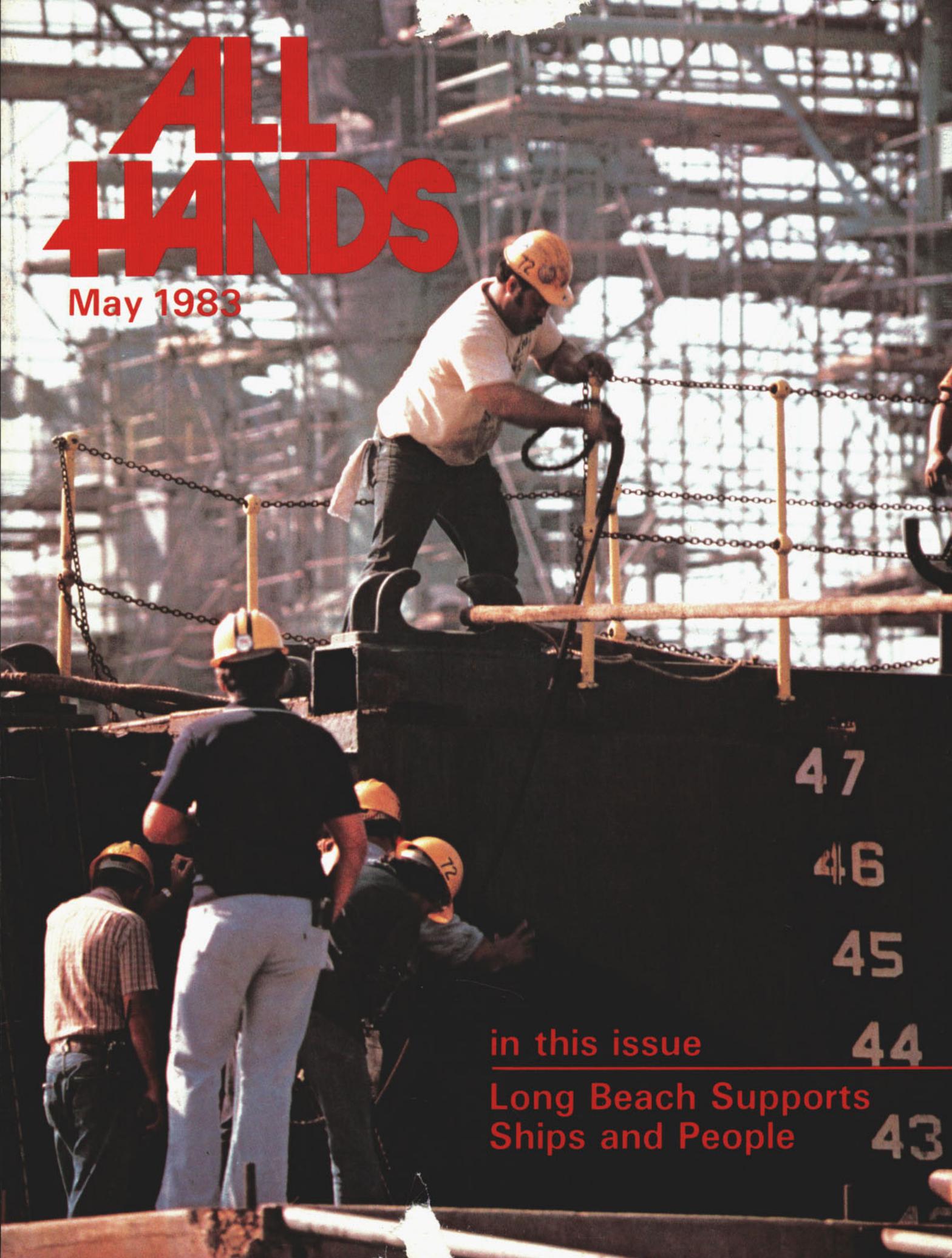


ALL HANDS

May 1983



in this issue

Long Beach Supports
Ships and People

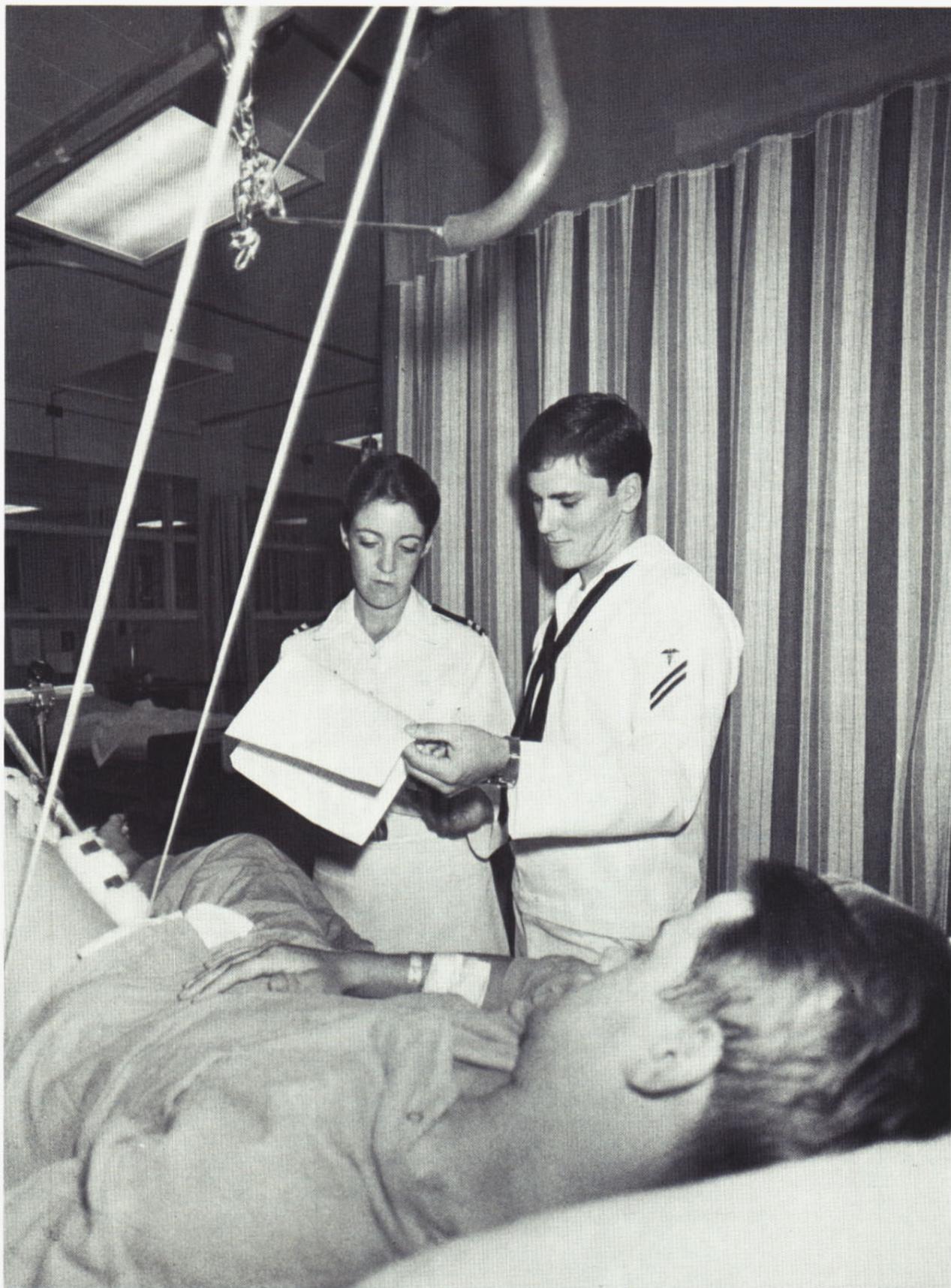
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On the orthopedic ward of Naval Hospital San Diego, Lieutenant Judith Ann McCloskey confers with Hospitalman Apprentice Edward S. Metzel. McCloskey is one of a special team of professionals, the Navy Nurse Corps, whose duty assignments run the full range of professional nursing practice. She, along with the others of this group, go on about their duties efficiently and quietly. The corps celebrates its 75th anniversary on May 13. Photo by PH1 James H. Wallace, PA Center San Diego.

SEPT 1983-SEPT 1986

ALL HANDS

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MAY 1983

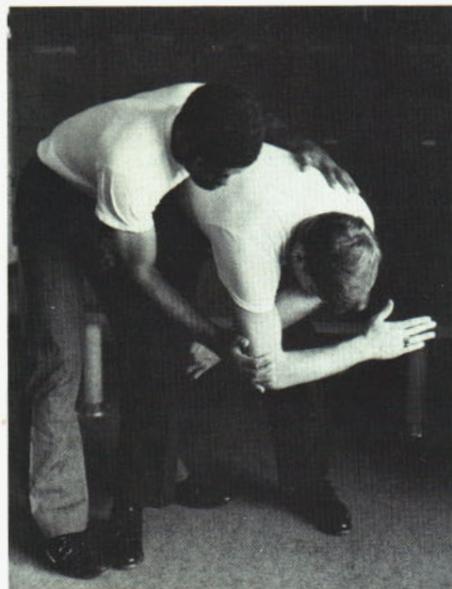
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Front: With scaffolding in the background, workers secure a caisson to a dry dock at Long Beach Naval Shipyard. As thousands of gallons of water are pumped out of the dock, the caisson becomes less buoyant and once again provides a watertight wall. Photo by PH2 S.A. Brennan.

Back: Capt. Otis M. Brooks, commanding officer of NAF Atsugi, in his yukata with "happi coat" and "hachimaki," joins Bon Odori dancers. Photo by PH2 Ric Rew.

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Court of Last Resort

Story by JO2 Vickie J. Oliver

Photos by PH2 Robert K. Hamilton

Congress is overburdened by many local and private matters which divert its attention from national policy making and which it ought not have to consider. It serves as a tribunal for the settlement of private claims. It spends much time in pension bills . . . and other private and local matters. The substitute bans the introduction in either House of private claims and pension bills. . . . These time-saving devices will not only make for a more efficient use of Congressional time, they will also enable the Congress, which has been in almost continuous session since 1940, to take an annual recess.

—92 Congressional Record 10048.

The above refers to Section 207 of the Legislative Reorganization Act of 1946 and provides the reasoning behind the creation of the Boards for the Correction of Military and Naval Records. The act itself was written by the Joint Committee of Congress convened in 1943 to make a complete study of the organization and operation of Congress.

On March 4, 1946, the committee recommended, in part, that administrative forums be created within each of the military services to settle disputes by individuals. As a result, the Boards for the Correction of Military Records were established in the office of the Secretary of War, Jan. 2, 1947, thus relieving Congress from private legislation.

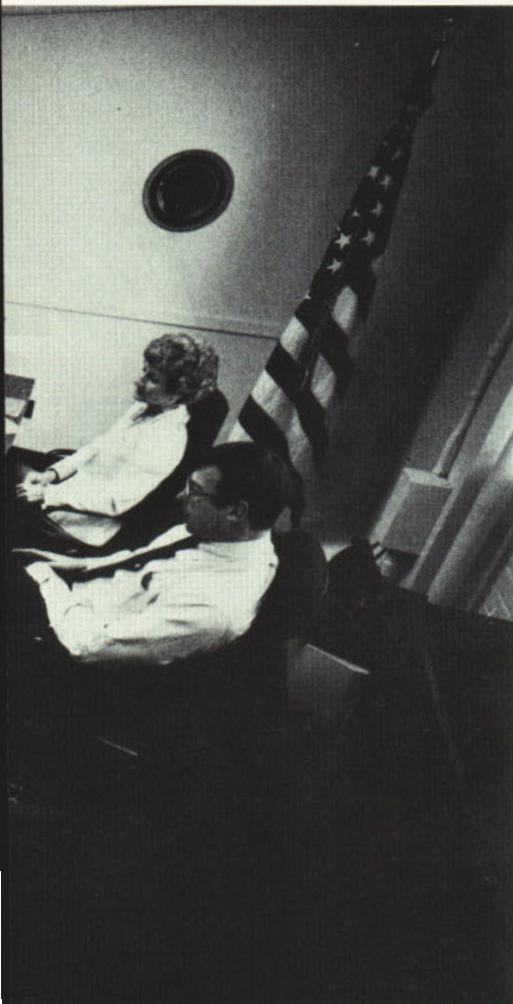
“The board’s mission,” said W. Dean Pfeiffer, executive director of the Board for Correction of Naval Records, “is to correct errors and injustices that occur in the military records of current or former members of the Navy and Marine Corps.”

The board of corrections reviews a case. Opposite page: W. Dean Pfeiffer, executive director of the board, discusses a heavy schedule with secretary Vikki Taylor.



Functioning under the office of the Assistant Secretary of the Navy for Manpower and Reserve Affairs, the board is comprised of 42 high-ranking Navy civilian employees appointed by the Secretary of the Navy. They are selected according to their educational background and their experience in dealing with people. Military experience is not required as they are briefed on Navy laws, policies, directives and regulations. Their main purpose is to determine if a service record error or an injustice occurred in a person's military records and whether the affected individual should be given redress.

During their first five years of existence, the boards processed more than 15,000 claims, acting favorably on 1,400.



"The backlog, when I got here in November 1979," said Pfeiffer, "was 9,500 cases. Now it's less than 2,000. We get about 1,000 to 1,500 applications a month, and we accept about 700 to 800 of those applications."

Since inception, the board has processed about 130,000 applications, some dating as far back as the Civil War.

"One of those Civil War period requests is still pending in the Secretary of the Navy's office. A descendant of a Civil War officer wants to get his ancestor's dismissal from the service changed to a retirement."

Applications that cannot be corrected in the normal chain of command or through other administrative action come before the board for possible review. According to the comptroller general, cases involving the payment of monies to an individual must come through the corrections board. But when Section 207 was originally enacted, no one was vested with the authority to order payments (appropriated funds or otherwise) based on record corrections.

In 1951, Congress amended the section to permit the service secretaries to make such payments when applicable. The amendments also state that correc-

tion board decisions are final and conclusive on all officers of the United States and provide a statute of limitations for bringing claims.

The board receives many cases involving enlistment contract corrections or enlistment bonuses because a person was ill-advised at the time of enlistment. For instance, a person wants the service record corrected to reflect a guaranteed enlistment bonus option for the Advance Electronics Field Training program in the amount of \$1,500. This is considered a simple case in which the individual petitions that the record be corrected where appropriate and in accordance with regulations.

"Some cases get very complex, and some of the applications don't articulate very well exactly what kind of relief is desired. Therefore, we have to interpret it for the individual," Pfeiffer said.

"We had one person who wanted to be retired for disability because he was shot while on appellate leave awaiting his bad conduct discharge. He admitted, however, that he didn't know where he'd spend the disability pension because he was in jail for killing the guy who shot him."

Court

Another in a Delaware penitentiary submitted a rather lengthy application requesting to get his record—as he put it—“unscrewed.” The ex-serviceman wanted his discharge upgraded from an undesirable to an honorable.

The board does not accept many cases because records cannot be altered, such as requests from people who have had sex-change operations.

“We get many requests from homosexuals who want their undesirable discharges changed to reflect the new policy, which would be a general or an honorable discharge,” said Pfeiffer.

There are 53 classifications of possible errors or errors of injustices that fall under BCNR’s domain (see accompanying list). However, the board is authorized to take final action for the Secretary of the Navy in the following nine categories provided the relief granted is what the applicant requested and if such action is recommended by the proper naval authority and is agreed to by the board:

- Leave adjustments.

- Retroactive advancements (enlisted).

- Enlistment/re-enlistments in higher grades.

- Entitlements to basic allowances for subsistences and other allowances.

- Survivor Benefit Plan/Retired Serviceman’s Family Protection Plan elections.

- Physical disability retirements (including discharge for physical disability with severance pay).

- Service re-enlistment/variable re-enlistment and proficiency pay entitlements. Regular re-enlistment and combat arms enlistment bonuses.

- Changes in home of record.

- Reserve participation/retirement credits.

BCNR also serves as an appeal board for the Navy Discharge Review Board, in addition to reviewing discrimination cases, if a person claims that discrimination served as the basis for too severe a discharge or court-martial.

The correction process begins with the submission of an Application for



Correction of Military or Naval Record under the Provisions of Title 10, U.S. Code, Section 1552 (Department of Defense Form 149). A claimant, his or her heir or legal representative must file the application within three years after the discovery of the error or injustice. If an application is filed after the statute of limitation, the person submitting it must include reasons for the delay.

“We don’t enforce the three-year limitation as a practice,” Pfeiffer said,

“because the Navy’s position is, if the record and application are examined and it is determined that there is an error or injustice, it should be decided on a merit basis. None of the boards have done it in the past, except in grievance cases or where it’s obvious that the person has known about it for years and just didn’t take any action.”

Nancy Church of the records division (above) retrieves information from the Docket machine. A board member (upper right) makes a point during a case.



Another reason why BCNR may waive its statute of limitation is because many service members are initially unaware of the board's existence and, therefore, have no knowledge of the time requirement, in spite of the fact that service members are to be advised of the board's existence at the time of discharge.

It normally takes about six months to process an application, but, with the current decrease in backlog, three months is now the average.

In the second step of the process, the application and any supporting brief may be sent to the appropriate military office for an advisory opinion from an informed Navy or Marine Corps officer concerning the merits of the case.

The applicant's military record, application, brief and any advisory opinion are then examined by a member of the board's professional staff who reviews the information and prepares a summary of the case. BCNR's professional staff is made up of 17 members (eight attorneys) and is divided into four sections: disability, pay, performance and discharge. After the examiner's summary is prepared, it is reviewed by the board, along with the applicant's record. The board will decide either to grant a hearing, recommend that the records be corrected without a hearing,

or deny the application without a hearing.

"We have about 15 to 20 oral hearings a year," said Pfeiffer. "Almost all of our cases are handled by what we call executive sessions.

"Oral hearings are not a matter of right. We would get so few cases done, and it would increase the budget about 10 times or more, and the quality of justice is not significantly increased."

If a hearing is granted, the applicant must be notified of the time and place at least 30 days in advance. He or she may appear alone or with counsel and witnesses. It is up to the applicant to notify the board, 15 days in advance, of the names of the counsel and witnesses and to inform the witnesses of their scheduled appearance.

When the board reaches its decision, it is forwarded to the secretary as a recommendation. If SecNav approves, the Navy will take the necessary actions to implement the board's decision. However, applications will not be reviewed unless all administrative remedies have been exhausted. Applications may also be denied on the basis of insufficient evidence of an error or injustice. But such cases will be reconsidered if new and relevant evidence is later found.

Since hearings are not a matter of right, applicants must request hearings in their applications, along with enough evidence to prove that a hearing is warranted. If an application is denied without a hearing, the board must give the applicant and counsel (if any) a written explanation for the denial. Applicants still not satisfied may file claims via the Federal District Court system or the U.S. Claims Court.

"Many people seeking discharges go into the federal district court even before they submit an application to the board," said Pfeiffer. "The court usually rules that the administrative remedies have not been exhausted and remands the case to the correction board. The board must decide whether that person should be discharged or held to the confines of the contract."

Although the board does strive for as much uniformity as possible, each application is decided case by case.

"We get sued frequently for being arbitrary and capricious," said Pfeiffer. "But more often than not, the courts have said that our actions were appropriate. We have a pretty good win-loss record."

All of the services' correction boards function under the same statutes; all the rules are basically the same. One

Board for Correction of Naval Records Process

STEP I—Applicant, heir or legal representative submits an Application for Correction of Military or Naval Records under the Provisions of Title 10, U.S. Code, Section 1552 (DD Form 149) and supporting brief to the board.

STEP II—All pertinent records are assembled from various sources including Veterans Administration.

STEP III—Appropriate military office may be asked by the board to provide an "advisory opinion" regarding the claim's merit.

STEP IV—Examiner reviews applicant's military record, application, brief and any advisory opinion and prepares a summary.

STEP V—Board reviews the case and

decides if a hearing should be granted or decided without a formal hearing.

STEP VI—Board's recommendation is forwarded to Secretary of the Navy for his approval. SecNav may or may not support the board's decision.

STEP VII—If SecNav agrees with the board, the Navy will implement the correction, including any monetary relief by the appropriate disbursing activity.

Further information regarding correction board procedures can be found in NAVSO-P-473 (codified as 32 CFR 723) or obtained from your command legal office. Applications may be obtained from and are submitted to the Board for Correction of Naval Records, Washington, D.C. 20370.

exception is that BCNR does not accept any application wanting to change a person's re-enlistment code.

"It's a practical matter," Pfeiffer explains. "If we remove the underlying reasons for the RE code—say we change a medical diagnosis—we'll recommend to the secretary a change in the RE code."

If the record correction results in a monetary benefit entitlement, it is

called a settlement. When the applicant accepts payment, complete release has been effected, and the correction process is over.

When asked if he had any advice for Navy service members, Pfeiffer replied:

"Follow the directions on the application forms, and, if you're on active duty, seek assistance from your personnel office. If you're not on active duty, seek assistance from the various

service organizations that provide counseling such as Veterans of Foreign Wars, Fleet Reserve Association, American National Red Cross, Disabled American Veterans or the American Legion.

"The board gives members the highest level of administrative appeal for correcting errors and injustices. It is the Navy and Marine Corps members' court of last resort."

Application Classifications

In categories one through nine, the board takes final action for SecNav.

1. Leave adjustments (including restoration of leave, election of cash settlement for unused leave vice election to carry forward unused leave to a new enlistment or vice versa).
2. Retroactive advancements (enlisted).
3. Enlistment/re-enlistments in higher grades.
4. Entitlement to basic allowances for subsistences (including commuted rations), family separation allowance, travel allowance (including dislocation allowance; dependents' travel; member's own travel expenses; temporary lodging, housing, cost of living, evacuation, mileage and trailer allowances; shipment of privately owned vehicle and household goods and per diem).
5. Survivor Benefit Plan/Retired Serviceman's Family Protection Plan elections.
6. Physical disability retirements (including discharge for physical disability with severance pay).
7. Service re-enlistment/variable re-enlistment and proficiency pay entitlements. Regular re-enlistment and combat arms enlistment bonuses.
8. Changes in home of record.
9. Reserve participation/retirement credits.

10 Series—Contracts and Pay

10. Entitlement to three months constructive service (show discharged and re-enlisted within three months of normal end of obligated service).
11. Change term of enlistment contract (enlisted and officer).
12. Change date of discharge, length of service, etc. (for entitlement to Veterans Administration benefits) and other changes in discharge or enlistment dates.
13. Allowances listed in Department of Defense, Military Pay and Allowances Entitlement Manual and Joint Travel Regulations (including basic allowance for quarters, clothing allowance for enlisted members and uniform and equipment allowances for officers).
14. Special pay items listed in DODPM (including

- medical, dental and optometry pay, continuation pay for medical officers, variable incentive pay for medical officers, foreign duty pay, diving duty pay, continuation pay for nuclear qualified officers and enlisted).
15. Incentive pay items listed in DODPM (including flight pay, aviation career incentive pay, submarine pay, parachute duty pay, flight deck duty pay, experimental stress duty pay and leprosarium duty).
16. Readjustment pay.
17. Severance pay (other than disability).
18. Miscellaneous payments listed in DODPM (including contract cancellation pay and allowances, lump-sum reserve bonus, contract surgeons and allowance for recruiting expenses).
19. Other pay cases; changing USN to USNR or vice versa.

20 Series—Removal of Material

20. Remove officer fitness report (memo required) and/or failure of selection.
21. Remove FitRep and letter of transmittal (leaving supplemental FitRep on file; no memo required). Remove FitRep and letter of transmittal and show not previously considered for promotion.
22. Remove letter of reprimand or other derogatory material. Remove medical diagnosis/miscellaneous medical material. Remove derogatory material (show not previously considered for promotion).
23. Remove failure of selection (show not previously considered for promotion).
24. Remove or modify Navy petty officer or Marine non-commissioned officer evaluation reports. Remove enlisted fitness reports (Marine) and be considered for remedial promotion board.
25. Delete or modify conduct marks.
26. Expunge record of non-judicial punishment.
27. Show not reduced in rank/rate.
28. Remove mark of desertion; change absent without leave or desertion status.
29. Review clemency discharge.



Above: Board members Bob Zsalman (left) and Dr. David Woods (right) carefully go over the facts in an appeal. Rickie Mathis, of the administrative division, (right) helps keep the tons of paperwork properly filed.



30 Series—Review of Discharge/Involuntary Separations

30. Review dishonorable discharge (issued by general court-martial only).
31. Review dismissal (issued by general court-martial only).
32. Review bad conduct discharge (GCM).
33. Review BCD (special court-martial). Review BCD/SPCM (appeal from Navy Discharge Review Board decision).
34. Review BCD (summary court-martial).
35. Review undesirable discharge (under other than honorable conditions). Review UD (appeal from NDRB decision).
36. Review general (under honorable conditions) discharge. Review general discharge (appeal from NDRB decision).
37. Review reason for discharge. Review discharge for medical reason.
38. Set aside involuntary retirement/discharge/separation. Set aside orders for discharge where petitioner is being retained on active duty by court order.
39. Change retirement date, applicable rank/rate (officer or enlisted).

40-50 Series—Changes in DORs/Adjustments of Lineal List

40. Show continuous service conditions (re-enlistment within three months; enlisted).
41. Change date of acceptance of appointment/commission (officer).
42. Change date of rank and effective date of promotion (or appointment) and adjust lineal position in accordance with previous BCNR decision (officer).
43. Other changes in date of rank and effective date of promotion (officer).
44. Adjust lineal list and/or date of rank only (officer).
45. Adjust base pay entry date (includes Judge Advocate General Corps and Naval Reserve Officers Training Corps cases).
46. Show appointed to higher grade (officer).
47. Show no time lost.
48. Show advanced to higher enlisted rank/rate.
49. Show injury incurred in line of duty, not as a result of own misconduct.
50. Other requests and augmentations.
51. Void enlistment.
52. Show transferred to retired list/retired reserve.
53. Show transferred to Fleet Reserve Association.

USS Ajax

Fixing the Fleet

The USS *Ajax* (AR 6) is a vital link in the readiness of the Seventh Fleet. With the facilities and expertise on board *Ajax*, repairs are made on everything from the hull of the Seventh Fleet ship to their most advanced radar equipment.

At places like Diego Garcia and the Republic of the Philippines, ships tie up alongside this 40-year-old repair ship and receive tender loving care. The skilled repair crew can make the difference between ordering a new high-pressure steam valve costing \$12,000 or having the old one repaired in *Ajax's* valve shop for \$32 in parts.

Ajax's supply department can handle supplies ranging from high-priority repair parts to toothpaste for a crew. They even supply disbursing, laundry and food services to ships whose own facilities are not operating.

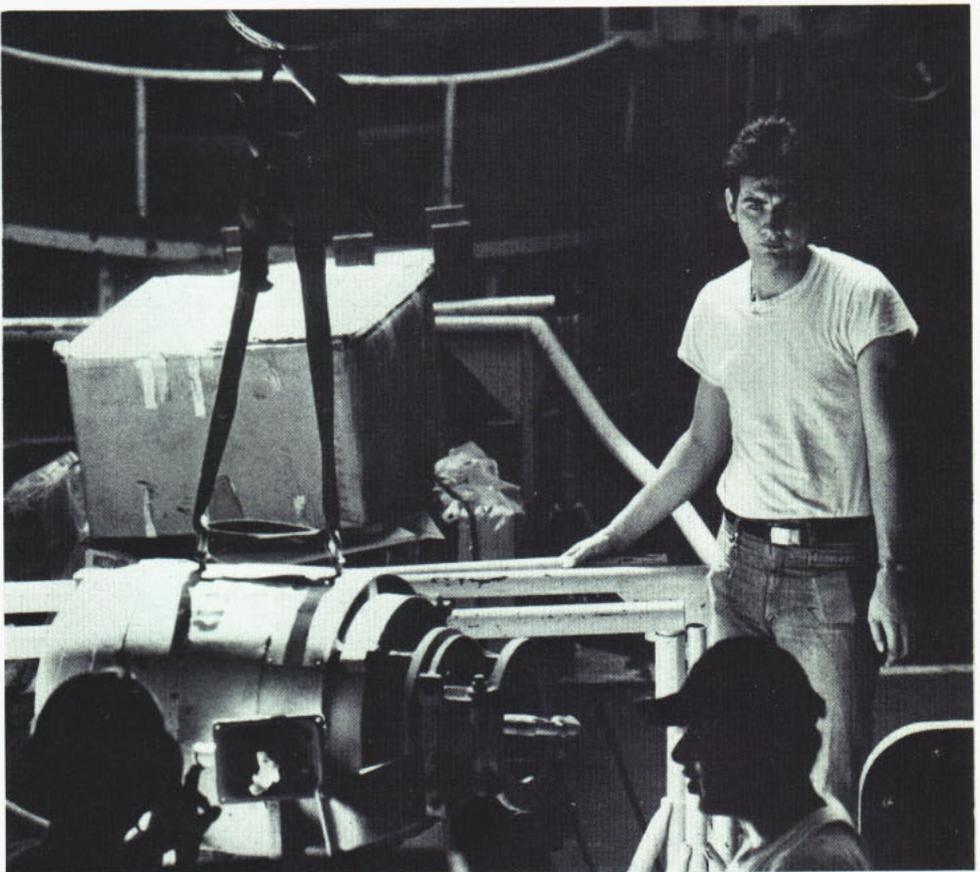
There is a steady two-way flow of sailors crossing the brow of *Ajax* and the ships alongside carrying broken parts and fixed parts, work requests and progress reports.

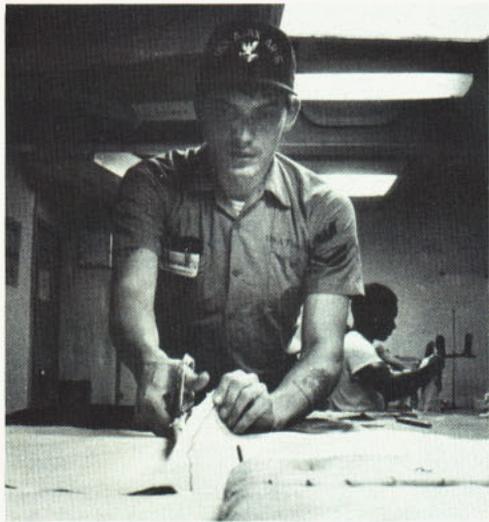
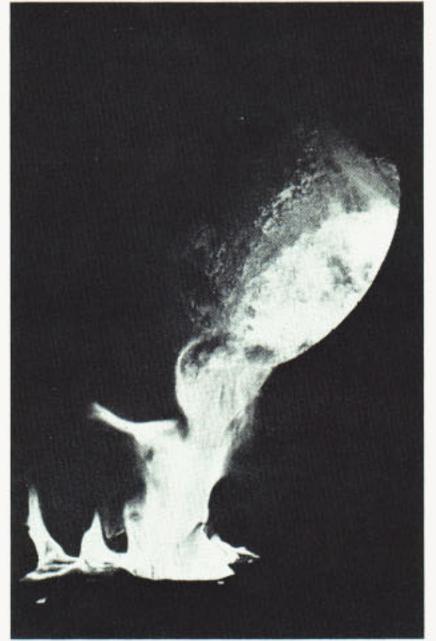
"I haven't been able to spend more than 15 minutes at my desk in the last two days," said James Robertson, an instrumentman first class who works in the mechanical instrument repair and calibration shop. "I've been out either ship checking or doing on-site calibration. If it takes 18 hours a day to do the

job then that's what we put in," he said.

The commanding officer, Captain Ronald Kerslake, said, "We're willing to tackle the job to the best of our ability, to bend our backs to do the best job we can. The bottom line is to get the job done—to do whatever it takes to keep these ships on the line at their peaks of operational readiness."

—By PH2 Paul Soutar,
Seventh Fleet PA Rep







The Reserves - A Force in Readiness

Call it what you will—revival or re-birth—the reserve is in renaissance.

“We’re going to grow from the present 94,000 drilling reservists to almost 124,000 by the end of 1987,” said Rear Admiral Robert F. Dunn, the present Chief of Naval Reserve.

The admiral added that such growth will present a real challenge for reserve recruiters. In a sense, they’ll have to beat the bushes. The reserves are after quality people, not just numbers.

It would seem—at least on the surface—that recruiting people for the reserves really isn’t much of a problem these days, what with the economy in a downturn and jobs difficult to find in civilian industry.

“That’s a help to us,” said Admiral Dunn, “because there are more people interested in joining and staying in the reserves and making a little bit of extra money these days.”

But there’s another side to the overall picture, and it’s interwoven as well with the economy—the active Navy’s retention rate. It seems that the more people who stay on active duty, the fewer people the reserves have from which to recruit.

“This,” said the admiral, “is simply because we get most of our people from those who are leaving active duty. If fewer people are leaving active duty,

our recruiters have to work harder.”

A couple of years ago, in another interview with *All Hands*, Admiral Dunn said that he was an “. . . example of the individual who didn’t really know what was best for him.”

At the time, he was talking about once trying to turn down a factory representative billet which was offered him since he felt that it wouldn’t be career enhancing. He was to find that the job broadened his outlook and gave him experience he would put to good use later in his career. Well, it seems things have come around full circle again for the admiral. He just finished a tour as the Commander, Naval Military Personnel Command, in Washington and in that job he worked to improve the active Navy’s retention rate—particularly its petty officer shortfall and its (then) pilot shortage.

Along with others at NMPC, he succeeded in getting the job done. The retention rate is up and climbing. Now the admiral is on the other side of the fence living with his past efforts. His primary manpower source is the active Navy. He’s “reaping” the rewards for doing his last job well. But taking on a challenge is second nature to him, and he certainly has challenge in his new billet.

A new recruiting program could ease some of the present problems for the Naval Reserve.

“We have the Sea and Air Mariner Program in the works now for recruiting non-prior service people,” Admiral Dunn said. “This is an outgrowth of an earlier program called ‘Ready Mariner,’ where an individual comes into the Navy for recruit training and for ‘A’ school.

“The SAM recruit will be on active duty anywhere from four to 10 months. Then, at the end of that active duty, he or she goes into the reserves and drills for the balance—or a total—of six years.

“We’re going to expand from the present program of 2,000 to some 10,000 recruits in 1984.”

Again, the word “challenge” is used. To the admiral, that 8,000 increase will be “. . . a real challenge to the recruiters.”

In one area, for example, the reserve recruiters will be looking for candidates to become hospital corpsmen. Doctors are hard to find, dentists are a little easier to recruit, and there’s no real problem recruiting nurses—except for some specialties. Corpsmen continue to be a problem, simply because the qualified ones continue to stay on active duty, and there’s no prime

Reservists

source for such people in civilian life.

“There are a few who work with rescue squads,” the admiral said, “but even they aren’t the same as hospital corpsmen. For the most part, we’ll have to train hospital corpsmen ourselves.”

Why are the reserves so intent on recruiting people and reaching higher manpower ceilings? In a nutshell, it’s called mobilization, and the primary mission of the Naval Reserve is to be ready for mobilization. That, too, is where the total Navy force policy comes in. The reserves augment the Regular Navy and are standing by with a ready pool of trained people in case of a national emergency. It’s too late to recruit and train needed people once

the panic button is pushed. That’s something that should have been done yesterday, not today.

A good part of Admiral Dunn’s present job encompasses planning for any eventuality which would affect the active Navy’s role in maintaining and safeguarding freedom of the seas. His 32 years of commissioned service provide him with the background and the experience to carry off his present job.

He’s had air combat experience during the Vietnam War—once as commanding officer of Attack Squadron 146, operating in the Gulf of Tonkin. Holder of two Silver Star medals, he’s had command of the USS *Mount Whitney* (LCC 20) and the carrier USS *Saratoga* (CV 60), besides command of

an attack carrier air wing and a carrier battle group.

His service in both the Mediterranean and the Pacific provided the building blocks for his present command—he knows the needs of the active Navy and he knows the value of a trained pool of ready manpower. Now he intends to follow through with programs his predecessor, Rear Admiral Frederick F. Palmer, got started as Chief of Naval Reserve.

“I think my job is easier,” said Admiral Dunn, “because he paved the way. My job is an acceleration of things already set in motion.

“The sky’s the limit as far as what we can do in terms of contributing to the readiness of the overall Navy. My



job is to marshal all of the talent, point it in the right direction and be ready for mobilization."

What problems does he face? Well, for one, there's a real problem recruiting pilots, but as the admiral admitted, there's frequently a problem with recruiting pilots. It's one of those occupations directly affected by the economy. In good times, the airlines are a threat to the Navy's pool of pilots; in poor times—when the economy hits a slump—the services look good to these same pilots. Naval flight officers are a different story.

"The airlines don't hire NFOs," the admiral said.

Then there's the overall problem of mismatch of skills.

"We need a better match of our skills with our requirements," he said. "Right now, we are in fair shape as far as total numbers of drilling reservists are concerned. But we have a mismatch of skills—too many of one rating and not enough of another."

This matching problem showed up when reservists initially applied for duty aboard the battleships being put into commission—USS *New Jersey* (BB 62) and *Iowa* (BB 61).

"In numbers," he said, "we have enough Selected Reserve volunteers to help man *Iowa*, 524 in fact. But we have too many boatswain's mates and quartermasters and not enough data systems technicians. We can't take everyone who volunteers."

Training for reservists has been upgraded just recently with the introduction of shipboard simulators (see May 1982 *All Hands*). The admiral stated that the simulators have "been placed around the country" and reservists far from a seacoast can drill on shipboard-like equipment.

Working with the Naval Education and Training Command, the Naval Reserve is attempting to modularize training courses to benefit reservists who, because of time constraints, cannot possibly complete courses during their two weeks of active duty. Reworking the courses, reservists will be able to take them in two-week chunks, and they'll be able, therefore, to obtain new naval enlisted classification codes.

The training and equipping of the reserves fits hand in hand with the total Navy force policy.

As Admiral Dunn explained, "Part of the Navy is what we call the active Navy and part of it is what we call the reserve Navy. If we have one of those navies, the active, let's say, manned at 100 percent and the other not manned at 100 percent, then the whole Navy is not manned at 100 percent.

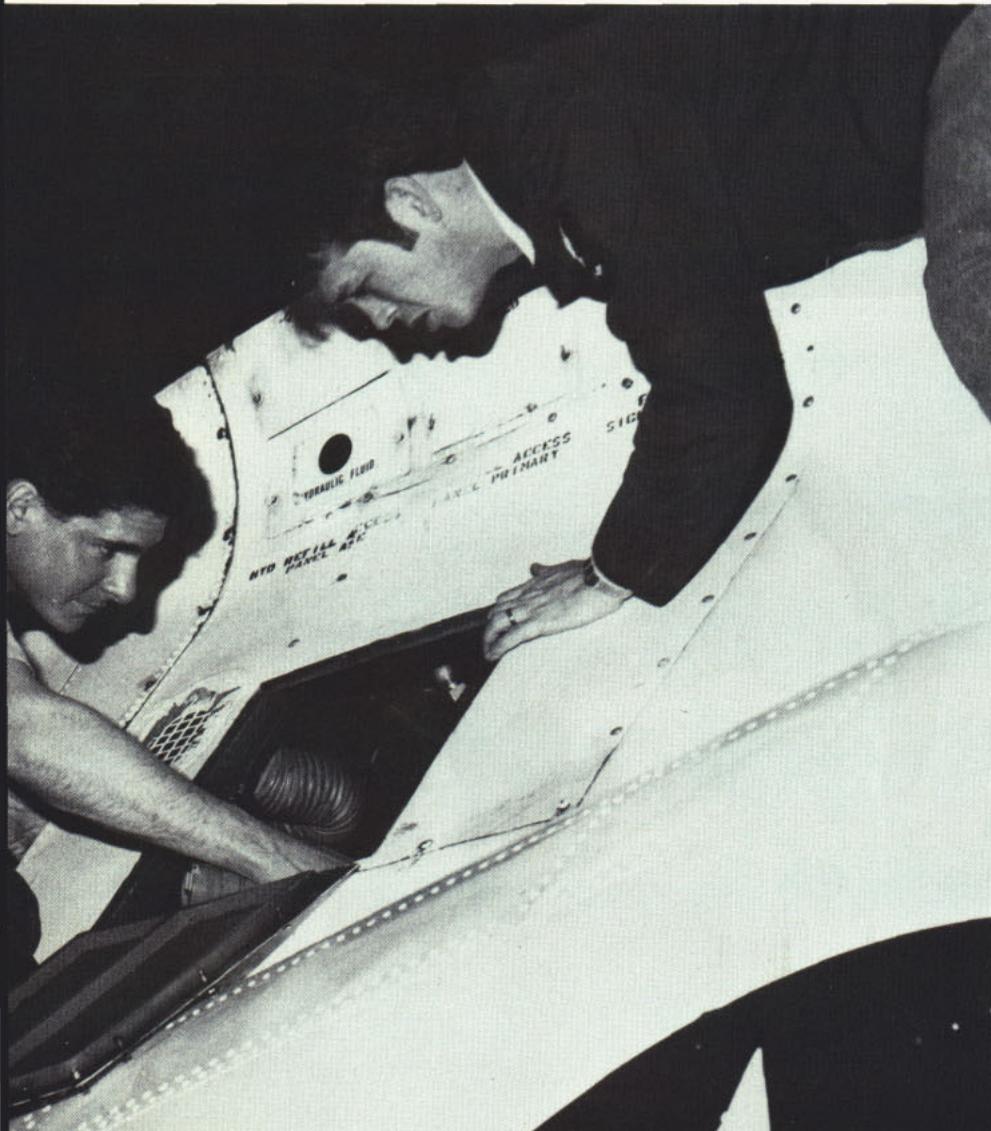
"If we have one Navy equipped with the latest and most modern equipment and the other equipped with outdated equipment, then the whole Navy is less than fully equipped.

"The same goes for training.

"This is the kind of thing we want to impress on everyone—just exactly what the total Navy force concept constitutes."

Newer, faster ships are being made available to the Naval Reserve Force, along with new aircraft. This spring, the E-2C aircraft will replace the E-2B in the Norfolk area. And a reserve A-7 squadron at Alameda, Calif., will transition from the A-7 to the F/A-18 in 1984. According to Admiral Dunn,

Naval Reserve Helicopter Anti-submarine Squadron 74, stationed at NAS, South Weymouth, Mass., has a flight safety record of more than 39,000 hours. It proved its readiness during a February USS Saratoga (CV 60) man overboard rescue in high winds and heavy seas which earned PO Garrett A. Rogers a nomination for the Navy-Marine Corps Medal. Photos by PH2 Dave Previti.



Reservists

this will be the third Navy squadron to be equipped with the F/A-18.

Part of the settling-in process with his new job involves Admiral Dunn's carrying the word to the active Navy. He's intent on correcting certain misconceptions:

- "On a day-to-day basis, the Naval Reserve is making major contributions to what the active forces are doing. NRF ships—whether frigates or minesweepers—are participating in the efforts of both the Atlantic and Pacific fleets."

- "An important part of our community is the TARs, those responsible for the training and administration of reserves. They are the glue that holds the total Navy force concept together. They bring the active forces and the selected reservists together."

- "Just because an individual wears the uniform only one weekend a month

or during two weeks in the summer, and somebody else wears it all year long, doesn't mean that the first one is less of a sailor or less of a naval person."

It would seem, then, that as the reserves are in renaissance, they have a renaissance man at the helm—a man well-versed in the naval sciences, ideally suited to his role.—JFC



Right: Rear Adm. Robert F. Dunn. Photo by PH2 Robert K. Hamilton.

Below: AO1 Richard Pierce, Sea Cadet Edward Cullen, AO2 Warren Hill, AO3 Frank Mollins and AW2 Michael Walsh prepare to load munitions aboard an HS-74 helicopter. Photo by PH2 Dave Previti.



Ready for the Call

Russell Gorman is an assistant operations manager with a large corporation which handles big ship operations. He's good at it. His company's ships sail the world hauling much-needed minerals to the United States.

Roy Dunlap is a private civil engineering consultant. His interest in engineering and construction has evolved over the years from the basics to management and development. He's well-known as an expert in his field.

Buzz Warfield is a district manager

in Washington, D.C., for a major oil company. He has a product to sell, and, through experience, he's learned to do it by training, motivating, developing and leading other people.

B. James Lowe is in a leadership position in a corporation dealing with nuclear energy. His background is in deep-ocean engineering and research and, now, nuclear engineering.

Dr. Henry T. Edmondson is chief of staff at the Augusta, Ga., Veterans Administration Medical Center. He's also

a professor of surgery and assistant dean at the Medical College of Georgia. It takes expertise and dedication to reach that level in the medical field.

These five men are leaders in their fields. They're leaders in their commu-

Rear Adm. L.O. "Buzz" Warfield, Commander, Naval Reserve Readiness Command Region Six, discusses reserve matters with Cmdr. David Dohner and Lt. Jack McGarry. Photo by JOC Rich Beth.



Reservists

nities and leaders in the Navy as well.

With duty orders in hand, these five and dozens like them become active duty admirals or commodores in the U.S. Navy. They are reservists. They all say they are ready to serve, for in addition to the expertise they have in their regular jobs, they keep abreast of the Navy and the Naval Reserve in particular.

Once a year they meet in conference to exchange information and ideas and hear briefings from active duty experts.

Recently, some 50 Naval Reserve flag officers from around the country converged on New Orleans and met with their new boss, Chief of Naval Reserve Rear Admiral Robert F. Dunn. They attended a series of briefings, accumulated a new store of knowledge and brought it back home for redistribution to the reserve.

These citizen-admirals would play a substantial role in the event of a national emergency and resulting mobilization. In World War II, the great bulk of U.S. forces were reservists. Feeling that it could very well happen again, some of them talked about what they had to offer should they become full-time naval officers.

Gorman, a graduate of the U.S. Mer-

chant Marine Academy, said he feels "a strong sense of obligation" to his country. If mobilized in an emergency, he would become Rear Admiral Russell W. Gorman, director of operations for the Military Sealift Command. He said there is very little difference between that Navy mobilization job and his civilian job.

"I basically do in civilian life what I would do if we mobilized," he said. "There are the same types of responsibilities: use of vessels, crewing, maintenance of vessel material condition, economic evaluation of vessels for a particular service, and resolution of operating problems."

The reserve rear admiral's present assignment is with the ChNavRes Flag Support Unit, with an additional assignment as Military Sealift Command Reserve Exercise Director.

Roy Dunlap becomes Rear Admiral Roy L. Dunlap when he puts on his uniform. He is currently Commander, Reserve Naval Construction Force and Commander, First Reserve Naval Construction Brigade. With mobilization, he would become Commander, First Naval Construction Brigade.

As a drilling reservist, Dunlap sees little change in his mobilization role.



His engineering career began as an area of interest years ago. He grew up in an era when patriotism was a way of life and a time, he said, when the Naval Reserve Civil Engineer Corps was "the perfect vehicle for me to gain meaningful participation."

On mobilization, the oil company district manager becomes Rear Admiral Lemuel O. Warfield. His mobilization billet is deputy chief of staff, resources readiness, Commander in Chief, U.S. Navy, Europe.

When asked to compare his civilian and Navy careers, Warfield said, "The two have so much in common and have been reinforced by each other so much that it is impossible for me to distinguish between them."

Admiral Warfield said, "In the Navy, a flag officer is required to accomplish an assigned mission through training, developing, motivating and leading people. To me, there is no difference in my civilian and reserve careers."

A Naval Reserve commodore, B. James Lowe is president and general manager of a systems and services division in a nuclear energy corporation. His mobilization billet is deputy com-



Left: Rear Adm. Dunn briefs reserve flag officers during the conference in New Orleans. Above: Rear Adm. Roy L. Dunlap in his everyday life of a private civil engineer consultant.

Right: Rear Adm. Donald T. Corrigan shares the bridge of the Naval Reserve Force frigate USS Valdez (FF 1096) with the ship's captain, Cmdr. John Zohlen. Bottom: Four Naval Reserve rear admirals at the Naval Reserve Flag Officers Conference in New Orleans.



mander, inactive ship division, Naval Sea Systems Command. The commodore feels that his background—which includes ocean engineering and research—relates directly to many of the Navy's current mission activities.

Dr. Edmondson, as an active-duty rear admiral, would be deputy surgeon for Commander in Chief, Atlantic Fleet, in addition to being deputy command surgeon, Allied Forces Atlantic.

The doctor has spent annual active duty time aboard ship, with the Marine Corps, and at several other locations. He keeps abreast of Navy medicine with frequent visits to NATO countries; he also visits Norfolk, Va., on a monthly basis to keep up on his SacLant job. As a professor of sur-

gery, his medical credentials would be a valuable asset to the active Navy.

If the call to mobilization should ever come, these five flag officers, then, would be in positions of military leadership. They are representative of

the caliber of Naval Reserve flag officers who look upon their reserve duty as a serious commitment and an extension of their civilian careers.

—By Russ Anderson
Office of ChNavRes



Long



Beach Supports Ships and People

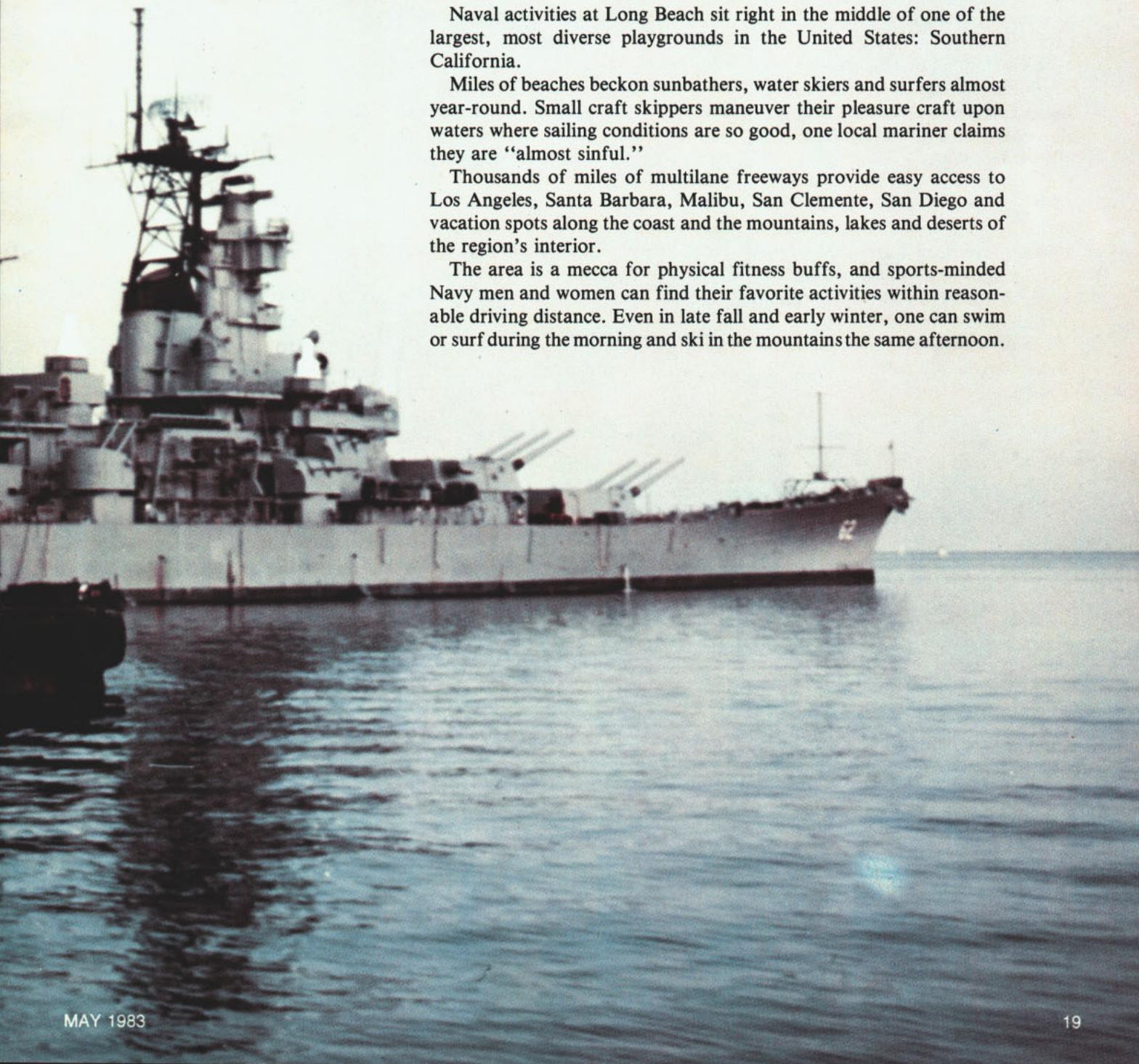
Story by JOC B.A. Cornfeld, Photos by PH2 S.A. Brennan
PacFltAVCom, San Diego

Naval activities at Long Beach sit right in the middle of one of the largest, most diverse playgrounds in the United States: Southern California.

Miles of beaches beckon sunbathers, water skiers and surfers almost year-round. Small craft skippers maneuver their pleasure craft upon waters where sailing conditions are so good, one local mariner claims they are "almost sinful."

Thousands of miles of multilane freeways provide easy access to Los Angeles, Santa Barbara, Malibu, San Clemente, San Diego and vacation spots along the coast and the mountains, lakes and deserts of the region's interior.

The area is a mecca for physical fitness buffs, and sports-minded Navy men and women can find their favorite activities within reasonable driving distance. Even in late fall and early winter, one can swim or surf during the morning and ski in the mountains the same afternoon.



Long Beach

Los Angeles, with its professional sports teams, cultural attractions and entertainment offerings, is only minutes north of the Long Beach naval complex. Not much farther is the glitter and glamour of Hollywood and Sunset Boulevard. San Diego and Sea World are 130 miles to the south, with Mexico only a few miles farther down the road.

Closer to the naval station—only 40 minutes by car—are Disneyland and Knott's Berry Farm. Either place offers more than enough entertainment to keep children and adults busy for a day.

Naval Station Long Beach reflects its Southern California surroundings. Large grassy areas beckon Navy men and women to break away from their offices and shipboard spaces for picnic-style lunches. The mole—a man-made buffer against the sea—has plenty of space within its confines for holding large picnics and parties, jogging, walking or simply sitting and watching the ocean—with or without sunrise.

The *Queen Mary*, a bygone symbol of seagoing luxury now serving as one

of the more unusual hotels in America, is permanently anchored nearby. Santa Catalina Island, a resort west of San Pedro, is visible from Long Beach and is accessible by ferry, boat or aircraft.

An oddity scheduled to open in 1983—the Hughes Flying Boat—is next to the *Queen Mary*. Nicknamed the Spruce Goose and billed as the world's largest aircraft, the Spruce Goose was built by the late Howard Hughes. The seaplane flew once briefly—on Nov. 2, 1947—piloted by Hughes.

Tickets to many events and attractions are sold at discount by the naval station's recreation services offices. In addition to an amateur radio station, Navy recreation services in the area include a 297-acre golf course, swimming pools, a gymnasium and athletic fields, an auto hobby shop, a 195-slip marina (with an additional 40 slips to be added), an arts and crafts center, picnic areas and a child-care center. And for private pilots and aspiring aviators,

there's an aero club with six aircraft.

But duty at this growing naval complex is more than the opportunity to have a good time.

The area also has interesting aspects for history and geography buffs.

San Pedro Bay was home to battle-



There's a lot to see in Long Beach including the naval station's marina (below) and an oil platform at night (right).



ships as far back as 1919. The ill-fated battleships anchored at Pearl Harbor on Dec. 7, 1941, were homeported in San Pedro Bay the year before. The San Pedro-Long Beach roadstead offered several advantages for naval operations. It offered good repair facilities,

nearby offshore island gunnery areas, easy access to the sea and a savings in fuel transportation costs because Los Angeles Harbor was one of the world's great oil ports.

Navy requests to local officials for permission to build aviation facilities in the area date back to 1924. Construction of a runway and hydroplane ramp began in 1928. That air installation, Reeves Field, had other names over the years—Fleet Aviation Facilities, Terminal Island; Fleet Air Base, San Pedro; and Naval Air Station, Terminal Island.

In addition to aviation use, the now-

decommissioned field provided officer housing and hosted a reserve center and several other commands.

Work on Navy Dry Docks, Terminal Island began in late 1940. The activity's name was changed to Terminal Island Naval Shipyard in 1945, and three years later it became Long Beach Naval Shipyard. It is the youngest of the eight shipyards currently operated by the Navy, and it is the only one with immediate access to the sea. Home to one of the largest floating mechanical cranes in the world, the shipyard employs about 7,100 people. Decommissioned as an economy measure in June 1950, the shipyard was recommissioned eight months later, after the Korean War broke out.

In late 1942, construction of the naval station began on the southwestern side of Terminal Island, part of the Los Angeles port area. It is co-located with the supply center and the shipyard.

To the west is the encircling arm of land that provides a shelter for the dozen or so ships now homeported in Long Beach. In addition, merchant-



Far left: PN2 James Ezelle and FTG2 David H. Duhon walk along a palm-lined street. Left: At Pier 11, Alex Leon installs reinforcing steel in the framework of a bridge. Below left and bottom: Unmistakably, it's Disneyland.



Long Beach

men from around the world transfer cargo in and out of Long Beach, making it one of the world's busiest ports.

The naval station, like Southern California, has changed throughout the years. Ten years ago, the station was home port to about 150 warships. But three years ago, it was reduced to a support facility and was used only by Naval Reserve Force ships. Now a fully operating naval station again, Long Beach is scheduled—by the end of this decade—to become home for some 30 Navy combatant and support ships. The station currently employs about 925 civilians and 308 military people.

Among the ships receiving support from the naval station are the battleship USS *New Jersey* (BB 62)—recommissioned last December after modernization at the local shipyard—an amphibious assault ship, five guided missile frigates, six Naval Reserve Force ships and a Coast Guard cutter. The naval station also supports several tenant commands—the Naval Reserve Center with its 2,200 drilling reservists, the Naval Dispensary, the Naval Regional Dental Center, the Naval Telecommunications Center, a personnel support detachment and activity, a

Naval Legal Service Office, Surface Squadron One and Destroyer Squadron Nine. As area coordinator for all naval activities in Los Angeles, Orange, Riverside and San Bernardino counties, the naval station supports 38 commands.

According to Captain J.P. Cornell, recently the naval station's commanding officer, the home port redesignation came as an answer to the potential problem of overcrowding in other West Coast naval facilities, primarily San Diego and San Francisco. After the designation change, construction began on several projects specifically

designed to support the ships and their estimated 10,000 crew members and 13,000 dependents.

Primary consideration is being given to the needs of the larger, deeper draft ships. Electrical service on the piers is being upgraded to meet the need for more power than was provided to vessels 10 years ago; some pier lengthening and dredging of the harbor also is being done. As work on the piers is completed, more ships will be assigned. Approximately \$31 million in combined military construction and repair funds will be spent on three piers alone, according to Cornell, who said

Children play at one of the day-care centers (below) as a sailor takes a leisurely walk home (right). Lower right: A view of the public library and the civic center in the background.



work was to be completed in early 1983. "By 1989, we should have 30 ships homeported in Long Beach," added Lieutenant Commander W.F. Clarke, the station's civil engineer.

Other additions include new salt

water and freshwater pumping stations, a new fuel pier with three fueling stations and a 95,000-square-foot building to house the Shore Intermediate Maintenance Activity.

In addition to upgrading areas to enhance in-port ship services, the naval station is increasing comfort and welfare services for sailors and their families. For example, a new commissary was opened last August; a new child-

care center, theater and 50-unit Navy Lodge are in the making. Twelve lanes will be added to the 22-lane bowling alley, and the Navy Exchange's retail area will add 18,000 square feet to its 39,500-square foot area.

Planners are working on a 200-unit

Left: Brian Schumaker and his favorite passenger, a pet macaw. Below: A glorious sunset signals the end of a Long Beach day. Bottom: Ervie Bonds loads groceries into the back of a commissary patron's car.



Long Beach

family housing project to supplement the more than 1,900 family units now located in six local civilian communities. "All of our government-supplied housing has always been off station," explained housing director Phil Brady.

One special feature is 144 furnished transient units rented to married sailors while their ships are being overhauled at the Long Beach shipyard. Assistant housing director Beverly Lightner gave an example of who can rent the transient units. Let's say Petty Officer Smith and his family live in government housing in San Diego, his ship's home port. Smith's ship is ordered to Long Beach for overhaul. Instead of vacating his San Diego quarters during overhaul and going back on the housing waiting list when the ship returns to San Diego, Smith can move into a Long Beach transient unit with his family and whatever possessions he wants to take. Smith can live in a three-bedroom unit for \$130 a month (\$126 for a two-bedroom and \$114 for a one-bedroom) until his ship is out of overhaul. Although Smith forfeits his quarters allowance for the San Diego housing while paying to live in a temporary Long Beach unit, he avoids the hassle of moving all his possessions twice, clearing quarters and going back on the housing list in his home port.

Lightner said the rent for the fully furnished transient units (as of January 1983) includes utilities but is subject to increase because of inflation. Long Beach is one of fewer than five bases to have this option, she added.

Unaccompanied enlisted personnel housing units have been upgraded. Construction is planned for a 400-billet UEPH for people in the lower four enlisted paygrades, a 395-billet structure for the upper five petty officer paygrades and an 80-billet bachelor officers' quarters. Cornell said that 2,000 people were living in space that normally houses 1,200 people before two

floating barracks were berthed near ships being overhauled.

Other housing also is available in the area. For example, the housing office averages "250 private dwelling listings a day" on the civilian market, said Brady.

One indication of the expense of living in the high-cost area of greater Los Angeles is civilian rent prices. "The base price is about \$450 for an unfurnished, two-bedroom apartment, not including utilities," Brady said. Three-bedroom homes rent for about \$700.

Cornell said housing is relatively harder to get in San Francisco and San Diego. "Our waiting list is not as long . . . so we're third priority in gaining funds for new housing construction."

He added, however, that the Los Angeles-Long Beach area has the highest variable housing allowance rates on the West Coast.

Captain Quinn Hawley, senior chaplain at Long Beach, said living in a large metropolitan area causes problems for many people who come to him for help. "You've got to like crowds and have wheels," he said, "to enjoy

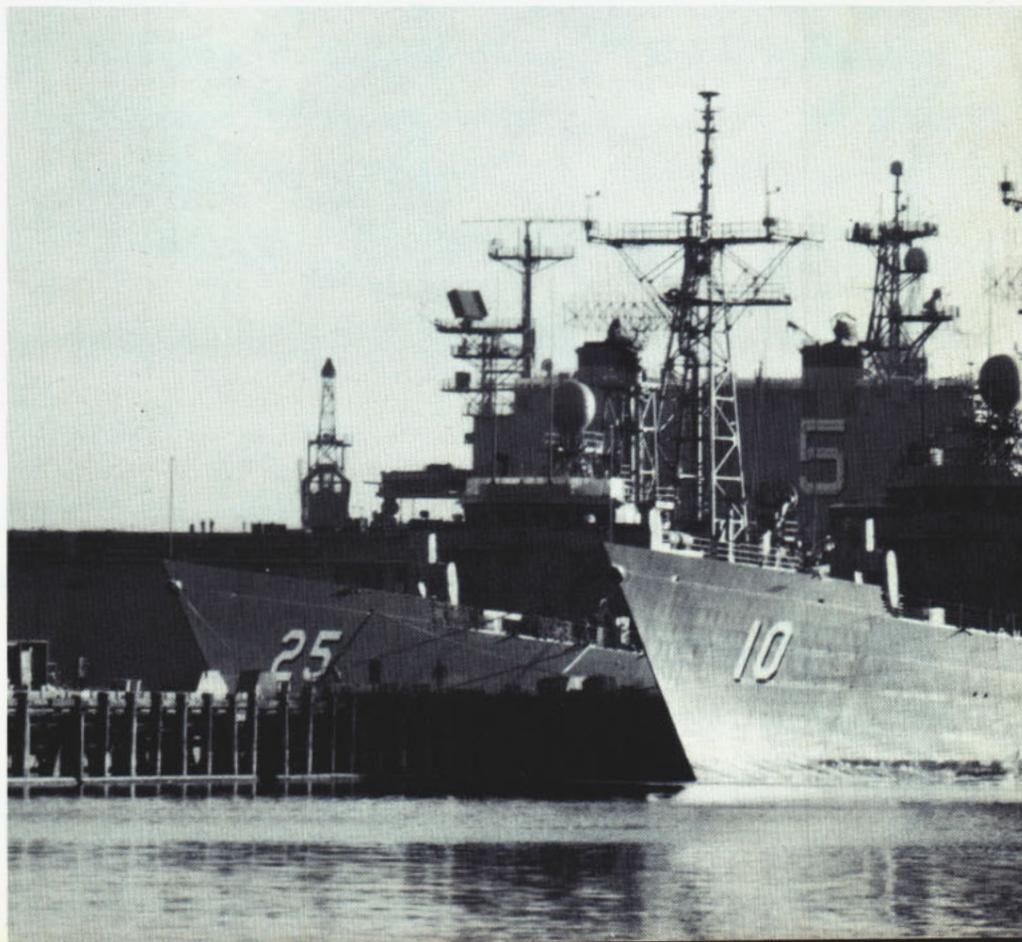
duty in Long Beach. If you're not metropolitan oriented, it's scary. Financial pressures here are immense because of the high housing costs."

Generally, he said, problems are much the same everywhere, citing NAS Barbers Point, Hawaii, his last duty station, as an example of duty called "paradise" which is expensive at the same time.

However, the chaplain said, the base's chapel operates a number of programs—in conjunction with other organizations—to relieve Navy people's problems. In addition to helping distribute surplus butter and cheese to needy Navy families, the chapel maintains liaison with many churches in nearby affluent civilian areas. Contributions from these churches range from clothing to bicycles.

In another example of local civilians helping Navy people, a widower who decided to move to Florida after his wife died called the chapel and said he was giving away everything in his house.

Although Hawley said there are a lot of jokes about Long Beach's Terminal



USS Duncan (FFG 10), USS Copeland (FFG 25) and USS Peleliu (LHA 5) at their moorings.

Island being “the end of everything,” there are more people trying to extend their tours in Long Beach than there are people trying to leave early.

Despite the work that is either completed, under construction or planned, there are problems with being stationed ashore or on a ship homeported in Long Beach. Clarke said housing is in short supply and that there is a shortage of parking space for fleet sailors. “We are looking into the possibility of building parking structures,” he said, “such as a five-story facility on the mole.” Clarke also said people pay “some very high rents; some go to other areas and have to commute 60 to 70 miles.”

Long Beach Vice Mayor Ernie Kell said the city doesn’t have the resources to address the shortage of housing, adding that the shortage also affects the civilian population. However, Kell said the city government and business community have a positive, cooperative attitude toward the Navy. He said Long Beach was left with an economic and social void when the ships were moved to other ports several years ago.

But the return of the ships will “have an extremely positive impact that will be enjoyed by the entire community, not just business,” he said. Kell also was optimistic that the influx of Navy people would not cause a rise in the cost of living and that the area’s colleges and universities could easily handle the increased enrollment.

Cornell, in a speech last September, said all of the station’s clubs were on shaky financial ground largely because of design deficiencies and the lack of patronage during the years of the fleet’s absence. The return of the ships to Long Beach is helping to solve this problem.

Located about 10 miles from the station is a five-story, 220-bed Naval Regional Medical Center which supports nearly 350,000 people in the greater Los Angeles area. The NRMC, its seven branch clinics and the naval hospital at Port Hueneme’s construction battalion center provide care for service members and families at nearby Navy and Marine Corps facilities at Naval Weapons Station Seal Beach, Marine Corps Air Station El Toro, Naval Air Station Point Mugu and Naval Weapons Center China Lake. NRMC Long Beach was commissioned in 1967 as a naval hospital.

Support of another sort is provided by the Navy Family Service Center. The center acts as a counseling and referral agency, including employment assistance for military members, their families and retirees. “We could double our staff and still keep everyone busy with the workload,” said one staff member.

Academic institutions in Southern California are diverse enough to accommodate almost anyone’s educational needs. Approximately 150 colleges and universities offering vocational, two-year, four-year and graduate curricula are within a 50-mile radius of Naval Station Long Beach. Military people and their families are within easy driving distance of the University of Southern California, the University of California at Los Angeles, the California State University at Long Beach and Pepperdine College.

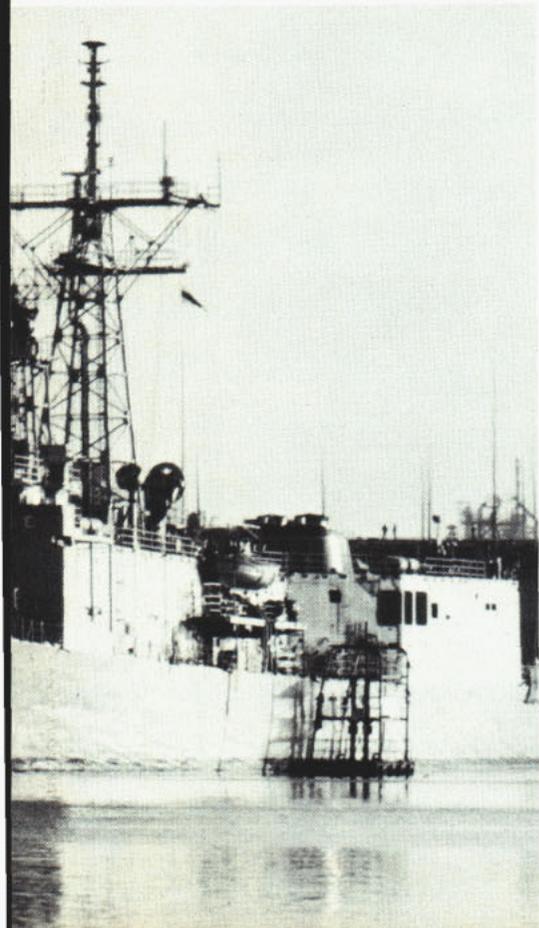
More than just access to beaches and the ocean, Long Beach is seen by some as a rising star among the Navy’s state-side duty stations. Indications are that it may soon rank among the top choices for sailors’ “dream sheets.” It’s a place that abounds with sports events, entertainment and cultural wonders—and excellent educational opportunities. In short, the Long Beach area has a long list of offerings—more to offer than could be taken advantage of in one tour of duty.

New Streets

Numbers and letters used for the past 42 years as names of streets and avenues at U.S. Naval Station, Long Beach, Calif., are a thing of the past. In true naval tradition, the streets and avenues now carry the names of three flag officers, seven battleships and two presidents. The names were suggested by the Long Beach Council of the Navy League to honor people and ships that played leading roles in the development of the station. The old and new are:

A Avenue	Richardson Avenue
B Avenue	Pratt Avenue
C Avenue	Reeves Avenue
D Avenue	Coffman Avenue
1st Street	USS Pennsylvania Street
3rd Street	USS West Virginia Street
4th Street West	USS Maryland Street
4th Street East	USS Nevada Street
5th Street	USS Colorado Street
6th Street	USS Idaho Street
Mole Road	USS Nimitz Road
Street in front of enlisted dining facility	USS New Mexico Street

The waterway inside Nimitz Mole (West Basin and a portion of Long Beach middle harbor) has been renamed Roosevelt Basin in honor of both Theodore Roosevelt and Franklin D. Roosevelt.



They Made the

Story by JO1 Lorraine Ramsdell

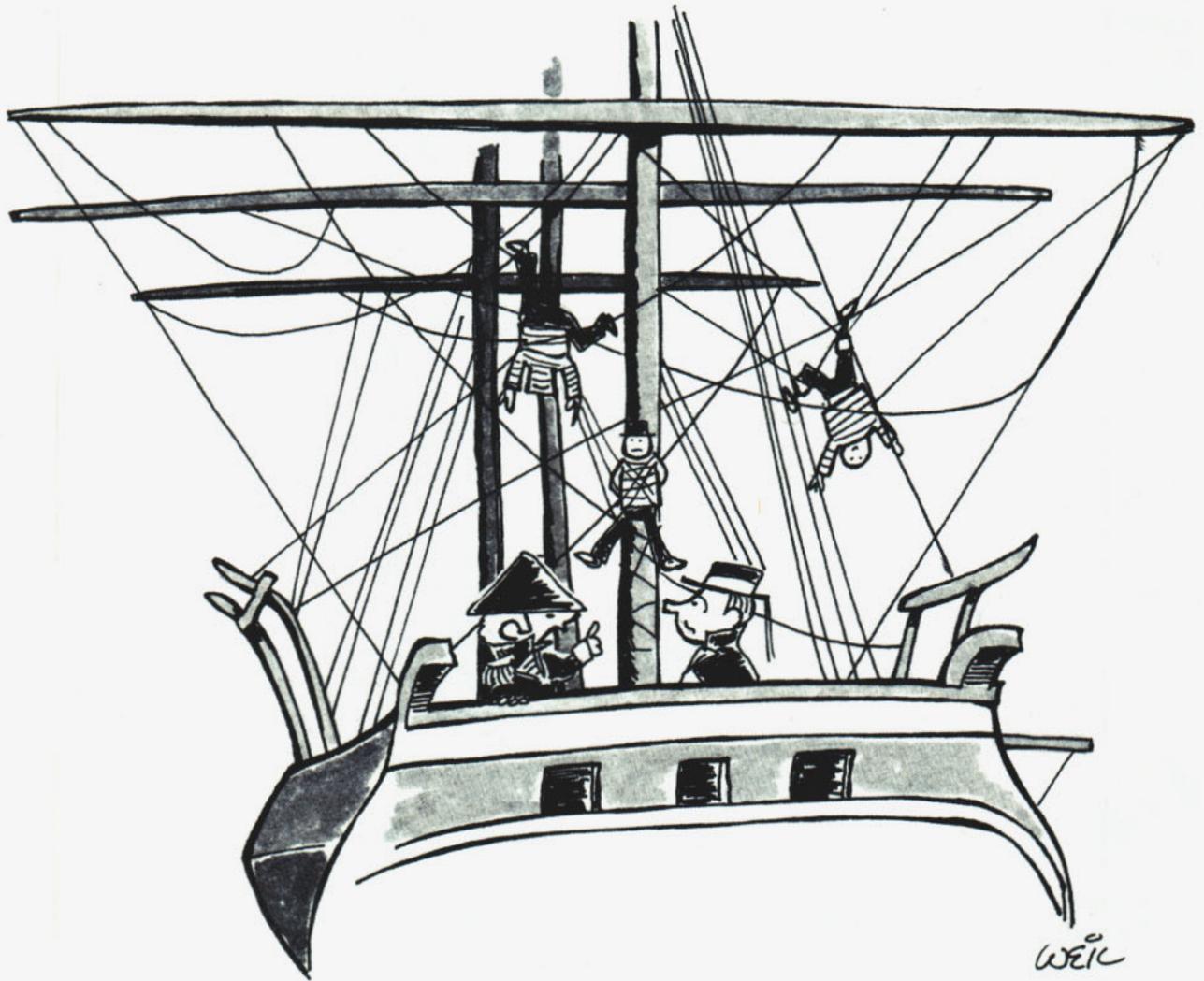
Sea songs are an important element in the image of the tarry, pigtailed, hornpipe-dancing seafarer of the early days of sail. It's entirely true that a group of sailors could no more weigh anchor without a roaring capstan

chantey than they could do so without breathing.

Except in the Navy.

Sailors serving aboard American (and British) men-of-war rarely, if ever, sang sea chanteys.

The term chantey does not apply to every song of the sea; the chantey was a specialized form of work song, designed specifically to set a rhythm for the concerted effort it takes to weigh anchor or bring the ship about on the other



That will do for the jazz chanteys, mate!

Work Go Easy

Cartoons by Lt. Cmdr. Fred Weil

tack—"another hand on the rope," as one old sailor called it. The chantey was tailored to the specific job at hand: short haul chanteys for fast and furious work, halyard chanteys for longer hauls requiring less effort, and capstan chanteys for slow, heavy work.

All chanteys begin with a line or two, sung by the leader, or chanteyman, to set the tempo for the work to be done, and the men sing and pull together on the next line or chorus:

I'll sing you a song, a good song of the sea.

Awa-a-a-ay, Rio!

I'll sing you a song if you'll sing it with me.

We're bound for the Rio Grande!

This made a lot of noise, especially in larger ships, where as many as 150 men might be involved in weighing anchor, each of them probably singing in his own key. So it was primarily in the interest of good discipline that chanteys were not used aboard warships, where instantaneous response during a crisis depended quite simply on the men being able to hear their orders.

Another reason might have been the chanteyman's habit of making up verses as he went along. Hundreds of these verses have survived, but thousands more have been lost—lines about the weather, the ship and its peculiarities, this or that crewman's hometown or girlfriend, or the character, habits and ancestry of particular officers:

*Whiskey's driving the captain blind—
Whiskeeeeeeey, Johnny!*

*The damned old mate has lost his mind—
Whiskey for my Johnny-o!*

The crew, of course, found this hilarious, and it did lighten the work.

Understandably, it was not believed to be consistent with good discipline on a man-of-war. So the crews of Navy ships carried on with their work to no other music than a rhythmic cry to start with—"Aa-hee-yah-HO!"—and the stamping of bare feet on a wooden deck.

Sailors never sang chanteys simply for entertainment. The chantey's value lay in its spontaneity and its flexibility; it had as many verses as needed to complete the job—no more, no less:

*Heave 'er up and away we'll go, boys—
OH, Billy Riley, OH!*

*One more pull and then belay, boys—
OH, Billy Riley, OH!*

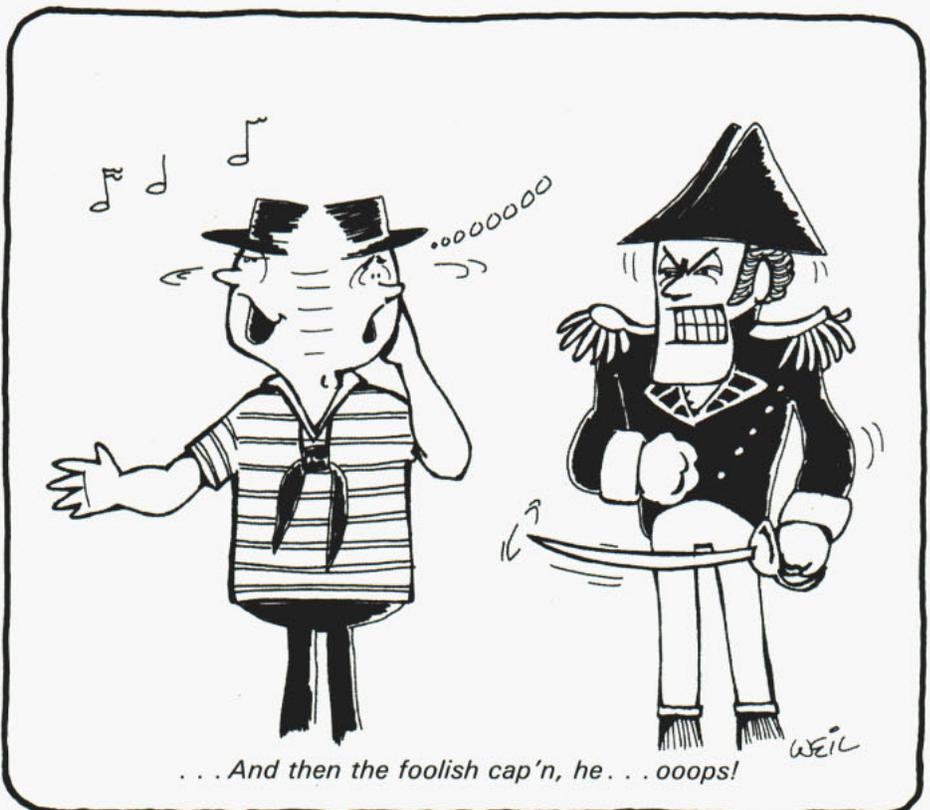
as useless as a sail without a yardarm.

There were other songs for the sailors to sing when they gathered around the forebitts during the dog-watch, or in the forecastle in heavy weather. One of these forecastle songs, "Spanish Ladies," has been traced to the 16th century and celebrates two of the sailors' favorite preoccupations—liquor and the girls they left behind:

*Now let every man toss off a full bumper,
And let every man toss off a full glass;
And we'll drink and be jolly, and drown
melancholy,
Saying, "Here's a good health to each
true-hearted lass."*

Unfortunately, not all the lasses a sailor encountered were true-hearted;

A chantey sung without a job to do was



Songs of the Sea

some were light-fingered, as another centuries-old song relates:

*I gave this miss a parting kiss,
Mark well what I do say;
I gave this miss a parting kiss,
When I got on board my money I missed.
I'll go no more a-roving with you, fair
maid.*

Thus, some of the songs had the two-fold purpose of passing the time and educating the greener crew members in what to expect when they went ashore:

*When Jack gets in, it's then he'll steer to
some old boarding-house.
They'll welcome him with rum and gin,
they'll feed him on pork souse.
He'll lend and spend and not offend till
he lies drunk on the ground—
When your money's gone, it's the same
old song: "Get up, Jack! John, sit
down."*

Other songs warned about what to expect on board ship. An early 19th century ballad related what might happen to an American seaman impressed into a British warship, before the War of 1812 ended that practice:

*The first thing they done, they took me
in hand,
They lashed me with a tarry strand,*



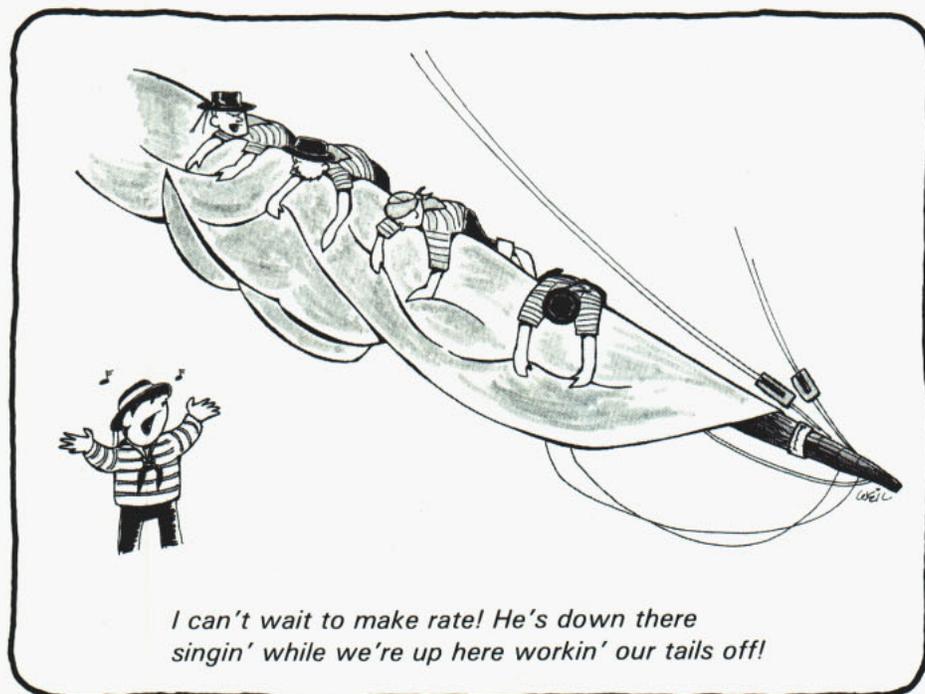
If you're done singin' about it, do it!

*They flogged me till I could not stand
On board of a man-of-war, boys.*

England" got a fresh verse with each engagement:

It's no wonder the Yankee sailors fought the British so eagerly, and no wonder they made up songs celebrating their victories. "Ye Parliament of

*You thought our frigates were but few,
and Yankees could not fight;
Until brave Hull your Guerriere took,
and banished her from your sight.
Next your Macedonian, no finer ship
could swim,
Decatur took her gilt-work off, and then
he sent her in.
The Java by a Yankee ship was sunk,
you all must know;
The Peacock fine in all her plume by
Lawrence down did go.*



*I can't wait to make rate! He's down there
singin' while we're up here workin' our tails off!*

Most sailors reveled in songs stuffed with nautical details and would pay the strictest attention to ballads running 40 verses and more, ready to hoot the singer down if he lost his bearings and warbled something like:

*One night off Cape Horn we were cross-
ing the Line—*

Poor fellow. Any self-respecting sailor knew Cape Horn was nowhere near the equator.

They were less concerned, however, about minor details of history, geography, science and logic. When they

sang, "Awa-a-ay, Rio!" they pronounced it "rye-o" because it *sang* better. The execution in 1701 of the infamous pirate Captain Kidd inspired a lengthy ballad that was immensely popular with sailors on both sides of the Atlantic. But for the first two centuries of its existence, it was usually begun:

*Oh, my name is Robert Kidd, as I sailed,
as I sailed—*

—without regard to the fact that Kidd's first name was actually William. A little further along, these verses appear:

*I murdered William Moore, as I sailed,
as I sailed
I murdered William Moore, as I sailed.
I murdered William Moore,
And I left him in his gore,
Thirty leagues from shore, as I sailed, as
I sailed.
And being crueller still,
The gunner I did kill,
And his precious blood did spill, as I
sailed, as I sailed.*

It didn't really matter that William Moore was the gunner. It was necessary that the singer impress his listeners with the depths of Kidd's wickedness by making it sound as if he had mur-

dered at least two men with his own hands. The song paints a vivid image of violent death on the high seas, even without relating how the murder was actually done. Kidd, in fact, killed Moore by hitting him over the head with a bucket.

Sailors made songs about their particular heroes, too. When the much-admired British Admiral John Benbow died in 1702, he got his own ballad sung, curiously enough, to the same tune as the villainous Kidd's:

*When the doctor dressed his wounds,
Benbow cried, Benbow cried,
When the doctor dressed his wounds,
Benbow cried:
"Let a bed be fetched in haste,
On the quarterdeck be placed,
That the enemy I might face till I die, till
I die."*

The song remained popular with American sailors even after the Revolution, migrating, as the sailors themselves often did, between ships of the naval, mercantile and whaling fleets.

A sailor was, and is, a sailor, no matter what sort of ship he may inhabit at a given moment. His songs, with recurring themes of heroism and hard

work, capricious weather and bloody battles, faithful sweethearts and hard-hearted innkeepers, reflected this.

*One hour each week is snatched from
care
As through the world we roam,
To think of dear friends far away
And all the joys of home.*

If the joys of home drew the sailor ashore, it was grim necessity that drove him back to sea—grim necessity and something else. Much has been written of the sailor's love-hate relationship with the sea; most frequently, it seems, by those who are not sailors themselves. Sailors appear to accept it without undue agitation:

*And when the wars are all over
There'll be peace on every shore.
We will drink to our wives and our children
And the girls that we adore.
We'll call for liquor merrily,
And we'll spend our money free,
And when our money is all gone
We'll go once more to sea.*

—they, after all, are the ones who have lived with it—and sung about it—for centuries.



No, no, lad! Bail the water out! You're singin' the chantey backwards!

Bringing People Together

Community folk dancing is one of summer's highlights for old and young alike in Japan. Such dancing, called Bon Odori, is one of the features of the Obon services, which resembles a Western-style All Soul's Day observance or Halloween.

Bon Odori is an annual summer event. In Japan, it is one of the best

ways to enhance community spirit between Navy people and the local citizens.

Navy families at the Naval Air Facility Atsugi joined Japanese men, women and children in wearing colorful cotton kimonos (yukata) and taking part in the happy, rhythmical dances. The day's event began at 6 p.m., and

the facility's gates were open to all. Refreshments of every sort were available at many concession stands, and dancing lasted until 10 p.m.

It was not necessary to wear kimonos to join in the fun; anyone could break into the circle of dancers and follow the movements of the practiced dancers on stage.





Not wanting to be merely a spectator, Captain Otis M. Brooks, commanding officer of NAF Atsugi, donned his yukata with "happi coat" and "hachimaki" (bandana) and joined the dancers.

One group of Atsugi wives had become so adept at their particular numbers (which they had been practicing all summer) that they were invited to dance at some of the local festivals

Navy wives (below), who had practiced for their parts, joined right in with the other Obon celebrators. Photo of the Navy wives by PH3 Henry E. Calderon, USS Blue Ridge (LCC 19); other photos by PH2 Richard G. Rew, ComFAirWestPac.

off base. Everyone's favorite seemed to be the "Tanko Bushi" or "Coal Miner's Song," probably because the movements were easiest to follow.

Obon originated as a Buddhist festival in India 1,400 years ago, when a son felt he could do nothing about the suffering of his dead mother. He sought help from a Buddhist priest and was advised to hold special services for his departed parent, expressing gratitude for all she had done for him. Later, in Japan, the ceremony became not only a religious service but also a great occasion for joy.

Today, families with departed relatives construct wooden floats for deceased members and fill the floats with fruits, vegetables and rice cakes. The floats are carried on the shoulders of young men to river banks in the countryside where they are sent out to sea with lit paper lanterns to help guide the spirits of the dead back to their homes for this occasion. The festivities usually end with fireworks displays.

For Americans in Japan, like Brooks and others at Atsugi, the Bon Odori dances provide a splendid way to learn

more about Japanese culture and tradition and to sport, as well, a yukata with happi coat and hachimaki.

—From NAF Atsugi, Japan



Currents

Navy Memorial update

The U.S. Navy Memorial Foundation recently unveiled a revised design featuring a bandstand, a seating area, water features and major sculptural elements within a plaza to be developed at Market Square in Washington, D.C.

The square, situated between 7th and 9th Streets, N.W., is along Washington's major symbolic axis—Pennsylvania Avenue, between the Capitol and the White House. The Board of Pennsylvania Avenue Development Corporation has endorsed the concept unanimously.

The new proposal is the work of Stanley Bleifeld, a sculptor from Weston, Conn. The striking

part of the plan is his concept of filling a circular plaza, which averages 6 feet below grade, with wave-like forms sculptured in granite. These would be quite high and rise from a water feature in the southern part of the plaza. The northern half of the circle would have seats for audiences at military band concerts.

William Leonard, chairman of the Navy Memorial Foundation, said that sculptural works could include a bronze statue of a boatswain, a high grouping of three mariners climbing shroud lines and a life-sized sculpture of a seaman.

WSAM career program opens

The Weapon Systems Acquisition Management selection board will convene Aug. 8 to select officers for the WSAM career program under which qualified officers manage major weapons systems during development, production and deployment phases. The program is open to all unrestricted line, restricted line and staff corps officers, but applicants should have management or technically oriented backgrounds. Officers with subspe-

cialties in financial management, aeronautical, naval and weapons engineering, and applied science will be prime candidates. Selections are based on experience and demonstrated superior performance. Applications should be submitted to Commander, Naval Military Personnel Command (NMPC-447) to arrive no later than July 1, 1983. See BUPERSINST 1040.2B for information.

Dangerous nerve agent sold as insecticide

Reports that parathion is being sold as an insecticide in some shops near Clark Air Force Base, Republic of the Philippines, have spurred a general warning to military people and their families in the Western Pacific. A highly toxic chemical, parathion is as dangerous to humans as it is to insects, and its use has been restricted by the U.S. Environmental Protection Agency.

According to entomology officials at Clark AFB, many military people have purchased the product off base under the name "Folidol M50." Its active ingredients include 50 percent methyl parathion, a nerve agent similar to those used in

chemical warfare.

Parathion is so potent that a dose as small as 2 milligrams results in damage to the body's nerve endings, bringing about convulsions and death. The chemical may be ingested, absorbed through the skin or inhaled as fumes. The toxic fumes may last for days.

If you suspect that you have a parathion-based insecticide in your possession, do not open the bottle, or break it or throw it into a trash container. Contact your local medical facility for instructions. Above all, keep this and all chemicals away from your children.

Reserve recruiting surpasses goal

According to Lawrence J. Korb, Assistant Secretary of Defense for Manpower, Reserve Affairs and Logistics, the Selected Reserve now numbers 963,700, its highest strength in 15 years. The Selected Reserve includes the reserves of all the military services who receive drill pay and take part in annual active-duty training. This is the highest total since December 1967 when individuals were allowed to substitute enlistment in the Ready Reserve for two years of drafted service in the active component.

The Selected Reserve consists primarily of units of the Ready Reserve which have the highest priority in terms of personnel, equipment, training and general readiness.

Among all new (non-prior service) reserve accessions in fiscal year 1982, 75 percent were high school graduates and 89 percent scored average or above on the entrance examination. Almost 89 percent of prior service enlistees were high school graduates and 92 percent scored average or above on the entrance examination.

Harpoon missile launched from Air Force B-52

The Air Force, operating jointly with the Navy, recently completed three successful live firings of "test" configured *Harpoon* missiles from B-52 aircraft against a surface target.

The Strategic Air Command B-52s taking part in the tests were operated by aircrews from the 320th Bombardment Wing at Mather Air Force Base, Calif., and the Second Bombardment Wing at Barksdale AFB, La. Two bombers were specifically modified to carry the *Harpoon* missile. Two AWACS aircraft from the 552nd Airborne Warning and Control Wing, Tinker AFB, Okla., equipped with a maritime surveillance radar and

temporarily modified with a Navy targeting system, provided surveillance and coordination during the test. The operation was conducted on the Navy's Pacific Missile Test Range off the coast of California, and was coordinated by Commander, Third Fleet.

Operational tactics will be refined as a result of these tests. The Air Force plans to configure two squadrons of B-52G aircraft during 1984 to enable them to carry the *Harpoon* missile when operating in support of the Navy sea-control mission.

Worth mentioning...

Enlistment Bonus/SRB continued. Congress passed a bill on March 21 providing authority to continue the Navy's enlistment bonus and selective re-enlistment bonus programs through Sept. 30, 1984.

USS Racine delivers. During a visit to Cartagena, Colombia, USS *Racine* (LST 1191) delivered 23 electric hospital beds for use at a medical clinic in Barranquilla, Colombia. Six pallets of hand-clasp supplies were presented to representatives

of the Colombian navy for distribution in river and coastal civic action visits.

Naval Postgraduate School has openings for quotas this summer and fall in electronic warfare, communications engineering, telecommunication management, and command and control. See OPNAVNOTE 1520 for information on curriculum content and prerequisites. If interested and qualified, call your detailer or NavMilPersCom Graduate Placement Branch, Autovon 224-3321.

Developing Strength Through Resistance, Overload

Warships are designed for only one purpose—to engage and defeat the enemy. Sure, crew habitability is built into these ships, but the first concern of a naval architect is to design a weapons

platform. Living space for the crew is at a premium—so is space for exercising.

Exercise machines and barbells can be installed aboard ship, but that's not likely in smaller ships with limited space not devoted to storing spare parts, tools or countless log books. But wait. There's an answer.

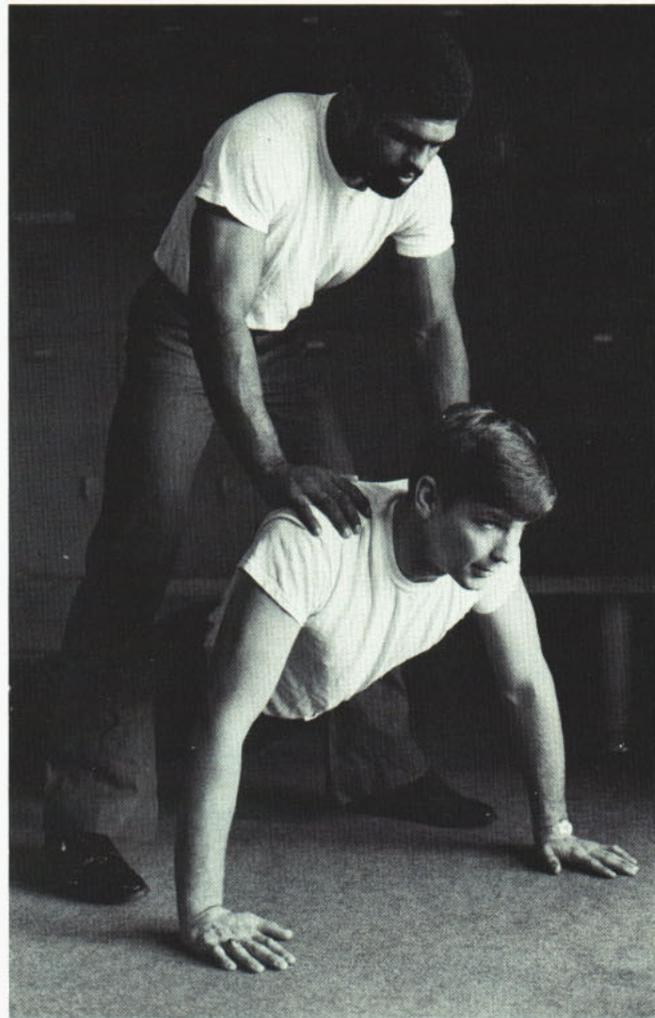
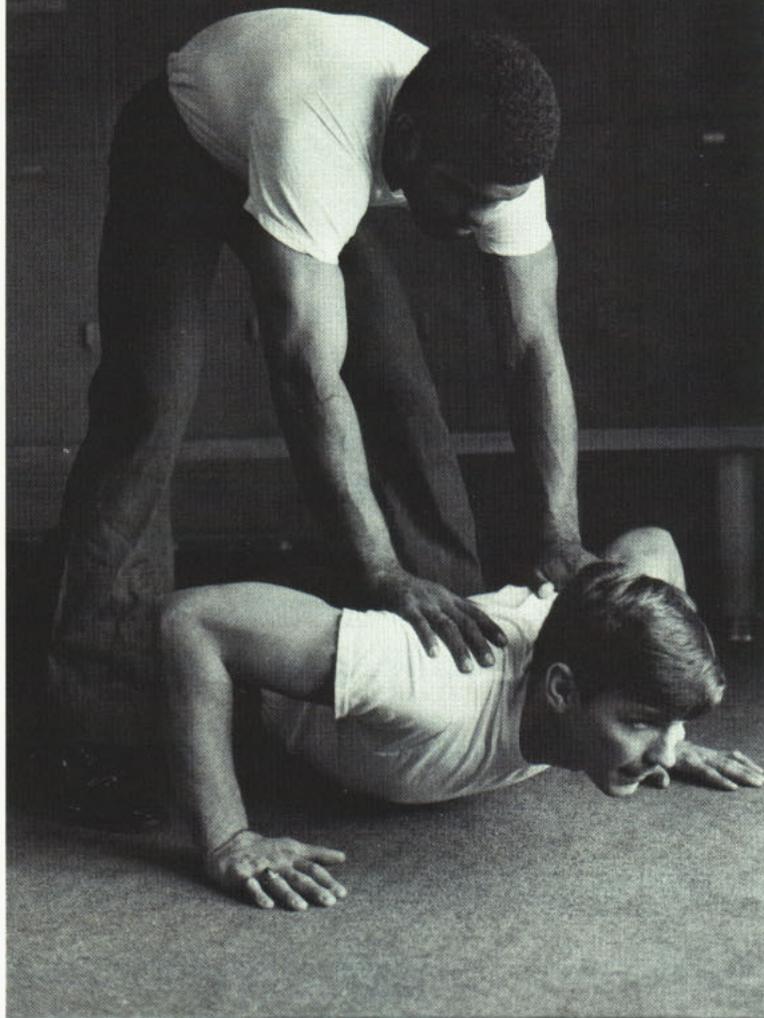
When it comes to exercising and developing one's strength, there are really only two requirements: resistance to the muscle and overload. This according to an expert in the field, Joe Diange, the strength coach at the U.S.

Naval Academy in Annapolis, Md. And, what's more, one doesn't need a lot of space to carry out a meaningful program. All one really needs is a cooperative shipmate—a person who helps you get through the daily regimen.

Diange states that resistance is any form of tension or stress placed on the muscle. Overload, on the other hand, is an increase in workload from the previous day's workout. What it amounts to is a program where a person lifts more and more weight progressively or—barring that—performs

Bent-arm Flies. *This exercise is good for the chest muscles. The lifter lies on his back with arms extended perpendicular to the body, palms facing one another. The spotter stands over the lifter, placing his hands on the inside of the lifter's wrists. Pressure is directly applied outward and downward by the spotter. The lifter should slightly bend his elbows during the lowering phase and extend them during the raising phase.*





more repetitions of a set program each time the person exercises.

What follows is a set of resistance/overload exercises that do not require any equipment and need only a small area of space. However, they do require a partner. The accompanying illustrations help clear the air when we speak of such things as the "lifter" and "spotter" or "maximum resistance." Now into the exercises.

In any set of these exercises, one person acts as a spotter to apply the manual resistance for the person doing the exercises. Both must be familiar with these exercise techniques to achieve the best results. And, in order to have a successful strength-developing program, partners must assume certain responsibilities depending on the positions they take during the exercise.

Form and technique are very important. The lifter must perform the exercise correctly avoiding quick, jerky movements. The lifter and the spotter must work together for maximum, effective results and safety. Reaching a level of proper exercise interaction takes time and experience. However, the end results of such a program will be satisfying.

Responsibilities of the Lifter

- Talk to the spotter when necessary during the exercise, telling the spotter when to apply more or less pressure. This results in maximum resistance throughout the exercise.
- The lifter should not rest between repetitions but must keep tension on the muscle throughout the exercise and resist the spotter during the lowering phase.
- Pause in the contracted position to

Push-up. The spotter straddles the lifter who is in the push-up position. Pressure should be applied by placing both hands in the area of the lifter's shoulder blades. The lifter should keep his head up while bringing his chest to the deck. The stomach and thighs should not touch the deck. When the lifter cannot perform another push-up, he should drop his knees to the deck and continue the exercise. The spotter will have to assist the lifter slightly from the deck for the last few repetitions.

allow the spotter time to apply more pressure during the transition from the raising to the lowering phase. This helps control the speed of the exercise.

- Perform the first few repetitions with a less than maximum effort. These repetitions are only preparatory, serving to warm up the muscles. This lesser effort will decrease the possibility of throwing and jerking movements which could result in injury.

- Exert maximum effort following the third repetition during both the

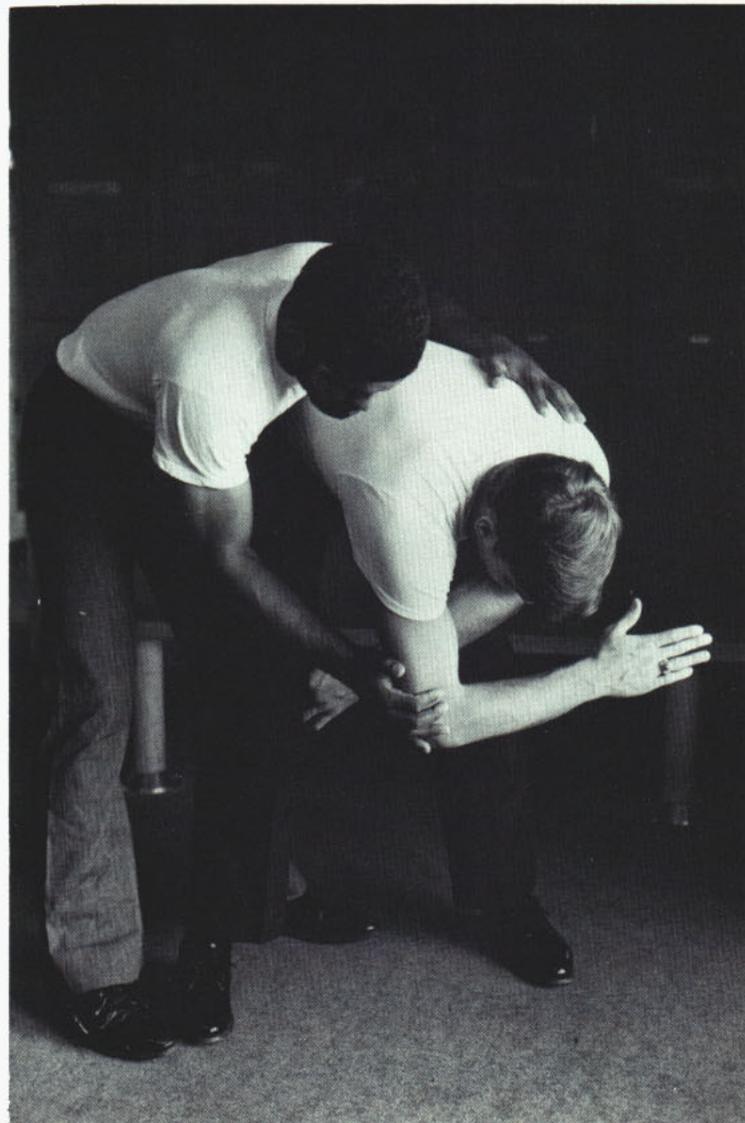
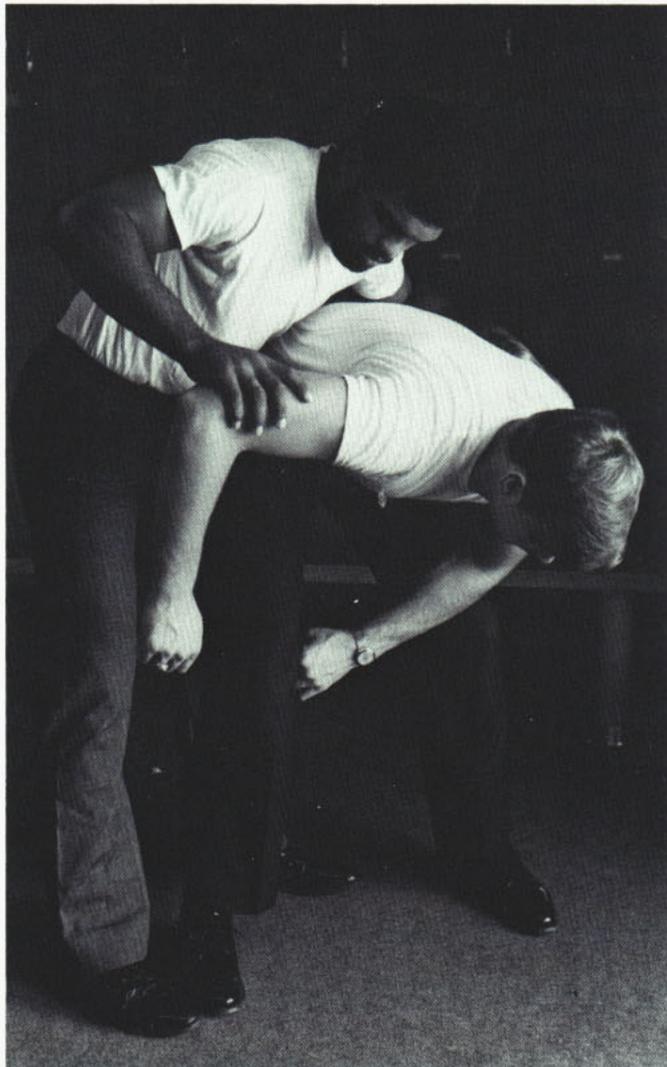
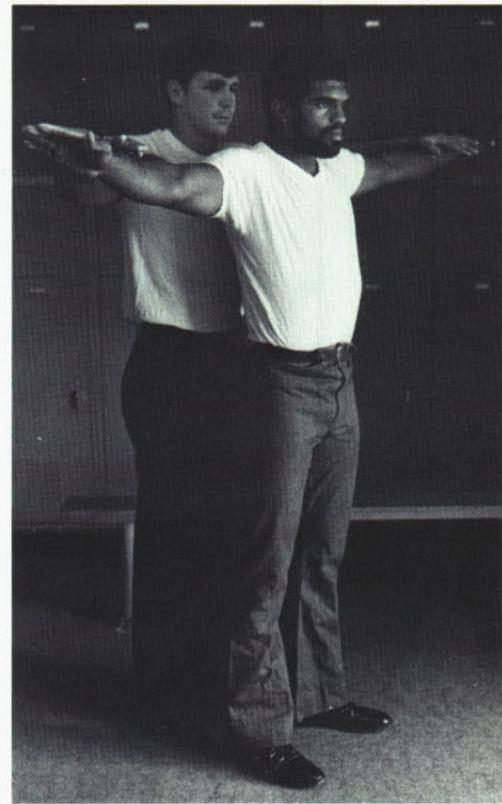
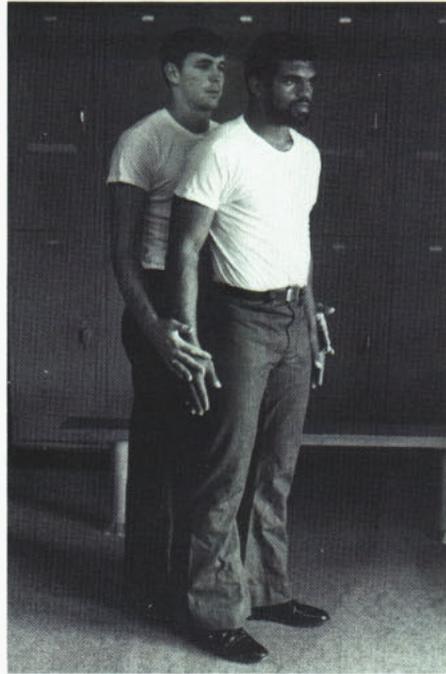
Exercising

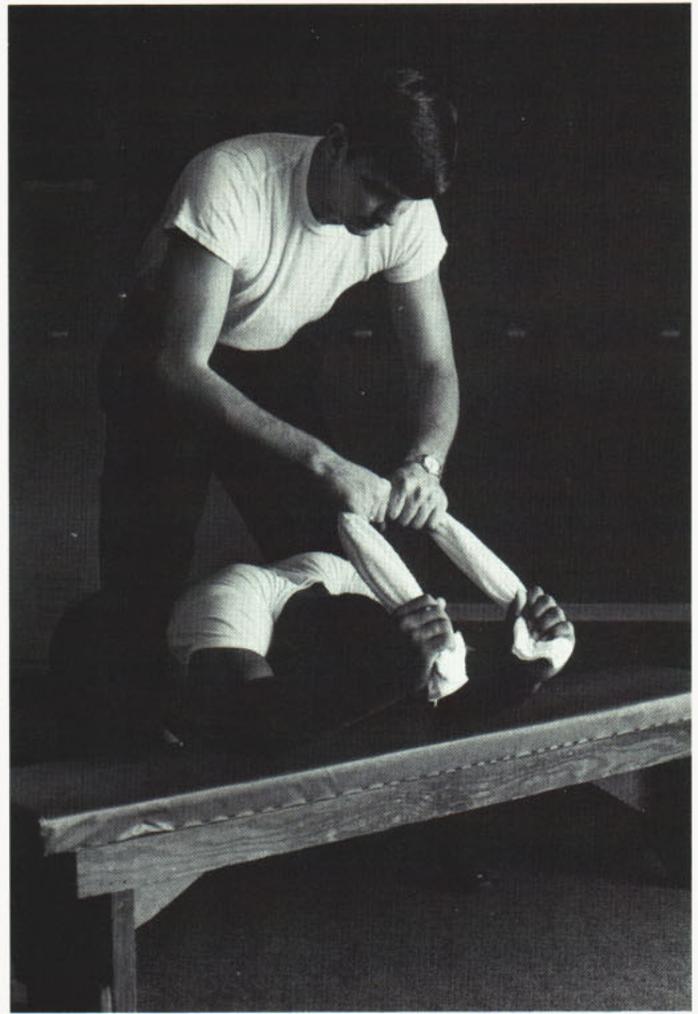
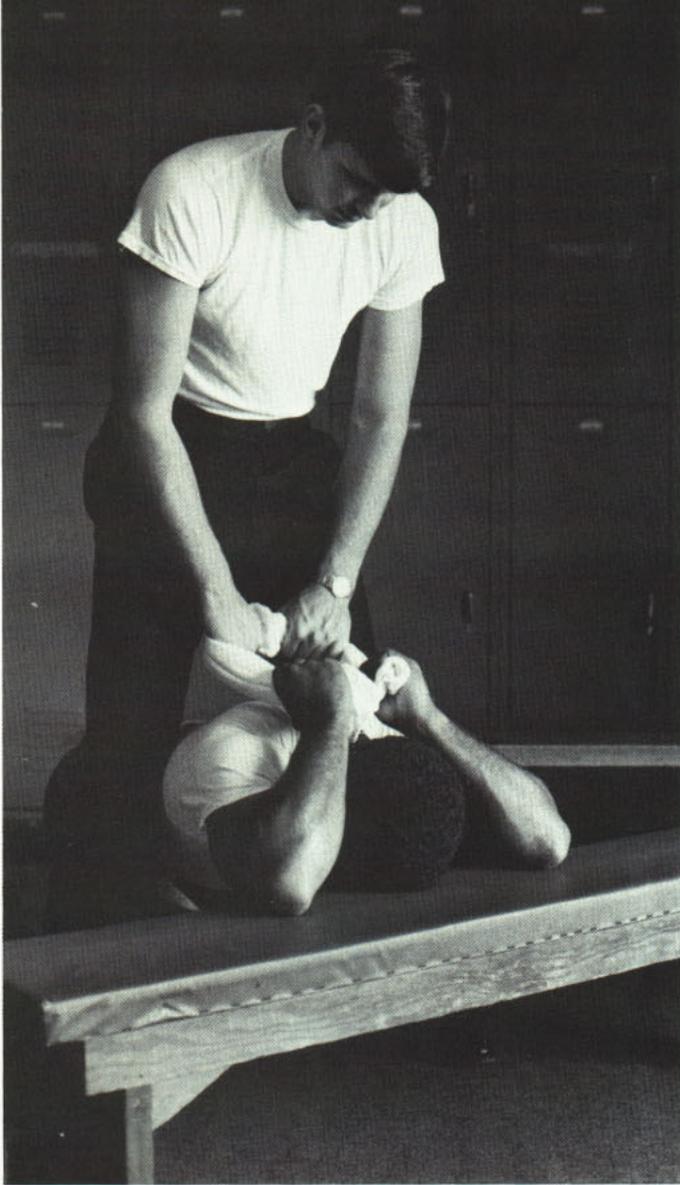
Side-lateral Raise. *The spotter stands behind the lifter, applying pressure on the lifter's wrist. While performing the exercises, the lifter should not clench the hands or rotate the elbows upward. Hands should stay relaxed while facing the deck.*

raising and lowering phases. The lifter must resist the spotter during the lowering phase.

Responsibilities of the Spotter

- Encourage the lifter throughout the exercise, but demand proper form and technique.
- Apply direct pressure to the muscles throughout the full range of movement.
- Apply less than maximum resistance for the first few repetitions, allowing the lifter to warm up. Raising and lowering should each take about four seconds.





- After the third repetition, apply maximum pressure with a slow, smooth movement during the raising action. However, much resistance can cause the lifter's movement to stop. The lifter's lowering movement should take two to three seconds.

- Vary the resistance to accommodate the lifter's changes in strength during the exercise. Too much pressure during the raising phase will cause the lifter to stop, and jerking movements will occur. More pressure should be applied during the lowering phase. Decrease resistance with each succeeding repetition as fatigue increases.

Bent-over Row. *The spotter stands beside the lifter while applying resistance to the lifter's elbow. The lifter bends over at the waist and lowers his arm across his chest. The lifter raises his elbow which remains perpendicular to the body, pauses momentarily and returns to the starting position.*

In any of these exercises, the lifter should momentarily reach a level of zero strength. This can be accomplished only with an all-out effort. At first, the exercises will seem awkward, but the lifter should be encouraged. It takes several attempts to become familiar with each exercise. Ten to 12 repetitions of each exercise should be performed. If done correctly, only one set of each exercise is necessary.

There are many exercises which can be performed using manual resistance. Actually, any barbell or dumbbell exercise can be performed this way. The lifter may prefer to hold a broomstick or towel while performing exercises such as the biceps curl or triceps extension.

In addition to the exercises illustrated here, other exercises you can perform manually are front raises, seated press, upright row, biceps curl

Triceps Extension. *The spotter stands behind the lifter while holding a towel. The lifter, kneeling on the deck with his elbows flat on a bench, grasps a towel with both hands. The elbows are extended while the spotter applies resistance.*

and sit-ups. Manually exercising legs is not recommended if equipment is available. Because legs are so strong and powerful, it is difficult for the spotter to apply sufficient and proper amounts of resistance.

Getting into shape and developing strength is no big trick. However, it does take a certain amount of dedication, hard work and the aid of a shipmate. With the help of manual resistance exercises and effort on your part—with an assist from your buddy—you'll look better and feel great.

—Story by Joe Diange, USNA
—Photos by PH2 Robert K. Hamilton

Bearings

Blindness No Barrier to NRL Scientist

Dr. James R. Slagle, a blind scientist at the Naval Research Laboratory, recently was awarded the Mary P. Oen-

slager Career Achievement Award from the Recording for the Blind, Inc. The award, which includes a \$1,000



Dr. Slagle with his Seeing Eye dog, Ranger, a yellow Labrador retriever. Photo courtesy Naval Research Laboratory.

honorarium, is presented to an outstanding blind professional in recognition of distinguished contributions in a particular field.

A former Johns Hopkins University professor who is recognized as one of the country's leading research mathematicians, Slagle represents thousands of people served by RFB. Their achievements exemplify RFB's belief that visual disability need not be a barrier to success in the sighted world.

Although he lost his sight at the age of 14 due to retinitis pigmentosa, blindness did not slow Slagle down. He received his doctorate from the Massachusetts Institute of Technology in 1959, the same year he and two other blind college graduates received RFB's first scholastic achievement awards.

In 1969, the International Jaycees honored Slagle by naming him one of the "Ten Outstanding Young Men in America." In 1979, the federal government named Slagle as one of the 10 top Outstanding Handicapped Employees.

Slagle gives credit to RFB for providing him with cassette tapes containing the highly technical information he needed to perform his work. "Without RFB to record some very technical books, I would not be able to keep as current as I do," he said.

An avid chess player, Slagle currently holds the title of U.S. Braille Chess Champion which he won in 1977 and also held in 1971-72. He stays active by presiding over the 100-member U.S. Braille Chess Association. He also is active in an organization established to assist visually handicapped young adults.

However, Slagle's greatest love is his work at NRL. Employed for the past eight years at NRL where he headed the former Computer Science Laboratory, he is now in the Navy's Artificial Intelligence Center. He conducts his own research—much of it on a computer terminal that provides printouts in Braille—and assists the center's chief scientist in revising plans and progress of other research projects.

Model Master

Since 1977, more than just photographs have been in the developing stage in the photo lab on board USS *Puget Sound* (AD 38). A model of the *Puget Sound* has been painstakingly built by a master modeler, Photographer's Mate First Class Robert Atkinson. He took no short cuts during the five years it took to construct this intricately detailed model.

The idea for a model of *Puget Sound* took hold when Atkinson was working on a model of the ill-fated *Titanic*. Shipmates suggested that a similar model of the AD 38 would be a great showpiece for the destroyer tender; it wasn't long before Atkinson accepted the challenge.

He took countless measurements and made photographs and drawings of ladders, boats and cranes to ensure complete accuracy. Painting the model was the activity which caused the most difficulty. Atkinson used the same haze gray paint that coats the real *Puget Sound*. Small, delicate parts were awkward to coat, and the paint took longer than anticipated to dry. It was all worthwhile, however, since the final product looks so real that at any moment one expects to see miniature sailors scurrying up the gangplank.

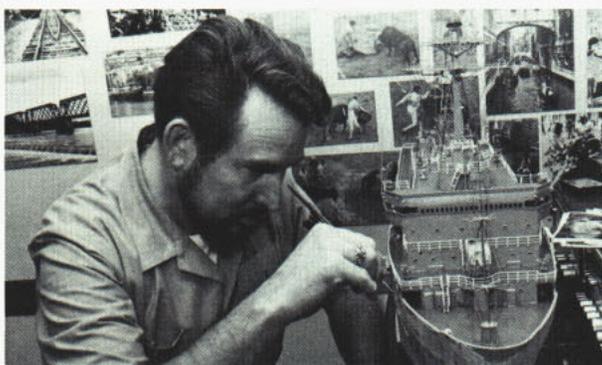
The model was given to *Puget Sound's* crew in October while the ship was at sea. When a display case is completed, the smaller version of AD 38 will be located in a prominent place



Chief Aviation Ordnanceman Joseph L. Goocher Jr. was selected Mine Warfare Command's 1982 Chief of the Year. Rear Admiral Charles F. Horne III, Commander Mine Warfare Command, presented the award saying, "Chief Goocher truly exemplifies the outstanding chief petty officer of today's Navy who is dedicated, takes the initiative and gets the job done." Goocher, an aviation mine delivery inspector in Mine Warfare Inspection Group, Charleston, S.C., spends more than 50 percent of his time traveling around the world to activities with mine delivery missions. He is the primary inspector during mine readiness certification inspection and mine warfare assist visits. *Photo by PH2 Mark D. Ball, CoMine-WarCom, Charleston, S.C.*

where it can be appreciated by anyone who boards *Puget Sound*. It also will serve as a tribute to Atkinson's talent as a master modeler.

—Story by SN John Lewis
—Photos by PH1 Robert Atkinson and
PH2 Dorothy Affeldt,
USS *Puget Sound* (AD 38)



Bearings

ShoBA Shape-up

The shore bombardment area of San Clemente Island, 70 miles off the coast of Southern California, is an important part of this major naval training site. It has an interesting history, too. It was occupied by Shoshone Indians hundreds of years ago, and, during the 17th and 18th centuries, was used as a replenishing station by Spanish fishing vessels. Since 1949, it has been used by the U.S. Navy for training.

All year long, ShoBA takes the pounding of live-fire exercises from land, sea and air. This means that someone must periodically clear the unexploded ordnance and renovate the area. That job belongs to the Naval Amphibious School, Coronado, Calif.



Lt. Larry W. Parker studies renovation logistics on a relief map of the island.

Lieutenant Larry W. Parker, an instructor at the school, coordinated the project recently. "We set two goals for the success of this mission," he said. "The first goal is readiness. We continually seek to broaden the effectiveness of ShoBA support to the fleet. The second goal is to improve the safety for the men who are assigned to ShoBA operations."

The renovation was a \$1 million project. "We broke the workload down into five separate areas of ordnance sweeps, target restocking, sec-

ondary road repairs, structural repairing and the raising of new buildings to accommodate ShoBA personnel," said Parker.

The transport of materials and people to the island proved to be a major exercise in logistics. "San Clemente is isolated," he continued. "We used military boats, barges, aircraft and even commercial air carriers to route everything we needed to the island."

The first part of the project was the most dangerous. Three teams of explosive ordnance disposal personnel from First Service Support Group, Camp Pendleton, Calif., swept the work areas. They had to dispose of unexploded shells and bombs.

After the renovation materials were prestaged, transportation to appropriate areas was provided by the Motor Transportation Platoon attached to the 7th Engineers Support Battalion out of Camp Pendleton. The 7th engineers also provided the manpower needed

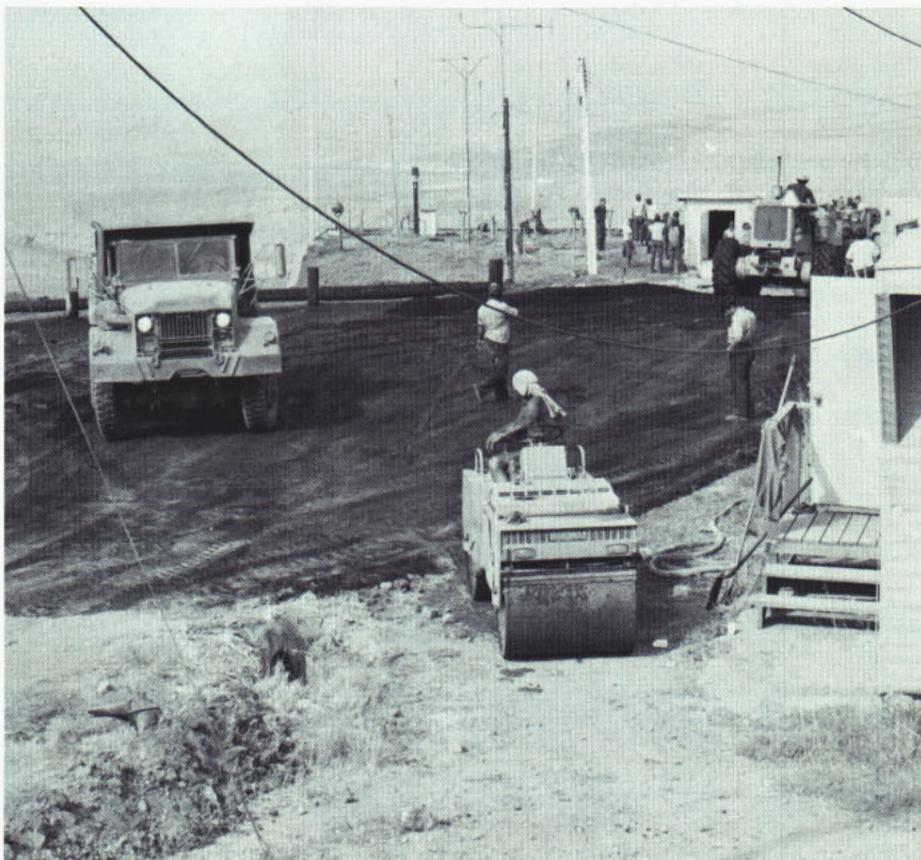
for road construction while crews from the Public Works Center at San Diego repaired the main access road to the observation post.

How long did it take to repair the damage of countless rounds of naval gunfire as well as heavy bombardment from land and air? Only three weeks. "We were even able to accomplish some significant additional work which was not originally on our schedule," said Parker.

Again on San Clemente Island, the shells are shrieking in from destroyers at sea and artillery on land. Attack aircraft are shaking the ground with the detonations of their bombs. That is the job of those members of U.S. Pacific Fleet—to remain battle ready. ShoBA will just have to take it and wait till next year's cleanup.

*—By JO3 Darryl E. Gies
NavPhibScol Coronado*

Workers pave access roads to the shore bombardment area.



Three Wars Later

USS *Ashtabula* (AO 51), the oldest oiler of the U.S. Pacific Fleet, ended its 39-year naval career on Sept. 30, 1982, at Pearl Harbor's Mike 1 & 2 pier.

Ashtabula's history is filled with many glorious and memorable events. After commissioning Aug. 7, 1943, *Ashtabula* was sent to the Pacific Theatre. The highlight of its World War II service was during the Battle of Leyte Gulf, when *Ashtabula* provided replenishment services to the Navy task groups.

On Oct. 24, 1944, when proceeding to night anchorage, *Ashtabula* was attacked by four Japanese planes. A torpedo struck the ship's portside, blasting open a 34-by-24-foot hole. Incredibly, no fires erupted nor were any crew members injured, but the ship developed a list of 14 degrees to port. In one hour, however, *Ashtabula* was back on an even keel making 10 knots. The next morning, *Ashtabula* shot down an enemy aircraft returning for the kill.

The early 1950s found *Ashtabula* actively involved in the Korean War, serving as flagship for Task Group 79.1, providing services to Seventh Fleet units involved in bombarding Korea and assisting in the evacuation of Hung Nam in November 1951. In 1955, *Ashtabula* assisted in the evacuation of Hanoi.

Ashtabula was credited with several significant accomplishments during the 1960s. The oiler conducted the first underway replenishment during the Vietnam War, when it refueled USS *Maddox* (DD 731) only a few hours after *Maddox* was attacked by North Vietnamese torpedo boats.

In October 1967, *Ashtabula* received the coveted Arleigh A. Burke Fleet Trophy award. In 1968, the ship completed a jumboization program which included a new midsection that increased the cargo fuel capacity and also added cargo storerooms, freezers and

magazines, making it the Pacific's only multiproduct oiler.

In early 1975, *Ashtabula* arrived in the Western Pacific to provide critical support for operations Eagle Pull and Frequent Wind, assisting in the evacuation of Vietnam just as it had 20 years earlier.

On April 30, 1982, *Ashtabula* departed for its 32nd and final Western Pacific deployment and returned Aug.

5, 1982. The ship that had steamed more miles and pumped more fuel than any other Navy ship served its country through three wars and 40 years, winning more than 15 battle ribbons. *Ashtabula's* illustrious career is a tribute to the finest maritime force in the world—the U.S. Navy.

—By Ensign William T. Sullivan
USS *Ashtabula* (AO 51)

Hayward Hall

The barracks housing U.S. Army, Navy and Air Force enlisted people assigned to NATO's Allied Forces, Southern Europe Command in Naples, Italy, has been named for the former Chief of Naval Operations Admiral Thomas B. Hayward.

Admiral James D. Watkins, Chief of Naval Operations, took the opportunity during a recent visit to Naples to dedicate the barracks. Admiral Watkins said it was appropriate that the barracks be named Hayward Hall because Admiral Hayward "was the most courageous in supporting people programs and spoke out the strongest

. . . for improvement of the quality of life of military personnel."

Hayward Hall includes suites which consist of one, two or three bedrooms with a common bathroom. Suites include refrigerators, sinks and modern furniture. The Hayward Hall complex also includes a laundry, common kitchen, reading rooms, a game room and an outside garden area. Almost every room has a balcony where residents can hold cookouts.

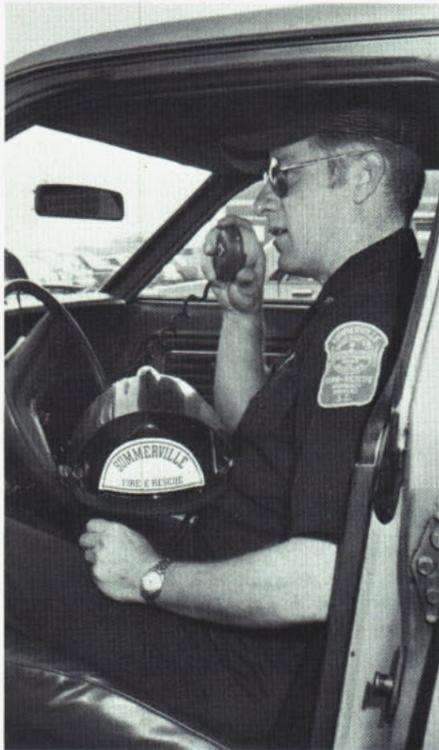
Chief of Naval Operations Admiral James D. Watkins (right) with Admiral William J. Crowe Jr., Commander in Chief of Allied Forces Southern Europe, and Lieutenant Junior Grade Suzanne Spangler, officer in charge of Hayward Hall. Photo by MSgt. Wally Ross, USAF.



Bearings

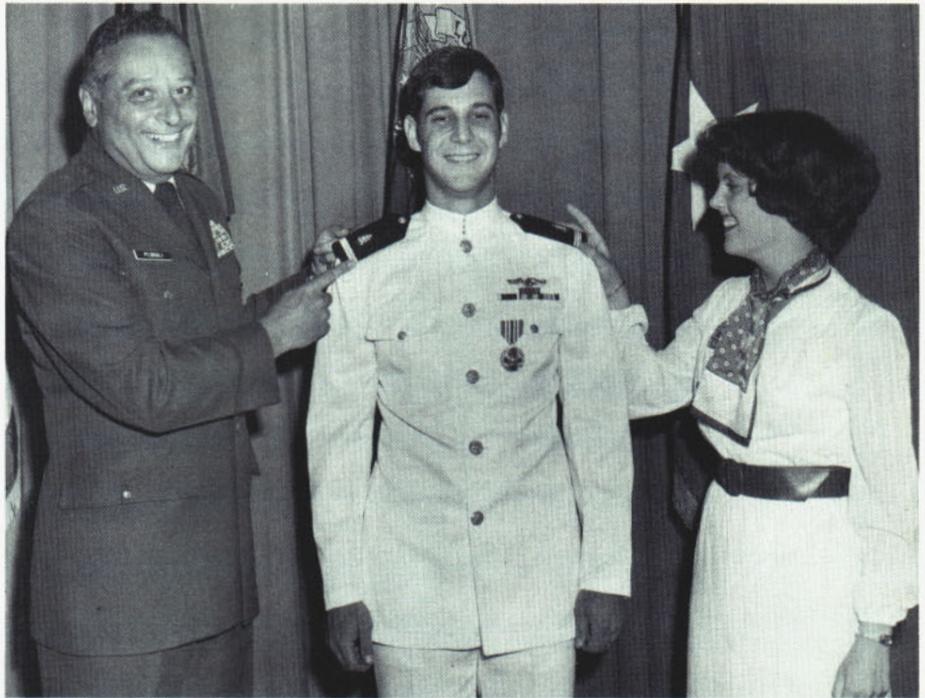
Navy Man Named Fireman of the Year

Chief Draftsman Lloyd E. Marshall Jr., a volunteer firefighter, received the 1982 Fireman of the Year Award from the Summerville, S.C., Fire and Rescue Department. Marshall, head of the audio-visual facility for the Fleet and Mine Warfare Training Center, Naval Base, Charleston, S.C., spends at least 60 hours a week on call, in training or responding to emergencies—above and beyond the time spent on his military duties.



Why is he a volunteer firefighter? "Just to help people," he said. "It makes me feel good to do something for the community in which I live."

The community Marshall helps to protect has a population of more than 40,000 people; the Summerville Fire and Rescue Department consists of 46 men, 29 of whom are volunteers. Every member receives weekly firefighting training and is qualified in cardiopulmonary resuscitation.



Celebrating a demotion? Flanked by his wife, Elen, and Brigadier General Attilio Pedroli, Commander Defense General Supply Center, Richmond, Va., Lieutenant Wayne Strouse, active duty naval officer, becomes Ensign Strouse in the reserves. Strouse was selected for the Navy Medical Training Program and will attend the Medical College of Virginia. Under the terms of the program and in exchange for this Navy scholarship, Strouse had to agree to enter the program as an ensign. After completing four years of medical training, he will be restored to his former rank, but as a medical officer.

"We are called on to give CPR in ambulances quite frequently and must be qualified to operate life-support equipment in an emergency," Marshall said.

Marshall responds not only to structure fires but also to brush and car fires, medical emergencies and auto accidents. "Firefighters can operate all the equipment to free a person trapped in a car, and that is a science in itself."

Because of Marshall's training, experience and ability to remain calm in an emergency, he is usually the first of a two-man team to enter a burning building. During an apartment fire, he and three others rescued two children and two adults from the second story. For his actions, he received the Firefighters Life Saving Award.

Marshall's goal is to be qualified in every aspect of firefighting. "It makes you more comfortable when you go to a fire and you know everyone's job as well as your own," he said.

In addition to his regular training, Marshall attended the State Fire Inspectors Seminar last year which qualified him as a South Carolina State Fire Inspector. During the seminar, he learned to use a "sniffer," a device that analyzes the residue of burnt materials to see if the fire might have been purposely set.

What motivates Marshall to devote so much time and effort to firefighting is the personal satisfaction he receives. "When you do a good job, people thank you for it." That's reward enough for him.



Freedom Pennant Unfurls in Australia

In heavy weather with winds gusting to 50 miles an hour, the Navy's newest amphibious assault ship, USS *Peleliu* (LHA 5) launched Freedom Pennant '82, a complex joint exercise held recently in the southeast Indian Ocean. The operation was an all-air assault by U.S. Marines at the Australian Army's Lancelin gunfire range 130 miles north of Perth in western Australia. It emphasized cooperation between Australia and the United States as well as the importance of the Australia-New Zealand-United States alliance.

Freedom Pennant involved more than 5,000 sailors and marines from the *Peleliu*, USS *Cleveland* (LPD 7), USS *Peoria* (LST 1183), along with dozens of Marine aircraft.

Peleliu got under way from Fremantle and made for the landing zone where it launched AV-8 *Harriers*, transports, *Cobra* gunships and an A-6 *Skyhawk* squadron.

One of the first actions was to land an advance reconnaissance force of 12 men who would report any changes in the objective area which could affect the next day's D-day landing. The D-day goal was to produce a rapid buildup of men, equipment and explosives at the landing zone.

Reconnaissance gave an all-clear signal, and *Peleliu* hit the target with its three 5-inch guns. Then the first air assault wave streaked toward the beach as some 600 Marines landed along with

58,000 pounds of equipment. The *Harriers* dropped 32,000 pounds of live ordnance.

Once the Marines established a beachhead and posted patrols over two landing zone objectives—one a simulated airfield—the First Royal Australian Regiment's defenders began to probe the line for weak points.

As Freedom Pennant raged on the beach, *Peleliu* tested the effectiveness of *Harrier*/helicopter assets in supporting an amphibious assault in tandem from an LHA flight deck.

It wasn't an easy test. *Peleliu* executed nearly 100 course changes be-

cause of uncooperative weather. High winds made flight operations difficult. Each helo type required a different wind direction for their launching and landing.

As it turned out, there was a minimum of delay in getting helos in the air, and there were no delays in launching *Harriers* between helo takeoffs on the same deck.

Overall, Freedom Pennant's various tests proved successful and will provide excellent information for future training exercises.

—By JO3 Alan J. Skripsky,
USS *Peleliu* (LHA 5)



Caribbean Swing

Central and South American military and civilian dignitaries witnessed the demonstrated value of U.S. naval air and sea power late last year when a task group of three Norfolk-based nuclear-powered ships conducted operations in the Caribbean. More than 6,000 Navy men and women were involved.

The aircraft carrier USS *Nimitz* (CVN 68), with Rear Admiral Kendall E. Moranville, commander of Cruiser-

Destroyer Group Two embarked, led the task group. "The Caribbean Swing was initiated to show continuing interest and commitment to this area," explained Admiral Moranville.

The guided missile cruisers USS *Arkansas* (CGN 41) and USS *Mississippi* (CGN 40) accompanied *Nimitz*, with its embarked Carrier Air Wing Eight. The three-ship task group, operating for the eight days in the Caribbean as a component of the Second

Fleet, hosted visits by dignitaries from Honduras, Colombia and Venezuela. They displayed routine flight operations for their guests and participated in a joint naval exercise with Colombia. Each of the visits was highlighted by a naval air and sea power demonstration conducted by Carrier Air Wing Eight and the guided missile cruisers. Honduras benefited first by the task





group's visit. Dignitaries included the president of the congress, the chief of operations of the Honduran Navy, and the commander of the Honduran Air Force. They were accompanied by U.S. Ambassador to Honduras John D. Negroponte. Just before departing, the president of the congress, Efrain Bu Giron, said he was very impressed with the demonstration and asked that the United States not make this an isolated visit.

Within the week, Colombian and Venezuelan officials visited the task group. In addition to firepower

demonstrations for the assembled visitors, the task group conducted an anti-submarine warfare exercise with a Colombian submarine.

Colombian visitors included the Navy, Air Force, and Atlantic Naval Force commanders, and the Mayor of Cartagena. U.S. Ambassador to Colombia Thomas D. Boyatt accompanied the group.

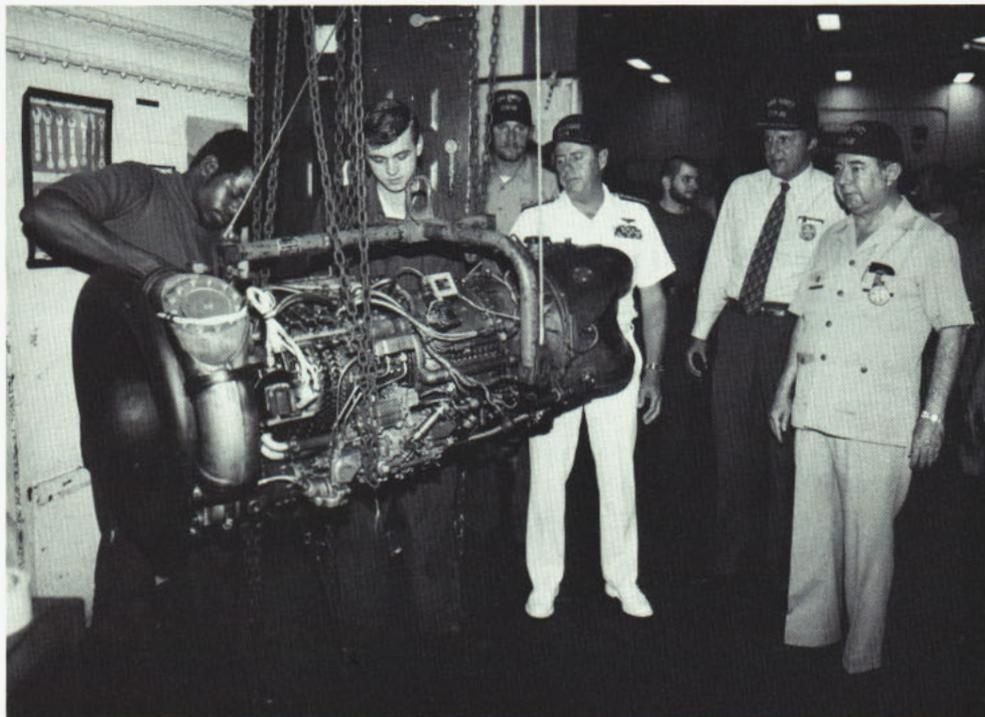
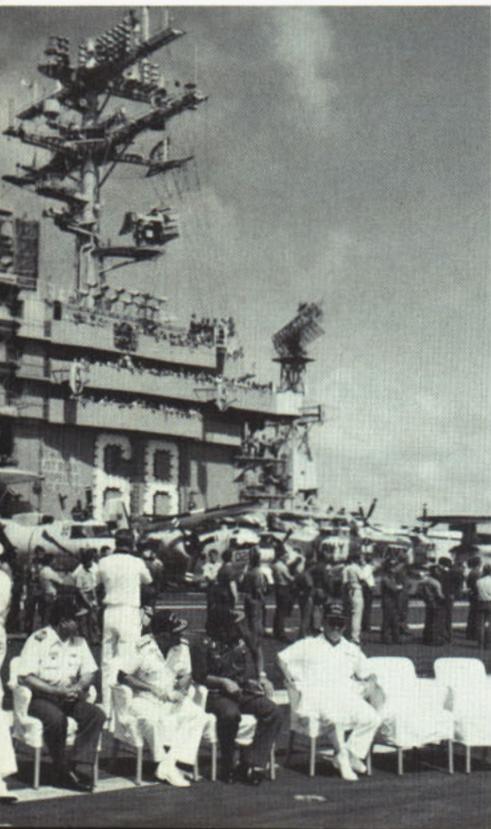
The final group of Latin American officials to visit the force came from Venezuela. Among those attending were the commander of the Venezuelan Navy, inspector general of the air

force, the navy fleet commander, air defense commander and the director of army intelligence. They were accompanied by the U.S. Ambassador to Venezuela George W. Landau.

Following the 2,300-mile swing through the Caribbean, the task group deployed to the Mediterranean.

—By Lt. Nathan Jones, ComSecondFlt

USS Nimitz (CVN 68) (above) hosted dignitaries from Honduras, Colombia and Venezuela and American embassy escorts during Operation Caribbean Swing for demonstrations of naval air and sea power. Photo by PHAN Steven Lee Russ. Other photos by PH3 C.L. Mussi and PHAN John Morris.



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 May events.

The U.S. Navy defeated Spain's Pacific fleet on May 1, 1898, in the Battle of Manila Bay. The following day, American naval forces destroyed Spanish guns and magazines at Cavite.

As a result, the Philippines fell and the battle contributed significantly to the final victory in the Spanish-American War. The United States had declared war on Spain a week earlier—April 25—and simultaneously ordered its Asiatic Squadron from Hong Kong to capture and destroy the Spanish fleet, then in Philippine waters.

The U.S. Navy of the time was well-trained and well-supplied largely because of the energetic efforts of a young assistant secretary of the Navy—Theodore Roosevelt. The future president also had selected the battle's victorious flag officer, Commodore George Dewey, for the command.

The guns of Dewey's squadron destroyed the enemy ships anchored in Manila Bay and killed or wounded 381 Spaniards. American forces suffered nine casualties, but no loss of life. Manila surrendered after a token bombardment.

The Battle of Manila Bay made Dewey a national hero and established the United States as a major naval power. A special rank—Admiral of the Navy—was created for Dewey. That rank ceased to exist at his death.

Today, 85 years later, the Navy and the other armed services have large, important bases in the Republic of the Philippines. Except for the Japanese

occupation from May 1942 to October 1944, American presence has been continuous in the Philippines for more than eight decades.

On the opposite side of the globe, another naval outpost, the Atlantic Fleet training base at Guantanamo Bay, Cuba, also came about as the result of the Spanish-American War. That base has served the U.S. Navy continuously for 80 years.

Aviation and Aerospace

Several developments and achievements in naval aviation and the Navy's participation in the space program occurred in May.

The Navy contracted for the *Triad*, the service's first airplane, on May 8, 1911, which is recognized today as the birthdate of naval aviation.

Eight years after its birth, naval aviation began setting records.

For example, on May 27, NC-4 completed the first trans-Atlantic flight. In 23 days, the plane had flown from New York to Halifax, on to the Azores, then to Lisbon, Portugal, and finally landed in England. In 1925, the Navy began a world's endurance record flight of 28 hours, 35 minutes and 27 seconds without refueling for class C-2 seaplanes. On May 9, 1926, Commander (later rear admiral) Richard E. Byrd made the first flight over the North Pole.

In 1929, May 4-6, the Navy set a world balloon record of 952 miles in 43 hours and 20 minutes. Just two days

later, Lieutenant Apollo Soucek set a world altitude record of 39,140 feet in a Wright *Apache*.

On May 12, 1938, the aircraft carrier *Enterprise* (CV 6) was commissioned. Four years later, the United States was at war with Japan in the Pacific. On May 4, 1942, the Battle of Coral Sea, the first carrier-vs.-carrier battle, began. And in the European theater, American naval aviation was helping British aviators in their fight against Hitler's forces in the Mediterranean. On May 9, 1942, the carrier USS *Wasp* launched British aircraft to reinforce Malta for the second time.

The Navy Air Transportation Service made its first Pacific flight on May 15, 1942, from Alameda, Calif., to Honolulu, Hawaii. NATS was disestablished years later when the Air Force's Military Air Transportation Service (now Military Airlift Command) took over transportation duties for all the armed forces.

Only three years after the German Air Force flew a prototype jet fighter at the end of World War II, the U.S. Navy reached an important milestone with that revolutionary propulsion system. On May 5, 1948, the first jet squadron qualified for carrier flight operations.

Less than a year later—May 3, 1949—the Navy entered the space age when it fired its first high altitude rocket, *Viking*, at White Sands Proving Grounds, N.M. And the first test vehicle of Project Vanguard was success-

fully launched on May 1, 1957.

Aircraft carriers began adding significant wallop to their might three years later. On May 21, 1960, USS *Kitty Hawk* (CVA 63), the first aircraft carrier armed with guided missiles, was launched at Camden, N.J.

On May 4, 1961—naval aviators entered the balloon record books again. Commanders Malcolm Ross and Victor A. Prather, launched from USS *Antietam*, piloted Stratolab balloon to a world record altitude of 113,739.9 feet in two hours and 36 minutes. On May 24, 1961, three F-4H *Phantom II* fighters set a new Los Angeles-to-New York record of two hours and 47 minutes for an 870 mph average.

Exactly a year later, astronaut Lieutenant Commander M. Scott Carpenter completed the second U.S. manned orbital space flight with three trips around the world. And on May 16, 1963, astronaut Gordon Cooper, an Air Force major, was recovered after he orbited the earth 22 times in the *Faith 7* capsule; the landing was made about 80 miles southeast of Midway, less than five miles from USS *Kearsarge* (CVA 33).

Nurse Corps

On May 13, 1908, the Navy Nurse Corps was established by Congress; Esther Hasson was appointed the first superintendent of the corps.

A Navy surgeon, Dr. William P. Barton, had recommended establishing a Nurse Corps to the Secretary of the Navy nearly a century earlier—in 1811. Bills to establish the corps failed in Congress in 1902 and 1904.

By October 1908, the first 20 nurses reported to Washington, D.C., for training and duty. These women, later called the "Sacred Twenty," weren't given rank status—officer or enlisted—by Congress.

Although the Nurse Corps was created in 1908, nurses served the Navy from a variety of sources during earlier eras. For example, Roman Catholic nuns belonging to a nursing order served in the medical department of the hospital ship *Red Rover* during the Civil War.

In 1898, a group of trained nurses cared for the sick and wounded of the Spanish-American War at the Naval Hospital, Norfolk, Va. These women weren't part of an official unit and weren't even assured of being paid. A verbal agreement assured they would be reimbursed for traveling expenses and "moderate" wages if funds could be found. They served for 50 days and were paid from non-appropriated funds.



Less than a decade after the Nurse Corps was established, during World War I, Navy nurses met the challenges of duty under fire in Europe. They were assigned to hospitals in England, Scotland, Ireland and France, where some served with Army field units. Of the four Navy Crosses awarded to Navy nurses, three were made posthumously.

During World War II, five Navy nurses were captured by the Japanese on Guam and were interned for six months before their repatriation. Eleven of their comrades captured in the Philippines were less fortunate, spending 37 months in an internment camp where they cared for the sick and wounded.

Almost four decades after the corps' birthdate, in April 1947, the Army-Navy Nurses Act established the Nurse

Corps as a permanent staff corps of the Navy. The act also authorized permanent commissioned rank and permitted integration of reservists into the Regular Navy.

Navy nurses also served with distinction during the Korean and Vietnam wars. But these important members of the Navy team not only care for the sick and injured, they also teach. They spend a large amount of time giving on-the-job training to hospital corps-

men, who make up the Navy's largest rating.

A milestone in the corps occurred in 1965 when the first male nurse was commissioned. The corps has been fully integrated since then.

Seven years later, Rear Admiral Alene Duerk, director of the Navy Nurse Corps since 1968, made history by becoming the first woman flag officer—110 years after the rank of rear admiral was established by Congress.

Today, the Navy Nurse Corps is led by Rear Admiral Frances Teresa Shea. The corps numbers 2,772; of that number, 736 are men. The first man to be selected for the rank of captain in the Navy Nurse Corps, C. William (Bill) Cote, was among 16 Navy nurses chosen to wear eagles by the latest selection board.

—By JOCM Merle F. Jacobsen

Reunions

✦ **Air Group 75, Air Group 4, 1945-1983**—Reunion June 3-6, 1983, Norfolk, Va. Contact Mr. H.R. Walker, Pegasus Data Systems, 236 Lackland Drive, Middlesex, N.J. 08846.

✦ **USS ABSD No. 1**—Reunion June 24-26, 1983, San Diego. Contact W.G. Herman, 212 Birch St., Topeka, Kan. 66609.

✦ **USS Iowa (BB 61)**—Reunion June 24-26, 1983, Denver. Contact J.S. Pasquale, 5005 Algonquin Tr., Kokomo, Ind. 46902.

✦ **USS LST 639**—Reunion June 10-11, 1983, Cleveland. Contact Bob O'Toole, 8548 Wyatt Road, Broadview Heights, Ohio, 44147; telephone (216) 526-5220.

✦ **USS North Carolina (BB 55)**—Reunion June 21-23, 1983, Wilmington, N.C. Contact C.H. Rosell, Box F, Hollywood, S.C. 29449.

✦ **"Tin Can Sailors"**—Reunion July 1983, Charleston, S.C. Contact Ed Ward (XO) "Tin Can Sailors," Battleship Cove, Fall River, Mass. 01752.

✦ **Eighth Naval Beach Battalion**—Reunion July 2-8, 1983, College Park (Atlanta), Ga. Contact Clifford L. Legerton, 817 Gates Ave., Norfolk, Va. 23517.

✦ **Aviation Boatswain Mates**—Convention, July 19-23, 1983, San Diego. Contact ABCM James Tuck, PO Box 228, Lakehurst, N.J. 08733; telephone (619) 292-9059, or (619) 423-7462.

✦ **USS Henley (DD 391)**—Reunion July 15-17, 1983, San Francisco. Contact Roy E. Anglen SMC, USN Ret., PO Box 3, Hume, Ill. 61932; telephone (217) 887-2372.

✦ **USS Robert L. Wilson 847 Association**—Reunion July 8-10, 1983, Norfolk, Va. Contact Joseph C. Quinn, 620 E. 99th St., Minneapolis, Minn. 55420.

✦ **Navy Patrol Squadron 812**—Reunion July 15-17, 1983, Minneapolis. Contact Dick Martin, 4032 Washington St., N.E., Colonial Heights, Minn. 55421.

✦ **USS Enterprise (CV 6)**—Reunion July 27-31, 1983, Milwaukee. Contact Ed Doss, 1576 South Forrest Road, Westport, Wash. 98595; telephone (206) 268-9742.

✦ **U.S. Submarine Veterans, Inc.**—19th annual convention July 21-24, 1983, San Diego. Contact W.R. "Flip" Flaminio, 3421 Calavo Drive, Spring Valley, Calif. 92077; telephone (619) 461-1324.

✦ **115th Naval Construction Battalion Veterans**—Reunion July 28-31, 1983, Manchester, Tenn. Contact Edward C. Plum-

mer, 5023 E. Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

✦ **U.S. Naval Academy Band Alumni**—Reunion July 23, 1983, Annapolis, Md. Contact Tom Christie, 369 Dewey Drive, Annapolis, Md. 21401; telephone (301) 269-1207.

✦ **USS Belle Grove (LSD 2)**—Reunion July 15-16, 1983, Dearborn, Mich., for crew members serving from August 1943 to December 1969. Contact Joe W. Bledsoe, 194 Pinegrove Drive, Bellbrook, Ohio 45305; telephone (513) 848-2855.

✦ **USS South Dakota (BB 57)**—Reunion July 2-4, 1983, Sioux Falls, S.D. Contact Ray Kanoff, 1210 N. 12th St., Norfolk, Neb. 68701; telephone (402) 371-0242.

✦ **USS Paul Hamilton (DD 590) and USS Twiggs (DD 591)**—Reunion July 28-29, 1983, Boston. Contact W.J. McCrevan, 105 Msgr Lydon Way, Dorchester, Mass. 02124; or F. Carrigan c/o Franklin Police Dept., Franklin, Mass. 02038.

✦ **USS West Point (AP 23)**—Reunion for World War II crew members July 21-23, 1983, Ft. Lauderdale, Fla. Contact John E. Daniel, 3728 S. Fuller, Independence, Mo. 64052.

✦ **USS McGowan (DD 678)**—Reunion July 15-16, 1983, Buffalo, N.Y. Contact Dan Rogers, 30 Hurd St., Lynn, Mass. 01905.

✦ **USS Holland (AS 3)**—Reunion July 24-27, 1983. Contact Bart Wilson, 7355 NW Newberry Hill Road, Silverdale, Wash. 98383; telephone (206) 692-5904.

✦ **USS Fred T. Berry (DD/DDE 858)**—First annual reunion July 1983, Charleston, S.C. Contact Denis Gordon, 319 E. Main St., No. L-7, Marlboro, Mass. 01752; telephone (617) 485-7261.

✦ **USS John C. Butler (DE 339)**—First reunion July 20-23, 1983, St. Louis. Contact Chester W. Skoczen, 326 Chestnut St., N. Syracuse, N.Y. 13212; telephone (315) 458-4395.

✦ **USS Maryland (BB 46)**—Reunion July 28-30, 1983, Oklahoma City. Contact C.A. Anstey, 1011 Shamrock Road, Oklahoma City, Okla. 73131.

✦ **USS LST 272 (The Gray Raider)**—Reunion July 15-17, 1983, New Orleans. Contact R.L. Dennebaum, 259 West 21st St., Ship Bottom, N.J. 08008.

✦ **USS Koiner (DE 331)**—Reunion Aug. 12-14, 1983, Reading, Pa. Contact J. Harold McCrabb, 435 Greenwich St., Read-

ing, Pa. 19601; telephone (215) 374-0489.

✦ **USS Topeka (CL 67)**—Reunion Aug. 12-14, 1983, Orlando, Fla., for crew members who served from 1944-1949. Contact James W. Wilson, 1022 W. Abbott St., Muncie, Ind. 47303.

✦ **USS Pride (DE 323)**—Reunion Aug. 1-4, 1983, Miami Beach, Fla. Contact Fred S. Haeberle, PO Box 183, Audubon, Iowa 50025.

✦ **USS Chanteleur (AV 10)**—Reunion Aug. 4-6, 1983, Oxnard, Calif. Contact Mrs. Kenneth E. Boyd, Route 4, Box 145, Culpepper, Va., 22701; telephone (703) 854-5076.

✦ **USS Gainard (DD 706)**—Reunion of ex-crew members Aug. 12-14, 1983, Norfolk, Va. Contact Cecil Kendrick, 720 Hemlock Crescent, Virginia Beach, Va. 23464; telephone (804) 495-1708 or Robert D. Schultz, 146 Pearse Road, Swansea, Mass. 02777; telephone (617) 672-1556.

✦ **126th Navy Seabee Construction Battalion**—Second annual reunion Aug. 4-7, 1983, Oxnard, Calif. Contact Lenno C. Johnston, Star Route, Box 27, Pineville, Mo. 64856.

✦ **Destroyer Escort Sailors Association**—Eighth annual national convention Aug. 2-6, 1983, Long Beach, Calif. Contact Jack Collins, PO Box 68, Oviedo, Fla. 32765; telephone (305) 365-5331.

✦ **USS Manchester (CL 83)**—Reunion Aug. 4-7, 1983, Bowling Green University, Bowling Green, Ohio. Contact Frank E. Helfenberger, 12012 Meridian Ave., N., Seattle, Wash. 98133; telephone (206) 365-7455.

✦ **USS Callaway (APA 35)**—17th reunion Aug. 2-4, 1983, San Francisco. Contact Wallace E. Shipp, 5319 Manning Place, N.W., Washington, D.C. 20016; telephone (202) 363-3663.

✦ **USS Cassin Young (DD 793)**—40th anniversary of commissioning Aug. 12-14, 1983, Boston. Contact Summer M. Wheeler, 20 Caulfield Circle, Newton Center, Mass. 02159 or John J. Quinn, 20 Gorwin Drive, Medway, Mass. 02053.

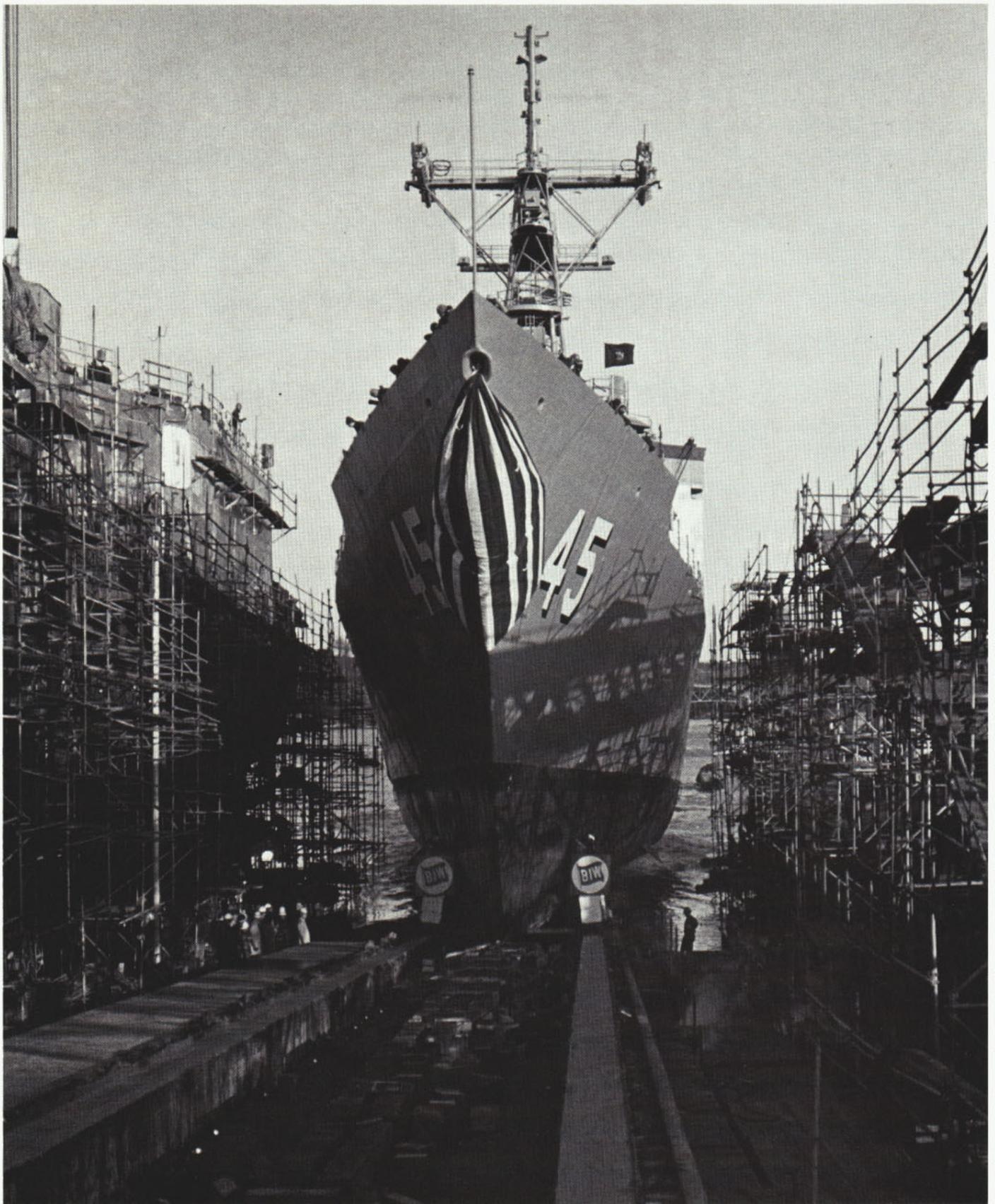
✦ **USS Frost (DE 144)**—Reunion August 1983, Long Beach, Calif. Contact Ernest Zimany, 475 Courtland Ave., Bridgeport, Conn. 06605; telephone (203) 333-2909.

✦ **USS Emmons (DD 457)**—Crew members interested in a reunion, contact Mr. David Jensen, 87-26 259 St., Floral Park, N.Y. 11001.

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The De Wert (FFG 45), a guided missile frigate launched in Bath, Maine, Dec. 18, 1982, honors Hospitalman Richard De Wert, who was posthumously awarded the Medal of Honor. De Wert was killed by a burst of enemy machine-gun fire while administering aid to a fallen Marine, the fourth infantryman he administered aid to that day in 1951 despite his own multiple wounds. The 455-foot De Wert is the second ship named for a Navy hospital corpsman. The first was USS Jack Williams (FFG 24), launched in 1980, which was named for Pharmacist's Mate Jack Williams, who gave his life while caring for others on Iwo Jima during World War II.



Bon Odori ● See page 30