needy children in the Republic of South Korea. A working party of 41 sailors, both active and Reserve, from Lewis B. Puller, Duncan, Mahlon S. Tisdale and Wadsworth painted two orphanages.

"Having the Navy volunteers paint has saved us [about $1,600] — money we don't have," said an orphanage director. "I'm glad all of these guys gave their time to help paint. It's time they could have spent on liberty having fun."

"These kids deserve a little help," said Engineman 1st Class Ronald Reuter, "and I think this was a great opportunity for us to lend a helping hand."

"Opportunity" might just sum up what PacEx '89 was all about. The vast scope of Pacific Exercise '89 — approximately 80,000 personnel participated — makes it impossible to provide a comprehensive account of the exercise.

However, it was at the very least an opportunity for many Naval Reservists to deploy on a WestPac cruise for the first time; an opportunity for large numbers of active-duty and Reserve sailors to work together; an opportunity to face new challenges, see new lands, meet new people.

In fact, it was more than opportunity — it was opportunity seized and realized to make the U.S. Navy more combat ready than ever before. □

Barnette is editor of All Hands. Contributors to this story: JO1 Al Holston Jr. and CDR Mike Lafleur, Surface Squadron 1, San Francisco, and LT T.J. Roorda, VFA 25.
Supply and demand

New logistics concepts tested during PacEx.

Story by LCDR Norris Jones

"My fundamental philosophy is that tactics have to drive logistics," said RADM John W. Bitoff, Commander Task Force 33. "An operator should not have to worry about where his fuel, food, repair parts and ammunition are coming from — that's our job."

And that's exactly the job that CTF 33 performed during Pacific Exercise '89.

One of the primary objectives of PacEx was to test logistics capabilities — stress the supply system to its limits and see where it would break.

CTF 33 was responsible for establishing a supply channel stretching from Seattle to the remote Aleutian Islands, 1,800 miles to the northwest.

New concepts in logistics were tested and proven successful during PacEx.

The ALSB was manned around the clock by active and Reserve personnel. Mobile air cargo terminals and logistics detachments were established at McChord Air Force Base near Tacoma, Wash., and in Kodiak, Cold Bay and Amchitka, Alaska. Aircraft used to transport supplies during the exercise included C-9s, C-2s, helicopters and C-130s.

"Our challenge," explained Bitoff, "was to create an air-supply route from [the continental] United States through the Aleutians and make it work."

The reservists who manned the air cargo terminals were enthusiastic about the mission.

Naval Air Logistics Office coordinated the operational support aircraft with a flight scheduling computer system, keeping track of the various requests and the priorities of each.

"When we started planning for PacEx a year and a half ago," said LCDR Dan Drake, officer in charge of the NAPO Det, "we anticipated a maximum of 60,000 pounds of cargo and personnel daily." That's about what one C-141 can transport. "We handled considerably more requests than I originally thought possible and, fortunately, the computer system we were using had the flexibility to handle that extra demand."

Another new logistics concept involved communications. Support facilities were not available at the Alaskan sites and message communication throughout the fleet was overloaded. To handle supply needs, new ways to communicate were tested to reduce or eliminate resupply requisition messages during a war-time environment — air mail computer disks, combat menu and push replenishment.

For example, USS Constellation (CV 64) put a resupply requisition on a computer disk and had the daily carrier-on-board-delivery flight take it to the air logistics detachment at Cold Bay, Alaska. From there, it was sent by telephone modem to the NAPO at Naval Supply Center Puget Sound, Wash., and the material was issued.

Another new idea tested during PacEx involved use of the "combat menu." Although sailors feared...
they'd be eating “Meals Ready to Eat” and hard tack for two months, they were pleasantly surprised to see that they had three hot meals each day, including fresh eggs for breakfast, cheeseburgers and soup for lunch and baked ham for dinner.

“The meals were designed to be low-labor intensive in preparation,” Bitoff said, “easy to clean up afterward, and higher in caloric intake for the colder operating environment.”

PacEx's combat menu was set up on a 10-day cycle, offering different entrees each day. All personnel in the battle force were served the same meals. That made it possible to calculate how much food was consumed based on each ship's complement. Supply personnel scheduled the next replenishment knowing exactly what items would be required without the need of message confirmation.

This concept can be extended to most consumable items on a ship, according to Bitoff, and that is how the “push system” works. For example, the push system could also be an asset for battle damage repair. In addition to the supplemental combat load that tenders would be carrying in a war-time environment, they would also carry other materials — such as deck plating, cable and pipe — pre-positioned in a forward area.

To test the procedure, supplies were barged to a logistics detachment in Dutch Harbor, Alaska. The 23 vans of cargo were commercially unloaded, picked up by the combat stores ship USS Mars (AFS 1) and delivered to the fleet.

In training exercises, to get repairs started expeditiously, a seven-person battle damage assessment team was sent to a ship — a hull technician, damage controlman, fire control technician, electrician's mate, machinist's mate, boiler technician and a hospital corpsman. Arriving on board shortly after an “emergency” was stabilized, the team evaluated what repairs and parts were needed. Damage was documented with a video camera and the tape taken to the tender for viewing by repair personnel before the ship arrived.

Another new logistics concept tested during PacEx '89 was the Navy Emergency Air Cargo Delivery System. In one case, high priority repair parts were air dropped from an Air Force C-141. The 1,400-pound package was flown to the battle group while it was steaming 200 miles off shore. The package was dropped from a height of 500 feet and recovered by USS Wabash (AOR 5).

Many new techniques in battle support were verified as workable as a result of PacEx '89. Analysts will study the many reports written about the exercise to assess the methods used to provide logistic support to battle groups.

"The job [of supply and logistics] may not appear to be as glamorous as pulling the trigger, like "Top Gun," said Bitoff, "but it certainly is the linchpin in most cases and always has been."
USS Chancellorsville

Ship named for Civil War battle makes new home in San Diego.

Story and photos by PH2 Dante DeAngelis

When the newly-commissioned guided-missile cruiser USS Chancellorsville (CG 62) sailed into San Diego harbor last fall, the sailors manning the rails got their first glimpse of their new home port from a magnificent vantage point.

They also got a warm welcome from their new Southern California home town. Distinguished visitors, including VADM Robert Kihune, Commander Naval Surface Force, U.S. Pacific Fleet, and Coronado, Calif., Mayor Mary Herron were flown aboard to welcome the ship to the West Coast. A barrage of media arrived to make sure Chancellorsville’s arrival didn’t go unnoticed. By 11 a.m., the ship had made her way through the bay and moored alongside the pier. Eager families rushed aboard to greet their loved ones.

The new ship — the 16th Ticonderoga-class, guided missile Aegis cruiser — is named for a Civil War battle. Twenty-nine thousand Northern and Southern soldiers died in the 1863 battle of Chancellorsville on the banks of the Rappahannock and Rapidan Rivers in Northern Virginia, near Fredericksburg.

Although historians consider the battle a victory for the Confederacy, it cost the South the lives of 12,000 soldiers, including that of General T.J. “Stonewall” Jackson. Chancellorsville’s motto, “Press On,” echoes General Jackson’s favorite words of encouragement to his troops.

With so much history behind her name, it’s not surprising that the ship and her commissioning aroused ardent support from the citizens of Fredericksburg. A large model of the ship will be on permanent display at the visitors’ center in the battlefield park.

The commissioning committee, made up of citizens of Fredericksburg, raised $75,000 to buy each of the crew members a memento of
hand-crafted oak planks with a mounted bronze medallion of the ship's crest. Additionally, each “plank owner” received a small cedar chest of Fredericksburg souvenirs including a Civil War-era Mini ball from the Chancellorsville battle.

The modern weapons carried by the 567-foot cruiser — Aegis weapons and electronics — are the most sophisticated and accurate ever to see U.S. naval service. These weapons wrap Chancellorsville into a tight package of anti-air, land, surface and subsurface warfare. Streamlined and sleek, the cruiser is powerful, with four gas turbine jet engines, each of which supplies 80,000 shaft horsepower to her twin reversible screws. She is also fast, cruising at speeds of more than 30 knots.

At the ship's commissioning ceremony at Ingalls Shipbuilding in Pascagoula, Miss., an order by CAPT Gordon H. Rheinstrom brought 9,800 tons of inanimate steel and aluminum to life.

“I've been waiting 35 months for this day,” Rheinstrom said. “Besides my family, this ship is my life. I'd be the last one to say I've done it by myself, it takes an entire crew. I couldn't have done it without them.”

The following day, shipyard workers who toiled for three years to build the ship and Navy family members, gathered to bid Chancellorsville farewell as the ship made preparations to leave her first home and sail for San Diego. In the few precious moments before departure, family members exchanged embraces with their sailors before watching the ship set sail into the rainy morning.

Daily, during her transit from the Atlantic to the Pacific, the ship’s company held firefighting and damage control drills.

Along with training, the ship’s captain and executive officer believe that cleanliness plays an important role in the ultimate success of a ship.

“The finest sailors in the world deserve to live in cleanliness — it’s an intangible asset,” said LCDR Scott Lustig, Chancellorsville's XO. “There are plenty of good ships that are dirty, but the great ones are the clean ones.” The meticulous Lustig performs berthing and messing inspections with a white glove touch.

A few days before pulling into San Diego Harbor, hot dogs and hamburgers were the bill of fare for a steel beach picnic in the sun. Then the big day came and Chancellorsville was welcomed by crew members’ families and the San Diego community.

Named for a battle fought nearly 130 years ago and 3,000 miles away, USS Chancellorsville brought a small part of the East Coast to the West.

Although the operational schedule for the newest Aegis cruiser is sure to be intense, the crew and families of Chancellorsville will certainly enjoy the many sunny California days ahead.

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DeAngelis is assigned to Navy Public Affairs Center, Norfolk.
Spotlight on Excellence

‘Doc’ earns SWO

Story by JO2 Scott A. Thornbloom

He belonged to a Massachusetts fire department emergency medical team and wanted more, so he became a doctor. As a doctor he wanted adventure, so he joined the Navy. As a medical officer aboard USS Missouri (BB 63), LT (Dr.) Murray Norcross strove to be a complete naval officer, so he earned the Surface Warfare Officer designation.

It’s rare for medical officers to earn the SWO pin.

“Originally this was a challenge for the hospital corpsmen,” said the 28-year-old North Adams, Mass., native. “I told them that if they started working on their Enlisted Surface Warfare Specialist qualifications, I would work on passing my SWO qualifications.”

The work that goes into showing competency in shipboard matters is extensive and can be difficult even for unrestricted line officers who are required to have the designation. For someone who isn’t required to earn it, and already has an extremely full schedule working in the medical department, qualifying can be a monumental task.

Earning the coveted gold crossed swords and bow wave insignia means you have an in-depth understanding and working knowledge of what a Navy ship can do and how it does it. That knowledge and understanding cover a wide range of shipboard areas from navigation to propulsion and damage control to weapons systems.

“I was amazed that he could do it,” said CDR (Dr.) Michael Logue, medical department head of the battleship homeported in Long Beach, Calif. “I have never worked with anyone who has so much boundless energy to complete not only his daily duties, but also the qualifications. In my 12 years in the Navy I have only met a handful of SWO-qualified medical officers, and usually they had their qualifications before they became medical officers.”

Norcross completed most sections of the SWO manual during off-duty hours. It took him about a year.

“Finding time to work on my qualifications was the most difficult,” he said. “I had to use many late nights to stand watches on the bridge, in the Combat Engagement Center and in engineering.”

Norcross said that a number of officers and crew members helped him reach his goal by offering advice and guidance.

“We shared and helped each other with a lot of similar qualification items,” said Chief Hospital Corpsman (SW) John Burke, who completed ESWS qualifications while Norcross worked on his SWO pin.

“I was given the opportunity to take the ‘conn’ during Pacific Exercise ’89 replenishment exercises, which was exciting,” said Norcross.

“I feel that being a better qualified naval officer will help me be a better naval medical officer,” he said. “It will also help me understand how and why different injuries happen to fleet personnel.”

Norcross’s next goal is to become a board-certified family practitioner at his next duty assignment, Naval Hospital, Charleston, S.C., then one day a naval hospital commanding officer. And who knows? He may someday be “Dr. Murray Norcross, Navy Surgeon General” — surface warfare qualified, of course.

Thornbloom is assigned to Public Affairs Office, USS Missouri (BB 63).
Bearings

Sailor makes *Kennedy* office doors into works of art

A crushing bolt of lightning rips the blackened skies. The setting sun seems to take all hope with it as it sinks into an eerie sea. Then, as life appears to ebb, a Helicopter Anti-submarine Squadron 7 helo hovers boldly in the eye of the storm, with a strong set of golden wings and manned by a fearless crew. Fate itself rests in the hands of the heroic crew.

This is the scene depicted in an airbrush design, destined to be exhibited outside HS 7’s flight operations office. The artist is Illustrator-Draftsman 2nd Class (AW) Juan C. Gonzalez, who works for the Carrier Intelligence Center on board USS John F. Kennedy (CV 67). The exhibition area is not the HS 7 art gallery, but rather, office doors.

“Door-sign art work and illustrations are part of our trade,” said Gonzalez. “It lets us be freelance artists while working for the Navy.”

Door art, like most forms of art, requires patience, creativity and constant experimentation. The process is long and tedious, with some doors taking up to six months to complete.

“The first thing I do when I accept a job request is the basic layout,” Gonzalez said. “When it’s approved, I take the original sketch and make it larger, then transfer it to an art board where I’ll do the actual work.

“The next step is to cover the sketch with a special film called ‘friskit,’” he said, “which I use to cut out all the little shapes and details.”

Gonzalez then applies the final touches to his showpiece. “I apply all the dark tones first and then continue with all the other color toning.”

When he’s not painting doors on the carrier, he’s utilizing computer-generated graphics to develop visual presentations, which help clarify information the intelligence center presents to the Navy.

“I wish I could do more technical illustration,” said Gonzalez. “I really do enjoy the miscellaneous stuff, like door art. But, I better prepare for a challenging career when I have the time to concentrate on the more technical aspects of my rating.”

Where door art is concerned, Gonzalez has few, if any, peers. In the stark shipboard atmosphere of white and pea-green color schemes, the well of imagination runs deep at Gonzalez’s drafting table.

—Story by JO3 Alan D. Day, Public Affairs Office, USS John F. Kennedy (CV 67).

DM2(AW) Gonzalez puts the finishing touches on his Helicopter Anti-submarine Squadron 7 door art.
Bearings

Guadalcanal warrant officer leads deck department to fitness

Larranaga's barked commands push the men into driving themselves through the workout. He and Chief Quartermaster (SW) Clinton V. Hill are up front and leading.

"It's mandatory, but it is not a punishment," Larranaga said, "It's to help those in the command who have weight-control problems."

Larranaga learned of the program through his own treatment at Long Beach Naval Hospital, where he was diagnosed as chronically overweight and assigned to a Level 3 weight control program.

"It's funny, you can be really overweight, but not see yourself as fat," Larranaga said. "I never saw myself as obese, until one day when I was at a department store and walked in front of a video camera. I saw myself as other people saw me."

But, losing weight is much more than working out, according to Larranaga's experience. "You have to change your behavior," he said. "You have to watch what you eat and change the way you eat."

"We're going to bring in the ship's dentist to talk about nutrition and dietary training," he continued, "and we're going to encourage the men to look at themselves as others look at them."

With only two weeks behind them, the Guadalcanal workout crew had yet to see noticeable improvement. But "they're hurting less and even starting to look forward to the sessions," Larranaga said.

In weeks to come, we'll be working with the medical department in monitoring our progress and improvement," he continued. "The benefits from losing weight are enormous. The main benefit is to yourself — there's an increase in the feeling of self-worth."

--Story by JO2 Matthew Montague, Public Affairs Office, USS Guadalcanal (LPH 7).

All the world's a stage' for Whidbey Island lieutenant

An intelligence officer with the Naval Air Reserve Whidbey Island, Wash., is a murderer — for a few weeks anyway.

LT Chuck Brockway, assigned to Reserve Intelligence Area Coordinator 1, has taken to the stage as "Giles Ralston" in Oak Harbor's Whidbey Playhouse in a production of Agatha Christie's "The Mousetrap." This is his first time acting, but Brockway said he is not a stranger to the stage.

"My entire family, including the dog, does modeling, commercials and have been in theater," said Brockway. He said that he was trying to get the family name recognized in town when he auditioned for this part.

"I had no expectations of getting the part," said Brockway. "I even had a letter made up saying that even though I didn't get the part, I'd like to help out backstage or something."

Things didn't go quite as anticipated for him, though. Out of about 30 men trying out for various parts in the play, Brockway managed to snag a starring role. He plays an owner of the Monkswell Manor Guest House, where the action takes place.

"The director said that when I got up there reading the parts, I didn't appear to have stage fright and that I had control of the situation," Brockway said, adding that most of the other actors in "Mousetrap" have previous acting experience. "When I showed up at the first rehearsal," he said, "the other actors were already getting rid of their scripts. They were really getting into it. Their good suggestions helped a lot."

Brockway said that because he works in intelligence he's used to addressing groups of people.

Though he has enjoyed the experience, he doesn't expect to pursue more acting in the future. Said Brockway, "It's different up there on stage."

--Story by JO3 Damon Hammer, PAO, Naval Air Reserve Whidbey Island, Wash.
Navy ‘traps’ local reporters on aircraft carrier’s flight deck

Two weeks before the arrival of USS John F. Kennedy (CV 67) to Portland, Maine, plans were made to “trap” media representatives from southern Maine.

The reporters and photographers received an emergency brief and later had some time to talk about what they were about to experience. They knew they were about to be trapped (a term used to describe arrested landings aboard aircraft carriers) and during their discussions, it was obvious their emotions were mixed.

Soon, the reporters and photographers were boarding the C-2 Greyhound. They tried to cover their tension by exchanging stories about other experiences they’d survived completing other nerve-wrenching and dangerous assignments.

The aircraft turned sharply to approach the ship and the noise of the landing gear clicking into place rose over the din of the engines. The press representatives dug deeply into their seats and nervously fidgeted with their safety harnesses as they waited for the trap. Then the wheels slammed home, the plane’s hook caught the wire cable and the C-2 was trapped with an instantaneous stop aboard Kennedy.

Each man removed his cranial helmet and safety goggles and checked to make sure he was in one piece before adding the trap to his list of “war stories.”

Upon landing the reporters and photographers were met by enlisted personnel assigned to several Navy offices throughout Maine. These crew members escorted the press for their overnight stay.

Camera motor drives quickly ran through dozens of rolls of film. For the next 20 hours cameramen and reporters interviewed sailors throughout the ship.

Kennedy’s CO, CAPT Herbert A. Browne Jr., was on hand to answer questions about the ship, the port visit to Portland and the two Libyan MiGs that were shot down by Kennedy’s F-14s more than a year ago.

As the night wound on, so did the accumulated footage and rolls of film. One of the television crews wandered into the ship’s closed-circuit TV station and seemed surprised at the quality of the equipment and the young ages of its operators.

The press photographed the sunrise and followed the sailors through a “normal” day aboard “Big John.” A helicopter ferried still photos, copy and video ashore for early morning broadcasts and publications.

Soon Kennedy dropped anchor in Portland and the press ate their final meal in the Chief’s Mess while the crew prepared utility boats for liberty parties.

Their adventure aboard Kennedy was at an end, but the reporters and photographers were still talking a blue streak about the trap as they headed home.

—Story and photo by JO2 Ray Thomas, Public Affairs Office, Naval Air Station, Brunswick, Maine.

Hesitant media representatives load their gear aboard the C-2 Greyhound set to fly them to their first “trap” on Kennedy.

MAY 1990
Leadership of sailors throughout the Navy is credited with improving Navywide retention rates and cuts in first-term attrition. Since reducing personnel losses became one of the Navy's top manpower priorities, efforts of sailors in the fleet, in training commands and in school commands to keep more sailors in the Navy have begun to pay off, according to VADM Mike Boorda, Chief of Naval Personnel.

"We've been trying to help more people be successful," Boorda said, "and it's working. The result has been some reductions in attrition — and equally important, an increase in the number of people who are eligible to reenlist."

Last year's first-term reenlistment rates were the highest of the 1980s, and second-term and third-term reenlistments were the highest since 1985. This positive trend is continuing, figures from the first quarter of FY90 are slightly higher than they were at the end of 1989.

"If you add all that up — fewer people failing, less attrition, more people eligible to reenlist and higher reenlistment rates — you have better people, lasting longer and deciding to stay in," Boorda said. "The goal is to keep getting better, to work harder at making people successful and proud to be in the Navy."

Following her last deployment, USS New Jersey [BB 62] returned to her home port in Long Beach, Calif., in February from the Western Pacific and Indian Ocean. The battleship is scheduled to begin a six-month decommissioning process in August to be completed in February 1991.

The 887-foot, 58,000 ton ship, originally commissioned in 1943, was recommissioned in 1982. During her last deployment, the ship hosted more than 20,000 visitors during shipboard tours and other official functions.

Looking ahead to a swap are aircraft carriers USS Midway [CV 41] and USS Independence [CV 62]. The "Indy" will replace the forward-deployed Midway in Yokosuka, Japan, sometime in 1991, according to Secretary of Defense Dick Cheney.

Independence, a conventional, Forrestal-class carrier, will be assigned on an extended basis to the U.S. 7th Fleet as one of 10 ships in the Overseas Family Residency Program in Yokosuka. Indy's enhanced capabilities and more diverse air wing give her an advantage over Midway in power projection ashore and at sea, as well as in anti-submarine warfare.

Many factors were considered in the decision to replace Midway with Independence, including operational considerations, Indy's completion of the Service Life Extension Program in August 1987 and the fact that Midway is nearing the end of her useful service life. Midway, commissioned Sept. 10, 1945, as the lead ship of her class, is expected to be homeported in San Diego, with retirement a possibility in 1991.

Secretary of the Navy H. Lawrence Garret III announced that USS Abraham Lincoln [CVN 72] will be permanently homeported at Naval Air Station Alameda, Calif.

The change of home ports from Norfolk to Alameda will become effective this fall. Lincoln is the Navy's newest Nimitz-class aircraft carrier.

Voting by Navy personnel in primary elections scheduled this year is urged by the Secretary of the Navy. primaries will be held in all 50 states, as well as in the District of Columbia, Guam and the U.S. Virgin Islands. The general election is scheduled to be held Nov. 6.

"I strongly encourage each and every Navy member to take an active interest in these primaries by ensuring that your vote is cast," the SecNav said.

The Federal Post Card Application is used to register for state primaries and the general election and must be submitted 30 to 45 days before the election. Voting officers must ensure "in-hand" delivery of FPCAs to allow sailors and their eligible family members to register to vote or request an absentee ballot.

The Navy has announced that USS Normandy [CG 60] will change its home port from Norfolk to Naval Station New York, Staten Island, effective Aug. 1.

The announcement allows Normandy's 30 officers and 344 enlisted personnel to begin moving their families to Staten Island upon receipt of official change of homeport orders, which may be issued up to six months before the effective date. Normandy is the first of six ships to be based at Naval Station New York. The others will be joining her in the summer of 1991 after deployments or overhauls, including a destroyer, two guided-missile destroyers and two Naval Reserve guided-missile frigates.
Long overdue

September 1989 "NavEdTraCom chooses top instructors of the year" [Bearings] made me wonder why a program like this took so long to come about. I was a Navy instructor from 1981-1984 at NTTC Corry Station Pensacola. I earned my MTS [Master Training Specialist] recognition within the first year on podium and was handpicked to instruct various senior-level courses of instruction outside my normal ‘C’ school environment. Implementing major changes to curriculum and constructing a workable mock-up UYK-20, which has been used throughout my training community at Corry to this day, did not even merit a Navy Achievement Medal.

Please keep this program going as people need to be recognized for excellence beyond the call! Congratulations to those who were selected.

— CTOC Robert I. Stollon
NCS Rota, Spain

Minesweeper preservation

Your article [September 1989] on the new Avenger-class minesweepers was well written and most interesting. Well done! However, before our present MSO-class and MSB-class minesweepers are forever removed from the scene, we ought to extend a ‘Well Done!’ to those who have kept these vessels in good condition, in many cases on arduous deployments, with engines that in any other context would be considered antiques. I am referring particularly [if my count is still correct] to those nine MSOs powered by four Packard V-12 diesel engines and one MSB powered by two Packard V-12 diesel engines.

For those who have a sense of history and appreciate past significant accomplishments and contributions to the national interest, it may be of more than just passing concern to know that we not only have 10 Packard-powered vessels in the Navy still in commission, but that Packard engines powered all our World War II PT boats, all the Navy dirigibles, some earlier Navy aircraft as well as the world famous P51D Mustang fighter, and that V-12 Packard diesel marine engines are still being overhauled at the Long Beach Naval Shipyard.

In my considered opinion, the men who crew and maintain these aging but magnificently engineered diesels, and the vessels they propel, are the unsung heroes of the surface Navy — seldom receiving adequate thanks or support — yet always expected to be on the job, especially in going “before” the fleet to clear the way, providing safe passage for larger and more noticeable ships.

Having served during the early ’80s in Charleston, S.C., where some of our MSOs are homeported and headquartered, and thus afforded the privilege of seeing this virtually forgotten community of “iron men and wooden ships” in action, I very respectfully urge the editor of All Hands to support the preservation of a Packard-powered MSO as a lasting and vivid memorial to all minesweep sailors of the U.S. Navy.

Detroit, in my opinion, would be a logical choice for a permanent memorial site for a Packard-powered MSO preserved as a national treasure, not only because it is a central location for a larger segment of our population, it has a beautiful waterfront historical park, is a fresh-water port [where hull preservation is easier], but as well is the city where all Packard military engines were manufactured.

If Navy personnel, dependents and other interested people are willing to support such a project, would All Hands be willing to act as the ‘official sponsor’ of an undertaking as worthwhile as this?

— CDR Robert B. Needham
Command Chaplain
USS Tarawa [LHA 1]

• It’s not appropriate for All Hands to take on such sponsorship, however worthy the goal. But perhaps your letter will stimulate interest in a preservation and memorial project within the minesweeping community. Any takers? — ed.

Shame on you

Regarding JO3 Lindsey’s story in the December issue of All Hands about the Perry Memorial Ceremony held in Japan, he refers to the U.S. and Japan as “the two Pacific countries.” We East Coast and European-based sailors would like him to remember a little thing we like to call the Atlantic (especially since the United States has considerably more Atlantic Coast line than Pacific). I don’t think I’ve ever heard any U.S. president refer to us as “this great ‘Pacific’ nation of ours.” Of course, Lindsey may have meant the word as an adjective [and a terrible pun]. In that case, shame on you All Hands for capitalizing it.

Other than that, it was a typically informative and entertaining issue. Keep up the good work.

— CTO2 Frank M. Affleck III
Keflavik, Iceland

Groundless grounds

This letter is in response to Mail Buoy, November 1989 (“Unfit brew”).

First I would like to address a letter by CTR3 Eric C. Via.

Where do you get off comparing coffee to drugs like cocaine and heroin? Referring to needles, shipments for addicts, drug dealers and overdosing in a letter concerning coffee is not only farfetched, it’s childish. You’re trying to compare the coffee industry with a drug cartel and it doesn’t wash.

You’ve blindly overlooked the point with your “zero tolerance” chest thumping. Drugs come in two types: harmful and helpful, which is usually a matter of volume consumed. Even your dreaded marijuana has medicinal properties. Coffee, like any drug, can be beneficial if consumed properly. You have managed, however, to classify it into the detrimental category. You preach anti-caffeine by way of coffee; yet you managed, however, to classify it into the detrimental category. You preach anti-caffeine by way of coffee; yet you didn’t bother to mention chocolate or sodas that can contain as much if not more caffeine by volume than coffee. Imagine taking sodas and candy, along with all the other products with “cancer causing substances” out of gedunk shops.

As a matter of fact, let’s all stop laying in the sun, stop eating, stop breathing, stop all those things which could be harmful to our health. Get the picture? Humans do things, by force of nature, that are not always healthy but are enjoyable. And, since I enjoy my coffee, and my drinking coffee doesn’t harm you, you have no right to sit on your high horse and look down at me or anyone else.
Using your train of thought, not only is caffeine a drug, so is sugar, salt and a host of other items. “But, nevertheless, a drug”? Is it really zero tolerance to use sugar (a well-known stimulant)? I think you should focus your narrow-mindedness on enjoying life — you certainly aren’t much of an antidrug advocate.

The letter by Guilherme Hopp Freitas was a little closer to the problem. Supposing caffeine is a detrimental drug, should the Navy promote its use or not? In my opinion, the article “Cuppa Joe” [July 1989] was a reflection on a Navy tradition over 150 years old as well as a historical presentation, and was in no way a promotional for coffee consumption. And even if it was promoting coffee, where do we draw the line between promoting and not promoting such items? Is it that much of a health risk? Does it harm individuals other than the person consuming it? These are some of the questions we have to ask before we incorporate caffeine into urinalysis tests.

The solution “of promote or not promote” is a tough one as coffee is both a stimulant and a well-known beverage. “But, nevertheless, is it right for them.” Regardless, until it’s banned I gladly offer either of you one of the finest cups of java in Europe anytime you’re in the neighborhood. Will that be one lump or two?

— J03 Rod Kinnison
Naval Communication Station
Rota, Spain

Getting it right

I would like to take this opportunity to acknowledge the exceptional article on Empress II written by JOC Robin Barnette. Chief Barnette clearly and concisely explained the Navy’s Empress II program in a short, well-written article. As program manager for PMS-423, I’ve been interviewed by many reporters for civilian newspapers about Empress II. Their articles were well written, but no reporter ever got the story quite right. Chief Barnette should be commended for accomplishing this. Well Done!

— CAPT W.E. Mahew
Program Manager,
Theater Nuclear Warfare Program
Naval Sea Systems Command
Washington, D.C.

Reunions

• Naval Weather Service Association — Reunion June 27-30, Jacksonville, Fla. Contact Jack Balling, 1462 Arena Road, Orange Park, Fla. 32073; telephone (904) 264-6649.
• USS Ashland (LSD 1) — Reunion July 12-14, Chicago. Contact Milt Ferguson, 1540 East Moore Road, Hillsdale, Mich. 49242; telephone (517) 437-7205.
• USS Independence (CV 62) — Reunion July 12-15, Orlando, Fla. Contact Dennis Bagley, 12 Trenton Ave., Winter Garden, Fla. 32787; telephone (803) 256-9485.
• USS Hornet Club (CV 8, CV 12, CVS 12) — Reunion July 20-22, Silverdale, Wash. Contact Connie Massie, P.O. Box 7526, North Port, Fla. 34287.
• USS Perkins (DPR 877) — Reunion July, Big Rapids, Mo. Contact Ron Widgren 631 Corinth St., St. Louis, Missouri 63188; telephone (517) 681-2453.
• USS Gwin (DM 33) 1952-1954 — Reunion July, Charleston, S.C. Contact John White, 201 N. Tyler Road #125, St. Charles, Ill. 60174; (708) 513-0743.
• USS Des Moines (CA 134) — Reunion August 10-12, Mercer, Penn. Contact Steve Renock, 715 Elm Street, Watertown, Pa. 17777; telephone (717) 538-2165.
• USS Sylvania (AFS 2) — Reunion summer 1990, Norfolk. Contact John D. Pierce, 6631 Halloway Lane, Lansing, Mich. 48917.
• USS Monticello (AP 61) and Europa (AP 177) — World War II Reunion September. Contact C. Ormiston, 1834 Huckleberry Drive, Aiken, S.C. 29801.
• USS Campbell CG (W 32) — Reunion May 17-19, Seattle, Mayflower Park Hotel. Contact Walt Retrig, 4680 Bailey Ave., Buffalo, N.Y. 14226; telephone (716) 835-4725.
• Personnel Accounting Machine Installation Atlantic (PAMILANT) — Reunion June 9, Norfolk. Contact Crystal Forehand, 8124 Ridgefield Drive, Norfolk, Va. 23518; telephone (804) 583-4410.
• 20th Infantry Battalion USCMR — Reunion 40th year, July 28, Tulsa, Okla. Contact Jerry L. Pul, 20th Infantry Battalion Reunion Committee, 1145 South Utica, Suite 164, Tulsa, Okla. 74104; telephone (918) 560-5780.
• MTACS 2 — Reunion Aug. 1-4, Santa Ana, Calif. Contact James G. Scott, 324 Magnolia Avenue No. 6, Lemoore, Calif. 93245-3868.
• USS President Jackson (APA 18) — Reunion “The Unholy Four” (Jackson, Adams, Hayes and Crescent), Aug. 4-7, St. Louis. Contact Mick Finnegan, Secretary, 5413 Isabel Terrace, Homosassa, Fla. 32646; telephone (904) 628-9628.
• USS Daly (DD 519) — Reunion Aug. 13-20, Baltimore. Contact Walter A. Johnson, 161 Boxford Street, Lawrence, Mass. 01843.
• USS Topeka (CLG 8) — Reunion Aug. 16-20, San Diego. Contact Topeka Reunion, c/o D. E. Cass, 3028 Bonita Woods Drive, Bonita, Calif. 92019, or call Don Nelli, telephone (619) 487-4595.
• P.T. Boats, Tenders and Bases — Reunion Aug. 30-Sept. 3, Town and Country Hotel, San Diego. Contact P.T. Boats, Tenders, and Bases, P.O. Box 38070, Memphis, Tenn. 38183-0070; telephone (901) 755-8440.
• USS Missouri Association — Reunion Aug. 31-Sept. 3, Providence, R.I. Contact Angelo Goffredo, 1105 Jerry Ave., Schenectady, N.Y. 12303.
• USS Aaron Ward (DM 34) — Reunion Sept. 14-16, 1990, St. Louis, Mo. Contact Einer Dyhrkopp, Shawneetown, Ill. 62284; telephone (618) 269-3914.
One, two, three... Heave! Boatswain's mates take the slack out of the lines on board USS Conhole (FF 1056) in its homeport of Newport, R.I. Photo by PH2 D. Anglin.