

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

DECEMBER 1985



- 
- Site 1 Holy Loch
  - The Corps' corpsmen
-



Secretary of the Navy John Lehman swears Patrick Stetham (middle) and other members of a special Redskin recruit company into the Navy during half time of the Washington Redskins and Dallas Cowboys game at RFK Stadium, Washington, D.C. Stetham's brother, SW2 Robert Stetham, was slain in June 1985 by terrorists who hijacked his flight. Following the swearing-in ceremony, company commanders MM1 Michael Blake and BT1 Jimmy Plummer accepted the men from Lehman for training. Photo by William M. Moser, Navy Recruiting Command.

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## Covers

**Front:** The Navy's Ballistic Submarine Refit Site 1 Holy Loch, Scotland. See page 18. Photo by PH1 Perry E. Thorsvik.

**Back:** The Cowal Highland Gathering tradition shows the flavor of Scotland. See page 25. Photos by PH1 Perry E. Thorsvik.

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# F/A-18s deploy



# to Western Pacific



Story and photos by Dave Fraker

**T**he F/A-18 *Hornet* earned high marks from pilots, mechanics and gunners during its first operational deployment with Strike Fighter Squadrons 25 and 113. Proving itself as a combined bomber and fighter, the F/A-18 was at 90 percent mission capable during a Western Pacific deployment aboard USS *Constellation* (CV 64) last fall.

"I don't think any new aircraft has performed as well during its maiden cruise," said Rear Adm. Leon A. Edney, commander, Carrier Group 1. Edney and his flagship *Constellation* operated in the Western Pacific and Indian Oceans for 158 days.

A large measure of the *Hornet's* success can be attributed to its sophisticated on-board computers and easy maintenance.

The computers pinpoint trou-

ble spots to allow mechanics and electricians to quickly diagnose and correct any problem. Earning the nickname "Maytag repairmen" because of the plane's easy maintenance, mechanics were able to change an engine in less than an hour.

"It is so easy to replace parts because everything is set at eye level," said Aviation Structural Mechanic 1st Class Bill Guterrez.

Besides monitoring the plane's

# Constellation's Hornet

machinery, the F/A-18's computers constantly feed information to the pilot, or, as in the case of catapulting, control the aircraft during launch.

"Keep your hands off the stick," says Cmdr. John Leslie, commanding officer of VFA 25. Pilots not used to leaving everything to computer control tend to grab the stick as the plane leaves the carrier's deck. But according to Leslie, they will make that mistake only once. Attempting to change the plane's takeoff course from its preselected trim causes pilot induced oscillation. Like a wild bronco, the plane will buck to and fro and up and down. The pilot takes manual control of the *Hornet* as soon as the launch is completed.

Leslie and VFA 113 Commanding Officer Cmdr. Craig Langbehn worked together during the deployment to fine-tune the on-board computer software. According to both aviators, the plane has so much software programming that it tells a pilot





Clockwise from bottom opposite page: A flight deck launch coordinator signals during one of up to 21 missions per day flown by F/A-18 pilots; an F/A-18 makes a tight turn before landing; a landing signal officer guides in an F/A-18 and grades the pilot on his performance.

# Constellation's Hornet

all the information he needs and in some cases more information than he can use. According to Leslie, fine-tuning involves selectively reprogramming the software for just the information the pilots need and training pilots to take full advantage of the computers' capabilities. "We are limited only by our imaginations," he said.

A distinct advantage of the F/A-18 is the simplicity of its cockpit design. Unlike other aircraft with their confusing panels of buttons and lights, all of *Hornet's* weapon systems controls are located on the plane's flight stick and throttles. A pilot is able to control these critical functions without removing his hands from the stick or throttle.

One of the plane's early critics, Capt. John F. Calhoun, commanding officer of *Constellation* and a light attack pilot, said the *Hornet* made a believer out of him.

"I did not think the Navy could build one airplane that could perform two sep-





Clockwise from bottom opposite page: Two of F/A-18 pilots take the three-minute trip from the ready room to the flight deck; 28-day corrosion inspections are but one of many tests F/A-18 maintenance crews perform; each wheel of carrier aircraft is held fast to the flight deck by at least two tie-down chains.

# Constellation's Hornet

arate missions. This cruise proved me wrong. The pilots showed the *Hornet* could perform, and that any problems are minor and correctable.”

“I feel comfortable with the F/A-18 because it can do more for me. It can drop bombs and fight to defend itself,” said Edney, an aviator himself. “With two squadrons of F/A-18s, I can call up any combination of bombers and fighters I need to perform a mission.”

According to Edney, the F/A-18 and the F-14 *Tomcat* complement each other. The *Hornet* is a short range air-to-ground fighter, while the *Tomcat* is a long range, high reconnaissance air-to-air fighter.

Both squadrons flew about 4,400 hours during the cruise and completed anywhere from 12 to 21 missions a day. Langbehn described a typical day while operating in the Indian Ocean: “We would start at 1 p.m., fly an air combat mission, come back, and perform a surveillance mission. Next we would fly a mission with the high speed, anti-radiation (HARM) missiles. To finish the day would be a bombing

mission using targets in the water. We continued this fast pace until 10 p.m.

“We also maintained a constant alert status. On a five-minute alert, we had a pilot in the cockpit and his plane captain standing by.”

Because it is self-starting, the F/A-18 is highly adaptable to the carrier environment. Unlike other types of aircraft that are towed into launch position and require a generating truck (yellow gear) to turn over, the F/A-18 can taxi under its own power, saving time and manpower.

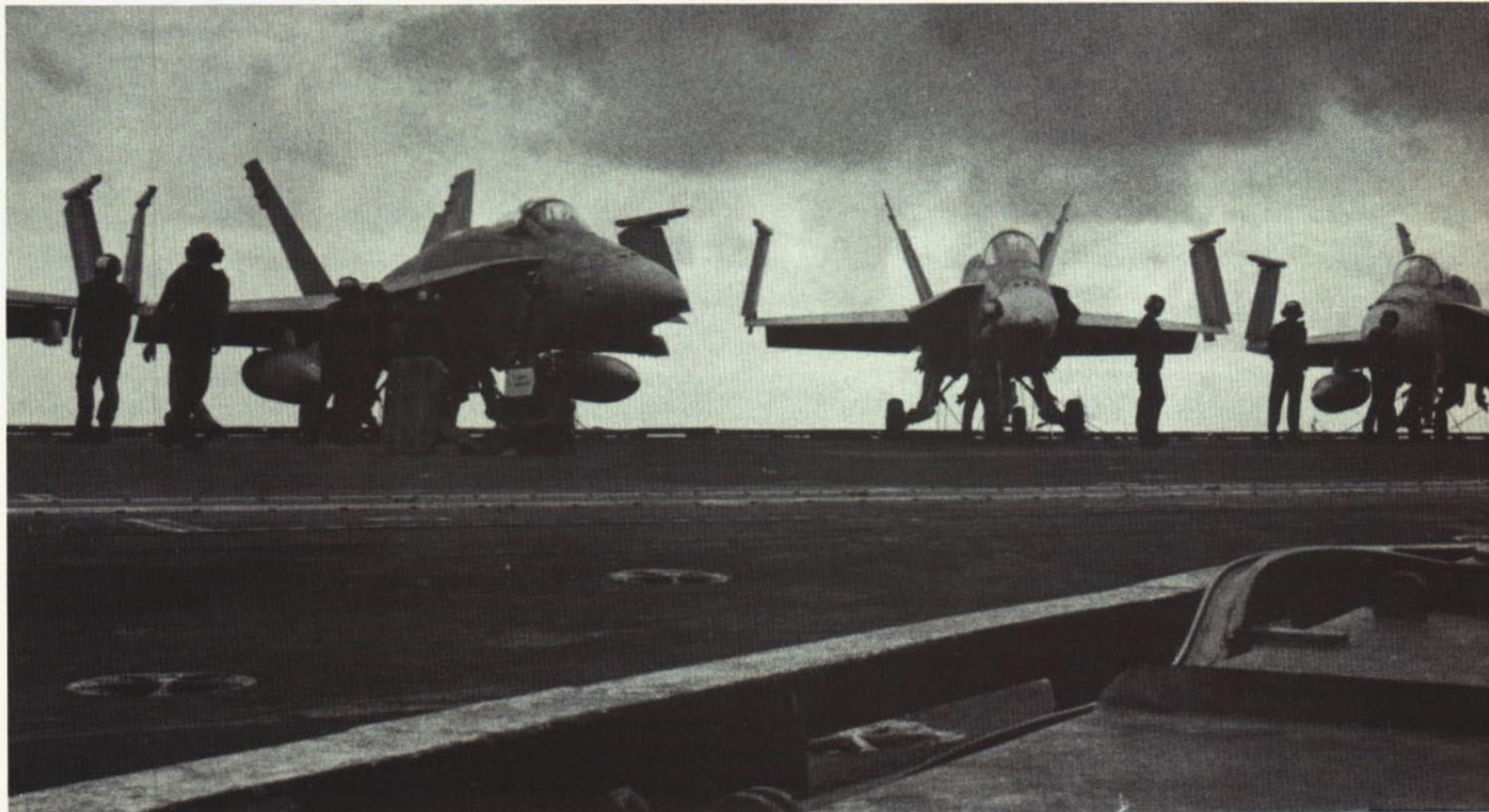
The *Hornet*'s advantages—self-starting, easy fueling, rapid re-arming and quick power response engines—allowed *Constellation* to shift to battle flex deck as the standard mode of operation. In this mode the flight deck crew simultaneously launched or recovered aircraft, 24 hours a day, without constant respotting.

VFA 25's gunner Chief Warrant Officer Charles Mach, said his people were able to load and exchange weapons systems and pylons within minutes. The F/A-18 carries *Sidewinders* and loaded guns at all

times and, depending on the mission, additional *Sidewinders*, bombs, *Sparrows*, HARM missiles or infra red tracking systems can be loaded.

“People are the reason the cruise was so successful,” Langbehn said. “If we did not have the dedication, no matter how sophisticated an airplane we had, it would not have worked.” □

*Fraker is editor of the NAS Lemoore, Calif., The Golden Eagle.*





Clockwise from left: Seven Hornets line flight deck; flight deck personnel catch a few winks when they can; a plane captain checks his aircraft for material that could cause FOD—Foreign Object Damage.





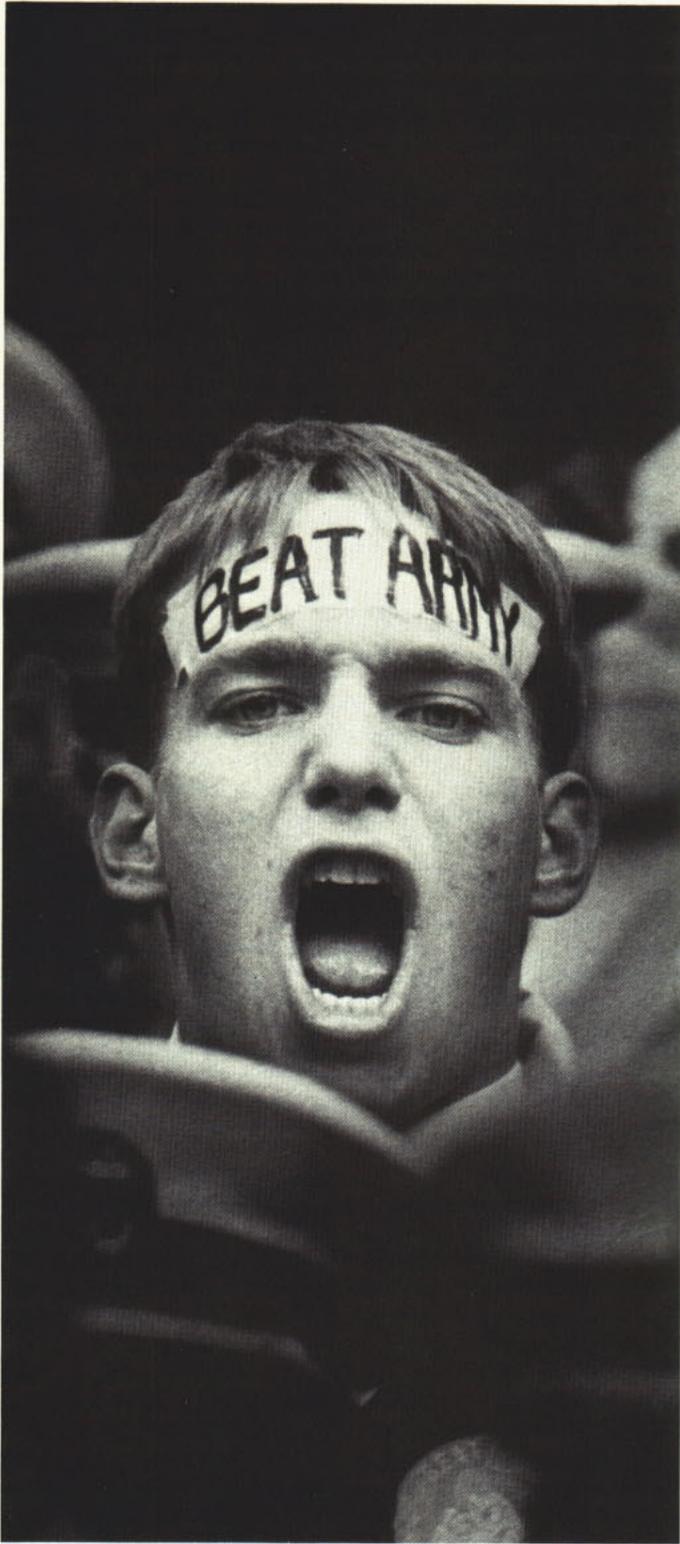
# Navy-17 Army- 7

Napolean McCallum rushed for 217 yards and the Navy defense stopped Army cold on a crucial goal-line stand as the midshipmen salvaged a disappointing 4-7 season with a 17-7 upset over Army in their 86th meeting. Navy now leads the series 41 to 38 with 7 ties.



PH1 Harold J. Gerwien

PH1 Perry E. Thorsvik



PH1 Perry E. Thorsvik





PH2 Terry Cosgrove

# Going to sea

By JOC Kirk Kinsfather

*Editor's note: For the past several years, the Navy has made changes to the seal shore rotation system for various ratings to bring shipboard manning in those ratings to 100 percent. Nearly every Navy rating has sailors who have never been to sea, and some ratings—journalist, photographer's mate, yeoman, draftsman, data processing—have had more than the normal share of landlocked sailors.*

*With the reality of full shipboard manning requirements, many senior petty officers and chief petty officers find themselves aboard ship for the first time. And they're learning what the sea-going Navy and its professionalism is all about. Instead of being shore-based 8 a.m. to 5 p.m. sailors who support the fleet, they are the fleet.*

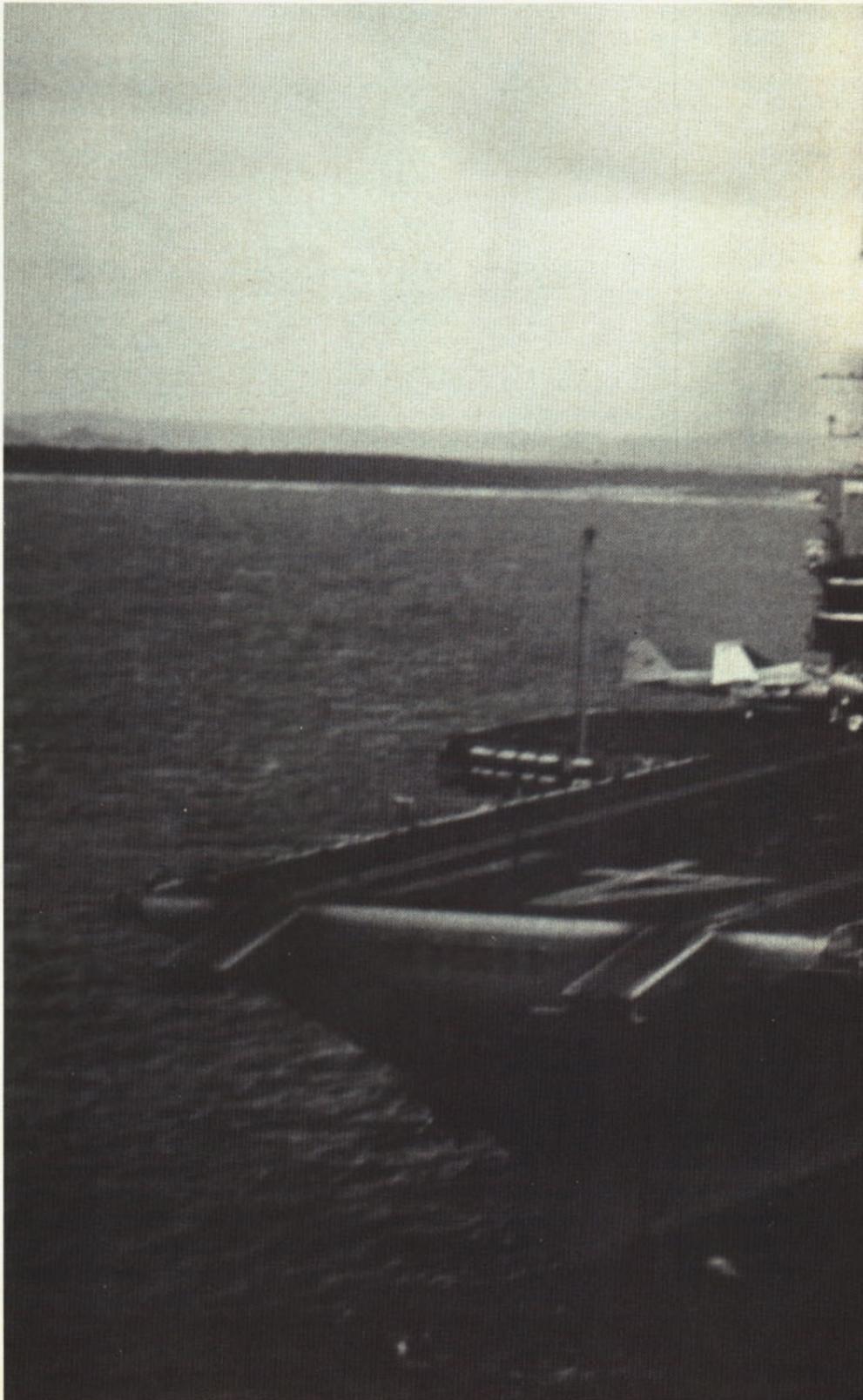
*Senior Chief Journalist Kinsfather has been in the Navy for 16 years. He reported aboard USS Midway (CV 41) in February 1984 for his first shipboard tour. Here's what he has to say about his afloat Navy.*

\* \* \*

"Haze gray and underway." Mention those four words to many senior Navy enlisteds, especially those who still carry six zeros in the "SEADUSVC" block of their leave and earning statements, and you'll see some very interesting reactions. I should know, I've been there.

I should have seen shipboard duty coming. Operating out of the Navy Broadcasting Service Detachment at the Armed Forces Radio and Television Service Programming Center in Los Angeles as the Navy's one and only mini-TV circuit manager, I was content to enjoy the Southern California sunshine while doing a job I enjoyed too much to call work. Then, when I was three months overdue for PCS orders, I was called to Washington, D.C., for a two-day meeting about mini-SITE for Military Sealift Command ships.

There I sat, basking in my own self-



# 'late in life'





importance, when the director of Navy Broadcasting Service entered the meeting and said, "Excuse me, chief, we need to have a little talk." When he talked, I listened.

By the time he had finished briefing me on the political situation in the Far East, I knew I was heading back to the Pacific. Amazingly, when he was through driving home the need for qualified journalists in the fleet, I even accepted that I was finally going to become a real sailor. Besides, I figured an occasional cruise now and then wouldn't be all that bad. But *Midway*?! Even *I* knew about *Midway*. It was accurate then, and still is now, to describe *Midway* in one painfully simple word . . . U-N-D-E-R-W-A-Y.

Granted, this is a rather tongue-in-cheek (albeit true) rendition of my initial reaction to the "haze gray and underway" syndrome. Whatever apprehensions I may have packed in my sea bag and brought with me to *Midway* have, for most part, been replaced by a number of more positive feelings and attitudes; among them are pride, sense of belonging and increased self-confidence. I'm not about to try to convince anyone that shipboard duty for anyone, particularly a senior person with little or no previous sea time, is anything more than what it is. But it is possibly the most eye-opening, challenging and rewarding tour of duty available.

Eye-closing might be a better way to describe my first experience aboard *Midway*. Take my word for it, you've never lived until you thought you were going to die trying to "trap" onto an aircraft carrier in the middle of the Indian Ocean.

The first thing I ran into was the realization that I had to be a sailor first and a professional in my rating second. I'd said that in the past but never really understood or believed in it. I do now.

I learned what standing a watch is all about—the last duty section watch I had stood was in 1969. I also learned, rather painfully, about the Navy's supply and 3M systems.

I'd been aboard about 36 hours when a rather colorful and somewhat verbose sen-

ior chief boatswain's mate tracked me down in the television studio.

"Are you this JOC Kingfisher?"

"I think so," was the best I could do under fire.

"Shut up and listen." By now he had my attention. "I'm the 3M coordinator on this ship and your television studio is a mess." Then he got nasty. "If you don't get your quarterly cycle updated, rewrite the EGLs, follow up on your SPMIG & LOP. . . ." He continued, but I was lost in the sea of acronyms.

I had to learn and become qualified in shipboard damage control—a major evolution aboard an aircraft carrier. Nothing at sea is as important as knowing how to react in emergency situations (they do happen). While I don't have to be an expert at damage control, I did have to learn what it's all about and how to carry my share of the load.

I determined early on that I was much better off admitting my limitations than pretending to know what I didn't. On a ship, blowing smoke will not only eventually catch up to a person, but can cost a shipmate a stripe or two, a career, or even a life.

Workaholics love sea duty. I used to think I put in long hours: "Hey boss, give me a break. I worked (heaven forbid) 12 hours yesterday and six days last week." Underway, the norm is 16–18 hours a day, *everyday*. And that's not measured in weeks, but from one port to the next. I can no longer sleep more than five hours at a time. Mix this daily routine in with 111 straight days at sea (101 on Gonzo Station), and I have a new definition for the word "work." Incredibly, even with this many hours in my workday, I never seem to have enough time to do all that is expected of me.

It was handling the workload (I could work until I dropped, but I could never seem to complete the job) that proved to be my toughest challenge. Quantity is the key factor, but it by no means relieves me of my obligation to turn out quality products. I learned quickly in this tour that there are only two deadlines for any and

all projects on *Midway*—now and yesterday. Of all the definitions of "Midway Magic" I've heard, I tend to lean toward this one as my favorite:

*Midway Magic is the ability to replace the statement, "There's no way in hell you can expect me to do that with this many people in that amount of time," with a simple "Aye, aye sir, we'll get it done."*

And you know, we somehow do get it done.

"Quantity over quality" hasn't caused me to lower my standards. Quite to the contrary, I've had to expand every military and professional skill I possess, and learn some new ones.

I consider myself quite lucky. I happen to work for a real live public affairs officer. Just like the engineering or the weapons officers do for their respective division chiefs, he's there to run interference—with the skipper, the XO, the admiral and any visiting VIPs—and has kept my you-know-what out of the fire more than a few times. Most importantly, though, he's a sympathetic ear when I get into one of my "I quit!" modes. His uncanny ability to maintain a very real and positive attitude, and find something good in everything and everybody, has no doubt helped me make it this far.

Although the public affairs officer pretty much runs the print media and public affairs part of the operation, that doesn't mean I'm limited to a single aspect of my rating. *Midway* is one of the most visited ships in the Navy, and I can expand my learning and experiences. From dependents' cruises to open houses, press/media embarks, tiger cruises and guest cruises, we do it all—not to mention writing press releases and putting together cruisebooks. I've hung out of helicopters to form up entire battle groups for photo exercises; served as a one-man mobile beach det, shuttling press and VIPs back and forth via chopper; and conducted countless tours.

A lot of what I think I should know as a senior journalist and sailor, I will know after this tour at sea. That's probably the most positive aspect of being underway.

Also on the plus side is a very real and well defined chain of command; I find it a rather refreshing change of pace.

Other benefits include some terrific liberty ports (since I've been aboard, *Midway* has visited Singapore, Thailand, Korea, Hong Kong and the Philippines), sea pay, and a more highly defined sense of belonging and unit pride. And selection boards place a great deal of importance on sea duty, continued educational advancement and surface warfare qualification.

On the other hand, I can't think of a more gut-wrenching pain than having to say good-bye to my wife and sons, knowing I won't see them for months. However, the separations my family and I have endured have brought us closer together. But I will never get used to leaving my family.

I guess that about covers the good, the bad and the ugly of shipboard duty for a senior enlisted person. A couple of years ago, if someone would have told me that the "good" somehow manages to outweigh the "bad" and the "ugly," I might have said what many of you are saying right now: "Go pound sand, Kinsfather."

But I have managed to survive the infamous "haze gray and underway" syndrome. And if I can, *anybody* can.

"Underway, shift colors." They're playing my song. If you'll excuse me, I'll take my leave now. Next stop—Yokosuka!

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*Since reporting aboard Midway, Kinsfather has won the U.S. Forces Japan Public Affairs Award of Excellence, and has been awarded a Navy Achievement Medal, a second Meritorious Unit Citation, and his first Sea Service Deployment ribbon. He also has won a Chief of Information Merit Award and played a key role in Midway's winning an unprecedented sixteen Chief of Information awards and four Thomas Jefferson Awards for journalism excellence. He was recently selected for promotion to senior chief. □*

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# Site 1 Holy Loch

On station and in action; a working example of forward-deployed repair ships

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**J**ust after dawn the port city of Glasgow, Scotland, begins to stir, and the first ferries chug across the river Clyde. Imagine yourself, as if in a one-man helicopter, rising above the city and flying the river's northwest route toward the Irish Sea. As you soar up river, a string of small towns dots the riverbank to your left. Your view of the opposite shore is dominated by a breathtaking expanse of lush green countryside.

About 15 minutes into your flight, a faint glimmer of light catches your eye and you veer right, positioning yourself for a better look. You hover just above the mouth of a small inlet, an eerie scene before you. The placid body of water is about one mile wide, three miles long and bounded on three sides by towering green hills. A low-lying fog bank pours down from the hills to form a translucent blanket over the water. The source of the light is obscured by the mist, but you can make something out—something big.

Your curiosity aroused, you slowly move in for a closer look. All you see at first is a murky image, but as you get closer familiar shapes—huge cranes, a ship's



mast—take form. Finally, you can see it.

Moored in the middle of the inlet with four submarines alongside is a repair ship with five massive cranes, two barges, and a floating drydock illuminated by flood lights. Together they form a haze-gray industrial island more than 1,500 feet long.

Welcome to Site 1 Holy Loch.

Loch is the Scottish term for an inlet or lake, and Site 1 is the abbreviated name of the Navy's Fleet Ballistic Submarine Refit Site 1. The 25-year-old site is the workplace of more than 1,600 Navy men and women, and a working example of forward deployed repair ships.

Site 1 is a composite of three commands—submarine tender USS *Hunley* (AS 31), floating dry dock USS *Los Alamos* (AFDB 7), and Commander Sub-

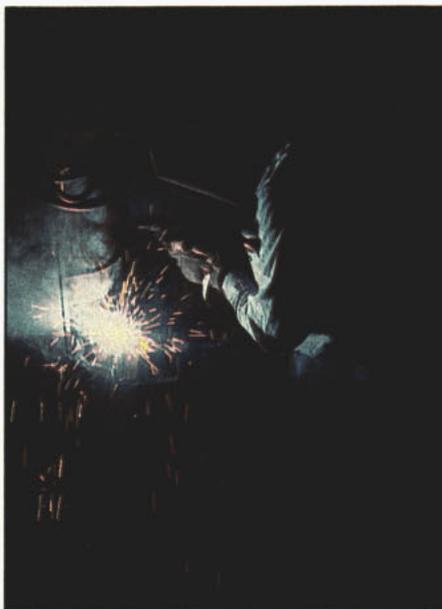


marine Squadron 14. Together they make up an afloat complex one crew member describes as an "industrial Las Vegas," available to customers 24 hours a day, 365 days a year. It operates at a relentless tempo that averages 23 submarine refits, 613,408 man-hours, and 9,400 repairs annually. An individual would have to work 80 hours a week for more than 145 years to clock as many hours.

Site 1 is the hard-working, no-nonsense world of the Navy's blue collar skills. A miniature shipyard juxtaposed with beautiful Scottish countryside, it is one of the Navy's most unique repair facilities.

\* \* \*

The scene is a busy office in *Hunley*. Lt.Cmdr. Bobby Cox, clad in khakis and a submariner's brown pull-over sweater,



Above: The U.S. Navy's Site 1 in Holy Loch, Scotland, includes submarine tender *Hunley*, floating dry dock Los Alamos and Submarine Squadron 14. Left: A welder aboard *Hunley*.

sits at one of seven desks around the room's perimeter. The former chief machinist's mate leans forward in his chair to continue his conversation with the engineer from one of the submarines. As they work their way through work requests, Cox finds a job the submarine can do itself, but only if it has the right man on board.

"This is not a job for a heavy-handed guy, this is a finesse job for a guy with patience," Cox says, drawing on his 20-plus years experience. The engineer nods his head and says he has the right person for the job, but he's still worried about getting the work done on time. "Don't worry about it," reassures Cox before sending the engineer on his way. "I'll be carrying a beeper so you can get hold of me if you run into any problems."

As SubRon 14's assistant materiel officer, Cox works with submarine commanding officers and engineers, and is one of several key players in the site's repair process. He is a link between submarines and the site, and the site and stateside organizations concerned with submarine repairs.

Cox and the six other men who staff the materiel office—two officers, two chiefs and two civilians—handle major repair projects and problem areas, which they call "hard spots." Problems aren't rare when every 10 days a submarine is scheduled to begin a 28-day refit, and three or four "customers" are alongside at all times. Site 1's plan of the day lists working hours as 9 a.m. to 4:30 p.m. Like many ships in the Navy, however, those hours represent the ideal rather than the real.

"With a submarine leaving every 10 days, weekends and holidays don't mean anything," says Cox. "We don't have weeks to work with, so when we get a tough problem everybody works until it's resolved."

To solve problems, Cox relies on the experience represented by the materiel office staff, plus all the assets of the tender. Additionally, three or four civilian shipyard teams are always on site for contract work. By no means is refitting a sub-



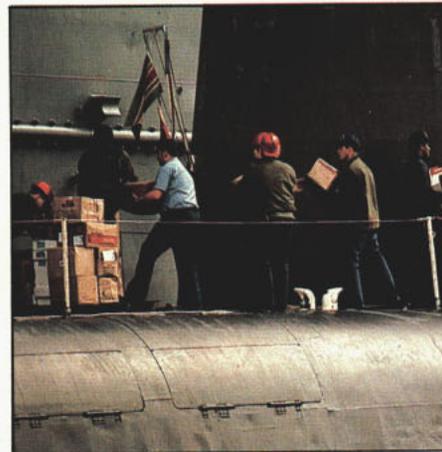
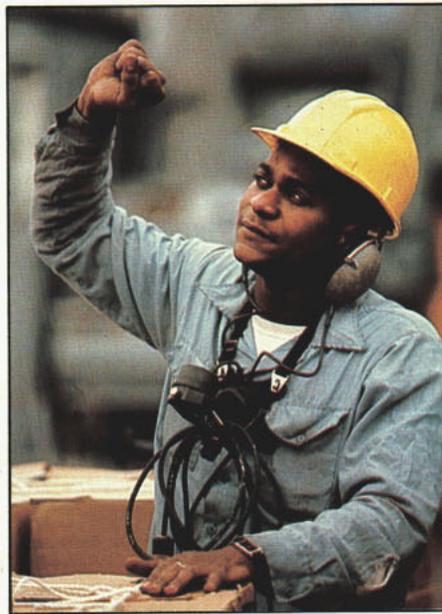
marine a one man show. At times it means getting people halfway around the world involved in finding solutions.

"Holy Loch has a long logistic support chain," says Cox. "We don't have all of the assets that you would find in a stateside site, but we get tremendous support from SubLant (U.S. Submarine Force, Atlantic). We have called them in an afternoon and they have had things turned on and

people flying out on the next thing moving."

When you ask about the frustrations that accompany the job, everyone in the office laughs. "Every day starts out fun. They just don't all end up that way," says Cox.

Just before noon, Cox makes his daily call to SubLant headquarters in Norfolk, and gives the person on the line an update on current repair projects. The very tech-



Sailors of Site 1 do it all when it comes to taking care of their submarines. It's a 24-hour job as they pour molten brass, use lathes, direct work crews and load supplies.

nical conversation lasts 15 minutes. Most of it sounds like code to a layman, but Cox's final words are in plain English: "We can fix everything over here except the crack of dawn."

The circumstances that allow Cox to make such a statement—and in most cases back it up—did not occur by accident.

The Navy realized the need for sophisticated submarine repair facilities in for-

ward-deployed areas around the time it established the first *Polaris* submarine squadron, SubRon 14, in the late 1950s. Keeping these strategic vessels within range of potential targets required a new philosophy in support facilities.

The concept called for ballistic missile submarines to receive support, including all repairs, from submarine tenders anchored overseas. It was in 1960 that Pres-

ident Dwight D. Eisenhower met with British Prime Minister Sir A. Douglas-Home and discussed positioning such a repair facility in British waters.

Holy Loch was selected because it provides easy access to the strategic waters of the eastern Atlantic, near the Soviet Union. The Navy's first ballistic missile submarines did not have the range of today's newer and more powerful *Trident* submarines that are within range of most potential targets as soon as they leave stateside home ports.

USS *Proteus* (AS 19), a converted attack submarine tender and the first *Polaris* missile support ship, took up residence in Holy Loch in March 1961. *Hunley* first relieved *Proteus* in January 1963, and over the years USS *Simon Lake* (AS 33), USS *Canopus* (AS 34) and USS *Holland* (AS 32) have also served tours in Holy Loch. With the aid of these repair ships, by 1985 more than 600 patrols had sailed from Holy Loch.

The logistics of an operation like Site 1 are staggering. The site relies on the local community only for perishables—milk, eggs, etc. Most other items, about 2,300 metric tons a year, come directly from the states via supply ships or by air. Despite its distance from suppliers, in 1984 the site was able to provide supplies and repair parts it needed 90 percent of the time, on time.

Last year, the site completed 35 post-patrol refits, 13 drydockings, two extended refit periods which took more than 50,000 man-hours, and 106 *Poseidon* missile-handling evolutions. This was in addition to 18 nuclear technical proficiency inspections, two defense nuclear surety inspections and 84 torpedo-handling evolutions.

Getting the enormous workload accomplished is an orchestrated effort between four work forces—*Hunley*, *Los Alamos*, submarine crews, and civilian technicians representing stateside shipyards and defense contractors.

The intricate relationship between work forces at Site 1 is evident in the weekly Wednesday afternoon meeting where the

squadron commander is briefed on all refits. All the key players attend, and they occasionally air their problems.

"Sometimes we go nose to nose and toe to toe with the guys from the ships, but that's usually gone in 10 minutes and we get back to the business of fixing ships," says Cox.

An opaque projector is the main tool in the formal and business-like meetings which are held in a small amphitheater aboard *Hunley*. Graphs and charts flashed on a screen illustrate the status of ongoing projects, as Lt. Cmdr. Jim Norton provides most of the accompanying narrative. He is the man in the hot seat when it comes to repair work at the site.

Norton is production management assistant for the repair department—an organization of more than 450 craftsmen who ply their trades in 10 specialized divisions. It's up to him to coordinate their work and ensure every refit is done on schedule. Norton—a soft spoken, brown-haired man with a creased brow and more than a few strands of gray—keeps all this going.

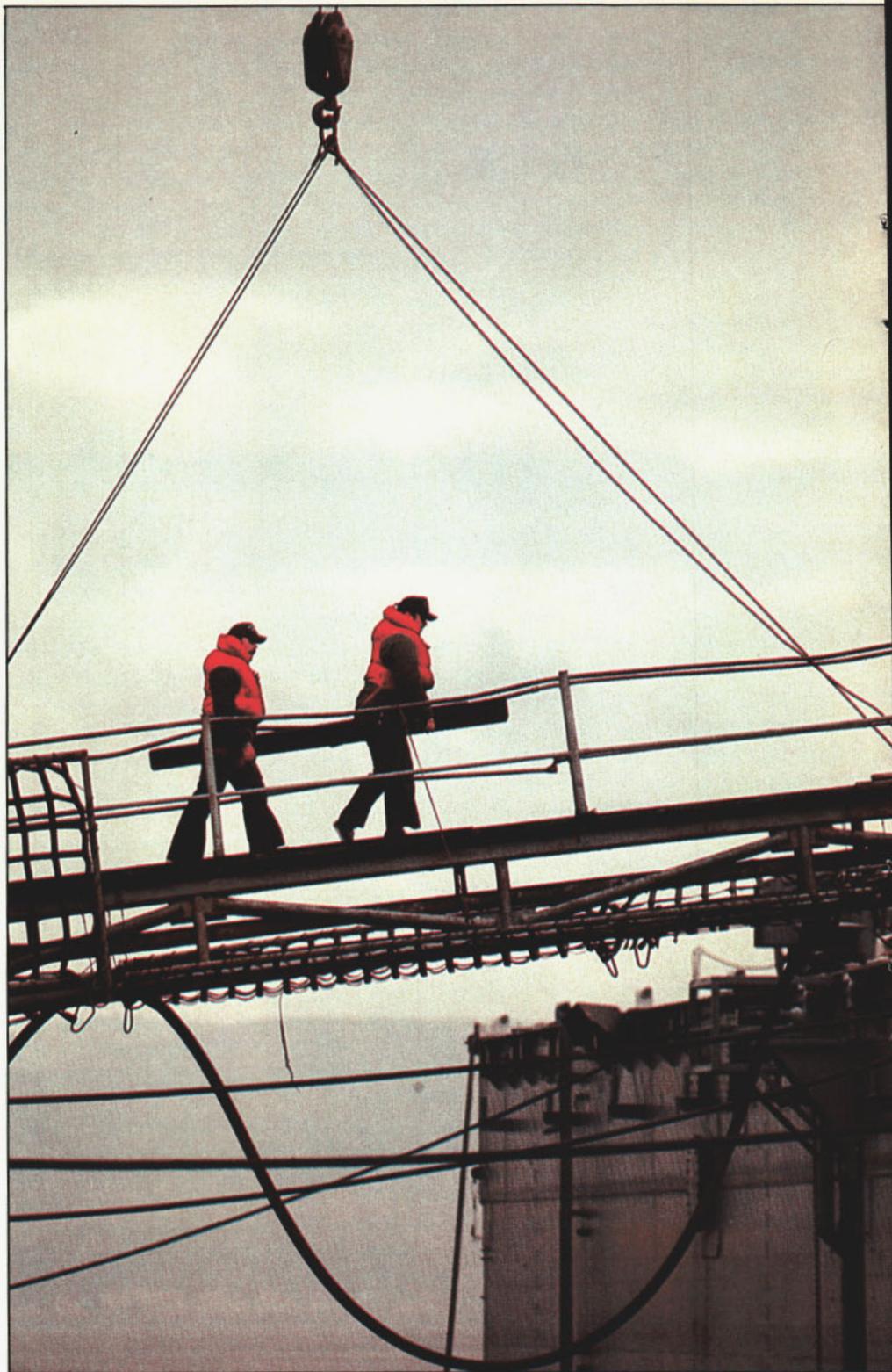
His job keeps him at work close to 12 hours a day, six days a week. It also puts him between a rock and a hard place. The rock is the repair needs of submarines. The hard place is his concern for his workers.

"It runs hot and cold out here," says Norton. "We'll go a period working fairly normal hours, then . . . like the last three months, we've had people working 12 on and 12 off. We have the people to do the work, but we can't do it without working people overtime. The jobs have to get done and we get them done."

When Norton looks back over his 21 years in the Navy and his days as an enlisted submariner, he can't help but laugh at his naivety.

"As a crew member on a submarine I always envied the people on tenders. I didn't realize how hard they work. Coming here was a real eye-opener," he says. "We wind up making and fabricating things you would task a shipyard with."

Norton depends on his 10 division officers to keep him abreast of every job and

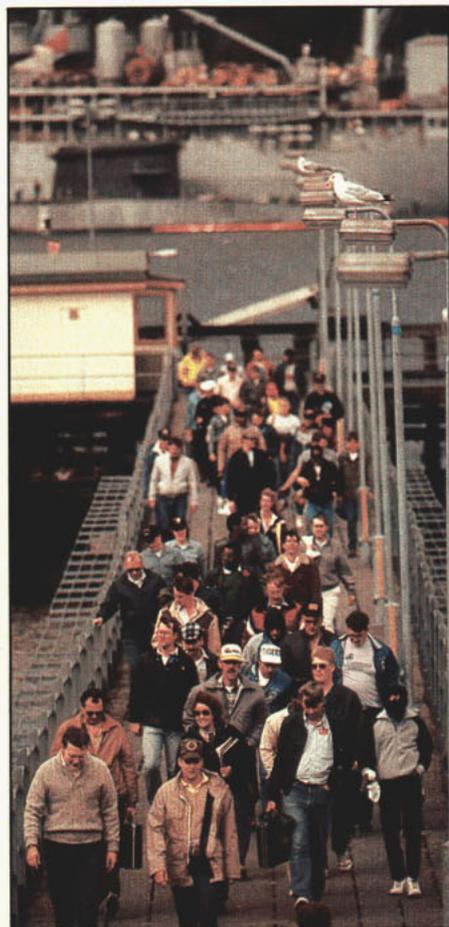


potential "hard spot" at the site. They regularly meet around a large formica table in the repair department conference room, each with a computer printout of current work at the site. The printout is highlighted by key events—milestones in the repair process. Life at Site 1 is governed by key events.

When Norton calls out a job on the list,

whoever is responsible for the work responds with "ready to work," or "complete." If not, he better have a good reason why not.

Most of the division officers who answer to Norton are either limited duty or warrant officers. "You really couldn't take a bunch of young line officers and put them in this kind of job. They just don't



Opposite page: Sailors use the brow connecting a submarine and the dry dock. Top: A Los Alamos sailor emerges from his berthing space beneath the dry dock's waterline. Above: A hull technician customizes the dry dock's wooden supports. Left: Sailors and civilians go ashore after work.

have the experience," Norton explains.

Repair work at Site 1 is so challenging that it's difficult, if not impossible, for Norton to single out the hardest part of his job. He does know, however, that his job would be a lot more difficult if it weren't for the experience and professionalism of the people at the shop level.

"If they see a job that needs to get done,

these sailors will get it done," says Norton. "I've been around a long time and it still amazes me." A quick tour around the site offers an idea of the various skills required to do the job in this beehive of activity.

In the optical shop, a periscope is laid out for repairs. A half dozen or so technicians work on its various components in

a spotless environment.

Several decks below, in the heat and dirt of the foundry, two molders use what one chief says is "more electricity than it takes to power a submarine" to generate the 1,275-degrees Fahrenheit they need to melt brass. They are about to pour the molten material into a mold of a part—a part unavailable from any other source.

The press in the print shop clacks away among stacks of completed projects, as it whittles away at one of an estimated 250 print jobs per submarine in refit. The number sometimes rises as high as 450 with requests for items like damage control manuals, forms, ships logs, and photo-engraved tags for anything and everything.

In the technical library, a vast collection of manuals, blueprints and reference items for every system on every submarine in the squadron provides an information base for step by step work procedures used in submarine repair work. Quality assurance packages such as these outline safety procedures and help to avoid inconsistent workmanship.

In another shop, welders certified to work on nuclear power plants and associated components hone their skills in cubicles that limit their reach to 2 feet. Space is tight in a submarine, and practice makes perfect.

Machinist's mates and machinery repairmen in another shop use micrometers and other precision measuring devices to make their work accurate within thousandths of an inch. Precision is the key word in submarine repair work.

In the engine rooms, *Hunley's* engineers work around the clock, 365 days a year to provide the site with power, light, heat and air conditioning.

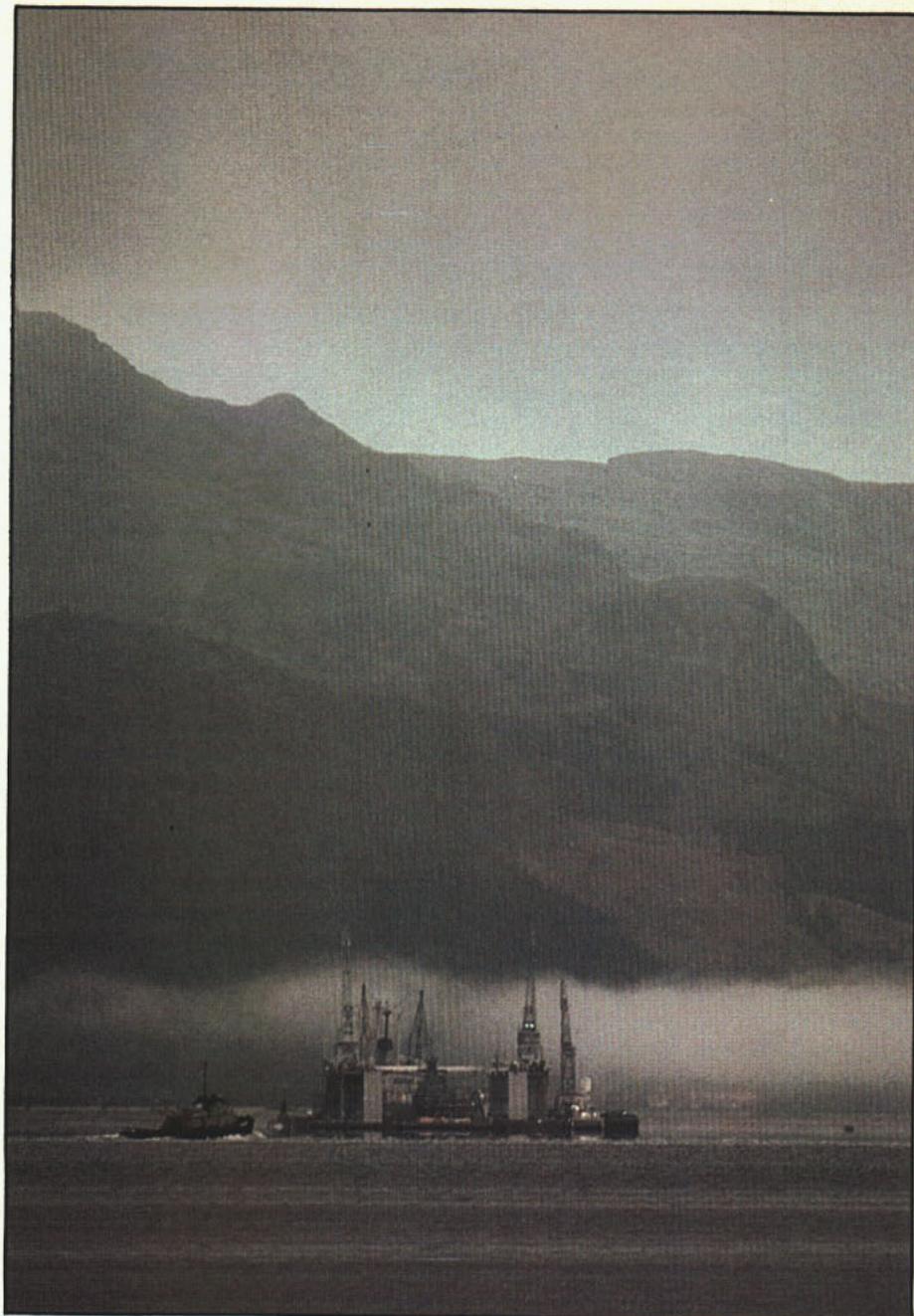
Over in the floating drydock, a crew of 200 uses World War II technology to lift submarines out of the water and make them more accessible to repair teams that descend on vessels like swarms of ants.

Fireman Gary Canary had no idea of what to expect when he first arrived at Site 1. "When I first got here they showed me around the valve shop, told me what

# Site 1



Above: Los Alamos undocks a submarine.  
Right: Site 1 sometimes looks more like a medieval castle than an industrial island.



my job would be, and then they said 'be prepared for hard work.' They weren't kidding," he says. "The work is hard as hell, but I enjoy it. It's exciting."

Others at the site share Canary's sense of excitement. Many of the people assigned there are returnees—some on their third tours. And if retention is any indication of whether people are willing to do the job, the facts speak for themselves. In July and August, overall retention at the site was higher than the standard set by SubLant headquarters.

At a point of land on the western shore of Holy Loch stands a stone tower erected in memory of those who lost their lives in World Wars I and II. One tarnished brass

plaque reads: "In honoured memory of the crews of H.M. Submarines *Snapper* — *Syrtris* — *Unbeaten* — *Unique* — *Untamed* — *Vandal* who sailed from the Holy Loch and failed to return. They saved others; themselves they could not save."

Less than a mile away, a ribbon of smoke rises from *Hunley's* stack as it sits in the loch with three submarines alongside. The floating drydock, floodlights still blazing against the morning mist, begins a slow decent to refloat one of its customers. Four hours later, a submarine that earlier looked impotent and vulnerable as it sat exposed in drydock, now only partially reveals the ominous black form representative of its silent and deadly force.

A light drizzle falls on the sailors in orange life vests who dot the black hump of steel that is topside on a ballistic missile submarine. After a brief stint alongside for finishing touches, the submarine will return to the quiet deep of the Atlantic Ocean—address unknown.

There is no accurate measure of how much sweat and dedication it takes to complete a submarine refit, but at Site 1 they give whatever it takes. The job gets done every 10 days—like clockwork. □

—Story by JO1(SW) E. Foster-Simeon  
—Photos by PH1 Perry E. Thorsvik

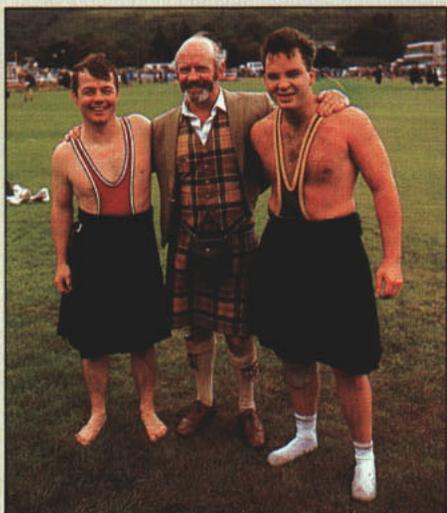
## Grappling with the Scots

Every August, thousands of bagpipers, highland dancers, athletes and spectators descend on the village of Dunoon, Scotland, for the Cowal Highland Gathering—a competition of traditional Scottish events. Among 1985's kilt-clad competitors was Mess Management Specialist 1st Class Robert Toole. As co-winner of the McPherson Challenge Cup, he shared “best wrestler” honors with a local Scotsman.

Toole formed a shipboard wrestling team in 1977, during his first assignment at Site 1, and was later invited to wrestle with the Scottish national team. Since then he has won the McPherson Cup four times and has wrestled throughout the United Kingdom.

But what do the Scots think of American participation in their games?

“Toole is one of the best wrestlers on the team,” says Wullie Baxter, former Scottish national wrestling team coach. “We’re pleased to have them (Americans) here. They’re a good group of boys.” □



Fans shield themselves from the rain while a young bagpiper competes and MS1 Robert Toole (right) wrestles Scottish style. Above: EM2(DV) Richard Binder and Toole flank former Scottish national coach Wullie Baxter.



# “Corpsman Up!”

Mortar rounds shake the land and the stillness of the woods is shattered. The roar of machine gun fire mixes with staccato bursts from M-16s. Within seconds, the moans of wounded are added to the din.

“Corpsman up!” someone yells, and a young Navy hospital corpsman crawls on his belly toward the cry.

If anyone had told this man when he joined the Navy that he would be working with the Fleet Marine Force as a line company corpsman, he probably would have laughed. “I’m not joining the Marine Corps, I’m joining the Navy,” he would have argued.

But now, his Navy uniform traded in for Marine cammies, he’s at the Field Medical Service School, Camp Johnson, N.C., training with Marines under battle conditions. He has learned that it is Navy corpsmen who treat combat-wounded Marines in the field.

“We’re in the business of training hospital corpsmen and dental technicians for duty with Fleet Marine Forces,” says Cmdr. Robert Adams, executive officer of

FMSS. “During the five-week course, we teach field medicine, field operations and how to survive in a combat situation. And we try to make the training as realistic as possible.”

“This training is just a foundation to build on,” says Chief Hospital Corpsman Paul Herman, field operations chief. “There is no way we can teach them everything in just five weeks. We’re not trying to make them into Marines, either. We’re just trying to show trainees what a Marine has to do, both physically and mentally, so the corpsmen can understand him in the field.”

The 32-member staff consists of Navy hospital corpsmen and Marine Corps instructors. The corpsmen teach medical skills, and the Marines cover military aspects. These instructors face their own set of challenges.

“Our biggest problem is that the majority of our students are not volunteers (for Fleet Marine Force duty). They are ordered here,” Adams says. “More than anything else, we motivate them and give them a little self-confidence. It all comes

**A hospital corpsman carries a “casualty” out of the smoke-filled woods of Camp Johnson, N.C.**



“We try to teach them that they can do more than they think they can.”

together during field week.”

After three weeks in the classroom, students face field week, the most realistic part of their training. It's an intense four-day period where they put their classroom training into practice. They apply battle dressings, maneuver through the brush on patrol, and support attacks on fortified positions. They get a taste of just about everything they would face in real combat situations.

Throughout the week, students run, jump, crawl and climb the obstacle course. With training, they go over logs, under barbed wire and through smoke. They don't go it alone, however. Navy Capt. Robert Cote, the school's commanding officer, always does it first. Why?

“There is a lot of apprehension in these young kids' minds. The staff members here have to act as positive role models and must lead by example. We show them *we* can do what we ask *them* to do. If they see a 52-year-old guy out there doing it, they figure they can do it,” Cote says. “We try to teach them that they can do more than they think they can.”

The obstacle course isn't the only challenge facing these young corpsmen. The final day of field week is a medical overload exercise, where students act as line company corpsmen—the first ones to reach the wounded—and treat a variety of injuries. Under a hail of simulated enemy gunfire they must reach the wounded any way they can—usually on their bellies. Their priorities are simple: apply first aid . . . without getting killed. They bandage wounds and summon litter bearers to take the injured from the battle field. That done, the corpsmen—often working independently but sometimes as teams—





Realistic training at FMSS means attacking fortified positions and crawling under barbed wire.

“In a war, you are going to have people die on you, no matter what you do. That’s part of war. But you’re going to have more die on you if you don’t do anything.”

crawl to other calls for “Doc.”

When all casualties are treated, the class assembles for a critique by instructor Chief Hospital Corpsman Ray Deblieux. He pulls no punches.

“In a war,” he says, “you are going to have people die on you, no matter what you do. That’s part of war. But you’re going to have more die on you if you don’t do anything.”

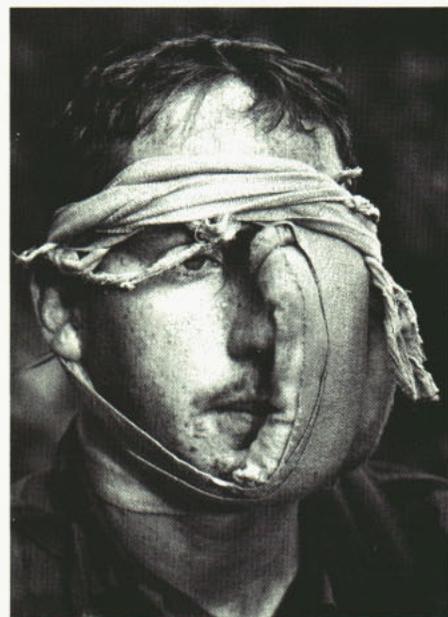
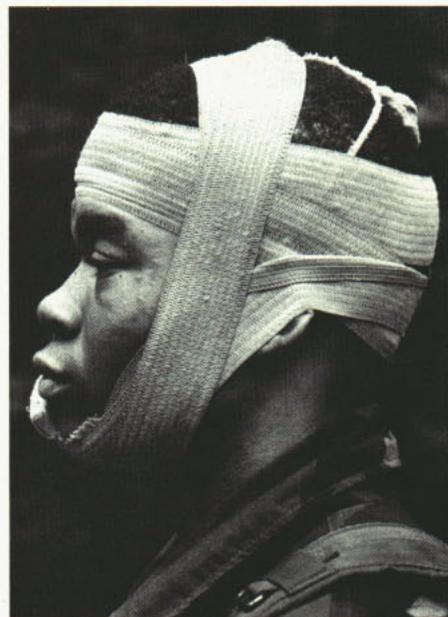
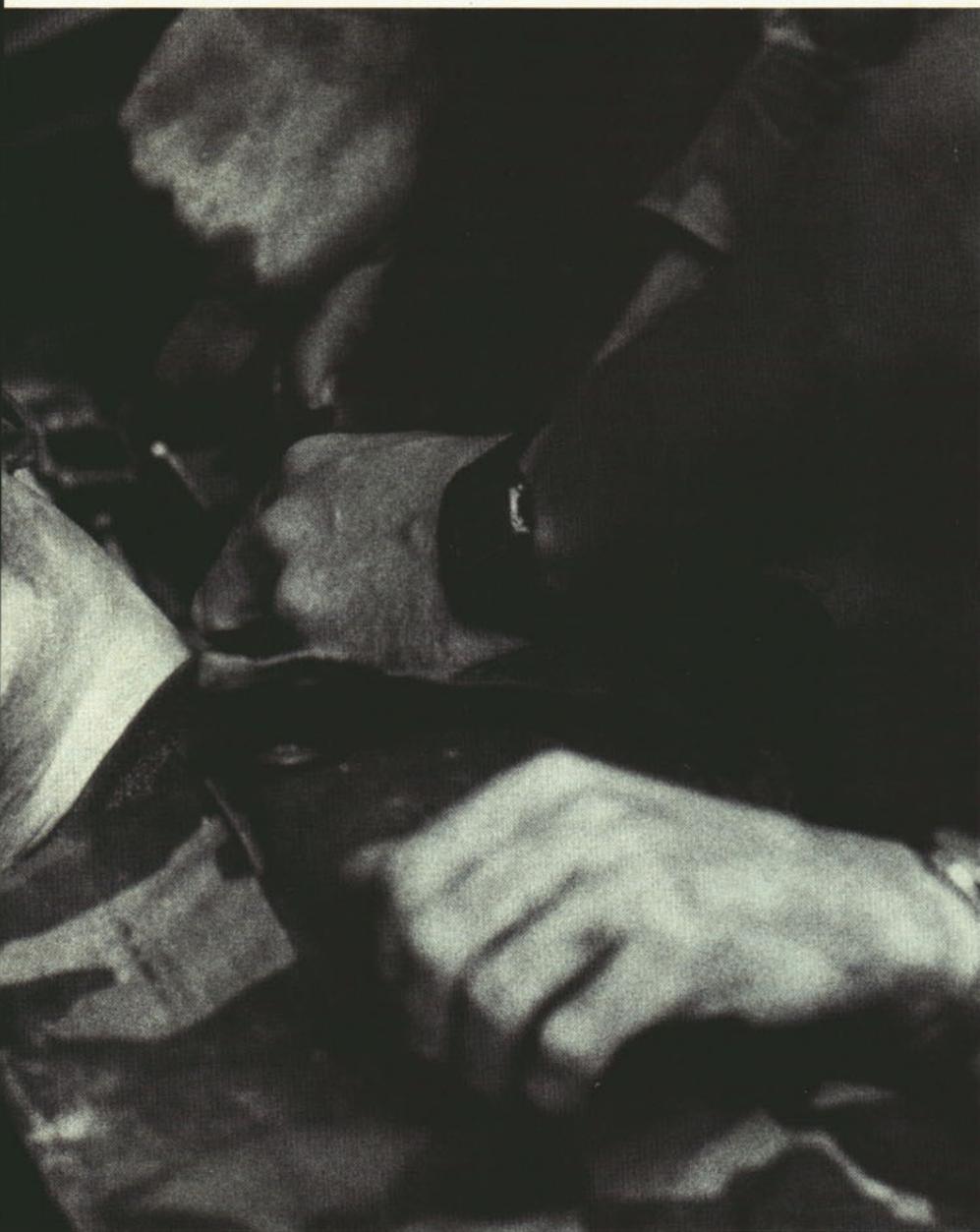
After the critique, the students switch roles, some ending up as casualties, others as line company corpsmen. The remainder are litter bearers who haul the wounded out either on stretchers or on their backs. This continues for the next several hours, until everyone in the class has had the chance to be “Doc.”

According to Master Chief Hospital Corpsman J.J. Whimple, once hospital corpsmen earn the title “Doc,” a Marine will do anything he can for them. It’s a special relationship—one bonded by blood and mutual respect.

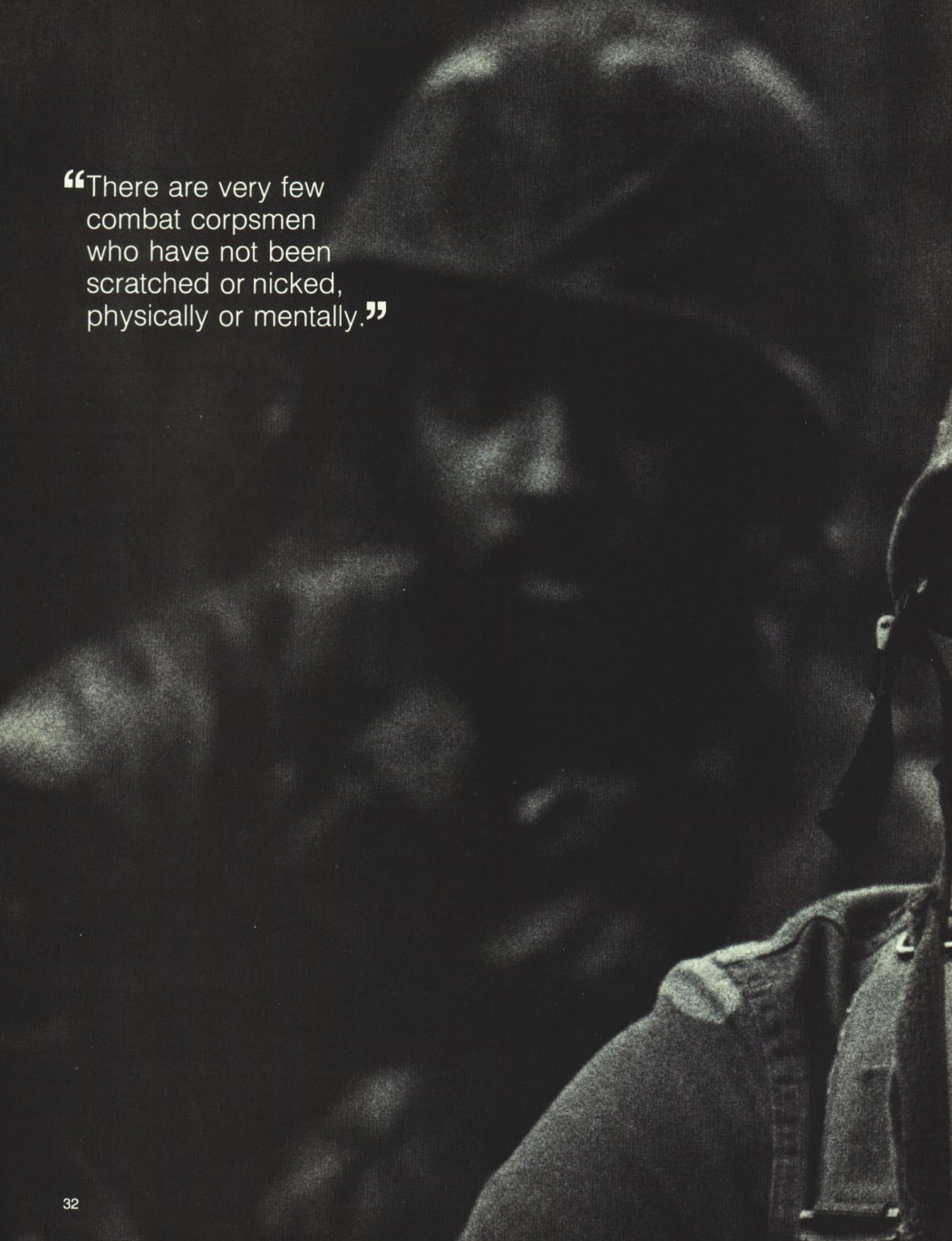
“A corpsman has to move under fire, while everyone else is down. The first time is no problem, but it’s a gut check every time after that,” Whimple says.

During his 35 years in the Navy, Whimple has seen action in Korea and Vietnam. Like many who have seen combat duty as line company corpsmen, he wears the Purple Heart on his uniform—an award for which he has a practical explanation.





**FMSS students practice first-aid techniques on each other.**



“There are very few  
combat corpsmen  
who have not been  
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physically or mentally.”



“Once hospital corpsmen earn the title ‘Doc,’ a Marine will do anything he can for them. It’s a special relationship--one bonded by blood and mutual respect.”

“You can’t get your head and your butt in a helmet at the same time,” he says. “There are very few combat corpsmen who have not been scratched or nicked, physically *or mentally*. (Combat for corpsmen) is 99 percent boredom and 1 percent petrifying fear.”

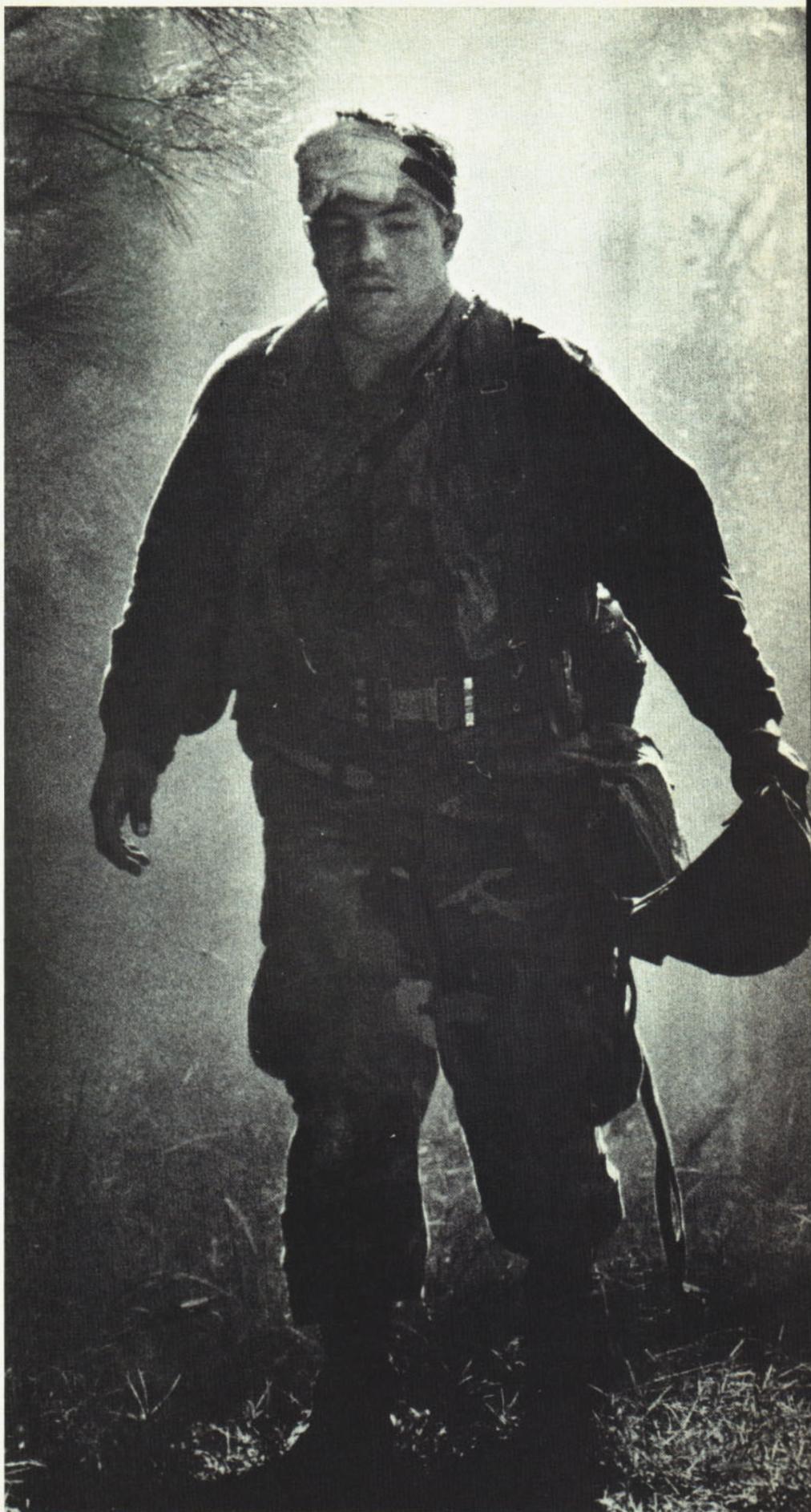
But how do you train a man to risk his life for another? You don’t.

“All hospital corpsmen are volunteers (for their rating),” Adams says. “They want to be hospital corpsmen, so they have some feel for the treatment of their fellow man, the caring of the sick and injured. That element of caring is already there. And I guess we play on that a little bit. We tell them: ‘Doc, you’re special.’ And they are, they really are.”

“In the classroom,” he says, “we have the names of all the hospital corpsmen Medal of Honor winners. There are quite a few, and we speak about that a lot. Many of our staff members have been there—Beirut, Grenada. All their lectures are interlaced with some personal experiences, and that makes a difference to the students.”

“We just hope to give them enough that when they are in that life and death situation, they simply rise to the occasion and do what has to be done.” □

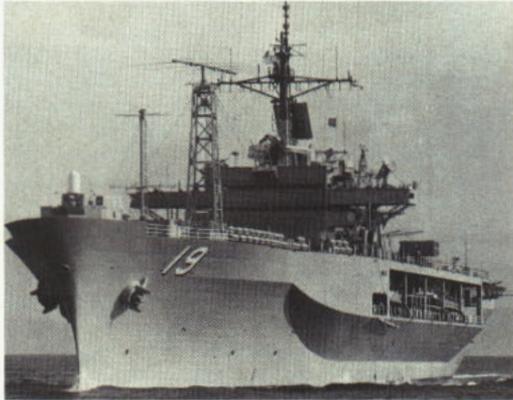
—Story and photos by PHI Perry E. Thorsvik





**Students take a brief rest after several hours of treating and carrying the wounded.**

# Midshipmen



## foreign exchange cruise

Story and photos by JO1 Dan Guiam

A Japanese midshipman on the bridge of USS *Blue Ridge* (LCC 19) and a U.S. sailor signaling with semaphore flags from the bridge of JDS *Shirane* (DD 143) became familiar sights during a midshipmen foreign exchange sistership cruise last summer. The cruise focused on maritime skills and tactics, and on cultural exchanges between the midshipmen from both countries.

The sistership tie between the two ships lies in their status as flagships. *Blue Ridge*, homeported in Yokosuka, Japan, is flagship for Vice Adm. Paul McCarthy Jr., commander of the U.S. 7th Fleet. *Shirane* is the flagship for Japanese Vice Adm. Nagakazu Nouzu, commander of Japan's Fleet Escort Force.

"This year's cruise was outstanding," said Cmdr. Iver J. Rivenes III, operations officer aboard *Blue Ridge*. "We have a mutual defense agreement with Japan, and this type of joint operation naturally enhances our ability to operate together."

U.S. midshipmen are selected from hundreds of applicants from the U.S. Naval Academy and Naval Reserve Officer Training Corps units. The annual exchange program gives first class midshipmen the chance to go overseas to gain a better perspective and understanding of their counterparts, both militarily and culturally. It's one of the summer training

programs the Navy offers to prepare midshipmen as future officers.

"I think it's an outstanding program," said Joel Peterson, a midshipman from the University of Virginia, Charlottesville, Va. "It gives us the opportunity to see other countries' maritime services, but most importantly, it allows us to see the U.S. Navy better through the contrast."

Midshipman Ron Wisor from Cornell University, Ithaca, N.Y., said, "It gave me the opportunity to travel, meet other people and do things to advance my military career rather than just stay home and do the usual things."

The cruise operated in two phases—under way and in port. Under way, the American and Japanese sailors conducted joint exercises in seamanship, communications procedures, anti-air warfare, anti-submarine warfare and tactical maneuvers. Each sailor became familiar with the other ship's techniques and learned how to develop common procedures. Shipboard duties included standing bridge watches, and standing watches in the combat information centers and in the engineering spaces.

The in-port phase dealt with community relations and a cultural exchange. "The sight of Japanese and American ships pulling into a port simultaneously and the close camaraderie shown by everyone gave the



Top: USS *Blue Ridge* (LCC 19). Above: Tugboats lead Japanese helicopter destroyer *Shirane* (DDH 143) to tie pier in Sasebo.



Left: U.S. and Japanese midshipmen leave a ferry boat to visit the Japan Maritime Self Defense Force Officer Candidate School on Eta Jima. Below: U.S. midshipmen are briefed on their visit to Eta Jima. Bottom left: Japanese and U.S. midshipmen on watch aboard *Blue Ridge*. Bottom right: Midshipmen swap "sea stories."



townfolk a better understanding and awareness of what we're doing," said Capt. Akira Katoh, *Shirane's* commanding officer.

Personnel were exchanged on a regular basis so that Japanese and American crew members could gain firsthand experience on board the other country's vessel.

"Japanese breakfast seems to be an ordeal for most Americans," said Electronics Technician 1st Class Mitsuro Kubota. "We typically eat plain white rice, some soy pickles and a bowl of hot miso (soy

bean curd) soup for breakfast. On the other hand, Japanese sailors on *Blue Ridge* who are not accustomed to fried eggs, toasted bread and sausage may also find the meal less appetizing.

"We also do our own laundry," Kubota said. "There's no such thing as a ship's serviceman in Japan. So the Americans have to bring their own scrub brushes and detergent for doing laundry while on a Japanese ship. For the Japanese embarking on *Blue Ridge*, of course, it will be a big break. What counts, though," Kubota

said, "is the opportunity to learn how each other operates."

According to Cmdr. William K. Coxe, *Blue Ridge's* executive officer, there was no language barrier. "The Japanese make a large effort to learn the English language. And, as usual in any joint exercise, we use standard operating procedures which are well understood by all."

The future U.S. naval officers spent a considerable amount of their time on *Shirane* and a couple of days on the island of Eta Jima to see how their counterparts were

# Midshipmen



groomed to become officers.

"Their training is very similar to ours, but it's more physical," said Clark Friese, A midshipman from the U.S. Naval Academy. "A Japanese midshipman, for example, is expected to swim eight miles in the open ocean prior to his commissioning."

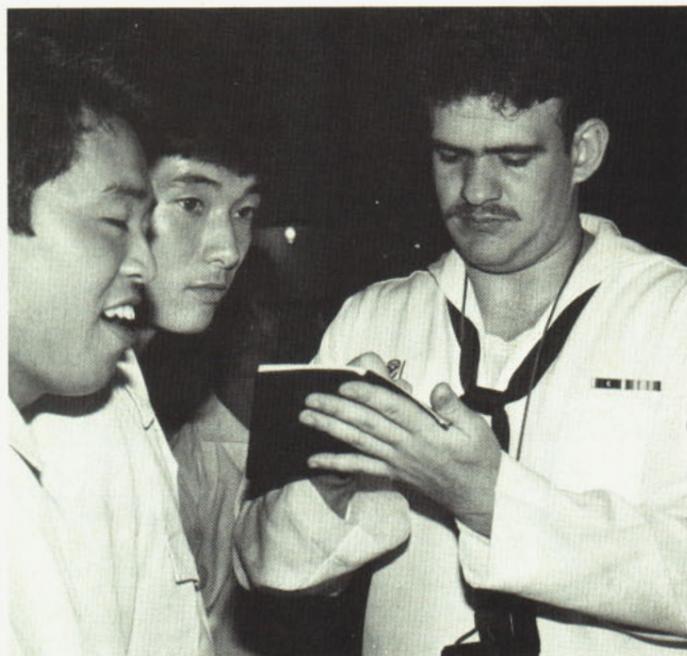
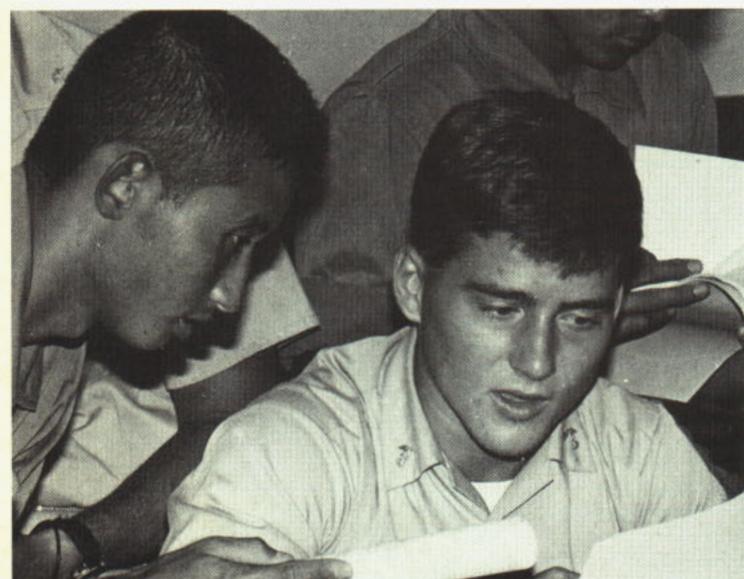
"Japanese midshipmen are generous and friendly," said U.S. Naval Academy Mid-

shipman Louis Feuchtbaum. "Professionally, they are dedicated. Their training is spartan and demanding. I think we could benefit by following their example and return to real military training."

The cruise also gave the midshipmen and crew members of *Blue Ridge* a chance to visit Kure, Kagoshima and Sasebo, where they explored more regions of Japan and got to know the Japanese people



Cultural exchanges between U.S. and Japanese midshipmen and sailors include a swimming competition, the "bon" dance, a sendoff from the Japan Maritime Self Defense Force band, a concert by Blue Ridge's "Orient Express" rock group led by MU1 Tony Tessitore, practicing songs, and exchanging names and addresses.



and their culture. American midshipmen also took part in a traditional Japanese tea ceremony and saw a demonstration of Japanese martial arts.

Feuchtbaum cited a song festival as one of many moments to remember. "The Japanese and American sailors alternated, singing songs from their respective countries. Suddenly, the Japanese began singing 'My bonnie lies over the ocean!' We

couldn't have felt more welcome."

Coxe said, "It's just like living in Japan. We exchange professional ideas with our counterparts and with the community to foster friendship between the U.S. and Japan. The program is an ongoing thing, and not only during the summer months when the *Blue Ridge* and *Shirane* steam together. *Blue Ridge* and *Shirane* are sisterships all year-round." □

*Guiam is assigned to the 7th Flt PA Rep., Subic Bay, R.P.*

# Bearings

## Sailor wins Karate tournament



A boiler technician from USS *Ponce* (LPD 15) won two first place trophies in the Metropolitan Open Karate Championship Tournament held recently in Plainfield, N.J.

BT2 Bruce E. Jones said winning is nice, but there is more to sports than just awards. "It brings me a great deal of peace of mind. Karate requires a lot of physical and mental training. You're tested to your limits, and that's what I believe helps me with my job in the Navy. Karate develops a great deal of concentration and precision. The more you work your mind the more it grows."

Jones demonstrates his award-winning karate style.

A brown belt, Jones studies under Master Fuguan Ali, a 7th-degree black belt. A native of New Jersey, Jones said, "I grew up in the streets. Karate is an excellent means of protecting yourself in a harsh environment like that."

Jones is very enthusiastic whenever anyone asks him about taking up karate. "I think it's a very good sport. It's good for your physical and mental health. It's also an excellent means of self-defense. I think everyone should have at least a basic knowledge of karate. Not everyone wins trophies, but everyone can have good health, peace of mind and a better awareness on the job." ■

—Story by JO3 Bud Kelly,  
USS *Ponce* (LPD 15)

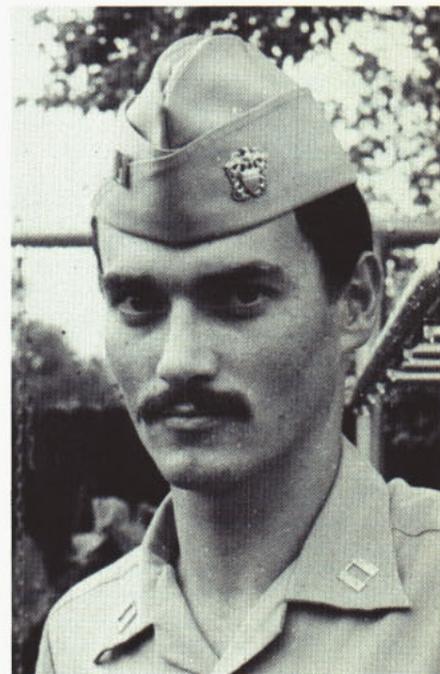
## Valuable Navy training

John J. Lindsay, a chemical company salesman, failed to close any deals for his company one recent morning, but his bosses aren't complaining. Lindsay spent that morning giving a woman cardiopulmonary resuscitation, a technique he learned as a naval reservist.

Lindsay was on a sales call at Houston's World Tower Building when Michelle Villers was found unconscious in a restroom by an employee. Villers wasn't breathing and her skin was turning blue, but Lindsay kept her alive by administering CPR four times while awaiting emergency medical help. He credited his Navy training, which always stressed being ready to take action, as a key element in his life-saving act.

"My first cruise as a submarine officer convinced me that constant training is absolutely necessary," Lindsay said.

The Houston Naval Reserve Readiness Center, where Lindsay drills, provides reservists with training in a variety of areas, including CPR, every drill weekend. Michelle Villers is living proof of how such training is put to use.



Villers, now fully recovered, insists that Lindsay's actions saved her life. "If he hadn't known what to do, I wouldn't be here today," she said. ■

—Story by Lt. Dennis D. Case,  
NavResInfo, Det. 301, Houston.

### NEHC workshop

The Navy Environmental Health Center is sponsoring a free Navy Occupational and Preventive Medicine Workshop March 1-7, 1986, in Virginia Beach, Va. Professionals from fields in occupational health and preventive medicine are encouraged to attend and can receive medical education credit in the maintenance of certification points for certified industrial hygienists. For reservations contact Diane Best, Environmental Health Center, Naval Station, Norfolk, Va. 23511-6695; telephone: Autovon: 564-4657; commercial: (804) 444-4657. ■

## New security guard course

A new Navy security guard course at Naval Air Technical Training Center, Lakehurst, N.J., will teach how to counter the terrorist threat and how to protect shore installations during peacetime.

The four-week course will provide a balance of law enforcement and physical security instruction. The curriculum will cover weapons search and seizure, physical security, investigations, first aid and cardiopulmonary resuscitation, and report writing.

Instructors for the course were chosen from the master-at-arms, legalman, corpsman and gunner's mate ratings, as well as from civilian police departments and security personnel at naval bases.

The 50 students in each class will be E-4 through E-6 military members assigned to security billets, or GS-3 through GS-6 civilians in the 080, 083, or 085 series. Upon completion of the course, military students will earn a 9545 Navy

Enlisted Classification code and will be eligible for further security force training.

Some 2,500 students will be trained each fiscal year. ■

## New Direct Deposit System

By instituting the Direct Deposit System, the Navy has been able to cut costs and increase services to its members. DDS transfers pay and allowances directly into the bank account of an individual's choice.

DDS deposits paychecks from the Navy's Finance Center directly to an individual's account each payday. The old system, Pay Deposit Quicker, tasked local disbursing offices with mailing paychecks to an individual's account. All PDQ accounts will be converted automatically to the new program. DDS was started at shore activities in CONUS and Hawaii June 1985.

The advantages of DDS to the individual are many: guaranteed availability of funds on payday; twice monthly compu-

tations; avoidance of long pay and check cashing lines; no possibility of paychecks being held up in the mail, lost or stolen; continual pay while on leave or TAD; and no interruption of pay while transferring to new duty stations.

DDS also offers many advantages to the Navy. A payment processed through the DDS system costs approximately 3 cents per transaction, compared to the 24 cents per check cost under the current pay delivery method.

DDS, a voluntary program, is already serving about 100,000 Navy people. In addition to shore activities in CONUS and Hawaii, the Navy is looking into ways to implement DDS for ships and overseas installations.

To enroll, get a DDS sign-up form from your local disbursing office, have the form verified by your financial organization, then return it to your disbursing office.

You cannot start DDS while stationed overseas or aboard ship. However, if you are already enrolled in DDS and are transferred overseas or to a ship, you may continue to participate in the program. ■

## Fahrion helps Project Handclasp

USS *Fahrion* (FFG 22) sailors recently visited Guatemala to deliver Project Handclasp materials to a women's home and boys' orphanage in Guatemala City.

The sailors delivered clothes and a sewing center to the women's home where the sewing center replaced three old machines. At the boys' orphanage, sailors delivered medical supplies and toys. They spent three days painting the building and repairing the plumbing.

Ambassador to Guatemala Dr. Alberto Piedra and his wife accompanied the sailors to each stop to help present the materials.

Crew members sponsored shipboard tours for children from the Puerto Quetzal area, the U.S. Ambassador and Guate-



malan military officers. The crew also participated in soccer, volleyball and baseball games with a Guatemalan naval team. ■

*Fahrion* crewmen present a cake at the women's home. Behind the child is U.S. Ambassador Dr. Alberto Piedra.

# Bearings

## 'Greyhound' comes back to fleet



It may look the same and it may have the same name, but it's an entirely new airplane.

The Navy is 'reprocuring' the Grumman C-2A *Greyhound* aircraft used to carry cargo and passengers to aircraft carriers. Nineteen were bought in the late 1960s to replace the aging C-1 as the "carrier on-board delivery" or COD. The Navy has bought 39 more, and the first of those are now serving with Fleet Logistics Support Squadron 24, Naval Air Station Sigonella, Sicily.

The new aircraft will replace the C-2As, referred to as "SLEPs" because they've received "service life extension program" modifications. The new and the old aircraft are classified as C-2As, but the new planes fly faster, break down less often and are easier to fix.

Only VR 24 at Sigonella and VRC 50 at Cubi Point, Republic of the Philippines,

fly C-2s. Four other squadrons are slated to fly the new aircraft: VRC 30, Naval Air Station North Island, Calif., which now flies the old C-1, and VRC 40 in Norfolk. VRC 30 and 40, along with VR 24 and VRC 50, will get eight C-2As by fiscal year 1988. Two Replacement Air Groups, VAW 120 and 110, will get three each. There will be one extra aircraft for a total of 39.

"The single most important improvement is the more powerful engine," said Cmdr. William Meyers, VR 24 commanding officer. "It has a third more horsepower than the old engine, and that's important in the carrier environment. It has improved single engine capability."

The new C-2A also has improved navigation and communications equipment, is quieter inside, has a public address system and has more comfortable seats. Other improvements include a three-color weather

radar, an automatic carrier landing system and a 25 percent increase in payload capacity.

The new *Greyhound* is more cost effective. Through a unique multi-year contract, the Navy bought 39 for the price of 35, saving \$88 million. Also, improvements in the C-2A are expected to double flight time between system failures and cut maintenance manhours in half. Additionally, simple engineering changes have allowed some repairs to be made in half the time.

With all the changes, it is still a C-2 and will use components common to aircraft currently in the fleet, enabling the new planes to easily fit into fleet operations and maintenance routines. ■

—Story by Lt. Edward H. Lundquist,  
NAS Sigonella, Sicily

## Tennis, anyone? Well, not just anyone

Ivan Brixi, a seaman on board USS *Mahan* (DDG 42), recently played a tennis match against former world champion professional Bjorn Borg while *Mahan* was docked in Monte Carlo, Monaco.

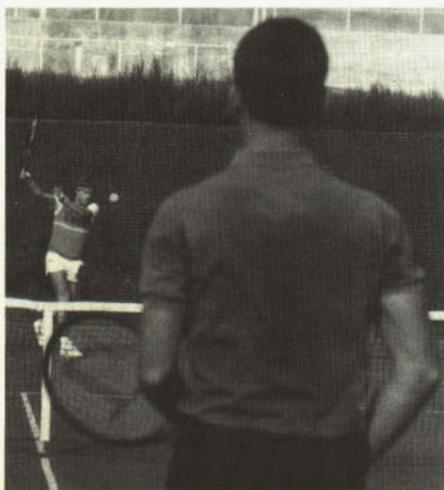
The match, which ended in a 2-6, 2-6 loss for Brixi, was arranged by *Mahan*'s sports officer and the Monte Carlo Country Club. Brixi, a native of Czechoslovakia, began training as a professional tennis player at the age of 10 and won his first championship at 12.

"Borg is the master of the baseline," he said. "He's very fast and makes no mistakes. The only hope you have against him is to vary your game and perhaps surprise him."

Brixi competed with players like Ivan Lendl until he was 18 years old. He continued playing tennis after he came to the United States, but stopped training because of a spinal injury from an automobile accident.

He enlisted in the Navy and does not plan to return to professional tennis. "When I finish something, I don't look back. The Navy holds my future now," he said. ■

—Photos by PH1 Gregory J. Troehler,  
USS *Yellowstone* (AD 41)



## NAS Willow Grove sponsors swimathon

NAS Willow Grove, Philadelphia, recently raised \$4,191 during its fifth annual swimathon for the American Cancer Society.

Fifty-two people swam for the event. Highest fundraisers were Mike Dyer, swimming 350 laps for \$1,801; John Fisher, swimming 50 laps for \$209; David Sandt swimming 44 laps for \$205; and

10-year-old Eric Sanford, swimming 100 laps for \$170.

Louise Hiliker, American Cancer Society volunteer and swimathon coordinator for the Philadelphia area, presented an achievement trophy to NAS Willow Grove Commanding Officer Capt. Thomas H. Hoivik. ■

# Bearings

## Home by way of MARS

"Any station stateside. Any station stateside. This is command ship *Coronado* standing by." During many nights at sea, those 13 words are broadcast from USS *Coronado's* (AGF 11) Military Affiliate Radio Station—MARS.

MARS is a network of amateur radio operators in the United States who team up with military radio stations worldwide. The system serves primarily as a communications link between the military and civilian disaster officials. MARS' secondary mission—helping U.S. military people contact family and friends back home—is the one most sailors are familiar with.

According to Signalman 1st Class Mike Fairless, one of five MARS operators on board *Coronado*, MARS operations are less complicated than many people think.

"First we call up until a stateside MARS operator answers," he said. "Once contact

is made, the stateside operator places a collect telephone call over normal telephone circuits." Sailors aboard ship pay only the price of a collect call from the MARS operator's stateside location to their home towns.

The only difference between a MARS call and a regular telephone call is that part of a MARS conversation is carried over radio frequencies. This works like a citizens band radio or walkie talkie conversation, including a requirement to say "over" after each message.

*Coronado* departed its Norfolk, Va., home port in September. Since then, the ship's MARS station has averaged 10 calls a night, with the help of stateside operators in Virginia, Nebraska, Florida and California.

"It's the best way to communicate with home while at sea," said Fairless. "It gives you a great feeling to be able to call home no matter what your location."

Signalman Seaman Charles VanVorst has firsthand knowledge of the value of MARS. After placing a call home to check

on his sick father, he said: "Dad's feeling much better now . . . it sure felt good calling." ■

—Story by JOC R. Lewis,  
USS *Coronado* (AFG 11)

## Navy firefighters aid neighbors

Firefighters from NAS Meridian, Miss., were called by local firefighters to help control an oil storage tank fire in nearby Gilbertown, Ala., recently.

Firefighters had been battling 10,000 gallons of burning crude oil for about 12 hours with a limited water supply. Meridian firefighters took a 750 gallon pumper and five gallon cans of foaming agent to the site. The men fought the fire for another nine hours before the fire was under control.

Paul Jenkins, mayor of Gilbertown, said, "We realize the risk that was involved in the work that you did during this time, and your unselfish generosity will never be forgotten." ■

## NMCB 1 named "Best of Type"

U.S. Naval Mobile Construction Battalion 1 at Construction Battalion Center, Gulfport, Miss., has been named "Best of Type" for the Atlantic Fleet seabees for fiscal year 1985.

During the competition period, NMCB 1 completed a six-month deployment to the Far East with construction sites in Japan at Sasebo, Fuji, Iwakuni and the island of Okinawa; Adak, Alaska; and Yap, one of the Caroline Islands in the Western Pacific.

A battalion is judged on construction achievements; administrative and operational performance; professional and military training accomplished; and performance on official inspections.

This year marks the first time since 1981 that NMCB 1 has received the award. ■



USS *Caloosahatchee* (AO 98) celebrated its 40th birthday last October. Commissioned Oct. 10, 1945, the *Cimarron*-class oiler was "jumbo-ized" in the mid-1960s adding more than 150 feet in length and increasing cargo capacity. ■

## Double duty detachment

Lt. Cmdr. Charles Hilton is quite pleased with his new assignment and talks about it with pride. He's the officer-in-charge of an unusual helicopter detachment.

Helicopter Combat Support Squadron 1, Detachment 6, is permanently deployed aboard the 7th Fleet flagship USS *Blue Ridge* (LCC 19). Part of its mission is to provide official transportation for Vice Adm. Paul McCarthy Jr., commander, U.S. 7th Fleet.

"Our role can be compared to the service provided to executives of commercial organizations," says Hilton. His detachment flies the admiral to official meetings and functions ashore, and on visits to ships at sea.

*Blackbeard Zero One*, the admiral's official helicopter, has logged more than 10,300 flight hours since it first unfolded its wings in 1960. Hilton says the converted SH-3G anti-submarine warfare helicopter is expected to continue service into the 1990s.

Although sonar equipment was removed and the helo's modified interior is similar to a commercial aircraft, *Black-*



*beard Zero One* is always prepared to respond to the Navy helicopter's traditional role as a search and rescue aircraft.

Says Hilton, "It's always a challenge meeting a rapidly changing schedule. We have to be extremely flexible, able to respond on short notice, and still maintain our capabilities as a SAR platform." ■

—Story by JO1 Dan Guiam,  
7th Flt. PA Rep., Subic Bay, R.P.

## 1985 Young Marine of the Year

Scott P. Barton, son of Senior Chief Aviation Machinist's Mate Richard and Donna Barton of Greenland, Pa., is the Young Marine of the Year for 1985.

The Young Marines is a youth organization similar to the Naval Sea Cadets and Boy Scouts. Members are boys and girls ages 8 to 17. Sponsored by the Marine Corps League, the purpose of the Young Marines is to promote character and discipline in youngsters, as well as develop the responsibility of good citizenship.

A letter from Congressman Peter H. Kostmayer read: "It is a personal honor and privilege to represent the first National Young Marine of the Year from the Commonwealth of Pennsylvania."

Scott is the senior enlisted man for the Young Marines All Division Detachment at the Naval Air Development Center, Warminster, Pa.

The senior Barton, an assistant safety officer at the air development center, is a major in the Bucks County detachment and also is their paymaster. He and his son joined the Young Marines three years ago.

Young Barton, a ninth grade honor student, hopes to attend the U.S. Naval Academy after graduation. "He wants to be a pilot," his father said. "Right now he's taking lessons for his private pilot's license." ■

## Galley dedicated

The enlisted dining facility at NAS Meridian, Miss., was dedicated recently to the memory of Marine Lance Corporal Roy M. Wheat of Moselle, Miss., who covered a land mine with his body to save fellow Marines during the Vietnam War. He was posthumously awarded the Medal of Honor.

The Roy M. Wheat Galley will serve Navy and Marine Corps enlisted people. A plaque dedicating the facility was mounted outside the galley and a shadow box of Wheat's medals was mounted inside. ■

## Iowa wins cup

USS *Iowa* (BB 61) recently received the Battenberg Cup as the best all-around ship in the Atlantic Fleet for fiscal year 1984.

Adm. Wesley L. McDonald, then commander in chief, U.S. Atlantic Fleet, presented the award. McDonald said the crew excelled in battle efficiency competition, operational readiness, morale, leadership, administration and community service.

*Iowa* claims the Battle Efficiency award along with nine departmental efficiency awards, as well as an impressive retention record. *Iowa* has also been nominated for Commander, Naval Surface Force, U.S. Atlantic Fleet's anti-surface warfare mission area award and Navy Safety Award.

In 1984, *Iowa* was deployed in the Atlantic, Caribbean and Pacific waters, steaming 15,411 miles and visiting 10 countries. ■



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## Battle for Leyte Gulf

In your article on the Battle for Leyte Gulf, you state: "Every weapon in the naval warfare except mines, was used . . ." Please verify this most audacious claim. The destroyer USS *Ross* (DD 563) was struck by two magnetic mines in the opening phase of the Battle of Leyte Gulf.—Anthony R. Mills, USNS *Navasota* (TAO 106), Yokosuka, Japan

• *Nice try, but if you check volume six, page 159 of the Dictionary of American Naval Fighting Ships, you will find that USS Ross struck two mines on Oct. 19, 1944; the Battle for Leyte Gulf did not begin until the 23rd. Naval historian David Howarth's book, Famous Sea Battles (page 166, para. 1) is the reference source for our statement on mines in relation to this historic naval engagement.*—Ed.

## Reunions

• **USS Walter B. Cobb (ADP 106)**—Reunion for crew members who served between 1951–1955. Contact James Plough, Route No. 1, Box 89, Jefferson City, Tenn. 37760; telephone (615) 475-2970.

• **USS Galveston (CLG 3)**—Planning a reunion. Contact Morris R. Butcher, 4754 Bill Knight Ave., Millington, Tenn. 38053; telephone (901) 872-4071.

• **USS Lansdowne (DD 486)**—Reunion April 29, 1986, Orlando, Fla. Contact Richard

C. Inghram, Church & N.E. 2nd St., Box 326, Morning Sun, Iowa 52640; telephone (319) 868-7951.

• **USS Ommaney Bay (CVE 79)**—Reunion April 24–27, 1986, Mobile, Ala. Contact Raymond A. Gensler, 3494 Hunters Lane, Appleton, Wis. 54915.

• **Association Naval Aviation Symposium/Convention '86**—75th Anniversary of Naval Aviation May 6–11, 1986, Pensacola, Fla. Contact Capt. W.J. Ruefle, USN-Ret., 3837 Madura Road, Gulf Breeze, Fla. 32561; telephone (904) 932-9168.

• **PBM-Martin Mariner**—Reunion with ANA symposium May 6–11, 1986, Pensacola, Fla. Contact Frank Dunigan, 1106 Brantin Road, Wilmington, Del. 19803; telephone (302) 478-3159.

• **USS Columbia (CL 56)**—Reunion May 1–3, 1986, Columbia, S.C. Contact Fred Hickman, 3038 Sedgfield Road, Roanoke, Va. 24015.

• **USS Chicago (CA 29, CA 136, CG 11, SSN 721)**—Reunion May 15–18, 1986, Norfolk, Va. Contact M.E. Kramer, 41 Homestead Dr., Youngstown, Ohio 44512.

• **USS Milwaukee (CL 5)**—Reunion May 19–23, 1986, Las Vegas, Nev. Contact Albert E. Hensley, 29 Roman Ave., Staten Island, N.Y. 10314; telephone (718) 761-8925.

• **USS Biloxi (CL 80)**—Reunion May 14–17, 1986, Sarasota, Fla. Contact Hugh A. Eubank, 6517 Royal Woods Dr. S.W., Fort Myers, Fla. 33908.

• **U.S. Naval Armed Guard**—Reunion May 22–24, 1986, San Francisco. Officers, radiomen, signalmen, gunners and World War II veterans are welcomed. Contact Leonard W. Carlson, 5894 N. St. Albans St., Shoreview, Minn. 55126.

• **All Navy reunion and golf tournament**—May 27–31, 1986, Las Vegas, Nev. For all sailors, Marines and Coast Guardsmen. All golfers contact Mel Fraagassi, USS Phoenix, 1316 Linden Ave., Deerfield, Ill. 60015.

• **International Naval Reunion & Jamboree**—May 27–31, 1986, Las Vegas, Nev. To include all individuals who served in the Pacific from September 1939–1945 with navies from Australia, Canada, Great Britain, New Zealand and United States. Contact International Naval Reunion/Jamboree Hdqtrs., 5023 Royal Ave., Las Vegas, Nev. 89103; telephone (702) 873-9841.

• **USS Whipple, USS Pecos, the Covered**

**Wagon Association**—Reunion May 28–31, 1986, Las Vegas. Contact E.L. Dixon, 1075-275 Space Parkway, Mt. View, Calif. 94043; telephone (415) 968-5172.

• **LST 59**—Reunion June 6–8, 1986, Pittsburgh. Contact John P. Logue, 18 E. Marthart Ave., Havertown, Pa. 19083; telephone (215) 449-4023.

• **USS Ludlow (DD 438)**—Reunion June 11–13, 1986, Washington, D.C. Contact R.P. Javins, 537 Clark's Run Road, LaPlata, Md. 20646; telephone (301) 934-8955.

• **USS Minneapolis (CA 36)**—Reunion June 25–28, 1986, San Diego. Contact Donald J. Bovill, 2804 Gene Lane, Arlington, Texas 76010.

• **USS Miami (CL 89)**—Reunion June 27–29, 1986, Charleston, S.C. Contact Betty Duff, 9 Driftwood Lane, Box 2200 Ocean Pines, Berlin, Md. 21811.

• **USS Leary (DD 158)/USS Schenk (DD 159)**—Reunion June 1986, Providence, R.I. Contact Thomas J. Johnson, 141-A W. Maryland Ave., Aldan, Pa. 19018; telephone (215) 284-2891.

• **USS Ashland (LSD 2)**—Reunion July 1986 in Cincinnati. Contact John D. Tschape, 906 W. Loire Court, 3-C, Peoria, Ill. 61614.

• **USS Belle Grove (LSD 2)**—Reunion July 11–12, 1986, Cincinnati. Contact Joe W. Bledsoe, 194 Pinegrove Dr., Bellbrook, Ohio 45305; telephone (513) 848-2855.

• **USS Flint (CL 97)**—Reunion July 31–Aug. 3, 1986, San Francisco. Contact Mrs. Ormond W. Smith, 6501 Yale Road, Apt. 204, Westland, Mich. 48185.

• **USS Twining (DD 540)**—Reunion July 24–27, 1986, San Diego, for crew members who served between 1943–1971. Contact Bruno Campagnari, Route 2, Dugan Road, Olean, N.Y. 14760; telephone (716) 372-1780.

• **Naval Air Transport Squadrons, Inc.**—Reunion Aug. 17–22, 1986, Washington, D.C./Annapolis, Md. Contact Victor Kish, 12716 Silver Lane, Sugar Creek, Mo. 64050.

• **USS Mansfield (DD 728)**—Reunion Aug. 14–16, 1986, Philadelphia, for crew members who served in World War II, Korean War and Vietnam War. Contact Samuel Knable, 819 Bergen St., Philadelphia, Pa. 19111; telephone (215) 722-2574.

• **USS Conner (DD 582)**—Reunion Aug. 20–25, 1986, Providence, R.I. Contact Lawrence G. Sheppard, 9754 52nd Ave. North, St. Petersburg, Fla. 33708.

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# Turning back the hands of time

Story and photos by JO1 Dan Guiam

Daniel J. Godsoe is a living legend. Talking to him is like turning the pages of a U.S. Navy history book, say his many friends and acquaintances at the U.S. Navy's Fleet Activity, Sasebo, Japan.

The 83-year-old retired lieutenant, a Natick, Mass., native, saw the growth and transformation of the U.S. Navy into a modern fleet, and watched the Navy build up in Sasebo.

"I joined the Navy Jan. 4, 1919, at a time when the sea service was shifting from hammocks to bunks. The enlisteds were getting lockers for the first time," he said.

Godsoe spent most of his Navy tours in the Asiatic Fleet, now known as the Pacific Fleet. He first went to Japan in 1923 when the storeship USS *Vega* (AK 17) made a humanitarian port visit to Tokyo.

"We off-loaded tons of relief goods which the city of San Francisco had collected for Tokyo's earthquake victims. Tokyo was a nightmarish sight. The great Kanto earthquake literally reduced the city and the nearby areas to rubble."

Before the Japanese attack on Pearl Harbor, Dec. 7, 1941, Godsoe and his shipmates aboard the heavy cruiser USS *Minneapolis* had just finished conducting battle readiness drills and were eating breakfast. The ship, a unit of the Hawaii detachment, was steaming 12 miles off Barbers Point.

"I was stunned when the ship's announcing system blurted out 'Air raid, air raid on Pearl Harbor,'" Godsoe said. "We immediately left the breakfast table and

went to war. We weren't shocked, and we weren't surprised. For us it was inevitable, although we thought it would start in a different way. The only real shock to us was the damage done to Pearl Harbor."

Godsoe, who climbed to officer rank from CPO, made his second visit to Tokyo shortly after World War II.

"The B-29 bombing raids had almost destroyed Tokyo," he said.

Then he found himself in another war in 1950. He was in Sasebo with the base's operations department when the Korean War broke out. Sasebo served as the principal supporting base.

"At one time, there were over 100 ships either anchored out or at the piers," Godsoe said. "Now only a handful of ships operate out of Sasebo."

After 34 years and seven months of active duty, Godsoe retired Aug. 1, 1953, and settled in Sasebo.

"The transition to civilian life was quite devastating," he said. "From a very capable and useful person, I felt I was no

longer needed. I missed the Navy very much."

The Navy offered Godsoe a job, and he ran Sasebo's "Fiddler's Green," the second largest enlisted club in the world, for the next 19 years.

"My retirement was more like being on shore duty," he said. "I still worked for the Navy, but I enjoyed sailing the high seas a lot more."

Godsoe now spends his time writing a column and feature stories for *Sasebo Soundings*, the base newspaper. He calls his column "Gleanings," which he said, are fragments of his naval career.

He left his home town when he joined the Navy 66 years ago. He went back in 1969 and was surprised to find it was still the same town he'd left. He plans to return there again, this time for good.

"I guess it's a natural instinct for a person to return to his or her birthplace," he said. "Home is where the heart is — but Sasebo will always have a spot in my heart, too." □



Retired 83-year-old Godsoe visits his favorite park in Sasebo.

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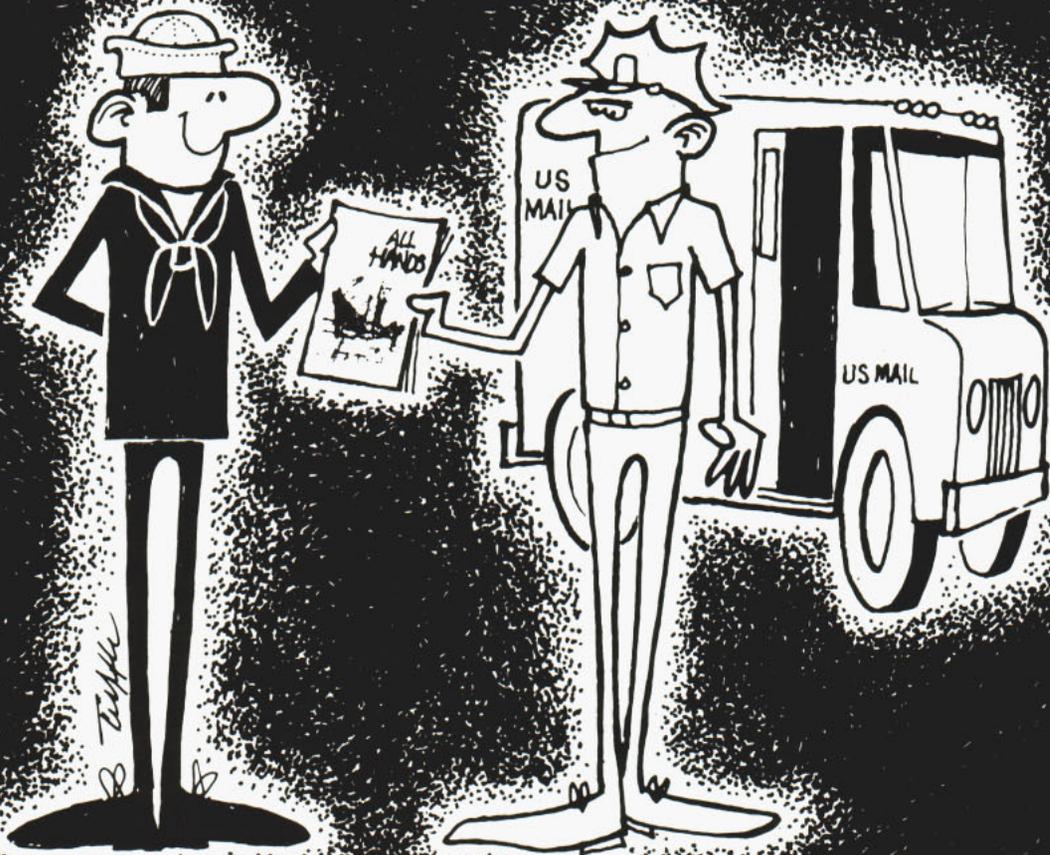
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# Highland gathering

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