



ALL HANDS

DECEMBER 1983

in this issue

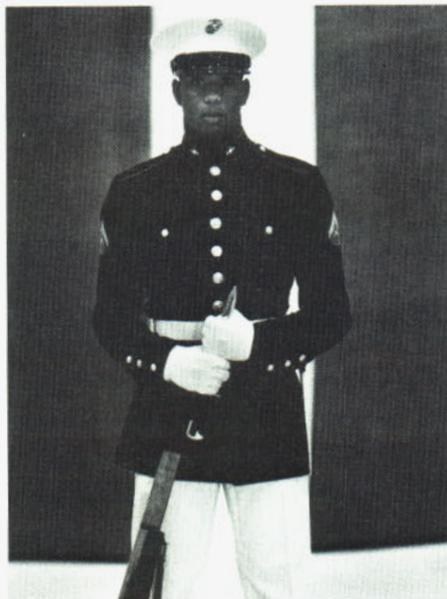
Report from Beirut



Through the Mediterranean, along the coast of Libya, and here on station off Beirut, Lebanon, USS Mahan (DDG 42) keeps USS Dwight D. Eisenhower (CVN 69) in its sights. Photo by YNC (SW) John W. Meng, USS Mahan (DDG 42).



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ALL HANDS

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Chief of Naval Operations: ADM James D. Watkins
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CO Navy Internal Relations Act: CAPT John A. Martin
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Front: On the deck of USS *Austin* (LPD 4), U.S. forces exemplify an American military brand of teamwork in Lebanon. Photo by JOCM John D. Burlage.

Back: Home for the holidays—a photographic interpretation by PH2 Liz Schading and PH2 Perry Thorsvik.

Managing Editor: Joanne E. Dumene.

Associates: Richard Hosier (Layout), Michael Tuffli (Art).

Contributing Staff: JOC(SW) Fred J. Klinkenberger Jr., JO1 Dale Hewey, JO1 J.D. Leipold, JO1 Gary Hopkins, Kenneth J. Rabben, Marge Holtz, JO2 William Berry, JO2 Russell Coons, JO2 Eddie Foster-Simeon.

Research: Elaine McNeil, Candace Sams.

Production: LT DeAtley H. Cotton, DM2 Eugene Clark, DM2 John D'Angelo, PH2 Liz Schading, PH2 Perry Thorsvik, Karen L. Nelson.

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Photo by JO2 R.L. Coons



Photo by PH2 Sharon K. Nelms-Thorsvik



Photo by PHAN Joann Doub



Clockwise from above: LDO Ensign Jeri Ezell has worked in photo labs throughout her career—now she's in charge of one. CWO4 Dorothy Stowe, ship's clerk, says, "Greater responsibility and variety of assignments are given to people of higher authority." Ensign Ezell began a new career after her commissioning. Lt.j.g. Jannine Weiss started out in the tower and is now in the cockpit as the Navy's first and only female flying LDO. CWO3 Kathleen Wilson, aboard USS Prairie (AD 15), has been going to sea all but seven months of the last four years. "I enjoy being on the ship," she said.

Photo by PHAN William P. Leake





Women CWOs and LDOs

Larger Horizons and Brighter Sunsets

“Quality is what we’re looking for. It makes no difference whether it’s male or female, the selection board is looking for the best person,” said Lieutenant Commander James F. Parks, limited duty officer/chief warrant officer community manager, in the Office of the Chief of Naval Operations. “We look for sustained superior performance—which is primarily experience, types of jobs held and a reasonable sea/shore rotation.”

Today, women compete for LDO and

CWO programs on an equal basis with men. There are no designators closed to female applicants. But it wasn’t always that way.

Dorothy J. Stowe, on active duty longer than any other female chief warrant officer, said, “Customarily, we go the second mile while everybody else is going the first. It’s been that way. It isn’t fair, but by the same token, until we reach a certain comfortable point in an integrated service, it isn’t unfair either.”

Women CWOs and LDOs

“Despite the fact that throughout most of my 30 years we had less than equal opportunity, this has been one of the richest fields of opportunity that I could possibly have worked in.”

Ensign Jeri D. Ezell, former chief photographer's mate recently commissioned as an LDO, said, “I think women are hesitant about applying for the programs not knowing what they're in for. When I found out they were selecting only one (LDO photographer) and there had never been a female LDO in photography before, I thought my chances were pretty slim. When I found I made it, I was ecstatic!”

‘Quality is what we’re looking for. It makes no difference whether it’s male or female, the selection board is looking for the best person.’

Chief Warrant Officer Kathleen M. Wilson, repair department planning officer aboard the destroyer tender USS *Prairie* (AD 15), said, “It is difficult in many ratings for women to make chief. To apply for the commissioned warrant officer program you first have to make chief. A lot of times it is discouraging to people who say, ‘Well, I finally made chief, but now I’ve got 18 years in and I could retire in two years. But if I make warrant, I can’t do that.’

“I’ve talked to a couple of women who are in that category,” Wilson added. “My recommendation is if you want it—go for it! Even if it takes you more than 20 years, it’s worth it.”

The first warrant officers were “boat-swains,” oldest known sailing masters or seagoing officers, more than 200 years ago. They were appointed by warrant.

The first woman was not permitted to join this proud community until 1943.

Limited duty officers have been around only since 1947. The LDO program was established as an advancement ladder for outstanding senior enlisted people and CWOs to achieve higher management level positions requiring a technical background.

FISCAL YEAR 1983 MALE vs. FEMALE CWO SELECTIONS

Designator	MALE			FEMALE		
	Apps	Selected	%	Apps	Selected	%
712X (Operations)	166	40	24	1	1	100
734X (Air Maintenance)	230	25	11	1	—	—
741X (Ship’s Clerk)	82	27	15	3	—	—
749X (Security)	49	4	8	1	1	100

Total applications: Male – 1,477 Female – 6
Overall percentage: Male – 28% Female – 33%

The first woman was selected in 1981. Before that, women were excluded by law. In 1980, a new law was passed admitting women to the LDO program.

Since fiscal year 1982 LDO and CWO selection cycle, both men and women were subject to the same application and selection criteria. “I just don’t feel we’re getting enough applications,” said Parks. “Last year 2,400 women were eligible for LDO; only 92 submitted applications.”

There are 20 female CWOs and 18 LDOs in the Navy today. They serve in a variety of duties, from flying planes to driving ships to taking pictures. According to Parks, these proud and special women “put the Navy first and everything else second.”

CWO4 Dorothy J. Stowe, Ship’s Clerk

Chief Warrant Officer Dorothy J. Stowe, from Gastonia, N.C., enlisted in the Navy on April 15, 1952, “to receive the benefits of the GI Bill and finish college.” She stayed in “because there were no dual standards and (there were) superior promotional opportunities.”

Stowe elaborates, “I’m proof that you don’t have ‘to know’ anybody. I hadn’t the foggiest idea who was on the selection board at the time they selected me.”

Starting out as a seaman recruit at Naval Air Station Corpus Christi, Texas, Stowe went into the personnelman rating as a classifier. “In those days,” she explained, “all of the aptitude testing was done after you came in. Now recruiters do those things before.”

“We had to know every rating, every minor detail of every rate—what kind of talent it took, what kind of brains and

academics it took. We would examine all of those details on one-to-one interviews with the individuals to find out their strengths and aspirations. It was really very exciting.”

From Corpus Christi, Stowe went on to the Naval Station Charleston, S.C., and then to Richmond, Va., for recruiting duty. This was followed by a tour at Bainbridge, Md., where she was appointed a warrant officer. She said, “I haven’t been to a lot of glamorous places. I’ve been one of those ‘cog in the wheel’ types.”

Her first tour as a warrant officer was in the classification department at Naval Training Center San Diego. “Instead of having four or five classifiers working for me, I had 45,” she said.

Stowe then volunteered for duty in Vietnam. “My detailer sent me to CinCPacFlt (Hawaii) and put me in an assignment that a woman hadn’t had before—which was not unusual for me. They kept doing that,” she said. “I was administrative officer for the Blue Eagles airborne command post. As far as I know, I am the only woman ever to have held the job (1969–1971).”

‘Excelling—that’s what warrants are all about. If I excel in what I’m doing then I’m being true to the warrant tradition.’

Later tours were in Washington, D.C., and Orlando, Fla. In her current assignment, Stowe heads the Navy Alcohol Safety Action Program in Washington, D.C. “I get so excited about what I’m doing now I feel like a soap-box preacher.



Photo by JO2 R.L. Coons

I think the Navy has done one of its finest pieces of work in establishing and maintaining a program of education designed to enlighten people, to elevate their awareness of addiction."

In answer to what's next, she said, "First and foremost, I'll ask the Secretary of the Navy for another tour of duty. I was supposed to retire in April 1982, so I'm on an extension now.

"But I have a wealth of positive life experience that I'm eager to share with other people.

"Excelling—that's what warrants are all about. If I excel in what I'm doing then I'm being true to the warrant tradition.

"The later part of one's life is made from the first part. This is the part I spent all those years striving for. I feel like I've arrived and I'm enjoying being, instead of becoming."

Stowe is single and in her off hours "dabbles in antiques, haunts flea markets and works in her garden." Her favorite pastime is singing and conducting church choirs. She holds an associate degree in

Left: "I have a wealth of positive life experiences that I'm eager to share with other people," says CWO4 Stowe. Below: Lt.j.g. Weiss walks the flight line at NAS Whiting Field, Milton, Fla.



Photo by PH2 Richard Ortez

music.

"The dynamics of being a warrant officer—and the same is true for LDOs—just blows the ceiling off what you might become, how far you might go and how exciting life can get. Greater responsibility and variety of assignments are given to people of higher authority," she said.

**Lt.j.g. Jannine M. Weiss,
LDO Aviator**

Lieutenant Junior Grade Jannine M. Weiss is the Navy's first and only female flying LDO. She was commissioned in July 1981.

Weiss was born and raised in San Jose, Calif. "I come from a Navy family," she said. "My grandfather is retired from the Navy, my father was in for a while during World War II, my brother was in, now me. I'm the only one recently who has decided to stay for any length of time.

"I want to stay in at least 20 years, probably more. I want to go as high as I can. I'm hoping the Navy will lift the ceiling on LDOs, and I can hope to make captain before this is all over."

Today, Weiss trains student aviators in familiarization flights in the T-34C Turbo Mentor, a single engine turbo propeller aircraft she describes as a "little teeny, weeny toy." She is attached to Training Squadron Two, Naval Air Station Whiting Field, Milton, Fla.

Women CWOs and LDOs

Below: Ensign Ezell's pride is reflected in her salute. Opposite page: CWO3 Wilson at work aboard USS *Prairie* (AD 15).



Photo by PH2 Sharon K. Nelms-Thorsvik

FISCAL YEAR 1983 MALE vs. FEMALE LDO SELECTIONS

Designator	MALE			FEMALE		
	Apps	Selected	%	Apps	Selected	%
612X (Operations)	235	27	11	5	1	20
618X (Electronics)	191	25	13	1	—	—
633X (Air Maintenance)	406	15	4	3	—	—
638X (Air Electronics)	221	22	10	5	—	—
639X (Air Traffic)	30	1	3	1	—	—
641X (Administration)	314	27	9	52	1	2
642X (Data Processing)	48	3	6	4	—	—
644X (Cryptology)	94	4	4	5	1	20
645X (Intelligence)	42	3	7	1	—	—
646X (Meteorology)	19	3	15	2	—	—
647X (Photography)	29	—	—	3	1	33
649X (Security)	68	5	5	1	—	—
651X (Supply)	256	16	7	6	2	33
655X (Law)	72	5	7	3	—	—
Total applications:		Male – 2,389		Female – 92		
Overall percentage:		Male – 12%		Female – 7%		

“This is a busy time,” she said, “I’ve been averaging around five to six hours of flight time a day—normally two or three flights—five days a week.”

She began her career working in the air traffic control tower and base operations at Naval Air Station Miramar, San Diego. After a four-year tour, she served aboard the training carrier USS *Lexington* (AVT 16); this was followed by Aviation Officer Candidate School and then Corpus Christi, Texas, where she flew the T-28 *Trojan* and the T-44A *King Air* propeller planes before reporting to Whiting Field.

“I now have verbal orders to *Lexington*,” Weiss said. “I have to go to sea on my next tour, and that is the only carrier accepting women.”

When asked about her selection, she replied, “I was just following standard LDO guidelines as far as military courses and schools and outside activities. I have no prior flight time—which a majority of the people in the flying LDO program have.

“I’d like to see more women in the program, a lot more. People treat you differently. Pay is a big thing. The respect is just unbelievable once you make officer.”

CWO3 Kathleen M. Wilson, Electronics Officer

“In the entire 15 years that I was on shore duty, I never knew what ‘this man’s Navy’ could do. In the last three years, I found out and became a part of it.”

Wilson serves aboard USS *Prairie* (AD 15). Homeported in Long Beach, Calif., *Prairie* flies the Navy’s “Dont Tread On Me” jack as the oldest operational Navy ship. Before that, Wilson was aboard the destroyer tender USS *Samuel Gompers* (AD 37) and the repair ship USS *Jason* (AR 8).

“I’ve been going to sea all but seven months of the last four years. I enjoy being on the ship. I believe that my attitude and enthusiasm may influence people who think being on a ship is drudgery and change their attitude to the point where they can enjoy it.”

In addition to her sea tours, Wilson spent 25 months on Guam, where she endured super Typhoon Pamela in 1976. Other duty stations include Norfolk, Va.; Alameda, Calif.; and Great Lakes, Ill.

“Going to sea diversifies your background more than just being on shore duty all the time. It also is still considered tough

for anybody, and a lot of times more so for senior women because they require a little more adaptation than a man who from day one usually winds up on a ship someplace.

“I’m always the oddball when I check aboard ship,” she says. “There just aren’t many female warrant officers around, and you don’t usually find two on the same ship.

“I run a different type of a division because I have people of all rates and grades in and out of it all the time. We are the administrative, planning and estimating, technical library center and computer center for the entire repair department. Aboard one of these ships, I don’t know of a more demanding position than this one.

“We worked on the USS *New Jersey* (BB 62) from the 3rd of January to the day it left. The battleship is quite impressive. It’s a very demanding vessel to work on being the age it is. Our technical documentation here was limited, yet we were called upon to research and solve problems for them.”

In addition to her regular duties, she is a qualified command duty officer, stand-

ing duty once every six days, and she is the ship's welfare and recreation custodian.

Aboard *Jason*, Wilson completed a six-month deployment during which the ship spent 69 days operating out of Diego Garcia in the Indian Ocean. She said, "You find out what a ship can really do in a situation like that. We were totally self-sufficient. It was just amazing to see the things that could be done with little or no resources except the imagination and technical expertise of the people."

She visited Pearl Harbor, Hawaii; Yokosuka, Japan; Subic Bay, Republic of the Philippines; and Perth, Australia, during the cruise.

Wilson began her career as a traderman and then crossrated to electronics technician. She was appointed a warrant officer in April 1980. She earned an associate degree through non-traditional credit from a combination of testing and Navy schools.

Wilson's husband, Robert, is a master chief electrician aboard submarine tender USS *Dixon* (AS 37) in San Diego. She said, "My husband has been my encouragement all the way through.

"We maintained our duty preference sheets up to date. I was either in his home port or we were stationed close by. He was at Treasure Island, and I was at Alameda—both in the San Francisco Bay area." Now, she commutes home to San Diego on the weekends.

"A lot of people rely on a warrant officer. People will come to me—even junior officers—expecting answers, and more than likely if I don't know them I can find them.

"I would encourage women to work hard and make as much of themselves as they can and not to rely on somebody else to take care of them."

Ensign Jeri D. Ezell, Photographic Officer

"I've been involved in production for over 13 years now and I'd like to get into the administrative end," said Ensign Jeri D. Ezell, one of the Navy's most recently commissioned LDOs.

Ezell, from Jeffersonville, Ind., joined the Navy in 1970 to travel and "look for something new to do."

She got her start as a company com-



Photo by PHAN William P. Leake

mander's aide at recruit training in Bainbridge, Md. It was there that she decided to go into photography. After attending "A" school in Pensacola, she went to work for the Naval Intelligence Support Center, Suitland, Md.

More schooling followed as she attended motion picture school and photographer's mate "B" school. She then transferred to the West Coast and worked at the Fleet Air Photo Lab at North Island, San Diego; and in the Fighter Squadron 63 photo lab at Naval Air Station, Miramar. Back East again, Ezell has spent the last four years with the Naval Audiovisual Center, Washington, D.C.

At every one of her duty stations, she was selected sailor of the quarter or sailor of the year. She also was nominated for the Winifred Collins Award for enlisted leadership.

In her spare time, Ezell coaches women's softball teams in both military and civilian leagues. Her Navy team won the Naval District Washington championships for the last four years.

Her next tour will take her to the Fleet Air Photo Lab, NAS Agana, Guam, where

she will be officer in charge of the photographic laboratory.

* * *

Through hard work and a desire to excel, these women have achieved officer status and a new challenge of leadership. They serve the Navy's need for both officer technical managers and officer technical specialists.

Are you eligible for either of these highly competitive programs? Do you have what it takes to advance? Do you want to excel? If the answer is yes to any of these, then what are you waiting for? Larger horizons and a brighter future can be yours if you take that first step and apply.

Questions about the LDO and CWO programs should be addressed to the Officer Community Manager for LDOs and CWOs, Office of the Chief of Naval Operations (OP-130EA), Navy Department, Washington, D.C. 20350. Telephone Lieutenant Commander Jim Parks at Autovon 224-5593/4 or commercial (202) 694-5593/4.

—Story by JO2 Russell L. Coons

Time of Transition

By JO2 Thomas Turner, NETC, NAS Pensacola

After commissioning, limited duty officers and chief warrant officers enter a new world filled with increased responsibility. It's a world of broader leadership, requiring more communication skills, and with more precise Navy protocol standards.

It's also a transition period for the newly

commissioned officers—a time when many questions on proper conduct and being a leader arise and need answering. As one ensign LDO described it, “The hardest part is going from being the supervisor—chief or first class petty officer—to being the boss.”

The Navy requires new LDOs and CWOs to attend a school that answers most of the questions concerning the transition to officer status. It is the Aviation Officer (LDO/CWO) Indoctrination School, a division of the Naval Aviation Schools

Command at Naval Air Station, Pensacola, Fla.

“Our objective is to prepare these career ascension officers to carry out their duties and to know what's expected of them as junior officers,” said Commander Joe R. Brewer, aviation officer training school director. “Overall, we help ease their transition into the officer community. This is done with a varied curriculum of instruction, by answering their questions, and perhaps posing a few more to them.”

Students comprising the 35 LDO and

Students with different service backgrounds share experiences during a break (l-r): CWO2 Johnny Eusebio, Ensign Wilhimenia Matthews and Ensign Stanley R. Price.



31 CWO designators come from a variety of backgrounds, and the school provides them with a unique opportunity. It's one of the few times in an LDO's or CWO's career that junior officers from the aviation, surface and submarine services are brought together to share their knowledge and experience.

LDO Ensign Robert Bush endorses the school as a confidence-builder. "I think it gives you a large amount of confidence. The people I've met here are from different backgrounds, and sharing this experience with them has made me more confident. It will be easier for me to make the transition when I get with the regular unrestricted line officers. I will be able to deal with them on a more professional basis."

The indoctrination school curriculum includes military law, military bearing (sword handling, uniform regulations, conducting personnel inspections), naval correspondence and administration, written and oral communications, naval programs and topics, protocol, physical training and seapower.

Lieutenant Charles McLarien, military law instructor, commented, "Students receive 15 hours of law instruction. We begin with the law sources: the Uniform Code of Military Justice and the Constitution. Students study captain's masts, courts-martial, administrative discharges, apprehension, search and seizure, judge advocate general investigations, personal counseling, conflicts of interest, the law of armed conflict, the Geneva Convention and the code of conduct.

"It's an overview of how the system works in the different areas," McLarien continued. "We don't get into specifics, and we don't tell you how to conduct a court-martial. We just give you an idea of what goes on, what you can and can't do; and if you have any problems, what references to use or whom to consult."

Sea power is part of the curriculum taught by Commander Ronald Murphy. "Students receive 22 hours of instruction based on the historical correlation of Alfred Thayer Mahan's definition of sea power. The course includes 10 hours of history from 1775 to 1953—almost exclusively naval history—then only an hour to cover 1953 to the present. The remaining 11

hours is a comparison of strategic and tactical U.S. and Soviet forces, capabilities and priorities.

According to Murphy, "It's all based on the idea of our Navy practicing sea control and the Soviets practicing sea denial.

"Strategically we go through the development of nuclear weapons, use and capability of nuclear weapons, basing and delivery modes, and who has them and where they use them," he said. "We also cover how the Navy fits in the triad concept of air, land and sea attack. The concept is also analyzed in relation to other nations as well."

Being a leader requires speaking before groups. And during oral communications class, students get their chance. Students select their own topics, usually ones in which they are knowledgeable or experienced, and present three speeches to the class. "This is important," Brewer said, "because officers must be able to communicate with their people. After leaving here the students are more comfortable and more confident speaking before groups."

Four hours are devoted to protocol which includes boning up on etiquette. Chief Warrant Officer Ann Atkins said the fleet has the wrong concept of this course. "A lot of people have the idea that the school is a 'knife and fork school.' That's all I heard before coming here, but it has nothing to do with utensils. Protocol is only a small part.

"I feel that I've accomplished a lot just getting here," said Atkins, one of two women officers attending the school. "They don't pick a lot of women for warrant and LDO.

"Of course, this is just a stepping stone to LDO. With 13 years in the Navy, I didn't want to start out as an ensign so I decided on warrant." Before Congress passed the law in 1980 allowing women to serve aboard non-combatant ships, women could not attend the school.

The instructors play an intricate role in the student's transition that goes beyond just lecturing. "The instructors are terrific," said LDO Ensign Ken Kollermeir. "They have very positive attitudes. They're really here to help us."

According to Captain James W. Ryan,

commanding officer of the Naval Aviation Schools Command, the school provides a polishing of previously acquired skills and experiences. In addition, it strengthens the qualities of leadership, management, pride and professionalism.

"Where these individuals came from is of primary consideration in understanding the spirit and intent of the school," Ryan said. Having faced stiff competition in the selection process from senior enlisted to officer status, these new officers with their unique and varied experience add substantially, as individuals, to the school.

In 1976, a pilot program was begun which ordered some surface and submarine LDO/CWOs through the Aviation Officer Indoctrination School to see how the syllabus would benefit other than aviation officers. "The results showed that all of the curriculum was applicable to any warfare arena and that the trading of knowledge and experience between these student officers and instructors is a major positive fallout of the school," Ryan added. "It substantially enhances the value of this educational experience to the Navy and the individual."

Although there is a restructuring of the LDO and CWO programs in progress, the number of incoming newly commissioned officers to the school is not expected to change.

During the year, 750 LDOs and CWOs attend the school in 25 four-week classes, averaging 30 students each. Current plans are to continue bringing in about 300 new LDOs as ensigns each year. An additional 100 from among the warrant officer ranks will be commissioned as lieutenants junior grade. The annual input to the warrant officer community will stay at 450.

For the newly commissioned LDO or CWO, carrying the weight of a new world on their shoulders will be easier as a result of the indoctrination school.

"A review of the total experience contained in a class of these officers, coupled with the duty stations to which they are to report, convinces me that the Navy will see outstanding performance from these individuals," Ryan said. "Having worked with graduates of this school during my term as commanding officer of USS *Lexington* proves to me the substantial worth of this indoctrination program."

‘The Father of the Nuclear Navy’

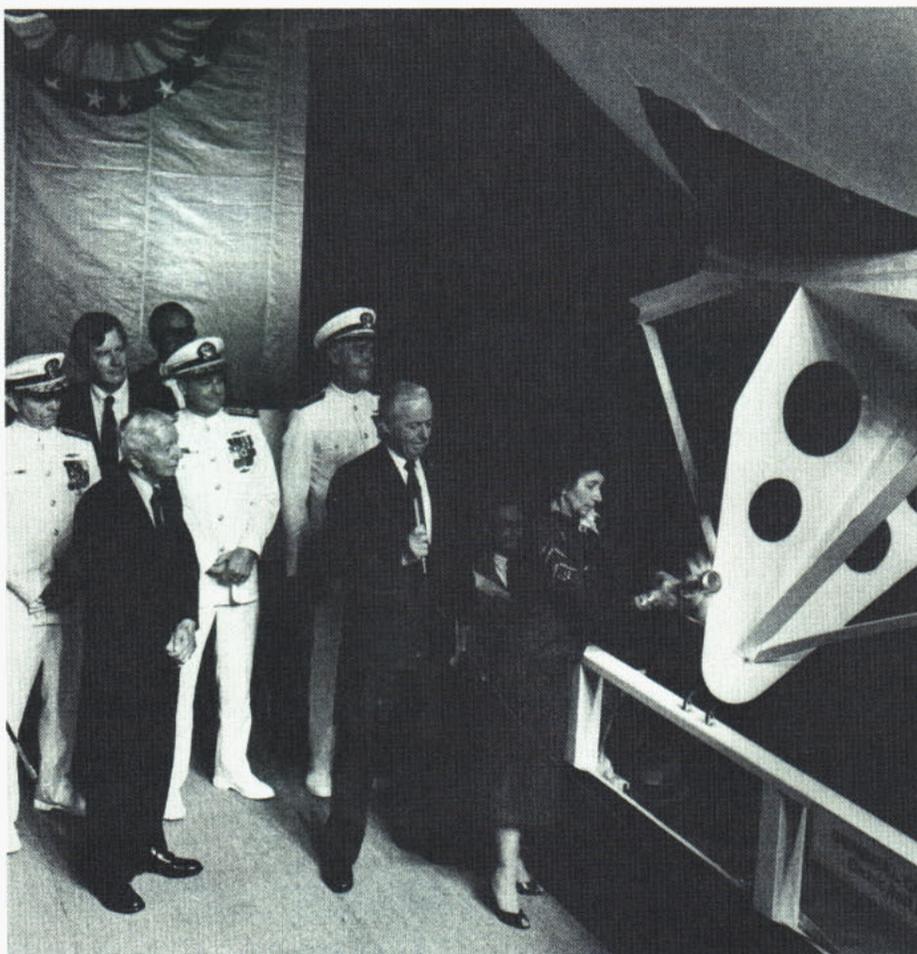
On a hot August day in Groton, Conn., hundreds of people poured into the huge building at General Dynamic’s Electric Boat shipyard. They had come to witness the launching of a nuclear powered submarine named after the man considered to be “The Father of the Nuclear Navy.” They had come to pay honor to Admiral Hyman G. Rickover.

Admiral Rickover, the former head of the Naval Nuclear Propulsion Program, retired from the Navy in January 1982, ending a career that spanned close to six decades of active duty.

One of his former students, Admiral James D. Watkins, Chief of Naval Operations, was there to give the address at the launching.

Praising Admiral Rickover’s accomplishments, Admiral Watkins told the audience that “Against all odds, Admiral Rickover proved that nuclear power could be safely used, both in ship-board propulsion and civilian power-generation applications. While others looked for short cuts, Admiral Rickover insisted upon establishing his standards of performance—with checks and balances, concern and quality, and extra care that have become the hallmark of our Navy’s Nuclear Power Program.”

Admiral Watkins also said that “From the very beginning, Admiral Rickover was particularly concerned about safety—it was a fundamental consideration in every facet of his program. He designed each nuclear ship with the thought that his own son would be a member of the crew.”



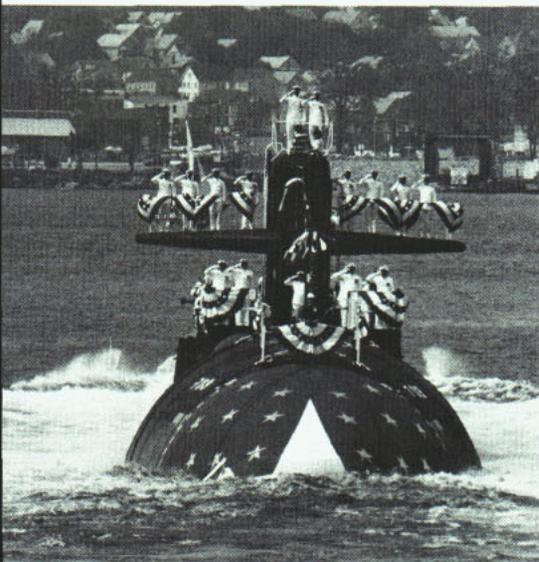
*Hyman G. Rickover (SSN 709), a Los Angeles-class attack submarine, is the second U.S. submarine to be named after a living person. (The Navy’s first submarine, *Holland*, was named after its inventor, John Philip Holland in 1900.) The 360-foot, 6,900-ton submarine is designed to hunt down hostile surface ships and submarines.*

Concluding, Admiral Watkins said,

“Without this man’s contributions, *Nautilus’* famous ‘Underway on Nuclear Power’ would probably still be an unfulfilled Jules Verne vision.”

As Admiral Rickover’s wife, Eleonore, christened SSN 709, guests rose to applaud and watch the sub slide into the Thames River.

—By PH2 Perry Thorsvik



'The Foremost Leader'

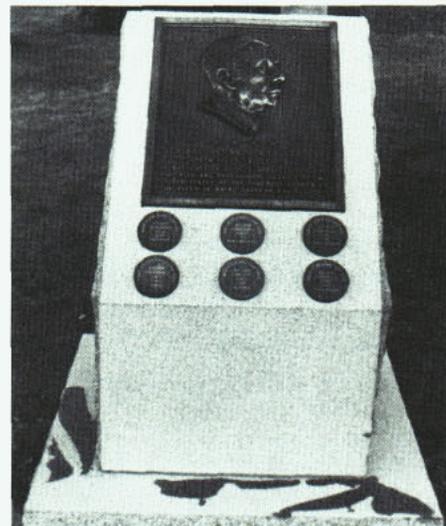
The U.S. Navy's engineering duty officer community formalized its respect for retired Admiral Hyman G. Rickover by dedicating a bronze likeness of him last July at Portsmouth Naval Shipyard in New Hampshire.

Admiral Rickover had served nearly 60 years on active duty—23 of them as the Navy's senior engineering officer. Following World War II, he became the Navy's chief advocate for nuclear propulsion in warships; his persistence was rewarded by the commissioning of the submarine USS *Nautilus* (SSN 571) in 1954—the world's first nuclear-powered vessel.

For the next 28 years, Admiral Rickover remained the Navy's foremost supporter of nuclear power; he was still in charge when *Nautilus* was decommissioned in 1979.

At the dedication ceremonies, Captain Joseph F. Yurso, the shipyard's commanding officer, declared that the intellect and character of Admiral Rickover had "brought about the change in our technology which ranks in importance with the introduction of steam, armored ships and the airplane."

He went on to say that "None who are aware of the performance of this outstanding leader will dispute the fact that he set higher standards for himself than for others, that he worked longer



and harder to achieve his goals, and that his dedication to the safe and efficient use of nuclear power inspired many others to a similar dedication."

Along with the admiral's likeness, six bronze plaques are mounted on a granite block. They represent the Navy's six nuclear-repair shipyards: Mare Island, Calif.; Charleston, S.C.; Pearl Harbor, Hawaii; Norfolk, Va.; Puget Sound, Wash.; and Portsmouth. Funded entirely through private donations, the monument bears the inscription:

"Admiral Hyman G. Rickover, USN, 'Father of the Nuclear Navy.' In recognition of and appreciation for dedicated and outstanding service to the United States as the foremost leader in the field of naval nuclear engineering."

Class Troublemaker or Class Genius?

By PH2 Shayna A. Brennan,
FltAVCenPac

Most of us can remember the class clown—the child who disrupted the rest of the class, couldn't follow directions and basically rebelled against the system. That class troublemaker, however, may have been the class genius.

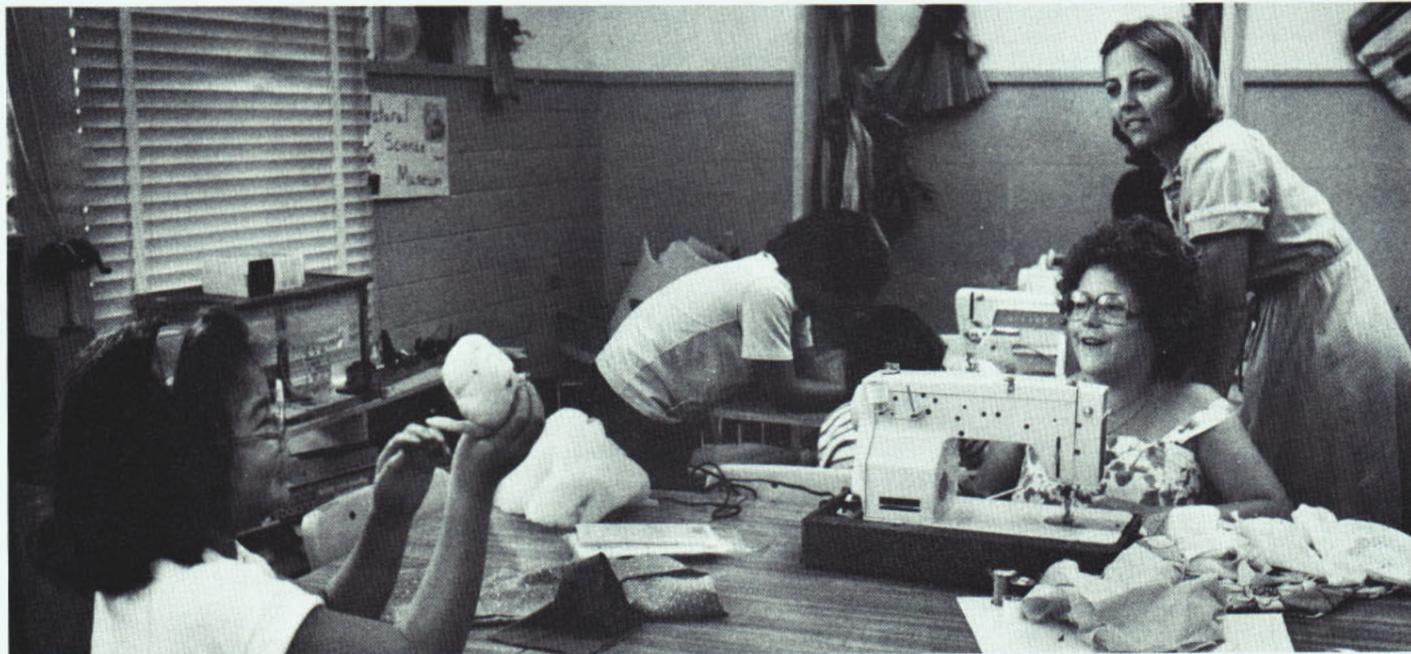
In a brochure advertising the benefits of ASSETS (Armed Services Special Education and Training School), a quote from Thomas Jefferson addresses any attempt to group people into one system: "There is nothing more unequal than the equal treatment of unequal people."

At the Naval Base Pearl Harbor, Hawaii, ASSETS provides special education to civilian and military dependents with average to above-average intelligence. Civilian instructors staff the school, but the

Navy provides the facility and maintenance as a community service. "Without the Navy's help, we couldn't exist," said Dr. Paul Ban, the school's director.

Between classes, the halls echo the enthusiastic chatter of motivated students. Rooms alive with hands-on projects and walls adorned with posters and artwork create a lighthearted atmosphere.

This atmosphere is enhanced with enrichment courses in computer science, sewing, woodworking and ceramics. "When a child comes here, the sense of self-worth is often very low," said Ban. "We try to build self-confidence by allowing the child to excel in areas where he or she may be gifted or talented." The child, endowed with a sense of accom-





plishment through the enrichment courses, works to deal with learning disabilities through counseling and academic subjects.

The school works on the premise that learning ability and personality affect a student's performance. Each child is evaluated, and a course of study is designed to improve that performance.



"We don't try to cure the child," Ban said, "the problem is not going to go away. We're here to help the child recognize the problem and help that child learn to deal with it."



According to Ban, gifted children are not necessarily gifted in all areas. A child may be reading at college level but spelling at the level of a second-grader. The problem may be dyslexia, a learning disorder in which a person sees scrambled letters or reverses words when reading or writing.

Ban said the introduction of a computer into such a child's life may make a huge difference in abilities. Children with poor motor skills may also benefit.

"A child with writing problems normally would take a long time to express an idea, but typing into the computer offers immediate feedback and also releases the child from the frustration of the handicap," he said.

The transient nature of the military family sometimes leaves the learning disabled child unidentified.

"The evaluations take time," Ban said. "A military child is sometimes on the way to another location before an evaluation is complete."

Forty percent of ASSETS enrollment is military dependents. Paul Schroud, a student whose father is aboard USS *Los Angeles* (SSN 688), expressed satisfaction in attending the special school.

"I feel good coming here," he said. "I get A's and B's now. I'm doing a lot better here."

Most of the students spend an average of two years at ASSETS. One-third of the enrollment is classified as gifted learning disabled. Another one-third are reversal (dyslexic) disabled, and the remaining are what Ban termed "high risk."

"Even though testing does not show them to have a serious enough problem to qualify for public special education, they do have learning disabilities that give them trouble," he said.

With support provided by the Navy and funding from state and federal agencies, the school has never refused admission to a child because of tuition costs.

The success of the school is exemplified by the fact that no student has had to return to ASSETS after re-entering public school.

"Our goal here is to help students build self-confidence," Ban said, "and teach them to understand and cope with their disabilities so they won't run into problems again."

OK-Secure the Drill

Story by JO2 Barry Seymour
Photos by Lt.j.g. Dale Clock and
JO2 Seymour,
USS Cleveland (LPD 7)

“Hit alpha! Hit alpha, starboard side,” blares the 1MC in every compartment. “The ship has sustained severe damage starboard side, second deck and above, frame 96 and forward. An unexploded missile lodged in the 0-2 level; its fuel has ignited.”

After two months of practice, the crew of USS *Cleveland* (LPD 7) is prepared and at general quarters before the simulated enemy attack. Now, during the final two weeks of refresher training (RefTra), every evolution that a naval vessel could expect in wartime is meticulously planned, realistically enacted and ruthlessly evaluated. It will be graded by observers from Fleet Training Group, San Diego.

Two concussion grenades explode over the side. Observers declare the entire mid-section of the ship uninhabitable. Imaginary fires rage out of control and smoke pours into space after space.

The ship loses power, and with the power loss go lights and ventilation. The absence of hissing in air vents and the wan light of the battery-powered battle lanterns lend a chilling sense of reality. “Injured” crewmen fill passageways, acting out pain inflicted by simulated wounds with unnerving realism.

Damage Control Central is evacuated. Phone talkers and supervisors make their way tortuously through a close, darkened ship to the fo’c’s’le. All repair locker personnel are directed to evacuate as well; some head forward, some aft. Only after coming through a scuttle or hatch into the





sunlight is the extent of the confusion evident.

On the fo'c's'le the deck is a shambles. "Injured" personnel moaning in pain are everywhere. Firefighting gear is laid out, having been dragged from the various repair lockers. Life jackets, survival gear and blankets have been dumped on the deck in hurried disarray. Officers, chiefs and petty officers try to bring some measure of organization to madness.

A firefighting team is hastily organized to fight a path back into the ship. Hoses are charged by portable pumps—the hatches are sprayed with cooling sea water in preparation for entry. Another fire is reported in the ship's well deck. Close aboard to starboard, USS *Lewis B. Puller* (FFG 23) snakes a hose charged with firefighting water across to *Cleveland* in an effort to help.

The petro-chemical fire in No. 2 engineroom rages out of control, and the space is being evacuated. Phone talkers struggle to establish communication with someone—anyone on the firefighting team on the well deck. Suddenly a whistle blows, and an observer stops the action.

SN Jack Fraker (above) dons wetsuit and life jacket for a pilot rescue exercise in USS Cleveland's (LPD 7) motor whale boat (left). HTCM Maurice Vanlerberg (far right) listens to some pointers from a fleet training group observer.

"All right, you guys, now listen up." The evaluator, a grizzled chief hull technician, has seen more than his share of firefighting, both real and simulated. "First of all, you guys in the repair lockers . . . you did a good job of tending to the wounded, but you did so at the expense of the fire! Fighting that fire should be your first priority! You also should have gotten your walking wounded to tend to themselves or, better yet, have them help the more critically injured.

"When you were given the word to back out of the space, you did it quickly. That was good. However, you left the hatches open behind you. This means you let the fire follow you through the ship! That's part of the reason you're in such bad shape now. OK, secure from drill."

Major conflagration exercise is a relatively new concept in refresher training evaluation, and few ships successfully pass the first time around. The exercise demonstrates how sudden and devastating warfare can be. The speed and effectiveness with which the crew responds to such catastrophe is critical.

Several weeks before *Cleveland's* RefTra began, officers and chief petty officers were sent aboard other ships undergoing training to learn from the mistakes of others. This concept of forming a damage control education training team, or DCETT, has proven invaluable in pre-

paring for the grueling period of refresher training.

Lieutenant Junior Grade Dale Clock, a *Cleveland* DCETT member, said, "When we went aboard other ships during their RefTra, we learned from the FTG observers just what would be expected. With what we learned, we got our repair teams organized and trained, we checked all our spaces for various materiel discrepancies, and corrected them . . . all while we still had a fair amount of time to do the work. It came down to the crew helping the crew, which is good training regardless of what you're preparing for."

When observers from Fleet Training Group come aboard, the ship is expected to be fully ready to fight, sustain damage and perform its mission in all respects. However, there is almost always a need for more education. For this reason, the first week of RefTra is set aside for testing and grading on an informal basis. The FTG observers run the show, enact the scenarios, time the exercises and evaluate the crew's ability to deal with every situation. The observers' professional experience is a big help in making a ship battle-ready.

The crew is regularly called to battle stations, and the speed of their response is timed. If they are not fast enough, problems are noted and discussed, so more minutes can be shaved off the clock next time. The ship's Combat Information



REFTRA

Center practices navigating, spotting other vessels, air traffic control, and electronic identification of vessels and aircraft. The ship goes through "man overboard" and "abandon ship" drills to remind the crew of the proper procedures to follow during such situations.

Lieutenant Terry Scribner, FTG training coordinator for *Cleveland* during RefTra, said that although many ships are specialized in nature, all areas of readiness are tested during refresher training. "Some ships do especially well in certain areas because of their specialties. Guided missile cruisers do well in combat operations, amphibious ships do best in amphibious ops, and so on. Still, the Fleet Training Group stresses the importance of proficiency in all areas.

"If we don't stress things like damage control, first aid and such in training, they won't be given the proper amount of attention in a combat situation," Scribner said. "These so-called 'little details' are the things that increase a ship's chances for survival."

The final week of refresher training is the toughest. Battle problems become realistic with planes, helicopters and other ships participating. Tactical scenarios are enacted, educating the crew on the simulated "big picture." Scheduled evolutions give way to surprise drills. On the final three days, everything is done for a grade.

On Thursday morning of *Cleveland's* second week of RefTra, a fine mist covered San Diego harbor. The ship picked up the FTG observers for the day and proceeded to sea.

Cleveland's officer of the deck received notification from the FTG observer to guide the ship through an imaginary fog bank and a simulated minefield outside the harbor. The word was passed over the ship's speaker system: "Now station the low visibility detail, now station the mine detail." The ship's engines slowed to ahead one-third, and lookouts manned their posts.

The ship crept along through the harbor. Lookouts relayed sightings "heard" or seen through an imaginary bank of fog. Buoys, seagulls, even bits of litter in the water were reported. After a satisfactory run, the observer nodded, and the OOD secured the special details and brought the

ship up to normal speed.

Later in the day, an incoming message reported an A-7 attack aircraft down in the water off San Diego. As the ship began its search, the Combat Information Center reported a low-flying aircraft in the area, identity unknown.

Lieutenant Thomas Straw, communications officer and OOD during this drill, said, "Sometimes there is no way we can know that a situation is a drill until the FTG observers tell us. The constructed fog bank and minefield this morning were obvious drills, but the downed aircraft and the unidentified low flyer could be real world events for all we knew.

"With this low flyer," Straw continued, "it could be a real plane or a heli-

copter masquerading as a plane. There might not even be a plane out there at all; the observer might just step up and show me a picture, and say 'this is the plane you just saw. What are you going to do now?' We just have to follow the proper procedures in each case, and assume everything is real until we discover otherwise."

Still later that day, the ship's speakers blared out the order to man battle stations. All 420 *Cleveland* crewmen raced to their stations, up and forward on the starboard side, down and aft on the port side. After two weeks of training, the crew manned all stations and set material condition Zebra in 6 minutes, 40 seconds.

All DC Central phone talkers and plot-





ters were in proper battle dress: pants legs tucked into socks, collars buttoned high; pens were ready in front of damage report forms; and phone talkers were on the line, ready to receive or transmit information. The damage control plotter stood in front of an "exploded view" blueprint board, grease pencil in hand, ready to record all damage reported in a special, time-saving code.

An A-7, masquerading as an enemy aircraft, roared low over the ship. The sound was so loud, the jet so low, that the following noise of its afterburners was heard as far as three decks down. A thump to starboard, like a hammer on a garbage can, signaled the detonation of a concussion grenade thrown over the side by an FTG observer.

"Hit alpha! Hit alpha, starboard side!" repair locker three-alpha reported. "Central, three-alpha; investigators have been sent out."

Damage reports came in from various repair parties on damage received, and teams dealt with the problems. Frequent warnings from the bridge to "brace for

shock" were passed over the speakers. The crew responded by getting a good grip on something secure, flexing their knees and elbows, and opening their mouths (all of this is intended to minimize injury if a strong shock wave rocked the ship). When "relax brace" was passed, the team in DC Central briefly checked with all stations to ensure communication was still in order, then they continued taking reports.

The following 1½ hours was a scene of organized confusion. As three phone talkers received reports, two plotters indicated the damage on the board, the damage control assistant (DCA) sent out instructions to repair teams, and two other phone talkers relayed vital information to the bridge, where it was plotted again. Orders and information flowed back and forth, from repair lockers to DC Central and back.

Scraps of paper carrying coded damage reports were passed hand to hand from phone talker to plotter to DCA, and back

again. Fires were fought, flooding controlled, and cracks in the hull plugged until all damage was finally under control. FTG observers in DC Central and in each repair locker completed their evaluations as *Cleveland* completed another successful evolution.

The official word at the end of the two weeks: USS *Cleveland* satisfactorily completed refresher training for 1983. Compliments were passed along to every department, along with some constructive criticism.

Captain R.R. Thomas, fleet training group's chief staff officer, told the crew, "You've come a long way, making steady pull across the spectrum of training. You've discovered the fullness of your strengths and the extent of your weaknesses. You now know what further progress is needed.

"I just want to emphasize that the end of RefTra shouldn't be the end of training. Build on what you have learned, to maximize your readiness."



Crewmen from USS *Lewis B. Puller* (FFG 23) (left) feed a charged fire hose to USS *Cleveland* in an effort to fight simulated fires. Aboard *Cleveland*, stretcher bearers undergoing first-aid training (above) race through the well deck. HTFN John D. Cox (right) demonstrates protective clothing and a testing kit used in chemical warfare defensive training.

Isle of Man

By Ensign John P. Buziak and Lt.j.g. John R. Hayes, USS Spruance (DD 963)



USS *Spruance* (DD 963) recently visited the Isle of Man, a small self-governing island located—equidistant from Scotland, Ireland and England—in the middle of the Irish Sea. The island is part of the British Commonwealth.

The Norfolk-based destroyer arrived in Douglas Bay, near the island's capital, in time to participate in a double celebration—the observances of the United States' Independence Day on July 4 and the island's Tynwald Day celebrated on July 5.

Festivities began with a fireworks display put on by crew members of *Spruance* at anchor in the bay. Islanders watched the pyrotechnic display from the lighted promenade that skirts the bay and also from the rolling hills surrounding the capital city.

The next day, 30 *Spruance* crew members and midshipmen on board for training joined a detachment from the British ship, *HMS Leander* (F 109), to march in the annual Tynwald Day parade. Immediately preceding the march, the island's lieutenant governor, Rear Admiral Sir Nigel Cecil, received a 15-gun salute from a battery of the Royal Army. The admiral then reviewed the assembled military detachments of both ships before presiding over the Tynwald Day ceremonies.





Tynwald Day is celebrated by the Isle of Man to commemorate the opening day of the island's 1,000-year-old parliament, the House of Keys, one of the most ancient legislative assemblies in the world. It is an ancient custom which dates back to a Norseman named Orry, who conquered the island in the 10th century. As part of the day's celebration, laws passed the previous year by parliament were distributed in both English and Gaelic at St. John's, the meeting place of the parliament.

That evening—as part of the two-day visit—*Spruance* conducted a series of shipboard tours. Islanders responded with local tours and an introduction to the relaxed pace that characterizes the island, which has an area of 227 square miles and a population of 65,000.

Upper left: USS Spruance (DD 963) at anchor in Douglas Bay. Above: Isle of Man Lieutenant Governor Rear Admiral Sir Nigel Cecil—preceded by the legendary Manx sword—leads the parade to Tynwald Hill. Photos courtesy of the Clerk of Tynwald. Left: Full assembly on Tynwald Hill. Photo by Lt. Jack A. Greenspan.

Rendezvous at

Darkness huddles with the ice and snow in the 30-degree-below-zero clearing. There is not so much as a lamppost to stop the biting wind.

A deep groan interrupts the silence and intensifies with the crushing, the cracking, and the scraping of ice against metal. Piercing through about 4 feet of arctic ice, the superstructure of USS *Aspro* (SSN 648) is enveloped by the night.

Shortly, only 100 yards off *Aspro*'s port bow, a second commotion begins. The sail of another nuclear-powered attack submarine breaks through the ice—*Aspro* and USS *Tautog* (SSN 639) have arrived.

Although this rendezvous occurred at the appointed time and place, nobody came out into the night to welcome the men of *Aspro* and *Tautog*. This was only the second time that two U.S. Navy subs met and surfaced at the North Pole. Yet, *Aspro* and *Tautog* were the first to accomplish the mission in the winter months. (USS *Skate* (SSN 578) and USS *Seadragon* (SSN 584) surfaced at the pole on July 31, 1962.)

“Maneuvering a submarine under the ice is the most challenging and unforgiving operation a submariner can

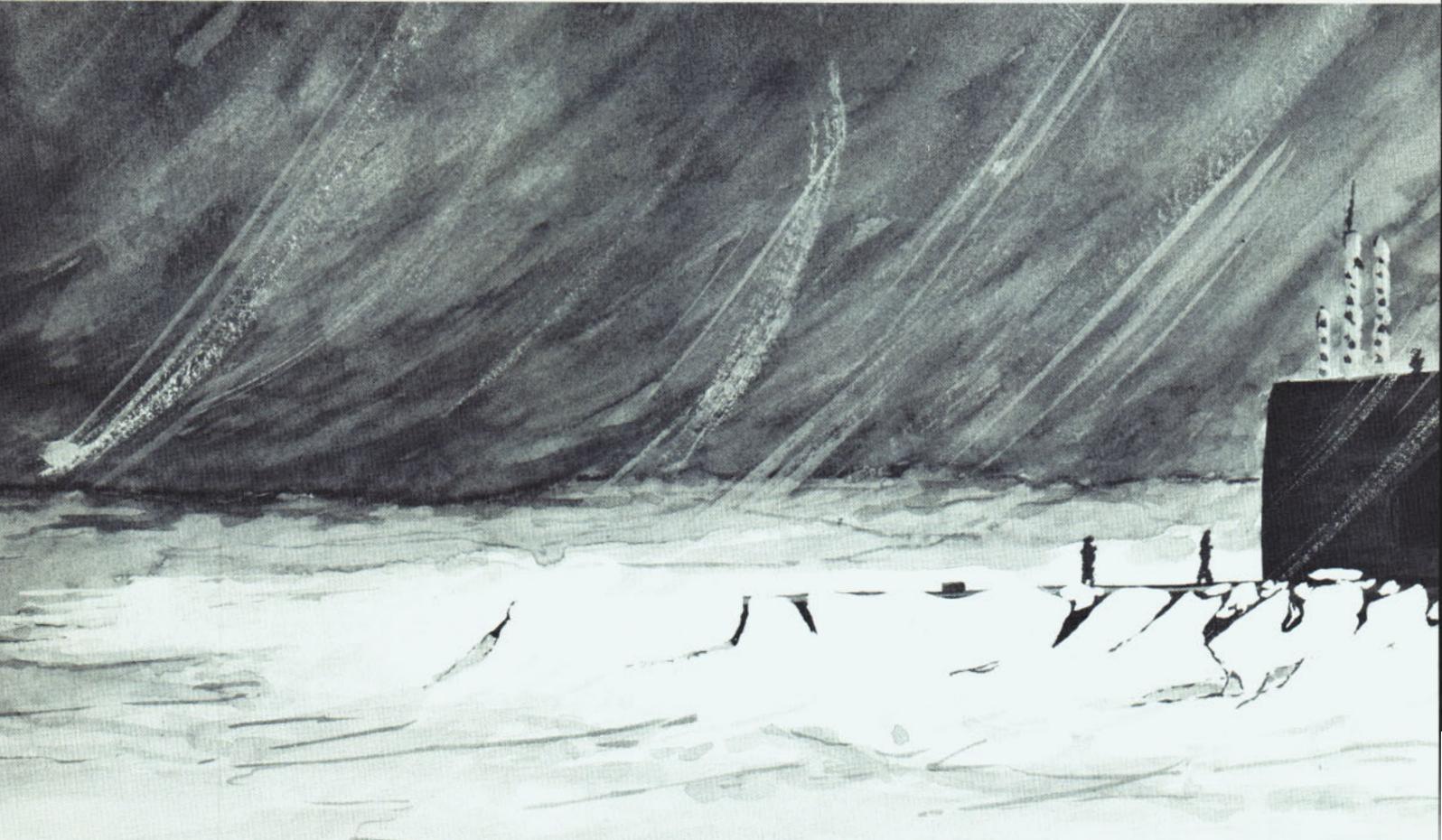
do,” said *Aspro*'s commanding officer Commander Fred Gustavson.

Arctic exploration in the darkness of winter involves threading the ship through shallow water sometimes blocked by polar ice keels hanging down from the underside of the surface and nearly touching the ocean's floor. This journey to the geographic pole required negotiating a safe path covering thousands of miles.

“Tenacity and stamina are absolute requirements,” *Tautog*'s commanding officer Phillip Klintworth said. “Under-ice navigation requires exacting attention to detail every minute. There is no opportunity to relax.”

The two submarines set out from their home port of Pearl Harbor for a three-month deployment in the western Pacific Ocean. Their schedule, however, called for them to go separate ways to their arctic rendezvous.

After running for 43 days submerged, *Aspro* arrived at the pole. The ice above the submarine was examined with the ship's sonar. After about five hours, Gustavson determined a suitable surfacing area, a space 200 yards wide by 800 yards long, with an ice thickness of less than 4 feet.



the North Pole

Aspro's maneuvering team positioned the ship under the surfacing area and lightened its variable weight to allow the ship to ascend against the ice. After an initial loud cracking sound above, the ice gave way to the pressure of *Aspro's* ice strengthened sail.

Once the ship had "surfaced" (only the superstructure of the submarine appeared above the ice), the crew began preparations for the arrival of *Tautog*. Crew members climbed out of the sail and quickly measured the distance from the sail to a forward hatch, to make an ice-level access to the submarine. Floodlights were unloaded and positioned to shine on the area where *Tautog* was expected to appear.

"Even though I had been here once before as executive officer of USS *Pintado* (SSN 672)," Gustavson said, "I still felt the eeriness of the combination of the cold, dark and almost total silence."

While all this activity was going on above the ice, *Tautog* located *Aspro* using ice sonar. After finding a suitable area, preparations were made quickly for surfacing before the currents could cause the ship to drift out of position.

Again the sharp, cracking sounds echoed over the frozen water, and *Tautog's* sail emerged. Klintworth climbed out through the sail hatch, and the two commanding officers exchanged greetings. A flag-raising ceremony followed. The ships remained surfaced for about 16 hours.

The two crews performed a hasty ceremony presenting the dolphins insignia to several shipmates in recognition of their completion of specialized submarine training. Another special ceremony marked the polar re-enlistment of two career submariners, Master Chief Electronics Technicians W. Lennox and K.K.S. Wong.

The professionals who take on arctic operations do so with a great deal of anticipation as well as a healthy respect for the potential hazards. The scientific information and evaluation of the ability of ships' systems to operate in the harsh arctic environment, which was gained in the *Aspro/Tautog* deployment under the ice, will provide essential knowledge for future submariners to survive and operate under the polar icecap.

—Story by Lt. Cmdr. Mel Sundin, ComSubPacFlt

—Artwork by DM2 Eugene Clark





By JOCM John D. Burlage, CHINFO

Report from Beirut



Patrolling the streets and skies over Beirut is part of the daily routine for American Marines in the Multinational Peacekeeping Force, as is the training in helicopter assault tactics by Marines in camouflage. Top photo by JOI Wade Johnstone.

The situation in war-torn Lebanon changes daily—almost hourly. It changed between early July when Master Chief Journalist John D. Burlage went to Beirut and mid-September when he returned. It changed between the time he returned and when his report was filed for publication. Then, on Oct. 23, in a matter of seconds, an unexpected, drastic change plunged the people of the United States into deep mourning. A terrorist drove an explosives-laden truck through the barricades of the Marine headquarters in Beirut and into a building housing American Marines and Navy men. More than 200 Americans were killed in the ensuing explosion.

Still, many things in Beirut remain the same: austere living conditions, boredom, sometimes fear and, for most of the members of the Multinational Peacekeeping Force, the commitment to bring stability to Lebanon.

The report on these pages tells how it was when Burlage was in Beirut. It is followed by a pictorial tribute to those who were killed in the Oct. 23 explosion, the people about whom Marine Commandant General Paul X. Kelley said, "As I wept inside, I asked, 'Lord, where do we get such men?'"

—The Editor

Navy Captain Morgan M. France walks across the flight deck of the amphibious assault ship USS *Iwo Jima* (LPH 2) to a waiting CH-46 *Sea Knight* helicopter assigned to Marine Medium Helicopter Squadron 162. In minutes, the aircraft passes over the beach and lands at the military airstrip located to one side of Beirut International Airport. Marine Colonel Timothy J. Geraghty greets him warmly.

France, commander of Amphibious Squadron Eight, and Geraghty, commanding officer of the 24th Marine Amphibious Unit, are the two most prominent American military officers in Beirut, Lebanon. Working closely together for months, they have forged the Navy-Marine Corps team which is the

Beirut

American portion of the Multinational Peacekeeping Force sent to Lebanon.

The two commands, comprising a Mediterranean amphibious ready group, have placed some 1,200 Marines ashore in and around Beirut International Airport and supported them as they undertook the often tedious, occasionally deadly, always dirty job of being part of MNF. The 24th MAU Marines were scheduled to be in Beirut for a six-month deployment.

Very much a part of MNF themselves, more than 1,900 Navy people backstop the Marines—either alongside them in Beirut or aboard ships operating just off the beach.

For several hours after France's arrival ashore, he and Geraghty will discuss matters vital to the continuing presence in Lebanon of the Navy-Marine Corps units they command.

"The relationship between Col. Geraghty and me is one of great mutual respect and professional honesty," France says. "We both want to have the most proficient, professional organizations possible, and to do that we must keep the lines of communication open consistently."

Geraghty says the relationship he enjoys with France has been built with care. "Commodore France and I had the distinct advantage of being able to prepare for our stay in Beirut very early in the game. We were able to train together extensively, Navy and Marines, in both blue-water and green-water operations. The early preparations and the early insistence that this would be a team effort have paid off. It's working here the way it should work."

Aboard the amphibious cargo ship USS *El Paso* (LKA 117), Command Master Chief James A. Dutcher pauses on a weather deck as he makes his daily rounds. With one of *El Paso's* 70-ton cargo handling booms towering over him, he peers through the haze generated by a hot Mediterranean summer day.

Around *El Paso*, the other ships of the amphibious ready group lay at anchor. There's *Iwo Jima*, its crew at flight quarters. Closer to shore are the amphibious transport dock USS *Austin*



(LPD 4), the dock landing ship USS *Portland* (LSD 37) and the tank landing ship USS *Harlan County* (LST 1196).

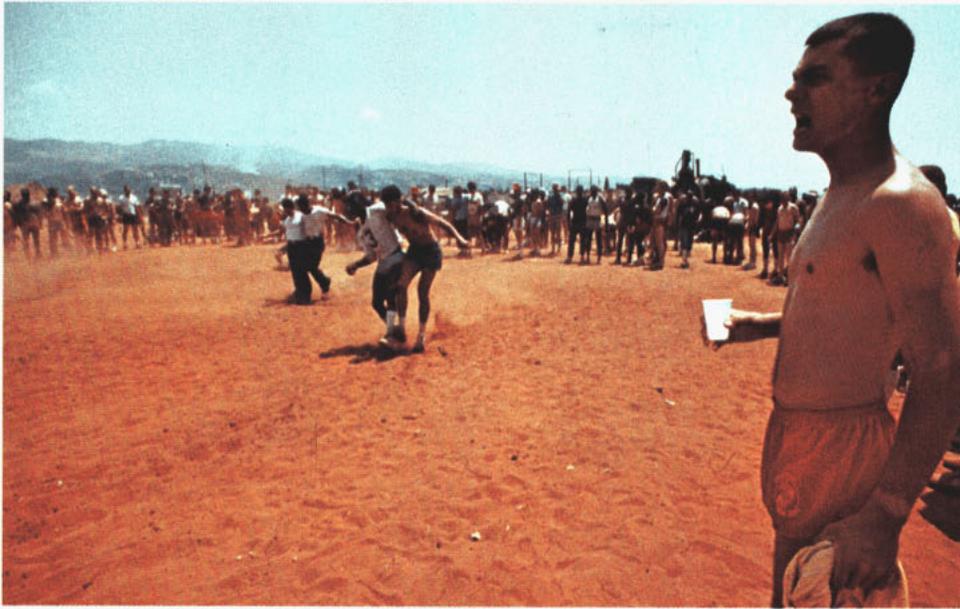
Not far away, the destroyer USS *John Rodgers* (DD 983), a naval gunfire support ship, steams slowly to the north. Radios crackle with information as the crew holds another drill with members of the Second Air and Naval Gunfire Liaison Company. In observation posts ashore, ANGLICO spotters call out simulated targets to the ship. Included among the 12 Marines who staff the ANGLICO is a Navy lieutenant acting as liaison officer.

The time will come when, for another gunfire support ship, it will be no drill.

Crewmen of the frigate USS *Bowen* (FF 1079) will fire four 5-inch shells against an artillery position that was launching rounds into the American MNF compound.

Later, *Bowen* will be joined by the cruiser USS *Virginia* (CGN 38) and *John Rodgers* to fire almost 300 more rounds in support of the Marines. The effect will be telling; a Druze militiaman opposing Lebanon's legitimate government will tell a *New York Times* reporter, "The Americans shelled very extensively, for a short period, but it was during exactly the right period to stop us."

Still later, American gunfire support



Whether training on a Marine SPIE (special patrol insertion/extraction) rig for quick withdrawal of troops from behind enemy lines or participating in sporting events to relieve the boredom, Marines and Navy people cooperate and compete on a friendly basis. A mortar round doesn't make too much of an impression in concrete, but the shrapnel this one carried (below left) damaged a building 50 feet away and injured a Marine.



are really 'ours,' and we try to do our job for them with that thought in mind."

Another *El Paso* crewman is Boat-swain's Mate Second Class Michael R. Bourassa. A boat crew supervisor and coxswain, he joined other *El Paso* crew members for trips ashore to compete with Marines and members of other ships' companies in athletic events.

"It sure hasn't been the typical Med cruise," he declares. "It's exciting to be here, especially when we realize the rest of the world is watching what we do on TV."

The ships of PhibRon Eight are the most apparent and continuous evidence of the Navy's presence in Beirut. Standing just offshore, they are highly visible reminders of the means of transportation used to bring the Marines to Lebanon, the source of most of their support while they're in country, and part of their defense against attack.

capabilities will be given a tremendous boost with the arrival of the battleship USS *New Jersey* (BB 62). It will be the first battleship to steam in Mediterranean waters since 1957.

Aboard *El Paso*, it's never far from Dutcher's mind that on at least two occasions in the last several months Navy ships have been fired on from the beach. Nobody was hit, but knowing the call to battle stations could be for real gives crewmen extra incentive to do well in their regularly scheduled general quarters and damage control drills.

"I'd have to say we're closest to our Marines, the ones who rode *El Paso* on the way over," Dutcher admits, "and I guess that's understandable. But it's important we remember all the Marines

The squadron is one of four belonging to the Naval Surface Force, Atlantic Fleet, based in Norfolk, Va. Under operational control of the squadron commander, and wedded to an East Coast-based MAU, the ships provide the platforms for MARG deployments to the Mediterranean and Caribbean—or to hot spots such as Lebanon.

The Navy has other ships operating near Beirut (bringing their average total to about 12). One of them, the nuclear-powered aircraft carrier USS *Dwight D. Eisenhower* (CVN 69), steamed near Beirut in late August and September as part of an effort to stop intense artillery, rocket and mortar attacks which killed four Marines and injured 17 others when rounds—reportedly aimed at the nearby Lebanese armed forces installations—dropped into Marine positions. Retaliatory fire from Marine artillery and helicopter gunships was the primary American response to the attacks, but *Eisenhower's* swift appearance was credited with being an important factor in a quick reduction of shelling near the American compound. *Eisenhower's* aircraft make frequent reconnaissance passes over Beirut to emphasize the American Navy's presence in the area.

Most of the Marines wounded in the attacks were evacuated by helicopter to *Iwo Jima* for treatment and recuperation.

Besides the ships, PhibRon Eight includes other units required for deployment with MAU: Naval Beach Group Two Detachment Charlie (including elements of Amphibious Craft Unit Two, Amphibious Construction Battalion Two and Beachmaster Unit Two), Detachment Mike of Tactical Air Control Squadron 21, and a special warfare group detachment.

From his vantage point on Green Beach, near where the Marines original-

Beirut

ly landed in Beirut, Chief Boatswain (CWO2) Pete K. Kosse has a clear view of the constant movement of helicopters and surface craft as they ferry people and supplies to and from shore.

The chief warrant officer and the 20 men he supervises are a tight-knit group which includes boatswain's mates, signalmen and engineers. Together, they form Beachmaster Unit Two Detachment Charlie, an element of Little Creek-based beach group two. Their work is in salvage, boating, ship-to-shore communications and logistics.

While they may represent the most apparent Navy presence in Beirut, the ships and men of PhibRon Eight have plenty of company.

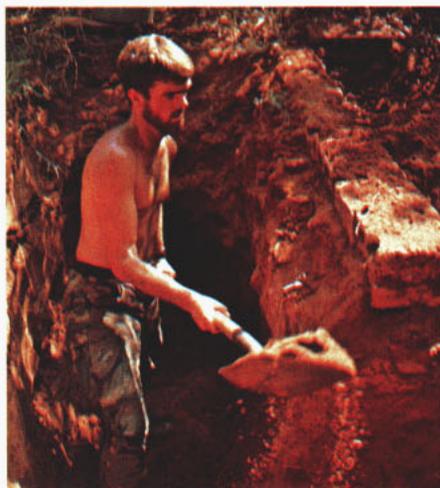
The most obvious are hospital corpsmen, long honored members of the Marine combat unit. In Beirut, corpsmen are very much members of the shore party—but, these days, they do more than treat wounds.

Environmental health hazards are the special responsibility of the preventive medicine unit, assigned to 24th MAU and an element of the Mobile Medical Augmentation Readiness Team. Its doctors and corpsmen are schooled in food service sanitation, entomology, industrial hygiene and general environmental health. They ensure the water is safe to drink and the food safe to eat. They supervise construction of field sanitation facilities, and they battle insects with portable insecticide sprayers.

More conventional in their duties, but just as important, are the corpsmen assigned to help treat illness or injury. They can be found at all levels of the MAU operation: with the MAU Service Support Group and, as members of the BLT, at the company level.

"There is a definite job here for Marines and it's our job to support them," says Chief Hospital Corpsman John M. Vaughn as he guides a visitor through the rooms and tents housing MSSG's medical detachment. "We do our job to the best of our abilities."

With Navy doctors, Vaughn and the 19 corpsmen he supervises operate a shock and surgery unit, acute care ward, laboratory, X-ray facility, pharmacy, emergency room and preventive medi-



Despite the constant fighting between opposing forces seeking to control the area overlooking Beirut International Airport and visits by VIPs like the Secretary of the Navy (right), American sailors go about the business of digging out bunkers and trying to stay clean.



cine element. The unit also has a complete dental facility.

Working with doctors to look after the physical health of the Marines is a job for the corpsmen. Helping the chaplains who look after their spiritual health is a job for a man serving in one of the Navy's newest ratings.

The temperature in Beirut is a blistering 100 degrees Fahrenheit. But Chief Religious Program Specialist-selectee Gary R. Chapin, a one-time collegiate

long-distance runner, ignores the heat as he pumps out his daily three miles around an airport perimeter road.

To his right, Lebanese living in a partially destroyed house with no glass in the windows watch him. To his left, a Marine sentry standing outside a sand-bagged guard post watches both Chapin and the Lebanese.

"It has been an exciting tour," the Vietnam veteran says. "We've established the first chapel and the first li-



brary. We get tremendous cooperation from the Marines, and we're completely accepted. I know missionaries and people in the relief agencies praise the MNF presence in Lebanon—it gives them a chance to finally begin rebuilding their country.”

Dressed in camouflaged utilities and combat boots, Journalist First Class Wade H. Johnstone leaves his tent and opens the makeshift door of a tin and 2 by 4 structure built around a battle-

field electronics shelter.

When he closes the door and sits at the radio station's control panel, Johnstone won't hear the steady drone of the battlefield generator providing the electricity he needs to broadcast his nightly radio show. He has a loyal, receptive audience for the information, news and music he provides from the Navy's first truly mobile radio station.

Johnstone and the other Navy broadcasters who volunteered to man the Bei-

rut station, a unit of the Navy Broadcasting Service, already have become intimately familiar with the bunker near the station.

They've spent hours in that bunker whenever any of several opposing forces in Lebanon decide to lob artillery, rocket and mortar rounds into the nearby airport, suburbs and military installations. But Johnstone is proud that “down time” for the station because of attack has been minimal; station personnel in helmets and flak vests have set up an “alert condition one” watch to keep their station on the air.

In fact, the Navy broadcasters invariably are the first to provide information to Americans ashore, because the Marines ensure the station gets the facts as soon as they're known.

When Electronics Technician First Class Joseph E. Brown wrote his wife Ann in Charleston, S.C., that the Marines in Beirut needed reading material, she started a nationwide campaign to collect books. The result was the recent opening of a 5,000-book library, a source of pride to Brown, who helps staff it after his regular duties for the Ashore Mobile Contingency Communications Unit, a vital communications link between the Marines and the rest of the world. Lately, those duties have included strengthening and expanding the bunker Brown and his co-workers have dug into the ground near their AMCCU trailer.

“Two of us volunteered for duty here in place of a regular six-month Indian Ocean deployment,” Brown says. “And except for the mortar and rocket attacks, I don't regret making the choice a bit. I don't believe I've ever seen a greater amount of teamwork between sailors and Marines.”

Modern Lebanon has known war at least since 1948. Conflict was fed by the reduction of English and French influence in the Middle East, creation of the state of Israel on its southern border, internal sectarian squabbling and, most recently, relentless efforts by the Soviet Union to increase its sphere of influence in the region.

By 1975, tensions inside Lebanon festered into civil war. Among the more

Beirut

than 40,000 who would die was American Ambassador Francis Meloy. His kidnapping and assassination triggered evacuation of Americans from Beirut—and the Navy and Marines were called in to help do the job. It was not the first time the two services were the arm of American policy in the region.

In July 1958, as a result of the Eisenhower doctrine, then in 1975, and in July 1982, again initially to evacuate Americans from a country teetering on the brink of destruction, the Marines came ashore in Lebanon. Each time, the Marines looked for support to the Navy ships which brought them to the landing beaches off the Lebanese capital city of Beirut.

Despite a span of 24 years, the landings were remarkably similar. The events which followed were not.

In 1958, although Navy and Marine planners knew an action in Lebanon was possible, the landings were short-fused operations, dictated by political decisions and timetables. Despite threats from Lebanese factions, the 1958 operation was unopposed.

“The scene on the beach was perhaps one of the most colorful in the long history of Marine Corps landings,” writes Jack Shulimson in his monograph, *Marines in Lebanon 1958*, as he describes the movement ashore of the Marines of BLT 2/2. (BLT, BLT 2/8, and BLT 3/6 also came ashore in 1958.)

“Witnessing the assault were bikini-clad sunbathers, Khalde villagers who had galloped on horseback to the site, and the beach workmen who had dropped their tools and run to the shore. As the fully armed Marines charged over the sands, these civilian observers waved and some even cheered. A few of the young boys even attempted to help the Marines in bringing ashore some of the heavier equipment.”

Shulimson writes that the objective of the 1958 landings was “to support the legal Lebanese government against any foreign invasion, specifically against the Syrian First Army located between Damascus and the Israeli border and only a few hours march from Beirut.”

Teamwork between the Navy and the Marines on the beach is exemplified by

this observation from Shulimson:

“The Marines and Navy were forced to improvise [in efforts to move supplies ashore]. Company E and a hastily formed shore party from *Monrovia* manhandled the supplies from the landing craft onto the beach. LVTPs, Ontos, a bulldozer and five mechanical mules were used to carry the material from the waterline to the temporary supply depots inland. The versatile mules proved to be extremely effective in negotiating the loose sand. They hauled over 75 tons of ammunition during the first 24 hours ashore.”

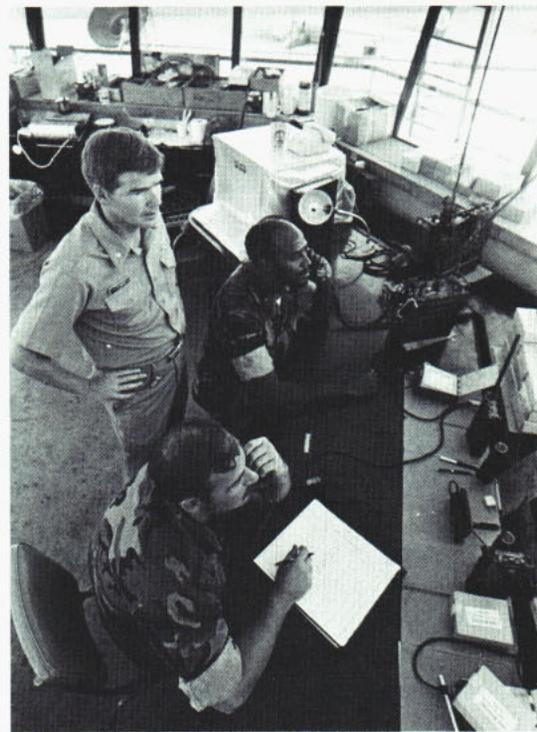
The Marines may have had plenty of ammunition, but their primary purpose was not to take offensive action. They were to serve as a stabilizing element and as an overt display of American determination that Lebanon would not be overrun. In 1958, the peacekeeping mission was an uncommon one for Marines and Navy people trained to conduct amphibious assaults against hostile beaches.

Augmented by U.S. Army forces, they would perform that mission until the last of them left the country in late October after the Lebanese formed what was hoped would be a viable government.

The story is much the same in 1982. Lebanon is in turmoil again, this time because of Israeli-PLO confrontation and a bristling Syrian presence in Lebanon.

At first, the mission was evacuation. Sailors and Marines of Amphibious Squadron Four and 32d MAU, deployed from the east coast, shuttled some 580 Americans and foreign nationals June 24 from Juniyah just north of Beirut to safety aboard the amphibious transport dock USS *Nashville* (LPD 13) and the dock landing ship USS *Hermitage* (LSD 34).

Then the mission changed: As America worked once more to help bring peace out of the havoc of war in Lebanon, helicopters of HMM 261, flying from the amphibious assault ship USS *Guam* (LPH 9), provided Special U.S. Envoy Philip C. Habib and other negotiators the transportation they needed to perform “shuttle diplomacy” missions



to points as far away as Tel Aviv.

The possibility existed for a PLO pull-out from Beirut, one which would have to be supervised by someone. The someone, as it turned out, were Marines of the 32d MAU along with forces from France and Italy. They formed MNF.

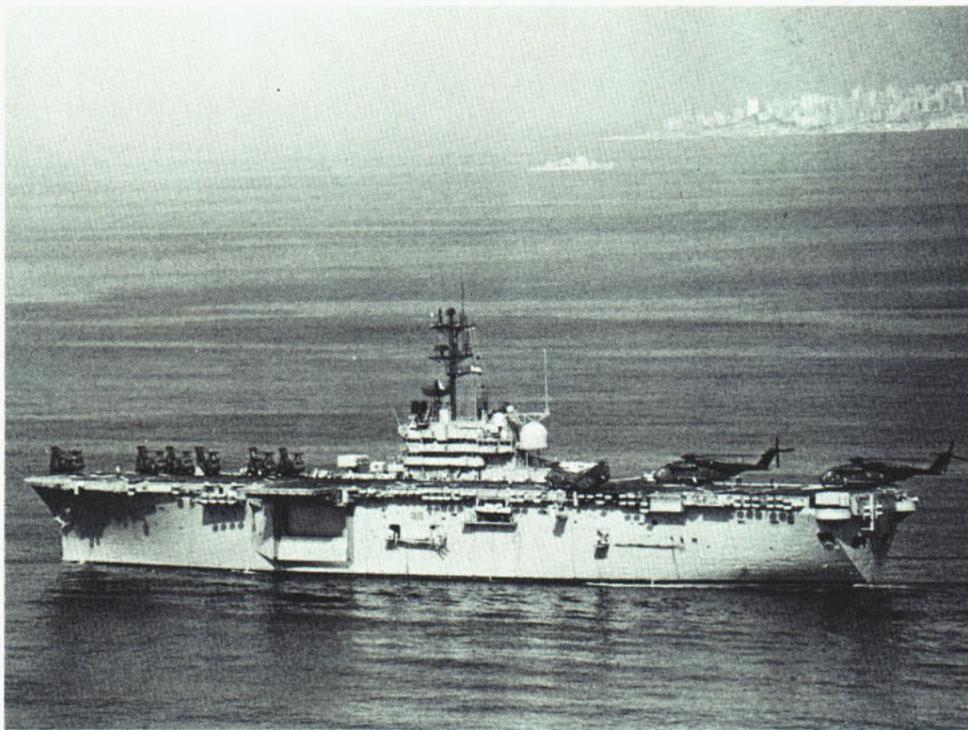
Writing later in the *Marine Corps Gazette*, the commander of the 32d MAU, Colonel James M. Mead, commented: “The obvious concerns of inserting some portion of the 32d MAU between 30,000 Israelis and 15,000 PLO and Syrian fighters were well-recognized.”

As in 1958, there was a mission statement.

This time, it was created by the Americans, French, Italians and the Lebanese government. It was, Mead wrote, to “support Ambassador Habib and the MNF committee in their efforts to have PLO members evacuated from the Beirut area; occupy and secure the port of Beirut in conjunction with the Lebanese armed forces; maintain close and continuous contact with other MNF; and be prepared to withdraw on order.”

Translated, it meant 800 Marines would take up posts along the “green line” separating Moslem West Beirut from Christian East Beirut. The Marines would land, as they did in 1958, at the port of Beirut on the northern edge of the city.

That landing, and what followed it, was documented by hundreds of televi-



Far left: Cmdr. William E. Dullaghan (standing), officer in charge of TacRon 21's Detachment Mike out of Little Creek, Va.; AC1 Kenneth W. Densmore (seated front); and AC2 Michael A. Green in the control tower of Beirut International Airport. Left: USS Iwo Jima (LPH 2) cruises off the coast of Beirut, Lebanon. Photos by PHC Chet King.

sion and print news people, and was fodder for major TV newscasts and front-page newspaper stories. At 5 a.m., Aug. 25, from the well decks of *Nashville* and *Hermitage*, the Marines were ferried by utility landing craft to the port.

Within an hour, they were in position. Over the next 10 days, usually with small arms blazing into the sky (from which the shells would soon fall, killing or wounding several civilians), 6,436 PLO members were evacuated from Beirut by commercial ships.

An additional 6,219 Syrians were evacuated from Beirut in surface convoys supervised by the Italians.

When PLO leader Yasir Arafat left Beirut Aug. 30, he passed through rigid security lines manned by American Marines and members of the Lebanese armed forces.

The big show was over. By Sept. 10, the Marines were back aboard ship and bound for liberty in Naples.

Then, on Sept. 13, Lebanese president-elect Bashir Gemayel was assassinated.

The Israelis moved back into Beirut. Hundreds of Palestinian refugees in West Beirut were slaughtered. Bashir Gemayel's brother, Amin, became president. He asked for the return of the MNF. The response: It would return.

When the Marines come back this time, the landing is by helo and on the

beaches alongside the runways of Beirut International Airport about 4½ miles south of downtown Beirut—where they had landed in 1958. But this time, there is a difference. This time, the U.S. Marines and the U.S. Navy men who accompany them will be ashore for an extended period, sharing peacekeeping duties with the French and the Italians.

This time, the support needed from the Navy ships and men who brought the Marines back to Beirut will have to be even more extensive. A force designed for combat, for rapid projection of power onto the beach, will serve again in the capacity of peacekeeper.

In *Marine Corps Gazette*, Col. Mead summarizes his view of the mission:

"Our numbers ashore would be increased to 1,200. Since conditions would remain permissive, our threat would be isolated to acts of terrorism and unexploded munitions. The area of responsibility contained literally tens of thousands of pieces of unexploded munitions of 125 different types from 19 countries that had accumulated over the previous eight years of fighting."

For a time, unexploded ordnance does prove to be the real enemy: A detonation makes a young Marine the only fatality of the American contingent until the August deaths of two more Marines.

In fact, in the months that follow establishment of the MNF, the daily det-

onations of unexploded ordnance—touched off purposely by explosive ordnance disposal teams—become commonplace. Marines and sailors get used to the noise. But the time comes when the noise is different, the detonations controlled only by terrorists in explosives-laden vehicles or artillerymen firing from the hills near the airport.

The American embassy, on the ocean highway near downtown Beirut, is bombed into rubble. Intelligence Specialist First Class Daniel J. Pellegrino remembers the time precisely: 1:03 p.m., April 18, 1983. He had just returned from lunch in a cafeteria which would cease to exist. He picked up the phone in his sixth-floor office to make a call, and his world was blown to smithereens around him. Evacuated once before from Beirut because of the danger, he is a veteran of bombing threats during a short tour of duty in Honduras. But this was no threat; this was reality.

"There was an ungodly, tremendously loud explosion," he says. "For just a moment, I thought the office had been hit by a rocket-propelled grenade again; we'd had one hit the office just before I was evacuated.

"I put my hands to my head. They came down bloody. Close as I can figure now, the blast knocked my head against the glass on the top of my desk. I was cut on the scalp, neck, back, nose and hands. There was the stench of explosives and gas. It was dark, and smoke was everywhere.

"I got to the middle of the building, then we made our way to the third or second floor—I can't remember which. For awhile, the way was blocked, but we were able to make it to the first floor. We climbed out a window, down a ladder. I remember seeing all those faces gawking up at me. I got some stitches at the hospital, then spent the night at my boss's apartment. I called my parents to tell them I was all right.

Beirut

Now it's August 1983. Bunkers on the Marine compound hold crouching Marines and sailors under fire again. These attacks, and others yet to come, leave four Marines dead. Seventeen Marines and a Navy man are injured, some seriously enough to require medical evacuation.

One mortar round lands exactly 62 feet, 11 inches from the airport tower, close enough for shrapnel to shatter window panes and leave Air Traffic Controller First Class Kenneth W. Densmore with a cut arm. Densmore is certain of the distance. "We measured it," he says later.

Densmore is a member of Tactical Squadron 21's Detachment Mike, out of Little Creek, Va. Normally, his job aboard ship would be to help plan, coordinate and execute fixed wing and helicopter air support during an amphibious operation.

In Beirut, life is a bit different—actually, it's a lot different.

For as long as three days at a stretch, Densmore and other TacRon 21 ACs work, eat and sleep in the control tower. From there, they control the hundreds of helicopter flights made in support of MARG and MNF, coordinating demands for air space with Lebanese civilian air controllers whose tower they share.

Alert conditions permitting, flights are almost continuous. From May 10

through the end of July 1983, for instance, TacRon 21's Det coordinated 955 individual sorties. Helicopters carried 6,218 passengers, 92,335 pounds of mail and 389,000 pounds of general cargo. The number of takeoffs and landings at "Rock Base," the military airstrip, reached 11,528 by the end of July.

"We work very closely with the Lebanese air traffic controllers, so, naturally, we've become well acquainted with them," Densmore says. "We try to keep politics out of our work, but there are times when opinions are exchanged. They tell us the happiest day of their lives was to see the U.S. Navy and Marine Corps arrive in Beirut."

One of the most important Navy aviation facilities serving the American MNF in Beirut isn't even in Lebanon. It's a 45 minute helicopter flight away, in Larnaca, Cyprus.

On the edge of the civilian airport at Larnaca, fronting the ocean, sits a battlefield shelter. Inside this shelter, Storekeeper First Class (Surface Warfare) Brian H. Kaneta patiently completes a flight manifest of passengers who have just been flown out of Lebanon—more specifically, off the flight deck of *Iwo Jima* by an RH-53D belonging to Fleet Logistics Support Squadron 24 based at Sigonella, Sicily.

Soon the manifested passengers will be flown out of Larnaca, bound eventually to a variety of destinations—including the Navy hospital at Naples, since two of them are wounded Marines. Kaneta and six other members of Norfolk-based Naval Material Transport

Office and the Navy Cargo Handling and Port Group out of Williamsburg will stay behind, working with VR-24 flight crews to move passengers, mail and cargo to and from Beirut.

Outside the shelter are two VR-24 flight crewmen, Aviation Electronics Technician First Class Thomas O. Mathey, and Aviation Structural Mechanic First Class Steven A. Sooy. They are two of nine VR-24 people operating out of Larnaca. Of their joint operations with Kaneta and his cohorts, Mathey says, "They manifest it; we haul it—and we've hauled everything from diplomats to concertina wire. The best load we've ever had was the Dallas Cowboys cheerleaders on their way to a show."

This past September, American MNF personnel marked their first year in Beirut. The length of the American stay will depend, of course, on the results of diplomacy, negotiation, politics and military actions. One who will play a major part in decisions affecting the Americans in Beirut is Vice Admiral Edward H. Martin, recently named Commander Sixth Fleet and the officer in overall tactical command of the U.S. contingent.

Admiral Martin notes the situation in Lebanon is extremely fluid, subject to dramatic change daily. "I think what we have in Beirut," he says, "is a classic example of superb teamwork and cooperation."

"It is also a classic example of the value of America's amphibious force and of the Navy-Marine Corps team. Only they could perform this sort of operation, because their bases are the ships of the amphibious force. We are not building anything permanent on Lebanese soil.

"I think every sailor and Marine in this force should be very, very proud of the role he is playing. Every Marine and every sailor out here is performing a vital function in helping to maintain the atmosphere necessary for the government of Lebanon to get back on its feet after 10 years of strife and civil war. Any success that comes from that effort will be a direct result of the presence of the U.S. amphibious forces."

A CH-53E Super Stallion lifts off Iwo Jima's flight deck as two others prepare to launch. Photo by PHC Chet King.



Some Things Never Change

Life is usually little more than a series of small events and impressions—some related, many not—strung end-to-end. Life as a member of the Multinational Peacekeeping Force in Beirut, Lebanon, is no different.

Illness is a fact of life for Americans in Lebanon. Virtually everyone is stricken at some point with what tactfully could be called gastrointestinal distress. At its least debilitating, it requires an absolutely certain knowledge of the location of the nearest head. At its worst, it means low-grade fever, cramps, nausea, diarrhea—the whole works. Medical people can do little more than sympathize.

The fine, reddish brown dirt infiltrates everything. No matter how well protected you are, the dirt finds its way onto your skin, into your hair.

Flies and mosquitoes are like the dirt: everywhere. If nothing else is going on, one MNF Navy unit holds fly-killing contests with a free beer as prize to the winner.

You develop a keener eye: An unknown car parked near a U.S. military building or tent earns special attention. So does any quick, unexpected movement. Joggers in the MNF compound have been known to stumble because they were paying more attention to groups of men in passing cars than they were to where they were running.

Precautions become the norm. A Navy visitor to the control tower at Beirut International Airport prepares to leave. He dons a flak vest, weapon and helmet—required items for an American military man on the streets of Beirut. Lebanese air controllers watch with interest; the visitor smiles and says, “I hope the day will come when I can visit your country without having to wear all of

this.” The farewell handshakes seem particularly warm and friendly.

Preventive medicine people frown on contact between U.S. military people and indigenous dogs and cats—for health reasons. But American fighting men still adopt mascots. It is particularly telling to spot a sailor ashore catching 40 winks on a bench near his bunker after a mortar and rocket assault on the nearby airport. On his chest, which is encased in a flak vest, sleeps his unit’s scruffy cat.

Signs are everywhere in the MNF compound. One sign in a bunker has an arrow pointing straight down. “Washington, D.C.: 2,143 miles,” it states.

C-rations are a thing of the past. These days, battle rations come as “meals, ready-to-eat,” or MREs. They’re supposed to be the latest thing in dehydrated, plastic-encased, heatable rations. They include such dishes as beef tips in barbecue sauce and chicken a la king. Instructions on some of them, particularly those containing beans in tomato sauce, specify they’re “not for inflight/preflight use.” You learn quickly which are best and which to avoid.

“Big picture” military actions may cover miles of territory and involve thousands of people. But duty in Beirut is similar to duty aboard ship. For most, it’s doing a job in a limited area, working directly with only a few people. In fact, it’s possible to spend days without walking more than 500 yards in any given direction.

The 24th MAU list of job specialties does not include a barber, which seems strange to Navy men expecting to see at least one Marine dedicated full time to providing the “high and tight” haircuts sported by many Marines. Instead—for a buck a cut—certain individuals with

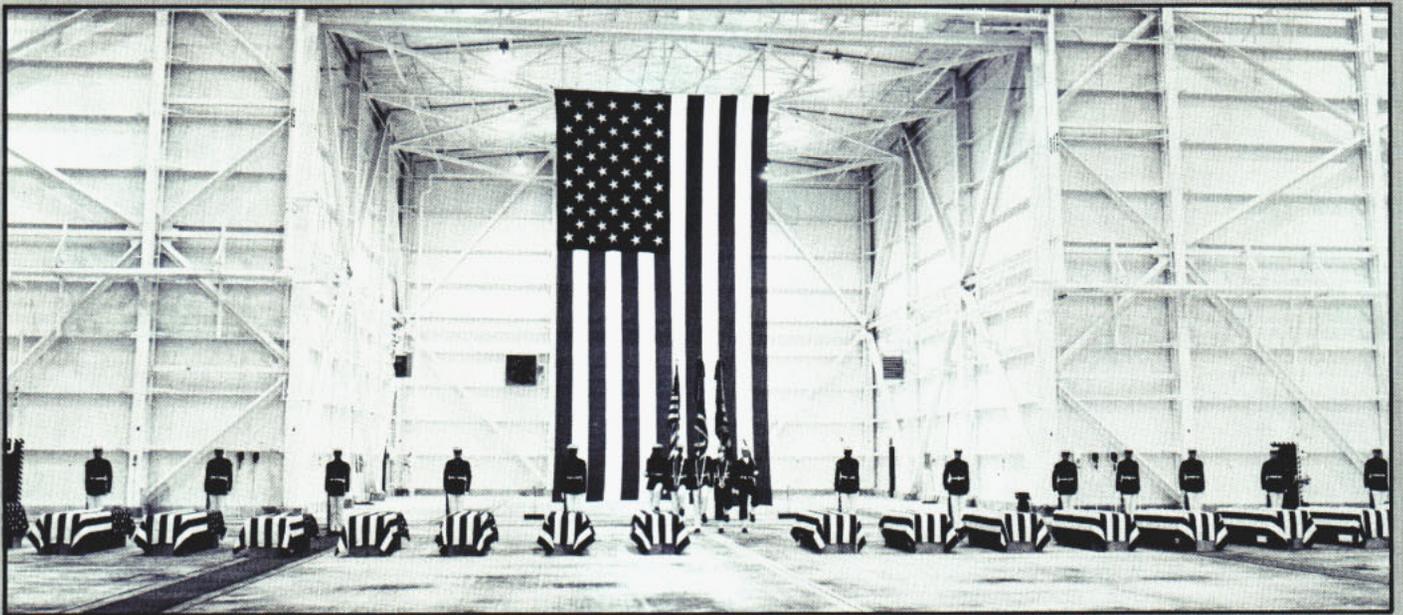
some sort of barbering experience take on the task of cutting hair.

In the days of sail, sailors had limited fresh water available for such niceties as baths. In days of artillery, rocket and mortar attacks in Beirut, the Lebanese water dries up at about the same time local electricity shuts down. Result: some ingenious methods for attempting to clean the body, using fresh water from a “water buffalo.”

For more than a week, the 24th MAU officer/staff NCO shower has been without hot water. Finally, repairs are made to the two inadequate water heaters. Next day, the best of the two available showers refuses to function. Day after that, one of the water heaters breaks down again. Aware of how some line companies live, however, no one complains.

Motorized patrols into Beirut are breathtaking in more ways than one. Traffic is impossible—people are everywhere—but the idea is to keep moving because a moving target is harder to hit. Stop signs exist only to be universally ignored, and traffic lights are out of commission for hours. A working horn seems more important than working brakes.

When fighting erupts anywhere, traffic stops everywhere. The difference is quietly terrifying, almost as terrifying as the whistle preceding an “incoming.” You hope the situation will stabilize, the fighting will stop. Lebanese are remarkably resilient; given a few days without war, the streets teem again. There’s nothing like joining a Marine patrol on one of those quiet days to get some idea of how these people live and work, and there’s nothing like a smile and a wave from a friendly Lebanese to get the impression you’re doing something worthwhile after all.



Blessed Are the Peacemakers

IN THE pre-dawn darkness of Oct. 29, an Air Force cargo plane touched down at Dover Air Force Base, Del. On board that plane were the bodies of 15 U.S. Marines, the first of the bombing victims to be brought home from Beirut. They were but a mere handful of those murdered in the bombing of the Battalion Landing Team 1/8 headquarters building the week before.

Under extremely tight security, the aluminum caskets containing the bodies were carried from the plane to an aircraft hangar, where they were lined up in a single row on gray cinderblocks and draped with American flags. Another casket containing the body of a Marine killed in Grenada was added to the row. The hangar, normally used to wash planes, would serve as a chapel for the memorial services.

Marine honor guards in dress blues stood at attention behind the caskets, each man staring straight ahead. A huge American flag hung from the overhead beams.

A Marine escort led family members and loved ones of the dead Marines to

their seats. Some mourners wept openly. Others sat and stared at the flag-draped caskets, oblivious to the barrage of television camera lights shining in their eyes.

During the somber 20-minute ceremony, Rear Admiral Neil M. Stevenson, chief of chaplains, U.S. Navy, prayed, "Blessed are the peacemakers for they shall be called the sons of God. Eternal father—strong to save—we stand in awe before your sons. They are an honor to their families. They have witnessed their fidelity to our nation—they have evidenced their respect for humanity—they have presented themselves before your grace in the pursuit of peace."

Chief of Naval Operations Admiral James D. Watkins told those gathered that he knew these dedicated men served with a proud sense of purpose and conviction. "They did not doubt their vital role in helping to bring a war-torn Lebanon to its feet, giving its people some hope," he said.

Marine Corps Commandant General Paul X. Kelley called the terrorist bombing a "cowardly, heinous act." While he was in Germany watching the caskets

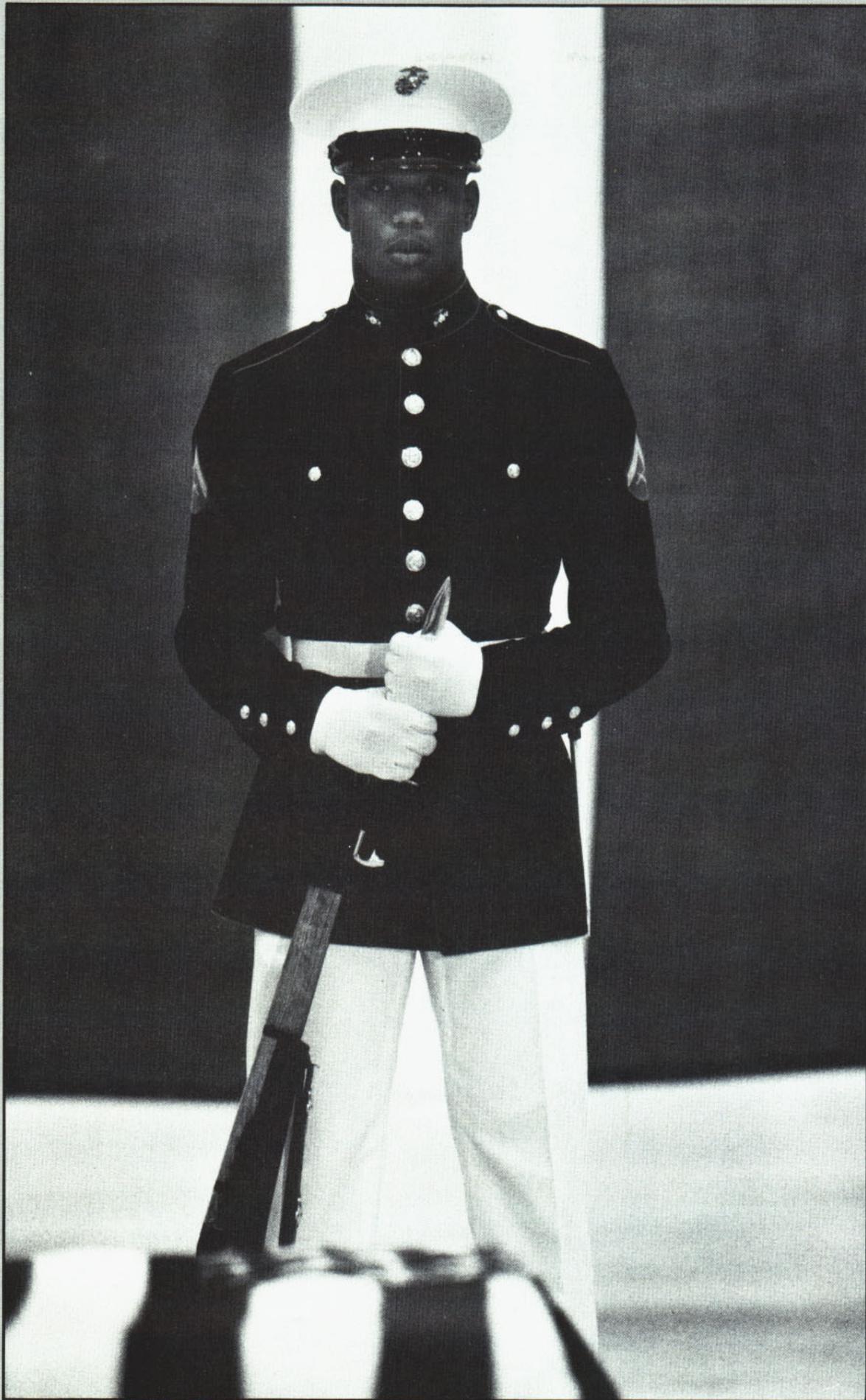


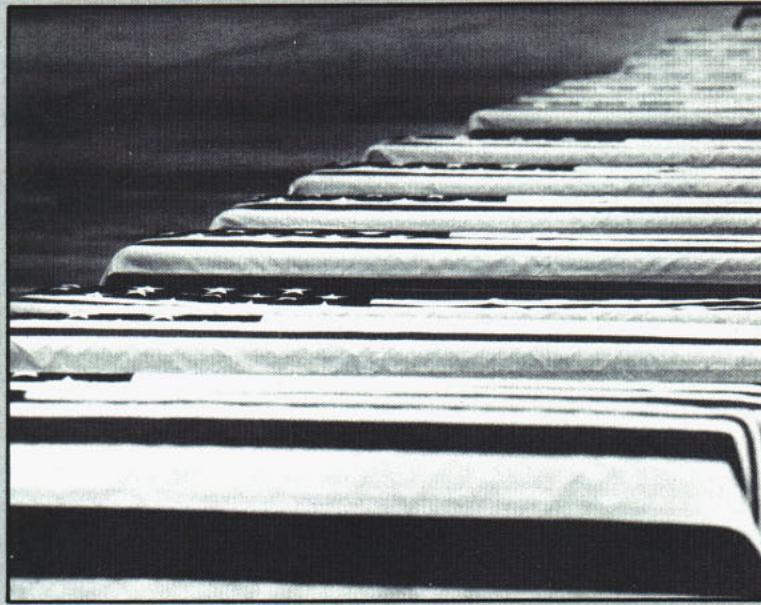
being offloaded from an aircraft, General Kelley said: "As I wept inside, I asked, 'Lord, where do we get such men?' And I was reminded that if our nation is to be great, if our nation truly is to be the land of the free, that it also must be the home of the brave."

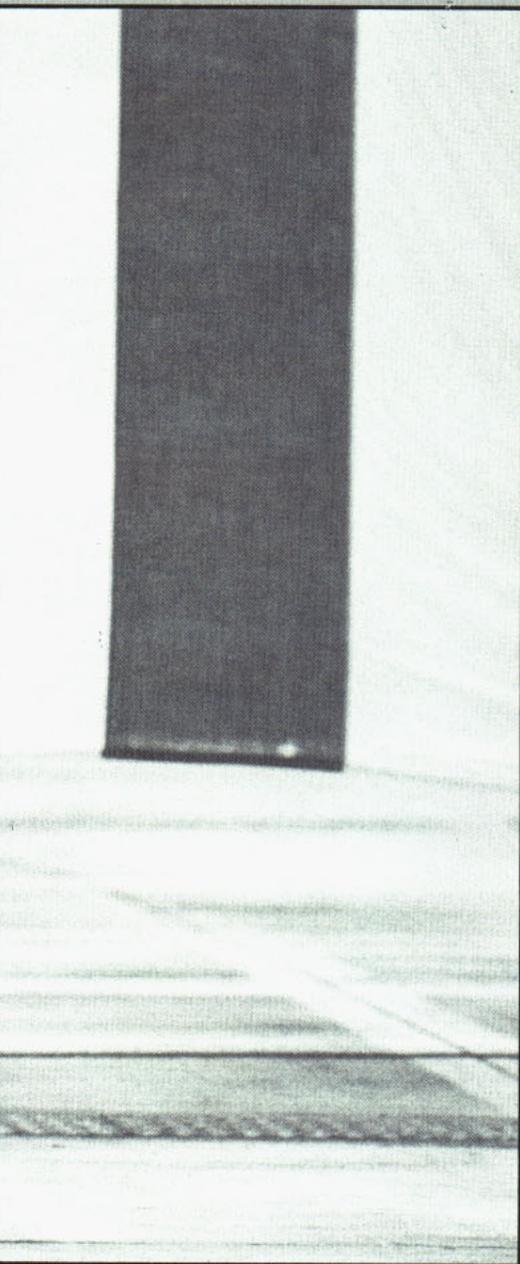
Family members struggled unsuccessfully to maintain their composure during the dirge-like playing of "The Marines' Hymn."

Admiral Watkins and General Kelley talked to family members for a few moments before they were led out of the hangar chapel. Shortly after everyone had left, the caskets were removed from the hangar. Only the American flag and cinderblocks remained, waiting for the next group of caskets to arrive.

— By PH2 Perry Thorsvik







‘Lord, where do we get such men?’

—General Paul X. Kelley
Commandant, U.S. Marine Corps

Bearings

Sailors Battle Fires in Italy



More than 400 sailors, including the duty rescue and assistance team from USS *Orion* (AS 18), helped fight brush fires that raged across the countryside threatening life and property in La Maddalena

and Palau, Sardinia, Italy, last summer.

Answering the Italian authorities' call for help were more than 300 sailors from *Orion*, 75 crew members from submarines alongside—USS *Silversides* (SSN 679),

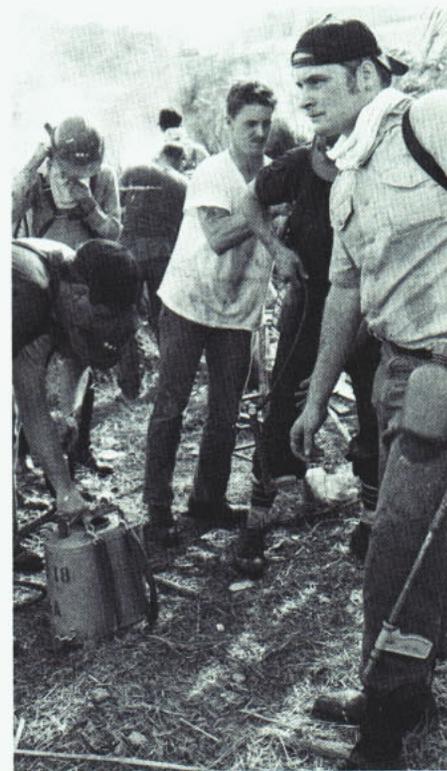
and USS *Sturgeon* (SSN 637), along with 60 men from the Navy Support Office in La Maddalena.

Armed with shovels, water packs, brush cutters, and portable water pumps and hoses, the sailors worked feverishly to dig firebreaks and contain the fires at the two sites.

Navy spouses assisted in the firefighting effort by driving trucks, supplying food and water, and hauling equipment to and from the burning areas. Small boats were dispatched to evacuate civilians from housing areas where the fires prevented access from roads. The Navy Support Office's Rock Recreation Center in La Maddalena and the Palau Community Center were turned into temporary shelters for those whose homes were destroyed.

The two fires were the worst in recent history in the northern Sardinia area, and damage to property was extensive. More than 2,000 acres of land were burned, but property damage was minor. Thanks to the Navy volunteers' efforts, no lives were lost.

—Story by SN Brigmon D. Lohman,
USS *Orion* (AS 18)



Upward Mobility at Point Mugu



The Pacific Missile Test Center at Point Mugu, Calif., is building a skilled civilian work force through upward mobility.

To fill a need for electronics technicians, the career development division established the Occupational Conversion Training Program in August 1982. All civil service employees GS-9 and below were eligible to apply.

The current class of 23 students began training last January. The intensive nine-

month, full-time classroom program uses a computer-aided instructional system which parallels classroom training. Dorothy Spencer, Point Mugu's employee development specialist, estimated that \$120,000 worth of laboratory equipment



has been acquired, and about \$15,000 of additional test equipment will be purchased.

Upon completion of classroom training—slated in September—the students will participate in three four-month rotational assignments for the remainder of their upward mobility program. Employees will state preferences for permanent job placement at the GS-5 level, and the jobs will allow advancement to the GS-9 level.

—By PH2 Gary Rice,
Point Mugu, Calif.



After BOOST. With the commissioning of Ensign Michael Cavano at the University of Mississippi on Aug. 6, five BOOST (Broadened Opportunity for Officer Selection and Training) students have successfully ended their quest for officer rank. The five began their education together in 1979 and now are commissioned officers: (front row, from left) Midshipman, now second lieutenant, Tommy Scott; Ensign James Hanson; Midshipman, now ensign, Richard Impellizzeri; (back row, from left) Midshipman, now ensign, Michael Cavano; and Midshipman, now ensign, James Williams Jr.

Bearings

A Special Project

Navy and Coast Guard volunteers in the New Orleans area answered a call in July for pacers, confidence-boosters, huggers and puppeteers. Sound strange? Not really—the two sea services lent their support to mentally and physically disabled athletes from around the world at the Summer Special Olympics held at Louisiana State University.



Although the athletes started slowly, there were no complaints, only determination and smiles. "One little guy had no confidence in himself in the high jump," Seaman Pam Augenbaugh said. "People kept telling him he could do it, and finally he made it and he started screaming, 'I did it, I did it!' It made me want to cry."

"I loved the five-minute standing ovation a mentally disabled paraplegic from

the California team received after doing tumbling competition," Religious Program Specialist Second Class Kevin O'Connor said.

Yeoman First Class Adan Zapata acted as translator during the seven-day event for some olympians from Mexico, Chile and Paraguay. "At first they were kind of shy, but after a day or two they began to open up to me," Zapata said.



Lieutenant Junior Grade Daniel Cronin said, "The Special Olympics was a worthwhile experience; it changed my perspective of the handicapped. They are truly special friends."

—By PA3 Gary L. Starks, USCG

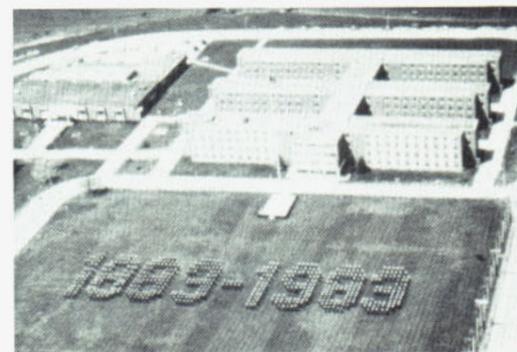
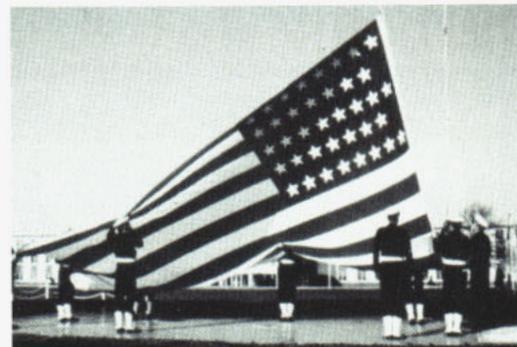


Navy Newport Celebrates a Centennial

The Naval Education and Training Center, Newport, R.I., marked its 100th anniversary June 4 with special commemorative events, the beginning of a yearlong community celebration of the Navy's rich heritage in Newport.

The Navy is the largest single employer in Newport County, paying out almost \$230 million annually to more than 9,000 civilian and military people at 32 separate Navy or Department of Defense commands.

Community festivities ranged from a Blue Angels' aerial demonstration before an estimated 50,000 spectators on Armed Forces Day to a family picnic with music by the Northeastern Navy Band. The most significant event during the celebrations was the unveiling of the Navy Bluejacket Memorial statue.



Guadalcanal celebrates 20 years. The 20th birthday for USS *Guadalcanal* (LPH 7) was celebrated in July with a picnic on the flight deck for the crew and their dependents and guests. Crew members of the Norfolk-based amphibious ship (l-r) OS2 Mark Schreiber, OSSN Larry Green, OSSN Harold Zigan and FA Robert Davis lined up to sample the hot dogs and homemade cookies. The ship is named after the 1942 battle in which 60,000 Navy, Marine and Army men joined forces to secure the island in the Solomons. Seventy-one-year-old Mr. I.H. Burakowski, who served aboard USS *Atlanta* during the World War II battle, was invited to cut the birthday cake along with commanding officer, Capt. Paul W. Parcels, and AN Thomas Jozwiak. Jozwiak's birthday is the same as *Guadalcanal*'s, July 20, 1963. Photo by PHAN Joaquin Miranda, USS *Guadalcanal* (LPH 7)

"In Newport, where much naval history has been made, bluejackets have played a vital part in the history of our Navy and the history of America," said sculptor Felix de Weldon during the unveiling ceremony in Newport's Market Square. "Their skill, courage and determination contributed to the effectiveness and success of our ships to keep the seas open for free people to use," he said.

The fiberglass statue, to be redone in bronze when enough money can be raised, depicts a young Navy man with a sea bag over his shoulder waving goodbye as he returns to his ship. Operations Specialist Third Class Patrick J. Joray, from USS *Elmer Montgomery* (FF 1082), served as model for the statue.

Other special events included A-4 *Skyhawks* flying over Narragansett Bay; raising the 38-star U.S. flag of 100 years ago; dancing at the various clubs; a centerpiece contest; and students from Officer Candidate School and the Naval Academy Preparatory School standing in special formation on Nimitz Field to spell out 1883-1983 while photographers captured the spectacle.

Black Ships Return

Story by JO1 Ruth Lawrence, U.S. Naval Forces, Japan
Photos by JO2 Jeffrey Nelson



Inclement weather did not dampen the spirits of sailors gathered for the annual Black Ship Festival held recently in the small fishing town of Shimoda, 100 miles south of Tokyo.

Each year the U.S. Navy participates in the three-day festival commemorating the arrival of another Navy man—Commodore Matthew C. Perry—and his famous fleet of black ships in Japan in 1853. Perry was the first foreign representative to be received on Japanese soil in more than 200 years of that nation's self-imposed isolation. He also was responsible for the Treaty of Kanagawa, which opened the country to trade. Diplomatic and cultural relations

between Japan and America soon followed.

Rear Admiral Gerald W. MacKay, Commander U.S. Naval Forces Japan, said, Perry's arrival "opened the way to the understanding, respect and trust we (Japan and the U.S.) enjoy today, as nations and as individuals."

The festival—which featured a re-enactment of Perry's famous arrival and the signing of the treaty by people in 18th century costumes—was also attended by

Above: A U.S. Seventh Fleet combo plays rock and disco music. Right: A grave marker at the Gyokusenji temple in Shimoda.





crews of two ships from Yokosuka, USS *Francis Hammond* (FF 1067) and USS *Lockwood* (FF 1064).

The Marine Corps drill team and color guard from Marine Barracks, Yokosuka, and the Seventh Fleet Band marched in the parade. Later, disco and rock music by the Seventh Fleet Band during an outdoor concert added a 20th century touch to the event.

Although inclement weather prevented sailors aboard *Hammond* and *Lockwood* from coming ashore during the first two days of the festival, they still found plenty to do and see when liberty boats started running on the last day. Besides the usual sightseeing, souvenir shopping and picture taking, many spent the time getting acquainted with local citizens. Several ball games pitting the fleet sailors against local school teams claimed the time and attention of many.

While the sailors looked over Shimoda, townfolk were given the opportunity to line the boat landing to tour *Lockwood* at anchor.

The Shimoda Black Ship Festival was an overwhelming success and was enjoyed by all.



Upper left: Marines from Yokosuka Naval Base march in the black ship parade. Left: Capt. W.G.A. Sympton, commander, Fleet Activities Yokosuka, receives a ceremonial wreath from a flower girl. Above: Cmdr. William F. Ritzman, commanding officer of USS *Lockwood* (FF 1064), places a wreath during the official Black Ship Festival ceremony.

Making It in Boot

By PH1 James Wallace, PA Center, San Diego



Camp

For some, it's the biggest challenge of their lives. For others, it's a passing irritant on the way to bigger and better things. But for all who pass through the gates of the Recruit Training Command San Diego, it's a proving ground.

The goal for thousands of fresh high school graduates is to make it through. The only measure of success is completion of the 108-year-old Navy tradition called boot camp.

The mission of this sprawling training center hasn't changed: indoctrinate and orient recruits in the basic skills necessary to make the transition from civilian to Navy life. But achieving this in an eight-week period leaves no time for easing the routine.

The transition begins the moment recruits step off a Navy bus at an open compound to begin their in-processing. Confused, it's only natural that they do not know what to expect.

"The first day, most of us were scared," said Recruit Genaro J. Arce. "They woke us up at 3:30 a.m. banging on trash cans, shaking bunks and yelling. I didn't know where I was or why I was here."

Maybe he means it and maybe he doesn't, but boot camp isn't any place to challenge the authority of a company commander.

"I was expecting more of a laid-back situation where I would come in, they would give me my stuff and assign me a company—but it didn't work that way."

The rude awakening is designed to get their attention fast. It does.

"Most of the counseling and guidance comes in the first week," said Chief Quartermaster Kent A. Kolbrak, a company commander who in his time at the Recruit Training Command has "pushed" 15 companies.

"That's when they're adjusting to being away from home where they may have had their own room," he said, "Here they're sharing an open-bay barracks with 79 other people. There's a lack of privacy; you just can't wander off into a corner."

The fear of the unknown is soon displaced. The recruits realize where they are, why they are there, and that there's no backing out.

"The fear goes away after the first three days," said Arce. "Then you know you're in trouble," he quipped.

The first three days, recruits spend their time in being processed. They receive close haircuts and are herded from one center to another where they are fitted with uniforms and given medical and dental exams. Then they are formed into companies



Boot Camp

and assigned to a company commander. The real training begins.

The eight-week program isn't as physically demanding as the Army's or Marine Corps', but the Navy's program is still physically and emotionally trying. Recruits participate in two hours of physical fitness training three times a week. By the end of boot camp, a recruit can run 2¼ miles in 18 minutes or less.

"Looking back, the emphasis is shifting more from the physical to the technical side of our Navy," said Captain John K. Gardella, RTC commanding officer. Still, there is enough drilling and physical exercise left that, when young men graduate after eight weeks, they know how to carry rifles and march as a unit.

"Physically, we focus on aerobics," said Gardella. "It used to be that all the physical aspects of boot camp were based on the ability to carry a rifle, put it over your head, and do physical exercise with it. That still exists to a certain degree, but now we have an extensive aerobics pro-

gram designed to build total body strength."

Recruit training began as a recommendation in 1875 by Commodore Stephen B. Luce to provide trained seamen for both the Navy and merchant marine. At that time, Congress authorized enlistment of 750 youths between the ages of 16 and 18 to serve in the Navy until they reached 21.

Under Luce's plan, recruits were given preliminary training instructions on station ships and then were transferred to ships in training squadrons where they were taught gunnery, seamanship and other nautical skills.

Over the years, the system expanded. Although Luce favored training at sea, boot camps were established ashore. These served as the forerunner of the Navy's present training system.

Today that system takes place at three

In boot camp, the goal is to try to do your best—then try to do even better.



training centers: Great Lakes, Ill.; Orlando, Fla.; and San Diego. More than 100,000 recruits go through training annually. About 25,000 are trained annually at San Diego which receives as many as 250 recruits a day.

A recruit's day starts at 4:30 a.m. and ends at 9:30 p.m. In between, every minute of his time is regimented. Once taken for granted, a regular break to enjoy a Coke or a candy bar becomes a luxury and a privilege extended by a company commander. The recruit's time is spent attending classes on everything from leave-and-liberty conduct to damage control and firefighting. He also spends many hours drilling and maintaining an exceptional personal appearance. It's all designed to make the recruit a better sailor.

Gardella feels the program is a success.

"Every Thursday night I help host a reception for the parents, wives, relatives and guests of graduating companies," he said. "Every week someone thanks me and the center for what we've done. One

father said, 'It's the first time my son has ever called me sir.' This is symbolic of the changes, the discipline and the attention to detail that we focus on."

Parents and relatives are not the only ones to see changes. No matter what their ages, recruits say they also notice the change in themselves.

"Even though I'm older, I think I've become more disciplined," said Recruit William D. Wimmer who is 29. "Now I pay more attention to detail and what I'm doing."

"The biggest change is the self-respect," said Kolbrak. "For a lot of recruits, this is the first time they've been on their own and done anything themselves. They're really proud."

During the time in boot camp, recruits live and learn in an atmosphere designed to foster teamwork. Most learn to set aside personal feelings and desires and put their company first.

"I'm a college graduate and I don't have to do something like graduate from boot

camp to feel good inside," said Recruit Ernest D. Terry. "I think my ultimate reward will be that I and 90 other guys stuck it out together and made it to the end."

Graduation is followed by d-day, departure day. It's a day most of the new sailors fantasized about many times the weeks before.

As friends and relatives look out over the parade field with its colorful flags and listen to a band playing "Anchors Aweigh," the recruits receive their honors. They've just completed a big step in their lives.

"They like themselves. They're proud to depths that maybe they haven't felt before," said Gardella. "They have been tested and challenged, physically and mentally, and have come out successful. They've accomplished something.

"The fleet awaits them."

Like the hair that is shorn from their heads, recruits leave behind old habits and old thoughts to reach by the end of boot camp a feeling of pride and professionalism.



Spruance-class Destroyers

Greyhounds with

By P.M. Callaghan

Of all the classes of U.S. Navy operational destroyers—"greyhounds" of the sea—the *Spruance* class is the largest, with 31 ships. Lead ship of the class, USS *Spruance* (DD 963), was launched in 1973, and the last, USS *Hayler* (DD 997), was commissioned March 5, 1983. All were constructed in Pascagoula, Miss.

The *Spruance* class was named after Admiral Raymond A. Spruance, who, with Fleet Admiral William F. Halsey, led U.S. Navy operations against the Japanese in World War II. The class was built to replace many of the aging post-World War II-era destroyers which had

been extensively modified through fleet modernization programs in the 1950s and 1960s.

The *Spruance* class was the first major class of Navy warship to use gas turbine engines for propulsion. Each ship of the class has four General Electric LM-2500 gas turbines that provide 20,000 shaft horsepower. Usually, two engines are operated for normal steaming requirements, with the third and fourth engines "kicking in" for flank speed. In addition to its low operating cost and small space requirement, the gas turbine has "cold start" capability.

Controllable-reversible pitch propel-

lers are used. This adds another capability to these destroyers—to make abrupt stops and reversals in course by virtually instantaneous shifts in the propeller pitch.

Gas turbine engines were only one innovation in the design. Extensive use was also made of modular construction. A high degree of automation was incorporated into the design making it possible to man each destroyer with only about 270 men or a 20-percent reduction in manpower requirements over World War II vintage destroyers.

Anti-submarine warfare is the primary mission for which the *Spruance*



USS *Spruance* (DD 963) (above) under way during its shakedown cruise. *Spruance*-class destroyers (right) under construction by Ingalls Shipbuilding in Pascagoula, Miss. The final *Spruance*-class destroyer (far right) is delivered to the Navy during a ceremony held on board.



Gas Turbines

class was designed, especially ASW operations with carrier battle groups. The *Spruance*-class ship has improved sea-keeping abilities which are not shared by older "greyhounds." These give the *Spruance* class improved ASW capability at high speed.

The *Spruance* class is believed to be one of the world's largest classes of modern war ships originally designed without the incorporation of a major guided missile system. When the first of the class were being laid down, it was claimed that their weapons and general combat capabilities were inferior to those of contemporaries in foreign na-

vies. This, however, has been rectified with the retrofitting of *Harpoon* missile systems on board.

Under the fiscal year 1978 budget, Congress appropriated \$310 million to construct an "air capable" version of the *Spruance*-class destroyer. This vessel was to have an enlarged hangar and an extended flight deck, which would not only increase helicopter capacity but would also make the ship capable of handling V/STOL ASW aircraft.

The Navy determined that it could build only a standard class destroyer with the money allotted. The "air-capable" ship idea was scrubbed. Instead,

the 31st ship of the class was made capable of carrying an SH-2 *Seasprite* helicopter.

Four additional hulls—DDG 993 through 996, "improved *Spruances*"—were added to the U.S. fleet as the *Kidd* class of guided missile destroyers. As "improved" ships, they were designed for general warfare instead of ASW specialization. Not only were they constructed with two 5-inch guns (standard armament for the class), but they also came equipped with two twin Mark 26 launchers for the firing of Standard missiles and ASROC.

Just like the *Gearing*, *Forrest Sherman*, *Coontz*, and *Charles F. Adams* classes before, the *Spruance* class of destroyers will be an important part of our operational fleet for some time to come. And they, too, will be followed one day by the more capable *Arleigh A. Burke* class.

For now, the *Spruance* class is the mainstay of our escort types in the fleet and more plentiful than other destroyer and cruiser classes. As warships, the *Spruances* sail in a class by themselves.



Mail Buoy

Corpsmen Ship Names

SIR: Regarding the May 1983 issue—the inside back cover shows a picture of USS *De Wert* (FFG 45). In the caption you mention this was only the second ship named for a hospital corpsman. After checking, I believe there is at least one other ship named after an HM: USS *Valdez* (FF 1096). *Valdez* was awarded the Medal of Honor, and I believe he got it during the Vietnam War.—RP1 David Trejo.

• *Since World War I, a total of 12 ships have been named after hospital corpsmen, the majority of whom were awarded the Medal of Honor. The cutline erred in that it did not clarify the fact that De Wert was the second ship built by Bath Iron Works to be named after a corpsman. Somehow that information was dropped.*—ED.

Hispanics

SIR: We Hispanics were all very excited and pleased to read your article on Hispanics in the July issue of *All Hands*. There are quite a number of Hispanic people in our squadron, especially in the shop to which I am presently assigned and also of which I am supervisor. I am proud to hear of our contribution to the Navy.—AMH1 Aguilar Ricardo

• *Thanks for your comments; we're glad that the feature was of interest to you and others aboard Ranger.*—ED.

Underwood and Others

Sir: It was with great interest, and to a lesser degree, amusement, that we on board the "First and Best in the West" read your recent article on USS *Underwood*, "the only ship on the Navy's active list to be named for a former submarine commander." USS *Lockwood* (FF 1064) is now homeported in Yokosuka, Japan, as part of the Navy's Overseas Family Residency Program. As best as we can determine, it is still on the "Navy's Active List."—CPO Mess, USS *Lockwood* (FF 1064).

• *We realize that we went out on the limb when we stated that the Underwood was the only active Navy ship to be named after a sub-*

marine commander. Trouble always crops up when we use words like "first" or "only." No matter how much we guard against such use, the words make their way into print every now and then. The biggest example of a Navy ship today named after a former submarine commander is the nuclear aircraft carrier USS Nimitz (CVN 68). Any schoolboy could have told us that without adding USS John A. Moore (FFG 19), Lockwood and others.—ED.

Bos'ns Are a Rare Breed

SIR: It has been brought to my attention that people teaching class "A," "B," and "C" schools have been telling students to study hard and pass their tests or they will end up being sent to the fleet in the first division. In other words, they will be known as "deck apes." Their duties will consist of chipping paint, painting, and cleaning heads and compartments.

This may be true in some ways, but there is much more to being a boatswain's mate. As boatswain's mates, we are in a class by ourselves—we are the *oldest* of the seagoing ratings, dating back to the 16th century. I cannot see how boatswain's mates can be classified as ignorant when they have so much responsibility. A young seaman going up for third class boatswain's mate has to take a BM3 correspondence course covering 16 chapters which include a wide variety of subjects. Then, when he goes up for first class and chief, there are 10 more chapters to complete. All told, there are 26 chapters of concentration.

If it sounds like I'm boasting, I am. I am proud to be a boatswain's mate just as my fellow boatswain's mates are proud. We may be—and are—a rare breed, but ignorant we are not.—BM2 Paul E. Freeman, USS *Edson* (DD 946)

• *You and others like you are the kind of people who make our Navy what it is—full of pride and completely professional. Thanks for sharing your feelings with us.*—ED.

The Sailing Tarpleys

SIR: Your article in the August 1983 issue, "The Tarpleys Go Sailing Again," omitted the following information about that remarkable Navy couple:

While he was assigned to USS *Prairie* (AD 15), homeported in San Diego, he taught sail-

ing fundamentals to more than 100 crew members during two deployments to the Western Pacific. (I was his CO and also one of his students.) MSCS Tarpley is now Ensign Tarpley, USN.

The Tarpleys exemplify the finest attributes of an ideal Navy team. (She was a most effective ship's ombudsman). I consider myself lucky to have been associated with them.—Capt. G.A. Archambault, USNR

• *Thanks for the added info on the Tarpleys; we had no way of knowing Ensign Tarpley's activities aboard USS Prairie (AD 15). Tarpley probably did not mention his Prairie experience to the writer.*—ED.

Reunions

• **USS Woolsey (DD 437)**—Planning a reunion. Contact Tony Torres, 13710 Capiz Court, Whittier, Calif. 90601; telephone (213) 693-8023.

• **USS Belknap (DD 251-APD 34)**—Crew members from World War II, contact Paul J. Eisenman, 540 E. Portage Terrace, Apt. 103, Cuyahoga Falls, Ohio 44221; telephone (216) 928-4415.

• **USS Reno**—Planning a reunion. Contact Louis A. Trebino Jr., 343 Dairy Road, Auburn, Calif. 95603; telephone (916) 885-3835.

• **USS Hank (DD 702)**—Crew members interested in a reunion, contact John LaSala, PO Box 18, Ewan, N.J. 08025.

• **Former Signalmen**—Reunion planned. Contact David C. Graham, Society of Signalmen, PO Box 11247, San Diego, Calif. 92111.

• **USS LST 266**—World War II crew members interested in a reunion, contact William Campbell, 3 Charlement Court, N. Chelmsford, Mass. 01863.

• **Carrier Escort (CVE)**—Anyone interested in forming a Carrier Escort Sailors Association, write W.W. Irwin Jr., 2134 Hoyt Drive, Baton Rouge, La. 70816.

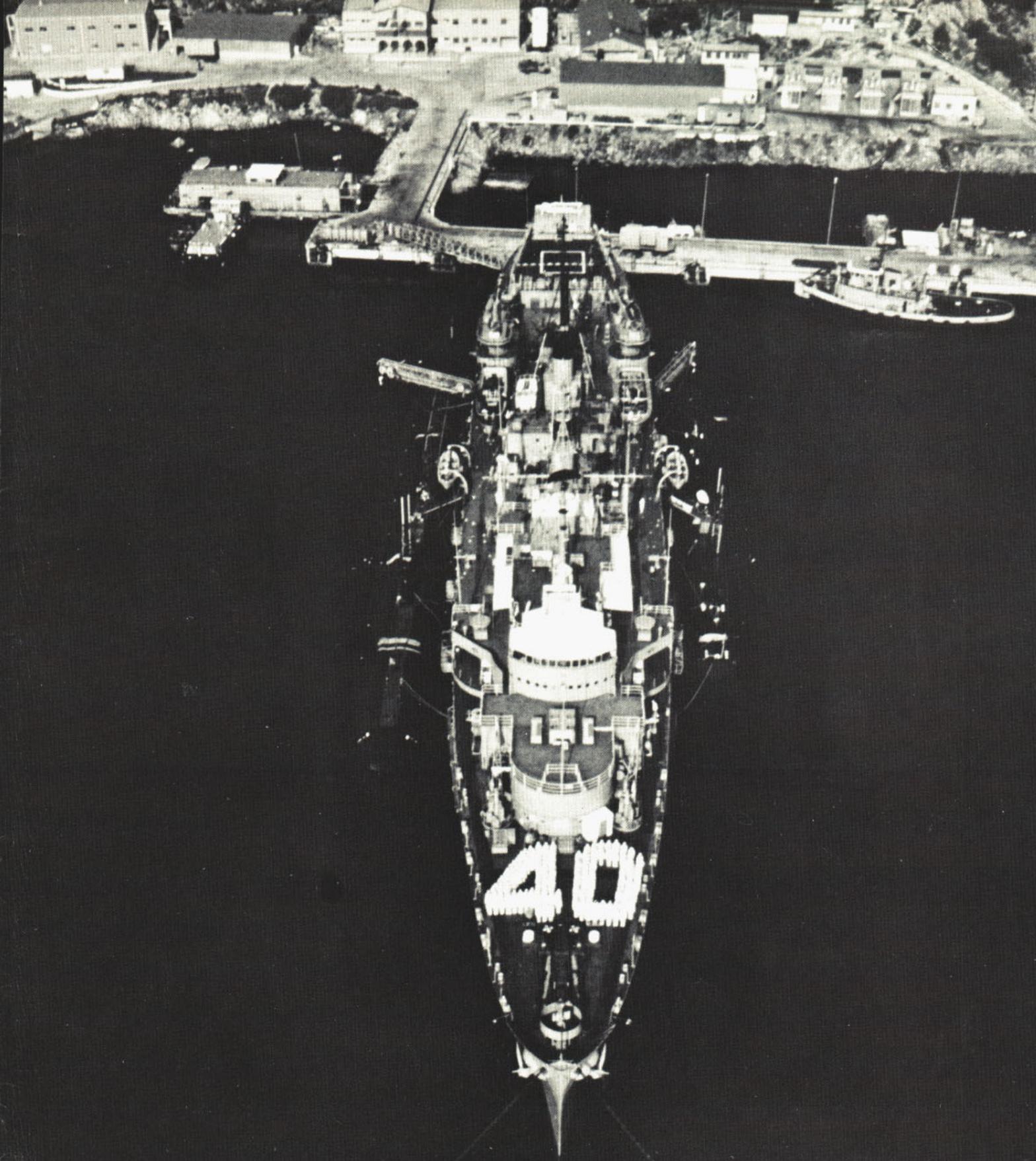
• **VP/VPB 44 World War II Squadron**—Planning a reunion for anyone who served in the squadron from late 1943 to 1945. Contact Cmdr. Philip R. Wigg, USNR-R, 150 Vine St., Bowling Green, Ohio 43402.

• **USS Cooper (DD 692)**—Reunion in January 1984, Knoxville, Tenn. Contact Ray Shiel, 26 Whipple Ave., Cranston, R.I. 02920; telephone (401) 942-7997.

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Crew members celebrate their ship's 40th birthday on the foredeck of USS Orion (AS 18), one of the Navy's oldest ships on active duty. Homeported in La Maddalena, Italy, Orion is still meeting its commitments to Commander Submarine Refit Training Group, La Maddalena, and Commander Submarine Group Eight and is the only submarine tender in the Mediterranean.

