

# ALL HANDS

DECEMBER 1982



in this issue  
The Navy's  
Christmas Ship



# ALL HANDS

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All Hands says Happy Holidays to all readers with special illustrations for the 1982 holiday season—DM2 Eugene Clark's watercolor of the Christmas Ship as it was in 1915 on the front; PH2 Robert K. Hamilton and JO2 Gary Hopkins' holiday photograph on the back. Inside front: Five-year-old Ben Hill, the 1983 March of Dimes National Poster Child—son of Mr. and Mrs. Ben Hill of Pasa Robles, Calif.—visited the nation's capital recently and stopped by to meet Chief of Naval Operations Admiral James D. Watkins.

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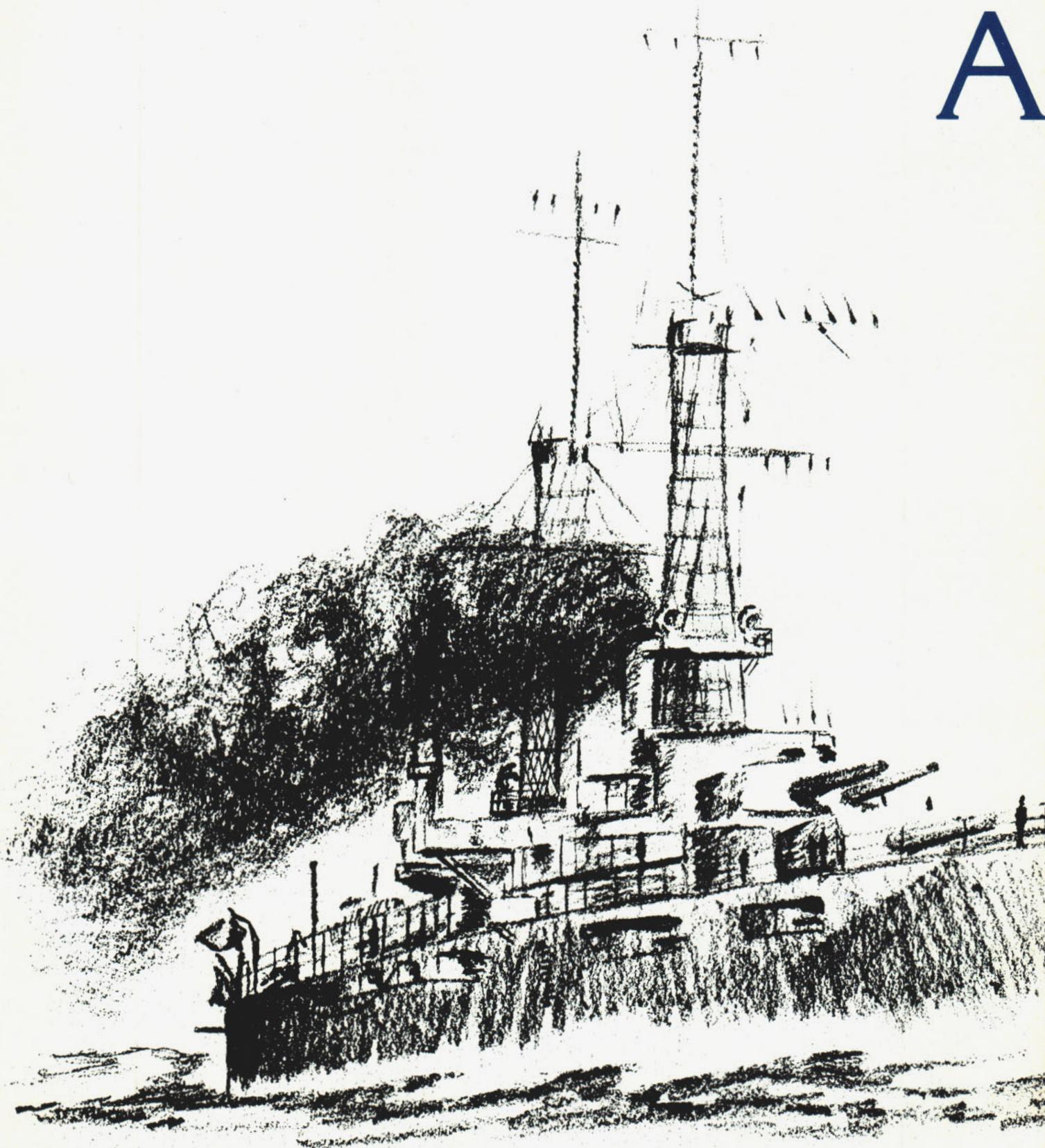
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# USS New York

A



# Ship with Heart

It was Christmas Eve 1915, and Santa wondered why a U.S. Navy ship was on his list of stops. He was curious so he decided to make the stop.

Good thing he did. From that visit, USS *New York* (BB 34) became known as the "Christmas Ship." Thus began a Navy tradition that still makes thousands of children around the world happy every year.

*New York* was the pride of the U.S. fleet. Commissioned on April 15, 1914, it, along with battleship USS *Texas*, was the first ship in our Navy to boast 14-inch

guns. Rated at 21 knots, the ship's 573-foot length, 95-foot beam and 27,000-ton displacement made it equal to the best in any navy.

*New York's* varied and distinguished career spanned two world wars. Shortly after commissioning, it was ordered south as flagship of Rear Admiral Frank Fletcher to help blockade Vera Cruz during that crisis with Mexico. Three years later, it went into World War I as flagship of Battleship Division Nine with Rear Admiral Hugh Rodman embarked. That division—made a separate American squadron in the British Grand Fleet—joined blockade and escort missions and played a great part in discouraging German naval activities.

But the ship's fame didn't rest entirely on fighting. *New York* was a "showboat," just the thing to display the might of the United States and the Navy. Many of the duties were ceremonial, and this was the basis of a 1918 claim that "her decks have felt the tread of more royal personages and high ranking admirals than those of any vessel in the United States Navy."

No idle boast—some of the dignitaries to stroll those decks were the Duke and Duchess of Athol; Admiral Hirohito, the (then) new Emperor of Japan; King George V of England; His Royal Highness the Prince of Wales; the king and queen of the Belgians; Admiral Sir David Beatty, commander in chief of the British navy; and the U.S. Assistant Secretary of the Navy Franklin D. Roosevelt.

*New York* also witnessed many historic moments. It was at the Firth of Forth on Nov. 21, 1918, to see the surrender of the German High Seas Fleet. Its last World War I mission was to escort President Woodrow Wilson to Brest, France, on his way to the Versailles Peace Conference.

Between wars, *New York's* career continued to glitter. After serving for almost two

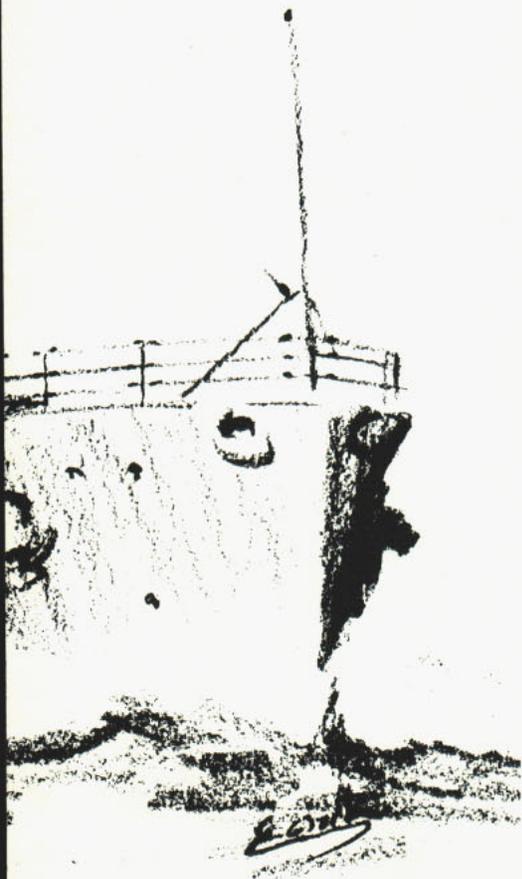
decades in the Pacific, the battleship returned to the Atlantic in 1937 to carry Admiral Rodman to England as the president's personal representative for the coronation of King George VI. And it sailed as the sole U.S. Navy representative in the Grand Naval Review for the crowning.

For the next two years, *New York* became the U.S. Naval Academy's training ship and made cruises to Europe, Canada and the Caribbean. In July 1941, immediately before the United States entered World War II, it escorted U.S. troops to Iceland, relieving British occupation of that island nation.

During that war, *New York* fought in the Battle of the Atlantic, protecting convoys against U-boats, and took its big guns to help make the invasion of North Africa a success. From July 1943 to June 1944, it operated in Chesapeake Bay, training some 750 officers and 11,000 enlisted men in Destroyer Escort and Main Battery Gunnery School. In November 1944, *New York* was sent back to the Pacific where it served for the rest of the war, getting in on the assaults of Iwo Jima and Okinawa, and the diversionary amphibious landings at Naha and Shuri, Okinawa. When the war ended, it took part in Operation Magic Carpet, the huge job of ferrying troops home.

But at Christmas time 1915, all of this was still far in the future. For now, *New York* and its crew were content to be berthed at the Brooklyn Navy Yard, getting ready for the holidays. What a Christmas it was to be.

Some big-hearted fellow in the crew—who probably had duty and would miss being with his family for the holidays—had suggested that the men get together and show the true Christmas spirit by entertaining children on board. That sugges-





tion was something a crew of salty sailors could relish, and it was eagerly seconded by all the officers and crew. The ship's commanding officer, Captain Hugh Rodman, approved.

Chief Boatswain's Mate Harry Percival was elected to head the Christmas committee. It was decided that the ship could handle 100 children for the party. It was stipulated that the boys and girls should be from the poorest families in the city, children who didn't have much chance for a cheerful Christmas.

All hands donated money for the cause, and no one grumbled about being volunteered for one of the work parties to decorate the ship, buy gifts and candy, cook or make dozens of other preparations for the big celebration. The most important decision was perhaps the easiest—Boatswain's Mate James Luddy had just the right dimensions to make a fine Santa Claus, and he was quickly drafted for the job.

As the big day approached, the work going on aboard the big battleship made a strange sight. Thomas A. Edison visited the ship three days before Christmas and was so impressed with the crew's generosity that he made a large contribution to the party fund. He also sent a wire about the

project to Secretary of the Navy Josephus Daniels. Secretary Daniels liked the idea, too, and sent the crew a telegram expressing his approval of their generous spirit.

A *New York Times* reporter was aboard for the party, and the Dec. 26, 1915, edition carried the story.

At exactly 1:30 Christmas afternoon, 100 excited children gathered at Washington and Johnson streets in Brooklyn. They were amazed to see a huge coach drawn by 10 prancing horses coming down the street to carry them to the ship. By 2 p.m., they were anxiously waiting at *New York's* gangway, which was decorated with Christmas trees at the foot and a holly and mistletoe arch at the head.

"Heave to," shouted Percival, and the youngsters scrambled up the gangway to the main deck. From there they marched to the gun deck which, to their delight, was decorated for Christmas. Japanese lanterns and festoons of mistletoe, holly and Christmas greens swung from the overhead. Clusters of red, white and blue electric lights and wreaths of holly lined the bulkheads.

When the children sat down to 10 long tables covered with white linen, 10 wives of crew members carried in trays of steam-

ing roasted turkeys, geese and chickens. Six crewmen wearing white aprons and chef's hats set to work carving, and, soon, each of the 100 plates was heaped high. The menu was traditional Christmas fare:



turkey, goose, chicken, candied sweet potatoes, cranberry sauce, dressing, figs, mixed nuts, grapes, dates, raisins, candy, apples and oranges. While the children zestfully attacked mountains of food, the ship's string orchestra entertained them.

Rodman walked among his guests, making sure each was getting enough to eat. It was hard to tell who was happier, the captain or the children.

"I think this is the finest Christmas entertainment I ever had the pleasure to attend," Rodman said. "It is the first time such an entertainment has been given by the men in the Navy, and I personally hope that the precedent will be followed by other ships in the service."

After the children had feasted and loaded their pockets with candy, Percival brought in a large bowl of pudding floating in a sea of brandy gravy. He set a match to it, and the boys and girls cheered and stamped their feet as the flames leaped high from the bowl. In the excitement, one boy shouted, "three cheers for the captain." The ship shook with enthusiastic hip, hip, hurrahs.

When the pudding disappeared, things settled down. The children were taken to the berthing deck for a Punch and Judy show, "funny moving pictures" and a

Christmas sing-along. During the singing, Luddy strolled in wearing his red suit and white whiskers. Pandemonium broke loose. The kids swarmed all over Santa and that was the end of any order on the berthing deck.

Santa finally managed to lead the way to the main deck where he had left a big sack of gifts. Each boy was given a Boy Scout uniform, a pair of shoes and toys. The girls received simulated furs, a pair of shoes and a doll. The happy children hugged and kissed Santa; Rodman and half a dozen sailors had to come to the rescue. When order was restored, a drawing was held for two special prizes. A boy won a regulation Navy uniform made by the ship's tailor. A girl won a beautiful doll whose clothes were made by one of the petty officers' wives.

After the presents were distributed, the children were taken in small groups on guided tours of the ship. "It seemed as if the youngsters were in every part of the ship except the fighting tops," the *New York Times* reported.

With the tour completed, the party ended. One hundred of the happiest children in New York City were bid farewell and Merry Christmas by *New York's* equally happy crew.



A year and a half later, the Christmas ship sailed off to World War I.

In 1946, the aging battleship was chosen to be a guinea pig in Operation Crossroads, the Bikini Atoll atom bomb tests. Still tough, the ship survived the July 1 surface blast and the underwater explosion of July 25. *New York* was then taken to Kwajalein Lagoon in the Marshall Islands where it was decommissioned on Aug. 29, 1946.

Active service finished, the 32-year-old ship was towed to Pearl Harbor and put in mothballs for further study. After two years, it was still so badly contaminated by radioactivity that not even the bed sheets or pillow cases could be removed.

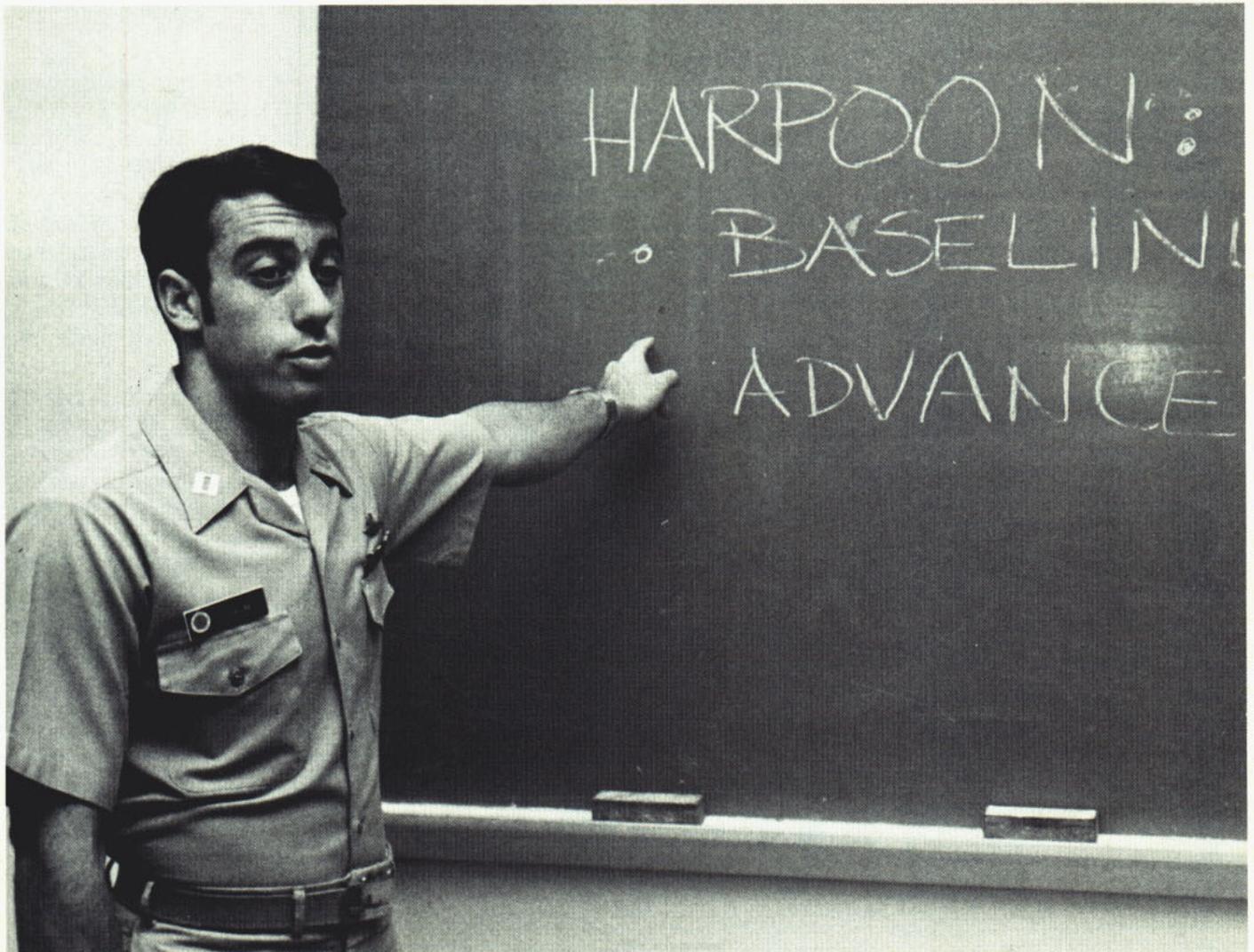
On July 8, 1948, *New York* was towed out to sea and used as a target by ships and planes carrying out full-scale battle maneuvers to test new weapons. After a fearful eight-hour pounding, the battleship rolled over and sank. Mourned one old timer, "Some submarine must have sneaked up and slipped her a mickey. The Old Lady wouldn't give up that easy."

USS *New York*. Pride of the fleet, a gallant fighter in two world wars, hostess of the royal and famous, the Christmas ship, now rests at the bottom of the Pacific.

—Story by JOCS Tom Jansing  
—Illustrations by DM2 Eugene Clark



# In Search of a Better Way





*Lt. Erik Chaum, at the blackboard and at right in above photo with Lt. Greg Allen, is one of those concerned Navy people who saw a deficiency in current Navy tactics and did something about it—in this case, a proposed tactic for employment of the Harpoon missile.*

A rumble, a flash and then only smoke as a *Harpoon* missile blasted from the USS *Harold E. Holt* (FF 1074). Seconds later a flash from a nearby vessel signaled a second firing. The launch of the two missiles had been coordinated so that both would arrive at a single target in a particular sequence. The purpose of the double launch was to improve the survivability and effectiveness of the missiles while dividing the enemy's defensive capabilities. The value of that tactic and the difficulty in coordinating the launches impressed a young officer observing the exercises. He began to formulate an idea about a new tactical procedure that just might result in a better way.

Like most of the other ASW sensor operators in the classroom, the petty officer had attended similar courses on passive ASW—this course was no different. For each scenario and each platform, he was referred to another publication until the number of references made their use almost impossible. Although the petty officer knew that an ASW operator, with practice, could become familiar with most of

the publications, it seemed to him that there ought to be a better way.

Almost all of us have observed an evolution in our Navy and have become convinced that it could be improved—maybe the solution has even seemed apparent. In most cases, however, the recognition of a deficiency or the inspiration to offer a solution fades, overtaken by the day's priorities. Fortunately for the Navy that insight and inspiration did not fade in the above cases but was pursued. Both situations resulted in improved naval tactics.

Lieutenant Erik Chaum was aboard USS *Harold E. Holt* during those exercises in the spring of 1980. Shortly thereafter he began to formulate and verify a concept that would allow a single ship to do the job of two. In his tactic on single ship dual launch *Harpoon* engagements, Chaum theorized that a ship could launch two *Harpoon* missiles at different times and on different trajectories to arrive at a single surface target in a desired sequence. He developed a program that would provide data to coordinate the two launches and validated the tactic on shipboard simulators.

Armed with this information, Chaum forwarded the tactic through his chain of command and became involved in a series of events that resulted in the publication of a proposed tactic for *Harpoon* employment in a tactical memorandum. That TACMEMO capped liaison efforts with a number of Navy agencies to further verify and refine Chaum's tactical innovation. This TACMEMO is now in distribution to all appropriate fleet commands for evaluation and comment.

The key agency on the road to recognition was the Tactical Development and Evaluation office on the staff of Commander Naval Surface Force, U.S. Pacific Fleet. That office is one of a number specifically assigned responsibility for working with fleet members in identifying tactical deficiencies and developing possible solutions.

## Do You Have an Idea about Tactics?

Call one of the following Autovon numbers for assistance

### Battle Group Operations

ComSecondFlt	690-6771/2
ComThirdFlt	472-8753/8681
ComSixthFlt	314-621-9212

(Requires operator assistance)

### Surface Ship and Amphibious Warfare

ComNavSurfLant	690-5429/39
ComNavSurfPac	958-9693/9883
ComSurfWarDevGru	680-8228

### Submarine Warfare

ComSubLant	690-6200
ComSubPac	471-9574
ComSubDevRon 12	241-3396/3463

### Air Warfare

ComNavAirLant	
ComNavAirPac	951-6129/6320
ComPatWingsLant	476-2151/2267
ComPatWingsPac	462-5021
ComSeaBasedASWWingsLant	942-3321
ComASWWingPac	951-6814
ComTacWingsLant	274-3410/3286
ComFitAEWWingPac	959-2211/2/3
ComMAAtVAQWingPac	820-2558
ComLAtWingPac	949-3631/3072

### Mine Warfare

ComMineWarCom	794-4484/4278
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In the case of Sonar Technician First Class Daniel Howard, our second example, the need for a ready reference for passive ASW became apparent while he was attending a class on the subject. Howard was stationed on USS *Valdez* (FF 1096) at the time, but his idea to compile the reference was delayed for a couple of years. It wasn't until he was transferred to the Surface Warfare Development Group in Little Creek, Va., that the idea resurfaced. Surf War Dev Gru is one of the major tactical development and evaluation activities, and Howard's proposal received immediate support.

"When I suggested a single reference incorporating all the others," Howard said, "they told me to 'take it and run with it.'"

Howard then compiled an "Acoustic Classification Handbook" for operators on all platforms which streamlined old proce-

dures and offered new ones. This was published as a TACMEMO this past April and has since been disseminated to the fleet for use and evaluation. The resulting feedback on this and other TACMEMOs will determine whether the proposed tactics are ultimately implemented in the naval warfare publications, the tactical "bibles" for the U.S. Navy.

In both cases, Chaum and Howard took active roles in developing tactics based on their own concepts. Having recognized that a better approach to some tactical problem must exist, these Navy men provided their insight to the appropriate TAC D&E activity through their respective chains of command.

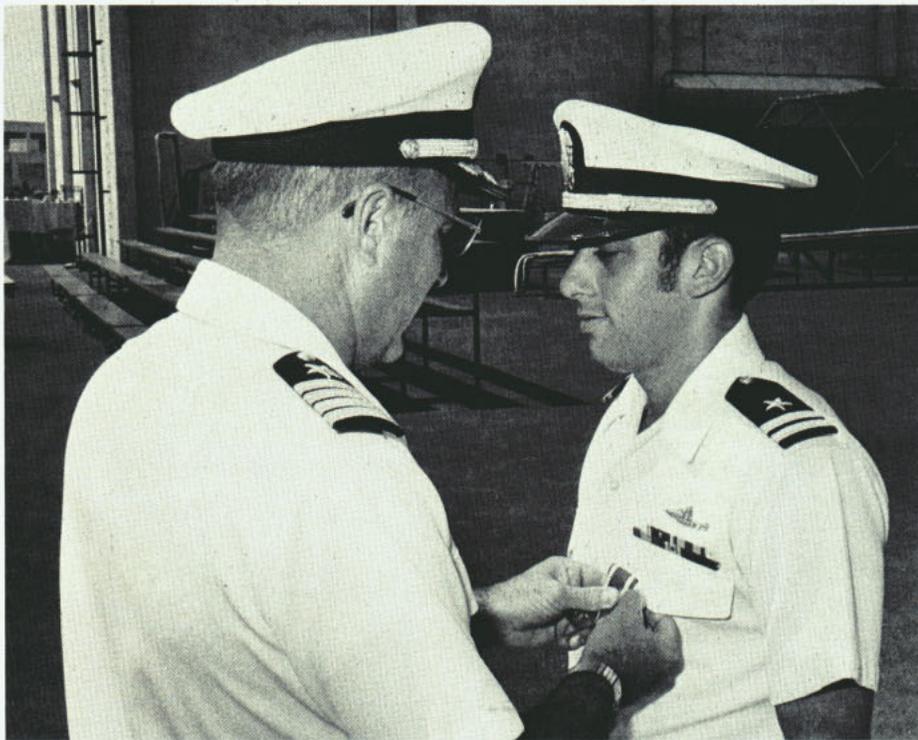
The Navy has benefited from their efforts through improved tactical readiness. The two service members have received benefits as well. They have seen their ideas presented to the fleet and hope to see

those tactical innovations eventually become doctrine. They also have been recognized for their efforts through the award of the Navy Commendation Medal and with various letters of commendation. Perhaps the greatest benefit of all has been the realization that they have had a part in finding a better way for the Navy to execute its tactics.

Currently there are some 30 fleet commands and about 75 officers and enlisted people formally involved in managing the TAC D&E effort. The offices serve as a point of contact for commands and individuals who have identified tactical deficiencies or who have proposed tactical in-

*ST1 Daniel Howard (below) saw an apparent need while attending an ASW course and eventually was able to propose a correction. Right: Lt. Chaum's idea paid off—he receives the Navy Commendation Medal from Capt. J.H. Ansley.*





novations. The fleet program is coordinated and supported by the Tactical Readiness Division (OP-953) in the office of the Chief of Naval Operations.

The first step in the TAC D&E process is identifying the problem. Newly identified deficiencies are entered into the TAC D&E *master plan* so that everyone in the Navy knows what the problems are and can forward suggested solutions. That plan includes all known tactical deficiencies for all Navy communities and missions.

The second step in the TAC D&E process is formulating a solution to rectify the deficiencies. Once again, the fleet provides the input through the TAC D&E offices. Commands or individuals who have developed possible solutions to deficiencies already in the master plan should forward that information through the chain of command to the appropriate TAC D&E offices. Should the commands or individuals desire to continue in the process, the TAC D&E people will work with them to refine and document the submissions for inclusion in TACMEMOs. Others who are unable to take active roles in the development and evaluation process can simply forward their input to their fleet type or functional wing commander and then stand aside as the experts on the TAC D&E team take over. In either case, the submissions

will be prepared for dissemination to the fleet.

The TACMEMO serves as the vehicle for this dissemination and presents the innovations in formats for evaluation by any Navy member who can provide input. The TACMEMOs do not represent Navy tactical doctrine but provide new possibilities in the tactical arena which can be tested by others against their own experience, applied during training and operational exercises or evaluated in any number of ways.

From that evaluation comes feedback which is again routed to the TAC D&E offices that compile the inputs and determine the value of the proposed tactics.

In many cases, proposed tactics provide the impetus to other fleet members who arrive at follow-on tactics which are improvements on the initial suggestions. In such cases, follow-on submissions are disseminated to the fleet for further evaluation. TACMEMOs which do not meet the needs of the fleet, based on adverse feedback in the evaluation phase, are canceled. Tactics evaluated as effective, and for which no further improvements are suggested, are forwarded for inclusion in the NWP. The NWP is naval tactical doctrine and are used by fleet units for training, exercises and combat.

Chaum and Howard are only two of many concerned Navy people who saw a deficiency in current Navy tactics and did something about it. While they were able to forward possible solutions, it is also important that deficiencies alone be brought to the attention of other members of the fleet for correction.

If you think there is a specific weakness in current tactics, or you have an improvement to these tactics, forward your problems or ideas through your chain of command to a TAC D&E office. The key to the TAC D&E process is you—the officers and operators in the fleet who are looking for a better way to effective Navy tactics.

—By Lt. Mike Thurwanger

## The Pointed End of the Spear

“How we tactically employ our naval forces by maximizing the capabilities of our people and equipment while fully understanding and then exploiting the vulnerabilities of any potential enemy is really what tactics are all about. We can’t afford to be second to anyone in the way we tactically employ our naval forces—in this business there are no points for second place.”

*Rear Admiral Thomas J. Cassidy,  
Director  
Tactical Readiness Division  
Office of the Chief of Naval Operations*



# Going That Little Extra

In August 1980, a GS-14 aerospace engineer said goodbye to the towing tanks and wind tunnels of the David Taylor Naval Ship Research and Development Center in Bethesda, Md., and headed for the considerably wetter and windier world of the Commander Naval Air Force, U.S. Atlantic Fleet.

Joseph Martin's assignment: Navy Science Assistance Program science adviser to ComNavAirLant for 12 months.

His mission: Improve fleet operational readiness by matching fleet requirements with R&D resources. Improve, as well, the communications between the fleet and the R&D community.



*Aboard Nimitz, Martin spends time with commanding officer Capt. John R. Batzler (top), and uses the "Big eyes" to get a closer look at flight operations (above).*

Assigned to the Commander in Chief, U.S. Atlantic Fleet, ComNavAirLant is responsible for equipping, training, administering and supporting more than 66,000 officer, enlisted and civilian people who maintain and operate 97 aircraft squadrons and 1,800 aircraft, eight aircraft carriers and 148 individual commands at 17 shore facilities.

Ensuring optimal command and unit readiness is the job of about 350 military and civilian employees of the ComNavAirLant staff, headquartered at the Norfolk Naval Station.

"I had spent 17 or 18 years in the laboratory working on all kinds of new and

worthwhile concepts," he said. "In many cases we saw an idea through to flight testing. Yet I could not see these concepts come to fruition in the fleet for maybe 15 years. I said to myself 'When is it that something I've worked on will be out there impacting the fleet?'"

"I've made the Navy my career, and I was afraid my contributions were going to be like fine paintings—not appreciated until I was gone! I thought the NSAP assignment was an opportunity to contribute to the fleet on a right-now basis."

Now Martin feels his hopes have been realized.

"It's such a big Navy that sometimes it

is hard to change things. But I feel that in some small areas my work has had significant impact."

He considers that his most valuable contributions have been accelerating the introduction of electronic warfare equipment that enhances the capabilities and use of our weapons systems; accelerating the introduction of anti-jam communication equipment into the Navy; and improving ship fuel conservation capabilities.

"The breadth of topics I've been involved with is what has made this assignment exciting," said Martin. "I've been involved in projects ranging from boiler plant explosion prevention to propulsion plant studies and from the seemingly mundane (but important to pilots) evaluation of SH-3 seat cushions to electronics projects so complex I went to postgraduate school for a week to bone up.

"It's just great to be with the fleet, to participate in exercises, to see lab equipment performing, and to really find out what's important to the operator."

In addition to product contributions, Martin facilitated an exchange of information between fleet operators and the R&D community. He arranged for participation by a naval air development center analysis team in the USS *Nimitz* (CVN 68) operational readiness evaluation. It allowed the laboratory people to see firsthand what occurs aboard a carrier during a simulated three-day escalating war. He also arranged for flying war-at-sea tactics to be conducted in a realistic electronic environment at the Naval Weapons Center, China Lake, Calif.

"But the most exciting thing I have done at ComNavAirLant is fly," said Martin.

Rigorous training and tests to qualify as a flight crew member included a flight physical and an altitude chamber test ("where they take you up to 25,000 feet



and then down again"); an ejection seat checkout; a first-class swimmers test; and a water survival test in full-flight gear. Said Martin, "It wasn't easy, but it was definitely worth the effort."

Since then he has participated as a flight crew member in the F-4, Navy's supersonic fighter; several helicopters; some electronic warfare aircraft; and the E3-AWACS, the Air Force's command and control aircraft.

Also exciting was his participation in USS *Independence* (CV 62), USS *Forrestal* (CV 59) and USS *America* (CV 66) operational readiness evaluations. During

*America's* operational readiness evaluations, he participated in reconstruction of the inner air battle. "It is a tremendous experience to be in the combat center during this time," he said.

As for what his experience may mean for the Naval Ship Research and Development Center, Martin feels he can be an extremely valuable resource. "You could almost say there are three navies," he said, "R&D, the planning and programming in Washington and the operating fleet—the one on the edge of the fighting force. And each has a different idea of what the fleet needs."

Martin returned to David Taylor in August, when his second 12-month tour at ComNavAirLant ended. He had extended for the second tour, he said, because "I enjoyed what I was doing." He added that his wife and children, who accompanied him to Norfolk, also enjoyed the experience.

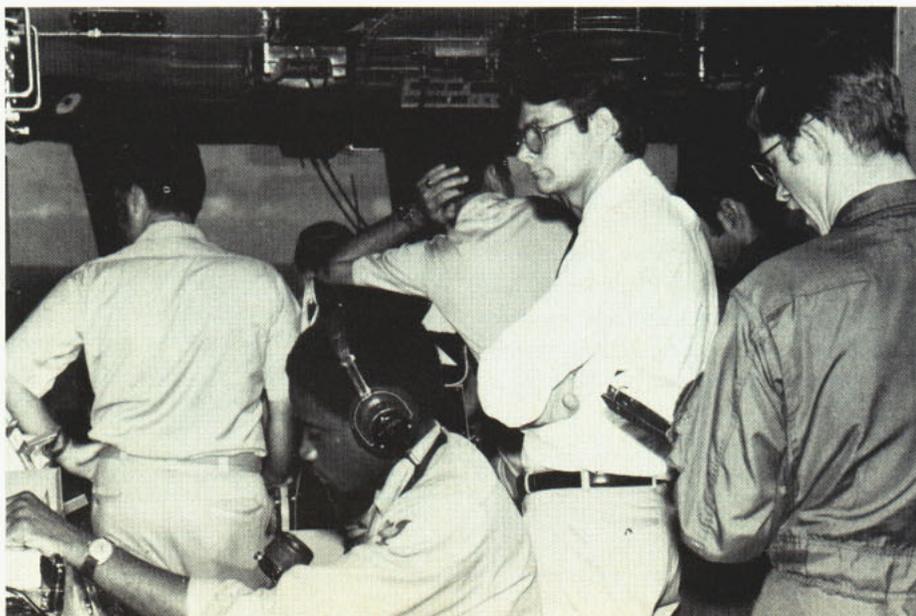
"The Tidewater area is a nice place to live," he said, "with lots of outdoor recreational opportunities for the family. My son, Scott, attended third and fourth grade there; and my daughter, Lindsay, was in kindergarten. Both were on children's soccer teams, which I coached. My wife, Jane, was active in the school PTA and this year chaired the school's big fund-raising activity, the field day. We all like the Tidewater area very much."

Asked if he has any advice for prospective science advisers, Martin commented:

"At David Taylor we work primarily with civilians. The people at ComNavAirLant and elsewhere in the fleet are mostly military. Their high level of professionalism, intelligence and competence makes this an exciting environment to work in, but it takes a while for them to accept you when you don't wear a uniform.

"I felt a greater sense of acceptance after I went flying. Climbing out of the cockpit of that F-4, I felt a sense of having shared a similar experience, and I think they appreciated my going with them that little extra."

—By Cindy Howard



Martin observes operations in the carrier's primary flight control center.

# European Ports Welcome U.S. Sailors

*Editor's note. Each year one ship assigned to the Sixth Fleet is selected for two unique port visits—Kieler Woche at Kiel, Germany, and Rebild ceremonies held at Aalborg, Denmark. The Norfolk-based frigate USS Thomas C. Hart (FF 1092), the Atlantic Fleet's top ASW ship for 1981, received the choice assignment this year. Meanwhile, USS DuPont (DD 941), also homeported in Norfolk, was representing the U.S. Navy at an American Week celebration in France.*

"Reveille, reveille! All hands heave out and trice up. The smoking lamp is lit in all authorized spaces."

Mess Management Specialist Second Class Charles Plummer woke with a groan as he noted the time—4 a.m.—an unholy hour even for sailors. But, as the bo's'n said, "heave out and trice up . . ." You don't argue with the bo's'n.

As Plummer cleared his sleep-filled head, the significance of the upcoming day dawned on him. Before it was over, he'd be in Kiel, Germany. More importantly, however, his wife, Bonnie Sue, whom he hadn't seen for three months, would be waiting for him. After nine years of marriage and one child, the couple was looking forward to their first real honeymoon.

During the weeks under way, Plummer had been meritoriously promoted to second class petty officer and had become the first MS on board to qualify for the enlisted surface warfare specialist designator. He couldn't wait to tell Bonnie Sue . . .

\* \* \*

The frigate USS *Thomas C. Hart* (FF 1092) weighed anchor and slowly made for the industrial port of Brunsbüttel Koog to begin a 10-hour transit up the Kiel Canal.

The canal (also known as the Kaiser Wilhelm Canal or the Nord-Ostsee Kanal) was built in 1895 as a link between the Baltic and North seas. It is 61 miles in length and about 100 yards wide, with a minimum depth of 34 feet.

"We saved about two days sailing time by using the canal," said *Hart* skipper Commander F.R. Whalen. "For bluewater Navy men, the canal is, despite the lush countryside, quaint villages and other pastoral scenes, somewhat of a navigational challenge because some 150 merchant ships and sailing craft use the narrow waterway daily." As the frigate cleared the canal's last lock at midafternoon, exited into the Kieler Forde and steamed toward its mooring, Plummer anxiously scanned the crowded pier from his portside sea detail station.

"I hoped to see my wife," he said, "but then we swung around to moor starboard side to the pier, and I ended up facing away from the dock."

Tugboats pushed *Hart* up to the pier while a German navy band played "Anchors Aweigh" and waiting wives looked for their men.

As soon as the ship was moored, the sea detail secured and the brow set in place, Plummer was in his wife's arms telling her the good news.

"I told Bonnie about getting my advancement and ESWS, but she just stood there smiling with a 'so-what' sort of look on her face," explained Plummer. "Then she told me something that made my news seem dull—we were going to have another baby!"

*Hart transits the Kiel Canal from the Baltic to the North Sea.*





Left: MS2 Plummer mans the sound-powered phones. Below: Hart athletes pull their way to a win in a tug-of-war contest at Kiel, Germany. Bottom: The World War II German U-boat U995 was one of the exhibits visited by Hart crewmen.



Thus began a never-to-be-forgotten honeymoon for the Plummers. It was also the start of the 100th anniversary celebration—Kieler Woche (Kiel Week)—the largest maritime event in the world.

Kieler Woche began in 1882 as a sailing regatta and blossomed into an international event involving thousands of sailors and other visitors who come to participate in and enjoy some 200 hours of sports competition, cultural events, warm friendships and fun.

During their nine-day port visit, *Hart* sailors participated in a number of sporting events, took in tours of the German coun-

tryside, breweries and historical sites, and were invited into German homes as dinner guests.

In addition, *Hart* crewmen treated groups of school children to tours and lunches. The crew also hosted luncheons for such officials as the U.S. ambassador to Germany. The ship was flagship for Vice Admiral Ronald J. Hays, Commander in Chief, U.S. Naval Forces, Europe.

Even with the great variety of events scheduled in Kiel, the local hospitality was most remembered by the *Hart* men. "The people, despite the language barrier, went out of their way to make us feel welcome," said Master-at-Arms First Class Ed Rushton.

"For example, I asked a couple for directions one day, and they drove me right to the place."

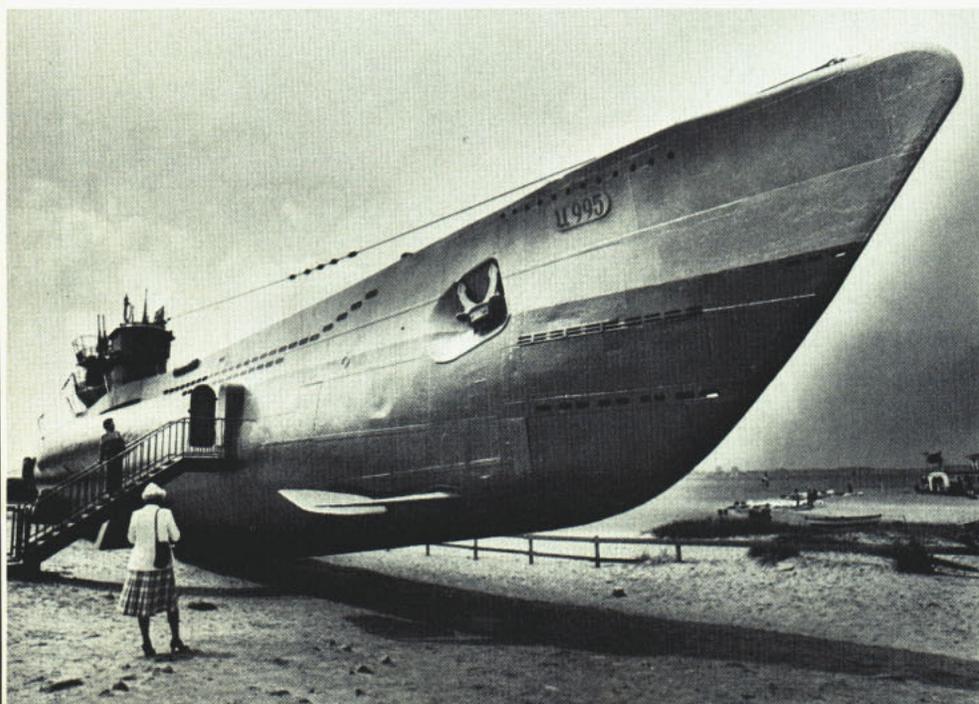
The benefits derived from *Hart's* participation in Kieler Woche extended beyond the personal.

"In a national sense, the presence of a U.S. Navy warship during Kieler Woche was a symbol to the people of the cooperation and good will which exists between the two countries," said *Hart's* skipper.

\* \* \*

Aalborg, Denmark, founded by the Vikings more than 1,000 years ago as a Scandinavian trading center, conducts the largest Fourth of July celebration outside the United States.

The custom began 70 years ago when an American group of Danish immigrants bought and donated a tract of land to the Danish people. The land, located in the Rebild Hills south of Aalborg, is the site of the Independence Day celebration.



# Port Visits



*Clockwise from left: Hart immediately after arrival at Aalborg, Denmark; Lt. Steve Reas gives Danish youngsters a tour of a LAMPS helicopter; sailors visit the Aalborg Distillery; Hart's soccer team warms up before a game with Danish soldiers; Hart's commanding officer, Cmdr. F.R. Whalen, enjoys a moment with a young Danish visitor.*





"Since the inception of the Rebuild idea, thousands of local citizens and Danish Americans have gathered in a warm expression of international friendship and gratitude," said Hart's commanding officer. "The presence of uniformed U.S. Navy men throughout the week-long celebration, including numerous official functions, is solid evidence of the warm Danish-American relations which have existed through the years."

In addition to Hart's participation, opera star Beverly Sills was on hand as keynote speaker while an Abraham Lincoln look alike thrilled young and old alike with his tales of an earlier-era America.

Upon completion of the Rebuild festivities, Hart left Denmark to continue operations in the Mediterranean and subsequent return to Norfolk in early August.

—Story and photos by  
JOI(SS) Peter D. Sundberg

## Language Was the Only Problem

After nearly 40 years, a U.S. warship once again passed the word "Moored, Shift Colors" in the French coastal town of Bayonne near Biarritz. It was USS *DuPont* (DD 941), come to take part in a week-long "American Week" celebration culminating with a Fourth of July gala.

Bayonne, situated at the confluence of the Nive and Adour rivers, dates back to Roman times. Today, it is the administrative capital of the French Basque region. The neighboring city of Biarritz is an attractive summer spot for vacationing French citizens and also caters to vacationers worldwide.

To represent the U.S. Navy during American Week, *DuPont* sailors spent long hours cleaning, painting and shining every part of the ship. Welcome aboard pamphlets were printed in French, and a well-designed damage control equipment display was constructed by the ship's hull technicians.

The planning and preparation paid off: the Norfolk, Va.,-homeported destroyer hosted well over 5,200 visitors during *Semaine American*—American Week. The only small problem was the language barrier.

"But I did a lot of pointing," said Sonar Technician (Surface) Seaman Jeffery West. "I had several groups without a single English-speaking person. They may not

have understood my explanations, but they all enjoyed the tour."

The Biarritz Committee of Tourism planned and coordinated an outstanding week of festivities for the *DuPont* men. It included parades; jazz, classical and gospel music recitals; sports competition with local teams in volleyball, water sports, tennis, sailing and golf; many dinners and other social gatherings; and tours through the beautiful mountainous region around the port.

Topping off American Week was American Gala Night on July 4. Hot dogs and hamburgers, surfing, rock concerts and an outstanding fireworks display served to make *DuPont's* crew feel a little closer to home. The theme of promoting good will and understanding between American and French people was achieved.

The feelings of the crew were expressed by Commander J.S. Burrows III, commanding officer, in an open letter to the people of Biarritz: "I have been in the Navy for 20 years and have been to many places, but this visit was by far the best one that I have had the privilege of making. The name Biarritz will be on our lips for a long time to come as we talk of the excitement we experienced. We will always carry with us fond memories of the truly wonderful people from your fine city."



Top: Opera star Beverly Sills was the keynote speaker at the Rebuild celebration. Above: A Danish soldier lights a row of some 5,000 candles that adorned Aalborg's city park in celebration of America's Fourth of July.

# Of Prairie Dogs and Planes

Row after uniform row, the aircraft sit. Some await the chance to live again. Others are merely hollow shells, their integrated circuitry, electronics and machinery sacrificed for other planes.

Most of the aircraft—including some from World War II and many supersonic jets—are veterans. Their silenced engines, faded squadron emblems and timeworn fuselages bearing the names of former pilots are remnants of missions long forgotten.

Numbering in the thousands, the planes

comprise what has been called the world's third largest air force. They rest on the barren caliche soil of the Sonora Desert east of Tucson, Ariz. There, at the Military Aircraft Storage and Disposition Center at Davis-Monthan Air Force Base, in a used aircraft lot, some 3,500 planes wait to either return to duty or be cannibalized for parts.

"When people hear about MASDC they think of us as an aircraft boneyard. That we are not!" said Colonel Paul F. Dudley,

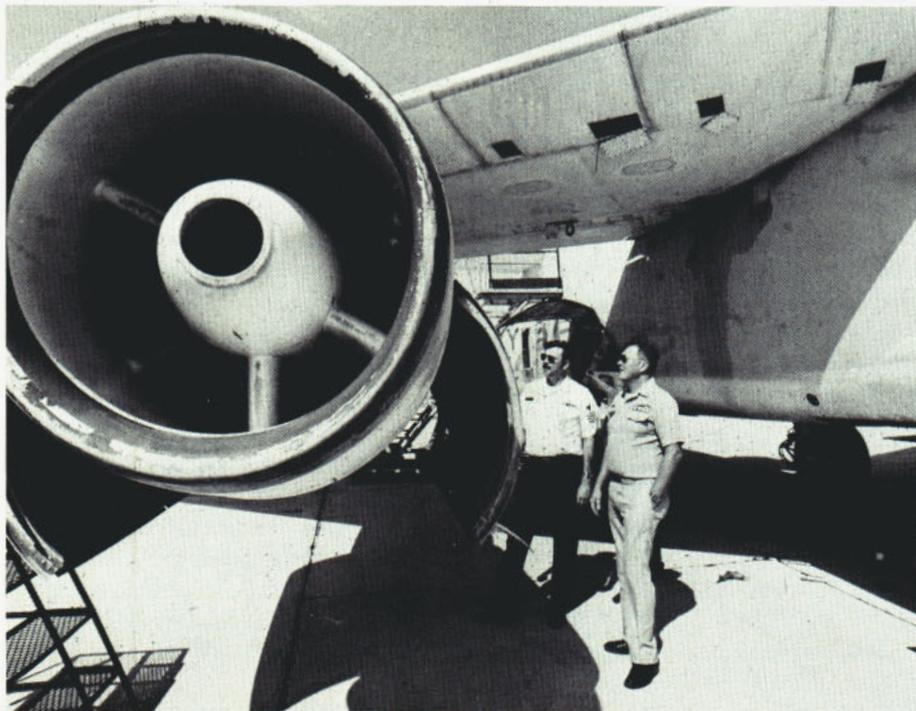
commander of the Air Force-managed storage and disposition center.

"In fact," Dudley added, "MASDC is a dynamic industrial complex. Fifty percent of the aircraft sent here are eventually returned to a military role."

The other 50 percent of MASDC aircraft are distributed into foreign military sales or salvaged for parts. It's difficult to estimate the value of the aircraft at MASDC today, but based on their original purchase price, the center's fleet of aircraft is valued at more than \$6 billion.

MASDC was created in the early 1960s when Secretary of Defense Robert McNamara ordered the consolidation of all military aircraft storage. Today, MASDC facilities serve as the storage point for Navy, Marine Corps, Army, Air Force and Coast Guard aircraft as well as for the aircraft of other federal agencies.

"When the Navy first became involved in MASDC operations in the mid-1960s, the field service office here consisted of a Navy captain and 32 enlisted people. Today, we have a staff of five people handling basically the same workload," said Robert Bowen, civilian in charge of the Navy's MASDC office. "Two of them are Navy enlisted people who command a



*AFCM Robert Olson and AD1 Gary Elliott (left) inspect one of the Navy planes at the Military Aircraft Storage and Disposition Center (right).*





great deal of respect for the work they've done."

Those two are Master Chief Aircraft Maintenance Technician Robert Olson and Aviation Machinist's Mate First Class Gary Elliott.

"A lot of people don't realize what kind of assets they have here," said Olson, the last Navy person assigned to MASDC's predominantly government civilian staff. "Many of these aircraft have a lot of life in them. The ones that don't still have salvageable parts."

According to statistics kept by the Navy Field Service Office, 42 of 66 Navy aircraft received by MASDC in the first four months of fiscal year 1982 have been returned to the fleet, a statistic they say helps prove that the American taxpayer ultimately reaps the benefits of MASDC operations.

Returning an aircraft to the fleet or into operation with another service or government agency is the final act to a drama that might have begun decades earlier.

Early this summer, Elliott, who coordinated the receipt and storage of Navy aircraft at MASDC until his transfer to a West Coast based helicopter squadron, explained the steps involved in storing aircraft processed at the center.

"The first step is evaluation and inventory," Elliott said. "All weapons and other classified or confidential equipment are re-



moved, a corrosion inspection is made, and information on what parts the aircraft needs is entered into our computer files."

Then the "bird" goes through a chemical bath to prevent corrosion buildup while it waits in the desert for reclamation. The next stop is the center's preservation site or what is called the flush farm.

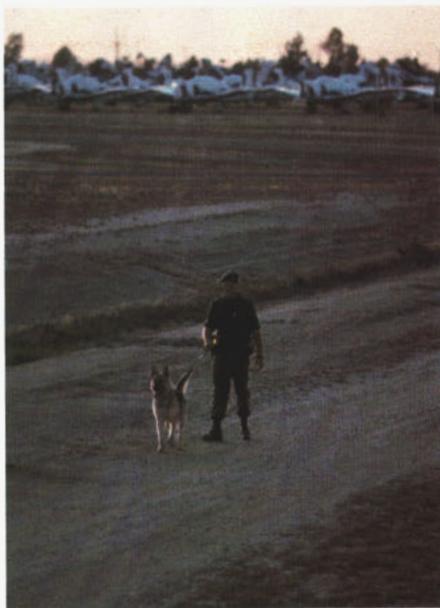
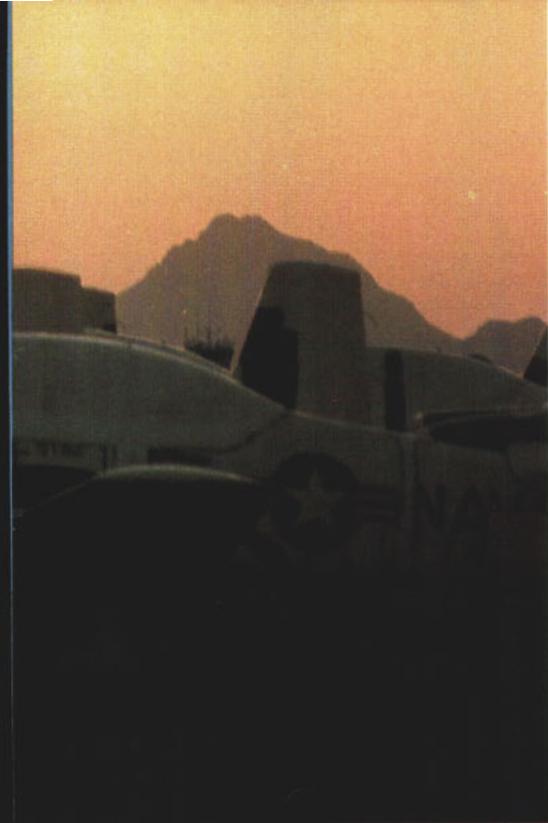
Here, fuel is pumped from the aircraft. After reusable fuel is cycled into the center's fuel storage, a coating of lightweight oil is flushed into the plane's fuel system for preservation of the fuel cells. The hydraulic system and fluid are then checked for contaminants and the sealing process begins.

A water-based strippable coating (spray-

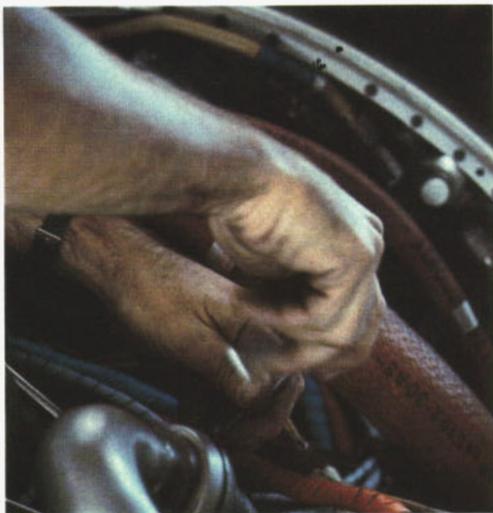
lat) is applied to the aircraft's seams and windows. The white-plastic coating reflects the sun's rays, thus keeping the temperature inside the aircraft within five degrees of the outside temperature. This coating also seals the interior from exposure to water and dirt.

"Engine intakes and other openings on the aircraft are also sealed to keep out the prairie dogs, rabbits, birds and other desert life," Elliott said. "Once the preservation process is complete, the aircraft is moved into the desert."

Aircraft stored at MASDC undergo routine inspections. The first comes within 90 days after the preservation process. From then on, each aircraft is inspected every



*Clockwise beginning below: While some MASDC aircraft are used for parts, skilled mechanics revitalize others when an aircraft is reactivated and sent through the center's rework facility. Other planes wait for reactivation under the watchful eyes of MASDC's Air Force security police.*



180 days to the four-year mark. At that time, the aircraft is depreserved and all systems are inspected to make sure there has been no damage.

Whether fixed-wing or helicopter, whether of jet-age or World War II vintage, the aircraft at MASDC create a visual history book that more than 12,000 visitors browse through each year. Among the visitors are present and former aviators who have come to look up old friends that have been retired to the desert and face an uncertain future.

"A civilian who collected bureau numbers (the identification number the Navy uses for individual aircraft) came through here not long ago," said Olson. "We



started talking about A-3s (*Skywarriors*), the plane I worked on during the first part of my career in naval aviation.

"The guy knew the plane's entire history, so I asked him about one of the A-3s I used to fly in. He looked up the bureau number and gave me the plane's entire history—from the time I last saw it to where it was now. It was pretty surprising to find someone who followed aircraft by type that closely."

There are more than 30 different types of Navy aircraft alone waiting in the desert of Davis-Monthan Air Force Base. Among them are F-8 *Crusaders*, A-6 *Intruders*, A-7 *Corsairs* and F-14 *Tomcats* that have

made more Mediterranean and Western Pacific cruises than most sailors make in a career. Among the more vintage MASDC aircraft are the first *Boeing 707* and an old *Boeing B-18* bomber.

"Some people call this an aircraft boneyard," Elliott said. "It's really a giant supply bin. Sure, you could say we embalm the aircraft before we put them in the desert, but we can also bring them back to life. And we do that often."

In FY 81, more than 150 planes were withdrawn from the desert and put through MASDC's rework facility before being returned to duty with Navy, Army or Air Force. It took a budget of \$15.2 million to





run MASDC in FY 81, but the estimated value of the center's work output was more than \$400 million.

"We returned roughly \$34 for every dollar of taxpayer's money we spent," said Dudley. "So, the military isn't just spending the taxpayers' money, they're returning it."

As part of its disposition role, MASDC accommodates requests from organizations in the United States and abroad for static displays. That old jet you remember seeing in the town square or in a local park probably came from MASDC. Today, MASDC is responsible for more than 250 aircraft and nearly 100 missiles on display around the country.

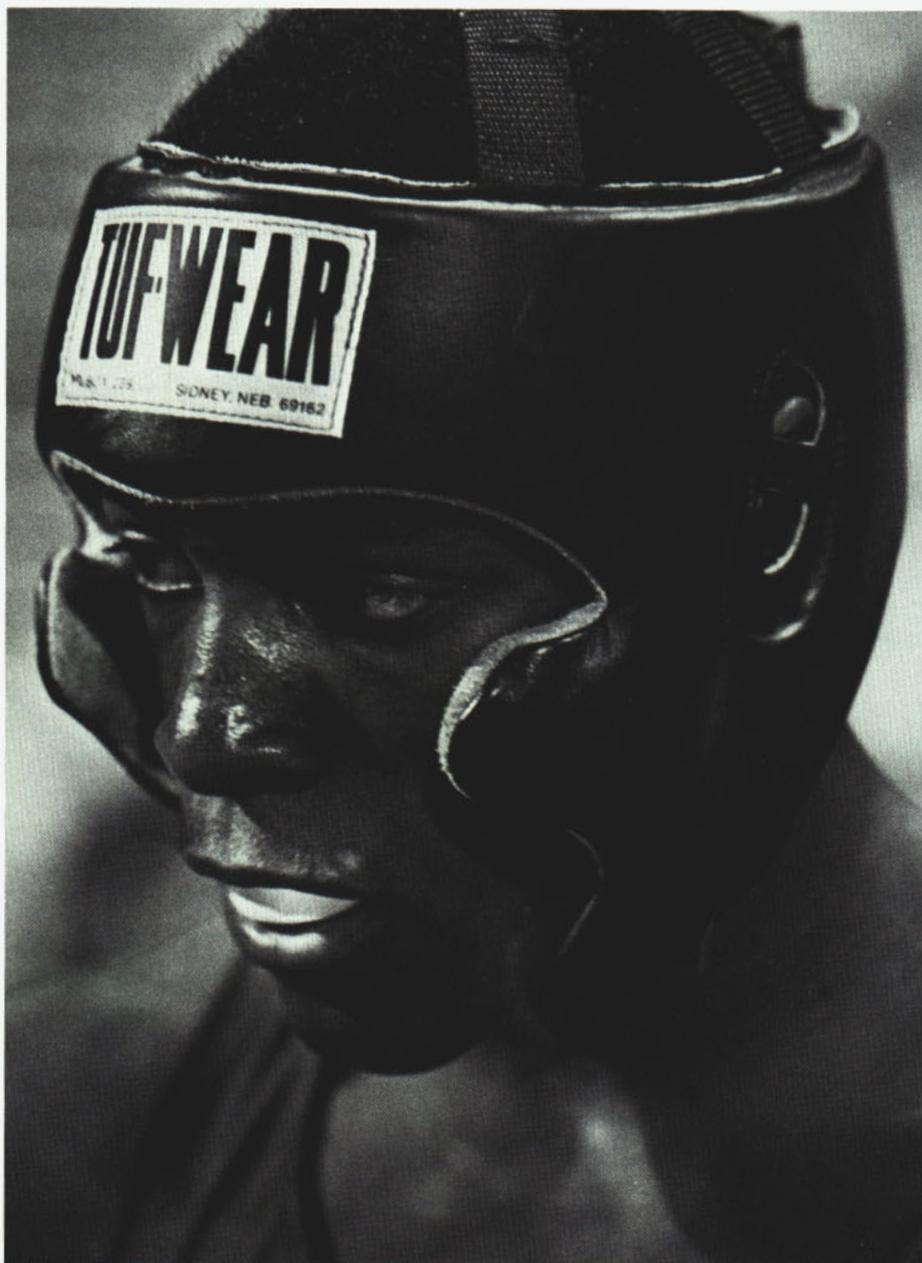
"This is really a pretty rewarding job," Olson said. "Nothing is routine about this job—something is a little different each day."

"When we get a support requirement from a place like Guam or Rota, Spain, for a spare part on a particular plane, if we can help them we will. That's a big part of what MASDC is all about."

—Story and photos by JOC Lon Cabot



# National Sports Festival



*Nathan Houser just before the championship fight.*

Nathan Houser went to Indianapolis looking for a fight. One of 2,600 of the finest athletes from all over the United States, Houser found—and won—his fight last July at the Fourth Annual National Sports Festival.

The NSF, a promotion of the Olympic Committee, helps prepare our country's athletes for the Olympic Games and other major competitions. The U.S. Navy, Air Force and Army were represented by several performers. Houser, a fireman assigned to USS *Fox* (CG 33), homeported in San Diego, won a Gold Medal in the 165-pound class of boxing. He thought his win "miraculous, fantastic, a dream come true."

But as a result of that win, Houser said he would begin an arduous training program immediately in hopes of gaining a berth on the 1984 Olympic team.

Houser's goals are not unrealistic. He has speed, power and combinations of punches that are as destructive as a wrecking ball. His aggressive pursuit and tap-dancing gave him a unanimous decision over favored Elton Singleton of Louisville, Ky.

The NSF gathers young hopefuls from the North, South, East and West to compete as four teams. The North's Gold team was the favorite in boxing, but Houser, representing the West's Red team, proved the oddsmakers wrong with his startling upset over Singleton.

Throughout the 3-minute rounds, Houser withstood Singleton's heavy blows. When the final round began, Houser charged like a wild bull and brought the spectators to their feet.

Graham Martin, a member of the "Golden 13," the nation's first black Navy officers, and an avid boxing fan, said, "I

thought Singleton would beat him, but Houser was relentless in his pursuit; he didn't do much backing up."

Martin, who coached in high school and college, has trained athletes most of his life. His smiling, cheerful eyes tell you he loves working with people, and when he says Houser has the heart to be an Olympic boxer, you become a believer.

One of Houser's coaches, U.S. Air Force Master Sergeant Osmar Alaniz, Kelly Air Force Base, Texas, said, "Houser is a great human being, respectable, quiet and friendly—I was impressed by the way he follows instructions. He always knew when he was ahead, and he listened intently to our instructions."



Dick Pettygreew, Houser's Navy coach said, "When I picked him up last December, he had only nine fights under his belt. Now he's had about 20 plus a Gold Medal from the NSF. With his kind of attitude, personality and hustle, there is no telling how far he can go."

John Stutes, Houser's other coach, said, "He's one of the politest young men I've seen; he works very hard."

Alaniz added, "Houser's not a showoff; he's got a lot of poise and he's modest. He's nice to be with."

—By JOC Robert G. Leonard



Moments of reflection, determination and triumph for Nathan Houser, winner of the "gold" in the championship fight at the National Sports Festival.

# Bearings



Rhode Island's Federal Executive Council gave three of its four Federal Employee of the Year awards to Navy civilians at the Newport Naval Education and Training Center. Award winners are (l-r) Paul F. Reedenauer, Agatha F. Goodson and Mary K. Silvia. Reedenauer is a foreman in the command public works department's housing maintenance division. Goodson is a secretary to the center's commander and chief staff officer, and Silvia is a public information specialist. This is the second year education and training center civilians won three of the council's four annual awards.

## Superior Civilian Service Award

Benjamin F. Rotter, an authority on air-launched conventional weapons on the staff of the Commander Patrol Wings, Atlantic, has been awarded the Navy Superior Civilian Service Award. Rotter, a retired master chief petty officer and a GS-12 technical representative with 13 years' civilian service, works at the Naval Air Station, Brunswick, Maine.

Commander in Chief, Atlantic Fleet Admiral Harry D. Train II, in the citation accompanying the Navy's second highest civilian award, praised Rotter's "exceptional initiative and technical expertise in the management of the Harpoon training program" for Patrol Wings Atlantic squadrons using the P-3C *Update II* aircraft.

Rotter also was recognized for improving torpedo attack training, weapons readiness, sonobuoy management and mobile anti-submarine warfare targets. He "made a direct and impressive contribution to the operational ability of the U.S. Navy in the deterrence of the Soviet submarine and surface threat," Admiral Train said.

Rotter enlisted in the Navy in 1948 as a seaman and was promoted to master chief 13 years later. He was a qualified combat air crewman when he retired in 1967 and had been awarded the Legion of Merit, an Air Medal, the Navy Commendation Medal and the China, Korea and Vietnam Service medals. He became a Navy civilian employee in 1969 and joined the staff of Patrol Wings Atlantic in 1973.

Rotter has been published widely in the field of air-launched weapons systems and has invented several devices.

## Reserve Seminar

More than 100 selected reservists attended the first Surface Warfare Officers' Training Seminar held in April by Naval Reserve Readiness Command Region Seven, Charleston, S.C. Designed as professional training for officer development, the seminar was developed by Commander James Franklin, Commander Whynn Eliason and Lieutenant Commander Art Kalinski, all on the staff of Readiness Command Region Seven.

Highlighted by a series of classified briefings, the seminar concentrated on the Soviet threat at sea and the disposition of U.S. forces in the Atlantic. Lieutenant Larry Guthrie, an instructor at the Fleet Combat Training Center, Dam Neck, Va., briefed participants on the Soviet threat.



His presentation concentrated on the development of Soviet weapons systems, especially the missile technology now in place aboard Soviet surface units, aircraft and submarines. He also discussed current Navy assets capable of offsetting any threat.

The seminar also included a presentation by Captain Glenn E. Whisler, assistant chief of staff for operations and plans, Commander, Surface Forces Atlantic; a brief on the progress of the 1052-class/FFG 7 program; a brief on how the needs of selected reservists are being met on the staff of Surface Forces Atlantic; and a presentation on mine warfare, with special emphasis on Soviet mining and how it might be met by U.S. Navy assets.

—By Cmdr. Alfred T. Hamilton Jr.

## Clowning Around

She rides elephants and unicycles, mimes, juggles, does acrobatics and falls down perfectly. She is Kathleen A. Brodie, mess management specialist third class aboard the Naval Station Roosevelt Roads in Puerto Rico. She is also a professional clown.

Brodie smears a white grease-painted smile across her face and says, "This is part of me. My gimmick is 'Kathie the Klown.'"

"I started out as a roller skater," she said, continuing to apply makeup. "Competitive at first, but I found out you don't make money roller skating. So I decided to take private ice skating lessons."

Brodie's expressive hazel eyes, highlighted now with long blue lashes, gleamed as she told of her comedy acts and chorus line tryouts for "Ice Capades,"

"Ice Follies" and "Holiday on Ice" shows. She performed on ice, including a comedy act with "Fantasy on Ice," a traveling show out of Virginia. It was after working with the ice shows that she went to clown college.

"Becoming a clown was just something that looked like fun," Brodie said, placing a round, red rubber nose over her own. "I really wanted to be a clown on ice. I used to model myself after Carol Burnett and Lucille Ball, and when I was younger I wanted my own show, too."

Covering her short blond hair with a braided, red yarn wig, she said, "When I saw the Ringling Brothers Circus for the first time, something just clicked. The clown college address was on the back of the program so I sent for an application. I was notified two months after I sent the application, and in September 1979, I started clown college."

"I found out that only about 60 out of 4,000 applicants are chosen," she added.

The Ringling Brothers Barnum and Bailey Clown College is a two-month training course and, according to Brodie, is "very physical."

"They teach you how to ride elephants juggle, mime and how to do slapstick comedy—like prat falls, which is when you fall flat on your rear," Brodie said. "And they

taught me how to apply makeup."

A personal part of being a clown is the design of the face. Brodie's clown face—long blue eyelashes, red round nose and triangle smile—is registered in Sarasota, Fla.

"Some professionals even go so far as to get a patent on their makeup design," Brodie said, "but there is an unwritten clown law that says no one will copy someone else's makeup design."

She adjusted her rubber nose and her red yarned bangs back from her forehead. "Clowning is serious, but my clown career had its seasons. I needed a steadier paycheck so I joined the Navy. I figured that in the Navy I could have a steady income, the travel I wanted and also 'clown around' on the side."

Brodie joined the Navy in January 1980 and was assigned to the Naval Communications Unit in Washington, D.C. She now is with the Morale, Welfare and Recreation Department at Roosevelt Roads. Off duty she performs at parties and for special occasions.

"I plan to stay in the Navy," she said. "I'd like to be a chief someday—and someday I still plan on putting a show together."

Now MS3 Kathleen A. Brodie was gone—Kathie the Klown looked in the mirror and put on her new white clown hat. She smiled. "There are a lot of clowns around these days—but I'm a professional."  
—Story by JOSN C. McMillen

*Kathie the Klown prepares for a day of "clowning around" for children at Roosevelt Roads Naval Station. Photo by Al Holston.*



**Ensign Patrick W. Ryan** recently became the 90,000th graduate to pass through the portals of Officer Candidate School in Newport, R.I. Captain Rober L. Ceres, OCS director (left), and Captain Edward C. Whelan, Commander Naval Education and Training Center, did the honor of attaching the new ensign's shoulder boards.

*Photo by JO2 Katherine A. Weiss*

# Bearings

## Dream Machine

Using parts designed for four different cars, Aviation Structural Mechanic Third Class Steve Bullard of Point Mugu, Calif., is putting together the heart of his dream machine: a high-performance engine.

Unlike many garage-born powerhouses that take shape from scattered parts and tools and finally rise up from a grease pit, this engine has been treated like a baby and is just as clean.

"I started with an engine stand and built it, piece by piece, from there. Everything's new on it except the reconditioned block," said Bullard, who is attached to Point Mugu's Intermediate Maintenance Activity. "Heck, you could eat off it."

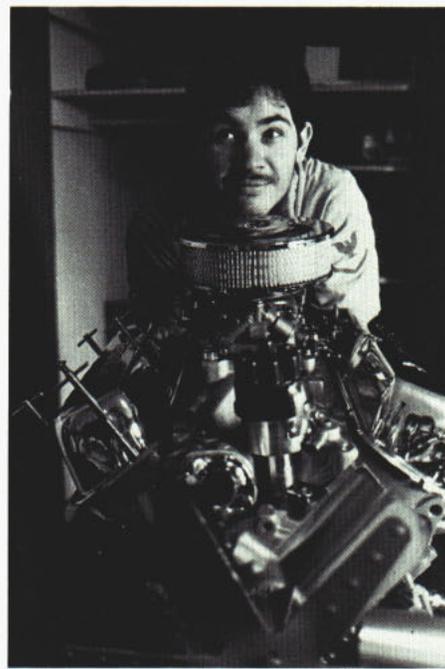
Perched on a stand in the corner of his room—on the third deck of the enlisted barracks—Bullard's engine glitters with chrome. It looks more like a model than an actual working machine. Consisting of a

Ford 289-cubic-inch modified block, 302 Ford heads, 350 Chevy valves and 302 Ford boss rods, the motor should blast Bullard's 1965 Mustang down a quarter-mile track in about 12 seconds. That is, of course, after he gets the 350-pound engine out of his room and installs it.

Bullard had carried it to his room part by part. Now he will have to disassemble it down to the block to get it outside the building.

The 22-year-old "speed freak" said he's been working on his dream engine for the last seven months. He's spent more than \$2,600 on it so far and expects to spend another \$1,000.

"I've been sinking almost my whole pay into it the last few months, and I'm going to keep doing it until it's finished," he said. "My ultimate goal is to have the car featured in a hot rod magazine. It'll be a mean, clean-running machine. And I'll probably never get rid of it."



AM3 Steve Bullard and the heart of his dream machine. Photo by JO2 Dallas Bellamy.

## Surface Line Week

For five days Pacific Fleet surface force ships waged war in San Diego to determine who were the better athletes and professionals among the 59 participating vessels' crews.

More than 3,500 Navy men and women competed during Surface Line Week in sports that ranged from basketball, racquetball, sailing and softball to tennis and a 10-kilometer run. Large ship took on small ship, small ship fought small ship, and staffs struggled against other staffs as they vied to prove who was best.

What really made the competition different was seen in the final day's events when more than 400 hands participated in professional skills—maneuvering board problems, flag hoist drills, P-250 pump rigging, marlinspikemanship, heaving lines, even cake decorating and sea stories.

The sea stories highlighted the day. Each storyteller had to limit a tale to five minutes or less. The judges (four master chiefs) listened to more than 30 salty tales before narrowing the field to six finalists



made up of two master chiefs, a senior chief, a chief and two lieutenants junior grade. The winner was Master Chief Quartermaster Lawrence Crawford, command master chief of USS *New Orleans* (LPH 11).

Next came the sheet cake-decorating competition. Judges based their decision on appearance, texture and taste. After sampling more than one dozen cakes, the judges awarded the blue ribbon to Mess Management Specialist First Class Pio Rosario and Seaman David Raines of USS *Robison* (DDG 12).

Surface Line Week was the brainchild of Commander Robert B. Lynch, Commander Naval Surface Force, U.S. Pacific Fleet retention officer, and Lieutenant Patricia J. Riley, human resources officer. Said Lynch: "The week pointed up cohesiveness for the 59 units which took an active role in events. It built up team spirit."

ComNavSurfPac hopes the special week develops into an annual event where people turn out en masse to have a good time and sharpen their skills not only in sports but in professional areas as well.

## The Gridley Fork

Gordon N. Pryce of Christchurch, New Zealand, recently renewed a friendship with the U.S. Navy which began 41 years ago with the Japanese attack on Pearl Harbor. The unlikely link in this friendship is a common shipboard messdeck fork.

Pryce recounted his story when he returned the fork to the U.S. Navy via Commander Wayne A. Jones, officer in charge of the Christchurch detachment of the Naval Support Force, Antarctica. Jones has forwarded the fork and Pryce's address to the commanding officer of USS *Gridley* (CG 21). Why the *Gridley*?

Pryce said, "In 1941, I was in the New Zealand Army assigned to Fanning Island, south of Hawaii, as a coast watcher. Things were pretty hectic following the attack on Pearl Harbor. We were wondering if we were to sit the war out on the island when, in April of 1942, two Yank ships, USS *Manning* (DE 199) and a destroyer tender, pulled in to take us off Fanning.

"We were replaced by U.S. Marines and soon found ourselves en route to North Africa. I was assigned to the destroyer tender as a member of the gun crew under a Seaman Baker."

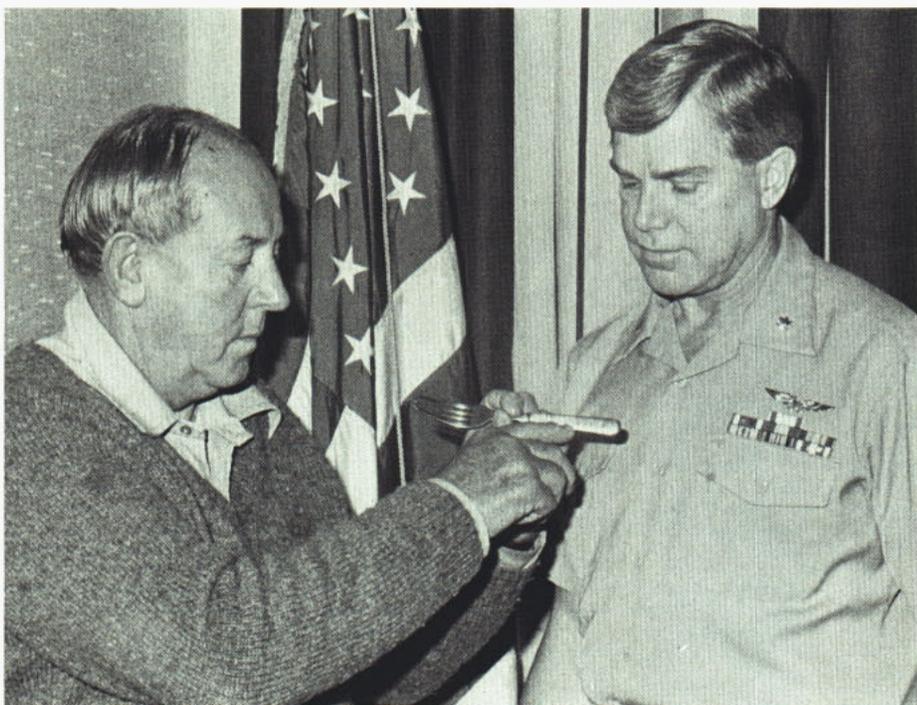
The tender made several port calls before going on to its final destination. One was Pago Pago where Pryce saw the USS *Gridley* (DD 380) enter port following a badly damaged USS *Houston* (CL 81).

"From Pago Pago we went on to Auckland," Pryce continued, "and, as servicemen will do, I offered to take my new Yank friends out on the town. In the morning, I awoke on board *Gridley* with no idea as to how I got there. Following breakfast, one of the men gave me a *Gridley* fork as a souvenir. It is a very distinctive utensil; it has 'U.S.N.' inscribed on it, and it is unusually heavy."

The fork accompanied Pryce throughout the North African and Italian campaign, serving as verification that he was, indeed, a seagoing infantryman.



**Super Talent Show at Sea.** Storekeeper Second Class Tony San Nicolas (left) and Gunner's Mate Third Class Charles Whitney show their feelings as well as their talent in "Ranger's Hangar Bay Extravaganza," an 11-act show that entertained a constantly changing audience for three hours. Lieutenant Junior Grade Keith Johnson, assistant damage control officer—and promoter of the big show on USS *Ranger* (CV 61)—organized, advertised and auditioned performers for three weeks. The result was a variety of jazz, rock, ballads and comedy routines, with a flute solo thrown in for good measure. It was, as the ship's plan of the day reported, a "super talent show." Photo by AN Allen Borovkoff



Gordon N. Pryce, Cmdr. Wayne A. Jones and the "Gridley fork."

## When a Sport Is Serious Training

From a distance, it looks like a giant kite climbing above the broad, treeless countryside. Suddenly the bright shape stops its ascent, hovers motionlessly for a brief moment and then floats gracefully back to earth—moving first to the left, then to the right, and finally ending in a soft, billowing bubble in the center of the field. Almost immediately, a hand with its thumb pointed proudly skyward shoots from the midst of the bright fabric. Thumbs up. A good flight.

Parasailing—being towed into the air by a specially designed combination para-

chute and sail—is more than a sport in Pensacola, Fla. It is serious training conducted by the Survival Training Department at Naval Aviation Schools Command. “The purpose is to put aviation students in an environment that most closely resembles an actual parachute jump,” said Chief Warrant Officer Frank L. Rabold, who is the field officer in charge of the training.

“We try to minimize the apprehension students might have about an actual parachute jump,” he said.

Parasail training is conducted at an old

grass landing strip near NAS Pensacola. All flight students participating in the sailing exercise have previously learned the correct PLF (parachute landing fall) and have jumped off platforms in demonstrating the PLF for their eagle-eyed instructors. The PLF training is mandatory, and students are graded not only on their ability but also on their confidence.

“Truck, take up slack,” orders an instructor into a walkie-talkie, and the truck with its 600-foot towline creeps away from the harnessed and helmeted student. Two other instructors acting as canopy inflators are positioned on either side of the student, holding the parasail open to the wind.

“Launch him, launch him!” comes the command. Both the student and the canopy inflators begin to run as the truck gathers speed. Almost immediately, there is tension on the towline, and the sail fills and soars aloft, carrying its delighted passenger with it.

“Run, run, run!” demand the instructors. The student keeps running for several seconds—even though airborne—in case the sail loses altitude. The jumper can hear the commands from instructors on the ground through a small radio attached to his torso harness.



*Students listen carefully (left) as instructors prepare them for liftoff. Instructors test the parasail (right) just before flight.*



# Parasailing

After several minutes, the walkie-talkie crackles, "Truck, slow to stop." When the pressure on the towline is released, the parasail immediately becomes a parachute. The student is now on his own and, for a split second, flies lazily 400 feet above the field before beginning the slow descent.

While descending, the jumper locates the proper riser lines on the parachute and executes turns into and out of the direction of the wind. As the jumper nears the ground, the instructors shout, "Keep your eyes on the horizon—eyes on the horizon! Prepare for proper PLF!"

Landing: PLF—balls of feet, to the shin, tuck legs together, calf—thigh—hip, roll to the left, twist to the right—thumb in the air. It's over. Far too quickly, it's over and it was fun.

The survival school trains some 4,500 students to parasail each year. "We train all the prospective flight students," said Rabold. "Aviation indoctrination officer students, aviation officer candidates, naval aviation candidate crewmen school students, flight surgeons and selected DoD civilians—everyone who is going to fly, both officer and enlisted, comes through us."

Although the training may look risky, it is surprisingly safe because of the conscientious attention of the instructors. "We're proud of our safety record," Rabold continued. "Our injury rate is lower than that of the obstacle course, but then, we repeat everything so many times that the student has the proper procedures drilled into his head.

"We don't tolerate any shenanigans, either," he said. "Occasionally we'll get a student who wants to show off, but we emphasize to him in a nice way that he was irresponsible, that this training is to help him."

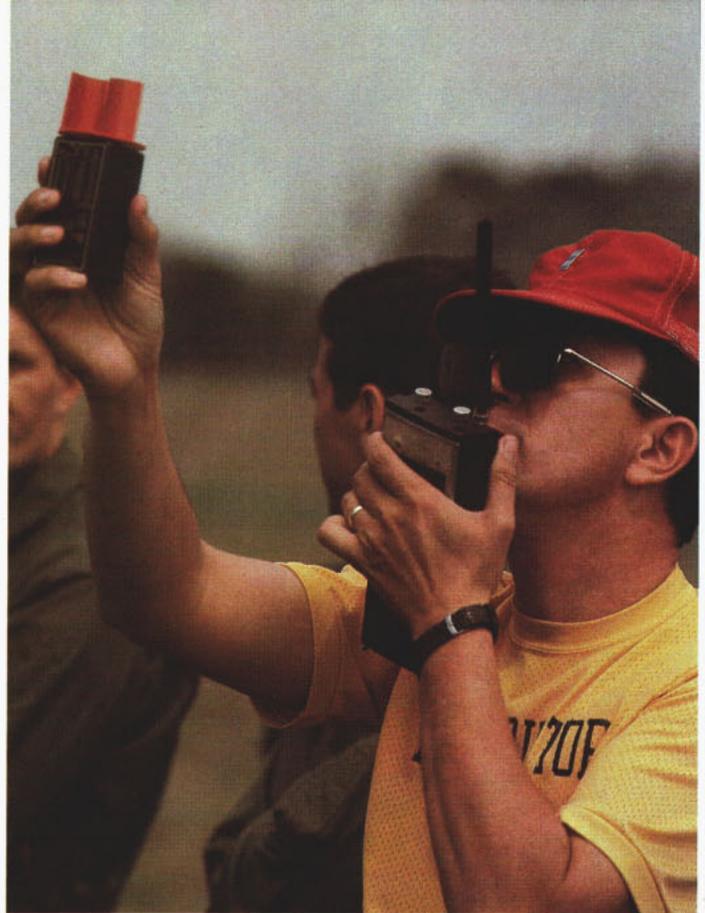
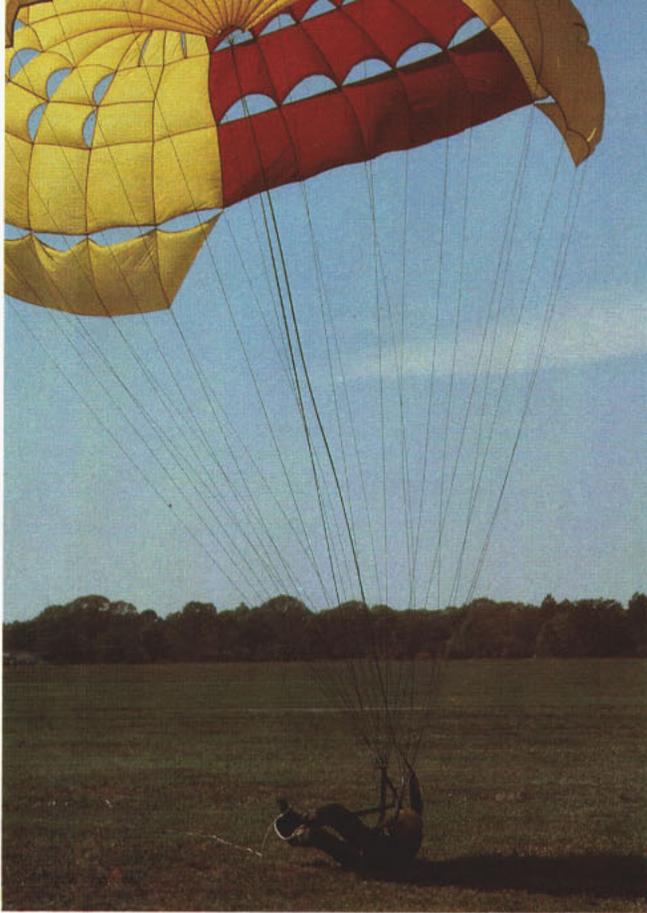
Parasailing—it's a sport to some, but it's valuable training for members of the aviation community. Colorful, graceful and fun training, but training designed to save lives.

—Story by Marge Holtz

—Photos by PH2 Robert K. Hamilton

*Once aloft, the student is required to perform several turns before landing with the proper PLF. Wind conditions are watched constantly so that students have happy and safe flights.*





## The Missile Stopper

The scene is on board the Israeli destroyer *Elath*, 13 miles north of Port Said, Egypt, in the Mediterranean. It's Oct. 22, 1967, and the time is late afternoon. Suddenly, the Israeli radar operator cries out, "One . . . no, two incoming missiles, range five to six miles. They appear to be off course."

Almost before these words leave his lips, the missiles turn directly for the ship. Seconds later, the first missile hits the ship's superstructure and destroys the radio antenna. The second explodes in the engine room. *Elath* is on fire, dead in the

water and listing. It is all the crew can do to keep the ship afloat. Ninety minutes later, two more missiles hit. The first capsizes the 362-foot ship, and the last explodes among the fiery debris.

The four "smart" missiles were fired from two Egyptian patrol boats docked safely in Port Said harbor.

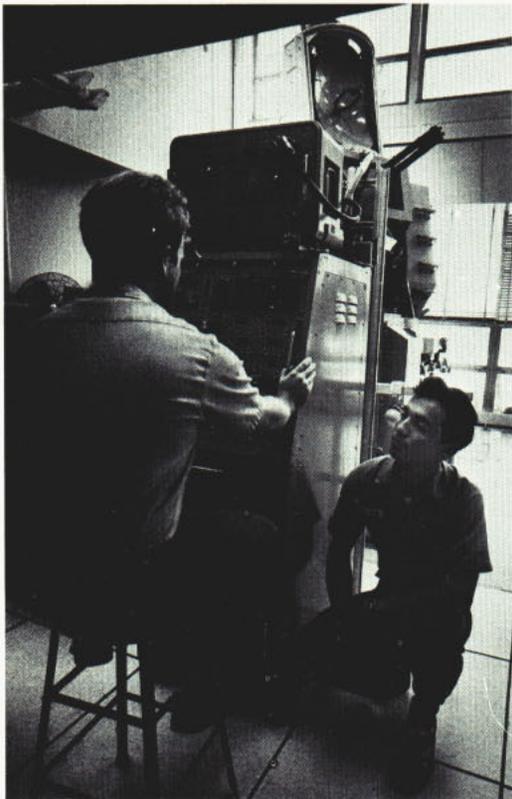
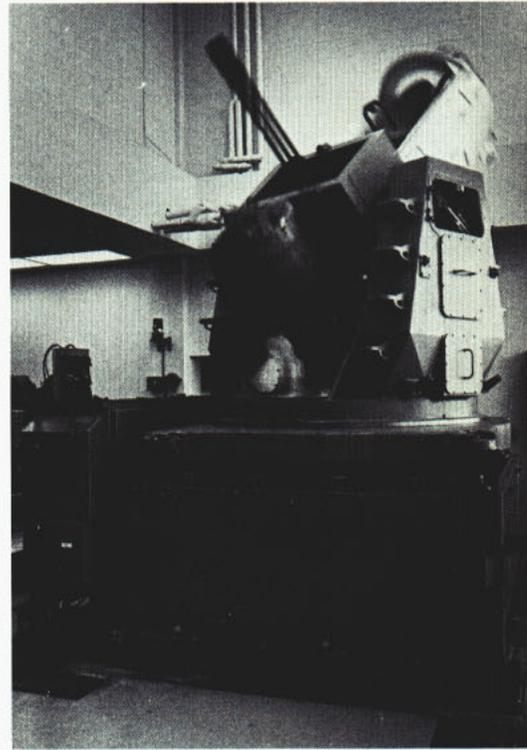
That was 15 years ago, but recent events in the Falkland Islands have again shown the vulnerability of surface ships to attack by anti-ship cruise missiles. The real question is, how can a surface ship survive such an attack? The U.S. Navy's answer to that question is the *Phalanx* close-in weapon system.

Unlike ships of other navies, U.S. ships usually operate in a protective envelope formed by the carrier battle group with its air power and layers of defense. But there are times when our destroyers and frigates have to operate outside this protective envelope as escorts or close in to shore.

To show how much difference *Phalanx* can make, let's return to the *Elath*. Only this time imagine that *Phalanx* had been installed. The report of the initial sighting would have been followed by the low-pitched roar of the *Phalanx* Gatling gun followed quickly by the explosion of the incoming missile. Then another roar from the Gatling gun and yet another explosion. The second attack would have been handled just as easily.

*Phalanx* also plays an important role in the layered defense of the battle group itself. Anything that leaks through the other layers must be destroyed by *Phalanx*, the last line of defense. These "leakers" may include missiles that fly very close to the water, like the French *Exocet*, "pop-up" diving missiles and aircraft.

What exactly is *Phalanx*, and how does this powerful new system work? *Phalanx* is a self-contained weapon system requiring only electric power, seawater cool-



Instructor FT2 Chris Sidener checks out a student on the characteristics of *Phalanx* close-in weapon system control panel. Above right: a self-contained anti-aircraft/anti-cruise missile system which includes a 20mm cannon capable of firing 3,000 rounds per minute.

ing and the ship's own course as inputs. The system includes its own search radar to find incoming targets, its own track radar to lock on and track them, and a six-barreled, 20mm Gatling gun to destroy them.

The reason for its speed and effectiveness is that *Phalanx* is an autonomous system. While it is tracking targets, it also tracks its own projectiles, determines miss distance and makes the appropriate corrections automatically. This procedure, known as "closed loop spotting," virtually ensures that the target will be hit. *Phalanx* engages multiple targets in the same manner.

Another important characteristic is the special round that it fires. The round uses a very heavy, high-density projectile that will not ricochet off the incoming missile. By penetrating the missile's warhead early, within the first several seconds, the missile

is destroyed before it gets too close to the ship. If the projectile doesn't detonate the missile's warhead, there is the chance that it will destroy the missile's guidance system. Either way, the ship is safe. To accomplish this seemingly impossible task, *Phalanx* fires very quickly (3,000 rounds per minute), literally filling the air with projectiles which act as a shield against the incoming missile.

*Phalanx* is destined to be a mainstay of our Navy. More than 50 systems have already been installed on fleet units. Current plans call for installing *Phalanx* on battleships, cruisers, destroyers, mobile logistic support force ships, amphibians and carriers by the end of the decade. New ships will have them installed during construction while others will receive *Phalanx* during overhaul. In all, that will add up to more than 500 systems, making *Phalanx* the most prolific weapon system in the fleet.

The size and shape of the ship will determine the number of the systems to be installed. Smaller ships like frigates need only one, larger ships will get two, most carriers receive three, and the newest nuclear carriers and upcoming modernized battleships will have four installed.

It is a sophisticated system, yet it doesn't take many men to operate and maintain. Three fire control technicians are required for a single *Phalanx* system, eight for three systems and 10 such technicians for four-system ships.

But it takes almost a year to train someone to operate and maintain the system. Navy training centers at Great Lakes, Ill., San Diego, Calif., and Dam Neck, Va., are preparing operators to handle this sophisticated system.

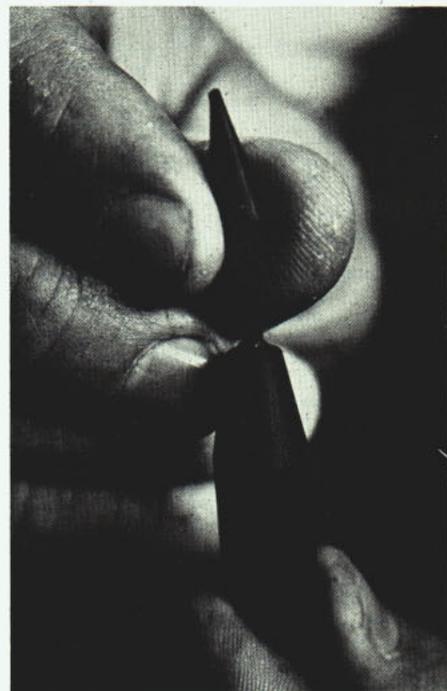
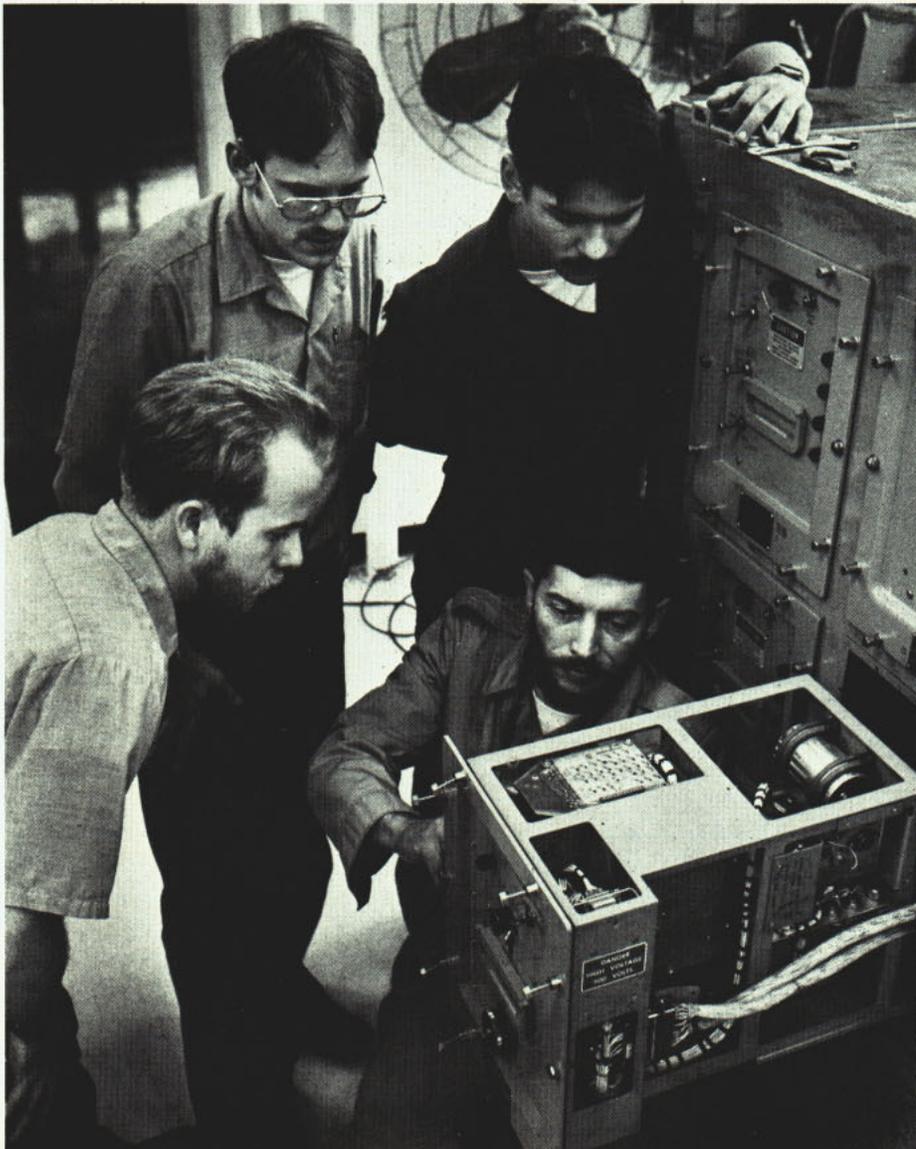
The head of the CIWS training program at Great Lakes, Chief Fire Control Technician David Coxon, who is also the man

who took the first prototype system to sea for testing said, "*Phalanx* represents a radical departure from what FTs have been doing in the past." That is why a special enlisted classification, NEC 1127, is assigned to technicians who have completed the *Phalanx* training course. Before reaching that 27-week course, the students must graduate from the 23-week fire control technician "A" school.

Following almost a year of training, the students are assigned to handle this awesome system. Fire Control Technician (Gun Fire Control) Second Class Bernard Hibbard, who is on his way to new duty aboard the battleship *New Jersey* (BB 62), is excited about his prospects. "We've been taught very well here. I've got the background to handle this system."

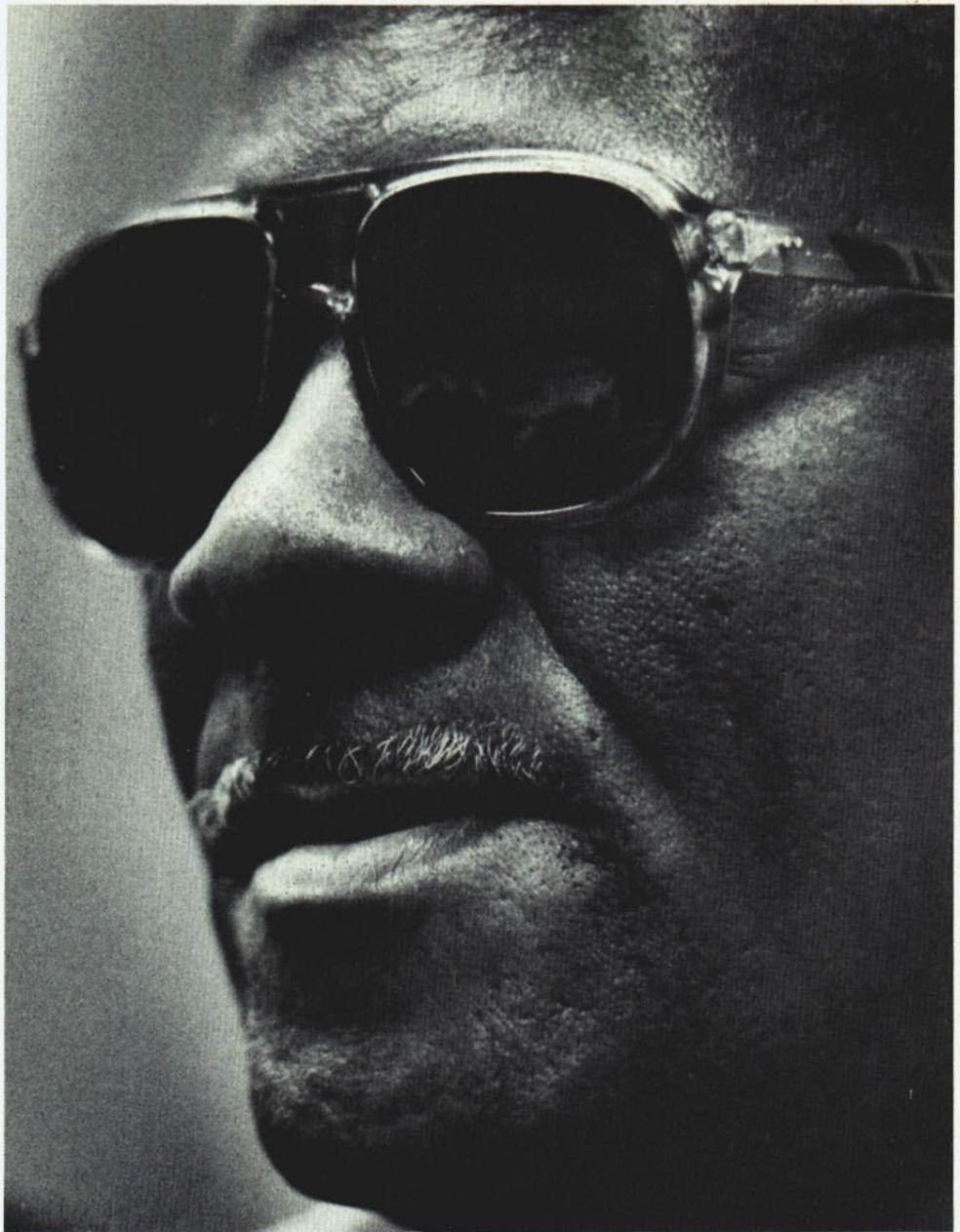
An excellent system, easy to install, well-trained operators—it all adds up. *Phalanx* is definitely one of our Navy's most welcome additions and one of its most important lines of defense.

—Story by Thomas Gniech  
—Photos by Lt. Alan Dooley



Left: FTC Ed Hebzynski (kneeling) instructs students in the safe way to correct a circuitry problem in the CIWS gun mount. Incredible hitting power is contained in the 12mm depleted uranium penetrator (above) fired by the 20mm cannon of the *Phalanx*.

# I Give It All I've Got



To the uninitiated, it sounds like someone closing a desk drawer in another room. In the barely lit X-ray darkroom, Sam Stallworth breaks off in midsentence and moves to one of the large boxes lining the walls. Without groping, he opens the side marked "Exposed" and removes the film case just placed in the box by a technician in one of six nearby X-ray rooms.

Resuming his conversation, Stallworth removes the film from its casing, turns on a developing machine and slides in the film. His movements are quick and sure as he pulls the right size unused film from a bin, replaces it in the now empty case and returns it to the "Unexposed" side of the box—ready for use by the X-ray technicians next door.

For eight hours a day, Stallworth follows that same routine. He is comfortable, competent in the working environment of the darkroom at the Naval Aerospace and Re-

gional Medical Center in Pensacola, Fla. Sam Stallworth, the Navy's 1982 Handicapped Employee of the Year, and one of 10 Federal Handicapped Employees of the Year, is blind.

The Navy's 1982 nomination of Stallworth for the national award cites "outstanding performance that opened closed minds and demonstrated that the blind can perform in many fields once considered impossible." Stallworth is a legend among supervisors and co-workers for "outstanding work, devotion to duty and unfaltering good humor."

Stallworth's world was not always dark. Nor did he accept his handicap graciously. The youngest of seven children born to a sharecropper in Tunnel Springs, Ala., his earliest memories are of pain-wracked

eyes, blurred vision and long periods of total blindness, all due to glaucoma. There were few doctors and no money available to his family to pay for medical attention during those depression years of the 1930s. By the time he was 19, Stallworth's vision was gone, and he was on his way to the State Academy for Training of the Blind at Daytona Beach, Fla. There he learned Braille, along with various crafts, but the most important lesson he had to learn was to accept his handicap. He also had to learn to get along with other people.

"It was so hard not being able to see, I thought I had gotten to the end of it," Sam said. "My family could hardly get along with me. I was edgy all the time."

As a child, Stallworth played the guitar and sang. Instructors at the academy en-



couraged that talent. Through music and careful nurturing, he learned to enjoy the company of other people.

"I would see people in worse shape than I, and they would be almost happy," he recalled. "It made me think."

After leaving the academy, Stallworth managed a newsstand sponsored by the Florida Council for the Blind and then hit the road with a gospel singing group called the "Five Blind Boys." He wound up in Pensacola penniless and forced to rely on a monthly welfare check.

Stallworth was 46 years old when someone at the Florida Council for the Blind told him NARMC was considering hiring a blind person for work in the radiology darkroom. He promptly applied; he was placed in a training status.

Through many frustrating days, the blind technician wanted to give up, but the new-found friends at the hospital helped him through the ordeal.

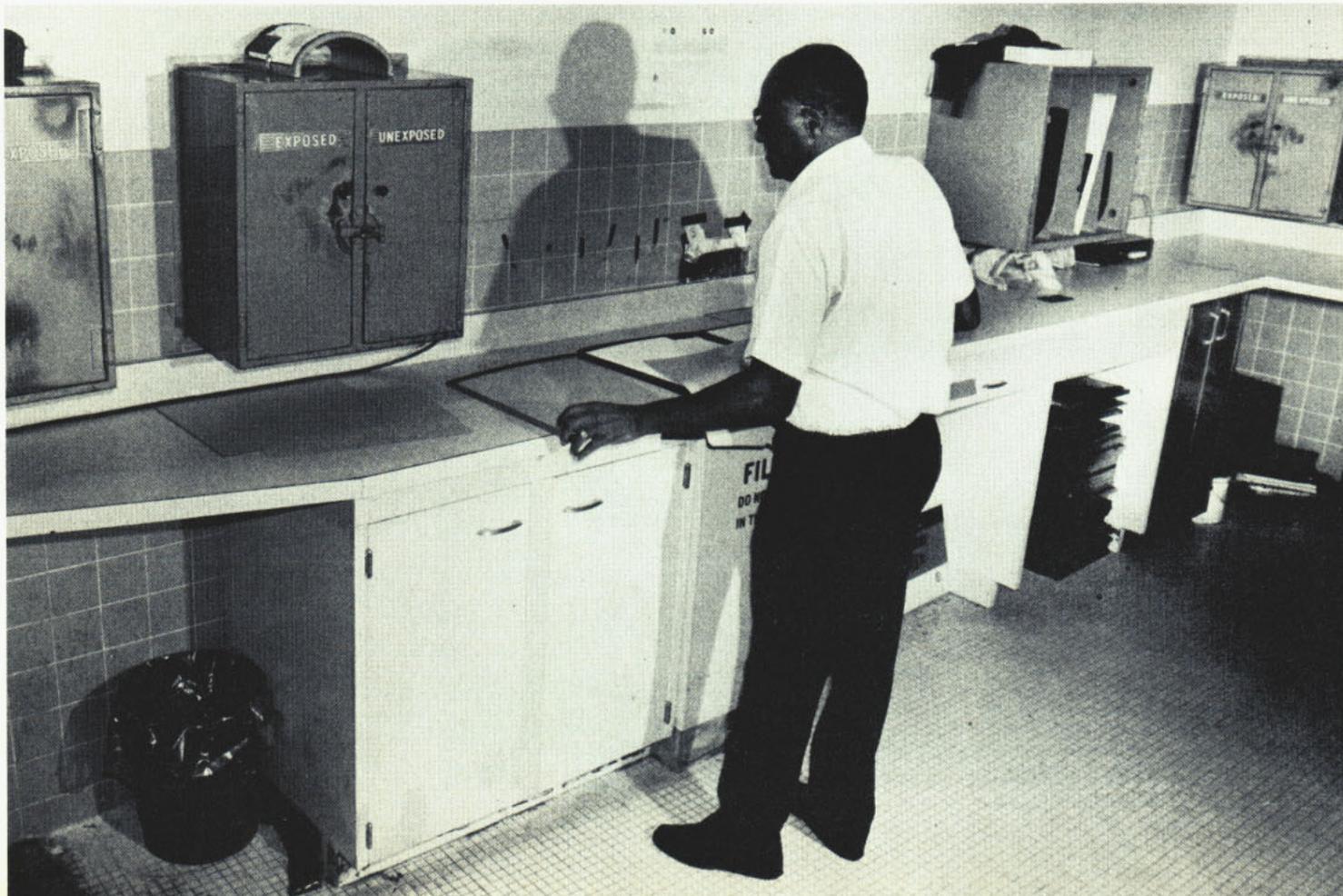
"They wouldn't let me quit," he re-

called. "They kept telling me to look at how much I was doing right each day instead of looking at my mistakes."

According to Commander Neal S. Flowers, assistant chief of radiology services, Stallworth is now so expert that he never makes a mistake. And he can process up to 900 X-rays a day. Meticulously he performs the ritual, varied only by the size or type of film. On certain days, the cassettes contain ultrasound film. To Stallworth it is not just a film. He will tell you the doctors are checking the fetus of a pregnant woman. On other days, the cassettes contain nuclear film where dye has been injected into a patient's arteries and a film made of the dye. The darkroom technician knows that important decisions will be made on the basis of the film and that patients, often in pain, are waiting for the answers.

"When a technician shoots some important film and needs it right away, the person in the darkroom could mess it up," Stallworth explained. "If my hands were soiled, they might have to shoot all over again, and I don't want that to happen. It's

*Stallworth is guided by his friend, Ethel Williams (top), to the NARMC X-ray photo lab (below).*



# I Give It All I've Got

important that the doctor read this film right away. Quitting time and payday don't mean as much as the film. I've been sick myself, and I don't want anybody messing around."

Although few changes have been made in the lab to accommodate Sam's handicap, there are some safeguards. When his side of the input boxes is open, technicians on the other side cannot open the boxes and inadvertently let light into the room. When his unexposed film bin opens, the room's light automatically goes off. If he switches on the developer and doesn't run film in a couple of minutes, it cuts itself off.

Working hours are 7:30 a.m. to 4 p.m., and Stallworth usually eats his lunch in the darkroom. If there is a click in one of the boxes, the lunch waits while he takes care of the patient's film. He seldom takes leave.

"When I'm not here, I'm kind of lonely," he said. "It is all right for a day or two, but I miss my work and my friends."

When he is absent, two technicians alternate in the darkroom. "It's almost impossible for one person who can see to operate all day in the darkened room," Flowers explained.

The music that helped Sam learn to relate to people still plays an important part in his life. He manages two gospel groups, "Spiritual Persuasion" and "Gospel Four," playing guitar and singing with them at various functions around Pensacola.

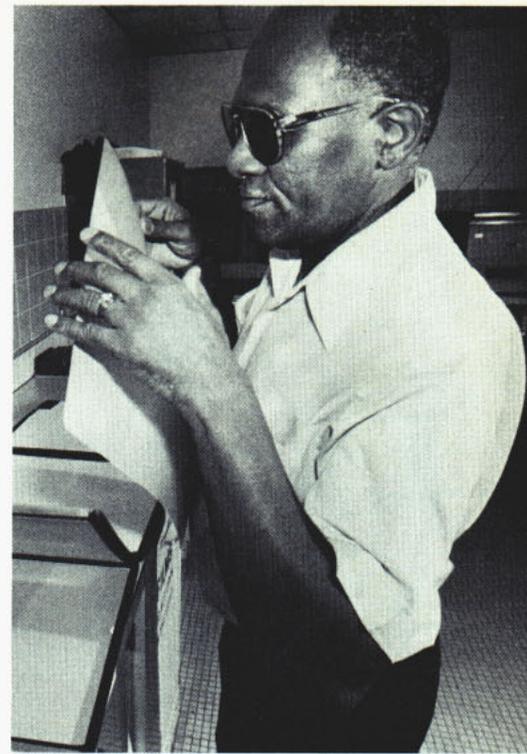
At the Navy hospital, in addition to being "the best person in years" in the darkroom, Stallworth is also a morale builder. "It's hard to feel sorry for yourself when you see someone blind and always in good spirits," Flowers said.

Now 52, Stallworth will reach age 68 when he has 20 years of federal service.

"I think I'll work until I'm 70 if I am able," he said. "I really look forward to work, and two more years couldn't hurt if I can hold out that long."

Stallworth remembers vividly when the door was closed to the handicapped. "There used to be a time when people would just pity you and you would sit until somebody came along to do something. Now the able world has opened the door to the disabled."

This is evident in Pensacola where the Navy has an active "Hire the Handicapped" program. More than 800 employees with documented handicaps work in a



program that has been nationally recognized. At the naval hospital where Stallworth is employed, 13 percent of the civilian work force are employees with documented handicaps. Of those, 7.5 percent are handicapped employees representing targeted, or severe, disabilities. At the naval air rework facility, a reclamation shop offers jobs for the mentally and physically handicapped while saving money for the government. There, workers reclaim thousands of dollars in aircraft hardware that used to wind up in garbage cans.

As one of the Federal Handicapped Employees of the Year, Stallworth represents some 129,000 handicapped government employees of which the Navy employs about 18,000. Stallworth scoffs at the suggestion that job success is being in the right place at the right time.

"If I could give some advice, I would tell handicapped people to get up now and reach out for a hand instead of a handout. And I'd like to ask all employers, wherever and whenever, to give a hand. They'll never regret it because most handicapped people who can get a job will work and try to make the best of it. I give it all I've got."

—Story by Olive Hearon  
—Photos by JOI Jim Bryant

*Stallworth's fingers deftly check the identifying notches on X-ray film (top) before he loads a film cassette. In his spare time, Stallworth manages two gospel groups and performs with them as well (left).*



## *New drug penalties instituted*

Several amendments to the "Manual for Courts-Martial," which provide a comprehensive and uniform system of definitions and punishments for contraband drug offenses in the military, became effective Oct. 1.

The amendments reduce the present reliance on Navy, Army and Air Force regulations in the prosecution of drug offenses by expanding their treatment in the MCM. This is expected to result in more uniform treatment of offenders in the military services. In addition, the proposals increase penalties for some types of offenses.

The changes replace the former UCMJ prohibitions against wrongful use, possession or transfer of marijuana or habit-forming drugs (and the respective maximum sentences of five or 10 years' confinement at hard labor) with several new classes of offenses.

The offenses and their maximum punishments are:

Illegal use, possession, manufacture or introduction of drugs—five years' confinement, total forfeiture of all pay and allowances, reduction to the lowest paygrade and dishonorable discharge.

Distribution, or possession, manufacture or introduction with the intent to distribute drugs—15 years' confinement, total forfeiture of all pay and allowances, reduction to the lowest paygrade and dishonorable discharge.

If the use, possession, distribution, etc., occurs while on board a ship or aircraft, on watch, in a hostile fire pay zone or in time of war, the punishment can be increased by an additional five years' confinement and forfeitures.

The exact language of the new changes to the UCMJ is contained in ALNAV 130/82 of 13 October. Commanding officers should contact local naval legal service offices for any assistance they may require.

## *DoD school students are on top*

For the seventh straight year, sons and daughters of military people stationed overseas have scored higher in college entrance tests than high school students in the United States.

Students attending 63 high schools maintained by the Department of Defense for military families in 20 countries registered higher scores on both the scholastic aptitude test and the American College Testing Program for the 1981-1982 school year.

The overseas students averaged 437 in SAT verbal testing, 11 points higher than the average of high school students taking such tests in the United States. In mathematics, the average SAT score for high school students in DoD schools was 477, or 10 points higher than in the United States.

In the American College Testing Program, the average performance of military family students abroad topped the national sample in all achievement areas, natural sciences, reading, English us-

age, mathematics and social studies reading. The composite ACT scores for military family students abroad was 19.9, compared to the national score of 18.4.

DoD Dependents Schools in the Pacific region will be limited in the number of space available students they may enroll for the school year 1982-1983, according to director Dr. Beth Stephens.

An unexpected increase in the number of students in that area is the cause for the limitations. Sponsors scheduled for unaccompanied tours to Japan, Korea and the Republic of the Philippines are advised to keep this situation in mind if they plan to bring school-age dependents on the tour at the sponsor's expense.

Detailed information regarding space-available enrollment, or other facets of the DoD school system may be obtained by calling the DoD Dependents Schools Public Information Office, commercial (202) 325-0660 or Autovon 221-0660.

## *Two-service member marriage benefits*

Under the direction of the assistant secretary of defense (MP&FM), the Navy has established a joint service group to study compensation policy as it relates to service members married to other service members.

The group is examining all allowances and benefits offered to service members in this category and identifying problems in the compensation system. Remedies will be recommended to the Secretary of Defense.

Congress has shown considerable interest in this area of compensation, especially with respect to paying quarters allowances to members on sea duty.

The study group is coordinated by Rear Admiral A.J. Herberger, director, Military Personnel Policy Division and his counterparts in other services, with day-to-day work assigned by the services' directors of compensation.

## *Overseas military mail can be inspected*

Traffickers in drugs or other contraband will have a hard time using the military mail system. Under an agreement between the Department of Defense and the U.S. Postal Service, military authorities can now inspect and open overseas military mail.

Using dogs, metal detectors and other similar means, commands will be allowed to screen mail. Search authorizations may be issued to open mail when "probable cause" exists that an item of mail contains drugs or other contraband.

Those implicated as suspects in military justice

investigations may in limited circumstances have "mail covers" placed on their mail. This directs postal clerks to gather information from the outside cover of mail sent to the suspect, including addresses and package size. The information is then passed to law enforcement authorities.

The rules also will allow postal clerks to submit mail for inspection to host country governments in compliance with local status of forces agreements, or give military customs officials permission to inspect mail for the host country.

## *Deployers may qualify to save 'excess' leave*

Beginning Oct. 1, 1982, deployed ships and mobile units, including Fleet Marine Force units, which have deployed or operated away from their home ports or bases for 120 consecutive days were designated as eligible units for the purpose of qualifying people for accruing leave in excess of 60 days. The qualifying continuous deployment must have ended after Sept. 30, 1982.

Under normal conditions, service members may not have more than 60 days of leave on the books at the end of the fiscal year—Sept. 30. Any such excess leave is lost at that time, without compensation.

Navy people aboard eligible units will not lose their excess leave at the end of the fiscal year. Instead, they will be allowed to carry up to 90 days leave into the new fiscal year. That total must be reduced to 60 days by the beginning of the following fiscal year, unless another qualifying deployment is made.

The new rule recognizes that deployment schedules are not keyed to fiscal or calendar years and modifies ALNAV 130/81, which required 120 consecutive days of deployment be completed within a single fiscal year.

## Occupational and Environmental Health Workshop

The Navy Environmental Health Center will present the 25th Navy Occupational and Environmental Health Workshop at Virginia Beach, Va., March 14-18, with preworkshop courses offered March 12 and 13. All courses are designed for occupational health and preventive medicine pro-

fessionals. Credits are being requested for attendees; there is no registration fee. For further information contact Commander A.E. Mataldi, Navy Environmental Health Center, Naval Station Norfolk, Va. 23511 (telephone: 804-444-4657).

## Conserver completes 'impossible' recovery

The salvage ship USS *Conserver* (ARS 39) recently completed a towing operation in Hawaiian waters described as "one of the deepest salvages conducted to date."

Three pipes, weighing more than 1 million pounds, were suspended vertically in 4,100 feet of water. The pipes were originally placed offshore in October 1980 as an experiment in energy generation from ocean thermal conditions. However, since the installation was not permanent and posed a potential future navigation hazard, the U.S. Department of Energy asked the Navy to assist in the recovery.

The deep-salvage vessel *Turtle* had been on

scene since late September, conducting survey operations. The operation required the 2,250 feet of polyethylene piping to be towed more than 10 miles from its former position to Kawaihae harbor where it was turned over to the state of Hawaii.

Admiral Sylvester R. Foley Jr., Commander in Chief, U.S. Pacific Fleet, praised the operation—which had been completed despite adverse weather, and said that "most had thought the deep-salvage task impossible. If *Conserver's* deep-water mooring is not a record, then the length and depth of her tow should establish one."

## Worth mentioning...

**Uniform allowances to be examined.** The assistant secretary of defense (MRA&L) has directed the Navy to establish a joint service study group to examine the current system of uniform allowances, identify shortcomings and recommend remedial action. Officer uniform allowances, as well as the enlisted clothing maintenance allowance, will be reviewed.

**The Naval Safety Center, Norfolk, Va. .,** has issued a safety advisory which warns of hazards associated with the unrestricted use of self-contained stereo headphones units. Citing the inherently hazardous nature of Navy work places, the

advisory warns, "use of these devices effectively cancels one of the most important senses needed for personal safety—hearing." The hazard also exists when headphones are worn while jogging or driving. Operation of certain systems may also cause electromagnetic interference with navigation and electronic warfare systems, warns the center and may provide foreign navies with an electronic signal strong enough to provide targeting information. Because of dangers aboard ship and around aircraft, the advisory concludes by recommending that commands adopt policies limiting use of such devices to off-duty hours in berthing and lounge areas only.

# To Defend and Preserve

As dawn broke over the coast of Sardinia in the western Mediterranean, a task force of U.S. and Italian warships and support vessels made an amphibious attack on a coastal area called Capo Teulada.

U.S. and Italian marines, backed by a sea control force from five NATO nations poured onto the beaches from landing craft and sea-based helicopters. They secured their objectives in short order.

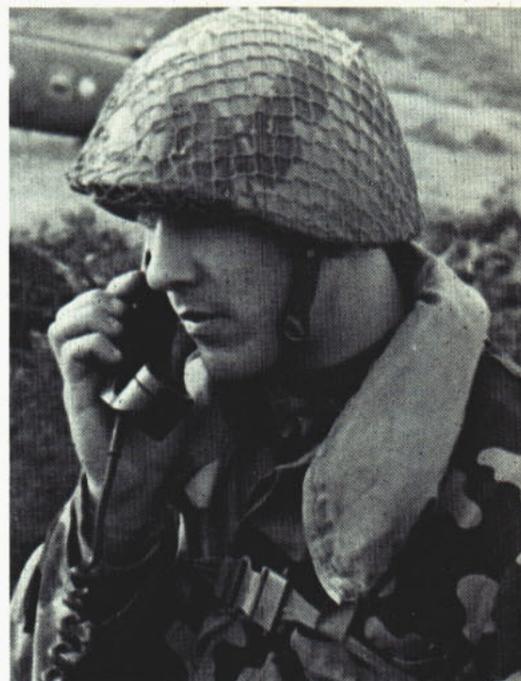
This assault ended phase three—the tactical phase—of Exercise Distant Drum '82, one of a regular series of maritime sea control exercises held annually by NATO's Allied Forces Southern Europe command headquartered in Naples.

The largest regional NATO command in Europe, AFSouth extends from the eastern border of Turkey to the Strait of Gibraltar,

encompassing Italy, Greece and Turkey. This constitutes 42 percent of the land area and more than 32 percent of the population of NATO Europe.

Commander in Chief of AFSouth, Admiral William J. Crowe Jr., is charged with defending this increasingly critical part of the allied world. Readiness is the admiral's watchword; exercises such as Distant Drum play an important role in maintaining that readiness.

Headquartered in Italy, AFSouth is one of three major commands under the centralized command of the Supreme Allied Commander Europe situated in Belgium. The other two are Allied Forces Northern Europe in Norway and Allied Forces Central Europe in the Netherlands. Additionally, there are two principal subordi-



nate commands: United Kingdom Air Forces in England and Allied Command Europe Mobile Force in Germany.

Allied Forces Southern Europe's area of defensive responsibility initially covered Italy and the western Mediterranean. Then, in 1952, after Greece and Turkey joined NATO, the command's responsibility was enlarged to include the land and air defense of NATO sea lines of communication throughout the Mediterranean and Black seas.

This geographic area faces the Iron Curtain along a 1,700-mile line from northern Italy to eastern Turkey. It borders 18 countries with a land area of more than 3.5 million miles and a population of some 325 million people.

Just how important is this Mediterranean area to NATO's interests? Admiral Crowe put it into perspective when he recently observed that current world events have moved the region into the "center ring of European security."

What the admiral was alluding to is the increasing reliance by the West on Middle East oil, coupled with the Soviet Union's newly emerging and highly sophisticated "blue water" fleet.

Consider that the Persian Gulf furnishes more than 60 percent of Western Europe's petroleum and that northern Africa provides another 20 percent. Much of this oil must move through the Mediterranean to reach the continent.

The growing strength of the Soviet navy, combined with Russian land-based air power operating from the Crimea, poses a



*Above: U.S. Marines dash across deck of USS Nassau (LHA 4) toward CH-46 helicopter while an Italian marine (top) sets up communications for a predawn landing at Capo Teulada.*

grave threat to NATO's communications lines. And because of Soviet ships that come primarily from the Black Sea, control of the Bosphorus, Dardanelles and Aegean Sea takes on even greater significance.

As Commander in Chief Allied Forces Southern Europe, however, Admiral Crowe is not without his own resources to meet these challenges. AFSouth, for example, is made up of five potent subordinate commands:

—Allied Land Forces Southern Europe, commanded by an Italian army general, headquartered at Verona, Italy, and responsible for the defense of the Italian frontier.

ples, and responsible for maintaining around-the-clock alert for the air defense of the region.

Now that Greece has re-entered NATO's integrated military structure, arrangements are being made to establish a headquarters in Greece.

The actual number of military people assigned to AFSouth depends greatly on the given politico-military situation. During peacetime, approximately 5,000 servicemen and women from the United States, Greece, Italy, Turkey and the United Kingdom are assigned full time to AFSouth. Additional people are permanently assigned to the southern region air defense

During phase two, the exercise group physically moved to the western Mediterranean off the coast of Sardinia. There, phase three—the tactical phase—was conducted, culminating in the amphibious assault on Capo Teulada.

Phase four, the final or observer phase, was held at sea. Primarily designed to demonstrate the various AFSouth naval and air capabilities, this included operations by USS *Dwight D. Eisenhower* (CVN 69), helicopter and maritime patrol aircraft operations, missile firing, anti-submarine warfare operations and multiple ship maneuvers.

Even as Distant Drum '82 was underway, planning was virtually completed for the annual fall exercise—Display Determination '82—held annually as part of an even wider NATO exercise called Autumn Forge. So the readiness planning cycle continues.

The insignia that all AFSouth people



—Allied Land Forces Southeastern Europe, commanded by a Turkish army general, headquartered at Izmir, Turkey, and responsible for the defense of Turkey.

—Allied Naval Forces Southern Europe, commanded by an Italian navy admiral, headquartered at Naples, and responsible for the defense of the sea lines of communication throughout the southern region of NATO from Gibraltar to the Black Sea.

—Naval Striking and Support Forces Southern Europe, the NATO designation for the U.S. Sixth Fleet, homeported at Gaeta, Italy, commanded by an American Navy vice admiral and responsible for naval and naval air operations in support of land, sea and air campaigns.

—Allied Air Forces Southern Europe, commanded by an American Air Force lieutenant general, headquartered in Na-

organization. Should a contingency arise which would require increased readiness, additional external and indigenous southern regional forces would be assigned to the command.

Because preparedness for any eventuality is paramount to AFSouth, exercises are a way of life. And the Distant Drum '82 spring exercise is typical. This year's exercise, held from May 3 through 15, was divided into four distinct phases.

Phase one involved training for Tactical Air Support Maritime Operation. Military people from the various countries cross trained in the eastern Mediterranean, making use of each other's ships, aircraft, weaponry and support equipment. In addition, integrated force training was performed in such technologies as electronic warfare.



Adm. William J. Crowe Jr. (above), commander in chief of Allied Forces Southern Europe, receives field briefing. Left: U.S. Marines exit an amphibious personnel carrier.

wear is the "Lion of St. Mark," with its roots in medieval Italian heraldry. The insignia, a lion holding a drawn and poised sword, represents a willingness to do battle. However, the lion's paw holding the sword is also resting on an open book upon which is inscribed the word "pax," Latin for peace.

This insignia aptly sums up AFSouth's continuing mission—to defend and preserve the peace of NATO's critical southern region.

—By Cmdr. David H. Buswell

Rear Adm. Flores

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# Responsibility Comes Quicker



His surname is Spanish. His parents were Mexican-American. His early years were spent growing up in an ethnic neighborhood.

Yet Rear Admiral Joseph L. Flores didn't become a successful flag officer—the most senior Navy officer of Spanish heritage on active duty—in spite of his ethnic status.

Or because of it either.

"I suppose some people might think it difficult for a person with the surname Flores to say this, but I almost had to be taught people were prejudiced," said the 51-year-old Flores, senior supply officer for the Navy's vast Pacific Fleet.

Flores figures there are several reasons for his making what may be a surprising statement.

- He grew up in North Beach, near Fisherman's Wharf in San Francisco. He describes it as like living in a small town, where the mixed Italian-Spanish-Mexican neighborhood "meant there was no one to be prejudiced against."

- He attended schools with a high racial and ethnic mix, both in the public school system and at St. Mary's College in Moraga, Calif.

- He joined the Navy—in April 1953—and found it to be an organization more concerned with accomplishments than with surnames. "I never found in any way whatsoever that there was a hindrance or a closed door because my name is Flores," he says. "I have always worked with and for people who were willing to help me, who were cooperative and who were eager to have me work for them."

But the fact that Flores didn't have to contend with prejudice doesn't mean that success came easily.

"I had to work my way through both high school and college," he says. "Even though I went to college on a basketball scholarship, I probably wouldn't have been able to go without it. I caddied during the week and worked in a butcher shop on weekends.

During the summers, I worked for construction companies. During the Christmas holidays, I worked for the post office."

Flores' search for success would benefit greatly from the work ethic he acquired early in life—especially considering the career he would eventually choose.

The college education and the degree he earned in business administration and economics qualified him for the Navy's officer corps—and what he thought would be merely a period of preparation for an assault on the civilian business world.

"I came in with a definite purpose in mind," said the admiral. "It was my

full intent to get out of the Navy as soon as I finished my obligated service, so I figured three years as a Supply Corps officer would provide a fairly good background that the civilian business world would recognize."

Three years passed—with Flores first attending, then serving as instructor at, the Navy's Supply Corps School. But he stayed with the Navy when the time came for him to decide on his career.

Why?

"They kept offering me better and more challenging jobs," was the immediate response. "I found I was taking on more responsibility faster than would have been possible in civilian life."



*As supply officer for the U.S. Pacific Fleet, Rear Adm. Flores oversees a tremendous operation which reaches halfway around the world.*

# Rear Adm. Flores

The admiral realizes that comment is a repeat of a common Navy recruiting pitch; he could care less. He believes it because it's true. He thinks the service should do an even better job of telling potential officers they can expect a greater challenge from the Navy than from the civilian world—and at an earlier stage in their careers.

“The Navy has to sell itself as it has always sold itself—on being an organization which offers a junior officer a challenging experience, a level of experience probably not available in civilian industry for many years,” he says.

“As a junior officer, the individual is given great responsibility—in leading people, most importantly, and also in

being accountable for great amounts of equipment or numbers of dollars.

“That is what sells a career. Officers know they're never going to get rich, but there is a tremendous amount of satisfaction in having such a high level of responsibility and opportunity starting at a very young age. In the final analysis, it's an exciting, challenging, responsible position which first attracts people and then keeps them in for a career.”

The admiral met and married his wife—the former Mary Ellen Lee of Savannah, Ga.—while he was attending the Supply Corps School at Athens. At the time, she aided in the teaching of a journalism course at the Universi-

ty of Georgia and was studying for her master's.

Today, living quarters for the Floreses is on “admirals' row” behind the headquarters of the Commander in Chief, U.S. Pacific Fleet near Pearl Harbor, Hawaii. One of their three children still lives at home with them.

After the initial stint of sea duty aboard an ammunition ship, the assignments which would bring the Floreses to their present residence included a tour as assistant force supply officer on the staff of Commander Amphibious Force, U.S. Atlantic Fleet. Then he returned to school at the University of Michigan to earn his master's in business administration.

His first Hawaii tour was next, at the Naval Supply Center, Pearl Harbor. An assignment to the Naval Supply Systems Command, Washington, D.C., was followed by a tour as supply officer aboard the submarine tender USS *Holland* (AS 32), homeported in Rota, Spain. Flores says that was one of his most interesting tours.

“After 20 years removed from using Spanish as a primary language, I got to use it all over again,” he said. “It was strange. Immediately after hearing the language again, I found I understood it all.

“I did have problems recalling words for conversation the first few weeks, but the language came back to me very quickly. After I had been in Spain a few months, I was speaking it fluently again.”

The next stop for Flores was the Ships Parts Control Center in Mechanicsburg, Pa. Then, he became commanding officer of the Naval Supply Center in Charleston, S.C. Another assignment with the Naval Supply Systems Command in Washington preceded his current tour.

As fleet supply officer, the admiral has responsibility for proper supply management and operation for a command covering an area of 102 million square miles, or roughly half the world. Some 220,000 Navy and Marine Corps people and 220 ships, 1,800 aircraft and 55 shore facilities make up the Navy's largest fleet.



A staff of 40 military and civilian people helps get the job done. He credits them, and those who have worked for him elsewhere, with helping him make the steady advancements that brought him to the top Pacific Fleet supply job.

"I think I've been very fortunate," he said. "We all know about the Navy's weeding-out process, and the competition in my peer group has been tremendous. In other words, it was very hard to get here, and I attribute much of what success I've had to the people who have worked with and for me over the years.

"They made me look good because they were so good."

In his mind, it's unfortunate that there aren't more people with Spanish surnames in the Navy. People of Spanish heritage seem to shy away from the Navy, he feels. Flores thinks a partial solution might be to expand the approach to recruiting such people.

"Where we in the Navy miss the boat is that we do not appeal to the parents and grandparents of potential recruits, convincing them in their primary language, Spanish, that the Navy has much to offer their children," he says.

"Latin families are very close. It's very difficult in many cases for young people to enter into vocations or careers which are not thought by their parents and grandparents to be enhancing or appropriate. So we have got to do more than merely try to attract young people. We've got to convince parents and grandparents the Navy is the right kind of place for their sons and daughters—and we should do it in what is usually their primary language, Spanish."

Admiral Flores believes the proper approach will bring into the Navy more people of Spanish extraction who will soon discover what he says he discovered years ago—prejudice has no place

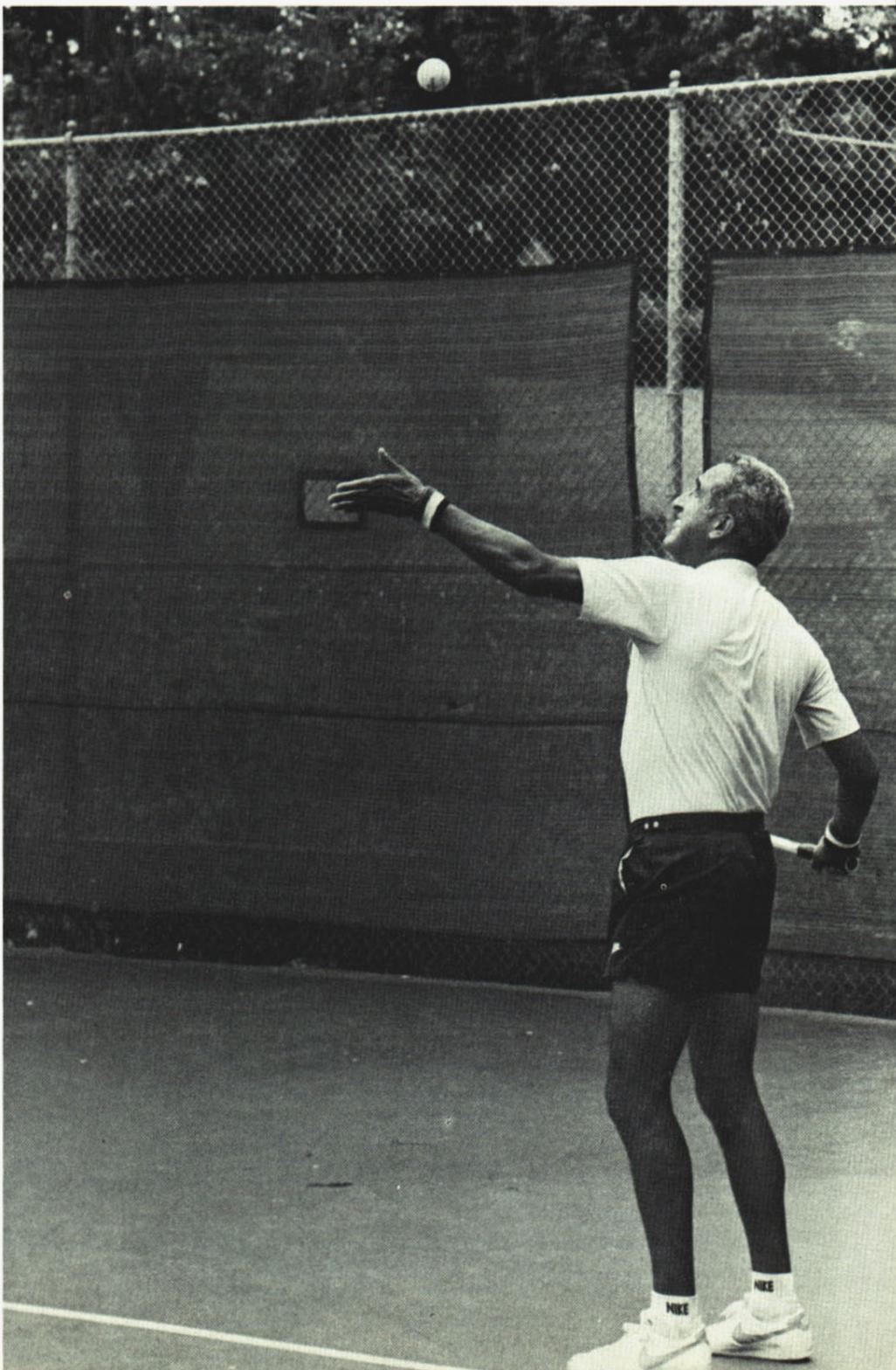
in a Navy concerned with attracting and keeping the kind of individual who will succeed.

"Without it appearing that someone is putting words in my mouth, I would very much like to leave a message that being of Spanish descent, or being black, or being anything is not a hindrance—nor an advantage—to an indi-

vidual in the Navy," he said. "The Navy is an organization which rewards hard work and talent. You get somebody with talent who's willing to work hard, and, in the Navy, good jobs will follow. It's purely a matter of personal performance.

"Names have nothing to do with it."

—By JOCM John D. Burlage



Rear Adm. Flores at home (left) with Mrs. Flores; enjoying one of his favorite sports (right).

# The Navy Remembers

*In commemoration of the Navy's 207th birthday on Oct. 13, 1982, All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant December events.*

Dec. 7, 1941. For most Americans, that date brings to mind images of Pearl Harbor under attack, and of USS *Arizona* (BB 39) engulfed in the acrid, black smoke of burning oil.

President Franklin Delano Roosevelt described it as "a date which will live in infamy." He couldn't have been more prophetic. Dec. 7, 1941, is one of the more prominent dates in U.S. Navy history. There were, however, many other important, but less well-known events that occurred in Decembers past.

The Naval Observatory, the first national observatory, was established Dec. 6, 1830, in Washington, D.C.; the Naval Air Training Command was established Dec. 20, 1943, at Pensacola, Fla.; the Judge Advocate General Corps was established Dec. 8, 1967; North Korea released the crewmen of USS *Pueblo* (AGER 2) on Dec. 23, 1968, after they had been held in captivity for 11 months.

## The First Naval Aviator

Today, Navy F/A-18 *Hornet* fighter jets scream off the decks of nuclear-powered aircraft carriers and hurtle through the air faster than the speed of sound. In 1910, however, the few aircraft in the United States were propeller-driven, not jet-propelled. They didn't scream off metal decks, they more or less sputtered off the ground and wobbled shakily through the air. There was no such thing as naval aviation then—at least not until Dec. 23, when Lieutenant Theodore Gordon Ellyson was ordered to flight training.

Ellyson learned of his orders the day before Christmas in 1910. He was to study flying under the tutelage of Glenn Curtiss, a prominent civilian aviator working in Southern California. Although Ellyson's appointment as the Navy's first aviator was an important development in the history of the Na-

vy, it was more a result of coincidence than anything else.

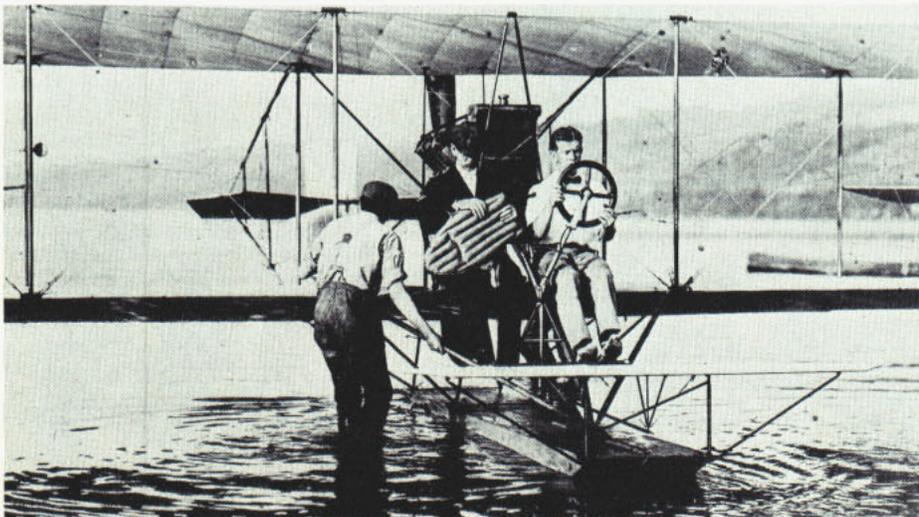
One evening in December 1910, while at the Newport News Shipyard, Ellyson was having dinner with his old Naval Academy roommate, Lieutenant Ken Whiting. Whiting spoke enthusiastically about the new "aeroplanes" he had seen and told Ellyson that he had sent a letter to the detail officer requesting pilot training. Ellyson, unhappy with duty in the shipyard, was won over and sent in his own request for similar duty.

Unfortunately, many senior naval officials, including Secretary of the Navy George Von L. Meyer, thought airplanes had no place in the Navy. Captain Washington Irving Chambers, however, who worked in Meyer's office, thought airplanes would be a thing of the future.

Chambers had a letter from Curtiss offering to train an officer. Realizing that Curtiss' proposal would probably be turned down by Meyer, Chambers waited until Meyer was out of town before forwarding the proposal to acting Secretary of the Navy Beekman Winthrop.

On Dec. 23, 1910, a Friday, the detail officer received the authorization from Winthrop to select carefully an officer for flight training and have the orders in the mail that day. The selectee was expected to have certain qualities outlined by Chambers that would assure him to be nothing less than perfect.

The detail officer simply fished out the latest request for flight training,



which happened to be Ellyson's, and had his clerk write the orders and mail them. Timing, therefore, was the single most important reason that Ellyson became the Navy's first aviator.

### The First Propeller-driven Steamship

Before the launching of USS *Princeton* in December 1843, steam-propelled ships were considered by many to be ugly ducklings. They were driven by huge paddle wheels, yet were still rigged for sail, making them awkward-looking vessels. The number of guns that could be placed on deck were limited; both the paddle wheels and the steam engine were above deck, providing easy targets for enemy gunners.

*Princeton*, however, was different. It resembled earlier sailing ships, having three masts that could be rigged for square sail. There was barely a hint above deck that it was steam-propelled. A screw propeller below the waterline replaced the huge paddle wheels. The engine was also below the waterline, making both the propeller and engine nearly impossible to hit.

Another characteristic of *Princeton* was its telescoping funnel, which could further fool the enemy into thinking that *Princeton* did not have auxiliary steam power. These characteristics—and the fact that *Princeton* was the first steamer to burn anthracite, which gave off a great deal of heat, but didn't produce a thick black cloud of exhaust smoke—made *Princeton* quite a revolutionary steamship.

The 672-ton ship boasted a pair of 12-inch wrought-iron guns (in addition to other weaponry) that could blast 225-pound projectiles through 57 inches of solid oak and 4 inches of wrought iron. It was also one of the first U.S. Navy ships to have an iron hull.

The impetus behind *Princeton* was Captain Robert F. Stockton, who had convinced Swedish inventor John Ericsson to come to the United States and help design the ship. The two produced a vessel which started the U.S. Navy off on the road toward the mod-

ern warships of today. And the world was to hear more of Ericsson and his *Monitor* in the Civil War.

### The Great White Fleet

Sixteen U.S. Navy battleships—all with their hulls painted white—left Hampton Roads, Va., on Dec. 16, 1907, steaming out to sea in a single line that stretched for nearly four miles. They were just beginning a cruise that would take nearly two years to complete and would cover some 46,000 miles. Known as the Great White Fleet, they were the first fleet of warships ever to circle the globe—an impressive accomplishment back at the turn of the century.

The cruise was the brain child of Teddy Roosevelt who, in 1901, after the assassination of William McKinley, became the 26th president. Roosevelt hoped the Great White Fleet would accomplish several things. On one level, Roosevelt believed the cruise would be a test of the material strength and efficiency of the Navy, as well as a test of the men and their morale. He also hoped the Navy would earn public support through the successful completion

of this monumental cruise. Roosevelt was an advocate of a strong Navy and believed that a powerful one would enable America to expand its role in international affairs.

The cruise had international political implications as well. Japan had just defeated Russia in the Russo-Japanese War (1905) and was becoming a formidable power in the Pacific. Relations between Japan and the United States were going downhill. In 1906, the San Francisco Board of Education insulted the Japanese when it ordered the segregation of all Japanese school children. There were deepening anti-American feelings in Japan as a result of this.

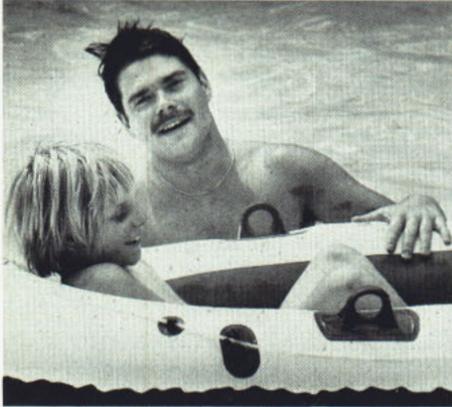
As much to impress Japan as well as other countries with American might, Roosevelt organized the cruise of the Great White Fleet. When the ships reached Japan after stopovers in New Zealand and Australia, they were greeted warmly. Japanese children lined the streets of Yokohama and sang "The Star-Spangled Banner."

In almost all respects, the 'round the world cruise of the Great White Fleet was a monumental success.

—By JO2 Gary Hopkins



# They Call Him 'Doc'



Serena Clements' screams could be heard throughout the bunkhouse. She had bumped her foot against a protruding nail, and the skin was broken. Counselor Joann Kirchknopf consoled Serena and tried to distract her attention. Then "Doc" Barry arrived with alcohol, bandages, swabs and ointment.

"Will it hurt, will I need stitches?" Serena anxiously asked between sobs.

Barry began to clean the wound. The alcohol stung and Serena grabbed her counselor's arm. As Barry expected, the wound was not as bad as Serena's reaction indicated. But then, Serena is not a typical 8-year-old.

Serena Clements suffers from muscular dystrophy. Nevertheless, along with 60 other handicapped children, she attended a week-long summer camp near Sonora, Calif. Still, Serena was one of the luckier ones—most of the other children at the camp were in wheelchairs. Serena still has the use of her arms and legs.

The camp, sponsored by the Stanislaus County Outdoor Education Association, has special facilities and equipment set up specifically for disabled children. The week that Serena was there, it was staffed with volunteer counselors—several of them Navy and Air Force people. Among them was a volunteer Navy corpsman: Hospital Corpsman Third Class Tom Barry.

Search and rescue qualified, Barry is assigned to the naval air station hospital at Lemoore, Calif. He worked in hospitals and nursing homes before joining the Navy, and his volunteer work with the children at the camp was a reflection of his background and concern for others.

A cousin of Barry's died from muscular dystrophy; a sister suffers from a degenerative bone disease; and his father is confined to a wheelchair. Barry, however, remembers their persistence and determination.

"I see much of that same attitude in these kids," he said. "I think I can relate to them and guess I wanted to try to be a third leg or third arm for them. They require so much of what may seem insignificant to us."

The camp was a chance for Barry and other volunteers to provide care and close attention to the children with whom they worked one on one. It was a chance for the children to be themselves, to break the bonds of family and friends at home—even to get a little rowdy.

Each camper brought along his or her

medical history, and 14 campers brought medication to be administered on a regular basis. Barry had turned his small room into a first-aid station and regularly ministered to the children: Serena with her scratched foot, another child with an infected mosquito bite. He also found time to play "motorboat" with the children. This was a form of therapy where he would massage the legs of the child, then place the child in a small inflatable boat and push it around the pool, kicking and churning the water to the delight of the young patient.



One special event he remembers clearly was the Thursday night dance—the counselors moved the cafeteria tables against the wall, then lifted the campers out of their wheelchairs and danced with them around the room.

"It was a heart-warming, emotional experience."

—Story and photos by Dave Fraker



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*Navy tugs lead Iowa (BB 61) from its berth at the Philadelphia Naval Shipyard, toward the beginning of its tow to Avondale Shipyard in New Orleans. There the modernization program on the giant World War II battlewagon will begin. Later, Iowa will go to Pascagoula, Miss., for the bulk of the reactivation program. Iowa, 108 feet wide, 887 feet long and as tall as an 18-story building, displaces nearly 58,000 tons when fully loaded.*



Season's  
Greetings