

# ALL HANDS

MARCH 1981

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**Interview with RADM Dunn  
Challenging Job in Charleston**



*Hull Technicians Carl Berner and Tom Marron from the dock landing ship USS Point Defiance (LSD 31) struggle to patch a pipe. The pressure was too much, however, and USS Tarawa (LHA 1) emerged victorious in the pipe patching event of ComPhibRon Seven's Olympics. See story on page 22. Photo by PHC Ken George.*



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# ALL HANDS

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Back: USS *Comte de Grasse* (DD 974) anchored within sight of the beach at Cannes, France. See page 12. Photo by Lt.Cmdr. Steve Clawson.

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# Pathway to the Academy

The French philosopher Alain might have been talking about the Naval Academy Preparatory School when he said, "The essence of education is overcoming difficulty."

For the nearly 300 sailors, Marines and Coast Guardsmen now enrolled, NAPS is the essence of education. It's their pathway to the Naval Academy and the Coast Guard Academy—a place where dedicated students can overcome earlier difficulties, making up for gaps in their education.

Located at the Naval Education and Training Center, Newport, R.I., the school has been in existence for more than six decades. Enlisted people are selected to attend the preparatory school based on criteria outlined in OPNAV instruction 1531.4C.

"The program is designed to measure the intellectual capacity of the enlisted men and women students here," said Captain James A. Kenney, school director. "We teach high school and college level English, mathematics,

chemistry, physics and basic computer language."

Although it's no easy street, NAPS is not as strenuous as the academy curriculum. At NAPS, each student's course is individually tailored and is designed around what the student will encounter during the first or plebe year at the academy. The student must make a combined academic, physical and military commitment if he or she wants to enter the academy.

"We have all kinds of people here," said Kenney. "Many, from inner-city schools, have deprived educational backgrounds. Essentially, they might have lower Scholastic Aptitude Test scores than the average high school student. However, our curriculum is not designed to pump up SAT scores.

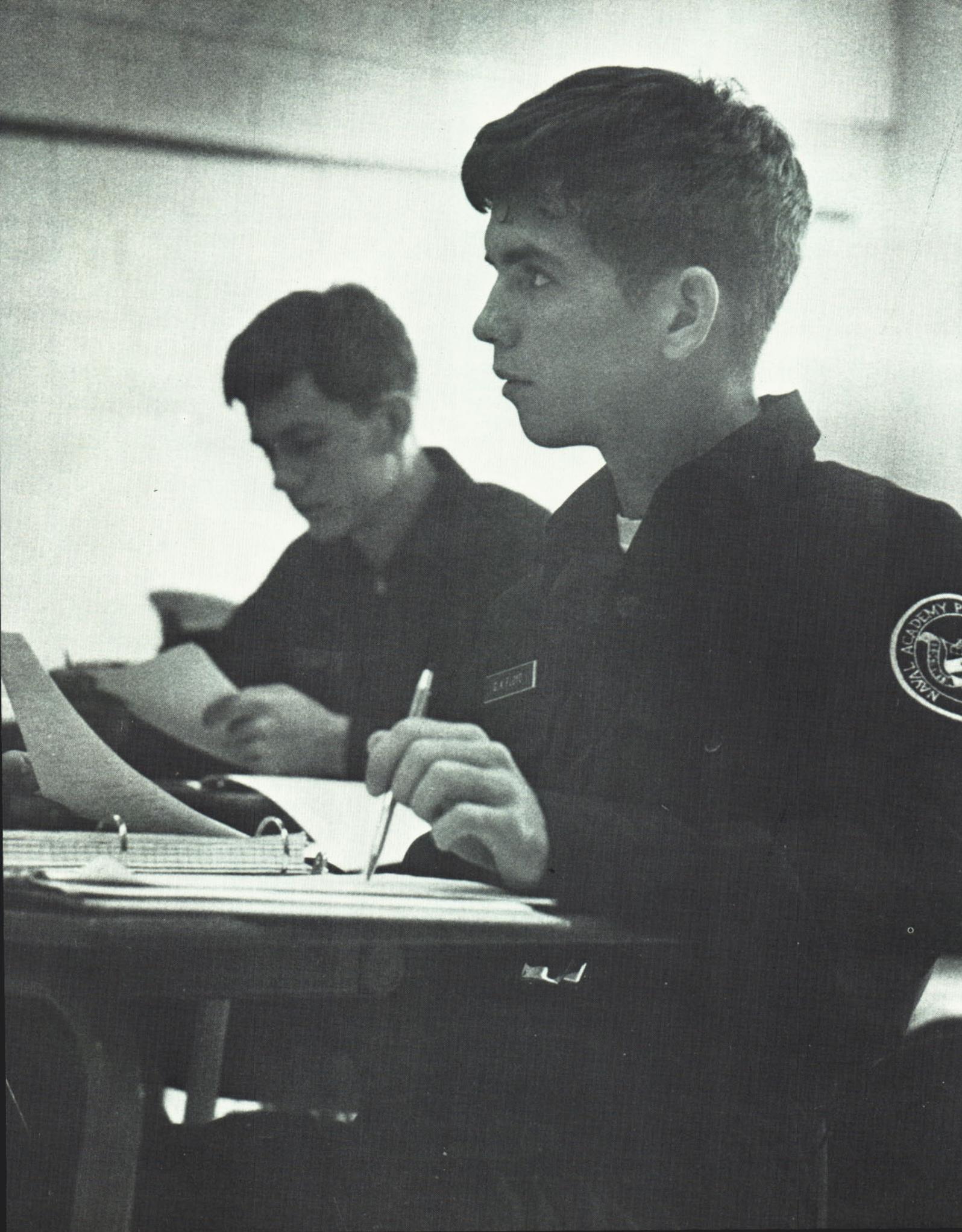
"Our job is to teach what the Naval Academy wants us to teach. When they report in August, all students are given an Education Testing Service Cooperative Examination in English, math and the sciences. After that my

staff goes over the exam scores and high school grades with each student to determine what courses and tracks he or she will be in."

Each NAPS course has three track levels. The low track consists of two-thirds high school and one-third college level work. In the middle track, it's about 40 percent high school and 60 percent college level work and the high track is 25 percent high school and 75 percent college level work.

"We start off at the high school level and work at a pace less than that of the academy," said Kenney. "If we place a student in the wrong track or the level is more than a student feels he or she can handle, we can change our approach. Our track levels are dovetailed so that a student would recover some of the same material by going to a

*Instruction at NAPS not only consists of the three "Rs," but also includes computer language, chemistry and physics.*



# NAPS

lower level and thus have a short review."

Even with the varied tracks and moderate pace, the course load presents each student with challenging and demanding tasks.

"The classes are hard and I'm challenged in every one I take," one student said. "There is nothing skipped in the class content and the teachers are willing to help with any problems and further explain the material.

"It's an experience I've never had before."

"A lot of us, for whatever reason, are not ready for a strict college environment and workload," added another student. "NAPS provides the transition and it's not anything anyone here can't handle."

"You just take it day by day and that way you get through it," said another.

Still, unlike students in most college environments, "Napsters" must handle the rigorous course load along with equally tough physical fitness and military programs. And often, not all can last the year during the three-semester grind.

"The students come here looking for an opportunity to get into the Naval Academy," said the director. "We give them that opportunity by allowing them to come here and enhance their chances of success. The secret of our school is not to just get them into the academy but give them the background they need to succeed.

"Our attrition rate usually runs about 35 percent. Some find the military discipline too difficult and we usually lose them in the first few weeks. However, the attrition rate of NAPS students at the academy has been below the class average the past several years and is improving."

A student's day begins at 6:15 a.m. Within an hour, he has finished breakfast and is ready for the morning formation, inspection and the march to

class. By 8 a.m., classes are in full swing.

The strict military atmosphere resembles that of the academy. The class pops to attention when the professor enters the classroom and the section leader presents the class. Once seated, the work begins and continues through four academic periods before noon.

The professors, both military and civilian, plan each day's class. The curriculum is designed and supervised by the NAPS corporate memory personified in a dean and three educational department directors.

"Instructor duty here is very busy," said Kenney. "Everyone has a period

to prepare class material and teaches three classes each day. All our professors are involved in some extra curricular activity and many are varsity and intramural coaches.

"During the seventh period and one of their free periods, all the instructors are available in their offices for individual instruction."

The military instructors come from all segments of the Navy and are often some of the best in their field.

"The qualifications for our instructors are as high as we can get," said Kenney. "Generally, instructors must at least have a bachelor's degree in whatever subject they are teaching."

Following the noon break, students



*A break from the rigors of academia comes in the final period when students participate in compulsory physical fitness classes.*



*Left: A college education and a commission in the Navy or Marine Corps are at stake at testing time. Below: Napsters march in formation to morning classes.*



# NAPS

hold a battalion formation and by 1 p.m. they are back in class. The seventh period is for extra instruction except on Thursdays when it's used for military instruction.

"We have what we call our 'Thursday Sked' where, instead of the noon formation, we start classes early so we can get a full military period in each Thursday," said Kenney. "It can be a drill period, company officer time or an indoctrination brief on one of the Navy's warfare specialties."

Military training is not confined just to Thursday or to the classroom. From

the first day, it's part of a Napster's daily routine, beginning with a three-week indoctrination conducted by 17 first class midshipmen from the academy. From the program, a leadership program emerges whereby students fill the school's "striper" billets as platoon commanders, company commanders, and a battalion commander and staff.

"At the end of the second week, based on the midshipmen's recommendations, we fill the leadership positions with students and turn the running of the battalion over to them," said Ken-

ney. "They run the show and solve any problems themselves. We change stripers every semester. But usually, the fleet types and Marines are in those positions the first semester and by the final semester it's up for grabs."

The day's final period is chalked in for compulsory physical fitness. The students are given the choice of participating in the school's varsity sports program, the physical education program or intramural sports.

"Our sports program is as good as any college sports program in the country and we play all the top schools within a two-hour travel radius of the campus—plus the Naval Academy," said Kenney. "We play hard and try to instill a competitive spirit in our players."

At 7 p.m., the students begin the first of two mandatory study periods in Nimitz Hall. Disco music and country favorites are not heard in the NAPS dorm where the sounds of pages being turned or scribbling are more common. Students are not allowed to play radios or stereos in their rooms during study hours; quiet is the rule.

"Students cannot leave their rooms and must study during the first period," said Kenney. "The second period, the students are allowed to move around, to go to another student for help or to go to one of the study rooms, the computer room or the library."

"It's good we can't play our radios," said one student, "because we like our music loud and that would be disturbing. Besides, with the study periods, you study. They're good for a lot of students who would enjoy the social activities more than studying. And we all need to study."

With 20-27 hours of class plus time needed for studying, liberty is a fleeting thought. In fact liberty is very rare at NAPS. There is usually none during the week. Weekend liberty goes at 3:30 p.m. Friday and ends at 6:30 p.m. Sunday. The strict liberty policy only further accents the school's claim that a student at NAPS is there to study and learn.

"A student's responsibility is to



study," said Kenney. "At the end of the first semester after the grades come out we have the honors and scholars' lists. A student on the honors list rates liberty every night in town until taps and those on the scholars' list rate liberty on base.

"But that is less than 10 percent of the class."

For one year, the Napsters study and increase their knowledge. But there are no guarantees because successful completion of NAPS does not necessarily lead to an academy appointment.

At the end of the school year, the

students' records and the director's recommendations are presented to the academy's admission board for review and final decision. For those who make it, it's a college education at the academy and the pressure continues.

"It's the best year of their lives," said Kenney. "NAPS exists for the enlisted sailor and Marine. It's an outstanding opportunity for minorities. We tailor the courses to the sailor's ability and the year of studying gives him or her an extra year of maturity and a second chance."

—Story-photos by JOC James R. Giusti

*Opposite Page: NAPS may follow the philosophy that the only stupid question is the one not asked. Below: Afternoon formation follows the noon break, then it's back to the grindstone.*



# Family Adoption

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# A Decision to



# Love



Little Scotty Sparks stumbled and jammed a plastic baseball bat against his mouth. Like any 2-year-old, he started crying and only mother's comfort could soothe him. Connie Sparks crossed the room and picked him up. Some loving caresses and a look that said, "It's OK," and all was well.

All has been well with Scott Edward Sparks since a few months ago when he became more than just another hungry mouth to feed in a Korean orphanage. The compassion, sacrifice and sometimes exhausting efforts of two people played the key role in changing Scotty's life.

The people are Radioman First Class John Sparks, career counselor and training petty officer at Naval Telecommunications Center, Barbers Point, Hawaii, and his wife, Connie.

*Left: Michele Lee, Lisa Marie and Scott Edward (l-r) reflect the love of their parents, John and Connie Sparks. Top: Lisa Marie and Michele.*

On Aug. 7 last year, Scotty became their first son and third adopted child. Already in the Sparks household were 4-year-old Lisa Marie and 2-year-old Michele Lee. Both girls are Eskimo Indians, adopted in their infancy while Sparks served in Adak, Alaska.

While the natural biological link between parent and child may be absent in the Sparks family, the ingredient that truly draws a family together, love, is there in abundance.

"I truthfully didn't know whether I could love an adopted child," said Sparks. "But after a month with Lisa, I knew I would love her like my own."

A wide-eyed 4-year-old sat proudly and secure on daddy's lap. Her look of contentment said the love was mutual.

John and Connie Sparks first tried to adopt a child in Virginia soon after their marriage, during his one year of broken service. But, the couple failed to meet adoption qualifications. Sparks returned to active duty and in 1975 reported to Adak, Alaska, one of

# Family Adoption



*From left: Michele Lee, Lisa Marie and Scott Edward Sparks at their home in Hawaii.*

two duty stations he was assigned to during his first enlistment. In July of that year the Sparkses applied for adoption through the Catholic Social Services Agency of Anchorage.

Such proceedings are long and arduous. First, adoption agency field workers enter the prospective home and judge the people in categories such as financial capability, family home environment and prospective adaptability. Much of the proceedings in adopting Lisa Marie had to transpire at the adoption agency's home office. This required the Sparkses to fly to Anchorage and stay there at their own expense.

In March 1976 the Sparkses received a phone call from the adoption agency. An infant girl had been placed for adoption. After another flight to Anchorage and 11 days spent filling out

papers, three Sparkses boarded the return flight to Adak.

Alaskan law required a six-month waiting period to see if the child would adapt to her new home before legal proceedings were finalized. Successfully completing that period, John and Connie made another flight to Anchorage. Six months later Lisa Marie was legally their child.

"Biological parents usually know what's in store for them," said Connie. "Nine months of pregnancy is generally followed by a normal birth. It's a lot different for adoptive parents. There's so much uncertainty and much more legal involvement."

One year after Lisa had found a home, Connie and her husband applied to adopt again. This time, only an update of their home study was needed. Fortunately for the family savings,

only one trip to Anchorage was required. Because the family had proven itself with Lisa, the adoption of Michele was finalized without the six-month waiting period.

Sparks reported for duty at Honolulu's NTCC component of the Naval Communications Area Master Station Eastern Pacific in November 1978. He and his wife wanted a son and applied for adoption through the Child and Family Services of Hawaii in July 1979.

When adopting a child, the specific requirements of the parents in terms of sex and race play a big role in determining how long adoption proceedings take. With the girls, the Sparkses had asked for an infant of any sex and

placed the barest limitations on racial and ethnic heritage.

With Scotty, a field worker visited the home and felt assured an older child would adapt easily to the household. This time, however, the Sparkses requested that the child be Korean. That presented new obstacles.

Working through a foreign government placed new hurdles in the adoption path. Sparks flew to Korea in an attempt to clip some red tape. At that time, all the family knew about their prospective son was contained in a medical synopsis and a snapshot.

While Connie tended the homestead, John Sparks embarked on what he calls "one of the experiences of my life!"

Sparks, another man and a married couple spent four days in early August

in Korea. Much to their delight, the Korean government completed, within a reasonable time, work on passports and visas for the children to be adopted. As it turned out, not only did the adopting troupe accompany their own family additions back to Hawaii; they brought back a total of 10 Korean children, six of whom were infants.

"We had our arms full," said Sparks. "We had absolutely no help at all with the children in Korea but once we arrived in Yokota, Japan (a stop-over enroute to Hawaii), there was a lot of help from different people, including the flight crew of the plane."

Scotty's integration into the Sparks family had its own problems. "Scotty awoke because of nightmares, I guess, the first couple of nights," said Sparks. "He was also shy and a little

weak for the first few days he was with us."

Today, however, Scotty shows a definite fascination with drinking fountains, escalators and television and is adapting well to his new family.

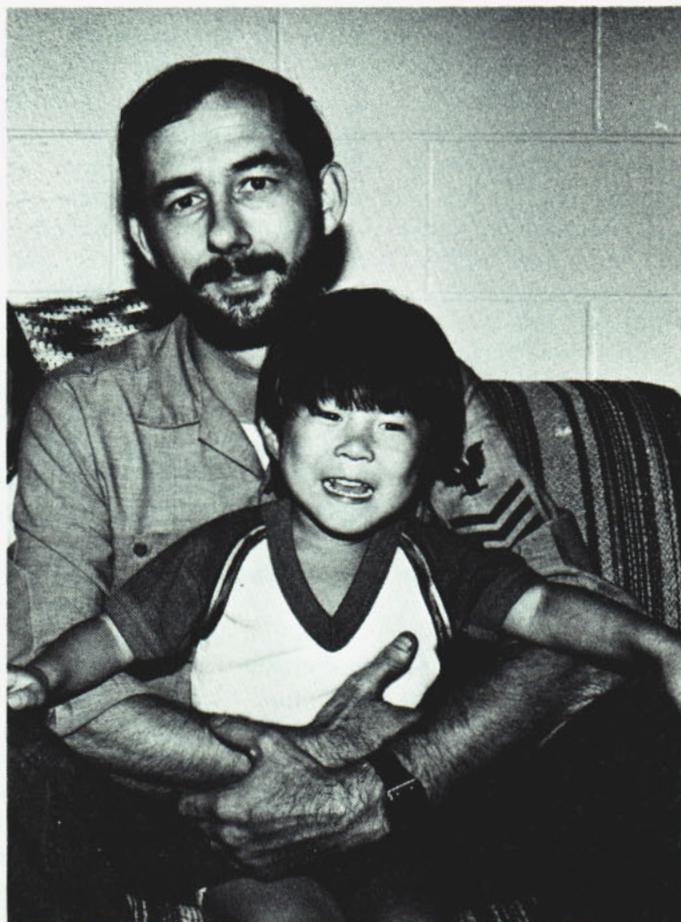
According to the Sparkses, adoption, like natural childbirth, is something that should be the product of a well thought-out decision. Sparks estimates that in agency and application fees, travel and lodging expenses and miscellaneous costs, he paid more than \$12,000 to adopt his three children.

But as long as the decision to adopt is made from the heart, an adoptive parent's household—like that of John and Connie Sparks—will be filled with the rewards of being a family.

—Story-photos by RM2 Chuck Howard



Connie Sparks with her daughters Michele Lee and Lisa Marie; John Sparks with his son Scott Edward.



# USS Comte de Grasse

## Unforgettable Experience in France

Crew members of the USS *Comte de Grasse* (DD 974) and descendants of the man for whom the *Spruance*-class destroyer was named met during what one visiting sailor described as "an unforgettable experience in France."

It happened last June when "*The Count*," on its first extended deployment, called at Cannes, France, for five days. The visit had been anticipated by the crew ever since the ship's May 1976 christening by Mrs. Valery Giscard D'Estaing, wife of France's president.

"All of us were proud of our ship and of the name 'Comte de Grasse,'" said commissioning skipper Commander Frank J. Lugo, now on the staff of Commander in Chief, U.S. Atlantic Fleet. "We were anxious to visit Admiral de Grasse's homeland and to learn more about him."

Cannes is only a few miles from the home of the man for whom the destroyer was named, French Admiral Francois Joseph Paul de Grasse. As commander of the French fleet against the British during the American Revolution, Admiral de Grasse was a key contributor to the Colonies' victory. His defeat of the British fleet at the Battle of the Virginia Capes in September 1781 led to the surrender of British forces at Yorktown one month later. General George Washington wrote the French admiral, "Your timely intervention has given America independence and liberty."

Admiral de Grasse also was the Count of Grasse, a beautiful mountainous region just inland of Cannes.

The modern city of Grasse and

neighboring communities spared no effort to welcome the USS *Comte de Grasse*. "The French people were very excited about our arrival," said Midshipman Third Class Dean J. Donnellan, a Pennsylvania State University NROTC student aboard for his summer cruise. "They set up a red carpet program for the crew and the visit became a once-in-a-lifetime experience."

The local USO and the France-U.S. Friendship Society jointly sponsored a dance for crew members in the village of Speracedes, where local residents learned American disco from the sailors and enjoyed the Sixth Fleet Band.

Throughout the five-day port visit, French families invited individual crew members for dinners and took them on tours of the area. "I really had fun meeting people in France, learning their customs and finding out how the French live," said Gas Turbine Technician Second Class Richard Van Lint.

The ship's soccer team accepted a challenge to play a team from the village of St. Cezaire. The American sailors were slightly outclassed in ability but not in spirit and the game ended with a friendly exchange of mementos and, again, a concert by the Sixth Fleet Band.

"The welcome was fantastic," said Lugo. "The entire population of St. Cezaire turned out to greet us and to cheer the band."

St. Cezaire, Bar-sur-Loup and Grasse also participated in solemn wreath-laying ceremonies. Sixth Fleet Commander Vice Admiral William N. Small and the band, along with crew

members of the *Comte de Grasse*, represented the U.S. Navy. The French Navy contingent was led by French Contre Admiral Montpellier.

At a luncheon following the wreath-laying in Grasse, the city's mayor officially welcomed USS *Comte de Grasse* to southern France, citing France's historic ties with the United States. In turn, Lugo presented the mayor with a special plaque, constructed in the ship's hobby shop. In carefully practiced French, Lugo said, "Without the contribution of France and her great sons like Admiral de Grasse, the outcome of our War of Independence may have been different.

"Admiral de Grasse's contributions were so great that it is only fitting that the United States named one of our finest warships in his honor."

The ship returned the hospitality of the French by welcoming aboard special groups and the general public. Later, the supply officer, Lieutenant Andrew Brackett, had a special dinner prepared on board for the mayor of Grasse and other dignitaries including Admiral de Grasse's direct descendant, Count Jean-Luc de Grasse. The current Comte de Grasse, the countess, and the count's parents—the Marquis and Marquise de Grasse—were hits with the crew as the visitors toured the ship named for their ancestor.

Not all was pomp and protocol, however. Many of the ship's 260 crew

*French and U.S. Navy officers placed wreaths at Adm. de Grasse monuments in Grasse, Bar-sur-Loup and at St. Cezaire. Here, French Contre Adm. Montpellier (left) and Sixth Fleet Commander Vice Adm. Small flank the president of the U.S.-France Friendship Society.*



# USS Comte de Grasse

members took sightseeing trips to nearby Nice and Monaco, while others relaxed on the famous beaches.

"The beach was right near Fleet Landing and the boardwalk, and a nice walk it was after a few days at sea."

*Below: Three children watch quietly as Comte de Grasse crew members and French navy men participate in wreath-laying ceremony at Bar-sur-Loup. Opposite Page: The historic home of Adm. de Grasse, French naval hero of the American Revolution, was site of a reception for USS Comte de Grasse crew members.*

said Hull Maintenance Technician Second Class Eugene Vanoy. "I must say the scenery on the beach was beautiful."

Perhaps the most popular event of the entire port visit was a reception for crew members at the former estate of Admiral de Grasse at Chateau des Valettes. As guests of the present owner, Briton Edward Pineles, they relaxed in the beautiful gardens, sipping French wines and champagnes. The evening ended with a spontaneous

toast by the crew to Mr. Peneles, who invited all of them to return whenever their travels permitted.

With the end of its Sixth Fleet deployment Oct. 7, USS *Comte de Grasse* headed for home, in Norfolk, with accolades from the fleet commander: "*The Count* performed every task with exceptional competence, flair and pride. Your collective spirit and resulting reputation set a high standard for those who follow."

Crew members of *The Count* have



many sea stories to tell about their deployment. But no one aboard doubts which memories will linger longest. Summing it up for his shipmates, Boatswain's Mate Third Class Jon Patton said, "Southern France was an experience we'll never forget."

—Story by Lt. Cmdr. Steve Clawson  
Photos by JO1 Ken Duff,  
and Lt. Cmdr. Clawson



## 'Coup de Grace'

He lived 200 years ago but most of us today are, unconsciously perhaps, familiar with the French admiral—Comte Francois Joseph Paul de Grasse. How many times do we use the term *coup de grace* when we speak of putting the finishing touch to something? Well, no matter. The one who gave new meaning to the term is, as we said, the French admiral who put the finishing touch on the American Revolution and, more particularly, the British at Yorktown in 1781. That was in The Battle of the Virginia Capes.

De Grasse, who earlier in the year escaped Brest with a large fleet and made his way to the West Indies, received a request from both Washington and Rochambeau to come to New York or else station his fleet in the Chesapeake. Before he could reach New York, a British fleet under Samuel Hood dropped anchor there—de Grasse checked that place off his list. Instead, he made a beeline for the Chesapeake and landed 3,000 troops to help Lafayette hold Cornwallis at Yorktown until Washington and Rochambeau could arrive.

Then, on Sept. 5, a fleet of 19 ships of the line under Thomas Graves met up with the French admiral who had 24 ships of the line. Actually, The Battle of the Virginia Capes was something of a standoff—thanks to the fact that Graves was content to trade broadsides after he first gave the French—



Count de Grasse

whom he surprised—a chance to form a line of battle. They say that Graves was adhering to the formal conventions of his naval upbringing but the fact is, de Grasse had the upper hand and the British ended up hightailing it to New York.

Besides going down in American history books, the Comte de Grasse also added new meaning to a phrase in the world's dictionaries—by rendering an American "Coup de Grasse." Today we'd call it checkmate.





# Sixth Fleet Band

## No Interpreter Needed

When people from 12 nations, speaking 12 different languages, gather in one place, they might not have too much in common. But when the U.S. Navy Sixth Fleet Band joined with 11 other nationalities in Haifa, Israel, last August for the Fourth International Folklore Festival, everyone shared the universal language of music.

This is the fourth time that the International Folklore Festival has been held in Haifa. The festival is sponsored by an international committee whose purpose is to bring nations together through music.

Directed by Chief Warrant Officer Larry E. Gatewood, the 17 musicians of the Sixth Fleet Show Band accomplished that purpose. They demonstrated that the international language of music can overcome the barriers of different cultures.

"We were really proud to go this year and have the opportunity to represent the United States," Gatewood said. "This was the first year that any military band has been invited to the festival and we feel that it was a real honor for the U.S. Navy."

In seven days, the band performed eight concerts in several cities including Haifa, Tel Aviv and Jerusalem. They were the only group asked to do a special concert in Haifa. That concert alone drew 6,000 people.

During the performances, the musicians played a variety of big band

music, American jazz, rock, disco and local favorites from their large repertoire. "The biggest hit seemed to be 'Halleluya,'" said Musician First Class Al Monaro. "The people really enjoyed it. After we started playing and singing, they joined in with us and we all had a good time."

Bands and folk dancing groups from England, Denmark, Finland, France,

Greece, Holland, Spain, Scotland, Israel, the Philippines, the Dominican Republic and the United States took part in the week-long festival.

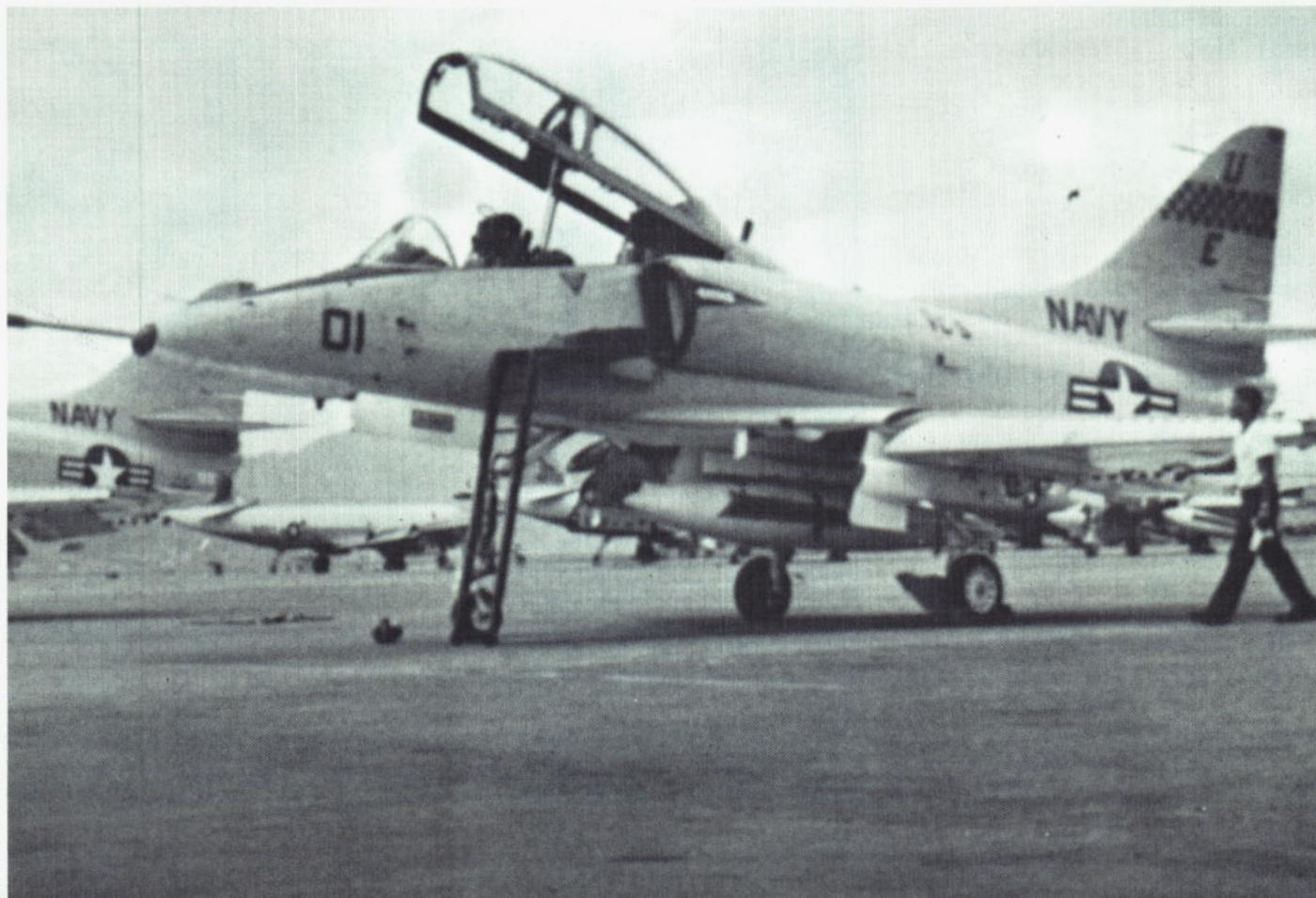
—Photos by PHI Douglas Tesner

*Left: A local musician waits to perform with his folklore group. Below: The Sixth Fleet Show Band marches in Haifa, Israel.*



VC-5 Checkertails

# Trapshooting Over the Western Pacific



Skeet and trapshooting is a popular pastime for many people today. But rarely is it done on such an epic scale or with such deadly purpose as when the "Checkertail Skeet and Trapshooting Range" operates.

Using a big chunk of the Western Pacific as the target range, the 193 men of Fleet Composite Squadron Five (VC-5) polish the marksmanship skills of the Navy's Seventh Fleet gunners, missilemen and combat pilots. "Checkertail" is the call sign of VC-5.

"Our mission," said Commander William Peyton Dobbins, commanding officer of VC-5, "is Seventh Fleet combat readiness, and since 'bullets on target' are the only firm assessment of readiness, we provide the targets and the Seventh Fleet provides the bullets."

Based at the Naval Air Station Cubi Point, Republic of the Philippines, VC-5 is the only squadron in the Pacific theater west of Hawaii providing Dissimilar Air Combat Maneuvering and target services.

"The training we provide can't be found inside an air-conditioned room with a simulation machine," said Dobbins. "You must take the aircraft out and put the missile on target. In this way not only is the pilot exercised, but the aircraft, the weapons system and the missile.

"We give squadron, air wing and fleet commanders the proof they need that their weapons systems will deliver ordnance to an enemy. This proof can only be had by pulling the trigger."

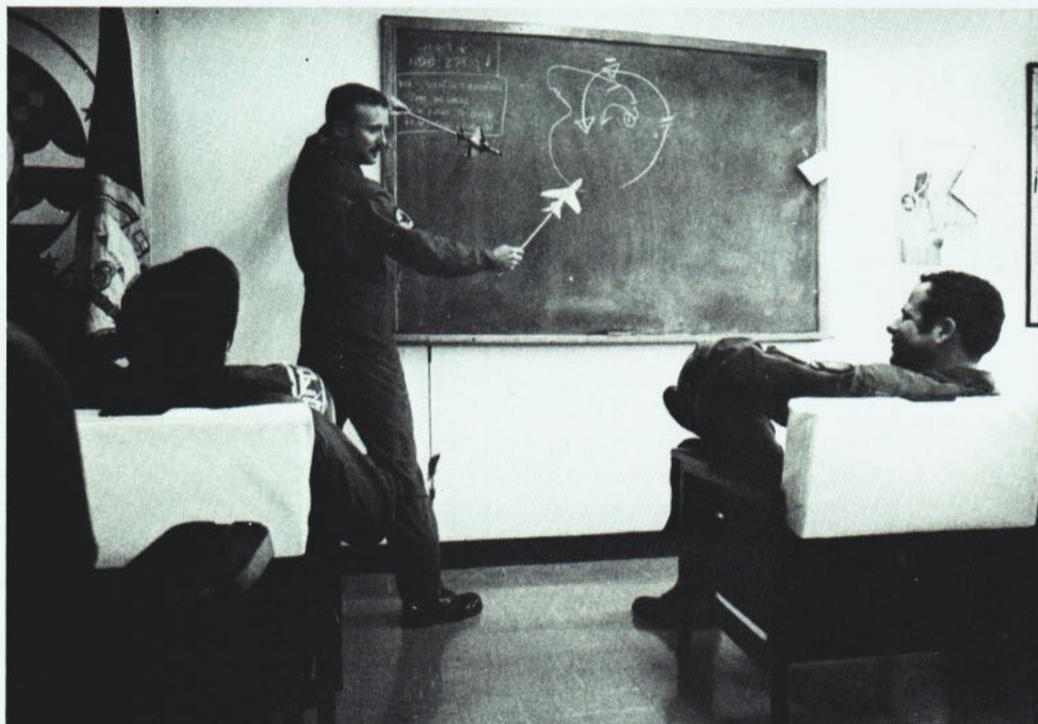
The Checkertails' training arsenal contains nine single-seat A4-E *Skyhawks*, three double-seat TA4-J *Skyhawks*, three SH-3 *Sea King* helicopters, tow targets and pilotless remote powered vehicles or drones. Costs and sophistication of targets varies in direct relationship to their use. Still, all have the same basic mission—"Hit me if you can."

*Left: Planes of VC-5 being readied. Top: Lt. Gary L. Stark checks on SH-3 Sea King's cockpit controls. Right: Lt. Cmdr. David J. Maxwell, VC-5 exec, uses aircraft models in a briefing.*

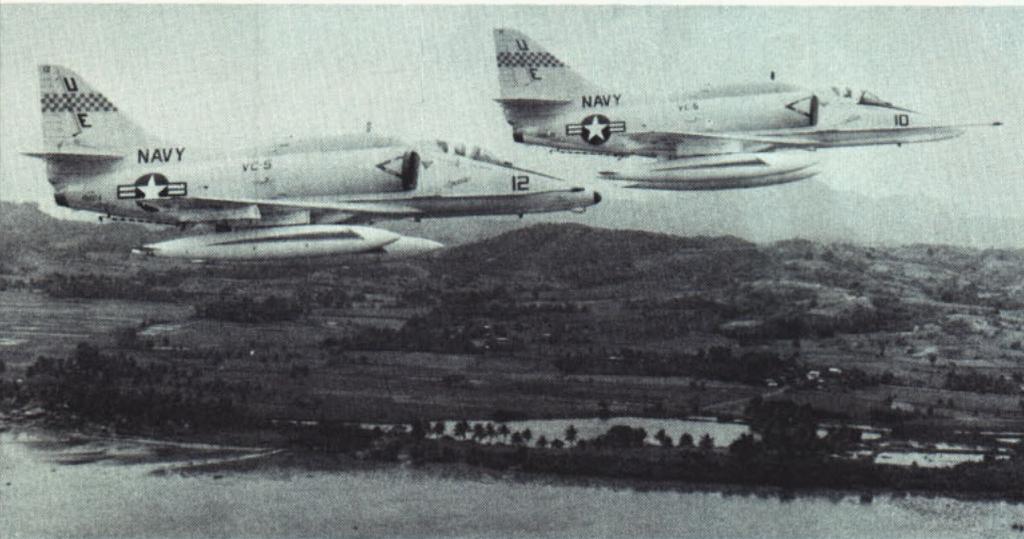


The *Skyhawks* pull some of these targets and also provide training in one of the oldest forms of air combat—the dogfight. VC-5's fighter pilots, qualified by the Naval Fighter Weapons School, are designated as "adversary" pilots to engage in these deadly airborne combat games.

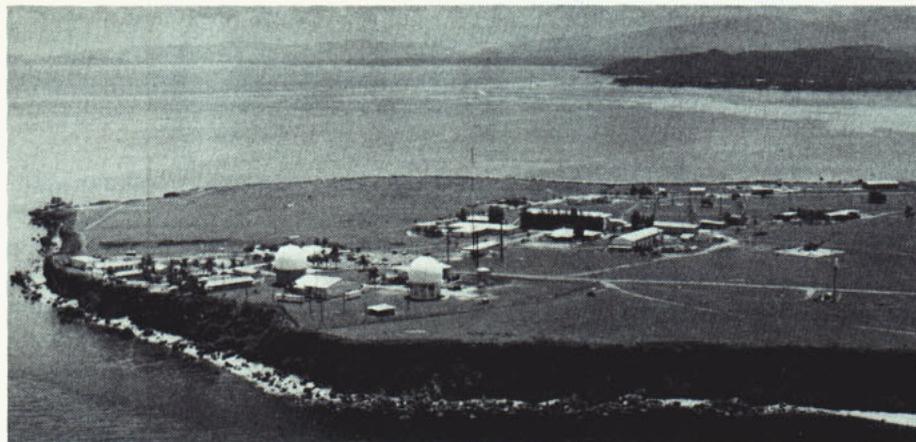
"A fighter squadron's combat readiness peaks just before departure from its home port for deployment. But on deployment, the pilot's skill in air combat maneuverability deteriorates," said Dobbins. "Lack of flying against an adversary causes the deterioration. We push our A-4s to the edge of their flight



# VC-5 Checkertails



Left: Two of VC-5's A-4 Skyhawks over the coastline of Luzon, R.P. Left center: Wallace Air Station, Poro Point, R.P., in the South China Sea. Below: An MQM-74C drone floats to a soft splashdown in the South China Sea following a "hit" by USS Blue Ridge (LCC 19) missilemen.

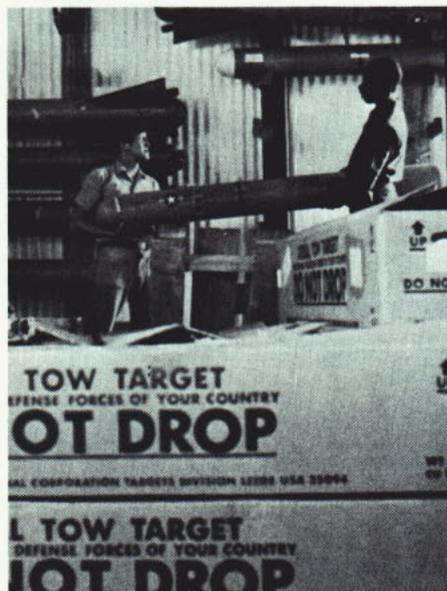


envelopes to give them that adversary. When they do their job right, they beat us."

"This type of aggressor training is an absolute must for the young inexperienced combat pilot. The lessons learned against us may just save his life and his aircraft."

Besides providing DACM and target services, the *Skyhawk* doubles as a launch platform for a preprogrammed, supersonic jet drone, the AQM-37A.

All Navy and Air Force ground-launched drones are operated, maintained and launched by a civilian contractor at Wallace Air Station, Poro Point, R.P. To ensure safety factors are not overlooked, Navy and Marine Corps drone launches are further monitored by Navy target expert, Chief Warrant Officer Clifford E. Van Nostrand Jr. and his two-man crew.



Above: TDU-22 missile tow targets are placed on racks in the target shack. Right: One Checkertail pilot follows another.



Today's drones have command ranges up to 120 miles from their launch site and can fly at speeds as great as 1,400 mph (Mach 2). Aerial drones are used to simulate attacking aircraft or descending cruise missiles, a difference based primarily on airspeed and altitude.

"Drone launches are probably this squadron's most visible mission," said Dobbins. "This is mainly due to the glamour associated with them. Although they use the least amount of squadron manpower, they can create the most squadron worry."

"Our job is to protect the government's interest and guarantee the mission 'goes as advertised,'" said Van Nostrand. "We demand face-to-face briefings with our customer. Operators monitor the range with radar and keep in constant communication with the remote control operator and the 'shooter.'"

When an airborne drone is hit, or exhausts its fuel, it automatically initiates a recovery mode in which a parachute opens to carry it to a soft splashdown. It then floats until recovered. Since squadron consolidation at Cubi Point in January 1978, the two helo crews boast a 100 percent recovery rate of sighted drones. Tow targets, on the other hand, never live again.

Attached to a tow target launcher under the aircraft's fuselage, the missile and dart targets are reeled out much like a fishing reel pays out its lure, while the 6-foot by 30-foot banner



ner and its cable are dragged off the runway during the plane's takeoff.

Once the target has "had it," the shooter radios the Checkertail pilot to jettison the target. This is accomplished by cutting the tow cable with an electrically operated cutter "squib" mounted in the reel pod. This is usually done over the launch site to verify scoring.

"During flight, you don't notice the banner's additional drag," said Dobbins, "but it's another story when it's jettisoned. When it lets go you experience the equivalent of between one-third to one-half a catapult shot. That is a good boost in the tail."

Checkertails have come a long way since 1965 when a *Hawk* missile was fired at a target towed by a squadron's F-8 *Crusader*. That marked the first time a surface-to-air guided missile was

*Top: An SH-3 Sea King helicopter with a recovered drone. Above: His mission over, Cmdr. Dobbins removes his flight helmet before leaving his A-4 Skyhawk.*

fired at a manned target system. Today, after tens of thousands of flight hours, VC-5 has turned target towing into a fine art, a fact proven by the Checkertails' 12,000 accident-free flight hours.

"We are extremely safety conscious," said Dobbins. "A couple of years ago, a ship fired a Basic Point Defense Missile which missed the target and hit the wing of our aircraft. The pilot landed safely, but this emphasized that you can never be too safety conscious."

"On our skeet range, we don't plan on being the skeet."

—Story and photos by PH1 Bob Weissleder

# Professional Olympics

## They Have the Spirit



More than 2,000 sailors from six Seventh Fleet amphibious ships converged on Subic Bay Naval Station, Republic of the Philippines, recently to do battle. The battle was Commander Amphibious Squadron Seven's Professional Olympics and the competition was fierce.

Representing Amphibious Ready Group Alpha were crew members from USS *Tarawa* (LHA 1), USS *St. Louis* (LKA 116) and USS *Barbour County* (LST 1195). Men from USS *Point Defiance* (LSD 31), USS *Peoria* (LST 1183) and USS *Ogden* (LPD 5) fought for ARG Bravo. They competed in small boat handling, knot tying, signal flag hoisting, semaphore, pipe patching and job-related skills games.

"The professional olympics pull the entire ship together and promote good morale and team spirit," said Captain D.D. Timm, commanding officer of *Tarawa*. "It's a good opportunity for the men to stretch their sea legs and receive valuable training at the same time."

The competition began with small boat handling. *Tarawa's* four-man crew expertly maneuvered their captain's gig to a first place finish. Meanwhile, at pierside, a duo of *Tarawa* hull technicians defeated the *St. Louis* team in the pipe patching event. Captain D.R. Morris, *St. Louis's* CO—and the games' self-appointed cheerleader—seemed somewhat dismayed. "I thought we had it in the bag, but there's no doubt about it. *Tarawa's* crew posted a slick time of 2:07, defeating us by more than a minute," he said. "But my men will stick together and fight like hell. We'll win it in the end, just wait and see."

It soon became obvious that the competitive skipper of *St. Louis* knew his men well and that he was pleased with his crew's performance as they sailed to smooth victories in many first-day events.

Simultaneously, on board *St. Louis*, junior officers and signalmen displayed their communication skills in

*USS Ogden (LPD 5) hull technicians (l-r) Jeff Dehaven, Bruce Guion and Robert Rich try their skill in the P-250 pump race.*

semaphore, flag hoist, flag recognition and interpretation tests.

Ship's cooks and bakers, who know that the way to a salty seafarer's heart is through his stomach, performed deliciously in the galleys. The two-day olympiad also featured softball, basketball, track, wrist wrestling and tug-of-war tournaments.

It was during one such tournament that a young bluejacket, with a look of near exhaustion, pleaded with his *Barbour County* shipmates to dig in and pull harder in their desperate attempt to defeat *St. Louis* crew members. It was in vain.



On the second day of competition, sporting events, more shipboard skills, cake decorating and chili making were the main events.

Calamity struck twice in the cake baking contest. *Tarawa's* 25-pound chocolate entry was accidentally dropped enroute to the judge's booth. Then, a 200-pound sailor sat in the wrong place and decorated the seat of his dungarees with *Point Defiance's* entry. Making certain no one sat on their second masterpiece, the *Point Defiance* bakers rose to the challenge and captured the blue ribbon.

At the same time, the aroma of *Peoria's* red hot chili filled the air. It was too much for the judges to resist—they declared it "Best Chili" of ComPhibRon Seven.

The olympics even brought back seamanship skills from the past. The bolo line, for example, once used as a carrier line during underway replenishments, but now replaced by the more modern shotline from a rifle, was a

popular event. Several of the throws left many old timers wondering why the bolo line was ever done away with.

As the games drew to a close, four of the six ships were still fighting. The ARG Bravo champion was decided literally on the last note of the boat-swain's pipe when *Point Defiance* piped *Ogden's* entry out of contention. This dropped *Ogden* a mere point behind a victorious *Point Defiance*.

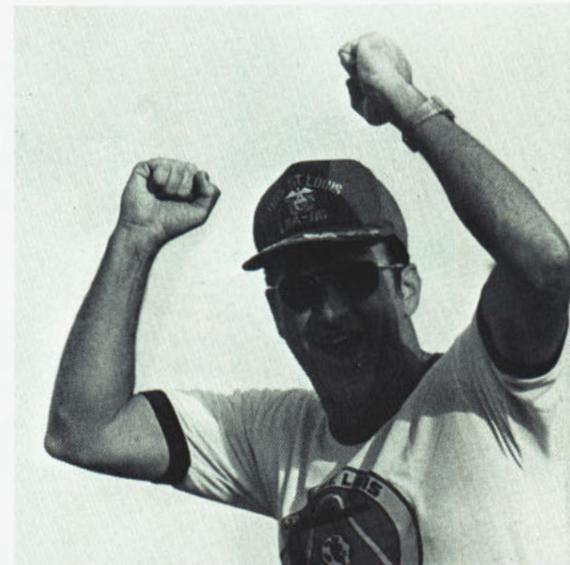
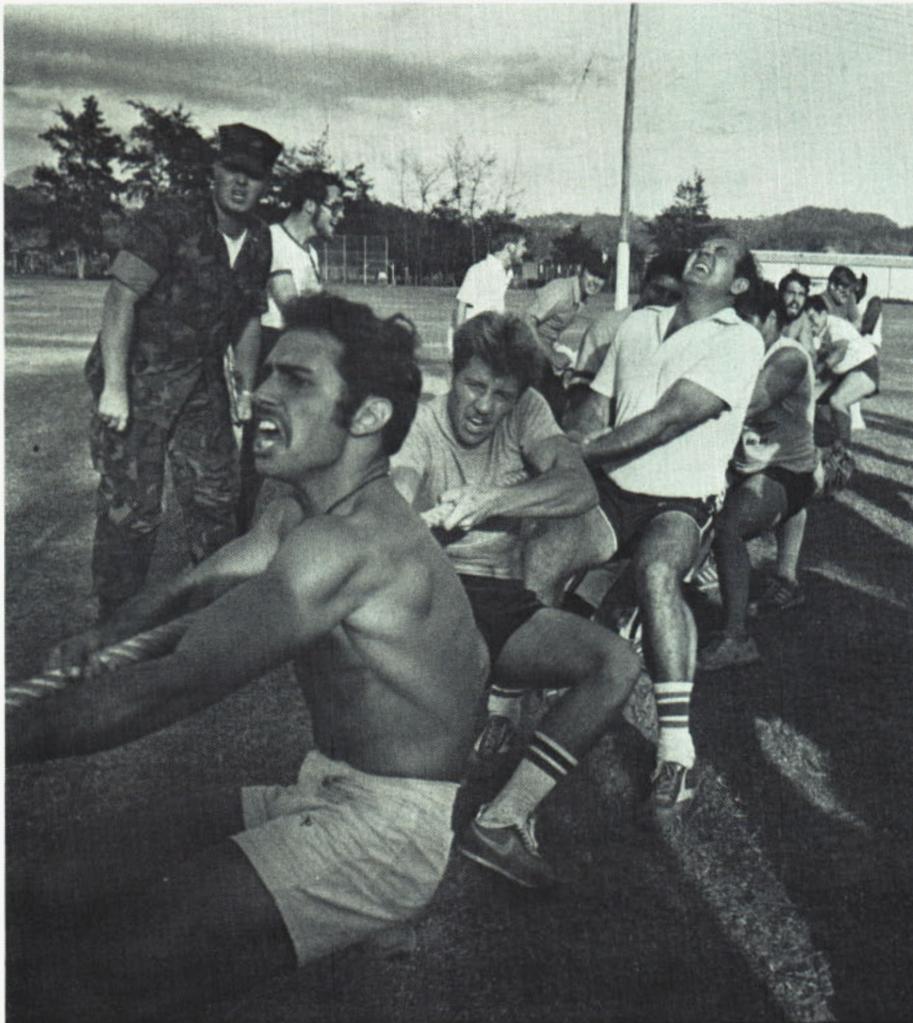
ARG Alpha champion *St. Louis* then squared off opposite *Point Defiance* for an ARG tug-of-war to decide the overall champion. The 2-inch hemp line was strained from end to end as 4,000 pounds of sailors groaned and surged back and forth.

Finally, the spirit of *St. Louis* triumphed as *Point Defiance* musclemen were uprooted and pulled over the line. Immediately, jubilant *St. Louis* sailors hoisted Captain Morris up to their shoulders.

Morris summed up everyone's feelings: "It was healthy competition. Everyone was damned competitive. We had some good clean fun and received professional training."

That's a combination hard to beat.  
—Story and photos by PHC Ken George and JOSN Pat Winter

*The skilled hands of BM2 Will Lewis of USS Tarawa (LHA 1) took top honors in the knot tying board contest, while brute strength of USS St. Louis (LKA 116) men won out over USS Point Defiance (LSD 31) in a tug-of-war. Captain D.R. Morris (right) St. Louis' CO, shows his jubilation.*



# Bearings

## Restoration of a Golden Oldie

A grand, old observer of the heavens is beginning its second life thanks to the diligent work of volunteer scientists and craftsmen. The 85-year-old Clark refractor telescope is back in its original observation dome at the U.S. Naval Observatory in Washington, D.C.

First installed at the observatory in 1895, the 12-inch refractor telescope was used for astronomical observations such as eclipses of Jupiter's satellites and double star and asteroid work. Data gathered using the Clark refractor was instrumental in publishing several reference books and almanacs still used today by navigators around the world.

In 1957, the refractor was removed

from its 26-foot dome in the observatory's main building to make room for a moon camera. During the years of storage in crates, sections of the telescope suffered damage from the weather.

"Several parts were heavily corroded by exposure," said astronomer Ted Rafferty, "but we felt confident they could be restored individually and reassembled."

During reconstruction, astronomer volunteers and staff members located original blueprints from the 1890s to assist in duplicating the original telescope design. One faded photograph from 1906 also supplied some guidance to the restoration committee.

When restoration was complete, a

75-ton crane hoisted the 2,000-pound telescope base 85 feet above the observatory. With only 2 inches to spare, the base was piloted through the 27-inch slit in the observatory dome and lowered into place in the dome room.

"The refractor is an authentic astronomical instrument of the 19th century," said astronomer Richard Schmidt. "We were interested in rescuing a tangible piece of the observatory's history."

With more than 700 hours of volunteer work behind them, the restoration committee is understandably proud of its accomplishment. The gleaming brass and new paint are testimony to the splendid restoration task. The 85-year-old Clark refractor telescope is once again in place at the U.S. Naval Observatory and will be open to visitors on special observatory tours.

—By Susan Tucker

## HC-16 Pride

Pride in the Navy shows up with regularity in Helicopter Combat Support Squadron Sixteen, NAS Pensacola, Fla. At Quarters on Dec. 4, for example, Commander Paul D. Wilkes, executive officer, presented awards to five squadron members.

Aviation Storekeeper Third Class David Reester was named HC-16 Sailor of the Month. Airman Apprentice William Hyatt and Airman Michael Thomas were certified as HH-46A plane captains. Aviation Maintenance Administrationman Second Class Ruth Middleton received a letter of commendation for her outstanding performance and dedication. And, Aviation Electrician's Mate First Class Michael O. Smith was commended for his part in saving the life of a young woman who had been injured in an automobile accident.

All Hands adds its own "Well Done" to the men and women of HC-16.



## Climbing To Command

When Archibald G. Campbell was in boot camp he said he wanted to be an officer. He was told it was out of the question because there was no room in the officer ranks for college dropouts.

Now a Navy commander, Campbell recently took a look back, recalling how he finally got his commission and went on to command a surface squadron.

"My dad wanted me to finish college and become an engineer," he said. "All I wanted was to go to sea. I knew a little about life at sea because my father had been in the British navy."

America's involvement in the Korean War prompted Campbell to leave college in his junior year and sign up. At the Naval Training Center Great Lakes, Ill., he was urged to become an electronics technician.

"I guess I had some high scores on the job qualification tests," Campbell said, "but electronics didn't interest me very much. So I asked what else they had. I guess it was one of the weeks they needed quartermasters."

Following recruit training, Campbell reported to quartermaster school, then in Bainbridge, Md. From there he went to his first ship—USS *Winston* (AK 94).

Campbell said that duty aboard the cargo ship gave him some positive and lasting impressions about a Navy career. But he never dreamed he would command an auxiliary of his own, much less a squadron of ships.

In 1962, as a chief quartermaster, Campbell applied for and received a commission through the Navy's Limited Duty Officer program. In October 1962, he graduated from LDO Indoctrination School, Newport, R.I.

"I remember being told at graduation that, basically, every one of us should make lieutenant and that anybody who expected to go further than that had false hopes," he said.

In 1968, following duty as executive



officer and navigator aboard the amphibious ship USS *Page County* (LST 1076), Campbell became commanding officer of the fleet ocean tug USS *Ute* (ATF 76). After leaving *Ute* in 1971, Campbell, by then a lieutenant commander, reported to the U.S. Navy Postgraduate School, Monterey, Calif., where he subsequently received a bachelor of science degree in oceanography.

Then, in quick order, he served as first lieutenant aboard USS *Enterprise* (CVN 65), went to the Naval Supply Center Oakland, Calif., and on to the USS *Wabash* (AOR 5), again as first lieutenant.

"When you've been first lieutenant once, there's not much challenge in having the same job again," Campbell said. "But a few years ago the policy was that an LDO would go only to an LDO billet, and a lot of those assignments were just not all that satisfying, especially the second time around."

In 1978, Campbell was promoted to commander. The following year, his desire for a more challenging assign-

*Commander Archibald G. Campbell, commodore, Service Squadron Five, sits near the service ship Conserver (ARS 39), one of the five fleet service ships he commands in Pearl Harbor. (Photo by PH1 Harry Gerwien)*

ment became reality when he took over as commodore of Service Squadron Five; five repair and salvage ships, as well as the Navy's Pacific-based harbor clearance unit, HCU-1, are under his command.

Campbell said he believes he is the first LDO to be given command of a squadron. "I can definitely say that five years ago I wouldn't have believed it possible for an LDO to be assigned to this billet. Obviously, the opportunity is there," he said.

"If there's a young sailor out there trying to decide whether or not to be an LDO, I'd say, 'Give it a shot.' You'll have the opportunities to do things that you never would have otherwise, even if you went all the way to the top as an E-9. Occasionally, there will be some rough times, but the satisfaction at the end will more than make up for them."

—Story by JO2 Steve Bellow

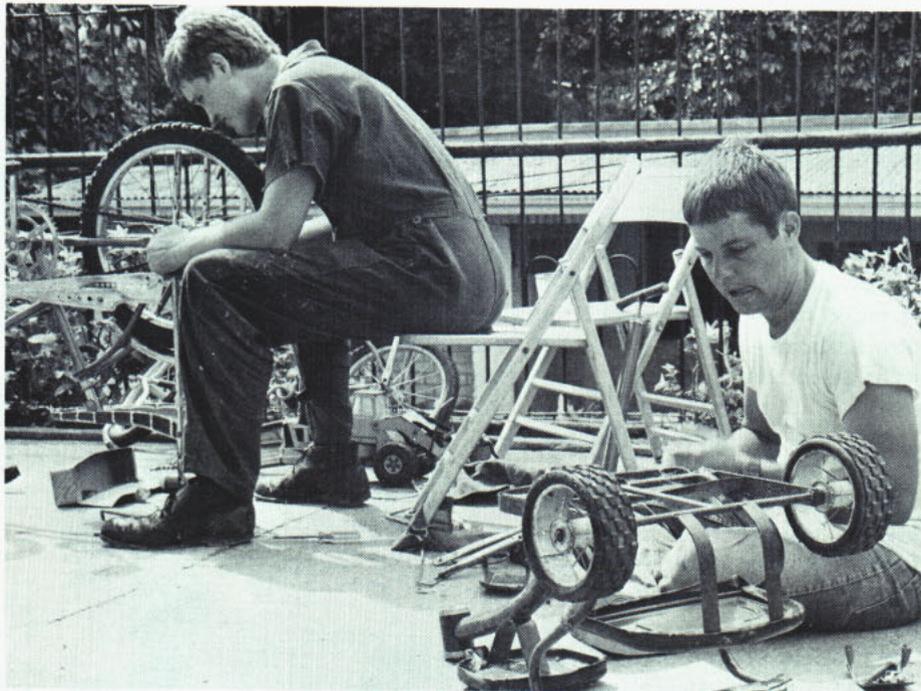
# Bearings

## Working for Others

Seven sailors from the amphibious assault ship *USS New Orleans* (LPH 11) and four Marines from its embarked Marine Helicopter Squadron 262 climbed to the roof of an orphanage in Olongapo City, Republic of the Philippines, and went to work. Some sanded and swept; others primed and painted. During a four-day period, other men took their places repairing and repainting the roof.

The sailors and Marines and other *New Orleans* crew members then donated enough money to buy a television set, a bicycle and two tricycles for the orphanage, the King's Fil-Am Home.

"The expressions on the children's faces brought tears to our eyes and joy to our spirits," said Chaplain (Lieutenant Commander) Jay Snell, who led the drive to help the home.



RM3 Mark D. Phillips (left) and CPL Wesley Vannieuhyzen assemble bikes purchased for

orphanage children from funds donated by sailors and Marines of *USS New Orleans*.

## Reaching New Heights

When Master Chief Aviation Maintenance Administrationman Ron C. Fleming says he's looking forward to reaching new heights, he's not speaking figuratively. Fleming, assigned to Air Anti-Submarine Squadron 41 (VS-41) at NAS North Island, San Diego, is a champion pole vaulter.

He has competed in the masters category (40 and older) of divisional and national championships of the Amateur Athletic Union (AAU), the Pan American games and other meets.

"I haven't lost an AAU or Pan American pole vault competition since 1975," said Fleming. "And, I've lost only in the Senior Olympics once since then."

Fleming began pole vaulting in high school and continued competing through 1955, one year after he joined the Navy. From 1956 to 1975 he gave up competitive pole vaulting. But when

his two sons showed an interest in the sport he came out of retirement.

While teaching his sons how to pole vault, Fleming also taught most of the neighborhood children. "For a long time our street provided pole vaulters for Mar Vista High School in Imperial Beach. We didn't provide all of them; probably the best ones, though," he said.

Today, Fleming is jumping higher than he did in high school. And since he taught his sons the art of pole vaulting they've joined him in competition—in their own age brackets.

Right now Fleming is preparing for the 1983 national championships to be held in Los Angeles. His ultimate goal is to break the world's record of 14 feet for the 46-year-old age group. With his determination to succeed and proven record as a winner, Fleming just might do it.

*Champion pole vaulter Master Chief Aviation Maintenance Administrationman Ron C. Fleming concentrates on his pole vaulting form during a practice session. (USN Photo)*



## Port Visit to Pulaski

Thirty crewmembers of the USS *Casimir Pulaski* (SSBN 633) and their wives and children journeyed deep into the Allegheny mountain region of Virginia one day last fall. They had come to share in a celebration honoring the man for whom both their ship and a town had been named.

It was Count Casimir Pulaski Day in Pulaski, Va.

Count Pulaski was the Polish soldier who served as chief of cavalry in General Washington's army during the American Revolution. He died Oct. 11, 1779, as a result of wounds received during the Battle of Savannah.

The people of the town of Pulaski opened their community and their homes to *Pulaski's* crew and their families. Some of the sailors stayed in hotels while others were invited to spend the night with townspeople.

The ceremony was held the next day and *Pulaski's* commanding officer, Commander Mel Lyman, was one of the speakers.

"It's people such as you that make

*Two USS Casimir Pulaski crew members, Lieutenant Commander Larry Church (left) and Hospital Corpsman First Class M.G. Broz, saw their way to a third place finish in the log sawing contest with a final time of 12 seconds during the Count Casimir Pulaski Day.*



us feel that we are not the forgotten men of the United States," said Lyman.

The commander then presented Mayor Raymond Radcliff with a photograph of the submarine and a ship's plaque. The mayor reciprocated by presenting copies of books about the town and also gave a "country" ham to Lyman and the crew of *Pulaski*.

Allena Hall, representing the local senior citizens, presented the sailors with a barrel of cookies to establish what she called "a trail of sweetness" from Pulaski to the men of the nuclear submarine.

After the ceremony, there were pie-eating, log-sawing, seed-spitting and tobacco-spitting contests along with plenty of food for everyone.

"When we first started making arrangements for the *Pulaski* sailors coming here, I was a bit apprehensive," said Senior Chief Ken Lay. "I was wondering if our people would want to participate and if everything would go all right.

"The crew responded to the idea with great enthusiasm.

"And the townspeople were just super. They're very gracious and kind. They offered us their own homes to stay in. What more could you ask?"

—Story and photo by JO1 Gary Miller

## Hawaiian-style Race

When the Outrigger Canoe Club won the 29th Molokai-to-Oahu canoe race last September in Honolulu, Commander Timothy Kelley was one of the team's nine paddlers who savored the victory.

Kelley, head of the facilities planning department at the Pacific Division, Naval Facilities Engineering Command, Pearl Harbor, joined the club soon after arriving in Hawaii three years ago. He progressed from novice category to senior men's crew in only one season. This was his second—and probably last—attempt in the race; he's expecting orders next summer.

The OCC team crossed the finish line with the winning time of 5:54.26 displaying their stamina over the 39-mile course. They didn't break the course record, but they won out over 36 other teams and finished more than two minutes ahead of their nearest competitor.

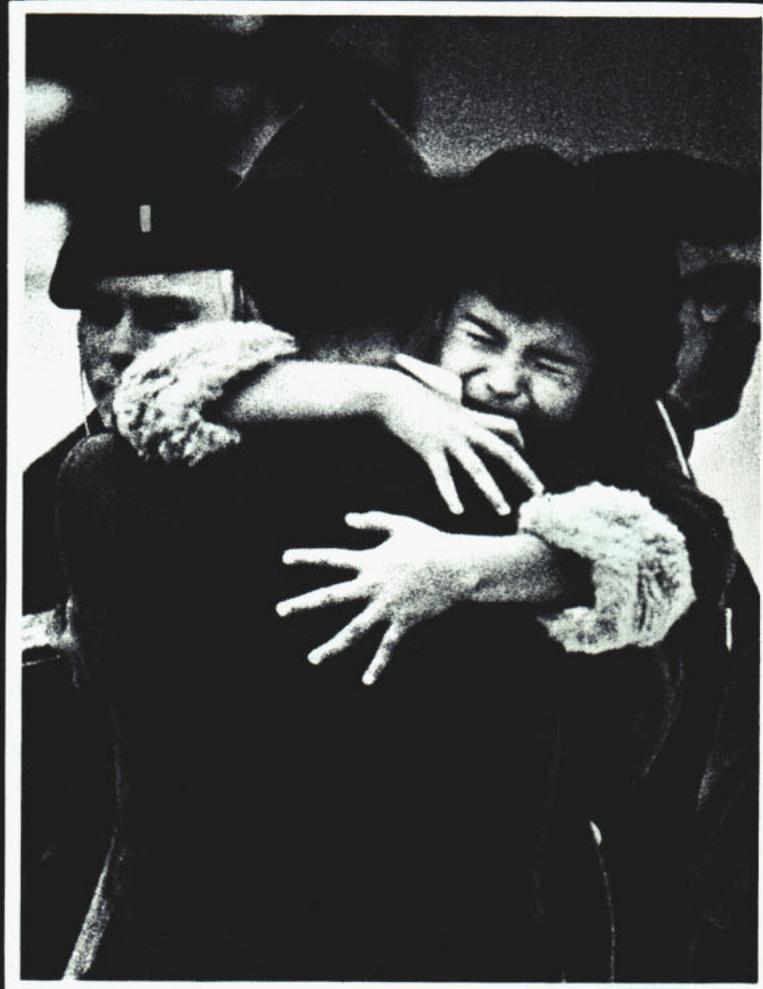
Each canoe's crew consists of nine men, with six in a canoe at one time. After the first hour of the race, the paddlers rotate with each man paddling about 25 minutes and getting a 10 minute rest out of the outrigger canoe in an escort boat.

Kelley said that he and his teammates felt strong well past the halfway mark. During the second half of the race, they started to tire. But the Californians, a team that had to stop and repair a broken outrigger arm, was rapidly gaining ground.

"They were about 50 yards behind us," said Kelley, "but they never were able to catch us."

OCC's training program for the race included running and paddling every afternoon for a few hours, as well as for four to five hours on weekends.

Kelley and his teammates have won several races and have collected their share of gold medals along the way, but, as he said, "this was the race to win. . . everyone really pushed for it."

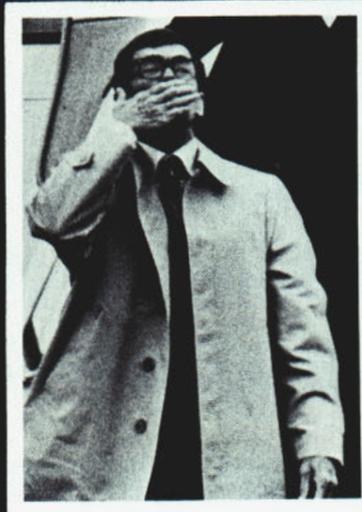


# Welcome Home the free...

America proudly reached out to welcome home the recently released hostages in a spontaneous celebration of freedom—a celebration that marked the end of the hostages' 444-day ordeal. It was a surge of patriotism for America.

Arriving at Andrews Air Force Base near Washington, D.C., after a few days of private family reunions at West Point, N.Y., the freed Americans were greeted by Vice President George Bush.

The familiar "Tie a Yellow Ribbon," played by the Navy band, was heard faintly over the cheers and applause of 8,000 welcomers. The freed Americans had a few moments to share hugs, tears and kisses with waiting relatives and friends before departing for an official



welcome at the White House. It was now America's turn to welcome them home.

In a motorcade of 16 buses, the former hostages and their families began the 12-mile journey through a sea of waving hands and smiling faces. There were signs, yellow ribbons, and red, white and blue everywhere.

Half a million fellow countrymen lined the traditional parade route along Pennsylvania Avenue. It was an emotional outpouring unlike anything seen here in years. Swarming crowds twice brought the procession to a halt as the ex-hostages waved, threw kisses and wiped back tears. And with their smiles they thanked America.

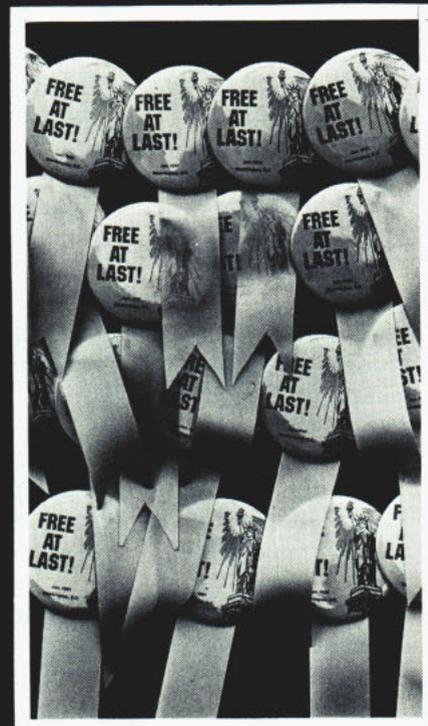
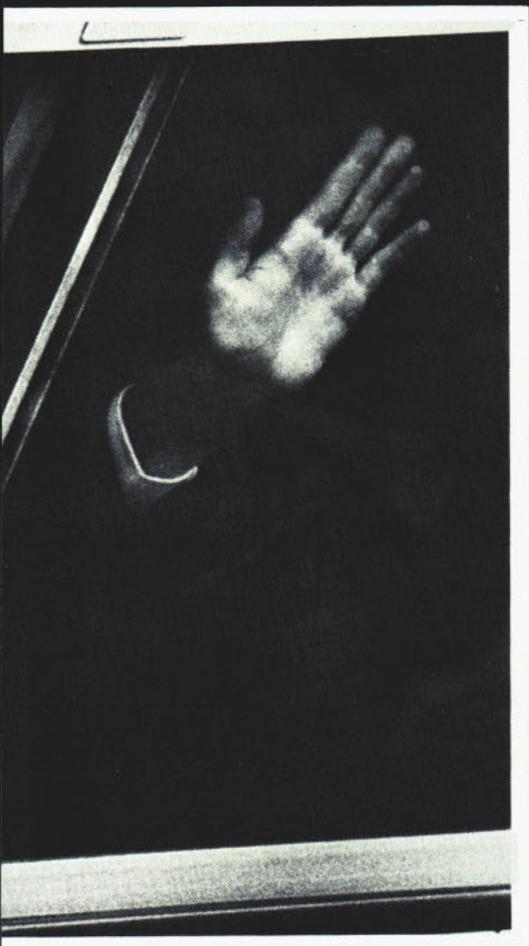
At the White House, President Ronald Reagan officially welcomed them home; he thanked them for "making us proud to be Americans."

The ceremony ended with a chorus of "God Bless America," with the words coming from the heart.



# the brave





— Story and photos  
by PH1 Jim Preston  
and PH2 Bob Hamilton

# USS Alamogordo

## Cooper River Command

Hissing and grinding noises pierced the air as the descent into the dock basin ended. Pressurized air spit sand from a hose nozzle and electric grinders whined their way through another layer of old paint. Workmen with plastic goggles, hard hats and heavy clothing hustled about in a haze of dust.

A khaki-clad figure watched the activity for a moment, taking in the din as though listening to orchestrated music. Smiling, he waved to a man brandishing an electric sander; the noise died down and the worker approached.

"Looks like you guys are doing a heck of a job," said Lieutenant Commander Gregory Czech, commanding officer of the floating dry dock USS *Alamogordo* (ARDM 2). "Keep up the good work."

As Czech stepped from the basin's iron catwalk the workman returned to his job. The noise picked up again. Dwarfed by the barge perched on wooden blocks in the middle of the basin, Czech tilted his head and scanned the craft.

"This is going to be a quick job," he said. "We're finishing minor repairs to

the barge's hull. Next week, though, we'll have another sub to work on."

*Alamogordo* caters to submarines and service craft as a surgeon caters to patients. Every detail of work the crew performs is done with near-surgical precision. And while patients don't always leave with the parts they arrived with, they usually leave in much better shape.

"Our main job is to do extended refitting of submarines and routine work on service craft," said Czech. "But, we also convert the weapons systems of missile firing submarines from *Poseidon* to *Trident*. We've got a pretty challenging job."

In addition to meeting the challenge of *Alamogordo's* mission, Czech and his crew also face the challenge of existing as an island command.

"We're completely self-supporting," said Czech. "We have to take care of everything from bringing our own food aboard to hauling our own refuse off the ship. There are even times when the only communication with the outside world is by walkie-talkie to the submarine squadron staff on board the tender *Canopus*." (See *All Hands*, January 1981.)

Even with the enormous task of providing itself with all the necessary services of a small community, *Alamogordo* plays an important role in the operations of Atlantic Fleet submarines based in Charleston. In the last four years, *Alamogordo's* crew of 143 enlisted men and six officers has serviced more than 30 fleet ballistic missile submarines, two fast attack submarines, numerous barges and service craft.

*Alamogordo* is the successor to an auxiliary repair dry dock (ARD 26) which was commissioned in 1944. Retired in 1961 after tours throughout the Pacific during and after World War II, ARD 26 underwent a major conversion and was recommissioned USS *Alamogordo* in 1964.

"This ship is unique to Charleston," said Czech. "Except for a few brief overhauls, it has been moored in this river for more than 16 years."

No less than 14 anchors secure the floating dry dock to its mooring 50 feet on the bottom of the Cooper River. The ship is able to flood its dock basin

*Right: A crewman aboard USS Alamogordo (ARDM 2) is ready for a sandblasting job.*



# USS Alamogordo

when a submarine or service craft is taken on for refitting, conversion or general maintenance.

"Being moored solidly in the river gives us the stability we need when we dock large craft," said Czech. "Once a year the ship is moved from its mooring and the area under us redredged. If we didn't redredge, the ship would get silted in; that would prevent us from

being able to flood down to dock the submarines and service craft that rely on us."

Because *Alamogordo* is moored in a river, one of the biggest problems it faces is the threat of a severe storm or hurricane. "We have very little protection out here," said Czech, who has commanded *Alamogordo* since September. "If a severe storm, a hur-

ricane, did hit out here all we could do is flood down to increase our wind resistance."

When Hurricane David swept across the South Carolina coast last year the threat of a disastrous storm became reality. Although the crew remained on board for several days ("life got a little rough," according to one) flooding down protected the ship.

"Another aspect of the work done on this type of ship that makes it unique," said Czech, "is the jobs we have here. We have several jobs that are taught through on-the-job training because there is really little need for them on other ships."

The enlisted dockmaster who ensures that the ship's dock basin is prepared to receive submarines and service craft, and the hull technicians who serve as master carpenters, are examples of the unique roles the crew of the floating dry dock assumes.

The enlisted dockmaster's attention to detail and knack for precision is a must when positioning craft in *Alamogordo's* dock basin. It's a little like fitting life-size pieces of a jigsaw puzzle together. The dockmaster must make sure that craft docked in his ship have been braced on blocks according to blueprint requirements that suit a ship's particular hull and keel.

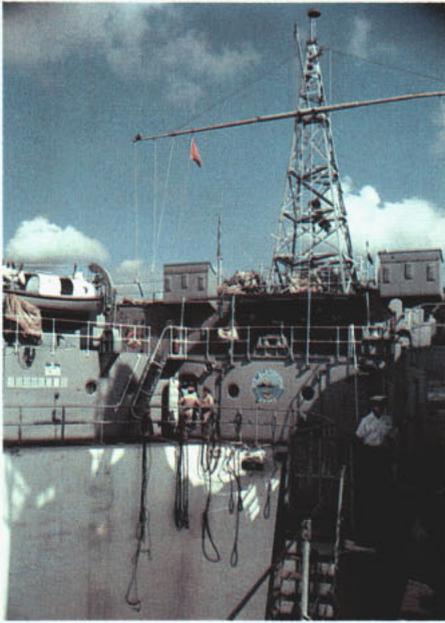
"The dockmaster helps verify the size and form of the blocks that hold the craft in place in the dock basin," said Czech. "He has to make sure the block heights, slope and bevel are what is required for the particular ship or craft he is docking."

While the dockmaster plays an integral part in the ultimate docking of submarines and service craft, *Alamogordo's* hull technicians lay the groundwork for docking.

"The hull technicians make the soft wooden caps that are fitted on the oak blocks which hold the submarines and



*Left: Workmen are dwarfed by a service craft in Alamo-gordo's dock basin. Upper right: Alamo-gordo's main deck serves as a conference point for the ship's officers and as the base for the ship's watch. Right: USS Alamo-gordo moored in the Cooper River.*



service craft in the dock basin,” said Czech.

Soft caps act like padding between the craft’s hull and the oak blocks that act as braces. Because each submarine and service craft has a different hull size (even if a ship is in the same class its hull might vary in dimension by as little as a quarter of an inch) the carpenters of *Alamogordo* must do their work exactly. Soft caps must be fitted to each vessel to within one sixteenth of an inch of the craft’s exact dimension.

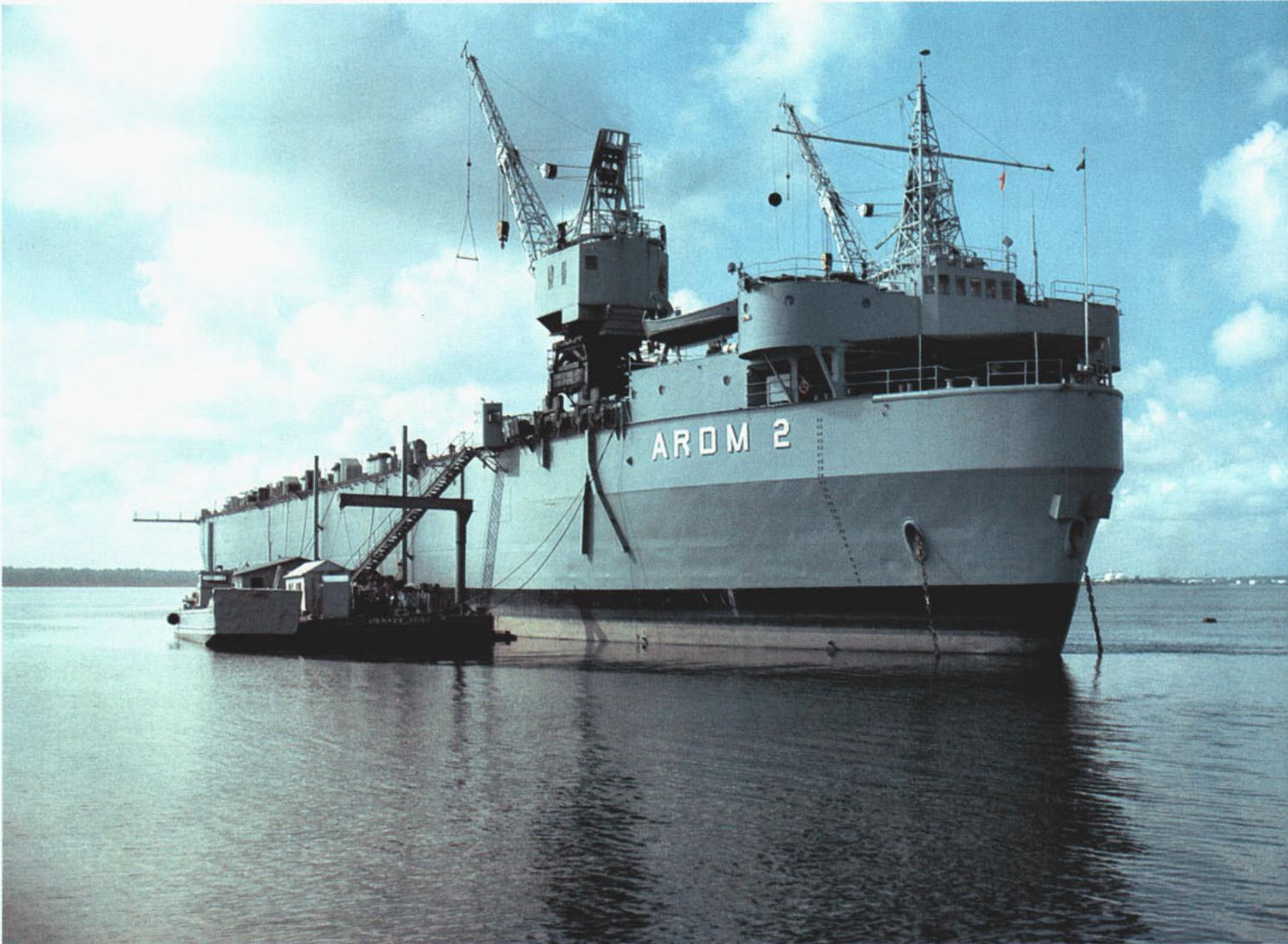
“For every vessel docked in *Alamogordo*,” said Czech, “the soft caps act like cushions. But, because there are so many variables in determining the exact dimension of the craft’s

hull—an opening for a pump might be there when it wasn’t indicated on the blueprints—the soft caps are like fingerprints of the submarine or service craft; no two are exactly the same.

“Producing and fitting the soft caps to the blocks are where the hull technicians show how important their jobs are.

“But no matter what the job on *Alamogordo*, the crew always makes a special effort. This is a working crew and I’m proud of them. Even though we aren’t a missile firing submarine or a frigate, we do an important job and I think most of the crew is proud that they’ve always been ready to meet the demands of the job.”

—Story and photos by JOI Lon Cabot





# Navy Tugs

## Workhorses of the River

Tugs are the workhorses of the fleet. They aren't as impressive as the sleek guided missile cruisers, fast frigates or aircraft carriers that dwarf them. But without the tugs, those same Navy ships would be only half of the familiar phrase "haze gray and underway."

Navy tugs play an especially important role in places like Charleston, S.C., where ships entering or leaving the harbor must navigate the Cooper River—a long waterway known for its shifting currents, fast tides and sand bars.

Many of the more than 50 ships operating out of Charleston rely on the eight tugs at the Charleston Naval Base to get them in and out of the harbor they call home.

"I don't know of any other harbor in the nation that has the length of river running into it that Charleston has," said Senior Chief Boatswain's Mate Bill Sullivan, service craft branch supervisor for the base's port services. "Our tugs help the ships navigate the 10-12 miles of river into the harbor.

"The crews on these tugs put in long hours. Their days sometimes begin before sunrise and don't end until after sunset. It's not an easy job. It takes a lot of work to move these ships around but our tugs do it, and they do it well."

—Story and photos by JOI Lon Cabot

*Left: A tug from Charleston Naval Base port services moves up the Cooper River to begin another day's work. Right: Crew members on the medium harbor tug Numa (YTM 399) secure mooring lines.*



# Currents

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## Submarine Squadron 17 Activated

Submarine Base Bangor, Wash., moved another step closer to full operational status when Commander Submarine Squadron 17 was activated Jan. 5. The squadron will be responsible for the refit and supply needs of submarines homeported at Bangor, including the new *Trident*-class submarine. The squadron has a staff of 14 people and will number 50 when staffing is complete in 1983. Captain Thomas Fox assumed command of Submarine Squadron 17, which has the submarines USS *Ethan Allen* (SSBN 608), USS *Thomas A. Edison* (SSBN 610) and USS *Sam Houston* (SSBN 609) assigned. Rear Admiral F. Warren Kelley, Commander Submarine Force, Pacific Fleet Representative West Coast, was guest speaker for the ceremony held on board *Thomas A. Edison*.

## Tuition Assistance Increases

A revision to the Tuition Assistance Program, which became effective Dec. 15, 1980, increased the amount of tuition dollars from 75 to 90 percent for enlisted members E-5 and above with less than 14 years of service. Other active duty enlisted personnel may be granted up to 75 percent of the cost of tuition. Enlisted members working toward a high school diploma receive a full 100 percent through the Tuition Assistance Program. Officers may receive tuition assistance for undergraduate courses at the 75 percent rate; however, they must have the approval of the Naval Postgraduate School in order to use tuition assistance for graduate level work. The graduate level work should be related to a specific subspecialty. More information on the program, which is only one of the Navy Campus voluntary education programs, may be found in OPNAVINST 1500.45A and NAVOP10/81.

## SecDef Speaks about the Navy

Speaking about the Navy during his Senate confirmation hearings, Secretary of Defense Caspar Weinberger said, "I feel that the traditional role of the Navy of keeping the sea lanes and the communications between ourselves and our allies—which are of great distance from us—is a vital and continuing role. I think that the Navy very clearly has a major role to play should it become necessary for us to get into an offensive situation..." Immediately after assuming his new defense duties, Secretary Weinberger, in a message to all members of the armed forces, said, in part, "I am honored to be part of his (President Reagan's) efforts to improve the readiness of all our existing units and to begin now to restore our strategic balance." He continued by saying, "Our new president and I share a deep appreciation of the sacrifices you make and the skills with which you serve and defend all the people. One of my major priorities is to be sure that our country fully recognizes and honors your great service at home and all over the world."

## Defense Officer Personnel Management Act

The Defense Officer Personnel Management Act is the most sweeping piece of officer management legislation since the Officer Personnel Act of 1947.

DOPMA, signed by the president Dec. 12, 1980, established a uniform set of laws for officer management in the Defense Department. Under OPA, officers were managed under two separate sets of laws—one set for the Navy and Marine Corps and another set for the Army and Air Force. DOPMA, which will take effect Sept. 15, 1981, standardizes provisions of law for appointment, promotion, separation and retirement of regular commissioned officers of the armed services.

The bill equalizes the treatment of men and women officers, except for the combat exclusion feature which prohibits assigning Navy and Marine Corps women to vessels or aircraft engaged in combat missions.

The new law also imposes moderate grade ceilings on the services for the numbers of O-4s, O-5s and O-6s. However, the number of Navy members in these grades is such that there will be no slowing of promotions or reduction in selection opportunity.

DOPMA provides a single, permanent promotion system for officers of all services. Under the old act, the Navy had a "running mate" system; the Army and Air Force had dual temporary and permanent promotion systems.

The Secretary of the Navy may designate whatever competitive categories are deemed appropriate. No policy decisions have been made to change existing Navy competitive categories. All present restricted line and staff corps communities will be maintained. No significant shift in past Navy promotion philosophy of equity over time for individuals is envisioned.

DOPMA provides specifically for the medical, dental, judge advocate general and chaplain corps. It also permits SecNav to establish any other staff corps. SecNav regulations will be written to continue the existing Civil Engineer Corps, Supply Corps, Nurse Corps and Medical Service Corps.

Officers selected for promotion after Sept. 15, 1981, will be required to serve three years in grade to be eligible for retirement in that grade. Those officers promoted or selected before that date are required by policy to serve two years in grade.

DOPMA maintains temporary and permanent appointments for limited duty officers. LDO tenure is revised to allow 24 years of commissioned service for lieutenant commanders and 28 years for commanders. It also permits LDOs to count enlisted service toward voluntary retirement.

Under DOPMA, the Navy will establish the one star rank to be called commodore admiral.

The legislation doubles the maximum allowable amount of separation pay from \$15,000 to \$30,000.

Officers now on active duty may expect to receive the same or higher career guarantees they had before DOPMA. New, selective involuntary retirement features would be applied only during periods of a major drawdown, although this does not appear likely in the foreseeable future.

Because of the flexibility in the law and the care given to transition and saving provisions, no officer should incur any detrimental effect from this bill. DOPMA provides a system which gives more flexibility to the secretaries of the military departments in meeting the requirements of the services and accommodating the careers of individuals.

The law does not affect reserve officer management. A follow-on act—the Reserve Officer Personnel Modernization Act—will address that issue. ROPMA is currently being drafted.

DOPMA also carries a miscellaneous provision which will affect enlisted members. It authorizes enlisted people to continue to draw basic allowance for subsistence plus per diem while on temporary additional duty.

For more detailed information, see NAVOP 207 (DTG 191335Z DEC 80).



# Changing Fixed Notions

The rest of us look at them as the officers and enlisted people of the U.S. Navy, all 530,000 of them. The admiral, however, calls them "constituents." Not that they voted to put the admiral in his present job. It's just that he and the organization he heads, the Naval Military Personnel Command, have a much bigger job than just pulling names out of bins and matching them with billets on an organizational table.

To Rear Admiral Robert F. Dunn, those people out there are real "flesh and blood" and NMPC wants to set up a two-way communication with them. Hence the term "constituents."

Now into his eighth month as commander of the Naval Military Personnel Command, the admiral is determined to accomplish certain things. First, he wants to change the image that people in the fleet may still have regarding the old Bureau of Naval Personnel—forerunner of today's NMPC. He wants to expand the command's automatic data processing facilities by bringing in a new system, called *Autonom*, and putting it to work in the officer side of the house cutting orders for officers and getting away from the

business of issuing orders to these people "at the 11th hour."

And, not necessarily the last thing on his list, he needs the money to streamline the command's communications systems, especially its telephone and message service.

"We can be more responsive by trying to solve our own problems," he said. "We certainly do have them. The computers break down, the messages don't get delivered, the telephones don't work or they're in the wrong place.

"We're trying to sort these things out and it's an ongoing effort."

At the root of NMPC's problems today is the same problem that's been plaguing the Navy for years—the lack of people. It's both an in-house problem at NMPC and a fleet problem. The command is constantly playing the juggler, making sure that the third orange isn't dropped.

Concerning the in-house problem at the Navy Annex, Admiral Dunn said, "Our detailer to constituency ratio is way too high. Some of our detailers, especially on the enlisted side, have as many as four to five thousand individuals to look after. They, obviously,

don't have to look after each one constantly (because an individual will be in a tour for a certain number of years) but these individuals rotate often enough to where that keeps the detailer so busy that he doesn't have time to look back and see the bigger picture."

Detailers are guided by individual preferences, tour lengths and by policy. The detailer, according to the admiral, looks at an action in those three terms. Because of manning requirements, however, assignments must sometimes be made at the expense of individual preference.

"Well, we make a lot of mistakes that way," the admiral said. "But when we see we've made a mistake, we correct it. That's why we have a hierarchy of sorts—a lieutenant commander looks over the shoulder of a chief petty officer and a captain looks over both their shoulders. Then, even, the fleet looks over our shoulder."

At the pinnacle of this hierarchy is NMPC's Flag Officer Review—where either Admiral Dunn or his deputy, Rear Admiral Pete Conrad, look at cases and, if warranted, many times reverse the actions of detailers.

"The Flag Officer Review," said

# NMPC Serves the Fleet

Admiral Dunn, "is not only good in the detailer process but also in the other things here in NMPC—like discharges, retirements and administrative proceedings. It's a process of making sure that we get the square peg in the square hole."

The other side of the problem—the fleet problem—also involves people. "The biggest problem facing NMPC today," said the admiral, "is the shortage of people. We have a lot of billets that go unfilled because we don't have the people with the requisite seniority or background or training. Those shortages are in both the officer and enlisted side of the house. It's been pretty well documented—the shortage of 20,000 petty officers, the shortage of pilots, nuclear submariners and other specialties.

"I might have five billets and have only one person to put in those billets. That's our biggest problem.

"We have new ships coming into the Navy. We have new submarines coming in. We have new destroyers coming in and we'll have a new aircraft carrier (the *Carl Vinson*) coming on the line in several years. We need more people. In order to man all these ships our end strength is going to have to increase."

But hold on, the Navy's end strength

isn't going to increase overnight—not by a long shot. End strength and the money to get things done are tied together.

"The Navy," said the admiral, "is allocated cash in its Military Personnel Navy account on the basis of its end strength and Congress does not want to appropriate for a 600,000-man Navy when we have only a 530,000-man Navy. They're not going to give us money for 70,000 people we don't have. They're going to keep that control on; they're going to authorize an end strength only to the extent that we can produce the people."

So, then, end strength and recruiting go hand in hand?

"Our end strength is a reflection of our recruiting and retention ability," he said. "If we can demonstrate that we can recruit more people and retain more people, we can then go to the manpower people in Defense and to the Congress and ask for a 'more people total.' We need that."

In case you think that the pilot shortage has eased, the admiral doesn't see it that way. "We're still experiencing a pilot shortage. We're keeping the squadrons manned—even though the balance of experience may not be just what we want in the fleet.

"But where the shortage is really hurting us," he said, "is in places like the training commands where we need flight instructors and in the Recruiting Command where we need pilots to recruit new people.

"We have a really serious shortage of pilots at shore stations. We don't have the people to man these billets. Because of our overall pilot shortage, we're having trouble putting pilots through Postgraduate School and the War College. It is important to the future health of the Navy to get the people through these schools."

With the submarine community, the admiral said that the Navy is hanging on by "the skin of its teeth." The biggest problem is the sea duty—submariners experience a "tremendous amount during their first 18 years."

That separation drives families apart and, in turn, has an adverse effect on retention.

"The problem," said Admiral Dunn, "is that we're recruiting for the nuclear submarine program—both officer and enlisted—a very high quality individual. That person has a technical or mathematical background and we put him through a very demanding training program. He has a demanding deployment schedule. In addition, once he does get trained, he's in high demand by industry because of that very thing—training.

"We have a tough time with those folks."

An aviator with two tours during the Vietnam War—once as commanding officer of Attack Squadron 146 operating in the Gulf of Tonkin—Admiral Dunn saw duty in the old Bureau of Naval Personnel as head of the officer distribution plans and programs branch. Asked if the system has changed much in the past 12 years, the admiral said that things are pretty much the same except for automatic data processing on the enlisted side.

"We still try to assign an individual in accordance with his qualifications, compatible with his needs and the needs of the Navy. On the officer side we're detailing exactly as we detailed 12 years ago. We're behind the times as



far as automation is concerned. We're coming up in that, but it hasn't changed very much."

Today, he quite naturally has a desire to speed up the present process. "We've got to get orders out to the individuals sooner."

One would think that in today's modern world of electronic gadgetry—call it technocracy—such a thing could not be a stumbling block but the system is still pretty much as it was back in the days before the typewriter came on the scene. When it comes to selecting officers to fill billets, the action—for want of a better word—takes place in a room on the third deck of the Navy Annex. There, a group of women actually hand-processes each set of orders. They take an order blank, pull up a stool to one of the huge bins which contain thousands of 3-by-5 index cards and laboriously determine the activity to which the individual is being ordered. By hand they select an officer's card and check it over to see if there is any special requirement necessary for a person to be ordered to a particular activity. Then, they write—in longhand—what's required on the order form. Under this system it takes up to six weeks, sometimes, just to get through the order-writing process we now have today.

Admiral Dunn is intent on cutting down on the selecting-order writing process and increasing the lead time on officer orders to at least three months. "As soon as we get everybody's orders out in that timeframe," the admiral said, "we're going to try and advance that to a longer lead time."

Bringing in Autonom—the new automated system—will allow the center to call up an activity on a cathode ray tube, push buttons and everything will print out automatically. Gone, NMPC hopes, will be the six-week drudgery involved in today's process.

But a new system is still something in the future. Right now, the Naval Military Personnel Command has to make do with the present manual system while living with seasonal peaks and valleys and the sheer volume which

comes about each summer. All just as certain as death and taxes.

"In summer time," said the admiral, "we have large numbers of moves and we have only a certain number of people who work in our order writing section. They've got to process the orders no matter how much the volume goes up and no matter how much overtime is involved. We just can't keep up with the volume.

"Last summer, we had some people who didn't get orders until days before they were due to be detached. That's patently unsatisfactory."

When a Navy person—officer or enlisted—is on the receiving end of one of these 11th hour disasters, it's NMPC—as usual—that takes it in the neck. That is one area of the old bureau's image which is due an overhaul if the present commander of the Naval Military Personnel Command has his way; determination is one thing a person easily relates with Admiral Dunn.

When he says something is unsatisfactory, his voice takes on a certain inflection that gives the word a newer, more determined meaning.

Order writing and the process of getting people from one point to another in orderly fashion relates directly to the needs of the Navy, especially with manning ships. In this day of large battle groups sent to potential trouble spots on hours' notice, manning is a huge responsibility. Ships must be able to carry out their missions when called to do so.

"When a ship is scheduled to go on deployment—particularly to the Indian Ocean or the Mediterranean—we will move people to ensure that that ship has sufficient people on board to get under way," said the admiral. "When there's an operational commitment, the ship will have at least the minimum number of people on board to meet that operational commitment.

"We shouldn't have any more *Canisteos*, barring a significant downturn in retention or some other personnel situation."

The unsung heroes in the Navy Annex—one is prone to call them worker bees—are the detailers who give mean-

ing to the term constituents. Like we said, the ratio of customer to detailer is terribly high and there are never enough people to handle the enormous volume of paper work within the stern looking beige building adjacent to Arlington Cemetery. Two things make up for lack of numbers—dedication and long hours. When one serves a tour at NMPC, long days—beginning mostly before 7 a.m. and ending sometime after 6 p.m.—are the norm.

What kind of people make ideal detailers?

For one thing, they are achievers and people with good records and—above all—people with a high degree of intelligence.

"We bring to this building, as detailers, people who have the best records," said Admiral Dunn. "They are the best we can find.

"We look for people who are intelligent, who have a way with people and can communicate with them. When we get them here, we give them a period of indoctrination and training and observe them.

"Once in a while," he continued, "we get hold of someone who's not very good with people or not good on the telephone and—generally—wasn't cut out to be a detailer. We transfer him.

"That's very easy for us to do; if we can't write a set of orders, I don't know who can."

The admiral noted that the command is very sensitive to criticism concerning detailers and really delves into a case—particularly if a commanding officer writes in and says that a particular detailer is really turning off his people.

"We investigate these charges very seriously. We want only detailers who can be friendly and come across properly on the phone."

Then, there's the other side of the story the admiral would like to get across. Again, it concerns the image of the old bureau and some diehard, fixed notions.

"The people we have in NMPC are all Navy people," the admiral stressed. "Some are Navy civilians and most are

# NMPC Serves the Fleet

people in Navy uniform. Those military people in the annex today have been where the individual sailor is today; they weren't born and raised in the annex.

"These people recognize the problems of the fleet. Nobody here is out to shaft the sailor or the officer. Our detailers want to do their best and we want to set up a two-way communication.

"Let's face it," he said, "the reputation of the old BuPers or that of the detailers being a bunch of people with forked tongues who are out to stab someone in the back are things I want to allay. These military people in the annex are the same guys who—even next month—may be shipmates with you or maybe they were your shipmates last month.

"As I said, they're all Navy people."

Still, there are cases when a person may feel that he or she has gotten a raw deal and ends up with a set of orders they'd rather not have. What then?

Above all, the admiral insists, people should get back to their detailers and talk to them. Maybe there was certain information lacking at the time the orders were cut or—again—because of sheer volume, the detailer was surrounded by the trees. No one is going to get anyplace unless two-way communication is involved. Detailers are smart but they can't read minds, especially those minds thousands of miles from Arlington.

Next, people must use their chain of command—go through the proper steps—and, perhaps, work their case up to their commanding officer. No CO is going to listen to a problem that hasn't first been staffed through proper channels. But, once convinced that a case has merit, a commanding officer will be quick to get in contact with NMPC in behalf of his people.

At that point, wheels turn, situations are discussed and actions are either affirmed or reversed—that's when a Flag Officer Review can enter the picture. Above all, the needs of the Navy are the chief concern and the ideal situation is when those needs and the concerns of individuals are both met.

There are times, however, when "scholars" enter the picture and start manipulating the system to their own advantage. Such was the case just recently with the Guard III program. Some people were using this retention tool to land billets for themselves in places where the sun always shines. Not so, anymore—Guard III has been de-loopholed by a recent NavOp.

Trouble was people wanted to go where there were no billets to match their expertise or training. An aviation mech with a fighter squadron, as an example, wanted duty with a multi-engine outfit ashore—trouble was he had no experience with patrol aircraft and their turbo prop engines. The new command found itself with a guy on hand who had to spend six months or so in basic training before he became an effective team member. Wasted time and wasted effort hardly serve the needs of today's Navy.

"We're trying to work Guard III so that it will still be a valuable retention tool," said Admiral Dunn. "It's just that we're tightening it up a little bit so that we're not going to guarantee people assignments to places where there are no billets for them or where an individual has no experience in the billet he wants.

"We'll try to talk that person into going somewhere else where he has the needed expertise. I admit, it's going to take some detailer finesse but I don't anticipate anyone being turned off."

OK, what about tomorrow—what's in the offing?

According to the admiral—and practically everyone a person meets in Washington these days—money still makes things happen and money is at the core of most situations. Recent legislation has increased sea pay and the nuclear submarine bonus has also been increased. Pay and compensation—equalized somewhat by the pay raise last October—is still on everyone's mind and continues to be studied by congressional and Navy leaders alike.

Moving people under permanent change of station orders remains a headache in these days of continually rising costs. But—according to the ad-

miral—the people under him are keeping an ever watchful eye on both the inflationary spiral and the moving industry. NMPC hopes everyone has a handle on this year's situation—at least up to next October—but no one has the benefit of an absolutely clear crystal ball for projecting rising costs.

Although the new Defense Officer Personnel Management Act was recently signed into law, the officer personnel picture has not changed appreciably.

"As far as personnel managers and individuals are concerned," the admiral said, "we now have more flexibility with people. I don't see that DOPMA is going to impact adversely on anyone who's now in the Navy or who will be coming into the Navy anytime soon."

How about duty in Washington—should officers consider such a tour important?

Again, the admiral spoke of money when he said, "Money makes this whole business go—the Navy or anywhere else in American society. Unless an officer gets to Washington and gets involved—or at least becomes aware of the mechanics of the planning, programming and budgeting process—he or she really can't appreciate how the Navy works, how one can do the best job as a commanding officer out in the fleet and how best to work for the programs the Navy needs to fulfill its missions.

"It's something that's hard to explain ahead of time; it's something you have to experience to really appreciate. As you become more senior—in order to function as you should in the senior captain or flag ranks—you've got to have some experience at a lower level.

"An officer," he said, "really ought to come to Washington as a lieutenant commander, get his baptism under fire at the working level under the tutelage of a senior captain or flag officer. One can then trade on that experience, build on it and later become the manager the Navy must have to fight for the things the Navy needs—the fleet needs—at the budget table."

The admiral has some set ideas concerning career patterns and career enhancing assignments, as well. To him, some junior officers are so intent on going through the right steps at the right time—they become so engrossed with ticket-punching—that they lose sight of the most important thing in their careers: doing the best job they can in their present job. To him, that's the most important.

"No matter what your assignment—if you do the best job there, you're going to get the good report, you're going to get the best reputation. Then will flow the so-called career-enhancing assignments.

"I think a mistake many of our junior officers make these days is to try to identify what the wickets are to a successful assignment. They work very hard to go from one wicket to the other. Sometimes I get the feeling they work harder at that than doing the job to which they're assigned."

Rear Admiral Dunn is probably his own best example to illustrate career-enhancing assignments.

"I was the assistant Bureau of Naval Weapons' rep at Sacramento, Calif., at one time. If I tried to sell a job like that as career-enhancing to anyone who's been around the Navy awhile, they'd laugh at me.

"But it turned out that it was great—I loved Sacramento and I loved the job. It was my first exposure to Navy civilians and I realized that they are as blue and gold as anyone would want to get. I got invaluable management experience and experience working with civilian industry. But it's not the typical career-enhancing job."

Simple conclusion?

"Do the job you're assigned the best you can."

Turning to education and the seeking of higher degrees, Admiral Dunn stressed that officers shouldn't go after them like they would so many brownie points. Above all, he said, people should seek more education in areas they're really interested in. It just doesn't do a person any good to go to Postgraduate School merely to check off a block.

Higher degrees are important to the Navy in many places where increased education is a must—such as the Material Command, where there's a need for people with advanced engineering and technical knowledge.

"We have a need, too, for people—in certain places—in the politico-military realm. I think if an individual has a leaning in that direction, he ought to pursue it."

In a way, this could be hindsight,



since the admiral, years ago, didn't recognize a good thing when he first saw it. "I guess," he said, "I'm an example of the individual who didn't really know what was best for him.

"I was CO of an A-4 squadron—it was my second combat cruise and my tour was coming to an end. I got a card from my detailer saying that I was going to the United Kingdom Joint Services Staff College. That didn't really sound too good to me. England was fine, but I wanted to go to the Naval War College or the National War College. I had heard that they were prestigious.

"I discussed it with the captain of the ship and he said I 'ought to jump at the chance.'

"He said, 'It doesn't matter what war college—the curriculum is secondary to the people you will meet. By going to an international war college, you're going to have a very wide circle of friends from all kinds of services and countries.'"

Much to his surprise and delight, it turned out just that way. He met all sorts of individuals who had all kinds of experiences. One, for example, was a Pakistani pilot who had been to China and picked up some Russian MiG 19 fighters. The two were able to compare MiG 19 and A-4 tactics.

And the people he met—from royalty on down—were "super."

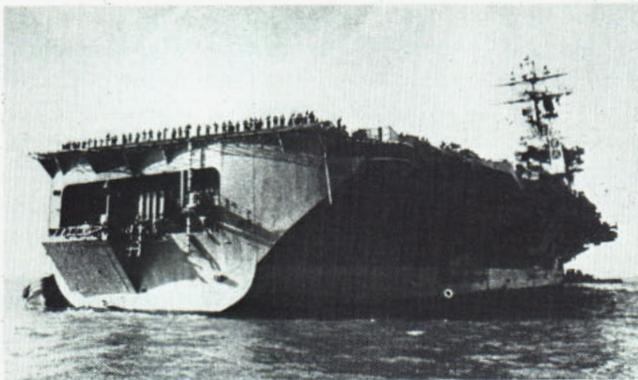
This June, it will be exactly 30 years since Robert F. Dunn put on the shoulder boards of an ensign upon graduation from the Naval Academy. His career has been jampacked with varied interesting and—above all—challenging duty. The holder of two silver star medals, he's had air combat experience; today, he still gets out and flies whenever he has a chance. He had a destroyer tour in the Korean War, then later commanded two ships—the USS *Mount Whitney* (LCC 20) and the carrier USS *Saratoga* (CV 60)—besides a squadron, an attack carrier air wing and a carrier group.

He's been a flight instructor, a factory rep and has had staff duty in both the Mediterranean and the Pacific. All went into the making of his first 30 years.

Now he heads up a huge, far-reaching personnel center which touches on the lives of everyone associated with today's Navy—active duty types and their dependents, retirees and their families, civilian workers of the Navy—the list goes on and on. To him these people are "constituents" and he's determined that communication between them and NMPC be a two-way affair.

The old Bureau of Naval Personnel has changed its name and the present commander of the Naval Military Personnel Command intends to change the old bureau's image as well. It, after all, is in the people business. —JFC

—Photos by PH1 Jim Preston



# End of a Long Wait

It was Dec. 22 and channel fever was at its peak as the Indian Ocean Battle Group passed over the Chesapeake Bay Bridge Tunnel, headed toward the Norfolk Naval Base, Va.

At Pier 7 and Pier 12, people huddled in near-freezing temperatures under blankets, keeping each other warm. Friends and relatives anxiously waited for the return of their loved ones. It had been 251 long days since they had departed in April and now they would be home—home for Christmas.

On board the nuclear aircraft carrier USS *Dwight D. Eisenhower* (CVN 69) and the nuclear guided missile cruisers USS *South Carolina* (CGN 37) and USS *Virginia* (CGN 38) fathers, husbands, sons and boyfriends strained to spot a certain someone on the pier.

A spontaneous cheer came from the 6,000 spectators ashore as the *Eisenhower* pulled pierside and let go its lines.

After the brow settled into place, sporadic cries could be heard all along the pier as faces became recognizable.

"There he is. He's over there."

"Where is he, Mom?"

"Right there."

"Right where?"

"Right there. Can't you see him waving?"

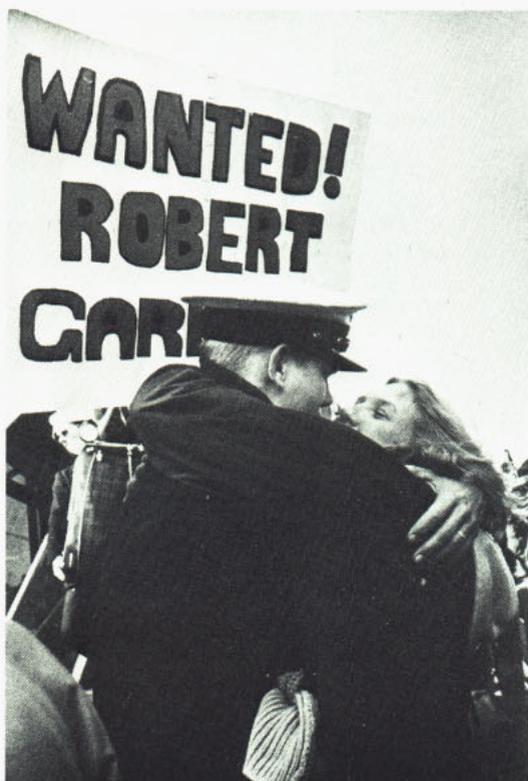


The wait for those magic words that would make reunion a reality seemed to take forever for the sailors who had just put eight months and 68,000 miles at sea behind them. Excitement peaked as the ship's public address speakers bellowed, "Liberty call, liberty call. . ."

Slowly but surely reunions were

made—kisses and hugs were exchanged along with small talk as people filtered away from the pier. Christmas had come three days early for the 7,000 members of the Indian Ocean Battle Group.

—Story by PH2 Bob Hamilton  
—Photos by PH2 C.W. Griffin

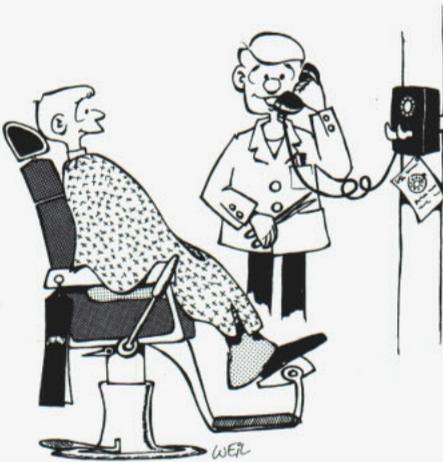


# Mail Buoy

## Safety discrepancies

SIR: Several squadron members have read the November issue of All Hands. One article in particular, "Glistening Pride," drew a lot of attention and criticism. The criticism is based on the safety infractions, not the story itself. The following are some of the safety discrepancies we noted:

- Page 22 shows an "Angel" on top of the wing without safety shoes on; a rubber mat could protect the aircraft and the maintenance personnel as well and is not expensive.
- Wrist watches should not be worn while working on the aircraft.
- On page 23 a forklift with a pallet is being used as a workstand.
- Ear plugs alone do not offer adequate protection against hearing loss while working around jets and APUs.
- Pages 22 and 25 show starting pods without chocks in place.
- Knives, pens, Key fastener tools are fantastic FOD (foreign object damage) when dropped unnoticed into an engine.—AO1 C.L. Ripley



## More on safety

SIR: In reference to your article in All Hands, November 1980 issue, titled "Blue Angels—Glistening Pride," the photographs display several safety violations. For example, the maintenance team members performing an inspection on the aircraft are wearing watches and rings and the man on the wing is apparently barefoot! The technicians are using a forklift and a pallet as a maintenance stand!—AMH1 B.A. Larson, AIMD, NAS Moffet Field, Calif.

## Supply ships

SIR: I would like to applaud SK3 Himes for his letter which appeared in the November 1980 All Hands. Having served duty aboard the USS *Concord* (AFS 5) for two years I can relate to his story on the USS *White Plains* (AFS 4).

In my 15 years in the Navy I have never seen such a hard working group of men as those who serve aboard the Fleet Combat Stores ships—not just the storekeepers but the crew as a whole. I have always seen it as a team effort to keep the ships within the fleet supplied with their every need.

There are times when these men work for periods of 24 to 48 hours straight with very little, if any, sleep in between.

It's not an easy job for any of the men but I would like to state that the Navy's finest sailors serve with a great deal of pride and devotion to duty aboard our supply ships.—SKC Steve A. Snyder

- Letters such as yours and that of Petty Officer Himes help point up the important tasks being performed by supply ships like the *White Plains* and *Concord*.—Ed.

## Reunions

- **USS Fanning (DD 385)**—Reunion April 1981 in Bakersfield, Calif., and June 1982 in Des Moines, Iowa. Contact Fred Winger, 3605 Truman Ave., Bakersfield, Calif. 93309; telephone (805) 831-9487.

- **USS Abercrombie (DE 343)**—Reunion in summer 1981. Contact ex-signalman Red Shiel, 26 Whipple Ave., Cranston, R.I. 02920.

- **Navy Air Transport Squadrons, Inc. (NATS)**—Reunion May, 1981. Contact Capt. Alvin R. May, Jr., USNR (Ret.), 1015 West South Ave., Independence, Mo. 64050; telephone (816) 252-8466.

- **USS Wasp (CV 18)**—Reunion May 8, 9, 1981, in Cape May, N.J. Contact Allyn "Flash" Gordon, USS *Wasp* 1981 Committee, 66 Victoria St., Milton, Mass. 02187; telephone (617) 698-3108.

- **All naval aviators, aviation ground, NAPs who served with Marine Air**—Annual Marine aviation reunion May 16, 1981, at Marine Corps Air Facility Quantico, Va. Contact Mrs. Judy Skinner, MCAF Quantico, Va. 22134; telephone (703) 640-2442.

- **USS Chicago (CA 29, CA 136, CG 11)**—Reunion June 11-14, 1981, Kansas City, Mo. Contact Dr. Bill Molen, 3223 Gladstone Blvd., Kansas City, Mo. 64123.

- **Eighth Naval Beach Battalion**—Reunion June 30-July 5, 1981, Baltimore, Md. Contact Frank Inners, 1527 Rosewick St., Baltimore, Md. 21237; telephone (301) 866-2343.

- **USS Semmes (AG 24, DD 189)**—Reunion proposed. Contact Lt. Cdr. John H. Geyer, 1056 Bobolink Drive, Virginia Beach, Va. 23451.

- **USS LST 399**—Shipmates' addresses wanted for summer 1981 reunion. Contact GM1/C Thad C. Rogers, P.O. Box 624, Cherryville, N.C. 28021; telephone (704) 435-9789.

...RUMOR CENTRAL, SMITHERS SPEAKING!

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# Honoring Comte de Grasse

- See page 12

