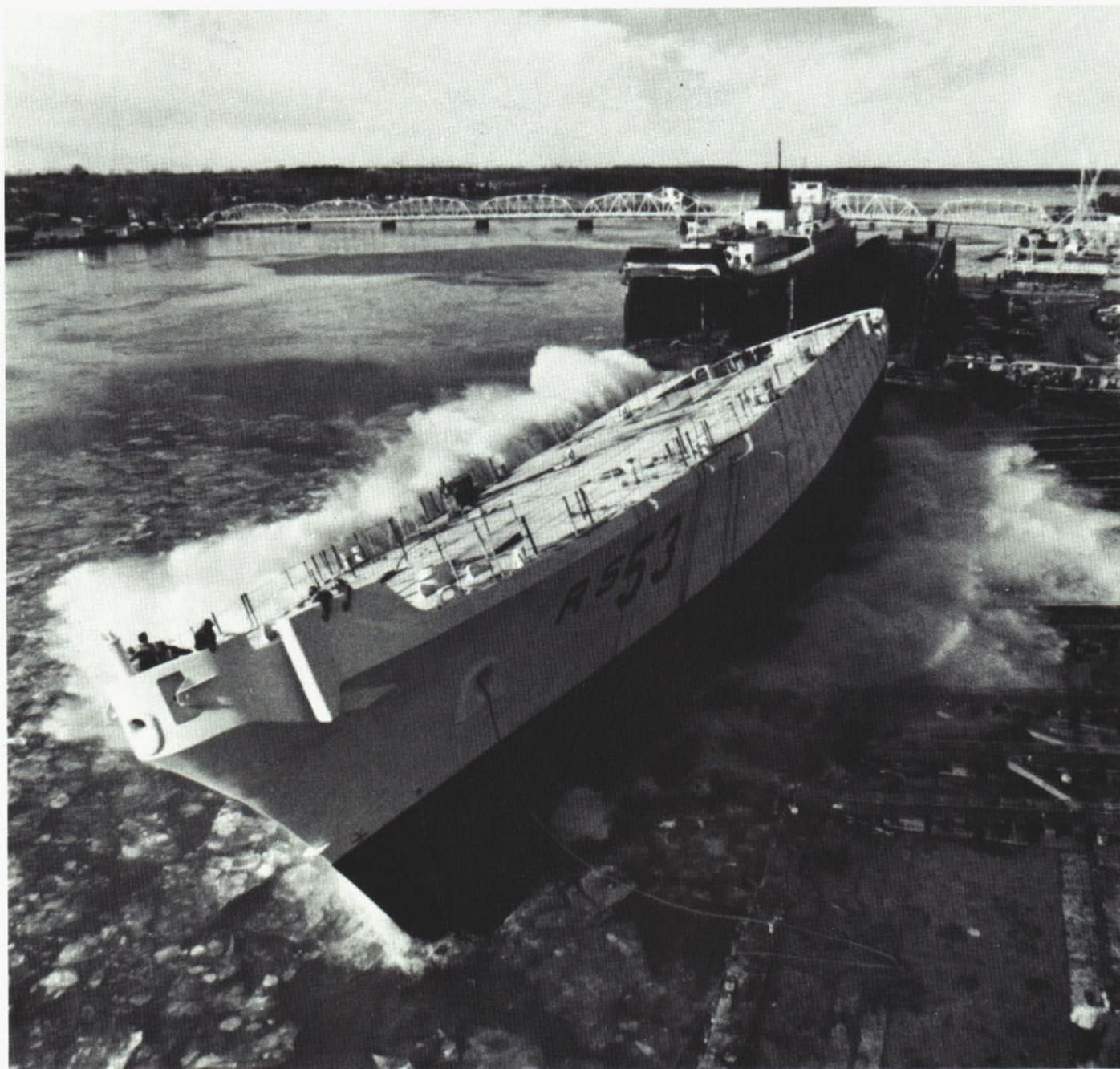


# ALL HANDS

MARCH 1985

- 
- UNITAS XXV
  - Navy Singles
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**Grapple launched**—The fourth Safeguard class rescue salvage ship USS Grapple (ARS 53) is launched by Peterson Builders, Inc., at Sturgeon Bay, Wis. Grapple joins sister ships Safeguard, Grasp and Salvor in salvage, rescue, patrol, fire fighting and supply support services. Unique to the Safeguard class vessels are the modern diver life support air systems which allow ships' divers to perform extensive diving operations anywhere in the world.

# ALL HANDS

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## Covers

**Front:** USS *MacDonough* (DDG 39), foreground, and USS *Talbot* (FFG 4) in the Chilean inland waterway on their way to UNITAS XXV exercises. Photo by PH2 Don Koralewski.  
**Back:** USS *Scamp* (SSN 588) pulls into Roosevelt Roads, P.R., at the start of UNITAS XXV. Photo by JO1(SS) Pete Sundberg.

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# Singles

## They face a world of challenge and adventure

It's a world of challenge and adventure, silhouetted against a somber backdrop of loneliness. It's a world of frustration, counterbalanced by growth and achievement.

It's the world of single people in the Navy.

Thought of a single sailor's lifestyle conjures up images of travel to exotic lands. But are single sailors as footloose and fancy free as people imagine? Is there a more sobering side to their lives?

The Navy has more than 290,000 single people in its ranks—50 percent of its active duty population. Most are young. Most are enlisted. Most are male. For them, Navy life is a bitter sweet experience.

"Because we're single, everybody thinks we're out here having a great time," said Seaman Edward Nichols, NS Norfolk. "A lot of our problems haven't even been brought to anyone's attention."

And so it may seem.

The Navy has begun to solve many problems faced by families. Are the problems of the single sailors that much different?

Retention surveys indicate that, while there are differences, there also are several

striking similarities. Primary reasons married and single people re-enlist include a desire for more skills and training, a chance to apply knowledge and skills already developed, job security and a chance to serve their country.

Single and married sailors also share some of the same reasons for leaving the Navy: family separation and geographic instability.

These are not the expected responses from "footloose and fancy free" single sailors. Other problems they face are less tangible, are difficult to resolve, and have gained little attention.

"It's really ironic. We're preaching that families are an underdeveloped aspect of the Navy system. In reality, I think it's the single service member who is probably least served," said Jon Parry, senior social worker, Navy Family Services Center, Norfolk.

"Chaplains on ships have told me that we (the Navy) aren't doing well in speaking to the needs of the single guy. To be frank, remedies are going to be hard to find."

The Navy has done little research on its single sailors. Even in the civilian world,



it wasn't until recent years that the single population stirred interest in sociological circles.

Statistics offer some insight about single sailors. Most are 22 or younger, live aboard ship and are on duty 60 to 70 hours a week. The distance between where they live and work usually can be measured in a few hundred feet. While married sailors break from Navy routine when they go home to their families, single sailors don't have that luxury.

"Because single people live and work in the same place, their world often is confined to the ship or the area enclosed



by the fence around the base," said Parry.

These limits, whether real or perceived, make Navy life a double-edged experience for many single sailors.

The positive aspects of their occupation are clear: travel, education and training. Still, single sailors complain that they are the first to be called on to work late, have little privacy, and get little help from their commands if their problems aren't career-related.

Complaints vary among individuals and commands. Some are justified, many are not. Some similarities, arising from loneliness and boredom, strike a common chord

throughout the Navy's single population.

"I did quite a bit of partying when I first came in, and I still do a lot," said Quartermaster 3rd Class Robert Houston, USS *Mount Whitney* (LCC 20). "I think it's a part of growing up and getting used to the Navy lifestyle. You're a long way from home, you're on your own, and you're lonely."

But loneliness is rarely accepted as a legitimate problem. Sociologist Robert S. Weiss, in a book on loneliness, wrote, "Those who are not at the moment lonely will have little empathy for those who are. They are likely to respond to those who

are currently lonely with absence of understanding and perhaps irritation."

Single sailors who complain of loneliness are advised to be more outgoing, to meet people and become a part of things. Those giving such advice fail to realize that loneliness is more than a desire for company—it's a need for a relationship, the closeness of a deep friendship. Establishing relationships isn't always easy.

"A single person in the civilian community is closer to people. In the Navy, you know people are always coming and going," said Lt. Cmdr. Margaret Bond, a single parent in Norfolk. "I like to have good, close friendships. At the same time, I don't like them because I know those people eventually will transfer, and I may never see them again. That hurts."

Forming friendships can be difficult; establishing relationships with the opposite sex can be even more of a problem. The Navy environment is the first stumbling block. Of the 569,301 people in the Navy, less than 50,000 are women.

"Single sailors are people who are extremely single because of lack of access to people of the opposite sex," said Peter Stein, sociologist and author of "Single Life."

"Even with port calls, things seem to be limited, more conducive to a quick sexual experience but certainly not anything like intimacy or a relationship."

A large male-female ratio isn't necessarily favorable for women sailors.

"Single women in the military don't get treated with as much respect as civilian women," said Mess Management Specialist 3rd Class Meichelle Bridges, NS Norfolk. "People automatically assume that we're either loose or that we like other women."

The logical recourse for the single sailor is to get more involved with members of the community, to venture beyond the confines of a ship or station. But while social attitudes toward the military have changed dramatically in recent years, mingling with civilian communities can

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*“...he’s got a wife and kid waiting for him. All I have is a bag of dirty laundry.”*

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still be tough.

“There’s a concept in sociology called master status,” said Stein. “What that says is that some part of a person’s identity overrides all other parts of that identity—like a handicapped person in a wheelchair.

“He may be a wonderful musician and have a terrific sense of humor, but people tend to relate to him in terms of his handicap,” he explained. “I wonder if some of that doesn’t go on for Navy people.

“The uniform, if it’s worn, is a tip-off. People may tend to react to a sailor, not for who he is but for that one part of his identity. I think that makes things more difficult. People know that he’s probably only there for a certain period of time,” he said.

But it’s not just the uniform that sometimes hampers the single sailor in the civilian community. Sailors can think themselves right out of community involvement.

“Psychological barriers work two ways,” said Stein. “If someone is nervous or scared and thinks ‘they won’t accept me,’ he might not make an effort. In most cases, it takes an effort whether a person is in the Navy or not. If he wants to be accepted, he has to work at it.” However, there is more to single life in the Navy than a state of mind.

“Guys on shore duty are in a better position to live a single life similar to that of singles in the civilian community,” said Parry. “Sailors who deploy don’t have time to learn anything about their home ports.”

Age, experience and income also are

distinct advantages for the single sailor.

Thirty-one percent of Navy officers are single, and they appear to handle single life better than their enlisted counterparts. Reasons for this are varied. Officers make more money, the officer community has a more tightly knit social circle, and single officers enter the Navy at a later age with more education and experience. Still, there are certain pressures on the single officer.

“There is a lot of pressure on junior officers to get married—it’s the thing to do. People seem to think that if you’re married you take on more responsibilities and become more productive,” said an ensign aboard *Mount Whitney*.

Problems faced by the average single sailor—loneliness and boredom—are considered by many to be the business of the individual and not within the Navy’s realm of concern.

“A lot of it is a part of growing up, but that doesn’t mean the Navy can’t play a role in it. If they’re growing up in the Navy, then the Navy should play a role. People are people, whether they are single or married,” said Dr. Anne O’Keefe, director of the Navy’s family support program.

For most people, the family is the major source of moral support. But even when in home port, single sailors are often hundreds, sometimes thousands of miles from that support. Calls home and occasional visits are not enough to fill the void.

“When you get underway for a long cruise, you start to miss your home port,

and you’re always talking about coming back. Then you ask yourself, ‘What am I going back to?’ ” said Houston. “Of course, when I get overseas I can have more fun than a married guy; but when we get back home, he’s got a wife and kid waiting for him. All I have is a bag of dirty laundry.”

In an era when port calls appear to be a vanishing luxury, the need for family support takes on new importance. USS *John F. Kennedy*’s (CV 67) battle group recently finished a deployment with 227 days at sea and 15 days in port.

“I recently got involved with someone, and it looks like it’s getting serious enough to start talking marriage,” said Intelligence Specialist 1st Class Millard Cowart, *Mount Whitney*. “On our most recent cruise, I noticed a difference in myself. I had somebody waiting, and it made it a lot easier. Before, there was nothing to look forward to.”

Professionals in the Navy’s human resources field see certain inherent characteristics of Navy life that make things more difficult for the single sailor.

“Married people have a support system to take up their time and interests. Single



people don't have that," said Eleanor Cook, training programs specialist with the substance abuse division, Naval Military Personnel Command, Washington, D.C. "Without the Navy becoming 'Big Brother,' we have to recognize that we have to offer single people something to do other than go sit in a bar. We have to look down every avenue.

"Not everyone likes to go out and play basketball. Not everyone likes to go to the hobby shop and fix up old cars. We have to find out what these single people really want to do, then work on programs to help them achieve that."

Many single sailors find themselves stymied when searching for substitutes to family support. The Navy is working to improve shipboard habitability, but even the largest ships in the fleet can accommodate only limited forms of recreation.

"I was a lot more outgoing as a civilian," said Personnelman 3rd Class Stephen Burke, USS *Yellowstone* (AD 41). "Being in the Navy is like going to a strange land. You work and live on the ship, and there's nothing to do. Every now and then you have to blow off some steam."

Some single sailors find creative ways to "blow off steam." They use base and shipboard recreational facilities and educational programs. Others find less productive outlets.

"Single life in the Navy has its unique ups and downs," said Senior Chief Mess Management Specialist Mike Wagner who works at NMPC. "I was one of the guys who went out, played the role of the stereotype sailor, and found it hard to function the next day. A lot of it is just growing up and adjusting to the military life after being under the parents' wings for 18 years. It's a big cultural shock."

According to Master Chief Machinist's Mate James J. Hoyt, command master chief, NS Norfolk, 85 percent of the single people he has seen at Captain's Mast are there as a result of substance abuse. "We have to get our young sailors away from the preconceived notions they have of how a sailor is supposed to operate," he said.

His concerns are justified. Single sailors are the most likely to develop a substance abuse problem.

"While it would not be correct to say that we are focusing more of our attempts at reaching zero tolerance at the junior

enlisted, we are certainly aware that they are the greatest at-risk population. Therefore, our prevention needs to start with them," said Cook. "We require a lot from our people, regardless of their age or marital status. There aren't many people out there in 'civlant' who deploy for six months at a time. That's Navy-unique."

But the concerns of single sailors are not limited to loneliness, boredom and substance abuse. Many sailors join the Navy in search of self-identity and individuality. They view the Navy as an opportunity to take more control of their lives.

"I came in the Navy right after high school," said Yeoman 3rd Class Lisa Puhl, *Yellowstone*. "Now, I have the freedom to choose my own friends and control my own life. If I make a bad decision, it's my own responsibility."

However, some single sailors are not prepared for certain responsibilities—like financial management.

"A lot of people think that because you're single and you don't have to hold down a household and support a family, that you've got all the money in the world to spend. There usually is not that much concern for single people as far as their finances go," said Barbara Kellar, family financial educator, Navy Family Service Center, Norfolk.

"For many of our junior people, it's often their first time away from home and their first time with a secure paycheck. They don't have much experience or training in how to manage that money."

Some single sailors who receive hefty re-enlistment bonuses are left with very little to show for it. Other young sailors, lured by signs that read "we finance everyone, E-1 and up," find themselves burdened with high-interest loans on cars, stereos and other nice-to-have items.

"The state of Virginia recently lifted

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*“The Navy is a stressful environment for a young person.... It’s a matter of showing them that we care.”*

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the ceiling on interest rates on loans,” said Kellar. “Interest rates in the (Norfolk) area are ranging from 10 to 42 percent. This often is where the young single service member will get his first introduction to credit.”

High interest rates aren’t always in the civilian community. Young sailors sometimes fall victim to shipmates operating illegal slush funds—some with lending rates of 50 percent or more.

The Navy makes an effort to help single as well as married sailors avoid these pitfalls. According to Parry, one shipboard command developed a bachelors’ seminar which covered setting up a household ashore, getting married or staying single, and financial management.

“We don’t hold bachelors’ seminars on a regular basis, but we can do it if a command requests it,” said Kellar. “We let commands know that this is something we can do for them.”

The Navy is doing a lot more for the single service member, but many single sailors are unaware of the special Navy programs available to them.

“I work part time at the petty officers club, which is a great lesson in human relations,” said Wagner. “A lot of young singles hang out at the club. They think there’s nothing else to do. I don’t think anyone has told them what they can do. Many times, when they check into a command, they have time for a five-minute indoctrination on special services and what it offers, and that’s about it.”

Sometimes, the word “family” gives

some sailors the impression that many programs are for married sailors and families exclusively. In the Navy, “family” means everyone, married and single.

“Single people seem to be attracted to activities that are clearly for them,” explained Stein. “If single people see programs listed for the whole family, they may not show up.”

Ten years ago, 48 percent of enlisted people were married. Today that figure stands at 53 percent. This change in the Navy’s makeup resulted in more family-oriented programs. In placing so much emphasis on family services, however, has the Navy overlooked the single sailor?

“I don’t think singles have fallen through the cracks. I think it’s a pendulum that’s been swinging back and forth,” said A.R. Shannon, morale welfare and recreation director, NS Rota, Spain. “Several years ago, a lot of our young enlistees were bailing out of the Navy. We made a concerted effort and brought retention up and kept those sailors in.

“Then there was a time when our married career-designated people were getting out, so we targeted our marketing to the married clientele. I think the pendulum is swinging back the other way. What we’re trying to do is get the most from our resources. We only have limited funds; therefore, we go to the market that we need to help the most,” Shannon said.

The concept of target marketing is growing in the Navy. Recreation programs are designed to benefit all Navy members, but there is a growing realiza-



tion that blanket coverage isn’t very effective. NS Rota, with Vanguard, and NAS Brunswick, Maine, with Recreation Reach Out, have launched recreation programs designed to reach single sailors.

“Brunswick did a survey to see if we were getting across to these guys. For two years we thought we were putting out some great programs. As it turned out, the single sailors didn’t know those things were happening,” said Margery Gruber, morale welfare and recreation director, NAS Brunswick.

“You just can’t make assumptions about young sailors,” said Gruber. “You can’t say that because they’re single they’re going to like this or that. When you start talking to single sailors directly, then you get people involved.”



Now, activities such as skiing, canoeing, white-water rafting, scuba diving and classes in karate are offered. Organized sightseeing tours of local areas, shopping trips and social activities offer single people solutions to transportation problems.

Rota's Vanguard program is similar. "Some of our tours are nothing more than going to a local shopping center or to a local store," said Shannon. "We provide transportation and let these people do whatever they want there. This shows we are addressing the single sailor as a separate group. In the beginning of our program, we had some concern from people who thought we were coddling this group. We explained that we're developing something that could benefit the entire base."

"Spill-over" benefits of Rota's Van-

guard program include extended hours of operation at the base gymnasium and recreation center and revised hours of operation for the base theater, making all more available to everyone.

Even so, such programs are simply a matter of economics.

"Resources, meaning money, are so hard to get that we can't target programs toward single people only," said NMPC's Cook. "Programs that are being developed hopefully will have appeal across the board for single and married people."

Even with limited resources, commanding officers are directing more attention toward their unmarried sailors.

"The Navy is a stressful environment for a young person. Our C.O. has made it very clear that one of the primary areas

of concern is meeting the needs of our young single people. It's a matter of showing them that we care," said Cmdr. Michael D. Halley, a NS Norfolk chaplain.

The Navy is taking an active look at single sailors, and at solutions to some of their needs and problems. Single sailors also are helping themselves. Most are where they want to be, doing what they want to do and making the best of it.

"Things are pretty good because we make it that way. We have to," said Photographer's Mate 2nd Class Glen Pinto, *Mount Whitney*. "We make the best of what we have. We just don't let things overwhelm us." □

—Story by JO1(SW) E. Foster-Simeon

—Photos by PH2 Perry Thorsvik

# Coping as a single parent

Story by Lt. W.T. Campbell Jr.  
Photos by PH3 Terri McCabe



For thousands of single parents, managing a family is a matter of day-to-day survival.

Most must adopt a new lifestyle to work around tight schedules that leave them little time to spend with their families.

For Aviation Machinist's Mate 1st Class Thomas Matthews, Attack Squadron 122, NAS Lemoore, Calif., becoming a single parent meant a lot of changes.

Cooking, cleaning house and dressing young girls for school were new experiences for the divorced man who lives on base with his three children—Ava, 10; Anna, 6; and George, 4.

"I think I've learned to adapt," said Matthews. "I depend a lot on Ava, the oldest, to help out. When their mother is unable to come over and lend a hand, Ava sees that she and Anna get to school. But I still have to get George ready for the babysitter.

"Buying clothes for the girls was interesting," said Matthews. "They're a lot

**AD1 Thomas Matthews with Ava, Anna and George. "The hardest part is trying to explain to the kids why their mother doesn't live here anymore."**

**AD1 Danny White with Carey and Jason.**  
"I sense a lot of trauma with them from being separated from one parent so much."

different from boys, more than most people might realize."

Matthews also has to deal with the separation.

"The hardest part is trying to explain to the kids why their mother doesn't live here anymore. It's been especially hard with George; he keeps asking about her. I know they all miss her love and affection, and the girls miss the 'girl talk' they could be sharing," he said.

"There is some conflict. School starts at 8:30 for the kids, and I have to be at work at 7. My department has been understanding when I have to take time off to handle emergencies and the like," he said.

Matthews has not faced a household move since the divorce.

"When I do have to go, I hope to get orders to a shore base in, say, Japan—or anywhere that I can keep my kids," he said. "That's my first priority."

\* \* \*

Keeping his children with him is also the first priority for Aviation Machinist's Mate 1st Class Danny White, who said that sending his children away for periodic visits with their mother is the hardest thing for him.

"Invariably, I have to take time off to take them to Nevada, because their mother can't come to get them. It's hard to justify doing that very often," he said.

It's not the expense, or the time off that White finds difficult; it's the separation. There also is the fear that his ex-wife might gain custody of his two children, Jason, 7, and Carey, 6, should she remarry.

"I'm not sure I could handle that," he said.

White is from a close-knit family of seven brothers and sisters, and they maintain constant contact. "I'm a family man



all the way," he said.

Like Matthews, White gets up early to get his family going—4:30 a.m.

"I've got to get up early because I live in Hanford (Calif.)," said White. "The kids go to school on base, so they ride with me. That's as far as the convenience goes. They have to be awakened, dressed and fed. That's a chore any way you look at it."

White has a little help from his girlfriend, Kim.

"More than a little help," he said. "I depend on Kim for so much. She gets along with the kids great."

Because Kim helps him out, the greatest problems White faces are the emotional problems experienced by his children.

"I sense a lot of trauma with them from being separated from one parent so much," he said. "They like to talk about their

mom a lot. Discipline is a problem, too. After they've visited their mother for a while, they become different. Their rules of conduct aren't the same, and I have to teach them again."

\* \* \*

While White is coping with raising young children on his own, another member of VA 122, Airman Barbara Holmes, is dealing with a more serious problem.

"My son, Shawn, is still an infant. I don't have anyone to take care of him if he's sick and needs to go to the doctor.

"It's been hard, especially with finances the way they are. An airman's salary just isn't enough to handle everything that comes up—\$25 a week in babysitting costs, a crib, highchair, playpen, and the list goes on," she said.

Holmes is not receiving outside support for her child.

**AN Barbara Holmes with Shawn. "It's been hard, especially with finances....I'm considered too well off for (state) assistance."**

"I've tried to get help from the state, but my pay records show I receive BAQ and VHA, and I'm considered too well off for assistance. If I could get base housing, however, they'd remove the BAQ/VHA clause and I'd be entitled to aid," she said.

The hangup?

"I'm only an airman," said Holmes. "You have to be an E-4 or above to get base housing."

Holmes is appealing to higher authority to waive the minimum rate. In the meantime, she must rent an apartment in Hanford, thereby increasing her expenses for utilities and transportation.

"If it weren't for some extra money I get from my ex-husband and my mother, I probably wouldn't be able to make it at all," she said.

Holmes said she has to juggle responsibilities between work and her child. "He recently had an ear infection, and I had to take him to the hospital three times because of it. Thankfully, the hospital visits were all at night. I'm not sure what I'd have done—how I'd have gotten time off—if it had been during the day," she said.

Despite Holmes' financial difficulties, there is no hint that she regrets her decision to keep her baby. Her financial problems are temporary, she said, and she has more concern for the future.

"I worry that I'll have problems explaining to him where his father is. He already is crawling around saying 'Da-Da,' looking for his father.

"What if he wants to play sports when he gets older? Who's going to tell him the things a father should tell his son? That's what I worry about."

Dating, too, has been difficult for Holmes.



"How can I date?" she asked. "It's not fair to him (my son) to have to stay with a babysitter all day and then again if I want to go out. I've put conditions on my dating. If I go out with someone, my son goes too.

"The way I feel about it, any guy who doesn't think enough of my son to include him on our date doesn't think enough of me."

\* \* \*

Aircrew Survival Equipmentman 3rd Class Lori Christensen-Hickey enjoys a

little time away from her three children, even if it means some extra time for them with a babysitter.

"I'm not only a mother, I'm a person. I need a little time to myself. Besides, I'm afraid if I devoted all my time to the kids, I'd start to resent them. I love them too much to chance that ever happening."

Unlike the other three, who have experienced initial problems coping with single parenthood, Christensen-Hickey regards her situation as a continuation of her married life.

"My husband wasn't around that much anyway," she said. "There really isn't much difference. He sends me some support money, and I'm frugal, so expenses aren't really a problem."

Having three children—Allyson, 5, Beverly, 3, and Cynthia, born last October—all to herself is no problem either.

"I've always thought it was kind of special having them to myself," she said.

In fact, the only problem Christensen-Hickey admits is finding good child-care services.

"I work an off shift, so I've got to find someone who is permanent, reliable and off base. That's more expensive, of course, but I'm more than willing to pay the price," she said.

Despite working odd shifts, Christensen-Hickey doesn't feel her military responsibilities interfere with her family life.

"I came into the Navy with my eyes open," she said. "I knew what I was doing when I decided to have children. Things like this are problems only if you let them become problems. I just roll with the punches. If I really get into a bind, I have a lot of friends I can depend on."

"My only regret is that I don't have a shoulder to lean on once in a while, and sometimes I need that. It does get lonely," she said.

\* \* \*

How do they really cope?

Matthews said, "It's the kids themselves that keep me sane—just seeing them smile. That, and a little bit of belief in the good Lord."

White relies on his girlfriend, Kim.

"I owe her at least 75 percent of the credit for getting me and the kids through. If it weren't for her, I don't think I'd have made it some days. She's given me total support."

**PR3 Lori Christensen-Hickey with Allyson and Beverly.** "I've always thought it was kind of special having them (the children) to myself."

Holmes has a lot of support, too, from the group LADS—Life After Divorce and Separation—which meets weekly.

"I meet with people who have similar problems, and we give each other support. It helps relieve the frustrations so I don't take them out on my son. I feel a lot more calm and secure knowing I have someone to turn to."

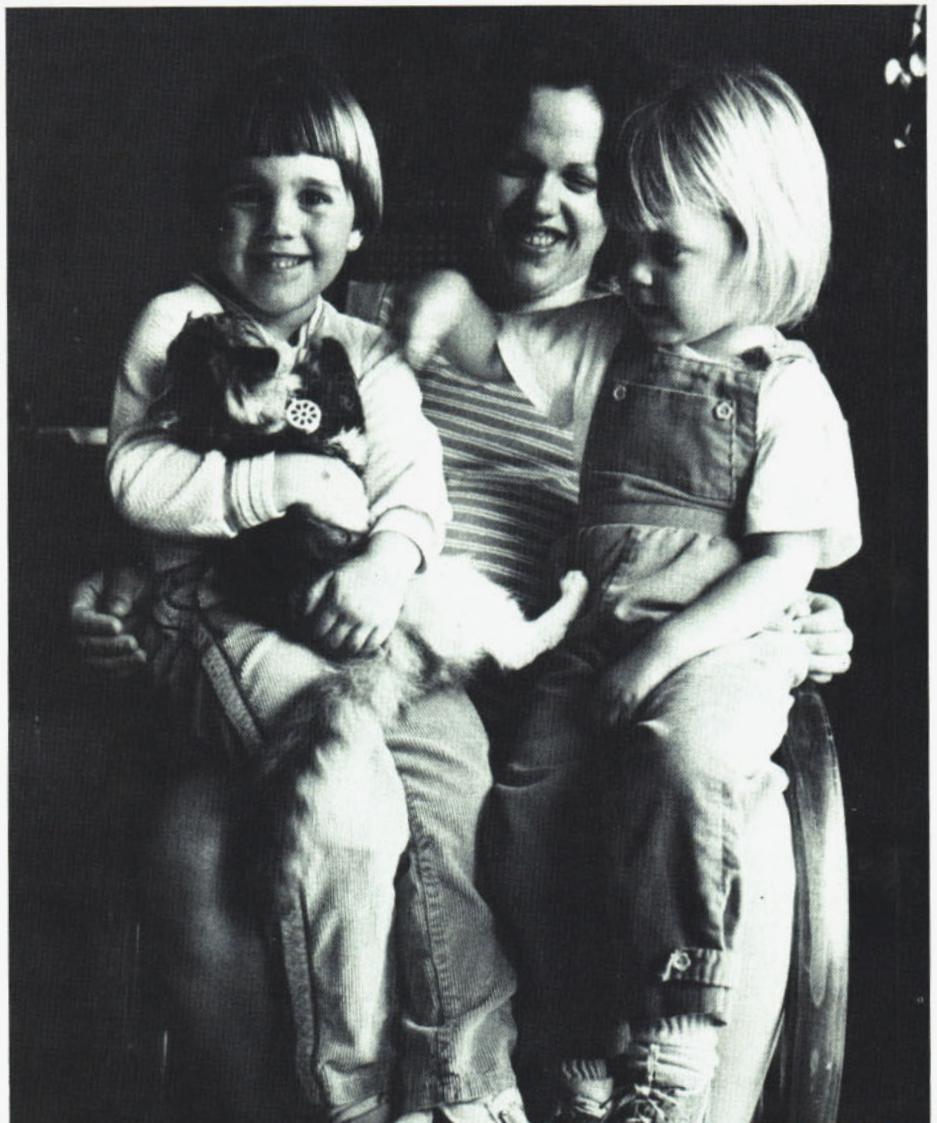
For Christensen-Hickey, there's jogging.

"Hard exercise is a great counterbalance to stress," she said. "And, of course,

I've got a support group of my own—all the friends I've been able to depend on. It's as if they've always been there, always helping."

These parents have found ways to cope with their single parenthood and enjoy their children. It's a difficult lifestyle, but one they wouldn't change for an easier one. □

*—Campbell is public affairs officer for VA 122, NAS Lemoore, Calif., McCabe is temporarily assigned to the NAS Lemoore public affairs office.*



# Tanaga Island cleanup

The blast blew a crater 20 feet deep by 40 feet wide on the small Aleutian Island of Tanaga. It was the larger of two explosions set by Explosive Ordnance Disposal Group 1, U.S. Naval Station, Adak, Alaska. The group teamed up with the Coast Guard recently to destroy more than 35,000 rounds of unexploded ordnance.

Destroying the ammunition on uninhabited Tanaga, one of nearly 70 Aleutian Islands that extend westward from Alaska into the Bering Sea, has not had a high priority in the past. But Capt. G.R. Allender, commanding officer of NS Adak, didn't want visitors to the island injured by unexploded ordnance.

The Coast Guard cutter *Storis* (WMEC 38) transported the EOD team and its 6,000

pounds of explosives to Tanaga to detonate the World War II ordnance. Lt. j.g. Steve Dehart, officer in charge of EOD 1, said it is standard procedure to use explosives to destroy large quantities of ammunition.

Fourteen *Storis* crewmen helped the four-man disposal team carry the explosives nearly a mile inland to the two ordnance dump sites. More than 80 trips were made by the men through the muddy Tanaga tundra. Each man carried a 50-pound backpack of explosives.

The first site detonated contained about 2,000 pounds of explosives. The explosion sent a shock wave across the tundra, followed by a shower of fragments from the ammunition. EOD 1 examined the

blast site and found a crater 8 feet deep and 20 feet wide. All the ammunition had been destroyed.

EOD 1 watched the second blast from almost a mile away. The detonation sent off a huge plume of black smoke; white flares and red tracers spiraled into the air. A shock wave pushed tall tundra grass flat against the ground. When the blast was over, the ammunition was gone.

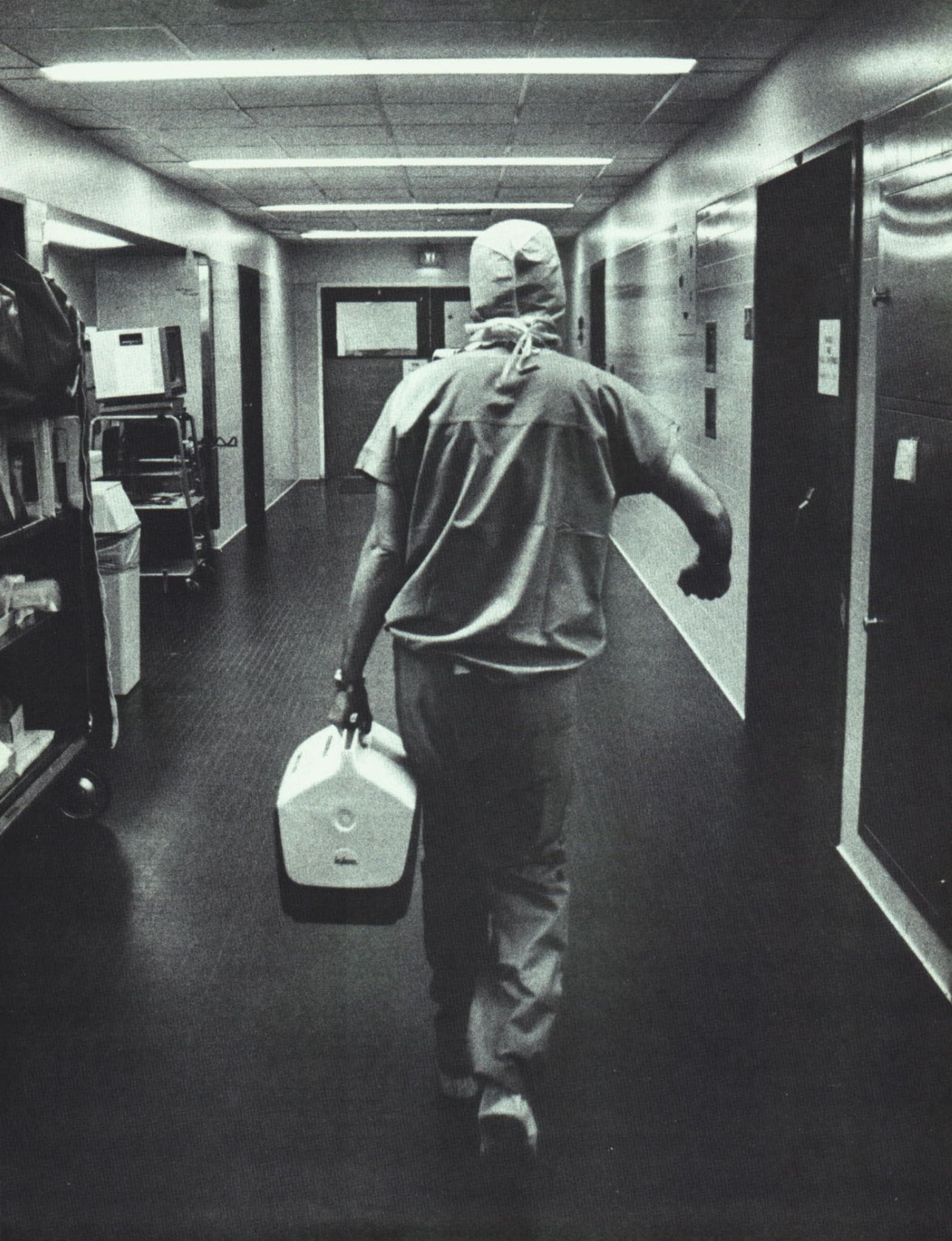
Remnants of World War II ordnance are scattered throughout the Aleutian Islands. According to Dehart, as the Aleutians become more populated, it's likely that EOD units will be used to clear the dangerous ammunition. □

—Photos by PH1 Lon Lauber, NS Adak





Opposite page: C-4 charges are placed on top of a World War II ordnance site. Clockwise from left: Two thousand pounds of ordnance and explosives erupt. Ordnance is prepared for another site. EOD 1 team members take cover during the second blast.



# Tissue bank saves lives

Story and photos by PH2 Jesus Diaz

An accidental death can shatter the dreams of a young couple spending their lives together; it can tear families and friends apart with grief, and it can leave an empty hole in the lives of those who survive. Too often, it seems nothing positive can come from such a tragic situation. But sometimes, death can give life.

One such life-giving procedure for West Coast-based military people begins at the Balboa Naval Hospital, San Diego, tissue

bank. There, four transplant technicians gather skin, bone and other tissue from donors and work closely with civilian hospitals to recover organs for transplanting.

But the demand for tissue rapidly exhausts the supply. "We need to build a big store of tissue," said Cmdr. Michael Clark, medical director at the San Diego Naval Hospital and one of the Navy's four forensic pathologists. "If we have a natural disaster, a bad accident on a shore

station or ship, or get into another conflict, we're going to need a lot of tissue. We need every donor we can get."

Of the 125 military deaths in San Diego in 1982, 60 to 70 percent resulted in potential donors. Thirty-nine people benefited from just nine of those who were donors.

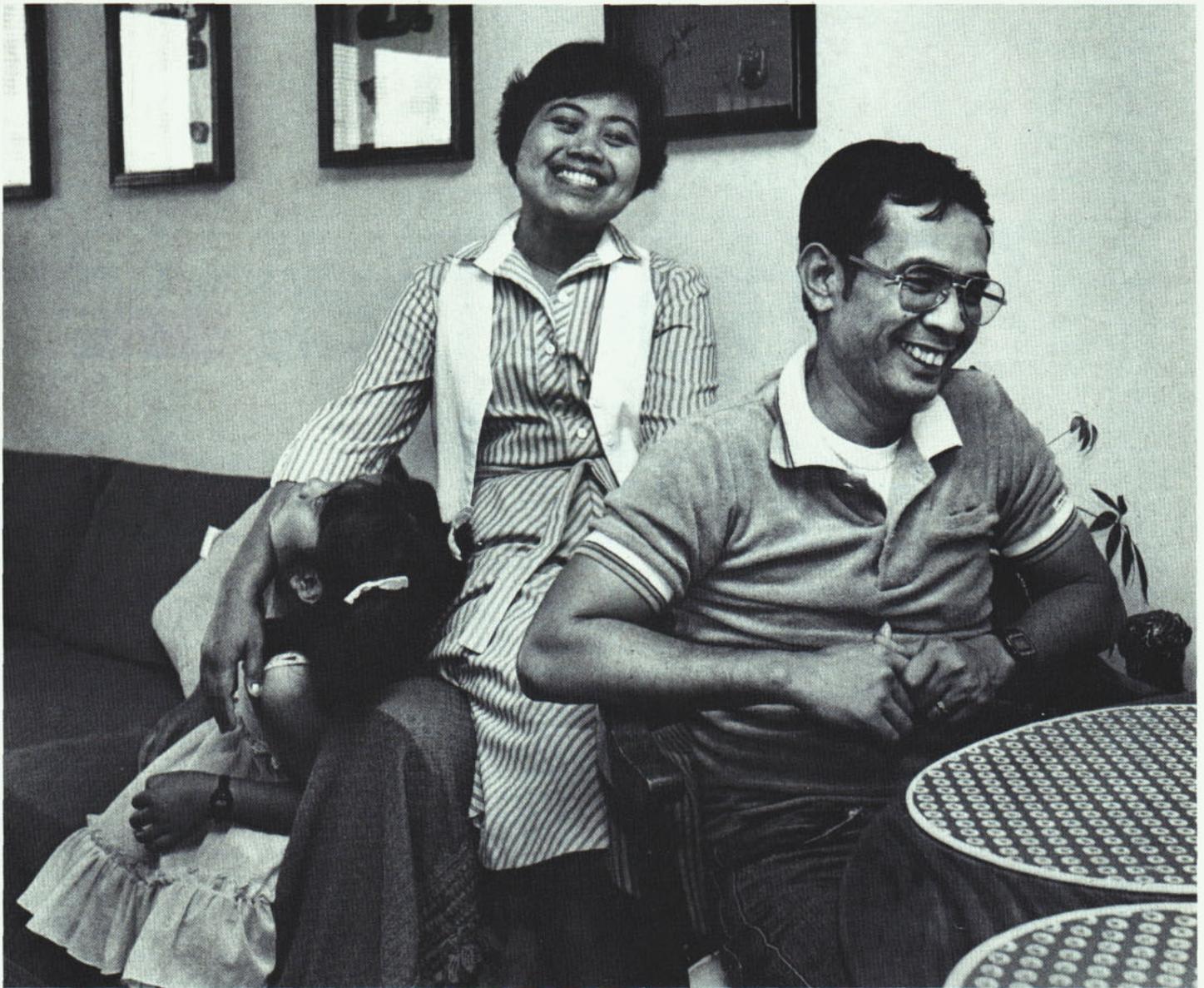
"At times, there's nothing we can do about people dying," said Hospital Corpsman 2nd Class Dave Campagnari, a transplant technician. "But the thing about the tissue bank is, when one person's life is over, their organs and tissue can be used and (potentially) can help 100 people."

When tissue is not available, synthetic materials such as plastic are used in reconstructive bone surgery. Medicated gauze temporarily replaces the skin of burn victims, but synthetics can pose a problem. Sometimes a patient's bones will not respond to a plastic substitute, and gauze is rejected much sooner than human skin tissue.

"A biological dressing (human tissue), unlike a synthetic dressing, will clean the

Doctors pack a heart in saline solution (left) and then rush it to an ambulance (far left).





**Kidney recipient Rosevilla Bautista with her husband, AKC Rolando Bautista, and daughter, Abigail. She received her transplant in April 1982.**

wound, reduce bacterial count and organize underlying blood vessels," said Dr. Peter W. Sovalle, chief resident of trauma service at Balboa. "It is also less painful to the patient since biologic dressings are changed less often than synthetic."

The concept of storing tissue was first practiced in 1949 at the Naval Medical Center, Bethesda, Md. The bank was designed to supply allografts (skin) for the treatment of war-related injuries.

Over the past 30 years, the Navy has collected and distributed more than 40,000 tissue samples to military and civilian surgeons throughout the United States. The technique of freeze-drying skin began at

Bethesda, and other tissues such as long bone segments, cartilage, facial bone, and ligaments also were first obtained by the Navy for repair of severe injuries.

The Navy's second tissue bank was started at Balboa in 1969 for the treatment of Vietnam casualties. It operated successfully until 1976, when all specialized staff members transferred or returned to civilian jobs following their wartime reserve duty.

The present staff has played an important role in reviving Balboa's tissue bank program. They have better budget support and jurisdiction over San Diego-area active duty military deaths. Additionally, they are educating sailors on the benefits of the donor program.

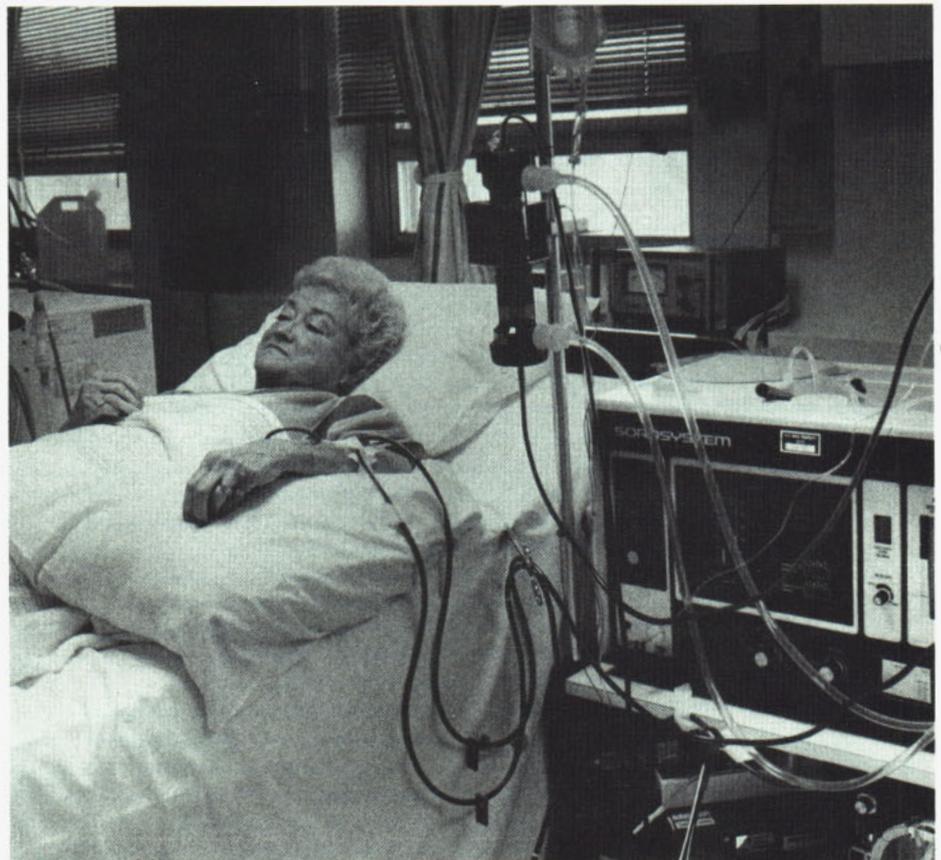
The Navy tissue bank was actively involved in the formation of the American Association of Tissue Banks which over-

sees the rapidly increasing number of civilian tissue banks across the United States. This group has grown from 10 such facilities in the 1950s to 120 at the present time. This is in response to the increased success of organ transplantation. According to Julie Hall, kidney transplant coordinator at the University of California, San Diego, transplantation has come a long way in the last two years. With the introduction of cyclosporin A, a drug that counters rejection, and increased knowledge of the body's immune system, the rejection of transplanted organs is declining.

"Now, heart and liver patients are showing 75 percent success in one year, and 50 percent of Stanford University's heart patients are still alive after five years," Hall said.

Much of this growth in tissue banking

Clockwise from below: Doctors check and clean a heart taken from a military donor. Storage area for useable freeze-dried tissue at Balboa Naval Hospital tissue bank is nearly empty due to lack of donors. A 57-year-old dialysis treatment patient awaits a donor.



has its roots in the Navy facilities. The directors of the major tissue banks either served on active duty at the Navy banks or were trained there.

Storing tissue for wartime use and keeping up with everyday medical needs is impossible without donors, and donors are possible only if they understand that their deaths or the death of a loved one can have a positive effect on the lives of many others.

"Unless you think of someone else," Hall said, "help is not going to be there for you and your family when you need it." □

*Diaz is a photojournalist with FltAVComPac, San Diego.*

# UNITAS: Our 25



# years of solidarity

Story by PH2 Don Koralewski

"Under way, shift colors," are words heard around the world as U.S. Navy ships set sail.

In October 1984, as five U.S. Navy ships left ports in Brazil, those words marked the end of UNITAS XXV, the 25th year of joint exercises between U.S. and South American countries.

Under operational command of U.S. Navy Rear Adm. Clinton W. Taylor, commander South Atlantic Force, U.S. Atlantic Fleet, headquartered at Roosevelt Roads, Puerto Rico, participating U.S. forces worked with their South American counterparts in surface, anti-air and anti-submarine warfare as well as amphibious assaults.

"In our silver anniversary year of UNITAS, we emphasized multilateral exercises," Taylor said. "In past years the exercises were primarily bilateral where U.S. forces worked with one country at a

time while circumnavigating around South America."

During operations, which began at Roosevelt Roads, naval units of Chile, Colombia, Ecuador, Paraguay, Peru, the United States, and Venezuela developed mutual tactics employing different combat systems at sea with different types of ships. Also participating in the joint exercises were Brazil and Uruguay.

More than 2,000 U.S. military members from all branches of the armed forces and 12,000 South American service members participated in UNITAS XXV.

Army and Air Force units from the U.S.

**Left: An Ecuadorian sailor aboard the corvette Esmeraldas (CM 11). Photo by PH2 Don Koralewski. Below: Thorn and Scamp transit westward through the Panama Canal to the Pacific Ocean. Photo by PH2 Phil Wiggins.**



# UNITAS

Southern Command in Panama provided fixed wing and helicopter support during early phases of UNITAS.

A Coast Guard detachment worked with South American Coast Guards in search and rescue operations and conducted symposia in pollution control and the interdiction of contraband.

U.S. Navy ships that participated were the *Spruance*-class destroyer USS *Thorn* (DD 988), UNITAS flagship; guided missile destroyer USS *MacDonough* (DDG 39); guided missile frigate USS *Talbot* (FFG 4); amphibious tank landing ship USS *Fairfax County* (LST 1193); and two Atlantic Fleet submarines, USS *Scamp* (SSN 588) and USS *Snook* (SSN 592).

A Marine detachment from the 2nd Marine Division, Camp LeJeune, N.C., embarked aboard *Fairfax County*, worked with South American Marines in jungle warfare, amphibious assault landings, cold weather training and weapons firing. Spe-

cial Warfare Team 2, based at Norfolk, also was embarked aboard *Fairfax County*.

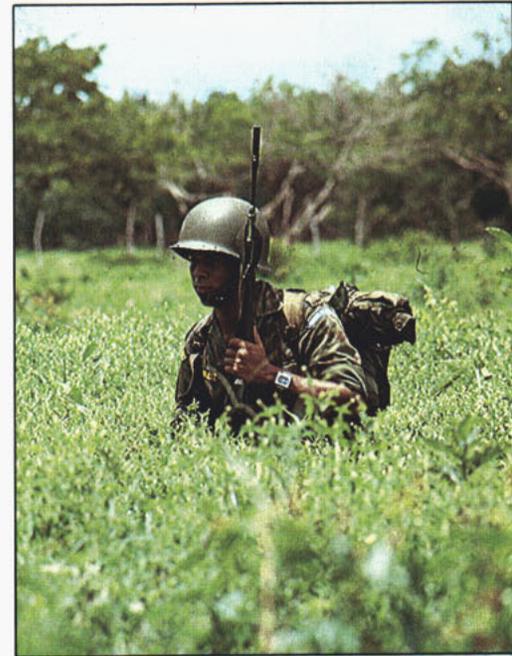
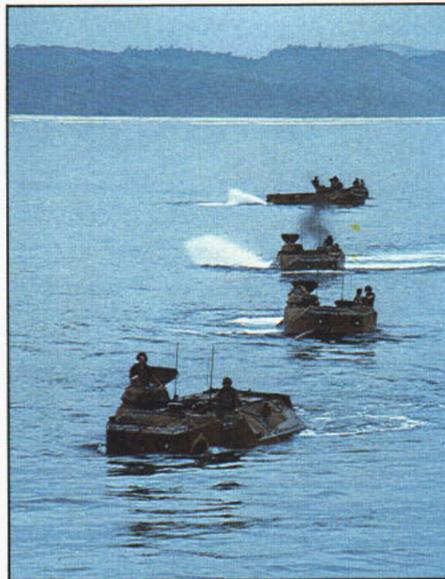
Other Navy units taking part were Patrol Squadron 8, based in Brunswick, Maine; a detachment of Helicopter Anti-submarine Squadron Light 32, and a drone detachment from Fleet Composite Squadron 6, both from Norfolk; a transport aircraft from Fleet Logistics Support Squadron 46, based in NAS Atlanta, Marietta, Ga.

During the early phases of UNITAS XXV, the newly recommissioned battle-

ship USS *Iowa* (BB 61), homeported in Norfolk, sailed with the multinational task force.

Off the coast of Colombia the battleship put on a firepower demonstration. Firing

**Right:** U.S. Marines transport Ecuadorian Marines to and from beach landings. Photo by PH3 John Fox. Upper right: A Colombian Marine during an amphibious/jungle assault. Photo by PH2 Don Koralewski. Below: Ecuadorian sea cadets aboard *Talbot*. Photo by PH2 Don Koralewski.



each gun individually—first the 5 inch, then the 16 inch, and finally a full broadside salvo—Iowa temporarily crushed the silence of the southern Caribbean.

The amphibious operation on Vieques

Island marked a first of its kind for UNITAS exercises. Marines from three South American nations—Venezuela, Colombia and Peru—worked together as an assault force. On the island, U.S. Marines acted

as the defending force.

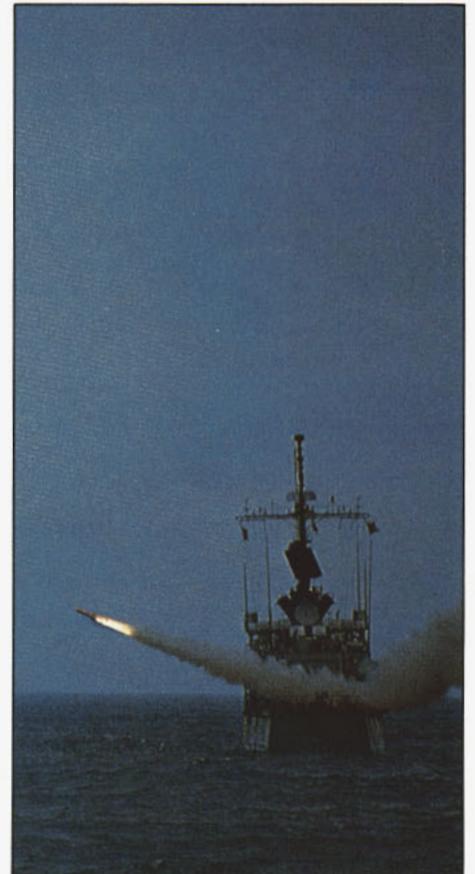
Throughout the deployment came port visits and the music of UNITAS. It ranged from traditional South American folk songs and national anthems to popular North American tunes from Michael Jackson, Lionel Richie and Billy Joel as presented by “La Banda UNITAS,” the 15-man Navy show band from Norfolk.

The band performed for more than 500,000 people in cities, towns, villages and hamlets throughout South America, including isolated areas in the Amazon coastal Atlantic regions.

“No area was untouched by them,” Taylor said. “They did a marvelous job



Left: A landing signalman on a Venezuelan frigate guides in a helicopter. Below left: A U.S. hydrofoil near Vieques Island, P.R. Below: A target drone is launched from Talbot off the Chile coast. Photos by PH2 Phil Wiggins.



of enhancing the image of the United States throughout South America. Through their music they brought an understanding and warmth that touched all levels of South American society. They projected a positive image of UNITAS and our country. Three South American presidents commented to me personally about La Banda UNITAS' performances with wishes to have the band return."

During one of the more than 200 concerts, President Belisario Becatur of Colombia gave a personal note of thanks.

"After completing the Colombian National Anthem the president came up to the bandstand and said he was emotionally touched by the performance of his country's anthem, and wanted to personally thank the band," band leader Chief Petty Officer Mark Hammond said. "It was a

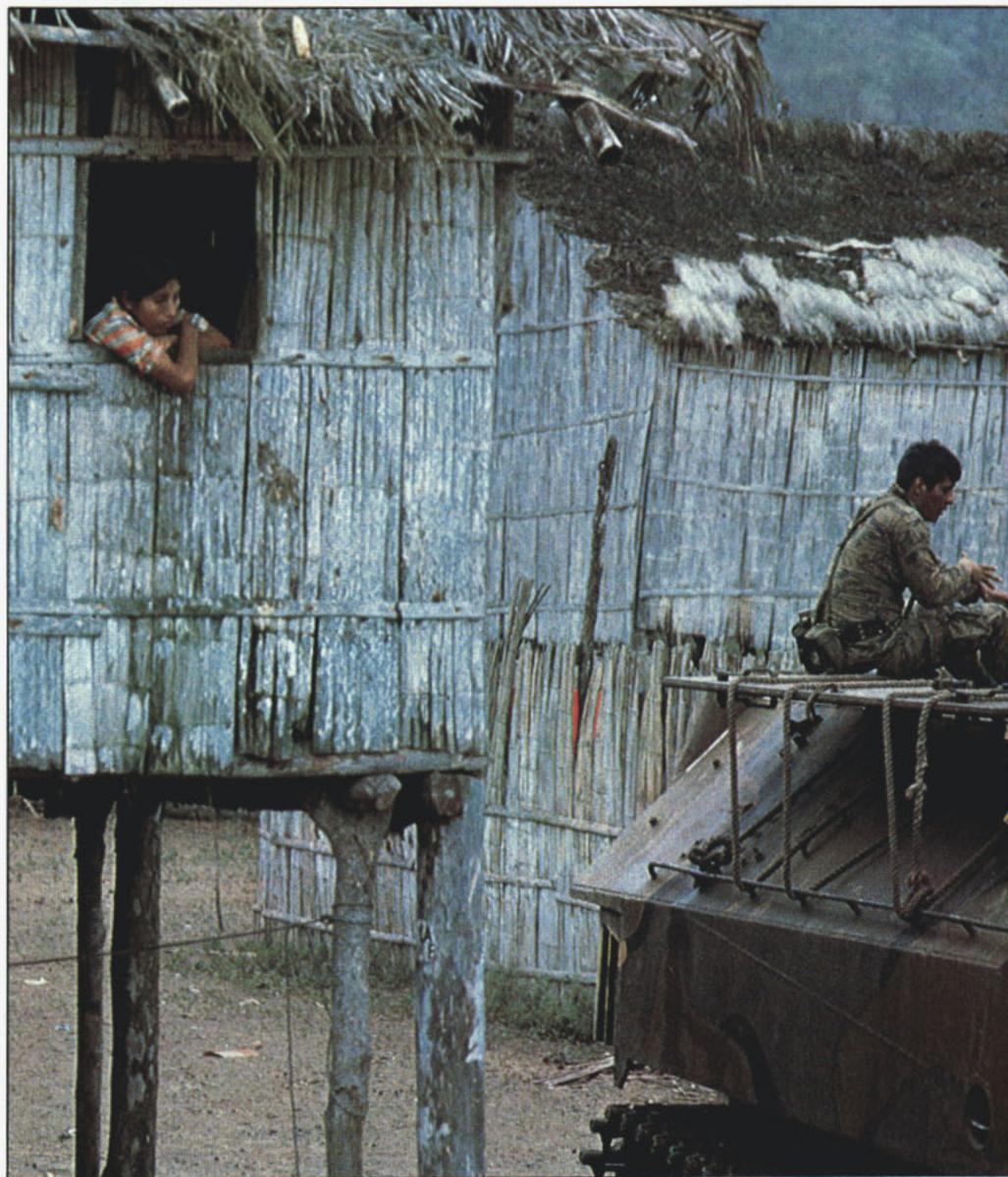
very warm and personal gesture, and very much appreciated by all of us."

Operationally, UNITAS provided a chance for the navies of the Western Hemisphere to work and train together and hone skills that could prove vital in the future.

"UNITAS has evolved into a scheme of exercises involving modern navies with advanced equipment, professional officers and crews working together to establish tactics and doctrine to meet the needs of the 1980s and the future of our hemisphere," Taylor said.



**Below: Colombian Marines and Colombian special forces meet at Roosevelt Roads, P.R., before an amphibious assault exercise on Vieques Island. Photo by PH2 Don Koralewski. Above right: Ecuadorian children on a beach near Manta. Photo by PH2 Phil Wiggins.**





“U.S. personnel gain because they are in a constant state of training, enhancing readiness. There is no way a U.S. Navy ship or aircraft can complete these exercises without achieving maximum readiness,” he said.

The exercises are professionally and personally rewarding. Service members have the opportunity to meet and work with South Americans as well as become acquainted with South American cultures.

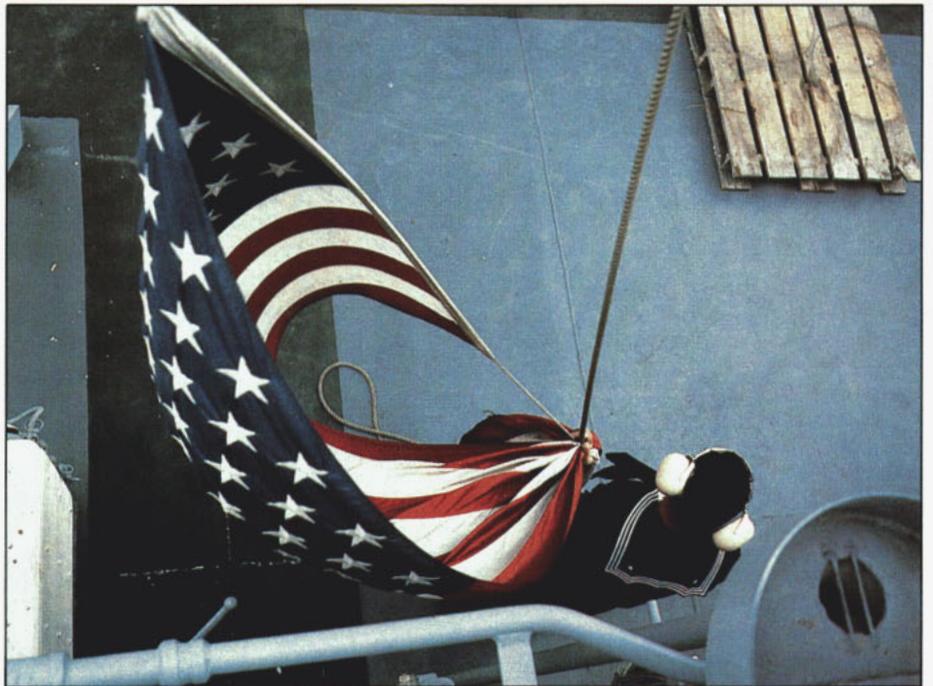
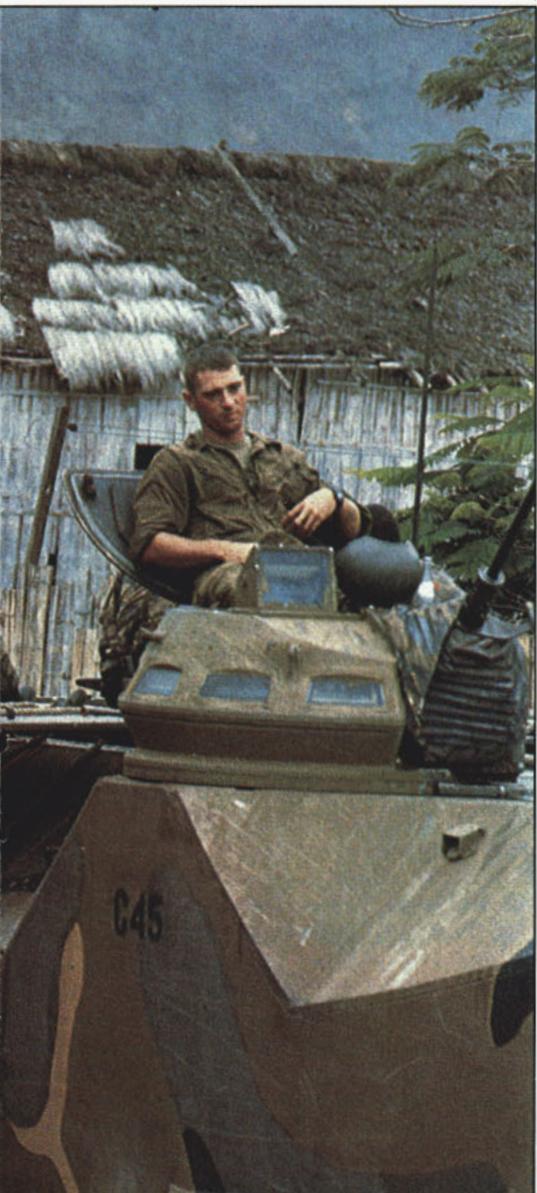
“UNITAS presented me with the biggest challenges I’ve had in the Navy so far,” said Operations Specialist 3rd Class William Endres aboard *Thorn*. “Working

with so many navies made for a pretty massive operations schedule. Keeping all the operations on time and flowing smoothly was a real chore.”

“We’re not the only capable Navy in the hemisphere,” Electronics Warfare Technician 2nd Class Tim Lilly said. “That’s the knowledge I came away with from South America.”

In all of the countries visited by the U.S. ships of UNITAS XXV, Spanish is the language, except Brazil where the language is Portuguese.

“Without knowing Spanish or Portuguese before the cruise, I did all right,”



Above left: A MacDonough crew member at bat during an inter-Navy game with Colombian sailors. Photo by PH2 Don Koralewski. Above: Morning colors aboard *Thorn*. Photo by PH2 Phil Wiggins. Left: UNITAS sailors help a local community near Manta, Ecuador, upgrade its park. Photo by PH2 Phil Wiggins. Far left: A U.S. and an Ecuadorian Marine take a break under the watchful eye of an Ecuadorian villager. Photo by PH3 John Fox.

said Quartermaster 2nd Class David Hixon aboard *MacDonough*." Problems could be handled with hand signals. And sometimes you'd run into someone who spoke, or understood, English.

"By the end of the cruise, I did pick up some of the language," Hixon said.

The talents of those who spoke Spanish were in demand in official and liberty capacities.

"I loved it," Mess Management Specialist 2nd Class Ediberto Media of *MacDonough* said. "I did a lot of translating for people, and I had a lot of fun.

"Going on liberty, I had an advantage because I spoke the language. It surprised a lot of South Americans, especially when we went on liberty in uniform. I guess they assumed most North Americans could speak only English.

"After speaking to them for a while, all sorts of questions would come up. They wanted to know about the U.S.," he said, "and a lot of them were fascinated about my being Puerto Rican and being in the U.S. Navy."

During port visits, community relations projects, internavy sports and other activities were the order of the day. Tours and symposia played a large part as well as donations of food, medical supplies and money to needy organizations in South America. But there were more personal touches, too.

Volunteers from U.S. ships put in time on restoration projects. In Lima, Peru, crewmen from *Fairfax County* helped paint a kindergarten and primary school. And in Talcahuano, Chile, crewmen of *Thorn* helped restore a church.

A personal touch involved South American children and Ship's Serviceman 1st Class Charles Adams of *Talbot*.

Adams, who sometimes dresses as a clown for children's parties back home in Mayport, Fla., put his talents to work when South American children went on board *Talbot*.

"I'm not sure who got more out of it, me or the children," Adams said. "There was enthusiasm, love and affection in those kids. And it was exchanged on both sides."

When U.S. ships set sail for home, UNITAS XXV was over. The men who participated in the exercises learned about more than ships and equipment—they learned about people. □

*Koralewski is assigned to the public affairs center, Norfolk.*

## UNITAS via the Panama Canal

UNITAS is an annual anti-submarine warfare exercise involving elements of the U.S. Navy and the navies of South America.

The idea behind UNITAS originated in 1959 when Rear Adm. Edward C. Stephen, the first commander, South Atlantic Force, participated in combined exercises that were held on the Pacific and the Atlantic sides of South America.

Formal plans were made for UNITAS at the second Inter-American Naval Conference held in 1960. Adm. Arleigh A. Burke, then chief of naval operations, headed the U.S. delegation. In addition to the United States, nine South American countries were represented by their naval leaders.

Participating in UNITAS exercises is one of the Navy's most challenging deployments. The task force begins in the Caribbean Sea and sails counterclockwise around South America.

Highlights of the exercises include a 50-mile transit through the Panama Canal, traveling the Chilean Inland Waterway, and passage through the Strait of Magellan.



Photo by Marisela Scott-Smith

Naval Station Panama Canal, the last U.S. port the task force visits before circumnavigating South America, is the major U.S. Navy staging point for supplies, cargo and transient personnel. This year, the five U.S. ships participating in UNITAS took on 245,000 pounds of supplies, including 10,000 pounds of Project Handclasp materials—toys, clothing, tools and medical supplies.

Special events in Panama included the second annual UNITAS Cup sports competition and picnic. More than 900 sailors participated in the event which pitted teams from each ship against one another in a variety of sports. USS *Thorn* (DD 988) was the overall winner of the competition.

—Story by Lt.j.g. Katherine Buck

**NavSta Panama Canal civilian employees load fresh produce onto a UNITAS ship.**

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# Refueling facility opens in Antarctica

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Story and photo by PH1 David B. Loveall



A remote helicopter facility 50 miles from McMurdo Station, Antarctica, was officially opened recently by Naval Support Forces Antarctica.

Despite foul weather, winds, fatigue and lack of water, six Navy Seabees worked 20-hour days for two weeks to complete the project at Marble Point. Sled and bulldozer crews from McMurdo Station trekked across the Ross ice shelf with materials and four prefabricated buildings in a 36-hour, 140-mile journey.

The site will serve as a helicopter fuel stop, an advanced staging area to shuttle supplies to outlying scientific research camps, and an abort site for air crews to wait out storms across the ice shelf.

The facility now has three boxlike heated and electrically powered shelters with a water-making snow melter, a shower, cooking facilities and sleeping quarters for 12 people. □

*Loveall is a photojournalist assigned to FltAVComPac, San Diego.*

**AG3 Al Morse records wind and temperature conditions at Marble Point, Antarctica.**



# Surgery at sea

## Taking care of the 'small boys'

Story and photos by JO2 Lee A. Besco

Another surgery begins aboard the nuclear-powered aircraft carrier USS *Enterprise* (CVN 65) in the Indian Ocean. The deft fingers of the ship's surgeon, Lt. Cmdr. Mitchell Grayson, work furiously.

The operation, performed on a crewman from USS *Samuel Gompers* (AD 37), is routine, just part of the daily work schedule for the battle group's hospital at sea.

"The *Enterprise* medical department can handle most major surgery," said Grayson. "We have a population of approximately 10,000 in the battle group. That's more than many small towns in the United States. That number of people can produce a wide assortment of maladies."

Hospital Corpsman 2nd Class David R. Cobb assists the doctor in surgery. He has attended this type of operation several times and knows exactly what instrument the surgeon will need next.

"At most shore facilities, my job is done by a surgical scrub nurse. We don't have a nurse on this ship, so I get the chance to assist in surgery. That's the best part of my work here," said Cobb, an operating room technician.

The process that landed the crewman on *Enterprise's* operating table began when the patient complained of pain at sick call



Opposite page: HM2 David Cobb (right) prepares a patient aboard *Enterprise* as Lt. Cmdr. Mitchell Grayson, ship's surgeon, looks on. Left: Cobb.



Surgery is preparation, technique, assistance and teamwork for Cobb and Grayson.

aboard *Samuel Gompers*. A possible hernia was detected, and the patient was transferred to *Enterprise* for evaluation. The diagnosis was confirmed, and surgery was scheduled.

"The battle group provides enough work to keep us pretty busy," said Cobb, who's responsible for scheduling the operating room.

"Although a hernia is not an emergency, we try to get it taken care of as quickly as possible.

"That way, the ward and operating room remain clear in the event of a real emergency. Dangerous work goes on while the battle group is operating at sea. Since we are the only hospital for hundreds of miles, we have to be prepared for all kinds of

injuries," said Cobb.

"Most surgery performed on board is of the non-emergency, or elective type," added Grayson. "While we're in the Indian Ocean, it's a lot easier to do the surgery here aboard ship than to send the patient to a shore facility."

*Enterprise's* operating room runs as professionally as any major hospital. A nurse anesthetist and two corpsmen assist the surgeon during each operation.

"The corpsmen stationed on the 'small boys' know that if a problem comes up, the battle group takes care of its own," said Cobb. □

*Bosco is assigned to 7th FltPARep, Subic Bay, Republic of the Philippines.*

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# Navy Hotline brings big savings

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Pricing Hotline calls from Navy military and civilians challenging the cost of small parts with big prices have netted large refunds for the Navy. Combined efforts of the Hotline and the Navy's price fighter team in Norfolk have put more than \$200,000 back in the Navy's pocket.

A sailor at NS Mayport, Fla., "called-in" a screwdriver which appeared grossly over-priced; the contractor refunded \$16,217. A civilian technician at Naval Air Rework Facility, Norfolk, questioned the price of a small radar alignment tool; his call got the Navy a \$68,577 refund. A call from an individual at NAS, Barber's Point, Hawaii, questioned the price of an airplane duct inlet; \$43,519 came back to the Navy.

Reporting a spare suspected to be too highly priced is simple. A sailor or civilian employee ordering a replacement part checks the unit price in the parts catalog at his or her ship or station or from the invoice accompanying a part recently received. If the price appears excessive, he or she contacts the Fleet Material Support Office, the Navy's focal point for price challenges. This contact may be made by letter, message, or by the FMSO Pricing Hotline (Autovon 430-2664 or commercial (717) 790-2664). The price challenge is assigned a case number and research begins.

A case file is built from information at various offices responsible for maintaining information on spare parts pricing. If the preliminary research indicates the price is questionable, the case is forwarded to the inventory manager responsible for

managing and procuring the part. This office then identifies competitive sources for future procurements and seeks refunds where due. If additional evaluation is necessary, price fighter can determine the fair market value of the item under review.

Project BOSS was instituted by the Navy in August 1983 to gain fair and reasonable spare parts pricing. Fleet sailors, buying agents and technical people who form the backbone of the Navy's work force made the program work.

Project BOSS (buy our spares smart) also has put the defense industry on no-

tice—the Navy no longer is an "easy mark" for high prices. The Navy is buying only what it needs, knows exactly what it's buying, and will pay only fair and reasonable prices for what it buys.

All indicators say BOSS is working, and working well. One reason for this success is the growing cost awareness of fleet and shore personnel who use these spare parts. Their awareness, coupled with the efforts of Navy procurement people, has built an impressive \$43 million cost-avoidance track record. Buying our spares smart truly is an all-hands effort. □



**Is this part worth  
what we paid for it?**

"You and I use Navy equipment every day. To do repairs on this gear, we need spare parts. The Navy buys these parts from civilian companies, and sometimes the price is too high.

"Look, we're the experts on this gear—we know what it does and how to repair it. We should know if a part costs too much.

"If you have a part you think is over-priced, the PRICE FIGHTER TEAM wants to hear from you!

**BUY  
OUR  
SPARES  
SMART**

**Become a 'Price Fighter'!**

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# Port call Brunei

## First warship visit since 1845

Story and photos by PH1 Felimon Barbante

Mosques, a sultan's palace and women veiled with chadars are sights appropriate to the Middle East. But Brunei, a lush, oil-rich Islamic state, is in the East Indies on the northwest coast of Borneo.

A British protectorate until Feb. 1 this year, Brunei wasn't exactly a well-known port.

"We didn't even know where it was," said Lt. Cmdr. Michael Wendt after he saw the deployment schedule of USS *Henry B. Wilson* (DDG 7). "When we found that no American warship had visited Brunei in a long time, we felt kind of special."

Many Bruneians expressed the same feelings. The last U.S. warship to drop anchor at Brunei was USS *Constitution*—"Old Ironsides"—in 1845. Navy ships from Britain, Australia, New Zealand and France had been there more recently. Now the visit of *Henry B. Wilson* would enable

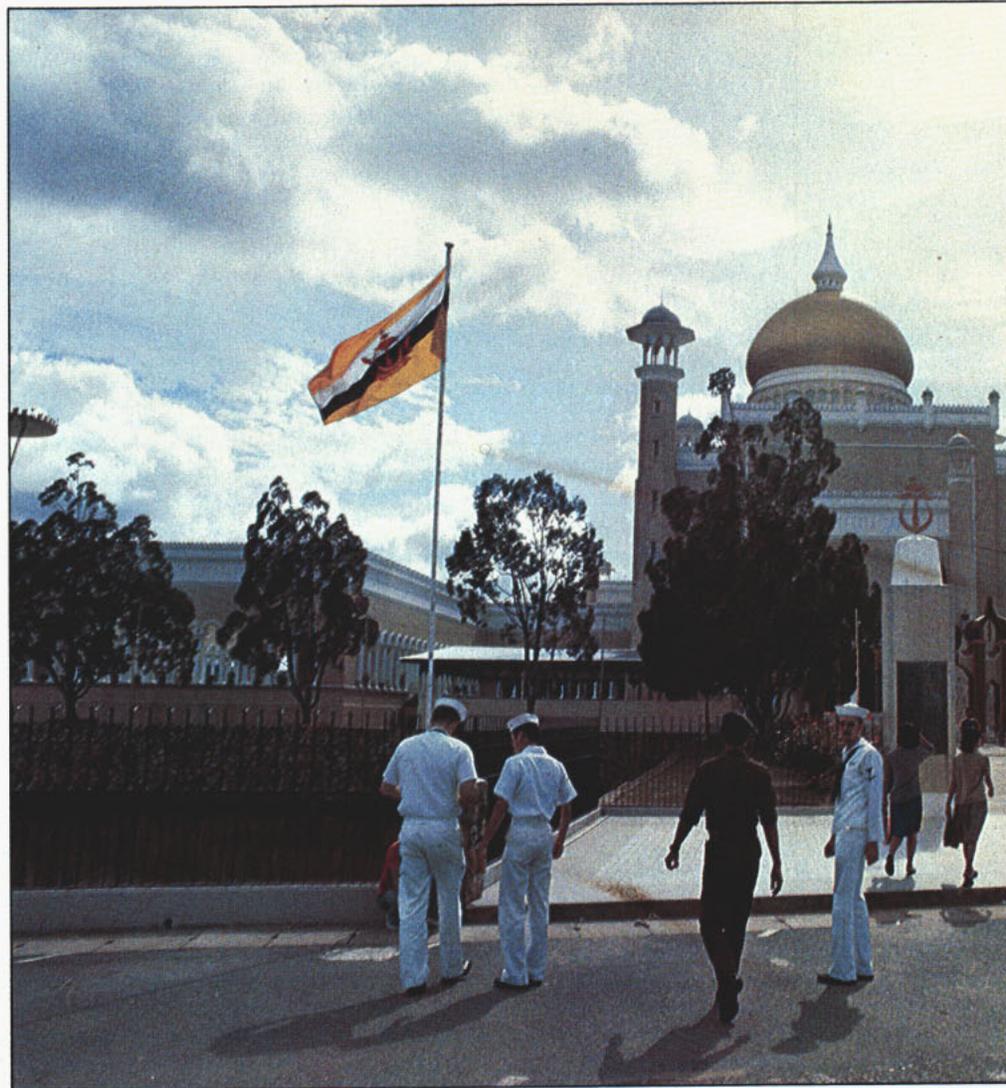
them to meet Americans firsthand.

"Not many Americans come here," said one Brunei resident. "The impressions most people here have about Americans are what they see on television."

More than 1,500 visitors toured the 437-man guided missile destroyer. Equally curious, crew members toured Brunei's

countryside—from the air aboard three Royal Brunei Armed Forces "Huey" helicopters. The helos skimmed treetops on the way to the Royal Palace, home of Sultan Sir Hassanal Bolkiah, which stands atop a hill overlooking Bandar Seri Begawan, Brunei's capital.

The 38-year-old palace easily could be



mistaken for a lavish hotel, except for its golden domes and the ceremonial guards at its entrance. It is three times larger than Buckingham Palace, contains three thrones, boasts 1,788 rooms, has two miles of underground corridors leading to parking lots for the sultan's 100 car collection, and an air-conditioned stable for his horses.

The highlight of the aerial tour was the visit to a settlement deep in the jungle. Old human skulls hung from rooftops—a reminder of head-hunting days long gone by. Each "long house," home for 100 tribespeople, was furnished with color televisions provided by the government.

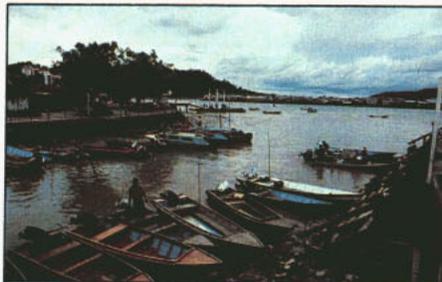
Sailors toured the capital's streets: from the domes of the Great Mosque, the largest in Asia, to the western architecture of the rest of the city.

Imported Japanese cars filled the nar-

row streets. Shops were operated by Chinese merchants.

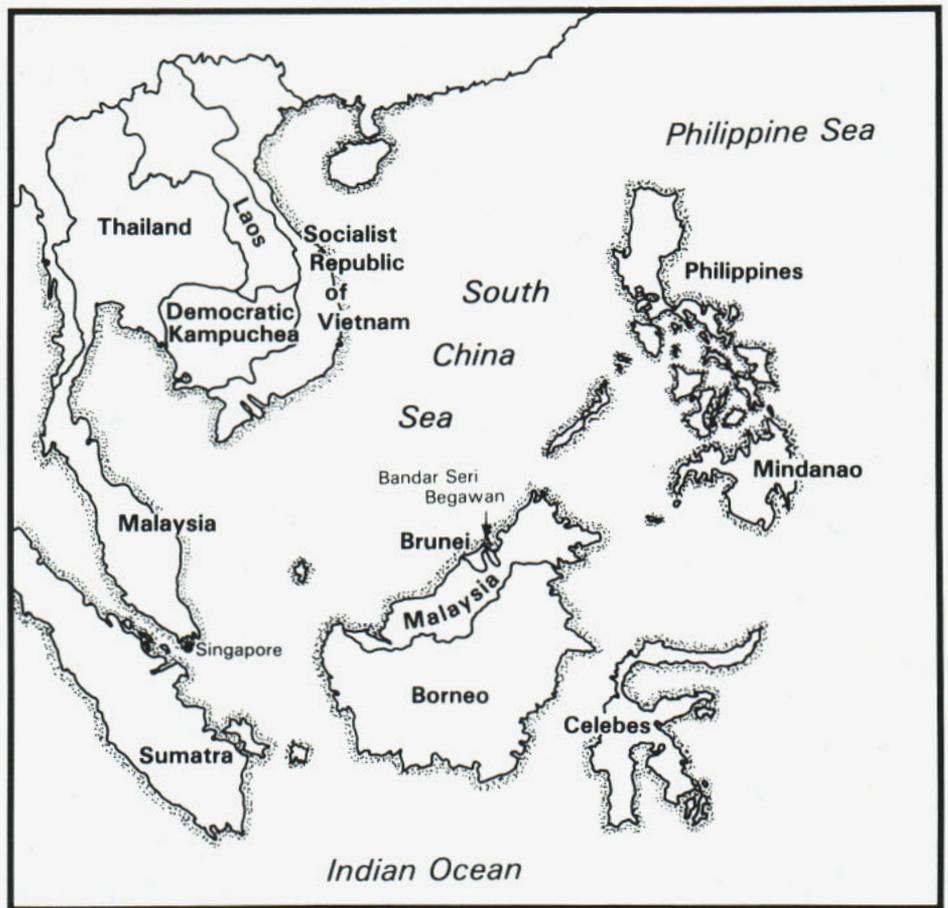
"It reminds me of Morocco," said Fire Control Technician 1st Class Edwin Heide.

Most of the similarities ended there. Across the river, near the opposite bank, was the complex water village. These simple wooden structures on stilts are preferred by the locals despite the modern homes, complete with running water and sanitary facilities, provided inland by the government.



Far left: Cmdr. James Carter, Henry B. Wilson executive officer, hosts a Royal Brunei Armed Forces officer on the ship's bridge. Center: Sultan Sir Hassanal Bolkiah's royal palace. Left: Motor launches provide transportation to and from the water village. Below: Henry B. Wilson hosted some 1,500 Bruneians.





It isn't uncommon to see a Bruneian parking a Mercedes Benz, then boarding a speedboat to his water village home.

Since the discovery of oil in 1929, the country has flourished, and Brunei has one



of the highest per capita incomes in Asia. Oil exports earn the nation approximately \$18 million a day. There is no income tax, and education is free.

Being a Moslem country, Brunei limits its nightlife. Two hotels that cater to westerners offer a discotheque and bar—the only ones in Bandar Seri Begawan, and other establishments such as movie theaters close at 9 p.m.

Most of the entertainment for *Henry B. Wilson* sailors was provided by the clubs at the Royal Brunei Armed Forces base and a club near Maura port operated by a contingent of British laborers and their families.

At the "World Wide Club," the manager gave 60 free dinners each night to *Henry B. Wilson* sailors. Besides conversation, the sailors participated in dart tournaments and skittles, a game similar to bowling except for nine heavy pins and a softball-size wooden ball.

The ship held a picnic at one of the local beaches. Despite hat-size jellyfish, most of the men seemed content with swimming and quiet relaxation in the sun.

Adventurers like Sonar Technician 3rd Class Manuel Hernandez joined a few British runners for the "Dash House Harriers" five-mile run through the jungle. Hernandez and six joggers from the ship met the challenge and completed the run in an exhausting 1½ hours.

"It was a great experience," Hernandez said. "It was grueling and a bit dangerous, but the Brits kept us together so we wouldn't get lost."

With more than 300 Brunei spectators looking on, the American visitors handily beat their Royal Brunei Armed Forces counterparts in basketball. But in soccer, a more familiar Asian sport, a well-practiced and disciplined Brunei team got revenge on the Americans.

"It was a surprisingly good port, something different," said Wendt after the three-day visit. "It's a port the crew is more than willing to return to." □

*Barbante* is assigned to 7thFltPARep, Subic Bay, Republic of the Philippines.

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# Small arms training

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Story and photos by PHAN Kenneth Klein

“There’s more to it than just coming out here and shooting,” said Gunner’s Mate 1st class Tom Collins. “First, you must attend classes. If you pass, then you can shoot.”

Petty officers of the watch, officers of the deck and security team members on board USS *Belleau Wood* (LHA 3) found that out during a recent underway period.

The 75 sailors participating in ship-board small arms training learned small

arms safety and how to handle weapon malfunctions. They also were taught how to field strip, clean and reassemble a .45 caliber service automatic.

After completing their classroom training, the sailors proceeded to a three-stage, live firing exercise—the BRAVO course.

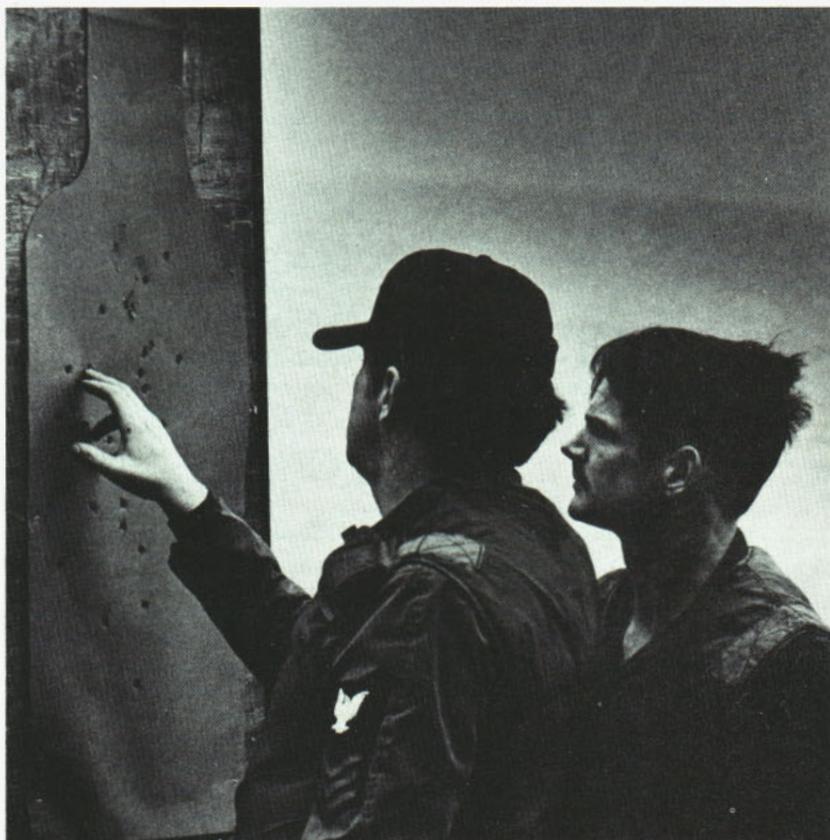
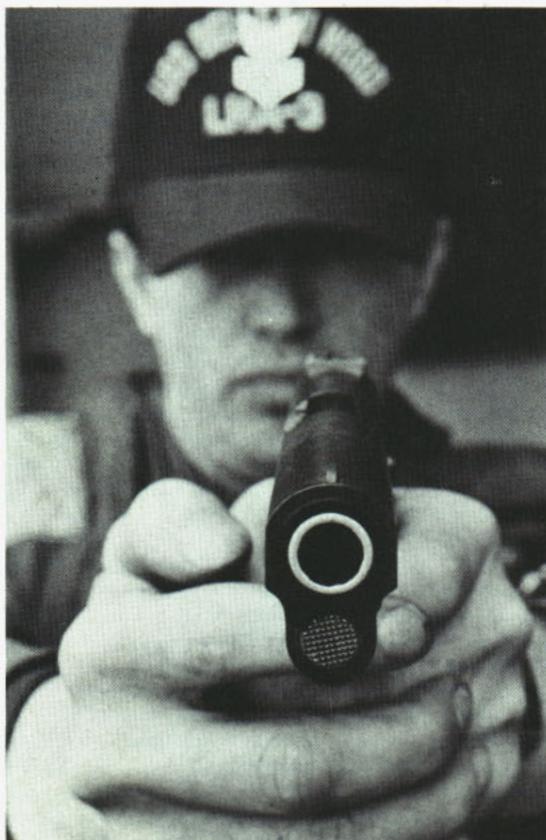
Stage one of the course was an un-timed firing of 10 rounds; stage two was timed firing—10 rounds in 20 seconds; and stage three was rapid fire—load,

aim and fire 10 rounds in 15 seconds.

To pass the course, sailors had to be accurate with 67 percent of their rounds. Seventy-five *Belleau Wood* sailors successfully completed the program. □

*Klein is assigned to USS Belleau Wood (LHA 3).*

**Below left:** GMG1 Tom Collins shows proper aiming procedure. **Below:** Collins evaluates GMG3 Bob Dowd’s shooting.



# Dewey and Manila Bay

“You may fire when you are ready, Gridley,” became a historic naval command, but the best comment during the Battle of Manila Bay came from a gun captain.

Commodore George Dewey gave the historic order to Charles V. Gridley, the captain of Dewey’s flagship, USS *Olympia*, when the ship was about 5,000 yards from Manila Bay’s Spanish squadron May 1, 1898.

Soon after the first broadsides, Dewey thought he’d been advised that only a few rounds remained for his 5-inch guns. He decided to pipe all hands to breakfast while he evaluated the situation. A gun captain at a different vantage point, seeing the success of his and the squadron’s marksmanship, yelled, “For God’s sake, don’t let us stop now! To hell with breakfast!”

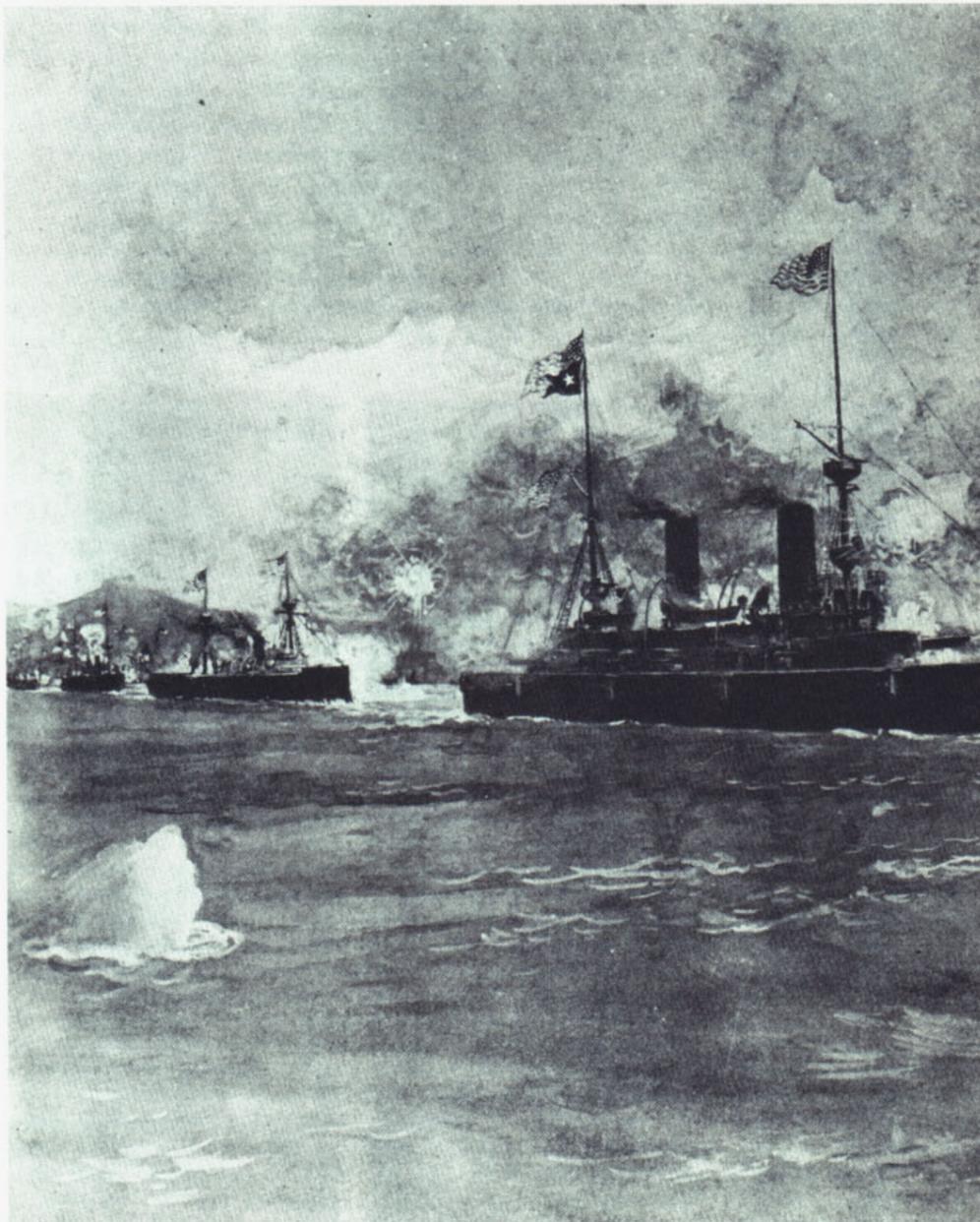
Later, Dewey learned that rather than having only 15 percent left, only 15 percent of his ammunition had been used.

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Dewey’s arrival in Manila Bay in the dead of night, past menacing, but at first, silent shore batteries, was no accident. It was a model of strategic foresight, political maneuvering, excellent tactics and reasonable risk-taking.

Dr. Craig L. Symonds, a history professor at the U.S. Naval Academy who

**A painting of Adm. Dewey’s squadron swinging around the ellipse during the Battle of Manila.**



has studied the battle, points out that the Battle of Manila Bay was the first U.S. victory in its first international conflict since the Mexican War. It also marked the use of the fledgling naval intelligence service founded in the 1880s and prompted a re-evaluation of naval gunnery.

Although the Spaniards lost the battle, they maintained their honor and, Symonds said, saved thousands of lives as their admiral had planned.

Political strategy for Dewey's Manila campaign, history books tell us, was conceived by Assistant Secretary of the Navy

Theodore Roosevelt, who went on to lead the "Rough Riders" in Cuba and to develop his policy to "Speak softly and carry a big stick" as president.

Most Americans viewed the war with Spain as an obligation to save the Cubans from their Spanish overlords. Roosevelt and other politicians saw an opportunity to expand trade opportunities and to improve U.S. defense capabilities. The Spanish-held Philippine Islands more than 8,000 miles away could be stepping stones from California, across the Pacific, to Asia.

Roosevelt wanted the Navy's Asiatic



Admiral of the Navy George Dewey



Squadron to destroy the Spanish fleet in Manila Bay and take over the Philippines. He knew that his friend Dewey, then president of the Navy's Board of Inspection and Survey in Washington, D.C., shared his views. Roosevelt arranged Dewey's selection as squadron commander and promotion to commodore. Dewey joined his flagship in Nagasaki, Japan, took on supplies, and sailed to Hong Kong. He restocked his ships with coal, ammunition and other supplies, began frequent gunnery and firefighting drills, painted his white-hulled ships a dull gray, studied every map and book on the Philippines he could find, and waited for Roosevelt's signal.

Dewey's squadron consisted of the cruisers *Olympia*, *Baltimore*, *Boston*, and *Raleigh*, the gunboats *Concord* and *Petrel*, and the revenue cutter *McCulloch*.

When Secretary of the Navy John D. Long took the day off Feb. 25, 1898, leaving Roosevelt in charge, Roosevelt cabled



Dewey, "Keep full of coal. In the event of declaration of war with Spain, your duty will be to see that the Spanish squadron does not leave the Asiatic coast and then to carry out offensive operations in Philippine Islands."

Dewey made prompt, thorough preparations, and on April 27, 1898, sailed for Manila Bay, 600 miles away. The squadron arrived outside the supposedly mined harbor just before midnight, April 30. Although no one in the squadron had sailed those waters, Dewey confidently led his ships through the narrow passage separating Corregidor and El Fraile islands, into the bay. The ships passed under shore batteries manned by Spaniards who never dreamed anyone would try such a stunt at night. Dewey's ships, each showing only a carefully shielded stern lantern, followed *Olympia*. When half the squadron had passed safely, soot from *McCulloch's* funnel caught fire. Spanish rockets illuminated the American ships; the batteries

fired, but missed, and the rest of the squadron passed safely into the bay.

When Gridley opened fire at 5:41 a.m., Dewey's squadron brought to bear 33 6- and 8-inch guns—capable of firing a broadside of more than 3,700 pounds. Spanish Adm. Patricio Montojo y Pasaron opposed the Americans with his flagship, *Reina Cristina*, a modern but unseaworthy ship whose hull leaked; five other cruisers, each of about 1,100 tons; a wooden cruiser of about 3,300 tons; and three gunboats. These ships had only 11 6-inch guns capable of firing a 1,273 pound broadside.

Montojo's failure to meet Dewey in the open sea, or at the entrance to Manila Bay, has been questioned by some tacticians. The naval academy's professor Symonds explained, "The Spanish ships were old and not well-maintained. People knew the Spaniards would be outgunned and outmanned and that our ships were superior in every respect. It was a mismatch. Montojo expected to have all his ships sunk

and to lose the battle. His primary consideration was to preserve his and his country's honor without killing anyone. He planned to put up a good fight, but his heart wasn't in it. He was afraid if he met Dewey in the open sea or at the mouth of Manila Bay, all his ships would be sunk in deep water at a tremendous loss of life. So he kept his squadron in shallow water under his shore batteries."

The Spanish ships were destroyed, 167 sailors were killed and 214 wounded. The Americans suffered one fatality, a coal heaver who died of a heart attack. Eight Americans were wounded and some ships were damaged. While U.S. ships scored 141 direct hits, the ratio of hits to shots fired was so low that a board of inquiry recommended changes in gunnery practices.

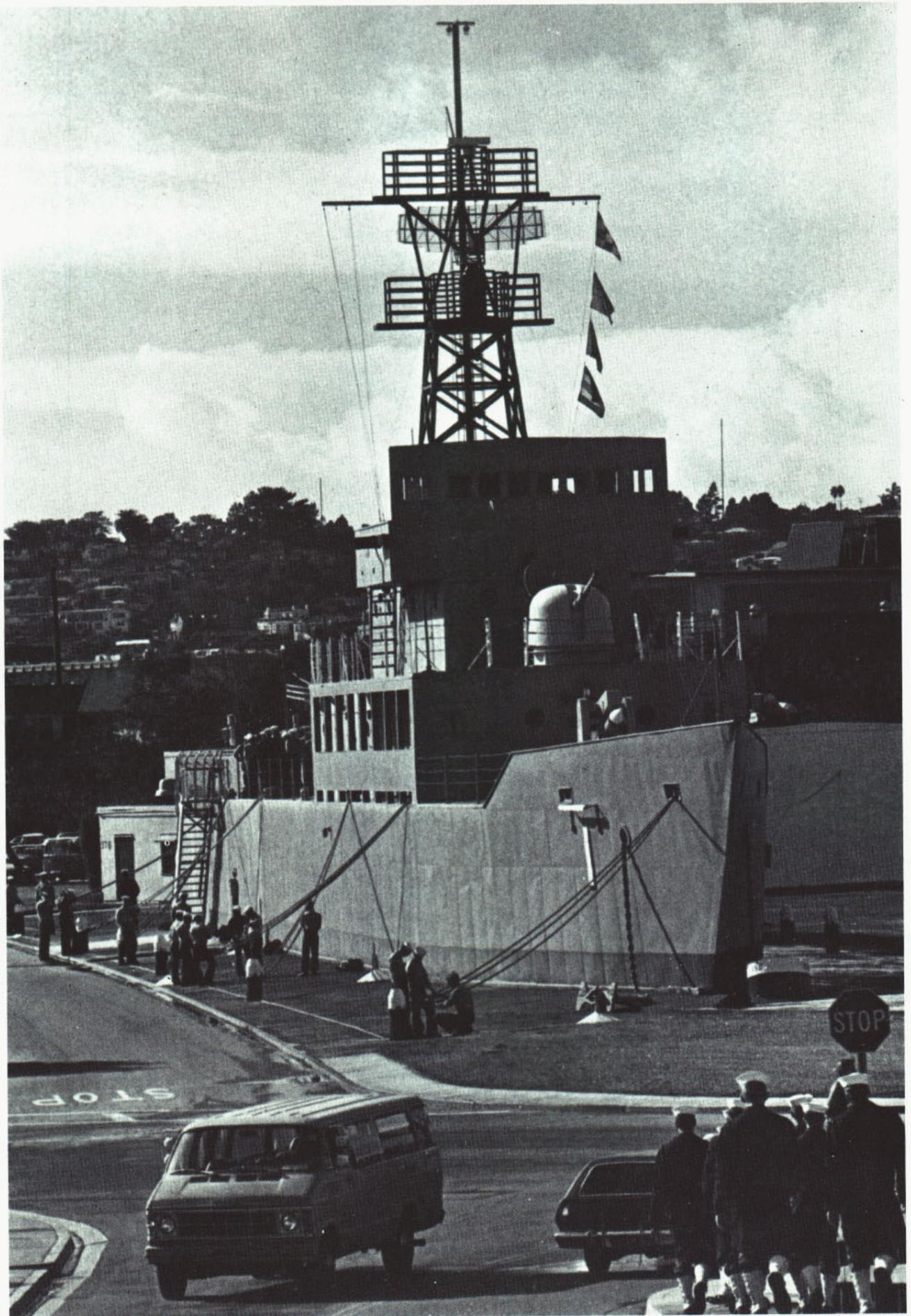
What catapulted a squadron commander's routine approval to his ship's captain to open fire into a national slogan? It was a sign of the times, Symonds believes. People were elated at the first U.S. victory in the Spanish-American War and were looking for a rallying cry. "You may fire when you are ready, Gridley," reached the newspapers before the gun captain's plea to keep firing, and the rest, as they say, is history. □

—By Kenneth J. Rabben



Far left: Commodore Dewey (3rd from left) on Olympia's afterbridge during bombardment of Fort San Antonio. Left: Olympia in the Battle of Manila. Below: "Dewey Day" parade.





# Seamanship school

## Learning the basics before going to sea

By PH1 Randy G. Hayes

They are the fantasies that fill a youngster's head on lazy afternoons—dreams of hoisting billowing sails, standing lookout high in the crow's nest or securing the mainmast before the onslaught of a tropical storm.

They're the stuff books are written about and the subject of weekend matinees. They're the part of the old Navy that's churned in the backwash of modern technology.

Or has it?

While sailing today's technologically advanced Navy warships doesn't require trimming the mizzen or shimmying out on a slick yardarm, it still takes the basic seamanship skills of yore.

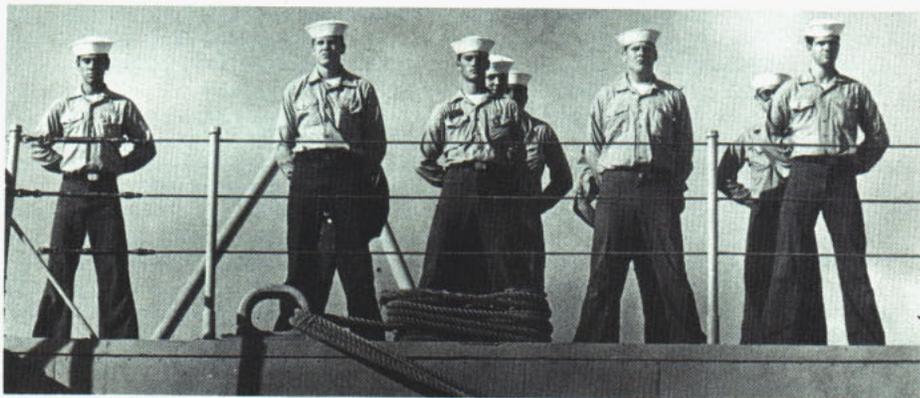
"Some things never change," said Navy Master Chief Boatswain's Mate Henry Lopez of San Antonio, Texas. "Today's Navy is more technically oriented than just a decade ago, but no matter how sophisticated the fleet becomes, sailors need to know the basics of line handling, anchoring, manning the helm and standing lookout watches in order to properly sail a ship."

He should know. Lopez, a 24-year Navy veteran, is leading coordinator at the Navy's Seaman Apprenticeship Training School, San Diego Naval Training Center. The 21-day program teaches sailors skills essential for sailing the sea, regardless of the size or sophistication of the vessel, and injects some Navy savvy into their blood.

Five years ago, according to Lopez, these fledglings of the fleet would have received their training on a daily basis from a crusty chief petty officer in a ship's deck division. Despite good intentions, this type of training often became a matter of survival in the minds of young seamen.

Lopez said those days are gone.

"Instead of reporting aboard a ship and



Clockwise from left: USS Recruit, a scaled-down replica of a modern Navy frigate, is permanently berthed in a sea of concrete. Manning sea-and-anchor stations, throwing a heaving line, and securing lines on the pier during mooring exercises.

# Seamanship school



**Left:** SR William Douglas of Pasadena, Texas, in a hands-on knot tying exercise. **Right:** Students man the helm and lee helm on a classroom mock-up of a ship's bridge.

not understanding what's going on or what's expected of him," he said, "a seaman now takes the basic knowledge of the job with him. No one has to explain what a cleat is or show him how to tie a certain kind of knot. After our training, he's ready to fit into the system with the least amount of resistance."

At any given time, five or six classes of about 45 sailors are involved in various stages of the training at the San Diego school, the largest of the Navy's three schools of this kind.

Instructors point out that although located at the Navy's basic training centers in San Diego and Orlando, Fla., and Great Lakes Naval Training Center, north of Chicago, the training is not an extension of boot camp.

"We want the students to leave here with the proper attitude, so we enforce good order and discipline, similar to basic training. But similarities stop there," said Chief Boatswain's Mate Nelson Puckett of San Juan, Puerto Rico, one of the school's instructors.

In less than three weeks, the classes review 60 subjects, each pertaining to a different aspect of shipboard life. A seasoned instructor—usually a first class or chief boatswain's or gunner's mate—leads students through the complexities of lookout watches, manning the helm, shipboard

and visual communications, anchoring, hazard awareness and safety. Students learn how a ship gets under way, how it moors to the pier, how to work over the side and the mechanics of transfer between ships by "highline."

In addition to book study, lectures and movies, much of the training comes from the instructors' ever-reliable sea stories, as well as three days of hands-on experience aboard USS *Recruit*—a scaled down replica of a modern Navy frigate permanently berthed in a sea of concrete at the training center.

"With this hands-on training, we're finding the seamen learn and retain more," said Puckett.

Lopez added, "This program is designed to help everyone. It helps the seaman adapt to shipboard life more easily and helps the crew by not putting the total responsibility of his training on them."

The graduating seamen share this confidence.

"I'm more assured about going to sea now," said Seaman Apprentice Tommy Townsend, 18, from San Diego who has orders to USS *Juneau* (LPD 10). "Now I know what's expected of me, and what to expect when I get there. And that's a lot." □

*Hayes is assigned to the Navy Public Affairs Center, San Diego.*

# USS Nautilus Memorial and museum take shape

The USS *Nautilus* Memorial and Submarine Force Library and Museum in Groton, Conn., is scheduled to open in the spring of 1986.

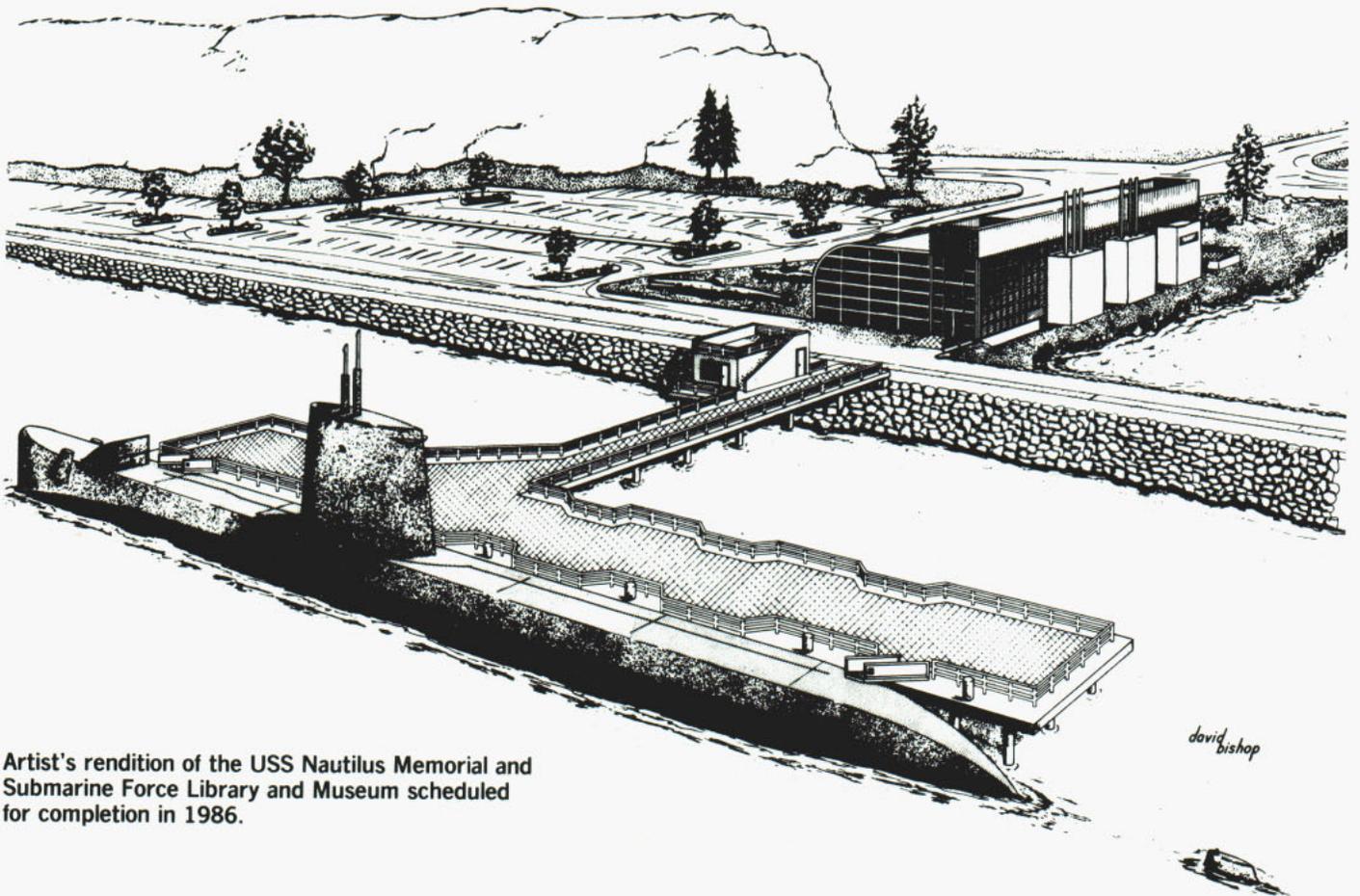
The \$7.9 million facility, outside the main gate of Naval Submarine Base, will house a library and museum, and berth the world's first nuclear-powered submarine, USS *Nautilus* (SSN 571).

*Nautilus*, a 26-year fleet veteran built in 1955, was decommissioned in 1980 and designated a national landmark. It was the first ship to pass under the North Pole and steamed more than a half million miles during its lifetime. The retired veteran of 2,500 dives is being modified and will receive about 350,000 visitors a year.

The 14,000-square-foot library and mu-

seum, almost five times larger than the present facility, will have two mini theaters and display historic submarine artifacts and exhibits. The museum's unique library will include material about all U.S. submarines from 1900 to the present.

The facility will be free to the public year-round. Most construction costs were paid by private donations. The federal government contributed \$1.9 million and the state of Connecticut \$1 million. □



Artist's rendition of the USS *Nautilus* Memorial and Submarine Force Library and Museum scheduled for completion in 1986.

# Bearings

## Guide to Congress available from Citizens Services

A guide to the 99th U.S. Congress now is available to help citizens contact their elected representatives in Washington, D.C.

The Citizens Action Guide is a state-by-state directory of U.S. senators and congressmen in the recently convened legislature.

Designed by Citizens Services to help encourage citizen participation in government, the booklet shows where and how to write members of Congress and the President. It contains important Washington telephone numbers, proper addressing procedures and tips on effective letter writing. It even includes a section on how federal laws are made.

Elected officials are interested in constituent views on major issues, and military members have a right to express their views and opinions. Letters play an important lobbying role in Congress on issues such as taxes, retirement, housing and pay.

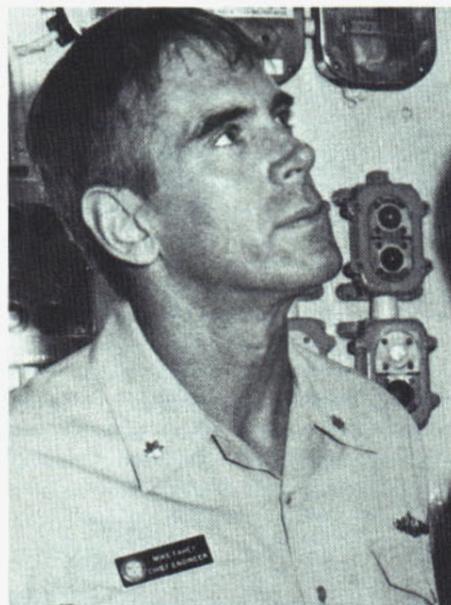
For your copy of the Citizens Action Guide, send \$3.50 to Citizens Services, P.O. Box 445, Bloomfield Hills, Mich. 48303-0445. ■

## Nicholson is a star!

USS *Nicholson* (DD 982) recently "posed" for a *Boating* magazine photo feature on small boat safety and communications equipment.

Managing editor John Owens chose *Nicholson* as the backdrop for the feature because the ship represents "the ultimate in nautical high technology," and he wanted to capture the feel of being aboard a modern warship. The story is slated to run in April 1985.

*Nicholson* completed its overhaul and returned to its home port, Charleston, S.C., in February. ■



Cmdr. Fahey as chief engineer aboard USS *Kennedy*.

## 'Man's Best Friend' to be published

Some of the world's greatest authors are published in the New York Poetry Society's 1985 National Poetry Anthology—Walt Whitman, Carl Sandburg, Robert Frost, Emily Dickinson, Robert Moles. . . .

Robert Moles?

Gunner's Mate Technician 1st Class Robert Moles, who serves on the Charleston-based destroyer USS *Nicholson* (DD 982), has been writing poetry and prose since he was 18 years old. He was notified recently that his poem "Man's Best Friend" was selected by the society for publication.

Born in Belleville, Ill., and raised in Taberg, N.Y., Moles writes about his own experiences and observations. In "Man's Best Friend," his first attempt at publication, the 10-year Navyman wrote about the relationship between a man and a woman. He plans to submit other works to various publications and literary contests. ■

## Fahey's program saves taxpayers \$3.8 million

Cmdr. Mike Fahey earned the Federal Energy Efficiency Award for implementing a repair program on board USS *John F. Kennedy* (CV 67) that saved taxpayers \$3.8 million.

The award is given annually during National Energy Awareness Week in Washington, D.C., for exceptional accomplishment in energy efficiency within the federal sector.

The repair program affected *Kennedy's* fuel, steam and water piping systems, and cut the aircraft carrier's diesel fuel consumption by 22 percent in one year.

Fahey, who holds a master's degree in mechanical engineering from the Naval Postgraduate School, Monterey, Calif., started the program in March 1983 after taking over as *Kennedy's* chief engineer.

Carrying the program one step further, Fahey began numerous training programs and crew awareness campaigns. Nearly 900 crew members participated in ride-sharing pools at the ship's Norfolk home port, which saved more than 40,000 gallons of gasoline.

Fahey left *Kennedy* in February to command USS *Deyo* (DD 989). ■

## Seabees go to Africa

Naval Mobile Construction Battalion 62 deployed two 10-man Seabee construction details to Africa in November in support of the Navy's West African Training Cruise '84.

Team one, deployed to Freetown, Sierra Leone, built an open-air market and finished construction of a local school. In Kinshasa, Zaire, team two rehabilitated a hospital children's ward.

The Seabees lived and worked under field conditions, using modified tent camps and rapid deployment construction equipment to complete the tasks. ■

## Strokes kill—learn the warning signals

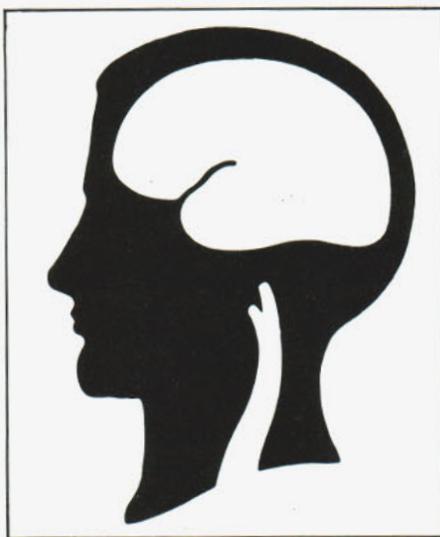
Strokes are the third leading cause of death in the United States.

More than 164,000 people died because of strokes in 1981. They also are the leading cause of major disability, leaving about 2 million Americans handicapped today.

A stroke occurs when a clot or hemorrhage interrupts the blood flow of oxygen and other nutrients to the brain. That cut-off results in brain damage and can lead to severe mental and physical losses.

The best way to prevent a stroke is to reduce factors that lead to one.

High blood pressure, for example, once diagnosed can be controlled. A high red blood cell count, heart disease and dia-



betes are other risk factors that must be identified and treated.

Another important way to reduce the

risk of a major stroke is to identify and treat "little strokes," called transient ischemic attacks. TIAs are early warning signals of an impending stroke and occur days, weeks or months before severe attacks.

TIA symptoms include:

- Sudden temporary weakness or numbness of the face, arm and leg on the same side of the body.
- Temporary loss of speech, or trouble in speaking or understanding speech.
- Temporary dimness or loss of vision, particularly in one eye.
- Unexplained dizziness, unsteadiness or sudden falls.

Learn to recognize the warning signals of a stroke. Take prompt action when you or someone you know experiences the warning signals—and save a life. ■



Photo by PHAN Tim Allen

## New Orleans' handclasp tradition

During a recent stop in Subic Bay, Republic of the Philippines, 19 crew members from the amphibious assault ship *USS New Orleans* (LPH 11) visited Tala leprosarium and donated more than 5 tons of Project Handclasp goodwill materials.

The supplies included food, medicine, disposable diapers, paint and toys.

While at Tala, 15 miles north of Manila, *New Orleans* sailors toured the 140-acre leprosarium compound.

"Seeing all this poverty and sickness for real makes you appreciate what we Americans have," said Dentalman Dom-

onic Finks. "Now I realize how much Americans take for granted."

Populated by more than 12,000 inhabitants, nearly 3,000 of whom are stricken with leprosy, Tala leprosarium was founded in 1947 by Father A.L. Hofstee, a retired Air Force chaplain. Father Hofstee, who has leprosy himself, has dedicated his life to helping the people of Tala.

Project Handclasp gives away millions of dollars worth of goodwill materials to needy people throughout the world each year. This is the third time in two years that the San Diego-based flagship visited Tala with the materials. ■

—By J03 John Bell,  
*USS New Orleans (LPH 11)*

## Texas NROTC unit sets sailing record

More than 200 midshipmen from The University of Texas at Austin's NROTC unit set a Laser-class sailboat endurance world record last October by sailing Town Lake in Austin for 100 hours. The former mark of 24 hours was set in 1978 at the annual boat show in Annapolis, Md.

"There were several reasons for this world record-setting event," said Marine Corps Maj. Jack Owen, NROTC instructor at the university. "Small boat sailing is fun, and the excitement and challenge of a marathon sail was motivating for the midshipmen.

"On a deeper level, the extensive planning and organizing preceding the actual sailing gave the midshipmen an appreciation for the difficulties involved with leading and directing a large group of people to accomplish a task or mission," Owen said.

NROTC units across the country train college men and women for commissions in the Navy and Marine Corps upon graduation. ■

# Bearings



## Navy divers meet and marry

When Chief Machinery Repairman Peter P. Pascanik went to the Navy's Diver Training Facility, Panama City, Fla., he expected a rigorous regimen; he didn't expect to be training with a woman who would become his wife.

Susan Pascanik from Rapid City, S.D., joined the Navy as a hospital corpsman in 1977 and later trained as a medical evacuation corpsman. Many of the patients she aided were victims of diving accidents, and this spurred her interest in the Medical Deep Sea Program.

Now a hospital corpsman second class, Susan works at the Naval Aerospace Medical Institute as a medical evacuation corpsman and her husband, Peter, works in the swim division, survival department, Naval Aviation Schools Command, instructing students in underwater escape from downed aircraft.

Peter, from Uniontown, Pa., joined the Navy in 1975 and served aboard USS *Whipple* (FF 1062) and USS *Orion* (AS 18) at the Submarine Base, Pearl Harbor,

Hawaii, as a machinery repairman.

As a career-oriented couple, the Pascaniks recognize the benefits of a college education and both are completing their bachelor degrees. Susan is a biology major at Pensacola Junior College; Peter is finishing a psychology degree from the State of New York Board of Regents External Degree Program.

Their jobs require them to stay in top physical condition. They enjoy running and weightlifting, and look forward to participating in the annual Navy Open Triathlon: a 1½ mile swim, a 56-mile bicycle race and a 13-mile run.

Does competing in a race with your spouse strain the relationship? "Not at all," said Susan. "Peter is out to win, but I'm just out there to have fun." Of course, when Susan entered last year's triathlon "just for fun," she finished ahead of many of the men.

When not working, studying or exercising, the Pascaniks enjoy recreational diving and exploring sunken ships. As far as the future is concerned, the Pascaniks have one main objective. They want to be assigned to the same duty station so they can finish their Navy careers together. ■

## America's cookies

Aviation Boatswain's Mate Airman Robert Meyer aboard the Norfolk-based aircraft carrier USS *America* (CV 66) wrote his dad; what Meyer missed most at sea was home cooking, especially chocolate chip cookies.

Meyer's father, Mike, a newspaper columnist, wrote the story in his column, and a community drive was launched to raise money to buy one cookie for each *America* crewman. Donations poured in from churches, civic groups and private citizens, some as far away as Pennsylvania.

Baker Bill Gallahar of Carrollton, Ga., said he would match every purchased cookie with a free one. The Carroll County

campaign bought 5,000 cookies; *America* received 10,000.

Navy officials shipped the cookies to Bermuda, and as *America* passed the Atlantic island for home, the cookies were ferried to the ship by helicopter.

*America*'s commanding officer, Capt. L.W. Smith, kicked off the cookie feast on the ship's hangar deck by telling the crew:

"I've seen a resurgence in the pride of the civilian community towards the armed forces. The people of Carroll County certainly personify their love of America."

Meyer best reflected the crew's appreciation for the cookie feast: "I'm really proud of the people of my home county. They've shown in a very unique way that they love *America*. I hope they know that we love them also." ■

## Ship visit: Louisiana World Exposition

USS *La Moure County* (LST 1194) represented the Navy during Navy Week last October at the Louisiana World Exposition in New Orleans.

The ship, berthed in the fairgrounds for the six-day visit, hosted more than 8,000 visitors, including Secretary of the Navy John F. Lehman, Jr.

Crew members were presented Honorary Citizen of New Orleans certificates and Certificates of Merit signed by the mayor, and six New Orleans area citizens were sworn into the Navy by *La Moure County*'s commanding officer.

The ship is homeported in Little Creek, Va. ■



Photo by PH1 Dave MacLean

## Navy photographer pulls man from burning car

Photographer's Mate 3rd Class Milton Savage is a hero—at least to the man whose life he saved and to his Salisbury, Md., home town.

Savage, assigned to the Motion Picture Division, U.S. Naval Audiovisual Center, Washington, D.C., was riding his motorcycle home to Salisbury when he heard a collision and saw a fire in the lane ahead of him.

When he reached the fire, Savage saw that a station wagon had rammed the back of a van. "Burning gasoline was running down the street and the front part (of the car) was on fire," he said. Savage yanked

open the driver's door and saw someone lying on the floor, pinned there by the steering wheel and column.

"I ran to the passenger side to pull the person out, but couldn't get the door open," Savage said. "I tried to kick the glass in but couldn't break it, so I ran back around to the driver's door."

Savage managed to hold up the steering column and pull the driver out of the burning wreckage.

Other people who arrived at the scene helped Savage move the injured driver to a nearby grassy area. Savage then ran back to the burning station wagon to ensure no one else was in the wreckage.

Savage, who has had some basic first aid training, said he initially was worried about moving the victim because of possible internal injuries, but decided that the important thing was to pull the man from the car before it exploded. The man survived the accident with only four broken ribs and some cuts.

In a letter to Savage's commanding officer, Salisbury police chief Coulbourn M. Dykes wrote, "If Mr. Savage had not performed this heroic act . . . (the victim) would have perished before firefighters and police officers arrived."

Savage has been nominated for a Navy and Marine Corps Medal and was presented with the key to the city by Salisbury's mayor.

"I don't really feel like a hero," Savage said. "I just feel that I did what anyone else would have done under the same circumstances." ■

## Clifton Sprague transferred to NRF

USS *Clifton Sprague* (FFG 16) was transferred to the Naval Reserve Force in a ceremony at Philadelphia Naval Shipyard last October.

Commander James Ferguson, commanding officer of *Clifton Sprague*, ac-

cepted for his crew the Meritorious Unit Commendation for the ship's "service in connection with combat operations against Cuban and Grenadian enemy forces in Grenada."

Captain John Doolittle, Commander, Surface Group Four, praised the ship and urged the men to "keep striving for excellence." ■

—By JO1 Tom Eichinger  
NRCC 4, Philadelphia

## Sailor saves Guamanian boy

Construction Mechanic 3rd Class William Kennedy saved the life of 8-year-old Jose Andres after a swimming accident on Guam.

Kennedy, 22, was sunbathing on the beach when he heard a call for help. He ran to the scene and found a boy who had been pulled from the water and was not breathing. Kennedy quickly administered cardiopulmonary resuscitation until an ambulance arrived. The boy was in critical condition when he was admitted to the naval hospital, but Kennedy later learned that the boy fully recovered.

"If it hadn't been for a CPR course I took," said Kennedy, "I wouldn't have known what to do." ■

—By JO1 Ray Fredette  
NMCB 3, San Francisco

## Greyhound reduces travel/shipping rates

Greyhound has reduced passenger bus fare by 50 percent and package-shipping costs by 85 percent for active duty military, their dependents and retirees.

Greyhound slashed the price in half on 15- and 30-day Ameripasses that permit unlimited travel throughout Greyhound's nationwide system.

Military family members need not be accompanied by their sponsors to get the discounted fare. Children aged 5-11 travel for half the discount price—a 75 percent saving. Children under five ride free.

For a maximum charge of \$10, active duty military people may ship packages up to 100 pounds anywhere in the Greyhound system.

Packages may be sent by active duty military people or to them by friends and relatives at the new rates. Packages priced less than \$10 will be charged at the lower rate. ■

# Bearings



An F/A-18 Hornet readies for take-off aboard the aircraft carrier Constellation.

## The "Hornet's Nest"

USS *Constellation* (CV 64) is the Navy's first "hornet's nest" for two squadrons of Fighter/Attack-18 *Hornet* aircraft.

The two squadrons, VFA-25 and VFA-113 of Carrier Air Wing 14, fly the formidable *Hornets* under the command of Captain John Zerr. "*Hornets* can act as attack bombers or fighters with just the flick of a switch," said Zerr. "The computer readies the bombs or missiles, and

sets up the correct radar and instrument display."

To provide maximum maneuverability, *Hornets'* flight control computers monitor and change the leading and trailing wing flaps.

*Constellation*, homeported at NAS North Island, Calif., will be the first carrier to make a major deployment with F/A-18 *Hornets*. ■

—Story by JOSN Bill Miles  
USS *Constellation* (CV 64)

## NRL computer can predict dangerous foul weather

Scientists at the Naval Research Laboratory, Washington, D.C., can now predict dangerous foul weather.

Researchers at the lab recently completed a computer model that can give early warning information on hurricanes and typhoons.

Developed by Dr. Rangarao Madala and Dr. Simon Chang, the model simulated a weak tropical disturbance—with winds less than 2 mph—that changed into a storm with wind speeds greater than 40 mph.

The model's computer can predict pres-

sure, humidity and winds in a 12½ million square mile area and help scientists better understand how weak tropical disturbances become major hurricanes.

With the model, dangerous weather condition warnings can be given three to four days in advance instead of the usual two. The added time will help ships at sea and coastal areas where timely evacuation is essential.

Less than 10 percent of ocean-surface disturbances intensify into typhoons. It can take as little as 24 hours for a disturbance to increase winds to 140 mph and travel 600 miles. The Navy can't foresee these rapidly developing typhoons, but Madala's and Chang's advances have taken weather forecasters one step closer to predicting them. ■

## Juneau officer 'selected' for chief

It is not unusual for a chief petty officer to earn a commission, but an officer "selected" for chief . . . ?

Such was the case recently aboard USS *Juneau* (LPD 10) when the ship's supply officer, Lt. Everett L. Geis, was named an honorary chief by unanimous vote of the ship's 34-member CPO Mess during a port call to Sasebo, Japan.

Geis was honored for his "can do, get the job done" approach that set the example for the ship's crew.

In a letter of acclamation, Geis was recognized for his "concern for the morale and welfare of the crew, and for taking on responsibilities above and beyond his assignment."

"I've always had a lot of respect for chief petty officers, and to be made an honorary chief is a measure of their faith in me. It's a great honor," said Geis.

Geis, who enlisted in the Marine Corps in 1969, earned his Navy commission in 1977.

"My father never understood why I went into the officer corps," Geis reflected. "He thought that I should have stayed enlisted and become a chief. I can finally tell him I've been promoted to chief." ■

—By JO3 Thomas E. Bradley Jr.,  
USS *Juneau* (LPD 10)

## Designated drivers at Navy clubs

Navy clubs throughout the world have started a program to help curb drunk driving. Groups of three or more club patrons are allowed to select a "designated driver" for the evening.

The designated driver is pinned with a "No Thanks" button entitling him to unlimited soft drinks or coffee and a special non-alcoholic drink. The volunteer driver also receives discount food coupons for future visits to the club. ■



Photo by JO1 Gary Hopkins

## Burial eligibility at Arlington National Cemetery detailed

Burial space at Arlington National Cemetery in Northern Virginia is limited, and there are strict eligibility requirements for those veterans who wish to be buried there.

Eligibility is limited to veterans who:

- died on active duty;
- were retired for disability;

- were discharged for 30 percent or more disability after Oct. 1, 1949;
- had at least 20 years active duty or Reserve service;
- held an honorable discharge and held certain high government positions; or
- were decorated with the military's highest awards, such as Medal of Honor, Distinguished Service Cross, Air Force Cross, Navy Cross, or Purple Heart.

Arrangements for burial are made through the Superintendent, Arlington National Cemetery, Arlington, Va. 22211. ■

## 'Sidewinder' best

Training Squadron 19's commanding officer, Cmdr. F.R. Wesh, and his crew of chili-making roadies recently made history when they concocted a batch that made the world's top 10 chili list.

Wesh's "Sidewinder" potion was judged eighth-best at the Terlingua International Chili Cook-off in Texas last November—marking the first time in more than 18 years that a non-Texan chili made the list.

Wesh entered the Mississippi State Chili Cook-off held in VT-19's home base of Meridian, Miss., in June. His potent chili

went up against entries like "Hellfire and Damnation," but none could top his "Sidewinder." He won in Mississippi and was nominated to the international competition in Texas.

On the day of the contest, Wesh, along with "project manager" Lt. Cmdr. Ed Dutra, "fire control officer" Lt. Robert Caulk and "master of revels" Lt. John Larsh, set up their stove and began slicing steak and onions to mix with the sauces.

Taste is not the only consideration when judges pick the best chili. Color and consistency—varied meat and vegetable chunks, and no big red beans or globbed-together clods of meat—count.

## Korean artist still searching for Navy friend

When Kyung Chan Mihn was 10 years old, he received his first art set. Like any youngster with a new toy, he experimented and practiced, and today is well-known in Korea and China as a landscape artist.

But Mihn's story goes back to those first art supplies given him in 1945 by a Navy ensign aboard an amphibious landing ship at Inchon, Korea.

Mihn, nicknamed "David" by the officer who today would be about 65 years old, attributes his success to the ensign. In their six-month relationship, the officer encouraged Mihn to paint. They lost touch when Mihn was sent to a missionary in Shanghai, China.

Unable to speak English, Mihn can only recall the phonetic spelling of the officer's name as "Naruh." He also remembers a pet monkey and a dog aboard the LST.

Today, Mihn seeks to rekindle their friendship.

Anyone having any information that might assist in finding Mihn's lost friend, please write to: Flag Secretary, Commander, U.S. Naval Forces Korea, APO San Francisco 96301. ■

Wesh filled a plastic foam cup with the winning combination and added it to the other 98 chilies on the judging tables. Wesh's crew hoped to make the top 10 finalists but felt their chances were slim.

To the Mississippi delegation's amazement, "Sidewinder" chili was judged the eighth-best chili in the world! The judges, also amazed they had selected a non-Texan chili, made VT-19's team honorary Texans and bestowed upon them the state flag.

Wesh turned over his command to Cmdr. Peter Kerr last November and took his chili recipe to California where he is navigator aboard USS *Enterprise* (CVN 65). ■

—Story by Lt.j.g. Eric Engleman

# Reunions

• **USS St. Louis (CVE 63)**—Reunion being planned. Contact John Ibe, 1477 Lakeridge Lane, El Cajon, Calif. 92020.

• **USS Woolsey (DD 437)/USS Ludow (DD 438)**—Reunion being planned. Contact Tony Torres, P.O. Box 9291, Whittier, Calif., 90608; telephone (213) 693-8023.

• **USS Snook (SSN 592)**—Reunion being planned. Contact Phil Kraus, P.O. Box 31458, Richmond, Va. 23294; telephone (804) 270-1911.

• **USS Pringle (DD 477)/USS Stanley (DD 476) 1941-45**—Reunion being planned. Contact William L. Herman, 1427 Woodbridge Road, Baltimore, Md. 21228.

• **USS Eaton (DD 510) 1965-67**—Reunion being planned. Contact Mrs. Barbara Gorvin, University of Iowa Law Library, Iowa City, Iowa 52242.

• **VAQ 33 "Connie" Crew**—Reunion being planned. Contact Bryan Runion, 695 Kurtz Road, Marietta, Ga. 30066.

• **USS Covy (DD/DDE 508)**—Reunion being planned. Contact Jim Worth, 20 Park Lane, Norwalk, Conn. 06854.

• **USS Patapsco (AOG 1)**—Reunion being planned. Contact Hank Dunning, 1070 Harding St., Salinas, Calif. 93906; telephone (408) 449-5553.

• **USS Ludlow (DD 438)**—Reunion being planned. Contact R.P. Javins, 537 Clark's Run Road, La Plata, Md. 20646; telephone (301) 934-8955.

• **USS Henry W. Tucker (DDR 875) 1955-58**—Reunion being planned. Contact Ron Campbell, 3814 Constitution Ave., Colorado Springs, Colo. 80909.

• **USS Laffey (DD 724)**—Reunion April 14-19, 1985, Patriots Point, Charleston, S.C. Contact Tom Fern, Box 319, Agawam, Mass. 01001.

• **USS Luce (DD 522)**—Reunion April 16-19, 1985, Patriots Point, Charleston, S.C. Contact J.C. Phillips, 2521 S.E. 60th, Ocala, Fla. 32671; telephone (904) 629-5348.

• **USS Luce (DD 522)**—Memorial service May 4, 1985, Mayport, Fla. Contact James C. Phillips, 2521 S.E. 60th St., Ocala, Fla. 32671; telephone (904) 629-5348.

• **USS Buckley (DD 808)**—Reunion April 16-19, 1985, Patriots Point, Charleston, S.C. Contact Charles Bill Black, Box 1301, Little Rock, Ark. 72203; telephone (501) 663-6096.

• **USS LST 345**—Reunion April 17-19, 1985, Norfolk, Va. Contact Robert White,

Route 2, Box 12, Siler City, N.C. 27344; telephone (919) 742-3736.

• **USS Loy (APD 56/DE 160)**—Reunion April 19-21, 1985, Naples, Fla. Contact Harold E. Krantz, 3112 Gordon St., Naples, Fla. 33962.

• **Naval Test Pilot School**—Reunion April 20, 1985, NAS Patuxent River, Md. Contact Lt. Cmdr. Brian Young, U.S. Naval Test Pilot School, NATC Patuxent River, Md. 20670-5304; telephone (301) 863-4107.

• **USS Bryant (DD 665)**—Reunion April 24-28, 1985. Contact Everette P. Owens, 1241 Cape Charles Ave., Atlantic Beach, Fla. 32233; telephone (904) 248-5578.

• **Association of Naval Aviation**—Convention April 25-28, 1985, Crystal City, Arlington, Va. Contact Ms. Jeri Colenda, P.O. Box 2381, Arlington, Va. 22202; telephone (703) 979-8723.

• **USS Belleau Wood (CVL 24)/Attached Air Groups**—Reunion April 25-28, 1985, Jacksonville, Fla. Contact Richard Fread, P.O. Box 846, Annandale, Va.; telephone (703) 642-5670.

• **USS Jenkins (DD 447)**—Reunion in May 1985, West Covina, Calif. Contact V.H. Martin, 25620 Oak St., Lomita, Calif. 90717; telephone (213) 539-0946.

• **USS Little (DD 803/DD 79/APD 4)**—Reunion May 3-5, 1985, Boston. Contact Franklyn A. Whall, 53 S. Fairview St., Roslindale, Mass. 02131; telephone (617) 325-6654.

• **Marine and Naval Aviators, Aviation Ground, NAPs with Marine Air**—Reunion May 4, 1985, MCAF Quantico, Va. Contact Judy Skinner, MCAF Quantico, Va. 22134-5060; telephone (703) 640-2442.

• **South China Patrol/Yangtze River Patrol**—Reunion May 8-11, 1985, San Jose, Calif. Contact J. Geyer, 1056 Bobolink Dr., Virginia Beach, Va. 23451.

• **VB/VPB 106**—Reunion May 15-19, 1985, Norfolk, Va. Contact Gordon K. Ebbe, 2211 Wynkoop Dr., Colorado Springs, Colo. 80909; telephone (303) 596-3087.

• **USS Somers (DD 381)**—Reunion May 17-19, 1985, Lehigh Acres, Fla. Contact Paul J. Gries, 508 N. Richmond Ave., Lehigh Acres, Fla. 33936; telephone (813) 369-7153.

• **LST 398**—Reunion May 17-19, 1985, Virginia Beach, Va. Contact Martin A. Melkild, 1908 E. Front St., Traverse City, Mo. 49684.

• **USS Yorktown (CV 5)**—Reunion May 23-26, 1985, Denver. Contact Bob Johnson, 5791 South Spotswood St., Littleton, Colo. 80120.

• **MOB #1 Hospital, 1940-43**—Reunion May 25-26, 1985, Norfolk, Va. Contact G.T. Parkinson, 8271 Briarwood Circle, Norfolk, Va. 23518; telephone (804) 587-5043.

• **USS Tangier (AV 8)**—Reunion May 30-June 1, 1985, Savannah, Ga. Contact Jack Schoemaker, 4 Leeds Gate Road, Savannah, Ga. 31406.

• **USS Hornet Club**—Reunion June 7-9, 1985, Bedford, Mass. Contact Connie Masse, P.O. Box 277, Rehoboth, Mass. 02769.

• **USS Essex (CV/CVA/CVS 9)**—Reunion June 12-15, 1985, Williamsburg, Va. Contact Jack Gallagher, P.O. Box 3156, Lakewood, Calif. 90711-3156.

• **USS LST 951**—Reunion June 14-16, 1985, Nashville, Tenn. Contact Don Heuer, 266 E. Main St., Bakesville, Ark. 72501; telephone (501) 793-3566.

• **USS Yew (YN 32)**—Reunion June 15-16, 1985, Bristol, Pa. Contact C.D. Theobald, Box 158, Route 1, Rock Hall, Md. 21661; telephone (301) 639-7530.

• **USS Wadleigh (DD 689)**—Reunion June 20-23, 1985, Fort Lauderdale, Fla. Contact Sheff L. Devier, 918 Tyler St., Hollywood, Fla. 33019; telephone (305) 921-2596.

• **USS Titania (AKA 13)**—Reunion June 21-23, 1985, Middle Amana, Iowa. Contact Cliff Trumpold; telephone (319) 622-3103.

• **79th Construction Battalion**—Reunion June 21-23, 1985, Los Gatos, Calif. Contact Joanne Lewis, 20410 Via Santa Teresa, San Jose, Calif. 95120; telephone (408) 997-1265.

• **USS Reno**—Reunion June 21-23, 1985, St. Louis. Contact Louis A. Trebino Jr., 343 Dairy Road, Auburn, Calif. 95603; telephone (916) 885-3835.

• **USS Shangri-La (CV 38)**—Reunion June 21-22, 1985, Wickliffe, Ohio. Contact Robert P. Kissig, 6018 Harrison St., Mentor, Ohio 44060.

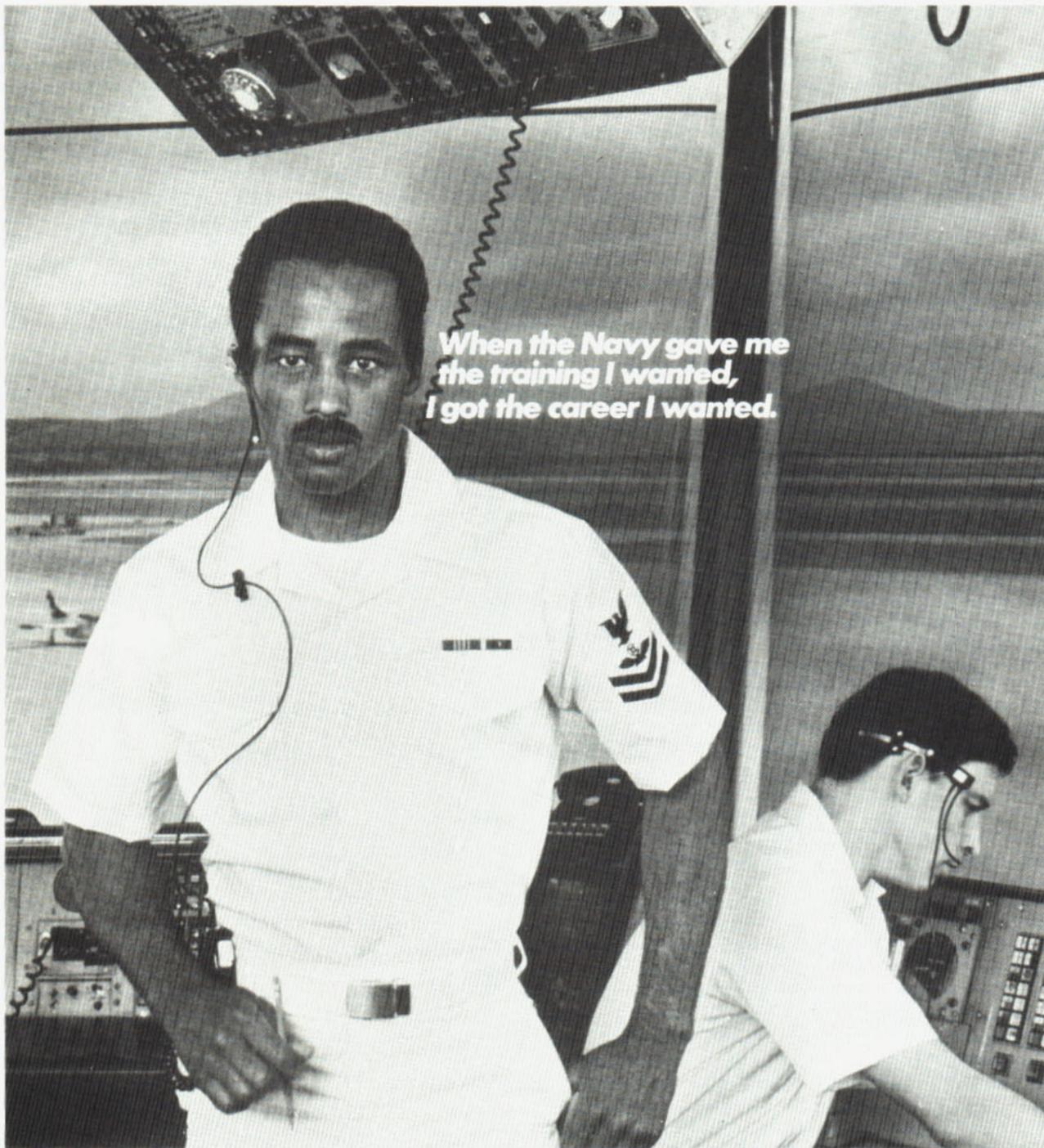
• **Naval Weather Service Association**—Reunion June 26-29, 1985, Las Vegas, Nev. Contact Herb Goodland, 786 Cristy Lane, Las Vegas, Nev. 89110.

• **USS LST 479**—Reunion June 27-30, 1985, Norfolk, Va. Contact Chet Carbaugh, 3263 Pioneer Dr., S.E., Salem, Ore. 97302; telephone (503) 362-5912.

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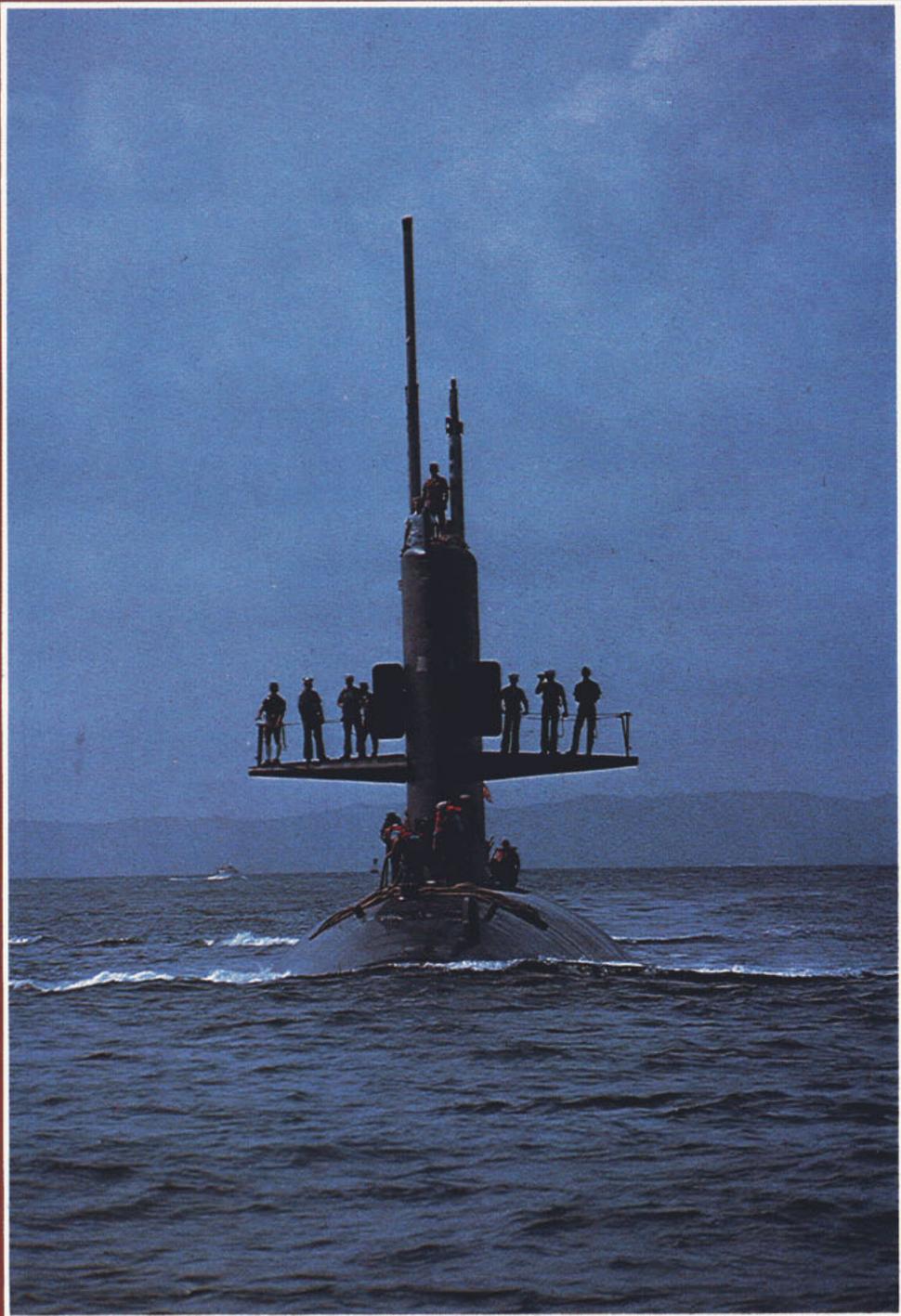
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