

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

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FEBRUARY 1986



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Caribbean crossroads

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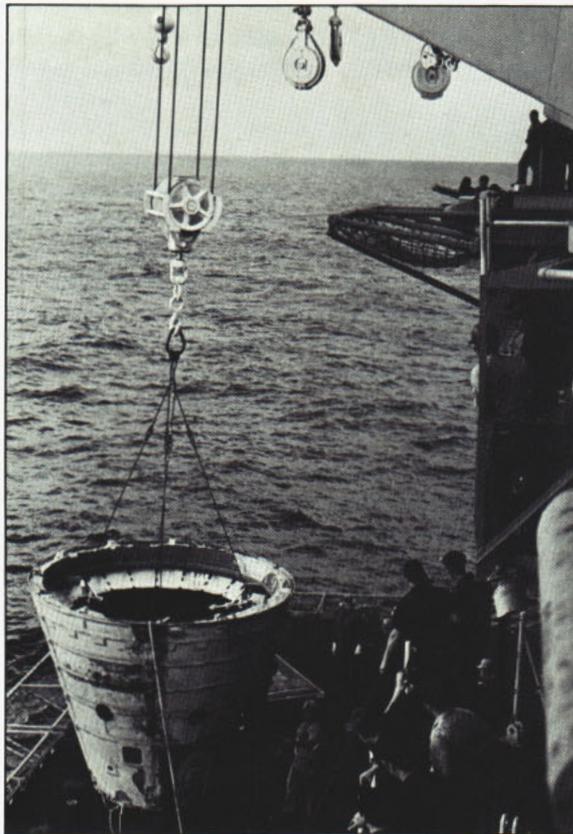


Photo by PH2 Dave Marsh

## Guam recovers Challenger SRB

USS *Guam* (LPH 9), sailing 135 miles off the coast of Georgia Feb. 1, recovered the nose cone of one of the solid fuel rocket boosters from the space shuttle *Challenger*. The cone had been found by Navy P-3 *Orions* and kept under constant surveillance by USS *Dewey* (DDG 45).

*Guam's* crew used two search and rescue boats to retrieve the drifting piece. The first boat pulled the nose cone alongside *Guam*. Then the line being used to pull the nose cone parted. The cone drifted approximately 1,000 yards astern before *Guam* could get the second boat in the water. The second boat retrieved the wreckage and positioned it alongside *Guam*.

To hoist the nose cone aboard *Guam*, the ship's crane hooked onto the cone. It was then lifted successfully onto the aircraft elevator aboard the ship. USS *Guam* was set to return the nose cone to Cape Canaveral.

—JOSA Bob Murphy, Guam Public Affairs Office.



Photo by PH3 Thomas E. Butt

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MAGAZINE OF THE U.S. NAVY

FEBRUARY 1986—NUMBER 827

63rd YEAR OF PUBLICATION

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## Covers

**Front:** View of Puerto Rico's San Juan coastline from historic El Morro. See page 18. Photo by JOC Glenna Houston.

**Back:** Warships from many nations pass through Roosevelt Roads during UNITAS maneuvers. See page 18. Photo by JOC Glenna Houston.



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# The HEAT is on

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For Chief Warrant Officer 4 Leonard Rizzuto, July 29, 1967, seems like yesterday. On that fateful day aboard the USS *Forrestal* (CV 59), he was a 22-year-old aviation boatswain's mate second class. He was in hangar bay three, on the business end of a fire hose, trying like hell to put out the fire. When the smoke got too bad, the others on Rizzuto's hose decided they should be somewhere else, and left him there to fight the fire alone.

Rizzuto curled up the hose and sat on it so he could control the beast and resumed his fight with the fire.

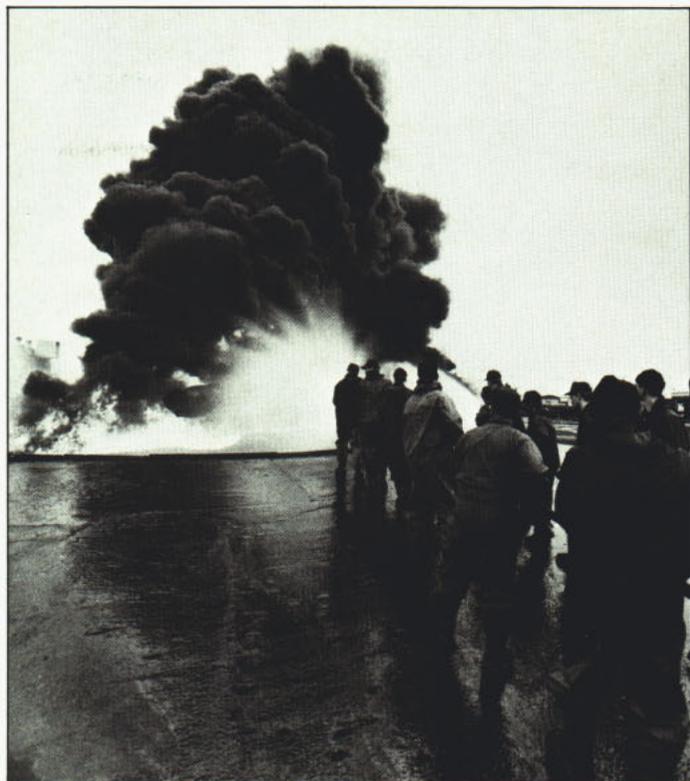
Today, nearly two decades later, Rizzuto is the director of aircraft firefighting at the Fleet Training Center's Firefighting School in Norfolk, Va. It is the Navy's largest firefighting school, training more than 30,000 students every year.

"The idea is to teach the students that they *can* fight fires—that they *don't* have to run and hide," Rizzuto said. "We do that by developing a little confidence and showing them that the firefighting equipment works as advertised."

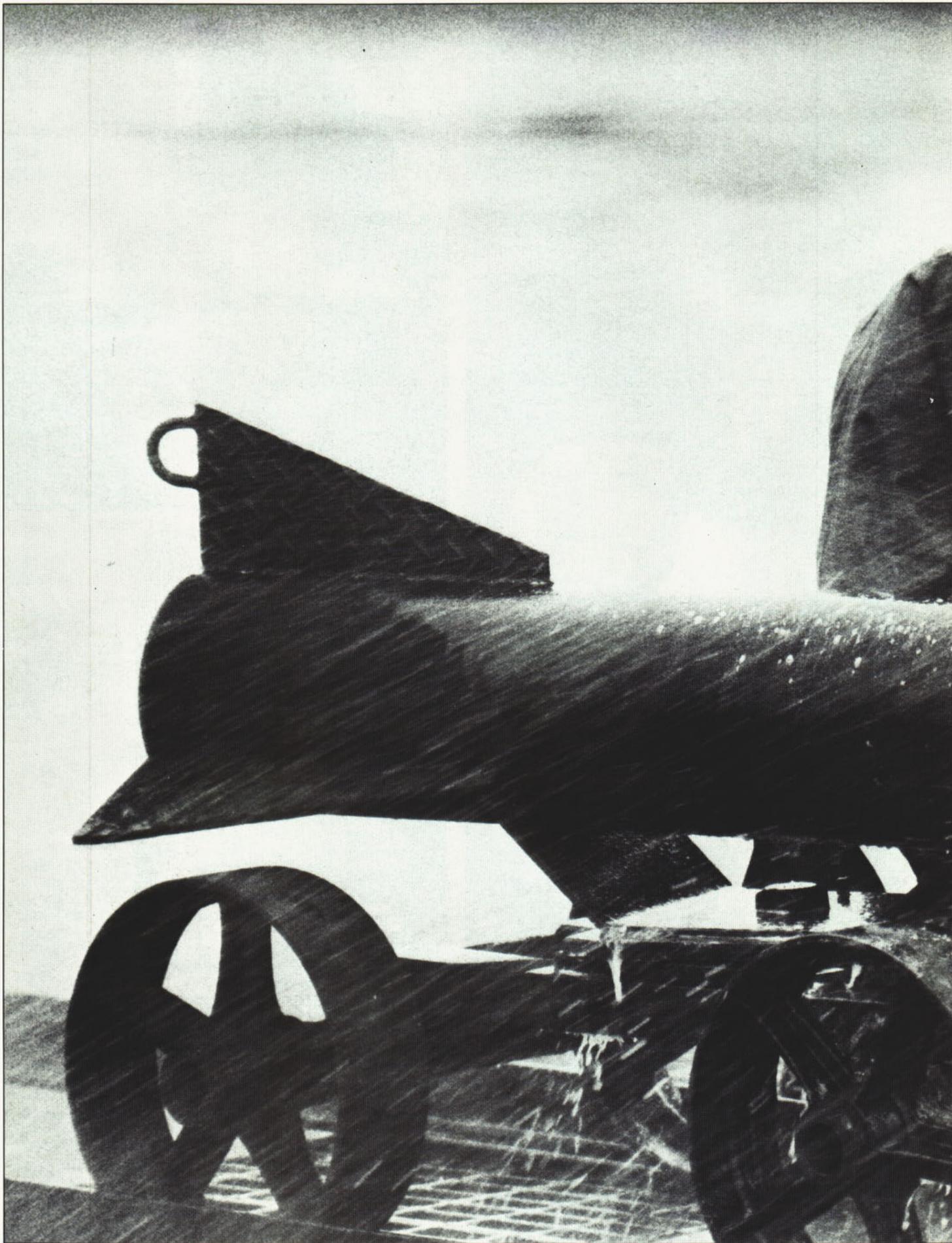
There are four courses taught at the school: a two-day general shipboard firefighting course, a two-day aircraft firefighting course, a one-day team evaluation, and a one-day helicopter team evaluation. The two-day general shipboard firefighting course is the one most students usually attend.

After spending the first morning in the classroom learning about the firefighting equipment, students in the general firefighting course (E-1 through O-6) practice their newly acquired skills in the field. Several different structures are used to





Firefighting students practice their skills in a controlled environment, fighting real fires.





**Left: A firefighting student gets an unexpected shower when a hose team attempts to cool down a hot "bomb."**

simulate fires involving ship interiors, aircraft, weapons, etc.

Students are dressed in protective gear, and proper procedure is rehearsed by the instructor before any fires are actually fought. Safety is paramount. Throughout the afternoon and all of the next day, the students get a chance to put out several fires, using different techniques and equipment.

"This is a functional school. Students don't leave here as professional firefighters," said Master Chief Boatswain's Mate William Patterson, the senior instructor at the school. Students do become familiar with basic firefighting equipment. "You can't put out a fire if you don't know how to use the equipment."

Every class is shown "Trial by Fire," a movie about the *Forrestal* fire. "It's an impact film," Patterson said. "A lot of lives were lost in that fire. You can't dwell on it, but you can't forget it either. You have to learn by your mistakes." According to Patterson, "Nobody ever says 'I didn't learn anything' after the end of the second day here."

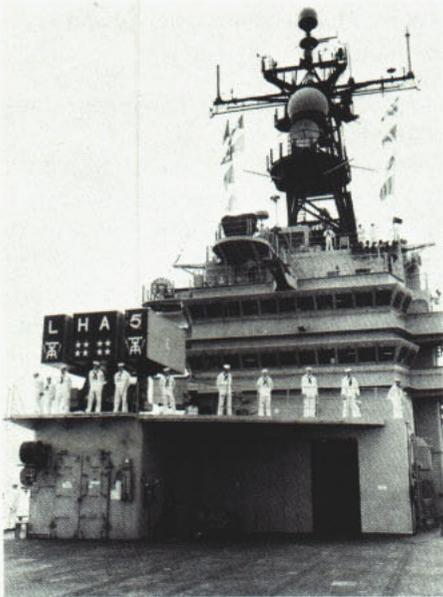
By the end of the training, the students are exhausted. Battling fires is not easy work, or comfortable. The smoke is everywhere and the heat from the fire drains the strength from you. But this is not the end of the training.

"When they get back to their ships, they still have to drill," Rizzuto said. And considering that the life you save may be your own, that isn't such a bad idea. □

—Story and photos by PHI Perry E. Thorsvik

# Singapore: City of harmony

Story and photos by PH2 Alexander C. Hicks Jr.



Crew members of the 7th Fleet ship USS *Peleliu* (LHA 5) discovered a fascinating blend of cultures and heritages on a recent port visit to Singapore, the capital of the country Singapore.

The population in the "Lion City" is 75 percent Chinese, 15 percent Malay, and the remaining 2.5 million people are predominantly European or Indian.

Some *Peleliu* sailors and Marines went on organized tours to see the National Museum with its pictorial history of Singapore; the botanical Gardens, which contain large collections of tropical and subtropical plants; and Mount Faber, for its view of the city and harbor.

Other sailors found the best way to see the city was to travel by bus, with a city

**Above: Peleliu crewmen "man the rail."  
Right: Busses provide the best transportation in the "Lion City." Center right: Part of Singapore's skyline.**



map and tourist guidebook.

One of the more popular stops was Orchard Street, a large indoor shopping mall with movie houses, novelty shops and restaurants that specialized in everything from exotic cuisine to plain hamburgers. "The shopping is fantastic here," said Operations Specialist 2nd Class Stephen Austin. "I picked up several unusual pieces of jewelry that I have not seen outside of Singapore. The merchants are very helpful, but I had to bargain to get a price I knew was fair."

Austin said the food and atmosphere in the restaurants made the trip worth-



while. "I had never tasted such foods. Dishes like prawns in bean sauce are delicious."

After dark, Bugis Street provided entertainment. "I had a great time on Bugis Street," said Airman Steven Mitchell. "It was a good place to kick back and relax. There are a lot of sidewalk restaurants and open lounges, and the merchants went out of their way to make sure I at least sampled their foods. The beer is a little expensive, but it's worth the price because entertainers come around and put on free shows."

Singapore is a very clean city, accord-



Left: Not all of Singapore is modern. These buildings serve as work place and home for some fishermen. Below: The city's "Chinatown," a great place to sightsee. Bottom: A Peleliu sailor with a new friend—and some picture taking.



ing to Austin. "Litter is just not there. The people make an effort to keep their city immaculately clean. That impressed me very much." Fines for litterers can go up to \$250.

In the city's Chinatown area, shop merchants greeted sailors and Marines, inviting them to take pictures of their small shops and homes.

"Everyone feels comfortable in Singapore," said Austin. "There are so many different people living here in harmony, no one feels out of place." □

*Hicks is assigned to 7th Fleet PA Rep., Subic Bay, R.P.*

# Wondering What if?

It's 9:15 a.m., and red double-decker buses roar along London's bustling Oxford Street shopping district. In an unobtrusive brick building on a quiet side street, Cmdr. Mike Garrick is in the first hours of a 12-hour shift as command duty officer for



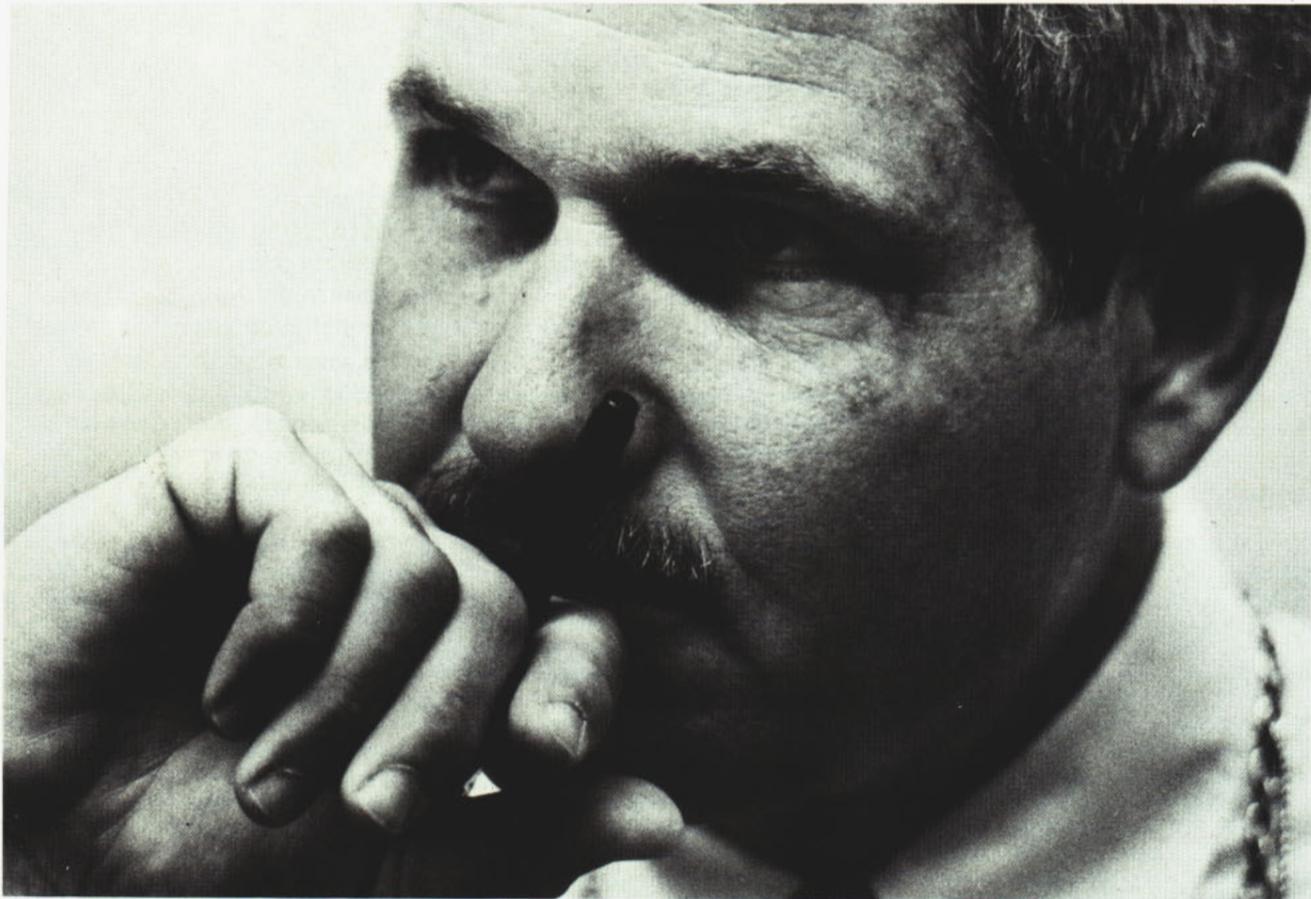
Commander in Chief, U.S. Naval Forces Europe. The phone is ringing.

The caller reports that a tall man with shaggy blonde hair, dressed in a green zip-up jacket and blue jeans, told Marine guards at the U.S. embassy that he was going to blow them up. Although the embassy is out of Garrick's realm of responsibility as CDO, it's only a few hundred feet away. He starts making phone calls. The threat might be a hoax, but he informs key people in his chain of command just in case they see the embassy being evacuated.

"One of the things you worry about most is whether you have told everyone who needs to know about something," says an unhappy Garrick. He has enough things on his mind without some extremist complicating matters.

As a command duty officer at CinCUSNavEur headquarters, Garrick represents a four-star admiral who is responsible for Navy ships, aircraft, and sailors in and around Europe. Major commands under CinCUSNavEur control include the U.S. 6th fleet, Fleet Air Mediterranean and U.S. Naval Activities, United Kingdom. The 6th Fleet, with an average of 30 ships, 100 aircraft and 20,000

Photo by PH1 Bill Simms



men and women, is the largest unit under CinCUSNavEur command. Its operating area in the Mediterranean Sea puts many units in the troubled waters around the Middle East, where incidents can escalate rapidly into page one stories. Contingency planning is a way of life in the command center.

"Every time there is a hiccup in the 'Med' (Mediterranean), we get involved," says Garrick. "'What if?' is always the big question."

Since 1970, CinCUSNavEur has responded to a broad range of situations including the Arab-Israeli War in 1973, the Iranian hostage crisis in 1980, and U.S. peacekeeping initiatives in Lebanon and the eastern Mediterranean between 1981 and 1985. Most recently, 6th Fleet aircraft operating from USS *Saratoga* (CV60) intercepted fleeing terrorists following the hijacking of the Italian cruise ship *Achille Lauro*.

Garrick was on watch in 1983 when a navy pilot was killed and Lt. Robert Goodman was captured after being shot down while bombing gun emplacements in Lebanon.

"By no means was my day as bad as

Goodman's, but it was one of the worst days of my life," recalls Garrick. "I had two admirals on either side of me and (several) captains standing behind me." He says the intensity level was so great that by the time he got off watch he felt as if he had been beaten with a stick.

The command duty officer and his immediate staff of four enlisted people work in an isolated booth which offers a bird's-eye view of the plotting board in the command center's war room. Beeps, chirps and tones from eight telephones and a variety of military communication equipment signal the direct links with major commands in Europe and the United States. A small wooden plaque on a wall reads: *If you can keep a cool head in these times, perhaps you don't understand the situation.*

A lot of decision-making responsibilities come with the job of CDO. It takes initiative and an understanding of the Navy's organization in Europe to get the job done. It also requires an ability to adhere to established procedures.

"There are a lot of things that have to be done by the numbers," Garrick says. "If you don't (follow procedures), within

**Cmdr. Mike Garrick, standing CinCUSNavEur headquarter's Command Duty Officer watch, ponders a question.**

24 hours you're going to be called in on the carpet."

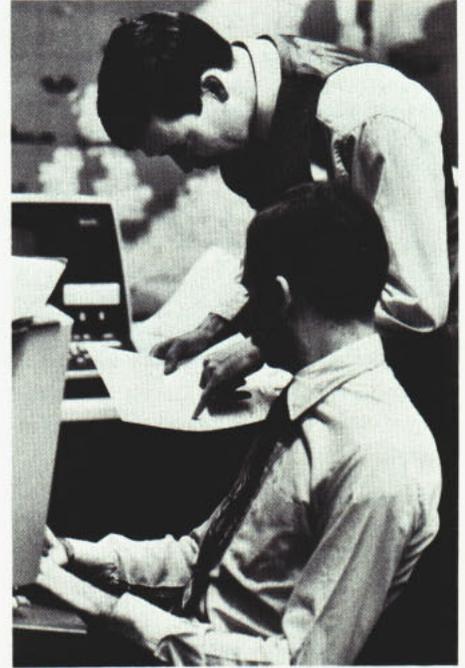
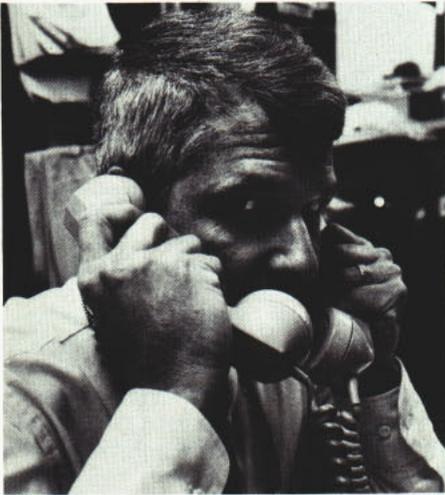
In addition to being the nerve center for naval operations in Europe, the fleet command center at CinCUSNavEur headquarters is one of four command and control centers in Europe, and a major link in the strategic chain of communication between U.S. military forces in Europe and the stateside command structure.

The command center is tested regularly on crisis procedures by the U.S. European Command. The tests come in the form of top-priority messages covering a variety of scenarios. Providing error-free responses to these messages is a CDO's top priority.

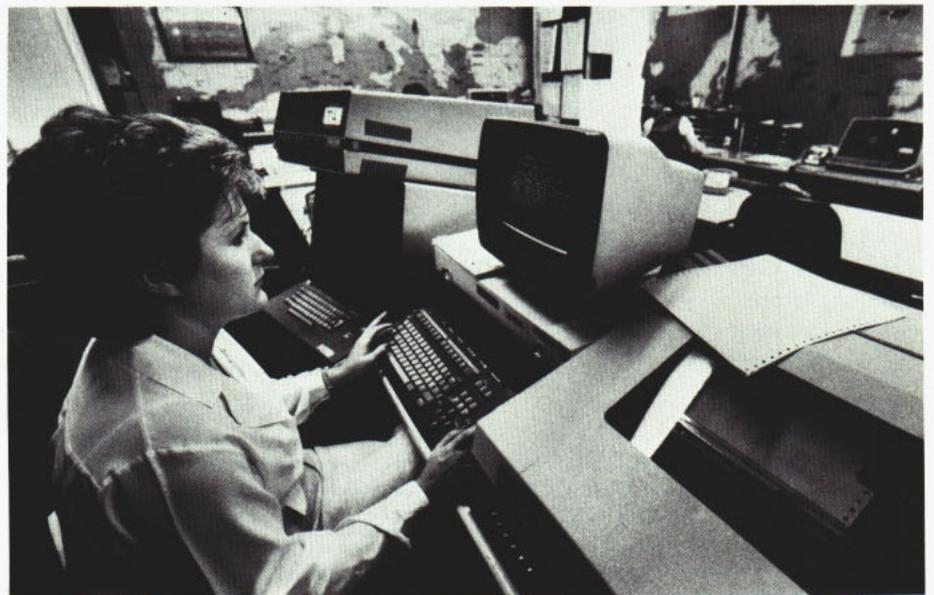
"If you make a mistake, you fail (the test)," says Garrick. "They (the inspector general) require zero defects. If you screw up, you're going to read about it and you

are definitely going to hear about it."

Command center responsibilities aren't limited to processing crisis messages. As a link in the communications chain, thousands of pieces of information pour into the command center every day. There they are fused together, streamlined and passed on to the next link in the chain. One commander compared it to trying to thread a sewing needle with knitting yarn.



The CinCUSNavEur command center is filled with computers and communications equipment, along with the sailors who use these tools and interpret the information supplied by them.



Garrick says a CDO screens about 600 messages each duty day and uses every means available to monitor events that could affect Navy and other U.S. military operations in and around Europe. They even use the news media to get information from hostile areas where there are no government resources.

"All of a sudden you get a phone call at one o'clock in the morning saying that a bomb has gone off somewhere. (You ask yourself) 'Are Navy people involved? How many?', etc. When you call a four-star (admiral) at two in the morning, you have to anticipate his questions and have the answers," Garrick says.

Garrick, a 39-year-old aviator with about 3,500 flight hours in his log, came to CinCUSNavEur headquarters two and a half years ago after a tour with an anti-submarine warfare patrol squadron. With-

out any specialized training, he left the familiarity of Navy aircraft for an assignment in which security is so critical he can rarely talk to his wife about his "day at the office." According to Garrick, most of his co-workers at the command center also came into the job "cold."

Garrick says the Navy doesn't have a command center training school because there is no way to train people for many of the things they will face in the job. The enlisted people and officers working in the CinCUSNavEur command center come from a variety of ratings and communities. In Garrick's eyes, a broad mix of backgrounds is an asset in a command center.

"A lot of times we complement each other with the collective knowledge from different areas," he says. "During our operations off the coast of Beirut in '83 I had a chief boatswain's mate respond

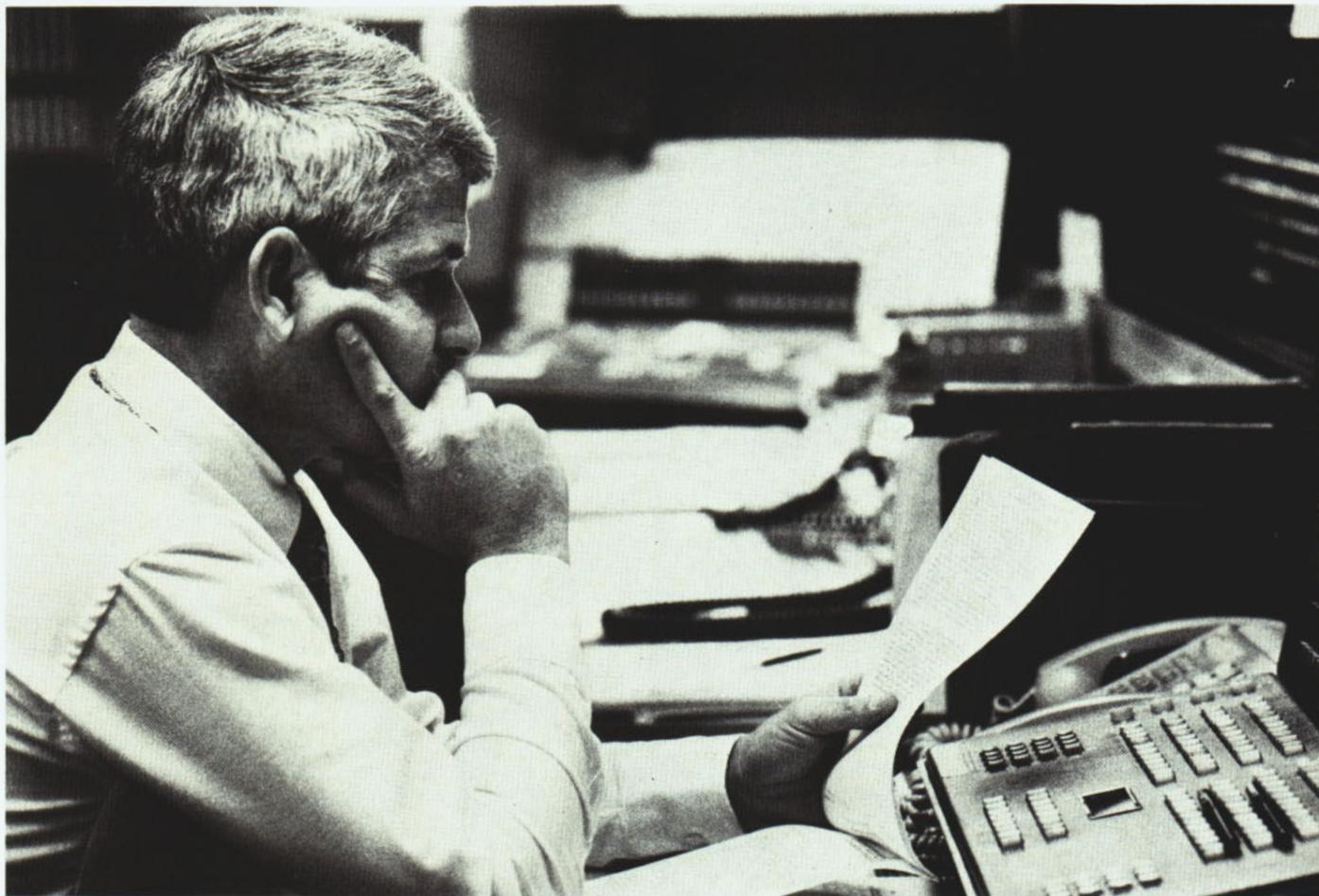
directly to a brigadier general concerning the loading configuration for an LST (tank landing ship). The chief's expertise on deck force meant he had the right answer when we needed it."

Those who have an opportunity to work in a command center get to see the "big picture" of naval operations; a chance to witness the strategic implications of U.S. Navy ships transiting Soviet operational waters; or the many wheels in the Navy machine that are set in motion by seemingly unrelated events around the world. They get a chance, right along with the Navy's top-brass, to wonder "what if?"

"You don't really get scared," says Garrick, "but every now and then you will realize the seriousness of it all." □

—Story by JOI(SW) E. Foster-Simeon

—Photos by PH1 Perry E. Thorsvik



# USO

## 45 years of service

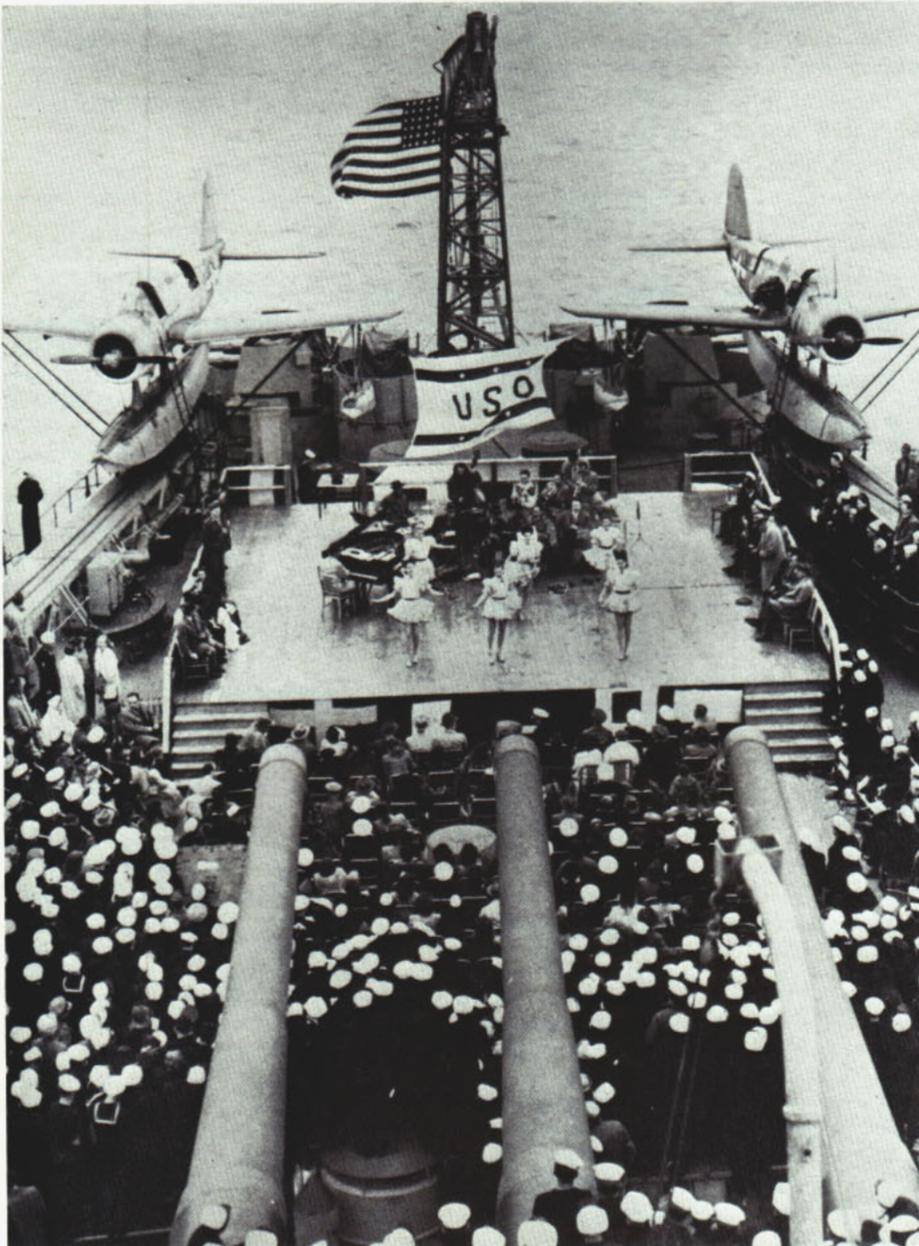
*For nearly half a century, the USO—United Services Organization—has entertained, aided and comforted U.S. military men and women and their families. This February, the voluntary, non-profit civilian organization celebrates its 45th anniversary.*

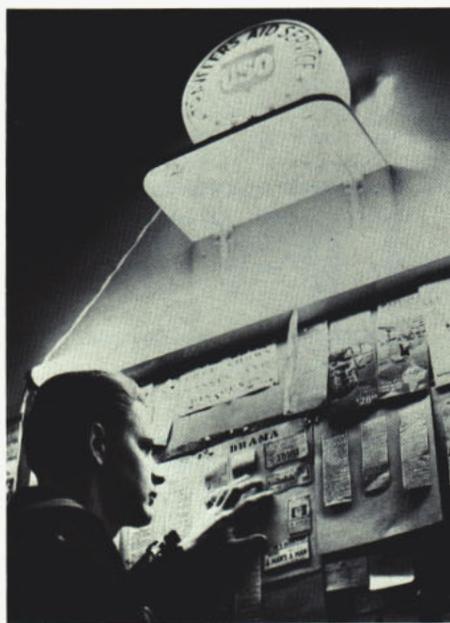
In the 1940s, as the U.S. prepared for war, six independent civilian agencies pooled their resources to become the USO: the Young Men's Christian Association, Young Women's Christian Association, National Catholic Community Services, National Jewish Welfare Board, Salvation Army and National Traveler's Aid Association.

President Franklin D. Roosevelt set the guidelines when he said, "I want these private organizations to handle the on-leave recreation of the men in the armed forces." The USO was formed on Feb. 4, 1941, and eight months later, Camp Shows Inc.—which provided professional entertainment for troops throughout Europe, the Pacific and the United States—became a separate corporation supported by USO.

Bob Hope started his famous traveling show the next year and, with his sidekick Jerry Colonna, went to Alaska, England, Africa, Sicily, Ireland and the South Pacific to entertain U.S. troops. Other World War II-era celebrities such as Clark Gable, Fred Astaire, and Bing Crosby eventually joined the USO tour.

As U.S. troop strength grew during World War II, the USO grew as well. USO clubs were set up wherever there





After 45 years, USO continues to serve people overseas: entertainment aboard ships and at shore stations; information bulletin boards; and representatives to help sailors enjoy foreign ports.



was a need and a space—in churches, log cabins, museums, castles, bars, and yacht clubs. Each club was designed to meet the needs of military men and women in particular locations and situations, but the basic services remained the same: food for those away from their units and in need of a meal; information on local points of interest and sightseeing; and facilities for dances, arts and crafts.

Soldiers, sailors and Marines used popular troops-in-transit lounges at major airports, and a mobile program called “Clubs on Wheels” provided comfort to military people in remote areas.

By March 1944, some 3,035 USO facilities were located worldwide. As the war ended and troops returned to the United States, the organization helped military people return to civilian life and helped families reunite and relocate.

On Dec. 31, 1947, after millions of military people left the services, USO operations ended. But three years later, when President Harry Truman committed U.S. troops to fight in South Korea, the six original service agencies and Camp Shows Inc. were back entertaining millions of military men and women. In 1952, USO re-established its mobile program.

When the Korean War ended in 1953, more than a million servicemembers remained stationed overseas—and the USO began to expand. That expansion continued into the 1960s, as the U.S. entered the “cold war” era.

During the Cuban missile crisis in 1962, USO mobile units and volunteers

moved to meet the needs of the thousands of troops rushed to the southeastern United States. That same year, contributions to the USO fell to where the organization’s continued existence was in question. Regionalization was the answer—local USOs in the United States became responsible for their own on-site operations while the national USO headquarters directed general policy and overseas operations.

As the U.S. commitment in Vietnam grew, USO activities, staff and celebrity shows increased dramatically. Bob Hope took his USO Christmas shows to Vietnam for the first time in 1964. These shows continued until 1972, and in 1973, USO began stateside shows at military bases and veterans’ hospitals.

After Vietnam, USO underwent some critical changes. To keep the new, all-volunteer military people in touch with the civilian community, the USO started a new era of peacetime service.

The USO of the 1980s helps bridge the gap between military and civilian communities with the Family Outreach Program. These centers promote family support groups and recreational and educational programs. New centers have been opened in West Germany, Colorado, Virginia, and the District of Columbia, with several more planned.

A Mobile Outreach Program travels within four Virginia county areas to help young military families living in the civilian communities. In West Germany, women’s resource centers give wives a place to meet, relax, and exchange infor-

mation and support. Brides’ schools, operating in South Korea for 15 years, introduce new wives to U.S. customs and help ease culture shock.

USO’s entertainment has kept pace with changing needs, too. Loretta Lynn, Lou Rawls, Catherine Bach, Kris Kristofferson, the National Football League Players, National Basketball Association Legends, and Dallas Cowboys’ cheerleaders and many other performers have entertained U.S. troops around the globe. This year, USO will send the 1st Airborne Rock ‘n’ Roll Division on a worldwide tour that will include Three Dog Night, country singers Razy Bailey and Barbara Fairchild, Dave and Sugar, and the NFL players.

Today, USO clubs are located in 160 U.S. and foreign cities and in 32 airports. Overseas there are USO centers, mobile fleet centers, airport lounges, information desks and program services. Future USO expansion will include the Indian Ocean areas. More than 40,000 USO volunteers and 550 paid staff members serve the 4.7 million military men and women and their families stationed stateside and in foreign countries.

USO wants to go wherever military people can use its services, according to Executive Vice President Michael Menster. Regardless of the 45 years that have passed, and all the changes that have come and gone, USO maintains its focus on serving the military community. □

—Story by Candace Sams  
—Photos courtesy of USO

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# USO's

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## 'Sunshine Lady'

The USO of the 1980s is a vibrant, contemporary organization trying to shed an outdated image. One of the new breed of image makers is 38-year-old Cathy Elkin, director of public affairs at the San Diego USO.

The slim, spritely California native's official role is to coordinate volunteer programs and go before San Diego's military and civilian communities to inform them about what the USO does. However, she sees her job a little differently.

"I find myself more often than not explaining what the USO *doesn't* do or what the USO *isn't*," Elkin said. "People have this image of the 'little old lady with a doughnut.' Somehow that image hung over from the war years. I think then it was positive — the warm coffee and doughnut meant a community or an organization was reaching out to its active duty constituency. But as time went on, that image has almost kept people away. If that's the concept young military people have of us, they're not going to come to the building."

The serviceman or -woman who doesn't come is missing a lot. San Diego's 3-year-old USO is not so much a building as a complex. The constant "bloops" and "bleeps" from the video arcade echo across several full-size pool tables into the lounge, where a bank of telephones lines one wall. The adjacent library is stocked with everything from daily newspapers to encyclopedias, and the dance floor, complete with a raised stage, has a sound system many discoteques would envy.

The color scheme and the sparkling furniture are soft and comfortable, and all



the rooms are designed to meet what the USO's management feels are the needs of its visitors.

"We respond to the needs of military people in San Diego by making sure the majority of services we provide are for young men and women. We try to subsidize classy activities and a classy environment to stretch the dollar and enhance the morale of the largest constituency we have," said Elkin.

In keeping with her animated, go-go-go style, which has earned her the nickname "Sunshine Lady," Elkin organizes what she calls "high-energy activities," such as dances, free dinners and trips to southern California amusement parks.

With nearly 15 years of experience at the San Diego USO, Elkin believes she has a good feel for what draws young people in. "Otherwise, they should hire someone else," she quipped. "That's not to say I don't make mistakes. I create events and

people boo, and I say, 'Okay, we're not going to do that one again.'"

The key to organizing successful events is to get close to your visitors, according to Elkin. However, a young serviceman can't walk in expecting to be entertained.

"I tell them, 'No, we can't do everything for you. Yes, we will try.' I can't change their attitudes, but if they give me half a chance I'll get under their skin a little bit," she said.

Elkin's doctrine of personal attention is mirrored by her assistant, Terry Waldie. She describes him as an excellent role model for servicemen. "He's a physically fit guy, real positively oriented. He's happily married with two children, and he really gives his all," she said. "He'll spend late hours, until 1 or 2 o'clock in the morning, talking with people who need to talk and need someone who will listen.

Sometimes her visitors need someone who will just listen and not jump up and give advice right away, Elkin said. She believes rather than automatically sending people to counselors, she sometimes has to let them express their thoughts and then make their own decisions.

"We can't always solve problems," she said, "but we are a great resource center." Elkin resolves many sailors' problems simply by making them aware of Navy resources they didn't know existed.

Reaching out to the thousands of young servicemen and -women in San Diego takes a lot of energy, and Elkin seems to have a bottomless well of it. She said she draws her drive from the people who enjoy what she does for them. "I get Christmas cards from kids all over the world now

whom I've known for 15 years. I have kids come back into the USO to visit me who were a little disoriented when they first came in the service," she said.

Elkin tells the story of a young man she doubted would make it in the Navy. Years later she saw him as a company commander at the Recruit Training Center (RTC) here, happily married and the father of a newborn baby. "He believes the USO gave him an extra nudge toward looking into himself for high accomplishment," she said. "Not just tap dancing shows, entertainment and free meals — we made him feel better about himself. We couldn't solve his problems, but maybe we gave him a bit more personal ammunition to go out and do it himself."

There are some parts of the job that get her down, Elkin said. "One thing is the lack of recognition in this community for the fabulous, positive, interested, motivated, hard-working young people who are on active duty. Everybody has image problems. I talk about USO's image as being the old lady with the doughnut. The military's image problem in the community comes from people reading about the drunk sailor who crashed his motorcycle and hurt someone, or the rape, or the problem child. You know — 'bad news is big news.' That's what always seems to be on the front page."

"Whatever happened to the old patriotism — the respect for the uniform? The worst thing I can hear is a sailor saying, 'I felt more at home in Perth, Australia, than I did in San Diego.' That just kills me."

The problem, Elkin said, is the community's lackadaisical attitude toward the problems of military people. She would like to see more active interest, and when people use words like "sailor" or "Marine" she wishes they would say them with respect. "I believe people should educate themselves before they judge," she said.

"It's the same with the young women's program. I have mothers who say, 'I'm sorry, I won't let my daughter come to the USO.'

"I ask them, 'The private parties your daughter goes to, is there no cocaine there?"

Is there no pot smoking there? Is there no abuse of alcohol? I can promise you there isn't at the USO. Can you promise me there won't be at the party she's going to

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*"It's the kind of atmosphere where you are constantly appreciated and always needed."*

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Friday night? I think she's better off with me than she is there."

When she gets down, Elkin said she can always get back up by going to work. "When I walk into the USO, there will always be people there who look forward to seeing those of us who work there," she said. "It's the kind of atmosphere where you are constantly appreciated and always needed."

Elkin said she believes a lot of people don't get adequate feedback on how good a job they're doing. "I get immediate, automatic feedback," she said. "I'm surrounded by people who know exactly who I am and who will sometimes thank me to distraction. But they do more for me than I do for them, otherwise who would want this job for this long?" she laughed. "I've had guys go home on leave and say they looked forward to coming back to the USO. That's about the nicest thing you can say to me."

Over the last 14 years, Elkin said she hasn't seen much change in the people who come to the USO. "I think we've become more polished because those of us who've been here for a long time have learned a lot and we're better at what we're doing. We're a lot more contemporary and we have better programs. We've learned more about what the kids want and we have become more consistent." She said that despite USO's having moved twice since she has worked there, in more

than 14 years she has never missed putting on a free buffet dinner on Tuesday nights.

"Sometimes change just for change's sake is not positive," she said. "I think sometimes the lack of change, the familiarity, that always-being-there kind of thing is a positive factor." Elkin said the biggest change she's made since 1971 is adding a USO reception at RTC the night before graduation.

Lt. Alice M. Jacobson, RTC's recruit affairs officer, works with Elkin to put on the show, which could be described as a liberty lecture for graduating recruits and their families. "I think the parents really get a lot out of it," Jacobson said. "Cathy gets the parents prepped and excited about seeing their sons. Probably the neatest thing she does in her lecture is getting the parents of one of the recruits down in front and having their son sneak up behind them to present his mother with a corsage. That always brings tears to my eyes. The USO helps the Navy project a really positive image."

Elkin said the recruit reception is her favorite event because the audience is so receptive. "I've always drawn the analogy of a baby with a soft spot," she said. "The brain hasn't quite slammed shut. They're willing to listen to me because at this point they still think I know more than they do."

If we change the lives of five recruits out of 500 that's a significant difference," she said. "That's five more than if we weren't here. And I think we do more than that, overall. A Thursday night gets me up every week. It's so positive."

The recruit reception celebrated its fifth anniversary Feb. 6, and Elkin has missed only one. "I was in Hawaii, and I'm sorry I missed it," she said. "I tried to arrange an air hop back and my husband said he thought I should get psychological counseling."

Cathy Elkin's dedication to her "kids" has made her program a success. Because of her and others like her, the last thing you will find at the San Diego USO is a little old lady with a doughnut. □

—Story and photo by JO2 David Whitney, NIRA Det, San Diego

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# Naval Academy

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**“Some days we bike 40 or 50 miles; other days, we just go 20 or 30 miles.”**

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“Pump! Pump!” one bicyclist huffs. “Pedal! Pedal!” another encourages. “Fourteen miles to go . . . five miles to go . . .” The countdown and encouragement continue until members of the U.S. Naval Academy Bicycle Racing Club have covered the almost 40 miles from Annapolis to Baltimore’s Inner Harbor.

And that’s one of their shorter jaunts. Scott Helmers, club president, one day biked from Annapolis to the Pennsylvania state line and back. The nearly 180-mile trip took 9½ hours—10 a.m. to 7:30 p.m.

“Some days we bike 40 or 50 miles; other days, we just go 20 or 30 miles,” Helmers said. “We start off pedaling hard, then we lock into a good, hard pace. After a while, we slow down and start coasting. We’ll chat about exams, schoolwork and professors. We’ll joke around until someone gets a sudden burst of energy, and then we’ll be off again.”

The club’s 90 members average an hour or less of practice each day, not much compared to the three to four hours bicyclists practice at other schools. Navy also competes against Ivy League schools such as Harvard and Yale, as well as Army.

“The service academies usually finish near the bottom in the bicycling races,” said Helmers, “because we don’t have enough practice time. Our professional drills, academic studies and required sports take first priority.

“But when you’re pedaling alongside an Army guy, you always get ready for a fast sprint across the finish line so that you can ‘BEAT ARMY!’”

Helmers and other club members average 20 semester hours of academic class loads and must participate in one of 66 intramural or varsity sports. Only in their free time are they able to practice biking, which is not included in the academy’s regular sports program.

“What we lack in practice, we make up for in determination,” said Helmers, who



has been involved in competitive bicycling since he was a sophomore at Lynbrook High School, San Jose, Calif.

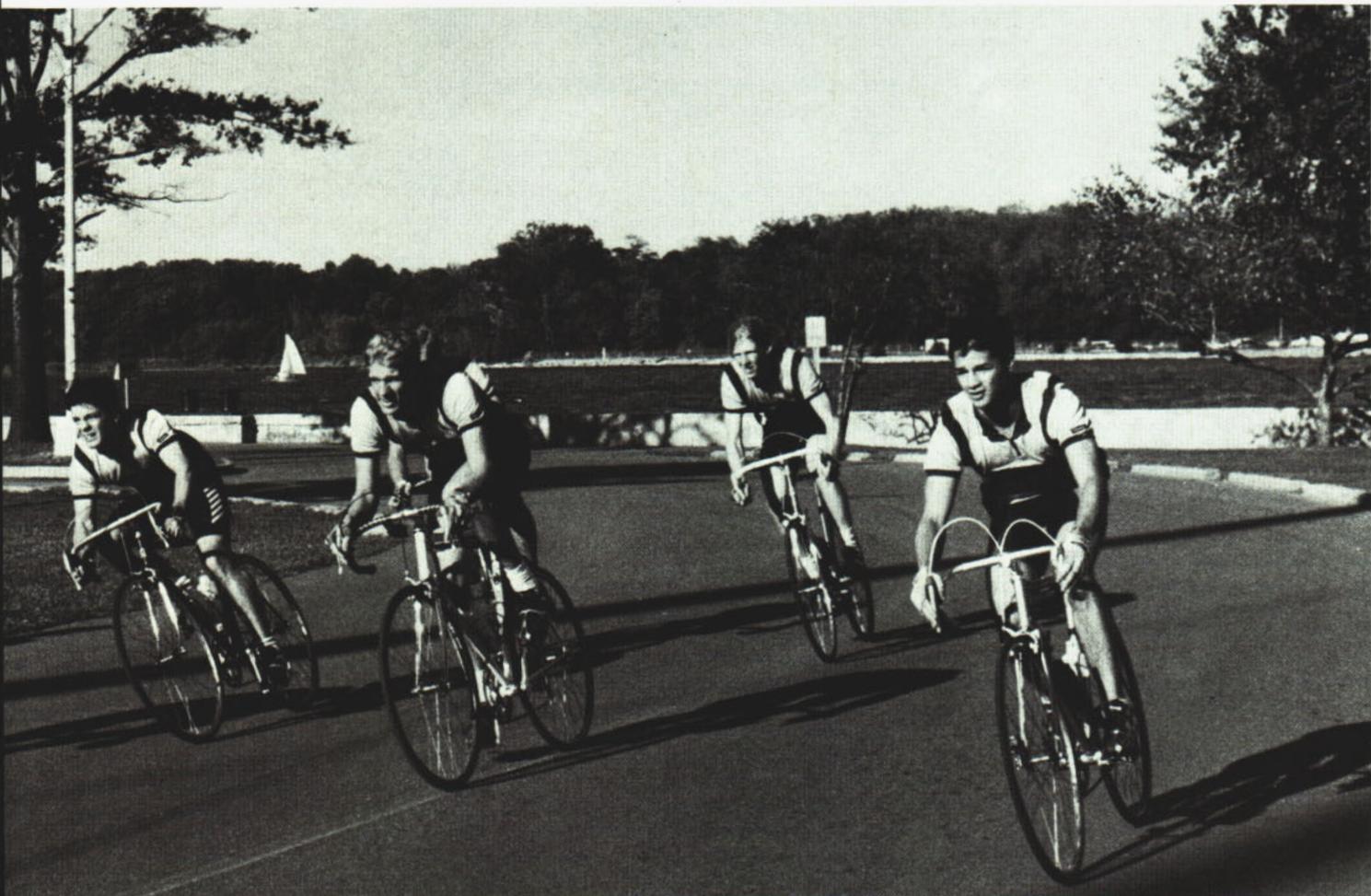
The club usually enters five fall races and 20 spring races, and about a third of its members go to all the races.

Bicycles are tied on top of cars, stored in trunks and even dismantled and stowed inside. Before a race starts, tires are checked and frames are polished. Naval Academy cyclists proudly don their school colors—blue and gold.

At a signal, cyclists zip down the course, jockeying for position. Then they settle into a strong and steady pace.

The average race is 40 to 60 miles. Most

# bicyclists pump it



Naval Academy photo

races are finished in less than 2½ hours at speeds averaging 25 to 30 mph. "If you're not in shape, you'll get left behind at the two-mile mark," said Helmers.

At the end of the race, each contender receives a number of points based on his finishing position. For each school, the points received by their top three contestants are tallied for the school's team score, which is used to rank the team among its competitors.

Many of the bicycle club's members are new to the sport, according to Helmers. "We get cross country and track runners who have developed knee problems, and crew people who are looking for a harder

sport." He smiled as he compared bicycling to crew and said the two teams share a joking camaraderie, rivalry and respect.

"We both train year-round and have our own training problems," he said. "They can't row when the river is frozen, and we can't bike when the roads are covered with ice and snow. We've both developed a training program of running and lifting weights to develop our lower back, leg and stomach muscles. The only difference is that we (bicyclists) don't develop our arm muscles as much."

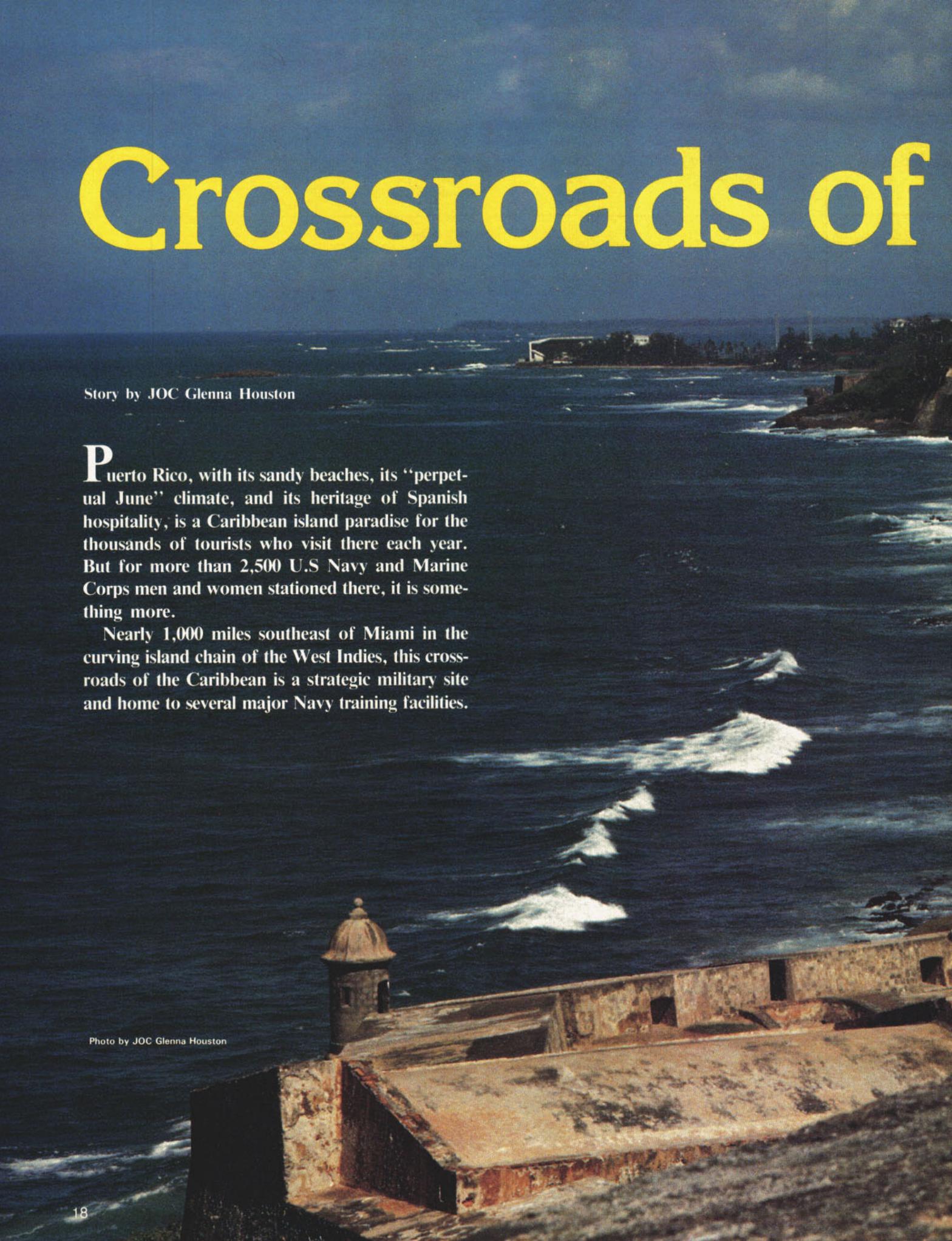
The club's members may be in one race on Saturday, another on Sunday morning, and still another on Sunday afternoon.

"That's why we need such in-depth training," said Helmers. "You knock yourself out on Saturday. Yet you have to be up for Sunday morning when, once again, you give your all."

"That (Sunday morning) race takes its toll, but you have to be ready for the afternoon," Helmers said. "If you haven't trained, you can't do it—you lack the endurance and stamina. Thirty seconds. That's the difference between the first person to finish and the last in most races," Helmers said. □

—Story by Martha Thorn  
U.S. Naval Academy, Annapolis

# Crossroads of



Story by JOC Glenna Houston

**P**uerto Rico, with its sandy beaches, its “perpetual June” climate, and its heritage of Spanish hospitality, is a Caribbean island paradise for the thousands of tourists who visit there each year. But for more than 2,500 U.S. Navy and Marine Corps men and women stationed there, it is something more.

Nearly 1,000 miles southeast of Miami in the curving island chain of the West Indies, this crossroads of the Caribbean is a strategic military site and home to several major Navy training facilities.

Photo by JOC Glenna Houston

# the Caribbean



# Crossroads of the Caribbean

U.S. Naval Station, Roosevelt Roads, is on the eastern tip of Puerto Rico, and Naval Security Group Activity, Sabana Seca is about 14 miles west of the capital, San Juan. About 2,500 Navy and Marine Corps personnel are assigned to Roosevelt Roads, and 235 more serve at Sabana Seca.

## Geography

The West Indies is made up of three island groups: the Bahama Islands, Greater Antilles and Lesser Antilles. These scattered bits of land are the tops of an undersea

mountain chain that stretches between North and South America.

The main island of Puerto Rico measures about 100 miles east to west and 35 miles north to south—about half the size of the state of New Jersey. It is the smallest and easternmost island of the Greater An-

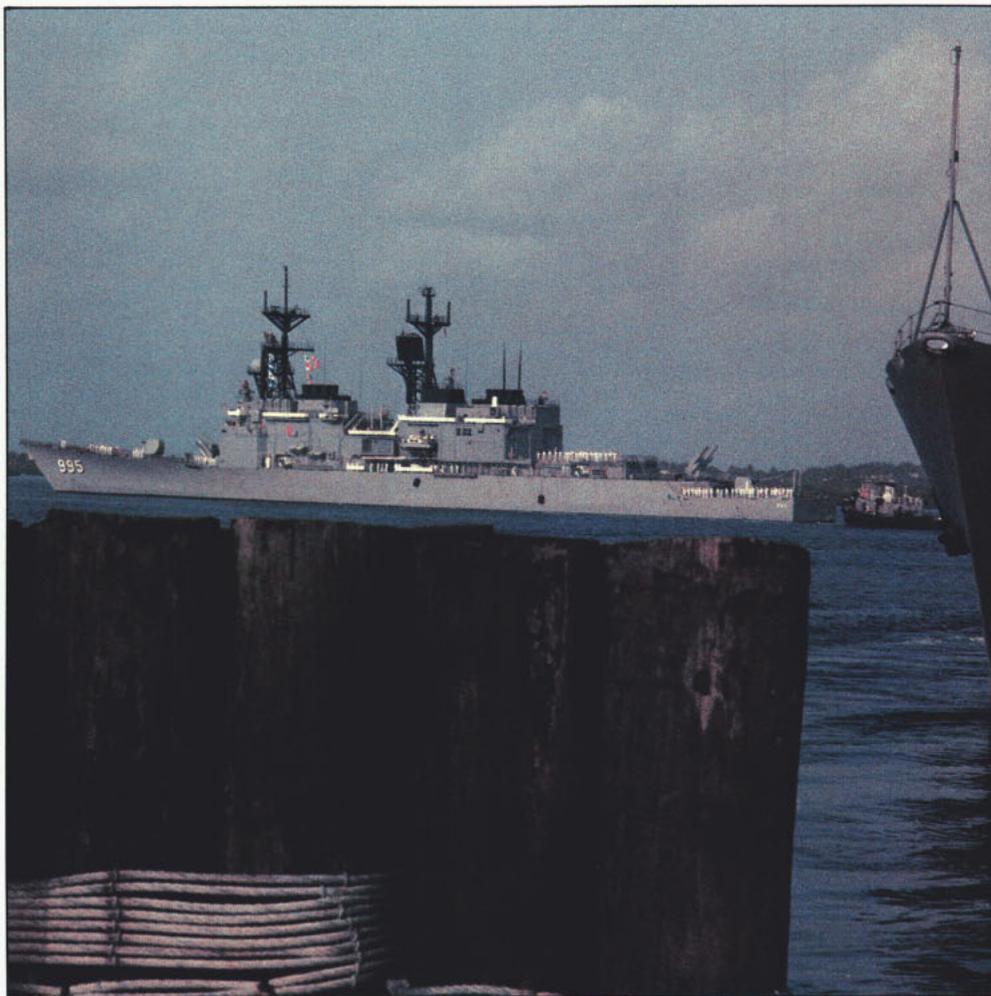


Photo by JOC Glenna Houston



Photo by JOC Glenna Houston

Roosevelt Roads serves as a major center for training and exercise activity that includes aircraft, amphibious assault, communications and UNITAS ship traffic.



tilles group, which also includes Cuba (about 500 miles to the west), Hispaniola (shared by Haiti and the Dominican Republic), and Jamaica.

This island chain forms a border between the Atlantic Ocean and the Caribbean Sea, with Puerto Rico at the cross-

roads. Because Puerto Rico is a Commonwealth of the United States, the U.S. Navy has been able to take advantage of the island's strategic location.

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### Climate

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Broadcasting from an island "without seasons," the disc jockeys at the local American Armed Forces Radio station can usually recite the weather reports from memory: "Highs in the mid 80s, overnight lows in the 60s and a chance of rain."

The old saying "when it rains it pours" could have been coined in Puerto Rico. People enjoying a bright sunny day can usually look up and see a rain cloud advancing from the distance. When the storm arrives, the skies open up and everything is instantly soaked. But in a few moments the rain is gone and the sun returns. The island's "perpetual June" is never interrupted for long.

The long stretches of brilliant white beach are bordered by crystal blue water on one side and the dark green of dense tropical foliage on the other to form a picturesque backdrop for the daily military routine. Puerto Rico's terrain ranges from sandy beaches to a sharply-rising, rugged interior, which covers about three quarters of the island. Navy personnel are inevitably impressed with the island's spectacular beauty.

"The scenery is everything from great beaches to mountains and the weather's fabulous," said Petty Officer 1st Class Patti Gantnier of the Naval Station Roosevelt Roads Administration Department. Her work spaces, in a building atop one of the many hills on the station, overlook miles of lush green jungle.

With its Spanish influence, tropical setting and warm climate, Puerto Rico seems more like a setting from a movie scriptwriter's imagination than a real place.

"My wife calls it 'romantic,'" said Petty Officer 2nd Class John Paige from the staff of Commander, Naval Forces Caribbean.

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### Puerto Ricans

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Puerto Rico is a true melting pot, its heritage a mixture of Spanish settlers,

South American Arawak natives, Carib Indians and African slaves. It was named Puerto Rico (Spanish for "rich harbor") in 1493 by Christopher Columbus. Africans were brought to early Spanish settlements on the islands as slaves to work the large sugarcane plantations. Puerto Rico continued to be part of the Spanish empire for 400 years until it was ceded to the United States after the Spanish-American War. Puerto Ricans have been U.S. citizens since 1917.

Most Puerto Ricans are Roman Catholics, although there are several Protestant churches, and at least two synagogues. Many of the Puerto Rican holidays are religious celebrations and every town has its patron saint. The last few days before Lent are given over to carnivals reminiscent of Mardi Gras.

The Christmas celebration lasts until Jan. 6, Three Kings' Day—*El Dia de los Tres Reyes*—also called Epiphany, the day the three wise men visited Jesus.

Puerto Rican children put boxes filled with grass under their beds for the kings' horses—the camels of the Middle East were unknown in Puerto Rico. On Three Kings' Day morning, the grass has vanished, replaced by gifts.

Well before Christmas Eve, neighbors and friends make up roving parties of celebrants, called *parrandas*, who drop in on friends, singing carols and playing the *cuatro*, a guitar-like instrument.

Many newly-arrived Americans have been surprised by Puerto Ricans dropping in at odd hours of the night to "make *parranda*."

"I've made more friends with my neighbors down here than I did when I was stationed in Virginia," Paige said. "The people are fine."

The townspeople form tight-knit communities. They are quick to notice strangers around your home and will ensure the visitors' business is legitimate. Puerto Ricans are not afraid to get involved with or lend a helping hand to their neighbors.

Although Puerto Ricans speak mainly Spanish, English is taught at all levels of education. Because of the language difference, talking to Puerto Rican neighbors can be difficult for those recently stationed on the island, whether they live on base



Photo by JOC Glenn Houston



Photo by K. Kell

# Crossroads of the Caribbean

or in the local community.

"Overall, the people are friendly and willing to assist you," said Senior Chief Doug Koenker. "They will try a little bit of their English if you're willing to try your Spanish. The only real problem I've encountered is trying to shop for a specific item. It can be tough to communicate exactly what I need."

There seems to be a constant balancing act between the traditional Puerto Rican ways and the newer American influence: the signs in the stores are in Spanish, but they advertise American products; the cars that clog the rush-hour streets are made in Detroit or Tokyo; American fast-food and department store chains are a common sight; a Puerto Rican may take his entertainment at a cockfight one night and a baseball game the next.

The pace of life in Puerto Rico is generally relaxed, although many newcomers find the driving exciting. "You always have to drive very defensively," Koenker said.

Most Navy people stationed in Puerto Rico welcome the chance to discover a new society. "The opportunity is here to learn about a different culture and another language," said Rear Adm. William J.M. O'Connor, commander, Naval Forces Caribbean and Fleet Air Caribbean. "I feel sorry that some of our people are not open-minded enough to go out and get immersed in Puerto Rico.

"I've been to pig roasts in the mountains, fiestas in the towns and magnificent dinners in the capital. I pride myself on my Spanish-speaking ability, which is a claim few Irishmen from Philadelphia can make," O'Connor said. Koenker agreed with the admiral. "Living in another culture makes you realize that people do things differently—they have different customs and work ethics. The way we do it isn't the only way," he said.

"Although there are many differences, we're all still looking for the same things out of life."

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## Off duty

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"Rosey" offers its people a tempting variety of recreational facilities: tennis

courts, a marina, stables, hobby centers, golf courses and, of course, the famous beaches. For water sports buffs, the station is a mecca for scuba diving, snorkling, water skiing, wind surfing, fishing, sailing and all the rest.

"We provide our sailors with the soup-to-nuts of things to do. One of the few things we can't provide is snow skiing," said Capt. Francis Mezzadri, commanding officer, Naval Station. But for all of the activities available on the base, people are still encouraged to go off-base and experience the local communities.

"It's a wrong perception that we're down here hiding behind fences. Getting out, seeing this beautiful island and meeting the people is encouraged. There's nothing to prevent people from feeling confident in Puerto Rico," Mezzadri said.

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## Politics and terrorism

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"Contrary to what can be derived from stateside newspaper accounts, relations between the Navy and the Commonwealth of Puerto Rico have never been better," O'Connor said.

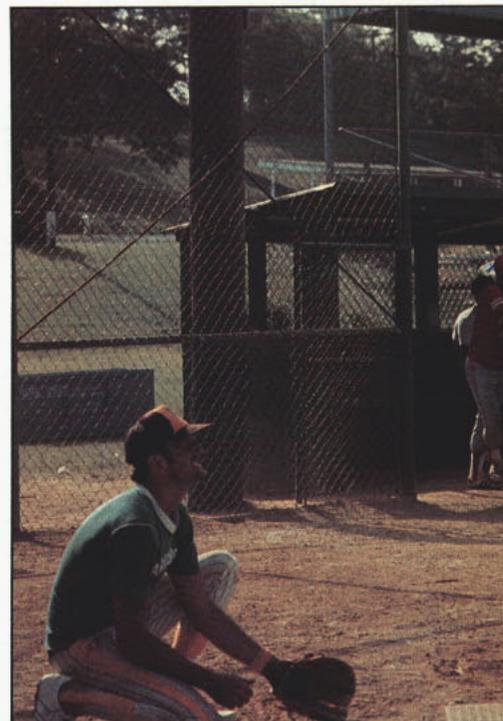
The Navy is a major source of jobs for the Puerto Rican population. About 2,500 local civilians are employed at U.S. bases. "Because of the number of people we employ, we are really a part of the civilian community, and we have a superb relationship. The local communities invite us to participate in their festivals and often have a special Navy Day," Mezzadri said.

Despite generally good relations, there have been problems in the past. In 1979 a bus carrying sailors and Marines between the north and south tracts of Sabana Seca was ambushed by terrorists. Two active duty people were killed and 10 were wounded.

"Despite the attack, terrorism is not much of a threat," said Lt. Cmdr. Richard P. Ammons, executive officer of the Naval Security Group Activity. "The ambush made people turn toward us. We get calls from people who've seen something they think might be suspicious."

O'Connor put the question of terrorism into perspective. "In the last major election, 48 percent voted for the statehood

party, 48 percent voted for the commonwealth party—maintaining the status quo—and four percent voted for the independence party. The great majority of that four percent believes in peaceful disassociation from the United States. There is only a tiny minority that espouses violence," O'Connor said.



He said, "It is no more dangerous to walk the streets in the towns and villages of Puerto Rico than it is to walk the streets in the United States.

"We have no problem relating to the people of Puerto Rico. They're very friendly and proud to be Americans. All but a very few welcome the Navy's

presence on the island," the admiral pointed out.

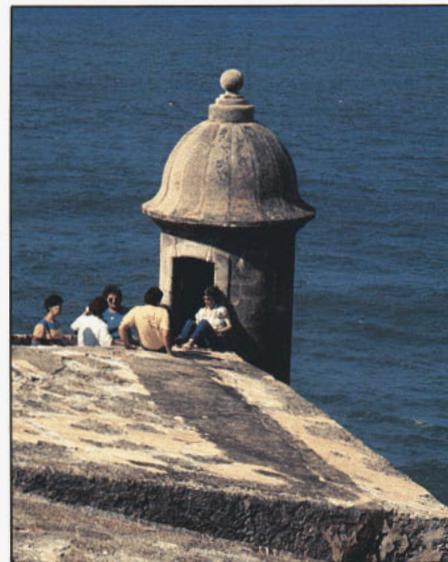
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### San Juan

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In contrast to the solitude of the mountains and the military locations, the crowds of San Juan are only about an hour and

a half from Roosevelt Roads and 20 minutes from Sabana Seca. San Juan, a large city (population over one million) with shopping malls, night clubs, hotels, restaurants and casinos, is a pleasant mixture of old and new. A short walk will take the visitor from a historical fort and cobblestone streets to a modern tourist district



Year 'round softball, colorful festivals; breathtaking vistas from El Morro and the El Yunque observation tower all provide exciting off-duty opportunities. Photos by JOC Glenna Houston

# Crossroads of the Caribbean

along the beach front. Entertainment varies from the colorful traditional performers of Salsa music and dance to glittering Las Vegas-type extravaganzas with country/western, Irish, jazz and disco clubs available as well. If someone wants a break from the glitter and excitement of San Juan's night life, Puerto Rico is also a treasure trove of outdoor adventure.

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## Rain Forest

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El Yunque, a tropical rain forest about 45 minutes from Roosevelt Roads, has giant tree ferns as big around as telephone poles and nearly as tall, clumps of bamboo, and a tangle of other trees, vines and plants.

El Yunque is the only tropical rain forest in the U.S. Forest Service system and is the official Caribbean National Forest. Set in the Luguillo range of the eastern Puerto Rico mountains, the forest offers a panorama of scenery, wildlife and botany, which changes with the elevation.

As visitors climb up through the forest, passing orchids growing wild in the lush underbrush, they can look down on the rain falling at the lower elevations.

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## Wildlife

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Birds are plentiful in the rain forest, which is the home of the Puerto Rican parrot, one of the world's rarest birds. But while birds offer the rarest *sights*, the jungle *sounds* are more likely to come from other creatures. Visitors often think they hear birds calling, but the chorus resounding throughout the island forest is actually created by a tiny tree frog, called the coqui. The frog has a high-pitched, two-note call, "ko-KEE." In most parts of Puerto Rico, the coquis sing at night, but they serenade around the clock in El Yunque.

Strange as it may seem, endangered brown pelicans nest on a tiny island inside a Navy target range. Because the area is environmentally protected, the land actually surrounding the nests is not bombed, and the pelicans don't seem to mind the added noise. Another portion of the target range, also out of bounds for bombing,

is home for a rare dwarf orchid.

Several other protected species live on board Roosevelt Roads: leatherback turtles lay their eggs on the beaches; land crabs wander the base; manatees bask in the harbors; some of the largest stands of mangrove forest left in Puerto Rico are within the base confines. Roosevelt Roads has a full-time U.S. Fish and Wildlife ranger.

Originally a large swamp, "Rosey" has maintained much of the swampland and has a large animal population not on the endangered species list, including an overabundance of mongooses.

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## Military History

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The increased importance of the training available at Roosevelt Roads after WWII really established the base. It became U.S. Naval Station Roosevelt Roads in 1957. Before then, the base had been closed and re-opened seven times.

President Franklin Roosevelt ordered plans begun on a base in Puerto Rico in 1940. The first plans called for a "road," constructed across Vieques Sound, connecting the main island to Vieques, a small island to the southeast to form a protected anchorage—thus the name, Roosevelt Roads.

When the base was finally commissioned as a U.S. Naval Operating Base in 1943, it was far short of the planned product. World War II had bypassed the Caribbean, and there was no longer a need for the new facility or the construction of the "road."

If the Nazis had overcome Britain during the war, Roosevelt Roads was the designated home of the British royal family and high command. The building that houses Atlantic Fleet Weapons Training Facility (AFWTF) headquarters was constructed with 18-inch thick walls to safeguard the royal family.

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## Military Mission

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Growing in size and mission over the years, the military in Puerto Rico now plays a vital role in the Caribbean. Navy sailors and Marines are not in Puerto Rico to enjoy the climate or the sights. They

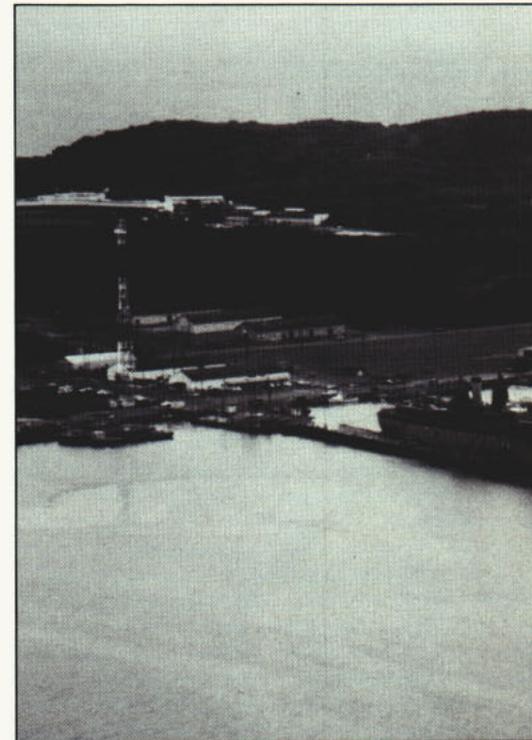
have a serious job to do.

"The United States is no longer a self-sufficient nation," O'Connor said. "We must import a tremendous amount of material for our economy to survive, and much of it flows through the Caribbean. The Caribbean controls the entrance to the Panama Canal—13,000 ships a year use it, and 80 percent of them are coming from or going to U.S. ports.

"More than 50 percent of our imported oil flows through the Caribbean. One of the Navy's jobs is to maintain the stability of the sea lanes of commerce," the admiral said.

"The Navy's presence in the Caribbean also helps deter the further expansion of communism in the Western Hemisphere," O'Connor said. "We have realized the importance of showing the flag to the Caribbean island nations and in Central America."

Military preparedness requires proper training and the daily routine of most of the Navy men and women in Puerto Rico involves such training. "Our primary mission is training support," Mezzadri said. "We provide ships with fuel, provisions, spare parts, repairs and services for the crews. We supply aircraft with fuel and



repairs and take care of their people.”

About 350 ships pull into port at Roosevelt Roads each year, and there are about 6,500 takeoffs and landings on the 11,000-foot, all-weather airfield. An average of 5,000 transient personnel use the base facilities each month.

During the past few months, the Marine Engineering Battalion, the 101st and 82nd Army Airborne Divisions, Puerto Rican National Guard and Army Reserve units have all held training at Roosevelt Roads.

“We provide training for friendly navies from all over the world,” Mezzadri said. “Since we are home for the commander, South Atlantic Force, we have an important role in maintaining good relations with South American navies. Their ships come through here throughout the year and get maintenance and fuel support from us.”

In addition, the South Atlantic Force coordinates the annual UNITAS deployment, a cooperative venture with the maritime nations of South America. More than 50 ships participate in this major exercise.

The UNITAS exercises not only strengthen the alliance between the United States, Argentina, Brazil, Chile, Colom-

bia, Ecuador, Peru, Uruguay and Venezuela, but improve the capabilities of the navies to protect the sea lanes serving the South American continent.

The level of activity at a training command can vary. “It’s feast or famine for us—when there aren’t exercises going on, our workload is fairly light. During an exercise, it’s like carrier operations, with aircraft going out all day long and into the night,” said Koenker, who is the aviation support equipment division officer.

“Roosevelt Roads is one of the few bases that is both a harbor and a major air station all in one,” Mezzadri said. “It’s also a major supply depot for South America and the entire Caribbean basin. It has a public works department that provides water, sewage, electricity, telephones, transportation and other services to 1,000 housing units. We take care of 14 tenant commands. And it’s all under one hat.”

Physically, Roosevelt Roads is the largest U.S. Naval base. It covers about 30,000 acres, some 8,000 in Puerto Rico and 22,000 on Vieques Island, eight miles to the southeast.

“Security management is an overwhelming problem,” Mezzadri said. “Just on the mainland side of the base, we have 120 miles of roadway, 300 miles of trails, 35 miles of coastline and a mangrove swamp with an abundant number of water passages.”

The security department maintains its own boats for waterborne security patrol.

The base’s size presents problems for residents too. A simple visit to the dentist can entail a long drive or an hour’s travel time on the base bus system. A common saying among “Rosey” residents is, “You are always six miles away from where you wish to be.” The gym is about six miles from Borinquen barracks and the galley about six miles from Bundy barracks. The hospital is about six miles away from both the exchange and the air field. And the base housing is about six miles away from everything.

AFWTF uses three ranges for fleet training. The outer range, two areas of

about 120,000 square miles of open ocean northeast and southeast of Puerto Rico, is used by air and surface units to fire missiles and other ordnance and to conduct open-ocean operations.

The electronic warfare range, with a number of radar sites in Puerto Rico and surrounding islands, provides realistic electronic emissions to simulate targets. The underwater range, located off the west coast of St. Croix in the nearby Virgin Islands, provides three-dimensional, underwater tracking of ships, submarines and underwater weapons.

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### Vieques

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Traveling from the main base to Vieques takes time. The Naval Station operates several ferries—converted landing craft—to transport vehicles, supplies and people between the two islands.

Vieques is the home of the weapons department’s naval ammunition storage detachment. It has more than 70 magazines.

Vieques is heavily involved in Atlantic Fleet training, supporting the inner range of AFWTF. From its headquarters at Roosevelt Roads, AFWTF schedules and directs training for U.S. and allied forces.

Camp Garcia is in the central part of the island, where Marine Corps forces conduct amphibious landings with coordinated close air and naval gunfire support. The eastern tip of Vieques and the adjacent waters are used for target practice.

There is no other place in the world where all the elements of the fleet—aircraft, submarines, surface ships of all types, Marine Corps amphibious forces and even swimmers and divers from special warfare units—can train together as a team.

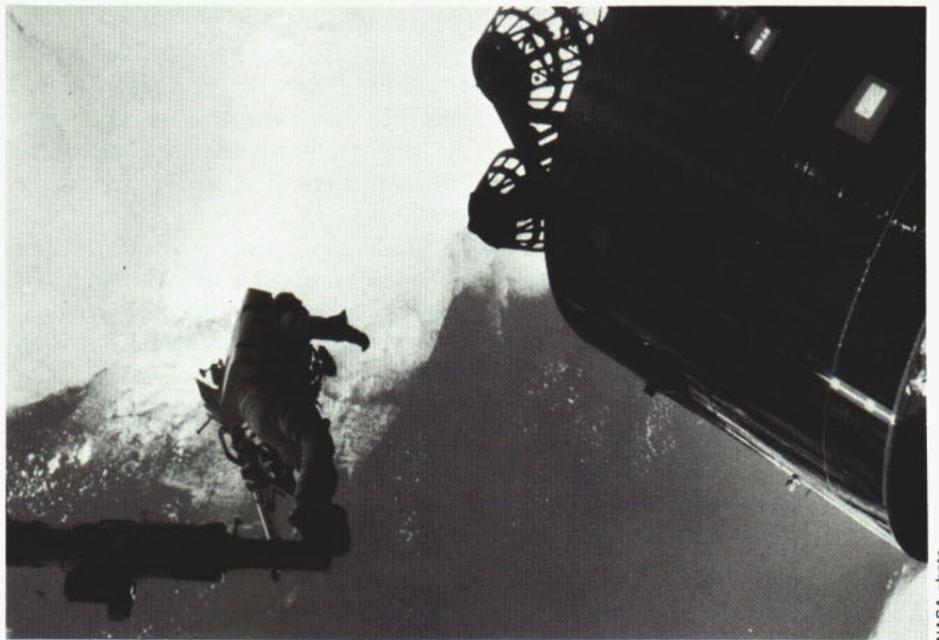
From both the standpoint of serving at an interesting and challenging duty station and living in a tropical island paradise, Puerto Rico is a most exciting and pleasant tour—few sailors ever forget the “perpetual June” they enjoyed at the crossroads of the Caribbean. □

*Houston is assigned to the public affairs office, Roosevelt Roads, P.R. JO2 Lynn Jenkins contributed to this story.*

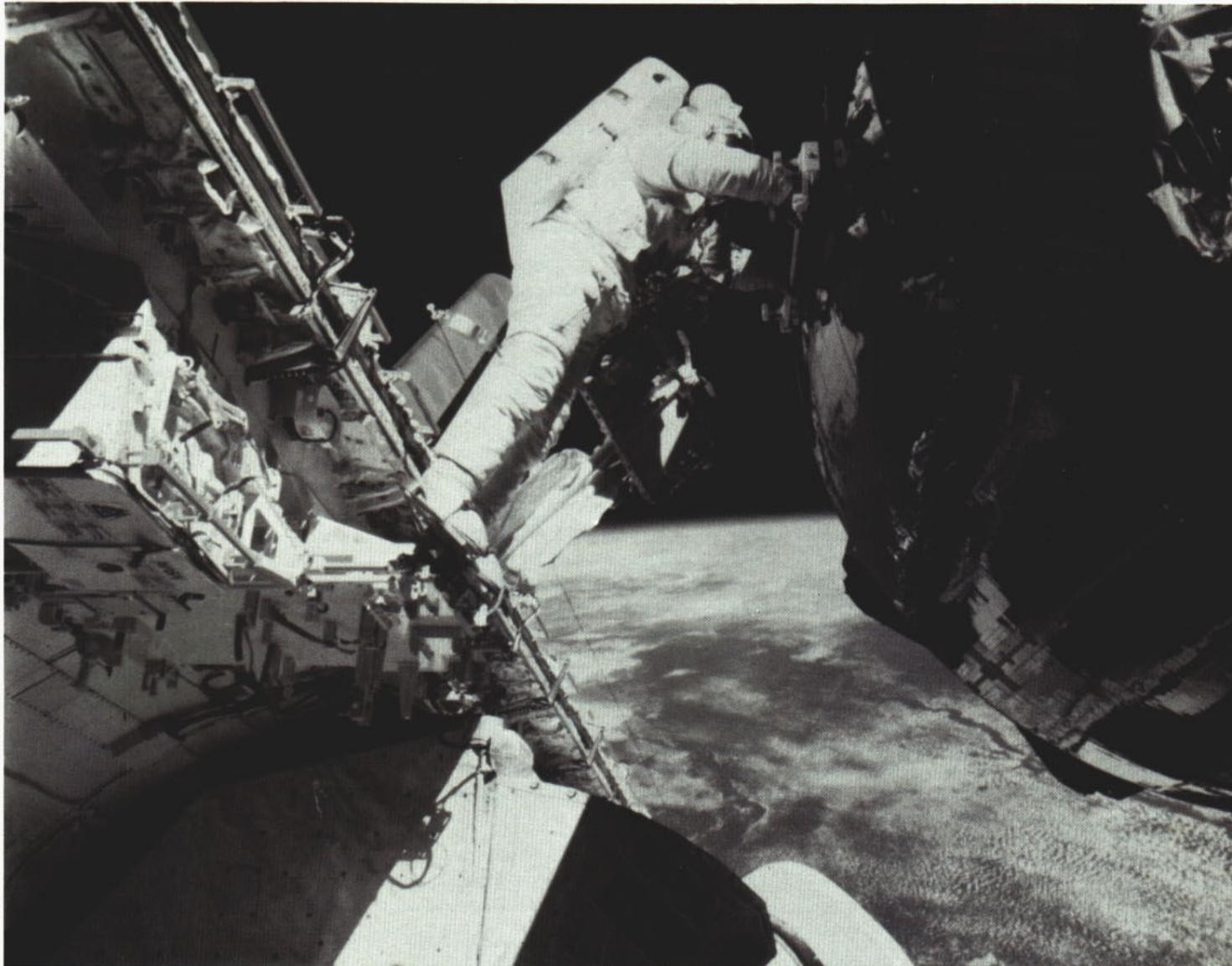


**The movement of naval shipping through “Rosey” is constant.**

**Right: Astronaut James D. Van Hoften rides Discovery's manipulator arm toward LEASAT 3. Below: Astronaut William F. Fisher steadies LEASAT 3 over the space shuttle cargo bay.**



NASA photo



# Space repair aids

# Navy communications

Story by Cmdr. Douglas W. Dietz

In September 1978 the Navy awarded a contract to Hughes Communications Services, Inc. for a 5-year lease agreement in which Hughes would provide communications services from four orbiting satellites. The first two of these Navy-leased satellites, or LEASATs, were launched from the space shuttle *Discovery* in November and December 1984. Both of these satellites have since provided reliable communications coverage of the continental United States and Atlantic Ocean. Subsequent launches, however, did not go as smoothly.

In April 1985, *Discovery* launched a third Hughes satellite, LEASAT 3, but a mechanical failure prevented the multi-million dollar satellite from achieving its permanent geosynchronous orbit over the Pacific Ocean. In a geosynchronous orbit, the satellite orbit matches the earth's rotation, keeping it over the same spot on the earth at all times. Capt. S. David Griggs, shuttle crew member and commanding officer of the reserve unit at Naval Space Command at Dahlgren, Va., tried correcting the problem by using a makeshift device fabricated by shuttle crew members. He attached the "fly swatter" to *Discovery*'s manipulator arm and tripped a lever on the satellite. No response. Following a second unsuccessful attempt, mission control decided LEASAT 3 could not be repaired.

*Discovery* was launched again four

months later, this time to deploy LEASAT 4 and to make another repair attempt on LEASAT 3. During two days of extravehicular activities, astronauts William F. Fisher and James D. van Hoften attached a bypass unit — a battery-powered box that allowed Hughes to bypass inoperative equipment and command the damaged satellite from the ground. It worked, but the mission could not yet be called a total success. It would take several weeks before LEASAT 3's motor fuel and liquid propellants warmed up to required temperatures, and ground crews could fire the motor they hoped would place the satellite in a permanent geosynchronous orbit.

There were other difficulties: *Discovery*'s launching of LEASAT 4 was only partially successful. The satellite reached geosynchronous orbit, but after two days of successfully testing the communications payload, it too was struck by mechanical failure of the link between the broadcast output unit and the antenna. LEASAT 4 was written off as a total loss. On Oct. 29, however, ground crews fired a motor and successfully blasted LEASAT 3 into orbit over the Pacific Ocean. Communications payload testing was recently completed and the Navy accepted LEASAT 3 for service. The Navy hopes to eventually replace LEASAT 4 with LEASAT 5. □

*Cmdr. Dietz heads the systems branch at the Naval Space Command at Dahlgren, Va.*



NASA photo

# Where time begins

Read any newspaper and it's obvious how few things people agree upon. Perhaps that's what makes the Royal Observatory at Greenwich, England, so fascinating. It symbolizes one of the most significant international agreements of all time and, for all intents and purposes, answers the question of where time begins.

The Royal Observatory is located in a 17th century building overlooking the River Thames from a park hill just outside London. It sits astride the Prime Meridian — 0-degrees, 00-minutes longitude — the first in a series of north-south lines dividing the earth into equal parts. It is the home of Greenwich Mean Time, or, as it's known in the military, Zulu Time.

But what does this mean to you as a sailor?

When you travel in featureless parts of the world — like the ocean — there are two things you need to determine your position. One is latitude, which, at the risk of oversimplification, is determined fairly easily by measuring the angle between the horizon and the north star or some other heavenly body. The other is longitude, which is determined by measuring the difference between two places not as an angle, but as time. The difference in time between two fixed points is a direct measure of longitude. That's where things get a little complicated.

You need two things to make the longitude formula work — a fixed reference point and an accurate timepiece. Imagine three ships trying to rendezvous at sea, but each determining longitude from a different reference point. Or consider that



at the equator four minutes equal one degree of longitude (68 miles), and the potential for disaster becomes clear. Which brings us back to the Royal Observatory at Greenwich.

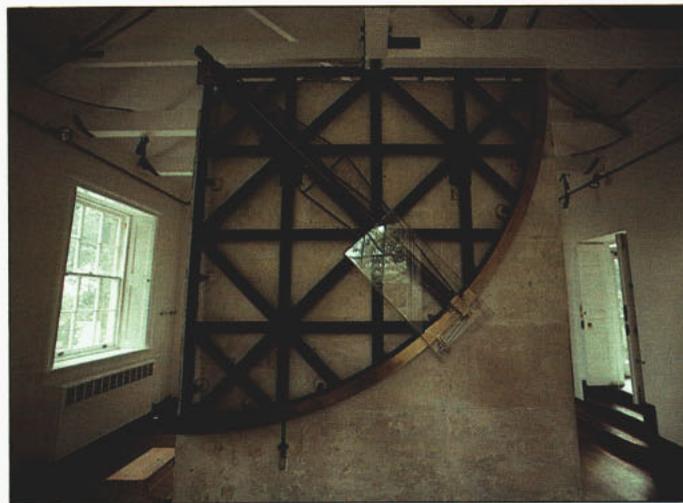
The British, who once boasted the most powerful fleet in the world, had long been aware of the importance of knowing one's position at sea. They were among the first to address the problems associated with determining longitude, and had come up with a variety of solutions. None, however, proved very practical. According to B. Hutchinson, an antiquarian horologist at the observatory (he's into the history of timekeeping), the most practical and lasting solution came about in part by accident.

"There had been a series of disgraceful wrecks, simply because captains didn't

know where they were," said Hutchinson, before recounting a historic disaster involving Vice Admiral Sir Cloudesley Shovell. One October night in 1707, Shovell wrecked his fleet on the rocks of the Scilly Islands, thinking he was heading safely into the English Channel. It was a navigational error that cost some 2,000 lives.

According to Hutchinson, shortly after Admiral Shovell wrecked his fleet, the Royal Observatory offered a substantial monetary prize to whoever came up with a method of accurately determining longitude. John Harrison came through with a chronometer that overcame the problems of climate changes and movement at sea, and also kept accurate time over long periods.

"The chronometer is a simple mechanism that hasn't changed much since the



standard was set in the 1790s," said Hutchinson. "If anything, they worked too well. They would last well over 100 years, which almost put manufacturers out of business."

A timeball on the roof of the observatory was dropped at 1 p.m. daily so mariners on the Thames and in the Port of London could set their chronometers and take Greenwich Mean Time to sea for finding their longitude.

Sailors may have been the first to rely on the Royal Observatory for the time, but by the 19th century most of Britain had also come to compare their timepieces with those at Greenwich. And in 1880, a law officially decreed Greenwich time as the standard time to be used throughout Britain.

The observatory had also developed an

international reputation for the accuracy of its timekeeping. But, primarily for reasons of national pride, many countries still clung to their own standard time. In 1884, however, representatives from the world's nations met in Washington, D.C., and agreed to give the Royal Observatory at Greenwich the distinction of marking the Prime Meridian, giving the world a fixed reference point for time and navigation.

The Royal Observatory at Greenwich is now a museum with a collection of antique timepieces valued in millions of dollars. "The average member of the public with a quartz controlled miracle on his arm can point out that some of our clocks are two seconds off," said Hutchinson, "but we still have the best collection of precision clocks in the world."

**A one-inch brass strip marks 0 degrees longitude as it leads visitors to a museum of timepieces, ships' chronometers and the celestial instruments that all work together to determine where time begins.**

Between 1948 and 1957, the observatory relinquished its time-keeping responsibilities to a newer facility in rural southern England. Eventually, a new time standard (Coordinated Universal Time) maintained in Paris will take over as the world's timekeeper. There is one distinction the Royal Observatory at Greenwich will never lose. It will always be known as the place where time begins. □

—Story by JOI(SW) E. Foster-Simeon

—Photos by PHI Perry E. Thorsvik

NAVY

NAVY

WHITE

WHITE

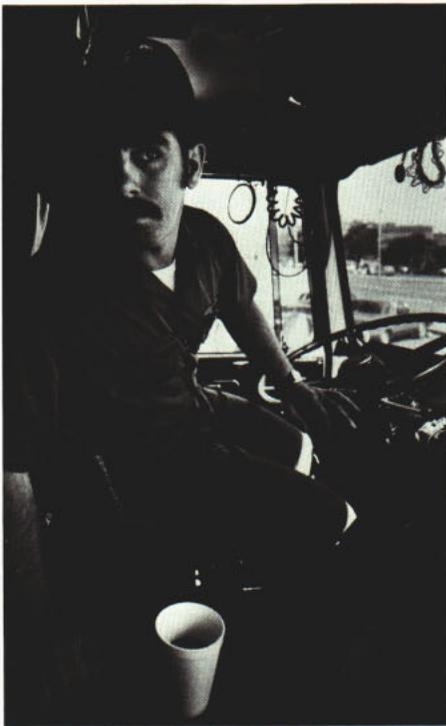
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# On the road

Story and photos by JOC (SS) Peter D. Sundberg



The lights outlining the warship cast eerie reflections upon the dew-slickened 18-wheel tractor trailers parked nearby.

Two green-clad men quickly and quietly work in the darkness. Suddenly the throaty roar of diesel engines interrupts the pre-dawn stillness. A CB radio crackles . . .

"Vern, you ready for Duluth?" asks a voice with an easy Texas accent.

"Let's go see Minnesota, Bubba," replies Vern as he begins the gear-shifting ritual that gets the big truck rolling.

Diesel smoke erupts from exhaust pipes as the truckers wheel their 40-foot trailers out of Milwaukee on another leg of the 10-week journey through America's heartland.

Two guys who drive big rigs, "get back" on CBs, and often begin work before sunrise—if you're a cross-country trucker

that's a way of life. However, if you're a Navy man and are continually underway on that sea of cement, you're unique.

Bubba and Vern are unique.

Equipment Operator 1st Class Michael Swift (Bubba) and Equipment Operator 2nd Class Michael Kadis (Vern) are Seabees—assigned to the Navy Recruiting Exhibit Center housed at the Navy Yard in Washington, D.C.

They are two of a select group of Seabees who showcase the Navy in places where the advantages of sea service are virtually unknown.

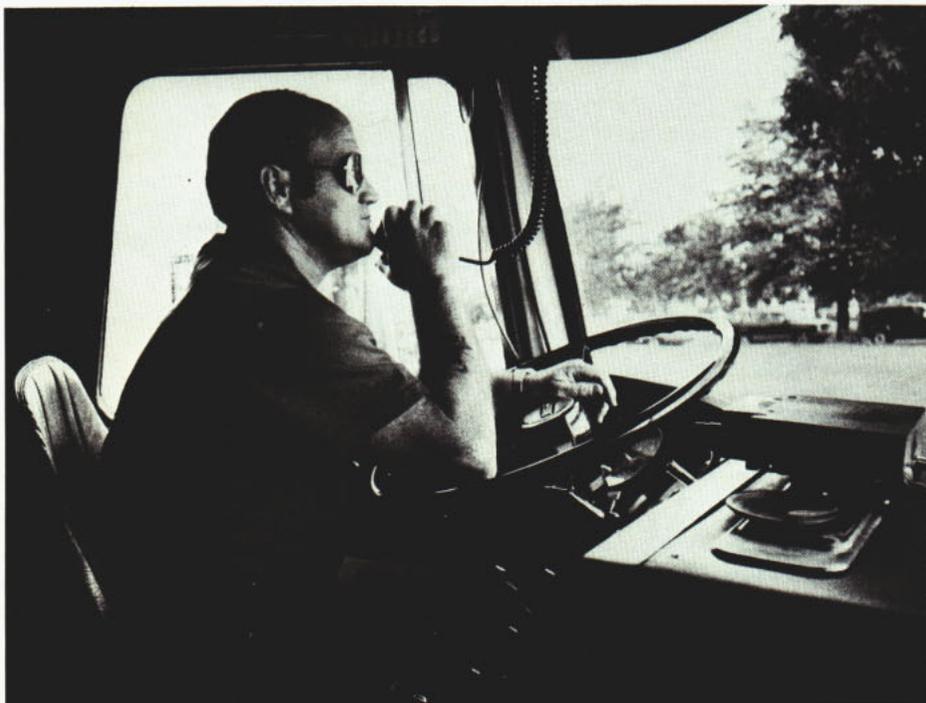
"We directly support the recruiters in areas where local people don't get much exposure to the Navy," explained Swift.

"For example, it's easy for a recruiter in Charleston, S.C., to show a prospective recruit what a frigate or a submarine is—he can even arrange tours of ships or cruises.

"However, a recruiter in Hazzard, Ky., is unable to show off the Navy's assets. That's where we come in."

The exhibit center designs and manufactures the exhibits with themes ranging from nuclear power to minority career opportunities. The exhibits are designed to project a favorable Navy image and stimulate interest in the Navy to help in the recruiting effort.

The vans in the exhibit center's inventory include an aviation van, a nuclear power van, a surface officer van, six career education vans and an American Sea-



Far left: EO1 Michael Swift (left) and EO2 Michael Kadis (right) truck on out to their next destination. Kadis (top) closely monitors his side mirrors while backing his big rig. Swift (left) talks to Kadis before getting underway.

# On the road

power van. Each van is equipped with photographic and electronic displays and audiovisual shows depicting that particular van's Navy subject. Also included in the inventory are various portable exhibits designed for set up in such places as convention centers.

Time on the road depends upon the type of van driven.

With the exception of the career education vans, all exhibit vans are scheduled to travel during two periods: January 1 through June 30 and July 1 through December 31. The requesting format, exhibit descriptions and other necessary information are listed in the exhibition center's catalog.

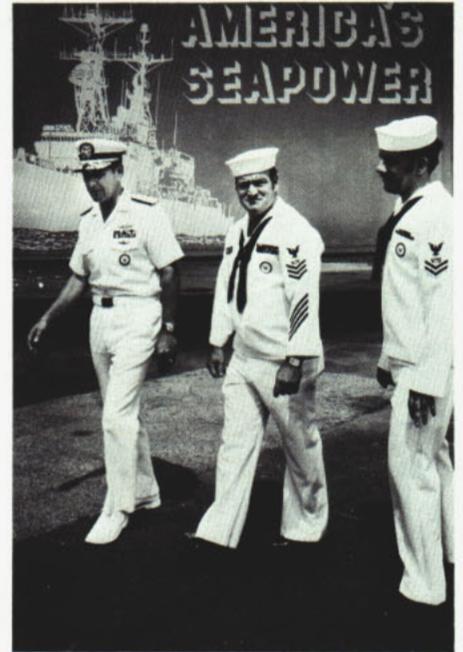
Career education van appearances are scheduled to coincide with the school year in the various recruiting districts.

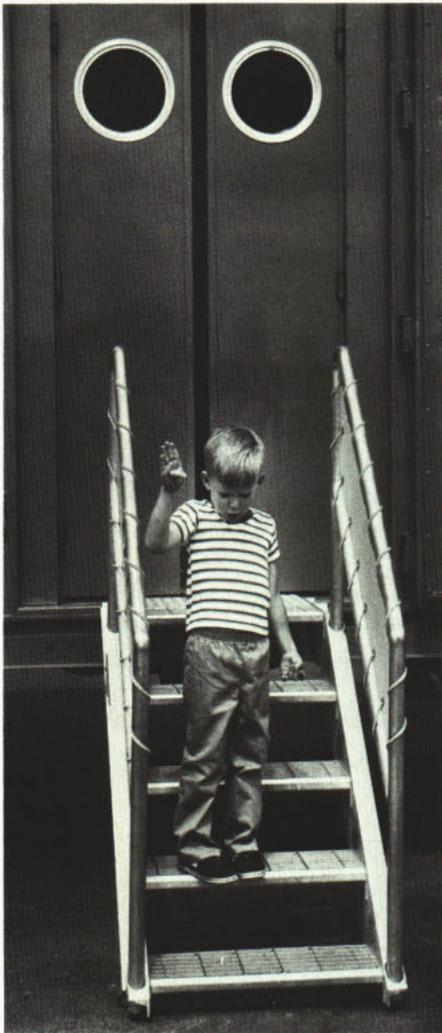
"The drivers, all on sea duty, can expect to spend a minimum of four to five months a year traveling," said Navy Counselor Master Chief James Cross, officer in charge of the center. "However, 10 months is the norm."

Swift, who drives a seapower van, and Kadis, who drives a career education van, are among those who average 10 months a year on the road.

"The drivers are very motivated when they get here. They have that traditional Seabee 'can do' attitude," Cross said. "But it gets very dry for these guys after about two years of living out of suitcases, staying in motels and eating at truck stops."

Swift, a family man, enjoys the road and plans to continue trucking in Texas upon his retirement from the Navy, but





he agrees with Cross that the job does become repetitious.

"Sometimes you forget what day it is or what state you're in," admitted the veteran Seabee.

Cross said that Kadis, a single sailor from Connecticut, enjoys living on the road and would never come back if you let him stay out.

"Both are doing a superb job and we've gotten a number of letters of commendation from the various recruiting districts," boasted the master chief.

"However, they're typical of the men assigned to this job," added Cross. "Our driver/showmen have to project a 4.0 image and, fortunately, the Seabee detailer has been very cooperative in providing us with the cream of the crop."

As a rule, the driver/showmen work alone and are assigned to specific recruiting districts. Occasionally, two vans will be on exhibit together. Such was the case recently during the annual Great Lakes cruise.

The cruise, which was conducted this time by the Mayport, Fla. based frigate USS *Stark* (FFG 31), is considered to be the premier recruiting event of the year. The cruise offers the public (from the eastern seaboard to the U.S. and Canadian ports bordering the five Great Lakes) the opportunity to visit a ship-of-the-line, talk with fleet sailors, and see first hand what Navy life is about.

Swift and Kadis, who met for the first time when they set up their vans on the pier at Ogdensburg, N.Y., traveled from port to port. Their vans became a major part of the recruiting effort.

**Clockwise from far left: A specialty van set up on the pier in Buffalo, N.Y. Swift (center) and Kadis (right) escort visitors of every stripe through their vans during a visit to Chicago. A youngster, obviously ready to enlist, exits from one of the exhibit vans during the Chicago visit. When truckers aren't driving, they're cleaning; Swift cleans around the exhibits in his trailer. Swift (left) replaces an air hose gasket while Kadis kibitzes.**

# On the road

The two men always arrived at the exhibit site well in advance of the ship. They were usually met by a recruiter or public affairs representative who instructed them where to set up the vans.

Once the trucks were in place, the Seabees thoroughly inspected their exhibits to ensure that all displays were working properly and that the interiors of the vans were spotless. If they had the time and the use of a pierside fire house, they washed the road dust from their 17-ton rigs.

When the ship arrived and tours began, the vans were opened to visitors. The local recruiters were responsible for manning the exhibits and answering questions about the Navy, but the driver/showmen remained on the scene to ensure that all equipment continued to work properly.

Tours began at 9 a.m. and ended at 8 p.m. The Navy truckers usually secured their generator-powered displays, closed the vans and had all equipment secured within an hour after the last visitor departed.

Often the exhibits stayed open beyond the ship tour hours.

“People visiting the ship either came

through the vans before or after touring *Stark*,” explained Kadis. “Sometimes they were lined up at our van doors after the ship secured. We never turned them away.”

Many *Stark* sailors envied the Seabees their seemingly plush lifestyle of traveling, living in motels and operating independently. However, while ship crewmen were invited to the various social functions hosted by the many cities on the itinerary, the truckers remained with their rigs. There was no four-section duty for the Seabees—it was “port and port.”

After a port visit, the EOs readied their 18-wheelers for the next city, which could be anywhere from a two- to 10-hour drive away. When the ship visited a Canadian port, the truckers occasionally laid over enroute to the next show site—but even then they worked.

“There’s always something to do,” said Swift. “We’ve got to keep the rigs looking sharp. That means hitting truck stops to have the trucks washed and steam-cleaned.”

When time permitted, the men performed minor repairs on their vans. Just

as with a ship, there was painting (no chipping), cleaning, waxing, vacuuming carpets, upkeep of displays . . . the list goes on.

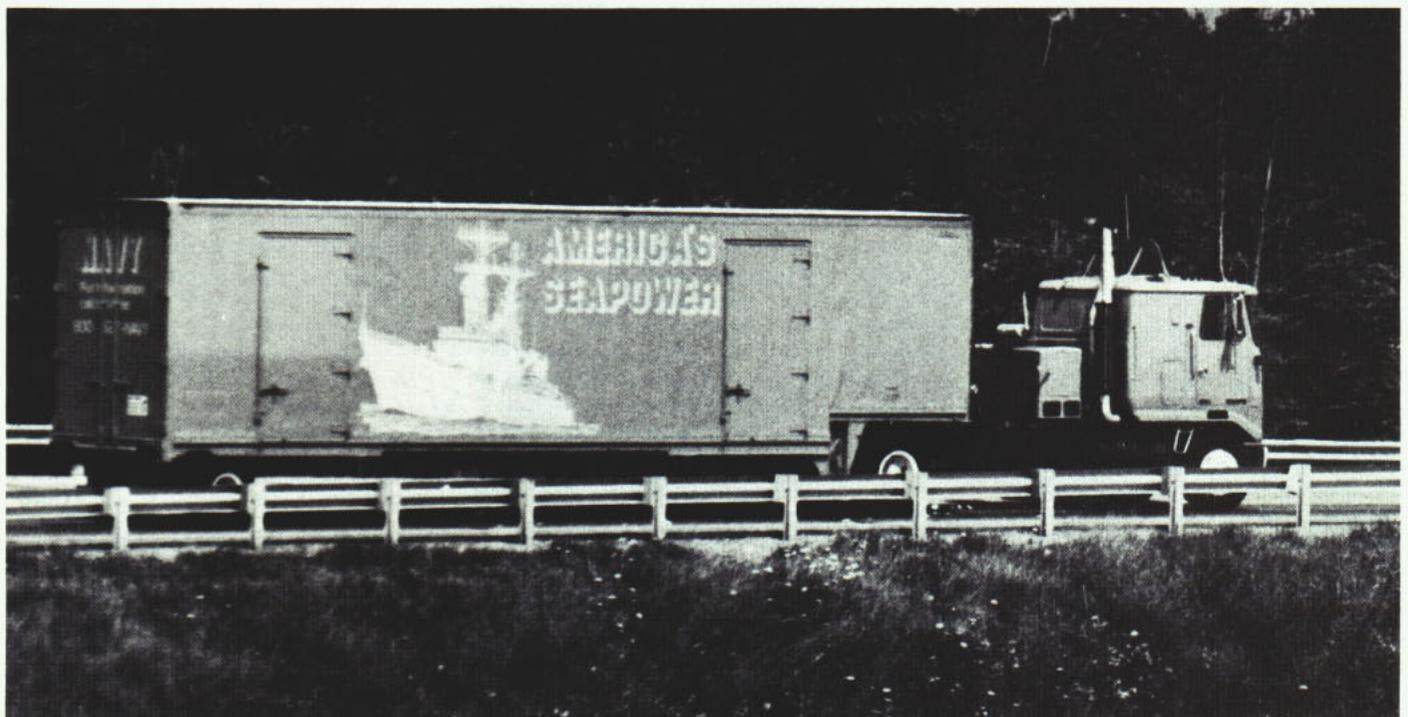
Most cities were remembered not by how good the liberty was, but by truck repairs required in each: a replaced water pump in St. Ignace, Mich.; air hose problems outside of Cleveland; undercarriage painting in Chicago; and new tires somewhere in Minnesota.

“Sometimes our per diem just wouldn’t cover a motel in a high cost area,” said Swift. So some nights were spent in the truck sleepers. Then there were the breakfasts in roadside “greasy spoons.” “Some places didn’t even have Fruit Loops,” said Kadis.

The routine was often tedious but, according to Kadis, “there’s always something happening beyond the next milemarker.”

That’s what keeps these two dedicated travelers on the road . . . that next mile marker. □

*Sundberg is a photojournalist with FltAVComLant, Norfolk, Va.*



# Center builds Navy exhibits



Whether living in a major city on the Atlantic or Pacific coast or in a small town like Norman, Okla., young men and women can get the “big picture” by viewing a small part of the Navy through recruiting exhibits.

Using the latest in video and audio technology the exhibits help people to see and, for a short while, experience the Navy. For example, television monitors actually take a person to the landing deck of an aircraft carrier, or the display’s special lighting enhances the high technology of the Navy’s computer and electrical equipment. Carefully selected music and sound effects accompany the striking visual exhibits.

These exhibits, seen all over the country, are the product of a team of military and

civilian personnel working at the Navy Recruiting Exhibit Center, Naval District Washington, Washington, D.C.

Draftsmen, photographers, craftsmen, audio/video technicians and many other professionals team together at the exhibit center to perform their mission: Supporting the Navy Recruiting Command. The center is responsible for designing, developing, building and transporting display exhibits. Between the drafting pencil and the finished exhibit lies a road paved with creativity and a “can do” attitude.

According to Equipment Operator Senior Chief Hugh O’Neal, schedules and transportation chief, one of the nicest things about working at the center is the spirit of cooperation and camaraderie that exists between the military and civilian team. O’Neal uses one word to sum up the shop’s atmosphere: professionalism.

Photographer’s mates, electricians, Seabees and their civilian equivalents work together to complete their mission.

As the plans leave the drafting table they are taken up by photographers who shoot the necessary photos or prepare the silk-screen negatives. Builders then construct the display frames, and electricians wire display vans, trucks, or cases for the audio and video equipment. Finally, audio and video specialists script and edit the slide and video presentations.



**EOCS Hugh O’Neal (top) works with one of his Seabees on a small project. (Left) An overall view of the exhibit center’s woodworking shop.**

# On the road

When each shop is finished and the final product is assembled, the exhibit center is responsible for getting the displays to the public.

From 18-wheeler vans to mobile static displays, the exhibits are designed primarily to meet the needs of the Navy recruiter.

Mobile exhibit vans are 18-wheelers which spend 10 months out of the year on the road traveling from one end of the country to the other. There are 10 of these vans.

Portable exhibits include:

- A cutaway Fleet Ballistic Missile Submarine model.
- A life-like talking mannequin of John Paul Jones who narrates a multi-screen show on basic training; a six-projector audiovisual presentation on the Lore of Flight.
- William Shatner narrating a Nuclear Power exhibit depicting the nuclear Navy.
- An illuminated showcase of all current Navy decorations and medals.
- A series of photographs and a video presentation on the Youth Groups and Educations exhibit emphasizes jobs, education and on-the-job training available in the Navy.

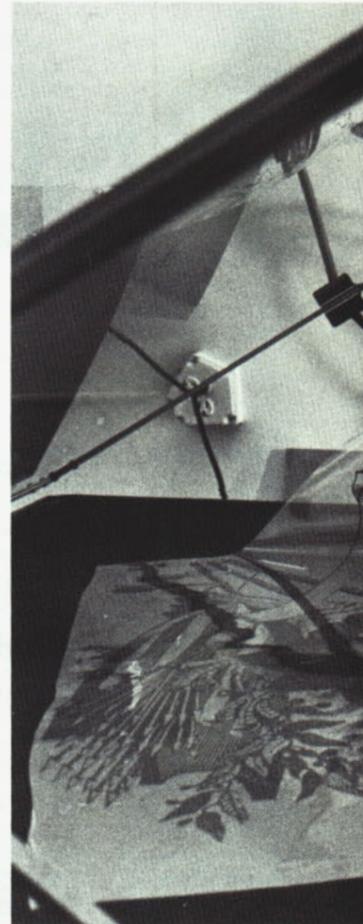
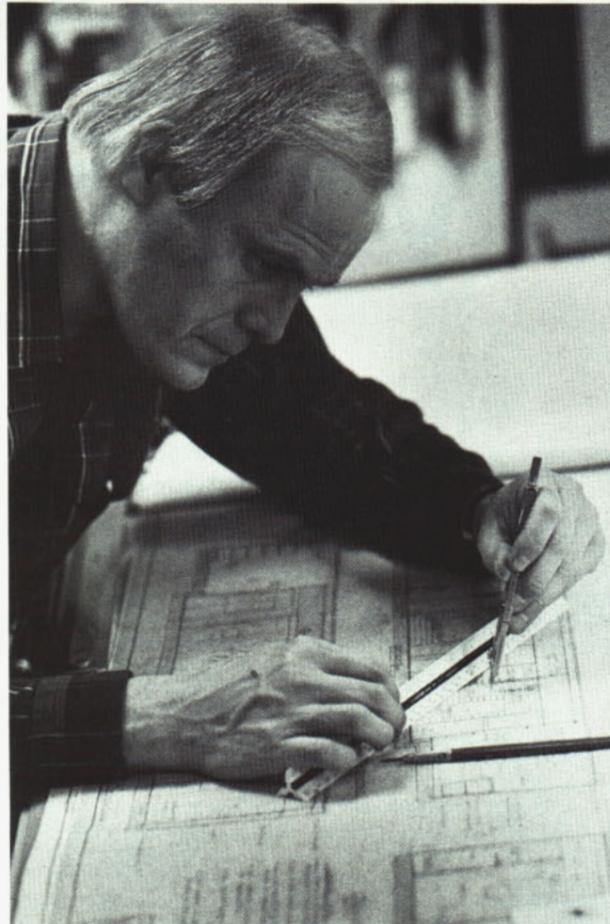
These are just a few of the exhibits available to recruiters.

Using four television screens and headphones, the center is able to showcase fleet support, surface combatants, amphibious warships and submarines. The Sea Power exhibit is an example of how audio and video technology can bring the Navy into the backyards of even the most land-locked regions.

Static exhibits featuring minorities, educational opportunities and naval traditions are also available.

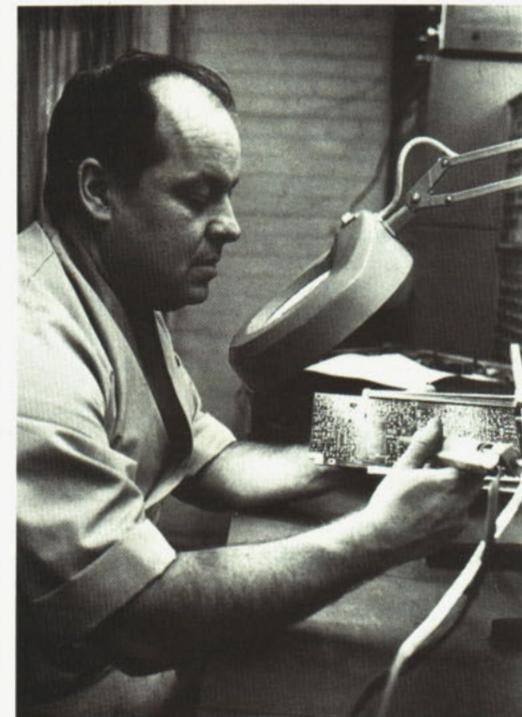
The Navy Recruiting Exhibit Center provides a detailed catalog of all its exhibits as well as helpful hints for a successful show. To obtain the catalog, contact the Navy Recruiting Exhibit Center, Building 46, Washington Navy Yard, Washington, D.C. 20374, (202) 433-3410 or Autovon 288-3410. □

—Story and photos by J02 Lynn Jenkins





A variety of talents and skills are needed at the exhibit center to produce the final products. Representing just a few of these skills are a draftsman, photographers, electronics technician, audio-visual specialist and craftsmen.



# Army turns tables in Blue Angel Marathon

The day is Dec. 7 and everyone's attention is focused on the 86th Army/Navy football clash in Philadelphia. A "friendly" interservice rivalry is joined as the players take the field and the game is kicked off. But away from the spotlights and television crews, this historic rivalry ran a different course, with a different ending.

While Navy was upsetting Army, 17-7, in Veterans' Stadium, Army runners, male and female, were dominating the annual Blue Angel Marathon in Pensacola, Fla., in the interservice team competition.

The Blue Angel Marathon, officially sanctioned by the Navy, is certified by the National T.A.C. Standards Committee and recognized by the Road Runners Club of America; it is one of the major races in the Pensacola area.

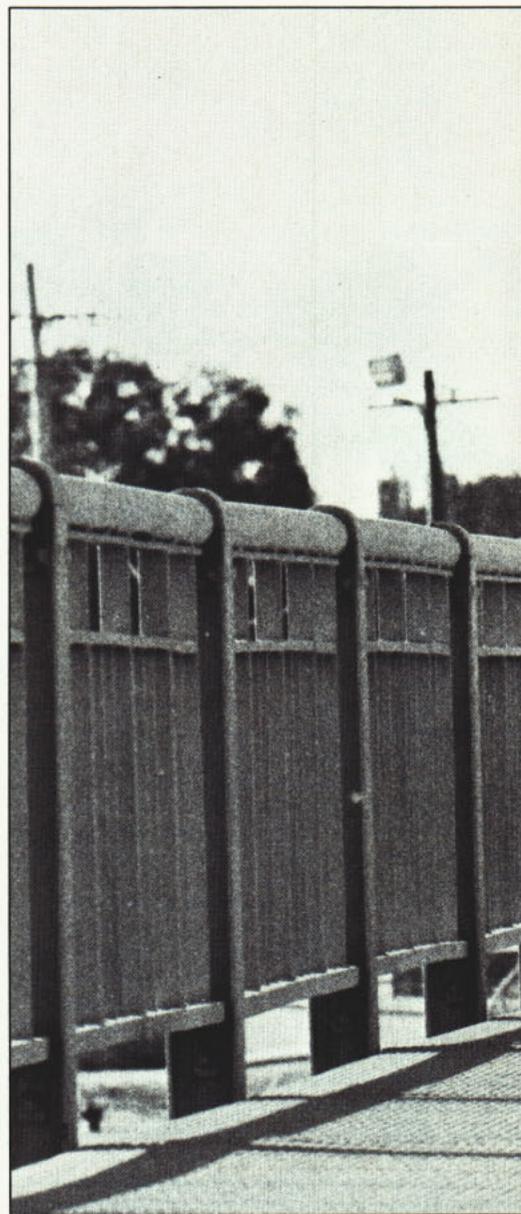
The competition was divided into different categories: interservice team, civilian team, military station and wheelchair. Runners could also enter and com-

pete individually. The Blue Angel Marathon features not only runners from all branches of the U.S. armed forces, but civilian and allied armed forces people as well.

In the interservice team competition, the Army took first place, led by Spec. 4 Antonio Gonzales (USA), who ran a course record time of 2:26:32 to win the overall male honors. His time eclipsed last year's record of 2:29:05, set by Lt. Glen Morris (USMC).

Gonzales, who started running at the University of Texas at El Paso six years ago, said he enjoyed his first Blue Angel Marathon, although the course was not as tough as he had anticipated. "I was just concentrating on my pace and trying to finish under two hours and thirty minutes."

Gonzales and his roommate, Spec. 4 Mark Carper (USA), ran side by side throughout the race until Gonzales kicked in just 17 seconds ahead of his friend and interservice teammate. "Antonio was



pushing the pace very well," Carper said. "And his final kick was really good, while I just ran out of steam."

In addition to Gonzales' and Carper's efforts, the winning interservice team included: Capt. T. Rauch, 2:58:34, seventh in the 35 to 39 age group; Sgt. 1st Class W. Mann, 2:35:18, third in the 30 to 34 age group; and Spec. 4 R. Willnanen, 2:32:27, first in the 30 to 34 age group. "We were pulled together only about a month before the race, so we're all quite happy with our performance," Carper said.

Members of the Navy's interservice team were FTSM Kenneth Royston, 2:50:47, first in the 40 to 44 age group; SK1 Randy Scharberg, 2:44:29, seventh in the 30 to 34 age group; Lt. Cmdr. Joseph Shea, 4:02:09, sixth in the 55 to 59 age group; AW3 Tim Lindly; and

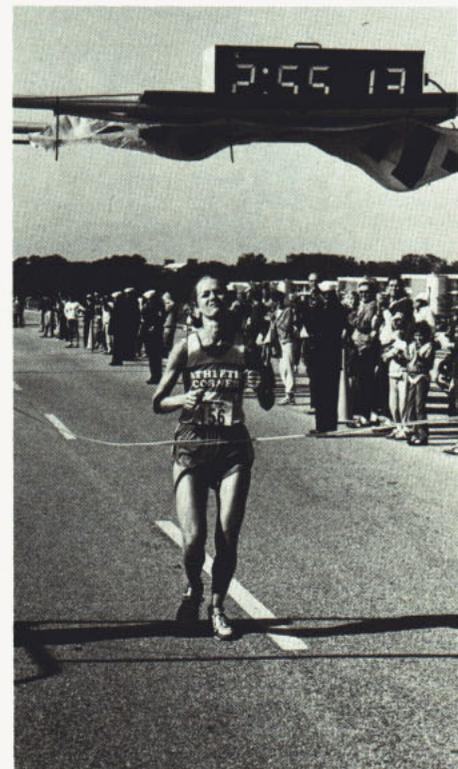


Photo by SN Michelle Delaney



Photo by Tony Giberson

Hundreds of men and women gave their best in the Blue Angel Marathon and the Gershon Memorial 10K run. The marathon wheelchair competition featured a close finish.

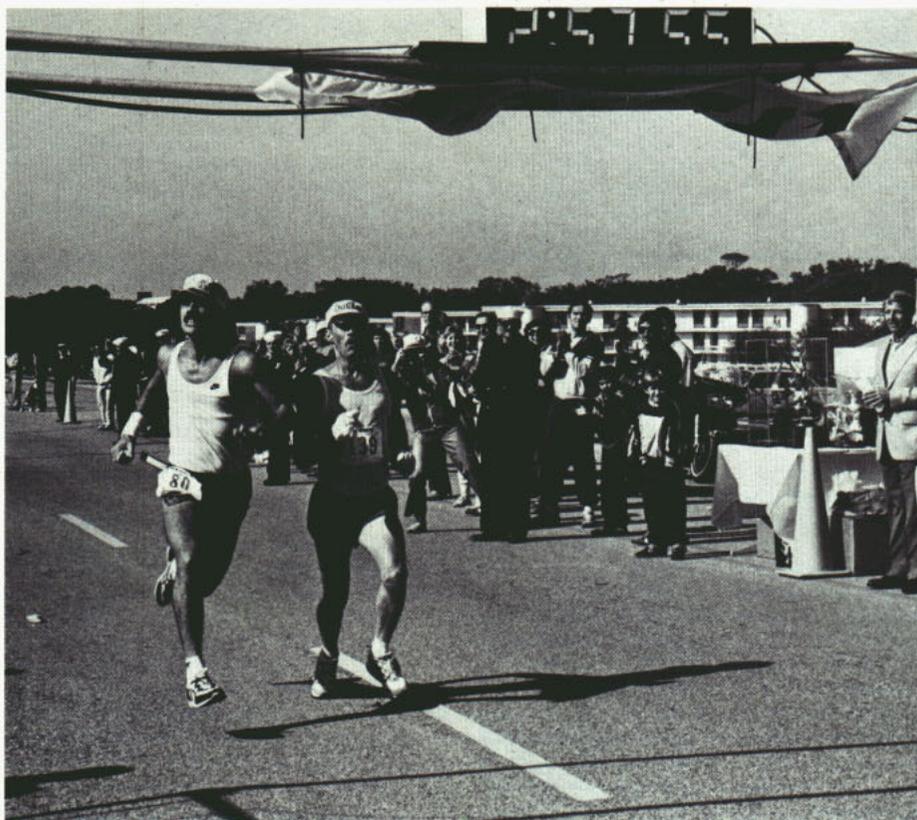


Photo by SN Michelle Delaney



RMC Richard Davis. Navy men finished fourth overall.

First Lieutenant Joan Fowler (USA) paved the way for Army to capture the women's interservice team title by posting a 3:09:47. Her second place finish in the overall female competition combined with teammates Spec. 4 C. Rudesill, 3:15:30, first in the 30 to 34 age group, and Maj. P. Shackelford, 3:33:06, second in the 30 to 34 age group, to take the interservice women's team championship. "Race day started out quite nippy, but quickly became very nice, with a brisk breeze and good sun towards the end. It was a great race," Fowler said.

Navy women's interservice teammates were: Lt. Robin Graf, 3:19:25, fourth in the 25 to 29 age group; Ensign Margaret Carlson, 3:13:31, second in the 25 to 29 age group; HM1 Deborah Ransey; Lt. Katherine Gregory; and YN1 Anna Regowich. Navy women did a little better than the men, finishing third in the overall competition.

Top civilian team honors went to Pensacola's Athletic Corner, made up of Alton Miguez, Gary Gray, Thomas Bailey, Ginny Hornberger and William Weatherford.

Hornberger defended her title in the women's overall division with a record

time of 2:55:13. Last year, she posted a 2:58:32. "I wanted to run under two hours and fifty-five minutes," Hornberger said, "but I'm satisfied. I only missed it by a few seconds."

Other honors included Masters Male, Alton Miques, 2:42:16; Master Female, Terri Woolbright, 3:37:08; Grand Master Male, Charles Stinnett, 3:06:51; and Grand Master Female, Lucienne Hill, 3:51:07.

The Wheelchair Division was won by LaVerne Achenbach with a time of 2:13:08, fastest time of any competitor.

Winning overall military station team honors was the Army National Guard Team One team: Pfc. Max White, Spec. 4 David Ramsey, Sgt. John Pragle, TSgt. Robert Lindsey and Capt. Rock Clear. Air Force Academy Team One captured second, followed by Naval Air Station Pensacola's team.

The NAS Pensacola team members were: Cdr. Paul Snopel, 3:08:20, eighth in the 40 to 44 age group; MSCS Bill Dixon, 2:59:20, ninth in the 35 to 39 age group; Lt. David Legerton, 3:00:03, 13th in the 30 to 34 age group; TDAN Reuben Lowing, 3:14:25, fifth in the 21 to 24 age group; and HM3 Michael Patton, 4:06:53, 55th in the 25 to 29 age group.

Navy chaplain, Lt. Cmdr. Shea said, "I had a fantastic day. The weather was

great. Coming here from Scotland, where it's wet and damp, not exactly the best training conditions, you know I'm happy with the weather." Other runners came from Hawaii, and included, for the second consecutive year, a British team stationed onboard the Royal Navy's HMS *Arethusa*. The team had a "jolly good" fourth place finish in team competition, and hopes to be back again next year.

Final standings in the interservice competition were: Army first, Air Force second, Marine Corps third and Navy fourth in the men's competition. In the women's interservice competition Army was first, Air Force second, Navy third and Marine Corps fourth.

Final standings of the military teams were: National Guard Team One, first; Air Force Academy Team One, second; NAS Pensacola, third; HMS *Arethusa*, fourth; Great Lakes Gold, fifth; and National Guard Team Two, sixth.

The civilian teams placed as follows: Athletic Corner, first; Sub 3hr Marathon dc, second; B III Track Club, third; and West Florida R.M.C., fourth.

At the same time as the marathon, Pensacola was also hosting the inaugural running of the Mike Gershon Memorial 10K run. Gershon, a Blue Angel pilot, died last year during a performance. Ac-



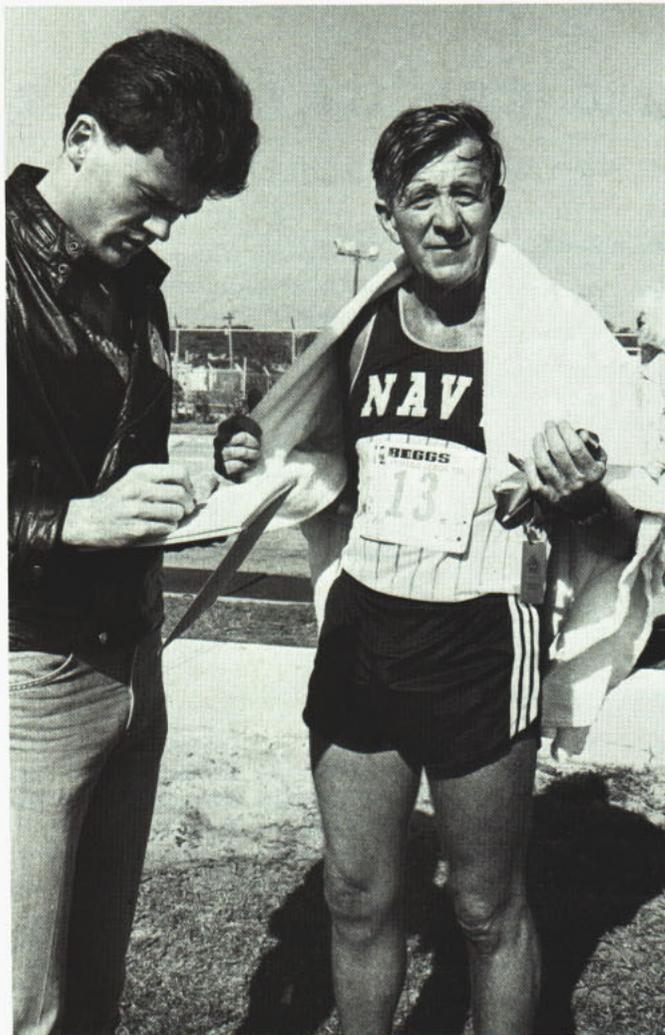
Photo by SN Michelle Delaney

According to Gershon's father-in-law, Buck Kurrence, the official starter of the 10K, he and his son-in-law had planned to enter the 10K together.

Ensign Mark Patterson, the winner of the 10K, said, "Mike Gershon was loved by everyone here in Pensacola. Winning this first 10K named in his honor is very special to me." Patterson posted a winning time of 30:55. Meta Leckband posted a 37:33 to win the women's 10K title.

Gene Turnipseed, chairman of the Blue Angel Marathon Committee, was delighted with the outcome of both events, "There were many avenues of competition enjoyed by the runners this year," he said. "Their safety was most important, and all the volunteers helped make sure that the run was exceptionally safe."

There were 534 marathoners this year, down by about 200. However, Turnipseed pointed out, "Many more teams were involved, including civilian, military and interservice, with the competition keen and enjoyed by all." □



From far left: Navy Lt. Frank Luzatti (no. 80) edges Michael Hays at finish (both runners clocked 2:57:56); Buck Kurrence, son-in-law of Mike Gershon and official starter of the 10K, with winners Mike Patterson and Meta Leckband crosses the finish line behind a marathon runner; Lt. Cdr. Joseph Shea, chaplain at the Naval Security Group Activity in Holy Loch, Scotland, finished the marathon in 4:02:09.

Photo by SN Michelle Delaney

—Story by JO2 Lynn Jenkins

—JO2 Russ Sawyer, NAS Pensacola, Fla., contributed to this story

# Bakers' dozens

## Fresh bread starts the day rolling

Story and photos by JO1 Dan Guiam

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*"There's a great amount of teamwork here. The bakers know it's the only way we can get the job done."*

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Fresh bread, like mail, motivates many sailors and Marines embarked aboard USS *Kitty Hawk* (CV 63) to face up a little better to their day-to-day tasks in the Indian Ocean.

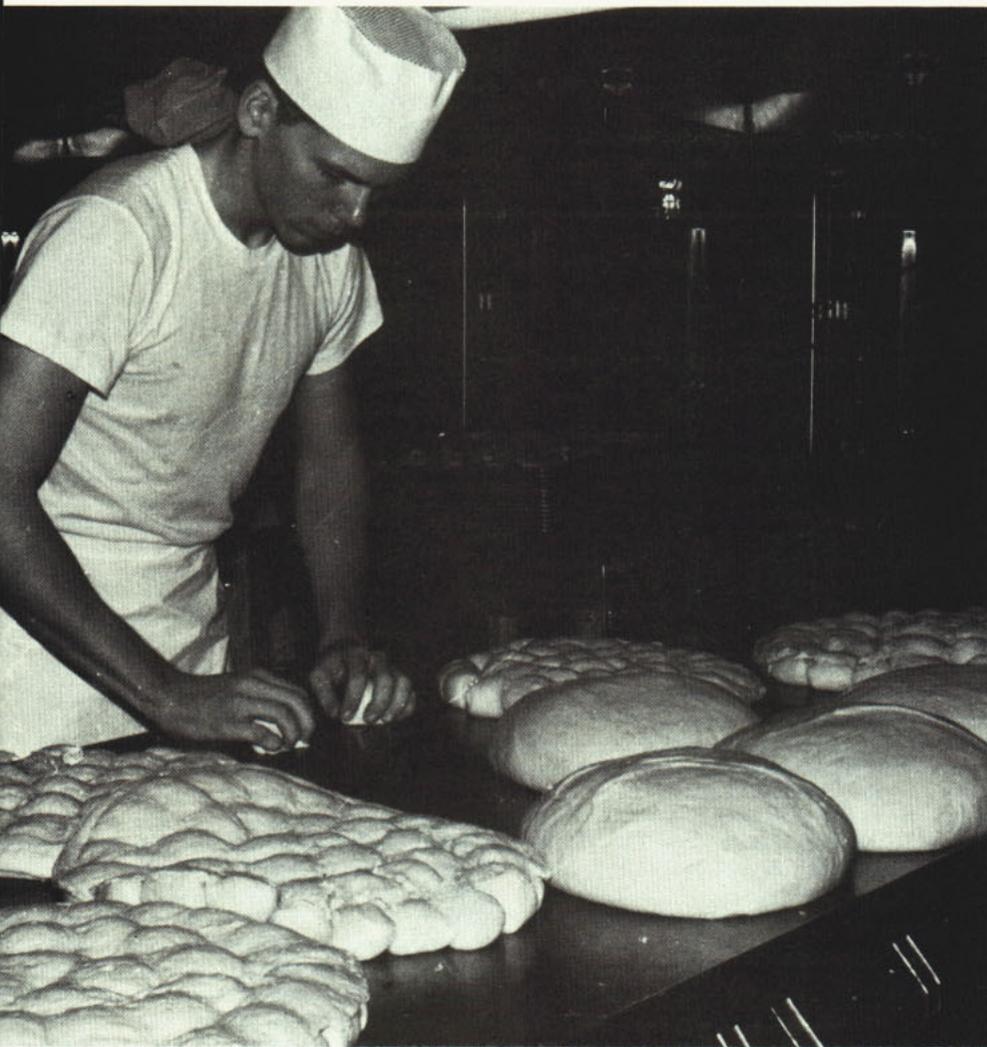
"I'm always off to a good start every time there's fresh bread at the breakfast table," said Storekeeper 3rd Class Eric Ricks. "It means a lot to me out here."

Fresh bread, apple pie, lemon custard, cinnamon rolls, birthday cakes, doughnuts, you name it, the *Kitty Hawk* bakers make them—from scratch.

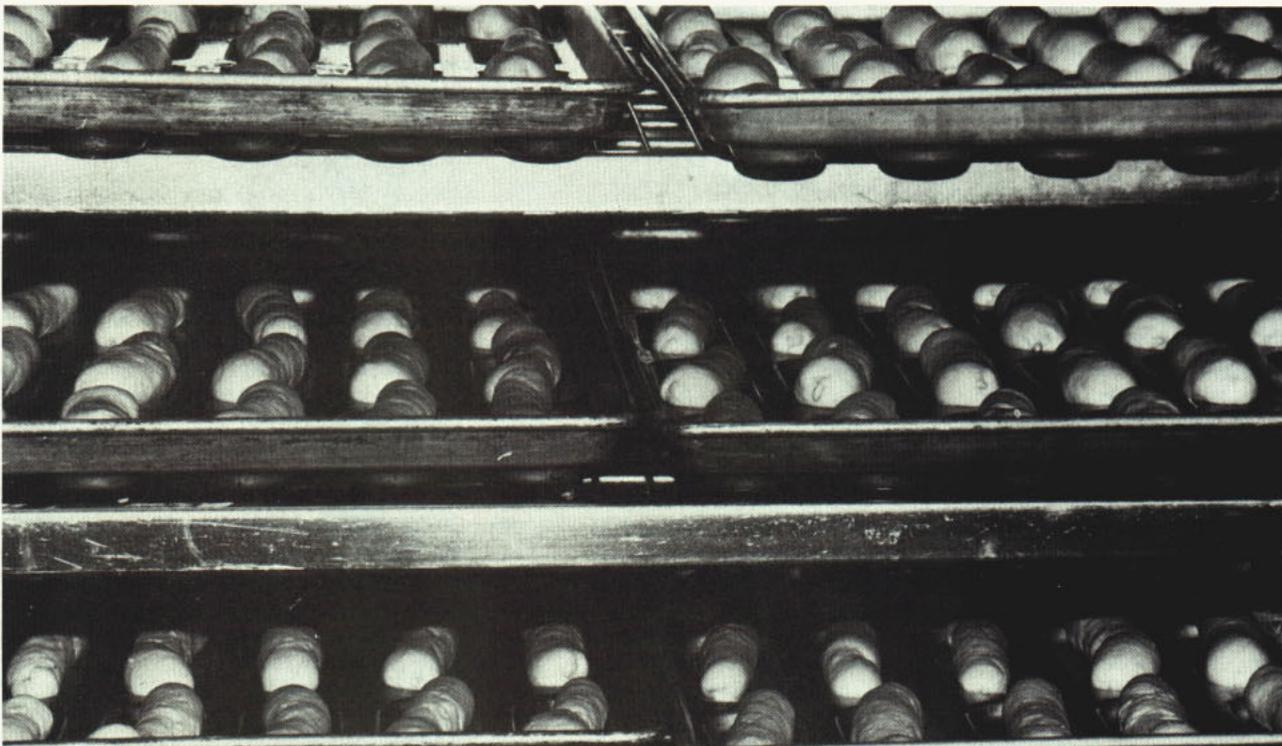
"When you take that into consideration, it definitely is a challenge," said Mess Management Specialist 3rd Class Edward Rein. "And when you have more than 5,000 hungry men to feed, baking becomes a gigantic task."

The *Kitty Hawk* bakers never close shop. They work around the clock to meet the crew's needs for daily bread and other bakery products. Fourteen cooks and eight assistants often toil in two shifts under the





Doughnuts, hamburger buns, hotdog buns—USS Kitty Hawk bakers turn out thousands every day.





intense heat generated by the huge ovens, turning more than 300 pounds of flour into irresistible delights.

The routine for the day crew involves baking 2,500 hamburger and 1,000 hot dog buns, 1,000 dinner rolls and 350 loaves of bread. The night shift does its share by making desserts, doughnuts and pastries, including 2,500 cookies and 2,500 slices of cherry pie.

"Mass production's the name of the game," said Mess Management Specialist 1st Class Rolly Alberto, the bake shop's overall supervisor, "but that doesn't affect the quality of our products. There's a great amount of teamwork here. The bakers know it's the only way we can get the job done," Alberto said.

"We simply bake our goods the best we can."

The big task never dampens the spirits of the bakers.

"I enjoy working in the bake shop," said Mess Management Specialist 3rd Class Brian Bodendein. "You get a lot of gratification here. Most guys appreciate fresh bread after being at sea for a while."

Bodendein is an expert in making dinner rolls. "The secret is to simply put in the right amount of ingredients that will give the rolls the proper color and taste."

*Kitty Hawk's* bake shop has eight big, rack-type ovens. Each oven can handle 12 loaves, for a total load of 96 loaves at a time.

"White bread is the crew's favorite,"

said Mess Management Specialist 2nd Class Dan Lee. "Apple pie is the second choice, then cherry pie."

"Actually, the crew seems to enjoy everything we put out," Lee said. "They often come down here and tell us they like it. I don't put out products that don't entice the crew to try them. You can't sell your products if they're not attractive."

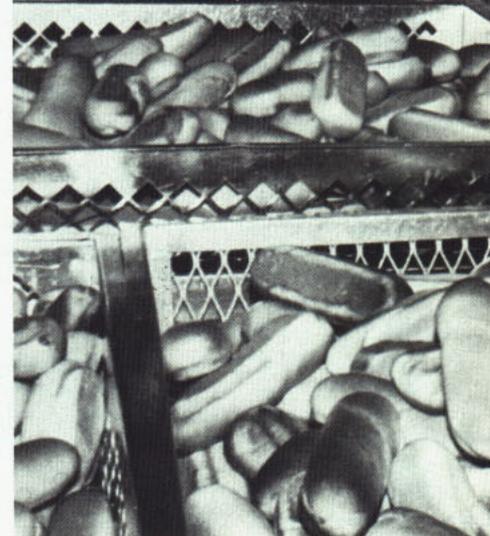
Meeting cake requests for all occasions is another service of the bake shop. Mess Management Specialist 3rd Class Chris Ramirez decorates five or six cakes a day, mostly for re-enlistments.

"The job is challenging," he said. "I once made a three-layer cake, eight feet long and three feet wide—it literally took me all day and night, without a break."

Another treat that brings the crew closer to the bakers is cookie night, held once a month after the evening meal. The cooks bake assorted cookies for the occasion, and ice cream is served.

"Cookies run out faster than ice cream," Lee said. "Many come to us and beg for more. They know where to go for delicious cookies," he said. "And that earns the bake shop a reputation as a place of good eatin' where fresh bread from the oven starts the day rollin'." □

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





From specialty work such as ornate cornucopias and custom-decorated cakes, to mass-produced goods including dinner rolls and bins full of hotdog buns, Kitty Hawk bakers keep producing around the clock.

# Bearings

## Seabees best in recreation

The Morale, Welfare and Recreation department of the Naval Construction Battalion Center, Gulfport, Miss., was the Navy's top winner last year for outstanding recreation programs.

At the sixth annual recreation awards program meeting in Dallas, the center took five recreation awards, including a \$7,000 cash award for having the best overall ashore recreation program. Awards were also presented for recreation skills development, enlisted club recreation and media programs. Senior Chief Boatswain's Mate (SW) Jessie E. Smiley received an Individual Achievement Award for his outstanding work in Navy recreation programs on base and in the civilian community.

Capt. C. M. Maskell, the center's commanding officer, presented the \$7,000 check to MWR members at a special ceremony. "It takes everybody in all the different recreational activities, pulling together, to win this. It's delightful to see others... recognize how well you have

done your jobs and how successful you've been," he said. ■

## LaSalle aids orphanage

During a recent port visit to Karachi, Pakistan, 30 crew members of USS *LaSalle* (AGF 3) spent 2½ days cleaning, painting and repairing a local orphanage.



The sailors took paint, sheet metal, tar paper and plywood to the Darut Tasnif Madressah Talimull Islam School and Orphanage where they worked on the kitchen and food storage rooms. The interiors were cleaned and painted and five vegetable storage bins were constructed.

The ship's boatswain, Ensign Mike Hutto, who headed the volunteer group, said, "All the men who participated in the orphanage assistance truly helped 400 needy children."

In addition to the work on the buildings, *LaSalle's* dentist, Lt. Thomas Walczyk, gave dental checkups and care to many of the children.

The orphanage, founded in 1964, boards 235 students and provides education to 165 more children.

"We greatly appreciate the help you provided to us," said Mohammed Ayub, superintendent of the school. "On behalf of all our children, we thank you."

*LaSalle*, flagship for Commander, Middle East Force, is homeported in Philadelphia, Pa., and is forward deployed to the Persian Gulf and Indian Ocean. ■

## 10,000th Navy SAM

Seaman Recruit James E. Keller was much like any other new sailor going through boot camp—yet, at the same time, he was very special: Keller was the 10,000th person to enlist under the Navy's Sea-Air Mariner program during fiscal year 1985.

The program's goal is to enlist each year into the Selected Reserve 10,000 men and women who have no prior service. The SAM program began in 1983 and offers special cash and education incentives to high school, vocational/technical and college students. Many SAM recruits will attend some Navy basic and advanced schools after completing boot camp.

Keller enlisted in Denver in September. "It all happened so fast, I don't remember which day I left," he said. "I originally wanted to delay leaving for a time, but my recruiter told me about being the 10,000th

SAM and that they needed me to leave right away. I got to see my mother for about 15 minutes, then I was gone."

When he arrived at the Recruit Training Center in San Diego, Keller was appointed recruit chief petty officer for his company.

Boot camp was "much nicer than I expected, at least after the initial shock," Keller said. "I have gained a lot of the self-discipline that I was lacking. I enjoyed it. It was good for me."

As one of 22 SAM recruits in his company, Keller was treated no differently than any other recruit. He said no one in the company realized he was the 10,000th SAM for the year until he was almost through his boot camp. He just didn't tell anyone.

Before enlisting, the 24-year-old Illinois native worked as an office manager for a rental store and as a school bus driver, a task he said was "very similar to being RCPO," considering the degree of respon-



sibility involved.

After recruit training, Keller completed the four-week basic electricity and electronics course in San Diego before starting the 29-week Electronics Technician Class "A" School at Great Lakes, Ill. He will spend his drill time at the reserve center in Cape Girardeau, Mo. ■

## Navy corpsmen patch MPs

Shiver me timbers and splice the main brace! What are two blue water sailors doing landlocked in the woods with the Army?

They're Navy corpsmen, and they volunteer their professional skills to members of the Army Reserve's 327th Military Police Battalion.

Chief Hospital Corpsman Carter McGee and Hospital Corpsman 1st Class Richard Guzman, instructors at the U.S. Naval Hospital Corps School, Great Lakes, Ill., find themselves "drydocked" with the Army MPs when the battalion goes on weekend field maneuvers.

"We requested medical support from another Army Reserve unit, but their schedules and ours never seemed to coincide," said Master Sgt. Dan Keller, operations sergeant for the 327th. "Then we thought about the Navy at Great Lakes, and they were more than happy to help.

"(McGee and Guzman) are active duty, and they have a full workload just teaching classes at the corps school. They come down to assist us on their own time. They're giving up a weekend with their families to help us."

The two "medics" have a lot more than knowledge about the relationship of barnacles to hulls. Both have spent time in field environments: McGee served as a medic with the Army from 1969 to 1977, including an overseas assignment to Europe; Guzman is a graduate of the five-week field Medical Service School which trains Navy corpsmen, dental technicians and doctors for duty with the Fleet Marine Force.

"I got out of the Army just to see what it was like as a civilian," said McGee, who joined the Navy in 1978. "I had been in (the Army) since I was 17 and was an Army brat before that, so I had never realized what civilian life was like.

"When I tried to re-enlist in the Army, I discovered that the medical career field

was full. I joined the Navy so I could stay with a job I liked and knew well."

McGee compared Navy corpsmen to Army medics. "They're different, but one isn't necessarily better," he said. "The Navy corpsman has to be trained to act more independently since he could be working aboard a ship in the absence of a doctor.

"The Army medic almost always has evacuation available to him as an option," McGee said, "but the best training I ever had in trauma and mass casualty handling was as a company aidman with the infantry."

Guzman, who has spent several tours of duty with Marine Corps units, said the Field Medical Service School gave him training in field sanitation, medical evacuation and Marine Corps battle tactics.

"The Marine Corps does not have its own field medics, and the Navy assigns corpsmen to the Marines. They are a pretty good group of guys, and they take care of their corpsmen," he said.

McGee and Guzman use their own medical supplies for weekend field training with the MP reserve unit, and they wear Marine camouflage uniforms. They were issued canteens, web belts, and other field gear by the Army to use during training weekends.

"After a few trips to the field, you know exactly what you are going to need, and what you might need," said McGee. "Rick and I made up a list of things to fill a footlocker."

Although all of the MPs' injuries have been minor cuts and scrapes, it's good to know the corpsmen are there, even if they're not needed for serious medical aid.

"Like insurance, it's better to have them and not need them than to need them and not have them," said Keller. ■

—Story by Army Capt. John R. Kachenmeister, 300th Military Police Command, Inkster, Mich.



Photo by U.S. Army Capt. John R. Kachenmeister

**HM1 Richard Guzman treats a minor hand cut on an M.P. during weekend maneuvers in Joliet, Ill.**

# Mail Buoy

## Saint Paul

In reference to your article concerning the USS *Saint Paul* (CA 73) and the subsequent letter to the editor about USS *Newport News* (CA 148) on the last gunship to fire on Vietnam, nobody was wrong. *Saint Paul* was the last of her class—*Baltimore* class slow fire, bag gun cruisers. The "Fighting Saint" had three turrets, two forward and one aft. *Saint Paul* holds the unique record of firing more rounds on enemy territory than any ship thus far. She also fired the last major salvos not only in Vietnam but in Japan and Korea as well. I put her out in 1970 and as a bag gun cruiser she is a fine ship.

*Newport News* was the last rapid fire *Salem*-class cruiser.

—*BMCM(SW) T.C. Oneyear,*  
command master chief, ACU 2,  
Little Creek, Va.

## All for railroading

I have been reading *All Hands* ever since my first duty station as a radioman at NavFac in Argentia, Newfoundland, in the early '70s. I've read articles that sent goosebumps racing up and down my spine and I've read articles that were quite sad.

The article entitled "A world of model railroading," not only sent goosebumps up and down my spine, it created a sudden increase in my blood pressure which nearly sent me to the big model railroad layout in the sky. I was impressed, not only with the dedication of the club, but also with *All Hands* printing of a wonderful article. I'm sure that the many model railroaders underway got as much of a thrill as I did. BRAVO ZULU!

If I may, I would like to put in a plug for another model railroad layout. For

you Southern Californians, Balboa Park in San Diego offers a layout under the Sports Hall of Fame. Again, thank you for printing a wonderful article.

—*PO1 J.M. Cunningham,*  
MAG 39, Camp Pendleton

# Reunions

•**VPB-101**—Planning a reunion in Minneapolis, Minn., for shipmates who served at Los Negros, Owi, Morotai in 1944-45. Contact George H. Martin, 123 Forest St., Danvers, Mass. 01923; telephone (617) 774-1528.

•**USS Salisbury Sound (AV 13)**—Planning a reunion. Contact Don Wade, 560 Campbell Hill, Marietta, Ga., 30060; telephone (404) 426-7883.

•**NROTC unit at UCLA**—Establishing a UCLA NROTC alumni association. Alumni who received a commission in the Navy or Marine Corps and would like to be a member of the association, contact Commanding Officer, NROTC Unit, UCLA, 405 Hilgard Ave., Los Angeles, Calif. 90024; telephone (213) 825-9075.

•**Fleet Mine Sweeper AM 124, USS Threat, 1942-45**—Planning a reunion. Contact Miller E. Brubaker, 1413 Moss St., Reading, Pa. 19604; telephone (215) 376-7778.

•**1986 Annual Navy/Marine Air Traffic Control Symposium**—March 25-27, 1986, San Diego. Contact ACCS R.G. Moody or AC2 D.R. Gasparro; Telephone (A) 951-6927 or (C) 619 437-6927.

•**Headquarters & 314th Fighter Squadron (World War II)**—Reunion April 4-6, 1985, Orlando, Fla. Contact Eugene Rouse, 122 Sheraton Road, Syracuse, N.Y. 13219.

•**American Ex-POWs, Dept. of Washington**—Reunion April 25-27, 1986, Bremerton, Wash. Contact Ray Merritt, 6725 Regency Ct. S.E., Port Orchard, Wash. 98366; telephone (206) 876-9465.

•**USS Shannon (DM 25)**—Planning a reunion for crew members from World War II. Contact Robert J. Martin, 7008 Cresthaven Drive, Glen Burnie, Md. 21061; telephone (301) 761-4625.

•**U.S. Naval Test Pilot School**—Reunion April 26, 1986, NAS Patuxent River, Md. Contact Lt. Cmdr. Ken Reightler, U.S. Naval Test Pilot School, Naval Air Test Center, Patuxent River, Md. 20670-5304; telephone (301) 863-4107.

•**USS Cowell (DD 547)**—Reunion May 4-8, 1986, Las Vegas, Nev. Contact Jake Jacobs, P.O. Box 6822, Lincoln, Neb. 68506; telephone (402) 489-7350.

•**USS Trenton (CL 11)**—Reunion May 6-8, 1986, Long Beach, Calif. Contact F.O. Spencer, 3403 Lees Ave., Long Beach, Calif. 90808; telephone (213) 425-0188.

•**VPB 116**—Reunion May 6-10, 1986, Pensacola, Fla. Contact Philip W. Smith, 1100 L St. N.W., Suite 11504, Washington, D.C. 20573; telephone (202) 523-5712.

•**USS Jenkins (DD 447)**—Reunion May 9-11, 1986, Lincoln, Neb. Contact Donald Haas, 5711 Wilshire Blvd., Lincoln, Neb. 68505.

•**South China Patrol Association (USS Asheville, USS Sacramento, USS Tulsa and others)**—Reunion May 1986. Contact Eugene Mayer, 29 Washington Square N, P.O. Box 3064, Salem, Mass. 01970-3064.

•**USS Raleigh (CL 7)**—Reunion May 15-17, 1986, Denver. Contact J.R. Loftis, 11714 E. 2nd Ave., Aurora, Colo. 80010; telephone (303) 343-1101.

•**Biannual Old Timers Reunion, NAS Squantum/NAS South Weymouth**—Reunion May 24, 1986, Randolph, Mass. Contact William Horsch, 1007 Union St., Rockland, Mass. 02370; telephone (617) 878-3053.

•**USS Sigourney (DD 643)**—Planning a reunion, spring 1986, for crew members who served between June 1951-October 1952. Contact Ralph Haflin, 116 McFadden Road, Apalachin, N.Y. 13732.

•**USS Buckley (DE 51)**—Planning a reunion, spring 1986, for World War II shipmates. Contact J.H. Farrell, 24 Krug Court, Loudonville, N.Y. 12211.

•**USS Belleau Wood (CVL 24) and attached air groups**—Reunion May 27-June 1, 1986, Las Vegas, Nev. Contact Richard D. Fread, P.O. Box 846, Annandale, Va. 22003; telephone (703) 642-5670.

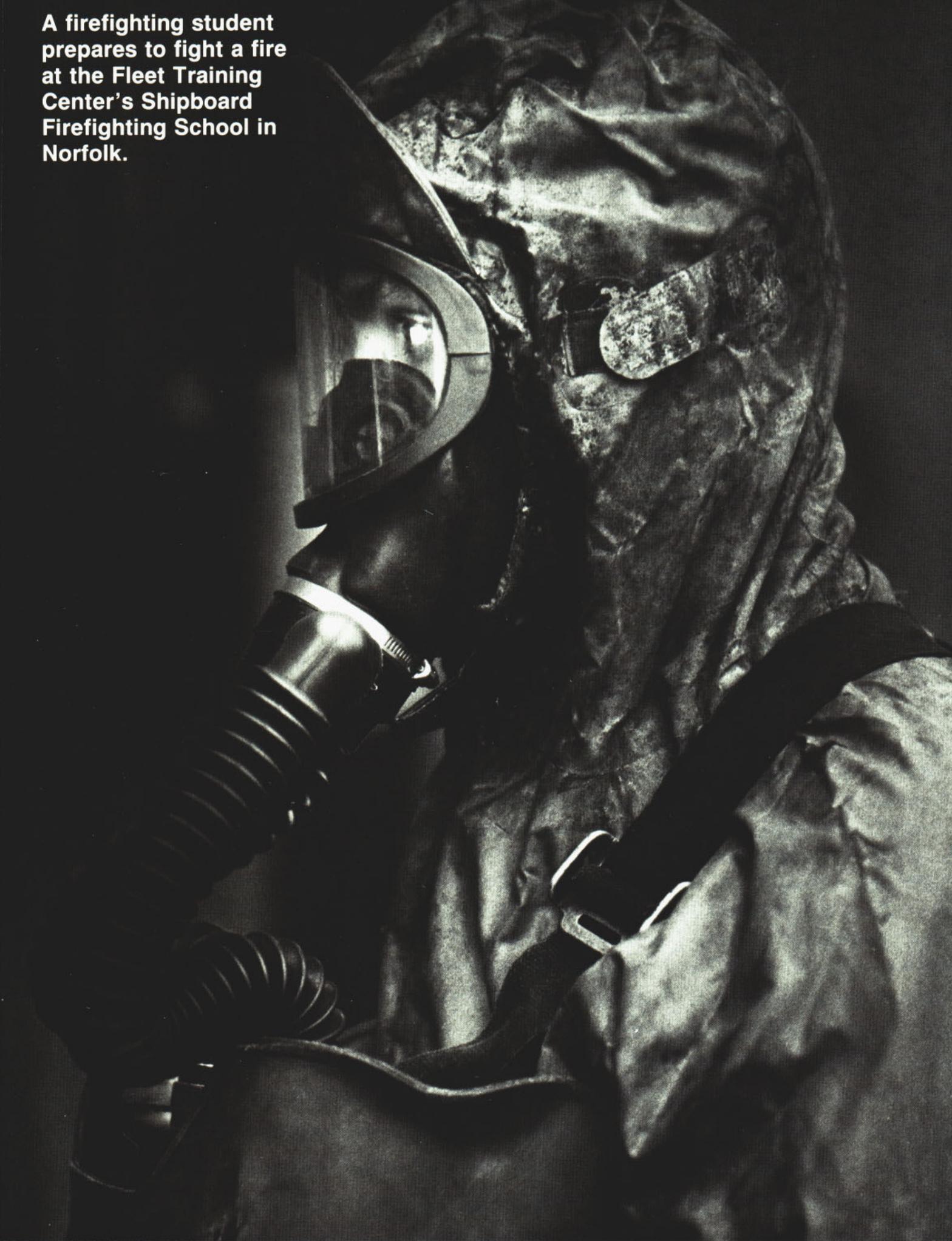
•**USS Portland (CA 33)**—Reunion May 27-June 1, 1986, Las Vegas, Nev. Contact USS *Portland* Reunion Association, P.O. Box 515191, Dallas, Tex. 75251-5191.

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**A firefighting student  
prepares to fight a fire  
at the Fleet Training  
Center's Shipboard  
Firefighting School in  
Norfolk.**





**UNITAS at Roosevelt Roads • Page 18**