

ALL HANDS

JULY 1978

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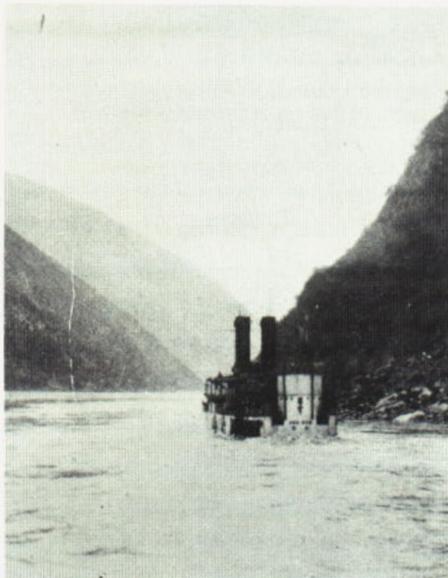


ALL HANDS

MAGAZINE OF THE U. S. NAVY — 55th YEAR OF PUBLICATION
JULY 1978 NUMBER 738



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Covers

Front: Visitors aboard the frigate USS Valdez (FF 1096) during a call at Guinea-Bissau in West Africa. Photo by PH2 Dave Longstreath.

Back: An antenna at the Naval Radio Station, Sugar Grove, W. Va. See page 24. Photo by PH2 Jim Preston.

At left: SA William Henry beams with pride as he joins three of his brothers following his graduation from recruit training at NTC, San Diego. Two other brothers are stationed at Subic Bay, R.P., making a total of six in Navy uniform (left to right: Richard, William, Robert and Douglas). Photo by PHC Jim Bell.

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Currents

Energy Conservation

Awards Program Established ● In an effort to promote excellence in energy conservation and management within the Department of the Navy, the Secretary of the Navy will grant annually seven energy conservation awards to various ships, aircraft squadrons and Navy and Marine Corps shore activities. The awards will be presented for outstanding energy conservation and energy resource management accomplishments during the preceding fiscal year with the exception of the first award which will cover the period FY 73 through FY 77. Specific recognition will be given for outstanding leadership in energy conservation matters, innovations in development of new equipment or modification of existing equipment to improve energy efficiency as well as day-to-day operations, maintenance and housekeeping. The seven classifications eligible for awards are large ships, small ships, aviation squadrons, large Navy shore activities, small Navy shore activities, Marine Corps activities and naval industrial facilities. The first award will be announced on Sept. 1, 1978, with subsequent winners named annually on March 1. Further details are available in SECNAV Instruction 4100.8.

Gas Turbine Systems

Technician Rating Established ● A new Gas Turbine Systems Technician (GS) general rating with GSE (electrical) and GSM (mechanical) service ratings will be implemented Oct. 1, 1978. The decision to implement the new rating was made last month by the Rating Review Board at the Bureau of Naval Personnel. Paygrades E-4 through E-7 will be eligible for the GSE and GSM service ratings and E-8s and E-9s will be eligible for the GS general rating. Details on the scope of the rating, occupational standards, path of advancement and conversions will appear in an upcoming BUPERS notice.

New SWOS Department

Head Curriculum Inaugurated ● A new curriculum with increased emphasis on fundamental technical subjects will be conducted for the class of the 59th Surface Warfare Officer School (SWOSCOL) department head course which convened May 26, in Newport, R.I. The revised 32-week curriculum, which had been under development for 18 months, consists of a common core of instruction for all prospective department heads in engineering fundamentals, combat systems fundamentals, tactical action officer training and shipboard management. Following this common core, prospective engineer officers will receive specialty training followed by three weeks at the 1200 PSI hot plant at Great Lakes, Ill. Prospective combat systems, operations and weapons officers will receive combat systems specialty training to include three weeks of Engineer Officer of the Watch (EOOW) training on the new 1200 PSI propulsion plant simulator at the Surface Warfare Officer School Command at Newport, R.I.

Navy Voting Campaign

1978 Under Way ● "A jealous care of the right of election by the people" is an essential principle of government, according to President Thomas Jefferson. With this sentiment in mind, the Navy is kicking off its 1978 voting information program in an effort to emphasize the importance of voting as a means of participation in our government. Naval activities have been directed to select a voter assistance officer and voter assistance teams composed of voting counselors at a ratio of approximately one for each 30 crew members. The voting assistance program consists of three milestones. The first is direct contact with each member of the command to discuss individual registration status and necessary steps to comply with the requirements of each home state. The next milestone is a highly publicized drive to get out the vote using radio, television and station newspapers. On Sept. 7, 1978, designated Armed Forces Voters Day, the program passes its third milestone. On this date, two months before the Nov. 7 general election, commands will have the opportunity to focus attention on absentee voting for the general election. Additional information on Navy voting campaign 1978 is contained in BUPERS Notice 1741 of May 8, 1978.

First Two-seat

Corsair Delivered ● The first of 60 new two-seat TA-7C *Corsair II* jet aircraft was delivered to NAS Lemoore, Calif., last month as the first modified training version of the A-7 entered fleet service. The TA-7C is a redesigned A-7 aircraft with a second cockpit for the flight instructor and is expected to save in training costs while improving flight training effectiveness. (See article in March 1978, *All Hands*.) The TA-7C will be used in all phases of training except for the pilot carrier qualification phase which will continue to rely on the A-7.

LTJG Promotion

Policy Clarified ● The Bureau of Naval Personnel has issued clarification on the dates ensigns are to be promoted to lieutenant (junior grade). Ensigns may be promoted to LTJG on an all-qualified basis by the commanding officer on the day following completion of 24 months commissioned service. This is computed from the ensign date of rank rather than date of commissioning since the two frequently are different dates. Proper procedures are contained in SECNAVINST 1412.64.

SECNAV Mess Awards

Winners Named ● Winners of the Secretary of the Navy competition for best mess in 1977 have been named in each of five categories. They are: Commissioned Officers' Mess Open, NAS Oceana, Va.; Chief Petty Officers' Mess Open, NAVPHIBASE Little Creek, Va.; Petty Officers' Mess Open, NAVSTA Rota, Spain; Enlisted Mess Open, NAVSTA San Diego, Calif.; Consolidated Mess Open, NAVORDFAC Sasebo, Japan. The Chief Petty Officers' Mess at Little Creek, Va., is a third time winner (1974, 75, 77) and the Enlisted Mess at NAVSTA San Diego, Calif., is a winner for the second time (1975, 77).



DSRV- Constant training in case of emergency

BY JO2 SCOTT DAY

Ready to respond instantly to an undersea emergency, the U.S. Navy's Deep Submergence Rescue Vehicle (DSRV) stands poised at the North Island Naval Air Station. Actually, there are two such vehicles at the West Coast station, the *Mystic* (DSRV 1) and her sister craft *Avalon* (DSRV 2). They operate on an alternating two-month standby basis.

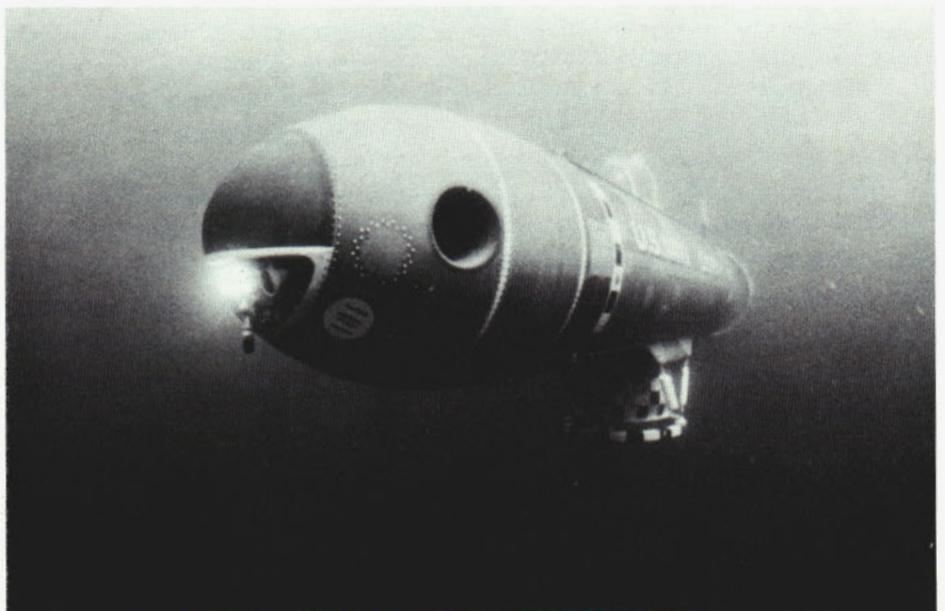
Mystic and *Avalon* are a far cry from earlier rescue apparatus, even the

famed McCann Rescue Chamber which helped bring about the rescue of 33 of the 63-man crew of the submarine USS *Squalus* which plummeted to the bottom off Portsmouth, N.H., on May 23, 1939. The McCann chamber accommodates only a few men at a time; today's DSRVs can carry up to 24 rescuees per trip.

The DSRVs can be transported by air to a port nearest a disaster. They have a test depth of 5,000 feet, and their 16-member crews epitomize the peak of efficiency and professionalism.

Brought about as the ultimate method for rescuing the crew of a submarine immobilized on the ocean's floor, the DSRV is just one part of the overall rescue picture. Another part,

Left: Submarine Development Group One operates a Deep Submergence School for crew members and operators. Below: The DSRV, just one part of the overall rescue picture.

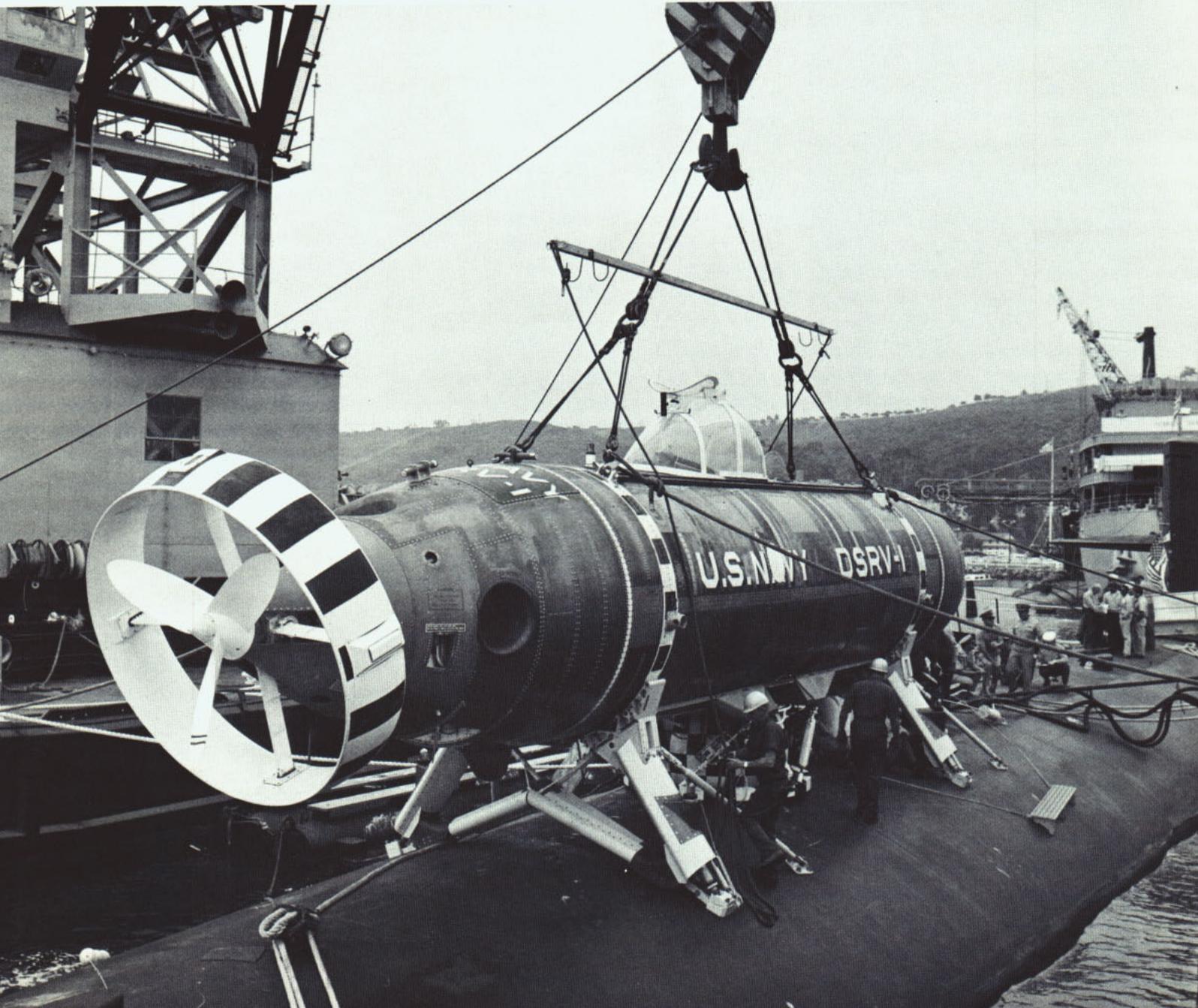


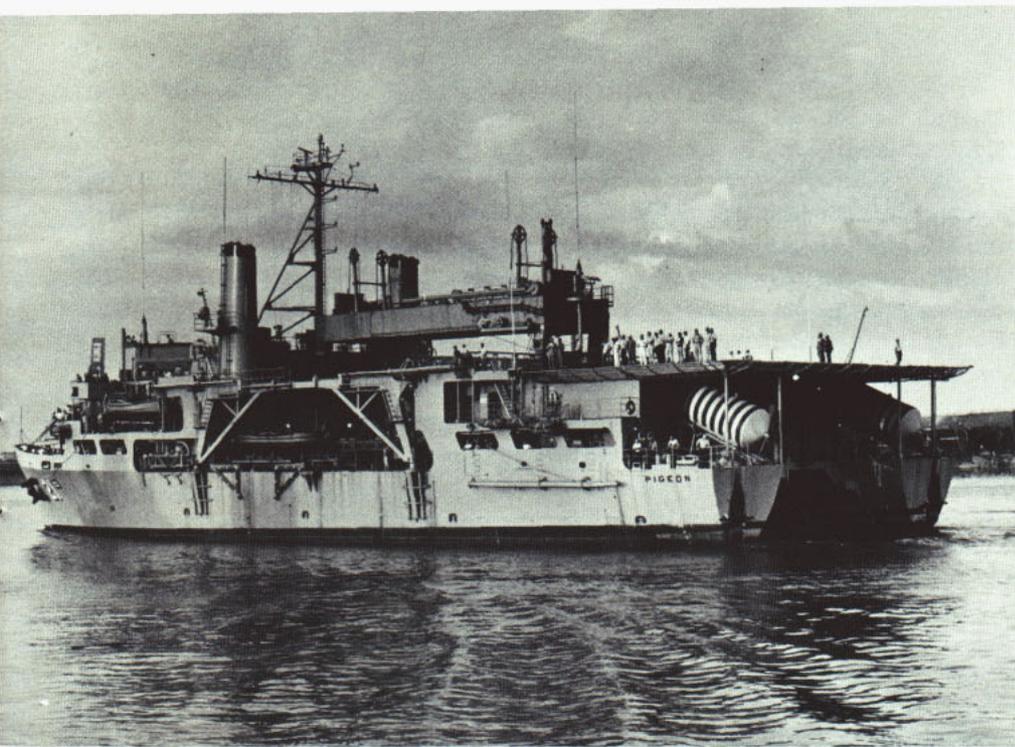
just as important, is the experienced, well trained crews manning *Mystic* and *Avalon*.

Lieutenant Richard Hall is Officer in Charge and operator of *Avalon*. "I was involved in the development of the DSRV. During that time I watched the initial design, and even had a chance to voice an opinion about some of the things that went into the vehicle," he said.

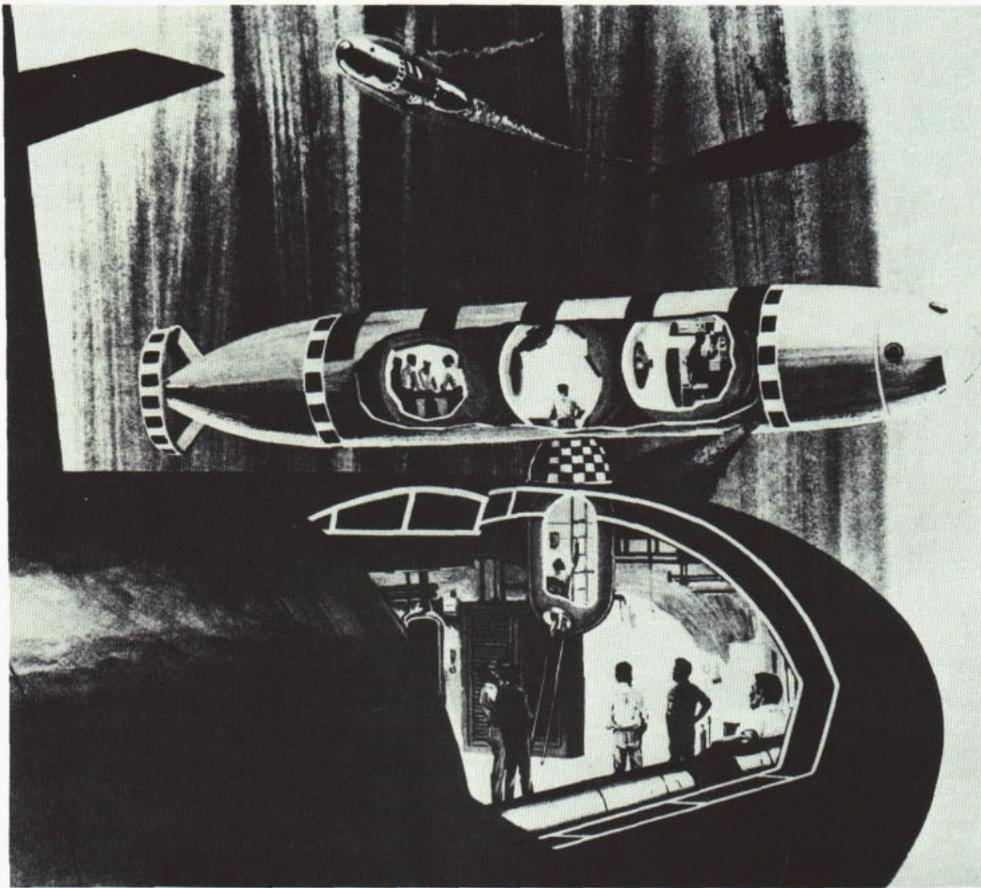
Each vehicle is supported by three officers and 13 enlisted men; all are

Right: The McCann Rescue Chamber in use off Portsmouth, N.H., during the 1939 rescue of 33 men from the disabled submarine Squalus. Below: DSRV aboard a mother submarine outfitted to support the vehicle.





Left: The USS Pigeon (ASR 21), one of two submarine rescue ships of the same class outfitted to support the DSRVs. Below: Artist's concept of an on-site rescue.



qualified submariners who have undergone special training for DSRV duty.

"Submarine Development Group One operates a Deep Submergence School," LT Hall explained. "They have a five-week crew member's course and a two-week operator's course.

"The operator's course teaches the

techniques of navigation and shiphandling, and has an actual model of the DSRV control sphere in which the operator can simulate 'mating' to distressed submarines or to a 'mother' submarine. We also use that simulator for refresher training."

The DSRV is deceptive in appearance. As it rests in a cradle at the

North Island Naval Air Station, across the bay from San Diego, it vaguely resembles a huge torpedo. But according to Chief Machinist's Mate Jerry Rose, the 50-foot craft is more akin to the space shuttle.

"I've been in the space shuttle," Rose says, "and when I walked into it I swore I had walked into our vehicle. The shuttle's a little more elaborate, but being a DSRV co-operator it was easy for me to pick out the different instruments."

LT Hall agrees, "The DSRV is like a spacecraft out of the earth's atmosphere. Its inertial navigation system is similar to that used on the *Apollo* spacecraft. DSRV has six degrees of freedom much like a spacecraft, which gives it the capability to move at any angle and direction.

"Whether you want to roll over 30 degrees and ascend at a 25-degree angle, or just hover in one position, DSRV can do it. You can literally do anything once it's submerged."

Constructed from an outer hull containing 26 layers of fiberglass, titanium framing, and a steel alloy pressure hull able to withstand 3,300 pounds of pressure per square inch, *Avalon* has submerged to a test depth of 5,000 feet, where pressures reach 2,250 pounds per square inch.

Combine the DSRV's sturdy hull with her Doppler sonar system, inertial navigation system, television cameras and her other navigational and obstacle avoidance sonars, and you have enough gadgetry to make Jacques Cousteau envious.

"I have no qualms about going down to 5,000 feet," says Electronics Technician First Class Stanley Osborne. "You get to see creatures down there that most people haven't seen. I had the good fortune of making a 5,000-foot dive when we had a scientist with a Ph.D. in oceanography aboard. Every time he would see something interesting through the viewports, we'd all get a chance to look at it."

The pressure hull consists of three interconnected steel spheres—each seven-and-one-half feet in diameter.

This craft carries a four-man crew on each mission.

The operator essentially controls the entire DSRV: surfacing, submerging, communicating, and searching. The co-operator assists in setting up sonars, video sensors, and hydraulic systems, while two life support technicians maintain environmental control in the vehicle.

If a sub is in trouble, the DSRV is flown to the port nearest the disabled vessel. Ports that can support the DSRV are tabulated together with corresponding airport runway lengths, widths and loadings, pier facilities, and the widths, clearances and corners of roads that the DSRV must use to reach the pier from the nearest airport.

Once the rescue vehicle arrives, it is loaded onto a mother submarine, and transported piggyback to the disabled submarine's site. Alternately it could be carried by the submarine rescue ship of the *Pigeon* class. DSRV then

descends to the disabled craft, and begins "mating." Debris or cables covering the submarine's hatch can be removed by the vehicle's manipulator arm.

DSRV "mates" by using a pump to dewater its hemispheric skirt, thereby creating a dry sealed passageway between it and the sub. Once the seal is

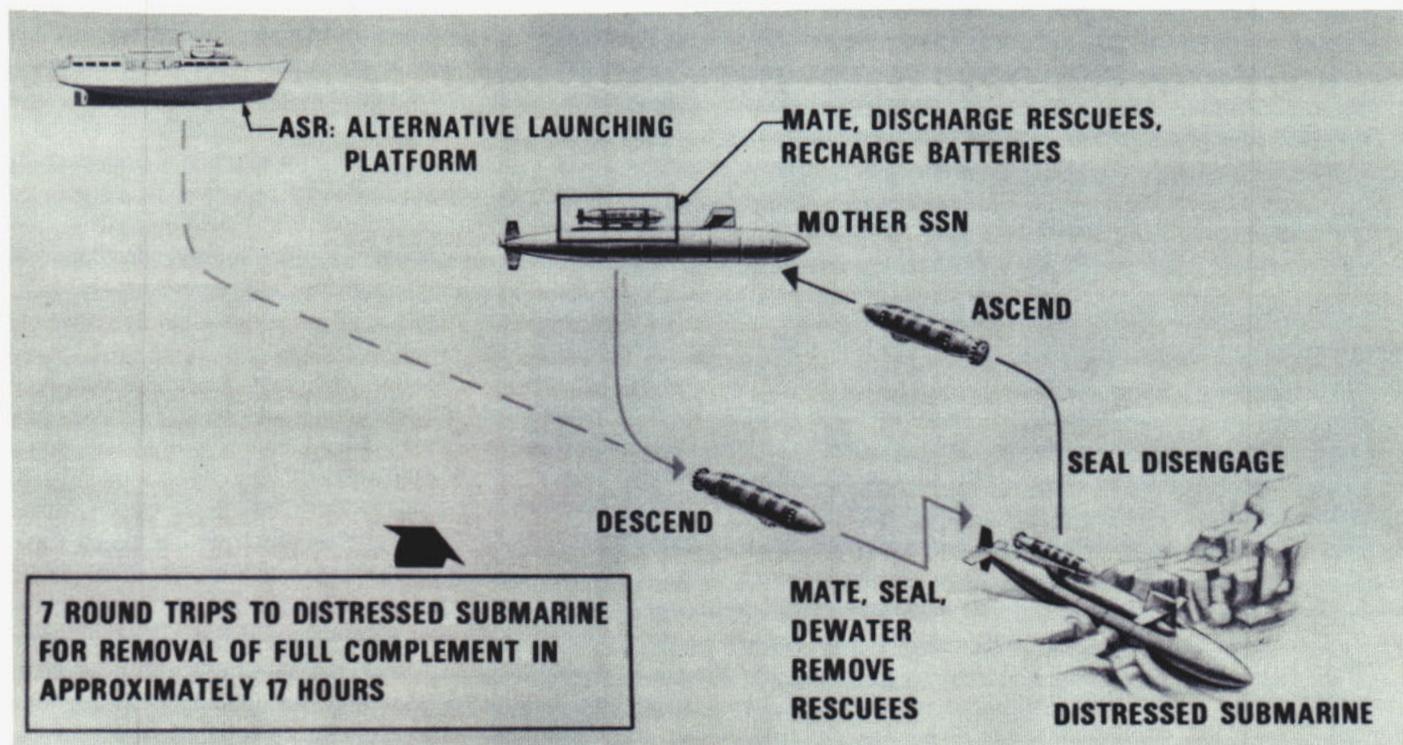
secure, the transfer of personnel begins.

As men enter the mid and aft spheres their weights are recorded, and water from bags within the DSRV is poured into the disabled sub to compensate for the weight gain. This keeps DSRV neutrally buoyant.

Sonar Technician 1st Andy Ryan



Right: The 50-foot craft can be transported by air to a port nearest a disaster. Below: Steps during a DSRV rescue mission.



says, "I monitor each man for fatigue as he comes aboard. Most of the people coming off the sub will be suffering from emotional stress."

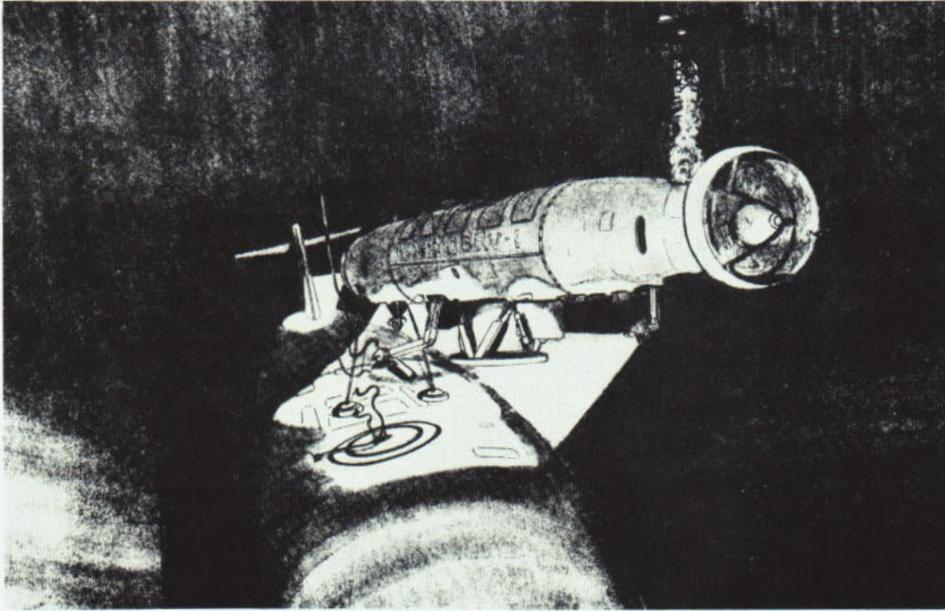
Once the rescues are aboard, DSRV releases the seal, returns to the mother sub to unload her passengers, and is replenished to continue another shuttle trip of the rescue operation.

All new U.S. submarines are being built with a DSRV mating capability. Today, there are two *Pigeon* class submarine rescue ships and 12 mother submarines outfitted to support the vehicle. Detailed plans of the modifications needed for submarines and DSRVs to "mate" are being shared with other countries. And while

today's nuclear submarines are unlikely to have a major casualty, Hall believes that the DSRVs could handle the problem.

Avalon's recent technical and operating evaluations confirm Hall's belief. In March 1977, *Avalon* simulated an actual submarine rescue mission. Using a simulated submarine hull off San Clemente Island in California, *Avalon* completed 10 consecutive successful "mates."

"Fortunately, we have not been called on yet in a real emergency, and we certainly hope it stays that way," Hall said. "But after successfully completing tough technical and operating evaluations, I'm confident that *Avalon* could handle any emergency." ⚓



Left: "Mating" with a distressed submarine.
Below: Widths, clearances and corners of roads used from airport to pier must be known.



Send for 'Dr. All Thumbs'

For a woman who calls makeup junk, says it's too expensive and feels uncomfortable wearing it, Hospital Corpsman 3rd Class Venita E. Patterson has been known to take two hours completely covering her face with it.

That's when she steps into her role as "Dr. All Thumbs," the Navy's only broken-heart surgeon. She earned her make-believe degree from San Diego State University in 1975 when she studied to become a clown. The odd combination of buffoonery and medicine has a practical application.

"I knew I wanted to portray a doctor when I first started my clowning because of my interest in the medical field," says HM3 Patterson.

She is stationed at the San Diego Naval Regional Medical Center. She decided to take the college course in clownology to cheer sad and frightened patients in the pediatrics ward during her spare time. She has since found unlimited potential for use of her antics in patient care.

"When I was working in pediatrics, I found many of the techniques I had learned in clowning could be used to help put kids at ease before treatment," says Patterson.

You'll never be able to convince the hundreds of children in and around the naval hospital that Patterson's a corpsman and a nutritionist. They'll tell you she's Dr. All Thumbs, a funny doctor who cures frowns and sadness with love and friendship. As Patterson explains it, Dr. All Thumbs





is a person who enjoys seeing people happy.

Since becoming a clown, her fondest memory is of performing at an Easter picnic. "When I saw those kids suffering from leukemia and other cancers it was hard to keep smiling. But it was a chance to bring a little sunshine into their lives and help them forget their suffering."

A 1973 graduate of Albuquerque's Highland High School, Patterson joined the Navy three years ago. She has been fascinated with medicine since childhood and had compiled 300 volunteer hours at a therapy clinic by the age of 15. After boot camp at Orlando, Fla., she attended the 10-week basic corpsman school at Great Lakes, Ill.

"Right now," she says, "I want to be remembered as Venita. Dr. All Thumbs is someone I created with the help of others; HM3 Patterson is the working side of me.

"But as Venita, I'm both roles in one." ⚓

—Story and photos by
PH2 Bob Weissleder.



Top: The young daughter of a Navy man beams as Dr. All Thumbs makes a visit to the doctor a happy experience. Bottom: HM3 Patterson examines a young patient in her real-life role as a pediatrics medical assistant.

Yangtze River Patrol

River Rats

BY JO2 DAN WHEELER

They're older now. Their hair is thinning and gray, and their uniforms fit a little too snugly. They are the surviving "sand pebbles," the 266 members of the Yangtze River Patrol Association. Each served with YANGPAT during the days of Chinese warlords and American "river rats."

The patrol was organized in 1854 to protect American business interests in China from terrorists, bandits and warlords operating along the banks of the 3,500-mile-long Yangtze River. After 87 years of sometimes boring, usually

uncomfortable—often embattled—duty along the river, American naval presence in China ended with a two-word message: "YANGPAT DISSOLVED."

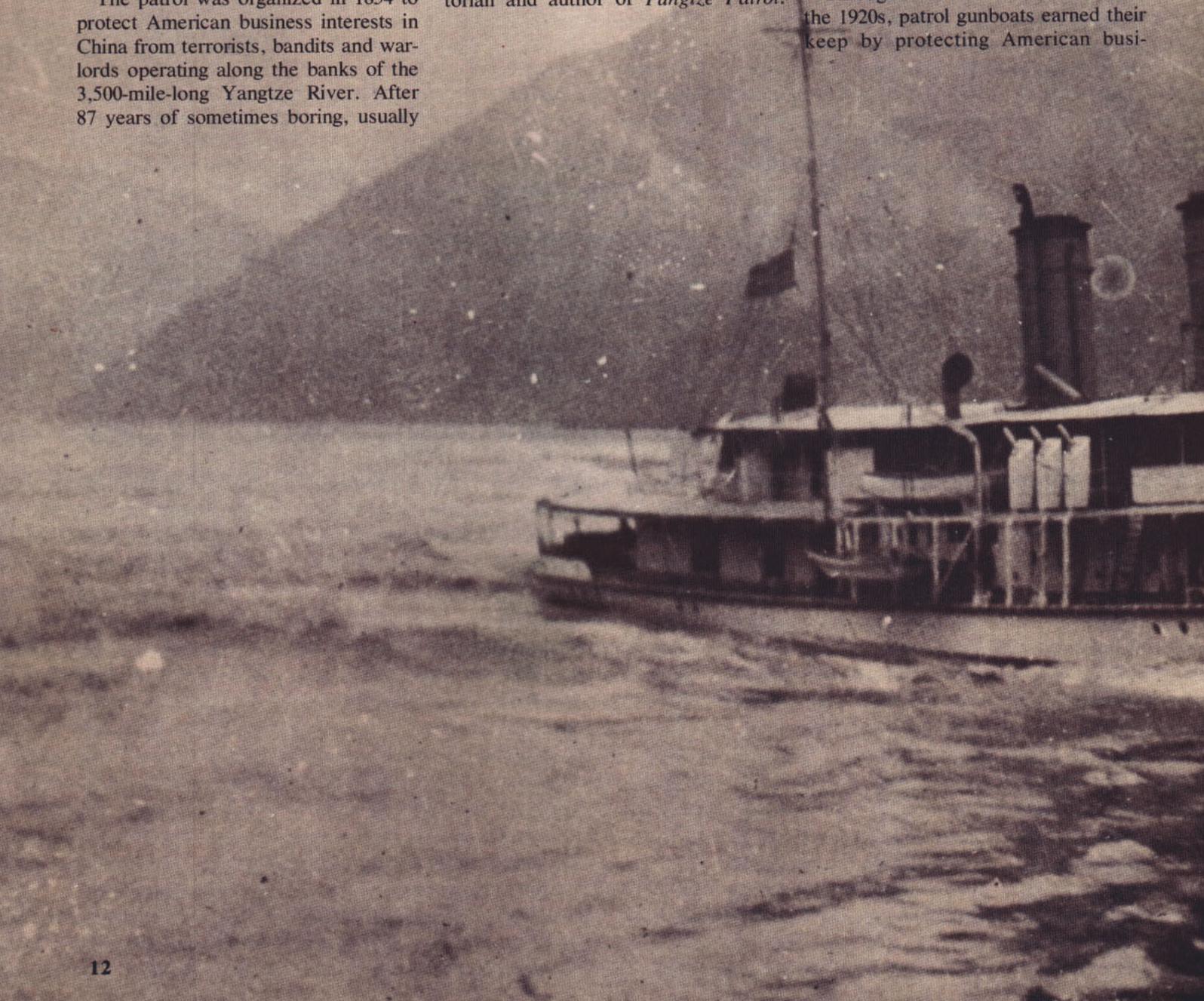
Here is a glimpse into that duty as told by the men who were there.

* * *

Duty on the Yangtze wasn't bonus duty, according to retired Rear Admiral Kemp Tolley, the association's historian and author of *Yangtze Patrol*.

He said that dysentery and similar afflictions sometimes struck so many sailors and Marines that ships were unable to get underway for lack of crew. Heat, especially below decks, made life on the river unbearable and heat exhaustion commonplace. In one instance, as the steam sloop *Wachusett* plowed the Yangtze in 1866, her commanding officer died of heat stroke.

Throughout World War I and into the 1920s, patrol gunboats earned their keep by protecting American busi-



Remember...

nesses and citizens working and touring the Orient. It was an era of growing nationalism and anti-foreign sentiment in China. Petty warlords and bandits frequently attacked patrolling Navy and commercial ships in their search for booty.

"Those pirates were hard to believe," said Yangtze River Patrol Association President Arthur S. Boylesen, a retired chief petty officer.

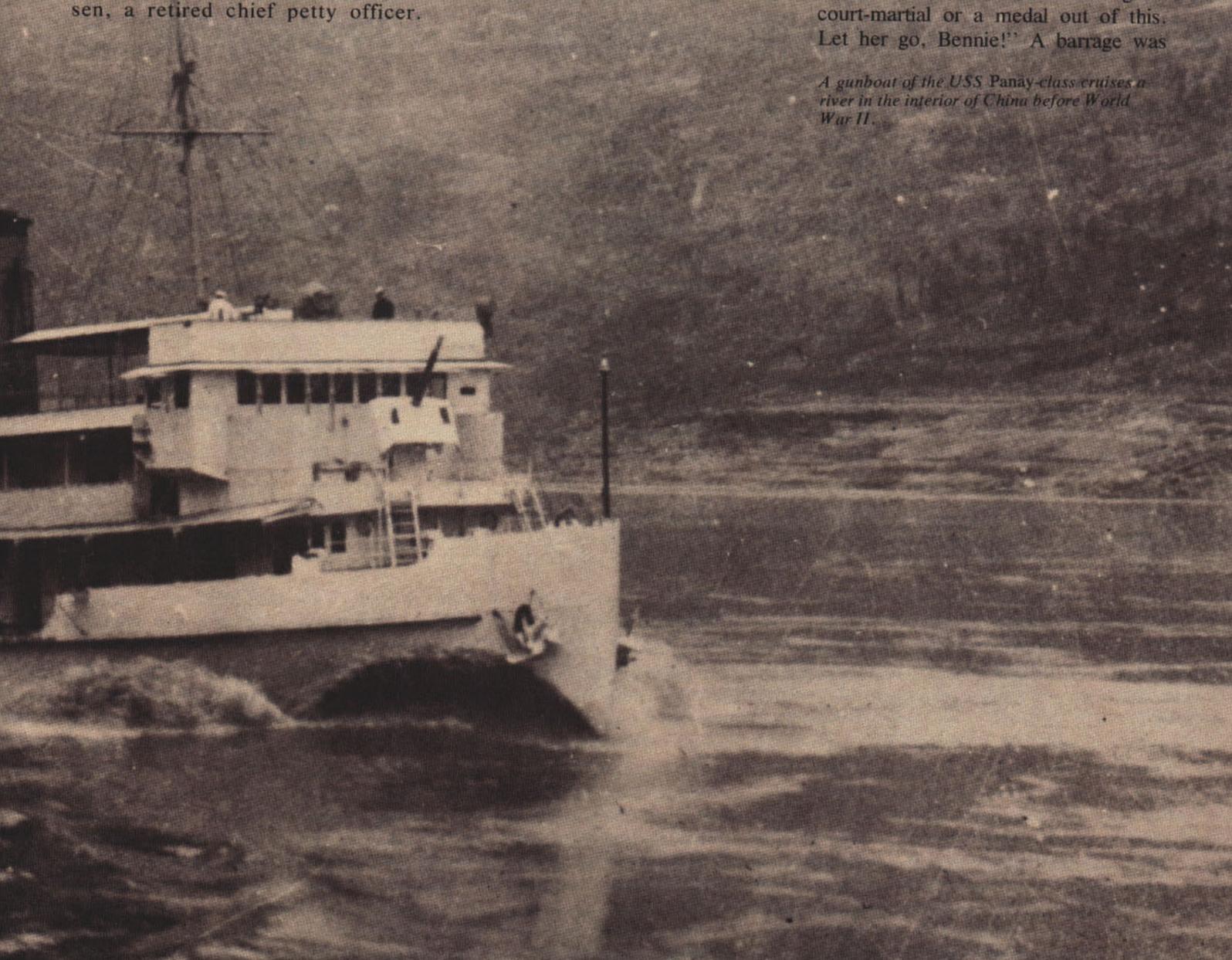
"They'd swim out at night and literally swarm unprotected ships, taking them over and looting them. To combat this, we posted Navy and Marine gun crews aboard whenever possible. I don't like to talk about this part, but I manned a machine gun against pirates—let's just say we effectively repelled them."

Nanking fell to Nationalists in 1927, becoming the capital of a united China.

All foreigners were advised to evacuate. Besieged British and American outposts were in such danger that they frequently signaled their destroyers and gunboats: "We are being attacked. SOS SOS SOS."

Lieutenant Commander Roy C. Smith of USS *Noa*, acting on his own initiative, told his gunnery officer during one attack, "Well, I'll either get a court-martial or a medal out of this. Let her go, Bennie!" A barrage was

A gunboat of the USS Panay-class cruises a river in the interior of China before World War II.



laid down and outpost civilian and military personnel were rescued from the Nationalists.

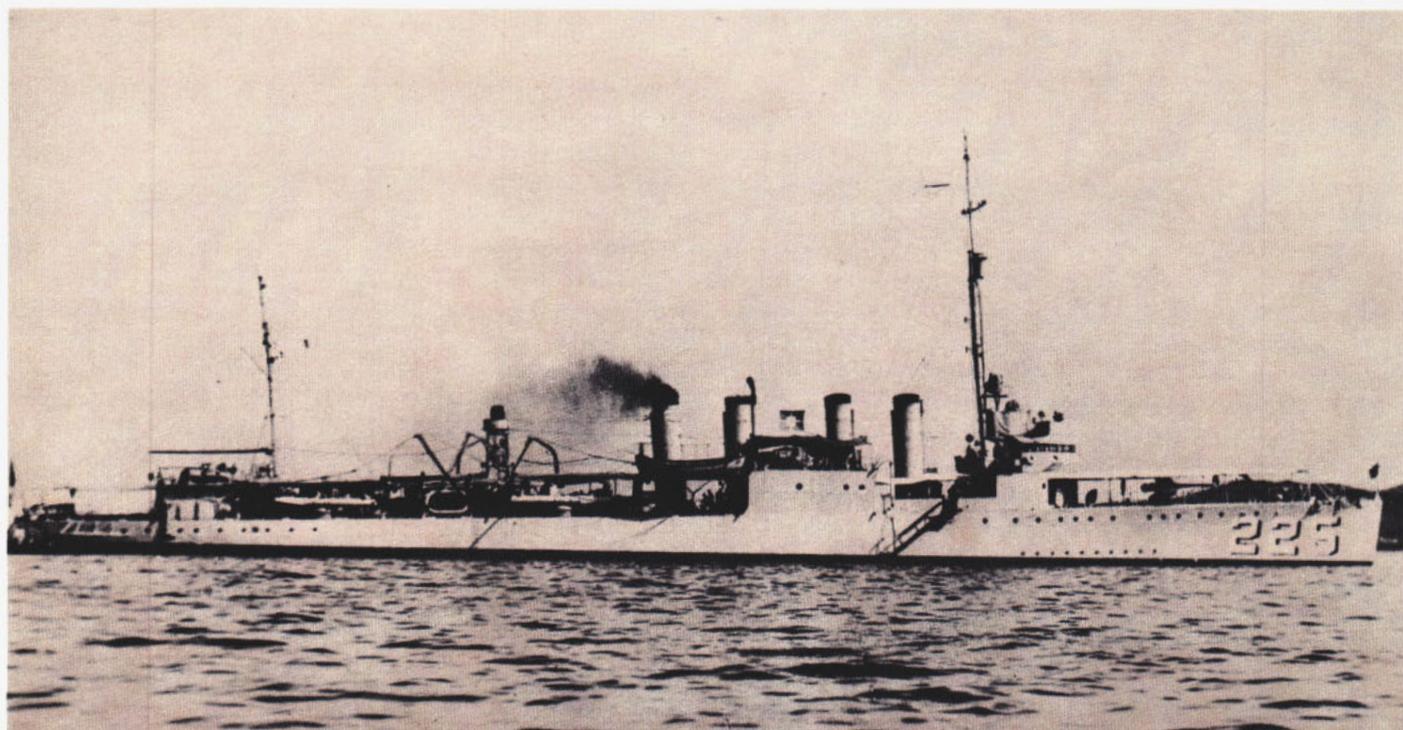
Uncommon initiative was common on the Yangtze. Lieutenant Commander John H. Geyer (Ret.), who was aboard USS *Pope* in 1928, said, "We were a big ship for the river. *Pope* was placed there for a show of force to keep warring armies of provincial warlords at bay. We were confident and cocky in those days and sure enough to do most anything. Even though we were hundreds of miles upriver, we never felt trapped."

It wasn't all fighting, of course. "When we'd go ashore," Boylesen said, "we'd drink German beer and Sam Shue Chinese whiskey unless we were lucky enough to find a Marine Corps PX. Then we'd buy good ol' American stuff for \$1.68 a fifth."

"Once, while in Hong Kong," said Julius L. Gerth, former Marine Corps first sergeant, "we were challenged by the British marines to a rifle match—a challenge we gladly and promptly accepted. I chose a team of Navy and Marine riflemen from USS *Wilmington*. Between us, we had the highest qualification scores on record. Needless to say, we whipped the British."

The last few years of the patrol's existence were probably the most exciting—the world was getting ready for

Top: A merchantman on the Upper Yangtze. Right: Gunboat Tutila during a bombing at Chungking. Below: The four-piper destroyer USS Pope (DD 225) on station in China.



war and the Japanese had already made their move.

Nanking came under siege again in December 1937; this time by the Japanese. U.S. Embassy officials urged the few Americans remaining in the city to embark aboard USS *Panay*. The gunboat weighed anchor December 11, and moved upriver accompanied by three civilian tankers. *Panay* carried 15 evacuees, eight of whom were newsmen.

By 11 a.m., *Panay* and the tankers were anchored in what seemed a rela-

tively safe spot about 27 miles from Nanking. Two hours later, *Panay's* bridge lookout spotted planes overhead and notified the commanding officer, Lieutenant Commander James J. Hughes. Hughes came to the bridge and saw six Japanese planes in a line heading upriver, yet he wasn't concerned—plane sightings were common. *Panay* was readily identifiable by her large ensign and the American flags painted on her fore and aft deck awnings.

As Hughes watched, however, three

lead planes began to descend in the direction of the ship and suddenly went into a steep power dive. A chief petty officer was the first to react: "They're letting go bombs!"

Two hit *Panay*, wiping out the radio room and antenna, and opening cracks in the hull. Crewmen manned World War I-vintage machine guns and returned fire.

Panay was abandoned shortly thereafter. At 4 p.m., she slowly rolled to starboard and sank by her bow as the crew watched from the riverbank. Japanese planes then attacked the tankers while low-flying fighters machine-gunned survivors in lifeboats. Several hours later, the Japanese headed back upriver, leaving the Americans to carry their dead and wounded through swamps and over unfamiliar terrain to safety.

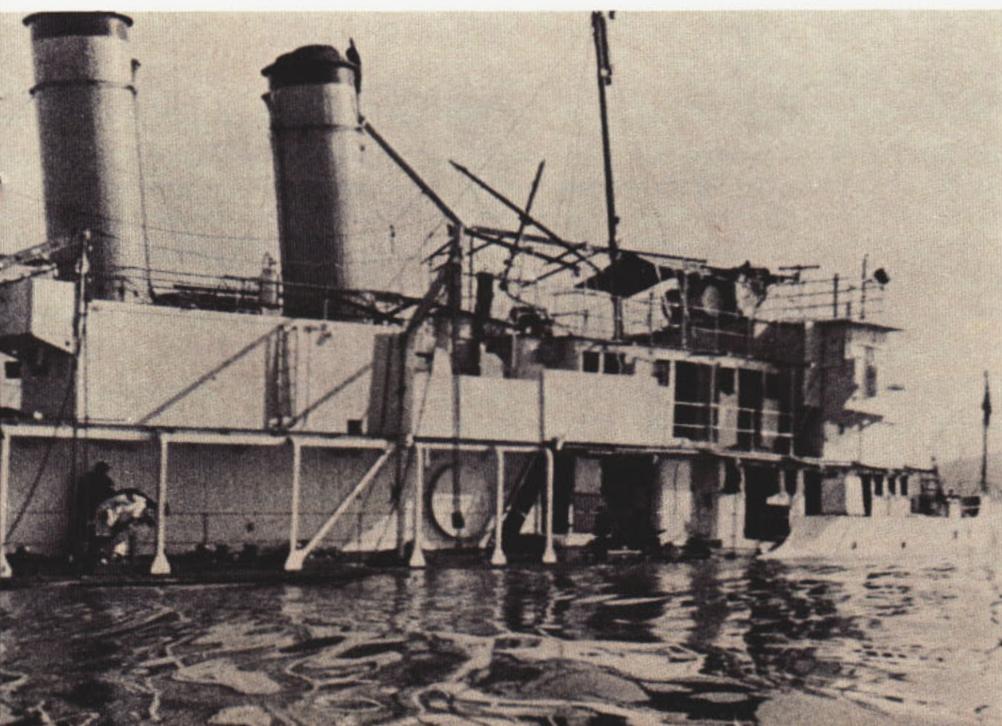
"We were ready to go to war right then," Boylesen said, "but later Japan apologized and paid an indemnity to the United States."

During the next few years, U.S. gunboats did double duty to protect Americans and their property. Patrols were frequently fired upon and hit by small arms and artillery from the beach. The monotonous early days had been replaced by more livelier times. "We were real soldiers of fortune," Boylesen said.

"The patrol retreated pell-mell to Manila in late 1941 before the relentless advance by the Japanese through China," RADM Tolley said. "I just got out of there by the skin of my teeth—literally snuck out of Shanghai the night of Nov. 29 in a desperate run for the so-called safety of the Philippines."

On Dec. 5, 1941, the two-star flag of Rear Admiral W. A. Glassford was hauled down and the Yangtze River Patrol dissolved. Another chapter in Navy history had ended. Two days later, the "sand pebbles" went to war.

—Photos on page 15, courtesy of U.S. Naval Institute Proceedings; other photos, courtesy of RADM Kemp Tolley, USN(Ret.).



Top: USS *Panay* on patrol. Left: Gunboat *Panay* with decks awash, following fatal bombing by Japanese in December 1937.

Bearings

Top Dollar Idea

Sonar Technician First Class Jeffrey VerBurg is \$5,000 richer (minus \$1,000 in taxes) because he had an idea the Navy was pleased to buy.

At a ceremony in the Pentagon, Secretary of the Navy W. Graham Claytor Jr. presented STG1 VerBurg with the \$4,000 check for a suggestion VerBurg submitted which gave the Navy a towed array sensor seven years earlier than such a device had been anticipated. The check is one of the largest awarded to date for a beneficial suggestion.

VerBurg's brainchild, called AN/SQR-18 TACTAS, is an anti-submarine sonar device which provides positive contact recognition at variable depths. It is a combination of several sonar systems, and can be used by surface ships traveling at high speeds.

VerBurg came up with his idea

about six years ago while attached to Destroyer Development Group Two at Newport, R.I. With some cooperation from the Navy and from representatives of a commercial company, a prototype of his design was manufactured for the fleet in 1976.

According to the Navy Incentive Awards Board, "The extensive knowledge of equipment capabilities necessary to develop the suggestion is clearly beyond that normally expected of an STG2 and the measure of original thinking required could not be expected of any particular experience level." (VerBurg was a second class petty officer at the time.)

In addressing those at the ceremony, including VerBurg's wife, Phyllis, their two children and his father, Secretary Claytor said that "The latest issue of *Jane's Fighting Ships* states that even if the Soviets are numerically superior to us, they cannot match the quality of

men and women serving in the U.S. Navy. This award ceremony helps point up that fact."

VerBurg is now serving as an instructor at the Fleet Training Center, Mayport, Fla.

Forges New Path

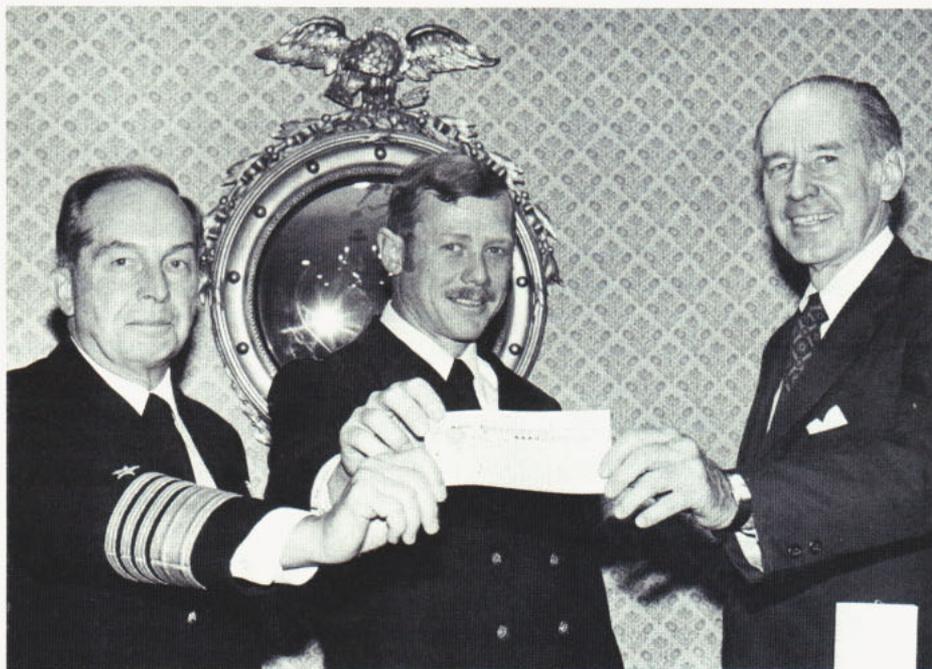
Builder Constructionman Mariann Weber's interest in building and woodworking goes back to her sophomore year in high school when advisors suggested she fill an open period with a home economics class.

"That just didn't make it," BUCN



Weber said. "I already knew how to cook."

So she signed up for a plastics class, then a woodworking shop, and in her senior year, vocational training. Now, one of six women in the BU rating, Mariann Weber's a Seabee at the Naval Support Activity, Naples. She works on emergency maintenance proj-



(L-R): ADM L. J. Long, Vice Chief of Naval Operations; VerBurg, Secretary Claytor.

ects ranging from repairing heating ducts to providing electrical maintenance.

BUCN Weber didn't start with the Navy, but the service always was a part of her plans. She went to an Air Force recruiter first, but later decided on the Navy.

After completing "A" school for Builder, she went into the Seabee rating and requested overseas duty in Europe. Her first orders were to Naval Air Facility, Sigonella, where she took advantage of sightseeing tours and traveling.

"You don't need a lot of money to get around over here," she said. "I'm an E-3, over two, and there's so much to see and do but the cost is minimal."

BUCN Weber believes her "common sense, Midwestern farmland" background has helped her adjust to the local culture. In Naples, she lives in an apartment where a rooster wakes her up every morning.

After her tour of duty, Weber plans to attend college and major in industrial management or "a field that is begging for women."

"Those are the things I've got to play on," she elaborated. "I've got to take advantage of the things that I've got, and one of those advantages is the fact that I'm a woman."

—Story by JO3 Dana Lawhon
—Photo by PHAN Ted Salois

Boat of the Future

Scientists and engineers at the Naval Coastal Systems Center in Panama City, Fla., have pooled their inventive talents to design a pre-prototype model of an inflatable boat to replace the 25-year-old model currently used in the fleet.

It's called the Military Amphibious

Reconnaissance System (MARS). The model has a silent propulsion system capable of transporting Marine Corps reconnaissance and Army special forces swimmers from a point some 20 miles at sea to shore and returning them to their ship or rendezvous undetected by the enemy.

One objective of MARS is to replace the existing IBS (Inflatable Boat, Small) by making use of new materials and technologies developed during the past quarter century. Requirements established by the Army, Navy and Marine Corps in early 1975 were refined and revised. The project, therefore, fulfills joint service operational requirements.

NCSC personnel became directly involved in the project in January 1977

under Bill McCrory, a mechanical engineer in the advanced development division of the diving and salvage department. Since one of the specifications was that the boat be built of polyurethane-coated Kevlar (a new material not available to the NCSC team but available to two other organizations working simultaneously to develop a new inflatable boat), the NCSC task team constructed their pre-prototype of neoprene-coated nylon. A contract was let to determine if Kevlar was indeed the best material.

Six months later, NCSC and the other two organizations delivered their pre-prototypes to the Marine Corps at Camp Pendleton, Calif. All three underwent exhaustive testing and NCSC's model was judged the best.



Bearings

Another unique feature is that it can travel at speeds up to 31 miles-an-hour because of a special keelson. A three-inch diameter aluminum pipe that traverses from transom to bow, the keelson has a cord in the center which, when pulled, allows it to collapse in sections for storing. In the final design, the keelson will be an integral part of the boat that is deployed upon inflation.

It is expected that a contract for construction of 12 prototypes will be awarded in August. Meanwhile, NCSC continues to test and revise their pre-prototype.

Strict Regimen

"By the time I arrive at work my brain is working at full capacity. That's why I do it in the morning when I need it the most," explained Captain Frank C. Collins Jr., commanding officer of the Development and Training Center, Fleet Maintenance Assistance Group, Pacific, at San Diego.

* * *

"It's almost habit forming. When you get into it, it's necessary every day or the day doesn't feel complete. It's as natural as sitting at a table and eating," commented Captain Bob Cowan. Two other naval reservists, Captain Ed Harris and Commander J. Geller, agreed.

* * *

And in Singapore, 20 crewmen from the amphibious cargo ship USS *Mobile* (LKA 115) expressed it by setting a new world's record.

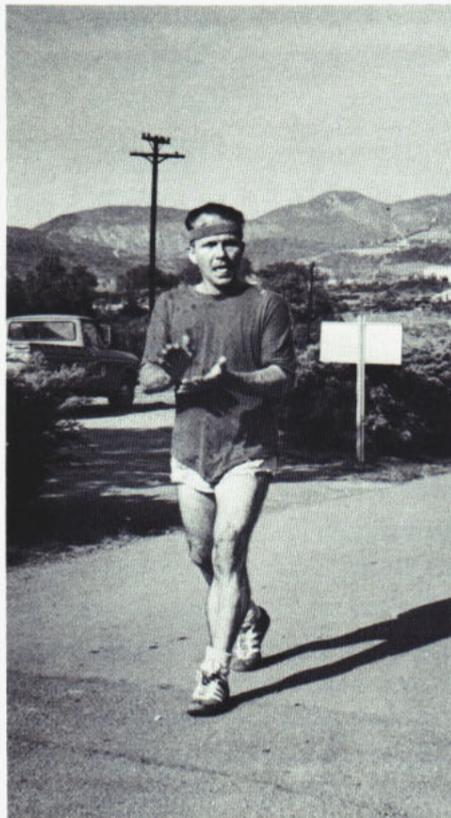
Although it's described and practiced in a variety of ways, it all boils down to the same thing—physical conditioning.

CAPT Collins rises daily at 5:30

a.m., does 250 toe-touches, 60 push-ups, 100 sit-ups, 100 leg-lifts and 25 deep-knee bends, and jogs for two miles. Then he eats breakfast and cycles 10 miles to work.

His activities and attitudes toward physical fitness have brought the captain a certain amount of fame in the form of five Super Five awards.

The Super Five award is given to anyone who receives a minimum of five 100-mile jogging membership letters (signed by his immediate superiors and based on points accumulated through an honor system) and a minimum of 25 500-, 750- or 1,000-aerobic point letters. Additionally, Collins has received four citations for bicycling 1,000 miles within a 90-day time frame. However, it's not the awards that inspire him to do what he does.



"My philosophy regarding physical fitness is relatively simple," he said. "As career military men, I strongly believe we should project a Spartan image. Physical fitness helps forestall coronaries. In general, it provides a vitality and tone to one's features which befit a professional military man."

The three reserve captains agree that physical conditioning is addictive and a daily necessity for both their mental and physical attitudes.

Cowan, Harris and Geller competed against 788 runners in the 1978 Houston Marathon in February. They didn't win the race but they all finished with times better than most in the over 40-year-old division.

"Conditioning is the most important element in running 26 miles," Geller said. "One must run one-third of a marathon (almost nine miles) every day for at least two months before the race."

All agree that the race starts to get tough around the 20-mile mark. "There, the legs, body and mind 'hit the wall' if conditioning is not right," Geller added.

The conditioning and fitness paid off for the three—they finished in just over three hours. They are currently training for more marathons.

Time also played an important role in an endurance test for 20 crewmen of the *Mobile*. They set a new world's record for the longest slow-pitch softball game—72 consecutive hours.

The game, played at the Singapore American School, began on December 28 and continued through December 31 despite hot, humid temperatures and torrential rain which, at one point, kept the teams drenched for more than 12 hours. Although the previous world record of 64 hours was broken in the

early hours of the morning, the teams played until they reached their goal of 72 consecutive hours—in all, it ran 245 innings.

The score was 513 to 365—but who keeps score after 72 hours?

Ten Years Later

Ever hear of “Operation Golden Gun”? Not too many people have, although it is unclassified.

It began 22 years ago at the headquarters of the Barbados Regiment in Bridgetown, Barbados, West Indies, when a group of visiting yachtsmen decided that the Regimental Saluting Cannon would make a suitable souvenir. That was Feb. 26, 1956.

Shortly after the yachtsmen returned to the United States, an anonymous cable was sent to the Barbados Regiment, advising that the purloined piece was in good hands and resting safely in California; all they had to do was come and get it.

Needless to say, this was never done and over the ensuing years contact was lost with the captors of the cannon.

In 1968, there was an aircraft accident and the son of a Lakeside, Calif., man was killed. The father, while going over his son's estate, found a cannon and came across a newspaper article from the Bridgetown, Barbados, *Advocate*, describing the disappearance of the 400-pound cannon. Following 10 years of correspondence with officials and the regiment—comparing pictures, serial numbers, and the like—the cannon was positively identified as the missing piece.

Now the problem became, “How to get the cannon back to Barbados?” The Commanding Officer of the Barbados Regiment, Colonel Leonard A. Banfield, being clever and resourceful,

invited Lieutenant Commander Charles E. Zettle, Commanding Officer of the U. S. Naval Facility, Barbados, to the 75th Anniversary Banquet of the Barbados Regiment. During the course of the evening, the colonel made a request of each of the honored guests. Of LCDR Zettle, he requested the return of the Regimental cannon.

At this point, “Operation Golden Gun” was born and soon became the object of the Navy's Can-Do efforts. Through the cooperation of Lieutenant Commander Lawrence E. Curran, prospective commanding officer of NAVFAC Barbados and the assistance of Lieutenant Commander Edwin F. Parsons Jr., Officer in Charge, Warner Springs, Calif., Detachment of Fleet Aviation Specialized Operational Training Group, Pacific, the wayward cannon was transported from Lakeside to NAS North Island.

Further logistics support was pro-

vided by a Patrol Squadron 45 (VP 45) training flight on Dec. 16, 1977, which carried the 51-inch artillery piece half-way home, from NAS North Island to NAS Jacksonville, Fla. There, custody of the somewhat green “Golden Gun” was given to Lieutenant Commander Joseph F. Phelan, of VP 30, a former NAVFAC Barbados, the West Indies, executive officer.

On Jan. 12, 1978, in a VP 30 P3B aircraft, on another training flight, piloted by Lieutenant Peter E. Blessing, the gun was escorted to its native land by LCDR Phelan and turned over to LCDR Zettle.

At Evening Parade that day, before the entire Barbados Regiment, COL Banfield accepted possession of the long lost Regimental cannon, reaffirming the warm relations and the spirit of cooperation between the United States Navy and its friends in Barbados.—
Otes W. A. Kearney III

A Matter of Structure

Doctors Isabella and Jerome Karle, physical chemists at the Naval Research Laboratory in Washington, D.C., are one of the few husband-wife teams ever elected to the National Academy of Sciences, a private organization dedicated to the “furtherance of science and its use for the general welfare.”

Dr. Isabella Karle, only recently elected to the academy, is head of NRL's X-ray analysis section in the laboratory for structure of matter. She is also the only woman physical chemist to be elected to the academy.

Dr. Jerome Karle, an academy member for two years, is chief scientist at NRL's laboratory for structure of matter.



PORT VISITS TO SISTER CITIES

BY PH2 DAVE LONGSTREATH

Standing on the bridge wing of fast frigate USS *Valdez* (FF 1096), a veteran pilot of 38 years on the river Geba closely scans the horizon for navigational markers. Selected by local officials, 67-year-old Joal Fonseca has been given the opportunity to guide what may be the first American warship ever to visit Guinea-Bissau in West Africa. During the 81-mile transit, often through shallow waters, Fonseca is confident. He says to no one in particular, "Joal Fonseca is aboard. There will be no problems."

The sun-baked, earth-colored buildings of the former Portuguese colony appear over the river's horizon. It has been an exceptionally exciting morning and as *Valdez's* crew members man the rail for entering port, a sense of anticipation grows.

What will the people be like? Will they like us? These are some of the unspoken questions in the minds of men aboard *Valdez*.

Unlike some of the North Atlantic and Middle Eastern ports visited by *Valdez*, the port of Bissau gave the officers and men of the 438-foot frigate a unique opportunity, a chance for discovery. Located between Senegal and Guinea, Guinea-Bissau is a newly established nation, having gained independence on Sept. 24, 1973, after 13 years of struggle. It has a population of over 700,000.

During *Valdez's* three-day visit, crew members who went ashore gained considerable insight into the culture and heritage of the small nation. The reaction to the American presence was described by ship's commanding officer, Commander K. C. Jacobsen as "extremely curious and very friendly."

The skipper said the people in Guinea-Bissau compare their country to the United States just after the American Revolution. "They especially admire our Constitution and our Bill of Rights," he said.

Lieutenant Commander J. A. Roorbach II, *Valdez's* executive officer, noted the warm reception given the ship. "The majority of our crew members found it to be a refreshing change from the many traditional ports of call," he said.

Valdez was open to public visiting two of the three days while in Bissau. At first there was but a trickle of visitors to the Charleston, S.C.-based ship. As the word went out to the local residents, the size of the crowds increased. During the two days of visiting, the ship's liberty boats pulled alongside the frigate time and again with more and more visitors. Throughout the tour, guides answered questions through Portuguese interpreters.

As part of a 10-week training and good will cruise, which included USS *Inchon* (LPH 12) and USS *Spruance* (DD 963), *Valdez* had been chosen to

visit independently both Guinea-Bissau and Lome, Togo.

"This deployment will be something all of us aboard *Valdez* will remember for a long time," said CDR Jacobsen.

* * *

In other African, South American, and Caribbean ports, similar events had been taking place during the 15,000-mile training and good will cruise of the three U.S. Navy ships.

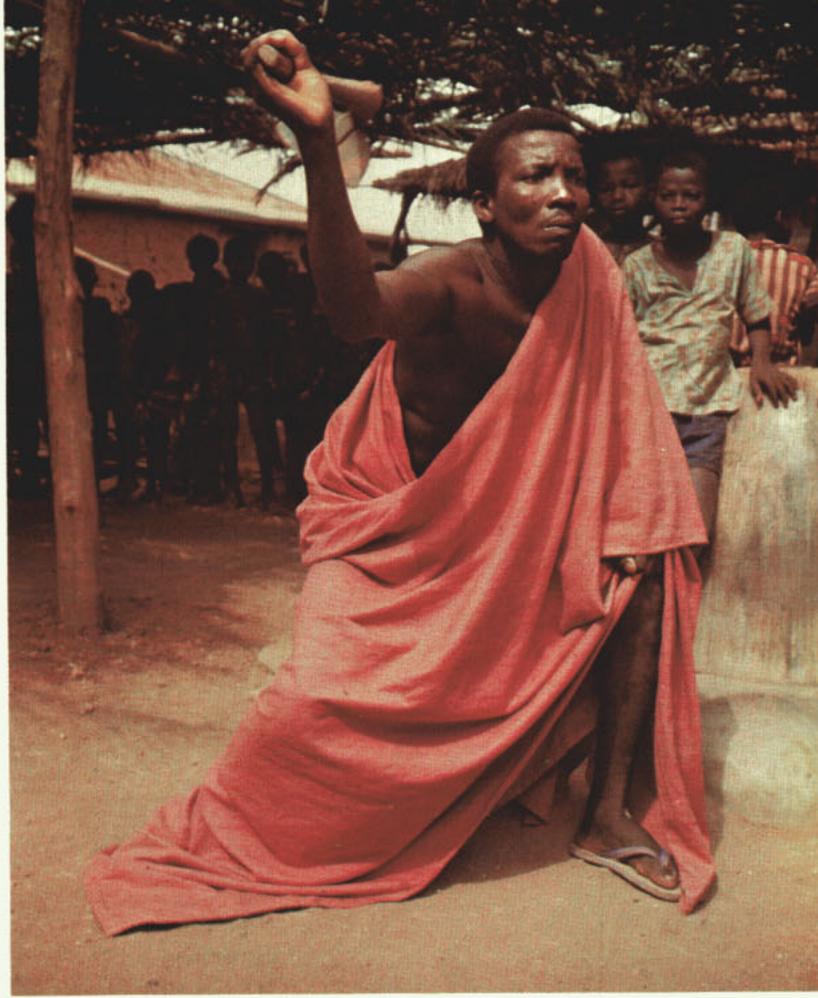
In Monrovia, Liberia, for example, Seaman Apprentice Andre Brantley, a crew member on the amphibious assault ship USS *Inchon* and a native of Dayton, Ohio, participated in a sister city ceremony on Feb. 9 during a three-day port visit to Monrovia by all three ships.

The ceremony was in the form of an official call on Mayor Edward David of Monrovia, by Rear Admiral James A. Sagerholm, Commander South Atlantic Force and Commander of Task Group 21.6. Acting in behalf of Mayor James H. McGee and the people of Dayton, RADM Sagerholm presented Mayor David with a sketchbook of historic Dayton scenes.

The sister city program was established in 1972 to further international

A tribal elder of Fouli in Togo—a West African nation on the Gulf of Guinea.







understanding at all levels of the involved communities on a continuing long-term basis. Among 613 U.S. cities which have established affiliations with more than 818 cities in 76 countries, Dayton was one of three U.S. cities represented by U.S. Navy men in sister city ceremonies during the goodwill cruise.

Shaking hands with Monrovia Mayor Edward David at the conclusion of the ceremony, SA Brantley reaffirmed the friendship established between Dayton and Monrovia five years ago.

Another highlight of the Monrovia port call was a visit by Liberian President William R. Tolbert Jr. and members of his cabinet who toured *Inchon* and *Spruance*. President Tolbert spoke of the unique friendship and common goals that exist between Liberia and the United States.

In Tema, Ghana, sister city to San Diego, Calif., Sonar Technician Third Class Edward R. Blakeslee Jr. represented San Diego. Commander J. P. Cormack, commanding officer of the Norfolk, Va.-based destroyer *Spruance*, presented a letter from the Mayor of San Diego to the Mayor of Tema.

Another sister city visit was made at Lome, Togo. *Valdez's* Gunner's Mate (Guns) First Class Harvey J. White represented his home town of Bay City, Michigan, sister city to Lome.

The three ships, carrying more than 1,500 Navy and Marine Corps personnel, also visited Casablanca, Morocco; Dakar, Senegal; Salvador and Rio de Janeiro, Brazil. The *Inchon* and *Valdez* also visited Abidjan, Ivory Coast, while the *Spruance* went on to Bridgetown Barbados in the West Indies.

The 10-week, 15,000-mile cruise was a demonstration of U.S. good will and friendship which also provided a glimpse of U.S. naval power. It marked the first time in 10 years that an American task group of this size had visited Western Africa.—Photos by PH2 Dave Longstreath.



Opposite page: Scenes of West Africa, including a Togolese tribal dancer (top right) and a young Bissauan woman with child. Above: USS Valdez at anchor off Bissau, Valdez crewmen touring Bissau (middle), and the flag of Guinea flying beside Old Glory.

SUGAR GROVE



keep it to yourself

STORY BY JO2 MIKE GROGAN
AND JO1 JERRY ATCHISON

You sometimes hate to tell people about a place like Sugar Grove, W. Va. The mountains are filled with deer, wild turkey and bear; streams are ice cold and brimming with trout; and the valley's large, white farmhouses vie with small, white churches for the visitor's eye. Twisting and turning past it all is a road you can drive on for an hour without meeting another car.

Ask the people who live here and they'll tell you you've reached Sugar

Grove, Pendleton County, West "By God" Virginia—home of the annual Festival of Treasure Mountain and West Virginia's own "Mountaineer Navy."

It's that "Mountaineer Navy" that raises the most eyebrows. But ask one of the farmers chatting with the owner and namesake of Bowers' General Store and he'll tell you "It's *real* Navy all right. Men and women of the United States Navy workin' and livin' right in our valley."

And sure enough—miles from any ocean and light years removed from any big city—there it is. Smack dab on the south fork of the south branch of the Potomac River sits Naval Radio Station, Sugar Grove, W. Va.

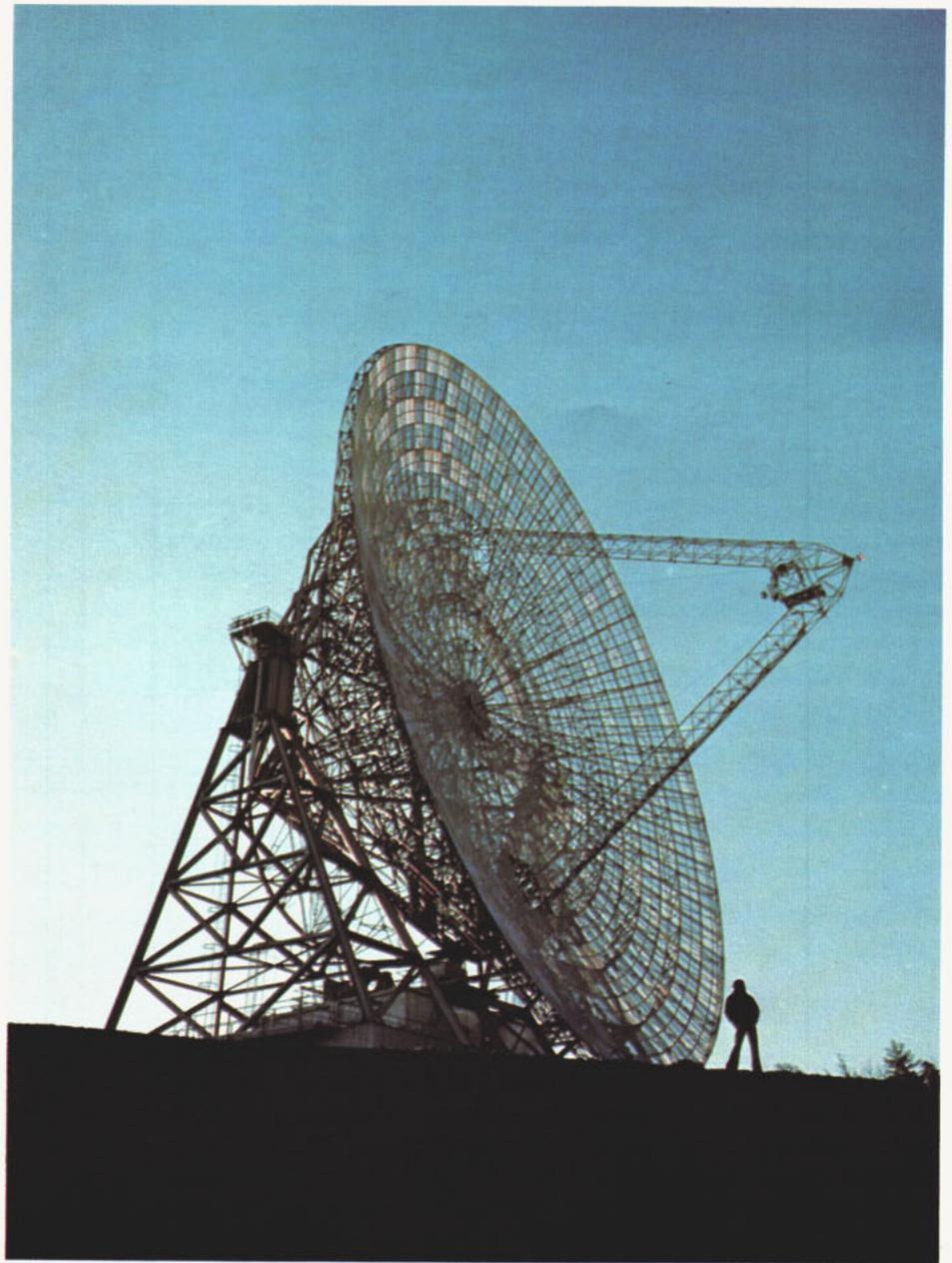
Although it seems a curious location for a naval station, the 150 men and women of West Virginia's only military base are in precisely the right place. Here's what the "Mountaineer Navy" does and why they moved from the sea into the mountains to do it.

Messages from Navy ships and stations around the world are beamed to Sugar Grove via communication satellites and high-frequency transmissions. Various sensitive antennas placed on these Appalachian mountain tops capture and separate this message traffic for Navy commands throughout the United States.

This is all done in Sugar Grove because the area is one of the few places in the contiguous United States almost totally free of man-made radio or broadcast signals. Nor are there cities or industry to hamper reception



Solid construction with solid materials, like the weathered oak shown here, explains why the valley's barns and buildings measure their age in generations. Right: A worker in the early morning is dwarfed by one of Sugar Grove's two dish antennas on the mountain top. Bottom: Although its appearance and setting have remained the same over the years, this mill no longer grinds the valley's grain.



with random, signal-clouding interference.

Indeed, the area is so lacking in industry and people that, about a year and a half ago, it became one of the last places in the U.S. to convert completely to dial telephones.

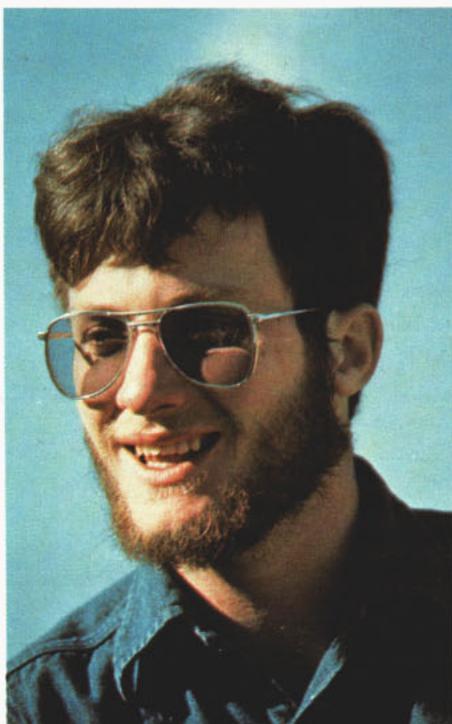
That, in a very quiet nutshell, is why the Navy built two enormous circles of telephone poles tied together with miles of wire here in Sugar Grove.

But the mammoth antennas and small support buildings are only the tip of the communications iceberg here.



SUGAR GROVE...

Below: John Bowers, left, Sugar Grove's unofficial mayor, talks with a local resident visiting Bowers' General Store and Post Office. Below: CTO3 Terry Downing lives in a farmhouse with nearby outhouse and pump—and he likes it that way.



Buried deep within the mountain is a 60,000-square-foot complex jammed with the electronic nerve center of the base.

The sailors of Sugar Grove are performing tasks critical to the success of the U.S. Navy around the world. But the world of their work—the cavernous electronic complex buried in the mountain—is a fascinating contrast to the world in which they live—Pendleton County, West “By God” Virginia.

Their “other” world is a place where people still get together for barn raisings and hog butchering; where many still cheaply—and efficiently—heat their homes with wood. It’s a land where barter often replaces cash for the exchange of goods and services. In

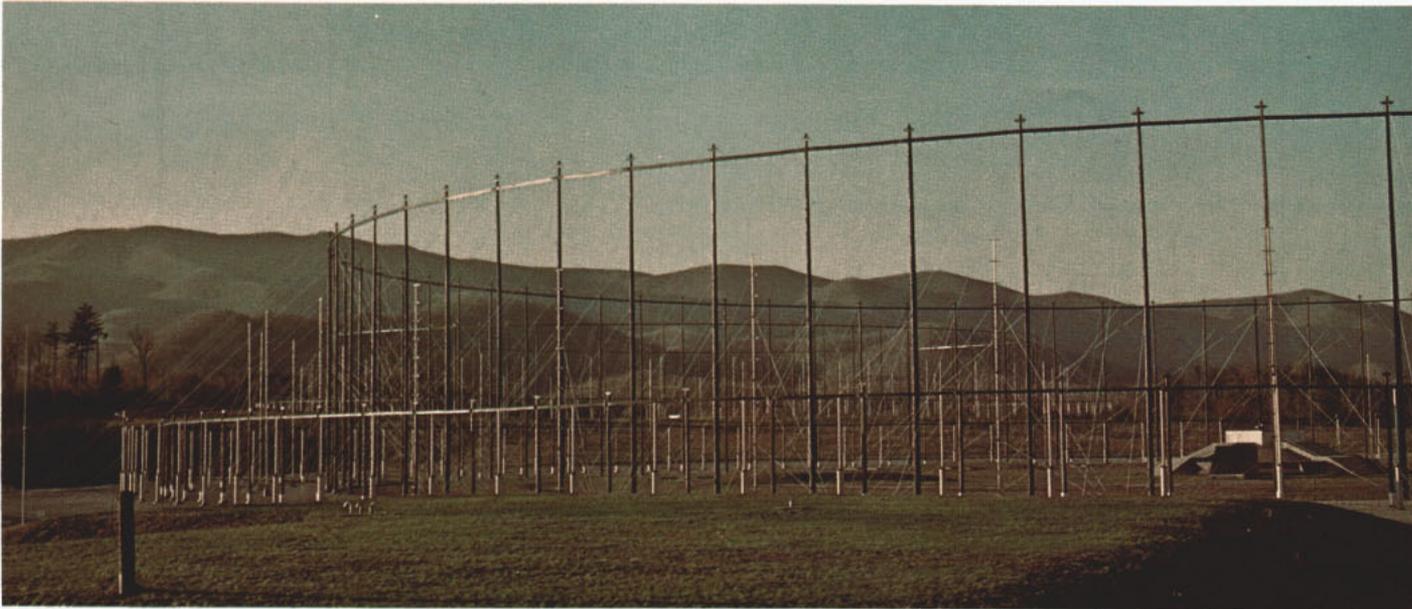
short, it’s a refreshing taste of an appealing, rough-and-ready life that echoes the frontier spirit those first settlers brought to the valley hundreds of years ago.

So, be they city-bred or country-born, the Navy people here are having an experience they would be hard pressed to duplicate elsewhere.

Take the case of Petty Officer 1st Class Dave Guthrie, a Cryptologic Technician, Interpretive. He, his wife and child live in a rambling, four-bedroom farmhouse on 116 acres of pasture and mountain. During the winter, Dave cuts and hauls wood to fuel the snug house’s stoves.

Before he leaves for work on those dark winter mornings, he performs the

Right: Sheep graze in a meadow adjacent to the base. Below: Antennas, built of telephone poles and miles of wire, overlook the valley.

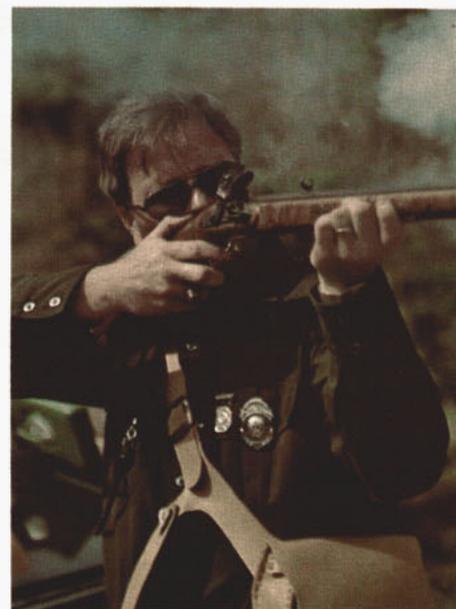
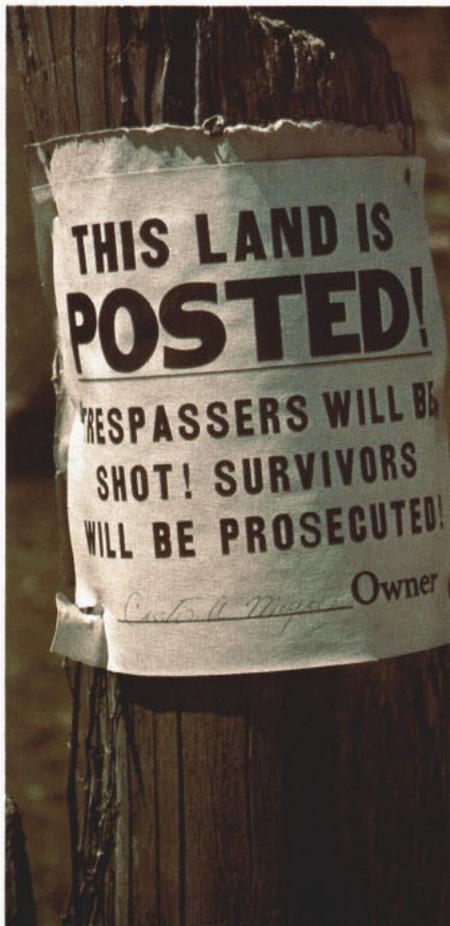


chores found on many farms. Living on a farm means more work for him, but it's work he doesn't mind because, "Boy, it sure is a beautiful way to start the day," he said.

Clad in the overalls and work boots that are the local residents' uniform, Dave ticked off some of the other things he's learned during his off-duty time in Sugar Grove: "I've got my own apple press and we've squeezed some cider. I do a little hunting and fishing, and right now, I'm learning how to build a log cabin."

According to Lieutenant Commander Leslie Collins, skipper of the base, the "Sugar Grove experience" does something to every sailor and his family.

"For example, we had a group of sailors here who did only what any local resident would do," he said. "When they heard a fire had destroyed a family's home and all its contents, they went to local merchants for building material donations and, with the whole valley pitching in, built that family a new home."



The sign on the fence post is tongue-in-cheek, or is it? In any event, George Warden of the West Virginia State Police fires his handmade (not police issue) flintlock rifle at the target range on base.

"This is the land where helping your neighbor is the rule."

"Never volunteer for anything" is a military myth that's lost on Sugar Grove's sailors. LCDR Collins gave another example of how the opposite is true.

"One day we got a call from local officials who said an out-of-town hunter was overdue. They asked if anyone from the base wanted to join the search party they were forming. The base turned out a hefty portion of the volunteer searchers and ended up being the ones who found the man—safe, but just a bit worried."

LCDR Collins' "hefty portion of the volunteers" was actually about 40 percent of all off-duty personnel! He was quick to point out, however, that this amazing turnout was not because the sailors at Sugar Grove are any different than their shipmates.

"This is a land where helping your neighbor is the rule—not the big city exception," he said. "Since the barter system is still very much alive here, if your neighbor helps you out, you are just as beholden to him as if you'd signed a contract."

For the uninitiated, that first exposure to the valley's way of thinking can be a bit unnerving. One sailor described how he'd gone to his first barn-raising just for the novelty of it. A day in the sun swapping jokes and hard work with his neighbors, and eating dish after dish of homemade food set out by families and friends were payment enough for the blisters on his hands.

"When I got back to my truck, there were four dozen eggs and a couple of freshly killed and plucked chickens on the tailgate," he said. "I would have made a fool of myself trying to find out 'who had made a mistake' if a buddy hadn't told me that that's the way things are done around here."

If Sugar Grove (population 62) is the heart of the valley, Bowers' General

Store is its nerve center. John Bowers—owner and Sugar Grove's unofficial mayor—leaned on the worn wooden counter and talked with a group of sailors from the base. They had come to the general store to pick up the base mail, chat with Bowers and look over the jumble of foodstuffs, antiques and locally made crafts. The efforts of the valley's skilled craftsmen—furniture, hunting knives, jewelry and leatherwork—are strewn about the old-fashioned store.

Since the mail hadn't arrived from nearby Brandywine, Bowers introduced his wife, Clinton Ann, who works as Sugar Grove's postmistress out of the general store's back room. "We call her 26815 (Sugar Grove's ZIP code)," Bowers said. "But close friends call her 26 for short."

LCDR Collins, also present in the store, had dropped by to gas up his four-wheel drive truck; a back-roads necessity during the winter.

The town's unofficial leader and the base's official head talked of goings-on in the valley. Bowers' wealth of valley folklore is reason for his store's popularity. It also reminded one how entertaining simple conversation can be.

LCDR Collins left the store with a box of groceries under his arm. They weren't his groceries. It's just that since he was headed in the right direction, and since the family who ordered them would have to walk snow-covered roads into town to pick them up, it was the neighborly thing to deliver them.

"Just set them in the snowdrift next to the mailbox on the corner of the road," Bowers said as LCDR Collins went out the door.

Today's modern person might have a little trouble handling Sugar Grove's lifestyle. Navy communications may beam in from around the world but television is only a ghostly shadow on a single channel—if you're lucky and live between mountain peaks. Commercial radio is out of range for all but the most powerful home receiver. The single movie house—when it's open—is miles down the road.

Some might grow uncomfortable living in an area where everyone knows everyone else's business. Some might, but not LCDR Collins.

"It's more than just a feeling of, 'Hey, we're all stuck here so we might as well make the most of it.' Rather, it's the kind of feeling you get around a very large, closely knit family. And that's kind of nice."

Others would be concerned to learn the base has no commissary, few medical facilities and an exchange about the size of a ship's store on a destroyer.

Others might, but not the sailors of Sugar Grove: "What with my wife's vegetable garden, the fresh eggs, poultry, pork and beef I either raise or get from my neighbors, I'm eating better than I ever have," one sailor said.

"And that once-a-week, day-long trip to Harrisonburg (Va.) over the mountains is just about the best time I've ever had with my family," said another sailor of his family's shopping trips to the nearest "big" city.

No, Sugar Grove doesn't have the kind of life everyone would enjoy. But many would.

That's why—sometimes—you kind of hate to tell people it exists.

Keeping it to yourself, though, just wouldn't be the neighborly thing to do.

—Photos by CTT1 James A. Brown, PH2 Jim Preston and JO1 Atchison.

Rights & Benefits

Assistance for Navy Families

Demands of military service affect not only military members, but also their dependents. Recognizing this, the Navy has long been concerned with the welfare of its families. As a means of easing financial and psychological burdens on service members, the Navy has established various service organizations, programs and publications to serve Navy families. Here's a rundown of the type of aid offered:

- **Navy Family Ombudsman Program**—Established in 1970, this program provides fast communication between Navy families and Navy officials. Commanding officers select ombudsmen from among Navy spouses in their commands. The Navy Family Ombudsman officially represents Navy families and serves as liaison between them and command officials.

Spouses should understand that the ombudsman is not a counselor or a social welfare worker and cannot offer specific advice. The ombudsman does, however, take a direct route toward finding solutions by bringing problems to the attention of the proper officials. Counseling services are provided by other organizations.

The procedures for designating Navy family members to serve as ombudsmen are outlined in OPNAV Instruction 1750.1A of Mar. 6, 1978.

- **Dependents' Scholarship Program**—More than 20 Navy-oriented organizations sponsor scholarships for study beyond the high school level. Children of Navy, Marine Corps and Coast Guard members and former service members are eligible to compete for these awards.

The Office of the Chief of Naval Personnel (Pers 7311) administers the program and processes applications. Selection committees of the sponsoring organizations select and notify recipients. The scholarships, which are funded by the sponsoring groups, are usually awarded on the basis of scholastic achievement, character and financial need.

The Scholarship Pamphlet (NavPers 15003 series) and applications can be obtained by writing the Chief of Naval Personnel (see box). Information concerning the upcoming year's program is usually available in December.

- **Navy Wifeline Association**—This volunteer organization of Navy wives is a cohesive force for Navy families. It serves as an information clearing house for all Navy families, using the experience of older members to ease the way for those wives new to service life.

A non-profit organization which depends on volunteer

contributions, the association serves as a communications channel for all Navy wives. Any Navy wife can write or call for answers to questions; the association's office is in the Washington Navy Yard.

The Navy Wifeline Association publishes pamphlets dealing with social customs, tours, organizing enlisted wives clubs, and other information of special interest to the service wife. Most publications are free.

- **Wifeline**—A Navy Internal Relations Activity publication, *Wifeline* is a quarterly magazine distributed to wives' information schools, ships, stations, exchanges, housing offices, base housing units and hospitals. It carries articles about the Navy's policies and programs as they affect dependents, and provides special interest information dealing with the challenges inherent in Navy family life.

One of *Wifeline's* major sources of information is Navy wives who, through their own articles, share their knowledge and experiences with each other. In addition to its regular helpful features, *Wifeline* welcomes contributions from Navy dependents.

- **Housing Referral Office (HRO)**—All orders directing Navy people to new duty stations urge them "to report to the appropriate Housing Referral Office prior to negotiating any agreement for off-base housing." Although not all personnel do this, it might save them grief if they did.

Applications for on-base housing should be sent before the family leaves their current duty station. If housing is available, the Housing Referral Office will assign new quarters. If no on-base housing is available, the new family is advised of waiting times for on-base housing and the conditions regarding off-base housing.

The local HRO maintains timely lists of available houses and apartments for rent or for sale in the area. Housing counselors try to match the housing and neighborhood to a Navy family's specific needs, basing the match on number in the family and financial circumstances. Counselors also can advise the new family about the legality of leases they are contemplating signing.

When the family is established in their new home, the housing counselor stands ready to respond to possible complaints. Houses and apartments on the housing referral list must maintain certain safety and maintenance standards. If the conditions are below standard and the owner refuses to correct the situation, the house or apartment will be removed from the referral list.

• **Navy Relief Society**—"The Navy and Marine Corps take care of their own" is the theme at the core of the Navy Relief Society's operating policy. This organization stands ready with several types of assistance for Navy and Marine Corps personnel.

Navy Relief provides money grants or interest-free loans for emergency financial assistance and sponsors other activities such as thrift shops, financial counseling services, a visiting nurse service, layettes, and educational loans to dependent children.

During 1977, the Society assisted in 71,245 cases involving military personnel. About half that number were helped financially and the rest were assisted by other society services.

In areas where there is no Navy Relief activity, the American Red Cross can be contacted for help. The Red Cross is authorized to advance financial aid to a service member in the name of the Navy Relief Society. In turn, the Red Cross will be reimbursed by Navy Relief. A similar arrangement is true for crew members of ships at sea. Money can be advanced by the command in an emergency and will, in turn, be reimbursed by the Society. The service member will be contacted later regarding repayment.

• **American Red Cross**—The Red Cross, in addition to its reciprocal financial agreement with NRS, also offers personal and financial referral services. Red Cross counselors can help veterans obtain government benefits to which they are entitled. In the interest of better living, the Red Cross offers courses in health and safety, and provides volunteer activities for people with extra time they wish to donate toward a worthy effort.

The Red Cross' worldwide communications network helps families contact service members overseas and at sea when emergencies warrant immediate notification.

• **Chaplains**—When members of the naval service or their families experience any kind of difficulty, often the advice they value most is that of their chaplain.

Pastoral care to service members and their families is one of the major duties of Navy chaplains. Because they come in contact with so many people, chaplains are usually well aware of the kinds of problems people face and can offer positive support to help them deal with their situations. If the chaplain cannot give direct help, the troubled family is referred to an appropriate source for assistance.

In addition to the Navy-sponsored organizations discussed, other sources of information may be available to Navy families. Some of these depend upon the size and location of the local command; they are:

• **Familygram**—Regular newsletter from commanding officers to families and friends of the crew.

• **Telephone Tree**—Informal network of command wives to pass on important information such as last-minute changes to ships' operating schedules. The telephone tree is usually headed by the wife of the commanding officer.

• **CO's Action Line**—A two-way communication line which may appear as a column in the command newspaper. Dependents can address questions and offer opinions directly to the commanding officer.

• **Welcome Aboard Information Kit**—This kit is usually available from the command's public affairs office, military personnel office, local wives' club, or personal services office. It contains information about the command and the availability of medical facilities, child care, schools, housing and recreation. It usually includes complete information about the surrounding area and the civilian facilities available to the Navy family. ↓

Where Navy Families Can Get Help

Navy Family Ombudsman Program, Chief of Naval Personnel (Pers 7311), Department of the Navy, Washington, D.C. 20370

Dependents' Scholarship Program, Chief of Naval Personnel (Pers 7311), Department of the Navy, Washington, D.C. 20370

Navy Wifeline Association, Washington Navy Yard, Bldg. 210, Washington, D.C. 20374, telephone (202) 433-2333, AUTOVON 288-2333

Wifeline Magazine, Navy Internal Relations Activity, Print Media Div., Crystal Plaza 6, Rm. 1044, Washington, D.C. 20360, telephone (202) 692-2564, AUTOVON 222-2564

Housing Referral Office (parent office), Naval Facilities Engineering Command (Code 0811C), 200 Stovall St., Alexandria, Va. 22332

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First Lady of the Navy

BY CATHERINE FELLOWS

Joy Bright had always wanted to lead an annual parade in Wildwood, N.J., because, as she told her father, "It would be different to have a girl leading it."

The day arrived when she was 10 years old. Dressed in her best, she was boosted onto her horse and took her place behind the chief marshal. The moment the band struck, her horse bolted. For the next 15 minutes, the horse ran across vacant lots, up and down streets and around corners, while a terrified but determined 10-year-old hung onto the reins with one thought in mind, stay on.

She did.

The family never let her live the experience down. Everytime she wanted to begin a project or try something new and uncharted, someone in the family would say, "Joy wants to lead another parade."

Captain Joy Bright Hancock's naval career spanned both world wars and culminated in her assignment as the third Director of the WAVES (Women Accepted for Volunteer Emergency Service). That assignment brought her into battle in the halls of Congress.

Now 80, she recalled the fight for passage of the Women's Armed Services Integration Act of 1948, the legislation allowing women to become part of the Regular Navy. "It was the biggest fight of my life," she said, "one that left scars. Yet, I don't know of any woman who ever had such a fine experience."

Before World War II there were no women serving in the Regular Navy. Some, as the captain, had served in the first World War as Yeoman (F) or

Yeomanettes in the Naval Reserve for the duration of the war. Service for these women ended in 1919.

During World War II, women were again called upon—this time as WAVES—and were given reserve status.

With demobilization, many people assumed that the WAVES would again phase out. As CAPT Hancock said, "Many regarded women in the military during the war as an experiment and a war necessity, not as something that should continue."

It was at this uncertain time that CAPT Hancock, in July 1946, was named Director of WAVES. No role could have suited her better. She had long believed that women should be an integral part of the Navy.

She pointed to the end of World War I, in which 10,000 women had been demobilized, with no opportunity to serve in peacetime. In 1942, she

noted, the very idea of women in service had to be sold all over again.

Yet it was during those crucial years of World War II that women demonstrated their capabilities in officer and enlisted billets once held exclusively by men. The captain recalled her pride when she once visited the Naval Air Station, Banana River (now Cape Canaveral), Fla. Because of wartime personnel shortages, the commanding officer used women as navigation instructors and control tower operators. "I stood behind these young women seated in the darkened room, watching approaching aircraft appearing as tiny blips on their radar screens, carefully instructing the pilots to correct up or down, left or right, and coaching them into a safe landing. I was so proud of them! It was another example of women successfully meeting the challenge of a job that needed to be done."

CAPT Hancock was Women's Reserve representative for the Bureau of Aeronautics in WW II. Later, she was Special Assistant for Women's Reserve to the Deputy Chief of Naval Operations (Air).

She had her struggles at this time. Hoping to open up the machinist's rating to women, she went to Admiral Arthur W. Radford, then head of the Bureau of Aeronautics. "I told him women were going to the same school with men and I thought they could do machinist's work, too. He said he'd back me."

The admiral told her to make a pitch at an upcoming meeting with pilots and officers. "I did and one of the pilots said he didn't want to fly a plane that a woman had fixed.

"ADM Radford asked the pilot, 'Who do you think built your plane? Women.' And that ended that."

By the end of the war, there were 3,000 women machinists.

CAPT (then LT) Hancock christens the USS Lewis Hancock (DD 675) in August 1943.



Today, the captain keeps up to date on the Navy through friends, travels, and letters from young Navy aspirants.

Following the war, as Assistant Chief of Naval Personnel for Women and, also, Director of WAVES, CAPT Hancock was in a position to devote great time and effort to legislative activity. She visualized women serving not only in the Regular Navy as careerists, but also in the Naval Reserve, active and inactive. Her foresight was demonstrated during the Korean War when women in the Naval Reserve were called to active duty. They brought with them former Navy skills along with new civilian experience.

After two years of hard work by CAPT Hancock, President Harry S Truman signed Public Law 625, the Women's Armed Services Integration Act, on July 30, 1948. Hundreds of new careers were now open to women in the Navy and other military services.

It was a bittersweet victory; because of age CAPT Hancock would not benefit from the law. Did she mind? "Absolutely not," she replied. "At the time, I knew my career couldn't benefit from the legislation. But I wanted it for others coming along."

Although she may have been a catalyst behind passage of the legislation, she felt most of the credit should go to Navy women themselves.

"Navy women successfully proved their competence and their intelligence. There definitely should be equality of service as long as it is not disruptive to the service. If a person—man or woman—is competent, no blocks should be raised. Certainly, if women have less physical strength for a certain job, they shouldn't be used for it. But the same strength rules also apply to men. You wouldn't use a man with a weak back to do heavy construction and you wouldn't use a weak woman," she said. "That's just common sense."

The captain admits to pride in having been a part of such an outstanding group of Navy women. By their successful performance of varied duties, she said, these women—then and now—contributed mightily to the sociological picture of women in the 20th century.

Retiring as Director of WAVES, CAPT Hancock was presented the Legion of Merit by Secretary of the Navy Robert B. Anderson.

"In fact," she stated, "they created a new evaluation of the worth of womanpower."

CAPT Hancock knows the Navy from all viewpoints. A native of Wildwood, N.J., she enlisted in 1918, serving as a First Class Yeoman (F), and, later, as Chief Yeoman (F).

When the war started, CAPT Han-

cock recalled, "my only thought was, suppose I *can't* get in? You see, I was the third of six children. There were two girls ahead of me—one in college, one married. The boys were too young for war service, and my father was too

CAPT Hancock at the Norfolk Naval Base in 1953.



old for active service. So, I was the logical one.”

Succeeding in joining the Navy, one of her early assignments was sweeping out a hangar at the Naval Air Station in Cape May, N.J. “A hangar is no small place, believe me. But if you could do it, you did it,” she said. “I loved the sense of accomplishing something, and it was during this time that I developed a particular love for the naval service which never left me.”

When she was mustered out, in 1919, she became a civilian employee at Cape May, N.J., at that time home of the non-rigid airships. Later, in Washington, D.C., she was civilian head of the Editorial and Research Section of the Navy’s Bureau of Aeronautics.

She took flying lessons and earned a student pilot’s license to understand better the types of problems pilots experienced—engine difficulties and so forth. “I think I knew every naval aviator we ever had. My whole life, in

Reviewing Navy women at the Naval Training Center, Bainbridge, Md., just before her retirement in 1953.

fact, was the Navy and naval aviation.”

She loved it, believed in it, and promoted it through her press and public relations duties until she went on active duty at the outbreak of World War II.

Retired in 1953, the slender, enthusiastic captain has been married (and widowed) three times. Lieutenant Charles Gray Little, her first husband, was killed when his lighter-than-air ZR-3 dirigible crashed on a flight over the Humber River in England in 1921. Her second husband, Lieutenant Commander Lewis Hancock Jr., was killed in the crash of the dirigible USS *Shenandoah* in Ohio in 1925. The *Lewis Hancock* (DD 675), launched Aug. 1, 1943, was named in his honor.

Then-Lieutenant Hancock had the distinction not only of christening the ship, but of being—as far as is known—the first naval officer to christen a naval vessel.

She was married—after retirement—to Vice Admiral Ralph A. Ofstie (also a naval aviator), Deputy Chief of Naval Operations (Air) and later Commander, Sixth Fleet. He died in 1956.

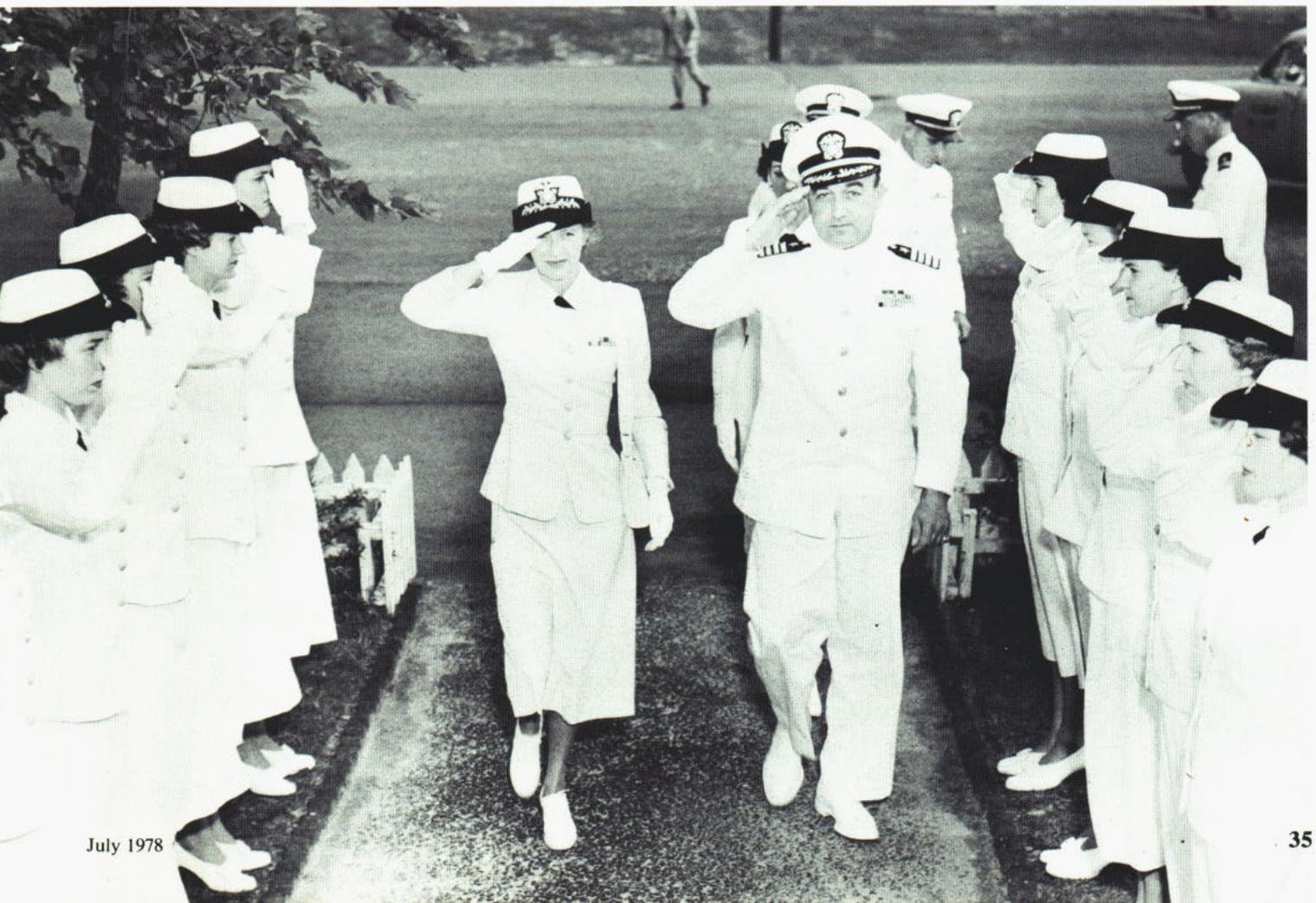
Today, CAPT Hancock, who lives in McLean, Va., travels, writes, gardens and paints—hobbies she has maintained throughout her career.

Her first book, *Airplanes in Action*, appeared in 1938. In 1972, she published an autobiography, *Lady in the Navy*.

She also continues to receive honors and recognition from both naval and civilian communities.

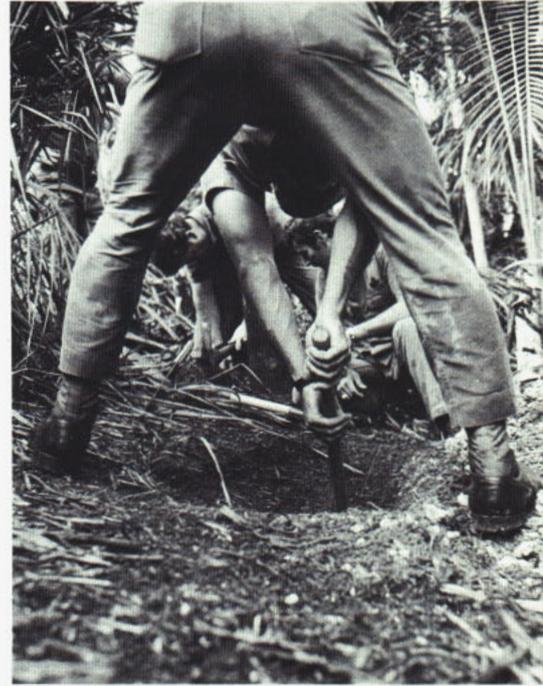
A street in her hometown bears her name. This year she was nominated for the Military Order of the World Wars; she is a member of the Association of Naval Aviation; and, in September, a new \$3.5 million school in San Diego’s Murphy Canyon naval housing area, which is named the Joy Bright Hancock Elementary School, will be formally dedicated.

As a child, her parents taught her that if she wanted to accomplish something, she had to go out and do it herself—even if it meant leading a parade. Captain Hancock has done just that. She has accomplished something for the United States Navy, for naval aviation, and for Navy women. ↴



On Guam: Four-Foot Holes Replace Shells

Photos by JOCS John D. Burlage





BY JOCS JOHN D. BURLAGE

Hacking their way through the jungle on Guam, a civilian survey crew uncovered a World War II-vintage, undetonated eight-inch shell. Presumably, it had been fired some 30 years earlier by an American heavy cruiser during the battle for the island.

Why it hadn't exploded on impact is anybody's guess. Maybe it landed in soft mud; perhaps it was a dud. Whatever, no surveyor was willing to bet his life that the shell wouldn't explode if moved. Instead, they called in the Explosive Ordnance Disposal (EOD) crew from Guam's Naval Magazine.

Lieutenant Ralph E. Darling, Officer in Charge of the six-man detachment assigned to the island by the Hawaii-based Explosive Ordnance Disposal Group One, said, "My personal estimate is that perhaps half the unexploded ordnance on Guam has been found since the war ended. But, as soon as somebody breaks open a new piece of ground, there come some more.

"Nine times out of ten," he said, "an item is safe enough for us to pick up and transport back to NavMag where we can explode it on the demolition range."

The eight-inch shell in question, however, was so far inland that it would have taken a lot of man-handling to get it out. "I felt it couldn't be gotten out safely," LT Darling said. "There was an unacceptable element of risk involved because it would have taken three or four men to ease it out."

Opposite Page-Top: Digging a hole big enough to contain an undetonated shell. Bottom: Shells such as this 8-inch/55 are found about twice a year on Guam. At left: EOD team lowers shell into hole before detonation.





Given the remoteness of the location, Darling decided to detonate the shell where it lay, the first on-site detonation of World War II ordnance on the island in more than four years. EOD team members went to work and a short time later an explosion and its residual rumble of echoes were heard as 10 pounds of composite four explosive (C-4) put the spark of life to the old shell. It left a four-foot-deep hole.

Such detonations are rare. "Normally, we find stuff in somebody's garden 50 yards from the house," Darling said. "And, based on past experience and our reference material, we know that we can pick it up, pack it, and ship it back to the magazine."

Even run-of-the-mill ordnance requires a special kind of "mental set" and know-how. Darling says the EOD requires a high degree of individual initiative and responsibility.

"It's quite possible for great responsibility to start at the E-5 level," he said. "Everybody in EOD must learn to watch out for himself first and his shipmates second. It's got to be a team effort. Everybody on the team has to know what the other person's doing and how everything is supposed to be done.

"Our enlisted men routinely make pickups, and one man usually is dispatched initially. He has to be able to identify ordnance positively and know if the fuse is safe. Then, he has to go ahead and make the appropriate determination—should he pick it up and bring it to the magazine or should he follow a render-safe procedure?"

Enlisted volunteers, since EOD is not a rating, must continue to compete for advancement in their original ratings. Many enlisted EOD specialists, though, are drawn from ordnance-related fields such as

mineman, ordnanceman, fire control technician, gunner's mate and torpedoman. Even so, it is difficult for enlisted EOD people to compete successfully in advancement exams since they do not work directly in their ratings.

"EOD means too much to me to let this problem make me even consider leaving," said one first class petty officer. "I feel comfortable in what I do."

Seldom, if ever, do the EOD crews discuss the hazards of their profession. "I suppose if you let the danger factor worry you—if you even consider it—it's going to worry you to the point where you can't think clearly enough to come up with the solution to a sticky problem," one EOD expert said.

Perhaps one reason EOD people don't discuss the hazards is because each is well trained in every aspect of the job. The basic training course lasts about 38 weeks. In it they learn the fundamentals of ordnance, chemical agents, diving, parachuting (for about half the trainees), and EOD's special pubs.

Advanced training continues between assignments to EOD units which can include duty on ships at sea (especially aircraft carriers and ammunition ships) and at naval air stations and facilities on shore. Overseas duty stations include, in addition to Guam, the Philippines and Japan.

Fact is, the training never ends. On



Opposite Page—Top: Checking the circuit. Bottom: If the temperature is right, the components of C-4 can be molded like clay. Top Right: Connecting the blasting device. Left: CWO Tim LeClear at disposal site. Above: Another shell disappears from Guam.



Guam, Darling and his crew view each assignment as yet another chance to learn. There's something else too, said Darling: "Every time I go out, I get an adrenalin rush in anticipation of seeing what the problem's going to be this time."

The civilian survey team that stumbled over a long dormant piece of ordnance didn't realize how much it was contributing to the well-being of an outfit that really—so to speak—gets a bang out of its job. ⚓

Top: Its detonator intact, this is what's left of a WW II U.S. grenade found in the waters off Guam. Right: A Japanese 58mm mortar round, still extremely dangerous despite the passage of years. Below: A collection of WW II ordnance—mortar rounds, grenades, three- and five-inch shells, 155mm rounds, and assorted small arms ammo.



Information Exchange

Q. *I was recently assigned to assist an investigative team in picking up the wreckage of a Navy jet fighter that crashed in a mountainous area. Most of the parts were small and burned beyond recognition. How can the investigators determine the cause with so little to work with?*

A. The Naval Safety Center maintains a staff of qualified aircraft accident investigators. In the case of a major mishap, one or more of these officers may be assigned to assist with the investigation. They guide a step-by-step process to determine the cause of the accident for the purpose of preventing future mishaps. You played a vital part in that process.

The small parts you refer to are fragments of engine, airframe, and, possibly, escape system components and sub-components that have been subjected to tremendous impact forces.

The investigator must make an on-site evaluation of just how much debris will be required for a reconstruction layout. This layout is usually accomplished at the nearest military facility. Each item is identified using illustrated parts breakdown manuals and examined for indications of in-flight fire, fatigue failure, incorrect assembly, overstress, flight control positions, engine power settings, etc.

Meanwhile, the Naval Safety Center's computer has been programmed to review all past incidents and accidents with similar circumstances.

At the squadron level, the pilot and aircraft logbooks are scrutinized for abnormalities. Witnesses are sought out and carefully questioned. Once all this evidence has been evaluated, probable scenarios are worked out and empirically tested. And so the procedure goes until a conclusion is reached. Of course, no two mishaps are exactly the same, so there are many variations to the process. The Navy's aircraft accident rate has declined steadily through the years. Certainly these painstaking efforts have contributed to this desirable decline.

Q. *What is retirement leave?*

A. Members of the naval service about to retire or transfer to the Fleet Reserve have two options regarding leave.

They may use accumulated leave prior to transfer to the Fleet Reserve/retirement. This allows them to complete the separation paperwork, go on leave, and be retired/transferred to the Fleet Reserve on their effective date without having to report to a DOD activity for final processing out. Criteria and procedures for this option are contained in BUPERSMAN Art. 3860220.

The second option allows members to take accrued leave, move to their desired location and then report to the nearest separation activity for final processing out. Members who need to leave the area immediately to begin a new job, close on a house, put children in school, etc., might choose this second option. See BUPERSMAN Art. 3810260 (Place of Separation) for details.

Q. *Does the Navy have any programs to deal with the problems of alcohol abuse?*

A. Yes. Since the Navy is a microcosm of society, it, too, has a problem with alcohol abuse. Its drinking pattern is much like that of the civilian world, where almost half of the alcoholic people are professionals or managers and where one out of 10 in the work force in heavy industry is an alcoholic. To cope with this situation, the Navy Alcoholism Prevention Program (NAPP) was established in 1971.

The NAPP has two objectives: education, and identification and rehabilitation.

The education phase of the program seeks to:

- Promote attitudes of responsibility with respect to alcohol in those persons who choose to drink and the social acceptability of an individual's decision not to drink.
- Promote the acceptance of the recovered alcoholic as a useful, reliable member of the military community.
- Acquaint medical personnel with the most effective methods of treating alcoholism.
- Teach supervisory personnel how to detect alcoholism in its early stages and how to induce the alcoholic person to seek treatment, and provide knowledge of available treatment facilities.

The identification and rehabilitation phase of the program:

- Provides programs and facilities for early identification, remedial education, treatment and rehabilitation for alcoholics and alcohol abusers.
- Aims to achieve general acceptance of alcoholism as an illness that is preventable and treatable.
- Attempts to remove stigmatic effects associated with alcoholism which militate proper referral for treatment and subsequent restoration to full duty.

The Navy has five Alcohol Rehabilitation Centers and has set up Alcohol Rehabilitation Units in naval hospitals. These provide medical treatment, group therapy, education, spiritual reinforcement and individual counseling. Also, Alcohol Rehabilitation Drydocks are being sponsored to enable local commands to rehabilitate their less serious cases on site. See "It Works at Lakehurst" in the December 1977 issue of ALL HANDS.

SALUTING

A Time-Honored Courtesy



"Hail ye small, sweet courtesies of life, for smooth do ye make the road of it . . ." wrote the 18th century novelist Laurence Sterne. Though Sterne addressed courtesy in general, his thoughts are equally applicable to naval courtesy—the time-honored standard of behavior observed by Navy people of all ranks.

An integral part of military bearing, naval courtesy is that attribute which readily distinguishes the professional Navy person from the smooth-sleeved recruit. It encompasses rules of etiquette, matters of custom, and compulsory procedures during rendering of honors. It's the Navy person's compass, showing the proper course of action in all situations.

In this issue, All Hands presents a short course in naval courtesy. Adherence to these guidelines will mark you as a person possessing both self-respect and respect for others.

SALUTING

One essential of naval courtesy is the salute. Regulations governing its use are founded on military etiquette and are deeply rooted in traditions and customs of the Navy. A military organization functions efficiently only as a unit, and any common bond or identifying symbol that furthers the feeling of comradeship strengthens unity. The custom of saluting is a time-honored demonstration of courtesy among military personnel the world over and expresses mutual respect and pride in service.

Q: What is the proper way to salute?

A: Except when walking, one should be at attention when saluting. In any case, head and eyes are turned toward the person saluted unless inappropriate to do so, such as when a division officer in ranks salutes an inspecting officer on command.

When a salute is executed, the right hand is raised smartly until the tip of

the forefinger touches the lower part of the headgear. Thumb and fingers are extended and joined. The palm is turned slightly inward until the person saluting can just see its surface from the corner of the right eye. The upper arm is parallel to the ground, with the elbow slightly in front of the body. The forearm is inclined at a 45 degree angle; hand and wrist are in a straight line. One completes the salute (after it is returned) by dropping the arm to its normal position in one sharp, clean motion.

The first position of the hand salute is executed when six paces from the person saluted, or at the nearest point of approach, if more than six paces. (Thirty paces are generally regarded as the maximum saluting distance.) The saluting position should be held until the person saluted returns the salute or has passed.

Q: Is it necessary to say anything while saluting?

A: Hand salutes, according to naval custom, are accompanied by a word of greeting. The junior person stands at attention, looks the senior straight in the eye and says one of the following:

- From rising until noon—"Good morning (grade and name)."
- From noon until sunset—"Good afternoon (grade and name)."
- From sunset until turning in—"Good evening (grade and name)."

When possible, address a senior by grade and name, i.e., "Good morning Commander Jones," rather than by the impersonal "Sir" or "Ma'am."

Q: Is it ever permissible to salute with the left hand?

A: Yes. Navy custom permits left-hand saluting when a salute cannot be rendered with the right hand due to physical inability. Army and Air Force custom permits right-hand salutes only.

Q: What are some common errors in saluting?

A: Though the "salt" rarely commits a saluting fault, less experienced Navy people have been observed saluting *improperly* because of one or more of the following errors:

- Bowing the head as the salute is given;
- Dropping the salute before it has been returned;
- Holding the arm awkwardly high



" . . . salute when you meet . . . "

A Time-Honored Courtesy

or letting it sag too low;

- Saluting on the double instead of slowing to a walk;

- Avoiding the gaze of the person saluted;

- Saluting with pipe, cigar or cigarette in the mouth or hand;

- Waiting too long to begin a salute;

- Saluting in a casual or perfunctory manner instead of rendering a smart, sharply executed salute.

Q: Whom should you salute?

A: Enlisted personnel salute all officers and all officers salute their seniors. Salutes are returned by all saluted except when uncovered—the person saluted then acknowledges with an appropriate greeting or a nod of his head.

Salutes are extended to officers of the Navy, Army, Air Force, Marine Corps and Coast Guard; to foreign military and naval officers whose governments are formally recognized by the government of the United States; and, when in uniform, to officers of the Navy, Army, Air Force, Marine Corps, Coast Guard Reserves and the National Guard; to officers of the United States Public Health Service and National Oceanic and Atmospheric Administration.

Q: Should civilians ever be saluted?

A: Civilians entitled by reason of their position to gun salutes or other honors—such as the President of the United States or Secretary of the Navy—rate a hand salute.

Q: When several Navy people are walking as a group, who should salute?

A: When a group of junior personnel approach a senior, the senior in the group initiates a salute by calling out "ATTENTION" and all in the group face and salute immediately and hold their salute until it is returned by the approaching officer.

When several officers in company are saluted, all return the salute. For

example, if an ensign is walking with a commander and an Army captain approaches, it would be improper for the ensign to salute the captain until the captain first salutes the commander. As the commander returns the salute, the ensign salutes simultaneously. If two or more persons of various grades accompany the senior officer, the same rule applies: they render the salute when the senior officer returns the salute accorded.

Q: What is the proper saluting procedure when boarding a ship from which the national ensign is flying?

A: All persons in the naval service stop on reaching the upper platform of the accommodation ladder or the ship-board end of the bow, face the ensign and salute. Following this, they salute the officer of the deck.

On leaving the ship, personnel render the salutes in reverse order: first to the OOD and then to the national ensign. This procedure is also followed when boarding or leaving a foreign warship.

Q: Whom should you salute while aboard ship?

A: All officers and enlisted people on board a U.S. Navy ship salute all flag

officers, the commanding officer, and visiting officers senior to themselves on every occasion of meeting, passing near or being addressed when covered.

On their first daily meeting, they salute all senior officers who are attached to their ship. Many seagoing commands consider salutes rendered at quarters as the first salute of the day.

All officers and enlisted personnel salute whenever addressed by officers senior to them and salute an inspecting officer during the course of an official inspection. When the progress of a senior officer may be impeded by a salute, officers and men clear a gangway and stand at attention facing the senior officer until he has passed.

Q: What is the procedure for saluting while in boats?

A: The officer or petty officer in charge of a boat not underway salutes officers that come alongside or pass nearby. If there is no petty officer, officer or acting petty officer in charge, all those in the boat rise and render a salute. Boat coxswains salute all officers entering or leaving their boats. (Although it is customary to stand when saluting, this formality is dispensed with if the



“ . . . salute officers . . . ”

safety of the boat or crew would be imperiled.)

When boat awnings are spread, enlisted personnel sit at attention while saluting; they do not arise under these circumstances. Officers seated in boats rise when rendering salutes to seniors who are entering or leaving.

Q: What about when boats are under way?

A: No junior should overhaul and pass a senior without permission. When for any reason it becomes necessary for the junior to pass, he does so on the left, salutes when abreast of the senior and asks, "By your leave, sir (ma'am)?" The senior replies, "Very well," and returns the salute.

Q: What is the procedure for saluting when reporting?

not salute.

Q: What should one do about saluting when the grade of the person being considered for a salute is unknown?

A: In most cases, officers will know the relative seniority of those with whom they are in frequent contact. But there are many situations, especially ashore, where that is an obvious impossibility. The safest course of action is to salute when uncertain and do so immediately rather than waiting for the unknown person to disclose his/her rank.

Q: When do sentries salute?

A: Sentries salute all officers boarding or departing a ship via the brow, and when passing or being passed by officers close aboard in boats or otherwise.

Q: When should a Navy man or woman salute a senior riding in a vehicle?

A: Enlisted personnel and officers salute all senior officers riding in motor vehicles. Those in the vehicle both render and return salutes, as may be required. A driver of a vehicle is obliged to salute if the vehicle is stopped—to do so while moving might endanger the safety of the occupants and therefore may be omitted.



"... senior officer and coxswain salute—officers do not rise—coxswains do, if safety permits..."

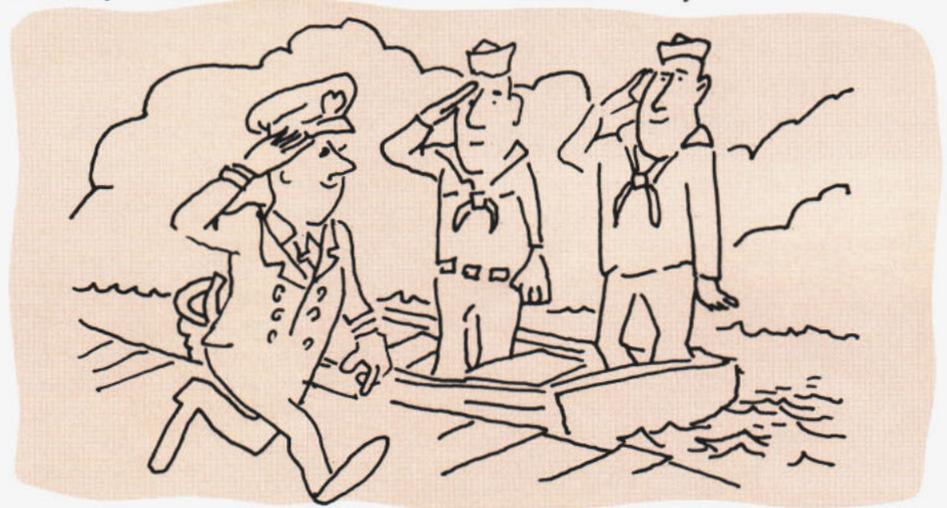
A: When boats pass each other with embarked officers or officials in view, hand salutes are rendered by the senior officer and coxswain in each boat. Officers seated in passing boats do not rise when saluting; coxswains rise to salute unless it is dangerous or impracticable to do so.

Q: Is it proper to salute officers who are wearing civilian clothing?

A: A junior in uniform who recognizes a senior in civilian clothing initiates the proper greeting and salutes. In time of war, however, an officer not in uniform may be deliberately avoiding disclosure of his/her naval identity, so one should be discriminate about following the normal peacetime rule.

Q: How should one salute when passing a senior proceeding in the same direction?

A: When reporting on deck or out-of-doors ashore, one is covered and salutes. When reporting in an office, one is already uncovered and therefore does



"... all salute if no officer or petty officer is in charge..."

A Time-Honored Courtesy

Q: Are there situations in which it would be improper to salute?

A: Yes. Some of the more common are listed below. *Do not salute:*

- When uncovered, except where failure to salute might cause embarrassment or misunderstanding, i.e., when entering an Army officer's office on a reservation where naval customs

when entering a room in which seniors are present?

A: Yes. Navy people on duty are normally covered and should salute when entering a room occupied by seniors, i.e., when giving Eight O'clock Reports aboard ship.

Q: What is the proper procedure for saluting during the playing of the na-

music. If covered, they salute at the first note of the anthem and remain at salute until the last note.

When in ranks, the officer in charge orders "Attention" and renders an appropriate hand or sword salute for the formation.

In boats, only the boat officer—or in his absence, the coxswain—stands and salutes when the national anthem is played. Other members of the crew and passengers who are already standing, stand at attention. Everyone else remains seated, at attention. Personnel wearing civilian clothing and standing at attention in a boat during the anthem do *not* render the "hand-over-heart" salute. This is an exception to the general rule.

Q: Is it necessary to salute the ensign when it is being carried in a parade?

A: Military personnel salute the flag when they are passed by or pass it being carried unfurled in a parade or military formation.

Q: What procedures should be observed at funeral or religious services?

A: During funerals, officers and enlisted people remain covered while in the open, *but uncover during the com-*



"... during colors the boat officer or coxswain salutes..."

may not be known;

- In formation, except on command;
- On work detail (the person in charge of the detail salutes);
- When engaged in athletics or assembled for recreation or entertainment;
- When carrying articles in both hands, or otherwise so occupied as to make saluting impracticable;
- In public places where obviously inappropriate (theaters, restaurants, etc.);
- In public conveyances;
- When a member of the guard engaged in performance of a duty which prevents saluting;
- In action or under simulated combat conditions; or
- In mess. (When addressed by a senior while eating, stop eating and show respectful attention.)

Q: Should a person on duty salute

tional anthem?

A: When the national anthem is played, persons in the naval service stand at attention and face the colors, if displayed; otherwise, they face the



"... salute captain at every meeting on board ship..."

mittal service at the grave. During burial services at sea, they remain covered throughout the service.

During religious services aboard ship and during formal religious ceremonies outdoors ashore, members remain uncovered.

At a military ceremony when the occasion requires, an officer or enlisted

covering do not apply when a service is being conducted by a representative of that faith.

Q: What is the procedure for saluting at Honors to the Colors?

A: At both morning and evening colors, "Attention" is sounded and all officers and enlisted personnel topside face the ensign and salute. At shore

stations and on board ship during peacetime where a band is present, the national anthem is played during ceremonies, so the salute should be rendered in accordance with procedures followed for the playing of the anthem.

Q: What is the procedure for rendering a salute during colors when in a vehicle or a boat?

A: During colors, a boat underway within sight or hearing of the ceremony either lies to or proceeds at the slowest safe speed. The boat officer—or coxswain in the absence of a boat officer—stands and salutes except when it would be dangerous to do so. Others in the boat remain seated or standing and do not salute.

Vehicles within sight or hearing of colors are stopped. Persons in the vehicle sit at attention. ↓

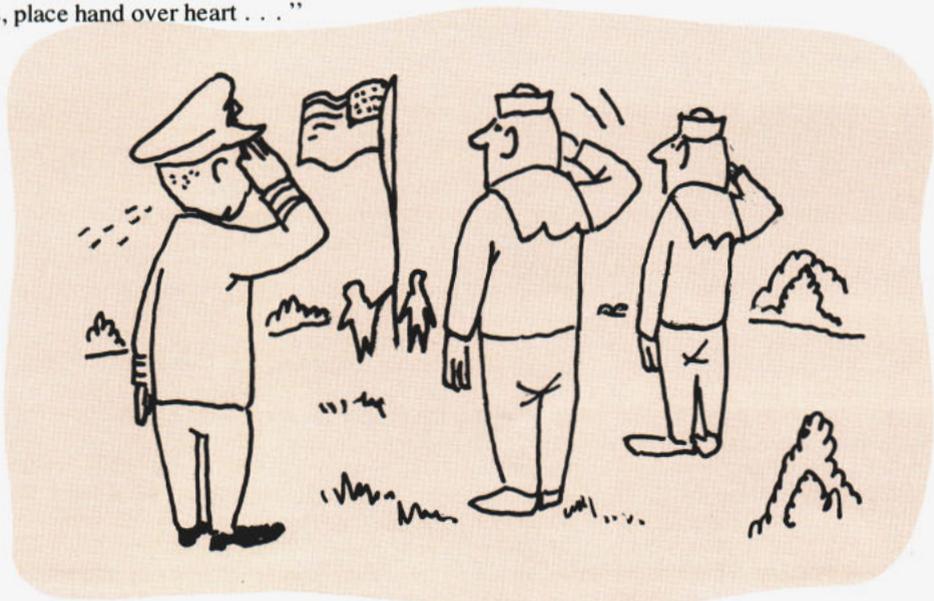


“ . . . uncovered and in civvies, place hand over heart . . . ”

person salutes rather than uncovers, as that is the traditional mark of respect. If an officer were attending a military funeral officially, a salute would be appropriate whenever honors are rendered; when the body is removed from the hearse to the chapel, from the chapel to the caisson, and from the caisson to the grave; when volleys are fired; and when taps is sounded.

As a participant at a nonmilitary funeral or burial service, an individual may follow the civilian custom and uncover (rather than salute) when such honors are called for, as during the procession to the grave and the lowering of the body.

Jewish custom calls for remaining covered during all religious ceremonies, so the usual rules regarding un-



“ . . . face the colors and salute . . . ”

Mail Buoy

More on MSC Duty

SIR: Your article, "Going to Sea with the MSC," in the February 1978 issue, deleted three important facts that I would like to add.

First, my previous command, the USNS *Harkness* (T-AGS-32), had more than the stated 16 Navy men filling billets aboard the ship. The Navy crew of approximately 30 men consisted of ETs, DSs, ENs, QMs, BMs, YNs, PNs, DKs, SKs, EAs, CMs and some airdales who maintained our helicopter. In addition we had eight officers and one warrant officer.

Second, the *Harkness* was built for oceanographic survey and is not a converted warship.

And, we had few contacts with the Bluejacket fleet. In fact, we seldom moored at Navy piers even when they were available.

The remainder of the article is very informative for those desiring duty aboard or are unfamiliar with MSC ships.—Marc McCright, ETN3, USN.

Kidney Machine

SIR: I've just finished reading your article "Second-Chance Miracle, Kidney Transplant" (March '78 issue).

I appreciate this article in that my father was also a victim of chronic renal failure. He was administered dialysis twice a week for almost three years. The dialysis took place in our home supervised by my mother and myself.

I agree with the article that this process is extremely costly, time-consuming, and restrictive. The fact still remains that hemo-dialysis is a life-saving device.—David S. Chaney, EW2, USN.

Who's Right?

SIR: With regard to the back cover biography on your March 1978 issue, I believe the subject's name has been misspelled. According to the Dictionary of American Naval Fighting Ships, Volume I (page 130), the Captain's name was Blakeley, not Blakely. Three ships named in his honor over the years—*TB-27*, *DD-150*, and *DE-140*—all had it that way. Who's right?—CDR Tyrone G. Martin.

• "Who's right?"—it's anybody's guess. One source claims that part of the reason for two different spellings of Captain Johnston Blakely/Blakeley is attributable to imprecision in the documentation in the early days of our country.

Another ship named after the same man is *USS Blakely* (FF-1072). Also, *Torpedo Boat #27* bearing his name carried "Blakely" on the vessel itself.

Another example of imprecision in spelling is the name *Truxton/Truxtun*.—ED.

Original Rates

SIR: I have a question concerning the eight original Navy rates mentioned in the March 1978 issue. Could you name the five original rates established in the Navy?—Glenn A. Marshall, QM2, USN.

• *The Naval Service Act of July 1, 1797, provided for the following petty officer ratings and enlisted rates:*

P. O. Ratings	
Armorer	Gunner's Mate
Boatswain's Mate	Master-at-Arms
Captain's Clerk	Master's Mate
Carpenter's Mate	Quarter Gunner
Cook	Sailmaker's Mate
Cooper	Steward
Coxswain	Yeoman of the Gun Room

Crew

Seaman

Ordinary Seaman

Midshipman (there was also a Midshipman, Warrant Officer)

Boy (first appears on the Muster Roll of USS Constitution in 1798).—ED.

Recognition Due

SIR: Regarding the Currents item in the February 1978 issue—"U.S. Ships Aid Burning Freighter"—let's put the credit where it's due. The *USS Bigelow* (DD 942) remained on the scene while waiting for commercial tugs to arrive. I think that the men of the *Bigelow* would appreciate recognition.—D. E. Haddock, SK2, USN.

• Thank you for calling our attention to the part played by the *USS Bigelow* in the incident. We had no intention of slighting *Bigelow*.—ED.

Reunions

• *American Battleship Assn.*—Former battleship officers and men are invited to spend a week at sea aboard *SS Emerald Seas* departing Miami, Fla., April 23, 1979 for Caribbean cruise. Contact David C. Graham, P.O. Box 11247, San Diego, Calif. 92111.

• *Destroyer Squadron 48*—Reunion planned in Saginaw, Mich., Aug. 9-13 for shipmates of *USS Kidd Association, Inc.*, *Destroyer Squadron 48*. Anyone who served in the following ships is welcome to attend: *Walker* (DD 517), *Hale* (DD 642), *Kidd* (DD 661), *Abbot* (DD 629), *Stembel* (DD 644), *Black* (DD 666), *Erben* (DD 631), *Bullard* (DD 660), and *Chauncey* (DD 667). Contact Harrold F. Monning, 310 East 8th St., Kewanee, Ill., 61443.

• *Seabees*—66th U.S. Navy Construction Battalion and 1022 Detachment of Seabees, World War II. Reunion at Tupelo, Miss., Aug. 30 to Sept. 2. Contact W.M. Howard, 2648 Country Green Rd., Memphis, Tenn. 38134 or John Chandler, P.O. Box 340, McLemoresville, Tenn. 38235.

• *Association of Minemen*—Reunion at Charleston Air Force Base, Charleston, S.C., Aug. 19-20. All active, retired military and civilian personnel who are or have been associated with mine warfare are invited. Contact Association of Minemen, Fleet Liaison Department, Naval Mine Engineering Facility, Yorktown, Va. 23691.

• *USS Amycus* (ARL 2)—Reunion in San Diego, Calif., Sept. 1-2. Contact V. E. Jackson, 3562 Ben St., San Diego, Calif. 92111.

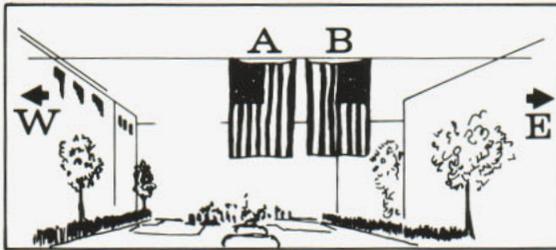
• *USS Astoria* (CA 34)—Reunion at Gearhart, Ore. 36th Anniversary of Savo Island. Aug. 11-13. Contact Ken Cruise, 625 E. Edison St., Hillsboro, Ore. 97123.

• *USS Whale* (SS 239)—Reunion being planned for August at the Submarine Veterans of World War II convention in Norfolk, Va. Contact Ernest W. Talbot, 50 Wyoming Rd., Paramus, N.J. 07652.

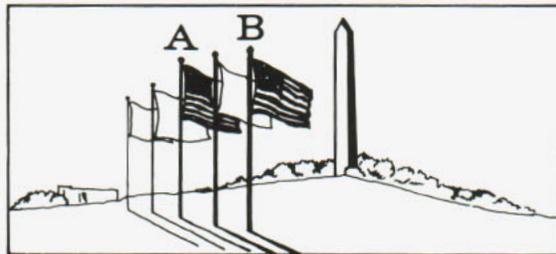
• *USS Callaway* (APA 35)—Reunion at McAllen, Tex., Aug. 1-3. Contact Samuel Schreiber, 210 W. Garland, Garland, Tex. 75040.

Stern Shots

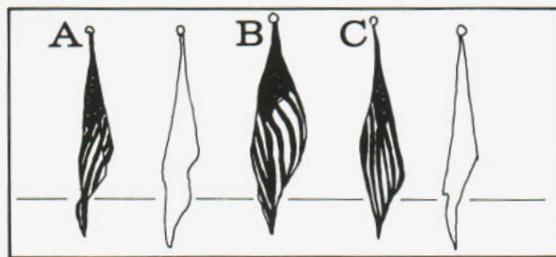
During the summer, especially between Memorial Day and the Fourth of July, Americans have an affinity for flag waving. But there are rules for displaying the American flag. See if you know your flag etiquette.



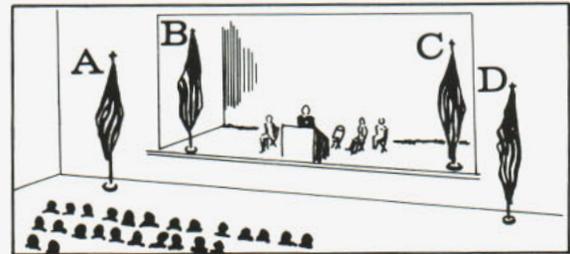
2. When suspended over a north-south street, the union of the flag should be to the (a) west; (b) east.



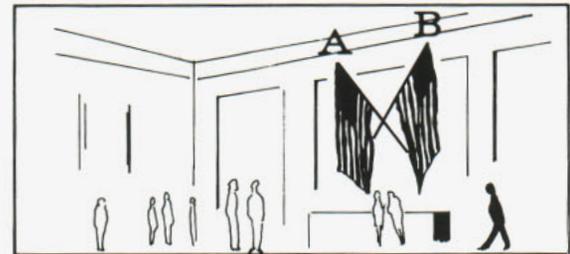
4. When flown with flags of other nations, the American flag should fly at:



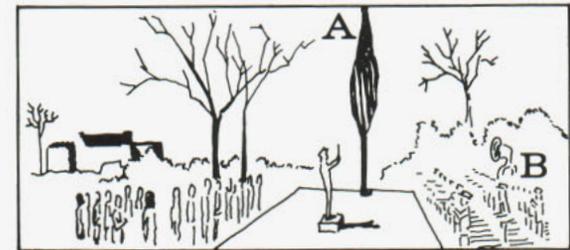
6. When displayed with several state or organizational flags, the U. S. flag should be at:



1. At a lecture in an auditorium, the flag should be displayed at:



3. When displayed with another flag against a wall from crossed staffs, the staff of the American flag should be in front of the other staff. On which side should the American flag hang?



5. When the "Star Spangled Banner" is played, the audience should (a) face the flag and salute, (b) face the music and salute.

Answers: 1 - A and/or B; 2 - B; 3 - A; 4 - B; no international flag should be flown above another during peacetime; 5 - A; if no flag is present, then B; 6 - B; the flag should be at the highest and at the center point.

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