

ALL HANDS



**SECNAV
INTERVIEW**

JULY 1977



THE PRESIDENT OF THE UNITED STATES—Jimmy Carter, protected against the drizzle, stands atop the sail of USS Los Angeles (SSN 688) as it returns to Port Canaveral, Fla., after a day's operations. The President, accompanied by his wife, Rosalynn, and Admiral Hyman G. Rickover, spent nine hours at sea on May 27. Los Angeles, the Navy's most advanced nuclear submarine, is commanded by Commander J. C. Christensen (far right). (Photo by JOI P. Sundberg)



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 Photo by Dave Wilson.

Back Cover: International Azalea Festival photos by PH1 Terry C. Mitchell.

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Currents

President Carter

Visits Attack Sub Los Angeles ● President Jimmy Carter and Mrs. Carter took a one-day trip aboard USS *Los Angeles* May 29, off Florida's east coast. The presidential party boarded the attack submarine at Port Canaveral, Fla., early in the morning and returned about 1800. The crew demonstrated the submarine's propulsion plant and maneuvering capabilities. The President never had been aboard a nuclear-powered submarine. He served aboard diesel subs while in the Navy and was in the nuclear power program immediately before leaving the service in 1953. Also accompanying the President were Admiral H. G. Rickover, Director of the Navy's Nuclear Propulsion Program, and Vice Admiral Joe Williams, Commander Submarine Force Atlantic. *Los Angeles* is commanded by Commander John Christensen.

Vice Admiral Gravely

Honored By Ebony Magazine ● Vice Admiral Samuel L. Gravely, Jr., Commander Third Fleet, was chosen in the May issue of *Ebony* Magazine as one of the nation's 100 most influential Black Americans. A native of Richmond, Va., Vice Admiral Gravely achieved flag rank in 1971. His recent assignments have included: Director of Naval Communications and Commander Naval Telecommunications Command; Commander Cruiser Destroyer Group Two; and Commandant of the Eleventh Naval District, before assuming three-star rank and taking command of the Third Fleet in September 1976.

President Awards

\$25,000 to NavSea Civilian ● Lawrence Guzick of the Naval Sea Systems Command received a \$25,000 award from President Jimmy Carter for inventing a steam line drain orifice assembly that already has saved \$10 million in the first year of implementation. Guzick, deputy director of NavSea's aircraft carrier ship logistics division, received the award at a White House ceremony in May. His invention is a replacement for steam traps in high pressure steam systems aboard ships; to date, it has been installed in more than 100 ships. The \$25,000 award, the largest award granted under the Federal Incentive Awards Program, has been approved only five times since 1954, when Public Law 83-873 was passed, establishing the program. Two of the five previous recipients were Navy employees.

New Graduate

Study Program For Officers Announced ● Navy line and staff corps officers now may attend graduate school full time while drawing full pay and allowances under a new program announced by the Chief of Naval Education and Training. Under the Advanced Education Program, selected officers, O-2 through O-5, may study for up to one year toward a graduate degree consistent with their designator and subspecialty requirements. Officers will pay for tuition and other expenses with their pay and GI Bill benefits. The new program may be used following enrollment in other education programs as long as the total time in school does not exceed two years. Details are in CNETINST 1520.7A. The application deadline is Aug. 1, 1977, for the first annual selection board which will be held in late September 1977.

Navy Shuttle

Astronaut Nominees Selected ● The Navy Selection Board, considering 325 applications for the NASA Space Shuttle Astronaut Program, has completed its deliberations and has forwarded 90 nominations to the Department of Defense. Release of names of Navy nominees will be made after DoD receives nominations from all military services. A joint military nomination list was scheduled for release in late June. The final space shuttle astronaut selection (15 pilots and 15 mission specialists) will be made by NASA after the review of applications of all military and civilian nominees is completed.

DSV Loaded

Into C-5A During Test ● A major step in the development of a worldwide fast response capability to provide support for submarine rescue missions and underwater hardware recovery operations was accomplished during May with the successful first test load-out of a deep submergence vehicle in a C-5A aircraft. The test involved loading *Sea Cliff (DSV 4)* into the aircraft along with enough equipment to support five dives. *Sea Cliff* is 26 feet long, carries a crew of three and is capable of diving to depths of 6,500 feet.

Annual Dental

Check-ups Now Mandatory ● Secretary of the Navy W. Graham Claytor, Jr., has initiated a new preventive dentistry program that requires all Navy personnel to have an annual dental and periodontal examination. All Navy commands have been directed to ensure that their personnel receive their annual check-up. Active duty personnel also are required to have a yearly stannous flouride treatment that can be either self-applied or professionally applied. Details are in SecNav-Inst 6600.1B.

All-Navy

Talent Contest for 1977 Announced ● The 1977 All-Navy Talent Contest will be held this year at Naval Training Center, San Diego, Calif., November 14-18. All Navy, Marine Corps and Coast Guard personnel on active duty for more than 90 days who are not eligible for release from active duty prior to Nov. 30, 1977, are eligible to participate. Individuals or groups desiring to participate should submit a special request chit and one completed copy of NavPers 1710/15 (Entry Form for All-Navy Talent Contest) to their commanding officer or officer-in-charge no later than Aug. 15, 1977. Competitions will be held at the local level with winners participating in their respective district or regional competitions. First place acts of district or regional competitions are guaranteed a place in the 1977 All-Navy Talent Contest. Elements of the Sixth and Seventh Fleets will participate in local and district or regional contests held at the nearest shore installation. Contact your local Special Services Director or Officer for more information.

Navy To

Conduct Safety Workshops ● Safety workshops covering accident investigation and reporting, OSHA (Occupational Safety and Health Administration) Regulation implementation, industrial hygiene, motor vehicle safety will be conducted October 31 through November 4 in Norfolk, Va., and November 28 through December 2 in San Diego, Calif. The workshop is aimed at military and civilian safety managers/engineers and other key personnel involved with the implementation of Navy safety programs. Additional information can be obtained from NavSafeCen, Norfolk (Code 41), autovon 690-1188.

Meeting

The New Secretary

All Hands recently had the opportunity to sit in on a roundtable discussion between the new Secretary of the Navy, W. Graham Claytor, Jr., and six representatives of the Navy family at large. Secretary Claytor, a native of Roanoke, Va., is an experienced attorney who, during World War II, had command of three Navy ships. For almost 30 years he was a member of a distinguished Washington, D. C., law firm and, for the past 10 years was associated with the Southern Railway System, most recently as its chairman of the board. Here, then, is a conversation with the Secretary:

AFCM Rose: "Mr. Secretary, how has the Navy changed since you saw service in World War II?"

Secretary Claytor: "Well, it's changed a great deal physically. The ships are much bigger; electronics are, of course, much more important; we can inter-

cept "incomings" farther away. It's much more technically proficient, and takes more highly trained people. But the people are the same—they're good. You had to have good people in the Navy then, and you must have them now. So, except for the technical developments, and the requirement for more technical training, I think the Navy is much the same as it was then. It's a great Navy."

LCDR Doran: "What effect, sir, do you think the President's energy program will have on the prospects for increased steaming time for training?"

Secretary Claytor: "I don't think it will have any adverse effects. The Navy has an extremely good program for conserving energy and making more efficient use of energy. We have, for example, developed a program for much more frequent cleaning of the bottoms of ships, which makes an

extraordinary difference in the miles per gallon that you get. We are also developing some new bottom paints which are far more effective in preventing fouling than anything we've had. If you can prevent the fouling of ships' bottoms, you can go for as much as four or five years without the drag of barnacles. A recent study indicates an extraordinary difference in fuel efficiency. Readiness for the Navy and Marine Corps is a function of underway days for ships and training flight hours for military aircraft. It is essential that ship and aviation crews and our amphibious forces receive realistic training at sea. We must effect continued energy savings—but without sacrificing readiness. So, I don't think the energy situation is going to reduce our steaming hours. I'm not going to let it. Readiness is the name of the game."

The six people who met recently with the Secretary of the Navy are as diverse as the questions they posed to Secretary Claytor in his Pentagon office. The questioners were men and women, civilian and military, officer and enlisted, fleet and staff:

Lieutenant Commander Walter F. Doran is a 31-year-old native of Menands, N.Y. A graduate of Villanova University, Doran is presently assigned in the Pentagon in Washington, D.C. He has seen service as First Lieutenant and Weapons Officer aboard USS *Boulder* (LST 1190), and aboard surface ships in the Atlantic and Pacific.

Lieutenant Marianne Rosel is assigned to Navy Recruiting District, Washington, D.C. The 26-year-old recruiter is a graduate of Bellarmine College, Louisville, Ky., and a native of Junction City, Ky.

AFCM William H. Rose is assigned to Naval Air Station, Oceana, Va., where his duties include that of leading chief and maintenance CPO. The 41-year-old native of Wingham, Va., lives with his family in Virginia Beach.

MM2(SS) Michael S. Churilla, Jr., is a 20-year-old native of Leonardtown, Md. The 1974 graduate of Ryken High School in Leonardtown is

presently assigned as a nuclear mechanical operator aboard USS *Spadefish* (SSN 668).

Operations Specialist Seaman John E. Higginbotham is 22 years old and comes from Jamestown, R.I. He is currently assigned to USS *Truett* (FF 1095).

Mr. Paul H. Gilbert, a civilian, currently works as a personnel staffing specialist for the Office of Civilian Personnel, Washington, D.C. A native of Buffalo, N.Y., Gilbert is a 1974 graduate of Howard University, Washington, D.C.

Reenlistment ceremonies aboard USS America (CV 66).

“Now, if you want an experiment, and were to get enough qualified women for an all-female destroyer, I’m perfectly willing to take a shot at that.”



*Arriving aboard
America by helicopter.*

MM2(SS) Churilla: Mr. Secretary, what do you think are the prospects for the new Sea Pay Plan?"

Secretary Claytor: "I am hopeful that the Sea Pay proposal will be introduced in Congress shortly. I have practiced law in Washington for 25 or 30 years and I've learned never to make a prediction about what Congress is going to do. But I think we have a very good chance of getting our Sea Pay Bill through. It may go through this year; it may go through next year, but I think we'll get it."

MM2(SS) Churilla: "Do you see any prospects in the future for changes in submarine pay or other types of incentive pay?"

Secretary Claytor: "I anticipate that the whole military compensation system is going to be under fairly intensive review in the course of the next year or two. This study is going to be made by a Blue Ribbon Panel appointed by the President. I think it will consider basic pay, incentive pay, benefits—the whole works. And, once that study's been completed, I think we'll begin to get some final answers."



Mr. Gilbert: "One of the major objectives of President Carter's administration appears to be the reorganization of the Federal Government. How do you feel that will affect the Department of the Navy, and, specifically, the civilian work force?"

Secretary Claytor: "We've already made some changes in the Secretariat. We have reduced the number of Assistant Secretaries from four to three. All the services have done that at the direction of the Secretary of Defense. And we are attempting to increase efficiency so that we can reduce the number of civilian employees working in the Navy. But, any reductions will be through attrition. Efficiency is the name of the game in any business; to

get the same amount of work done with less manhours and less people. But beyond continuing to push for additional efficiency, I don't foresee any major change that is likely to take place that will affect people."

OSSN Higginbotham: "Mr. Secretary, what is your opinion of the erosion of service benefits; and, what do you think the Navy is going to do about it?"

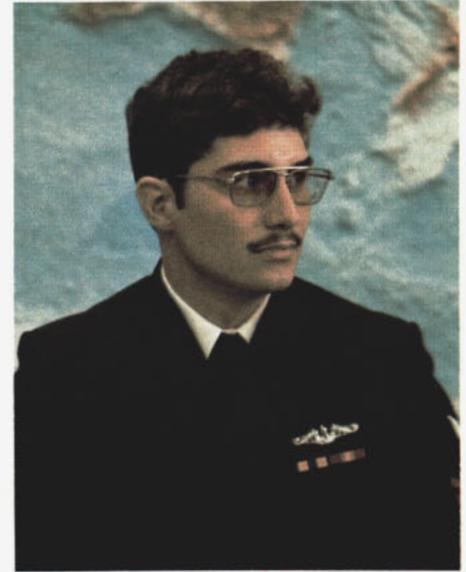
Secretary Claytor: "Well, I think there is more fear of future erosion than of actual erosion that has taken place. There have been some changes that could be classified as erosion, but for the most part they're minor. The worry of most people I've talked to is that there will be some major change that



LCDR Doran: Why were the strike cruiser and the patrol hydrofoil programs cut?



Mr. Gilbert: How will President Carter's reorganization of the Federal Government affect the Department of the Navy?



MM2 Churilla: Do you see any prospects for future change in submarine pay or other types of incentive pay?

will adversely affect the benefit and fringe package in the future. The President's Blue Ribbon Panel should answer a great many questions about the future. One thing I am fairly certain about is that adverse changes regarding the retirement system will not take away vested benefits that people already have. In other words, there will be some kind of grandfather clause protection."

Inspecting the Marine Corps Development and Education Command, Quantico, Va.



LT Rosel: "Mr. Secretary, what are your feelings about the Navy, both as a career field and in terms of a shorter enlistment for today's high school and college graduates?"

Secretary Claytor: "I think for the long pull, a lifetime career in the Navy is a very attractive life and lifestyle. It is an honorable and satisfying profession and one, I think, that is well compensated. For those who don't want to make a lifetime career of it, the Navy still offers an extremely good educational experience. I spent five years in the Navy myself and the experience I had has been valuable to me all my life. I think for a young man or a young woman just out of high school, nothing is more valuable than gaining the kind of maturity, responsibility and broadened view of life that a tour in the Navy offers. I think it's just the greatest training ground in the world. I don't mean training in the sense of teaching you how a radar works. That's an extra added attraction if you're in a technical area. But assuming you don't learn anything except how to conduct yourself in the Navy environment, that's still a very valuable lesson. It will help you all



OSSN Higgenbotham: Mr. Secretary, what are your views on unionization of the military?



LT Rosel: How soon do you think a change in the policy of women serving aboard ships might be implemented?



AFCM Rose: What about the future of the V/STOL aircraft carrier?



Cutting cake aboard America; chatting with U.S. Naval Academy midshipmen (photo by Dave Eckard); observing America refueling from USS Milwaukee (AOR 2) and commissioning USS Cincinnati (SSN 693).



your life. I think it's a great opportunity. More and more people are beginning to realize that and the anti-military public opinion of the late '60s and early '70s is disappearing fast.

AFCM Rose: "Sir, the aviation community would be interested in your views about the future of the aircraft carrier, and particularly the VSTOL (Vertical/Short Takeoff and Landing) aircraft carrier."

Secretary Claytor: "The aircraft carrier is absolutely the backbone of the surface Navy without any question, and will continue to be as far into the future as we can possibly see. I don't draw a distinction between today's aircraft carrier and a VSTOL carrier in

terms of mission. The carriers we are now building will, under the Service Life Extension Program, be overhauled eventually to increase their longevity. So, the large carrier will remain an important Navy ship well into the 21st century. But large carriers will be joined, in my opinion, by a larger number of much smaller carriers as we develop planes that no longer require a 1,000-foot deck for take off and landing. With VSTOL aircraft you don't have to have catapults or arresting gear. A smaller VSTOL carrier will cost much less than the *Nimitz*. Predicting what the Navy will look like 25 years from now involves some guesswork, but my guess is that there will be more carriers than we now have, and

that there will be some large-deck carriers and a large number of smaller VSTOL carriers.

LCDR Doran: "Mr. Secretary, continuing the look at the future development of the Navy, why were the strike cruiser and the patrol hydrofoil programs cut?"

Secretary Claytor: "In a word, money. They cost too much in the view of the government. So did the additional nuclear *Nimitz* class carrier. If you are going to spend that much money on one ship, there is a danger that there won't be enough left to spend on other things that we have to have. If there were more revenues available, ships like the strike cruiser, the patrol hydrofoil and another *Nimitz* carrier would be solid additions to the fleet. But the hydrofoil which, in effect, is a modern motor torpedo boat with missiles, would have cost about \$65 million a copy. That's a very effective, very modern, but very expensive motor boat. Sixty-five million dollars is more money than we can allocate for that type of operation. The same is true with the strike cruisers. The *Virginia* class cruisers, which are nuclear cruisers now being built, will have *Aegis* defense systems and will accomplish a significant part of what the strike cruiser would have accomplished. And, we'll be able to have more of them. The one thing a large, expensive ship, however capable, cannot do is be at two places at once. We've got an awful lot of ocean to



cover and we've just got to have a greater number of low-cost ships; and that means some sacrifice of more expensive, more sophisticated ships."

OSSN Higginbotham: "Mr. Secretary, what are your views on the unionization of the military?"

Secretary Claytor: "Coming from a unionized business, I have dealt frequently with unions and have many friends among union leaders. I believe the labor union movement is a healthy movement in this country, but I believe it has absolutely no place in a military organization. There just can't be a division of authority in the conduct of effective military operations. Unionization doesn't belong in the military and I don't believe it ever will. The President has been clear in his opposition to military unionization, as have the Secretary of Defense and I."

LT Rosel: "I have read that you have commented on women serving on board ships. How soon do you think a change in this policy might be implemented, and how extensive would it be?"

Secretary Claytor: "Well, a bill to repeal the current prohibition against having Navy women aboard ship has been submitted to Congress. I'm hopeful that it will get through this year because the present law is a clear case of overkill. My own belief is that women should be able to serve on noncombatant vessels, of which the Navy has a good many. Women should also be able to serve aboard combatants on a limited basis, such as for short-term training or transportation. I don't think, however, that we ought to have women serving full time on combatant vessels. I feel strongly about that, based on my own Navy experience. I commanded a destroyer escort in the Pacific for some 12 months



and we almost never entered a civilized port in that period. We were cooped up in a ship that was tiny by today's standards. The only recreation was an occasional stop at an atoll when you could take half the crew ashore for two hours with a case of beer, and play a game of baseball. Then the other half would go ashore. That was the only recreation you got for four weeks or more. Had we had a mixed crew, male and female, with no recreation and no port visits, there would have been trouble. That's not any reflection on either men or women; it's just the way life is. When you're cooped up on a submarine or a ship for some time, human relations can get a little strained—even among men. Now, if you want an experiment, and were to get enough qualified women for an all-female destroyer, I'm perfectly willing to take a shot at that. I have no reservations about the abilities of women.

LT Rosel: "It would be extremely hard, though, since you don't have the expertise among women at all the senior petty officer levels."

Secretary Claytor: "Well, we may be getting it; we may be getting it down the road. It's not that women can't do this. I just don't want the problems associated with having men and women together under the kind of environment you have on a fighting ship in wartime. If you're not going to have them on a fighting ship in wartime—and that is clearly prohibited by law—you had better not have them regularly assigned to the ship in peacetime, because when you have to go, you've destroyed your readiness by losing part of your crew.

AFCM Rose: "Mr. Secretary, what are your views about the relative worth of the U.S. and Soviet sailor?"

Secretary Claytor: "I think the greatest strength we have is in the competence of our people compared to theirs; and that's partly due to our system. Our system calls for giving responsibility to our people—not just to the officers, but to the entire crew. Our people are trained to accept responsibility and make decisions when they have to; not just follow a standard procedure or go ask the next fellow what to do. There

are many, many examples of that in our Navy. And this is our greatest strength. I think, of course, our ships are highly sophisticated, and technically better than theirs. But the biggest advantage we have is in our people, in their attitudes and training and in their willingness to accept responsibility and show initiative."

LCDR Doran: "Mr. Secretary, there's been much recent discussion concerning the loss, or possible loss, of certain unique Navy training sites, such as Kahoolawe in the Pacific. What is the outlook for maintaining such sites in the future?"

Secretary Claytor: "I think we are going to continue to be able to use Kahoolawe and, hopefully, other such sites. They are absolutely essential for operational training. I fired at Kahoolawe during the war on my way out to the South Pacific. If we hadn't had that training, I don't think we could have hit the islands we were later shooting at. The value of this kind of training, compared with simulated exercises, can't be emphasized enough. Simulation can assist in training, but you ultimately need to go out and see if the systems really work the way you think they will. Usually, you learn something that doesn't come across in a simulated exercise. We've got to have some non-simulated training if we're going to have a ready Navy. I'm absolutely as strong as can be about that."

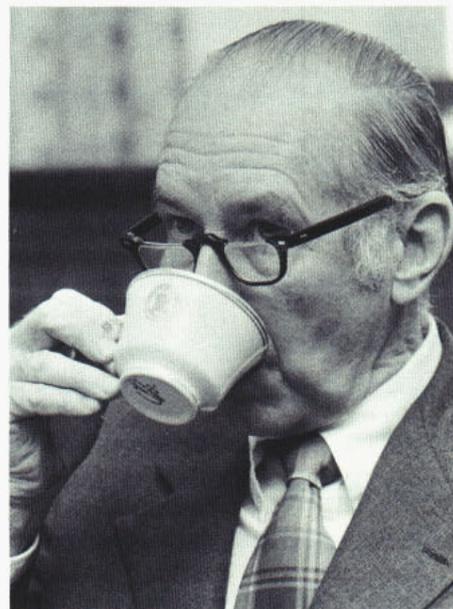
MM2(SS) Churilla: Those of us in the submarine Navy are watching the progress of Project *Seafarer*, a communications system that will permit receipt of messages while remaining deeply submerged. It's a controversial system. What's the outlook for it?"

Secretary Claytor: "Well, I think we've got to develop some system of communicating with submarines while they're down deep. *Seafarer's* the one system that we have worked out technically. We would like to develop an experimental site in Michigan. Those experiments will help tell us how extensive the final system must be. It may be that we can do the *Seafarer* job with somewhat less of an installation than we initially proposed. The capability we are seeking is a vitally important one in terms of national security."

OSSN Higginbotham: "Sir, what is your opinion of Navy recruits since the draft ended?"

Secretary Claytor: "Well, based on the few I've met, and the reports I receive, we are doing better than anyone thought we possibly could. We are getting a very high percentage of high school graduates in the Marines and in the Navy. We've got to have high quality people and we seem to be getting them. I am hopeful that we can continue to get even more."

MM2(SS) Churilla: "Mr. Secretary, you recently made your first visit to the



fleet since becoming Secretary. What did you think?"

Secretary Claytor: "Oh, I was enormously impressed. My visit to USS *America* was a first for me. During the war, I had picked up some aviators who went in the drink, but I never got a chance to go aboard a carrier, and the operations aboard *America* were extraordinary—beautifully timed, engineered and executed. Then I went over to the *Iwo Jima*, and then the *Spruance*. *Spruance* would have been more like a heavy cruiser than a destroyer during my previous Navy career, but it is a great ship. I also got a chance to meet with several members of the crews informally, and chat with them without anyone looking over our shoulders. I found them to be just about like the kids I'd worked with when I was in the Navy. They haven't changed much. Great guys!"

LCDR Doran: "Thank you very much for answering our questions, Mr. Secretary."

Secretary Claytor: "It was a pleasure. Thank you." ↓

The Indianapolis Rescue

Judgment, Initiative, Skill and Motivation

BY JO1 JERRY ATCHISON

The new Secretary of the Navy, W. Graham Claytor, Jr., recently told an audience of Navy and Marine Corps supporters that “people are the most important thing in the Navy.” In support of this, he named four factors—judgment, initiative, skill and motivation—that are consistently demonstrated by Navy personnel, and make people “the Navy’s greatest strength.”

These four leadership principles have figured in the Secretary’s own rise to the top. Service as a commanding officer during World War II provided Claytor an early opportunity to observe and practice them under the conditions where they count the most.

Entering the Navy as an ensign in 1941, he was promoted to lieutenant commander before release from active duty in 1946. By then, he had served as commanding officer of the submarine chaser USS *SC 516*, and the destroyer escorts *Lee Fox* (DE 65) and *Cecil J. Doyle* (DE 368).

One event during World War II required Claytor to summon all his leadership traits—and then some. On July 30, 1945, the heavy cruiser USS *Indi-*

anapolis (CA 35), was steaming from Guam to Leyte in the Western Pacific when she was torpedoed twice by a Japanese submarine. The ship sank in only 12 minutes. About 350 to 400 of the 1199 men onboard were killed in the explosion or went down with the ship. More than 800 men made it into the water alive.

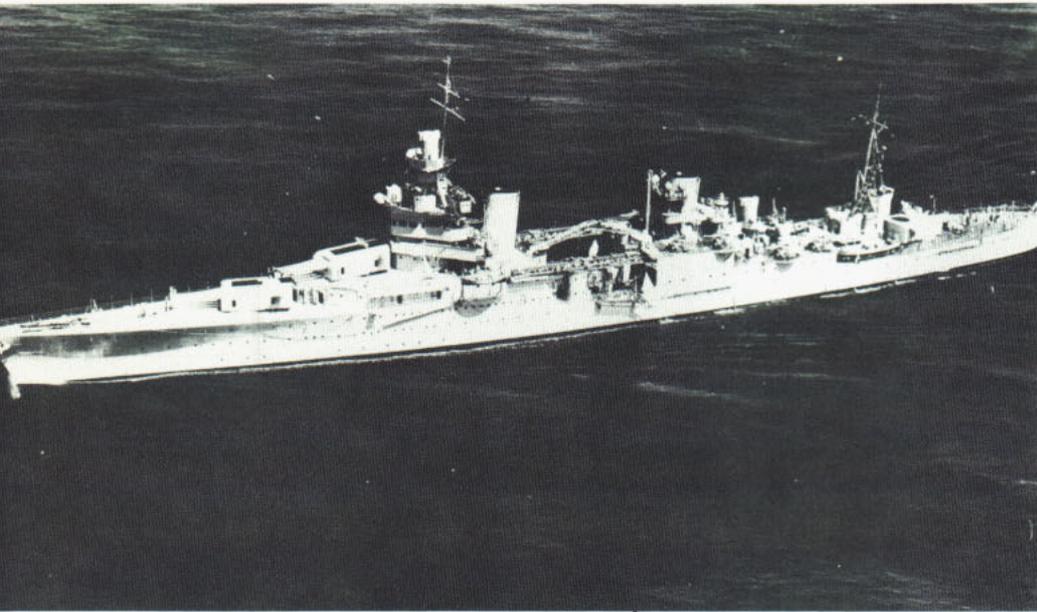
But this was just the beginning of the ordeal for those survivors in the water whose fate was unknown to the outside world. Because of a series of events that included garbled messages and human error, no one knew where *Indianapolis* was or when she was expected to arrive in port. The men in the water were on their own.

It became an ordeal that would not end until 84 hours had elapsed and more than 500 of those survivors had died awaiting rescue. It was an ordeal that would finally end, thanks in part, to USS *Cecil J. Doyle* and her skipper who took the initiative—LCDR Claytor.

As *Doyle* was steaming south, about 50 miles from Babelthuap, the largest of the Palua Islands, Claytor spotted a

USS Cecil J. Doyle (DE 368), launched July 1, 1944, was later commanded by Secretary Claytor during World War II.





USS Indianapolis (CA 35)

PBY patrol plane on an opposite course. He hailed the plane on radio when it was overhead and discovered it was piloted by an acquaintance of his from Peleliu. The news, however, was anything but reassuring. The pilot passed the word that a large oil slick had been sighted and that many men had been seen in the water. The pilot told Claytor that he would probably be getting orders to head for the scene and assist in the rescue.

But Claytor knew that communication log jams could delay orders for his ship. So *Doyle* was brought about and headed for the disaster as her skipper rang up full speed ahead. The ship was soon moving through the water at top speed.

Sure enough, the critical orders came through for *Doyle* an hour and one-half later. It is not possible to say how many lives Claytor's "stolen" 90 minutes saved, but not one who survived would have questioned the action.

Arriving first on the scene, Claytor had to worry about running the men down in the water. He also had to take a calculated risk.

In his 1958 book about the sinking of *Indianapolis*, *Abandon Ship*, Richard F. Newcomb described the difficult decision Claytor had to make:

"... Despite warnings of submarines in the area, Claytor ordered one 24-inch searchlight beamed forward, with bow lookouts to watch for survivors, and the other 24-inch light pointed skyward, as a beacon of hope for those in last extremities. And it was, for men 60 miles away saw it shining on the clouds. It gave them the last ounce of courage they needed."

On radar, *Doyle* picked up a patrol plane that had ditched at sea in an effort to assist survivors. The ship pulled up and sent her boat over to see what was up.

Newcomb again: "Until this time, Lieutenant Commander Claytor and his officers still had no intimation that a major vessel had been lost. The most logical assumption seemed to be that several B-29s returning from a raid on Japan had missed their Marianas bases and ditched in this area.

"When the boat came back with a load of survivors, one of them made his way to the bridge and announced:

"This is all that is left of *Indianapolis*. We have been in the water four days.'"

"Claytor immediately summoned the communications officer and dictated the following message for Commander, Marianas, Vice Admiral Murray:

"We are picking up survivors of USS *Indianapolis*, torpedoed and sunk Sunday night. Urgently request surface and air assistance.'

"And make it secret and top priority,' Claytor said.

"In five minutes his communications officer was back to report that Guam could give him a position on the top priority waiting list that might be reached in an hour.

"Make it urgent,' Claytor said. He did, and Guam cleared the air and took it in at once.

"This was the first definite word to get through..."

On July 30, 1977, thirty-two years to the day after sinking of the cruiser *Indianapolis*, Secretary of the Navy W. Graham Claytor, Jr., will be present at Groton, Connecticut, for the launching of the nuclear attack submarine *Indianapolis* (SSN-697). It will be an occasion that blends good feelings about the Navy's future with memories of a tragic event in its past. For those intimately familiar with the *Indianapolis* disaster and rescue mission, the leadership traits which Secretary Claytor recently addressed will hold special meaning. ↓

Frances Claytor

Navy Wives' Advocate



When Secretary of the Navy W. Graham Claytor, Jr., brings his work home, he will have a knowledgeable dinner partner with whom to discuss it. His wife, Frances Claytor, was commissioned an ensign in the Navy in

1942, and rose to the rank of lieutenant commander before her release from active duty in 1946.

"I grew up in a rather sheltered time after World War I," Mrs. Claytor recalled. "When the Second World War came, I felt we had a job to do; women couldn't just sit home. I knew there was a Womens' Army Corps, but I wanted to join the Navy."

Mrs. Claytor served on the staff of the Commander Eastern Sea Frontier in New York. "I was in Ships' Plot," she said. "It was our job to keep track of ships and convoys crossing the Atlantic. I wouldn't exchange anything for those four years."

The Virginia native sees many changes in the life of Navy women since her own tour of duty. "The pay—for everyone—is certainly far more," she observed. "Today, women are getting jobs we would have gladly taken back then. Today's women serve overseas, and do all manner of jobs that used to be exclusively reserved for men."

When she learned that her husband had been appointed Secretary, she was

as delighted for him as for herself. "He has always retained an interest in the Navy," she said. "It's been a lifelong love affair of his, along with railroads."

Asked how she viewed her own goals as wife of the Navy Secretary, Mrs. Claytor said that she plans to serve as a listening post for Navy family matters.

"As I make contact with Navy wives, hear their problems, concerns and interests, I will report back to my husband," she said. "I hope to be able to put in a few good words for Navy wives and families whenever possible, and I know he'll listen."

"I would also hope to see continued expansion of the role of Navy women in uniform," Mrs. Claytor continued. "If there is any way I can help bring that about, I would certainly like to try."

Mrs. Claytor had some advice for Navy wives. "I think you have to support the men in every way," she said. "You have to be interested in the Navy and learn all you can about it. You'll be much better able to help your husband in his career if you do." ↓

LAMPS
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LAMPS



Surveillance Beyond

BY JO2 DAN WHEELER

When Lamps Mk I (light airborne multipurpose system) first deployed in 1971, it brought an air-Anti-Submarine Warfare capability to ocean escorts, destroyers and frigates. Enhancing their already formidable sensor and ordnance arsenal, Lamps provided surface escort combatants with a detection and weapons delivery capacity extending well beyond the horizon without the aid of land-based or carrier-based aircraft.

Traditionally, our escort combatants (when not operating in the company of a carrier) have been severely limited in carrying out their antisubmarine and antiship surveillance and targeting (ASST) functions by their inability to “see” past the radar horizon or “hear” sounds outside the ranges of direct-path sonar systems like those depicted in World War II movies. The surface fleet first tried to overcome these limitations by developing longer range sensors and, consequently, more powerful weaponry. Direct-path sonars gave way to the more powerful AN/SQS-26 and towed-array sonars (capable of “seeing” deeper than ship-mounted systems), which can detect contacts as far away as 40 to 80 miles from the ship, depending on water conditions.

Eventually the various sonar systems developed to the point that their ability to detect distant underwater objects exceeded their capability to accurately classify them without external confirmation from another ship or aircraft. Even with confirmation, few ships had weapons sufficiently powerful or accurate to attack at such ranges. The destroyer-helicopter team called Lamps has overcome these limitations by enabling escorts to telescope their electronic surveillance and weapons beyond the horizon, via helicopter.

The most visible component of the Lamps Mk I system—used fleetwide today—is the helicopter. The first bird—the SH-2D—was a modified version of the SH-2 *Seasprite*, the search and rescue (SAR) helo familiar to most sea-going Navy men. SH-2D incorporated the best of many ideas into one airframe designed to meet the requirements of a CNO directive—develop a functional, manned helo which can operate from the deck of an escort combatant and perform many separate missions including ASW air support.

The SH-2D proved the concept was valid, but it was replaced by the technologically superior SH-2F, the helo in use today. The “foxtrot” has the same mission the “delta” had, but performs it with updated equipment. Foxtrots carry a three-man crew (pilot, co-pilot and sensor operator); its basic equipment includes:



the Horizon

- **LN 66 RADAR**—Most ships use this Marconi fishing boat radar for harbor piloting. Lamps uses it to detect ships and other small contacts not always visible on conventional shipboard radar.

- **DATA LINK**—Information collected from sonobuoys is relayed to the ship and helo via a data link. Both active and passive data collected by sonobuoys is relayed to special equipment in the ship's Combat Information Center for interpretation. Each helo has the capability to decode active signals in case it must operate independent of its ship. Most acoustical data, however, is analyzed onboard ship.

- **MAD**—Magnetic anomaly detector gear signals the presence of metal underwater by means of reading variations in the earth's magnetic field. MAD is another piece of equipment that can be used to classify a contact with more certainty.

- **ESM**—Electronic signal monitoring gear is basically threat warning equipment used to detect pulses emitted by another ship's electronic equipment. Its main purpose is to alert the ship that another vessel—and a possible missile threat—lay somewhere over the horizon.

Most of the cumbersome, heavy, but delicate components of the Lamps Mk I are located in the ship, thereby enabling

a lighter and smaller helo to attain speeds up to 130 knots, stay airborne for up to two and a half hours and land on smaller vessels due to a reduced helo "footprint." Even though the ship carries most of the monitoring equipment, the system is practically useless if the Lamps helo is lost or malfunctions. However, if shipboard gear malfunctions, the helo can continue to carry out several of its search and attack functions and, once finished, land on another Lamps-equipped ship if necessary.

The Navy now has more than 70 ships with Lamps capability and three complete Lamps helo squadrons on each coast—enough helos to put one on every deploying Lamps capable surface combatant. Lamps detachments, however, are not permanently stationed on any one ship. Each detachment—consisting of three pilots, two aircrewmen and eight maintenance people—comes aboard a vessel about two weeks before it is about to get under way, usually for a major deployment or exercise.

Previously, not more than one or two detachments, at the most, would deploy in any one ship squadron, but now it is common for several ships in the same squadron to carry Lamps helos.

Once on board, the detachment becomes the ship's air department and its officer in charge becomes the air depart-



ment head. The air department and other combat departments work together closely and exchange ideas to improve the ship's overall combat effectiveness, especially in regard to air-ASW. Lamps becomes an integral part of the ship's combat system and is just as much a part of the ship's weapons system as its ASROC, missiles, guns or torpedoes.

Under actual conditions, Lamps would integrate with the ship's ASW function like this:

- Shipboard sonar makes and holds contact with a "possible sub" located about 10-20 miles away. CIC is alerted and the ship goes to general quarters.
- The air department readies the helo and it is airborne within 30 minutes under normal underway steaming conditions—it can get in the air in less than 10 if an alert is expected.
- Once airborne, the helo speeds toward the contact and drops sonobuoys to localize and pinpoint the "possible's" position. (If the contact has been lost in the meanwhile, the sonobuoys and other detection gear on board the helo can help regain contact.) Next it uses its MAD gear to make sure the contact is not some form of marine life. All during this evolution acoustical data is being fed back into the acoustical processor in CIC. The moment the contact is classified "probable sub," the helo can launch a torpedo

attack under the direction of the sensor operators in the ship, even though the contact is out of ship-launched weapon range.

- With Lamps in the fleet, submarines can be at a distinct disadvantage. They cannot outrun a helo, and the helo can drop a torpedo at such close range that the subs cannot outrun it either. Lamps can make and hold contact while the ship is out of the subs' weapon range (except in case of missile firing subs) and attack while the task force is steaming toward the location. There is the advantage of surprise, formerly the sacred domain of submarines alone. In fact, a sub may not even know it has been detected until it hears the rotors of the Lamps helo overhead. By then, it's too late.

Though Lamps Mk I is performing well—even better than expected initially—changes are being made to improve its operational capability; Lamps Mk III is currently being developed to incorporate major system improvements in one new airframe constructed from the ground up. This follow-on system will employ a more modern airframe capable of greater ranges and easier maintenance while deployed. Airborne equipment will include a more capable radar and higher sensitivity ESM; a passive directional and command activated sonobuoy system; and improved MAD gear.

Lamps Mk III is on schedule and source selection is currently under way. Mk III avionics have successfully undergone sea testing and the finished product will incorporate state of the art technology.

Like the Mk I, Mk III will have capabilities other than ASW and ASST normally expected of any manned helo:

- Search and rescue missions;
- Medevac;
- Personnel transfer; and
- Vertical replenishment.

The Lamps concept has been proven valid during six years of use at sea and is accepted by the fleet. Most existing surface combatants are now equipped with Lamps capa-

bility and all new surface combatants will have the capacity to operate with and carry Lamps helos.

This dynamic combination of ship and aircraft has sparked new life into the surface Navy and caused strategists to rethink some of their old ideas about ASW. As one expert in the surface combatant community stated, "The final implementation of this system in the next decade will be a quantum jump forward for the surface fleet in the role of a submarine hunter." ⚓

LAMPS in the 80s

BY PAUL J. STEVENS

Retaining the best features of the original Lamps Mk I and incorporating the most recent technological advances, Lamps Mk III will provide a significant contribution to the antisubmarine (ASW), antiship surveillance and targeting (ASST) and strike missions of the surface warfare forces.

The most visible component of Lamps Mk III is a manned helicopter that will operate from ocean escorts, destroyers and frigate-class ships. It will provide an elevated platform extending the detection capability of ships' radar and other electronic detection gear. While its primary mission will be ASW and ASST, the Mk III will perform secondary missions such as search and rescue, communications relay, medical evacuation, and vertical replenishment.

Lamps helicopters are part of a Ship/Air Weapons System consisting of eight functional areas:

- **SYSTEM MANAGEMENT AND CONTROL** monitors and controls the operation of the system as the helo relays data to the ship.
- **SENSOR** equipment classifies and localizes information collected about submarine and surface contacts made by sonobuoys dropped by the helo. Information is transmitted to the ship via a data link. All data is displayed on shipboard instruments and some of it can be displayed in the helo as well. Additionally, information collected by MAD, airborne 360 degree surface radar, and ESM is relayed by the data link to the surface platform.
- **DISPLAY** equipment located in both the helo and ship consists of the controls and displays of the system.

This equipment aids evaluators in correlating data collected by acoustic, MAD, radar and ESM sensor gear.

- **ORDNANCE** equipment provides selection, launch and jettison capability for sonobuoys and torpedoes. Provision also is made to determine torpedoes' depth, ceiling, course and operational mode. Sonobuoy selection can be made either manually or automatically, whereas torpedo selection and launch are always done manually by the pilot or tactical control officer in the helo.

- **COMMUNICATIONS** gear provides secure and non-secure voice communications between helo and its ship via UHF, HF or secure data links.

- **NAVIGATION** equipment determines and maintains the helo's and ship's positions with respect to a fixed geographical reference point. Additionally, it provides flight and tactical information to both Lamps and shipboard operators. This equipment also is able to pinpoint the position of deployed sonobuoys for the helo.

- **THE SHIP** provides support and operating facilities for day/night landings, vertical replenishment and helo in-flight refueling. Additionally, capability for helo recovery assist, securing and traversing is provided.

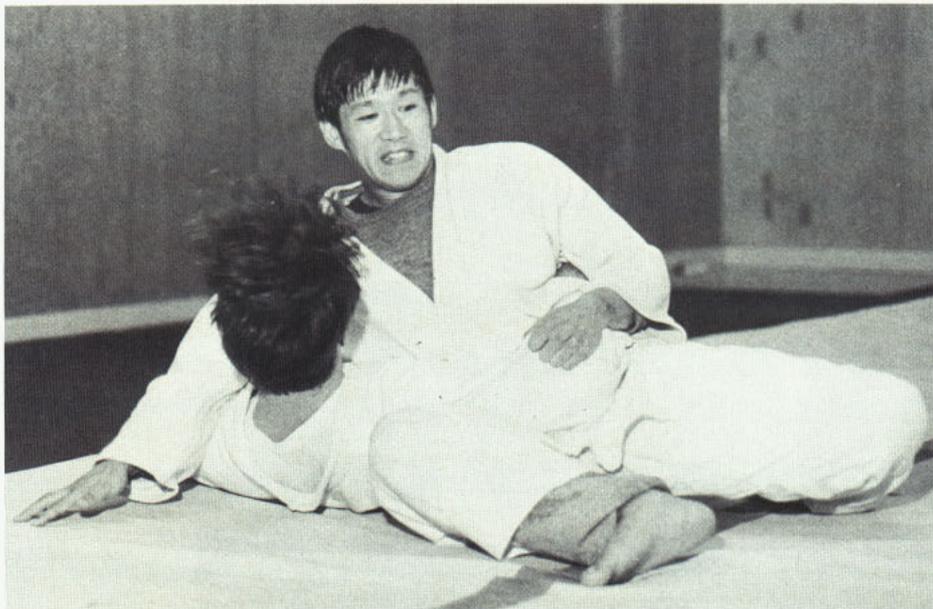
- **THE HELICOPTER** operates day and night, performing the primary and secondary missions either under ship's control or independently. Each helo is equipped with two engines, a rescue hoist and cargo hook, two Mk 46 torpedoes and 25 sonobuoys.

When Lamps Mk III gets to the fleet (in early 1980s), every Lamps-equipped convoy will be able to "see" enemy ships and submarines at distances never thought possible, thereby greatly strengthening even the smallest force. ⚓

Judo – in Clog



Country



Left: AT3 Danny Fesser, 11th Naval District 209-pound champion, powers into a throw during training at Randolph AFB. Above: JO1 John Yonemura struggles to control his opponent in a grappling drill during training camp in Texas. (Photos by Johnny Rodriguez)

BY JO1 JOHN YONEMURA

The jumbo jet climbed through the light cloud cover and adjusted its course to follow the northern great circle route to Europe.

There were 10 of us, from the four branches of service, wearing blue blazers and gray slacks; this set us apart from the 350 other passengers. We were the U.S. Armed Forces Judo Team, headed for Bergen op Zoom in the Netherlands to compete in the *Conseil International du Sport Militaire* (CISM) Games.

It was a journey that really began March 26 when judo players from each of the services gathered at Randolph Air Force Base in San Antonio, Tex. There we had to win spots on the team and train for the world military championships.

Under Coach René Pommerelle, a sixth-degree black belt trained in Europe, we concentrated on conditioning and tactics. The team worked out three times daily, totaling seven hours.

Our *judogis* (uniforms) were constantly soaked; it became as hard to psyche up for each practice as it was to endure the physical training.

Many of us had trained before coming to camp, but a few who hadn't, couldn't take the physical and mental punishment—they dropped out. Two others were injured and also had to drop out. All of us acquired scrapes and bruises and aching muscles, but our tolerance for pain increased with our determination to win.

In judo, the idea is to throw your opponent to the mat with force and control, utilizing his weight and momentum. There are also grappling techniques including strangulation holds and arm-bars. We tried to adopt the European style of overpowering the opponent by superior strength. Contrary to popular belief, strength is important in sport judo. When opponents are of equal ability, strength and endurance make the difference between

winning and losing. In self-defense on the other hand, the element of surprise supplants the need for strength.

The team was selected on April 4. For the first time, three sailors made the team: Aviation Electronics Technician 3rd Class Danny Fesser, assigned to VAW-113, NAS, Miramar, Calif.; Electronics Technician Seaman Phil Huebner of Service School Command, NTC, San Diego, and myself.

The rest were Marine Corps, Army and Air Force personnel.

The 10 of us landed at Schiphol Airport near Amsterdam at 1:15 a.m. Easter Sunday, having lost Saturday during the flight. We had three days to recover from jet-lag.

That evening we wandered through the streets of Amsterdam, visiting the *Rijksmuseum* to see Rembrandt's *Night Watch*; and strolled along many of the city's lighted canals. Because of the holiday, there was a carnival-like atmosphere of milling crowds of tour-

ists in various sections of the city.

The next day, a continuance of Europe's Easter holiday, some of us had planned to take a bicycle tour of the tulip fields with stops at cheese shops and windmills. But because of the cold, rainy weather we took a bus instead. For 7.50 guilders (a little over \$3) we rode from Amsterdam to Alkmaar, where we had hoped to visit its cheese market (closed for the holiday); to Edam, home of that world-famous cheese; and to Volendam, a picturesque fishing village.

On Tuesday the team left Amsterdam for Camp Ossendrect, a Dutch army base near Bergen op Zoom. Our free time was over—it was time to concentrate on judo.

The next evening we took part in the opening ceremony. It didn't have the grandeur of the Olympic Games, but to us it was impressive. Bergen op Zoom's majestic town hall, a relic of the Middle Ages, cast an imposing shadow over the cobblestoned market square. Local citizenry surrounded the square behind rope cordons. A Dutch band played.

We marched from a narrow, shop-lined *straat* into the square, passed in review before the attending dignitaries and took our place with the 14 other teams. All of the delegations wore their various military uniforms. Beneath the American flag, each branch of the Department of Defense was represented.

The ceremony was conducted in three languages: Dutch, French and



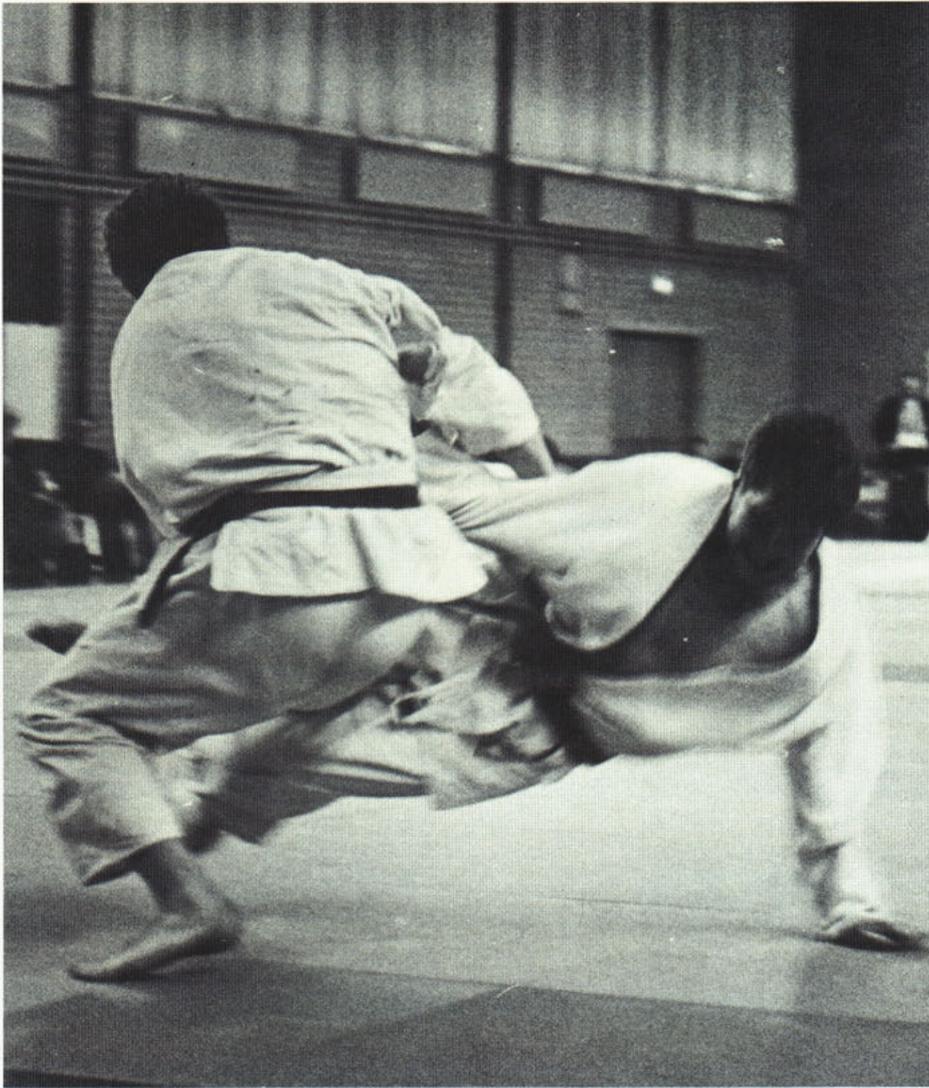
English, the official languages of CISM. The Bergenmeister or mayor welcomed all delegations and wished the competitors luck. The Games were declared open.

Thursday we competed in the team tournament. To many of the countries this was more prestigious than the individual competition. National pride

was at stake.

In the first round we drew Kuwait, a newcomer to sport judo. Every American won his match and we moved into the second round with high hopes. Against Finland, however, our bubble burst.

That evening, before the large crowd (ourselves included) and TV cameras,



Left: Eleventh ND heavyweight champion, ETSN Phil Huebner, battles for his grip against Shulte of W. Germany. Above: Fesser twists out of a throw by W. Germany's Friederich. His first international competition, Fesser lost a close decision to the experienced German. (Photos by JOI Yonemura)

the French team beat Italy for the gold medal. Korea and Austria won bronze medals.

In the individual weight division competition that followed, no Americans placed. It was the first time this happened in five CISM Judo Games. We were discouraged to say the least, but at the same time, we were awed by the caliber of those who won, especially the Koreans. They had four men competing in their respective weight divisions and won three gold, one silver. Several of the other teams had veterans of the Montreal Olympics.

As they lowered the CISM flag that following Monday evening, closing the Games for another year, we were already thinking about next year. We had gained a new awareness of the

level of competition and the atmosphere of the Games. We now had the determination, one that only comes from experience, to do better next year.

Later that evening, we attended an enormous banquet where we sampled such Dutch delicacies as herring, eel and salmon in addition to chicken and various cheeses and vegetables.

Then we stopped by the pub with our new friends from the other teams where we exchanged lapel pins as souvenirs. Communication was a little difficult but we were able to wish each other well with hopes of meeting again next year.

The next day, Tuesday, all delegations went on a boat tour of Rotterdam harbor. On the bus from Ossendrect to Rotterdam, we rode with Kuwaitis

and Finns. The Kuwaitis began singing, clapping hands and stomping feet. We joined in with some American favorites.

During the two-hour cruise, we saw only a small portion of the huge harbor. Reputed to be the busiest seaport in the world, Rotterdam handles over 30,000 customer ships per year.

Early Wednesday morning we left Camp Ossendrect. At Schiphol, another 747 waited to take us home. Before boarding the plane, we scurried around the airport picking up last-minute souvenirs.

Later, cruising at 40,000 feet, we exchanged addresses. We had been together for one month and in spite of the jokes poked at each service, friendships had developed.

All of the miles run, the weights lifted and the judo practiced had given three sailors the opportunity to represent the U.S. Navy in Holland. As all international athletes know, we had been good will ambassadors as well as competitors. The memories will last us our lifetimes, and maybe we can provide the incentive for other Navy Athletes to participate in the CISM Games for their particular sports.

For the Navy's judo players, there are many more miles to be run, many more repetitions of weights to be lifted and many judo skills to be practiced in preparation for next year. First, however, will come the interservice rivalry for spots on the team. And then, Strasbourg, France! ⚓

CISM

...the military's olympics

Millions of people worldwide watched the Montreal Olympic Games on TV. They saw the intensity, the pained concentration of athletes striving for that perfection which would win gold medals.

One-fourth of the competitors were military personnel; servicemen from many nations who had gained much of their expertise through the CISM Games (Conseil International du Sport Militaire), the international military sports council. The games promote worldwide good will through athletics.

But CISM's motives go beyond the competition phase. Research on physical fitness techniques and sports medicine is shared with each of the 70 member nations.

Unlike the Olympics, which brings all events together in two quadrennial extravaganzas (Winter and Summer Games), CISM organizes 15 to 18 world military championships yearly, each sport hosted by a different country.

The calendar of all CISM events is scheduled at annual meetings of the CISM General Assembly. If no nation

bids to host a particular sport, it is not held that year. Therefore, only the more popular sports hold championships annually.

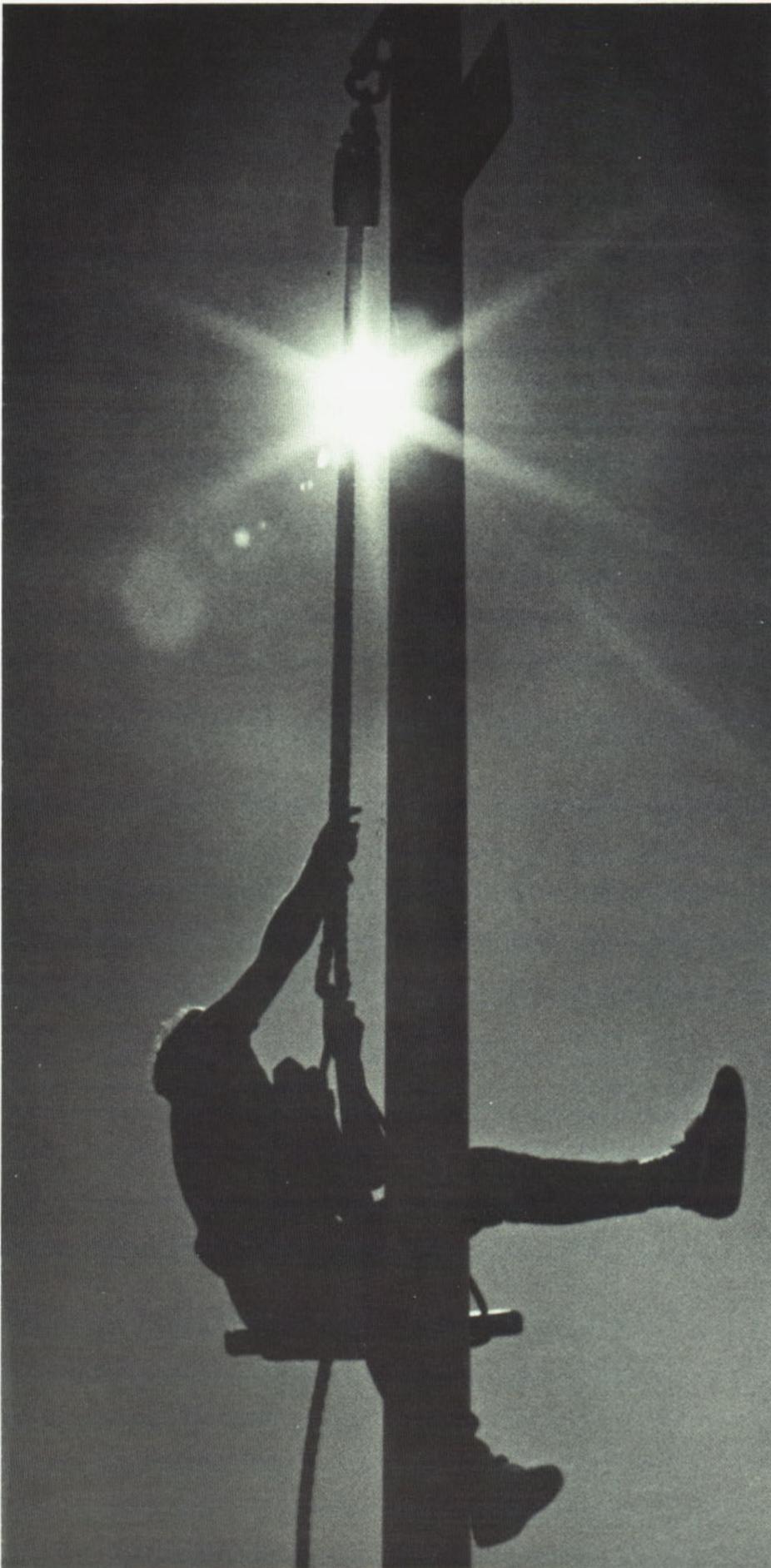
CISM sports include: basketball, boxing, cycling, soccer, field hockey, judo, wrestling, swimming, orienteering, modern pentathlon, skiing, shooting, track and field, fencing, rowing and kayak, volleyball, parachuting, bobsled, cross country, weightlifting and sailing.

There are also military oriented competitions—the military pentathlon comprises shooting, an obstacle course, grenade throwing, swimming and cross-country. The naval pentathlon is made up of an obstacle course, lifesaving, seamanship, utility swimming and amphibious cross-country. (The U.S. dominates this sport. Navy Lieutenant Robert Baird of Seal Team One in San Diego has won the individual gold medal the past three years. Though he doesn't plan to compete this year, Baird will most likely coach the team.) The aeronautical pentathlon consists of such events as shooting, swimming, fencing, basketball and an escape test



LT Robert Baird
as well as an air rally.

Events to be held during the remainder of this year are: the military pentathlon, August 7-14 in Sweden; parachuting, August 16-20 in Austria; basketball, September in Iran; modern pentathlon, September 8-14 in Germany; shooting, October 4-22 at Fort



Benning, Ga.; boxing, November 7-18 in Egypt; and the naval pentathlon, November 20-27 in Brazil. The next meeting of the CISM General Assembly will be December 7-16 in Syria.

These international competitions are within reach of Navy athletes. But how many have ever even heard of CISM? In some sports (individual and team), intramurals lead to base, district, regional and All-Navy championships. Winners in All-Navy competition are eligible for interservice championships, which in turn lead to national and international competition.

The 84th Congress enacted Public Law 11, authorizing each service to provide its members the opportunity to train and participate in CISM, Pan-American Games and the Olympics.

But not all sports have preliminary levels of competition for selection to All-Armed Forces teams. In such cases, according to the Navy Sports Program, "Personnel who feel that they possess the high degree of athletic ability required to represent the United States in approved international competition may apply to the Chief of

CISM

...the military's
olympics



Naval Personnel (Pers 721) for consideration. An evaluation and certification is made by the appropriate Olympic Sports Committee or national sports governing body."

Training for these events must be performed during off-duty hours. Within the Navy Sports Program "personnel are required to perform normal military duties, but may be given time off to participate in selected competitions or special training periods necessary to prepare adequately for com-

petition or team selection."

For those who have been on U.S. Armed Forces teams participating in CISM Games, the memories will last their lifetimes. The camaraderie developed between athletes is as memorable as the intensity of competitive spirit. They all fought to win but, before the matches, they shared national mementos and, afterward, congratulated the winners.

This above all has been the goal of CISM. The council has indeed ad-

vanced athletics. It has shared sports medicine research and improved military physical fitness overall. It has indeed lived up to its motto: "friendship through sports." J.Y. ↓

Bearings

DD-1 Could Fit in a Passageway

"You could put the old *Bainbridge* in one passageway on this ship," said Harry R. Albrecht, a spry 86 and a 42-year veteran of the Navy, while touring the ship that bears the same name as the vessel he served aboard more than 65 years ago.

A retired chief petty officer (Chief Gunner's Mate and, also, Chief Torpedoman (Aviation)), Mr. Albrecht was the guest of the commanding officer of USS *Bainbridge* (CGN 25) at Bremerton, Wash.

In 1911, the old *Bainbridge's* hull number was DD-1. Mr. Albrecht served in the Navy's first destroyer and is one of the last surviving members of the "Great White Fleet" which circled the globe at the turn of the century. The old *Bainbridge* had a crew of 80, compared to the 500-man crew of the present nuclear cruiser.

While aboard, he saw demonstrations of the modern missile systems, combat information center, radar equipment, berthing and dining facilities.

"We slept below decks with so little room that we couldn't even stand up," he said, "but these quarters today are really something."

The cooks on Albrecht's *Bainbridge* had to contend with coal-burning ovens and had only a six-foot working area.

"A bad cook didn't last too long," he remembered.

The WW I, WW II and Korean War veteran laid out a couple of worn ribbons on a table and asked if anyone could guess what they commemorated. Only silence greeted his question.

"These are homeward-bound pennants," he declared. In his day, homeward-bound pennants were issued to ships returning to port after being out-

side the continental limits for more than six months.

Recalling the days of coal passers, Mr. Albrecht stated that there was a real art to do that job right. An efficient stoker could save a lot of fuel and increase the speed of the ship just by the way the coal was laid in the furnace. The black gang worked two-hour shifts, depending on the heat.

The veteran Navyman marveled at today's sophisticated detection equipment, and recalled that the torpedomen of his era used the voice tube and good eyesight as their only aids.

After a complete tour of the ship, Mr. Albrecht was the guest of the ship's officers for lunch in the wardroom. He

was presented a plaque on behalf of the officers of *Bainbridge*. Later, he displayed a painting of the old *Bainbridge* on silk, depicting the DD-1 as executed by a Chinese artist when Albrecht was serving overseas.

Reminiscing about past service, he spoke of the time his ship was passing through the Strait of Magellan. "It was so cold, we wore every stitch of clothing that we owned. When the coffee was passed below decks to the engine room, the old style coffee pot had a layer of ice across the top of it." That was in 1908.

Many things in the Navy have changed in the past 65 years but one thing remains constant—the pride a sailor feels for his ship, no matter how many years have gone by the boards.



Bearings

60 Years Later, Still Not Sorry—

Historians tell us that man should learn from his past mistakes. But sometimes the events of the past were not mistakes, and are, therefore, worthy of repetition.

Consider 60 years ago when Com-

mander Edwin Pollack, the commanding officer of USS *Hancock* and representative of the President, sailed to the Danish West Indies. The United States had just purchased the islands (since renamed the U.S. Virgin Islands) from

Denmark and Pollack was there to hoist the American flag for the first time.

Last March, on the site of the original transfer, Captain George Davis, commanding officer of the USS *Virginia* (CGN 38), repeated the words of Commander Pollack as the U.S. Navy joined with the Virgin Islanders in celebrating the 60th Anniversary of Transfer Day:

“On behalf of the United States of America, I take into custody these Danish West Indies Islands, and I hope that the people of these islands would have no cause to regret the change.”

Present-day Governor of the Virgin Islands, Cyril King had an answer for Commander Pollack’s words as echoed by Captain Davis:

“The people of the Virgin Islands have held true to the principles of democracy and the preservation of human rights and freedoms.”

The reciprocal feeling of the Virgin Islanders was quickly shown as large crowds turned out to hear the evening performances of the Navy Band and joined with the U.S. sailors in celebrating the 60th Anniversary of Transfer Day in the U.S. Virgin Islands.

*(Story by JO1 J. Heltsley
Photos By PH1 R. Boyle)*



MCB3 Rated Tops

WAYTAGO GUYS — Commander James E. McNeill, skipper of Mobile Construction Battalion Three (MCB 3) is presented the Peltier Award, offered annually by the Society of American Engineers. MCB 3 was tapped for the award—here presented by Rear Admiral A. R. Marschall—for their “superior performance” while deployed to Diego Garcia and for “superb response” to the devastation of Typhoon Pamela on Guam in May 1976.



‘Hold All Calls . . .’

When ships of Amphibious Squadron Six recently visited the Bay of Vatika, Greece, it gave the local citi-

zens a chance to take a close look at a U. S. Navy ship. Here, the Greek Orthodox Bishop of Neapolis, Greece, tries out the sound-powered phone system on the flag bridge of USS *Guam* (LPH 9).



‘Angel’ . . . Arriving

Eat your heart out Charlie—now *Connie* also has an “angel” and a superhero as well. She’s Joanna Cameron, star of the television series “Isis.”

Connie is USS *Constellation* (CVA 64). Miss Cameron was dubbed “*Connie’s Angel*” after spending a day aboard the the WESTPAC-bound carrier taping TV spots for the ship’s closed circuit system. The star, a veteran of more than 100 television productions and one of eight women in the Director’s Guild, is considering the possibility of producing a feature on women in naval aviation.

Miss Cameron ended her visit by presenting, as a farewell gift, a life-size portrait from her current movie. In return, she was given a large (but not life-size) picture of *Constellation*.

For *Connie* crewmembers, it was the perfect beginning for a long deployment.



By JO2 THOMAS TOOMER



(Extra) Ordinary Seaman Seach

His adventures could fill a dozen novels, spawn a number of super characters and provide Hollywood writers with enough material for several action-packed movies.

His escapades ranged from the lowlands and jungles of the Philippines to hand-to-hand combat during the Chinese Boxer Rebellion and on to World War I naval action in the North Atlantic. Along the way he rose from cabin boy on one of the last clipper ships to lieutenant in the Navy and was awarded the Medal of Honor.

Would you believe that Lieutenant William Seach, USN(Ret), is 100 years old? Just recently he settled back in his easy chair at the Veterans Administration Hospital in Brockton, Mass., and recalled some of his century of sea-going life for **ALL HANDS**.

"I had to be an assistant to anyone who needed an assistant," Seach said of his cabin boy days. His chores took him from the cook's kitchen to the crow's nest atop his ship's highest mast. "It was difficult getting up there," he said, "but we boys had to do it . . . it was getting hard to get men for the clipper ships because of the then new coal-burning ships."

Born in London on May 23, 1877, Seach's world bristled with tall sailing ships and roaming European armies carving out worldwide stakes. It was not an attraction to life at sea that put him aboard his first ship. Rather, it was a stern father, who saw shipboard life as a way to correct his son's errant ways.

Seach was expelled from school in the fifth grade about the year 1887. His teachers cited insubordination. Seach took a job as a cabinet maker's helper, but quickly learned that such work would not be his profession, and true to the dime novels of his day he decided to run away from home.

His father, a government-employed civil servant, decided (as did many parents of the period) that a sea-going experience would straighten William out. His father arranged to have him put on the *Canada*, a clipper ship serving as a school sailing ship. It was the beginning of a long seagoing career.

ALL HANDS

While sailing in a merchant carrying coal from Newport News, Va., to Rio de Janeiro, Seach, then 21, heard of the war between the United States and Spain.

When a call went out for volunteers to man the new battleships of the U.S. Navy, Seach and his brother, also a seaman, decided to join the bandwagon, or to be more precise, the battlewagons. They signed on as ordinary seamen in New York on June 9, 1898.

Aboard the Navy transport *Solace*, Seach travelled to the Philippines as part of the peace-keeping force under Admiral Dewey. It was there, fighting in the jungle, that he came to an important conclusion. "I was exactly the right height for the Navy," he said.

"I had the heel of my right shoe shot off and bullet holes riddled my hat. Had I been any shorter or taller, well. . . ."

May 1900 found him with a reconnoitering party as a member of the International Expeditionary Force to North China during the Boxer Rebellion. During a one-week period he and five others fought for their lives against overwhelming odds while trying to gather information on enemy positions. Of that period Seach said: "I really don't remember what I did then, I was too busy to remember."

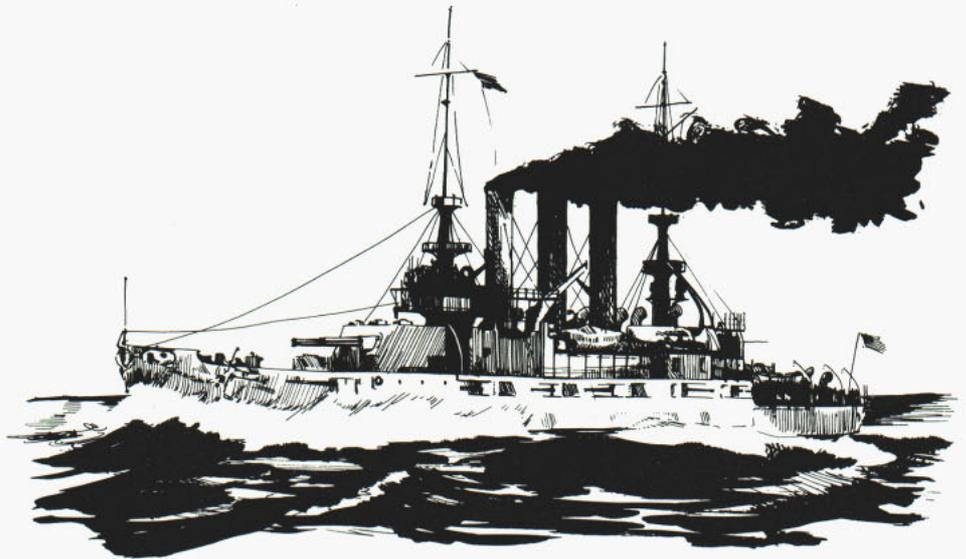
Three years later, while serving aboard USS *Maine*, his memory was refreshed. "General muster was held," he recalled, "and my name was called: 'Ordinary Seaman William Seach—front and center!' I didn't know what was going on. I knew that I hadn't done anything wrong—I was fussed.

"Then the commanding officer read the citation and proceeded to pin the medal on me but dropped it—and he was fussed."

The skipper of *Maine* was probably "fussed" because it is not every day that a commanding officer gets to pin the Medal of Honor on one of his men. The award ceremony, however, did not end with the dropped medal.

"We both stooped to pick the medal up," Seach said, "and bumped our heads. The C.O. said, 'Well, you pin it on.' . . . that's what I did."

In 1905, Seach took an entirely different voyage.



"The body of John Paul Jones had been located and positively identified in Paris by the American Ambassador Horace E. Porter," Seach said. "President Theodore Roosevelt sent a squadron of ships to pick up the remains. My ship, the new battleship *Maine* (which replaced the one of 1898 fame), met them 500 miles at sea and escorted the lead ship *Brooklyn* to Annapolis. *Brooklyn* carried the remains and flew a vice admiral's flag because John Paul Jones had been a vice admiral in the Russian Navy," Seach explained.

"Yes," he said, "it was a different Navy then." "We got up at 0500, had coffee and about 0530 we started field day. Then we had breakfast and began our daily routine gun drills and target practice."

Seach first reenlisted at the end of the Spanish-American War. He was getting a roof over his head and a place to sleep, plus \$19 a month.

"Five dollars each month went for the ship's mess because we had to pay for our own meals. After you bought your uniforms and mess gear, you could do what you liked with the rest."

In 1906, to aid his advancement chances, Seach became a naturalized citizen. His rise through the ranks was swift. Following World War I he was promoted to lieutenant—Perhaps, in part, because of his service during the Great War.

At the outbreak of the war, Seach was assigned to USS *President Lincoln*—a former German luxury liner con-

verted to carry supplies to Europe.

Once, while crossing the North Atlantic, *President Lincoln* was struck by three torpedoes from a German U-boat. Seach was knocked senseless by the blast and the repercussions of the torpedoes. With fire quickly enveloping the ship and ammunition exploding in the magazines, he managed a last-minute escape. The ship sank within 18 minutes of the first hit.

When they saw his officer's bars gleaming in the sun, the Germans from the surfaced U-boat decided to take him as a prisoner-of-war. But fate intervened, the U-boat commander noticed another officer with more brass. They dropped Seach back in the water to await rescue by allied forces. Sometimes, he found out, it pays not to have too much rank.

Six months after the sinking of *President Lincoln*, Seach was hospitalized—almost paralyzed. His colorful, naval career had quietly come to an end. After two years of such hospitalization, he was retired from active duty—Doctors predicted he would only live a matter of months.

Now, on the eve of his 100th birthday, he ponders his life and his will to live. The obvious question had to be asked: Would he do it all over again?

"Yes," said Lieutenant William Seach, America's oldest living holder of the Medal of Honor. ⚓





Will You Weather the Summer Storms?

"... today's weather calls for temperatures in the low eighties with some thunderstorm activity later in the day... followed by clearing this evening..."

BY JOI PETER SUNDBERG

Thunderstorms are as common to summer as sand is to a beach. Because of their frequency—some 1,800 such storms are in progress at any given moment over the earth's surface—most of us tend to dismiss them as inconveniences of sorts, which just have to be tolerated.

But wait! Thunderstorms can be destructive. Navy personnel are more likely to encounter them, in the open, than most Americans, whether at sea or on the beach. Thunderstorms on land can be very destructive and in one particular case—July 4, 1970—they came close to becoming a national disaster. On that day, thunderstorms struck in 17 states, killed a dozen people, injured more than 16 others, and caused millions in property and crop damage.

The range was broad—north central Mississippi was swept by high winds, heavy rains and almost continual lightning; Tennessee was hit by high winds which capsized boats and killed fishermen; wind and rain played havoc in southwest Georgia; West Palm Beach and Key West in

Florida were struck along with Alabama; and the storms "walked" their way up the coast and struck South Carolina, North Carolina and Virginia. Other storms hit Oregon, Texas, Louisiana and New York.

Don't dismiss a thunderstorm.

At maturity, a thunderstorm cloud is several miles wide across its base and may tower to altitudes of 40,000 feet or more. On the ground directly beneath the storm system, the mature stage is initially felt as rain, which is soon joined by a strong downdraft. This downdraft spreads out from the cloud in gusting, divergent winds, and brings a marked drop in temperature. Even when the rain has not reached the ground, the thunderstorm's fury can be recognized by this cold air stream flowing over the earth's surface.

It's in this phase that lightning is unleashed along with hail, heavy rain, high winds, and the most destructive of all its forms, the tornado.

In the event of a thunderstorm it's a good idea to keep



informed of the storm's progress by radio, stay indoors and remain calm. There's not much that can be done at sea except secure all loose gear, ride the storm out or try to evade it.

Lightning kills more people in the United States than tornadoes, floods, or cyclones combined, and most of those deaths could be avoided by the observance of simple safety rules. When a thunderstorm brings lightning, the most important single thing anyone can do is to get inside a house, large building or an all-metal vehicle. Inside, individuals should avoid using the telephone except for emergencies. Other rules to follow:

- Don't stand underneath a natural lightning rod, such as a large tree in an open area.
- Avoid projecting above the surrounding landscape, such as standing on a hilltop, in an open field, on a beach or in a boat in open water.
- Get out of and away from open water. A swimmer can be affected by lightning flowing through the water from a nearby strike.
- Get off of and away from motorcycles, scooters, golf carts, and bicycles; put down golf clubs.
- Stay away from wire fences, metal pipes, and other metal items which could carry lightning from some distance away.
- If in a forest or woods, seek shelter in a low area under a thick growth of trees; in open areas, go to a low place such as a ravine or valley.
- If isolated in an open area, kneel and place the hands on the knees, a position which minimizes the chances of lightning using the body as a conductor.

Ships, electrically grounded, are relatively safe from lightning. As a matter of fact, many ships have been struck and have not been damaged at all. As ashore, lightning is most likely to strike the uppermost part of a ship. It wouldn't be a good idea to climb a radar mast during a storm.

Stepchild of the thunderstorm, the tornado represents another kind of threat. Although they are short-lived and

their destructive paths are small, a tornado can transform a thriving street or portion of a city into ruin in a matter of seconds.

These small, severe storms form several thousand feet above the earth's surface, usually in conjunction with a severe thunderstorm. The forward speed of tornadoes has been observed to range from almost no motion to 70 miles per hour, and with a severe thunderstorm, several may be formed along its path. Tornadoes, like thunderstorms, occur in most parts of the earth and in all the 50 states. No area is more favorable to their formation than the continental plains of North America. No season can be called free of them, but normally tornadoes peak in May, with the months of greatest frequency being April, May and June.

While tornadoes usually last only a short time, one was tracked in Illinois for almost 7.5 hours along a path that covered 293 miles in that state and Indiana.

Obedying the following rules could mean the difference between life and death:

- In office buildings, individuals should go to an interior hallway on the lowest floor, or to a designated shelter area if there is one.

- At home, the basement offers the greatest safety, or if that is not possible, family members should seek shelter under sturdy furniture. If the windows in the house are

open they should be left open, but any occupants should stay away from windows.

- If caught in a shopping center, everyone should go to a designated shelter area, if available, or to the central portion of the mall; under no circumstances should individuals leave the shopping center to go to an automobile.

- In schools, there usually is a designated shelter area; everyone should stay out of auditoriums, gyms and other structures with wide free-span roofs.

- If caught in the open country, every effort should be made to move away from the tornado's path at right angles. If there is no time to escape, individuals should lie flat in the nearest ditch or ravine.

Any natural disaster, such as a thunderstorm or tornado, can cause destruction, but Navy commanders and other authorities can scientifically predict and plan for such occurrences. Navy personnel, and their dependents, should be aware of the local base plan for disasters.

Although not scientific, even the people of the British West Indies, in 1565, offer a simple and useful rule for determining when thunderstorms could be expected:

*"June, too soon
July, stand by
August, don't trust
September, remember
October, all over."*





the Science of Forecasting

STORY AND PHOTOS BY
PHI TERRY MITCHELL

Sailors and farmers have something in common—the weather directly influences and affects their livelihood and safety.

The similarity ends there—a farmer has to stay put and take whatever weather nature dishes out; a sailor, if he's lucky, can sometimes outrun Mother Nature. Today's sailor also has an ace up his sleeve and that ace is the Fleet Weather Central.

Weatherman to the Atlantic Fleet, the Fleet Weather Central (FWC) in Norfolk, Va., constantly monitors the entire Atlantic Ocean and all that it encompasses. Its daily weather broadcasts and alerts keep Navy ships and stations abreast of changing weather patterns and conditions, aiding ships still further through its Optimum Track Ship Routing system. Object of such routing is to put a ship on the best course which will avoid storms and danger areas which may lie along the intended path to its destination.

After receiving a routing request from a ship or task force commander,

staff meteorologists at FWC get together to analyze the existing weather and storm tracks. Once a "picture" of the weather and determination of the storm track movements are made, other parameters such as ship performance characteristics, forward and aft draft and an expected sailing date are taken into consideration.

From this and more, the initial route is planned and a clipboard record established for that task force or particular ship. The record is used continually to update the ship's route as the weather changes. If a change in course is needed for the ship to avoid bad weather, the recommended course is radioed from FWC directly to the ship.

Transmitting at speeds of over 14,000 words per minute, the Navy Environmental Data Networks and other computer-to-computer systems send and receive weather data from around the world. Without this effective communications system, environmental predictions or recommended



Opposite page: AGAN Ericson Broadbent releases a weather balloon equipped with a radiosonde; Above: Wave data received from FWC Monterey and operating ships of the fleet is used to make up the daily wave height analysis chart; Left: AG3 Robin Conklin awaits the completion of a data run from one of the Navy's weather stations.



course changes, would be of little use to the fleet.

Using the numerical, meteorological and oceanographic information provided by the data systems department, command duty officers at FWC tailor it to fit the needs of individual ships and task units. Much of this data is distributed directly to the users via the fleet radio facsimile broadcast. The receiver of the facsimile broadcast on the ship prints out a map, which is much like the one that appears in your evening paper.

When required for special operations such as a towing mission or a large fleet exercise, a team of FWC aerographer's mates deploy onboard the operating ships using portable weather data equipment. These Mobile Environmental Teams (MET) collect, analyze, forecast and transmit on-scene environmental data.

Amphibious operations depend upon the surf conditions at the selected beachhead in order to land troops and equipment effectively. Aerographers on the MET analyze wave action, wind direction and force along with beach structure before making recommenda-

tions to the amphibious commander. At times the entire operation can and usually does hinge on what such team recommends.

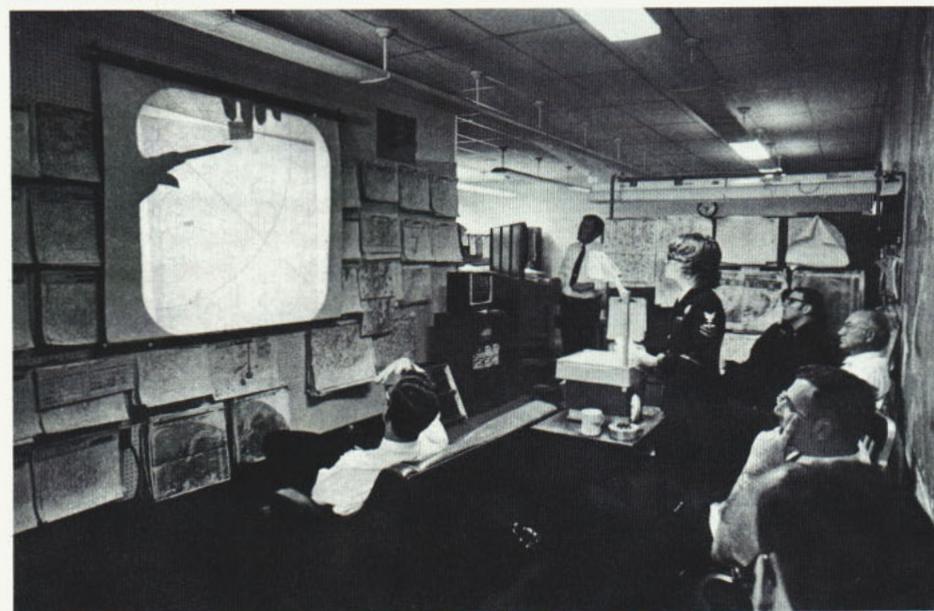
During the F-14 *Tomcat* recovery operations off the coast of Scotland, for example, a MET went directly to the scene to analyze weather and make recommendations to the recovery commander.

When not on the scene, members of the teams visit the ships in port in order to train quartermasters and navigators in the proper use of weather instruments and the coding of weather observations.

Units operating along the eastern seaboard are provided with both area forecasts and warnings of destructive weather such as thunderstorms, hurricanes and gales. These warnings cover coastal and inland waterways from Maine south to the Virgin Islands.

During the hurricane season, FWC works closely in conjunction with the

Right: Making final electrical connections, ETN2 Gordon Grimm assembles a wind indicator; Below: AG2 Kristi Meddaugh reviews the previous day's weather and future forecasts.



Air Force and the National Hurricane Center at Miami in monitoring tropical disturbances. Summaries are issued daily when a tropical storm is forecast or exists. Warnings are then issued to naval units and commands every three to six hours depending upon the storm's intensity.

FWC is not only concerned with the environment above the ocean's surface. FWC oceanographers report on under-sea conditions as well—mostly in support of antisubmarine warfare forces. This requires analyses of extremely variable physical ocean characteristics as they apply to the prediction of sound propagation in the water—the primary means of submarine detection.

Observed sea conditions, the amount



of salt and impurities in the water, and the temperature of the water at different depths are analyzed and applied to sophisticated acoustic models at the Fleet Numerical Weather Center in Monterey, Calif. The models produce data from the same conditions as observed at sea, which is then used for both active and passive sound detection predictions. Using these predictions of the sound wave actions in the water, antisubmarine forces can make detection of submarines more reliable, perhaps easier.

Aviation weather, for both local and long range flights, is handled by the FWC office at NAS Norfolk's air terminal building. Using the range predictions, antisubmarine forces can de-

termine which sound propagation paths to use and make detection of submarines more reliable. Each aircraft type and its flight characteristics have been pre-programmed into a central computer located at Offutt Air Force Base, Neb.

The duty Aerographer's Mate supplies the computer with plane type, takeoff weight and destination. Seconds later, the completed flight plan comes back on the computer's video display, detailed down to the specific course changes needed because of upper-air winds, basic direction changes and how much fuel the plane should use and carry to maintain a margin of extra fuel in case of a diversion from the regular course.

Even though FWC and other weather facilities are heavily computerized, the central ingredient in weather forecasting is highly trained people who make the system work, and insure its accuracy. The FWC team stands ready to assist the fleet in any way possible. A sailor's "weather eye" may provide a better forecast for tomorrow's weather than most. ⚓



Upper left: AG3 Kevin Hampton trains the FWC rooftop antenna to receive signals from a passing weather satellite; Left: LCDRs Nemcosky (left) and Giersch of the Optimum Track Ship Routing department discuss the latest weather effects on transiting ships; Below: the oiler USNS Taluga (TAO 62) fights her way through heavy seas off the Republic of the Philippines while replenishing the attack aircraft carrier USS Constellation (CV 64).



Rights & Benefits

Sea/Shore Assignments for Women



The number of Navy enlisted women has increased steadily from about 5,000 in 1972 to nearly 19,000 today, and is expected to level out at around 30,000 in the 1980s. At the same time, the number of Navy jobs closed to women decreased to only 16 specialties out of 100—all 16 are primarily seagoing ratings.

These two situations and the statutes prohibiting women from serving on Navy ships (except hospital and transport ships) have given rise to a persistent misconception—especially among sailors in the fleet—that women are taking shore duty billets from seagoing men, thereby extending their sea duty tours. The truth is that Navy manpower managers have gone to great lengths to ensure that never happens. What follows is a summary of the steps taken to safeguard the interests of both men and women in the Navy.

Anticipating the influx of women into the sea service, the Navy's first step was a complete review of the number of billets available in each rating open to women according to duty types. There are six duty types:

- Type 1—Shore Duty CONUS
- Type 2—Sea Duty Afloat
- Type 3—Overseas Sea Duty Ashore
- Type 4—Overseas Sea Duty Afloat
- Type 5—Neutral Duty (usually in a tender)
- Type 6—Overseas Shore Duty

Within the limits of the law, women may be assigned to most of Types 1, 3 and 6 billets, but to only a few of Types 2, 4 and 5 billets. Based on the rating review study, maximum female strength levels/goals were set for each rating in the six types of duty just listed.

Additionally, a management system was devised to more effectively control the distribution of women among the ratings so that men's sea/shore rotation would be protected. All ratings were broken down into three groups with an assigned degree of ease or difficulty of entry for women in each. Rating Group I consists of ratings in which, because of limited numbers of billets, an influx of women would cause adverse effects on men's sea/shore rotation. All ratings in this group are closed to women.

Group II ratings include those which are currently at or in excess of prescribed manning levels. Entry by women into Group II ratings is "controlled."

Group III ratings are those in which personnel are most needed and the inclusion of women would not adversely

affect men's sea/shore rotation. Commands may designate women strikers to any of these ratings if a billet at the command is available for them to fill. Some of these ratings require "A" School training and commands may request a school billet for women desiring to enter one of these jobs. A table showing current rating classifications is shown below.

Further, current female assignment policies have tended to equalize the burden of arduous duty among Navy men and women. While most women do not go to sea, consecutive tours abroad for women, often at isolated stations, are not uncommon. In fact, in two-thirds of the ratings open to women, such tours are the rule rather than the exception.

Although, with proper controls, women in the Navy have not adversely affected sea/shore rotation, manpower managers have had to face some problems along the way. One was the necessity of encouraging women to pursue mechanical and technical specialties, and thereby contain a possible flood of women in administrative ratings. This was accomplished through "A" School quotas and controlled entry lists.

A built-in problem also was found to exist in ratings such as HT, BM, QM and SM. Even though valid Type 3 (Overseas Sea Duty Ashore) billets existed in these ratings, it was found that women entering them were automatically denied certain types of on-the-job training available only while aboard ship. This severely limited opportunities to advance beyond the E-4/5 level for women in these ratings.



For this reason as well as manning restrictions, strict entry controls have had to be initiated.

Providing equitable, varied and interesting assignments to all Navy personnel has always been a challenging task for Navy manpower managers and the unique statutory limitations on sea duty for women have imposed special problems. The Navy, however, has responded with policies that recognize and serve the individual interests of Navy men and women, whether at home, at sea or in a foreign land.

Current Rating Classifications

Group I

| | | | |
|-----|----------|----|-----|
| AW | GMM | ML | PM |
| CTI | GMT (NEC | MT | ST |
| EW | 0891) | OM | STG |
| FTB | IM | PI | STS |
| FTM | | | |

Group II

| | | | |
|-----|----|-----|----|
| AB | AZ | EQ | MR |
| ABE | BM | ETR | OS |
| ABF | BT | FT | PC |
| ABH | BU | FTG | PH |
| AE | CE | GM | PN |
| AF | CM | GMG | QM |
| AM | CU | GMT | SH |
| AMS | DK | HT | SK |
| AO | DS | IC | SM |
| AQ | EA | IS | SW |
| AT | EM | JO | TM |
| AV | EN | LI | UT |
| AX | EO | MM | YN |

Group III

| | | | |
|-----|-----|-----|----|
| AC | ASE | DM | MN |
| AD | ASH | DP | MS |
| ADR | ASM | DT | MU |
| AG | CTA | ET | NC |
| AK | CTM | ETN | OT |
| AME | CTO | HM | PR |
| AMH | CTR | LN | RM |
| AS | CTT | MA | TD |

(A complete listing of ratings requiring "A" school or equivalent, on-the-job training, and other prerequisites before entry can be found in BUPERSINST 1410.4A, Ch-1, Pers-5431, 31 January 1977.)

International Azalea Festival

STORY AND PHOTOS BY
PHI TERRY MITCHELL

The week was a riot of colorful flowers, clowns and evening gowns. International Azalea Festival Week (April 18-24) in Norfolk draws out all the colors of the rainbow, paying tribute to the North Atlantic Treaty Organization (NATO), whose Supreme Allied Command, Atlantic, headquarters are located there.

As is the custom, the festival each year honors NATO by selecting a daughter of a foreign officer or official to reign as Queen Azalea. This year, Cecilie Countess Lambsdorff, daughter of Count and Countess Otto Lambsdorff, represented West Germany as Queen Azalea XXIV.

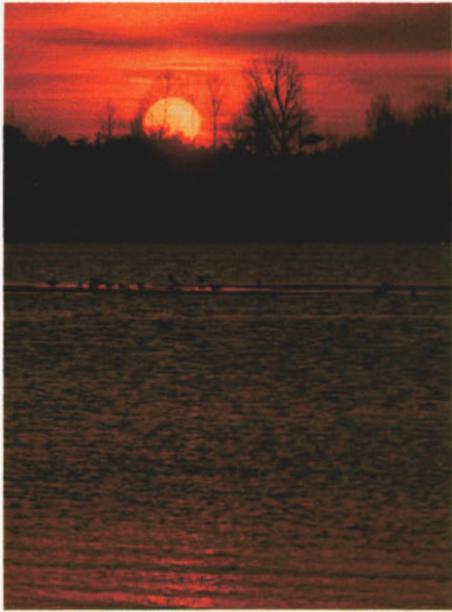
It all began, appropriately enough, in the NATO Amphitheatre at the Norfolk Botanical Gardens. Queen Azalea XIV, Admiral Isaac C. Kidd, Jr., SACLANT, and Norfolk city officials were in attendance as the 80-voice Festival of Praise Choir entertained with selected hymns.

Events during the week gathered speed once the festival got under way—golf tournaments and symphony music filled the better part of Monday; Tuesday saw the Queen and her court tour city hall and the General Douglas MacArthur Memorial.

SACLANT's 25th Silver Anniversary was celebrated at mid-week with a ceremony complete with ruffles and flourishes and a saluting battery. Later, members of SACLANT gathered to talk to Queen Azalea and to welcome her to their command and to the city.

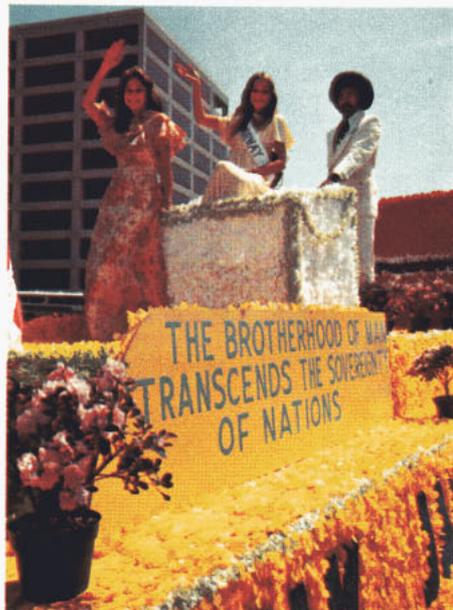
The Portsmouth Naval Hospital tour the following day was one of tenderness as Queen Azalea went from bed to bed in the children's ward greeting small patients, giving out dolls and wishing speedy recoveries. Patients from other wards gathered in the passageways to get a better look as the

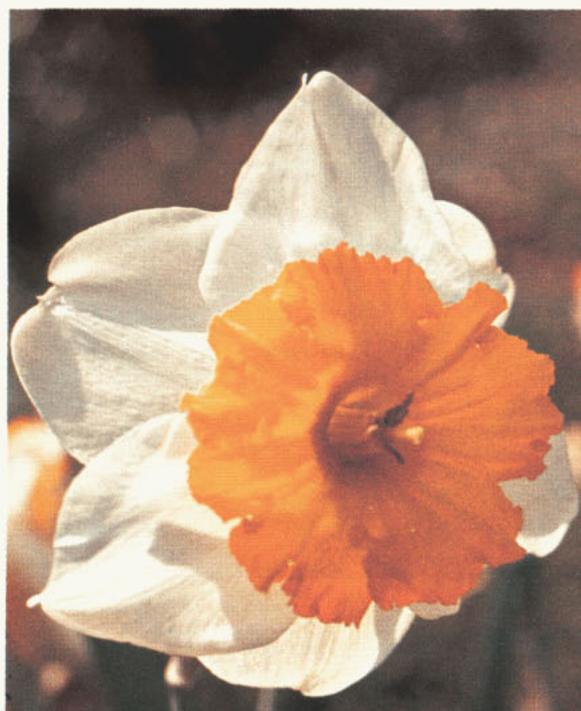
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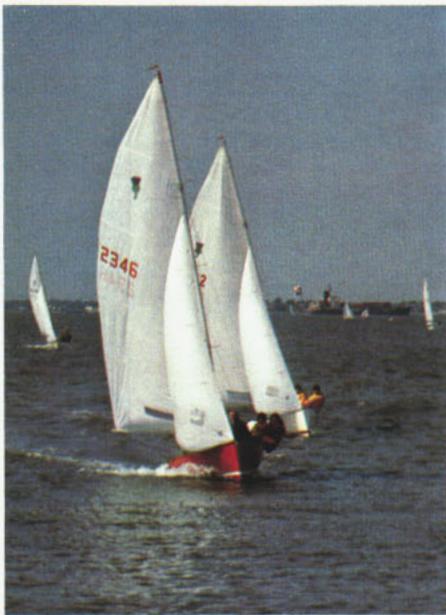


A grand parade of floats, bands and marching units started early Saturday morning.









Queen wished servicemen at the hospital the best of luck. One sailor, previously stationed in Germany, greeted her in German, much to her surprise.

The Queen's command performance on Friday night was highlighted by Canadian folk singer Gordon Lightfoot. Afterwards, the Queen, the NATO princesses and their Naval Academy Midshipmen escorts, became light-of-foot as a local square dancing club taught the court the rudiments of square dancing.

A grand parade of floats, bands and marching units started early Saturday morning. While the city residents enjoyed the parade, the Norfolk Naval Station was host to a rugby tournament entered in by eastern seaboard teams. Another contest, one involving sail, wind and man was in progress as each class boat skipper vied for the SACLANT Perpetual Trophy.

Sunday's main event shifted the spotlight to the Norfolk Naval Air Station, as a torrent of visitors came to watch the air show and exhibits. An estimated 200,000 people poured into the base, faces turned skyward to watch the Navy's parachute demonstration team, the Chuting Stars, literally jump into their work. Next came a demonstration of aircraft, from prop to jet, executing aerial maneuvers to the "ohs" and "ahs" of the crowd. The stage was then set for the Blue Angels' brand of fast, close and exhilarating precision flying.

A crowd of that size, combined with the hot afternoon sun, resulted in over 16,000 cans of soda and 10,000 hot-dogs being consumed.

The airshow over, the crowd made their way back to their cars with many a sunburnt nose and back, in evidence. The week of festivities and international excitement was over for the Tidewater area and another color was added to the rainbow—sunburn pink.

MCPON

BY MCPON ROBERT J. WALKER

Selection Board Proceedings



As Master Chief Petty Officer of the Navy, I am constantly in touch with the topics of current and prevailing interest within the enlisted community through my daily correspondence and frequent official travel. A perennial topic of concern has been voiced by many senior petty officers—how does the selection board work?

The puzzlement is understandable since the selection board system of advancement is more complex than the outmoded advancement-by-examination system. To help make the proceedings more lucid, let's consider some of the more important aspects of the selection board process.

Each board consists of a captain who serves as president of the board, a junior officer who serves as recorder of the board and both officer and master chief petty officer personnel serving as board members. The board is divided into panels which consist of at least one officer and one master chief petty officer. Each panel reviews the records of individuals in one general professional area.

The board members are given quotas specifying the maximum number that can be selected from each rating. While board members cannot exceed that number, it is possible for them to recommend a lesser number for selection if they feel that there are not enough fully qualified candidates available. Incidentally, the quotas are developed within the Bureau of Naval Personnel and are the amount necessary to replace normal losses, meet the needs of the service by rating, and maximize advancement opportunities.

Upon convening, the board goes into "closed session." This lasts for approximately two days during which ground rules and selection criteria are discussed, formulated and adopted. These ground rules and selection criteria are unique to each board since each board is given the freedom to establish rules and procedures necessary to discharge its duties.

Careful examination of records is then conducted so that an accurate overall evaluation of each candidate can be established. To arrive at such an evaluation, the board members consider many factors:

Performance evaluations: Evaluations are the most tangible indicators to use in determining a candidate's qualifica-

tion for advancement since they reflect the actual demonstrated performance of the individual. Evaluations, by themselves, are not sufficient to ensure selection; however, most of the selected candidates possess evaluations that show a high level of performance in all areas.

Duties: The history of duties performed, at sea or ashore, and assignments within a duty station can be determined from the service record. Also, board members can tell whether or not the individual was performing duties commensurate with his or her rate, the degree of responsibility held and the opportunity to exercise leadership.

Another indicator of the individual's abilities can be further determined on the basis of the operating schedule of the command served in. Heavy operating schedules test the abilities of individuals far more than relaxed schedules.

Other factors: Exam scores are available if the board members desire to consider the individual's relative performance.

Personal decorations, letters of commendation or appreciation and other positive or complimentary correspondence may be given special consideration.

Those who have volunteered for or are serving in special duty assignments may be given additional consideration. Examples are: instructor and recruiting duty, corrective center counselors, drug abuse and alcohol rehabilitation staff members, MAAG/Mission/Attache duty and Personnel Exchange Program participants.

Those who achieve academic credentials beyond high school level, through ADCOP or independently, may be given additional consideration.

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

To promote better understanding of the selection board process by the enlisted community, I recommended that two Master Chief Petty Officers of the Fleet or Force be assigned to each E-7 and E-8/9 selection board so that they would be able to explain the functions of the board from their direct experience.

This has been accomplished, and the first two MCPOF's were assigned to the E-8/9 selection board that convened in March. ⚓

Mail Buoy

Single BAQ

SIR: Regarding the letter of TD3 Love in the December 1976 issue: (See Mail Buoy, ALL HANDS, Dec. 76) I'm curious how her husband is stationed aboard a ship and at any time is drawing single BAQ? My husband has been stationed aboard ship for about two years and has never gotten one penny of single BAQ in or out of port. If TD3 Love will let me in on the secret, I'd love to get some back money from the Navy.—ETN2 B.L.V.

● *TD3 Love was incorrect in her statement that her husband who is on a ship receives single BAQ but loses it when he is at sea for more than 30 days. The ALL HANDS answer included the statement that TD3 Love's husband does not receive BAQ while at sea since he is treated as a member without dependents. Neither TD3 Love's husband nor your husband, if on a ship, is entitled to single BAQ.—ED.*

Debt and Credit

SIR: The timely coverage on debt and credit in the March issue was right on the money! (See "The High Cost of Debt and Credit," March 1977 ALL HANDS).

Another aspect of chronic indebtedness often overlooked is that it can dry up sources of lower cost credit. Credit Unions, which offer some of the lowest interest rates available, provide a good example. Some of the more than 80 credit unions serving Navy and Marine Corps personnel have policies which prohibit loans to enlisted personnel of the lower grades because, as a group, they have proved to be poor credit risks. Many other credit unions place severe restrictions on loans to members of this group.

Still others, such as Navy Federal Credit Union, which make a deliberate and conscientious effort to serve the credit needs of personnel in all pay grades, find themselves under strong pressure from the good credit risks among their members to establish more restrictive loan policies. To understand why, consider that, in 1976, NFCU had to charge off \$2.3 million worth of uncollectible loans. Half of NFCU's 1976 loan

losses represented loans to enlisted personnel, and over 60 per cent of these were loans to those in the lower three pay grades.

As Chairman of NFCU's Credit Committee, these statistics distress me greatly. I am even more distressed that many young people who create these statistics fail to realize that a bad credit rating, much like a less-than-honorable discharge, can follow them all of their lives—in or out of the Navy! The solution appears to lie in more frequent and effective counseling of junior personnel by their leaders: senior petty officers, CPOs, division officers, right on up to commanding officers—more articles such as the one in the March issue of ALL HANDS and better listening on the part of those to whom these efforts are directed!—Leonard J. Simon, NFCU Credit Committee Chairman.

Time in Rate/Service

SIR: I was advanced to E-5 in November '74 off the August '74 test (before the time in service requirements were modified). I have to wait until '78 before taking the E-6 test. This will give me four years as an E-5.

Many of our "push-button" third class that have made second class will be eligible for the test because of the gift of third class. There are sailors that are two years junior to me that can take the first class test while I sit back and watch them go. The September terminal eligibility date vice May further makes them "eligible" for advancement tests.

To quote one writer to ALL HANDS, "This simply is not fair." One day I can be LPO, and the next (not due to my own failures) I can be low man on the totem pole. Not only am I not being allowed to compete with many of the people that I took the second class test with, but am being held back from advancement over "junior" personnel. Is it too much to ask the higher ups to take the trouble to straighten out this mess?—YN2 W. J.

● *Your question has become a most common one since the incorporation of advancement constructive time into the advancement system. The Department of*

Defense has established within all services a uniform, minimum time-in-service requirement which members must satisfy before being eligible for advancement to all grades above paygrade E-3.

For members entering the Navy in advanced grades or through special programs affording early, accelerated advancements, these requirements would necessitate an unusually long delay before eligibility requirements for advancements to pay grades above E-3 could be met. Therefore, a "constructive time" factor has been devised to permit these members to compete on an equitable basis with their contemporaries who were advanced through the apprenticeship grades. Each individual will be considered to have acquired the combined minimum time (for advancement purposes only) currently required between grades.

For example, a member entering the Navy in pay grade E-5, or being advanced to that grade through accelerated advancement, will be credited with 36 months' time-in-service reflecting the minimum combined time a member is required to serve in pay grades E-1 through E-4.

In view of the foregoing, the "push-button" advancee is placed in a contemporary status with other members who are advanced during the same cycle. This is done to preclude negating the incentive of accelerated advancement, which, incidentally, requires the accelerated advancee to incur a specified service obligation which is not necessary for the "regular" advancee. All advance under the same regulations and time requirements after the accelerated advancement.—ED.

Navigation Aid

SIR: Regarding your story about TANCAV in the April issue (See "They Built Their Own," April, 1977 ALL HANDS), Richard Plumb and Richard Elmore might be interested in researching and using some of the concepts of the old WW II Virtual Plan Position Indicator Reflectoscope (VPR), to help them perfect their invention. The VPR was used as a navigation instrument by the Amphibious Forces. It consisted of

a device placed over the PPI scope of the radar. It utilized a partial-reflecting mirror which superimposed the radar image over the chart. The ship's position could then be seen, and plotted, on the chart at the center point of the PPI sweep image. The Amphibious Forces trained radarmen in the use of the VPR at NAVPHIBSCOL, Coronado, Calif., through 1948.—A.F. Marugg

• *We took the liberty of forwarding a copy of your letter to the fellows who "built their own" many years after someone else apparently had a similar idea. It appears the "old-timers" may still have a thing or two we can teach these youngsters.*—ED.

Reunions

• *VQ 1/VQ 2*—Reunion July 31 in Washington, D. C. Contact Dale Hagen, 5304 Redd Lane, Temple Hills, Md. 20031.

• *USS James E. Craig (DE 201)*—Reunion August 6-7 in Joliet, Ill. Contact Wendell O. Easton, 401 West Bevan Drive, Joliet, Ill. 60435.

• *USS Topeka (CL 67) (1944-1949)*—Fifth reunion on August 19-21 in Long Beach, Calif. Contact James W. Wilson, 618 Abbott St., Muncie, Ind. 47303.

• *USS Saratoga (CV 3)*—26th annual reunion August 19-20 in Seattle, Wash. Contact Jack Frost, 2659 Belvidere S.W., Seattle, Wash., 98126.

• *USS Amycus (ARL 2)*—Reunion September 3-5 in Chicago. Contact Doug Stahle, 3 Kane Court, Clarendon Hills, Ill. 60514.

• *USS Somers (DD 381)*—Reunion at Norfolk, Va., September 9-11. Contact Lewis Bowden, Jr., 6110 Tidewater Dr., Norfolk, Va. 23509.

• *USS Miami (CL 89)*—Reunion September 16-18 in Lancaster, Pa. Contact S. C. Richardson, 5507 Limerick Circle, Apt. 46, Wilmington, Del. 19808.

• *USS Tringa (ASR 16)*—Decommissioning and reunion September 30 at SUBASE New London, Conn. Contact Paul C. Cottrell, 5992 Linden Ave., Long Beach, Calif. 90805.

The Log Book

Here are some more excerpts from ALL HANDS articles of days gone by:

35 Years Ago

• Created to relieve male personnel for duty at sea, the Women's Reserve of the U.S. Naval Reserve has been launched, rigged, and commissioned with the first real feminine officers in the Navy's history. (Members of the Navy Nurse Corps hold rank corresponding to that of officers under legislation signed recently by the President, but do not have full officer status.)

Enlisted ratings will be given women in such fields as radio, communications, telephone operating, teletyping, general stenographic and clerical work, accounting, mechanics, and home economics, and later in other fields as the requirements of the naval service require.

25 Years Ago

• Here is a round-up covering service pay and allowances under the new Armed Services Pay Raise Act of May 1952:

| Rate or Rank | Years Service | Basic Pay |
|-----------------|---------------|-----------|
| E-1 | under 2 | \$ 83.20 |
| E-2 | under 2 | \$ 85.80 |
| E-3 | under 2 | \$ 99.37 |
| E-4 | over 2 | \$129.95 |
| E-5 | over 4 | \$160.52 |
| E-6 | over 6 | \$191.10 |
| E-7 | over 10 | \$236.96 |
| W-1 | over 14 | \$257.24 |
| W-2 | over 16 | \$302.64 |
| W-3 | over 18 | \$363.17 |
| W-4 | over 22 | \$453.96 |
| O-1 | under 2 | \$222.30 |
| O-2 | over 2 | \$274.18 |
| O-3 | over 4 | \$340.86 |
| O-4 | over 10 | \$429.78 |
| O-5 | over 14 | \$503.88 |
| O-6 | over 18 | \$637.26 |
| O-7 | over 22 | \$800.28 |
| O-8 (and above) | over 26 | \$963.30 |

15 Years Ago

• Visitors to Pearl Harbor are being treated to a brand new and impressive sight these days. Smack dab in the middle of Battleship Row, and suspended athwartships over the sunken *USS Arizona (BB 39)*, is the gleaming white concrete and marble *USS Arizona Memorial*—a monument from a grateful nation to nearly 1,200 of her most honored dead, and the culmination of a 20-year dream.

WHEN A GOOD SAILOR LEAVES, THE NAVY LOSES.



If you're a leader, you know what good sailors mean. They make the difference between a smooth-running team and a headache. So do yourself and the Navy a service.

Don't wait until shipover time to counsel the first term. Remember, you're a key part of the retention team, because of your experience and the respect you've earned on the job.

Remind your shipmates throughout their enlistments about their Navy benefits. Not just the obvious ones, like medical care, housing, and 30

days' annual paid vacation. But of the opportunities for training, education, and advancement.

Remind them that in their next hitch, there's a good chance of advancement in their present job. With more responsibility. More leadership opportunities. Maybe even a reenlistment bonus.

And if they're in overcrowded ratings, it could be their chance to qualify for a new rating. This could mean a brand-new job. With special training. At a guaranteed new duty station.

Keeping the good sailors in and directing them where they're needed is a part of every officer's, CPO's and petty officer's job.

So when you see shipmates looking for reasons to stay in, don't give them any sea stories. Give them the facts. But if you don't have all the answers, direct them to someone who does. Their divisional CPO, divisional counselor, or Command Career Counselor.

Remember, we can't afford to let any of the good ones get away. **NAVY**

IF YOU'RE GOOD, IT PAYS TO STAY IN.

Stern Shots

Match these famous battles with their respective wars:

- | | |
|---|-------------------------|
| 1. ____ New Providence Amphibious Operation | A. Revolutionary War |
| 2. ____ Chosin Reservoir | B. Korean War |
| 3. ____ Manila Bay | C. Spanish-American War |
| 4. ____ Tripoli | D. French Revolution |
| 5. ____ Norfolk Navy Yard (see below) | E. Mexican War |
| 6. ____ Tuxpan River Assault | F. Barbary Wars |
| 7. ____ Battle off Flamborough Head | G. Civil War |
| 8. ____ Battle of Cape St. George | H. War of 1812 |
| 9. ____ Battle of Kiska | I. World War I |
| 10. ____ Battle of Santa Cruz Island | J. World War II |
| 11. ____ Battle of Valcour Island | |
| 12. ____ Battle of Scapa Flow | |
| 13. ____ Attack on Durazzo | |
| 14. ____ Battle of Dardanelles | |
| 15. ____ Battle of Port Royal | |
| 16. ____ Battle of Lake Erie | |
| 17. ____ Battle of Leyte Gulf | |
| 18. ____ Seizure of Tobasco | |
| 19. ____ The Marianas Turkey Shoot | |
| 20. ____ Red River Expedition | |



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Answers: 20G, 19J, 20C, 1A, 2B, 3C, 4F, 5G, 6E, 7A, 8J, 9I, 10J, 11A, 12 I, 13 I, 14 I, 15G, 16H, 17J, 18E, 19J, 20C

Norfolk Azalea Festival

