

ALL HANDS

MAY 1981



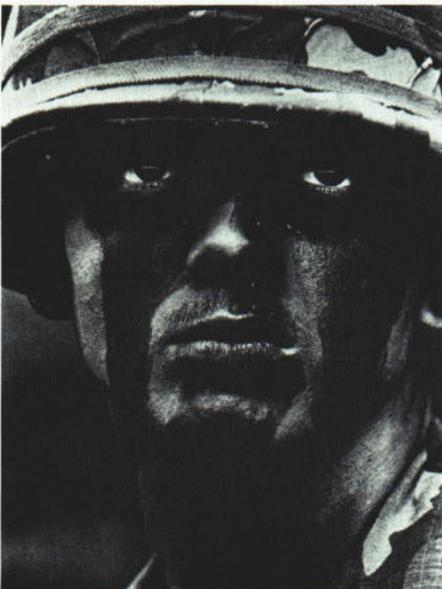
in this issue:

**West African Training Cruise
SLEP Begins**





Page 8



Page 14



Page 44

ALL HANDS

MAGAZINE OF THE U.S. NAVY—58th YEAR OF PUBLICATION
MAY 1981 NUMBER 772

Chief of Naval Operations: ADM Thomas B. Hayward
 Chief of Information: RADM Bruce Newell
 OIC Navy Internal Relations Act: CAPT Robert K. Lewis Jr.
 Director, NIRA Print Media Div: LCDR Edward A. Shackelford

- 2 REBIRTH OF A CARRIER**
Service Life Extension Program gives USS *Saratoga* 15 more years
- 8 THE NAVY IN PHILADELPHIA**
The welcome mat is out for Navy people
- 12 PORTSMOUTH PROGRAM BRIDGES THE GAP**
Navy people and civilians get together for good of all
- 14 1980 MILITARY PICTURES OF THE YEAR**
Navy photographers capture top awards
- 20 DISCOVERING A LAND OF CONTRAST**
Sailors on West African Training Cruise discover the wonders of Africa
- 31 CONNIE'S GOLDEN ANCHOR**
USS *Constellation* is justly proud of its retention program
- 32 VOYAGE OF THE UNCWENCEAN**
Considering its cargo, *Uncwencean* sailed a steady course
- 38 A SILENT KILLER**
High blood pressure gives no early warning
- 44 IT CAN HAPPEN TO YOU**
The ins and outs of automobile insurance

Departments

34 Bearings **42 Currents** **48 Reunions**

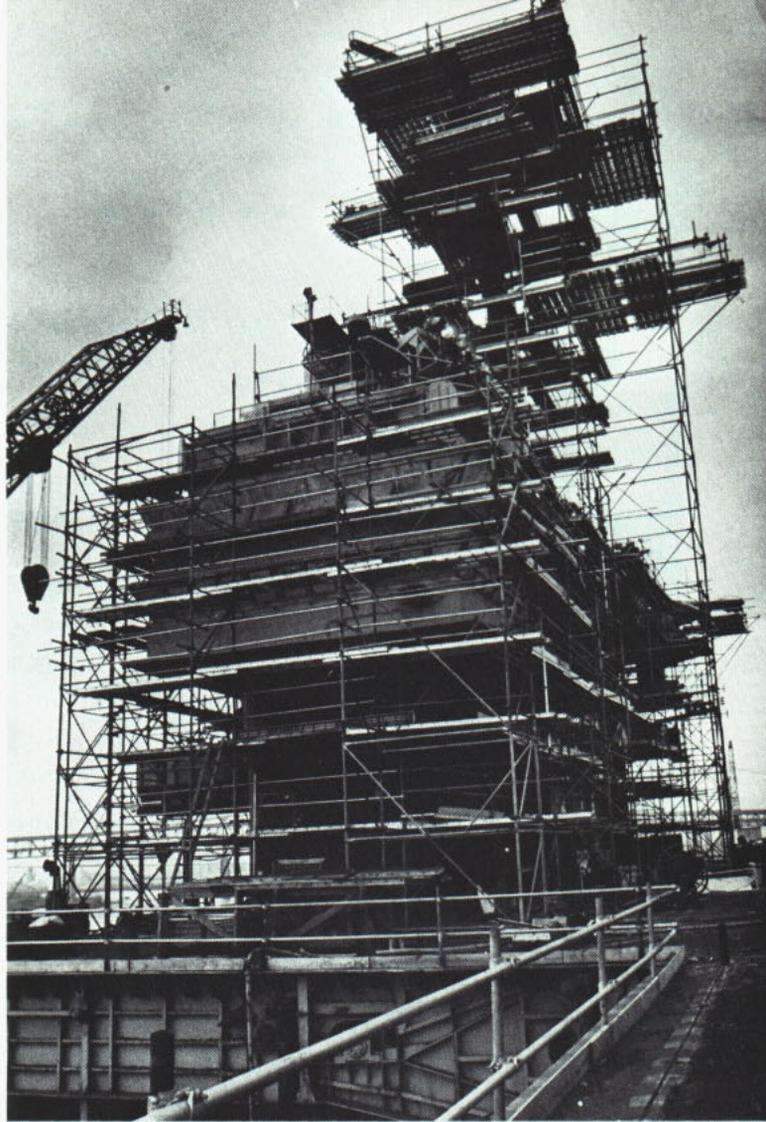
Covers

Front: U.S. Navy sailor examines the dockside display of hand-carved merchandise in Dakar, Senegal.
 Back: USS *Arthur W. Radford* (DD 968) crew member takes a channel sounding with lead line as the destroyer approaches Freetown, Sierra Leone.
 Inside Front: When the people of Mbundobu (boon-DOH-boo), Sierra Leone in West Africa found out they would be appearing in a magazine called *All Hands*, they decided a showing of hands was appropriate. Peace Corps volunteer Michael O'Neill (in the Panama hat) arranged the shot. Photos by JO2 P.M. Callaghan.

Staff: Editor: John F. Coleman; News Editor: Joanne E. Dumene.
 Associates: Richard Hosier (Layout), Michael Tuffli (Art).
 Writers: JOC James R. Giusti, JO1 Lon Cabot,
 JO2 P. M. Callaghan, JO2 J. D. Leipold, Marge Holtz.
 Research: Alicia Blaisdell-Bannon, Elaine McNeil.
 Production: LT William B. Sonntag, LT Jim Mulvey, PH1 Jim Preston, JO2 Lora Bos, PH2 Bob Hamilton, DM2 Eugene Clark.

Send mail to: All Hands, Hoffman No. 2, 200 Stovall St., Alexandria, VA 22332.
 Phone: (202) 325-0495; AUTOVON 221-0495.
 Message: NAVINREACT WASHINGTON DC

Rebirth of a Carrier SLEP



Landlocked in the confines of a dry dock in Philadelphia only feet from the Delaware River, the aircraft carrier USS *Saratoga* (CV 60) stands idle—a cold steel hulk.

Huge holes men can walk through have been cut into its metal. It no longer even faintly resembles an operational carrier. The excitement of flight operations and life at sea are in the past. Grinding, hammering noises have replaced the thunder of jets on the cats.

Work vans, aluminum structures and scaffolding clutter the carrier's hull, island, flight deck and hangar bays. A seemingly endless maze of air, welding and venting hoses snakes through the decks, along the passageways and into the compartments.

Spaces once filled with purposeful equipment and sailors on watch now resemble a deserted ghetto structure as the long evolution to increase the carrier's life span by 15 years continues.

The evolution is SLEP—the Navy's

Carrier Service Life Extension Program. "*Sara*" is the first conventional carrier to experience it.

"It seems a tragedy," said Captain James H. Flatley III, *Saratoga*'s Nucleus Crew commanding officer and a selectee for flag rank. "Her last deployment with the Sixth Fleet was one of her finest in terms of operational readiness and material condition.

"To bring *Sara* in after getting to that stage and watch her being torn apart seems unfortunate. But there is a method in this madness.

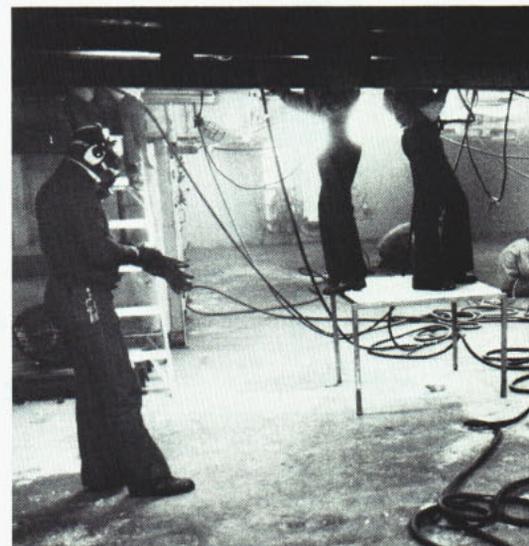
"We are here because we need to be here," said Captain Flatley. "*Saratoga* has been run harder and probably with a little less care over the 25 years she has been steaming around than her sister CVs. She was the logical good candidate for SLEP."

Shortly after *Sara* arrived at the Philadelphia Naval Shipyard, its 4,950-man crew was reduced to a skele-

ton nucleus of only 1,500.

Completion of SLEP will increase *Saratoga*'s life and the useful lives of the other seven conventional *Forrestal*- and *Kitty Hawk*-class carriers going through the same program. This will provide a 15-year extension beyond the

Saratoga's island (above) is shrouded with scaffolding. Enlisted men (below) sand down a compartment and a sailor (right) reworks a section of a valve.



ships' normal 30-year service life spans. The Navy could then maintain a minimum of 12 aircraft carriers in the fleet.

"The four *Forrestal*-class carriers will reach the end of their service lives during the '80s," said Captain Sam Joseph Gagliano, the shipyard's CV SLEP project officer. "They are the ones we are currently planning to extend. SLEP is a cost effective means for maintaining our aircraft carrier force level and, considering the time it takes to build a new carrier, a unique way is to expand the service lives of these carriers."

The SLEP concept will improve *Saratoga's* military capabilities and extend its service life into the year 2000. The 28-month overhaul will cost an estimated \$526 million of which slightly less than half will be salaries and

approximately \$20 million will be spent locally for contracted work and supplies in the Pennsylvania, New Jersey and Delaware region.

In addition, approximately 2,500 new shipyard workers were hired by the naval shipyard.

Unlike most carrier overhauls where funding comes from the Navy's operation and maintenance funds, the SLEP funding—under the control of the Naval Sea Systems Command—comes from the Navy's new ship construction funds.

"The funding source leads to a misconception in people's minds as to what SLEP goals are," said Gagliano. "Because it's new construction funds, a lot of people believe the ship is going to be new when it comes out of the yard. *Saratoga* came into SLEP an old ship and is coming out a refurbished

mission systems and habitability. Combat systems improvements will strengthen *Saratoga's* mission capabilities in the area of command and control, antisubmarine warfare, antiair warfare and communications.

Along with upgrading, new systems will sharpen the ship's combat effectiveness. The tactical support center will improve total threat analysis in the antisubmarine warfare environment. Three-dimensional radar will improve primary air search and detection while two-dimensional air search radar will provide improved long range and low flying target detection. The *Vulcan-Phalanx* close-in weapons system and NATO *Sea Sparrow* missile system will improve surface-to-air and surface-to-surface defense. The extension of catapult No. 4 and modifications to flight deck systems will improve aircraft launching and recovery capability.

Other extensive repairs and alterations include major structural repairs, engineering plant overhaul, electrical and electronic repairs, new piping, installation of new arresting and catapult machinery and upgrading of *Saratoga's* habitability.

"After SLEP, *Sara* will be the same 25-year-old carrier but with a major renovation. It'll be like reworking a '56 Chevy," said Commander A. H. Wirzburger, *Saratoga's* assistant maintenance manager.

Understanding and managing the SLEP overhaul was almost a shipbuilder's nightmare. Nevertheless, the naval shipyard approached what some call "the reconstruction of the ark" with a new shipyard management plan.

Instead of viewing *Saratoga* as one large ship, the shipyard managers generated the mini-ship concept. *Sara* is now viewed as six mini-ships: mini-ship 61, electronics and weapons; mini-ship 62, flight deck and flight deck support systems; mini-ship 63, main propulsion; mini-ship 64, auxiliaries; mini-ship 65, tanks, voids and dry dock work; and mini-ship 66, habitability. A mechanism called the shipyard schedule coordinates all six efforts, especially the shipyard's and ship force's separate workloads.



ship but not a new one."

The SLEP overhaul package calls for the Philadelphia Naval Shipyard to perform nearly 1.4 million man-days of industrial work and for *Sara's* crew to perform in excess of 150,000 man-days of industrial repairs plus 714,000 man-days of non-industrial work and training. The total overhaul workload is nearly three times that of a routine carrier overhaul.

Scheduled alterations and modifications to *Sara* will improve and modernize the ship's combat systems, propul-

"It's an almost impossible task to manage *Saratoga* as one ship with more than a million man-days of work," said Gagliano. "The mini-ship concept initiated by the shipyard commander makes it a little easier. Every mini-ship unit is managed as a single ship with a separate superintendent.

"Captain Flatley doesn't report to the shipyard commander for the accomplishment of the ship's work package. But he must accomplish it in accordance with the shipyard schedule. So we are tied very close and committed to the same production schedules. It's the first attempt to integrate the ship's force package into a yard's schedule. Being new, we are living with some growing pains, but the concept works and we will improve with succeeding ships. The crew's upgrading of berthing spaces is one key to finishing the ship on time."

As might be imagined, a schedule that encompasses the work sequence of "six ships" creates, on a weekly basis, mountains of job orders and supply requests and miles of computer printouts. Wirzburger quipped: "If all the paperwork was gathered together, you'd have to go visit it."

Adapting a seagoing unit to a shipyard environment has been anything but smooth sailing. For most of the crew this is their first yard period and they're like fish out of water.

"We've had to shift from a seagoing unit to a shore establishment. That's a big shift," said Master Chief Radioman B. A. Winters, *Sara's* command master chief. "The transition was rough but we have settled down now and things are moving along pretty good.

"The fact we're on sea duty for rotation purposes and not at sea has been an incentive for the crew."

"Being the first ship in the SLEP program, we've had to set up everything new and struggle with a new organization," added Wirzburger. "And cutting up a ship is demoralizing to any crew."

Building 620, located adjacent to *Sara's* dry dock, has now become the crew's new "ship" if only in spirit. The

various departments have staked their claims to space across the building's third floor and manage mini-ship 66 from it.

Mini-ship 66 contains the nucleus crew's habitability work package. It calls for rehabilitating 87 of the ship's enlisted berthing compartments, replacing fresh water piping, reworking valves and other metal work, constructing and installing new vent ducting and supporting the shipyard work.

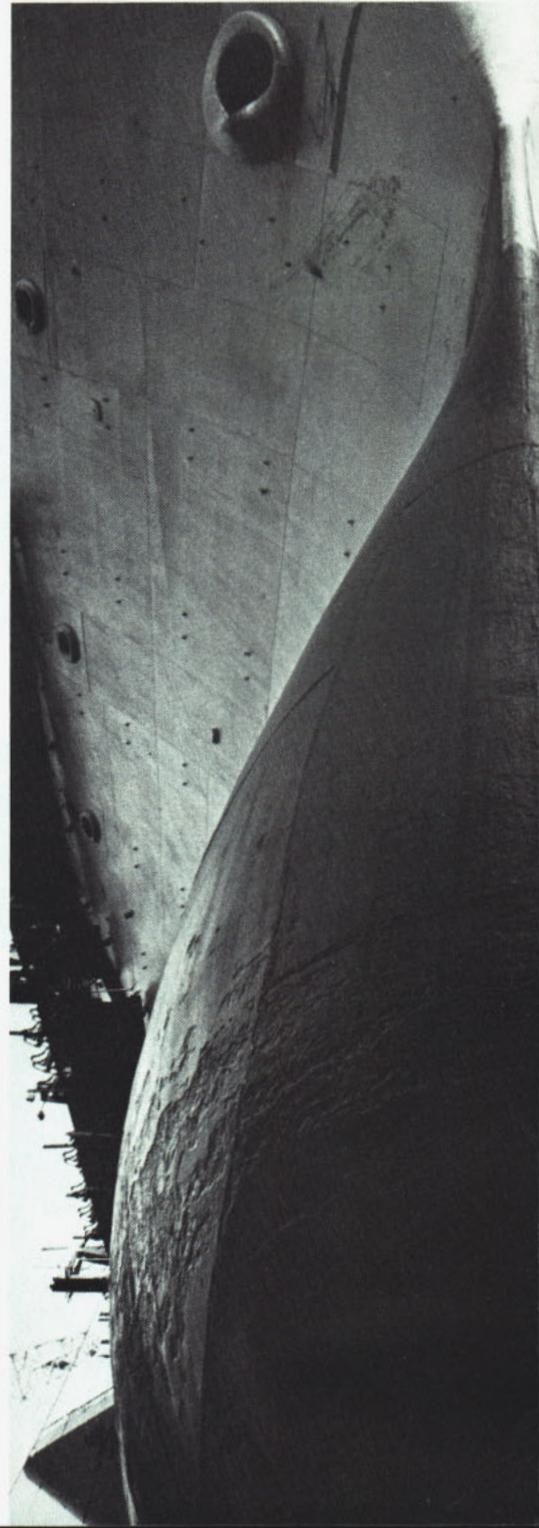
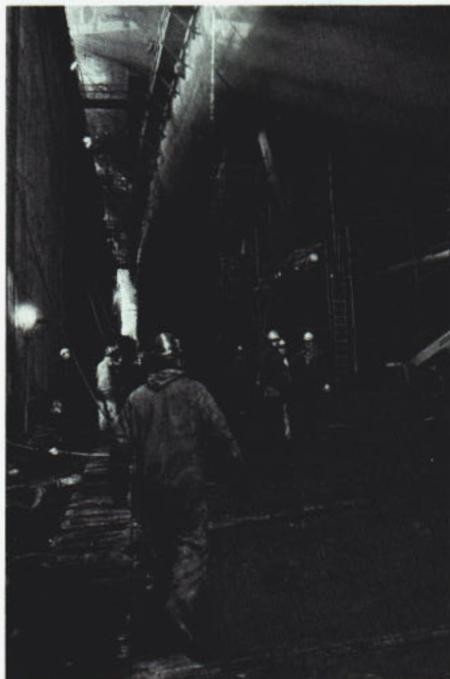
Saratoga's largest divisional work force mounts a concentrated effort in renovating the ship's berthing spaces while the shipyard rebuilds the shower and head facilities. The division is formed around a kaleidoscope of Navy surface and aviation ratings, most of whom are working out of their professional fields.

"Basically, the crew is gutting the berthing compartments right down to bare bulkheads and decks and starting over again," said Captain Flatley. "It's not very motivating and it's not doing much for our young sailors professionally.

"As we get into the rebuilding stage, though, the crew will see compartments going back together. We hope some motivation will come with that. But in the meantime, we have a dif-

ficult challenge in making our nucleus crew feel that what they're doing is productive."

Compounding *Sara's* leadership challenge is a continuously growing firewatch requirement. The nucleus crew's non-rated and third class petty officers fill the requirement on a three-month rotation. Manning the 325-man firewatch team with sailors saves the Navy nearly \$10 million.



“About one-fifth of my folks are dedicated to the firewatches,” said Captain Flatley. “A firewatch is a terribly boring duty for an energetic sailor. But firewatches are absolutely essential to the safety of any ship undergoing such an intensive industrial effort; someone has to perform the chore.

“I see keeping these sailors reporting for their watches on time, keeping

them out of trouble in their spare time and helping them stay interested in their personal growth and the Navy as a profession as my biggest leadership and personal challenge during SLEP.

“Knowing the working conditions here, we have aimed most of our energy at getting men involved in off-duty education and recreation,” he added. “Philadelphia offers a variety of educational institutions and has made its recreational facilities and historical sites available to us. We have also leaped onto the coattails of the naval station’s outstanding recreation program.”

The bow of Saratoga shows its age (left) as a shipyard worker grinds on a piece of its metal. Sara stands idle only feet from the Delaware River (below).



On the other hand, not all the ship’s work is limited to chipping paint or standing firewatch. The hull technicians in Building 714 and collection of other rates in Building 532 often find their work demanding and motivating. And in both work centers, what the sailors build or rework they install.

A shop complex containing a machine shop, valve shop, pipefitting shop, door and hatch shop, CO² shop and locksmith shop has been set up in Building 714 to satisfy the ship’s requirements while shipboard shops are out of commission.

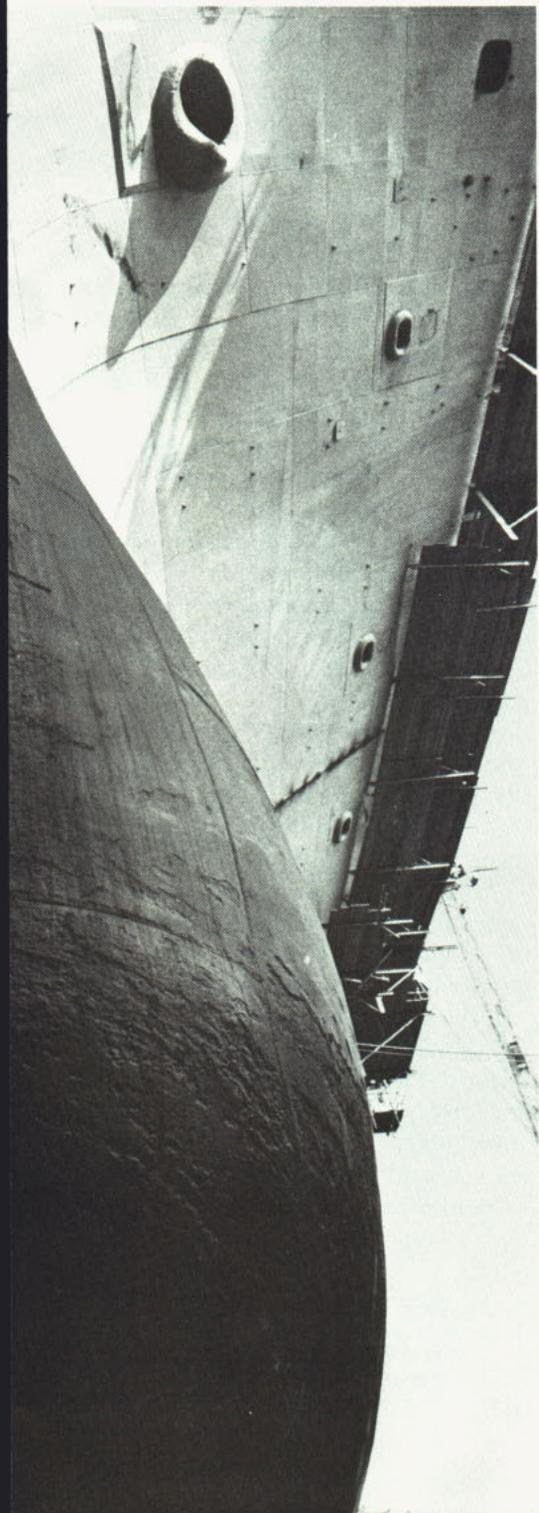
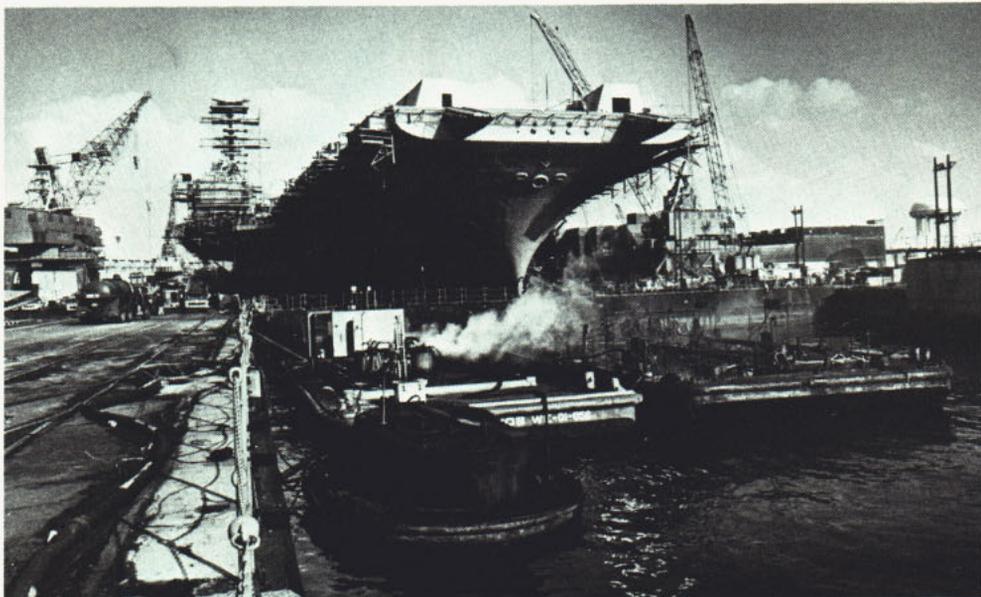
In Building 532, 19 sailors construct and lag 8-foot sections of ventilation duct according to detailed blueprints. For most of these sailors this is the first time they’ve worked with specific design requirements.

“Their work is just as intense and technical as the shipyard’s,” said Winters. “Sometimes what they can do in those shops is unbelievable.”

With less than 18 months left in SLEP, the work on *Saratoga* has reached a peak; the fast pace continues as new milestones are met.

The pace will not slacken in the months ahead as the shipyard and *Saratoga*’s crew face the tough job of completing work on schedule.

—Story and photos
by JOC James R. Giusti



Saratoga's Fire



The firefighters sit waiting.

It could be any firehouse in America. But these firefighters don't have flashily colored firetrucks or the most stylish of firefighting equipment. Their firehouse is one room on the third floor of Building 620 at the Philadelphia Naval Shipyard. Their firefighting tools are red hard hats, Navy-issue oxygen breathing apparatus, shipboard fire hoses and CO² extinguishers. Their job is to respond to fires aboard the aircraft carrier USS *Saratoga* (CV 60) while it undergoes the Navy's Carrier Service Life Extension Program (SLEP) overhaul.

The 75 men of *Saratoga's* Nucleus Crew Rapid Response Team are not professional firefighters, but a hodgepodge of Navy rates using time-tested shipboard firefighting skills.

"The rapid response team is a unique outfit," said Captain James H. Flatley III, *Saratoga's* Nucleus Crew's commanding officer. "To date, they've responded to 15 fires. In every case, these guys have had the fire under control and were walking away from it by the time the shipyard fire department arrived.

"There hasn't been one dollar of material lost or damaged other than a singed bulkhead. They have been doing an absolutely fantastic job."

"The shipyard intended to provide a joint shipyard/crew response team. But with the extremely heavy workload and everyone working around the clock here, it just wasn't going to work," said Captain Flatley. "So we organized the team from our assets.

Left: A lineup of OBAs for Saratoga's Rapid Response Team. Right: Three crewmen don their OBAs and check each other out as an alarm is sounded. Far right: A Sara firefighter responds to an alarm,

Brigade on Alert

The group is in three sections of 25 firefighters. They spend 24 hours on duty every third day.”

“The men have an outstanding ability to respond to any alarm. But we’ve always had real good firefighting teams on *Sara*,” said Chief Warrant Officer Al M. Bredemeyer, the team’s officer-in-charge. “This is good duty for a guy who’s burned out from sea duty. But it’s no picnic. I demand 100 percent from my people. There’s no in-between here.”

“There was a lot of weeding out when we were first formed,” added Aviation Structural Mechanic Second Class Evans B. Hayward, a squad leader. “Now, all the guys on the team have a positive attitude toward the whole thing.”

Each section is divided into three squads. On a normal duty day, each squad spends eight hours as the alert crew, eight hours as the roving firewatch and eight hours in a rest period.

When an alarm sounds, the alert

crew responds; the other two teams act as backup units. With each alarm, the alert squad dons hard hats and OBAs and races for the carrier’s casualty control center, located in one of the ship’s hangar bays. From there, the squad determines the fire’s general location and proceeds to isolate it.

To speed up the team’s response capability, each man coming on duty checks and sets up his equipment before relieving the off-going section.

“The ready alert squad can don their OBAs and equipment and get to the scene of a fire in just slightly more than two minutes,” said Bredemeyer.

Like most shipboard firefighting teams in an industrial environment, *Saratoga*’s team faces the high risk of fire common to yard periods, constantly changing structural features and the unpredictable loss of water.

“With *Sara* torn up, our big problem is just finding where the fire is,” said Aviation Ordnanceman Second Class Frank J. Cortello. “We respond to and fight whatever comes up—from

fires to flooding, even gas leaks—and we stay on the scene until relieved by the shipyard’s fire chief.”

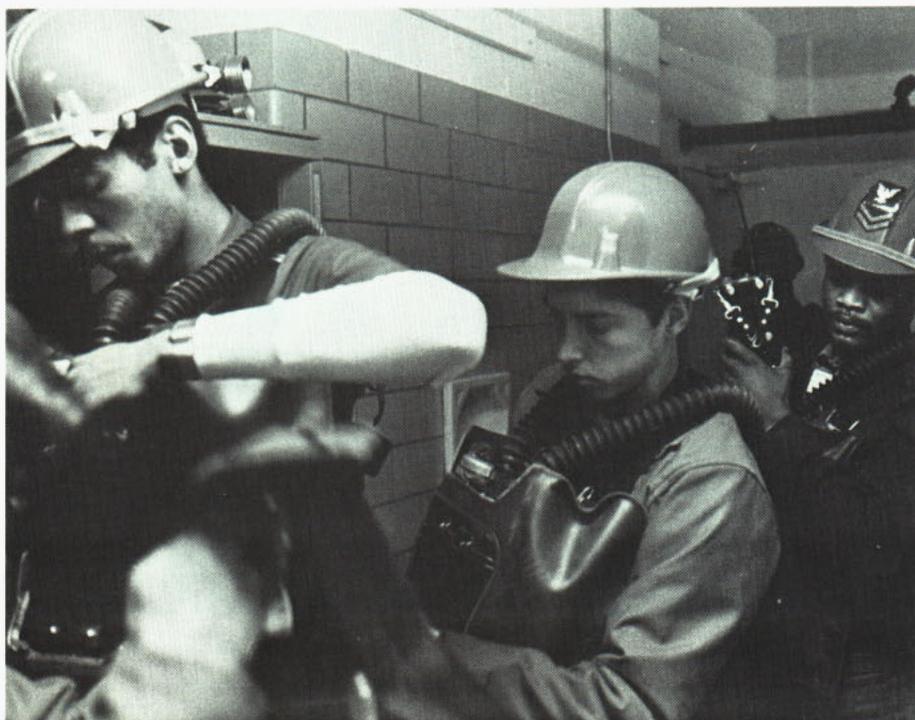
It’s not uncommon for the duty section to respond to at least one alarm a day and during the winter’s freezing weather, the alarms often set themselves off. But false alarm or not, the team goes into action.

“Enough happens to start fires so that it’s not the ‘cry wolf’ syndrome,” said Captain Flatley. “The team stays motivated because they know there’s likely to be a good reason for an alarm.

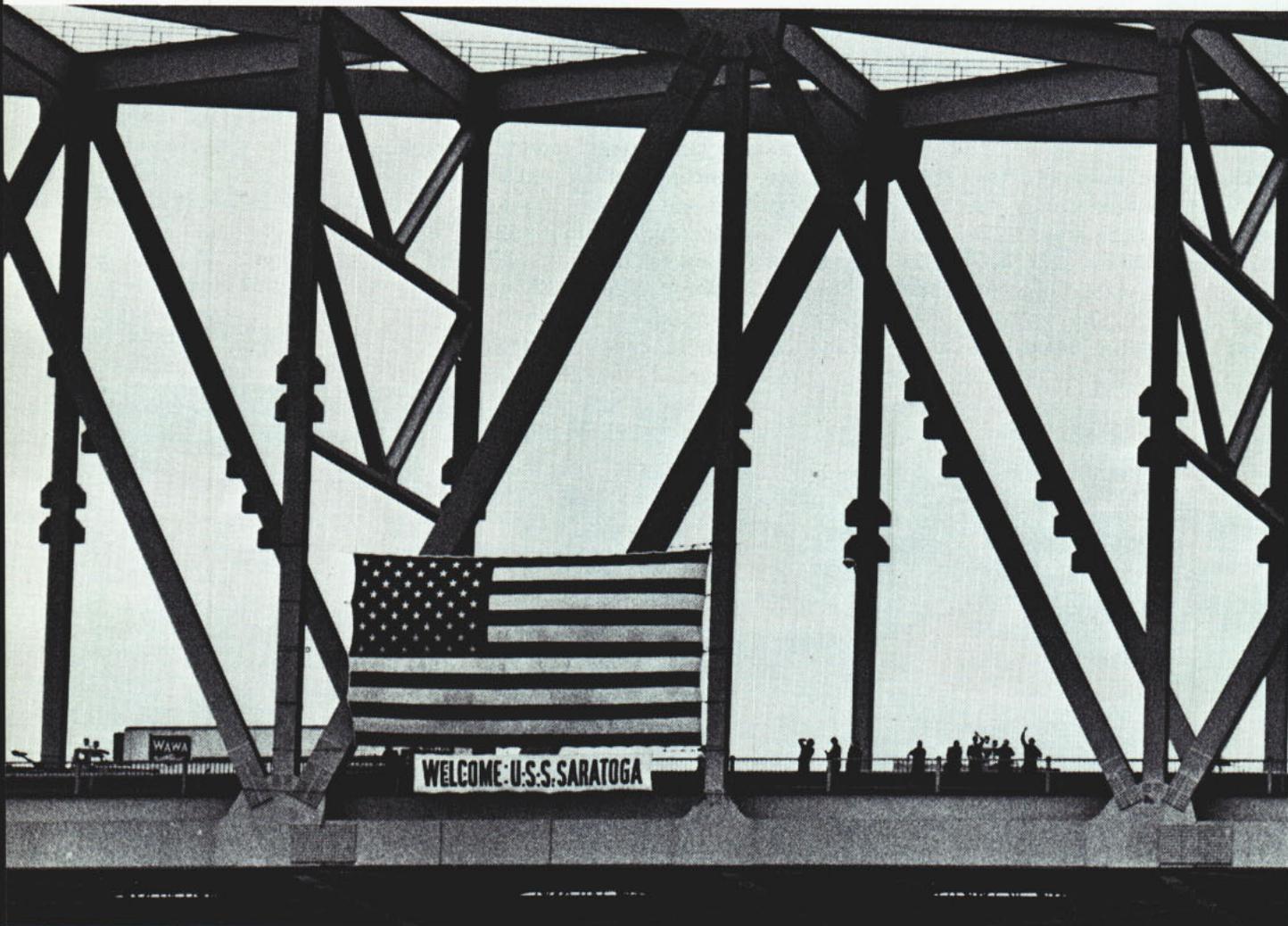
“And what makes sense about having the team is that they know their way around the ship. This relieves the shipyard from having to train the shipyard workers how to get to certain places, particularly with the ship torn up.”

As one squad leader described it: “Right now, it’s good duty. Otherwise, I’d be into dull work. I’m glad to be doing something that challenges me.”

—Story and photos
by JOC James R. Giusti



The Navy in Philadelphia



Ever since 1682, when William Penn founded the City of Brotherly Love, ships and Philadelphia have realized their importance to one another. With the arrival in 1980 of the aircraft carrier USS *Saratoga* (CV 60) for the first extensive overhaul under the new Carrier Service Life Extension Program at the Philadelphia Naval Shipyard, the long relationship between the Navy and Philadelphia has taken on new meaning.

"It means we are fully aware of the importance of our naval base here," said Joseph M. Egan Jr., deputy director of commerce for the city of Philadelphia. "We view the base as an important economic generator for the city."

When the Navy decided to send the *Saratoga* to Philadelphia, city leaders rolled up their sleeves and went to work to make the *Saratoga's* crew welcome during the 28-month layover. The man who put the pieces together was Daniel P. Noonan, vice president of the tri-state PENJERDEL Council and the Greater Philadelphia Chamber of Commerce.

Noonan genuinely believes in the success of the city leaders' program. He doesn't hesitate to tick off the various reasons.

"We marshaled a lot of business support for the *Saratoga* when the decision was up in the air," Noonan said. "We contacted about 300 officials of municipalities in this area. The Philadelphia area encompasses a lot of cities; most of their citizens wanted to know what to do."

"We had already decided that we didn't want to take our Navy people for granted," Egan said. "We not only wanted to make our shipyard a better place for ship work, but we also wanted everyone to be aware that our Navy families would live, work and play here while the ship was being worked on."

Egan believes Philadelphia always

has been a "total" Navy town, proud of its role in supporting the Navy.

Once it was decided to send the carrier to Philadelphia, Noonan began to consider what kind of program was needed to help *Saratoga's* crew. The chamber executive and other civic leaders flew to Mayport, Fla., to meet Captain James H. Flatley III and the *Saratoga* officers and crew.

"We had a general idea of what we

(civic leaders) wanted," Noonan said. "But we weren't clear yet as to how we could be helpful."

Captain Flatley made his questions known to Noonan—his crew wanted to know more about schools, housing, living conditions and other important things.

Meanwhile, it was announced that the aircraft training carrier USS *Lexington* (AVT 16) was coming to the



Left: A welcome banner and the American flag greet Saratoga as it arrives in Philadelphia. Right: A father and his son were among the many Philadelphians pierside when Saratoga arrived. Photos by PH2 Bob Hamilton.



Philly shipyard for a routine overhaul. Noonan began to realize that what was good for *Saratoga's* crew would be good for the crews of other ships coming to Philadelphia for overhaul.

He outlined a list of concerns, then found the people to represent those areas. He huddled with Rear Admiral C. A. Brettschneider, Commander Naval Base Philadelphia; Commander William D. Whitaker of the Philadelphia Naval Station and Eugene W. Butcher, the base's housing referral specialist.

They suggested that the Navy and city leaders combine forces. Thus was born the city's orientation team, ready to give a presentation to the *Lexington* crew in Pensacola, Fla.

Noonan's list of speakers included representatives from the city's school

Left: Saratoga crewmen scan the city's skyline during Delaware River transit. Below: The main gate of the shipyard. Right: Dignitaries and Navy dependents mill around the carrier's island during the transit. Photos by PH1 T. Hashem and PH2 Bob Hamilton.



district, human services department and police department.

"I added a police representative because of feedback I kept getting from the *Lexington* and *Saratoga* people," he said. "It seems they had an erroneous image of our police force. So I decided to take a police officer with us to give them his viewpoint."

The police representative was Francis X. O'Shea, chief inspector for the department.

"O'Shea put them at ease," Noonan said. "He made a favorable impression and was honest and candid. He fielded all kinds of questions."

The Philadelphia area orientation team has remained mostly the same. Such high-ranking city officials as O'Shea, Dr. Arnold V. Giusini of the school district and Dr. Richard Dzik of the human services department have been on most, if not all, of the 10 or so trips made to such Navy ports as Pensacola, Mayport, New Orleans and Charleston.

"We've talked about the beauty of this city," Noonan said, "and we've also talked about its problems."

The team's goals are simple. Noonan said the team wants Navy people to feel genuinely welcome and it wants to present the facts to families.

In May 1980, the city and several business sponsors held a formal party for officers and enlisted men of all ships being worked on at the shipyard. It drew about 300 Navy people and their wives.

Several sports figures, including linebacker Bill Bergey and coach Dick Vermeil of the National Football Conference champion Philadelphia Eagles, have come on base for talks with enlisted people. And the Philadelphia Phillies, en route to their 1980 world championship, gave 4,000 tickets to Navy men and women during the National League playoffs with the Houston Astros.

Civic leaders are not sitting on their hands. Other events are in the works.

"I'd like to see a better USO in town," Egan said, "and we are working on it right now. We'd also like to set up with the Navy a recognition program sponsored entirely by local businesses to present things like caps and jackets to people from the ships who are doing a good job."

Egan, Noonan and others believe that Philly's affair with the Navy is not really so new.

"The city has always had a good relationship with the Navy," Egan said. "It's gotten better and will continue to do so. The Navy has become part of the process of city activities and affairs."

"Other cities can learn a lesson from this in recognizing the economic importance of a military installation in their areas," Egan said. "They also can be aware of how they can help boost morale in the military and improve re-enlistments."

—By Lt. Bill Hickman



Portsmouth Bridges

Thousands of people in the Virginia Tidewater area are crossing an invisible bridge to get to picnics and festivals and places where they fix children's bicycles and sing in choirs. The bridge is a program of community involvement and understanding that is closing the gap between Navy men aboard ships in the Norfolk Naval Shipyard and the citizens of Portsmouth, Va.

The program was created in the wake of some turbulent times for both Navy and the local civilian communities. As George Barnett of the Portsmouth Armed Services YMCA said, "because of the high number of military becoming victims of crimes in the shipyard area of Portsmouth and the attendant press coverage, Portsmouth became known as a good place to stay away from."

But that was only one part of the problem. Over the years, the Portsmouth community had "taken for granted the coming and going of ships in the Norfolk Naval Shipyard," said Barnett. But things were to change.

Portsmouth could offer many activities for its Navy visitors, so Barnett and other community leaders began searching for a way to bring Navy people and the community together. The name "Bridge the Gap" was chosen for their ambitious project. They decided the first step in building the bridge and cultivating friendships was to extend a hand of welcome to the Navy—to open the doors of the community.

In June 1979, Armed Services YMCA volunteers and crew members of the aircraft carrier USS *John F. Kennedy* (CV 67) had a picnic. The *Kennedy* provided the food while the

YMCA provided volunteers, publicity, equipment and planning. More than 350 crew members and volunteers showed up for a modestly successful beginning.

A second gathering for the *Kennedy* crew featured more than 2,000 home-baked items provided by a community group. This time, more than 2,500 *Kennedy* crew members and families turned out.

Things were beginning to move. The YMCA sponsored a cookout; this was also a rousing success. Then in November 1979, Portsmouth's Fall Festival feted crews of the *Kennedy* and the carrier USS *America* (CV 66), newly arrived in the shipyard. High school bands, cheering squads and even Miss Virginia participated. Oldtimers recalled World War II and the camaraderie then between the military and civilian communities.

America's commanding officer, Captain Sam Leeds, wholeheartedly supported the "Bridge the Gap" project and invited Portsmouth groups aboard the carrier to set up information booths and even conduct a bake sale. He also invited chamber of commerce and city officials to discuss the crew's further involvement in community affairs.

Portsmouth citizens invited crew members to attend their churches, join their clubs and participate in a variety of activities. The civilians thought they would simply welcome their military guests to the broad spectrum of Portsmouth's community activities. But the military people had other things in mind. More than 1,000 of *America's* crew members volunteered to repair toys and bicycles for Christmas gifts



for needy children. They also sang in community and church choirs, and served wherever needed in the Portsmouth community. The bridge was growing.

But none of these early successes could rival the emotional impact of the arrival of the aircraft carrier USS *Independence* (CV 62). The *Indy* had lost three men to violent crime during the carrier's previous stay at the Norfolk Naval Shipyard. Neither officers nor crew were looking forward to returning to the yard in January 1980. Nevertheless, the YMCA staff and the military affairs committee chairman from the chamber of commerce—carrying a letter from Portsmouth's mayor—went to the Norfolk Naval Base to extend a special advance welcome to *Independence*.

Program the Gap

varying talents. "One thing they almost all have is plenty of energy. They're looking for something to do. If the community wants to channel that energy and talent into constructive activity, someone has to let them know there is more to do here than horse around." And that is precisely what both the civilian and military communities have been doing.

Barnett and Adams say even more organizations in Portsmouth may start opening doors to military visitors. "All they have to do is call the executive officer of any ship and invite two or three singers, scuba divers, ballplayers, whatever . . . and that's what they'll get. They won't have 2,000 men come roaring into the parking lot and jam-pack their meetings," Adams said.

Enthusiasm and participation have erased the gap that once separated visiting ships from the Portsmouth community. Today, thanks to a few farsighted military and civilian leaders, the gap has been bridged and both the city and the Navy are better for it.

—By Terry Reel



ence and to its commanding officer, Captain Thomas Watson. They were given a warm reception.

Commander Rick Adams, *Indy's* training officer, recalled that the captain and his staff had already decided to make this visit to the shipyard different from the previous one. "In the past, there had been a tendency to

think of Portsmouth as being an extension of our home port in Norfolk," said Adams. "Married men with families in the area drive home every day. But for those men who live aboard ship—well, it's different.

"When we go to other ports, we look for ways to introduce our ship to the people, and for ways to introduce our people to the community. And that's what we did in Portsmouth," Adams said.

First, Captain Watson invited 150 Portsmouth residents—both VIPs and working people—to ride the *Independence* from the naval base to the shipyard—about a two-hour cruise. The captain wanted to open the lines of communication between the men aboard *Independence* and the people in the civilian community. The people in the community were ready; the timing was right. "And when the doors opened to the men of the *Independence*, these guys gladly walked in," said Adams.

He pointed out that most crew members are young and single with



Shipboard information booths and a fall festival that featured a make-believe monster, a live marching band and a cheering section for sports events were all part of the Navy-community program in the Portsmouth, Va. area.

1980

Military Pictures of the Year Competition

The Navy dominated the 1980 Military Pictures of the Year Competition with the selection of Photographer's Mate Second Class Clarence Griffin as the Military Photographer of the Year and two other Navy photographers in runner-up positions. Three civilian

photographers served as judges, awarding Navy shooters 22 of the 44 individual honors.

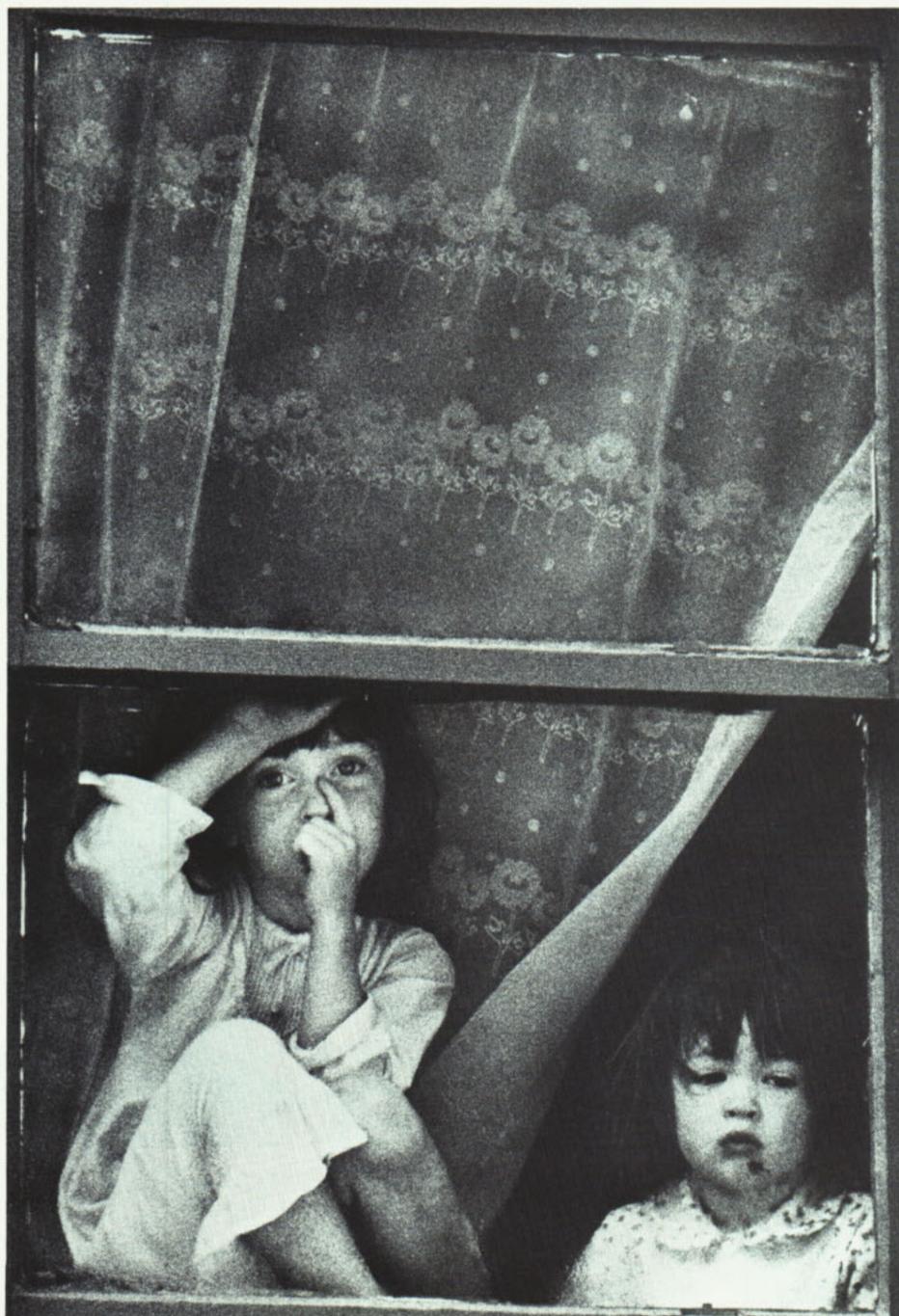
Sharing top honors with the National Press Photographers Association's Newspaper, Magazine and Picture Editor of the Year, Griffin was

awarded the University of Missouri's Columns Trophy and a 35mm camera. Griffin, who is assigned to the Atlantic Fleet Audio-Visual Command, Norfolk, Va., brought back to the Navy a title it hasn't held since 1974.

The 18-year annual competition is sponsored by the National Press Photographers Association and the University of Missouri School of Journalism in cooperation with the Department of Defense.

The two runners-up were *All Hands* staff photographers PH1 Jim Preston and PH2 Bob Hamilton. Another *All Hands* staffer, Journalist First Class Lon Cabot, earned top honorable mention in the contest.

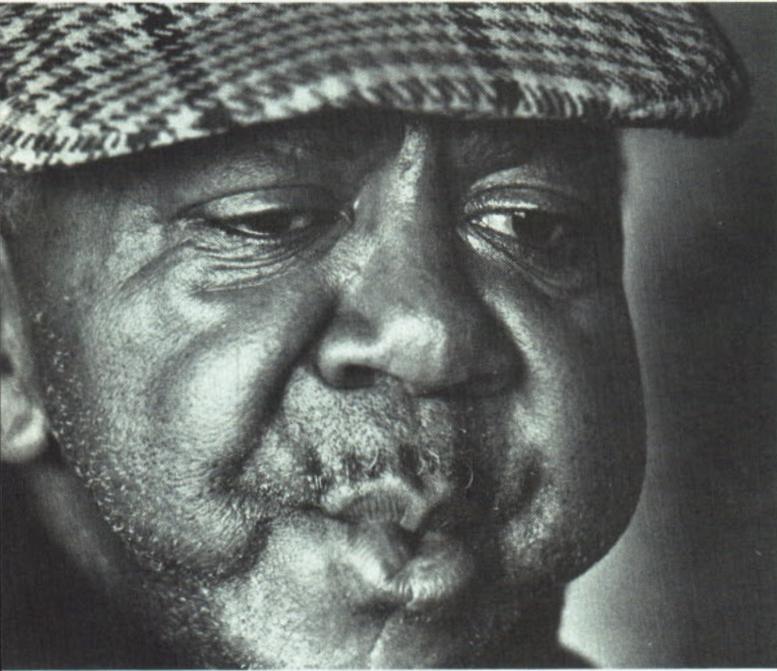
A selection of the Navy's winning entries is shown on these pages.

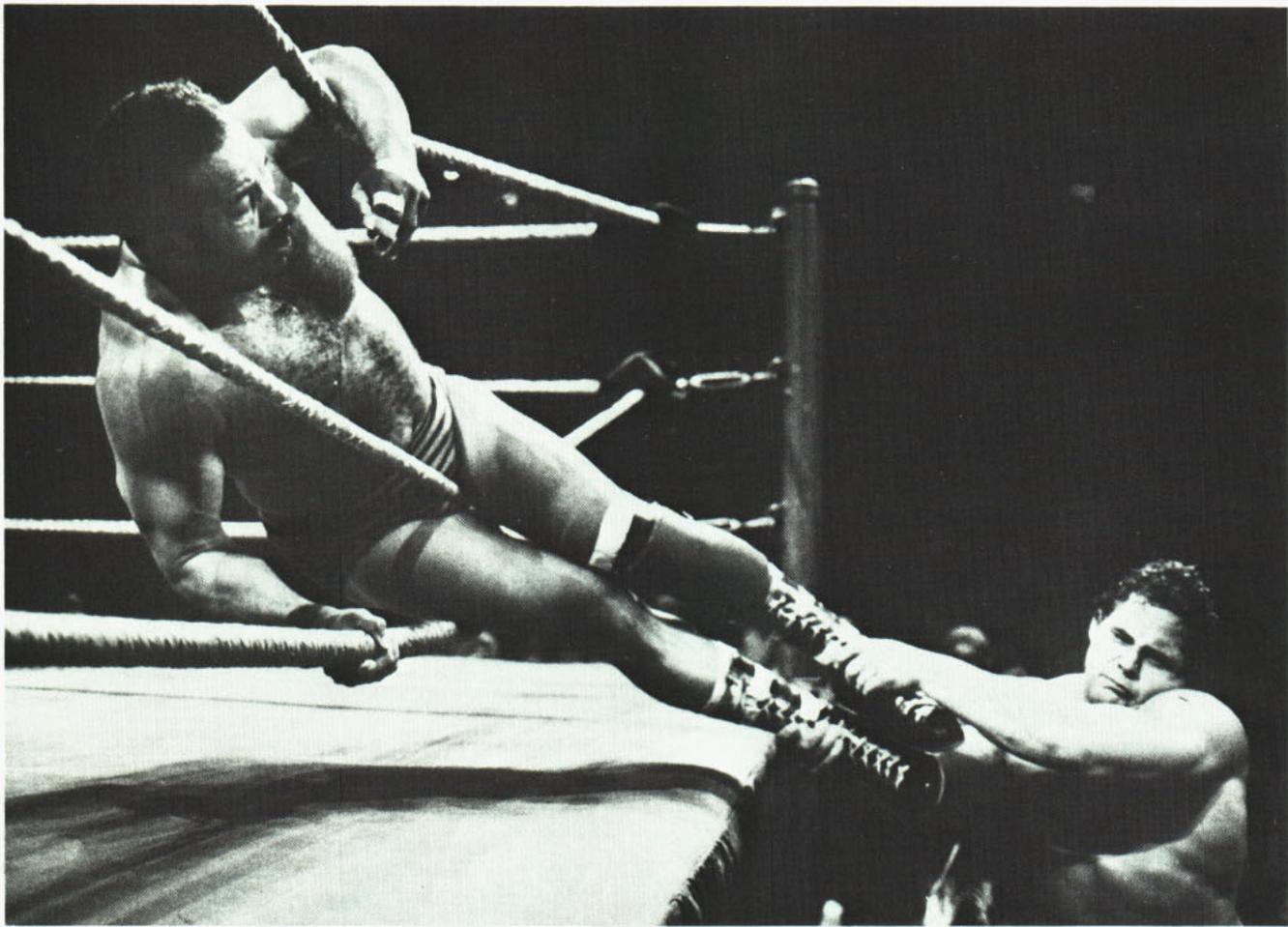


Left: "Sugar and Spice" by PH2 Robert K. Hamilton. Above: "Homecoming" by PH2 Clarence W. Griffin. Top: "Tear for Eight" by PH1 James L. Preston.



Below: "Puckered Out" by PH2 Clarence W. Griffin. Right: "New Breed" by PH1 Chet King. Far right: "Prepare for Launch" by PH2 Robert K. Hamilton. Bottom: "Earthquake Assistance, Italy 1980" by PH1 Douglas P. Tesner.





1980 Military Pictures of the Year Awards

Military Photographer of the Year

PH2 Clarence Griffin
Atlantic Fleet Audio-Visual Command,
Norfolk, Va.

1st Runner-Up

PH2 Robert K. Hamilton
Navy Internal Relations Activity,
Washington, D.C.

2nd Runner-Up

PH1 Jim Preston
Navy Internal Relations Activity,
Washington, D.C.

Honorable Mention

PH1 Douglas P. Tesner
Staff Public Affairs, FPO N.Y.

PICTORIAL

Third Place—"Winning Form"

PH2 Clarence Griffin

Honorable Mention—"Giza Sunset"

PH2 Paul O'Mara
U.S. Navy Photojournalism
Program, Syracuse, N.Y.

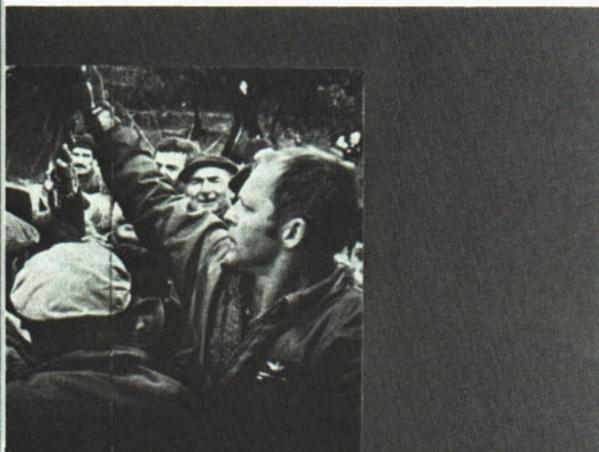
SPORTS

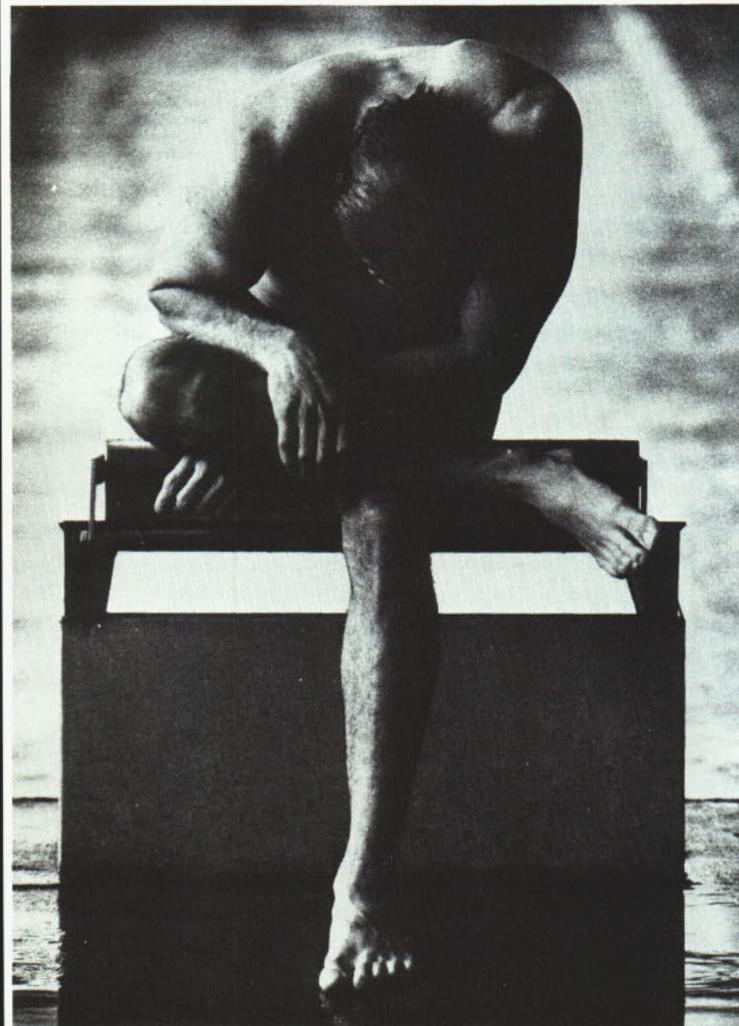
First Place—"Prepare for Launch"

PH2 Robert K. Hamilton

Third Place—"Hands Off"

PH3 Jesus Diaz





Atlantic Fleet Audio-Visual Command,
Norfolk, Va.
Honorable Mention—“Marathon”
PH1 Jim Preston

NEWS

First Place—“A Tear for Eight”
PH1 Jim Preston
Third Place—“The American Feeling”
PH1 Douglas P. Tesner
*Honorable Mention—“Patriotism
Reborn”*
PH1 Jim Preston
Honorable Mention—“Revenge”
PH1 Jim Preston

MILITARY FEATURE

*Honorable Mention—“The Navy’s
Future”*
JO1 Peter D. Sundberg
Atlantic Fleet Audio-Visual Command,
Norfolk, Va.

PORTRAIT/PERSONALITY

Third Place—“New Breed”
PH1 Chet King
Pacific Stars and Stripes,
APO San Francisco

NON-MILITARY FEATURE

First Place—“Barrio Boy”
PH2 Steven D. Ayala
Fleet Air Photo Lab,
FPO San Francisco
Second Place—“Blind Eyes”
JO1 Lon Cabot
Navy Internal Relations Activity,
Washington, D.C.
*Honorable Mention—“A Glance
Askance”*
PH2 Clarence Griffin

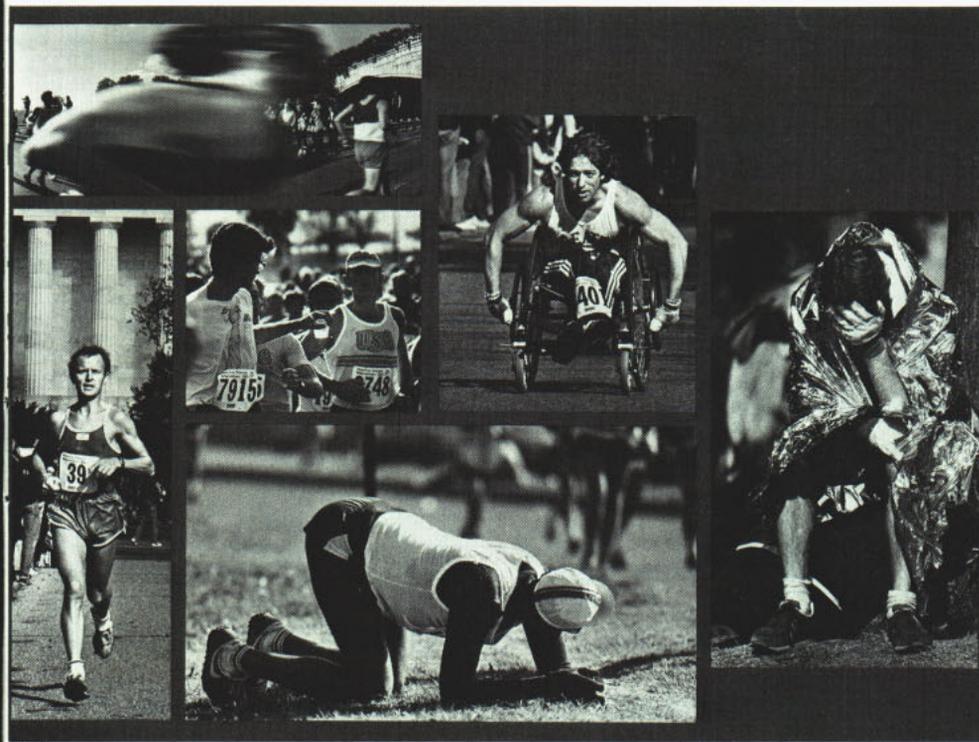
MILITARY PICTURE STORY

*Second Place—“Earthquake
Assistance, Italy 1980”*

PH1 Douglas P. Tesner
Honorable Mention—“Homecoming”
PH2 Clarence Griffin
*Honorable Mention—“An Around-
the-World Homecoming”*
PH1 Jim Preston
Honorable Mention—“Freedom Flotilla”
JOC James Jones
Public Affairs, NAS Bermuda

NON-MILITARY PICTURE STORY

First Place—“Marathon”
PH1 Jim Preston
*Second Place—“Patriotism—Alive
and Well”*
PH1 Jim Preston
*Honorable Mention—“Hitting Below
the Belt”*
PH2 Robert K. Hamilton
*Honorable Mention—“America’s
Outrage”*
PH2 Robert K. Hamilton



Left: "Marathon" by PH1 James L. Preston.
Far left: "Psyche of a Swimmer" by PH2 Robert K. Hamilton. Lower left: "Winning Form" by PH2 Clarence W. Griffin. Below: "Blind Eyes" by JO1 Lon Cabot.



Discovering A Land of Contrast

Last November, USS Arthur W. Radford (DD 968), USS Pharris (FF 1094) and USS Fairfax County (LST 1193) took part in the 1980 West African Training Cruise. All Hands went along on board Radford, and reported on three West African countries visited by the destroyer: Ghana, Sierra Leone and Senegal. At each port call, the usual fanfare and protocol between friendly nations were observed. But beyond the usual was the unique—sights, sounds and feelings that American sailors could experience only in Africa.

Ghana

Commander A. K. Amoako of Ghana Navy Ship *Achimota* stands on the German-built patrol craft's bridge and peers at a distant gray shape rolling in the stiff offshore wind—the destroyer *Radford*. As *Achimota* approaches to escort the U.S. Navy warship into Tema Harbor (near the capital of Accra), Amoako smiles and says, "It sways like that because American ships have such long and thin hulls." He turns and snaps an order to the helmsman.

Slowly, the Ghanaian patrol craft maneuvers around *Radford*, eventually coming up close on its port quarter. Aboard both vessels, sailors line the rails at attention. In brilliant white uniforms, African sailors salute American sailors. The honor is returned immediately.

Radford reduces speed as it draws close to a dock; two lumbering tugs move in to assist. *Achimota*, its part of the job finished, comes about and makes for its own berth.

On board the African warship, Chief Petty Officer (Class One) E. K. Peprah sits below decks and munches on a

noontime snack of fufu. The tasty appetizer is a combination of spiced, leafy vegetables and thick slabs of a potato-like root. The idea is to tear off a piece of the root slab, scoop up some vegetables with it and pop the combination into your mouth.

"I have been in the navy for 19 years now," Peprah begins, "and I know everybody in it except for the very newest of recruits." Knowing nearly all of a 2,000-man organization personally is no small accomplishment.

"And now I could become an officer," he goes on, spreading his hands on the table in front of him.

"But why would I do that? I don't want to be a sub-lieutenant! Right now, I'm at the highest level of enlisted rank. If I become an officer, then I'm at the bottom of my new rank." He laughs: "I wouldn't like that!"

For retirement purposes, 19 years in Chief Peprah's navy is like 21 in ours—one year more than the minimum requirement. "You see," he says, "in the Ghana navy, there is no such thing as a four-year hitch. Each applicant is told what his terms will be. Then he's asked whether the terms are

acceptable. If they are, he joins the service for six years."

An initial enlistment may be followed by two more of the same length, then retirement if desired. After 18 years of service, re-enlistments are shortened to one year apiece.

Applicants for military service in Ghana receive basic indoctrination at a common facility. Trainees who choose the navy move on to three months of naval training at Tema. "Because at the first training camp, they don't teach you much," Peprah explains, washing his hands in a water bowl brought to him by a steward. "They discipline you a lot—put military blood into you. But they don't teach anything about ships."

Each enlistee at Tema is given a final examination, and those who pass take up the next phase of instruction: three months of shipboard training at sea. Only after eight months of steady instruction does one achieve the status of ordinary seaman. If a sailor gets through his first two years of service

Right: Two residents of Suhum, Ghana, in West Africa.



On African Shores

with good conduct, he becomes an able seaman. From there, he can climb the enlisted ladder until he reaches Peprah's respected level: chief petty officer (class one).

Finished eating, Peprah goes topside. He sees that *Radford* has been safely tied up. Aboard *Achimota*, the daily work routine is just beginning.

About 30 miles inland from Accra is the town of Suhum. To get there, you must travel a road marred with potholes and mudtraps. Transport ranges from imported compact private cars to your own feet (shoes optional). A few buses do operate in Ghana, but,

by and large, the African counterparts to Greyhound or Trailways are large, canvas-covered trucks.

The truckbeds are jammed with people who squeeze together on makeshift wooden benches and stuff personal belongings underneath: baskets, food, clothing, even animals. Chances are you won't see a suitcase.

Positioned over each truck cab, some kind of slogan is displayed, sometimes scrawled in chalk across a jagged piece of blackboard attached to the canvas, sometimes painted quite professionally in bright colors on metal or wood: "Love Humanity," "Be

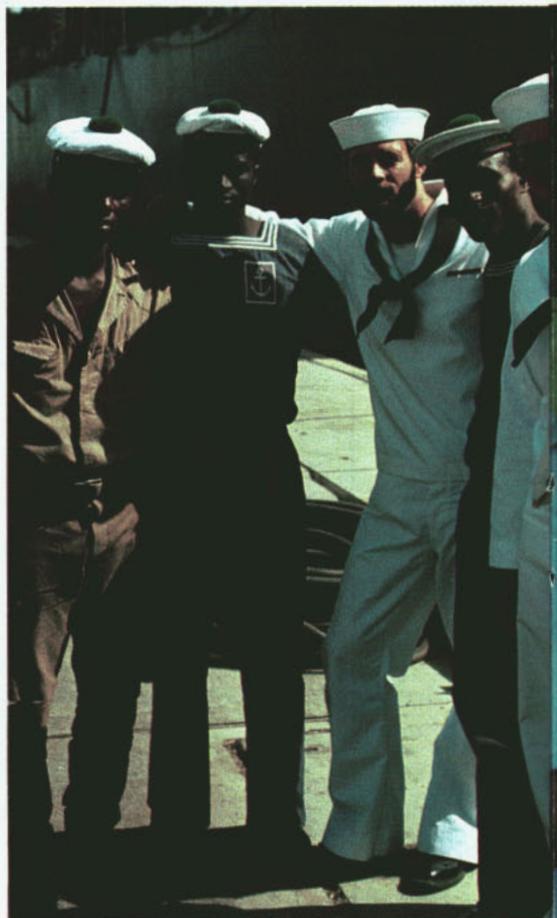
Righteous," "Trust Your Brother" and "Don't Waste Time."

At intervals along the road, these truck ferries are stuck like signposts in the mud, their occupants gone. One truck is exceptionally stuck. Both rear wheels are buried in mushy, brown earth, totally out of view; the front end angles sharply upward with two words written in red paint over the cab: "Fear God."

When a truck breaks down, each passenger is left to his or her own devices. If a traveler is lucky, another truck will happen by with room for one more; if not—it's a long walk to the next bus stop.

Or Suhum—this town is a tangle of dirt streets lined with shops and homes built of nearly any kind of material you can think of, but mostly they are made of dried mud and corrugated steel. The steel is old and sometimes streaked with rust; God knows where it came from in an area that has no industry.

Set apart from the tightly-packed



ALL HANDS



community is the Women's Institute of Suhum, a small cluster of white plaster buildings in which about 150 young women reside, learning domestic and vocational talents.

Inside one of the buildings, classes in sewing and hairstyling are in session. Students in checkered dresses of a simple cut crowd around their teacher who demonstrates a curling technique on one of their classmates, seated on a stool before her.

The classrooms ring a rectangular courtyard where several women patiently wait for their cooking class to begin. They talk quietly, and shield their eyes from the bright sunlight that covers every inch of the courtyard.

The sewing instructor, Mrs. Besawba, looks over the shoulders of three students who labor at manual sewing machines built by Singer sometime before World War II. Electricity doesn't exist at the school, and neither does running water. Those luxuries are limited to hotels and office buildings in



Left to right: Sailors on board Ghana Navy Ship Achimota; Radford crew members with Senegalese friends; students at the Women's Institute of Suhum; Radfordmen take in lines as their ship departs Tema Harbor.

On African Shores

Accra and other African cities.

"These machines are old and don't want to work anymore," Mrs. Besawba explains. "And we must use squares of paper to practice our stitches on because fabric is scarce."

Today, that problem will be alleviated—at least for a time. An Operation Handclasp shipment of one brand-new Singer sewing machine (manual type) and about 100 meters of assorted fabric is on its way. Brought from the states by the destroyer *Radford*, the badly-needed items make the last leg of their journey across muddy roads in the back of a Toyota pickup.

The women are already gathered in

the school's meeting hall when the truck shows up; as they sing songs in English, the precious cargo is unloaded and carried into the hall.

With the regional director of Ghana's Department of Social Welfare in attendance, the sewing machine and fabric are presented to Mrs. Besawba. She chooses a piece of bright green material from the newly-acquired supply, sits down at the machine and stitches. She holds the cloth above her for the students to see and announces: "It works fine."

Applause echoes.

Later, the students give a two-hour presentation of traditional Ghanaian

dances. The women trade their checked dresses and English songs for multicolored native dress and chants spoken in one of the Ashanti language's 70-odd dialects.

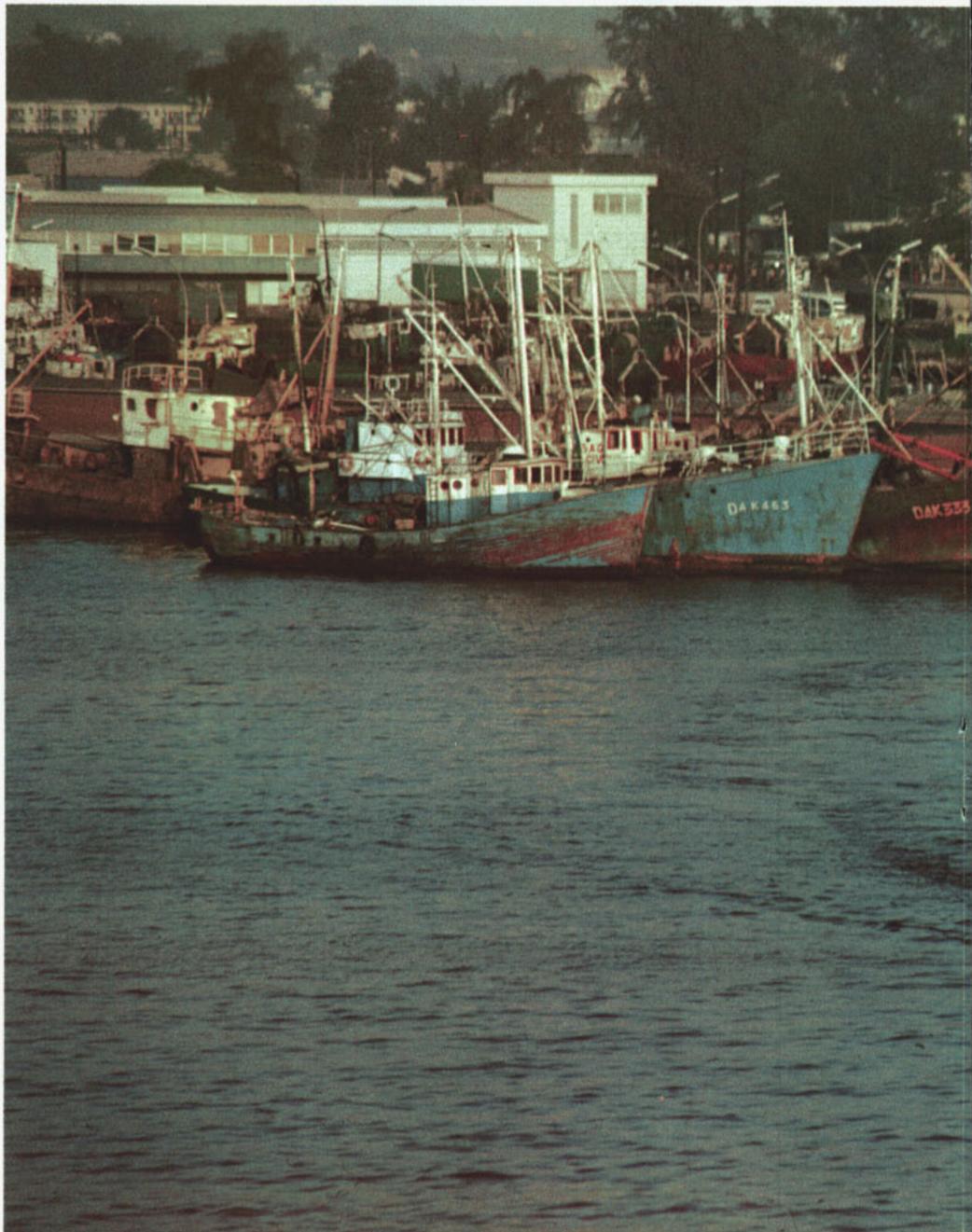
Each dance tells a different story; each one is part of Ghana's history. After the program ends, the women rush out of the meeting hall to their living quarters and change back into modern dress. They can hardly wait to try out the new sewing machine and use cloth instead of paper.

Sierra Leone

Michael O'Neill wakes to the sound of tiny bat feet skittering across the



Left to right: French navy sailor watches soccer match in Senegal; the harbor of Dakar; officer of Sierra Leone's navy helps Cmdr. Will King dock Radford at Freetown; member of national dance troupe entertains U.S. sailors during their visit to Dakar.



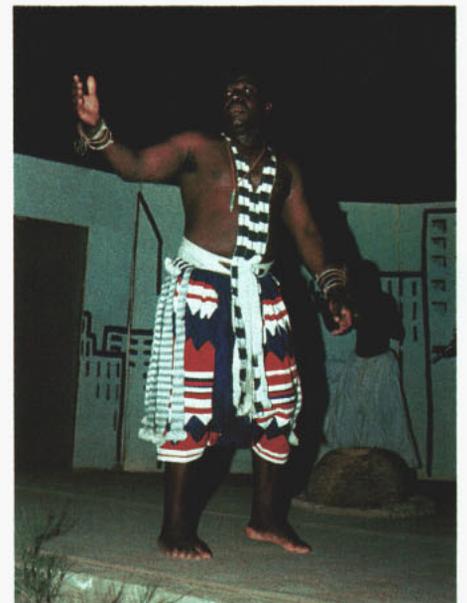


woven-bamboo roof of his mud-and-plaster house. As long as they don't get *inside*, he thinks, and rolls over in bed. It's almost 6 a.m. in the village of Mbundobu (boon-DOH-boo), Sierra Leone—200 miles inland from the capital city of Freetown on the coast.

Already the day is alive. From the nearby mosque, small and flat-roofed with no towers, comes a muffled rhythm of Moslem prayer. Much closer, in the courtyard outside his window, roosters cackle. Very loudly. O'Neill realizes there's no sense in trying to catch a couple of extra winks. He rises, wraps himself in a towel and steps into a gray African morning.

The tall, red-haired Peace Corps volunteer has lived and worked in this settlement for more than a year. He ambles to the shower stall, glancing at the courtyard and one of the village's major accomplishments: a fresh-water well.

Under O'Neill's guidance, Mbundobu sank four wells to provide a fresh-water supply for its 500-plus inhabitants. Before that, they took water from the same stream they bathed in—not the best of health practices. Each well took six months to dig with shovels. No mechanical equipment was available. "You never really understand how confining a circle can be until you spend six months digging in one," O'Neill says.



On African Shores

He takes his shower, which consists of pouring cold water over himself, lathering with soap and rinsing off with more cold water. It's a bracing experience anytime, but especially at six in the morning before the sun comes out.

While O'Neill bathes, the town's crier makes his first rounds of the day. In the semi-dawn he announces there will be a meeting after breakfast at the courtyard in front of Chief Sobutu's home. It's the largest house in Mbundobu, and Sobutu is one of the village's richest men. This is due largely to the fact that he's come across a couple of diamonds in the last year; they turn up from time to time in the surrounding jungle.

Although Mbundobu depends on rice, cola and various farm animals for its food and income, diamond "mining" can be described as its favorite pastime. No large-scale diamond mining operation exists; men hunt for the gems when they feel like it, and come

across them by luck or intuition.

O'Neill is done bathing, and hurries back to his house to get dressed. The morning has turned brighter and more humid. As he dresses, the Peace Corps volunteer considers some other major accomplishments the people of Mbundobu have made in their lifestyle. Latrines have been built along the village's perimeter, and the farm animals—goats, chickens, etc.—are kept in pens away from the village instead of being allowed to roam from house to house, which used to be the case.

These are developments that have greatly improved the general health and cleanliness of Mbundobu.

Putting on a Panama hat, O'Neill stands on his front porch and surveys the activity around him. Fires are lit inside the dried-mud huts where wives start early to prepare food for noon-time meals. They will consist of rice, vegetables, some kind of sauce, bread, fruit and a little bit of meat. The main

course will be mixed together in a large bowl—from which the entire household will eat.

Eating is done with the right hand. Spoons are rare, used only by some of the village elders, or offered to guests who ask for one. Papa Moos, one of the elders, takes his lunch with a large spoon. His adopted grandson—O'Neill—sits across from him on a low stool. Two members of Papa Moos' real family sit in a hammock on the front porch.

"Where is your spoon, Michael?" the village elder asks in Mende.

The American holds his hand up in a fist, and unclenches one finger per letter as he spells the word "spoon" out loud. It's a standard joke of Mbundobu; everyone carries a spoon on their right wrist.

After lunch, O'Neill has a meeting to attend with Chief Sobutu and some of the village elders. They'll discuss several of the village's future projects.

One day is very much like the next in





Mbundobu, Sierra Leone—Michael O'Neill likes it that way. He's just extended his stay for another year.

"In the evening, there's no TV, radio, jet planes or loud domestic squabbles to be heard. Just people relaxing and talking by the light of kerosene lamps. Life is taken at a sane pace here. When I get back to America, I know that I'll experience a good amount of culture shock."

Mbundobu goes to sleep at night without the help of tranquilizers. The dark jungle that surrounds it ripples with the mysterious noises of wildlife. Throughout the interior of Sierra Leone, thousands of other villages exist that are very much like it.

None of them are like Freetown, the busy capital that boasts towering hotels and modern port facilities.

Riding the bus

Getting from Mbundobu to Freetown is a bit easier than the Accra-to-Suhum journey. The main roads are

paved and modern bus service is almost regular. But other kinds of delays are possible.

Each bus is a world of its own. Once on board, you may find yourself jammed into a spare seat that folds down into the aisle. On your left-hand side may be a handsomely-dressed woman of the Mandingo tribe, breastfeeding her child; on your right, perhaps a young Moslem on his way to market, holding two clucking roosters by their claws.

As the bus meanders through the towns of Bo, Moyamba and Waterloo on its way to the coast, the number of stops will depend mainly on what type of fellow the busdriver is. If he's punctual-minded, then he'll pay no attention to the frequent groups of two or three persons waiting for rides at unauthorized stops along the road.

On the other hand (which is the most likely), he'll be a kind-hearted fellow inclined to stop for anyone who even looks as though he/she needs a lift.



Left to right: Two children of the Mende tribe; front porch scene in the village of Mbundobu, Sierra Leone; Radford on a calm day in the Atlantic; crew members on liberty head for land in a French-owned vessel.



On African Shores

Then you can tack another hour onto the four-hour transit time, and try to strike up a conversation with the woman and her bawling child, or the fellow wrestling with two irate roosters.

There's a scheduled stop outside of Moyamba where vendors carry, on their heads, trays filled with smoked fish, oranges, eggs, barbecued meat and plantain (a type of banana) which they sell to travelers, along with soft drinks and beer.

When you buy a soda, you either pay for the drink inside the bottle, or for the drink and bottle both. If you only pay for the drink inside, then the bottle must be returned to the vendor before the bus leaves—even if it means guzzling the rest of your soda to placate the teen-ager running next to the accelerating bus with his arm still thrust into an open window, grabbing for the bottle in your mouth.

Sometimes, a passenger becomes a bit too hot under the collar about stopping for anyone and everyone on the roadside, and makes the mistake of insulting the bus driver (i.e., "Your whole tribe is stupid!"). This act may result in a much longer stop. The driver cuts the engine, stands up and argues with the offending passenger (i.e., "Why do you call my tribe stupid? I do nothing but drive for you, I am giving a service for you—but all you want to do is cause a fight! Why do you do that?").

Of course at that point, everyone on the bus has a comment to make, and the scene erupts into an ear-splitting verbal riot that cascades in an avalanche of Krio (pidgin English). The driver's final defense is to turn the bus around and take everyone to the nearest police station, where he will lodge a formal complaint and ask redress against the one who offended him.

Add *another* hour on to your transit time.

When and if you finally reach Free-

town, you'll find it's a city of pale colors sprawled across the bottom of a deep green mountainside. Within this urban checkerboard of African progress, the old Law Courts Building from colonial days grows vaguely yellow in the late afternoon sun; a blue and white mosque with four sparkling minarets rises impressively above the cluttered streets; a huge cola tree—revered national symbol—with a furrowed trunk that looks like carved ebony stands its ground on a walled-in parcel of earth, encircled by asphalt and a stream of speeding cars; U.S. Navy sailors have dinner on the balcony of City Hotel, where a merchant in a white cap and indigo robe tries to sell them strings of burgundy-colored beads.

Members of the U.S. Navy aren't as scarce in West Africa as they used to be. This group at City Hotel is from the destroyer *Radford*, part of a three-vessel force taking part in the Navy's third annual training cruise to this part of the world.

The Americans seem to be enjoying themselves tonight, discovering the taste of new, exotic food and conversing with some Freetowners at the table next to them. One of the Africans has a pet monkey named David, which

eventually works its way into a sailor's lap. He's reassured by the owner that David doesn't bite, and cautiously shakes the monkey's hand.

Freetown, like most port cities in West Africa, is a collision of past and future—a mixture of Western advances and native traditions. It's a place with plenty of running water and electricity: Town criers need not apply.

Senegal

Dakar leaps at you with its awesome sunrise and impressive harbor. Merchantmen gather there like so many hungry cats at the only mouse hole in town: vessels bound for England or France carrying peanuts and phosphates; ships from the Netherlands and the United States bringing textiles and machinery to Africa.

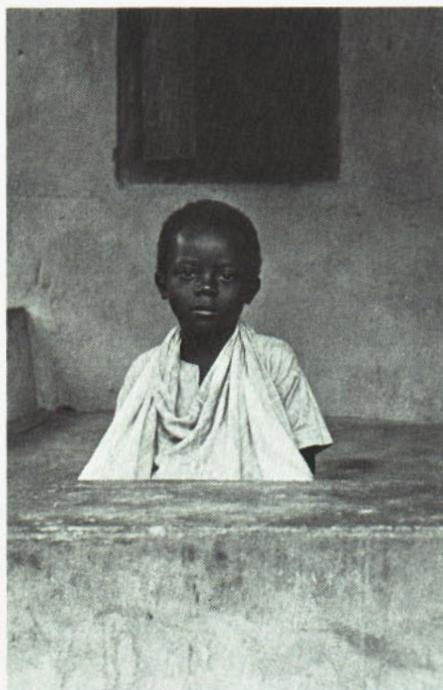
Patrol boats of the Senegal navy are tied next to tugs with French tricolors waving in a faint breeze. Berthed near them are two giant ships of Ghana's Black Star line, and farther down the cluttered shoreline is an abandoned group of green and white vessels—rusting hulks from the bygone days of a commercial boom that never lasted. They sag beneath the weight of their age and a veil of fine yellow dust from the nearby phosphate works.

Farther out in the harbor, a Soviet fishing fleet lies at anchor; it pays curious attention to a sleek, gray U.S. Navy destroyer that cuts slowly across the water between the Russian vessels and that infamous piece of real estate known as Goree Island.

The small piece of rocky terrain—less than two miles from the mainland—is the site where 60,000 men, women and children of Africa passed from freedom to slavery during the "ebony" trade's heyday.

The Maison des Esclaves (Slave House) is more than 200 years old and stands on the island's western side, reminding visitors of the legalized misery that once blossomed here.

But Goree's awful past is far behind; now it serves as an intriguing point of contrast for tourists who visit Dakar. The ferry that carries them to Goree daily is greeted by children who some-



Youth carries harvested rice in a basket; Mende boy wears traditional garment.

On African Shores

times serve as guides, or sell ripe mangoes and fish.

Unaffected by the modernization that has invaded the mainland, Goree is anachronistic. Most of the stone buildings used by the island's 700 residents were constructed in the 18th century. Streets have names like Bucaneers Quay and Rue de Donjeons (Dungeon Lane). Roads paved with fine brown dirt have never known the grooved imprint of car tires. The fastest mode of transport is the bicycle—if you can find one.

Dakar bustles in plain view of the quiet island; squeezed among the buildings and streets of that huge port city is a large, circular edifice that from a distance resembles a temple: It's Kermel Market. Concentric rings of wooden tables fill the only floor of the building. Stacked, heaped or neatly arranged upon them are the countless wares of merchants: wooden masks, jade necklaces, alligator purses, cast-bronze figurines, elephant-hair bracelets, woven baskets, cornhusk dolls, ivory-handled canes and rings made from bone.

As soon as you enter Kermel Market, your nose is kidnapped by a whirlpool of different odors—many cuts and varieties of beef, fish and chicken. Fruit and vegetables, too, but their odors aren't as strong. Your ears slam into a wall of sound—the sound of hyperactive bargaining, buying and selling: English, Spanish, French, German, Portuguese and several African dialects. It takes practice to hear them all.

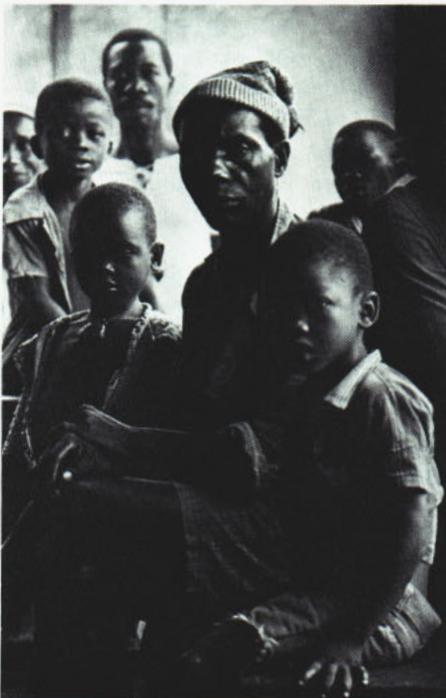
Three U.S. sailors, standing amid currents of rapidly-moving shoppers, are still trying to get their bearings when they're verbally pounced upon by a half-dozen eager merchants:

"Hello, my friend, you want to buy *this*?" "No, my friend, you only want to buy *this*!" "Navy man—why you no want to buy *this*?" "Come here, friend, and look at these things I have to sell!"

The sailors can't figure out where to go or what to buy. They end up being pulled in various directions and the bargaining starts in earnest.

"Look, friend, at this beautiful purple and gold batik—see how beautiful the drawings of our African wildlife are. I will let you go out of here with it if you give me only . . . 10,000 francs (\$50)."

The sailor says he doesn't think the batik is worth that much and starts to



Mbundobu farmer, flanked by his two sons, attends an early morning meeting at the chief's home.

walk away. "All right, then, forget that price!" says the merchant. "Now, you tell me, what is your *last* price? How much will you only pay for this fine batik?"

"How about 5,000 francs?"

"Oh, no friend, that is much too cheap—you are joking, right?" Five "last" prices later, the sailor buys the batik for 8,000 francs.

When the sun goes down over West Africa and leaves nothing but blackness in the sky over Senegal, the lights of Dakar are reflected in the harbor. Elongated, multihued and shimmering—they remind one of Van Gogh's art.

In the lounge of a bar by the water's edge, French sailors gather for the evening. Four are engaged in a heated conversation about the NATO alliance, drawing diagrams on a glass-topped table with their fingers.

Next to them, a French couple on their honeymoon talk about tomorrow's trip to Goree Island. Behind the bar, a tall and lean man named Boweto hears a song being played on the piano and softly joins in: "Goodnight, Irene, goodnight . . . goodnight, Irene . . ."

While one African sings in English, another prays in Arabic. He is a young Moslem who stands erect in a small clearing on the outskirts of Dakar. Facing toward Mecca with his prayer carpet on the ground before him, he prepares to say his fifth—and last—prayer of the day. It must be said only after the sun's light has completely disappeared from the sky.

He begins the ritual by forming an intention, and speaks softly in Arabic: "I intend to offer the four required *rakats* of the night prayer." *Rakat* is the basic unit of prayer for Islamic ritual.

Then, he raises both hands to the sides of his head, with thumbs under the earlobes and fingers pointed upward. "*Allahu akbar.*" God is great. He drops his hands immediately to his sides, and speaks again: "*Bismillah, ar-rahman, ar-rahim.*" Praise be to Allah, the compassionate, the merciful.

He continues the precise ritual; no one sees him. He repeats passages from the Koran by heart, bows, prostrates himself on the carpet and sits.

When the ritual is over, he says a special prayer called *hizb-al-bahr* (protective armor of the sea). For the man has met and befriended three sailors from a U.S. warship docked in the harbor. They leave tomorrow on a voyage across the Atlantic, and the Moslem's intention is that the ship have a safe journey.

After that, he prays for his family, friends and the leaders of Senegal. Then, he makes his most fervent plea of the day. He prays for the soul of Africa, that it may always be guided by the Koran's wisdom, and that it always be blessed by the grace of Allah.

The compassionate. The merciful.

—Story and photos by
JO2 P.M. Callaghan
ALL HANDS

Connie's Golden Anchor

Golden evidence of a golden achievement is USS *Constellation's* (CV 64) gleaming anchor—painted gold to remind the entire Pacific Fleet of its Golden Anchor Award for 1980.

Presented to *Connie's* skipper, Captain Bud Edney, by Vice Admiral R.L. Schoultz, Commander Naval Air Force, U.S. Pacific Fleet, the award recognizes excellence in career motivation and command retention. In his remarks at the presentation ceremony, Admiral Schoultz called the Golden Anchor "one of the most important awards a Navy ship can win."

Many factors contributed to *Connie's* retention success: selective reenlistment bonuses, educational benefits, guaranteed duty stations and assignment to an "A" school. According to Navy Counselor First Class Chip Carpenter, 478 sailors on board took advantage of preferred duty station incentives.

Chief Navy Counselor Jerry Deveny singled out another important factor.

"I'd say that the CO played a big part in *Connie's* selection," he said. "He has fantastic rapport with the crew." Deveny went on to describe how Edney also stayed in touch with the crew's families, using *Connie's* ombudsman, taped telephone "hot line" messages and the *Connie-Gram*—the ship's monthly feature publication.

No matter how strong his involvement, the skipper of a ship can't win a Golden Anchor Award by himself. It has to be a total command effort, and the educational services office on board did its part by providing off-duty educational programs through a variety of seagoing classrooms.

Basic English and math classes had an enrollment of 422 students. St. Louis High School of Honolulu had 314 *Connien*men enrolled in its high school diploma program. And 686 sailors used the Navy's Program for Afloat College Education to earn college credits.

Another solid motivation factor was

an effective welfare and recreation program. During the period of Golden Anchor competition, *Connie's* crew took part in numerous tours, athletic events, USO shows and other specially scheduled events.

Frequent captain's calls were held, with the CO appearing to the crew on the ship's closed-circuit television. Divisions, departments, work centers and individuals were often singled out for recognition.

The cornerstone of *Constellation's* whole retention effort was the effective use of communication with detailers. Each crew member interested in reenlistment had a chance to speak with his detailer by phone to negotiate assignments and benefits that would suit both individual desires and Navy needs.

Connie's achievement is even more remarkable when viewed against the background of strenuous operations, including a WestPac deployment that was unexpectedly extended two months and an under way period in the Indian Ocean that lasted 110 consecutive days.

But the strains of deployment schedules, along with other problems connected with retention, were apparently overcome by a key element: attitude. "We did a lot more than just re-enlist people," Carpenter explained. "We got to know each man as an individual, then did our very best to ensure that he got what he wanted."

Connie profited from the personal approach to retention shown by Navy counselors Deveny and Carpenter—the most visible evidence is the gleaming anchor on its bow.

Commanding officer, Captain Bud Edney and executive officer, Captain Bruce Churchill (left) watch as the final coat of gold paint is applied to Constellation's anchor. Chief Navy Counselor Jerry Deveny holds the paint bucket while Navy Counselor First Class Chip Carpenter wields the brush.



The Voyage of Uncwencean

On the morning of April 1, 1777, spectators gathered on Winter Island in Salem Harbor, Mass., to watch a brief but impressive commissioning ceremony for a frigate. It was to become one of the Navy's most gallant men-of-war, the USS *Uncwencean*.

John Adams, sometimes called the father of the U.S. Navy, had wanted to attend the ceremony, but he was preoccupied with the war against the British. He sent his beloved Abigail to take his place.

With a jeroboam (almost a gallon) full of Jerusalem Ginger Gin, she anointed the tiny ship's bow and then stood back as the vessel slid down the ways. The little ship seemed to list a little, Abigail thought, as she watched it come to rest in the harbor. Years later, many a jack-tar would be heard to mutter in strange tones that the USS *Uncwencean* was never on keel from that day on.

What follows is the true story of *Uncwencean's* first voyage, and of its brave crew of 260 officers and men who stood out to sea to engage their enemy under sail. *Uncwencean* and its crew are part of the lore of the sea which sets seafaring men apart from their less fortunate landlubber brothers.

It weighed 704 tons with a beam of 37 feet, 6 inches. The depth of its hold was 13 feet, and the length of its keel was 65 feet. Its mainmast stood 82 feet high and its mizzen 72. It carried 29 guns; its total cost was the princely sum of \$29,000. Members of its crew were, of course, plankowners, and Captain Murdock Smith was their skipper.

Following its shakedown cruise, *Uncwencean* was made ready to depart Boston Harbor on New Year's Eve, Dec. 31, 1777.

Because the *Uncwencean* was built

expressly for long and arduous periods at sea, special provision was made for ample storage of fresh water. Accordingly, it had spaces designed to carry some 161 casks. The ship's manifest shows that on the day of departure, 27,397 gallons of fresh water were stored aboard.

In addition, the ship's holds were packed full of provisions, including:

- 102 barrels of beef
- 102 barrels of pork
- 400 gallons of molasses
- 6,000 pounds of rice
- 635 pounds of butter
- 5,000 pounds of cheese
- 400 pounds of candles
- 570 gallons of vinegar
- 140 bushels of beans
- 18 barrels of flour
- 16 barrels of corn meal
- 4,240 pounds of bread
- 48 gallons of lamp oil
- 240 bushels of potatoes
- 6,000 pounds of salted fish
- 40 barrels of lemons
- 56 barrels of limes

As you may or may not recall, Benjamin Franklin's father had been in the soap and candle business, and his other son, Thomas, had later established New England's first soap factory on the banks of the Charles River near Boston Harbor. So for the fitting out, the ship's chandler provided, from this historic source, 474 pounds of lye soap.

Also taken on board were 2,958 gallons of rum and 1,950 gallons of West Indian spirits.

On Feb. 17, 1778, *Uncwencean* engaged in its first sea battle against the British, in the frigate *Hawk*. The battle lasted three days before the enemy ship finally struck its colors, but not before many of the English crewmen escaped in whaleboats. Before scuttling the *Hawk*, the Americans took from her and replenished their stores with:

- 100 pounds of English cheese
- 46 sacks of potatoes
- 2 barrels of limes
- 14 casks of Scotch whiskey
- 38 hogsheads of Lancashire ale
- 200 gallons of stout, and
- 350 gallons of porter

By mid March, *Uncwencean* and its proud crew arrived in Marseilles, France, for some repairs and to take on some provisions:

- 80 bushels of beans
- 4 barrels of flour
- 500 pounds of salted fish
- 470 barrels of French wine
- 278 gallons of cognac, and
- 58 hogsheads of lager beer

After 10 days in port, the American ship sailed toward home by the southern route, stopping on the way in the Azores for a little rest and some needed supplies. The ship's carefully kept log shows supplies received on board June 28, 1778, were:

- 6 barrels of salt pork
- 50 pounds of salt
- 3 barrels of rice
- 310 barrels of Madeira wine
- 58 barrels of Majorca vermouth
- 116 barrels of Jamaica Rum, and
- 500 gallons of the finest champagne (a gift from the Spanish admiral who was the harbor commander)

On the way back to American waters, *Uncwencean* captured a British privateer and towed it into port at Charleston, along with:

- 1 barrel of limes
- 100 gallons of lamp oil
- 30 barrels of grog, plus
- 38 gallons of bitters to give some flavor to the captured
- 17 barrels of Irish whiskey

Uncwencean stayed in Charleston Harbor only long enough to register the prize, make some repairs and replenish its stores. The manifest on its

day of departure from Charleston shows that there had been received on board:

- 7 barrels of beef
- 500 pounds of bread
- 293 gallons of Georgia peach brandy
- 57 barrels of Carolina corn whiskey, and
- 200 barrels of Pilsener beer

For the next several months, *Uncwencean* was the scourge of the sea lanes from Barnegat to Nantucket. It sank three sloops, severely damaged two frigates and captured a private vessel loaded with 550 barrels of Rhine wine bound for the port of New York, and consumption by Hessian mercenaries. Perhaps no sailors ever had such high morale as did the crew of the *Uncwencean* that evening as they indulged in the wine and thought about those unfortunate Hessians.

Exactly one year and a day after having set sail from Boston Harbor, *Uncwencean* was again home, in need of repairs following its encounter with a violent winter storm. The gallant frigate looked a mess:

- Her sails were ragged.
- Her masts were sagging.
- Her deck was creaking.
- Her hold was empty.
- Gone was the salt pork.

Eaten was the rice.
Burned were the candles.
Empty were the wine barrels.

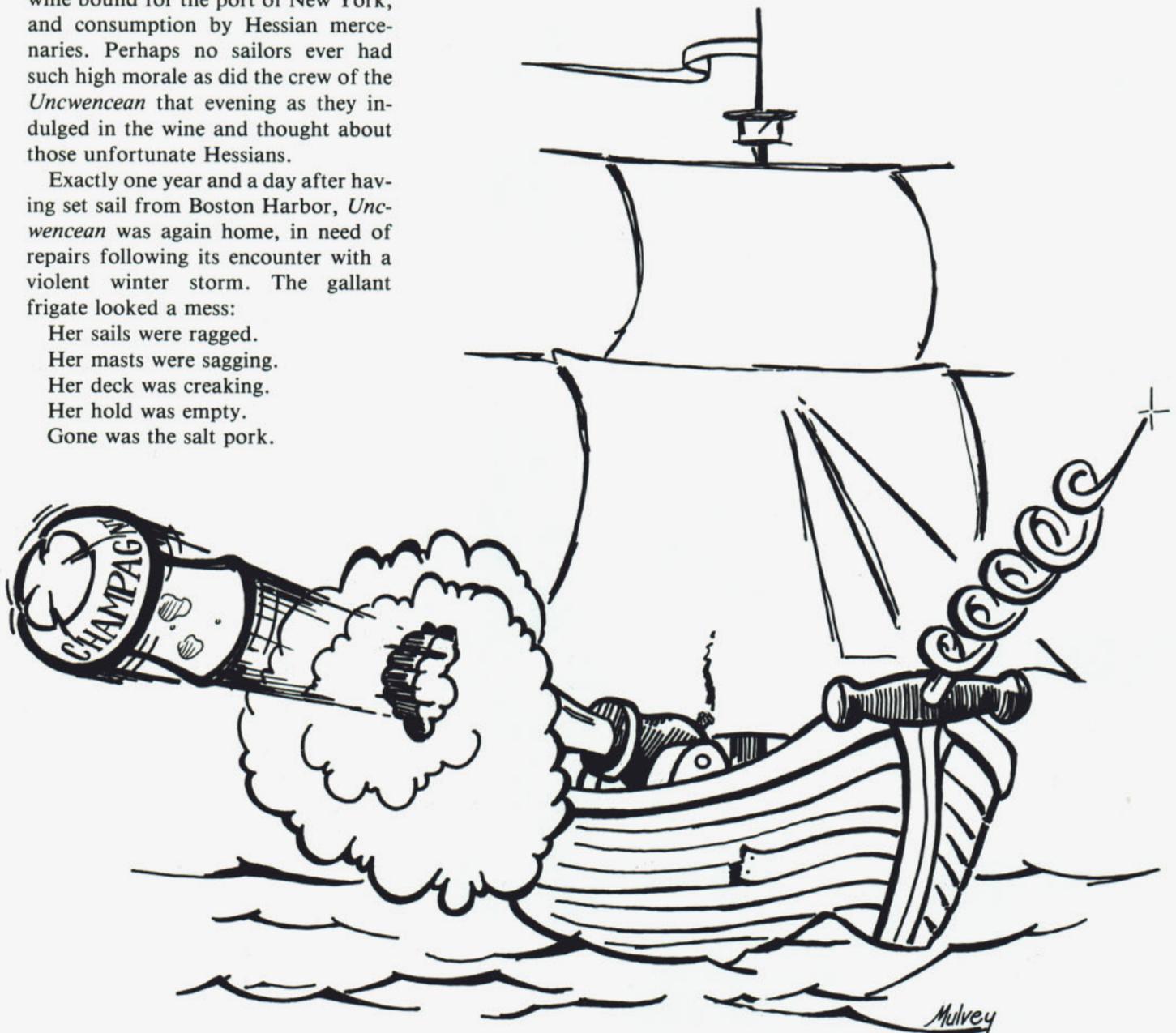
All it had left were the 474 pounds of Thomas Franklin's New England Lye Soap, and 161 untapped wooden casks holding 27,397 gallons of very stale water.

Meanwhile, up in Harvard yard, a medieval scholar, busy with his Chaucer, came across a word which he had heard shouted on the waterfront that same morning. He had been

watching one of the new Navy's frigates come sailing into port. Even to his unpracticed eye, the ship seemed a bit wobbly, which he dismissed as simply his own lack of understanding of things nautical. Turning to his Old English dictionary, he read: "Uncwencean: Unquenchable, unable to extinguish by satisfying, as thirst."

"Hmmm," he muttered, "a strange name for a ship!"

©Story by Lt. Cmdr. Melvin H. Miller, Ret., and ETCM Alan D. Jones, Ret.



Bearings

Seabees Save Energy

While it isn't as ambitious as the 10,000-mile victory trail their predecessors blazed to Tokyo during World War II, Seabees at the Naval Construction Battalion Center in Gulfport, Miss., are embarked on still another pioneering venture. The trail they're blazing today, however, is in energy conservation.

The home of the Atlantic Fleet Seabees in Gulfport is participating in a pilot energy management system that is saving money and man-hours as well as energy. It's the Delta 1000 Energy Management System, which was purchased and put on line at Gulfport in 1977 strictly to reduce energy consumption. Gulfport is one of the first naval installations to employ such a system.

The energy conservation system has proven especially effective at Gulfport in reducing the energy consumption of chillers, air handlers and fans used ex-



tensively at the 1,100-acre facility, located on the Gulf of Mexico in one of the warmest, most humid areas of the United States. The Delta 1000 system

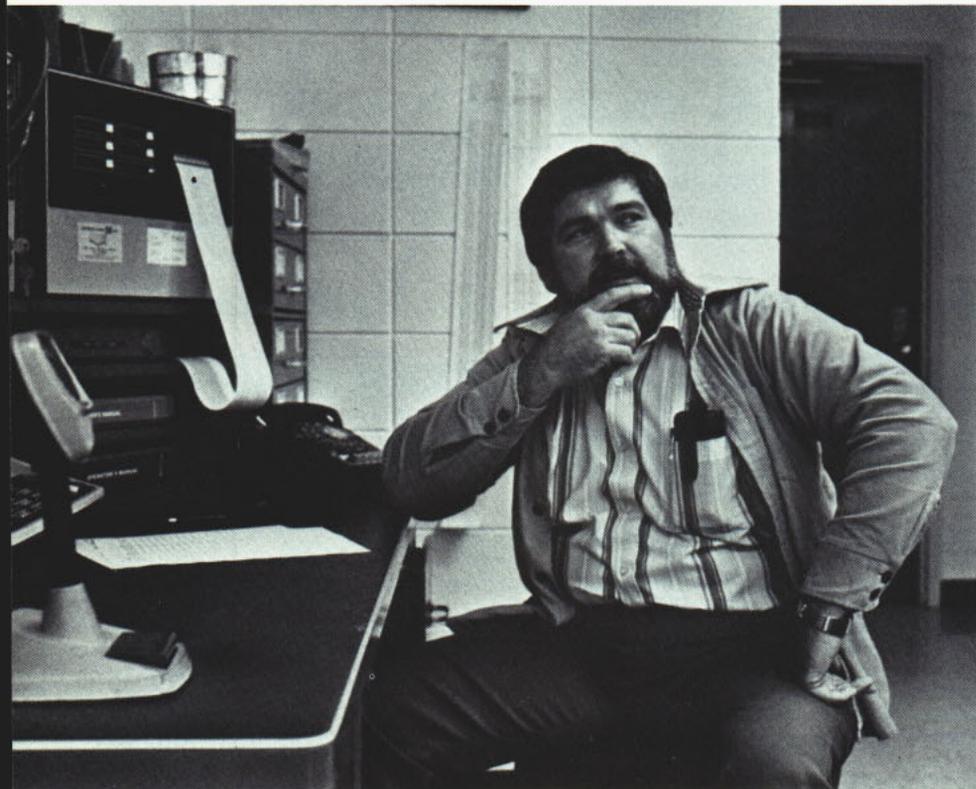
controls 140 locations in the center's 23 buildings.

"In 1975, the Navy established a 'base line' requirement of 20 percent reduction in energy use for all naval installations by 1985," said Ensign Al Grimmig Jr., public works officer and energy program manager at the Seabee center. "We feel that we can obtain the reduction of energy use called for by the Navy without adversely affecting people's comfort."

One way Navy people, dependents and civilians at Gulfport are becoming more aware of energy conservation objectives like the 20 percent reduction is through various energy awareness programs. These programs, along with the Delta system, are playing an important role in helping the center meet, even exceed, its goals.

While the "road across the Pacific" may remain the Seabees' greatest accomplishment, being at the forefront of energy conservation is another way Seabees are maintaining their image.

Left: Jim Woodyard, civilian equipment specialist, operates the new Delta energy management system at the Naval Construction Battalion Center, Gulfport, Miss. Above: Gulfport headquarters building.



Brumby Wins 'Top Hammer'

USS *Brumby* (FF 1044) was awarded the "Top Hammer" recently for demonstrating superior performance in all areas of the Composite Training Unit/Anti-Submarine Warfare Exercise held during December in the western Atlantic and Caribbean waters.

The exercise was designed to improve the overall readiness of participating units while conducting battle group operations and evaluating new procedures, tactics and weapons.

The Charleston, S.C., based frigate also picked up awards in engineering, gunnery, seamanship and anti-submarine warfare.



Carry That Weight

USS *Camden* (AOE 2) recently brought more than four tons of Operation Handclasp supplies to the Reitz School for the physically disabled and The Little Sisters of the Poor in Mombasa, Kenya. Collected in the United States as part of the program, the

goods included paint, clothing, books, first aid supplies and even some sewing machines. The cargo was flown by helicopter to Mombasa's Moi Airport, then delivered to the school and mission by *Camden* crew members. A previous visitor to Mombasa in 1979, *Camden* was greeted with enthusiasm by Kenyans on its return.

—Photo by JO2 D. A. Jaques

Corpsman to the Rescue

A Navy hospital corpsman has been credited with saving the life of a civilian shipyard worker. As a result of his heroic and professional efforts, Hospital Corpsman Third Class James A. Elliott was awarded the Navy Achievement Medal.

Elliott is stationed aboard the USS *Bowen* (FF 1079) which is undergoing overhaul at a Brooklyn, N.Y., shipyard. As the ship's duty corpsman,

Elliott was called to the forecastle when a shipyard worker collapsed from inhaling poisonous fumes. The petty officer immediately took charge of the situation by successfully administering cardiopulmonary resuscitation when the victim's heart and breathing suddenly stopped.

Commander William A. Estell Jr., commanding officer of *Bowen*, presented the medal to Elliott Dec. 5.

Bearings

Neptune Award

Lieutenant George E. Beaton, a Pacific Fleet submariner who holds the Navy's record for completing 24 strategic deterrent patrols, was named winner of the 1980 Neptune Award. The award was established in 1979 to honor men who devote their service to the Navy's strategically important *Polaris* and *Poseidon* missile submarines.

Beaton topped the first winner's record of 23 patrols when he completed his 24th patrol aboard the USS *Ethan Allen* (SSBN 608) Blue team.

A former enlisted man who was commissioned through the Limited Duty Officer Program, Beaton com-

pleted 12 patrols in each fleet—18 as an enlisted man, the remaining as an officer—aboard six submarines in 16 years.

Be an Angel

The U.S. Navy Flight Demonstration Squadron, the Blue Angels, will select one pilot and a flight leader this year for the 1982 team. Selections will be made in September but applications should be submitted as soon as possible.

An applicant for demonstration pilot should be a tactical jet pilot with 1,500 hours flight time, a regular Navy officer due to report to or already on shore duty. An application should be endorsed by the applicant's commanding officer and forwarded to the Navy Flight Demonstration Squadron with a copy to the Chief of Naval Air Training and the Chief of Naval Personnel (Pers-433A) or, for Marines, Commandant Marine Corps (Code AA).

Officers interested in the billet of flight leader must have 3,500 hours flight time, be a lieutenant commander or commander who has screened for aviation command, and preferably (though not mandatory) have had command of a tactical jet squadron. Flight leader applicants should submit letters directly to the Chief of Naval Air Training with information copies to the Commanding Officer, Navy Flight Demonstration Squadron and the Chief of Naval Personnel (Pers-433A).

All letters of application should include each officer's experience and qualifications. Questions may be addressed to the Blue Angels via telephone (Autovon: 922-2584/2585; Commercial: (904) 452-2583/2584) or by writing to the Blue Angels, Naval Air Station, Pensacola, Fla. 32508.

The Blue Angels also have openings for enlisted persons in the AMS, AMH, AME, AD, AE, AK, AS, AT and PR ratings.

Interested applicants can arrange an

interview with a Blue Angels representative by telephoning ADCS Wayne East (Autovon: 922-2466; Commercial: (904) 452-2466).

People must be eligible and submit applications in accordance with the Enlisted Transfer Manual, Chapter 9.23. Those interested are encouraged to submit applications as soon as possible and schedule an interview with the squadron's maintenance officer.

For further information write: Administrative Officer, Blue Angels, NAS Pensacola, Fla. 32508.

Flying Reservists

In many areas around the world, part-time Naval Reservists and full time active-duty people join forces to perform a vital role in maintaining a total Navy force.

In the VP community, for example, 13 reserve P-3 squadrons, staffed by reservists and active duty people, make up 35 percent of the country's total VP mission capability.

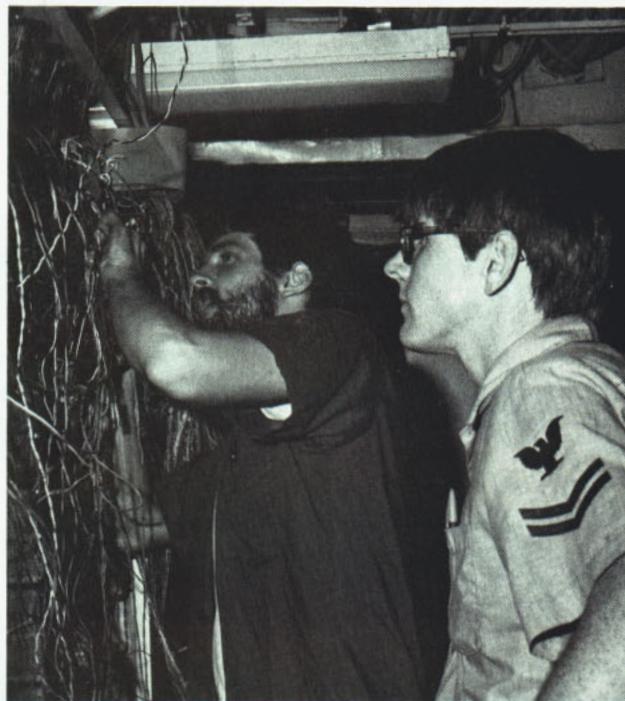
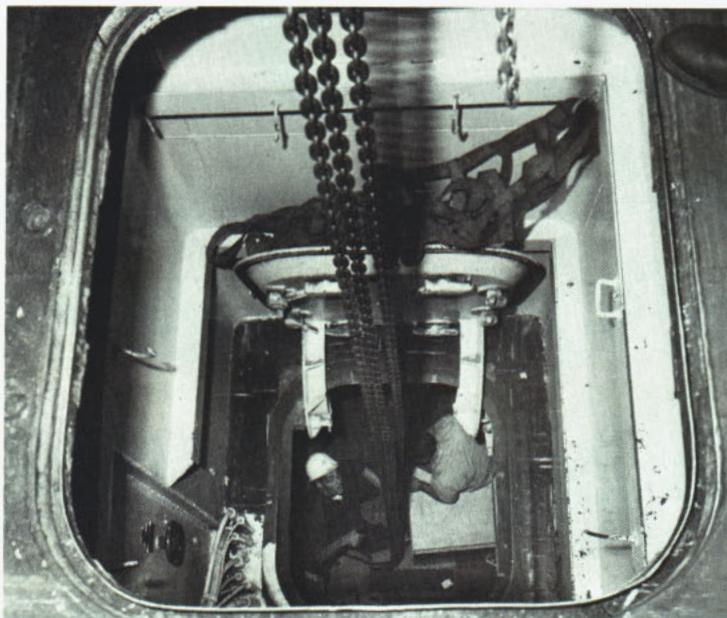
One of these patrol squadrons is VP-94, NAS, New Orleans. Almost every night, one of the planes flies more than 1,000 miles to a remote ocean area on a scheduled antisubmarine warfare operation. On any given patrol, the crew might consist of an Air Force civilian computer specialist, a systems manager for an oil company, a college student, a camera store manager and a policeman, plus the full-time Navy members. For 10 to 12 hours, they work together as a Navy team, taking pride in performing a vital mission together.

Recently, upon assuming command of VP-94, Commander Frank J. Marlow paid tribute to these mixed crews for their teamwork and coordination. He said, "It is a thing of beauty and a source of great satisfaction to watch this mixture of full-time Navy and part-time reservists blend into a squadron—a competent, hardworking, dedicated group of people."

Lt. George E. Beaton receives a special citation with the Neptune Award trophy from Admiral R. L. J. Long, Commander in Chief, Pacific. Lt. Beaton will wear a distinctive gold FBM patrol pin in lieu of the traditional silver dolphins.—Photo by JOC Cindy Adams.



CV 59 in Dimension 2000



Dimension 2000 is now aboard the aircraft carrier USS *Forrestal* (CV 59), and it's doing wonders for the ship's main line of communication—the telephone.

The ship's electrical division people labored more than 5,000 working hours to complete the installation of the sophisticated chunk of computer technology before *Forrestal's* January departure for type III training.

Dimension 2000 is more than just an average telephone switchboard. It contains the capabilities of forwarding calls, executive cut-in privileges, a do-not-disturb convenience, outside lines and Autovon hook-ups. The computer can even tell what's wrong with the phone in case of breakdown.

Purchased for less than one-third the price of the old system, Dimension 2000 takes up less than half the space of the old switchboard and also takes less human energy to operate.

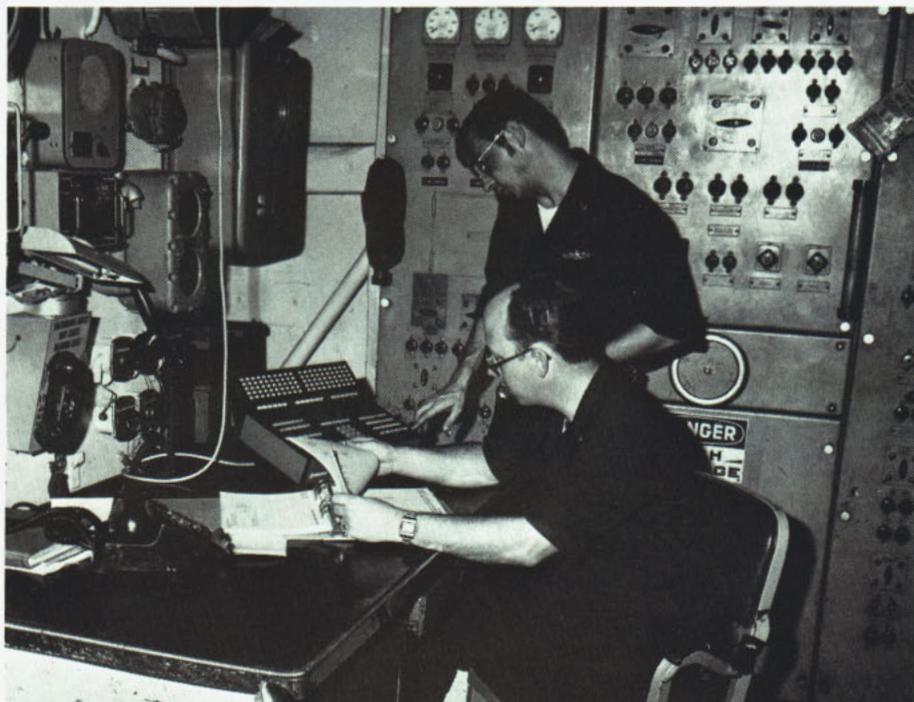
Getting accustomed to the new sys-

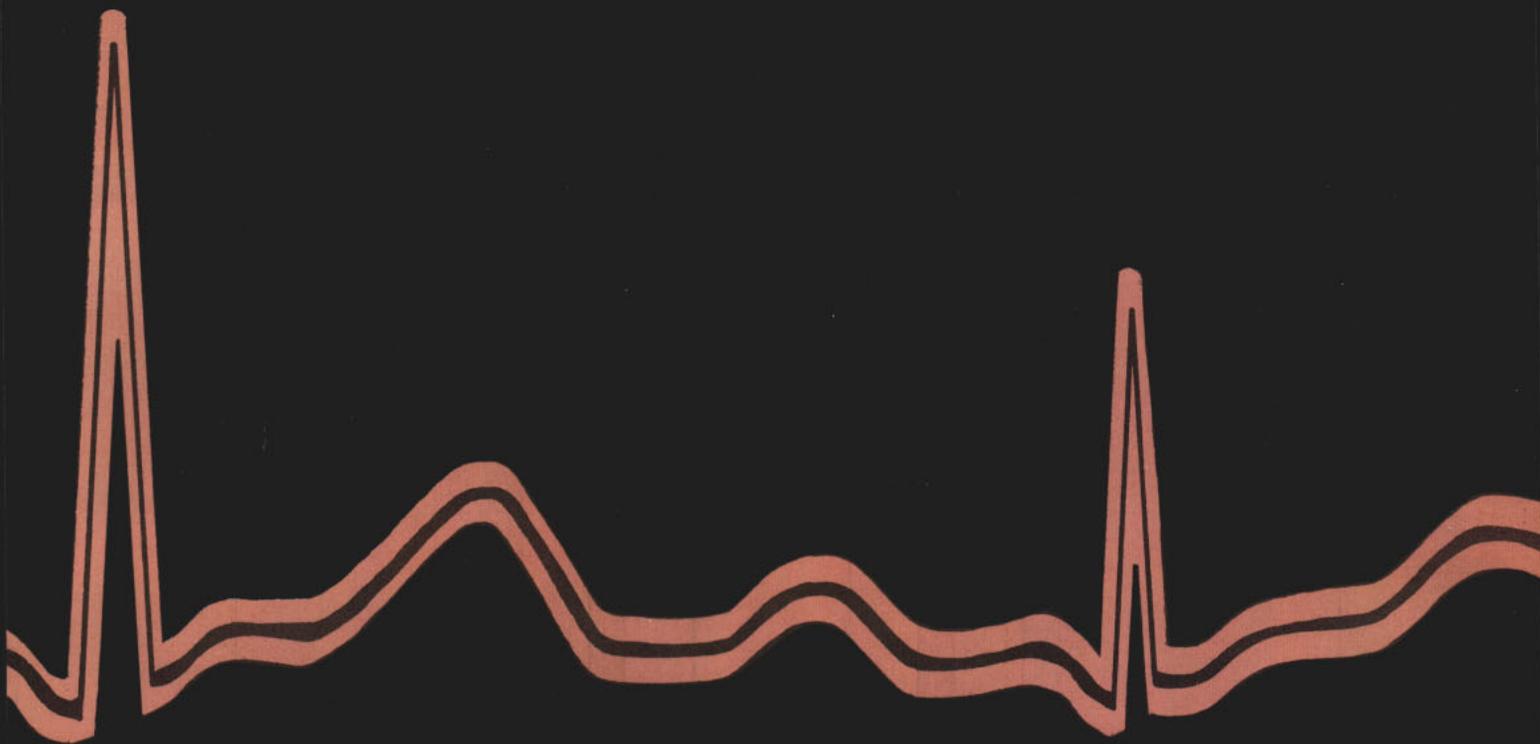
Moving and installing the Dimension 2000 equipment involved special problems but it all was worth the effort. Right: Forrestal CPOs Philip Lenny (seated) and Terry Malley share a "board watch" on the highly advanced telephone switchboard.

tem was mainly the chore of the men of E division, but the rest of the crew had some changes to get used to as well. The major change for the crew was the changeover of all the ship's telephone numbers from two and three digits to four.

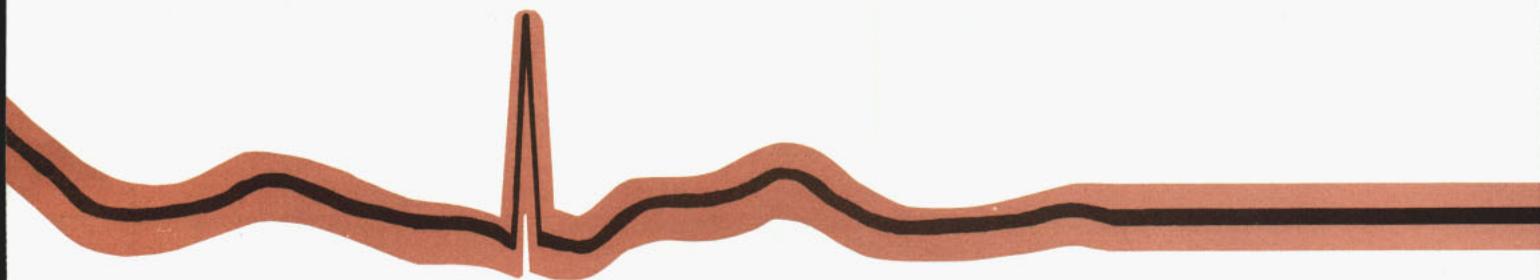
It will take a while before everyone aboard the ship figures out just how much Dimension 2000 can and can't do, but one thing is sure—Dimension 2000 is here to stay.

— Story by JO3 Jon Gagne
— Photos by PH2 Dave Dextradeur





**A
Silent
Killer**



Hypertension is the most common chronic cardiovascular disease in the United States today. The silent killer, as it's frequently called, afflicts an estimated 35 million Americans and is the underlying cause of 1.5 million deaths each year, making it the nation's leading cause of death.

Simply stated, hypertension is high blood pressure. It's an elevation of the pressure the blood exerts against the sides of the blood vessels. But for one out of six persons over 18 and a growing number of children, it increases the risk of developing serious cardiovascular disorders such as heart attack, heart failure, stroke and kidney damage.

Navy people and their families may run the same risk of developing high blood pressure as the general population. The disease is painless and produces no symptoms until the heart, brain or kidneys have been damaged.

"The incidence of high blood pressure in the Navy is the same as in the United States as a whole," said Commander (Dr.) J. Stephen Bohan of the National Naval Medical Center's Department of Internal Medicine. "However, the average age of Navy people is lower than the average age of the

general population so we tend to see less cases proportionately."

A study of hypertension and heart disease conducted among active duty armed forces people during the 1970s showed the overall rate of hypertension to be considerably lower than the rates for the general population. However, as Bohan stated, the age distribution among active duty people is quite different from that of the general population and the overall youthfulness of the armed forces may account for the overall lower prevalence of the diseases.

In a recent random survey studying the correlation of obesity and high blood pressure, 47 percent of enlisted E-7 to E-9s were found to be over ideal body weight as compared with 30 percent of officers in the 0-1 to 0-3 paygrades and 24 percent in the 0-4 to 0-6 paygrades. The survey also showed that active duty men were more likely to be overweight in the 35-45 age range while active duty women were more likely to be overweight in the 25-29 age group.

The problem facing the medical field is to discover those who are afflicted, to give them adequate treatment, and to persuade them to stay on their diets

or medication. Since 1950, detection, diagnosis and treatment have improved and have produced a sharp decline in the death rate from cardiovascular diseases related to high blood pressure. But it's still important to have blood pressure checked about once a year, whether it be at a local health fair or by a hospital corpsman aboard ship.

Although some disagreement persists, normal blood pressure is usually about 120/80 for adults between 18 and 45. The 120 reading refers to the systolic (upper) pressure; the 80 refers to the diastolic (lower) pressure. However, in adults, the normal systolic pressure ranges from 100 to 140 and normal diastolic pressure ranges from 60 to 90.

"If a blood pressure test shows your diastolic pressure is 90 or over on two readings you probably have hypertension," said Bohan. "If you are male and under 40 with a blood pressure over 140/90 you probably have hypertension. If you are over 40 with a blood pressure reading over 140/95 or are a woman of any age with a reading over 140/90 you probably have hypertension."

High blood pressure is usually first detected between ages 30 and 40. Both

on the Rise

men and women suffer from it in almost equal numbers, although men are afflicted more severely and earlier in life. At present, hypertension is a major disease suffered by America's black population. High blood pressure is two to four times more prevalent in blacks, particularly black males, than in whites of the same age group.

"The risk of developing high blood pressure varies with age, whether people smoke or don't, whether they are male or female, and whether they are black or white," said Bohan. "A black male who smokes has a greater likelihood of developing hypertension than a white female who doesn't smoke.

"Additionally, women who take oral contraceptives have a higher risk of developing hypertension than women who don't," he added. "Birth control pills alter a woman's body chemistry and today, they are the most common cause of high blood pressure among young women. They don't affect all women but we don't know how to screen out the ones affected. Certainly, if a woman has a history of high blood pressure, she should not take oral contraceptives."

Most hypertension cases fall within two types. About 10 percent of high

blood pressure cases are traced to several specific organic abnormalities such as kidney disease, blood vessel defects and hardening of the arteries. If the underlying cause of "secondary hypertension" can be eliminated, patients with this hypertension can often be cured.

The remaining 90 percent of high blood pressure cases are categorized as "essential hypertension." In these cases the underlying causes cannot be explained by any one condition.

"Even the most recent medical textbooks state that the cause of most high blood pressure is unknown," said Bohan. "With hypertension, there are those cases we know are caused by disease and there are those cases for which we do not know the cause."

Many factors are thought to cause or at least contribute to high blood pressure including heredity, obesity, excess salt in the diet, smoking and the lack of exercise. Treatment, which may consist of diet or medication or both, can lower blood pressure and thereby prevent the strokes, heart attacks and kidney disease that could result.

"Once we treat the disease, we take away the high blood pressure," said Bohan. "For the others, we can treat

them with dietary changes and medication and as long as they stay on their diet or continue to take their medication, their blood pressure will remain low."

Heredity plays a role in essential hypertension. If one parent has high blood pressure, there is a 50 percent chance for their children to develop it in later years. And if both parents have it, the odds against their children skyrocket to 90 percent. In recent studies evidence indicates that essential hypertension may start in early childhood, even infancy, among children of hypertensive parents.

Obesity is associated with high blood pressure at all ages; many doctors are convinced that obesity and hypertension go hand in hand. Today, 10 to 30 percent of all Americans are overweight to some degree and the correlation between excess weight and high blood pressure is especially high among women.

"We know from several studies that as a person's weight reduces, his or her blood pressure reduces," said Bohan. "But that means the person must keep those excess pounds off to keep blood pressure down. Being overweight is a problem for many sailors aboard ships

because they have no control over their diet and lack of exercise contributes to weight gain."

Another dietary factor contributing to hypertension is habitual and excessive use of salt. Most Americans' diets contain between three to five teaspoons of salt daily. Adults and children need only about a quarter teaspoon of salt daily; even when working in hot humid environments they still need less than a teaspoonful.

"Some professional people are quite convinced that the amount of salt in Western diets causes high blood pressure," said Bohan. "But there are others just as firmly convinced that salt is not a cause. All agree that restricting a person's salt intake helps in treating hypertension.

"Salt is present in our diets and comes primarily from processed foods with high salt contents. The sailors on ship don't have much control over the amount of salt that's in their food; any snack food is bound to contain lots of salt."

If neither weight loss nor salt restriction works then medication must be used to control and lower the blood pressure.

Fortunately, in about 95 percent of

the hypertension cases, blood pressure can be reduced and controlled through a growing arsenal of antihypertensive drugs. Because people respond individually to medication, a variety of drugs or combinations may be used. Unfortunately, antihypertensive drugs often produce side effects. Still, they make it possible to lower blood pressure with a minimum of discomfort.

"There are three or four groups of drugs we commonly use for high blood pressure. The most common are diuretics which remove salt from the body," said Bohan. "Most people can control their blood pressure with these.

"For the most part, the side effects are moderate and the drugs used today are much better than those 15 years ago," he added. "Common side effects are dizziness, tiredness, dry mouth, nasal congestion and loss of potassium. That's why each regimen must be tailored to what a patient will

accept in side effects and still control his or her high blood pressure. Although medication can successfully control high blood pressure, the treatment is lifelong. A large number of people, however, can still conduct everyday activities with no trouble, as long as they continue to take their medication."

Navy men and women diagnosed as hypertensive can still function in their normal duty status with the exception of flight duty, diving duty and certain critical response areas.

"Once sailors are set into regimens and their blood pressure is easily controlled, they can be assigned to almost any duty," said Bohan.

Despite advancements in hypertension research in the past, several challenges still face the medical field. But when reminded why the disease is called the silent killer, most people gladly follow a doctor's instructions.

—By JOC James R. Giusti

For further information on high blood pressure and what to do about it, consult your family doctor or write to: National Heart, Lung, and Blood Institute, High Blood Pressure, 120/80 NIH, Bethesda, Md. 20205.

Currents

Mass Re-enlistment Nets 100 Years for Barney

Twenty-seven crew members of USS *Barney* (DDG 6) re-enlisted or extended their naval careers for a total of 100 years and bonuses totaling nearly \$140,000 March 6 in the African port of Djibouti. *Barney's* commanding officer, Commander William T. Shiffer Jr., presided over the shipboard ceremony during a seven-hour refueling stop in the East African city on the Gulf of Aden. The mass re-enlistment came on the eve of the Norfolk, Va., ship's return to the Sixth Fleet following three months of operations with the Middle East Force. "It's very gratifying to have a part in keeping our Navy strong in the '80s," Shiffer said. "It's especially noteworthy that more than 80 percent of *Barney's* deployment has been spent under way, engaged in fleet operations. Many of those who re-enlisted elected to continue their careers on board this ship. Their pride, professionalism and dedication are marvelous, and serve to reaffirm my view that the quality of our sailors is second to none."

Reeves Rescues 27; Liberian Merchant Ship Sinks

Twenty-seven crew members from a Liberian merchant ship were rescued safely by USS *Reeves* (CG 24) following the merchant ship's collision at sea with a Singaporean tanker. The collision between the merchant *Goldenrod* and the tanker *Nicola Prosperity* occurred in the Strait of Malacca March 18. The crew of *Goldenrod* abandoned ship when it began to sink. Sighting *Goldenrod's* distress signal, *Reeves* closed the scene of the collision and immediately dispatched two boats. The survivors were taken to the *Nicola Prosperity* for transfer to Singapore, the closest port. After the rescue, *Reeves* continued on its transit as part of the seven-ship battle group led by USS *Midway* (CV 41). Commanded by Captain J.W. Egerton, *Reeves* is forward deployed to Yokosuka, Japan, as part of the Overseas Family Residency Program.

Yellowstone Crew Members Help after Condo Collapse

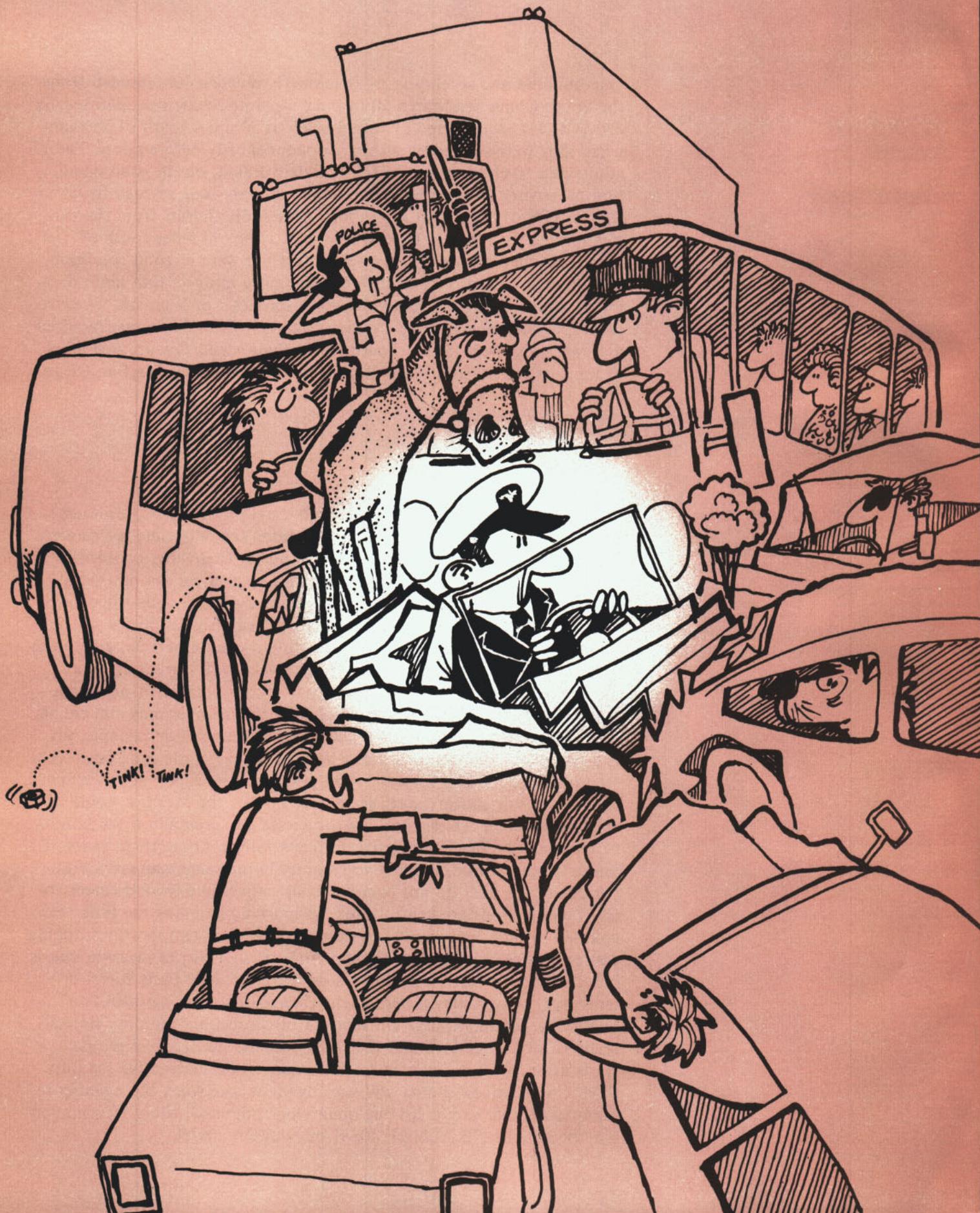
Newly commissioned USS *Yellowstone* (AD 41) arrived at Port Canaveral, Fla., March 27, just hours before a five-story condominium building under construction in nearby Cocoa Beach collapsed. Eleven construction workers were killed and scores of others were injured. A request from local authorities went out the next day to the community for oxygen and acetylene cutting torches and skilled operators to cut through steel reinforcements to permit removal of concrete slabs at the scene. Eighteen hull technicians from *Yellowstone*, led by Chief Warrant Officer William Woods, responded. They worked through the night of March 28 with portable cutting outfits from their shops on *Yellowstone*. The cutting crews were joined by 18 additional *Yellowstone* crew members, led by Lieutenant Richard Ribieux, who assisted in removing concrete slabs from atop the trapped construction workers. The *Yellowstone* sailors received expressions of appreciation from local civil defense authorities for their efforts. The destroyer tender is a unit of Service Group Two and is homeported in Norfolk, Va. The ship was at Port Canaveral to support the Navy's Fleet Ballistic Missile Test Program.

Ranger and Fox Rescue 174 in Pacific

One hundred and seventy-four Vietnamese refugees were rescued from the South China Sea March 20 in three separate rescue operations. USS *Fox* (CG 33) encountered 27 refugees about 50 miles south of Vietnam when they were sighted by a ship's lookout shortly before noon. The 17 adults and 10 children were weak and dehydrated, but in good condition otherwise. The second group—138 refugees—was rescued by USS *Ranger* (CV 61) later that afternoon. An EA-6B aircraft from the carrier spotted the refugees in a 40-foot boat about 90 miles south of Vietnam. They had been at sea for seven days but were in good condition despite their ordeal. *Fox* discovered nine more refugees that night drifting in a powerless boat about 100 miles southeast of Vietnam. The five men, one woman and three children, sighted by *Fox* lookouts, required assistance and were taken aboard. Both *Ranger* and *Fox* are operating as units of the Seventh Fleet. Both ships are homeported in San Diego.

Sea Time Counts for Dollars

Recent Chief of Naval Operations and Secretary of the Navy messages answer a variety of questions about counting sea duty time for career sea pay and career sea pay premium purposes. Generally, consecutive sea duty time starts at zero upon reporting to a career sea pay qualifying tour. It increases on a day-for-day basis during periods when career sea pay is received. Members who serve on sea duty for 36 consecutive months are also entitled to a \$100 monthly premium beginning with the 37th month and each additional consecutive month thereafter. If a member is not eligible for career sea pay, either because of pay grade and/or lack of initial cumulative sea duty, the member may still count up consecutive sea duty time for later pay purposes. For example, an E-3 not eligible for career sea pay because of pay grade can accrue consecutive sea duty time for career sea pay purposes. Upon advancement to E-4 and subsequent career sea pay eligibility, the member would be entitled to career sea pay and the career sea pay premium if 36 months of sea duty had been completed. Officers with less than three years of sea duty may accrue consecutive sea duty in the same manner. Certain periods of sea duty do not count as consecutive time toward career sea pay. Such periods are neutral time, temporarily stopping the time counted toward consecutive sea duty. Examples of temporarily stopping consecutive sea duty time include periods when a carrier aviation unit is based ashore or when a member is on leave, proceed time, travel or temporary duty while on permanent-change-of-station between two qualifying sea duty tours. The amount of consecutive sea duty time already earned is retained and the count resumes when career sea pay starts again. PCS assignment to shore duty stops consecutive sea duty time. Consecutive sea duty will start again at zero when the member reports to another career sea pay qualifying command. More information may be obtained in ALNAV 40/81 or NAVOP 209/80.



EXPRESS

POLICE

TINK! TINK!

Automobile Insurance

It Can Happen to You

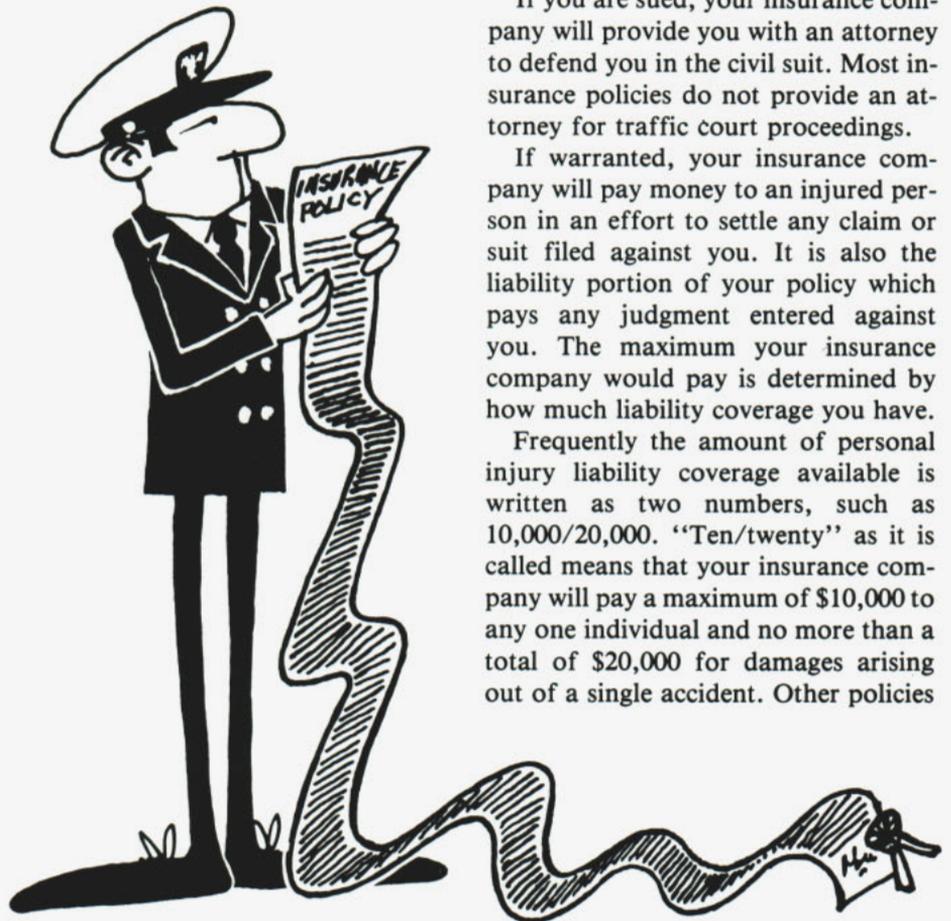
Most of us own an automobile and have insurance to cover it. But some of us do not have a working knowledge of exactly what our automobile insurance does for us if we have an accident. The following article on automobile insurance and "no fault" laws can help answer some of your questions concerning automobile insurance.

* * *

Automobile Insurance

The standard automobile insurance policy generally provides two basic types of coverage. These are "first party" coverages which pay benefits to you, and "third party" coverages which pay benefits on your behalf to others.

The liability portion of your policy is an example of third party coverage. It will pay others for property damage or personal injury caused by you or someone operating your automobile. Even if you were not the driver of your car at the time of an accident, in most states you can be held responsible for the negligence of anyone driving your car even with your permission.



If you are sued, your insurance company will provide you with an attorney to defend you in the civil suit. Most insurance policies do not provide an attorney for traffic court proceedings.

If warranted, your insurance company will pay money to an injured person in an effort to settle any claim or suit filed against you. It is also the liability portion of your policy which pays any judgment entered against you. The maximum your insurance company would pay is determined by how much liability coverage you have.

Frequently the amount of personal injury liability coverage available is written as two numbers, such as 10,000/20,000. "Ten/twenty" as it is called means that your insurance company will pay a maximum of \$10,000 to any one individual and no more than a total of \$20,000 for damages arising out of a single accident. Other policies

Automobile Insurance

are known as "single limit" coverages and, as it implies, provide only a single amount of liability insurance. You should discuss the advantages and disadvantages of each type of coverage with your insurance agent or Naval Legal Services Office.

Property damage insurance pays for damage caused by your vehicle to another vehicle or other private property. It is usually a single limit amount.

Your policy may provide benefits to you if you are involved in an accident. Such first party benefits may include payment of medical bills, lost wages, repair costs and expenses of a substitute rental vehicle. If the other driver was at fault in causing the accident and you were injured, your insurance may pay for other damages, including pain and suffering.

If you live in a "no-fault" state, you may obtain insurance which will pay for all or part of your medical expenses and loss of wages regardless of who caused the accident. Even if you do not

live in a no-fault state, you may purchase medical payment insurance. Commonly called "med pay," it pays doctor, hospital and related medical expenses you incur as the result of an accident, even if you were at fault in causing the accident. However, Navy people on active duty can hardly claim lost wages because of injury—their pay continues whether injured or not. And, of course, Navy medical care is free. Pain, however, is another matter.

If your car is damaged, collision insurance will pay to have it repaired. If the vehicle is beyond repair or the cost of repair exceeds its value, you will be paid the fair market or book value of the car.

Both repair and replacement benefits will be subject to any deductible amounts you have selected. By purchasing a policy with a deductible amount, you agree to pay that amount before your insurance company is obligated to pay you. The higher the deductible (\$50, \$100, etc.), the less expensive is the cost of the insurance.

Comprehensive insurance pays for loss or damage to your car caused by

other than a collision. Theft, fire, water damage and vandalism are examples of the type of damages which would be covered by comprehensive insurance. As with collision insurance, a deductible amount also may be obtained which can lower the total cost of the insurance package.

What do you do if you receive personal injuries in an accident in which the other driver is at fault, but he does not have any liability insurance? If you have uninsured motorist protection, you can look to your own company to pay you the amount you would have recovered from the other driver were he insured.

If you and your insurance company cannot agree as to how much money your UM claim is worth, it may be necessary to pursue your claim through arbitration or a law suit.

In some states, you may be able to purchase underinsured motorist protection. Though similar to uninsured motorist insurance, underinsured motorist protection allows you to recover from your insurance company when the negligent driver has insufficient liability insurance.

As with all matters concerning insurance, you should read your policy very carefully. Many of the insurance companies are now issuing "easy read-





certain automobile insurance benefits to be paid, by their own insurance company, to persons injured in an automobile accident, regardless of who was at fault in the accident. Such laws also restrict the right of persons injured in automobile accidents to sue the driver who caused the accident.

The benefits required to be provided in automobile insurance policies vary widely from state to state. Most states require that doctor bills, hospital costs and related medical expenses be paid up to an amount set by law. Many states also require that if a person is unable to work and loses income, all or a portion of the lost wages be paid.

No-fault laws frequently limit the right of injured persons to sue negligent drivers. In those states which limit the right to sue, injured persons have to cross a "threshold" in order to be entitled to file a law suit. The threshold

requirements vary considerably from state to state. Generally, states require that the injured person have suffered a serious injury or incurred more than a certain minimal amount of medical expenses before allowing the filing of a suit.

The basic purpose of a no-fault law is to allow insurance benefits to be paid quickly to injured persons while reducing expensive and time consuming claims adjustment and litigation.

If you have questions about the no-fault laws in your state, consult your insurance agent, Naval Legal Services Office or your personal attorney.

—By Lt. Cmdr. D. P. Lawless

(Ed. note: Lt. Cmdr. Lawless is commanding officer of the Naval Reserve Naval Internal Relations Activity Detachment 108 in Orlando, Fla. As a civilian, he is a practicing attorney and member of the Florida Bar.)

ing" automobile insurance policies. These new policies are written in simpler language and are easier to understand. If you have any questions about what coverages you have or what coverages are available, you should talk with your insurance agent.

If you are involved in an accident, it is very important that you promptly report the accident to your insurance agent or company. Nearly all automobile insurance policies require that the company be advised as soon as practical following an accident. Your insurance company may not have to provide you any of the benefits of your policy if you do not give prompt notice of an accident. This is true even if the accident is not your fault or you did not believe anyone was hurt in the accident. Being guided by your own beliefs or opinions can later prove to be your undoing.

No-fault Primer

What are automobile "no-fault" laws all about? No-fault laws require



Reunions

- **Order of Daedalians, Inc.**—47th annual convention June 4-6, 1981, in San Antonio, Texas. Contact the Order of Daedalians, Inc., Building 1635, Kelly Air Force Base, San Antonio, Texas 78241; telephone (512) 924-9485.
- **USS Yew (YN 32)**—Reunion June 13, 1981, in Bristol, Pa. Contact C.D. Theobald, Box 158, Route 1, Rock Hall, Md. 21661.
- **NMCB Nine**—Annual reunion June 20, 1981, in Port Hueneme, Calif. Contact Donald A. Thomas, 631 W. Pleasant Valley Road, Oxnard, Calif. 93033; telephone (805) 486-1336.
- **OceanDevRon Eight (VXN-8)**—All former Blue Eagle/World Traveller officers interested in attending seventh annual World Traveller's Ball, June 20, 1981, at Naval Air Station Patuxent River, Md., write Lieutenant Commander J.N. Roper, VXN-8, NAS Patuxent River, Md. 20670; telephone (301) 863-4798.
- **Naval Weather Service Association**—Seventh annual reunion June 25-27, 1981 in Oxnard, Calif. Contact Moon Mullen, 1506 Kirk Ave., Thousand Oaks, Calif. 91360; telephone (805) 496-1348.
- **VP-6**—Reunion June 26-29, 1981, in San Diego. Contact Ed Fuller, 19524 Sandcastle Lane, Huntington Beach, Calif. 92648; telephone (714) 960-5739.
- **USS Cassin Young (DD 793)**—Reunion and dedication as historical museum, June 26-28, 1981, at Charlestown Navy Yard, Boston. Contact A. Mavra, 7 Jefferson Ave., Watertown, Mass. 02172 or S. Wheeler, 20 Caulfield Circle, Newton Center, Mass. 02159. (See January 1981 All Hands, page 22.)
- **USS Converse (DD 509)**—First reunion, July 1981, in Clifton, N.J. Contact Sam Pompei, 37 Heywood Ave., West Springfield, Mass. 01089; telephone (413) 739-6142.
- **USS Emmons Association**—Reunion being organized. Contact David Jensen, 87-26 259th St., Floral Park, N.Y. 11001.
- **USS Coral Sea (CVA 43) Association**—Reunion in 1981 in Atlantic City, N.J. Contact John F. Wilkes Jr., Route 3, Box 321, John's Island, S.C. 29455 or Sal Avellino, 45-11 Arcadia Lane, Great Neck, N.Y. 11020.
- **USS Mispillion (AO 105)**—Reunion for shipmates who served 1959-1961. Contact Brian Stuckey, 35 Esperanza Ave. No. 4, Long Beach, Calif. 90802; telephone (213) 436-7813.
- **USS St. Francis River (LSMR 525/LFR 525)**—Reunion being organized. Contact SMC Austin Cronin, SSC/NTC Signalman "A" School, San Diego, Calif. 92133; telephone (714) 225-5355.
- **USS South Dakota (BB 57)**—Reunion July 3-5, 1981, in Sioux Falls, S.D. Contact Ray Kanoff, 1210 N. 12th St., Norfolk, Neb. 68701.
- **USS Somers (DD 381)**—Reunion July 3-5, 1981, in Stockton, Calif. Contact John L. McKindley, 619 W. Elm St., Lodi, Calif. 95240; telephone (209) 334-0555.
- **Torpedo Squadron 17 (1943-44) and Torpedo Squadron 84 (1945)**—Reunion in conjunction with the Annual Reunion of the USS *Bunker Hill*, July 3-5, 1981, in Seattle. Contact Al "Bull" Turnbull, Pasadena City College, 1570 E. Colorado Blvd., Pasadena, Calif. 91106; telephone (213) 578-7341.
- **USS Washington (BB 56)**—15th reunion July 9-11, 1981, in Charleston, S.C. Contact John A. Brown, Box 13047, Columbus, Ohio 43213.
- **USS Belle Grove (LSD 2)**—Reunion July 10-11, 1981, in Columbus, Ohio. Contact Joe W. Bledsoe, 194 Pinegrove Drive, Bellbrook, Ohio 45305; telephone (513) 848-2855.
- **USS Nashville (CL 43)**—Reunion July 14-16, 1981, in San Diego. Contact A.B. Speed, 13229 Des Moines Way S., Seattle, Wash. 98168.
- **Aviation boatswain's mates**—11th annual reunion July 15-18, 1981, in San Diego, Calif. Contact Willie R. Gann, 1350 15th St., Imperial Beach, Calif. 92032; telephone (714) 423-7462/Autovon 951-6124.
- **302nd Seabee Battalion**—Reunion July 16-19, 1981, in Chicopee, Mass. Contact William Zebrowski, 23 Spring St., S. Headley, Mass. 01075.
- **USS Mission Bay (CVE 59)**—Reunion July 16-19, 1981, in Atlanta. Contact W.H. Barnett, Suite 1600, 100 Peachtree St. N.W., Atlanta, Ga. 30303; telephone (404) 522-8888.
- **20th Chief Photographer's Round Up**—July 17-18, 1981, in Norfolk, Va. Contact PHCM Henline, FltAVComLant, NAS Norfolk, Va. 23511; telephone (804) 444-7103.
- **USS Wasp (CV 7)**—Ninth annual reunion July 17-19, 1981, in Hot Springs, Ark. Contact Jack Butler, 6210 Central Ave., Hot Springs, Ark. 71901.
- **USS Eberle (DD 430)**—Reunion July 24-26, 1981, in Asheville, N.C. Contact Bill Keith, PO Box 155, Sanford, N.C. 27330; telephone (919) 776-5924.
- **USS West Point (AP 23)**—Reunion July 24-27, 1981, in Boston. Contact Harold W. Moore, 217 Parker St., East Longmeadow, Mass. 01028.
- **USS Enterprise (CV 6)**—Reunion on Caribbean cruise July 25-Aug. 1, 1981. Contact Ed Doss, S. Forrest Road, Westport, Wash. 98595.
- **The 115th Naval Construction Battalion (Navy Seabee outfit, World War II)**—Reunion July 30-Aug. 2, 1981, in Scranton, Pa. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.
- **WAVES**—National WAVES 40th reunion, July 29-Aug. 1, 1981, in Seattle. Contact Ellen White, 3428 S. 182nd Place, Seattle, Wash. 98188.
- **Tin Can Sailors**—Fifth annual reunion for past and present sailors who served on destroyers, July 31-Aug. 2, 1981, in Boston. Contact Edward Ward, Tin Can Sailors, Battleship Cove, Fall River, Mass. 02721.
- **WAVES National**—Convention for former WAVES, July 29-Aug. 2, 1981, in St. Louis. Contact WAVES National, PO Box 2368, Sacramento, Calif. 95811.
- **Seabee Veterans of America**—35th convention, July 30-Aug. 2, 1981, in Orlando, Fla. Contact William Carroll, 3145 Siesta Drive, Venice, Fla. 33582.
- **10th Seabee Battalion**—Reunion July 30-Aug. 2, 1981, in Orlando, Fla. Contact William Carey, 3847 Breezemont Drive, Sarasota, Fla. 33582.
- **USS Ellyson (DD 454)**—Reunion July 31, 1981, in Boston. Contact James R. Galbreth, 8927 Carriage Lane, Indianapolis, Ind. 46256; telephone (317) 849-3315.

All Hands, the magazine of the U.S. Navy, published for the information and interest of all members of the Naval service, is issued monthly by the Office of the Chief of Information, Room 2E-329, Pentagon, Washington, D.C. 20350. Issuance of this publication is approved in accordance with Department of the Navy Publications and Printing Regulations P-35 (revised May 1979). Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All material not copyrighted may be reprinted.

ORIGINAL ARTICLES and information of general interest may be forwarded addressed to the Editor, All Hands, Print Media Division, Navy Internal Relations Activity, Hoffman #2, 200 Stovall St., Alexandria, Va. 22332.

DISTRIBUTION: All Hands is distributed to all Navy activities on the Standard Navy Distribution List on the basis of one copy for approximately six naval officers and enlisted personnel on active duty. Limited distribution to Marine Corps activities is effected by the Commandant.

PERSONAL COPIES: The magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Wash., D.C. 20402. The rate for All Hands is \$1.50 per copy, subscription price is \$18 a year, domestic (including FPO and APO address for overseas mail); \$22.50, foreign. Remittances should be made payable to the Superintendent of Documents and forwarded directly to the Government Printing Office.

It's a lot
more than just talk.

“Now there's a
reenlistment
bonus for 10-14
year personnel.”

You've been in the Navy
10 to 14 years, you're in a critical
rating and you've got the experience
we count on. Now there's something
more you can count on. Recent
legislation now extends reenlistment
bonuses to critical Zone C personnel
with 10-14 years' experience. With
reenlistment bonuses at all-time
highs, now's the time to make your
experience pay off. See your career
counselor today for important details.

NAVY.
IT'S THE RIGHT
TIME TO STAY.

