

# ALL HANDS

JULY 1984





*Midshipman Kristine Holderied, receiving her diploma from Chief of Naval Operations Admiral James D. Watkins, makes history as the first woman to graduate at the top of a service academy class. Photo by JOC(SW) Fred J. Klinkenberger Jr.*

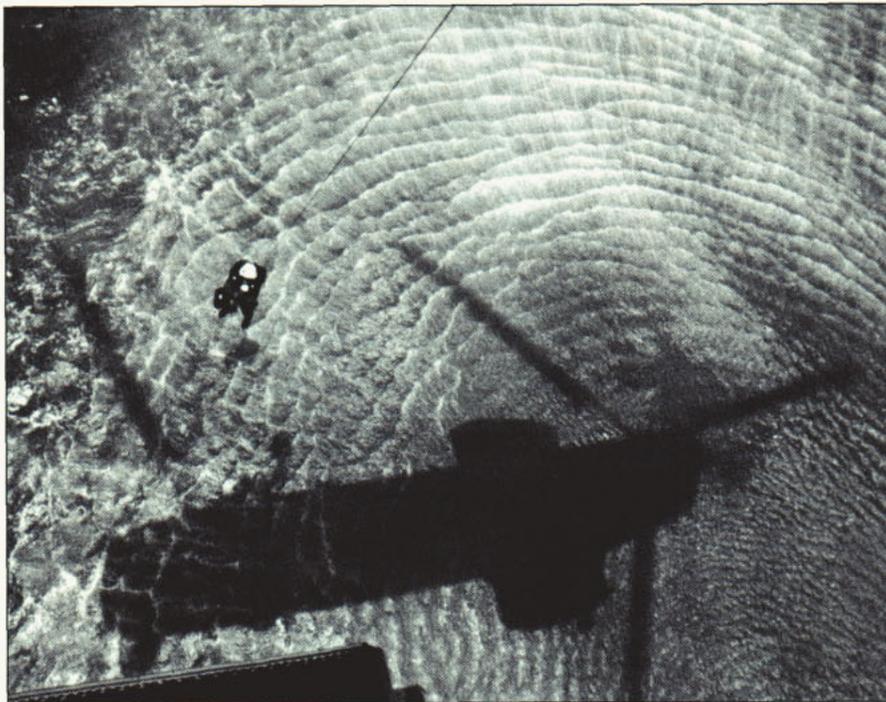
# ALL HANDS

MAGAZINE OF THE U.S. NAVY

JULY 1984—NUMBER 809

61st YEAR OF PUBLICATION

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NIRA Print Media Division also publishes *Direction* magazine, *Navy Editor Service*, *Wifeline*, *Captain's Call* and *Backgrounder*.

*All Hands* is published monthly from appropriated funds by authority of the Navy Internal Relations Activity in accordance with Navy Publications and Printing Regulation P-35. Second class postage paid at Philadelphia, Pa., and additional mailing offices. Articles, letters and address changes may be forwarded to the Editor, *All Hands*, Hoffman No. 2, 200 Stovall St. Alexandria, Va. 22332. Phone (202) 325-0495; AUTOVON 221-0495; Message: NAVINRELACT WASHINGTON DC

## Covers:

**Front:** A sailor on USS *Wichita* (AOR 1) wards off the bitter cold with a makeshift face mask. Photo by PH1 Fel Barbante, ComSeventhFlt PA Rep., Subic Bay, R.P.

**Back:** Struggling to inflate an LR-1 life raft, a survival course student gets a mouthful of salt water. Photo by PH2 David B. Loveall, FltAV-ComPac.

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# Team Work '84

## Fleet Exercises In The Arctic Circle

Story by Lt. Cmdrs. J. Noone, C. Blandy and C. Taylor



The postcard-pretty fjords of northern Norway—where majestic snowcapped peaks tower over vivid blue waters—were visited by a huge flotilla of warships from 11 nations earlier this year in the largest amphibious landing ever undertaken north of the Arctic Circle.

More than 150 allied ships and 300 aircraft took part in Team Work '84, an exercise to test the ability of NATO forces to reinforce and resupply northern Europe. The exercise culminated in a winter-time night amphibious landing in the Balsfjord and Malangen fjord near the city of Tromso, some 200 miles above the Arctic Circle.

A combined assault force of some

12,000 U.S. Marines, British Royal Marines and the Dutch Korps Mariniers stormed onto snowy beaches or flew into mountain landing zones in the middle of the night. By early the next morning, about 8,000 Marines were established with their heavy equipment on the beaches. Following the landing, Team Work '84 became linked with Avalanche Express, a ground evolution involving the Allied Command Europe Mobile Force and Norwegian regular and reserve troops.

Some 25,000 ground troops took part in the exercise, backed by sea and air forces from Belgium, Canada, Denmark, West Germany, The Netherlands, Norway, Great Britain, Luxembourg, Italy and the United States. French units also participated despite the fact that France is not a member of the military structure of the Alliance of NATO.

Although not as severe as in recent winters, the weather at the landing site was formidable—temperatures ranged from 20-30 degrees Fahrenheit, and snow was falling the night of the landing.

Vice Admiral Joseph Metcalf III, embarked on USS *Mount Whitney* (LCC 20), commander of NATO's Striking Fleet At-

lantic, was on-scene commander in the amphibious operations area, having escorted the amphibious group across the Atlantic and through a submarine barrier in the Iceland-UK gap where some 20 Allied submarines were operating in an "orange" role. A large number of Soviet submarines had also been detected around the force. Admiral Metcalf said the various NATO forces in the exercise were meshing in a way he hadn't seen before.

"This was an exercise in conventional deterrence," he said. "We were demonstrating to the Soviets that if they want to take on a force like this, it's going to be damn tough to do it."

Overall coordination and planning of the exercise was done by the staff of the Supreme Allied Commander Atlantic, Admiral Wesley L. McDonald. This is a staff of officers from ten different NATO nations, located at Norfolk, Va. He, too, expressed that he was well pleased with

*Ships from 11 countries gathered in Norway's fjords (opposite page) for Team Work '84. A Marine H-53 helicopter lands on USS Mount Whitney (LCC 20) during a North Sea blizzard.*



the exercise. "The thousands of men and women who took part have shown that they have the will, even in peacetime, to face up to the dangers and difficulties of Arctic warfare," he said. "They have done it well."

Rear Admiral Robert B. Rogers, commanding Amphibious Group Two, was in tactical command of the landings and throughout the exercise the admiral emphasized the need for safety. "We had hoped to pull it off without a hitch," he later said. "I was determined that we would perform the mission with a minimum number of casualties."

This emphasis on safety paid off handsomely. Not only was there no loss of life, but there were no significant injuries and only one major equipment loss—a British *Harrier* jet that crashed shortly after take-off from the carrier *Invincible*. The pilot was safely recovered.

Playing key roles in the exercise were the LHAs, LPDs and LSTs of Amphibious Squadrons Two and Six; surface combatants from Destroyer Squadrons Fourteen and Twenty-Two; a squadron of Marine *Harrier* jets (VMA 321) embarked aboard

USS *Inchon* (LPH 12); and a battle group headed by USS *Independence* (CV 62).

Ground forces came from the 4th Marine Amphibious Brigade, commanded by Brigadier General Norman H. Smith from Norfolk, Va. Assessing one important aspect of the operations of the Marine Air Ground Task Force, the general said: "One of the things we planned to monitor was the air-ground support coordination with the different countries. Considering that there were close to a thousand fixed-wing sorties flown and only one aircraft was lost, the coordination was superb."

Among the exercise "firsts" was the presence of a Coast Guard unit on *Inchon*—Aviation Detachment 101 from Mobile, Ala.—a two-helicopter unit that handled search and rescue duties, plus initial medical evacuation for the landing. Lieutenant Kurt Carlson, explaining the presence of the unit on a Navy ship in a large-scale exercise, said, "We're experts in search and rescue operations, plus we had cold weather experience."

Another unusual feature of the exercise was that *Harriers* aboard *Inchon* and HMS *Invincible* were called on to provide air

defense for the task force en route to the landing site. This was because *Independence* was not able to join the task force until just before the landing.

The *Harriers* performed well in their unaccustomed role, even intercepting Soviet aircraft that were observing task force movements. However, a cautionary word about use of the planes—designed primarily for close-air support—in an air defense role, was given by Captain Dennis S. Strole, commander of Amphibious Squadron Two.

"Can the *Harriers* do the job as an air defense weapon? The answer is yes. But you have to remember the limitation of the *Harrier's* capabilities in range, sophistication of weapon systems, radar, and, to some extent, speed," Strole said.

"So caution is the key word here," he added. "But when the protective umbrella of the carrier was not available, the *Harriers* stepped in and did a tremendous job."

Team Work '84 was essentially an exercise in international cooperation, with the various countries working together to perform effectively in a common undertaking.

Said Admiral Metcalf: "Some may think the United States Navy can come running up here and do the job ourselves. I'll tell you we cannot, not without the assistance of the total NATO commitment. If nothing else has been demonstrated in this particular exercise, it's the necessity for everybody to operate together."

Admiral McDonald also emphasized the international aspects of the exercise. "The thousands of men of the eleven nations who took part in NATO's first large scale amphibious exercise under Arctic conditions can feel proud of their roles, both at sea and ashore in North Norway," he said. "They have demonstrated that SACLant has the capability to reinforce NATO's northern flank with highly trained and well-equipped troops, supported by land and sea-based air power. Their efforts are a clear statement of deterrence."

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*Lt. Cmdrs. Noone, Blandy and Taylor, members of NR NIRA Det 206, were on active duty with ComPhibGruTwo.*

## U.S. Navy Ships In Teamwork '84

USS *Austin* (LPD 4)  
USS *Bowen* (FF 1079)  
USS *Richard E. Byrd* (DDG 23)  
USS *Canisteo* (AO 99)  
USS *Charleston* (LKA 113)  
USS *Connole* (FF 1056)  
USS *Conyngham* (DDG 17)  
USS *El Paso* (LKA 117)  
USS *Thomas C. Hart* (FF 1092)  
USS *Inchon* (LPH 12)  
USS *Independence* (CV 62)  
USS *Kidd* (DDG 993)  
USS *La Moure County* (LST 1194)  
USS *MacDonough* (DDG 39)  
USS *McCloy* (FF 1038)  
USS *Merrimack* (AO 179)  
USS *Milwaukee* (AOR 2)  
USS *Mount Whitney* (LCC 20)

USS *Nassau* (LHA 4)  
USS *Richard L. Page* (FFG 5)  
USS *Pensacola* (LSD 38)  
USS *Ponce* (LPD 15)  
USS *Raleigh* (LPD 1)  
USS *John Rodgers* (DD 983)  
USS *Saginaw* (LST 1188)  
USS *Saipan* (LHA 2)  
USS *Santa Barbara* (AE 28)  
USS *Spartanburg County* (LST 1192)  
USS *Spiegel Grove* (LSD 32)  
USS *Spruance* (DD 963)  
USS *Sumter* (LST 1181)  
USNS *Truckee* (T-AO 147)  
USS *Jack Williams* (FFG 24)  
USS *Harry E. Yarnell* (CG 17)  
USS *Yellowstone* (AD 41)

# Yellowstone Does It All

Story by Lt. Janice M. Bellucci

While platoons of Marines stormed the snowy beaches of northern Norway, USS *Yellowstone* (AD 41) floated silently near the entrance to the Balsfjord. The ship was at anchor and appeared to be at rest.

Inside the ship, it was a different story. Skilled Navy technicians were hard at work, continuing the mission begun a month ago—the repair of equipment from other ships in exercise Team Work '84.

*Yellowstone*, commissioned in 1980, is capable of repairing ships' propellers, gas turbine engines, marine boilers, and nuclear-powered equipment. While none of those major repairs were required during Team Work, the tender's repair shops hummed with activity.

Hull technicians, electrician's mates, and people in other ratings made repairs ranging from electric motor rewinds and valve overhauls to optical equipment refurbishment. Repair officer Commander Barry Janov estimated more than 150 repairs were performed on board *Yellowstone* during that one-month period.

When damaged equipment could not be moved, *Yellowstone* repairmen traveled to other ships. "Tiger Teams" consisting of senior machinist's mates and boatswain's mates visited USS *Santa Barbara* (AE 28)

to work on a line shaft spring bearing. On USS *McCloy* (FF 1038) they repaired the ship's evaporator.

The tender was more than a floating repair shop to its sister ships. It also provided them with services and supplies such as medical X-ray film sent to USS *El Paso* (LKA 117) and flexible hoses dispatched for USS *Milwaukee* (AOR 2).

The most valuable supplies, however, were the most basic—fuel and water. Using a tension rig, *Yellowstone* pumped almost 80,000 gallons of fuel to USS *Richard E. Byrd* (DDG 23) and USS *Conyngham* (DDG 17) and more than 5,000 gallons of water to *McCloy* and *Conyngham*.

*Yellowstone* crew members also provided other services during the exercise. They sharpened mulcher blades for USS *Nassau* (LHA 4), reupholstered cushions for USS *Nimitz* (CVN 68), and printed forms for USS *Charleston* (LKA 113).

The most critical services *Yellowstone* provided were for a chief petty officer assigned to *McCloy*. The seas were heavy but the chief, who had been taken ill, was successfully moved from one ship to the other in a stokes litter via a high line.

Shipboard doctor Lieutenant Deborah



Daniels diagnosed possible appendicitis that could require immediate surgery. Shortly thereafter, the chief was flown by helicopter to a civilian hospital in Tromsø, Norway.

Essential to many of *Yellowstone's* functions, whether repairs, supplies or services, were the helicopters. First Lieutenant Miriam Cox estimates there were more than 130 helicopter landings and takeoffs aboard the tender during that time.

"That's more helicopters than this ship had seen in the previous 12 months," Chief Warrant Officer Tom Marshall said.

During the exercise, the tender sported a sign that read "Welcome to N.A.S. Yellowstone, Elevation 43 feet" on the bulkhead nearest the flight operations area.

The most important aspect of the exercise to *Yellowstone* was the proof of its mobility potential, according to the commanding officer, Captain F. W. Boufford.

"Our participation in United Effort/Team Work '84 was proof positive of our capabilities at sea to repair, supply and service other ships," he said.

*Lt. Bellucci, a member of NR NIRA Det 206, was on active duty with ComPhibGruTwo.*

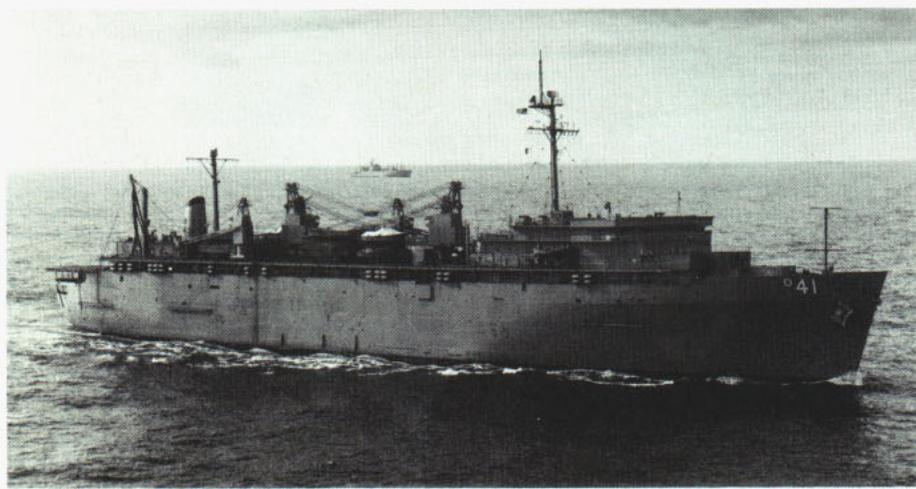


Photo by PH1 Kenneth H. Brewer, USS Mount Whitney (LCC 20)



# This Beach Is Mine

Story by CWO2 Merle F. Jacobsen  
Photos by PH3 Dan Kennedy, USS Nassau (LHA 4)

It's no secret that Marines are the ones who make amphibious landings. But they don't do it all by themselves.

Navy beachmasters—men like Chief Warrant Officer M.J. Sprangers, officer in charge of Beachmaster Unit Two's Detachment Bravo, and Boatswain's Mate Third Class David L. McVaney—help make it possible by preparing the beach for the Marines.

Sprangers said, "No two landings are alike. This billet makes being a ship's bo's'n seem like paradise." Sprangers, who joined the Navy in 1963, has had tours as the ship's bo's'n aboard USS *Nimitz* (CVN 68) and USS *Plymouth Rock*

(LSD 29) during his 17 years of sea duty.

"Basically, we make order out of chaos," Sprangers said. When his beachmasters prepare a beach for landing by Marines or for their re-embarkation aboard ship, he has a chief boatswain's mate as assistant officer in charge and 18 lower rated men from deck, engineering, construction and communications ratings. They make BMU 2's motto, "This Beach Is Mine," come true.

Beachmasters are in charge of beach defense, surf salvage and traffic control. "To sum it up," he said, "we control everything that goes from or comes to the beach."

"Our counterparts," Sprangers said, "are the Marines' landing force shore party, the guys with the red patches; we wear yellow." Unless he has a beard, it is often difficult to tell a beachmaster from a Marine because they all wear camouflage utilities. The colored patches distinguish the Marines from the beachmasters.

The beachmasters use two M-813 five-ton trucks, two LARC-Vs (lighter amphibious resupply cargo vehicles), a D-8 bulldozer, a five kilowatt salvage light plant, a jeep and a "water bull" (water trailer).

Sprangers, whose unit participated in Team Work '84, said, "The wind chill factor makes this job miserable in the winter. The day of the landing there was a minus 25-degree Fahrenheit wind chill factor. It makes it hard on men and equipment.

"In the summer you have heat stress . . . it can be like an engineroom on the beachhead with the sun reflecting from the sand. There's dehydration and people start dropping like flies."

Spranger's Det. Bravo is one of six detachments that make up Beachmaster Unit Two. Assault Craft Unit Two and Amphibious Construction Battalion Two, along with BMU 2, make up Naval Beach Group Two, headquartered at Naval Amphibious Base, Little Creek, Va.

"We can deploy on a few hours' no-



RM2 William G. Taylor (opposite page) communicates with team members while Marines (left) wait to return to USS *Nassau* (LHA 4).

# This Beach Is Mine



tice," Spranger said, and added that his unit spends eight or nine months deployed out of a year.

The amphibious Seabee units, he explained, carry causeways, a bulk fuel rig, two tender boats and a full salvage team to assist the beachmasters. Beachmasters, like the Marines, are transported to the beach by assault craft.

During its current Mediterranean deployment, Sprangers' unit is paired with the crew of Landing Craft Unit 1654, which belongs to ACU2. Both units were embarked in USS *Nassau* (LHA 4) during the exercise. After the exercise they embarked in USS *Ponce* (LPD 15). *Nassau*,



*Ponce* and USS *Saginaw* (LST 1188) make up Mediterranean Amphibious Readiness Group 2-84.

When the LCU is inside the well deck of an amphibious ship like *Nassau*, Sprangers and his beachmasters live in the host ship. But when the LCU leaves the “mother” ship’s well deck, the beachmasters live, eat and work with the 10-man LCU crew as long as they’re on the water. On the beach, the beachmasters live in tents.

Mess Specialist Second Class Earl Grindstaff of LCU 1654 said he doesn’t mind having the extra mouths to feed with the beachmasters aboard. “I always cook

them two hot meals a day—breakfast and supper—and, if time permits, lunch also.”

“As far as the (beachmaster) unit goes, everyone pitches in and does manual labor. That would include John Paul Jones, if he were here. For example, chiefs and warrant officers rig wires for salvage operations right alongside seamen and firemen. Radiomen help out the boatswain’s mates and engineers help the radiomen.”

Sprangers, who joined the unit in 1981, is on his second tour with BMU 2. He said that in BMU 2’s Bravo Det., “Everybody’s cross-trained, everybody knows everyone else’s job.”

McVaney, now on his sixth major deployment during his two and a half years with the beachmasters, said, “We’re all pretty close and I like that . . . closer than people are on most ships I’ve seen.

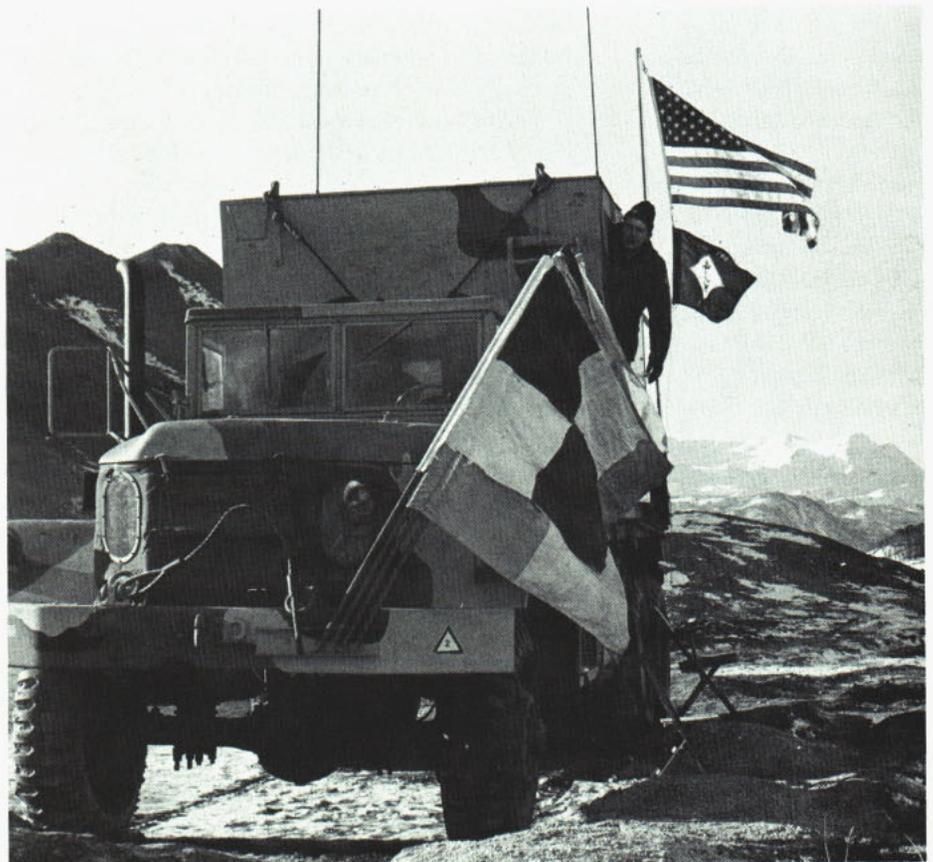
“You don’t do just one thing. You learn to do the jobs of the signalman, the radioman and the engineer. It has to be that way. In the event of the real thing, we might lose half the people and wouldn’t be able to do the job otherwise. It’s challenging.

“I like the power we have, because when we’re on the beach we run the beach.” He said beachmasters don’t have Navy enlisted classification codes but thinks they should have NECs. “You can’t just take someone from a ship and expect him to do the job (right away). There’s a lot more to it than it appears.”

The fourth senior man in the unit, McVaney “drives” LARC-Vs, in addition to doing salvage, camp support and traffic control. “We work together a lot better with ACU and ACB than a lot of people on ships work with each other. We work together and help each other out on deployments and back at Little Creek, too.

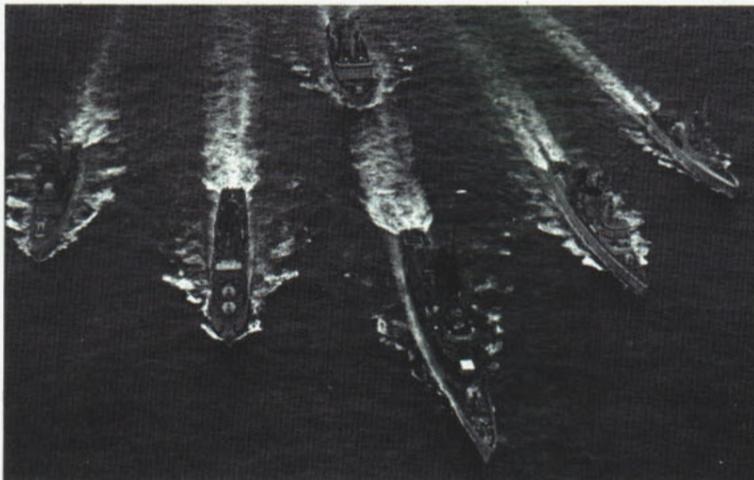
“People on the team have to have initiative and be able to think for themselves,” said McVaney. “We’ve got some pretty intelligent people who use their heads. You have to be flexible. The job always gets done. We like looking good. The Marines sure as hell couldn’t get to where they’re going without us.” □

*No matter what the job, beachmasters are in the thick of it.*



# More Than A

Story by JO2 Keith V. Lebling



As the misty, gray glow of morning spread across the North Sea, a small group of officers and enlisted specialists gathered in the Combat Information Center of an American destroyer.

The commodore, a U.S. Navy captain, entered. Following a briefing by the Portuguese staff operations officer and the Dutch staff anti-submarine warfare officer, he conferred with the chief staff officer, a Danish commander. He arranged to meet later in the morning with the Norwegian staff communications officer. It was the beginning of another day for the Standing Naval Force Atlantic.

StaNNavForLant is a balanced squadron of modern warships, the only multinational naval squadron to operate permanently in peacetime. An arm of NATO, it was established in 1968 by the NATO Defense Planning Committee, and is under the operational auspices of the Supreme Allied Commander Atlantic.

"The basic mission of StaNavForLant is to train the ships of nine nations to work together," said Lieutenant Commander C. Van Duyvendyk of the Royal Netherlands Navy. "We will be the first force used in any NATO naval action."

Canada, the Federal Republic of Germany, The Netherlands, the United Kingdom and the United States commit ships continuously to the force by rotating two or three ships throughout the year. Belgium, Denmark, Norway and Portugal augment the force regularly, usually during eastern Atlantic operations.

StaNNavForLant demonstrates the solidarity of the NATO alliance in an aggressive, visible way. "NATO strategy is forward strategy," said U.S. Navy Captain Gregory F. Streeter, ComStaNavForLant. "We want to keep Warsaw Pact forces in their own area."

"Continuous training is important so ships can rotate constantly and still form a perfect squadron," said Portuguese Navy Lieutenant Commander Pedro de Sousa Santos.

StaNNavForLant exercises continuously with innovative warfare techniques. One example is Tactical Air Support of Maritime Operations, a system of integrating shore-based air support with naval forces.

"TASMO uses attack and fighter aircraft from NATO-member nation assets in the area of operation," Chief Operations Specialist Robert E. Poague said. "These

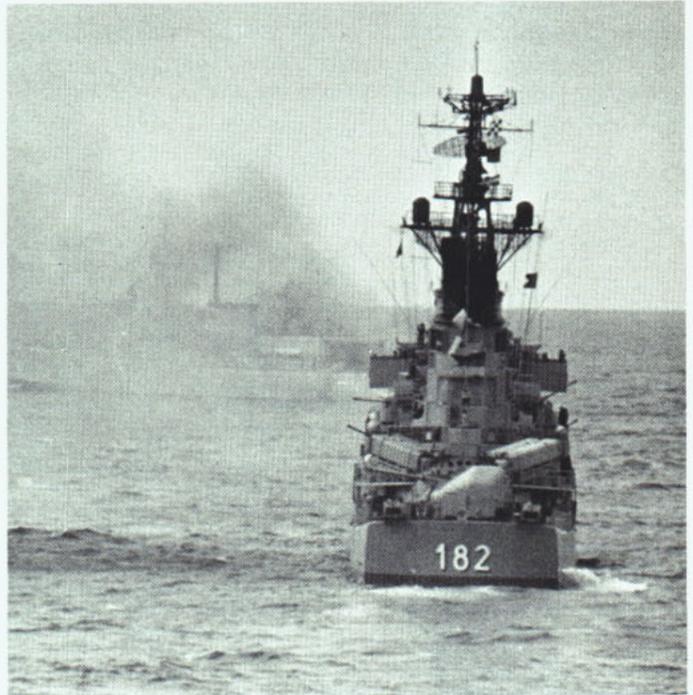
aircraft are controlled from the allied ships after being launched from shore bases. Our controllers learn to coordinate the different types of aircraft available from the nations involved."

"Use of the TASMO system is particularly valuable training for the U.S. Navy officers serving in the force," U.S. Navy Lieutenant Commander George Ashbridge said. "TASMO represents Northern Europe's 'aircraft carrier,' hence the procedures for the employment of land-based attack and fighter aircraft are widely used and often practiced."

Exercise programs for StaNavForLant encompass all warfare areas. The ships are

# Symbol

Photos by PH3 Willie Allen, StaNavForLant



*Top: A Canadian Sea King from HMCS Skeena (DDH 207), a Dutch Lynx from HNLMS Piet Heyn (F 811) and a British Lynx from HMS Glasgow (D 88) pass over USS Guadalcanal (LPH 7). Above: FGS Schleswig-Holstein (D 182) fires a round during gunnery exercises in the Baltic. Left: Sailors from Canada, the United Kingdom, the Federal Republic of Germany and the United States train on the bridge of Glasgow. Far left: Ships of the Standing Naval Force Atlantic in formation.*

among the newest available, with modern equipment, helicopters and weapons systems. A mix of sensors and armament provides a flexible and potent response to any threat.

The ships of the various member nations operate together continuously, spending over 60 percent of each year at sea.

Last year, aside from participation in the major NATO operation, exercise Ocean Safari '83, StaNavForLant took part in two British Joint Maritime Courses and the British exercise Springtrain '83. The squadron conducted operations in the Baltic Sea with the Federal German Navy,

and in the Baltic Approaches with the Royal Danish Navy. It participated in a 10-day, multithreat exercise with the Royal Norwegian Navy, conducted tactical exercises with the Portuguese Navy, and took part in WestLant operations with the Canadian Forces.

Command of StaNavForLant is rotated annually among the navies that make up the permanent members of the force. Captain Streeter and his staff took command in April 1983. During his year as commander, the flagship pennant was passed from USS *Comte De Grasse* (DD 974) to USS *Dewey* (DDG 45). USS *O'Bannon* (DD 987) assumed the task in 1984. Cap-

tain Streeter was relieved by a German naval officer in April 1984.

"With full representation, we are a large and formidable force of ships," Streeter said. "Most importantly though, we are more than a symbol. We are an operationally effective force."

The Standing Naval Force Atlantic helps to provide NATO with the credibility necessary to assure freedom of the seas and peace in Europe. "The force is a good political tool," said Commander Ronald L. Lassiter, commanding officer of *Dewey*, "to show the world that NATO can work together." □

# The "Living Memorial"

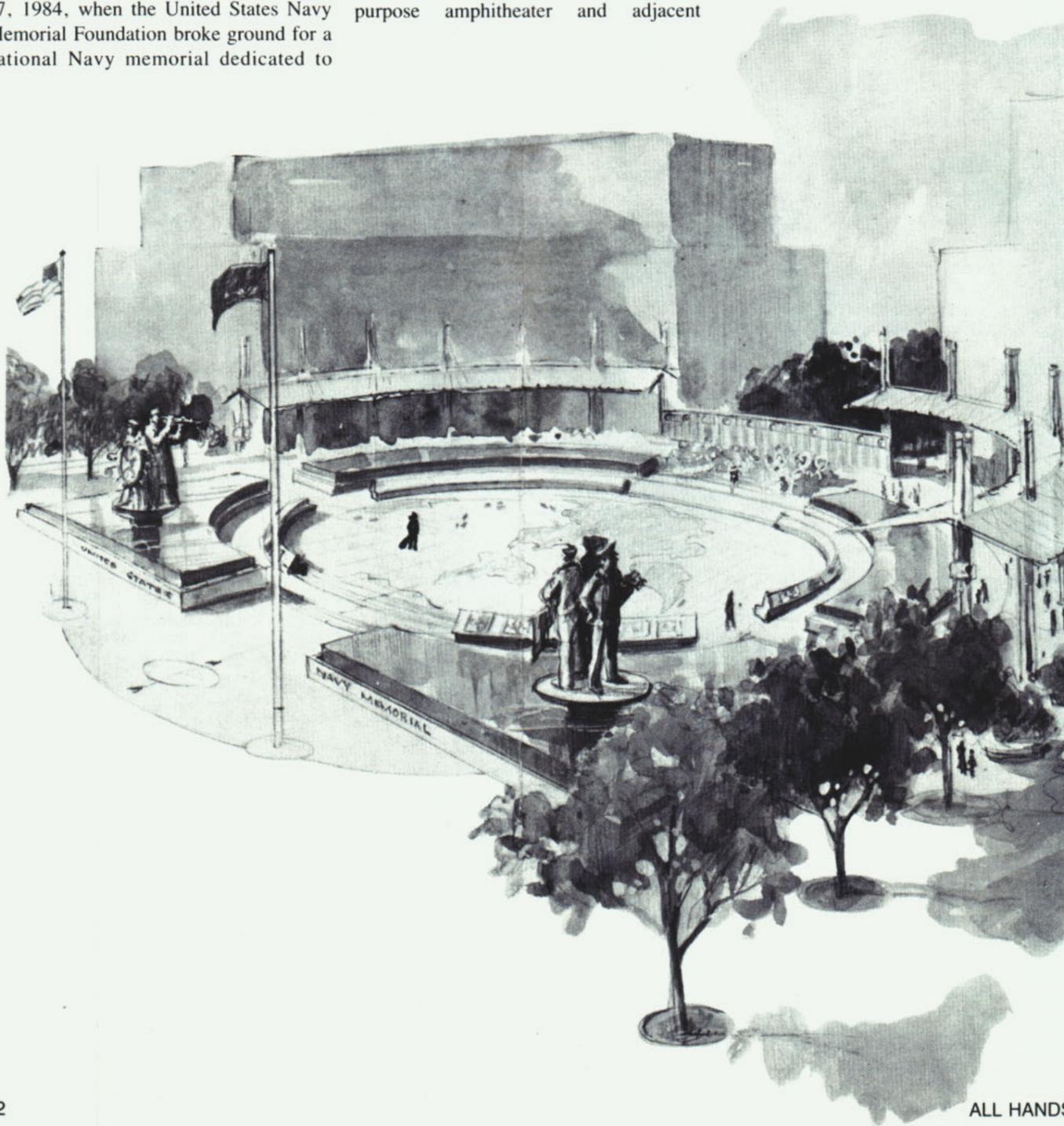
# Construction Started

As early as 1791, Pierre L'Enfant—French designer of the original city plan of Washington, D.C.—envisioned a Navy memorial in what is now known as Market Square. His vision became reality on May 17, 1984, when the United States Navy Memorial Foundation broke ground for a national Navy memorial dedicated to

“those men and women, officer and enlisted, who have served in the U.S. Navy” at some time during its two centuries of existence.

The memorial, consisting of a multi-purpose amphitheater and adjacent

garden, will be located on historic Pennsylvania Avenue—also known as the “Avenue of the Presidents”—and will take about three years and \$10 million to con-



# On Navy Memorial

struct. United States Navy Memorial Foundation president, retired Rear Admiral William Thompson, said, "the memorial will fill the need for a site set aside to honor America's Navy men and women."

The Pennsylvania Avenue Development Corporation, in charge of bringing new life to one of the best known streets in our nation's capital, has designated the 2.2-acre site to be developed as a "living memorial." Along with the adjacent "water park and garden," the amphitheater will feature:

- A multipurpose, modern concert stage to be used by the Navy Band and other armed services musical and performing arts groups.
- An engraved map of the Western Hemisphere covering the floor.
- A life-size statue of "The Lone Sailor" in the center.
- A series of bronze reliefs depicting Navy history.
- Two fountains with sculptures of sailors in peril on the sea.
- A commemorative area set aside to conduct official ceremonies.

The major fund-raising campaign to construct the memorial has begun and contributions are being solicited from corporations, foundations, veterans' organizations, Navy men and women and private individuals. Admiral Thompson said that "the U.S. Navy Memorial will contribute to the development of an awareness among Washington's many visitors that the country is a maritime nation . . . and depends on the seas for its security and commerce." □

*Secretary of the Navy John F. Lehman Jr., Navy Memorial Foundation President retired Rear Admiral William Thompson, and Chief of Naval Operations Admiral James D. Watkins with a model of the United States Navy Memorial.*



## Memorial Log Room

The Navy Memorial will include a unique "Memorial Log Room" which will house a computerized vault of the names, ranks or rates and period of service of U.S. Navy men and women who contribute to the United States Navy Memorial Foundation. For a minimum contribution of \$25, one name plus service dates will be entered into a permanent record showing service to the Navy and the nation. Additionally, those who are serving or have served in the Navy may sponsor the listing of any other former Navy member.

Visitors to the Memorial Log Room will be able to call up individual names and see them displayed on a giant video screen. U.S.N.M.F. president, retired Rear Admiral William Thompson, said, "We de-

signed the amphitheater and log because we wanted something useful, something functional. We wanted a living memorial."

The Log Room provides a once-in-a-lifetime opportunity to have your name or the name of a friend or loved one who served in the Navy listed along with the other all-time Navy greats. It will be a permanent inscription that can be viewed at any time.

Much remains to be done before the Navy Memorial Museum is completed. Those who would like to have a part in building this national memorial should contact the U.S. Navy Memorial Foundation, PO Box 332, McLean, Va. 22101.

# Finding A Way Out

Chief Torpedoman's Mate Richard "Mac" McDonald is dynamic. Whether acting as facilitator during one of the Navy's substance abuse courses, serving as substance abuse treatment specialist in an alcohol rehabilitation center or just sitting and talking with you, McDonald exhibits an attitude of meeting problems head-on and working to solve them.

But this has not always been so. When McDonald joined the Navy in 1962, he had a problem he was trying to run away from. Twenty-two years later, he is no longer a man with a problem—he's a man with a purpose.

## Why did you join the Navy?

"I joined the Navy because I was running away."

## Away from home?

"No. Away from me. For years I managed to hide myself behind alcohol, but I found out that it was futile. My commanding officer asked me if I wanted to go to alcohol rehabilitation in 1976. I did and life has just gotten better since that time. A lot better."

## Why did you become a counselor?

"I thought I owed the Navy something for straightening out my life. I found that I had a capacity to understand and care for people and an ability to impart that caring in a way that would help someone else. I'm here because I care for people, and I see the Navy shifting to a caring environment dedicated to help our people."

## Do you have a problem with people knowing you're a recovered alcoholic?

"As far as I'm concerned, no. But I usually won't tell people I'm an alcoholic if I think it will bother them. It can ruin an evening."

## What kind of person is a "recovered alcoholic"?

"To me, a recovered alcoholic is an

individual who has managed to come to grips with a problem in his or her life and to make some good out of it. Recovering alcoholics turn themselves around and become productive members of society. They realize they have a disease and the disease is alcoholism, and that it's not a case of a bad person trying to become good, but a sick person trying to get well."

## What is alcoholism costing the Navy?

"It's difficult to put a dollar amount on it, but certainly millions of dollars in lost job time, accidents, hospitalization, etc. It's much more cost effective for us to rehabilitate a person and put him back to work than to discharge that person and recruit and train a replacement."

## How about facts and figures on alcoholics in the Navy?

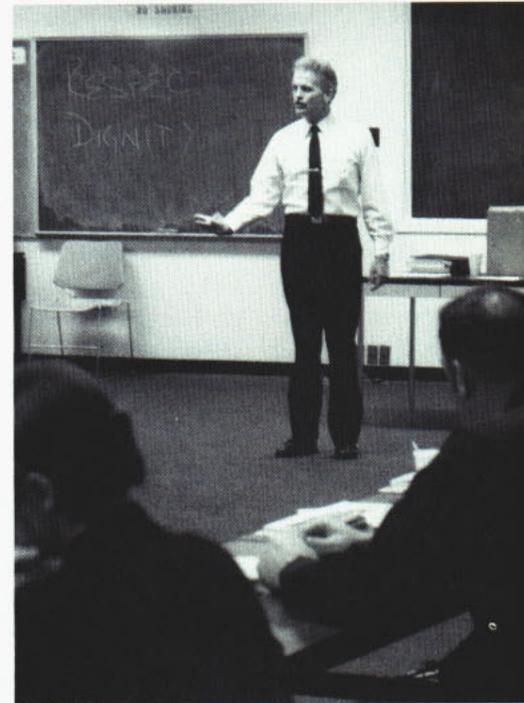
"Statistically, we see a societal rate of alcoholism of about 10 percent. That is probably mirrored in the Navy. As far as rehabilitation is concerned in the Navy, we successfully rehabilitate about 70 percent."

## Has the stereotypic image of a hard-drinking sailor helped to disguise some alcohol problems in the Navy?

"Yes. I think when I first came into the Navy, my stereotype of a sailor was a two-fisted drinking man. Within certain ratings it seemed acceptable to be a hard drinker and a hard player, as long as you didn't mix your work and your play. Today, that image is deteriorating."

## Many people have a negative idea of alcohol rehabilitation centers. What really goes on there?

"Contrary to some beliefs, there are no bars on the windows, the doors are not locked. They're allowed base liberty. During the first two weeks, there is usually a medical restriction so we can help the individual become alcohol-free. As far as the actual treatment is concerned, patients are in group therapy from 2½-3 hours a



TMC "Mac" McDonald directs group interaction during the alcohol administration training and advisor course. Stationed at the Naval Alcohol Rehabilitation Center, Norfolk, Va., McDonald's primary duties are as substance abuse treatment specialist, NEC 9519.

day. There are some teaching sessions, sessions with a chaplain, and sessions with a doctor who explains the medical aspects of alcoholism. We also have a physical therapy program and use the civilian program of Alcoholics Anonymous extensively. It's an open, caring and compassionate atmosphere and we're there to help people help themselves."

## ARCs are not the only avenue of assistance available for people with alcohol-related problems. What else is offered?

"The Navy has 26 alcohol rehabilitation services in naval hospitals, handling half of all residential alcoholism treatment. Counseling and assistance centers are another avenue. However, a big problem is that a person thinks when he goes to a counseling and assistance center, he ruins his career. But nothing is further from

the truth. Other avenues are preventive education through the Navy Substance Abuse Prevention Program, known as NASAPP; outpatient treatment of two or three days a week in the CAAC center itself, medical evaluation and counseling by a doctor. There are many alternatives."

**The first person to provide drug and alcohol abuse assistance at the command level is usually a substance abuse coordinator. Does every command need one?**

"Yes. OPNAVINST 5350.4 directed commanding officers to assign a top-performing E-6 or above the collateral duty of substance abuse coordinator within each command. The SAC performs the duties of the previous CODAAs and DAPAs."

**What is the future of Navy alcohol abuse treatment?**

"I see the Navy promoting an enlightened attitude toward alcoholism as a disease. I also see us pursuing a more active educational role and encouraging those who do drink, to drink responsibly, and

to respect the right of their shipmates not to drink, if they so choose. Personally, I'm committed to returning to the fleet

people I consider the best sailors in the world." □

—Story and photo by JO1 Dale Hewey

## Becoming A Substance Abuse Coordinator

Each Navy command must have a substance abuse coordinator. If you are interested in filling the position, obtain your commanding officer's recommendation and then request that your command send you to the two-week SAC training course.

During the course, students cover the following topics:

- The role of a substance abuse coordinator.
- Regulations governing drug and alcohol abuse.
- Alcohol and drug abuse.
- Identification of abusers.
- Methods of detection.
- Disposition of abusers.
- Self-referral.
- Administrative screening.
- Levels of treatment available.

- After-care programs.
- Administration and records.
- Prevention and education.
- Command program development of assessment.

Candidates for SAC duty should be volunteers, top-performing E-6s or above, and preferably have two years remaining on current enlistment. The candidate must not have had a drug or alcohol abuse incident within two years and, if a recovering alcoholic, must have two years' continuous sobriety.

Class-convening dates, training sites and procedures for requesting quotas for the SAC course are contained in the Catalog of Naval Training Courses, NAVEDTRA 10500.

## The Road To Substance Abuse Treatment Specialist

The Navy needs more substance abuse treatment specialists, and, although becoming one requires effort and dedication, the personal reward that comes from helping your shipmates is great.

The first step is to become a substance abuse coordinator. SACs' primary duties are to identify and refer alcohol abusers to preventive education or rehabilitation. SACs also provide their commands with drug and alcohol abuse education programs and advise commanding officers on all aspects of the Navy Alcohol and Drug Abuse Program.

To qualify, students must complete a two-week period of instruction learning about Navy organization, substance abuse policy, the disease of alcoholism, illicit drug use, and the availability of resources, and must demonstrate the skills necessary to work at the command level.

SAC graduates and collateral duty alcoholism advisors who have completed the alcohol administration training advisor

course who are interested in becoming substance abuse treatment specialists (NEC 9519) must complete a 10-week course at the Institute of Substance Abuse Studies in San Diego. There they learn about alcohol abuse, planning and implementation.

The course includes counseling techniques, and students engage in role playing and group exercises. Also, growth groups help students recognize personal problems that may interfere with effective counseling.

After graduation, students are designated substance abuse treatment interns and go on to serve a one-year internship, usually at one of the three naval alcohol rehabilitation centers or at one of 26 naval alcohol rehabilitation services located in naval hospitals. Upon completion of internship and after passing a competency exam, interns become certified substance abuse treatment specialists.

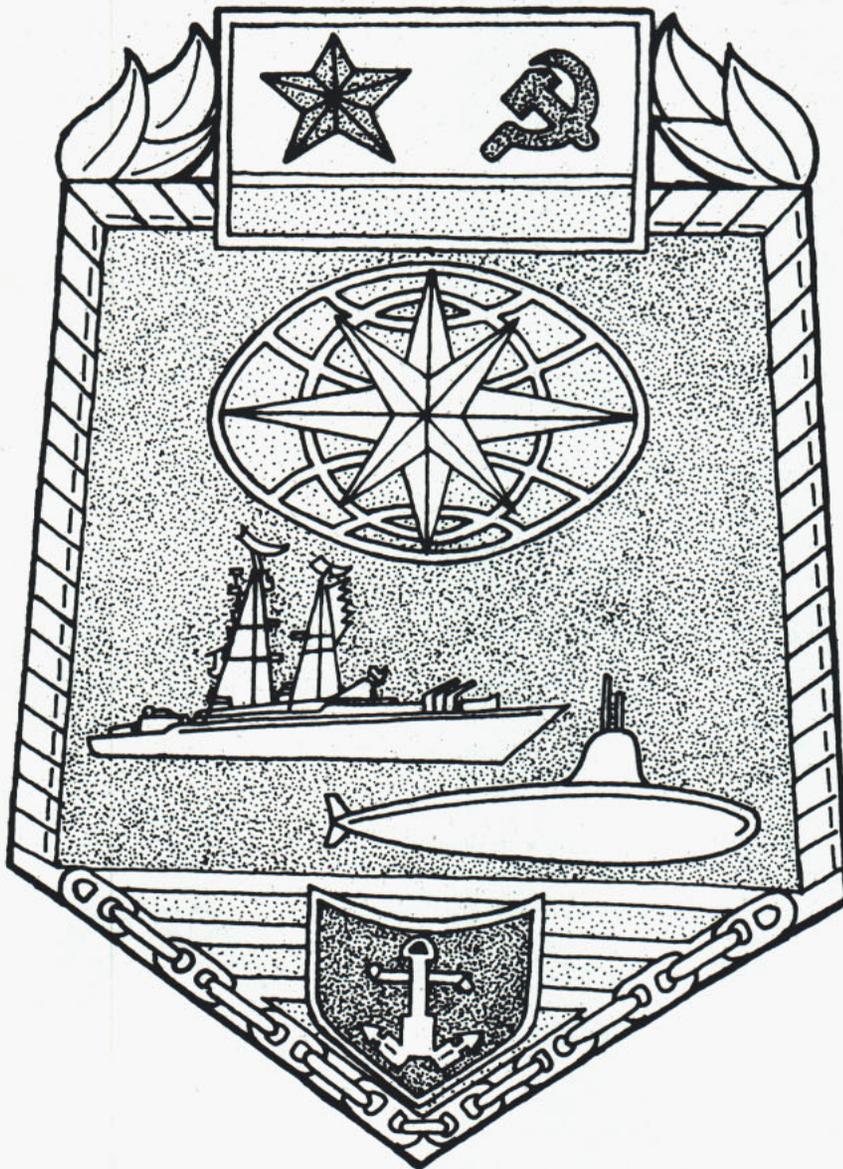
For more information about becoming

a SATS, see NAVMILPERSCOM Notice 5355 of Aug. 29, 1983, or contact your command career counselor.



**For more information on the Navy Substance Abuse Prevention Program, contact the Commanding Officer, Naval Alcohol Rehabilitation Center, Naval Station, Box 80, San Diego, Calif. 92136, Attention: Code 04, telephone (619) 696-6041.**

# SOVIET SEAPOWER



What is the Soviet navy? The usual response is: nuclear powered, ballistic and cruise missile-carrying submarines, cruisers, destroyers, aircraft and a global merchant and fishing fleet. Yes, these answers are correct, but not completely. The Soviet navy is much more than just the ships and aircraft of the Soviet Union. The Soviet navy is also the people who man these ships and aircraft, the country and society where those people live, and their thoughts and ideology.

But how can today's sailor learn more about the emergence of the so-called "Red" navy from a once pathetic cluster of outdated ships to today's sophisticated, high-tech ships that pose a direct challenge to the U.S. Navy? The answer is the CNO-sponsored Soviet Seapower Education Program, known as "Soviet Seapower," a seven-hour, in-depth analysis of not just the latest weaponry found aboard Soviet ships, but also the country, history and people and how that navy came to be the formidable seapower it is today.

"Soviet Seapower," a presentation of the Navy and Marine Corps Intelligence Training Center, has been shown throughout the United States. It has been highly acclaimed by those who have seen it. Topics addressed by this colorful, fast-moving multimedia presentation include not only state-of-the-art acquisitions into the Soviet fleet, but the lifestyle of Russian society, including some of its dominant social ills such as alcoholism. A deeply rooted paranoia resulting from the attack on "Mother Russia" by German troops in World War II—and the resulting fear of foreign invasion—is examined.

The austerity of life in the Soviet Union is also examined, including the shaping

of an average Soviet citizen's sense of values. The presentation's in-depth view of Russian society as a whole leaves no doubt that the weave of Soviet social fabric is determined solely by the ruling communist party. Elections as we know them? Non-existent. Complaining about a breach of individual rights, privileges or freedoms? Forget it, it is never an issue. All this is made abundantly clear with supporting evidence.

And what about the Soviet military man? (Equality for women in the armed forces is non-existent.) Is he really ready to lay down his life for Mother Russia? Probably, because from the time he joined the Young Pioneers or other youth groups he has been inundated with the virtues of Soviet life, the need for personal sacrifice, and the requirement to constantly be at the ready to prepare to engage any of the so-called "imperialistic dark forces of evil."

And, what better way to get a glimpse of Soviet naval life than straight from the proverbial "horse's mouth"? Indeed, as part of "Soviet Seapower" a Soviet officer and petty officer address the American sailors in the audience. The two naval representatives from the Soviet fleet offer an interesting and animated perspective of the United States, a perception most likely held by the "average Ivan" in the street. By the way, they also harangue their listening American naval audience about how much more disciplined Soviet life at sea is—spartan at best—and how it thus makes for better sailors. Actually, the two Soviets are an American naval officer and a senior chief petty officer who do a bit of role playing, but their portrayal is one which leaves an angry (because of the continuous anti-American rhetoric) but thank-

ful ("It's a good thing we don't have to live like that!") feeling among members of the audience. At any rate, their portrayal definitely gets the patriotic juices flowing.

In addition to the seven-hour, classified Soviet seapower presentation, there is an evening, unclassified two-hour show for the benefit of spouses and other interested individuals.

A highly informative presentation, "Soviet Seapower" is fast paced and offers insights about Soviet contemporary life and the Soviet navy. It does not barrage the viewer with stodgy statistics or complicated graphs; instead it gives an overview of a nation which today poses continuing challenges to the United States in the realm of international diplomacy as well as upon the high seas. □

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## The Seapower Presentation

The Soviet Seapower Education Program was developed to increase awareness of the Soviet Union and its navy among officers, enlisted people, civilian government employees and military families. It offers Navy audiences the opportunity to learn more about the factors influencing Soviet naval developments and the geopolitical applications of the rapidly expanding, technologically advancing Soviet navy.

The program is available in two versions: A seven-hour daytime presentation is designed for military members and their civilian counterparts having at least a Secret clearance. There is also an unclassified version presented in the evening for

the benefit of dependents and families. The presentations are designed for a minimum audience of 400 people.

Additional information on scheduling the presentation for your command can be obtained by contacting:

**Program Manager**  
**Soviet Seapower Education Program**  
**Navy and Marine Corps Intelligence**  
**Training Center**  
**Building N-25**  
**Naval Station Norfolk**  
**Norfolk, Va. 23511**

Autovon 564-4194/1459 or commercial  
(804) 444-4194/3985

# Searching For The Black Box

Story and photos by PHI Fel Barbante, ComSeventhFlt PA Rep, Subic Bay, R.P.

Braving the bitter cold, a young American sailor watched a Soviet warship cut across his ship's path. Menacing seas and the long operation made him yearn for the warmer climate of Subic Bay in the Republic of the Philippines—his ship's home port. But he couldn't stop thinking about the 269 people who had been killed when the Korean Air Lines 747 went down. He knew his ship was needed to help search for the wreckage.

On August 31, 1983, a Soviet SU-15 interceptor jet shot down KAL flight 007 as it strayed over Soviet territory. Aboard the ill-fated aircraft were people from 14 countries—including 61 Americans—bound for Seoul, South Korea.

For two months following the incident, Seventh Fleet Task Force 71 searched 225 square miles of international waters in the Sea of Japan. No aircraft debris was found.

"It was frustrating that we didn't find anything," said Captain Charles Maclin, the Navy's supervisor of salvage and diving. "But you can classify the search as a success because now we are certain that the wreckage is not where we were looking. We covered every place . . . except for the area inside the 12-mile limit (recognized as Soviet territory). I'm convinced that is where the aircraft is, and

*Ocean search technician Don Dean (right) monitors Deep Drone's movements from the bridge of USNS Narragansett (T-ATF 167) while the helmsman on USS Callaghan (DDG 994) (opposite page) keeps watch on the guided missile destroyer's course.*

the Soviets aren't going to let us in there."

Requests by the United States for permission to search these territorial waters were denied by the Soviet Union. However, the search was continued until every possibility of success was exhausted.

The search began when U.S. Air Force search planes tried to locate the aircraft shortly after KAL 007 was reported missing.

Four days later, the frigate USS *Badger* (FF 1071) and the destroyer USS *Elliot* (DD 967), on deployment with the Seventh Fleet, arrived in the area. The U.S. Coast Guard cutter *Munro* (WHEC 724),

on a port visit to Tokyo from its home port in Hawaii, volunteered its services and joined the two Navy ships. USNS *Hasayampa* (T-AO 145) was called on to provide fuel for the small task force.

Air and sea units circled the area for several days, searching for survivors and floating debris, while Soviet warships and intelligence-gathering vessels maneuvered nearby. Although the prospects of finding survivors were rapidly diminishing, the South Korean government urged that the search continue. The operation changed from search and rescue to search and salvage.





# Black Box

News of the incident continued to echo around the globe as search specialists and salvage units from the United States were assembled.

"We were put on standby, packed and ready to go after the messages came in," said Machinist's Mate Second Class Victor Behlings, who is assigned to the Unmanned Vehicles Detachment, Submarine Development Group One in San Diego. "I first heard about KAL 007 on the news. In the back of my mind I knew we would go."

In less than 30 hours, Behlings and a team of side-scan sonar experts were in Japan loading their equipment aboard the Military Sealift Command ocean tug USNS *Narragansett* (T-ATF 167).

*Narragansett* got under way with Captain Maclin, 20 military and civilian technicians, side-scan sonars, the Deep Drone submersible and associated equipment which was stored in two mobile vans on the afterdeck.

Deep Drone is an unmanned submersible capable of retrieving small objects from 6,000-foot depths. It was deployed to recover wreckage from KAL 007 and the flight data recorder ("black box") that might provide information on why the aircraft deviated from its assigned flight route.

On Sept. 14, *Narragansett* and the guided missile cruiser USS *Sterett* (CG 31), homeported in Subic Bay, joined the search effort. Rear Admiral William A. Cockell Jr., the on-scene commander, directed operations from *Sterett*, Task Force 71's flagship.

*Munro* and *Narragansett* navigated through the search area towing electronic locators to detect the black box's signal. *Sterett* and *Badger* kept a diligent watch on the Soviet vessels that shadowed the search ships.

On Sept. 16, *Munro* detected weak intermittent signals—possibly from the black box—but technicians were unable to reacquire the signals when the ship passed over the area again.

"You should be able to pick up the pinger through a mile of water," said Don Dean, the head technician from Eastport International. "Sometimes you can pick it up better—it depends on the thermoclines (temperature layers) in the water."

The search area was narrowed as *Munro*

began to employ side-scan sonar operated by a contracted team of civilians.

"Side-scan sonar is vastly different from submarine sonars . . . you don't use your ears," said Sonar Technician Second Class Jeffrey Newsome as he monitored the sonar's readout sheet.

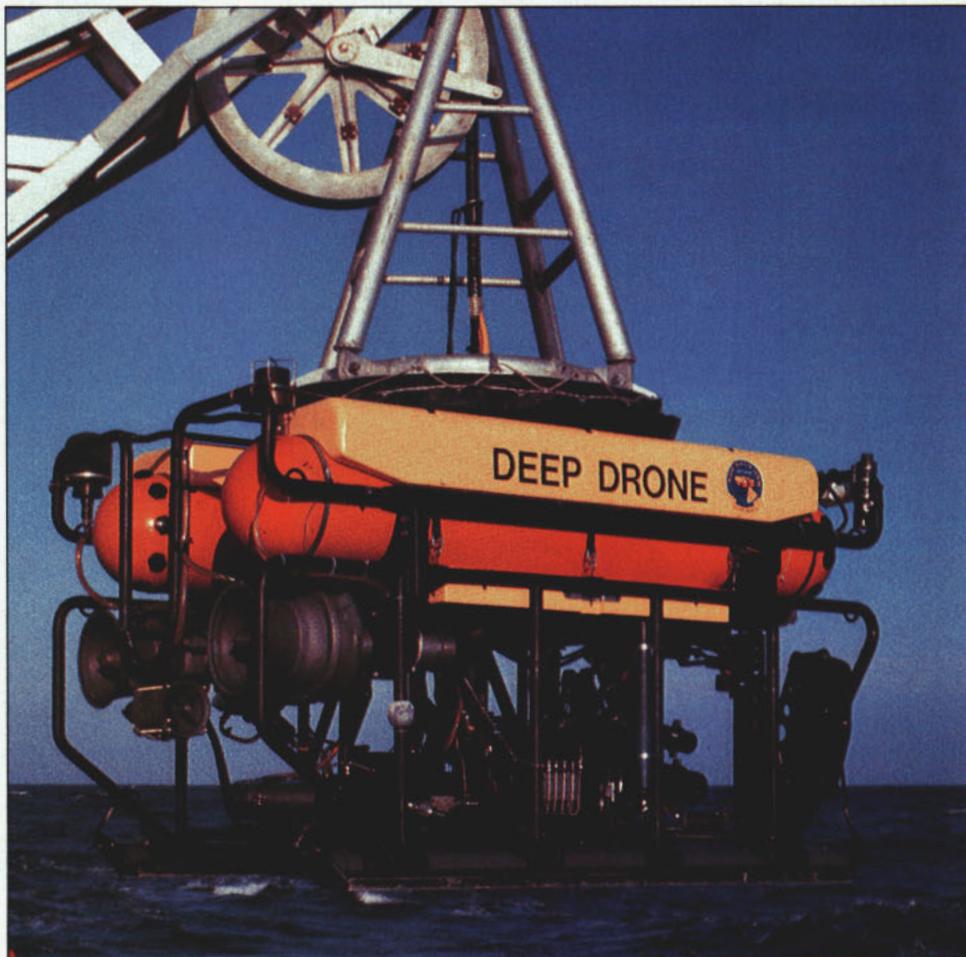
The missile-like device scanned a field 300 yards wide as *Munro* moved slowly through the search area. As the device glided just above the ocean floor its emitted sound waves bounced off hard objects. The information sped through the tow cable and was processed in a machine that traced the shape of the contacts on heat sensitive paper.

Possible contacts were investigated by Deep Drone. The remote controlled unit's video cameras gave salvors a detailed look at the objects the sonar detected.

Meanwhile, the salvage ship USS *Conservator* (ARS 39), which arrived in the area the day before, detected pings where *Munro* had been earlier. Again Deep Drone was deployed. Again it found nothing.

During the dive, one Soviet vessel approached within a stone's throw. Despite repeated ship's whistle signals from *Narragansett*, the Soviet vessel continued to maneuver close by, causing concern for Deep Drone's control cables. After the drone was recovered, the Soviet ship departed.

"I'm not sure you could call it harassment. We were both flying the same signals—restricted ability to maneuver—so nobody's got the right-of-way," said Cap-



tain James Heagney, *Narragansett's* master.

It soon became apparent that batteries powering the signaling device in the black box were dead. Fresh batteries were designed to last only 30 days; four weeks had already passed since the plane went down. "We're not even sure that the pings we heard were from the black box," Maclin said.

The search ships began relying entirely on side-scan sonar even though precise

navigation could not be established. "An ideal navigation system would be one set up on land, but we can't do that here," said Tom Salmon, a Navy salvage expert. "Without precise navigation we'd be retracing our own tracks."

Seventh Fleet participation entered its fourth week and the hopes of finding KAL 007 were fading. Human remains and shattered airplane parts were discovered on Japan's northern coast. The Soviets turned over other articles to an interna-

tional team on Sakhalin Island.

To the south of the search area, the replenishment oiler USS *Wichita* (AOR 1) provided the task force with fuel, food supplies, spare parts and mail shuttled in from Japan. Tons of supplies and hundreds of passengers were flown to *Wichita* by two Helicopter Support Squadron 11 CH-46s assigned to the ship.

The supply link originated at U.S. Naval Air Facility Misawa, Japan. Commercially leased trucks and Navy C-1 aircraft ferried supplies continuously to the logistics staging area in northern Japan.

Weeks passed and gale force winds and stormy seas battered the search ships. Several times the seas were too rough to continue search operations.

The guided missile frigate USS *Brooke* (FFG 1) replaced *Badger*, and the arrival of the guided missile destroyer USS *Callaghan* (DDG 994) pushed the number of Seventh Fleet task force units to six. The Soviets maintained some 20 ships in the area at the same time.

In the ensuing weeks, Rear Admiral Walter T. Piotti Jr. relieved Admiral Cockell in a routine change of command. The frigate USS *Meyerkord* (FF 1058) arrived, the guided missile destroyer USS *Towers* (DDG 9) replaced *Brooke*, and precision navigation was finally established aboard moored Japanese commercial tugs contracted by the Navy.

By Nov. 5, the "high probability triangle" of search for flight KAL 007 had been thoroughly combed—with the exception of USSR's territorial waters. Since Task Force 71 could not search inside that area, the operation was terminated. Many were relieved that the long search was over. But all were disappointed that the wreckage had not been found.

When it was over, Seventh Fleet Task Force 71 had grown to seven ships. In all, 12 U.S. ships, 22 aircraft and almost 5,000 people participated in the search. □

*Bud Sharkey, MSC Far East PAO, contributed to this article*

*Search operations continue around the clock and almost under the very bow of a Soviet Kashin-class guided missile destroyer shadowing one of the U.S. ships.*



# Bearings

## Portsmouth Honors America

Community projects paid off recently when USS *America* (CV 66), completed an overhaul at the Norfolk Naval Shipyard in Portsmouth, Va.



In a recent White House ceremony, Commodore Grace Hopper was promoted to her present rank by President Reagan. Commodore Hopper is the oldest person still on active duty in the Navy and currently serves as Special Advisor to the Commander, Naval Data Automation Command. An expert in computer systems, Commodore Hopper pioneered much of COBOL, one of today's most widely accepted computer programming languages. She gained public recognition after being featured on the CBS television program "60 Minutes."

*Photo by Pete Souza, The White House*

The Honorable J.E. Johansen, mayor of Portsmouth, read a proclamation honoring crew members who had donated their time to help improve the city, and a gala picnic was held after the ceremony for crew members who had helped clean up a city park.

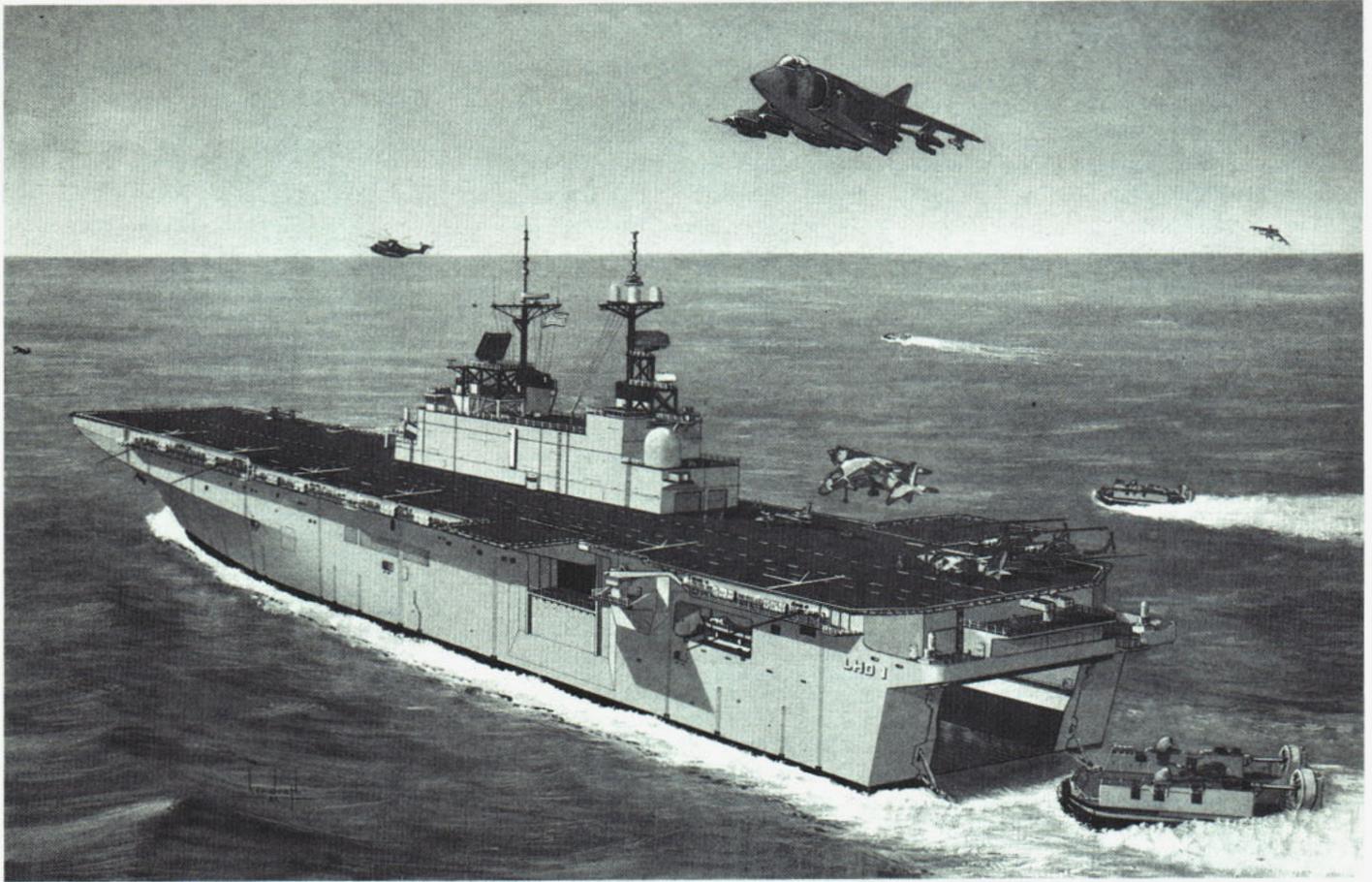
Events leading to the honors started when city officials and Captain Denis T. Schwaab, commanding officer of the carrier, jointly announced that *America* crew members would assist Portsmouth in the park clean-up project.



*The Honorable J.E. Johansen, mayor of Portsmouth, Va., (left) and Capt. Denis T. Schwaab, commanding officer of USS *America* (CV 66), at the ceremonies honoring *America's* crew.*

In other projects, *America's* dental department provided a dental awareness program for Portsmouth public junior high schools. The ship's Quality of Life committee started work to improve Portsmouth's Holiday House, a home for retarded children. *America* crew members also repaired a United Way Campaign banner, and a volunteer projectionist from the ship showed the 1983 United Way Campaign film on more than a dozen occasions.

According to city officials, Portsmouth received more than \$20,000 worth of labor from *America* crew members. Mayor Johansen added, "More importantly, and impossible to measure, is the impact that this project brings to the relationship that links this city to our Navy."



**About the LHD . . .** A new multipurpose amphibious assault ship is in the works for delivery to the fleet in the late 1980s. Shown above in art form, the new LHD was designed as a modified version of the *Tarawa*-class LHA and will be the first ship to use both air cushion landing craft and upgraded *Harrier* AV-8B aircraft. The LHD's primary mission is to embark, transport, launch and support elements of a Marine landing force using helicopters, landing craft and fixed-wing aircraft. LHD-1 will take advantage of the proven design elements in the LHA—the same hull, engineering plant and habitability standards—but will differ in deck configuration, stern gate design, "island" profile, survivability features and weapons suite. At 844 feet long and displacing 40,533 tons, the steam-powered ship carries a crew of 890 men and a complement of almost 2,000 troops. On an average day, the LHD will carry six to eight *Harriers*, 30 helicopters and three LCACs.

will be recognized.

All military and civilian personnel are eligible for this special recognition. Under the Military Cash Awards Program and Civilian Incentives Awards Program, awards are based on the value of the contributor's suggestion, special act or productivity initiative. OPNAVINST 1650.8B and CIVPERSINST 451 govern these programs.

In addition to receiving the annual productivity excellence award, an individual or small group whose contributions save \$100,000 or more will be recognized personally by the Secretary of Defense.

There are many ways to save money on the job. If you know a way to reduce costs, increase productivity or eliminate waste, don't keep it to yourself—you could lose out on cash and honorary awards. There is always room for improvement, even in your own work area.

Make Productivity Excellence your motto.

## SecDef Recognizes Top Producers

The Secretary of Defense Award for Productivity Excellence initiated last year by Secretary of Defense Caspar W. Weinberger meant special recognition for 31 military and civilian employees of the Department of Defense who together saved the government more than \$60 million.

Fourteen of those people are employees of the Department of the Navy. Secretary Weinberger presented the awards himself at a special ceremony in Washington, D.C. He plans to repeat the ceremony this year. Those whose contributions prove to be the most significant for their service this year

# Bearings

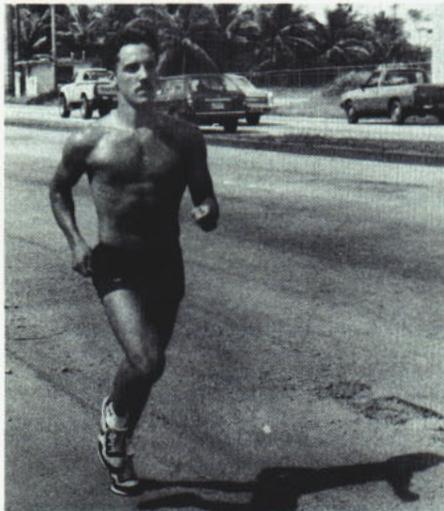
## Living Memorial

Scores of trees will beautify a stretch of Highway 24 in Jacksonville, N.C., serving as a living memorial to sailors and Marines killed in Beirut.

The memorial will consist of a row of trees planted in the median strip between Camp Johnson and Midway Park.

One tree will be planted for each American serviceman killed in the Oct. 23 terrorist attack on the Marine contingent of the Multinational Peacekeeping Force in Lebanon.

Staff Sergeant N.W. Whetham, Lance Corporal James B. Dudney, and Corporal Robert A. Crowley—who were wounded in the attack—planted the first six trees.



**Keeping fit with a rigorous training program,** PHAN Pete Lenardson, assigned to Commander U.S. Naval Forces, Marianas public affairs office, logs a few miles during his daily workout. The roadwork paid off for the photographer's mate with a first place finish in the "Alley Oop" 6.2-mile run on Guam. Lenardson clocked a time of 39:56 over hills and rough terrain to top the junior category record of 41:18. In winning the "Alley Oop" run, Lenardson finished more than a minute ahead of the men's open category winner. A former Maine state champion in the half-mile run, Lenardson has run competitively for four years.

*Photo by Pam Briola, ComNav Marianas PAO.*

Contributions are being made by individuals and groups to purchase the Bradford pear trees at a cost of \$30 each.

Local junior high school students raised enough money to purchase 148 trees by babysitting and returning soda bottles. Another student raised \$1,500 by auctioning her Christmas present—a "Cabbage Patch" doll.

—Story by Lance Cpl. Francine Savage  
—Photo by Cpl. Brenda Kusay

*Staff Sgt. N.W. Whetham—a Marine wounded in Beirut—plants the first tree during dedication of "The Living Memorial" in Jacksonville, N.C., honoring sailors and Marines killed in Beirut.*



## Battenburg Cup

USS *John F. Kennedy* (CV 67) recently won the Battenburg Cup, an award for the overall best ship in the Atlantic Fleet.

The Battenburg Cup was instituted following a goodwill mission by Prince Louis of Battenburg in 1905. The cup was intended to serve as a symbol of the friendship and hospitality shown to the British by the United States. Although the cup was given originally to winners of a rowing competition, Admiral Isaac C. Kidd

Jr., in 1978, began awarding the cup to recognize extraordinary achievement in the Atlantic Fleet.

Vice Admiral Robert F. Dunn congratulated *Kennedy* saying, "Your winning the 'Battle E' recognized you as being the best carrier. On winning this cup, you are officially designated as the best ship in the Atlantic Fleet. Your superb performance is of pride to us all."

*USS John F. Kennedy (CV 67), winner of the Battenburg Cup.*



## Celebrating Abroad

As 400 old salts and weaponeers whispered sea stories around the tables heaped with hash and fried eggs and pickles wrapped in herring, a shot rang out. Actually, not just one shot, but every gun in

the room exploded in unison whenever Barbara's name was mentioned by the "Head Cannon Cocker."

It was the feast of St. Barbara—the patron saint of artillerymen, gunners and weaponeers—and members of the Federal German Navy again celebrated at the Ma-

rinewaffenschule in Kappeln, West Germany.

Lieutenant Commander Tanny Heil and Master Chief Radioman Dave King paid the powder tax of 6½ taler and 4 silver groschens (\$7.40 U.S.), then saluted St. Barbara's statue and were allowed to enter. However, Senior Chief Fire Control Technician Clifford Shuler scoffed at the salute. He was apprehended by two stout knights, loaded into the holy cannon and shot into the fest hall. (Well, almost.)

With her royal court in tow, St. Barbara herself was piped aboard amidst the smoke of 1,000 holy wunder candles (sparklers). Since boatswains' pipes were required as part of the uniform of the day, the shriek of the whistles could only be overcome by the firing of all the guns.

St. Barbara christened a few deserving weaponeers, and the remainder of the night was filled with skits and music. Cannon cockers were allowed to escape with their plunder of beer mugs and cannoners manuals, and the memories of this fest of fests.

*By FTCS Clifford W. Shuler, PEP Germany*



*Anita Gause takes charge of the traditional St. Barbara's christening ceremony.*

## LaSalle Celebrates

The "Great White Ghost of the Arabian Coast" marked its 20th anniversary in February with five days of festivities. Painted white to reflect the sun, USS *LaSalle* (AGF 3) cruises the Arabian Gulf as the flagship of Commander, Middle East Force.

The celebration began with a morning five-kilometer run around the flight deck,

and a 10-kilometer run in the afternoon. During the remainder of the week the crew attended a birthday party, a cookout, bingo games and a talent show.

Sailors turned comedians, singers and musicians to compete in the afternoon sunshine for the enjoyment of their shipmates. The judges chose "Mess Crank Blues" as the winners for their spoof of mess deck attendants. The ship's band "Men Aloft" performed and provided

back-up music for many of the acts.

Since its commissioning Feb. 22, 1964, as LPD 3, *LaSalle* has acquired a colorful history. It participated in the 1965 Dominican Republic crisis and evacuated Seabees from Guantanamo Bay, Cuba, the same year. *LaSalle* recovered a *Gemini II* space capsule in 1966.

In 1972, *LaSalle* underwent extensive overhaul, was redesignated AGF 3 (miscellaneous command ship) and assumed duties as ComMidEastFor flagship. It assisted in evacuating Americans from Iran during the 1979 hostage crisis. In 1980, *LaSalle*'s crew rescued six Norwegian merchant mariners from a burning vessel. *LaSalle* remains assigned to the Middle East, making frequent visits to Arabian Gulf and Indian Ocean countries.



*—Story by JO2 Johnny L. Howard*

*—Photo by PH3 Ronald A. Vest  
USS LaSalle (AGF 3)*

# Bearings

## A Penny Saved. . .

Saving your money may be its own reward, but saving someone else's deserves recognition. For saving military dollars and for excellence in repairing jet engines, the USS *Nimitz* (CVN 68) aircraft intermediate maintenance department was recently awarded the 1982 Villard C. Sledge Memorial Maintenance Award.

The award is given annually to the intermediate maintenance activity within the Navy which has excelled in repairing certain aircraft engines. Lieutenant Commander Sledge devoted his naval career to developing a comprehensive aviation maintenance system that would ensure an outstanding professional maintenance program, with safety of operation being the paramount goal. *Nimitz'* AIMD best exemplified those standards during the year.

The 40 technicians in the *Nimitz'* jet shop do "third degree" level repairs on TF-30 and J-52 jet engines. Engines are repaired as far as the combustion chamber level—deeper work requires transfer of the engine to an off-ship repair facility.

"After the engine is repaired, it is placed on a test cell and moved to *Nimitz'* fantail where it is monitored from idle to full afterburner," IM2 division officer Lieutenant Phillip Cartwright said. "After the tests are done and the engine checks out, it's ready to go back into the aircraft."

The shop processed 57 engines and repaired 30. With only minor problems like wear and tear, foreign object damage or "high time" problems, the average work was completed in about 48 hours.

Being able to rebuild and repair worn equipment saves the Department of Defense millions of dollars each year, and AIMD officer Commander Glenn Boston spoke with pride of his crew. "Even though we repaired the engines only to the third level, the men in the jet shop accomplished the work with teamwork and pride. With help from Air Wing Eight personnel and the supply department, the whole engine maintenance system ran smoothly."

—By JO3 Steve Kimball, USS *Nimitz*, (CVN 68)



**The name of this video game is Sub Hunt—and it's for real.** The man at the console of the aviation anti-submarine warfare basic operator trainer is learning to be a submarine hunter and will use at sea the techniques he is learning here. The sensor equipment exposes trainees to the principles of detection and data-gathering systems used in numerous ASW aircraft. With this trainer, three "A" School instructors will be able to train up to three dozen Navy ASW sensor operators simultaneously.

*Photo courtesy of Cubic Corporation.*

## Want to Be a Blue Angel?

The United States Navy Flight Demonstration Squadron—the Blue Angels—is accepting applications for the following positions on the 1985 team:

1. Three demonstration pilots (one will be a U.S. Marine Corps representative.)
2. Naval flight officer for the events coordinator position.
3. Marine Corps KC-130 pilot.
4. Flight surgeon.
5. Maintenance officer.
6. Supply Corps officer.

Selections will be made in September 1984. Interested officers are encouraged to submit applications as soon as possible.

Applicants for the demonstration pilot or naval flight officer positions should be tactical jet pilots or naval flight officers

with a minimum of 1,500 flight hours. In addition, they should be regular naval officers who are currently on shore duty or are coming to shore duty.

All letters should be endorsed by the applicant's commanding officer and forwarded to the Navy Flight Demonstration Squadron with a copy to the Chief of Naval Air Training and the Chief of Naval Personnel (Pers-33A), or the Commandant of the Marine Corps (Code AA) for Marine applicants.

All letters of application should include each officer's experience and qualifications. Interested applicants should call the Blue Angels at (904) 452-2583/2585 (Autovon 922-2583/2585) or write: Blue Angels, Naval Air Station, Pensacola, Fla., 32508.

## Ship's Bell Rings Victory



According to Navy tradition, a ship's bell remains silent until the ship is ready to go into battle. One ship's bell that has been ringing often lately is at the University of Illinois.

The ship's bell from the uncompleted *Illinois*, an *Iowa*-class battleship cancelled at the end of World War II, now rings for the University of Illinois football team. Every time the Fighting Illini score—and they scored a lot of points last season—a

*The battleship Illinois' bell and midshipmen who ring it for the Fighting Illini: 3/C Wayne Maki, 3/C Greg Tevonian, 4/C Kevin Elder, 3/C Frank Lucente and 1/C Steve Schmidt. Photo by Midshipman 2/C Tom McCook.*

midshipman in the Naval Reserve Officer Training Corps rings the bell to indicate the team's total points.

The tradition started in 1982 when the NROTC unit obtained the bell from the Naval Historical Center, where it had been in storage for about 12 years. The NROTC unit, with help from parents, local businesses and the university's engineering department, refinished the bell and mounted it on a trailer. Since then, the bell has seen action in all of the Fighting Illini's home games and has been to several parades, tailgate parties and post-game celebrations.

—By Lt. Mark W. Paradies, University of Illinois.

## 'Gray Owl' Retires

An unusual event took place recently when a "Gray Owl" alighted at Naval Air Station Point Mugu, Calif.

It wasn't just any ordinary, old, gray hoot owl, it was the "Gray Owl of the Navy"—Captain Ken Haas, the most senior naval flight officer on active duty. Haas touched down at Point Mugu to visit his son, Lieutenant Ken Haas Jr., an EA-7L pilot with Tactical Electronic Warfare Squadron 34 (VAQ 34). Haas wanted to fly his last operational flight as "back-seater" for his son.

Father and son took to the air in a modified A-7 *Corsair II*. It was a low-level training flight over San Francisco, Reno, Nev., and back to Point Mugu. Watching from the backseat while his son handled the driving, Haas Sr. said, "I think this is something Ken had in mind—get his dad in the backseat."

The Gray Owl Award is an honorary award taking its name from a sculpture of a gray owl kept in the Naval Aviation Museum in Pensacola, Fla. Haas, the Navy's third Gray Owl, took the title in June 1983. Gray Owls hold their titles until they retire from the Navy.

The award was first presented to Captain George LaRoque in June 1979 by the Naval Aviators Association in Washington, D.C. It then went to Captain Dusty



Rhodes who held the title until he retired.

Haas is the assistant deputy director for Worldwide Military Command and Control Systems ADP Tactical Support Directorate in Washington, D.C. Haas said, "The professional opportunities for NFOs are unlimited—I've seen lots of changes in the 30 years I've been in.

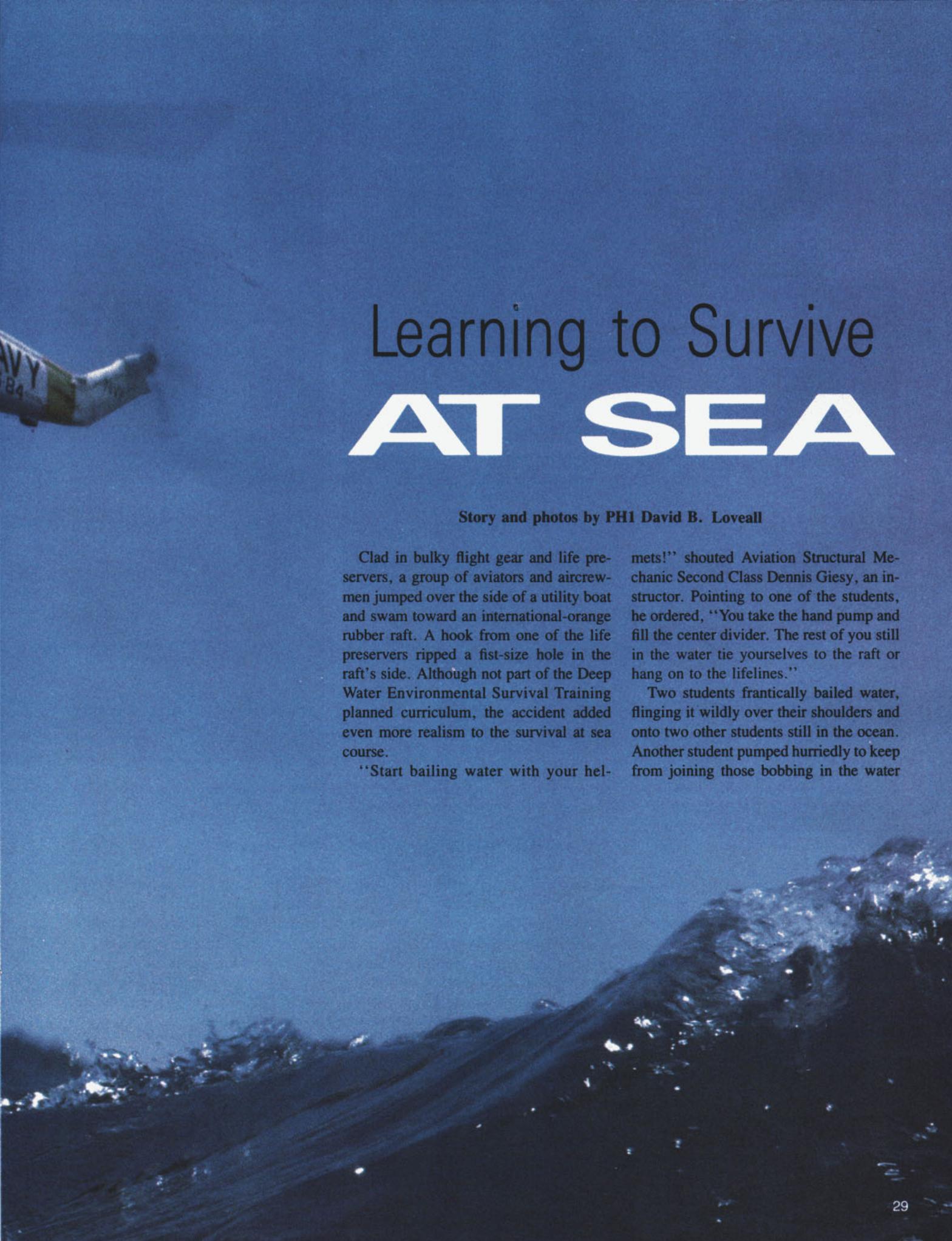
"I'm very proud of having my son in the Navy because I know how difficult it is to become a naval aviator. It's a tremendous challenge any parent can be proud of—it's a tough curriculum," he said.

*Lt. Ken Haas Jr. (right) briefs his father, Capt. Ken Haas, on "back-seater" procedures.*

Haas Jr., a graduate of The Pennsylvania State University, earned his wings in November 1982. "I didn't decide to fly until I got an orientation ride in a TA-4 during a Navy Reserve Officers Training Corp field trip to Beeville (Texas). As soon as I got that ride, I decided," he said.

—Story and photo by JO2 James Elliott, PMTC, Point Mugu, Calif.





# Learning to Survive **AT SEA**

Story and photos by PH1 David B. Loveall

Clad in bulky flight gear and life preservers, a group of aviators and aircrewmen jumped over the side of a utility boat and swam toward an international-orange rubber raft. A hook from one of the life preservers ripped a fist-size hole in the raft's side. Although not part of the Deep Water Environmental Survival Training planned curriculum, the accident added even more realism to the survival at sea course.

"Start bailing water with your hel-

pets!" shouted Aviation Structural Mechanic Second Class Dennis Giesy, an instructor. Pointing to one of the students, he ordered, "You take the hand pump and fill the center divider. The rest of you still in the water tie yourselves to the raft or hang on to the lifelines."

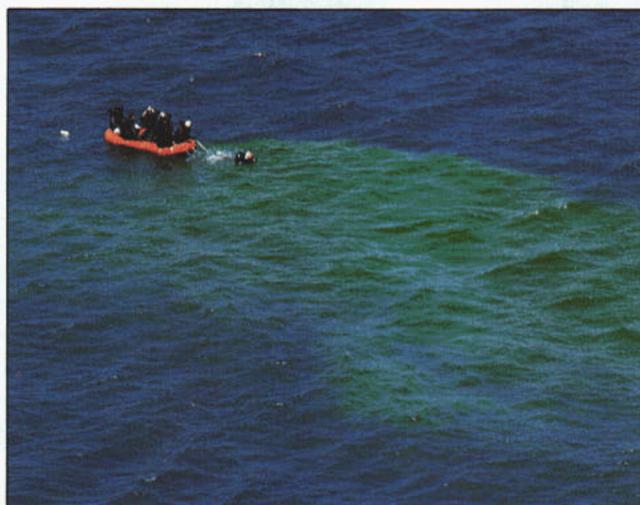
Two students frantically bailed water, flinging it wildly over their shoulders and onto two other students still in the ocean. Another student pumped hurriedly to keep from joining those bobbing in the water

# Survival At Sea



*Previous page: Out of the violent rotor wash and choppy seas, a DWEST student is hoisted to safety aboard a hovering CH-46 helicopter. Above: While on the way out to the day's operating area, DWEST instructor AMH3 Ron Taylor questions students to check how much they remember about their survival techniques before actually putting them to the test.*

*Right: With the aid of the current, the green trail of a sea dye marker leads to a group of DWEST survivors.*



around him. Then someone inflated the center section of the raft, making half of the raft usable. But it could no longer hold all of the students, and some still had to hang on to the side.

The raft, which was covered with green fluorescence from a sea-dye marker, rocked and swayed in the current. A few of the students became queasy, their eyes locked on the horizon and their faces expressionless.

A stench of sulfur from the orange smoke of a Mark 13 signal device lingered in the still afternoon air. Intermittent pops of Mark 79 pencil flares could be heard coming from the raft of a second training group.

Giesy passed around a long vinyl bag full of a black, gritty charcoal liquid.

"This is your water desalter kit," he said. "It makes the sea water drinkable.

Just turn that little valve at the bottom and squeeze it like you're drinking from a wine bag."

A few of the students hesitantly volunteered to try the water. They sipped cautiously.

"Not bad," said Ship's Serviceman Second Class Paul Chvostovsky. "It tastes like regular water, just a bit salty."

Helicopters circled overhead, and students swam one at a time in opposite directions from the raft to be picked up. Those lucky enough to swim with the current reached the required 75-100 yard distance quickly; those swimming against the current had a more tiring paddle.

Aviation Machinist's Mate Third Class Chris Mullen, one of the students, was tossed about in the turbulent rotor wash from the helicopter. The horse-collar rescue device kept swaying out of his grasp

as the pilot maneuvered to steady his hovering aircraft.

"The only thing I was thinking about was getting to that hoist," Mullen recalled later. "It kept moving farther and farther away from me. I got kind of tired, but I just kept thinking I had to get to that hoist."

Inside the CH-46 helicopter, students deflated their life preservers and sighed with relief. Most agreed the hands-on experience gave them new confidence and would definitely help in a real-life situation.

According to safety reports and accident statistics, about one person from every 10 DWEST classes will have to rely on at-sea survival techniques after training. Usually a downed aviator or aircrewman has about an 80-percent chance of being picked up during the first 24 hours in the water.



*Left: A student practices with a signal mirror. According to DWEST instructors, the signal mirror has been seen up to 40 miles away and can be used at night when the moon is out. Above: Using a pistol grip to help keep the survivor stable, an HC-11 aircrewman hoists a student into a hovering helicopter.*

The Navy saw the need to give aviators and aircrewmen hands-on survival experience during the Vietnam War. Eighteen years later, the DWEST program at Naval Air Station North Island, San Diego, has refined the training to focus on survival equipment familiarization, signaling devices and extended sea survival—including an actual rescue at sea by helicopter.

The one-day course is mandatory for all Navy pilots, naval flight officers and enlisted aircrewmen. Chief Aviation Machinist's Mate Dail Slingsby, a DWEST instructor, estimates that 1,800 students attend the program every year. They spend a morning familiarizing themselves with their personal survival equipment—single- and multiperson life rafts, life preservers, desalting kits, signaling devices, canned water and air pumps. In the afternoon, they undergo hands-on training with

various kinds of survival equipment.

“We try to use as much of that equipment as we can out on the water, when they’re wet, cold and cramped in a raft,” said Slingsby. “We provide a practical chance to use the gear in a real-life situation.

“The need for actual use of survival equipment in the water is how DWEST came about,” he said. “Now we’re teaching environmental survival aspects, also, such as how to extend your survival time and last a little longer out there.”

According to Slingsby, DWEST is probably the most realistic training available. When thrust into a survival situation, aviators and aircrewmen are forced to use what’s available to them.

“Like most things, if you haven’t done something before, you’re a little leery of it,” said Senior Chief Aviation Structural

Mechanic Garland Hatley, an instructor. “DWEST instills a sense of self-confidence. After attending the course, you know that, if you had to, you could do it in a survival situation.”

Slingsby said that teaching students to overcome fears—and build positive motivation—in survival, is tough.

“Those who are afraid of water are still afraid; those who are afraid of helicopters are still afraid,” he explained. “Some students get seasick and that will take away the will to survive—that positive motivation—quicker than anything.

“But if we can be of some benefit to the 20 percent who aren’t picked up in the first 24 hours or if just one person survives out there, we’ll have done our job,” he said. □

*PHI Loveall is a photojournalist assigned to Fleet Audiovisual Command, Pacific.*

# The Navigator's Navigator

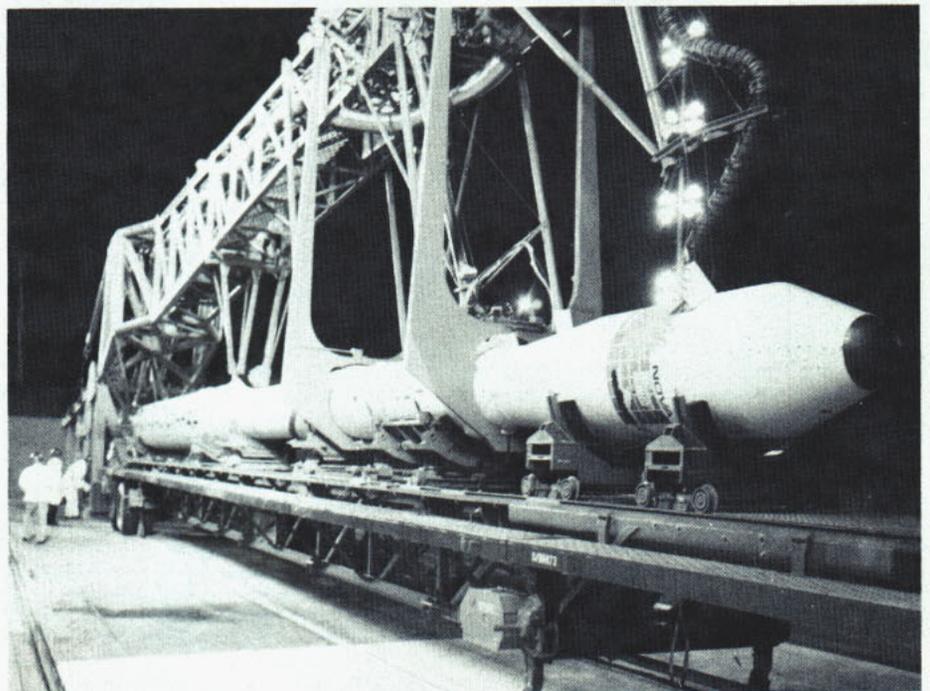
Story by JOCS David E. Fischer, NR OI Det 1118, Denver

Every 107 minutes five Navy navigation satellites orbit the earth. Their basic shapes resemble snare drums, and each has four solar panels extending from its sides as well as a transmitting antenna extending from the bottom and a 100-foot beryllium copper boom with a 3-pound weight extending from the top.

The booms cause the satellites to be gravity-gradient stabilized (Earth's gravity acts on the ends of the boom, thereby ensuring that the transmitting antenna is always pointing toward the Earth's center) and enable the satellites to transmit navigational data to ships 600 nautical miles below in all weather, worldwide, every two minutes.

Using the data of satellite transmissions, a ship can determine its position within 0.1 nautical mile. The ship can determine the position of possible navigational hazards, such as icebergs.

All the Navy navigation satellites now in orbit were launched by the Navy Astronautics Group, which was commissioned



in April 1962. Located at Point Mugu, Calif., NAG became part of the Naval Space Command when the latter was es-

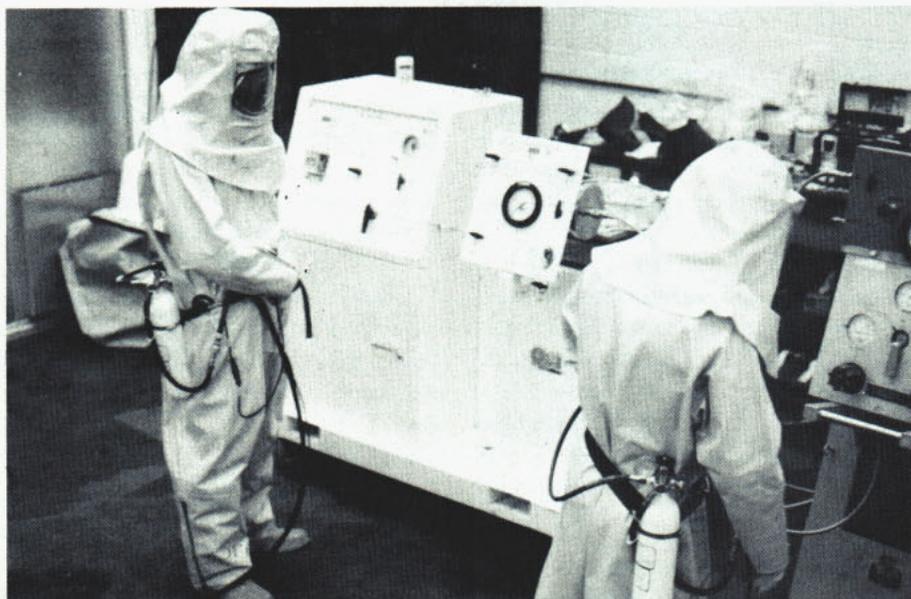
tablished on Oct. 1, 1983.

NAG maintains and operates the Navy's astronautics systems, including spacecraft and ground components. As such, it is responsible for the five orbiting satellites which comprise the Navy Navigation Satellite System.

Four of the satellites are of a class called "OSCAR," while one of them is of a newer "NOVA" class. The NOVA was launched two years ago, while the oldest OSCAR is more than 16 years old.

Both models are solar-powered, but there are important differences. One significant improvement is that the NOVA can store data up to eight days, while the OSCAR has a memory capacity of only about 16 hours.

Another key difference is that the NOVA



has a self-propulsion system, which allows ground workers to maneuver the satellite within its orbit. The OSCARs, on the other hand, cannot be maneuvered after they are placed into their original polar orbits.

In addition to launching the navigational satellites, NAG personnel track and communicate with them from four ground tracking and injection stations located in Maine, Minnesota, California and Hawaii.

The satellites transmit data to NAG's digital computer center at Point Mugu via high-speed, computer-to-computer communications. Point Mugu's computers can predict the exact orbit of each satellite for the next 16 hours for OSCAR configuration and up to eight days for the NOVA. Those predictions are then transmitted from Point Mugu to the tracking and injection stations, which can then plan the proper times to inject information into the satellites' memories. It takes only 15 seconds to fill 16 hours of a satellite's memory.

Although the main use of the satellites is as a navigational aid for Navy ships, the information they provide has a variety of other uses for Navy and non-Navy users.

Navy navigation satellite system frequencies were opened to the general public in 1967. Since then, they have been used in such fields as commercial shipping, private boating and sailing, oil exploration, oceanography, aircraft navigation, land surveying and the synchronization of timekeeping.

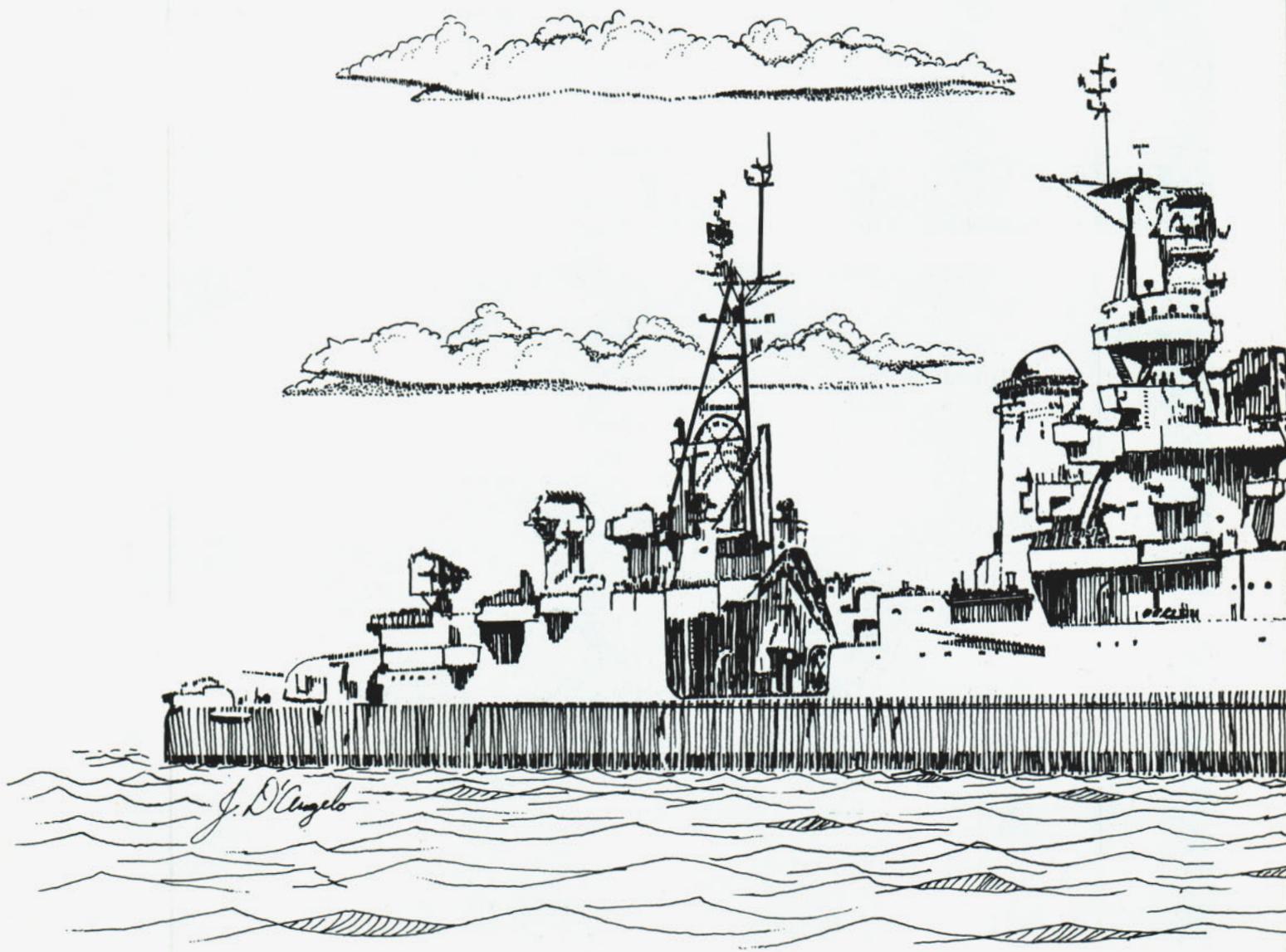
With the Navy's reliance on space for maritime navigation and communications, the navigation satellite program will continue to have a high priority.

"Just as we require use of the seas to maintain our freedoms, so now we increasingly need the unimpeded use of space to ensure the security and well-being of our nation and our allies," Admiral James D. Watkins, Chief of Naval Operations, said at the establishment of the Naval Space Command. "We cannot afford to have the space power of another nation ever rob us of our goal of sea power." □

*Far left, top: NOVA on a Scout booster on its way to the Vandenberg AFB, Calif., launch pad. Far left, bottom: Civilian technicians prepare to inject fuel into NOVA's self-propulsion system. Left: The first NOVA launches at Vandenberg AFB. Below: The Laguna Peak tracking and injection station near Point Mugu, Calif.*



# Remembering Indianapolis



Under cover of darkness, Japanese submarine *I-58* rose from the depths of the Pacific. Positioning itself where the direct courses from Guam to Leyte and from Peleliu to Okinawa cross, *I-58* soon spotted a target. Five and a half miles away, at 90 degrees true bearing, an enemy warship steamed on a steady course. Moonlight shining through a break in the clouds silhouetted the target against the horizon. It was a perfect setup. Immediately, the Japanese submarine submerged and lay in wait. Unknowingly, USS *Indianapolis* (CA 35) steamed to its doom.

There were 1,100 men on board the heavy cruiser *Indianapolis* when Japanese torpedoes ripped open its hull in the final days of World War II. Only 316 survived. Many people are either unaware of or have forgotten the circumstances surrounding the tragic loss of life in the sinking of *Indianapolis*. *All Hands* retells that story here.

*Indianapolis* was steaming unescorted

between Guam and Leyte—just days after delivering vital components of the Hiroshima and Nagasaki atomic bombs to the island of Tinian, in the Marianas—when tragedy struck. At 12:05 a.m. on July 30, 1945, two torpedoes fired by a Japanese submarine ruptured the ship's starboard side.

Because of heavy casualties, intense fire and rapid flooding, damage control parties were unable to save the ship. In less than 15 minutes *Indianapolis* capsized and slid bow-first into a watery grave.

According to the "Naval Inspector General's Final Report on the Sinking of the USS *Indianapolis*," distress signals were sent by the sinking ship but those signals were never received by any ship or shore station.

Internal communications on board *Indianapolis* were knocked out by the initial explosions, and the general word to abandon ship was never passed. However, most of the crew escaped the sinking vessel. About 400 of the 1,196 men on board went down with the ship—the remaining 800 abandoned ship or were washed into the sea when *Indianapolis* capsized.

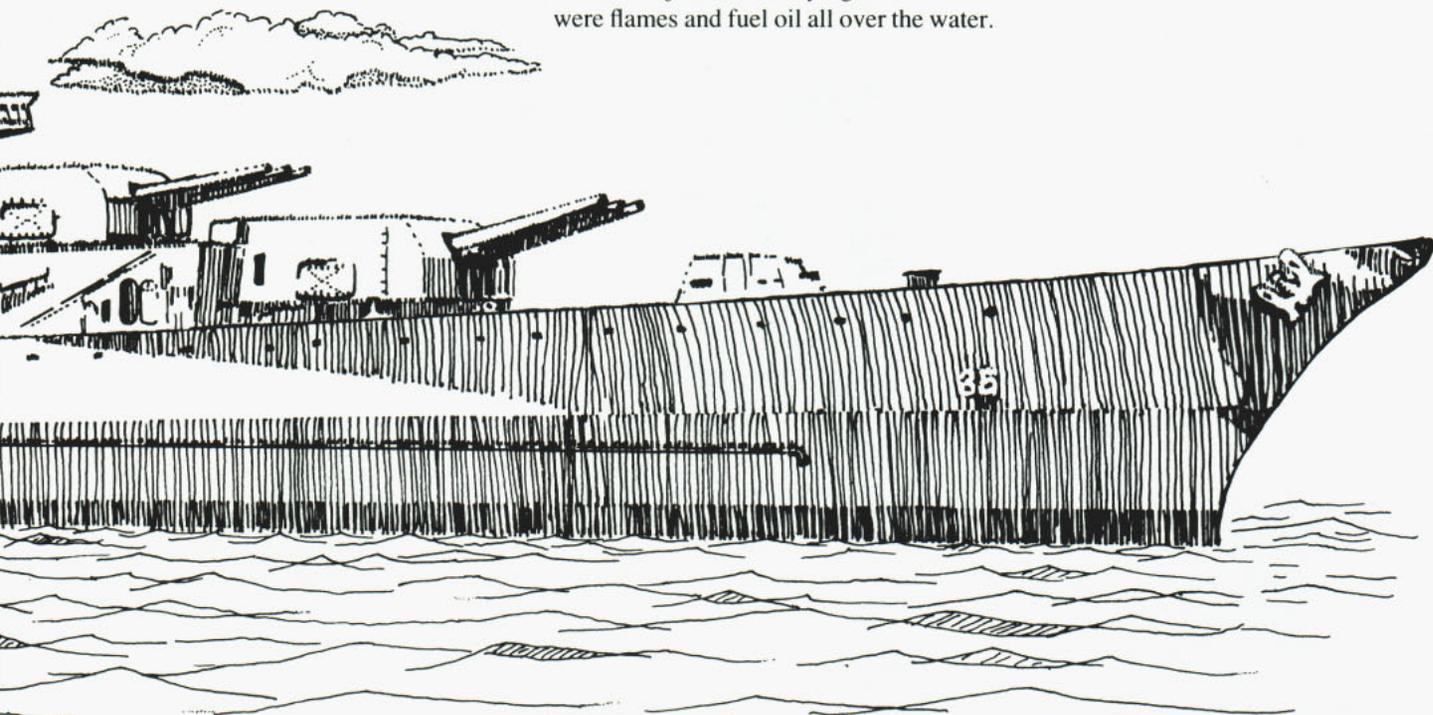
"The ship had listed so far over on its side I slid off the keel and into the water. I had a life jacket over my right arm. There were flames and fuel oil all over the water.

I heard explosions and hissing. I could see the screws out of the water still turning, and men jumping off the fantail. I swam to get away from the ship. I heard a terrible hissing and when I turned around all I saw was a great mountain of foam. It just kept rolling out. She was gone," one survivor told the *Washington Post*.

Crew members were able to release only 12 of the ship's 35 life rafts. Most of the initial survivors were adrift with life jackets and cork floater nets (floats connected by a network of lines) as their only means of support. They had no food or water and no protection from the blistering sun or the salt water eating at their wounds. Many of the men in the water died from exhaustion or wounds suffered in the sinking. However, hallucinations and sharks also took their toll.

According to a number of accounts, delirious crew members thought they could swim down to their sunken ship or to an imaginary island for a cool drink. Many swam to their deaths.

"One of the men in our group said he was going to swim ashore and get an amphibious jeep and come back for us," recalled another survivor interviewed by the *Washington Post*. "A guy would look at



# Indianapolis

you with such realism you weren't sure if he was crazy or you were."

Unfortunately, the sharks were not an illusion. It is believed that shark attacks claimed fewer than 100 lives but those attacks left a lasting impression on the survivors.

"I was in a larger group," said another survivor. "Somebody yelled 'shark!' and we saw this fin coming toward us and circling around. We tried to get as close together as possible. . . . A fellow had drifted off from the group. You know how the bobber on a catfish line floats on the surface above the bait and runs when a fish hits? The last time I saw this fellow, his head was running like a bobber. A shark had hit him. His head was like a bobber."

Because of a series of events that in-

cluded a garbled message, human error and false assumptions, no one knew the vessel was missing. The ordeal at sea for the men of *Indianapolis* lasted four long days. Only 316 men survived.

After delivering its top-secret cargo at

Tinian, *Indianapolis* had received sailing orders from the Commander in Chief, Pacific Fleet. The ship was directed to proceed to Guam for onward routing to Leyte. Upon arrival at Leyte, *Indianapolis* was to have reported, by message, to Com-



*Indianapolis survivors, taken by landing craft (below) to the island of Peleliu (right) for hospitalization, were later transferred (opposite page) to USS Tranquillity (AH 14).*



mander Task Force 95 who was then off the coast of Japan.

CTF 95 and Commander Task Group 95.7, who was to arrange training for the ship at Leyte, were both information addressees on the CinCPacFlt message. CTF

95 received and understood the message but CTG 95.7 received the message in garbled form. Because the message had a low security classification and the garbled transmission dropped CTG 95.7 from the address, the task group did not ask for a

repeat. This is where trouble began for the ill-fated *Indianapolis*.

When *Indianapolis* arrived in Guam, the ship's commanding officer received routing instructions and a briefing from the port director on enemy activity in the area. Because valuable intelligence information failed to reach the port director, the ship was instructed to travel the most direct route between Guam and Leyte at a speed of 17 knots, zigzagging at the discretion of the commanding officer. The route was thought to be safe.

Unaware of increased enemy submarine activity in the area, *Indianapolis* sailed unescorted. Warships were considered capable of taking care of themselves, and the few escort ships available in that area were used where they were most needed. When *Indianapolis* departed Guam on July 28, no one knew that it would be the last major American ship to be lost in the war.

With the briefing complete and routing decisions made, the port director at Guam sent a message to CTG 95.7 and the port director at Leyte, informing them of the routing of *Indianapolis*. Included in the message was the date of its departure from



## Split-second Decisions Aid In Rescue

As survivors of the heavy cruiser USS *Indianapolis* (CA 35) drifted in the Philippine Sea, two split-second decisions made miles away played key roles in their eventual rescue.

On the morning of Aug. 2, 1945, Lieutenant Junior Grade Wilbur C. Gwinn departed Peleliu on a reconnaissance mission in a twin-engine PV-1 *Ventura* bomber. He was to report, and try to sink, any enemy submarines.

During takeoff, the navigational antenna on Gwinn's aircraft was damaged. He had the option of turning back for repairs or continuing to navigate by dead reckoning. He decided to continue the mission.

While attempting to secure the damaged antenna, Gwinn spotted an oil slick on the water. Thinking it had come from a damaged enemy submarine, the pilot followed it. It led him to the accidental

discovery of American sailors adrift and dying in the water.

Unknown to Gwinn and the rest of the Navy, he had sighted the survivors of *Indianapolis*, which had been torpedoed and sunk by a Japanese submarine four days earlier. But no one knew that until the next day.

Gwinn dropped the *Ventura's* life rafts to the men in the water and radioed for assistance. His messages set into motion one of the largest rescue operations in naval history.

Meanwhile, Lieutenant Commander W. Graham Claytor, commanding officer of the destroyer escort USS *Cecil J. Doyle* (DE 368), spotted a patrol plane. Claytor (who 32 years later became Secretary of the Navy) radioed the aircraft and discovered that it was en route to the scene of Gwinn's sighting. The pilot told Claytor that orders would probably be coming

through for *Doyle* to assist in the rescue.

Knowing that communications logjams could delay the orders, Claytor used his own initiative and headed *Doyle* for the disaster area at full speed. The orders came through 1½ hours later.

*Doyle* was the first ship to arrive on the scene and the first to discover that the men in the water were survivors of *Indianapolis*. Claytor's message identifying the survivors was the first word to get through.

No one knows how many lives were saved as a result of Claytor's "stolen" 90 minutes or Gwinn's decision to continue on patrol. After being adrift for four days without food or water or protection from sharks and the elements, the 316 men plucked from the sea were near death.

Had Claytor or Gwinn made different decisions that fateful day, it is almost certain that there would have been far fewer survivors.

# Indianapolis

Guam and its scheduled date of arrival at Leyte. CTF 95 was an information addressee but did not receive the message.

CTG 95.7 received the message but disregarded it. Not having requested a repeat

of the garbled CinCPacFlt message received earlier, CTG 95.7 was unaware that *Indianapolis'* routing concerned that group.

Possibly lulled into a false sense of se-

curity by the briefing from the Guam port director—who gave no indication of anything other than a routine transit—*Indianapolis'* commanding officer ordered the ship to stop zigzagging on the evening of

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## Indianapolis Served With Honor

The heavy cruiser USS *Indianapolis* (CA 35) was commissioned at the Philadelphia Navy Yard on Nov. 15, 1932. Its years afloat were proud ones. During peacetime, *Indianapolis* acted as flagship of the Scouting Force U.S. Fleet, and embarked President Franklin D. Roosevelt three times.

During World War II, *Indianapolis* was involved in operations in the northern Pacific where Japanese landings in the Aleutian Islands posed a threat. The ship later became flagship for the Pacific Fifth Fleet.

*Indianapolis* was involved in battles in the Gilbert and Marshall Islands, the Marianas and Palau, Iwo Jima, and Okinawa. The ship earned 10 battle stars during the war.

During the pre-invasion bombardment of Okinawa, a Japanese kamikaze pilot slipped through *Indianapolis'* defenses,

scoring a hit with his bomb and crashing into the vessel's port side. The plane caused little damage but its bomb plummeted through several decks before crashing through the bottom of the ship and exploding. The concussion from the blast ripped two holes in the ship's bottom.

The severe damage sustained in the attack forced the battle-torn vessel to enter the Navy Yard at Mare Island, Calif., for repairs. After a 45-day repair and overhaul period, *Indianapolis* received orders to proceed at high speed to the island of Tinian with a top-secret cargo: vital components for the first two operational atomic bombs.

*Indianapolis* departed San Francisco Bay on July 16, 1945, foregoing a post-repair shakedown. The ship stopped at Pearl Harbor on July 19 and steamed on to Tinian. It arrived at Tinian on July 26,

setting a record by covering some 5,000 miles in only 10 days.

After delivering its cargo, *Indianapolis* stopped at Guam. On July 28, the ship left Guam and took the direct route to Leyte. While steaming unescorted shortly after midnight on July 30, the ship was torpedoed twice by a Japanese submarine. The ship sank in less than 15 minutes, ending a career of 12 years, 8 months and 23 days afloat.

*Indianapolis* served with honor from Pearl Harbor through the last campaign of the war and went to its watery grave just two weeks before the war's end.

*USS Indianapolis (CA 35) as it appeared on July 10, 1945, while anchored off Mare Island, Calif., after a 45-day repair and overhaul period.*



July 29. Shortly after midnight on July 30, the ship fell victim to Japanese torpedoes.

Within 16 hours of the sinking, the advance headquarters of CinCPacFlt intercepted enemy information claiming that the Japanese had sunk something in the Philippine Sea. Unfortunately, the information was not evaluated as intelligence because the Japanese had developed a reputation for making false or exaggerated claims. During the war the Japanese reported damaging or sinking many Navy ships, which actually were steaming safely thousands of miles from where the enemy had reported sinking them. Had the enemy claim been evaluated as factual in this particular instance, the survivors of *Indianapolis* might have been located within 24 hours of the sinking.

*Indianapolis* was scheduled to arrive at Leyte on July 31, but no action was taken when it failed to arrive. Because of the earlier series of communications foul-ups, neither CTF 95 nor CTG 95.7 were aware that the ship was overdue.

The positions of Navy ships in the area were tracked on operational plotting boards at the headquarters of Commander Marianas on Guam and the Commander Philippine Sea Frontier on Leyte. *Indianapolis'* estimated position was plotted on a daily basis from the time it departed Guam. However, for security reasons, a CinCPacFlt directive in effect at the time prohibited reporting the arrival of warships. It was standing policy to assume that a warship had reached its destination on schedule. The marker for *Indianapolis* was removed from these plotting boards on its scheduled arrival date at Leyte.

The port director at Leyte was aware that the vessel had not arrived, but he did not report this information to a higher authority. He misinterpreted the CinCPacFlt directive prohibiting arrival reports and assumed that reporting non-arrivals was prohibited as well. For the men in the water, this was a tragic assumption.

It was not unusual during the war for a warship to be rerouted by higher authority before reaching its original destination. Sometimes, everyone concerned with a ship's movements was not informed of the change. Instances like this contributed to

the port director's lack of concern over *Indianapolis'* non-arrival.

It was not until Aug. 2—four days after the sinking—that the survivors were accidentally sighted by a pilot on a routine search mission for enemy submarines.

A number of ships were dispatched to the area, but no one knew who the men in the water were. It was not until the first survivors were rescued that anyone knew *Indianapolis* had been lost.

Numerous aircraft and surface ships mounted an intensive search for survivors within a 100-mile radius of the area. The search lasted until Aug. 8, and it is believed that all survivors were located.

By the time the last sailors were plucked from the cruel sea, 73 percent of the men who had been on board *Indianapolis* when it departed Guam were dead. The final death toll was 880 sailors. Close to 500 men died awaiting rescue. It was the Navy's worst wartime disaster at sea.

When the scope of this tragedy was fully realized, the Navy took immediate steps to prevent a similar tragedy. CinCPacFlt ordered port directors to report Navy ships eight hours overdue to area commanders, who would then contact the vessel for a revised arrival time or initiate search efforts if contact could not be made.

Today, modern ocean surveillance gives

the Navy continuous locations on all major ships. Communications techniques are so sophisticated that a ship sending a distress signal is almost guaranteed that the message will be received. Additionally, the unit status report—a daily report from Navy ships to their type-commanders—virtually eliminates the possibility of a similar tragedy.

The *Indianapolis* disaster occurred just two weeks before the end of World War II. It is ironic that four days before its sinking, the ship had delivered the cargo that brought a swift end to the war. □

—Story by JO2(SW) E. Foster-Simeon

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*Washington Post*, Aug. 6, 1980.

*Funeral services for one of 880 Indianapolis sailors lost in the Navy's worst wartime disaster at sea.*



# Navy Medical Teams

Story by Lt. Cmdr. F. Stephen Wignall and Ensign Katherine Buck

Photos by PH1 Merrilee Mayberry and PH2 Carlos Drake

U.S. NavSta Panama Canal



In Rio Guasaro, an isolated settlement on the Caribbean coast of Panama, live 48 families who have no means of communication with the rest of the world. They subsist solely on the crops they grow themselves, and have no electricity, running water or medical facilities. Because of the lack of roads in the area, Rio Guasaro is accessible only by sea.

Two U.S. Navy patrol craft (fast) from U.S. Naval Station Panama Canal, accompanied by a Panamanian patrol boat, brought Navy and Panamanian medical/humanitarian assistance teams into Rio Guasaro. The team included doctors, dentists, corpsmen, barbers and civil affairs personnel. The joint effort was aided by the Navy's Project Handclasp which sent along medicine, toys and food.

The U.S. Navy medical team comprised students and staff from the Navy's training unit at Gorgas Memorial Laboratory in Panama City, Panama. All were participants in the "Medicine in the Tropics" program which is offered by the Navy to give in-depth experience in medical problems peculiar to the tropics.



# Go To The Tropics



In conjunction with their laboratory training, the doctors also go out into the field to get hands-on experience with the problems they study. Recently, the physician/humanitarian assistance teams made two such trips: one to Rio Guasaro, and another to Guatemala's western highlands to treat some 2,500 Ixil Indians.



The Guatemala venture combined U.S. Navy, Army and Air Force medical teams with Guatemalan military medical and civil affairs personnel. This time the team was backed up by \$12,000 worth of medical supplies provided by Project Handclasp and the U.S. Southern Command.

The team visited Nebaj, a small town in the rugged mountainous province of Quiche in western Guatemala, and Escuintla, an area south of Guatemala City. In Escuintla, people were treated for onchocerciasis, a major cause of blindness. Many people were suffering from acute respiratory diseases, infections and severe malnutrition.

In both Panama and Guatemala, the most frequent treatment was for parasites of the skin, blood and intestines. Dental treatment usually involved pulling teeth.

Both missions into the tropics not only benefited the residents of the isolated communities, but also allowed the physicians a chance to gain practical experience. It also presented the opportunity for the distribution of Project Handclasp toys, food and medicine. Project Handclasp, the Navy's people to people humanitarian assistance program, gathers donations from companies across the U.S., and the Navy distributes them overseas. □



*U.S. Navy and Panamanian medical/humanitarian assistance teams not only rendered medical care to isolated villagers in Panama and Guatemala but also delivered Project Handclasp items, including balloons for the children.*

# High School NJROTC



# Marching To A New Beat



*Drilling after school in the gymnasium, attending class or catching the school bus, NJROTC uniforms fit right in with today's high school scene.*

Lend an ear for a moment to the sounds of students in a high school corridor.

"Hey Marsha, wanna go to a movie tonight?"

"Can't Bob, sorry, gotta cram for a history test tomorrow. But call me later, OK?"

"Sue just told me that she heard it from Mary that Debbie broke up with Paul."

"Are you kidding? They've been going together for over a year."

A loud "BZZZZZ" blares out over the PA system: "Your attention please. Johnny Johnstone, Bill Williams and Rick Rickles please report to the vice principal's office." The announcement echoes throughout the halls.

From just beyond the gymnasium where basketballs are flying around comes a low and steady beating sound. The noise grows louder as marching feet hit the floor in unison. A voice pierces the rhythm.

"COLUMN RIGHT—MARCH!" and three-abreast, a squad of 30 students rounds the corner. Dressed in Navy blue uniforms, the students fill the hallway. With eyes straight ahead they march past the gym, each accentuated left step sounding like muffled thunder.

This scene would not be uncommon on a naval base, nor would it raise much interest on a college campus or at a military school. But a high school? In the United States? In 1984?

Yes, this is the scene at Herndon High

School in the quiet town of Herndon, Va., located just outside Washington, D.C. It is a community-oriented town. Barely eight stoplights flash within its borders. It has three times as many churches as fast-food restaurants.

The high school is typical in all respects except one. A new elective was added to the school's curriculum—the Naval Junior Reserve Officers' Training Corps program.

NJROTC at Herndon High School has caught on like wildfire. In its first year more members joined NJROTC than tried out for the football team. Eighty-nine students signed up to learn about the Navy and military life.

The program is headed by two Fairfax County teachers, both retired Navy officers—Captain Frederic Blakeman and Chief Warrant Officer Bernard Spriggs. Together they bring 48 years of active-duty experience to the classroom.

Blakeman retired from the Navy after 24 years in aviation. He flew carrier planes and was awarded the Distinguished Flying Cross for action in Vietnam. Before reporting to Herndon High School he spent two years as a substitute history teacher at Robinson Secondary School in the county.

Spriggs worked his way through the enlisted ranks and then served several tours as flight deck officer aboard aircraft carriers. He taught NJROTC in Washington,



D.C., for two years before taking the job at Herndon High School. His enthusiasm for the program is evidenced by a more than 50-mile one-way daily commute to the school from his home in Maryland.

Blakeman and Spriggs were hired by the county school board. Though they represent the Navy, they work for the county and the county pays half their salary. The Navy reimburses the county the other half and provides the school with student uniforms, textbooks and other equipment necessary to carry out the program.

This is Fairfax County's first NJROTC program. There are 15 other NJROTC units in Virginia but all are in high schools near the Norfolk area. Blakeman said parents, the school board and the community will be following the new program's progress.

"We're being looked at very closely," he said. "The Fairfax County school system is conducting an evaluation of us now and there is no doubt we're getting very high marks."

Blakeman believes the program will expand. "The question of having the military in here has been resolved now," he said, referring to the anti-military sentiment found in the post-Vietnam era. "People know now that we are not here to recruit, nor to turn Herndon High School into a military camp, but that we're here to work with the kids.

"We're teachers first, military second. To be able to teach and be with these young people and also wear the uniform makes us happier than pigs in the Oklahoma sun," he said.

"Teen-agers today look at the military in a more positive manner," added Spriggs. "They know the military has become more choosy, more strict. They want discipline. They want someone to guide them. They want to know that you care about them."

Spriggs has a special flair for dealing with people. He doesn't always teach by the book. "We're able to do things that

the teachers cannot do," he said. "We talk to the faculty and they let us know when there is a problem. Especially discipline problems. We call the cadets in and say, 'What's the story? Teacher said you did this in her class. That's not action expected of a naval cadet and it looks poorly for our company and let's square yourself away.'

"If a kid wants to be on a track team or a football team you know darn well that he is going to do everything in his power to do it right. Same thing here. The kids want to be in here. We say, 'You want to get ahead, you want promotion, you want recognition, you want to participate, then you're going to have to come up to standards.'

"I can't put a second class stripe on one of my cadets and have him go to another classroom and raise heck. That's portraying himself in a negative manner in a uniform that I've given him. It teaches them good citizenship, self-discipline, re-

spect for others and self-control," said Spriggs.

Students enroll in a four-year naval science program that stresses citizenship, self-discipline, leadership and Navy history. Students must be at least 14 years old and maintain a "C" average. The course carries one semester hour of credit.

Cadets attend five one-hour class sessions each week. Three sessions are spent on academics and two cover drill and military bearing. The average class numbers 15 students. On drill days, the cadets march.

The class begins when the instructor enters the room and the cadets come to attention. Spriggs then seats the class and takes muster. It's a Thursday afternoon and a uniform day (cadets wear their uniforms to school once a week). Spriggs addresses the class, "I notice some of you need haircuts. My petty officers come in Monday needing a haircut, they lose a stripe. Tuesday another. Wednesday, they lose it all and I'll replace them."

He takes an ordinary pencil and holds it up in front of the class. He tells the students to get a good look at it because he's going to go around the room and he wants each person to tell him something about the pencil. They cannot duplicate an answer. Each cadet then stands, shouts his/her name and a description. For example: "It's yellow, sir . . . It's got an eraser, sir . . . It takes up space, sir . . . It contains lead, sir . . . It came from a tree, sir . . ." and so on. With 14 students in one class he went around the room four times. That's 56 different observations about an ordinary pencil.

"It's a memory list," explains Blake-man. "It builds mental toughness, makes them look beyond the obvious and to think fast."

The senior class petty officer calls the cadets to attention and dismisses the class in an orderly fashion. Spriggs comments, "We teach the cadets how to follow orders. If you can't follow orders, how can you give them? I've lived through my whole Navy career telling my people that. Same thing goes here."

The cadets work under a merit/demerit system. Each student is given 100 merits to start with, and it is up to the individual to follow the rules or those merits will be

taken away. "I give them 100 merits. Whether they add to or subtract from that number affects their grade, promotion, going on field trips, and everything else," Spriggs said.

Demerits can be given for infractions such as disrespect (25), false muster (25), cutting class (10), unsatisfactory haircut or shoeshine (5), and failure to salute (5). Demerits can be made up after school with extra drilling or work details.

Cadets advance in rank using a system similar to the Navy's advancement structure. They take written exams and are evaluated by the naval science instructor on leadership skills and maturity. The NJROTC unit has a student commanding officer, executive officer, a command master chief, as well as various individual officer and enlisted ranks. Spriggs says "they earn their rank here."



The program allows for some travel and field trips. The unit recently visited the

## Why Do Students Join The NJROTC Program?

Senior cadet Lori J. Machado said, "A friend of mine was in and asked me to try it. At first I was in a gourmet foods class and I didn't think I needed that anyway, so I switched over. I joined about a month after it started. I got dogged a little bit at first, but not anymore. I'm glad I joined."

"I wanted to see if I could survive the military," answered senior cadet Steve Parks. "I want to fly jets. I already have 98 percent of my pilot's license. I want to go to college and then maybe the Air Force. I'm a little nervous about ships, so I'm looking into the Air Force," he said.

Sophomore cadet David Lantz also wants to fly, but for the Navy. "I just basically wanted to see what the military was like, see what ROTC was like and decide if it's what I want to do. I want to fly planes, and I like ships."

Junior cadet Denise Davis said, "My attitude has really changed since I've been in. I have more confidence in myself. At first some of the people gave

us a hard time, but now, the people that laughed at us want to join."

"I was planning on going into the Navy after I got out of high school and some of my friends were already in the program," said junior cadet Kim Bishop. "One of my friends says that she looks up to us now that we're in and she wants to get in too."

Senior cadet Francesca Wist, executive officer of the unit, had her mind made up before coming into the program that she would join the Air Force, but now she's not so sure. "I wanted to see about the Navy. I've been in the Civil Air Patrol since seventh grade and was really interested in the Air Force. My dad suggested I look into other services, so I tried this. Now I'm not sure which way I'll go.

"People are interested in us," she continued. "They ask us a lot of questions like 'what is this?' and 'what's going on?' I think it's going to get a lot bigger."



Left: NJROTC instructor Bernard Spriggs helps Paul Lange "square away" his uniform during a personnel inspection. Below: Cadets come to attention in the classroom when their military instructor enters. Bottom right: Cadet Mark Regalbuto (right) has lunch with Jeff Neal in the school cafeteria.



Naval Academy in Annapolis, Md. Plans include a trip to Norfolk, Va., to visit the various ships and facilities on the naval base. They also will tour the Navy Memorial Museum at the Washington Navy Yard.

The cadets have civic duties in addition to their academic and military responsibilities. They marched in the town's homecoming parade and plan to compete in an ROTC drill competition with other units from surrounding areas. More noteworthy is the unit's contribution to the school's drug task force. The task force works with parents, citizens and other concerned parties to get drug information out to the students as well as provide counseling and a substance abuse prevention program.

According to Blakeman, the student body has received the cadets very well. "The students have accepted us. We have people coming on board who are friends of cadets. We find increasing numbers of people hanging around watching us drill. I'm sure many of those people are going to end up joining us next year.

"We're finding that we're drawing the better students. Our reputation is one of looking for winners, people who are willing to work. We have four varsity football players, a varsity cheerleader and several members of the school band, and this was just our first year."

According to Blakeman, there are some tangible benefits the students get out of the program. A student who stays in for



three years can enlist in the Navy as an E-3; for two years, as an E-2. Blakeman has three nominations to the Naval Academy for qualified applicants, and recommendations to college NJROTC programs.

Blakeman is ecstatic about the program's first year success. "We enrolled 92 students this first year without even trying. I've had nothing but positives from the parents. I haven't heard anything bad at all. The parents are very enthusiastic."

"I am excited about the quality of the young people coming along here," he added. "It's important to catch these people at the high school level. A freshman in high school is not too young to start developing the concepts of honor, integrity, self-discipline, and the basic aspects of leadership he needs. I think through this program we're picking up some people that we might not have otherwise.

"In two or three years time, I envision 15 percent of the student body, roughly 300 cadets, being involved in the program," Blakeman said. "It makes me feel good to know that we've got these kinds of quality students developing the leadership skills to fill the shoes of people going out the other end and retiring from the Navy." □

—Story and photos by JO2 Russell L. Coons

Herndon's NJROTC program is one of 233 nationwide. Almost 30,000 students are enrolled throughout the country at public and private institutions. NJROTC was established in 1964 as a way to introduce students to a curriculum emphasizing citizenship, leadership and naval science. It falls under the direction of the Chief of Naval Education and Training.

## Thoroughbreds Of The Seas

Story by Lt. Cmdr. Chris Taylor  
NR NIRA Det 206

Fleet Admiral Chester W. Nimitz said, "Of all the tools the Navy will employ in any future war . . . the destroyer will be sure to be there."

That statement was published in the U.S. Naval Institute's April 1954 issue of *Proceedings*, in a review of Theodore Roscoe's book, *U.S. Destroyer Operations in World War II*. The words rang true in Vietnam, and judging from the larger multimission destroyers in the fleet and under construction, the statement still applies.

The newest additions to the destroyer community are the *Kidd*-class ships: USS *Kidd* (DDG 993), USS *Callaghan* (DDG 994), USS *Scott* (DDG 995) and USS *Chandler* (DDG 996). All four are named for admirals killed in World War II. DDG 993 bears the name of Rear Admiral Isaac C. Kidd Sr., the first flag officer to lose his life in World War II and the first U.S. Navy flag officer to die in battle.

This new group of destroyers combines the principles of speed and defense found in its predecessors, with the multilevel arsenal and structural characteristics of its recent contemporaries. In short, *Kidd*-class destroyers are thoroughbreds among fighting ships.

The multilevel arsenal on these destroyers is a network of weapons systems, subsystems and equipment. The weapons suite is basically the same as that on a *Virginia*-class nuclear-powered guided missile cruiser—two twin standard missile launchers that fire anti-air missiles and anti-





Opposite page: USS Kidd (DDG 993). Left: USS Scott (DDG 995). Below: USS Chandler (DDG 996).

submarine rockets; two 5-inch guns capable of firing 20 rounds a minute; *Harpoon* anti-ship cruise missiles; *Vulcan-Phalanx* close-in weapon systems and two triple torpedo tubes. In addition, the ships carry SH-3 *Sea King* or SH-2 light airborne multi-purpose system helicopters with a maze of sonar, radar and fire control technology.

Collectively, the *Kidd*-class ships can perform missions in anti-air, anti-submarine, anti-surface, amphibious and electronic warfare, in addition to providing naval gunfire support. With these weapons and capabilities in a structural design comparable to *Virginia*-class cruisers, the DDG 993-class ships are a formidable foe for any adversary.

In fact, these are the largest and most powerful destroyers in the fleet.

At more than 8,000 tons displacement and 563 feet in length, these ships are nearly as large as the *Virginia*-class cruisers displacing 10,000 tons in their 585-foot lengths. When compared to the 418 feet and 4,000 tons displacement of the *Forrest Sherman*-class destroyers built in the 1950s or the 390 feet and 3,500 tons of the older FRAM destroyers, the *Kidd*-class ships are awesome.

The ships are powered by four LM-2500 gas turbines—basically the same engines used on DC-10 passenger and C-5 cargo

aircraft—that provide 80,000 shaft horsepower and propel the ship to speeds over 30 knots.

The *Kidd*-class design is a modified *Spruance*-class design—the ASROC launcher was removed from in front of the bridge, and two twin standard missile launchers were added fore and aft. The contract to construct the ships was awarded in April 1978.

The Navy had four partly completed

hulls with the potential to be the most powerful destroyers built in the United States; they were kept alive by supplemental appropriations.

Soon after the ships were commissioned, the Navy added *Harpoon* missiles and close-in weapon systems to the ships' already impressive armament. At about \$510 million each, they represent a considerable bargain.

When the sailors who operate these ships call them "cool tin cans," they're not just speaking slang. The ships were given air-intake filter systems different from those in the *Spruance*-class destroyers. Four 200-ton plants air condition all manned spaces. The evaporators of the DDG-993-class produce 20,000 gallons of fresh water daily, so there should be no shortage of fresh water for the crew.

For the crews and for the Navy, the *Kidd* and the other three ships in this class are a welcome addition to the fleet. They are destined to keep alive the words of Fleet Admiral Chester W. Nimitz. □



# Mail Buoy

## New Jersey's First Replenishment

In your March 1984 issue, it was stated that USNS *Misphillion* (T-AO 105) was the first ship to replenish USS *New Jersey* (BB 62) under way since its recommissioning last December. USS *Wichita* conducted *New Jersey's* first underway replenishment and vertical replenishment since its recommissioning. This operation was conducted the morning of March 8, 1983.—NC1 Jim C. Kleinfelder, USS *Wichita* (AOR 1)

• *What we meant to say was that it was New Jersey's first WestPac replenishment by a civilian-manned ship. All Hands did not intend to slight USS Wichita or its fine crew.*

## Reunions

• **Naval Air Transport Squadron, Inc.**—Reunion Aug. 6-10, 1984, San Diego. Contact Capt. Arnie Hudnall, 9807 N.W. 75th St., North Kansas City, Mo. 64153.

• **USS Chandeleur (AV 10)**—Reunion Aug. 2-4, 1984, Lynnfield/Wakefield, Mass., for crew members who served during World War II. Contact Mrs. Kenneth Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.

• **USS Sennet (SS 408)**—Reunion Aug. 29-Sept. 2, 1984, in conjunction with the USS Submarine Veterans of World War II convention. Contact Bob Wiley, P.O. Box 851, Tavernier, Fla. 33070; telephone (305) 451-4282.

• **USS Joseph P. Kennedy Jr. (DD 850)**—Reunion Aug. 16-20, 1984, Providence, R.I. Contact Kennedy Reunion Committee, Battleship Cove, Fall River, Mass. 02721.

• **USS Gainard (DD 706)**—Reunion Aug. 10-12, 1984, Norfolk, Va. Contact Cecil Kendrick, 720 Hemlock Crescent, Virginia Beach, Va. 23464; telephone (804) 495-1708.

• **USS Bowfin (SS 287)**—Reunion Aug. 29-Sept. 2, 1984, Chicago. Contact Thomas P. Stack, 42 Kellogg St., Waterbury, Conn. 06710; telephone (203) 755-3258.

• **USS Hoe (SS 258)**—Reunion Aug. 29-Sept. 2, 1984, Chicago. Contact Harry Flagg, 7003 23rd Ave. W., Bradenton, Fla. 33529; telephone (813) 792-6916.

• **PT Boat Squadrons**—Reunion Aug. 23-27, 1984, Houston. Contact P.T. Boats, Inc., P.O. Box 109, Memphis, Tenn. 38101; telephone (901) 272-9980.

• **USS San Francisco (CA 38)**—Reunion Aug. 29-Sept. 2, 1984, Detroit. Contact Ed Wittler, 2949 Flannery Road, San Pablo, Calif. 94806; telephone (415) 222-2187.

• **USS Hurst (DE 250)**—Reunion Aug. 23-26, 1984, Philadelphia. Contact Chuck Laird, 6 Breslin Ave., Haddonfield, N.J. 08033; telephone (609) 429-3783.

• **U.S. Naval Cryptologic Veterans Association**—Reunion Aug. 30-Sept. 1, 1984, Colorado Springs, Colo. Contact Joseph R. Butorac, 2723 E. Serendipity Circle, Colorado Springs, Colo. 80187; telephone (303) 574-2426.

• **Destroyer Escort Sailor's Association**—Ninth annual national convention Aug. 6-10, 1984, Houston. Contact Jack Collins, P.O. Box 68, Oviedo, Fla. 32765; telephone (305) 365-5331.

• **USS Bayfield (APA 33)**—Reunion Aug. 12-18, 1984, San Francisco. Contact M.G. Wamsley, 1902 Filbert St., San Francisco, Calif. 94123; telephone (415) 567-1526.

• **USS Topeka (CL 67)**—Reunion Aug. 10-12, 1984, Portland, Ore. Contact James W. Wilson, 1022 W. Abbott St., Muncie, Ind. 47303; telephone (317) 288-3949.

• **USS Pride (DE 323)**—Reunion Aug. 6-10, 1984, Houston. Contact J.C. Oxley, 1005 Arline Ave., Glendora, N.J. 08029; telephone (609) 939-4845.

• **USS Fletcher (DD/DDE 445)**—Reunion Aug. 30-Sept. 2, 1984. Contact Waldo Dickenson, 1932 Ainsley Road, San Diego, Calif. 92123; telephone (619) 277-3359.

• **USS Medusa (AR 1)**—Reunion Aug. 5, 1984, San Diego. Contact Charles Mantz, 486 Welton St., Chula Vista, Calif. 92011; telephone (619) 420-9299.

• **USS Frazier (DD 607)**—Reunion Aug. 29-Sept. 2, 1984, Seattle. Contact Loren Troxel, 20236 23rd Place, N.W., Seattle, Wash. 98177; telephone (206) 542-3612.

• **USS Enterprise (CV 6)**—Reunion Aug. 18-19, 1984, Plymouth, Ind. Contact Pauline Klopfenstein, Rural Route 5, Box 428, Walkerton, Ind. 46574; telephone (219) 586-2137.

• **USS Missouri (BB 63)**—Reunion Aug. 31-Sept. 3, 1984, Portland, Maine. Contact Tony Alessandro, 5449 Leumas Road, Cincinnati, Ohio 45329.

• **USS Edison (DD 439)**—Reunion Aug.

10-12, 1984, Harrisburg, Pa. Contact Larry Whetstine, 8083 Haviland Dr., Linden, Mich. 48451.

• **USS Ranger (CV 4)**—Eighteenth annual reunion Aug. 10-12, 1984, Pensacola, Fla. Contact George Pyle, 8629 Oakleigh Road, Baltimore, Md. 21234; telephone (301) 665-1329.

• **USS Granville (APA 171)**—Reunion Aug. 31-Sept. 2, 1984. Contact Robert P. Blanding, 4559 Shawn Court N.E., Salem, Ore. 97305.

• **USS Greenling (SS 213)**—Reunion Aug. 29-Sept. 2, 1984. Contact George Hinda Jr., 172 W. Middlesex Dr., Carlisle, Pa. 17013; telephone (717) 243-3855.

• **USS Callaway (APA 35)**—Eighteenth annual reunion Aug. 7-9, 1984, Mystic, Conn. Contact Wallace E. Shipp, 5319 Manning Place, N.W., Washington, D.C. 20016; telephone (202) 363-3663.

• **USS Cabrilla (SS 288)**—Reunion Aug. 29-Sept. 2, 1984, Chicago. Contact W.E. Reitz, 1225 6th Place, Port Hueneme, Calif. 93041; telephone (805) 483-5242.

• **USS Elizabeth C. Stanton (AP 69)**—Reunion Aug. 31-Sept. 2, 1984, Knoxville, Tenn. Contact Sherman O. Dickson, 802 Christine St., Houston, Texas 77017; telephone (713) 643-9439.

• **USS Shangri-La (CV 38)**—Reunion Aug. 3-5, 1984, Columbia, Md. Send business size SASE to Bob Ketenheim, 26 Magnolia Circle, Shrewsbury, Pa. 17361.

• **VR-24 Association**—Reunion Aug. 16-19, 1984, San Diego. Contact Pete Owen, 24633 Mu/holland Highway, Calabasas, Calif. 91302; telephone (213) 348-4056.

• **USS President Jackson (APA 18)**—Reunion Aug. 4-7, 1984, Memphis, Tenn. Contact Charles F. Safely Sr., 80 N. Reese St., Memphis, Tenn. 38111; telephone (901) 323-6197.

• **Guadalcanal Campaign Veterans** (all branches of service)—Reunion Aug. 3-5, 1984, Kalamazoo, Mich. Contact Gene Keller, 4043 Standish, Kalamazoo, Mich. 49008.

• **USS Bowfin (SS 287)**—Reunion Aug. 29-Sept. 2, 1984, Chicago. Contact Thomas P. Stack, 42 Kellogg St., Waterbury, Conn. 06710; telephone (203) 755-3258.

• **USS Ommaney Bay (CVE 79) & Embarked Composite Squadron (VC 75)**—Reunion Aug. 30-Sept. 2, 1984, Long Beach, Calif. Contact Lloyd Beighley, 3620 Lloyd Place, San Diego, Calif. 92117.

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# America Remembers!



National **POW  
MIA** Recognition Day July 20, 1984

 Veterans Administration



Learning To Survive At Sea • See Page 28