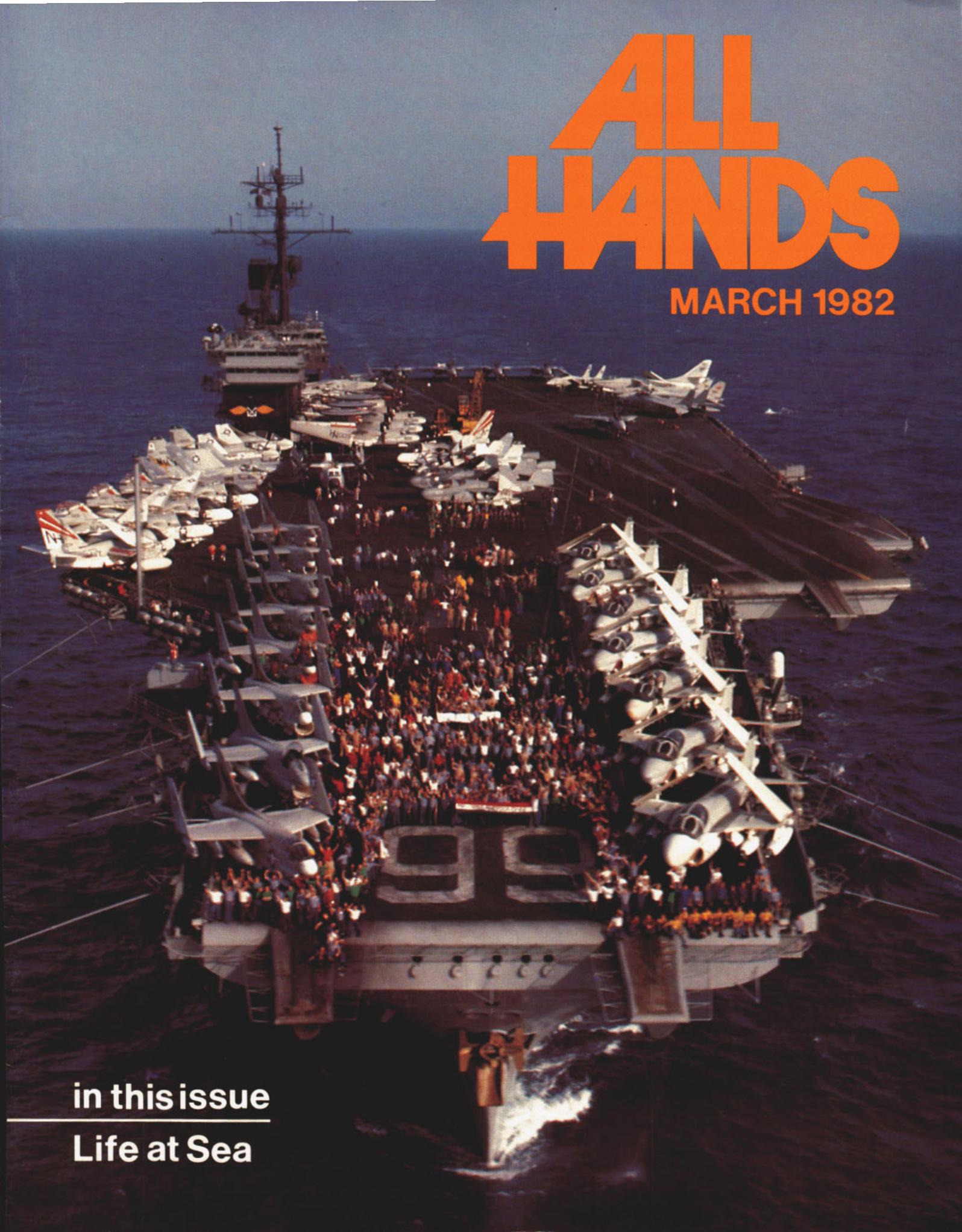


ALL HANDS

MARCH 1982

An aerial photograph of an aircraft carrier's deck, viewed from the stern. The deck is densely packed with hundreds of crew members and numerous aircraft, including fighters and transport planes, arranged in neat rows. The ship's superstructure is visible at the top of the frame, and the dark blue ocean surrounds the vessel. The overall scene conveys a sense of organized activity and scale.

in this issue

Life at Sea



The sight of five new sister ships nestled together at the Bath Iron Works, Maine, pier is one that hasn't been seen since World War II. The guided missile frigates, designed for defense against submarines, aircraft and surface ships, are Gallery (FFG 26), Stephen W. Groves (FFG 29), Clifton Sprague (FFG 16), Estocin (FFG 15) and John L. Hall (FFG 32).

ALL HANDS

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Page 2



Page 32



Page 38

Chief of Naval Operations: ADM Thomas B. Hayward
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2 LIFE AT SEA

Americamen tell what Indian Ocean duty is all about

14 REST YOUR OARS

An account of the Navy's little-known first sub

20 ATLANTIC EXERCISE INVOLVES 14 COUNTRIES

Professionalism at sea makes for a successful full-scale exercise

30 DISPLAY DETERMINATION-81

NATO's sea, land and air forces on joint exercises

32 A LONG WAY AROUND

USS California circumnavigates the globe

38 ALWAYS ON THE JOB

The work of Naval Investigative Service agents behind the scenes

Departments

16 Bearings

46 Currents

48 Mail Buoy/Reunions

Covers

Front: During their recent Indian Ocean deployment, men of *USS America* (CV 66) typified the dedication and spirit it takes for Navy people today to endure the difficulties of ship-board duty. Photo by PH1 Jim Preston.

Back: Lt. Cmdr. Gene Gilbert monitors flight operations aboard the amphibious assault ship *USS Saipan* (LHA 2). Photo by JO1 Lon Cabot.

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Life



“The Indian Ocean offers a prime example of the way Navy men and women are performing today—with great distinction, under the most demanding of operating conditions and for unprecedented periods at sea without the relief of port visits.” Admiral Thomas B. Hayward, Chief of Naval Operations

at Sea

the thirty-hour day

In his presentation to Congress on the Navy's posture for the 1982 fiscal year, Chief of Naval Operations Admiral Thomas B. Hayward expressed his growing concern for the hardships and pressures endured by the fleet in recent years.

The vital need to maintain continuous presence in the Indian Ocean, in addition to U.S. Navy commitments in the Mediterranean and Western Pacific, has created what Admiral Hayward described as "trying to meet a three-ocean requirement with a one-and-a-half-ocean Navy."

The CNO reported that in spite of the great pressures, Navy people have met the challenge and are performing magnificently in all respects under these very difficult circumstances.

"Not since World War II have we experienced such arduous operation tempos for deployed units. As a matter of fact, the records for continuous underway time established by our recent Indian Ocean deployers have actually exceeded those experienced during any conflict involving U.S. naval forces in this century," Admiral Hayward stated.

Recently, the sailors of the USS *America* (CV 66) completed a deployment in the Indian Ocean. Just like the Navy men whose deployments preceded theirs and the Navy people operating around the globe today, the men who are the USS *America* typify the dedicated spirit it takes to endure the everyday hardships of life at sea, providing our country with maritime security and naval supremacy.

The following account is of such an experience, as told in the words of *Americamen*. They were not alone in their mission. There are many others who make up and support a deployed task force—whose daily routines are just as demanding and whose sacrifices and hardships are great.

Life at Sea

"When you think that there are only 12 other guys in the world that have this job, being a flight deck chief is really something. Everybody working up here has a pretty prestigious job. It's definitely dangerous, but I never look at it that way. Any job can be dangerous. It just depends on how you make it. I've gotta make sure my guys are thinking safety. The one thing is that everybody is responsible for each other."

Chief Aviation Boatswain's Mate Don Fretwell



"We usually have enough time in a 30-hour day to get everything done."

Captain James F. Dorsey Jr., commanding officer



"I was really scared the first time I was on the flight deck, but I was as excited as I was scared. I'm still excited, but you can't forget about safety, or it will get you. Out here even the little things can hurt you."

"This is my fourth IO cruise. You really go through a lot of tension, anxiety and depression, but I guess by now I know what to expect. Except for a few distant ports, there isn't much to look forward to. I've learned to be patient."

"Folks back home could never understand what it's like out here. The biggest ship my parents have seen is the Delta Queen on the Ohio River."

Aviation Boatswain's Mate Third Class Roger Parker

Life at Sea

"Coming from a small town in Georgia of 650 people, it wasn't easy getting used to living with 5,000. But I'll never have a problem getting used to home again. I work in a tiny space just below the flight deck. I've been able to adapt to the noise, but you never really get used to the heat."

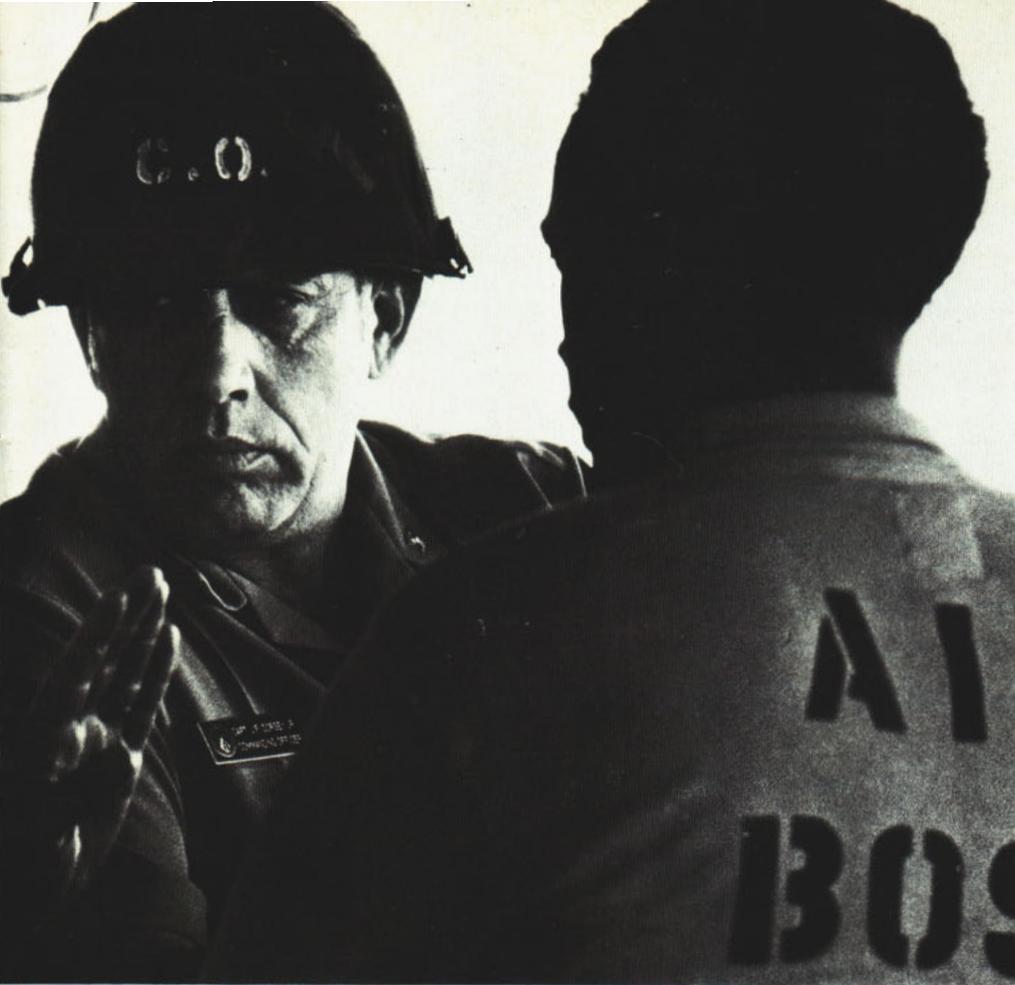
Aviation Storekeeper Second Class Joe Raimis



"Being non-rated, we pay our dues by spending 90 days mess cooking. As a job, washing pots for 12 hours really stinks, but somebody has to do it. Since I'm striking for mess specialist, I'll have an appreciation for the next guy who has to do it."

Seaman Recruit Leo Ghilaidi





"As a chief engineer, I feel that the 45 to 60 days on station is a great schedule. There's nothing I like better than having a captive department for 45 days. But I'm one of 700. In effect, it gives us the chance to get the work and training flowing. This enables us to get the ship's material conditions—the preservation and cleanliness—all up to a much higher standard.

"For the overall well-being of the ship, both materialwise and personnelwise, getting these kinds of work hours for that many days, you've gotta get something for all that manpower. It's pretty historical with the Indian Ocean deployments.

"Out here we're basically on our own. If something breaks beyond our normal repair capabilities, we just can't pull into port. We have to learn not to rely on outside help. And with the priorities what they are on what we do get from the outside, you better have stored enough fox tails and toilet paper when you have engines and spare parts to worry about."

Commander Alan Johnson, chief engineer



"Heat is a big factor in the Indian Ocean. The first thing everybody realized when we got here was that we were going to have to learn to live with the heat.

"It doesn't work trying to operate in the business-as-usual way. This ship has the ability to cool and heat itself in any environment, but you have to help it by closing hatches behind you. It may be an inconvenience, but the first few days made believers out of everybody."

Captain P.B. Austin, executive officer

Life at Sea

"With the intensified underway replenishment schedule we have to maintain out here, it really compounds the daily workload. Sometimes we have unrep'd as many as five ships in four days with some of them running up to eight hours. That doesn't include the rigging and unrigging time. And on top of this, they have to put in a day's worth of planned maintenance, cleaning and repairing material and gear.

"It's extremely hot out here when you have to wear a life jacket while we're working on station. We try to minimize the time alongside a replenishment ship by using all the capacities of the vessel. This may involve manning a minimum of three stations and a maximum of five. That requires almost the whole department. There's going to be a certain amount of griping, if for no other reason than a lack of sleep."

Commander John R. Roland Jr., deck department division officer



"We would ultimately like to have a ship full of experienced people, but that's not what we start out with. We have to drill and drill to build experience.

"What is really impressive is that this ship is being run day-to-day by 19- and 20-year olds. They are the backbone of this whole ship. And they are doing a damn fine job of it."

Captain James F. Dorsey Jr.





"We serve 15,000 meals each day, 365 days a year, and we're open 20-and-one-half hours a day. If somebody is having a bad day, it's pretty likely he's going to take it with him to chow. They never stop complaining about the food, but they're there each meal. I'd worry if somebody didn't say something."

"Fresh milk is one of the first things everybody misses. We can keep it only for two weeks, and with the supply chain out here, it isn't feasible to bring it in. We changed over to powdered milk two days before the word got out. Consumption remained high those first two days, then they quit drinking it."

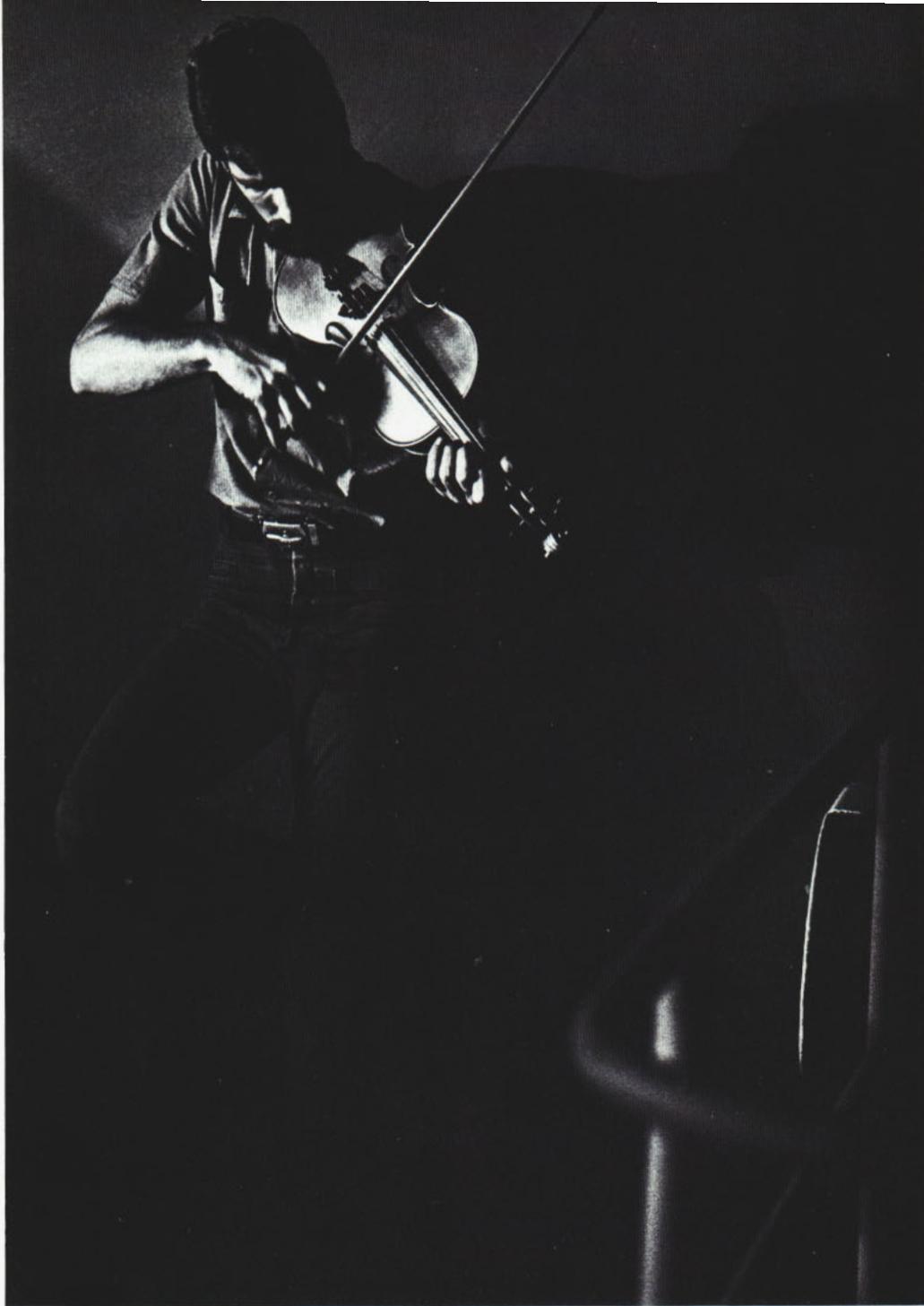
Senior Chief Mess Specialist Dall Bowman



Life at Sea

"A year ago I could have come up with a big gripe list about being on a ship, but somehow I got used to waiting in lines for everything and being away from home. I still had to find a place to get away on my own. It can get to you if you let it. I have my guitar and my fiddle to fill the off time and to give me some solitude."

Gunner's Mate Third Class Kevin Kirby



"With liberty ports so few and far between, mail, more than ever before, is one of the biggest factors contributing to morale."

"Most of the crew are under the impression that they should get a letter every day, but we have to rely on the operation and scheduling of ships and airplanes, and out here that is always subject to change."

"I usually don't know until about 20 minutes before a plane sets down on the flight deck that we're going to be getting a shipment of mail."

"More often than not, if a person is complaining about not getting mail, it usually turns out that nobody is writing."

Chief Postal Clerk Russel Nichols, postal officer



"As far as the food out here goes, it wouldn't be the Navy without Navy chow."

Aviation Boatswain's Mate Third Class Roger Parker



"We try to break up the long on station periods between port visits with things like boxing smokers, recreation days and steel beach picnics, but our alert posture here prevents us from doing these things on a regular basis.

"We can't just close down the hangar deck to open up a large recreational area and still maintain a high state of alert. Besides, it costs a fortune to have one of these ships out here. It wouldn't be fair to the taxpayers or to the crew to have a lot of time off while we are under way. Our object is to be combat ready, and that takes continuous training in all areas. We can relax when we get home."

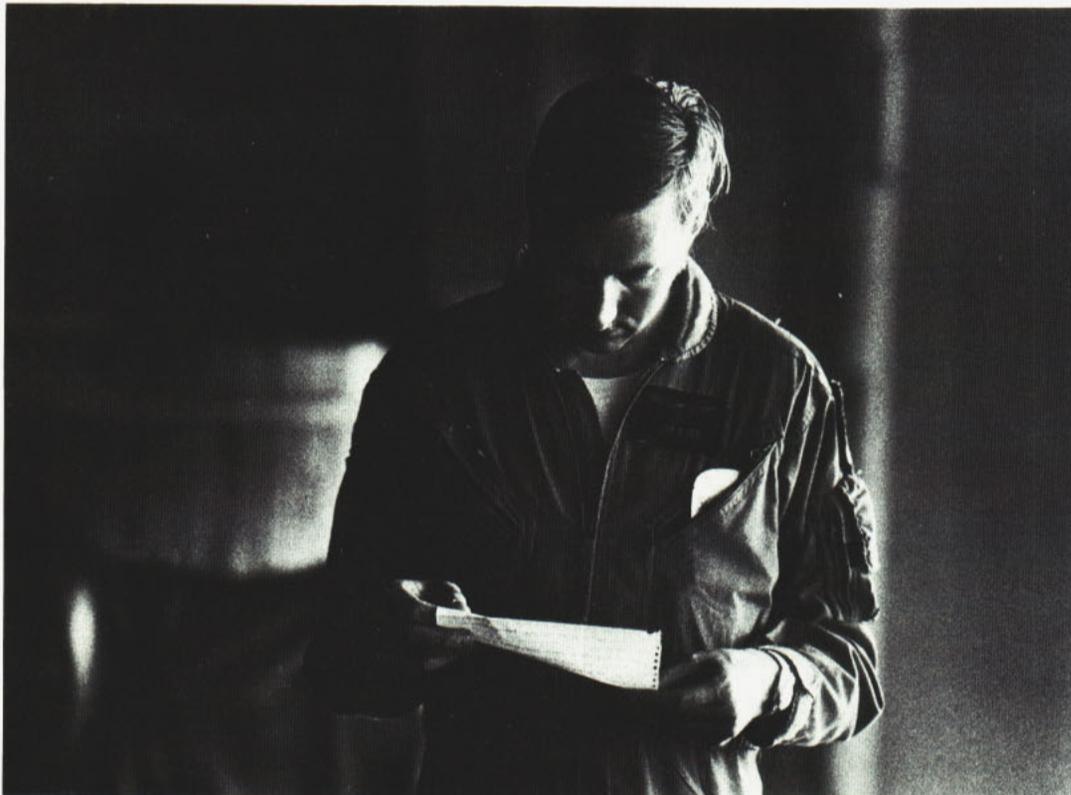
Captain P.B. Austin, executive officer



"Down here with the boilers it usually averages 120 to 130 degrees. You have to worry about heat stress out here in the IO. Working in the hole is hot and dirty, but I really like my job. I'd say 90 percent of the guys, from fireman to chief, will tell you they wouldn't want to be working anywhere else.

"Working shifts of eight hours on and eight hours off, you can really lose track of time. If I see sunshine once a week, I'm lucky."

Boiler Technician Second Class Jerry Farrigen



Life at Sea



“While we’re out here on the Indian Ocean, it’s more like we’re the USS Underway. We’re always out to sea steaming, but we never seem to be going anywhere. You can really lose sense of where you really are when you’re surrounded by water all the time.”

Seaman Recruit Leo Ghilaidi

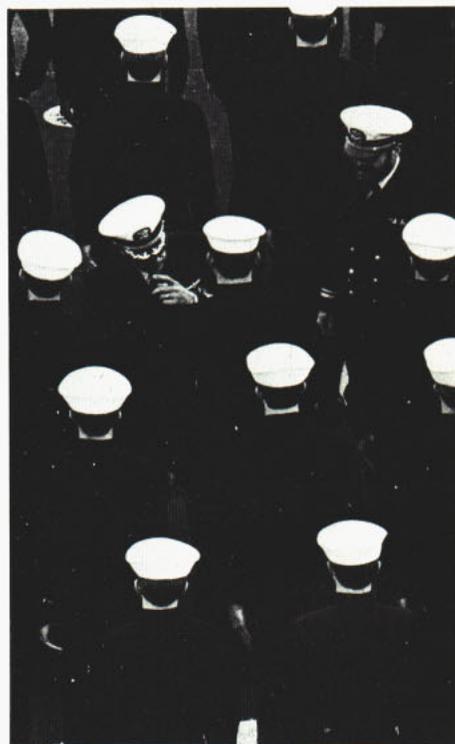




"For most of us, our decision to join the Navy was in some way affected by the opportunity of seeing the world. Here we don't get much chance for that. The large expanses of ocean conflict with a convenient liberty schedule for the troops. Now, the distance to our liberty ports is some 12 days steaming. That's a long way to go for a cold glass of beer.

"What a sailor gets out of a deployment like this is something he may never forget. He has the ability and confidence of knowing that he can operate in a very demanding environment and get the job done. The great American bluejacket is alive and well, and he's doing a real fine job."

Captain James F. Dorsey Jr.



Photos by PHI Jim Preston

Rest Your Oars

Our submarine force dates from the commissioning of the USS *Holland* (SS 1) in April 1900. This makes the force 82 years old this year. But submarines have figured in our history since the beginning of the naval service in 1776.

The *Turtle* of Revolutionary War fame actually belonged to the Army, so the Naval Submarine Force cannot use that to date itself. The *Hunley*, the first submarine to sink a ship in combat, belonged to the Confederate Navy. In the late 1860s, there was the *Intelligent Whale*, a sub that failed during its first trials. None of these, however, can qualify as the first Navy sub—but what about the *Alligator*?

Contracted and built for the Navy as a submarine, the *Alligator* carried a Regular Navy crew and was commanded by a regular naval officer. It's true the boat was not a tremendous success, but *Alligator* did operate in wartime. Here are some facts about the *Alligator*.

"Rest your oars" is a command not heard aboard a submarine. Yet for one of our subs, it was a standard propulsion order — the *Alligator* had oars as standard equipment.

At the beginning of the Civil War, the Confederate forces took over the Norfolk Navy Yard. There they found the hull of the USS *Merrimack* which they quickly set about converting into the ironclad CSS *Virginia*.

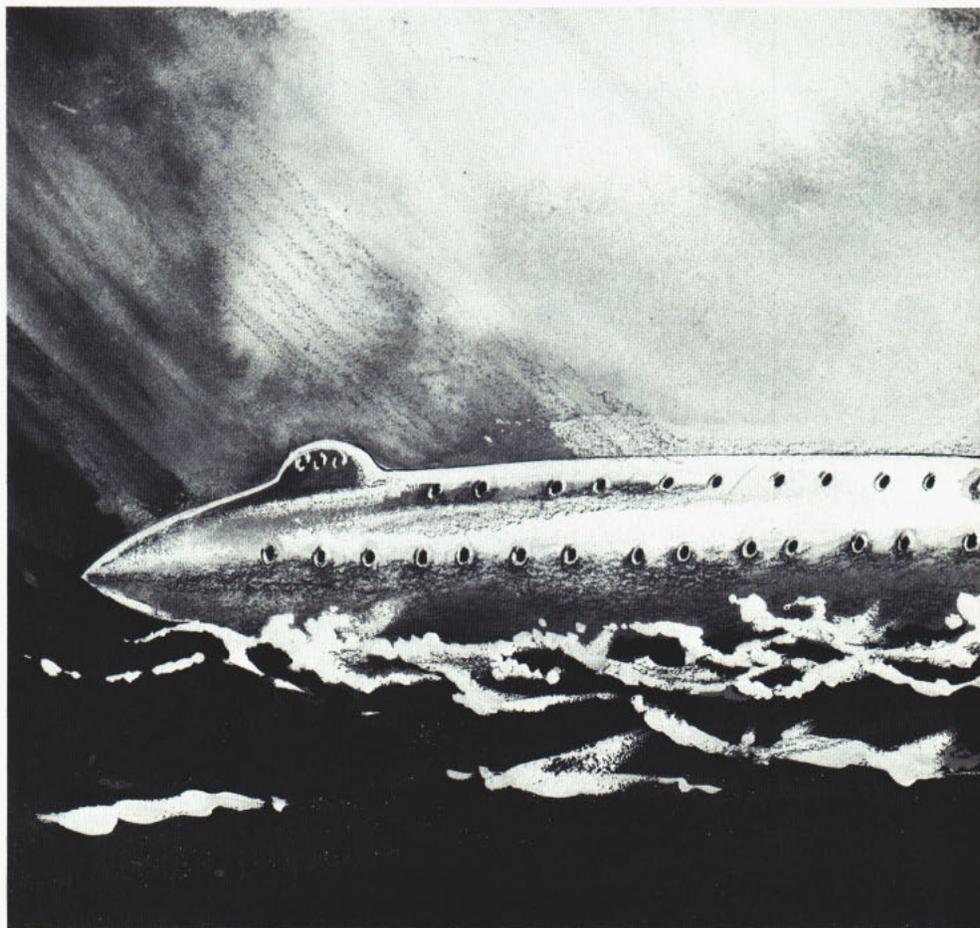
Rumors about this ship made people very nervous. Thus it was that the

Philadelphia police arrested one Brutus de Villeroi on suspicion of treason; de Villeroi was an engineer and had built a submarine. The Philadelphians thought he may have had some wrong intentions with regards to its use.

Commodore Samuel F. DuPont, the commandant of the Philadelphia Navy Yard, heard of de Villeroi and sent three of his officers to investigate his craft and report back on its usefulness. Their favorable report was endorsed by DuPont and was forwarded to the Navy Department. The Navy was impressed

and open-minded enough to let a contract to Thomas Martin of Philadelphia for a larger version of de Villeroi's submarine.

The contract, let Nov. 1, 1861, stipulated that the craft be built and ready for service in 40 days. However, there were some problems. The boat was to be built by the firm of Neafie and Levy, and their engineering supervisor, Louis Hennet, did not see eye to eye with de Villeroi on most of the technical details. The difficulties led to delays upon delays. The due date came and went with little progress—finally, in late



An artist's rendition of de Villeroi's 1861 design of the *Alligator*.

March 1862, the Navy took over construction.

The sub was completed and launched at the Navy yard April 30, and was ready for service by June 12.

A strange-looking vessel, *Alligator* was like a large iron hot-water heater. Its 47-foot length, 4-foot beam and 6-foot height was somewhat disguised as it sat low in the water alongside the pier. Near the bow was a round dome with four small windows for underwater vision. Just aft of the dome was the access hatch, large enough for a man to gain access to the interior.

Inside, a small helm wheel and levers controlled the attitude and depth of the ship while submerged. Aft, there were 16 crank handles, eight to each side. These were connected through packing glands to oars on the outside. The oar blades, hinged in the center, closed on the forward stroke to offer little resistance and opened on the after-stroke to push the little craft along.

In the forward bulkhead, a small hatch

led to a small compartment in the bow. It was used as a primitive "lock out" chamber for the divers. A man could cram himself into this space and, while breathing with the aid of a tube, would flood the compartment, open a lower hatch in the bottom and swim out. Once outside, the diver could attach explosives to ships' hulls or other targets.

These divers were the boat's only real "weapons"; other weapons, including cable-cutting fins and two small cannons, were in the design stage.

On the morning of June 19, 1862, the *Submarine Propeller*, as *Alligator* was then officially called, got under way for the war. The tug *Fred Kopp* towed the sub to Hampton Roads to be used as the commander of the North Atlantic Blockading Squadron saw fit.

That commander, Flag Officer Louis Goldsborough, was not impressed with the vessel when it arrived on the 23rd. He sent it up the James River to Commander John Rogers of the USS *Galena*. Goldsborough also tasked the USS *Satellite* with providing berthing, messing and repair facilities for the submarine and its crew, thus creating the first submarine tender in the U. S. Navy.

With Goldsborough's suggestions to guide him, Rogers considered the suitability of the submarine in attempts to destroy the railroad bridge across the Appomatox River at Petersburg, Va., and the obstructions at Drewry's Bluff which prevented the Union gunboats from pressing up the James River to Richmond. The James and Appomatox rivers, however, were too shallow for the boat to operate submerged.

Alligator, as it was now renamed, presented a new problem. There were no real targets that the sub could reach, and security could not be assured. If the Confederate forces captured the sub, they would have a whole river full of Union targets. Rogers requested permission to send *Alligator* back to Goldsborough at Hampton Roads. Goldsborough agreed and ordered the boat to the Washington Navy Yard to undergo further testing and training.

In August 1862, *Alligator* got its first regular naval officer as commanding officer. Lieutenant Thomas O. Selfridge,

out of a job because of the loss of USS *Cairo*, was appointed to test the sub and train a crew. His report to the Navy Department was unfavorable with respect to the problems and possible uses of the submarine. This report and the pressing problems of the war left the *Alligator* tied up all that winter.

The year 1863 found Commodore DuPont in charge of the fleet that was to capture the South Carolina port of Charleston. There were difficulties, and, in looking for solutions to these problems, he remembered the *Alligator*. He asked that it be sent to him at Port Royal so he could use it in the operations against Charleston.

In April, the USS *Sumpter* got under way with the little sub in tow, bound for Port Royal. While rounding Cape Hatteras, the pair ran into a gale, and the sub parted a tow line and started to yaw wildly. The crew of the sub, traveling on board the *Sumpter*, tried to steady the boat, but it was endangering the *Sumpter*. As a last resort, the sub was cut loose. That was the last seen of the *Alligator*, the Navy's first submarine.

It wasn't very big nor, would it appear, very useful. But put in context of the times and the subsequent adventures of the CSS *Hunley*, it may have been very useful.

There is also a contract on record that shows extra pay for "hazardous and perilous duty" on board *Alligator* was authorized. The first "sub pay," the first sub tender and the Navy's first submarine are all wrapped up in the story of the little *Alligator*. The sub's crew should, in fact, be recognized as the first submarine sailors in the U. S. Navy.

It was 37 years before the Navy had another submarine. The USS *Holland* may be the first submarine in the Navy to be formally commissioned. Yet *Holland* is not the first submarine in the Navy—it is actually the second. And we could add that our submarine force is actually 120 years old, not 82.

—By EMCS (SS) James L. Christley



Bearings

Submarines of Glass

Navy people are talented. Whether they are attached to shore commands or support organizations, or manning nuclear powered submarines, their expertise shows the pride they have in their work.

Besides doing outstanding jobs, many Navy people excel in outside activities, be it sports, music or writing. One activity not readily associated with active duty Navy people is the age-old craft of working with stained glass. It's one pastime, however, that's especially evident at the Naval Submarine School, Groton, Conn.

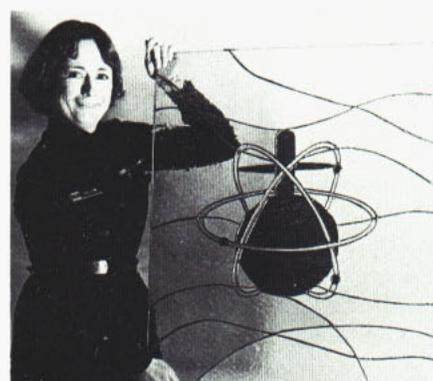
Four stained glass windows, each depicting a stage in the development of submarines, were created for Gilmore Hall, the school's auditorium.

The designs are of David Bushnell's "Turtle," the *Holland* and the first nuclear powered sub, USS *Nautilus* (SSN 571). There also is a window entitled "Guardians of Peace," which symbolizes the present nuclear submarine fleet.

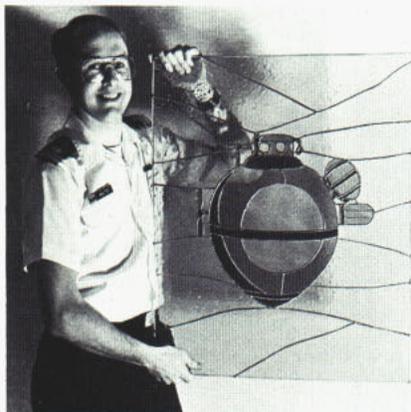
Lieutenant Junior Grade Paul Vermette, Data Processing Technician First Class Debra Axelson, Lieutenant Junior Grade Jim Walter and Lieutenant Joe Lemire Jr. on their own time logged about



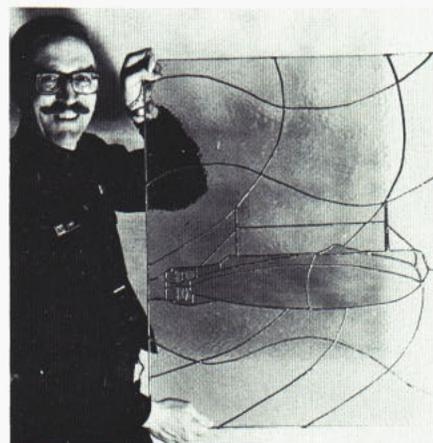
Lt. j.g. Paul M. Vermette



DP1 Debra L. Axelson



Lt. j.g. James R. Walter



Lt. Joseph W. Lemire Jr.

40 hours each designing and constructing the 24-inch-by-29-inch windows.

— Story and photos by Dave Bishop

Mountbatten Statue

The late Admiral of the Fleet Earl Mountbatten of Burma, killed in 1979 by terrorists, will be memorialized by a statue to be erected near the Old Admiralty Building in London.

Mountbatten, a loyal friend of the U. S. Navy, commanded a destroyer flotilla early in World War II, served later as Chief of Combined Operations and finally became Supreme Allied Commander in Southeast Asia. After the war, he served as First Sea Lord of the Royal Navy and was the last Viceroy of India.

The statue of the famous sailor and statesman, expected to cost about \$200,000, will be paid for by public donations; surplus funds will go to the Mountbatten Trust for the Handicapped

and the United World Colleges.

The names of all contributors will be recorded in a special memorial book that will be presented to the Mountbatten family. Donations can be sent to Rear Admiral L.W. Townsend, CBE, Mountbatten Statue Fund, Old Admiralty Building (Room NC7), London, SW1A 2BE.

Navy Lawyer

Lieutenant Commander John D. Currihan, legal officer aboard USS *Nimitz* (CVN 68), homeported in Norfolk, Va., was one of five lawyers to receive the Federal Bar Association's 1981 prestigious Younger Federal Lawyer Award.

Through this award, the FBA recog-

nizes some of the young government lawyers whose dedication, talent and public service are too seldom acknowledged.

Currihan, who received a bachelor's degree in electrical engineering from Cornell University in New York and also holds two master's degrees, began his naval career as a flight student at Pensacola, Fla.

After flight training, he reported to Training Squadron 23 at Naval Air Station, Kingsville, Texas, and later to Beeville, Texas, where he served with Training Squadron 24 and Training Wing Three.

Currihan next went to Cornell University where he enrolled in the Law Education Program. In 1978, after receiving his law degree and attending the Naval Justice School, he spent his initial tour as a legal officer in Norfolk, Va.

Naval Sea Cadet

It was dawn on the Nevada desert. As the early morning sky lightened and the howling of far-off coyotes was replaced by the more immediate zing of hungry mosquitoes, 14-year-old David Blake went about his morning chores—anticipating the hearty breakfast that awaited him in the mess hall and reflecting upon his summer vacation.

David's vacation was being spent, not at summer camp, but with Light Photographic Squadron 306 on deployment to Naval Air Station Fallon, Nev. A member of the U.S. Naval Sea Cadets Corps, David—who wants to become a fighter pilot and hopes to attend the U.S. Naval Academy—learned first-hand about tactical aircraft by serving as plane captain's assistant during VFP-306's annual tour at Fallon. While at Fallon, his duties included handling and servicing RF-8G

photo-reconnaissance *Crusaders*—all under the watchful eyes of the squadron's maintenance people.

Awaiting the arrival of the pilot, David and his mentors performed last-minute checks of important areas: landing gear, emergency systems and flight control actuators. When the plane was finally ready, David had time for a brief respite. He wondered if any of his ninth-grade classmates at Madison Junior High in Upper Marlboro, Md., were enjoying their own vacations nearly as much. He had spent two weeks of "boot camp" at the U.S. Coast Guard's basic training facility in Cape May, N.J., and now was getting "hands-on" experience in the care and feeding of jet aircraft.

When the pilot arrived, David and the plane captain performed a "walkaround inspection" and then helped the pilot strap in. At the pilot's readiness signal, David activated the bleed air, ground starting unit.



The ground crew watched carefully as the pilot tested his control surfaces and then, guided by David's hand signals, taxied out of the chocks and away from the line. The *Crusader* hurtled down the runway, lifted off and thundered toward the distant mountains. The young Sea Cadet smiled and nodded his approval.

There was no doubt this was a summer that Sea Cadet David Blake would long remember.

—By AT1 D.M. Gonzalez

NCSC Air Ops

Towing sophisticated electronic equipment by helicopter to test its effectiveness in countering sea mines is a feat in itself, but performing this feat 15 years without an accident makes it an achievement to celebrate.

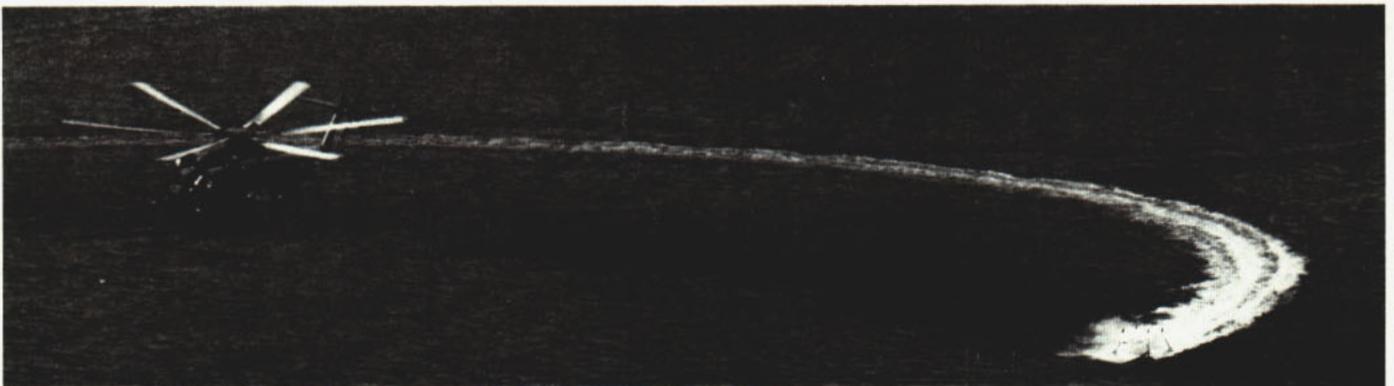
So, the Air Operations Department at the Naval Coastal Systems Center, Panama City, Fla., did just that. And the traditional cake-cutting ceremony also was in commemoration of the department's 25th anniversary.

During the past 15 years, the department's crews flew 9,292 hours in the three helicopters—two RH-53Ds and one NUH-1E. Commenting on the event, Captain Raymond D. Bennett, NCSC's commanding officer, said that the record is even more significant because of the unique type of flying required to test advanced Navy mine counterwarfare equipment.

Commissioned as the Naval Air Mine Defense Development Unit on Aug. 31, 1956, the unit was established as a research, development, test and evaluation activity of the Naval Air Systems Com-

mand in support of the center's program for countering sea mines by aircraft.

During the unit's 25 years, its Air Department has evaluated not only advance airborne minesweeping equipment for the fleet but helicopters as well to find the best platform for the sophisticated gear developed there. Mechanical, acoustic, magnetic and combination acoustic-magnetic minesweeping systems were among the NCSC-developed gear used by the Navy in Vietnam to sweep Haiphong Harbor, in Egypt to sweep the Suez Canal and in numerous fleet exercises.



Bearings

Preventive Medicine

When you think about fleet support—recreation, the exchange or even the post office may come to mind. You probably never think about control and prevention of shipboard noise, heat stress, contaminated water, rats and pests. But somebody has to. And the team of Occupational Health Service and Preventive Medicine Service at Yokosuka's Medical Center, Japan, is doing more than just thinking about those problems. They're working to control them on ships that berth at Yokosuka Naval Base.

In the first six months of 1981, the preventive medicine team performed numerous inspections to identify whether ships were infested with rodents. They also have inspected water, food and cargo to prevent insects or vermin from being transported, unknowingly, to the United States where they prove dangerous to agriculture.

Yokosuka's occupational health people also conduct other inspections and on-site surveys on U. S. Navy and transient ships of the Military Sealift Command. They measure noise, heat stress, non-ionizing radiation and illumination as well as take samples and make evaluations on dust, mist, vapors and fumes. The idea is to assist commands in recognizing, evaluating and controlling chemical or physical occupational hazards.

According to Lieutenant Paul Gillooly, chief of Occupational Health Service, both heat stress and noise are two ever-present situations aboard steam-powered ships, particularly in engineering spaces.

"We try to prevent heat stress because it can lead to heat exhaustion or heat stroke," he said. "We try to control noise because once a noise-induced hearing loss is incurred, it's permanent and can't be corrected through surgery."

Maintaining water sanitation is another important function. Water samples are taken at many different locations on a ship to ensure random samplings.

"Right now water sanitation and pest control are not big problems because we've had a handle on the situation for the past few years," said Lieutenant Jim McGinnis, chief of preventive medicine. "Things are in the maintenance stage right now; when a problem comes up, we can correct it."

"But the occupational and industrial health aspect is relatively new," said Gillooly. "So we have a lot of cases of potential noise hazards, heat stress and respiratory hazards."

Even so, combating noise, monitoring food and water, and eliminating hazards detrimental to the health of the afloat sailor is essentially up to the individuals aboard the fleet's ships.

In the first quarter of 1981, a shipboard pest control certification class was conducted by the preventive medicine organi-



Not even ice machines are overlooked during an inspection for possible contamination.

zation. Twenty-five people were certified from a number of ships. Additionally, four fleet sailors have been certified as instructors so they can conduct training in food sanitation while under way.

—Story and photo by Bill Dougherty

Setting the PACE

Taking their rigorous steaming and intense training schedules in stride, sailors from the Charleston, S.C., based USS *Moosbrugger* (DD 980) also have been setting a fast pace for PACE.

More than one-third of the 3-year-old *Spruance*-class destroyer's crew has successfully completed 21 separate Programs for Afloat College Education classes since March 1981. As many as eight vocational and academic classes ranging from general psychology to air conditioning and refrigeration have been taught at

one time. According to Mary Ann Rivers, PACE academic coordinator for Charleston Naval Base, no other ship has come close to that record.

Moosbrugger's PACE coordinator, Chief Yeoman Ronald Hess, reports more than 250 class registrations since he got the program on its feet. With a crew of slightly more than 270, and considering the ship's rigorous training cycle, he looks at those numbers with pride. However, Hess attributes a large part of the program's success to command support.

"The captain (Commander R.N. Giufreda) believes that education not only aids in retention," said Hess, "but also

makes a sailor more valuable to the Navy and to himself."

Three academic courses offered through PACE by the Florida Junior College are being taught on board: accounting, general psychology and elementary algebra. Three additional vocational courses sponsored by the City College of Chicago are emergency medical technician (first responder), air conditioning lab and real estate principles.

A total of 12 vocational and nine academic courses have been taught aboard *Moosbrugger* since March 1981.

—By Lt.j.g. Roger W. Coldiron

USS Forrestal—Always Ready

After completing a six-and-one-half month deployment to the Mediterranean and North Atlantic, USS *Forrestal* (CV 59)—first of the “super carriers”—recently returned to its home port at Mayport, Fla. An estimated 5,000 people (family members and friends), along with the Navy Band from Orlando, Fla., and the Fletcher High School Band, were at the pier to welcome the ship home.

Commanded by Captain C. E. Armstrong, the ship began its 16th Mediterranean deployment last March 2. During transit of the Atlantic, the carrier joined in an international rescue mission to save the crew of a merchant ship sinking off Bermuda. Eleven survivors were rescued.

Later, *Forrestal* relieved USS *John F. Kennedy* (CV 67) off Malaga, Spain, and spent a week conducting operations at sea before making its first port visit to the Spanish island of Palma de Mallorca.

After more operations at sea, the carrier made its second port visit—to Naples, Italy—before reporting to the eastern Mediterranean. *Forrestal* was joined by the carrier USS *Independence* (CV 62) and other units of the U. S. Sixth Fleet. Several port visits were canceled because of the extended at-sea period.

Chief of Naval Operations Admiral Thomas B. Hayward visited the carrier at that time and praised the crew for its fine performance; he re-emphasized the importance of a U. S. naval force in the area.

After 53 consecutive days in the eastern Mediterranean, the ship resumed normal operations, stopped at Naples for supplies and then conducted an exercise with the

Italian, Greek and French navies. The ship's air wing also demonstrated superior professional skills during exercises with the carrier USS *America* (CV 66) while en route to the Indian Ocean. *Forrestal* then returned to Naples.

Leaving Naples, the carrier began a 10-day at-sea period and reached a milestone on its number three catapult of 50,000 launches. Another record was set when Armstrong touched down in an A-7 *Corsair* on Aug. 21, reaching the 10,000th landing mark.

Throughout the Mediterranean deployment, numerous groups visited the ship, including a national TV news team and several NATO officials.

On Aug. 11, *Forrestal* turned over the responsibility for American naval presence in the Mediterranean to the nuclear-powered carrier USS *Nimitz* (CVN 68) but remained there to conduct joint operations with *Nimitz* for 10 days before proceeding to the North Atlantic for NATO exercises.

From Aug. 24 to Sept. 4, *Forrestal* participated in “Ocean Venture 81,” the largest NATO exercise in recent years.

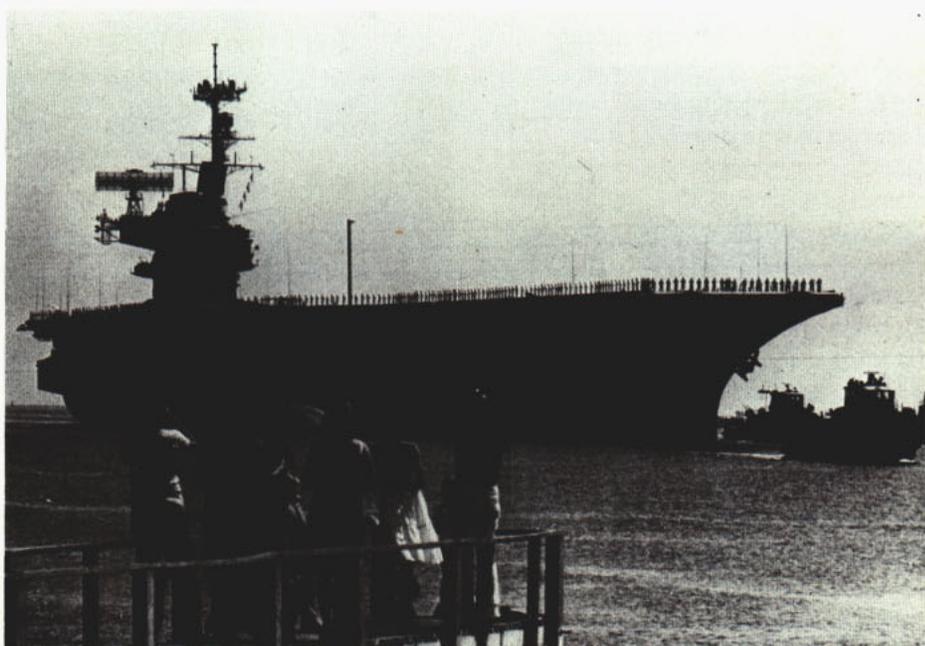
John F. Lehman Jr., Secretary of the Navy—who is also a naval flight officer and a lieutenant commander in the Naval



Reserve—paid a visit to *Forrestal* while the ship was operating in the North Atlantic. His primary purpose was to observe the U. S. Navy's participation in the NATO exercise.

—By PN3 R.R. Rini, JO3 H.S. Gilliard and JOSA L.W. Armstrong

*High winds and freezing temperatures, the stress of landing and the long hours during Mediterranean-North Atlantic deployment were forgotten when USS *Forrestal* (CV 59) returned to Mayport, Fla.*



Atlantic Exercise Involves 14 Countries

It took two years to plan, was staged throughout the Atlantic and included thousands of people along with billions of dollars in hardware and support equipment. There were communication barriers, natural phenomena, supply problems and other obstacles to overcome.

The odds that success would be thwarted by any number of problems were tremendous. But up-to-the-minute coordination and a stellar team performance made the largest U. S. maritime exercise since World War II—Ocean Venture 81—a heralded success.

“Without exception, the ships and personnel of each country in these exercises performed in an exemplary manner and demonstrated that they are capable of working with each other for a common purpose,” said Vice Admiral James A. Lyons Jr., commander, Second Fleet and director of four segments of Ocean Venture 81.

“Keep in mind this was the first time these ships ever operated together. There are no boundaries at sea—there is only one law: professionalism,” he added.

SM3 Dan Williams “talks” with flashing light from USS Saipan to other units during the amphibious transit phase of Ocean Venture 81. Opposite page: Saipan’s flight deck crewmen and helos.





Ocean Venture 81

Professionalism was the cornerstone of Ocean Venture's operations which were conducted in the South Atlantic, Caribbean, Virginia Capes, North Atlantic and Baltic Sea regions from the first of August to the middle of October.

Ocean Venture, developed by Admiral Harry D. Train II, Commander in Chief, U. S. Atlantic Command and U. S. Atlantic Fleet, was based on the maritime support requirements of a conventional war. It emphasized the U. S. fleet's reliance on its allies—both within and outside of NATO.

"We have a lot of exercises in our yearly inventory," said Captain Dale

Lewey, full-time project officer and designer of the overall scenario for Ocean Venture. "Ocean Venture put a number of existing exercises into a condensed timeframe to test the preparedness of all major available forces. The reason we combined already existing exercises was that it would probably have taken five years or more to set up from scratch an exercise of this scope."

Ocean Venture included 120,000 men and women, 250 ships and 1,000 aircraft from 14 countries. In addition to a maritime war at sea scenario—including battle group operations—Ocean Venture included Army airborne and air assault

operations, and Air Force airlift, tactical air, conventional bombing and sea surveillance operations.

The eight segments or phases of Ocean Venture began in the South Atlantic with UNITAS XXII. In addition to U. S. naval and U. S. Air Force Strategic Air Command units, naval forces from Argentina, Brazil, Colombia, Uruguay and Venezuela participated in the combined task force operations.

The Caribbean phase took place in the areas of Puerto Rico, the Florida Straits and Cuba. Units from the Netherlands, United Kingdom and the United States participated in the Caribbean operations,





Bottom left: Lt. Manuel Otero Penelas, Spanish air operations officer aboard Saipan, talks with another officer. Left: Language is no barrier for Lt. Cmdr. Miguel Fernandez Fernandez, liaison officer for Spanish Destroyer Squadron 21, and Capt. J. W. Renard, commanding officer, USS Saipan. Below: The Spanish frigate Baleares (F 71) comes alongside.



Ocean Venture 81

Right: A flight deck crewman looks on as a Saipan helicopter is prepared for flight. Below: Maneuvering exercises conducted by U. S. and Spanish ships provide a break for flight deck crewmen. (Photo by PH2 Greg LeBarron.) Bottom right: BM2 Leo Grudzinski directs preparations for underway refueling.



the largest military exercise ever conducted in the Caribbean.

"That phase of Ocean Venture had several interesting sidelights," said Lewey. "We managed to complete an amphibious landing and an airborne drop of 300 Ranger Airborne troops despite tropical storm Dennis, which was zigzagging throughout that area at the time.

"That particular exercise also marked the first time the aircraft carrier USS *Lexington* (AVT 16) was used in a contingency role in the Straits of Florida."

The East Coast segment involved anti-submarine warfare operations off the

Virginia Capes, while the North Atlantic phase brought together naval and air units from Canada, the Federal Republic of Germany, the Netherlands, Portugal, the United Kingdom and the United States. The exercises in the North Atlantic lasted two weeks, included a war at sea scenario and concluded with carrier air operations in the Norwegian Sea.

"Because this was the first time we had transited two U. S. carrier battle groups into the Norwegian Sea in over 20 years, the Soviet air and naval surveillance effort was at the highest level we have observed in over a decade," said Admiral Lyons.

"We were able to capitalize on their

contribution to the exercise scenario which contributed to improving our overall readiness."

The admiral said the U. S. fleet performed well during the Norwegian Sea phase of Ocean Venture and noted that the key ingredient to that success was personnel.

"By virtue of their training, experience and dedication, they are the key to success. They make it happen," he said.

As U. S. naval units finished making it happen in the Norwegian Sea, participating in the NATO exercises Magic Sword North, Magic Sword South and Ocean Safari, others began the



Ocean Venture 81

amphibious transit phase of Ocean Venture. This took them from the United States to the Mediterranean.

That phase of Ocean Venture was designed to test the reinforcement capability of the United States and its allies, using sea transport. The U. S. naval contingent of the amphibious transit was spearheaded by the amphibious assault ships USS *Saipan* (LHA 2) and USS *Guam* (LPH 9) which, along with other U. S. naval units and elements of a

Marine amphibious unit, operated with the Spanish navy and aircraft from both Spain and France while en route to the Mediterranean.

Rear Admiral William A. Kearns Jr., commander, Amphibious Group Two and director of Ocean Venture's seventh segment, praised the performance of all units involved. "For ships of two navies to sail thousands of miles from opposite sides of the Atlantic; to rendezvous in the open ocean at an hour prescribed months

in advance; operate on the surface, sub-surface and in the air in opposition and support of each other, without incident, is an achievement of which only the most accomplished mariners are capable."

Liaison played an important part in avoiding incidents that might have dimmed the shining success of Ocean Venture. Aboard USS *Saipan*, Lieutenant Commander Miguel Fernandez Fernandez and Lieutenant Manuel Otero Penelas of

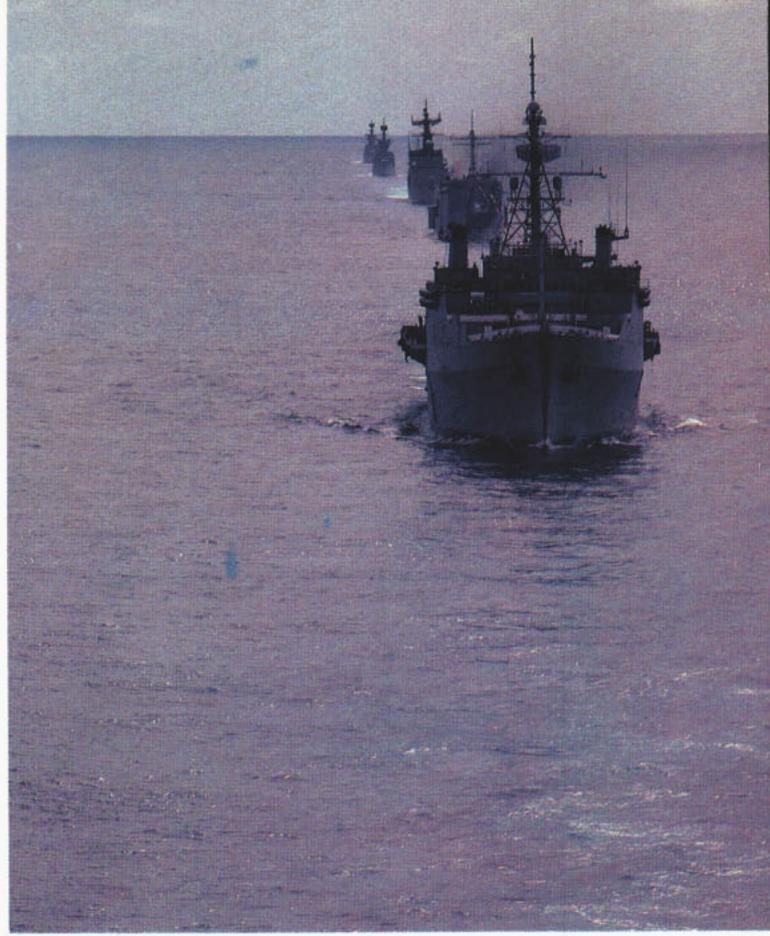




Left: A Saipan support gear operator is ready for flight ops. Bottom left: A member of Marine Medium Helicopter Squadron 264 during a break. Below: Crash crewman at the ready during flight ops on Saipan.



Ocean Venture 81



the Spanish navy served as liaison with the Spanish units participating in Ocean Venture. Their work played an important part in ensuring the success of the Spanish-U. S. operations.

"Each nation in a bilateral exercise has its own objectives," said Lewey. "Communication played an important role in ensuring the objectives of all concerned were met."

During the war at sea scenario of the amphibious transit, U. S. and Spanish forces were pitted against each other. In addition to *Guam* and *Saipan*, USS *Raleigh* (LPD 1), USS *Barnstable County* (LST 1197), USS *Wainwright* (CG 28), USS *Coontz* (DDG 40), USS *John Rodgers* (DD 983), USS *McCloy* (FF 1038) and USS *Kalamazoo* (AOR 6) composed the Blue Forces in the war at sea. The Spanish forces, making up the scenario's Orange Forces, included the Spanish navy's amphibious assault ship *Dedalo*; the frigates *Diana*, *Baleares*, *Andalucia*, *Cataluna* and *Descubierta*; the replenishment tanker *Tiede*; submarines *Cosme Garcia*, *Isaac Peral*, *Delfin*; and the fast attack patrol crafts *Recalde* and *Villaamil*.

While the U. S. forces used *Harrier* jet aircraft and helicopters, Spanish forces used helicopters and their equivalent of the United States' *Harrier* jet—the *Matador*. For two days the simulated war at sea raged on, each side chalking up its share of hits and losses. On the third day of operations, the two sides joined forces, and for the next two days they operated together. They conducted exercises in communications, gunnery, maneuvering, flight operations, tactical command and command and control. (Various tests were conducted of U. S. and Spanish ability to communicate with one another despite differences in language and operating techniques.)

Once the joint operations between U. S. and Spanish forces were over, *Saipan* and *Guam* pulled into Rota, where U. S. and Spanish naval coordinators held post-exercise discussions. The escort ships accompanying the two U. S. amphibious assault ships picked up French air opposition and continued conducting joint exercises until U. S. naval units moved into the Baltic Sea to operate with German, Danish and Dutch units in the final phase of Ocean Venture.

"Ocean Venture 81 was an outstanding success in every respect," Admiral Train said. "It was successful because the countries participating in the exercise wanted to be successful. And it was significant because 14 countries, which are not all members of any one alliance, conducted an Atlantic-wide exercise encompassing all aspects of maritime cooperation over an extended period of time."

—Story and photos by JO1 Lon Cabot



(Opposite page) upper left: Strategic Air Command B-52s, intercepted and escorted by U. S. Marine Corps Harrier and Spanish Matador aircraft, over the Saipan. Upper right: Spanish and U. S. ships steam in formation. Bottom: A crewman takes a sighting by sextant aboard Saipan. Right: Teamwork throughout the amphibious transit phase of Ocean Venture 81 helped make the entire exercise a success.

Display

Marines storming beaches, aircraft catapulting from a carrier's flight deck, and warships maneuvering for sea-control operations and training were all part of the Sixth Fleet's role in the NATO exercise Display Determination-81.

Designed to demonstrate and exercise NATO's sea, land and air forces in Southern Europe, Display Determination-81 took place Sept. 19-Oct. 14, 1981. It was part of the Allied Command Europe series of exercises known as "Autumn Forge" and was under the command of Admiral William J. Crowe Jr., Commander in Chief, Allied Forces Southern Europe.

The naval portion of Display Determination-81 was divided into three phases, each taking place in a different area of the Mediterranean. Naval forces from Greece, Italy, Portugal, Turkey, the United Kingdom and the United States took part. France, although not part of NATO's integrated military structure, also participated.

Phase I included an escorted amphibious force that conducted an opposed transit of the western Mediterranean, with an amphibious landing on the beaches of Capo Teulada, Sardinia.

Amphibious Squadron Two from Norfolk, Va., and Marine Amphibious Unit 32 from Camp Lejeune, N.C., were the major U. S. participants; Italian marines acted as opposing forces on the beaches of Capo Teulada. The dawn assault was supported by attack and fighter aircraft from USS *Nimitz* (CVN 68) plus U. S. Air Force, Royal Navy and West German Air Force aircraft flying from Decimomannu, Sardinia.

PhibRon Two, commanded by Captain B.C. McCaffree Jr., consisted of three U. S. Sixth Fleet ships: amphibious assault ship USS *Saipan* (LHA 2), amphibious transport dock USS *Raleigh* (LPD 1) and tank landing ship USS *Barnstable County* (LST 1197).

Marine Amphibious Unit 32, com-



A Turkish naval infantryman moves a bazooka into position during a mock amphibious assault at Doganbey, Turkey.

Determination-81



manded by Colonel R.T. Poore, consisted of Battalion Landing Team 2/6, Marine Medium Helicopter Squadron 264 and 34 MAU Service Support Group.

Phase II consisted of intensive at-sea training and sea control operations for numerous Sixth Fleet ships and ships of other countries. Operations took place in the Ionian Sea.

Phase III of the naval portion of Display Determination-81 included a transit from the Ionian Sea through the Aegean Sea with the grand finale, an amphibious land-

ing at Doganbey, Turkey, Oct. 2.

Amphibious Squadron Six from Norfolk and Marine Amphibious Unit 34 from Camp Lejeune were the major participants in the Doganbey landing along with Italian marines from the San Marcos Tactical Group and Turkish naval infantry.

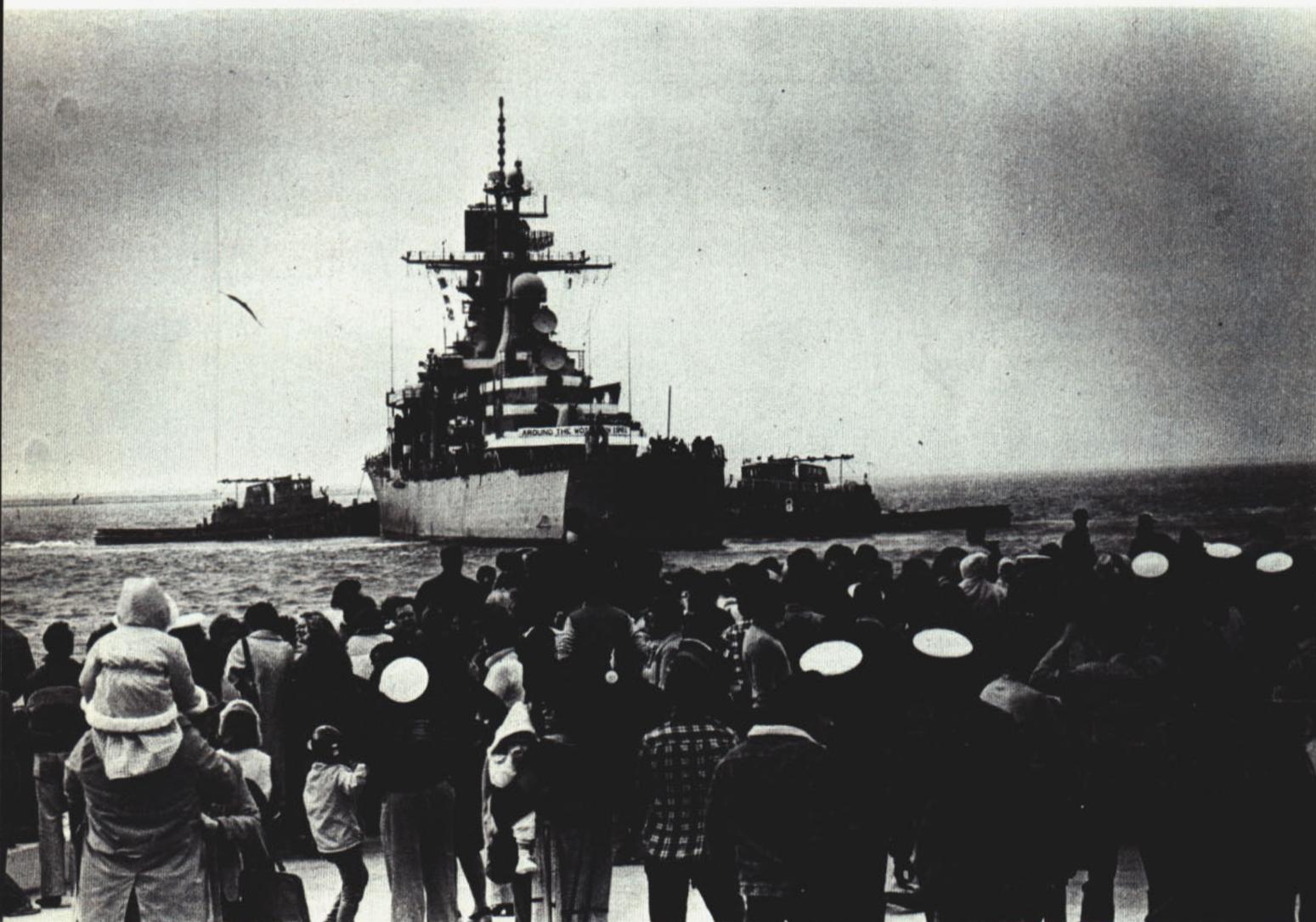
PhibRon Six, commanded by Captain E.W. Foote, consisted of five Sixth Fleet ships: amphibious assault ship *USS Gaudalcanal* (LPH 7), dock landing ship *USS Portland* (LSD 37), amphibious transport dock *USS Ponce* (LPD 15), and

tank landing ships *USS Harlan County* (LST 1196) and *USS Sumter* (LST 1181). *USS Nimitz* and its embarked air wing supplied air support.

Marine Amphibious Unit 34, commanded by Colonel F.V. White Jr., consisted of Battalion Landing Team 3/8, Marine Medium Helicopter Squadron 263 and 34 MAU Service Support Group.

—Story and photos by PHI Douglas Tesner

A Long Way Around





Helen Balcerzak edged farther out on the piling in an effort to spot the ship through the haze steadily descending upon the Hampton Roads area.

"There it is!" she cried.

And there it was—the ship that had separated her husband, Philip (a data systems technician first class) and her for seven months and six days, the nuclear-powered guided missile cruiser USS *California* (CGN 36).

California returned to Norfolk last Nov. 20 after what had begun as a routine Indian Ocean deployment. But it didn't stay routine. When the ship arrived home, it had circumnavigated the globe and was believed to be the only Navy surface warship to make such a journey in years.

The "long way around" extended *California's* deployment by only eight days, but rough seas, high winds and desert sand were other problems faced by the crew.

"The monsoon season, May through August, brings unusually strong winds," explained *California* commanding officer Captain Charles J. Smith. "We were faced with an average of 15-foot seas pushed by 20-30 knot winds."

That's when the sand of the Arabian Desert was carried to the ship.

"We usually patrolled 50 miles or so from land, and we would constantly find little rifts of sand lodged in and against every seam in the ship. The combination of sand and salt spray made maintenance all the more difficult," Smith said.

In more than seven months under way, *California's* crew enjoyed only 19 days of liberty. Sixteen of those were accounted for by calls at Cartagena, Spain; Singapore; and Perth, Australia. The other three days were spent in San Diego on the last leg of the trek home.

When the cruiser pulled into San Diego, it marked the first time *California* had visited the state for which it was named. "We've had many invitations to visit various cities in California," said Smith, "and we finally made it."

The captain explained that San Diego

The waiting is almost unbearable as USS California (CGN 36) nears the pier.

USS California

was a natural port call because of its excellent logistical and port facilities and because it was virtually along the great circle route across the north Pacific.

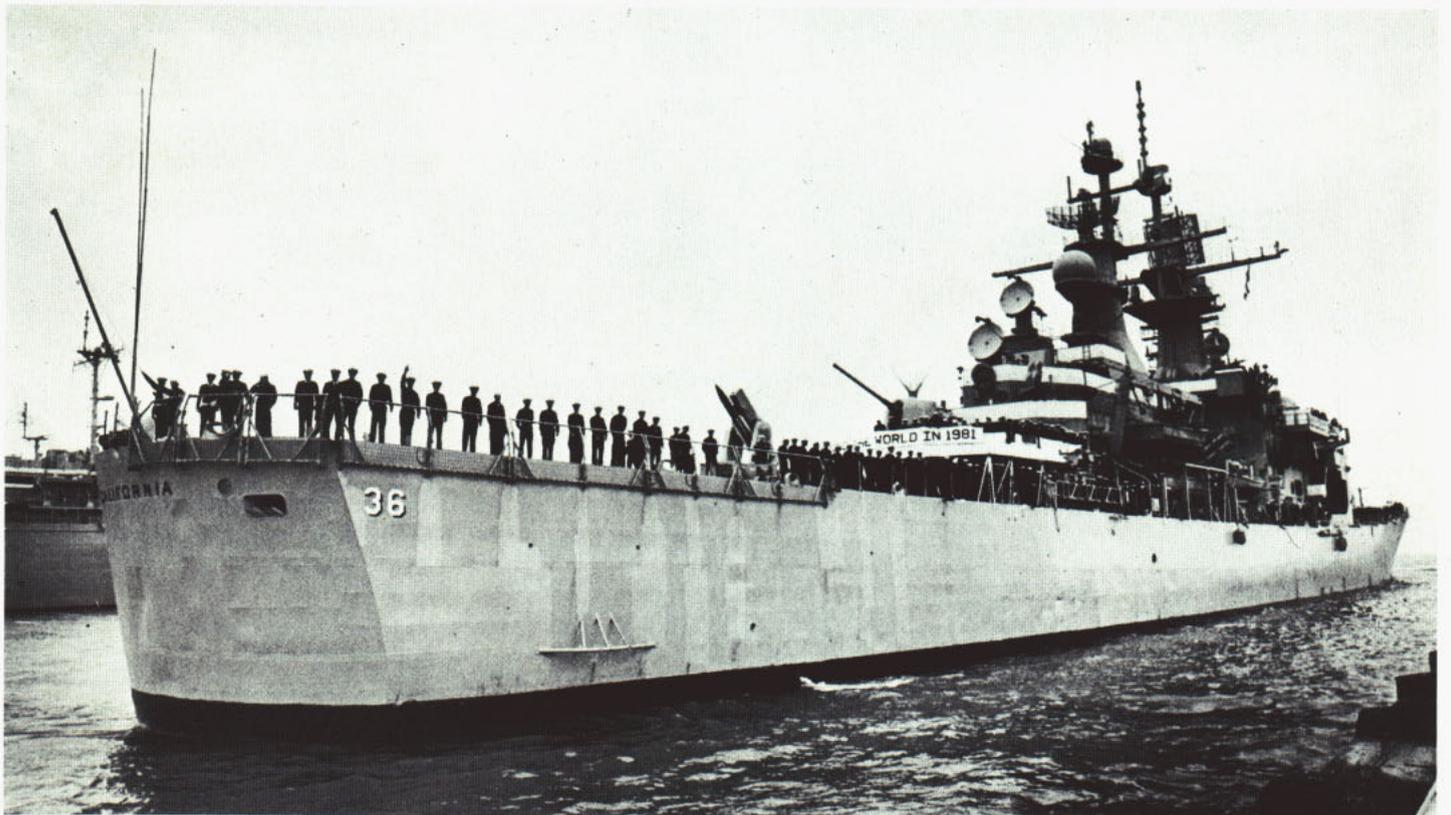
The ship was escorted into San Diego by fire boats. An aircraft-borne banner proclaimed the city's welcome.

"Some BB 44 veterans (crew members of the old battleship by the same name) arranged for the boat escort; the Navy League supplied the airplane; and local and state dignitaries did the rest," said Smith.

"We had an exchange program going with USS *America*," explained Smith. "About 20 members of their air wing (from Miramar and Lemoore) wanted to participate in the round-the-world trip, and some of our crewmen didn't. So, we accommodated them as best we could. As it turned out, *California* crewmen on the *America* returned home earlier than expected, and the *America* crewmen who

California's men showed that it never takes sailors long to disembark for long-awaited, pierside reunions.





USS California

traveled with us to San Diego got home earlier than scheduled.”

During this deployment, *California* was also involved in three at-sea rescues. The crew rescued a man from a deserted island, picked up four downed helicopter crewmen and saved 39 merchant sailors from the disabled Greek ship MV *Irenes Sincerity*.

However, all their accomplishments were overshadowed (and probably forgotten by many) when *California* entered Virginia's Hampton Roads, and the crew saw their loved ones on the pier.

After traveling some 78,000 miles (the equivalent of three trips around the globe) everyone was happy to be home. The ship accomplished many things during its de-

ployment, but to Captain Charles J. Smith, it simply confirmed something he'd felt about his crew before their trip.

“The crew has shown time and again a very high degree of professionalism. They've done a heck of a lot during this deployment, and they've done it well. They got the job done by working together . . . I just can't say enough good things about them.”

—Story by JO1(SS) Peter D. Sundberg

—Photos by PH1 Ron Garrison,

JO2 Cary Casola and JO1 Sundberg

A father, FTM2 David Hill, finds that his child has changed while he was away and, then again, she didn't change.

Drama of a Rescue at Sea

USS *California's* (CGN 36) return to Norfolk climaxed a successful and interesting around-the-world voyage in more ways than one.

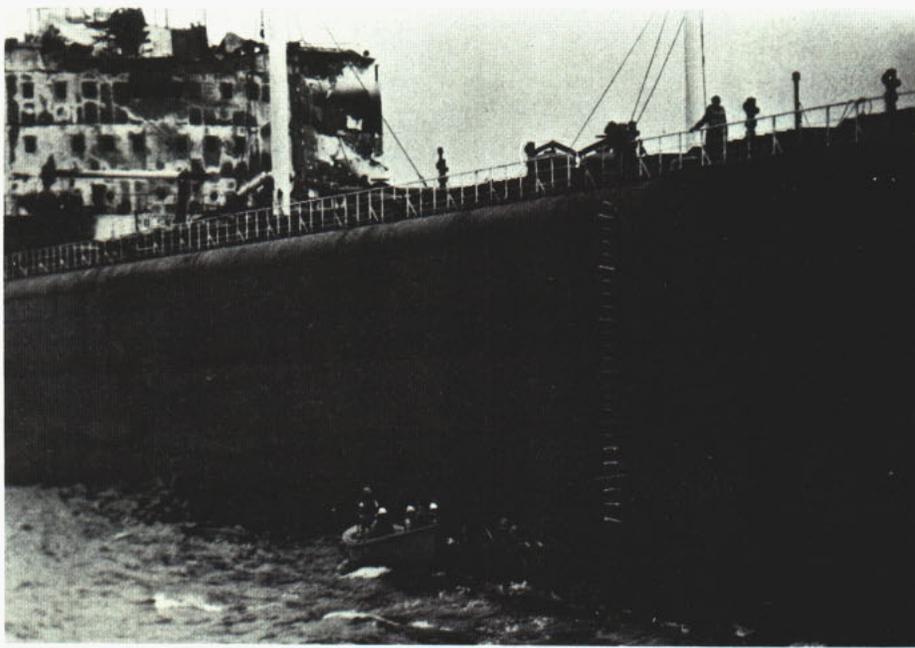
Highlighting the ship's deployment was a daring and difficult rescue at sea, one of three rescues during that deployment. At midnight, July 15, 1981, *California* was directed to detach from the USS *America* (CV 66) battle group and head in the direction of an SOS put out by a distressed Greek merchant, the MV *Irenes Sincerity*. Traveling at top speed, the guided missile cruiser arrived at the side of the merchant seven hours later. The Greek vessel was rocking helplessly as thick black smoke poured from its heavily damaged aft superstructure.

Irenes Sincerity's troubles had begun the night of July 15 as the ship headed from Surat, India, to Bahrain in the Persian Gulf. An explosion in the fuel pump room resulted in an uncontrollable fire.

Twenty-three of the 39 crew members had taken refuge on the forecastle. Fifteen others had launched the ship's only lifeboat but had stayed in the vicinity of the merchant. The 39th crew member, aft when the fire started, had to abandon ship on a small rubber life raft. The flames separated him from the others, however, and strong currents quickly pulled his raft out of sight.

When *California* arrived, crew members immediately lowered a lifeboat into the rough waters. After several trips to and from the stricken ship, 34 crew mem-





On board *California*, which by that time was under way for Karachi, Pakistan, the rescued seamen received prompt attention. They were taken to sick bay for examinations. Mess specialists provided a hot meal, and the ship's servicemen issued new clothes.

Numerous messages of congratulations were sent to *California*. Among them was one from the Consulate General of Greece in Karachi, Pakistan. Others came from the American ambassador to Pakistan, Arthur W. Hummel; Rear Admiral Huntington Hardisty, Commander Task Force 70; and *America's* Battle Group Commander, Rear Admiral Bryan Compton.

California's around-the-world odyssey had proven to be also a mission of mercy.

—Story by JO1 Pete Murray

—Photos by Lt. Cmdr. James P. Nickols

bers, including two women, were brought on board *California*. The merchant's captain, first officer, engineer and communications officer remained on board their ship to await instructions from their company.

During a four-hour, coordinated air-sea rescue search, *California* and an S-3 *Viking* aircraft from USS *America* searched for the missing man in the raft. Meanwhile, word was received from the merchant's company instructing the four men

still aboard to abandon ship. As they were being picked up, the *Viking* spotted the missing man.

With the four safely aboard, *California* raced in the direction of the man in the raft. Brought on board an hour later, he was hugged and hoisted above the shoulders of his friends.

USS California crewmen come to the aid of the Greek merchant ship *MV Irenes Sincerity* after a fuel pump room explosion resulted in a disastrous fire.



Always on the Job

Shifting from one side of his chair to the other, Special Agent Eddie Hemphill reached under the pile of papers on his desk and pulled another cigarette from a nearly empty pack.

His pullover shirt was stained and bunched at the waist of his jeans. Dark half circles under his eyes and a stubble of beard said he'd been up most of the night.

"I relate best to the character named Mick on the television show 'Hill Street Blues,'" said Hemphill. "I like his image. Not because of the tough-guy role he plays but because of the way he looks at his job and the people he deals with."

Hemphill, like Mick, is a narcotics investigator. But unlike his television counterpart, Hemphill—senior agent on the narcotics squad of the Naval Investigative Service Resident Agency at Naval Base Norfolk—is live and full time.

"The people we deal with in narcotics are the dregs of society. They're even lower than arsonists or robbers. We deal with dope dealers who prey on the weaknesses of others. They're one of the lowest elements in society," said Hemphill.

Hemphill's earthy descriptions of the people in what he sees as the nether world of narcotics come from his 16 years as a special agent with the NIS both overseas and in the United States. Although the enthusiasm and dedication he puts into his job are typical of an NIS agent, his image while working narcotics is, he admits, a good deal different from the clean-cut, suit and tie appearance of most agents.

"Working narcotics is a unique part of being an NIS agent," he said. "You have to look the part of the people you deal with. And you have to be able to cope with

long hours. You work in this business when the dealers are working—that's usually late-night to early morning."

NIS agents don't usually fit the molds of investigators and special agents found in suspense stories or television dramas. NIS investigators are people who joined the organization because they cared enough to do something about the things in which they believe. They see their job as an occupation that requires working within the constitutional limits set before them.

"I like working narcotics because you see the end results of your work a lot quicker than you do in most other types of investigative work," Hemphill said.

Although some agents—like Hemphill—work in a particular branch of investigations for a number of years, all NIS agents are general investigators capable of working both criminal and counterintelligence cases.

NIS, which for the most part is a civilian staffed law enforcement organization, is responsible for providing investigative support in matters involving serious crimes committed by or against Navy people. The descendant of a small undercover unit formed in New York City in 1916, today's Naval Investigative Service was established in 1966 with the personnel resources of the old District Intelligence offices of the Office of Naval Intelligence.

NIS has more than 140 locations worldwide, with headquarters in Suitland, Md. Ten regional offices (NISROs), six in the United States and four overseas, coordinate the activities of the organization's

smaller resident agencies (NISRAs) and units (NISRU) around the globe.

"From the standpoint of an outsider, which I was when I arrived here, I think NIS is quite an impressive group of professionals," said Captain Ed Young. An intelligence officer for most of his 25-year Navy career, Young has served as commanding officer of the NIS regional office in Norfolk, Va., since February 1980.

"There are a surprising number of people in the Navy today who don't know what NIS is or what we do," he said.



NIS special agent Eddie Hemphill (left) and detective Bill Jeffcoat of the Norfolk Naval Base Police tail a suspected narcotics dealer.

"This office alone handles all the investigations for the Navy in Maryland, Virginia, West Virginia, Washington, D.C., the small outer banks of North Carolina, Puerto Rico, Bermuda and the Caribbean, including Cuba and the Dominican Republic."

The service the NIS performs for the Navy is invaluable. Its investigations into fraud and other criminal activities last year saved the Navy millions of dollars in equipment loss or damage. But the real value of what the NIS does is in the quality

of life the organization maintains for Navy men and women and their families.

"We are here to assist the Navy. Just as our name indicates, we provide a service, and more people should think of this organization in those terms," said Special Agent Bert Truxell, regional director for operations at the NIS regional office in Norfolk.

"It's amazing how many people out there really don't know what we do.

"We are not a covert agency. Although we do conduct covert operations, we do so

with the knowledge of the command involved. And, very often, covert sources are selected by the command to assist us. We are not dedicated to detecting crime in Navy commands to embarrass that command, and we are not out to force the losses of personnel within commands."

The guidelines used to determine when NIS involvement is warranted in a criminal case are clear cut. If a crime involves the theft or destruction of government property valued under \$100, or personal property valued under \$500, the investigation



NIS Agents

is left to local Navy law enforcement agencies.

NIS operations cover many areas of criminal investigations. Among them are crimes against property, including larceny or burglary; narcotics, where NIS puts more emphasis than on individual drug abuse cases; crimes against people, including sex crimes; and fraud—a white collar crime where investigators track a trail through audits, records and paperwork. NIS also provides investigative support in counterintelligence and counterespionage

Below: Charles Lannom, special agent in charge of NISRA Norfolk, with assistant special agent in charge Paul MacNamee. Right: Special agent Ty Arnold boards a local ship.

matters which impact on the Department of the Navy.

Not unlike a scenario from television or suspense novels, NIS investigations in one area of criminal activity frequently lead to another area.

“We had a case not long ago where a sailor with a serious head injury was found unconscious on a barge near his ship, which was operating in the Med,” recalled a senior investigator.

“There was a question whether the sailor had jumped from his ship to the barge, had fallen or was pushed. So, his commanding officer asked NIS to investigate.”

An NIS agent was flown to the port of call. The ship had pulled out, leaving the

injured crewman in a local hospital. During his interview with the crewman, the agent learned that the sailor had jumped from the ship, intending to land in the water. He misjudged the distance and hit the barge.

Through further investigation, the agent discovered the sailor had tried to jump ship because of pressure he'd been under from an extortion ring operating aboard his ship.

“We flew two additional agents out to the ship to continue the investigation and ultimately broke up an extortion ring involving a number of crewmen,” the agent said.

Because of the caliber of the average agent, NIS boasts an impressive success rate for the crimes it investigates. Every



one of 633 civilian and 50 Navy and Marine Corps NIS agents must complete the seven-week NIS Academy in Suitland, Md. There, they are trained in unarmed self-defense techniques, the use of firearms, apprehension methods, investigative techniques, constitutional rights and more.

However, before gaining student status at the academy, a man or woman must be accepted as an agent. That in itself is no easy task. "Provided an applicant is at least 21 years old and no more than 35, is a U. S. citizen and holds a bachelor's degree, he or she is eligible to apply for agent status," said special agent Bob Sotack, administrative coordinator for the NIS regional office in Norfolk.

An applicant meeting those criteria must then consent to a background investigation. Once personal and job histories prove satisfactory, candidates go before a screening committee, which usually consists of at least one supervising agent and two senior agents.

The screening board evaluates the candi-

date's ability to deal with a variety of living and working conditions and the stress inherent in the job. Motives for seeking employment with NIS, the candidate's expectations about what his or her job will entail and many other factors are examined.

NIS is not the place for someone looking for a 9-to-5 job. Agents—like crime—are sometimes on the go around the clock. Those interested in a job that will keep them in one location for long periods of time also need not apply. NIS agents are assigned to one of 154 locations worldwide every three to five years—that includes, for male agents, tours of up to 18 months aboard aircraft carriers.

As a result of efforts by the CNO and others who have long recognized the importance of the NIS mission, more than 300 men and women will be added to the agent corps by the end of next year. Nearly a third of those agents will be assigned to various drug interdiction efforts spearheaded by the NIS worldwide.

Female special agents now serve in vir-

tually all NIS locations. In fact, the first female agent assigned to an afloat command is now aboard USS *Lexington* (AVT 16). The first female agent was hired by NIS in 1976. There are now 36 female special agents assigned throughout the NIS.

"An NIS agent must be flexible in the broadest sense of the word," said Sotack. "He or she must be mobile, quick-thinking and have a lot of plain common sense. But above all, an agent must have integrity. In this job, your credibility rests in your integrity."

In addition to coping with frequently fluctuating work schedules, agents must also deal with other pressures associated with the law enforcement field.

"In this line of work, particularly criminal investigations, you've got to be able to divorce yourself from what you see on a day-to-day basis," said Hemphill. "You can't afford to get emotionally involved in the cases you work, or you lose your objectivity. When that happens, you lose your effectiveness as an agent."



NIS Agents

Even with the tremendous pressures an NIS agent faces, the investigative corps has one of the lowest attrition rates among federal government jobs, according to government employment statistics.

Diversity may well be the key to the job satisfaction most agents find in the NIS ranks. Specialized training in protective services operations, crime scene processing, counterespionage operations, white collar crime investigation and other categories is available to any NIS agent.

Charles Lannom, special agent in charge of NISRA Norfolk, said, "Agents most frequently receive that training which can best be applied to the area of investigation they are working in."

Lannom and the 22 agents at NISRA

Norfolk serve a community of about 85,000 military and civilians—one of the largest naval communities in the world.

"Violent crime and drug abuse in the Navy are a reflection of the society the Navy draws its people from," said Lannom. "FBI statistics show little decrease in either area over the past few years. But the Navy doesn't have anywhere near the level of crime that the general public does."

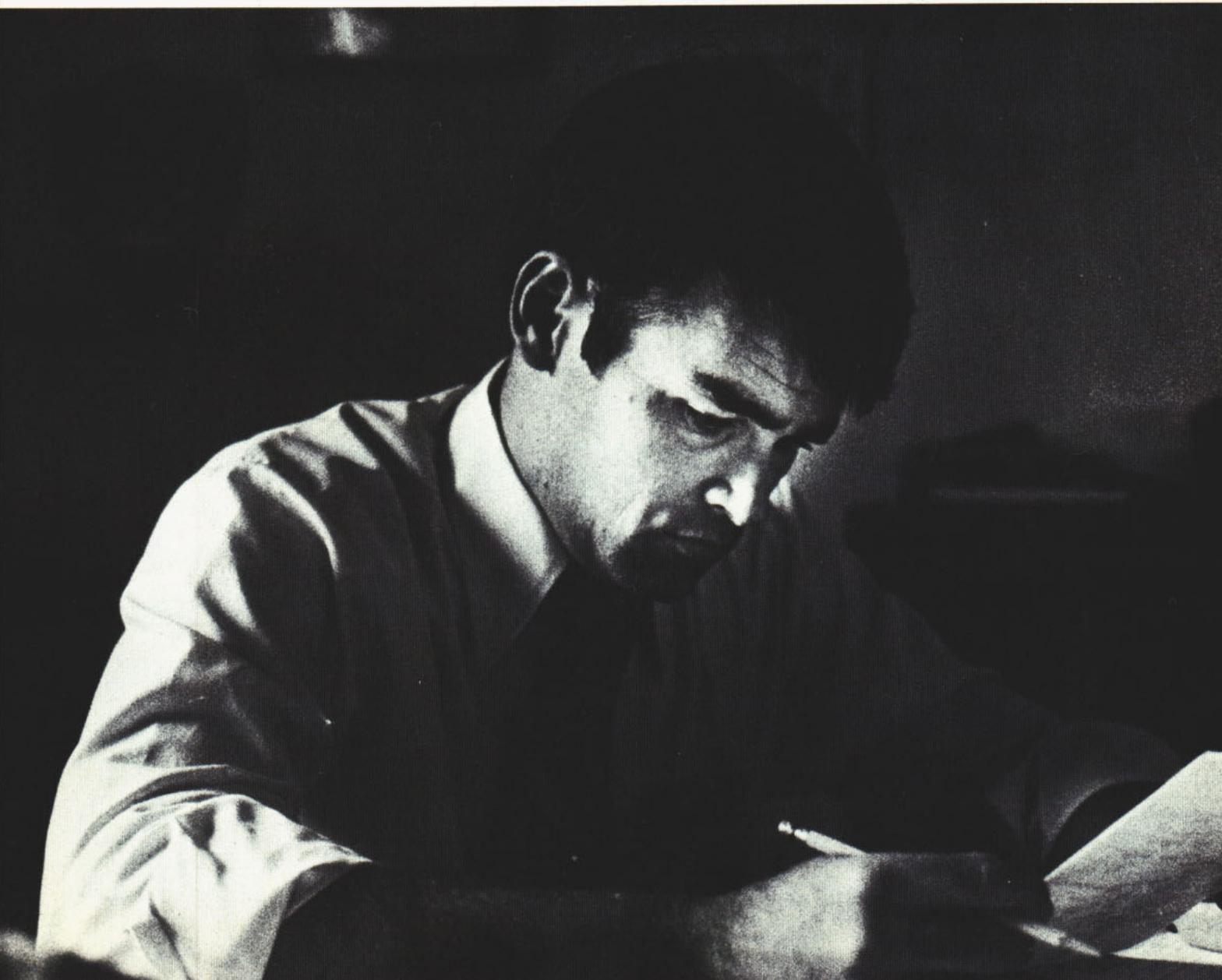
White collar crime—including fraud and embezzlement—is the criminal category that keeps the Norfolk NIS most active. A few months ago, when grand jury indictments were handed down on a civilian contractor and several senior petty officers and officers at the Norfolk Naval Base, one of the agency's largest investigations

was closed.

"In that particular case," said Lannom, "we spent nearly two years investigating and gathering evidence before we were certain we could obtain indictments. That case involved many millions of dollars, and we unquestionably saved the Navy millions more by wrapping it up."

Another group of agents, working at Norfolk's NIS Fleet Support Office, provides investigative service for the approximately 80 ships based at the Norfolk naval complex.

"There are 12 agents working out of this office full time," said Lionel Barker, special agent in charge. "This office also coordinates the activities of the five NIS agents assigned to the Norfolk-based air-



craft carriers.”

All investigations conducted by the Fleet Support Office—like those conducted by any NIS activity—are closely coordinated with the commanding officer of the ship or shore-based command involved in the investigation. That close coordination is particularly important when an agent afloat is involved.

“When our agents work aboard ship, they’re duty-bound to the commanding officer of that ship,” Barker said. “Some people think NIS agents just go aboard a ship undercover to expose wrongdoing. That’s not so. Our job is to help commands. It’s in our best interest to work closely with a command to neutralize criminal activity.”

During the past few years, NIS—from the headquarters level to its many field activities—has tried to polish the image of the investigative service by broadening communications with individual commands.

If working closely with commands is important for NIS agents ashore, it’s imperative for agents assigned to ships. The

NIS agent on a carrier is easily identified. He isn’t undercover. And he shares the loneliness and frustrations of long at-sea periods.

“We were out for seven months and hit two ports,” said David Brant, NIS agent assigned to USS *Independence* (CV 62). “A cruise like that builds up tension. If an agent doesn’t have good rapport with the command, he could be sunk.”

Brant, who requested duty aboard *Independence*, has served as on board agent since September 1980.

“I find agent-afloat duty challenging. On the *Independence*, I am accepted and treated very professionally. When you have that kind of working relationship, the job is a lot easier. You develop a loyalty to the CO and crew. All you can do, then, is the best job possible and hope that what you’re doing is helping the ship,” Brant said.

The agent-afloat provides all the investigative support needed by the deployed command. If there’s a robbery in the ship’s store, if money is stolen or if any other crime is committed that would warrant in-

vestigative support, the agent-afloat goes to work.

Even though the Navy has been under fire for drug abuse problems aboard ships, Brant refuted the idea that shipboard operations are being adversely affected.

“Most ships have a fraction of their people involved in drugs,” he said. “But I’ve never seen or heard of a ship that had its overall effectiveness hurt because of drugs.”

As NIS agents based in U. S. offices and aboard ship conduct their investigations, another segment of the agent corps faces the challenges unique to being based overseas.

“Overseas, NIS assumes more responsibility in a number of areas,” said John

Opposite page: Special agent Cole Hanner at Rota tends to paperwork after an early-morning surveillance. Below: An NIS agent (left) and a member of Spain’s national police force (La Guardia Civil) during an investigation by NIS agents based in Rota.



NIS Agents

Walsh, special agent in charge of the NISRA at Naval Base Rota, Spain. "If we uncover a counterfeiting operation within our jurisdiction, we investigate it. In the states, counterfeiting cases are referred to the Treasury Department or to the Postal Inspection Service if money orders are involved."

Walsh, an administrative staff—including an interpreter, secretary and Navy chief yeoman—and five other NIS agents, provide investigative support for all Navy commands in an area encompassing the Canary and Balearic Islands; Gibraltar; Portugal; the Azores; and southern France from Lyons to the French Riviera.

"Another difference in NIS overseas operations is that we are more involved with counterintelligence," Walsh said.

Walsh estimated investigations conducted by his office average 65 percent criminal cases and 35 percent counterintelligence. Most stateside NIS offices work 85 percent criminal investigations and 15 percent counterintelligence.

"Unlike intelligence agencies, NIS does not generally operate in what is known as a positive collection mode," he said. "Our only concern in counterintelligence operations is to counter those efforts directed by hostile organizations against the U. S. Navy.

"We are, by definition, the people who protect classified information from espionage, people against subversion and installations and equipment from sabotage. In the U. S., any counterintelligence operation must be coordinated with the

FBI; overseas, we coordinate our counterintelligence operations with the CIA," Walsh added.

Counterintelligence operations conducted by NIS overseas include preparing foreign port briefs and country overviews on locations visited by fleet units. NIS also tracks all hostile intelligence agencies' attempts to obtain classified information from Navy men and women. Conducting lectures and seminars on the methods employed by hostile agencies to obtain classified material from naval personnel is part of the NIS's counterintelligence program.

"Because a person doesn't have access to classified information doesn't mean he or she will not be approached by an agent or agents of a hostile intelligence organization," Walsh said. "You've heard it in



Navy films and read it in intelligence briefings—security really is everybody's business."

Abroad, as well as in the United States, NIS is active in anti-drug operations. Along with compiling port briefs on the different ports the U. S. fleet visits, Walsh and his agents also assist in drug-sweeps of Mediterranean ports before U. S. Navy units arrive.

"That type of operation is frequently done by the agent aboard the carriers," Walsh said. "What will happen is that a carrier agent or an agent from an NIS field office here in the Med will go to a port and work with local law enforcement agencies to identify the sources for drugs.

"Then, using either our own sources (a term used to identify individuals other than agents working with NIS) or sources of the local law enforcement agencies, we will attempt to purchase drugs from the traffickers."

Ideally, operations like this will either clear a port area of drug traffickers through arrests or make them paranoid enough about selling drugs to Navy men and women that the drug market dries up during the initial hours of the fleet visit. Similar operations are conducted in U. S. port cities.

Because U. S. presence in Spain is per-

mitted through a Treaty of Friendship and Cooperation, liaison with all levels of Spanish law enforcement is a very important aspect of NIS operations in Rota.

"There's a lot of information exchange between NIS and the many European law enforcement agencies," Walsh said. "Here in Spain, that exchange is extremely important and helpful. Fortunately, the people we deal with throughout the law enforcement network here are very responsive to our needs for all types of information."

Facts and information form the backbone of NIS operations both abroad and in the United States. Through a sophisticated teletype communications system, NIS has access to instant communication with any law enforcement agency or NIS office in the world.

"Communications in this business is critical," said Cole Hanner, one of six agents assigned to Rota's resident NIS office. "Everything you do as an agent has to be precise: times, dates, names and places. You've got to follow the letter of the law, and you have all the paperwork that goes with it."

Paperwork is a result of every agent's investigative effort. No matter how minor an investigation might be, a report must be filled out. One NIS report, covering the

details of a homicide involving a U. S. sailor, resembled a movie script with a cast of thousands.

"Portions of the NIS agent's duties involve police work, but the majority of it is fact-finding and preparing those facts for presentation to courts or courts-martial," Walsh said.

All NIS agents are trained in the use of two crime scene kits. One kit contains crime detection equipment including powders to lift fingerprints or mold plaster casts, plastic bags for evidence collection and other paraphernalia. The other kit contains enough photographic equipment to document a crime scene.

"The crime scene kits are a small part of the equipment and technology available to the NIS agent," said Walsh. "NIS has a wide range of technology in electronics, weaponry and communications support available to all agents."

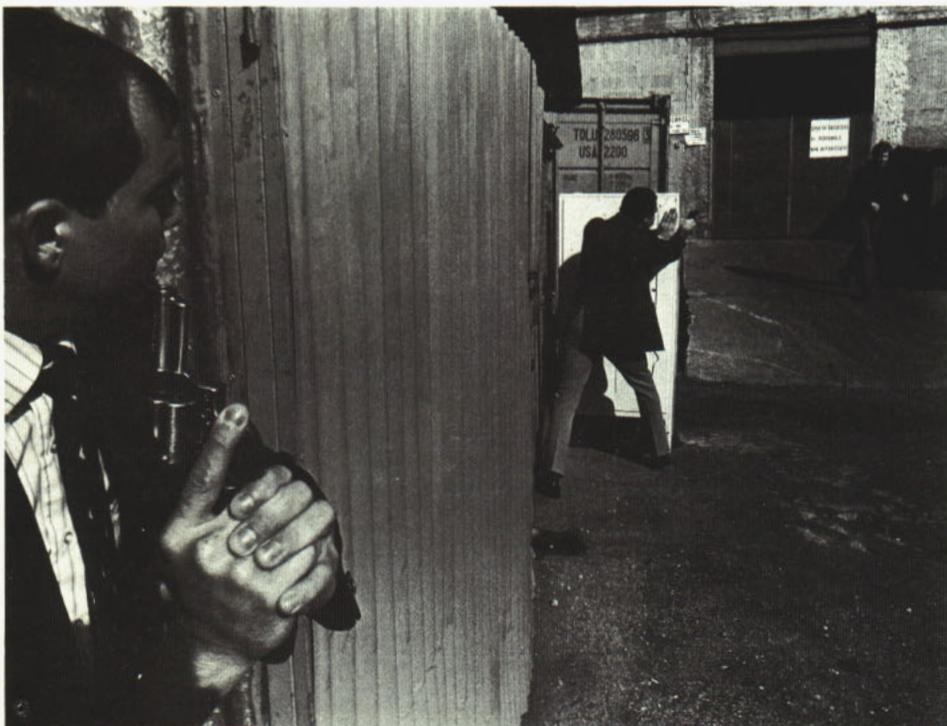
But technology, according to Sotack, is not NIS's greatest asset. The agent corps is. "Every agent has a different educational background," he said. "That's a real asset when you need a fresh viewpoint. If one agent is stuck on a case or has been working on the same case for a while, another point of observation is good. The multifaceted backgrounds of our agents give us plenty of fresh viewpoints to draw from.

"You don't work for personal gain or profit in this organization. Every time an NIS agent solves a crime, everybody in that office and in the Navy benefits from it," Sotack said.

"Our work isn't a possessive occupation. You don't say 'I have an approach to crime and I'm not going to share it with you.' When an agent finds something that works, it's shared with everyone else.

"Sharing what works makes life better not only for us, but particularly for the people we serve. That's what this job is about."

—Story by JO1 Lon Cabot
—Photos by JO1 Cabot
and PH2 Jeff Wilhelm



Opposite page: Special agents Vincent Giaime (left) and Mark Smithberger, of NIS in Naples, work with members of Italy's national police force (Carabinieri). Left: Smithberger (far left) and Giaime demonstrate NIS teamwork when apprehending dangerous suspects.

Currents

Studies show marijuana's long-term effects

Recently completed medical and psychological studies indicate that marijuana, hashish and THC (the chemical intoxicant found in all cannabis-based drugs) dramatically impair the brain, reproductive system and personality, and physically degrade the operation of the heart, lungs and immune system. A related study demonstrated a strong statistical link between THC and cancer in laboratory animals.

Dr. Akira Morishima, a Columbia University researcher, examined marijuana's effect on chromosomes and conception at which time genetic traits are passed from parents to children. "In my 20 years of research on human cells," said the doctor, "I have never found any other drug that came close to the genetic damage done by marijuana."

Marijuana usage is also responsible for a condition known as organic brain syndrome. Symptoms of this condition are diminished ability to deal with complex problems, low tolerance for frustration, impaired judgment, hostility toward authority, and loss of motivation and concentration. Physical impairment of brain cells in sites correlated with fear may also link the drug to paranoia.

Because THC is fat soluble and accumulates in the fatty tissue of the brain and other organs, marijuana smokers remain in a condition called "sub-acute intoxication" long after use. According to the studies, an individual using the drug only twice a week will never truly "sober up."

Canadian-U.S. effort saves 26

A U.S. Navy exchange pilot, Lieutenant Commander Dave Craddock, and his Canadian Forces air crew flew their *Sea King* helicopter the night of Nov. 26 from Shearwater, Nova Scotia, to Sable Island — known as the "graveyard of the Atlantic" — where the *Euro Princess* was aground and breaking up in a storm. After fighting storm winds in excess of 60 knots and navigating in total darkness, the helicopter arrived at the ship and lifted aboard

13 *Euro Princess* crew members. The 13 remaining crew members were taken from the stranded ship by another Canadian Forces helicopter.

Craddock, who serves with 423 Squadron at Canadian Forces Base Shearwater, is taking part in the Navy's Personnel Exchange Program, which allows members of the U.S. armed forces to exchange jobs with a counterpart in an allied nation.

Midway means business

Three crew members of the aircraft carrier USS *Midway* (CV 41) have been convicted by general courts-martial of trafficking in drugs. In addition to being reduced to the lowest pay-grade, they will spend 16 months to two years in confinement before being dishonorably discharged. They also will forfeit between \$5,400 and \$8,000 in pay.

The courts-martial are the result of a com-

mand program designed to identify and effectively deal with drug abusers on board. Eleven other *Midway* sailors are awaiting similar legal action on drug offenses.

Midway's commanding officer credits responsible petty officers for a marked improvement in the command's drug awareness program and with providing information leading to drug seizures.

Navy selects 38 commodores

A Navy selection board recently recommended 38 captains for promotion to the rank of commodore, the first promotions to the one-star rank since World War II. The Defense Officer Personnel Manpower Act restored the commodore rank to bring the Navy in line with the other services, all of which have a one-star rank. Earlier, the Navy had divided its two-star

flag officers into "upper half" and "lower half" rear admirals.

Of the 38 commodores selected, 33 are unrestricted line officers, two are aeronautical engineering duty officers, two are engineering duty officers, and one is designated a special duty officer (public affairs).

Separation travel entitlement changes

Under a provision of the Uniformed Service Pay Act of 1981, effective last Nov. 1, Navy people being separated from the service must actually accomplish such travel to receive any reimbursement. In the past, service members being separated or retired could claim reimbursement for transportation between their last duty station and their home of record or place of entry into active duty service, whichever was far-

ther, without actually making the trip.

The new law divides separatees into separate groups. Entitlement to reimbursement rates, monetary allowances and travel payments will depend upon the status of the person being separated.

Questions relating to travel entitlements should be addressed to your local PASS or disbursing office.

Worth mentioning . . .

The guided missile destroyer USS Luce (DDG 38) and Mayport Fla., U.S. Coast Guard cutter 41340 rescued three fishermen from their burning craft 13 miles off Florida on Dec. 14. After picking up a distress call from a shrimp boat, *Luce* sped to the scene; the boat was engulfed in flames.

Failing light and the danger to the people on the craft forced halt of courageous firefighting efforts by *Luce* crew members. The three fishermen were transferred to the Coast Guard boat and returned to the mainland; the shrimp boat was later reported to have capsized and sunk.

VA seeks ex-POWs. The Veterans Administration is trying to locate 57,000 former prisoners of war who are potentially eligible for important new medical benefits. If you are, or know of, an ex-POW, contact the nearest VA regional office.

No parking fees. President Reagan issued a statement Dec. 17 that he is "opposed to reimplementation" of the plan to charge for parking at federal activities. This means that DoD military and civilians will not have to pay for their parking spaces unless they have to park their vehicles in privately-owned lots.

100 years of service

On March 23, 1882, Secretary of the Navy W.H. Hunt signed General Order 292 establishing an Office of Naval Intelligence "for the purpose of collecting and recording such naval information as may be useful to the Department in time of war as well as in peace." Lieutenant T.B.M. Mason was the Navy's first Chief Intelligence Officer. The present Director of Naval Intelligence is Rear Admiral Sumner Shapiro (see June 1981 All Hands).

Mail Buoy

Colors

SIR: Page 28 of your September 81 issue shows a young second class petty officer completing colors aboard a U. S. Navy fleet unit. In 15 years and service aboard five ships, I have never seen colors held in working uniform.—Ensign John Harbaugh

• *Photos do not tell the whole story of an action. In other words, rather than "folding the colors," as stated, the Navyman might have been involved in "storing the colors." At this distance, it's hard to say that the man was actually involved in the ceremony.*—ED.

Man on the Bridge

SIR: I just read the article "Man on the Bridge" by J01 Callaghan in the September 1981 All Hands.

As a prospective CO after this tour, it turned me on! Also, I think it was one of the best-written articles I've seen in All Hands in a while. BZ to you and J01 Callaghan.—Cmdr. D. H. Moses

• *Thank you for your comments. Our best wishes for a successful tour.*—ED.

Saluting

SIR: I am writing in regard to a question that I have concerning saluting. Say, for example, that a Navy captain and a master chief petty officer are standing on the pier talking. A seaman approaches and naturally renders a salute to the captain. What, if anything, should the master chief do?

I contend that the master chief is not required to return the salute of the seaman, although it would not be improper to do so.—CW03 C. R. Narlock

• *The master chief does not return the seaman's salute. That's for the captain to do because the seaman is rendering the salute to the captain, not to the chief. However, common courtesy on the master chief's part calls for him to acknowledge the seaman by greeting him with a "Good morning" or "Good afternoon" at the same time the captain returns the person's salute.*—ED.

Not the Only

SIR: In the Bearings section of your November 81 issue, you say SACLant is "... only NATO command located in the United States..." While SACLant is the most senior command, there are others—for example, CINcWestLant, ComStrikeFltLant, Submarine Operating Atlantic and the NATO Integrated Communication System Regional Operations Center.—Lt. Cmdr. M.K. Andrews.

• *Statements containing words such as "only" or "first" generally put us behind the curve; usually we attempt to modify such phrases by inserting "believed to be" just before the offending word. In this case, however, it's doubtful that such editing would have completely cleared up the situation.*—ED.

Reunions

• **USS Ommaney Bay (CVE 79) and Embarked Composite Squadron VC-75**—Reunion of survivors and families of deceased former members, April 2-4, 1982, in Charleston, S.C. Contact Lawrence F. FitzGerald., USS Ommaney Bay Association, Inc., 3602 S. Parker St., San Pedro, Calif. 90731.

• **USS Bryant (DD 665)**—Reunion April 16-18, 1982. Contact Everette P. Owens, 1241 Cape Charles Ave., Atlantic Beach, Fla. 32233; telephone (904) 249-5578 (home) or (904) 246-7431 (office).

• **Marquette University NROTC 1940-1981**—Reunion planned for spring 1982. Contact Lt. D.L. Hopkins, NROTC Marquette University, 1532 West Clybourn, Milwaukee, Wis. 53233; telephone (414) 224-7076.

• **USS Ticonderoga (CV, CVA, CVS 14)**—11th annual reunion, April 29-May 2, 1982, in Ticonderoga, N.Y. Contact Anthony P. Taddeo, 31-84 51st St., Woodside, N.Y. 11377.

• **USS Dogfish (SS 350)**—Reunion April 22-25, 1982. Contact Charles Schofield, 12 Flintlock Road, No. 42G, Ledyard, Conn. 06339; telephone (203) 536-0135.

• **OceanDevRon Eight (VXN-8)**—All former Blue Eagle/World Traveller officers who wish to attend the eighth annual World Travel-

ler's Ball at NAS Patuxent River, Md., April 30, 1982, contact Lt. Cmdr. H. M. Stewart, VXN-8, NAS Patuxent River, Md. 20760; telephone (301) 863-4485.

• **VF-42 1940-1942**—Reunion April 15-17, 1982, in Pensacola, Fla. Contact H.E. Milton, 639 McWhorter Drive, Athens, Ga. 30606 or John P. Adams, Route 1, Box 916, Pensacola, Fla. 32507.

• **Ex-destroyermen from Ohio, Indiana, Illinois**—"Bull session" April 3, 1982, in Indianapolis. Contact Jim Robertson, 5547 Rosslyn Ave., Indianapolis, Ind. 46220; telephone (317) 257-1184.

• **U.S. Asiatic Fleet (four-stacker) destroyermen 1922-1945**—Reunion April 26-May 2, 1982, in Charleston, S.C. Contact J. Daniel Mullin, 1105 Whitehall Drive, Mount Pleasant, S.C. 29464; telephone (803) 884-2360.

• **VPB-135 (PV-1 and PV-2)**—Reunion May 6, 1982, in Anaheim, Calif., in connection with the Association of Naval Aviation Inc.'s annual meeting. Contact Pat Pateson, 9 Everett Court, Danville, Calif. 94526; telephone (415) 837-5109 or Bob Littleton, 624 Don Vincente Drive, Boulder City, Nev. 89005; telephone (702) 293-1858.

• **Air Group 75/Air Group 4 (1945-1982)**—Reunion May 6-8, 1982, in connection with Association of Naval Aviation, Inc.'s annual meeting in Anaheim, Calif. Contact Lester Morris, 1760 Placita De Santos, Tucson, Ariz. 85704.

• **Association of Naval Aviation, Inc.**—Annual meeting May 6-9, 1982, in Anaheim, Calif. Contact Bob Smith, 6468 West 85 Place, Los Angeles, Calif. 90045; telephone (213) 645-1791.

• **VPB-132 (1943-1945)**—Reunion May 6, 1982, in Anaheim, Calif., in connection with the Association of Naval Aviation, Inc.'s annual meeting. Contact Tom Whitlow, 1910 Grant Ave. No. 5, Redondo Beach, Calif. 90278.

• **USS Oklahoma Association**—Reunion May 20-23, 1982, in Louisville, Ky. Contact Clarence Knight, 7831 Aberdeen Road, Bethesda, Md. 20814.

• **USS Augusta (CA 31)**—Third reunion in May 1982, in Reno, Nev. Contact Robert L. Hardy, Route 2, Box 13-B, Goodman, Miss. 64843.

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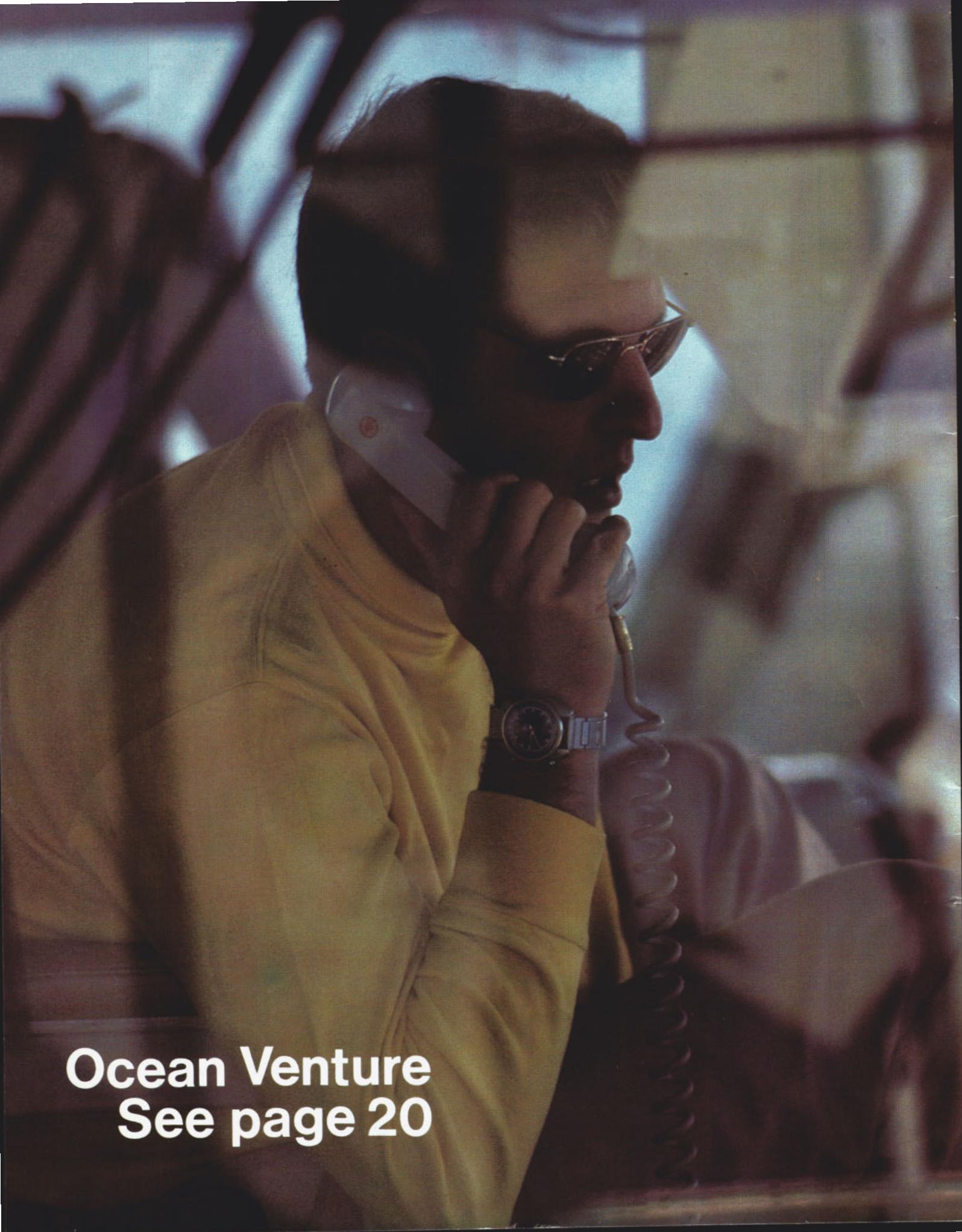
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Ocean Venture
See page 20