

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

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JANUARY 1987

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## In the North Sea

Northern Wedding '86

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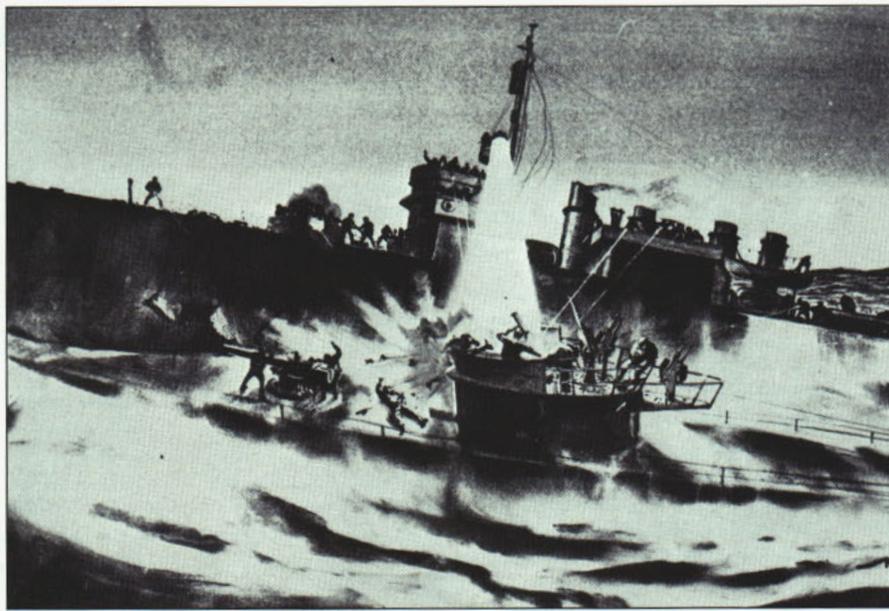
Cameron Russ, 6, of New South Wales, Australia, practices his salute under the guns of the "Mighty Mo." Cameron has been in love with battleships since he saw USS New Jersey (BB 62) on television. When his parents learned Cameron was seriously ill with cancer, they wrote the captain of New Jersey to ask if the famed battleship was scheduled for a visit to Australia. New Jersey wasn't, but its commander, Capt. W. Lewis Glenn, knew USS Missouri (BB 63) was. He wrote a letter to "Mo's" commanding officer explaining Cameron's dream. A few weeks later, Cameron's parents received a personal invitation to visit from Capt. J.A. Carney, "Mighty Mo's" C.O., while Missouri was in Sydney. Photo by JO2 Todd H. Willebrand.

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JANUARY 1987 — NUMBER 838

64th YEAR OF PUBLICATION



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**Front Cover:** USS Spartanburg County (LST 1192) sails under angry North Sea clouds during exercise Northern Wedding '86. Photo by PHC Jeff Hilton.

**Back Cover:** USS Iowa (BB 61) crewmembers prepare to send lines across to NATO ships awaiting underway replenishment during Northern Wedding '86. Photo by PHC Jeff Hilton.

# Navy Currents

## VEAP enrollment

A new deadline has been set for those people wanting to enroll in the Veterans Educational Assistance Program.

Due to recent legislation, VEAP enrollment is open to active duty people who previously missed the June 30, 1985 deadline. The new deadline is March 31, 1987. After March 31, VEAP will be terminated and no further enrollments allowed. Those people who do not enroll by March 31 will be ineligible for any other legislated educational benefit program.

VEAP contributions can be made by allotment or lump sum payment. Contact your command disbursing officer for enrollment procedures.

Questions concerning VEAP that cannot be answered at the command level should be directed to: Office of the Chief of Naval Operations (OP-114E11), attn: Lt. T.T. Tilton, Washington, D.C. 20350-1114, or call AUTOVON 224-5934 or (202) 694-5934. □

## BOSS works

Since the beginning of the "Buy Our Spares Smart" (BOSS) project, its pricing hotline has received more than 18,000 inquiries from more than 1,500 different ship and shore commands. With decreased prices resulting from 28 percent of the price challenges, BOSS shows a potential savings of \$185 million.

The hotline numbers are: commercial (202) 692-5263; AUTOVON 222-5263. □

## LDO/CWO program change

Changes have been made in the eligibility requirements for 1st class petty officers taking part in the FY 1989 selection board for limited duty officer and chief warrant officer. The following changes are in effect:

—Must have one year time-in-rate as an E-6 as of Oct. 1, 1987;

—Must have completed at least eight years of active naval service by Oct. 1, 1987, not includ-

ing any active duty for training. Active duty E-6s with service in other armed services may be credited to meet minimal service requirements if they clearly demonstrate their training and expertise directly relates to or parallels the requirements of the Navy. An endorsement by the sailor's commanding officer is required; and

—Must take the January 1987 Navywide examination for advancement to chief petty officer and be selection-board-eligible. Eligibility requirements, except time-in-grade, also must be completed for E-7. □

## Naval Reserve history buffs

The Director of Naval History is seeking Naval Reserve officers to form a national Volunteer Training Unit (VTU), in early 1987, devoted to naval history. In time, a full-fledged, mobilization-designated unit will result. Interested historians, museum and art curators, archivists, librarians, and others with suitable talents and professional backgrounds should send a letter and an Officer Qualification Questionnaire to: Capt. David L. Woods, USNR, Naval Reserve History Project Officer, P.O. Box 15114, Arlington, Va. 22215; telephone (202) 746-1844 or AUTOVON 278-1844. □

## Marine Corps scholarships

The Marine Corps Scholarship Foundation, a non-profit organization, is accepting scholarship applications for the 1987-88 academic year.

To be eligible for MCSF assistance, applicants must be sons or daughters of active duty or reserve Marines in good standing or children of Marines honorably discharged, living or deceased.

Scholarship applicants must be high school seniors or graduates, or undergraduates at accredited colleges, universities or post-high school vocational/technical institutions.

For more information, contact the Marine Corps Scholarship Foundation, James Forrestal Campus, P.O. Box 3008, Princeton, N.J., 08543-0908. □

## Equal opportunity course

The Defense Equal Opportunity Management Institute Staff Officer Course is scheduled for April 6-17, 1987, at Patrick Air Force Base, Fla.

The course will address such topics as: concepts of equal opportunity; personal and organizational values; interpersonal and intercultural communication; prejudice and discrimination; racism and sexism; and basic equal opportunity staff advisor skills.

Nominations are restricted to people currently performing equal opportunity staff duties. Quota requests should contain the following: Name, rank/GS level, Social Security number/designator, present billet and the scope of equal opportunity responsibilities, address and phone number.

Quota requests must be received by Feb. 20 at: Commander, Naval Military Personnel Command (NMPC-61), Washington, D.C. 20370-5610. Call Lt. P. Ryan at AUTOVON 224-2007 or (202) 694-2007. □

## Name change saves money

The Naval Education and Training Program and Development Center at Saufley Field, Pensacola, Fla., is changing its name and modifying its mission—and saving the Navy money.

The center is slated to be renamed Naval Education and Training Program Management Support Activity and will take on the missions of four centers and activities to streamline operations. In the process of the reorganization, two activities—the Management Information and Instructional System Activity and the Naval Education and Training Financial Information Processing Center—will be disestablished and those functions assumed by the new command.

Overall, the newly-established NETPMSA will be responsible for the functions of MIISA, NETFIPC, the Consolidated Civilian Personnel Office and the CNET Program Tracking System.

The reorganization is expected to save more than \$500,000 annually and includes the reassignment of 22 civilian positions. □

# ALL HANDS

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# Flying

## *Navy gymnast reaches new*

Tom Belesimo, a U.S. Naval Academy gymnast, remembers his accident as clearly as if it happened yesterday. It was the Spring of 1985—Good Friday, to be exact. During the regular team practice that afternoon he attempted a triple back-somersault dismount from the high bar. It was an extremely difficult move, but Belesimo, a confident and aggressive athlete, felt he was ready for it.

“I went into the flip and started counting somersaults,” he recalls. “Right after the first one I lost count and didn’t know where I was.”

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*“I heard something crack when I hit. It sounded like someone cracking their knuckles. I just rolled over and started praying.”*

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Suddenly, sunlight streaming through the windows of the practice room caught his eye. For some reason—and to this day he still doesn’t know exactly why—it signaled him to bring his body out of its ball-like somersault position and try to land. But it was too early. He was still upside down. He crashed head-first into the mats with a sickening thud.

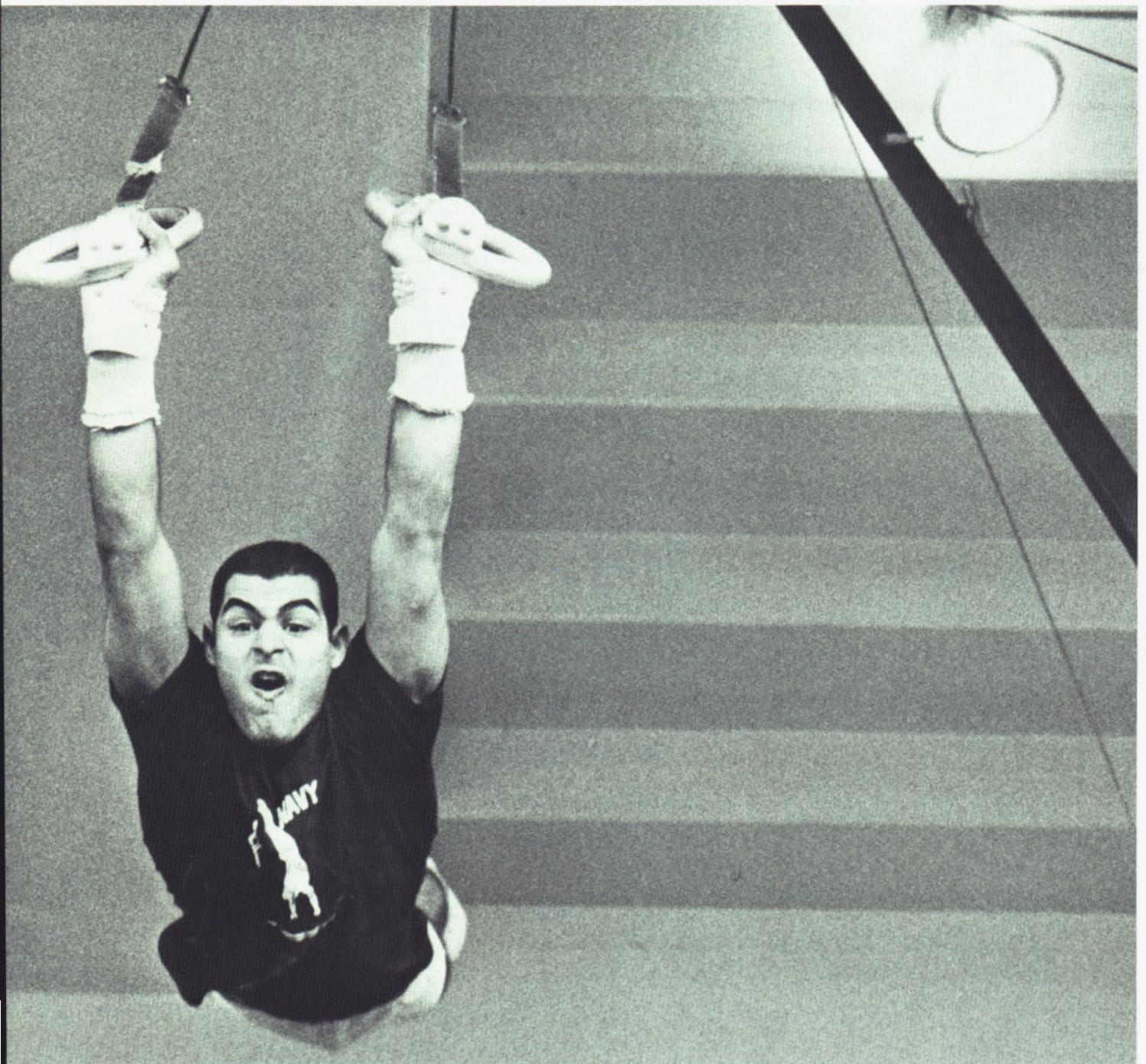
“I heard something crack when I hit,” said Belesimo. “It sounded like someone cracking their knuckles. I just rolled over and started praying.”

As he lay there, Belesimo’s entire body went numb, except for his hands and wrists, which were flooded with intense pain. He described it as the most pain he had ever felt in his life. When his coach reached his side, all Belesimo could say



# high again

*heights after near-paralyzing accident.*



was: "I think I hurt myself."

He had indeed hurt himself. After studying a series of X-rays, doctors at Bethesda Naval Hospital, where Belesimo had been rushed, concluded that the fifth vertebra in his neck had come out of position and was pressing against his

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*Most of the people who knew Belesimo at the time of his accident held out little hope that he would return.*

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spinal cord. That was causing the numbness throughout his body.

"They told me that he came within a quarter inch of paralysis," said Peter Kor-

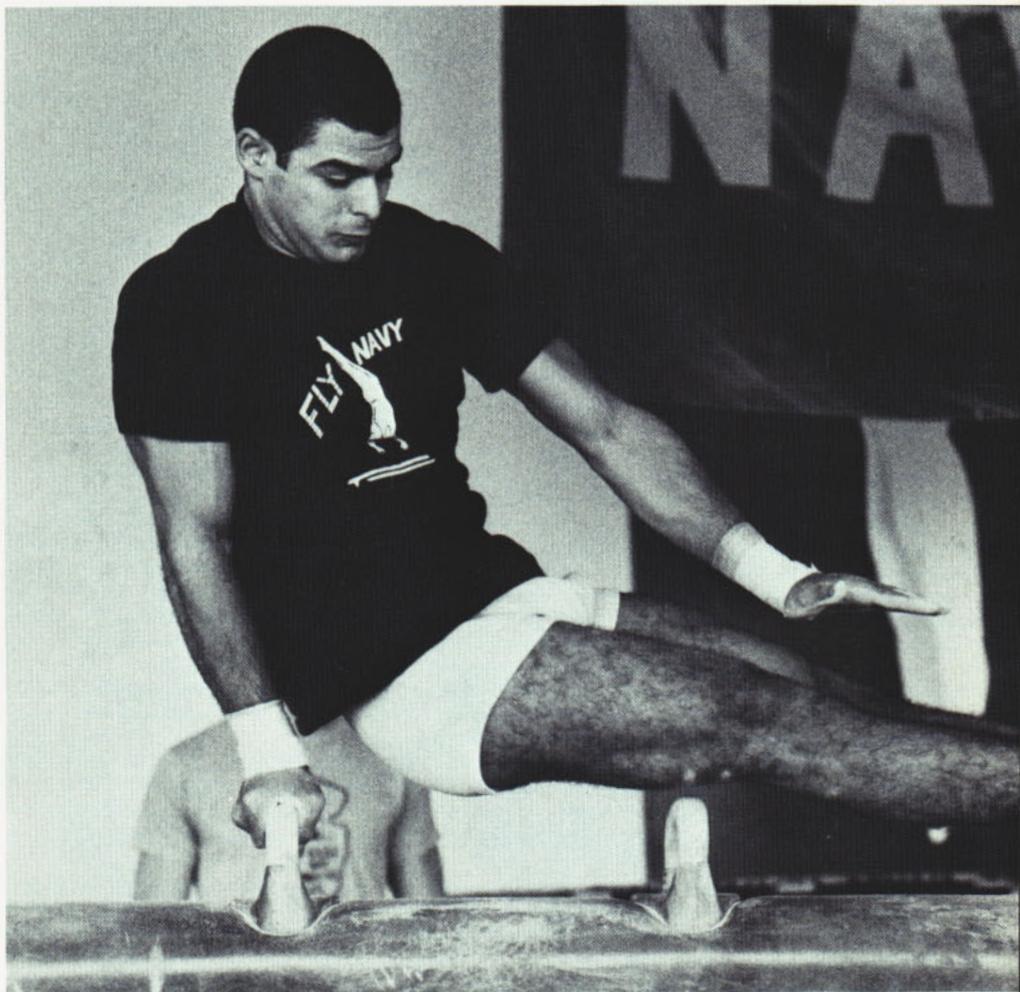
mann, the academy's gymnastics coach.

The doctors felt the best hope for recovery was realignment of the vertebrae. This was accomplished by screwing a caliper-like device into his skull and hanging weights from it to create traction pulling his head away from his body, Belesimo explained, pointing to the indented scars near his temples.

After giving Belesimo several well-placed shots of Novocain, the doctors went to work. As they attached the device to his head, Belesimo asked how they would know when they had gone in far enough.

"You know how you cook a turkey and the little thing pops up when it's done?" the doctor asked. "Well, there's a thing on here that works just like that."

A few seconds later Belesimo heard the tell-tale "pop." The doctors attached



weights to the device in five-pound increments throughout the night.

"Every time they added a weight they took x-rays and I watched the vertebrae move out from its dislocated position and back into place," he said.

It took 18 hours and 60 pounds of weight to realign the vertebrae, but that wasn't the end of the ordeal. Belesimo had to remain on his back with a 10-pound weight dangling from the device until surgery, five days later.

The surgery involved taking a piece of bone from his hip and a small piece of wire and using them to fuse the vertebrae in his neck together. Belesimo left the hospital 11 days later with a 6-inch scar on his neck and a smaller one on his hip.

"Believe it or not, the hip is the most tender part," he said. "My neck isn't sore at all, but my hip is really tender."

Belesimo returned to the academy wearing a neck brace. Most of the people who knew Belesimo at the time of his accident held out little hope that he would return to gymnastics.

"All the doctors told me he wouldn't be back," said coach Kormann. "To be honest, I didn't think he would be back either."

Despite an overwhelming desire to return to gymnastics against all odds, a return to full form wasn't going to be easy for Belesimo. At the academy, academics always come first. Belesimo's injury had come near the end of the academic year and he had missed seven days of school just before final exams. Although he describes himself as "only an average student," he capitalized on extra instruction offered by his teachers and caught up.

"I only had to delay one final until the next semester and that was in navigation," he said. The exam required him to lean over and plot courses for three solid hours. His neck simply had not healed enough to withstand that. Physical recovery from his injury had been slow at best.

Belesimo left the hospital 15 pounds lighter and extremely weak. He was intent on going to all his classes the first day he returned to school, but after one class he returned to his room and went to bed, completely exhausted. He started lifting weights, however, and gradually regained his strength.

He still attended practice sessions regularly, and it wasn't long before he couldn't resist the urge to actually participate. He tried little things first: swinging back and forth on the parallel bars and



doing handstands, neck brace and all.

"I wasn't supposed to be doing that kind of stuff, but I did it anyway," he said. "I had the desire to come back because people were telling me that I was crazy to do it and that I shouldn't do it."

Doctors had warned against him returning to gymnastics because of the danger of falling and injuring his vertebrae again. But Belesimo prayed about coming back into gymnastics. His prayers were answered. Within eight months he was back in the gym working out with the team.

"Usually, for every month you take off from gymnastics, it takes two months to get back," he said. "It's really hard to get back in shape."

The first practices were tough. He had to go over every routine that was similar to the move that had led to his accident. He especially had to work on his confidence.

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*"I was scared at first, but as soon as I hit my first double, I knew I was back."*

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"We tried not to dwell a whole lot on the injury, because it was hard for him to get over it," said Kormann. "When that kind of thing happens, you start thinking too much and that's when you can get hurt again."

Belesimo had little problem agreeing with his coach's philosophy. "In gymnastics you can't be apprehensive," he said. "You either do it or you don't. There's no in-between."

"I did the little things that I needed to do. I didn't skip any steps. You have to learn how to walk before you learn how to run. I had to learn gymnastics again. I did the little things to build my confidence up and saved the hard things until I was almost back in form." Still, Belesimo shied away from his first opportunity for a comeback.

"The day before my first meet I had to do a high-bar routine at practice and

I was so scared," he recalled. "I didn't go into the meet. I sat up in the stands with my dad and watched the meet from the edge of my chair. It was so hard to sit there and just watch."

He missed the next meet as well and, heeding Kormann's advice, opted to hold off his comeback until after Christmas. When Belesimo returned to the gym for his first competition in close to a year, he let all the doubting Thomases know that he was truly back.

It was a home meet and his parents flew down to Annapolis to offer moral support. His first routine was a floor exercise.

"I was scared at first, but as soon as I hit my first double, I knew I was back." He turned in the highest score of the season in that meet. "I prayed about coming back into gymnastics and I give all the credit to the Lord," said Belesimo, a born-again Christian. "I had to go into the gym. And I had to work. That was me. But the mental part, that was the Lord. I can say now that I'm back. And I'm back in full force."

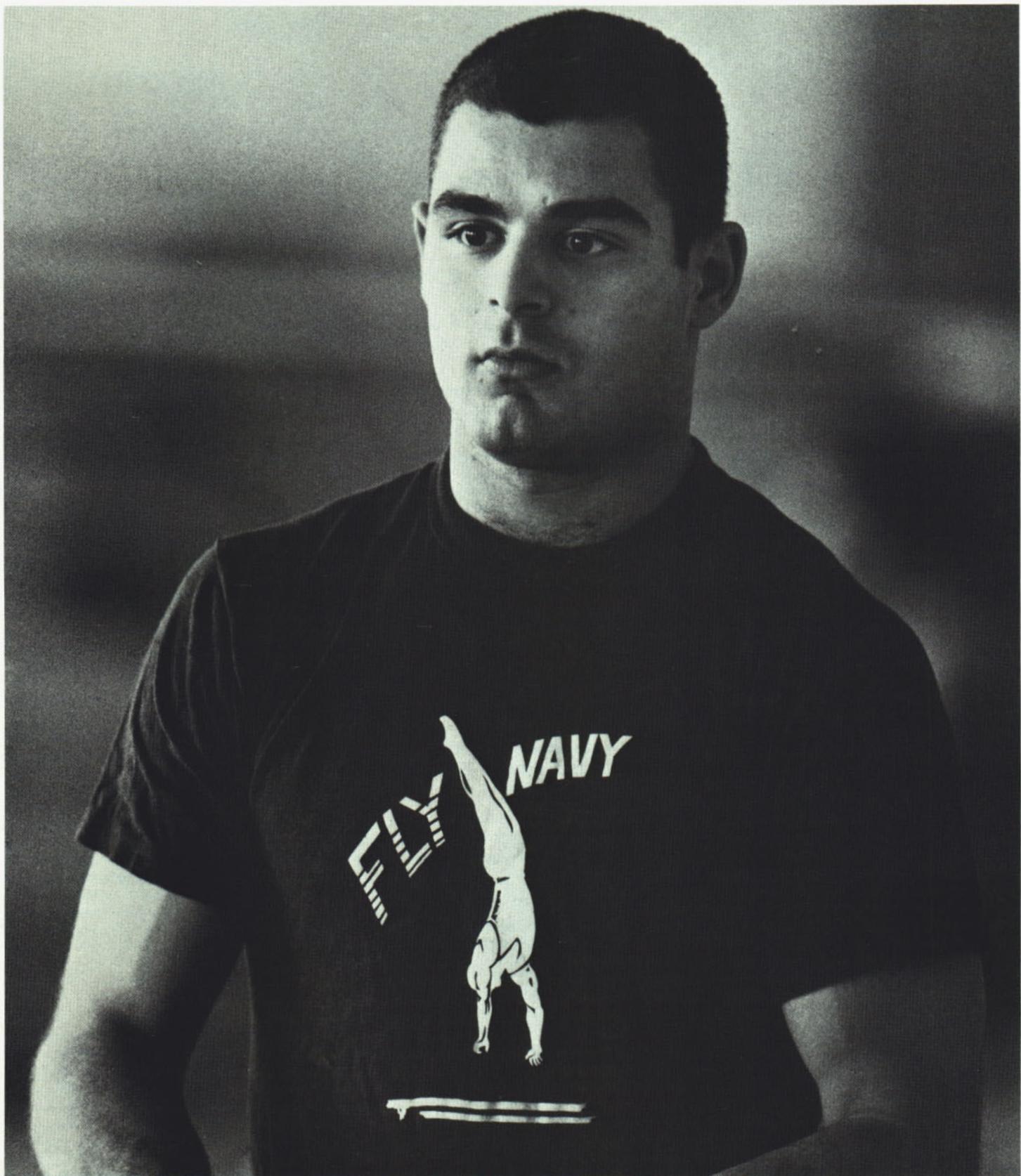
Last season he made it to the finals in the Eastern Collegiate Gymnastics League where he placed sixth on the high bar. This season he is competing in four of six events for the Navy team—floor exercises, high bar, parallel bars and vaulting—and is expected to turn in an even better performance. Kormann says Belesimo has become one of the leaders of the team and the coach expects him to lead Navy to one of its best seasons ever.

"He's a better gymnast now than he was before he got hurt," said Kormann.

What's next for Belesimo? Right now he's trying to master another of those seemingly impossible moves on the high bar—"a fly-away, half-twist recatch with one arm," Kormann calls it.

"I don't think there's anyone in the country who can do that routine yet, but I think he's going to get it," said Kormann. "His faith helps him a lot." □

—Story by JOI(SW) E. Foster-Simeon  
—Photos by Perry Thorsvik, now with the Washington Times.



## USS Borie vs. U-405

# 'Like a riot in a

On the night of Nov. 1, 1943, there took place in the North Atlantic one of the most desperate sea battles ever recorded. That night, the destroyer USS *Borie* (DD 215) tangled with the German submarine *U-405*. It was a melee that brought to mind images of the early swashbuckling days of fighting sail, when ships grappled gunnel to gunnel and all hands stood ready to repel boarders, with no quarter asked or given.

*Borie*, commanded by Lt. Charles H. Hutchins, was an old World War I flush-deck, four-piper of the type commonly referred to by many sailors of the day as "cans." On this stormy autumn night, *Borie* was a unit of a task group built around the escort carrier USS *Card* (CVE 11) under the command of Capt. A.J. "Buster" Isbell. The task force's mission was to sink German U-boats wherever they could be found.

At 1:45 a.m., while cruising in rough seas 700 miles north of the Azores, the double pip of two enemy contacts appeared on *Borie's* radar screen. Like a hound on the scent, *Borie* bolted ahead of the task group to give chase.

Two enemy submarines, *U-256* and *U-405*, were caught on the surface of the stormy sea. Hutchins ordered his gunners to open fire on the nearest boat, *U-256*, as *U-405* made a break for cover into a blinding rain squall.

Bearing down on *U-256*, *Borie's* main battery of 4-inchers opened up with a blazing salvo so accurate that *U-256* was forced to submerge under the roiling sea. Rushing in for the kill, *Borie* unleashed

a withering barrage of depth charges. The explosions, despite the rough seas, sounded as if they were hitting their mark and the enemy sub seemed to vanish.

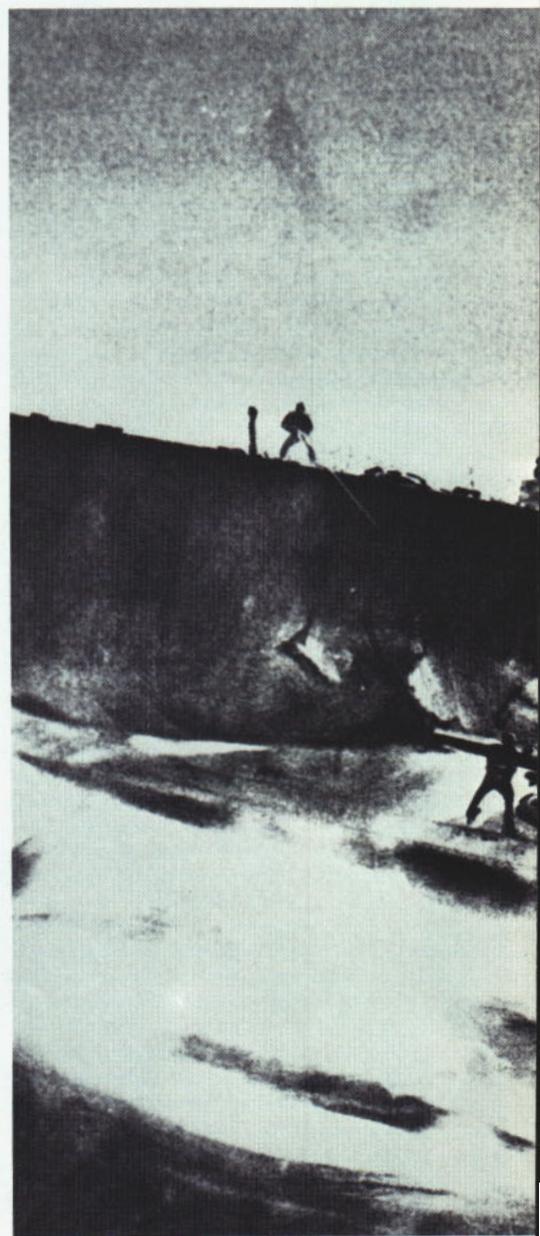
Assuming victory, Hutchins signaled *Card's* commanding officer, "Scratched one pig boat—am searching for more!" But *U-256* did survive *Borie's* terrific onslaught and though badly damaged, it was still able to limp back to the Nazi sub base in Brest, France. But for now, *Borie* had a taste of blood and was on the prowl for *U-405*.

Bucking and tossing in the 20-foot seas, *Borie* drove at top speed into the swirling blackness of the squall in pursuit of the fugitive *U-405*. Suddenly, a pip appeared on the radar screen—a contact at 8,000 yards. Bearing in on the target, *Borie* closed to within 2,800 yards before the elusive U-boat dove. At 2,200 yards, sound contact was made again and *Borie* rushed into the attack, saturating the area with depth charges.

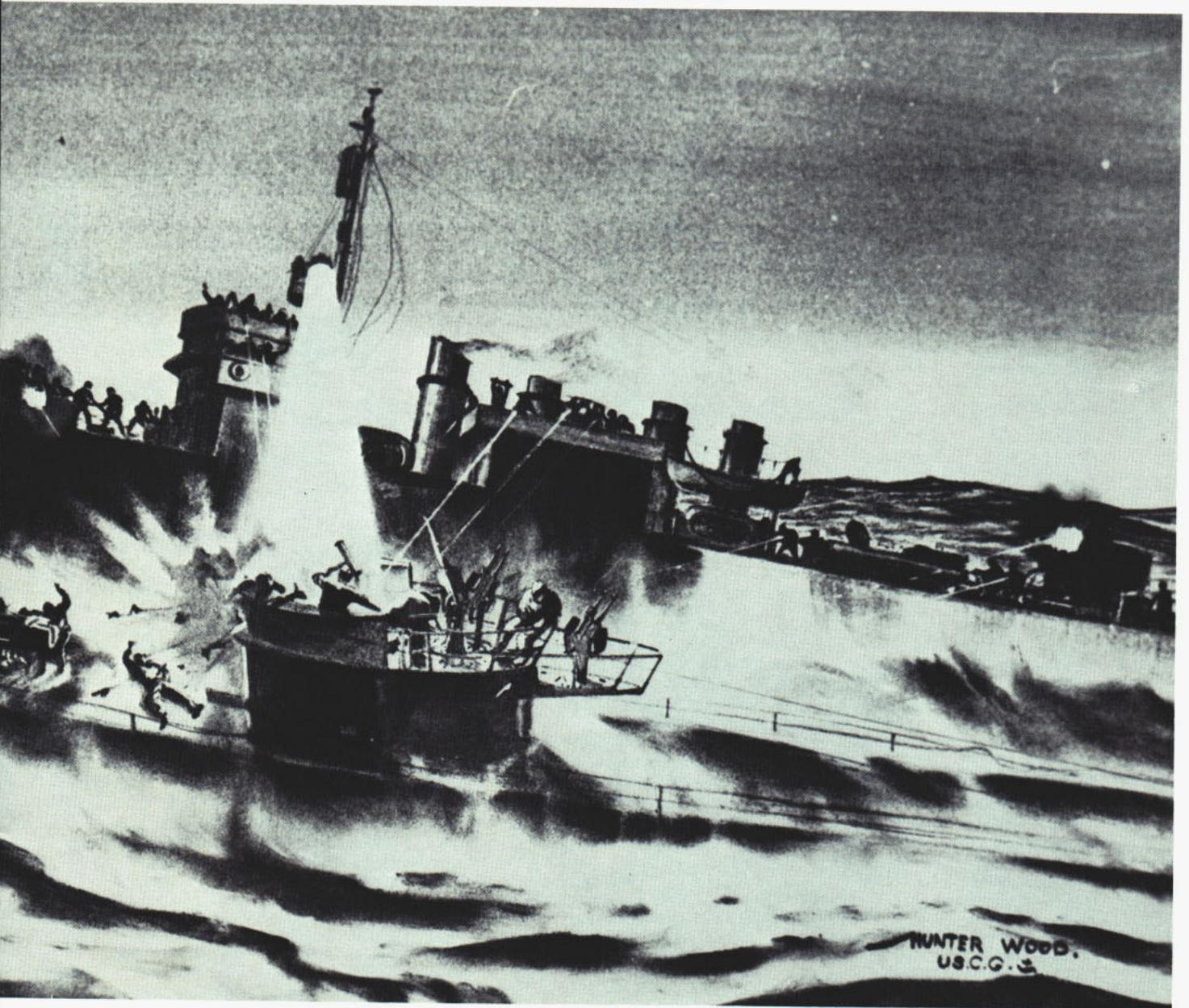
The sea erupted in spouting geysers as the charges exploded beneath the surface. For the sailors in *U-405*, life was a terrifying hell as the deadly devices rained about their boat, each shattering explosion coming closer and closer to ripping into the U-boat's hull.

In a desperate attempt to escape this terrible pummeling, the submarine com-

**Destroyer *Borie* rams the German submarine *U-405* in this 1943 painting of the action by U.S. Coast Guard combat artist Hunter Wood.**



# shooting gallery...'



# USS Borie

mander decided to take a gamble at saving his crew and boat by coming to the surface and making a run for it. But as *U-405* broke the surface, it found itself in the bright glare of *Borie's* searchlight. Throwing discretion to the wind, the *405's* commander decided to fight.

From *Borie's* bridge, the 500-ton, 220-foot submarine looked as big as a cruiser. German sailors swarmed out of the conning tower and made straight for the heavy deck batteries.

With the 24-inch searchlight still on the target, *Borie* opened fire with its main

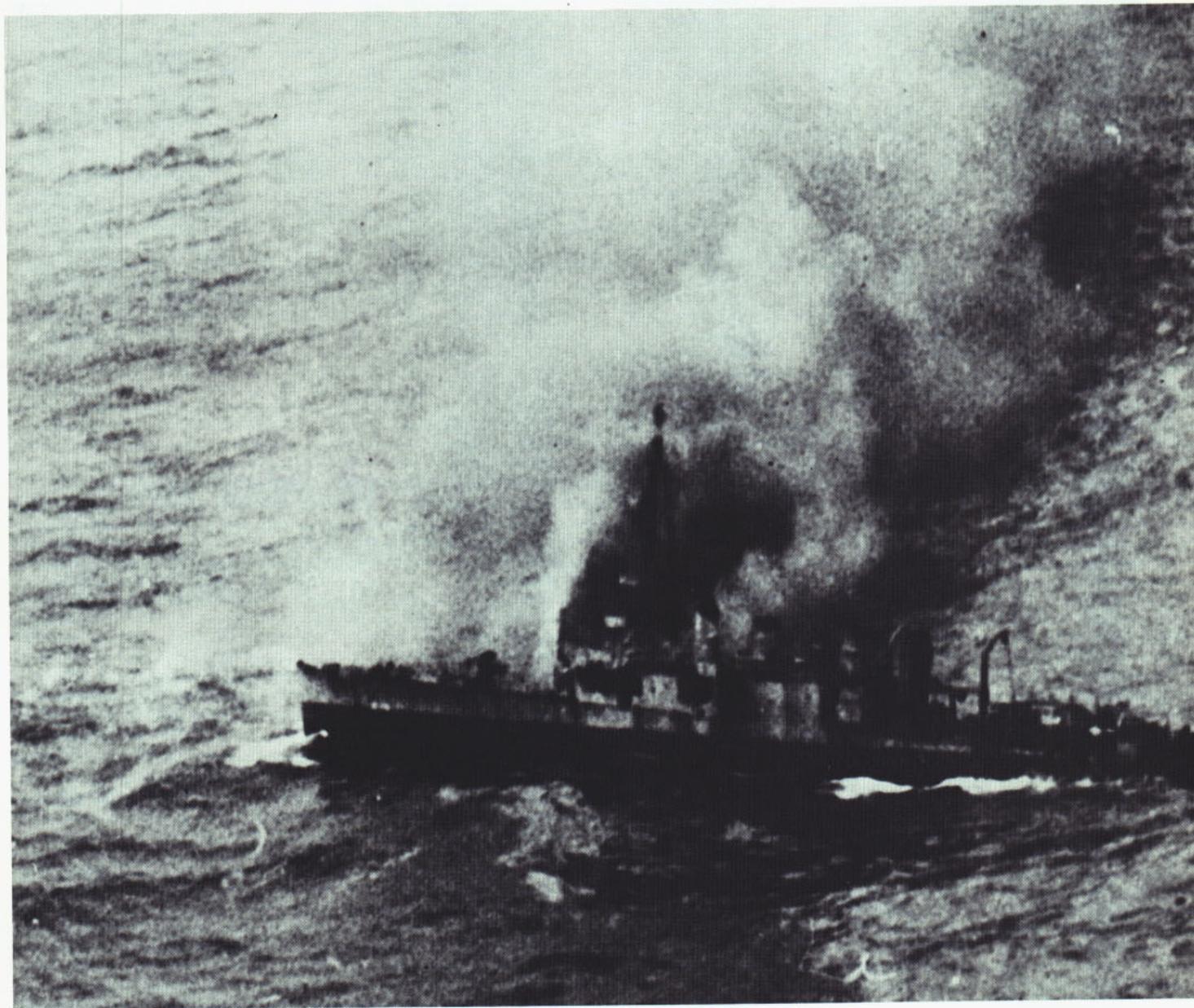
battery and machine guns as it plowed forward through the turbulent sea to close the 1,400-yard gap between it and the enemy.

As *Borie* homed in with booming salvos from its 4-inch guns, the U-boat gunners opened up with deadly fire of their own, slamming shells into *Borie's* engine room and bridge. But *Borie* kept coming, with guns blazing. *Borie's* gunners blasted *U-405's* largest gun over the side and cut down German gunners with a murderous spray of machine gun fire.

Both vessels had taken solid hits, and

each began steering a course parallel to the other. Still trading shot for shot, destroyer and submarine then circled one another "like tomcats in the dark," as one sailor expressed it.

For nearly an hour, the two antagonists maneuvered about as American and Nazi gun crews tried to keep their footing in the plunging, stormy sea, all the while feeding shells into their guns. Then, well into the battle, a fusillade of machine gun fire from *Borie* drove the U-boat's gunners from their mounts, and Hutchins saw the opening he wanted. Ordering the



lee helm to ring up 25 knots, Hutchins set a course straight for the U-boat—he was going to ram!

*Borie* closed on the U-boat's starboard quarter and turned hard to port; *U-405* also came hard left at nearly the same moment. With a horrible grinding of steel on steel, *Borie* struck the U-boat at about a 45-degree angle, 30 feet abaft the stem and rode up and over the forecastle, slicing the sub's pressure hull like a knife through gray paper. The destroyer's bow was severely damaged by the collision, but the ship was held fast. For the next

10 brutal minutes, the two ships remained locked in combat, the sub pinned under the destroyer.

More German sailors came rushing up to the sub's main deck to do battle. Other gunners stayed at their mounts and the sub's bridge personnel zeroed in on anything that moved on *Borie*.

Unable to lower their 4-inch guns far enough to fire at the U-boat, the men on *Borie* came charging out on deck and opened up with whatever they could get their hands on, including machineguns, pistols, rifles, shotguns and even Very illumination pistols.

*Borie's* executive officer, Lt. Philip B. Brown, was in action with a tommy gun as he rushed out of the wrecked combat information center onto the bridge wing.

Fireman 1st Class D.F. Southwick hurled a sheath knife at a German sailor who was running down the sub's sloping

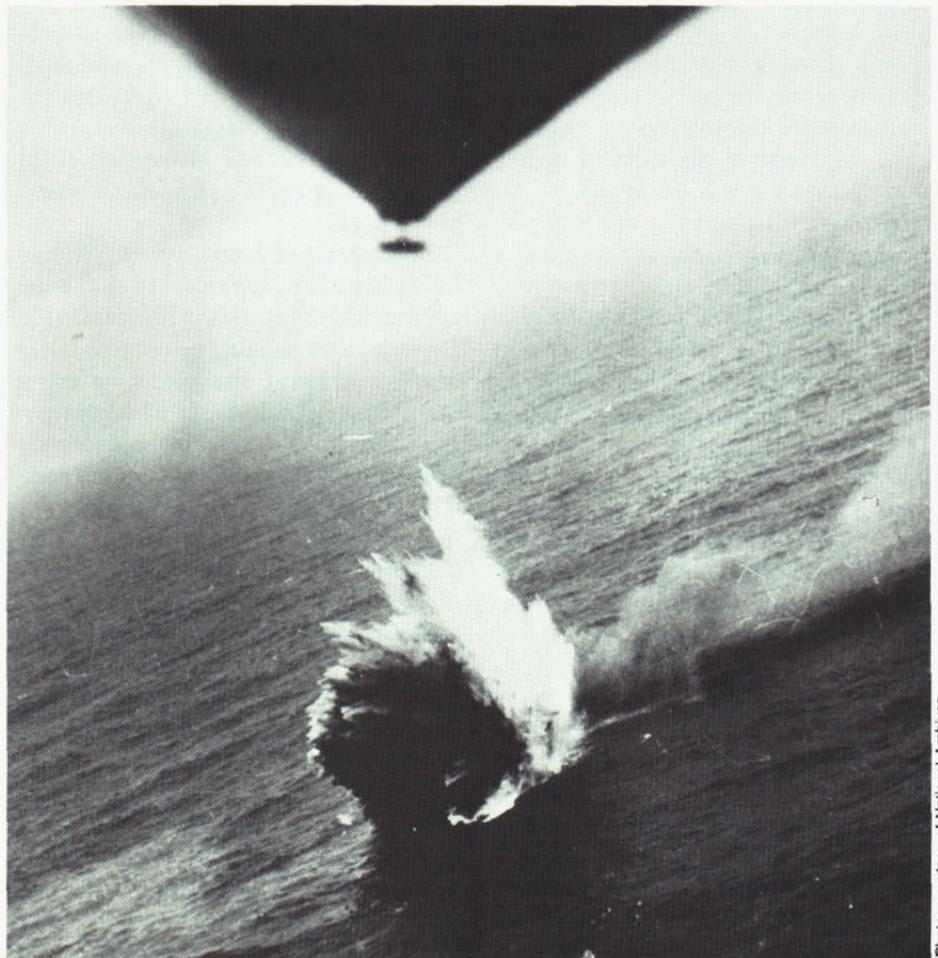
deck to help man one of the U-boat's batteries. The knife buried itself in the sailor's stomach.

Another *Borie* man opened fire with a Very pistol, hitting the U-boat's bridge with an explosion of fiery stars as volleys of rifle and machinegun fire raked the sub's conning tower.

Chief Boatswain's Mate Walter C. Krug threw an empty 4-inch shell casing at another German sailor, hitting the man hard enough to knock him over the side of the boat.

One American sailor said the fighting was "... like a riot in a shooting gallery. The boys hit that Nazi U-boat with everything but the kitchen range. They didn't

**At left, a mortally wounded *Borie* is abandoned and sinking after its fight with *U-405* and is bombed, below, by planes from *USS Card*.**



Photos courtesy of National Archives

need that when the sub's conning tower took fire. Why carry coals to Newcastle?"

As the battle raged on the weather-decks, *Borie* engineers were making a gallant effort to keep up steam. The grinding and pounding caused by the rough seas hammering the destroyer against the U-boat's hard, pressurized hull were devastating *Borie's* hull plates; the entire port side was crushed and holed. But all hands in engineering stuck to their stations to help keep *Borie* fighting.

*Borie's* engineering officer, Lt. Morrison R. Brown, managed to keep up full power, even as salt water lapped against the boilers. Firemen working in chest-high water were hit by heavy floating gratings as *Borie* lurched from side to side. Motor Machinist's Mate Irving R. Saum dove under the oily water in the aft engine room to close a drain fitting, making it possible to place suction pumps in the space.

After 10 minutes, the heavy seas broke the two fighters apart, leaving the submarine a burning wreck and the destroyer taking on water in the forward engine room. But the battle still raged.

Getting itself out from under *Borie*, the U-boat, unable to risk a dive, crawled away on the surface, opening the range between it and *Borie* to 400 yards. But the crippled destroyer wouldn't be shaken and clung to the trail.

Tracking with radar, Hutchins tried to stop the U-boat with torpedos, but missed. Hutchins then tried another ramming run but missed his mark, as one man put it, "by the width of the sub's paint."

Like two battered and punch-drunk boxers, the vessels continued to maneuver for position, waiting to get in that final haymaker that would put the opponent down for the count.

Suddenly, the U-boat turned, with guns roaring, to make an attempt to ram *Borie*! As *U-405* charged on *Borie's* starboard bow, the quick-thinking Hutchins swung *Borie's* fantail to starboard, putting its depth charge projectors across the path of the submarine. Three shallow-set depth charges were launched. The cans

straddled the U-boat's conning tower and the explosions lifted the boat out of the water, stopping its mad rush just 6 feet short of *Borie's* stern.

As the battered sub tried to back off, *Borie* swung to port and with guns booming again went in pursuit of its quarry. When the range opened, the destroyer loosed another torpedo, but missed. Again *U-405* slipped away, but not before the sub's skipper, Korvetten Kapitän Hopman, and his bridge crew were blown overboard by one of *Borie's* 4-inch shells.

The end of this wild sea battle came when *Borie* gunners let drive with a salvo that completely obliterated the U-boat's conning tower and blasted the sub's exhaust tube. The mangled U-boat glided to a halt as German sailors came out on deck with hands raised. Some fired white Very flares in lieu of raising a white flag in surrender; but *Borie's* gunners kept firing when they saw other Germans running toward their guns and ceased only when they heard the cry, "Kamerad!"

In the glare of the destroyer's searchlight, enemy sailors could be seen going over the side of their broken vessel. In minutes, *U-405* sank stem first and exploded.

Intending to pick up survivors, Hutchins ordered his helmsman to make the approach to the rafts. Meanwhile, the Germans were sending up colored flares which were being answered by a vessel in the distance. When only 60 yards from the U-boat survivors, Hutchins rang up flank speed in order to dodge a torpedo whose trail came from the direction of the distant ship that had responded to the German crew's flares. In steering clear of the torpedo, from what was probably another enemy submarine, *Borie* was compelled to run down a number of the sub's life rafts, unavoidably adding to the death toll; 30 U-boat sailors were killed in the raging battle.

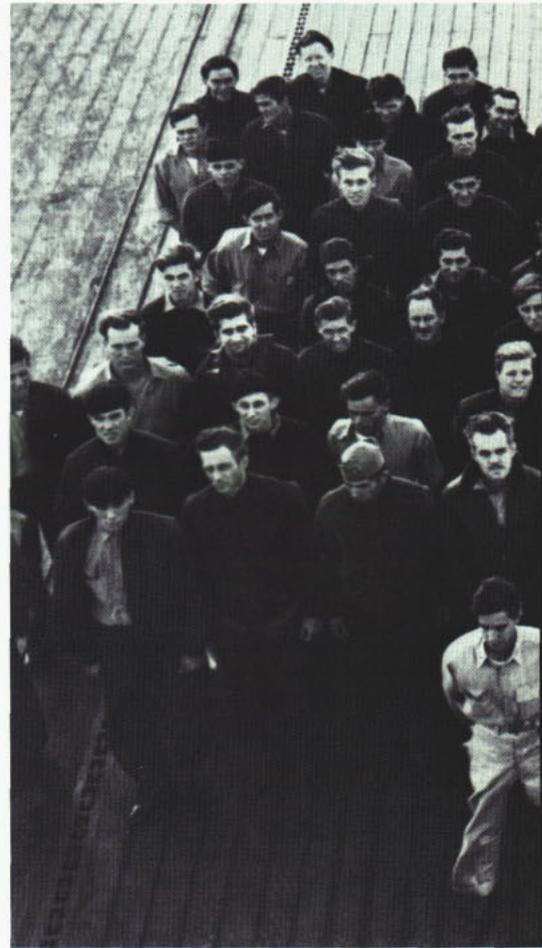
Once out of harm's way, *Borie* nearly went dead in the water. The proud old fighter had taken a tremendous pounding in its encounter with *U-405*. Its deck plates were stove in; one engine was out and the other barely operational. The

forward engine room was flooded and the feed and fuel tanks were full of salt water. The generators were dead. Salt locked the blades on the remaining turbines, and the screws were barely turning.

Damage control parties were working like men possessed to keep the ship afloat, but holes below the waterline and the crushed bow let the sea in beyond the capabilities of the pumps and bucket brigades to keep it under control.

*Borie* was foundering and sinking by the stern. To help keep his ship afloat, Hutchins fired all torpedoes and most of the ammo and jettisoned all that he could, including guns and torpedo tubes.

The officers and crew of *Borie* worked feverishly through the remainder of the night to save the ship, but by 9:00 a.m., *Borie* was dead in the water and at 11:00 Hutchins radioed *Card* that the destroyer had "commenced sinking."



Aboard *Card*, Isbell dispatched USS *Goff* (DD 247) and USS *Barry* (DD 248) to assist the stricken destroyer. When the two ships arrived, a full gale was whipping up 40-foot swells. *Goff* had intended to pump fresh water, with hoses and handy-billies, into *Borie's* boilers in hopes of getting them working, but the sea was so rough that it was impossible to get alongside. At this point, all the two ships could do was stand by while *Borie's* crew desperately fought to save their ship.

The long hard struggle was, in the end, futile. The maimed ship was beyond saving, despite the heroic attempts of the crew. Finally, at dusk on that cold, stormy November day, Hutchins ordered his men to abandon ship as angry seas crashed over the sinking ship's stern.

It was an orderly but dangerous evacuation. High seas made it difficult for life boats and rafts to close with the rescue

ships *Goff* and *Barry*. Ironically and tragically, not one American sailor was killed during the actual battle with U-405, but 27 died during the rescue, when three officers and 24 enlisted men left their rafts to swim to the rescue ships. All were drowned in the storm-tossed sea.

In all, seven officers and 120 enlisted men were taken off the sinking destroyer and lived to fight another day. Hutchins received the Navy Cross for his actions that night in the North Atlantic, and a Presidential Unit Citation attests to the bravery of every man on board.

As for *Borie*, the tough old veteran was sunk on Nov. 2, 1943, by torpedo bombers off *Card*. Isbell reasoned that there was no way *Borie* could be made operational enough to make it back to New York, and towing did not seem advisable in the dangerous, U-boat-infested waters.

Yet, even without its hard-fighting

crew, *Borie* remained a champion and campaigner to the end, requiring hits by four heavy bombs before going to the bottom to once again meet U-405. □

—Story by JO2 Mike McKinley

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**Borie survivors gather on the flight deck of *Card* following memorial services for the three officers and 27 men of *Borie's* crew who were lost with their ship in November, 1943.**



Photo courtesy of National Archives

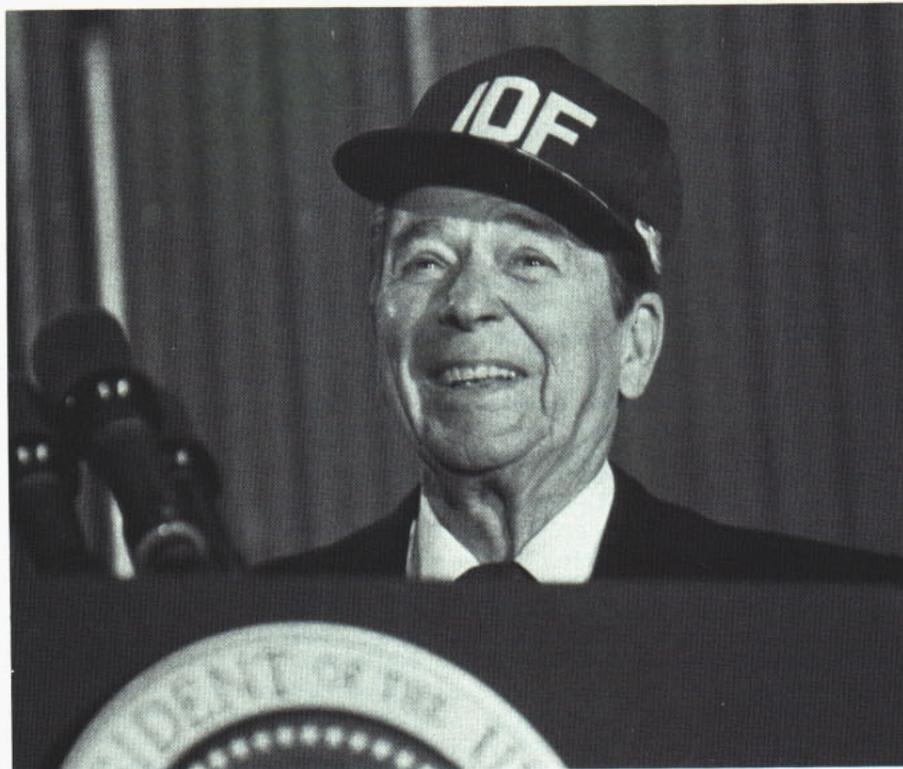


Photo by PH3 David R. Travis

# Keflavik

## Land of ice and fire

### Defense Force supports presidential presummit

Story by JOC John Petersen

The members of the Defense Force in Keflavik, Iceland, like the rest of the world, first heard of the presummit meeting between U.S. President Ronald Reagan and U.S.S.R. leader Mikhail S. Gorbachev when it was announced on radio and television Sept. 30.

The command had only 10 days to prepare—and no relief from their regular routines. Providing Department of Defense and White House transportation, billeting, communications and security requirements would be demanding.

All the preparations were required at the same time the Defense Force was

preparing for a change of command. On Oct. 10 Rear Adm. Eric A. McVadon relieved Rear Adm. E. K. Anderson as commander, Iceland Defense Force. Asked by a reporter how he felt about all the activity, Col. Jack P. Bujalski, deputy commander of the joint command—who was appointed DoD point of contact for the presidential visit—replied that he didn't expect to get much sleep. He wouldn't be the only one burning the midnight oil.

The Naval Air Station Keflavik public works department received most of the logistical tasking. The Seabees were asked to provide standby power for

White House communications equipment; to install 220 additional telephones on the base, a separate telephone system for the President's residence in Reykjavik and even a hookup for the Soviets guarding Gorbachev's aircraft; to provide a motor pool of 40 vehicles; and to come up with 150 barrels, filled with sand, for security barriers.

Additional support was required when it was announced that, as Commander-in-Chief of the Armed Forces, President Reagan would address the Defense Force before he left Iceland. (This appearance turned out to be the President's first public statement after

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**“These people have shown tremendous versatility. When given a task, even standing watch for two hours in the rain, they just smiled and did it.”**

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the meetings). That event required the installation of more telephones for the media, plus additional power for cameras and lighting and standby generators as a backup power source. There was also the construction of a stage for the VIPs, additional security barriers, and the buses and drivers to move Defense Force people, who would be the audience, to the secured area.

Cmdr. James F. Morrow, public works department officer, said that in spite of all these additional requirements, his people still had to continue meeting the day-to-day maintenance needs of the base. Three days before the President's arrival, a severe windstorm damaged power poles and electricians were up most of the night making repairs.

Some of the requirements to support the President were simply business-as-usual for the Defense Force, others resulted in unusual work experiences.

Defense Force Marines, for example, were used as a reaction force in case anything went wrong. They also were needed to guard the President's helicopters. But at the same time, four Marines were sent to the U.S. Embassy in Reykjavik to act as diplomatic pouch carriers for the President.

One hundred and fifty members of the presidential entourage stayed on the NATO Base. Keflavik's billeting office provided accommodations for the military aircrews, the Secret Service, Naval Investigative Service personnel and communications technicians who accompanied the President.

Ray LaCroix, the billeting officer, said his people “made one helluva effort with very little notice” working nights and weekends to complete preparations. To accommodate the visitors, a new BEQ building was rushed into service and outfitted with used furniture from the housing office.

The air operations department was kept busy by the arrival of support aircraft, including three C-5s packed with passengers, tons of communications equipment and limousines.

Security requirements made it necessary to augment the NAS security department. Fifty additional personnel of various Navy ratings (yeomen, lithographers, personnelmen, machinist's mates, and others) served as security guards. Keflavik Security Officer, Chief Warrant Officer 3 Edward Reed said, “They did a damn fine job.”

His operations chief, Senior Chief Master-At-Arms L. Bautista echoed the warrant officer's feelings. “These people have shown tremendous versatility. When given a task, even standing watch for two hours in the rain, they just smiled and did it.”

Ship's Serviceman Seaman Jackie Riddell, from the NATO base commissary and Personnelman 2nd Class Genevieve Austin, who works in the personnel support detachment, were two of those asked to perform as security personnel. From Oct. 6 they were on 12-hour watches. When asked how they felt about being security guards, Riddell replied, “The first few days were really fun, but you kind of get tired of it.” Asked how PSD was getting along in her absence—and the absence of six other personnel staff—Austin said it was “business as usual, just fewer people were doing more work.”

The explosives ordnance disposal unit in Keflavik had an important role assigned them. They were tasked to clear every area the President would visit in Iceland.

Lt. James Jefferies, officer in charge, said his unit cleared airport terminals, runways, the President's temporary residence in Reykjavik, the Embassy, Hofdi House and every other facility the President used. Four members of EOD Group 2, Ft. Story, Va., were brought in to supplement the seven EOD technicians already assigned to the unit.

In the days prior to the meetings, journalists who had arrived early sought stories about the Defense Force and its role in U.S./NATO defense plans. The public affairs office was inundated with requests for information, briefings and tours of the base. Essentially all the major American, European and Scandinavian news operations visited the base—conducting interviews, gathering information and filming aspects of the Defense Force mission and examining how the people stationed there live. To meet the demand, eight reservists of Navy Reserve Command IDF 101 from Providence, R.I., already in Iceland for training, were pressed into service as media escorts.

Until the presummit meetings, Iceland's isolation from the rest of the world made the Iceland Defense Force virtually unknown outside military circles. But for a few hectic days in October, the 3,100 military people stationed in the “land of ice and fire” were suddenly illuminated in the spotlight of world attention. Exciting as that may have been for a few days, it cost just about every member of IDF several night's sleep. □

*Peterson is attached to the public affairs office, Iceland Defense Force.*

# Northern

“We went north to test tactics designed to support NATO’s maritime strategy of forward defense. I am proud to report those tactics worked.”

Thus Vice Adm. Charles R. Larson, commander, Striking Fleet Atlantic, assessed exercise *Northern Wedding '86*. It was the largest, most complex maritime exercise ever conducted by the NATO Alliance. More than 35,000 military personnel, 150 ships and submarines, and 300 aircraft took part in the exercise, which lasted from Aug. 29 to Sept. 19 and ranged

# Wedding '86

Story by Lt.Cmdr. Tracy Connors

Photos by PHC Jeff Hilton

from the Atlantic Ocean to the Baltic and Norwegian Seas.

Exercise participants included Belgium, Canada, Denmark, the Federal Republic of Germany, the Netherlands, Norway, Portugal, the United Kingdom and the United States. France, which does not belong to NATO's integrated military structure, joined in the exercise as part of her normal training relationship with her allies. The French naval and air forces remained under the operational control of the Com-

mander in Chief of French naval forces in the Atlantic.

The exercise successfully tested the capacity of the NATO Alliance to resist mounting Soviet aggression in the Atlantic Ocean, Baltic and Norwegian Seas.

"You've got to come up here and do it," said Larson. "You can talk about it all you want. You can sit around a table and plan it. You can war-game it. But until you put it all together, until you go to Norway and combine the four elements of the Striking

# Northern Wedding

Fleet—the carrier, the ASW, the amphibious and Marine strike forces—and coordinate with other NATO commanders, you really don't know if it will work.

“I think we showed it will work.”

*Northern Wedding '86* was full of “firsts.” It was the largest of six exercises featuring amphibious operations in the last 10 years. Also, it was the first NATO exercise to incorporate all four types of amphibious operations: demonstration, raid, assault and tactical withdrawal.

Larson was particularly encouraged by the success of the Striking Fleet concept.

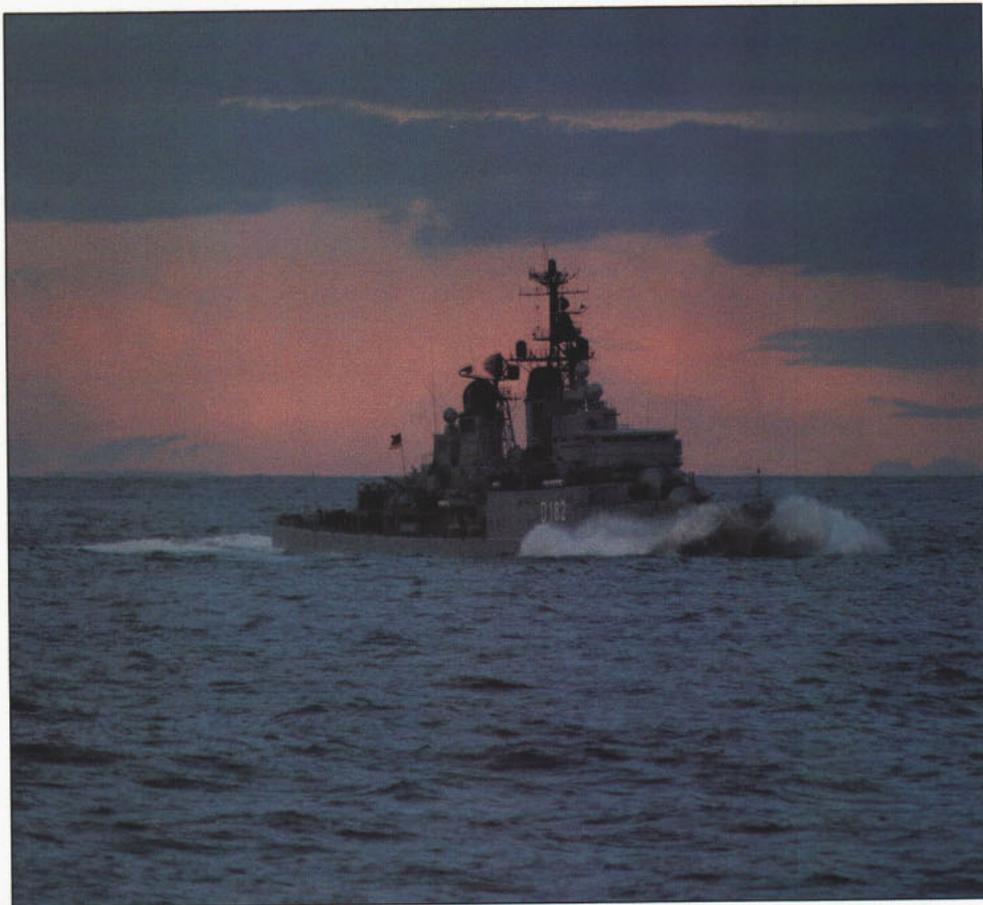
“It was the first time we had the opportunity to assemble the Striking Fleet, transit to the area of operations and work together as a true Striking Fleet,” Larson said.

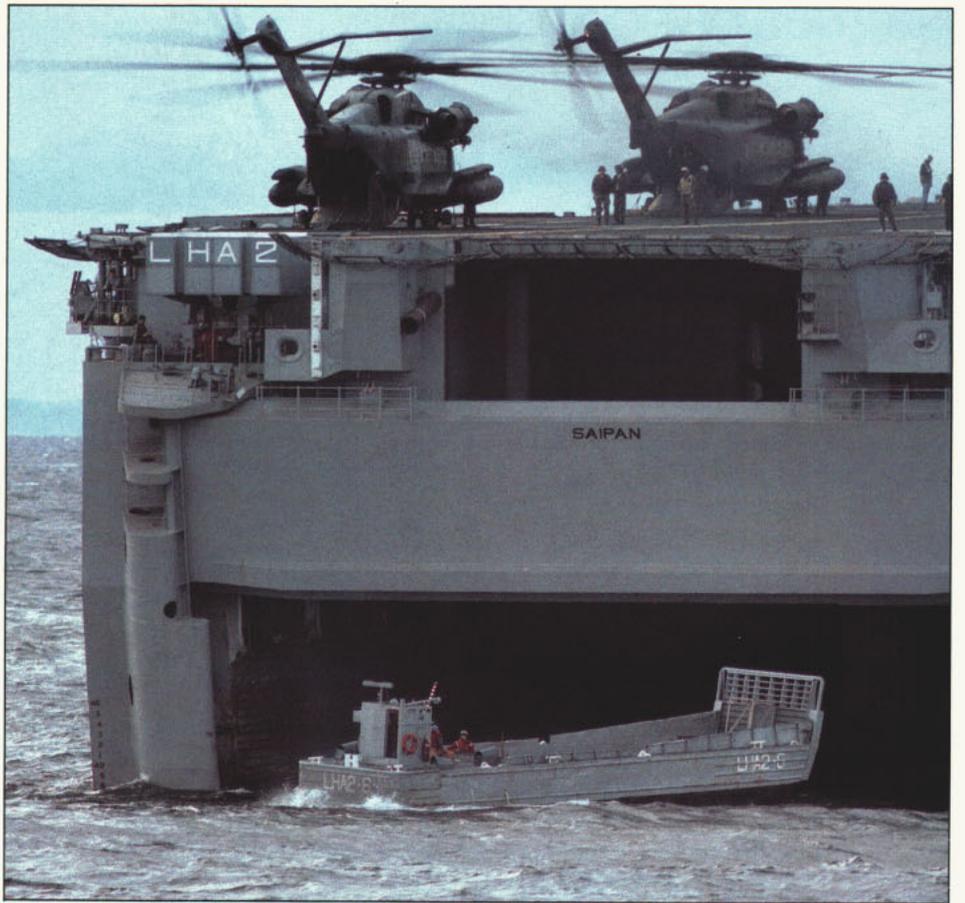
The initial phase of the exercise, called *Northern Engagement*, began Aug. 17. The carrier strike forces, led by Rear Adm. Richard M. Dunleavy, in USS *Nimitz* (CVN 68), and the ASW strike force, under Vice Adm. Julian Oswald, Royal Navy, in HMS *Ark Royal*, set out from the U.S. east coast, sweeping a path across the Atlantic to the Norwegian Sea.

Meanwhile, the amphibious strike force, commanded by Rear Adm. William M. Fogarty, had assembled in Morehead City, N.C. There the 4th Marine Amphibious Brigade's Regimental Landing Team 8, Marine Air Group 31, and Brigade Service Support Group 4, comprising the Marine Strike Force of Brig. Gen. Matthew P. Caulfield, were loaded on amphibious ships for the fleet's transit north.

When *Northern Wedding* officially began Aug. 29, air superiority over the exercise region had already been achieved, with the *Nimitz* Battle Group operating in close coordination with Royal Norwegian Air Force units from a position in Norway's Vestfjord. The ASW strike forces, operating outside Vestfjord, had

**The West German destroyer Schleswig-Holstein was one of many participating NATO ships. USS Iowa conducted major gunnery operations designed to support amphibious assaults such as those launched from USS Saipan.**





# Northern Wedding

cleared a wide area of the Norwegian Sea for the safe passage of the amphibious units to northern Norway. On Aug. 30, the amphibious strike force moved farther north and entered the Malanganfjord in the Troms region and the following day conducted the exercise's first amphibious operation, an "amphibious demonstration."

The demonstration consisted of advance force operations, including a raid and topographic and hydrographic reconnaissance, followed by the surface and helicopter assaults. More than 600 U.S. Marines were landed ashore and then returned to their ships in less than 24 hours.

The Striking Fleet then transited to an area north of Scotland for a supporting arms coordination exercise on the Cape Wrath range, Sept. 5 and 6. Although confronted by severe weather conditions, the battleship USS *Iowa* (BB 61) successfully exercised its 16-inch guns in naval gunfire support. Air strikes by Carrier Air Wing 8 from *Nimitz* also were conducted.

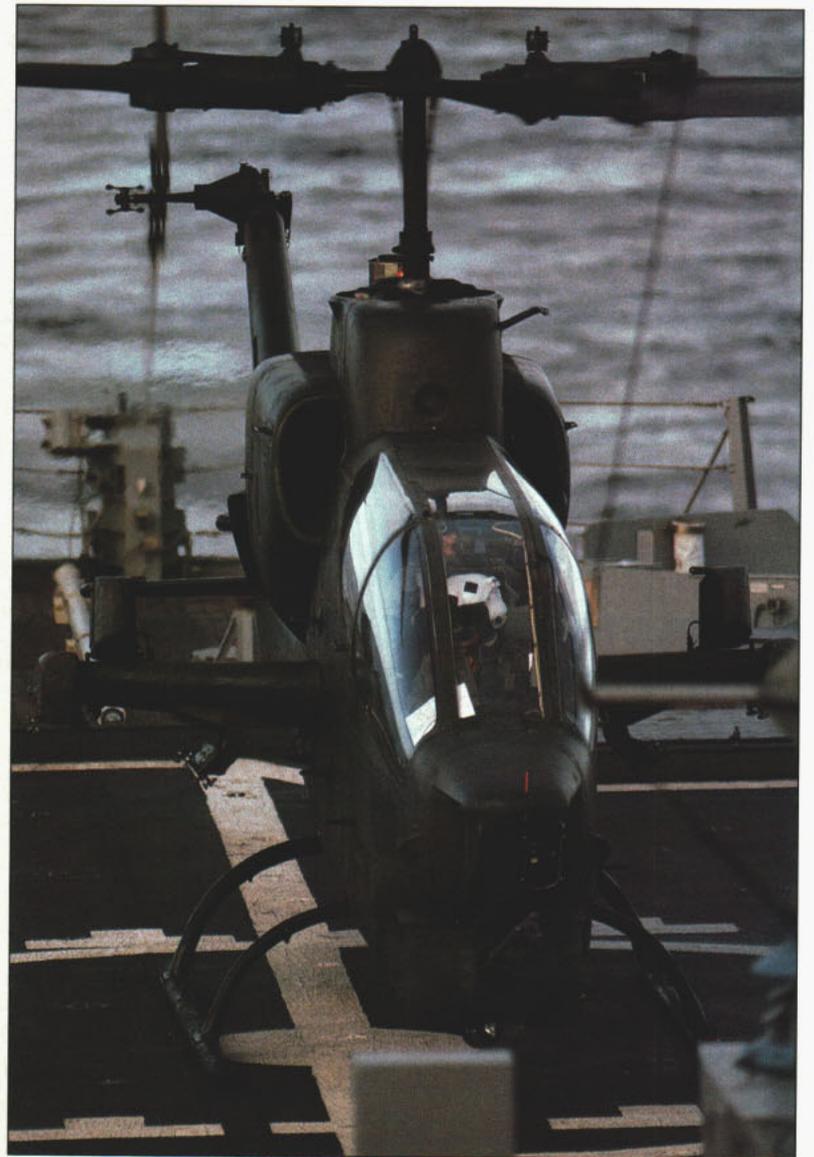
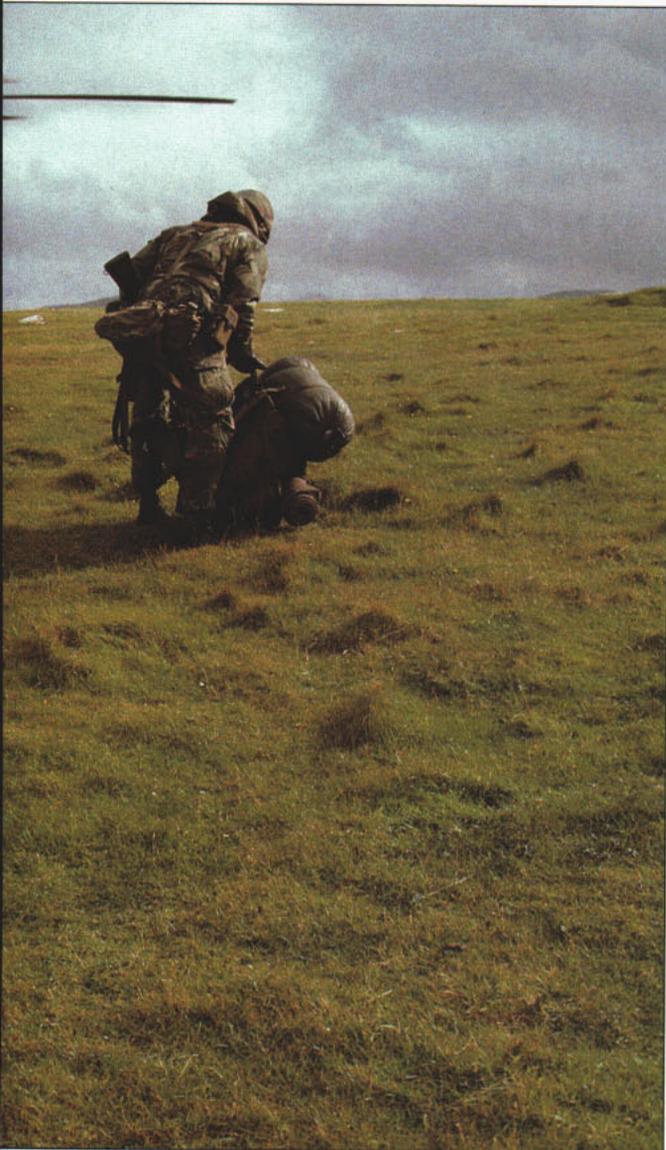
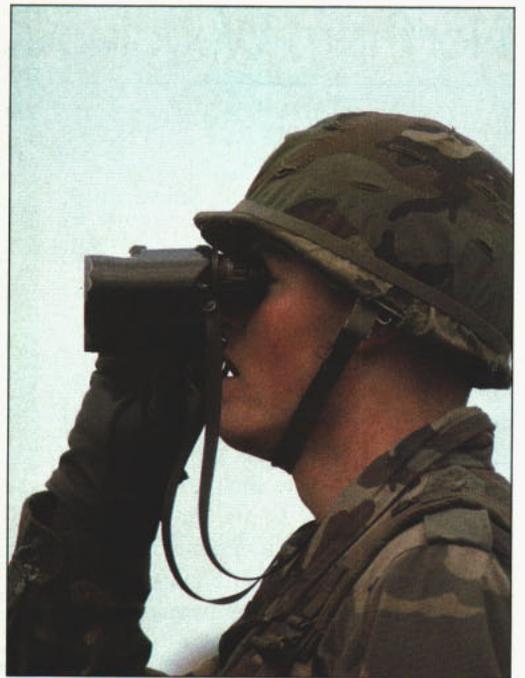
Following the supporting arms exercise, the Striking Fleet was joined by the United Kingdom/Netherlands Amphibious Task Group, Standing Naval Forces Atlantic and the Federal Republic of Germany flotilla, for the transit to the next area of operations, southern Norway. Enroute, 30 allied amphibious ships and 18 escorts were opposed by an "Orange" force of 30 fast patrol boats, three surface action groups, quiet diesel submarines and numerous land-based aircraft.

More than 11,000 U.S., British and Dutch Marines landed on five Norwegian beaches in the amphibious objective areas at Larvik and Sandefjord, on Sept. 9.

"The beaches selected for the operation were small," said Capt. Judson Springer,

**Landing craft ploughed through the North Sea and U.S. Marine gunnery spotters were airlifted off Iowa in support of key Northern Wedding ops. Iowa-based gun ship helos played a major role.**





# Northern Wedding

commander, Amphibious Squadron 8, embarked in USS *Saipan* (LHA 2). "I thought we would have more difficulty than we did in getting to them and across them. There were some problems, but the beachmasters from Beach Group 2 were able to overcome them. Everything got off smoothly."

The Marines were engaged by Norwegian forces as part of their exercise, *Blue Fox*. From Sept. 14 to 16, the allied Marines conducted an opposed amphibious withdrawal, tactically moving back to the beaches and ships, ready to land again.

"We hardly ever get to practice making a tactical withdrawal in which withdrawing forces are being challenged by opposing forces," Springer said. "For us, this was a major training plus, a fantastic workup for our units."

At this point, the United Kingdom and Netherlands components of the amphibious task force detached from the exercise and proceeded to a landing on the eastern shores of Denmark.

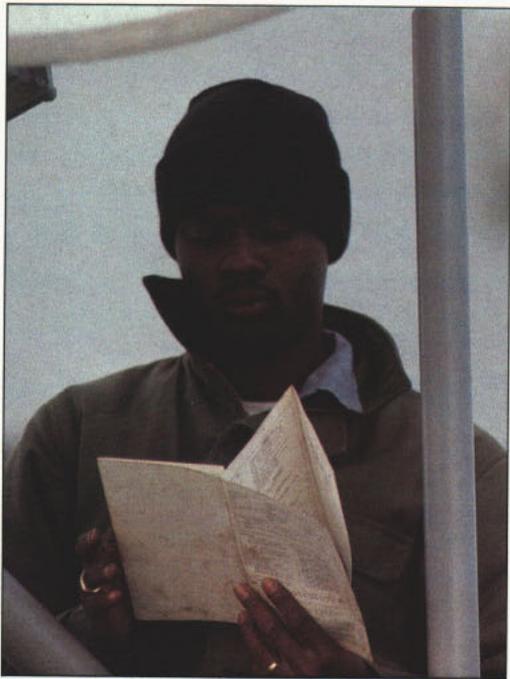
The U.S. amphibious ships crossed to the west coast of Denmark, conducting an air defense exercise enroute. On Sept. 18, an amphibious assault, consisting mainly of amphibious assault vehicles and helicopters, was conducted at Oksboel Beach. The remainder of Marine strike force units landed through the port of Esbjerg and rapidly continued inland to participate in the Supreme Allied Command, Europe's exercise *Bold Guard* in the Federal Republic of Germany.

Although *Northern Wedding '86* was a complex exercise from start to finish, encompassing all facets of naval warfare, the major focus was support to and execution of amphibious operations.

"If you believe that you play as you practice, then we have to practice on the field where someday we may have to play," said Fogarty. "Norway is very

**NATO and U.S. ships and crew members worked together during underway replenishments that were closely observed by Soviet aircraft.**





different from most places in the world. The real benefit of *Northern Wedding '86* was in the tactical development and the experience we gained. We learned things that can't be learned in war games or on paper. The amphibious demonstration in the Troms region of Norway, north of the Arctic Circle, and the assault in southern Norway were textbook cases of how these types of landings should be conducted."

One of the major lessons learned was how each of the elements of the Striking Fleet were interdependent and must work together to achieve the objective.

"The carrier striking force moved quickly into place in the Norwegian Sea, working in concert with allied forces ashore to establish air superiority," reported Capt. James K. Pernini, operations officer of the amphibious strike force. "The object, if this were being done for real, would be to keep the Soviet northern fleet bottled up—to deny them access to the open Atlantic.

"In a real-world situation, an amphibious landing would not be attempted until air superiority had been achieved and most high-threat surface forces eliminated," Pernini said.

"However, other far-reaching training benefits are obtained for the alliance through highly realistic attack operations between potent opposing forces," Pernini

pointed out. "Overall NATO alliance defensive strength is improved through realistic offensive training between forces. Additionally, planning such a mammoth exercise between the various joint combined staffs is good training and helps further cement already strong relations between NATO allies."

A very significant "first" for *Northern Wedding '86* was the assignment of the U.S. battleship USS *Iowa* to the amphibious striking force, where the ship participated in advance force operations. It was the first time since World War II that a battleship had participated in an amphibious exercise in Europe.

"*Iowa* provided the amphibious strike force with large caliber naval gunfire support," Pernini said. "In addition to her 16-inch guns, her long-range surface-to-surface missiles added a credible anti-surface dimension to assault operations in the amphibious operations area."

As to the purpose of NATO maritime exercises in the northern region, Larson explained, "An essential element of NATO's maritime strategy is that we *are* going to defend forward. Over the last several years, a shift in the balance of forces in the region, the increased activity of the Soviets on the Kola peninsula, and the fact that they have some very sophisticated units up there, have all made some armchair strategists fall back from

that concept. They were saying it was too dangerous to go up there, that it would be too dangerous to implement our strategy. They even began recommending new strategies, including falling back to the old 'close-in-sea-lines-of-communication' protection strategy.

"In *Northern Wedding '86*, we have discovered that if you are innovative in your tactical employment, make good use of your equipment, and look for new equipment and capabilities, then you can refine the capability to implement NATO's long-standing forward defense strategy," Larson explained. "You don't have to go looking for a new strategy. Instead, the challenge is to find ways to make the forward defense strategy work with what you have. We have gone up there two years in a row now and have proved that we can do it.

"It is a great deterrent... it creates stability, and if deterrence fails, then we are in a position to fight where we can win. It is not low-risk, but it is certainly a high payoff," he said.

Reflecting on *Northern Wedding '86*, Larson concluded, "We have achieved all of our major objectives. Everything we set out to prove or test has been accomplished—with good results. This doesn't mean we can or will quit working. We will use this exercise as something on which we can build." □

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## Cape Wrath feels Iowa's fury

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It was 5 a.m. when reveille sounded on board USS *Iowa* (BB 61). It was not going to be your typical day at sea. Preparations were being completed for a major gunnery exercise off Cape Wrath on the north coast of Scotland.

After three weeks at sea in exercise *Northern Engagement/Northern Wed-*

*ding*, this was to be *Iowa's* most important gunfire exercise since deploying from Norfolk, Va.

*Iowa* moved into position about 20,000 yards off the beach. The plan was to fire first at island targets to achieve a tight pattern, then move the fall of shot inland. This would simulate gunfire support of an amphibious landing.

Five *Iowa* Marines and one naval officer went ashore to act as gunfire spotters. Their first job was to call in corrections for range and deflection so the follow-on shots would land on target.

Due to rain and heavy wind, the spotters had to work especially hard to main-

tain accurate reporting. Because of *Iowa's* unique platform characteristics, the ship was able to remain on station and continue fire support in spite of heavy seas.

*Iowa* fired 19 projectiles from its 16-inch guns, and 32 shells from its 5-inch mounts. The entire process took nearly 10 hours. It was one of the longest periods of time *Iowa's* gunners have ever spent at their station during a single day. The intense training was worth it: Coordination between the shore-based spotters and the shipboard gunnery crew aboard *Iowa* was greatly improved. *Iowa's* long-standing tradition of superb gunnery continues. □

# Nimitz and Northern Wedding

Story by JO2 Dave Youngquist

In the North Sea, amid gray overcast, cold rain, and heavy seas, the call is heard: "Now launch the alert CAP, initial vector 025—that is, launch the alert CAP, initial vector 025." The F-14A *Tomcat* jet fighters scramble from the flight deck of USS *Nimitz* (CVN 68) to intercept an incoming target.

Lt. Chuck Woodard, an F-14A radar intercept officer, and pilot Lt. John Callahan, both embarked in *Nimitz* with Fighter Squadron 41, became one of several air crews to come face to face with the Soviet aircraft attempting to observe *Northern Wedding* '86.

Woodard and Callahan were flying an F-14A combat air patrol (CAP) sortie when the call warning of approaching "bogies" came over the radio. They maneuvered to intercept the Soviet aircraft converging on the battle group.

After many months of training and practice intercepts, this was the first time they had been sent to make an actual intercept. "We were out on a standard combat patrol like we often are in the F-14s, nothing special. Then the E-2 (E-2C *Hawkeye* early warning aircraft) started talking to us. They had picked up incoming "bogies" on their radar. We ran a standard intercept. This time, we intercepted Soviet *Badgers*," he said.

Although Woodard had completed many intercepts in practice, he was excited to come across an aircraft with a red star on its tail.

"We pulled alongside and took pictures. They also took pictures of us. It turned into a photo exchange opportunity," he said.

It was understandable that the Soviets should be so interested in *Northern Wedding*.

"The combination of air, sea and land forces from participating NATO allies provided for a fantastic array of armament," said Rear Adm. Richard M. Dunleavy, commander, Carrier Group 4.

Embarked in *Nimitz* during *Northern Wedding*, Dunleavy wore his NATO hat as commander, carrier strike force. "The exercise demonstrated NATO forces working together as a powerful team."

A leader of that team, *Nimitz*, centerpiece of a powerful battle group, played a major role in four amphibious landing exercises, and anti-surface warfare, air warfare and anti-submarine operations.

Lt. Cmdr. Peter Harris, *Nimitz*'s assistant strike operations officer, said, "*Nimitz* is the flagship of the carrier strike force; we are the thrust of the major firepower, the linchpin that makes the whole operation a success."

That tremendous firepower and the resulting protection was provided by the aircraft on *Nimitz*, especially the F-14A *Tomcats*, guarding the NATO surface ships. "Our F-14s serve as the outer defense perimeter, allowing the other ships to do their jobs," Harris said.

Capt. Fred Lewis commanded this formidable air group, Carrier Air Wing 8, which also includes A-6s, A-7s and E-2s, with ASW defense provided by S-3s and SH-3s. "This training helped prepare the U.S. and NATO for any conflict in the North Atlantic," Lewis said.

*Northern Wedding* began on Aug. 29, 1986, when participating ships entered Vestfjord, Norway. *Nimitz* aircraft went right to work, with S-3s and SH-3s "sanitizing" Vestfjord against submarines. Harris stressed the importance of a carrier in this situation. "A carrier has two major roles. It has the ability to strike land or sea targets via the airwing. It also has the ability to provide an outer envelope or protection for the battle group. No battle group would be directed here without a carrier. You need it to be victorious. It's as simple as that," he said.

Harris also related the exercise to a real-world scenario. "Many of the air wing's pilots have only flown in the Jacksonville, Fla., and Virginia Capes, Va.

operating areas. Suddenly, they are forced into a different environment, one in which they could eventually end up fighting—a dress rehearsal for the real thing. "There's a lot of real-world action here. The Soviets are naturally curious and their curiosity promotes constant probing of our battle group with their ships or aircraft. The carrier must be poised to confront these probes. Our daily intercepts of Soviet aircraft and everyday interactions with Soviet naval vessels certainly confirms this point."

Weather also played an important role in *Northern Wedding*'s operation. Flight deck crews had to deal with harsh conditions. Harris called it "excellent practice." He drew a picture of stark contrast between summer in the Virginia Capes operating area and the North Atlantic. "We were operating in an area that had extremely cold conditions, conditions that are physically demanding on the air wing. The aircrews must wear exposure suits underneath all the other flight equipment. It's not comfortable, but with water temperatures only in the upper forties, the extra protection afforded by exposure suits will ensure a better chance of survival.

Cmdr. Jim Hurston, *Nimitz* air boss, agreed. He said the weather conditions severely challenged the crew on the flight deck. "We flew every day. The men's enthusiasm remained at a high pitch despite the weather—their performance was superb. Heavy seas, cold weather, high winds—and yet they continued to work very hard.

"Some of our people worked nearly round-the-clock for three days. They performed above and beyond. I'm proud of their performance. We happen to think they're the best in the fleet.

"They sure acted like they think they're the best." □

*Youngquist is stationed aboard USS Nimitz (CVN 68).*

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# ALASKA

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*U.S. warships train in cold weather tactics on the Alaskan coastline—the doorstep to the U.S.S.R. This amphibious exercise gave 5,500 sailors and Marines a rare chance to visit our country's northernmost state.*

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Story by JOC Andy Turner

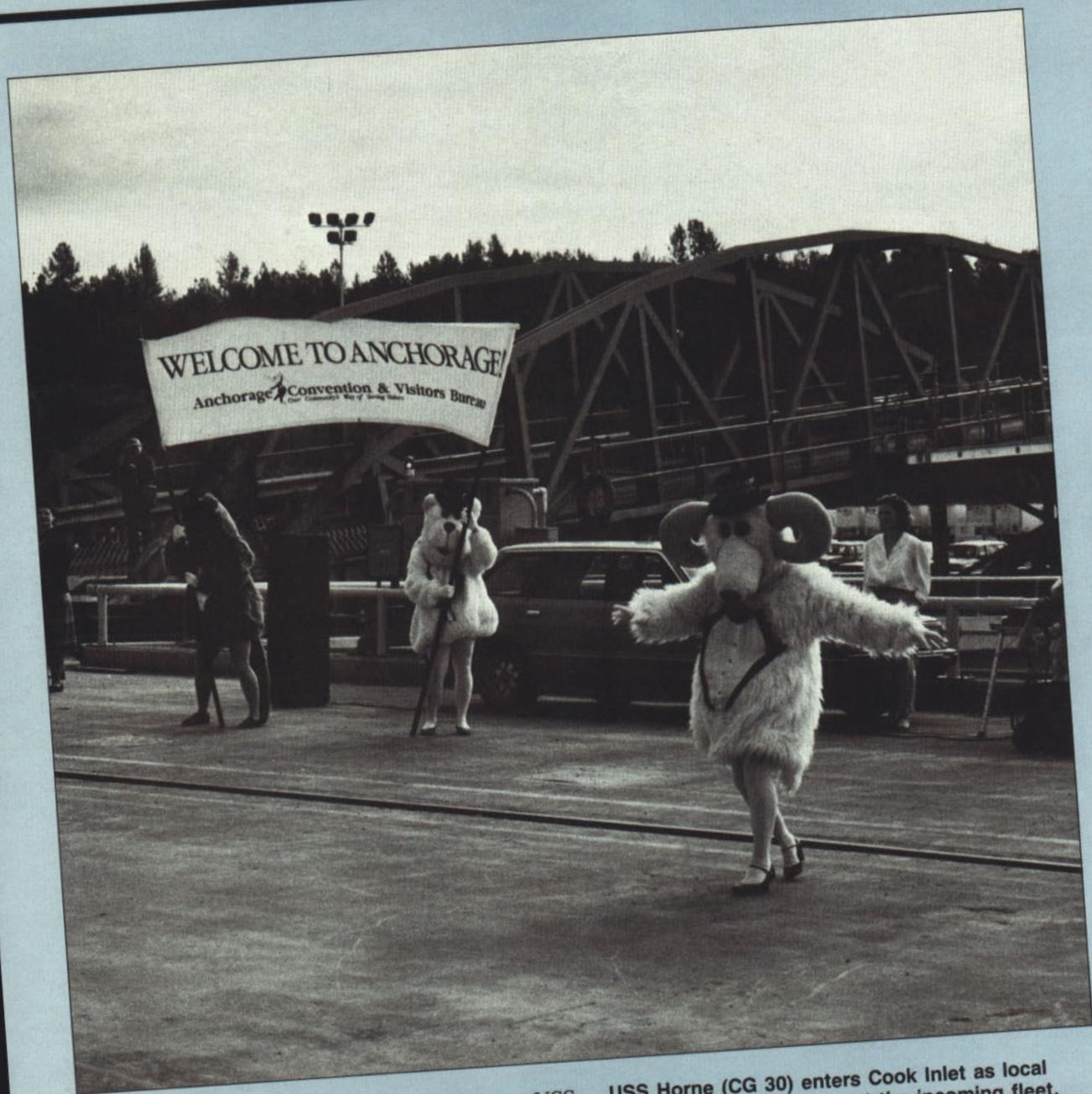
U.S. warships seldom were seen in Alaskan waters before Secretary of the Navy John Lehman's drive for a 600-ship Navy. Only P-3 *Orions*, based 1,200 miles from Anchorage in the mid-Aleutians at Naval Air Station Adak, kept tabs on Soviet fleet movements.

But recently, more than 5,500 sailors and Marines went to Alaska on an amphibious training exercise that tested their ability to project military power

ashore in a cold-weather, cold-water environment.

Major units that took part included the Navy's Amphibious Squadron 1, cruiser and destroyer units under operational control of Commander, Destroyer Squadron 13, and the Marine Corps' 13th Marine Amphibious Unit from Camp Pendleton, Calif. Vice Adm. Huntington Hardisty, commander, U.S. 3rd Fleet, directed the exercise from USS *Horne* (CG 30).





Other ships participating in the exercise were USS *Kansas City* (AOR 3), USS *Waddell* (DDG 24), USS *Roark* (FF 1053) and USS *Fletcher* (DD 992).

Following the exercise, port visits were made to five Alaska cities: Anchorage, Kodiak, Juneau, Seward and Ketchikan. During the visits, Hardisty told the Eagle River Rotary, "The intention in holding this

**USS Horne (CG 30) enters Cook Inlet as local residents dress up to greet the incoming fleet.**

very successful exercise was, of course, to train our sailors and Marines in a realistic environment. It also was meant to serve notice . . . that Adak and the Aleutians are important and that we will defend them.



“I am concerned not only about the presence of Soviet combatants around Alaska, (but also about) Soviet intelligence collection and naval research ships (that) are the most visible element of the Soviet naval presence in the Alaska area.

“Moscow has made a sustained commitment to learn about the waters of the Gulf of Alaska and the Bering Sea. Soviet ships, including naval and so-called civilian research ships, operate around Alaska virtually full time.”

When the five ships and more than 1,900 sailors made a port visit to Anchorage, their impact on the city was well covered by local news media.

“Visiting sailors spark renewed interest in a vibrant, lively downtown,” read one newspaper headline, and a front page story in the *Anchorage Daily News* noted

how the good behavior of the visiting sailors resulted in a boring time for local police and shore patrol while laying to rest the stereotype of drunken sailors stumbling back to their ships.

Anchorage basked in sunshine and temperatures in the mid-70s, which in turn dispelled the myths many of the sailors had of Alaska as a frozen wasteland.

Sports competitions with local teams, receptions hosted by veterans’ organizations, fishing trips and tours of the local countryside were among the favorite activities of the visiting Navy men. Sailors could be found at Portage, Exit and Mendenhall Glaciers, hiking up mountains that tower directly above Seward and Juneau and just walking around cities and towns to get a feel of the local ambience.

A first-day-in-port uniform policy paid off for the

visiting sailors. "If we were out walking, someone would drive by and stop and talk to us," commented Personnelman 3rd Class Thomas Snyder of *Horne*. "They would offer us a ride to our destinations or give us information on where we might go. They would even invite us to their houses for dinner. It was different from any other stateside port I've been in."

Seward, visited by *Horne* and *Fletcher*, and Kodiak, visited by *Waddell* and *Roark*, proved to be unusual liberty ports. Both towns have a population of about 4,000 and the impact of 600 or more Navy men was a major one.

"We love it," said Sharon Anderson, a staunch Navy supporter and Seward's unofficial host for the two-day visit. Although the Kenai Peninsula seaport, which serves as the southern terminus of the Alaska Railroad, occasionally has had visits from Navy minesweepers, this was the first visit of major military units to Resurrection Bay since World War II.

"I couldn't be happier about how the visit went," said Anderson. "The Navy people were great guests, and we hope to see many more in the future."

Seward is more to the Navy than just a liberty town. Secretary Lehman has designated it an "Honorary Home Port" for USS *Alaska* (SSBN 732) (blue). *Alaska's* gold crew's honorary home port is Fairbanks.

Kodiak welcomed its visiting sailors with a huge

barbecue. The town once was the location of a naval station and now is the site of a major Coast Guard base serving the entire Alaska area.

*Horne* and *Fletcher* traveled on to Juneau, and *Waddell* and *Roark* steamed to Ketchikan. As the ships made their way toward Alaska's Southeast panhandle, they travelled an inland waterway that is frequented by dozens of cruise ships whose passengers pay premium prices to see the majestic scenery.

Because of the hundreds of luxury liner visits the two Southeast Alaska cities host annually, a different kind of liberty awaited sailors in Juneau and Ketchikan. These remote cities, which are not accessible by road, are accustomed to short visits by large groups of tourists and were quick to offer tours as exotic as a helicopter landing on Mendenhall Glacier or as relaxing as a dinner-cruise around the harbor.

This won't be the last time Navy warships visit Alaska's waters and cities. In fact, port visits to Anchorage and Seward may become as familiar as visits to Yokosuka and Hong Kong. □

*Turner is assigned to ComNavBase, Seattle, Wash.*

**Left: Anchorage Telephone drives an extra mile to help sailors reach out and touch someone. And at NavSta Adak, below, Alaska's security force keeps an eye on USS *Fresno* (LST 1182).**



# 'Golden Shield'

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## Building fleet containerized field hospitals

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Story by Cmdr. James A. Noone

Photos by AN Craig Moran

Nestled among the brown hills of the sprawling Marine Corps Base at Camp Pendleton, Calif., is the first operational stage of an extensive program to upgrade medical care for Marines and sailors engaged in combat.

Completed during a test and evaluation exercise called *Operation Golden Shield* this past summer, the Camp Pendleton site is the vanguard in the Navy's Fleet Hospital Program.

Under the program, the Navy plans to

procure and staff 23 modular, containerized field hospitals by 1992. All will be prepositioned around the world—some aboard ships, the rest in warehouses—for use in the event of war or emergencies.





**Teamwork is the name of the game as Naval Reserve Seabees and medical unit people set up a fleet hospital during "Golden Shield."**

Eight of the fleet hospitals will be designated for active duty manning; the remainder will be staffed by the Naval Reserve. In all, some 25,000 personnel will be needed to staff the hospitals: 7,000 active duty people and about 18,000 reservists.

The first-ever assembly of one of the fleet hospitals occurred in *Operation Golden Shield*, conducted during June and July at Camp Pendleton. Once assembled, the facility became the permanent training site for those being assigned to fleet hospitals. It now has a staff of 20 training and support personnel and is known as the Fleet Hospital Training Activity, a detachment of the Naval School of Health Sciences in nearby San Diego.

The *Golden Shield* exercise brought together in a working environment for the first time elements of the three major commands responsible for the Fleet Hospital Program: Naval Medical Command, Naval Supply Systems Command, and Naval Construction Forces.

*Golden Shield* was largely a Naval Reserve effort, with some 300 reservists on hand to assemble and outfit the hospital. The exercise was planned and coordinated by reserve Seabees—the Reserve Naval Construction Force—while reserve medical units assisted with the assembly and staffed the hospital.

Site preparation support was provided by the Marines at Camp Pendleton.

"There are a lot of players involved in this program, and they all were represented during *Operation Golden Shield*," said Rear Adm. Lewis Mantel, deputy director of Naval Medicine, in comments at the Camp Pendleton site as the exercise concluded. "We've learned a lot about putting up a fleet hospital and about working together—medical people, Seabees, other support units and Marines. Active duty and reserve personnel worked as a team.

"We relied heavily on the reserves for support and medical components, and to help identify changes in the training curriculum. For example, the Reserve Naval Construction Force took the lead in developing and executing the plan for this facility," Mantal said.

"What *Golden Shield* has shown," he

added, "is that with proper planning and the cooperation of all involved, the fleet hospital concept can and will work. I think we're off to a great start."

Timely completion of the Camp Pendleton facility was crucial to allow for the scheduled start in September, 1986 of the huge training effort associated with the fleet hospital program. The schedule was met, and a training cycle of 20 yearly two-week courses—with 164 students each—has begun at the site. Overseeing training is the Naval Health Science Education and Training Command.

The fleet hospital program was undertaken to replenish the Navy's supply of mobile hospitals that was depleted during the Vietnam War years. The new generation of field hospitals was designed to package the most modern medical facilities into a highly capable and mobile format.

The main objective of the fleet hospital program is to bring medical facilities closer to combat operations. Specifically, the program is designed to:

- Hasten the return to duty of wounded troops, reducing the need for replacements;
- Reduce the need for air support,



since there would be fewer medical evacuations and troop replacements; and

- Provide for rapid deployment in support of combat operations around the world.

The hospitals are a combination of large expandable TEMPER—Tent, Extendable, Modular, Personnel—and standard-sized International Standard Organization—ISO—shipping containers.

Some of the containers expand to twice or triple their sizes and, when linked to the tents, account for parts of the hospital such as operating rooms, pharmacies and X-ray units. The other containers carry all the equipment and supplies for the hospital, including the tents.

The fleet hospitals come in three sizes: 250, 500, and 1,000 beds. The 250- and 500-bed hospitals would be located within 70 miles of the forward edge of combat areas, while the 1,000-bed facilities would be outside of the combat zone.

The training hospital erected during *Golden Shield* comprised the medical/surgical core, about 20 percent, of a 250-bed hospital. It was assembled and outfitted by the reserve personnel in five days.

The hospitals are designed to be erected in eight to 10 days after a site has been prepared. Assembly takes place in three stages:

First, a small air detachment of mostly Seabees lays out the assembly plan, stakes the site, and begins staging containers. Some 325 containers are required for a 250-bed hospital.

Second, an advance party arrives to finish staging containers and assemble the base camp and support facilities. This group is mainly Seabees, with some support and medical personnel.

Finally, the rest of the staff—including all medical personnel—arrives to finish the base camp and assemble and outfit the hospital.

**The finished product: a 250-bed field hospital.**

Some 600 persons would be required to staff a 250-bed hospital. Personnel requirements would increase according to bed facilities. In each case, about two-thirds of the staff would be medical, the rest Seabees and other support personnel.

Overall, the fleet hospital program would add a total of 13,250 beds to existing Navy medical facilities.

“This program represents a commitment to our sailors and Marines to provide the best possible medical care as quickly as possible during combat,” Mantel said. “It should result in significant improvement in our combat casualty capability.” □

*Noone is the deputy public affairs officer at 1st Reserve Naval Construction Brigade, Greensboro, N.C.*

# Guided missile destroyer (DDG)

## UDALOY Class

*Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.*

This new-generation guided missile destroyer is designed primarily as an anti-

submarine warfare platform.

**Displacement:** 8,000 tons full load;

**Length:** 162 meters (522 feet);

**Propulsion:** Gas turbine;

**Main armament:** Eight SS-N-14 ASW; Eight SS-N-14 ASW launchers; Eight short-range SAM launchers of a new type; Two single 100mm mounts; Four

single 30mm Gatling guns;

**Aircraft:** Two *Helix* helicopters.

Besides the above listed weapons, the destroyer carries antisubmarine rocket launchers and torpedo tubes, as well as a large hull-mounted sonar and large variable depth sonar housed in the stern. *Udaloy* is in serial production. □

UDALOY DDG



# The Log Book

*“What’s past is prologue.” To help keep us mindful of our past, to help keep the present in perspective, and to give us some insight into the future, All Hands presents a short review of articles that appeared in previous issues.*

## 10 Years Ago—

in the January 1977 *All Hands*

- When Ferdinand Magellan navigated the straits now named for him, it took almost six weeks. That was in 1520. Now, 456 years later, USS *Gato* (SSN 615) made the same trip in 40 hours and became the first nuclear-powered submarine to transit the straits at the southern tip of South America.

- The Washington Navy Yard, oldest shore installation in the Navy, has been designated a National Historical Landmark by the Interior Department. The yard was established by President John Adams in 1799. The Latrobe Gate, main

entrance to the yard, has a tale all its own—only the President of the United States can enter the gate head on from 8th Street, which leads directly to it. All others must make a right turn into the gate from M Street. It seems that President Abraham Lincoln set the tradition during the Civil War—he had a habit of barreling through the gate in his carriage, heedless of traffic flow or the directions of sentries at the gate.

## 20 Years Ago—

in the January 1967 *All Hands*

- Newport, R.I., long noted as a home of destroyers and of the Officer Candidate School, is now also the home of the first Navy uniform shop just for women. Some 2,000 women a year are expected to patronize the new shop. The interior and decor of the shop were described as “. . . on par with any boutique located

in the fashion centers of the world . . . both attractive and utilitarian, functional and aesthetic . . .”

- The MSTS transports USNS *General A.M. Patch* (T/AP 122) and USNS *General William O. Darby* (T/AP 127) recently completed a trooplift of 12,358 nautical miles from Boston to Vung Tau, Vietnam. This is the longest single point-to-point trooplift by sea in the 17 years of MSTS. The two troop ships sailed from Boston with 3,124 troops embarked.

## 40 Years Ago—

in the January 1947 *All Hands*

- The Army found it impracticable to adopt a suggestion by a patriotic young lady that troops in the field be given a 30-minute nap during the day. But, it would have been interesting had the idea been passed on to the Navy. Can you imagine such an entry as this one in the ship’s deck log? “1300—Hove to on signal from flagship. Knocked off ship’s work. Secured all watches. Taps.”

- The Navy proposes to abandon its extensively developed base in the Leyte-Samar area of the Philippines and plans to retain only a submarine base at Subic Bay and an air station at Sangley Point. The Navy plans to abandon the Leyte-Samar base “as soon as government property can be cared for or disposed of.” The Navy’s principal bases would be Pearl Harbor, which will continue to be the major U.S. Pacific base and the Guam-Saipan base, where the facilities will rival those in Hawaii. Kwajalein will not be developed as a secondary base, it was announced, but will have only a naval anchorage and an air facility. □



The Washington Navy Yard became a national historic landmark in 1977.

# Mail Buoy

## Prison Hulks

I would like to thank you for your interesting and informative article "Hells Afloat—Revolutionary War prison hulks" written by JO2 Mike McKinley and Lt. Cmdr B. Richard Lively and published in your August 1986 edition.

I was pleased to see the quotations and experiences of able bodied seaman Ebenezer Fox, my great, great, great, great, great grandfather.

Your authors might be interested to know that, although not listed in your prison hulk bibliography, Fox's memoirs were published by his son in the early 1800's entitled "The Adventures of Ebenezer Fox." The material they used most certainly borrowed from his book, as the depiction of the conditions on *Jersey* and the escapes match exactly with his own account.

The article was a fitting tribute to all who served in our Navy in its infancy, suffered and in some cases died aboard the prison ships.

—Lt. Jeff Taylor  
USS *Leahy* (CG 16)

• *Fox is often cited as a source, although his memoirs are no longer in print.*—Ed.

## EOD correction

The outline accompanying a photograph in the November 1986 *All Hands* article on Navy Explosive Ordnance Disposal School incorrectly stated that "Navy women are not eligible for EOD training." This unique specialty is open to all qualified Navy men and women.

Information previously provided represents a policy that was changed several years ago, but is still occasionally referenced.

## Cutlasses and broadsides revisited

In JO2 Mike McKinley's retelling of the *Constitution-Guerriere* engagement in your October 1986 issue, there occur a number of statements which do not agree with eyewitness accounts, to wit:

—*Constitution* opened fire when it was on its opponent's quarter, not "squarely ahead," and the range was said to be "short pistol shot" (certainly under 100 feet).

—Neither side ordered boarders away, although both considered it. There was no hand-to-hand combat.

—*Guerriere's* damaged foremast collapsed due to stresses placed on it when the two ships pulled apart following their second collision, the Britisher's jib boom having been entangled

in "Old Ironsides'" starboard mizzen shrouds.

—*Guerriere* was in danger of sinking when it surrendered, but not of capsizing, as all of her top hamper had gone by the board.

—From *Guerriere's* opening shot to *Constitution's* final one, nearly three hours elapsed. Captain Hull's published report had been prepared to give the impression of a swift, clean victory. It was neither swift nor clean.

—No tow of *Guerriere* was attempted. When the prize master reported rising water in the hold on the morning after the fight and night when the ships had drifted in proximity to one another, Hull set about scuttling her with explosive charges.

In the next article, "Life of sea and sails," there are several other incomplete or erroneous statements, as follows:

—Enlistment in the USN when it began in 1798 was for one year. This was increased to two years during the Barbary Wars (1801-1805), and there it remained to the end of the sailing navy era.

—Messes, according to such sources as Commodores Preble and Rodgers, usually consisted of six to 10 crew members, not "15 to 20."

—While regulations limited a captain to awarding 12 lashes and a court martial to 100, it generally was interpreted to mean "per offense." Thus, records show a captain awarding 48 lashes to a single sailor at one mast and a court martial awarding another 300—to be delivered by "flogging through the squadron."

—The daily ration of spirits in the sailing navy was a gill—a quarter-pint. *Constitution*, which might be considered a representative 44-gun frigate, is known to have carried nearly 10,000 gallons of spirits while, at the same time, having over 40,000 gallons of "fresh" water aboard.

I'm glad to see *All Hands* giving more space to historical items, for I believe they both build pride and provide perspective on what the service is. I applaud, also, your series on Soviet naval hardware. It has been needed for a long time.

—Tyrone G. Martin  
Cmdr. USN (ret.)  
Cohasset, Mass.

• *Your particular references evidently differ from ours regarding the details you list. We have prepared a bibliography citing references documenting the version of events in question that appeared in the October '86 issue. If you would be good enough to share your references with us, maybe both our libraries could benefit.*—Ed.

## Commissionings 1986:

- USS *Valley Forge* (CG 50)—January 18.
- USS *Alaska* (SSBN 732)—January 25.
- USS *Germantown* (LSD 42)—February 8.
- USS *Reuben James* (FFG 57)—March 22.
- USS *Samuel B. Roberts* (FFG 58)—April 12.
- USS *Missouri* (BB 63)—Recommissioned May 10.
- USS *Salvor* (ARS 52)—June 10.
- USS *Nevada* (SSBN 733)—August 16.
- USS *Bunker Hill* (CG 32)—September 20.
- USS *Chicago* (SSN 721)—September 27.
- USS *Theodore Roosevelt* (CVN 71)—October 25.
- USS *Louisville* (SSN 724)—November 8.
- USS *Grappler* (ARG 53)—November 15.

## Reunions

• **South China Patrol Association; USS Asheville, USS Sacramento, USS Tulsa, USS Helena, USS Pampanga, USS Wilmington, USS Fulton, USS Isabel, USS Guam and USS Mindanao**—Reunion planned May 1987, Wisconsin Dells. Contact Roy Langseth, 2920 Joyce St., Santa Rosa, Calif. 95405.

• **USS Augusta (CA 31)**—Reunion planned for early May 1987, Norfolk, Va. Contact E.L. Dixon, 1075-275 Space Parkway, Mt. View, Calif. 94043; telephone (415) 968-5172.

• **USS Yosemite (AD 19)**—Possible reunion May 1987, Mayport, Fla. Contact Sherman Stacy, 25 Crest Road, Natick, Maine, 01760.

• **USS Minneapolis (CA 36)**—Reunion planned May 1987, Norfolk, Va. Contact Donald Bovill, 2804 Gene Lane, Arlington, Texas 76010.

• **VPB-52 "Black Cats"**—Reunion planned May 1-3, 1987, Memphis, Tenn. Contact Saul Frishberg, 1021 Jeffrey Dr., Southampton, Pa. 18966; telephone (215) 357-6829.

• **USS Lexington, CV 2 Club**—Reunion planned May 13-16, 1987, Tacoma, Wash. Contact Walt Kastner, 466 Ivy Glen Dr., Mira Loma, Calif. 91752; telephone (602) 855-1706.

• **USS Roberts (DE 749) and USS Darby (DE 218)**—Reunion planned May 1987, Baltimore. Contact BMC Joseph M. Sanphilipo, 4710 Frederick Ave., Baltimore, Md. 21229.

• **USS General H.W. Butner (AP 113)**—Reunion planned May 15-17, 1987, Gettysburg, Pa. Contact Charles R. Gehr, 103 Englewood Road, Hagerstown, Md. 21740; telephone (301) 733-0427.

# Bearings

## Trash nets cash

Chief Warrant Officer 4 Charles L. Floyd of Beachmaster Unit 2, Norfolk, Va., earned an extra \$1,351 recently with a beneficial suggestion that will save the Navy \$21,725 a year during beach salvage operations.

By replacing the P-250 and PE-250 pumps with a commercially manufactured "trash" pump, the Navy is saving money and moving to greater efficiency. All three pumps remove water, but the commercial trash pump has proved to be more effective when pumping water with high concentrations of sand, mud, and

other solid foreign matter. The commercial pump also is efficient in fighting small fires since it can send a sustained pressurized stream of water over a 35- to 40-foot distance for 20 minutes.

Floyd said, "The trash pump is far superior to all pumps (P/PE-250) currently in use and to the similar pump available through the federal supply system." He said the pump is cheaper to maintain and needs fewer spare parts. ■

**CWO4 Charles L. Floyd and his award-winning trash pump for beach salvage operations.**



## Making waves

Ships of the U.S. and Australian navies came together in the South China Sea in late July. Several days of exercises tested the allied ships' abilities to conduct anti-surface warfare at sea and was heralded as a tremendous success by both Australian and U.S. commanders.

The Australian ships included: HMAS

*Derwent* (D 49), HMAS *Stuart* (D 48), HMAS *Parramatta* (D 46), HMAS *Swan* (D 50) and HMAS *Hobart* (D 39).

U.S. ships, units of Battle Group Romeo—the first battleship battle group to deploy to the Western Pacific since the Korean War—included: USS *Long Beach* (CGN 9), USS *New Jersey* (BB 62), USS *Merrill* (DD 976), USS *Wabash* (AOR 5), USS *Thach* (FFG 43), USS *Kirk* (FF

1087) and USNS *Passumpsic* (T-AO 107).

Rear Adm. R.A.K. Taylor, commander, Cruiser-Destroyer Group 1, embarked aboard the nuclear-powered cruiser *Long Beach*, commanded the battleship battle group. ■

**U.S. and Australian ships cross wakes during joint exercise.**





## New battle group

On hand for the site dedication last October for the piers that will serve the Battleship Surface Action Group at Stapleton, Staten Island, N.Y., were, left to right: Senator Alphonse D'Amato; Vice Adm. Thomas J. Hughes, deputy chief of naval operations (logistics); Congressman Guy Molinari of Staten Island; Alair Townsend, deputy mayor of New York City; Eugene Lundy; Ralph Lamberti, Staten Island Borough president; and Congressman Dave Martin. Photo by John Bonsal.

## Vinson: fitness 1—smoking 0

Grunts, groans and rhythmic breathing have replaced the sound of cash registers ringing up sales of cigarettes, chewing tobacco and smoke-related products in a small stores space aboard the carrier USS *Carl Vinson* (CVN 70).

In a space that once held hundreds of cartons of major brands of "smokes," seven new pieces of aerobic exercise equipment now offer *Vinson* sailors a small workout center away from the ship's heavily used gymnasium.

The small stores space was converted this past summer and demonstrates the command's emphasis on physical fitness and support of a "smoke-free" Navy.

"We are doing something for ourselves here on *Carl Vinson*," said Cmdr. Robert C. Williamson Jr., executive officer. "We hope that we can send a message to the entire Navy that smoking is bad for one's health, whereas a few minutes a day using the aerobic equipment in this new gym is a worthwhile alternative to smoking."

The aerobics equipment consists of three lifecycles, two rowing machines and two power chairs, all of which are designed to build endurance, tone muscle

and improve the cardiovascular system.

The new workout center is in addition to several other small gyms located in the ship; lifecycles are set up in the ship's anchor windlass room, and Nautilus

equipment is on the forecastle and near the carrier's hangar bay. There also is the ship's regular gymnasium, which offers a full line of free weights and Nautilus exercise machines. ■

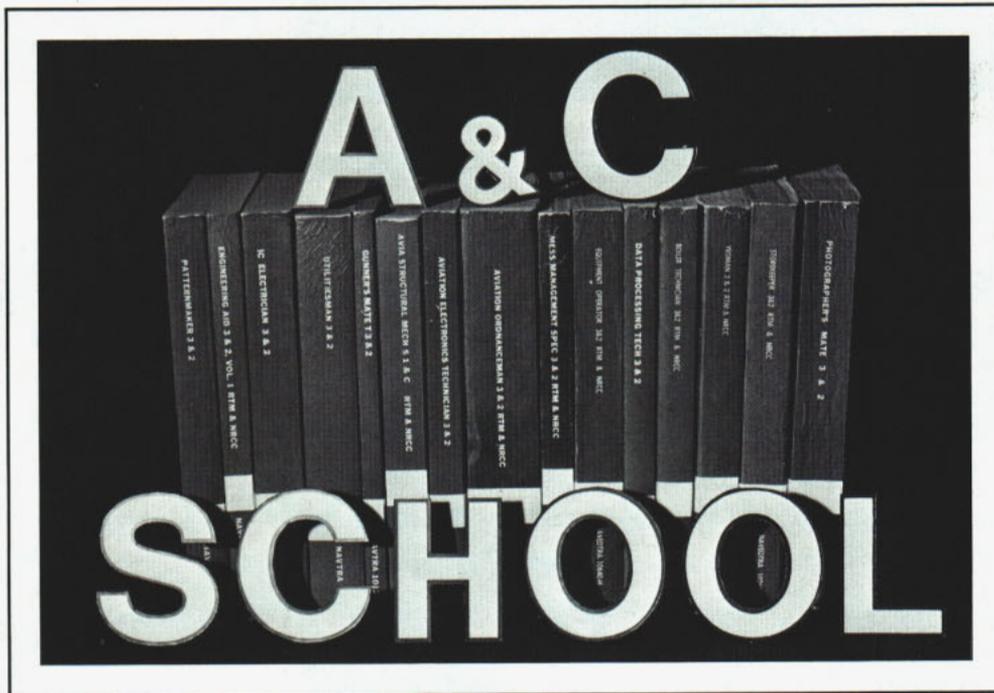


# 11

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## Navy Rights & Benefits

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# Re-enlistment Incentives

# Re-enlistment Incentives

*Why does a person re-enlist in the Navy? Chances are, if you asked 10 career Navy people this question you'd get 10 different answers. You'd get similar results if you asked 10 civilians why they stayed with a particular company for a career. You'd probably find that their reasons are essentially the same as the reasons of those who chose the Navy.*

*Many incentives, tangible and intangible, attract a person to a particular career. The job is important. It's enjoyable because it's in line with the person's interests and abilities, and a comparable job may not be available elsewhere. The opportunities for advancement may be good. Perhaps the person can get more education and, subsequently, a better job, through the organization.*

*Then there are other considerations: job security, paid vacation, travel, family protection plans, retirement, and many other factors that enter into a person's decision and create yet another very important ingredient—loyalty.*

*In most cases, a person chooses a career on the basis of a combination of these factors.*

*So it is in the Navy. A decision to re-enlist is a personal choice.*

*The following information reviews the long-term incentives for making the Navy a career. Special emphasis is given to re-enlistment incentives.*

★ ★ ★

## Guaranteed Assignment

Puerto Rico, Spain, the Bahamas, the Far East—re-enlistment can be your ticket to an exotic duty station.

The Navy can guarantee you an assignment of your choice as a re-enlistment incentive under the Guaranteed Assignment Retention Detailing (GUARD III) program. A nice feature of this program is that you can have your orders in your left hand before you raise your right hand to re-enlist.

The GUARD III program offers you

two guaranteed assignments, the first of which must be used at your first re-enlistment. The second can be used at any re-enlistment point before your 25th year of service.

The Navy defines a guaranteed assignment as either a specific ship type or home port for sea duty or a specific geographical area for shore duty.

To be eligible for GUARD III you must:

- Be an E-4 through E-9 with less than 25 years active service, or a designated E-3 who has passed an E-4 exam and is currently eligible for advancement;
- Be within six months of Expiration of Active Obligated Service (EAOS), as

extended, except as noted below;

- Be willing to re-enlist for four or more years;

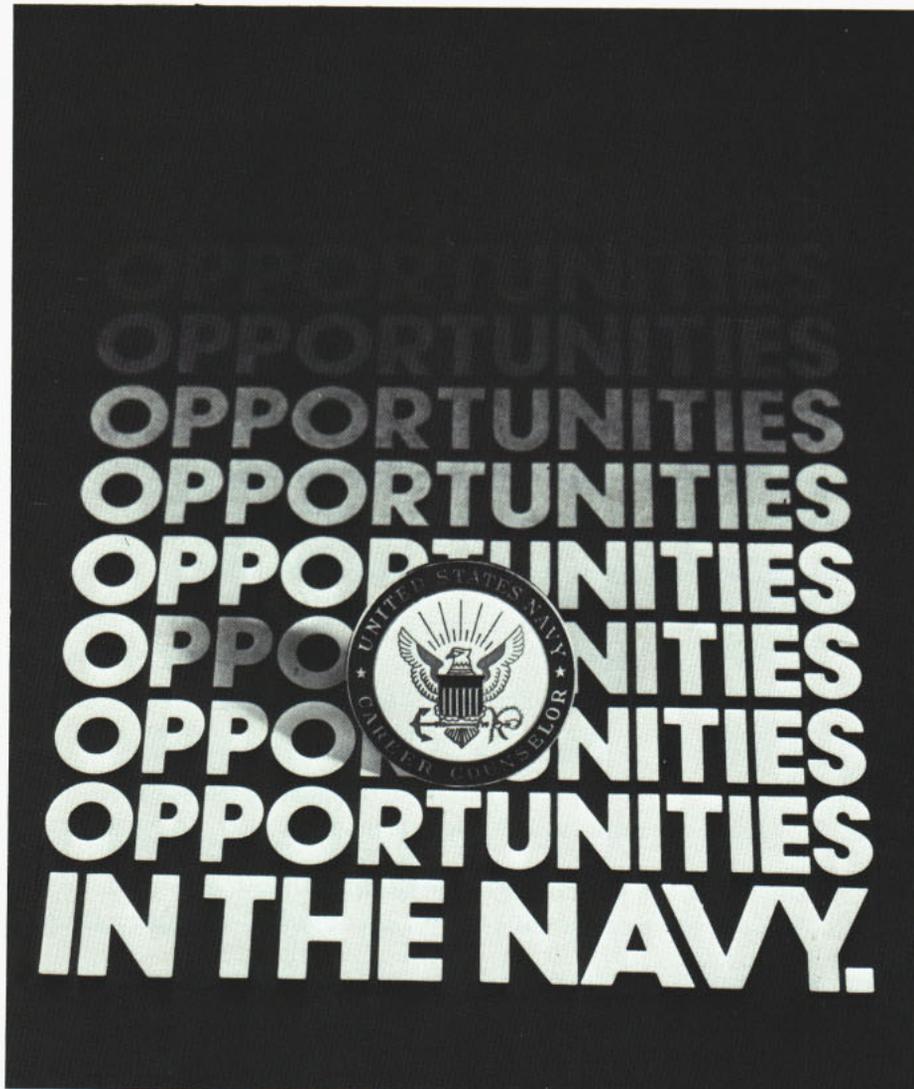
- Have no court-martial convictions, non-judicial punishment or convictions by civil courts within 18 months of EAOS, as extended;

- Not be in receipt of Permanent Change of Station (PCS) orders, being processed for transfer to Fleet Reserve, or have an effective FltRes date;

- Have a consistent record of above average performance; and

- Be recommended for re-enlistment.

All assignments must have valid requirements and must be in accordance with the priorities established by the



# Re-enlistment Incentives

manning control authorities. Assignments are intended to be made for transfer when EAOS and Projected Rotation Date (PRD) coincide prior to an extension becoming operative. Personnel re-enlisting for a GUARD III incentive prior to a signed extension becoming operative, or prior to established PRD, must have completed two years at their present command or a DoD area tour.

## Selective Training And Re-enlistment (STAR)

Education and advancement in your present rate may be more important to you than a guaranteed duty assignment. If this is your choice, you can hitch up to a STAR, the Navy Selective Training And Re-enlistment program. For a six-year re-enlistment, the STAR program guarantees:

- Assignment to an appropriate "A" or "C" school, or "C" school package (package of different schools training students for a specific skill);
- Automatic advancement to petty officer second class upon completion of a class "C" school, or "C" school package, listed on the Career School Listing (CSL), if otherwise eligible.
- Selective re-enlistment bonus, if eligible.

To qualify for STAR you must:

- Be in a critical NEC or any rating in career re-enlistment objective (CREO) groups A, B, C or D;
- Be a first-term PO2, PO3 or designated striker;
- Have at least 21 months but not more than six years' continuous active naval service and not more than eight years' active service;
- Meet the minimum test score requirements for the class "A" school.
- Be recommended by commanding officer for career designation and meet considerably higher standards for re-enlistment than the minimum standards;
- Have no record of conviction by courts-martial or non-judicial punishment during the 18 months preceding

date of application; and

- Not have derived any benefits from the SCORE program and have completed obligated service for other programs.

## Selective Conversion and Re-Enlistment (SCORE)

Occasionally Navy people feel "stuck" in their jobs—positions that may not be in line with their interests. The Navy wants its people to serve in the rate and rating in which they have interest and aptitude. To achieve this, the Navy has tailored the Selective Conversion and Re-Enlistment (SCORE) program for Navy people wishing to change to fields offering them greater career potential.

A six-year obligation under the SCORE program offers these incentives to members re-enlisting for conversion to critically undermanned rates:

- Guaranteed assignment to class "A" school with automatic conversion of rating upon satisfactory completion of that school or direct conversion if switching to a similar skill;
- Automatic advancement to PO2 upon completion of the "C" school or "C" school package, if these appear on the current Career School Listing (CSL);
- Guaranteed assignment to an appropriate class "C" school or "C" school package, if available; and
- Selective Re-enlistment Bonus, if otherwise eligible.

To qualify for the SCORE program you must:

- Be in any rating in CREO groups B, C, D or E;
- Be a PO1, PO2, PO3 or identified striker;
- Meet minimum test scores for entry into appropriate class "A" school;
- Be within 12 months of EAOS, as extended;
- Have at least 21 months continuous active naval service, but not more than 15 years total active military service;
- Have demonstrated a potential for rate conversion, show sustained superior performance and be recommended by

your commanding officer;

- Have not more than one non-judicial punishment for the 18 months preceding date of application or any record of conviction by court-martial or civil convictions within 48 months preceding date of application; and
- Obtain prior approval of Commander, Naval Military Personnel Command.

## Assignment to School as a Re-enlistment Incentive

Have you found that you don't qualify for any of the programs listed above because of paygrade, time in service, evaluations, etc.? Well, don't give up, assignment to school may be just the program for you. If you are eligible and recommended for re-enlistment, you are basically eligible for this program. The purpose of the program is to provide an incentive for re-enlistments of four or more years by guaranteeing, under certain conditions, assignments to a specific school.

To qualify for this program you must:

- Meet the entrance requirements of the desired school;
- Be able to utilize the skill immediately;
- Be able to utilize the new skill in conjunction with skills already obtained;
- Be in the paygrade for which utilization of the desired skill is intended;
- Have a consistent record of average or better performance; and
- Be within 12 months of EAOS.

Requests should be submitted four to six months prior to the desired re-enlistment date. Assignments to school will normally occur at member's PRD. However, school assignments on a TEMAD-DINS (temporary additional duty under instruction) basis, as approved by appropriate type commander when feasible, may occur at any time within the member's activity tour that is agreeable to the member's commanding officer.

## Selective Re-enlistment Bonus

Members serving in certain critical rat-

# Re-enlistment Incentives

ings or NECs may be entitled to a Selective Re-enlistment Bonus (SRB) for re-enlisting or extending their enlistments for a minimum of three years. SRBs can be as much as \$20,000 (\$30,000 for designated skills). SRBs are used to increase the number of re-enlistments in ratings and NECs having insufficient retention. SRB award levels are reviewed at least every six months and may be increased or reduced. There will be some ratings/NECs eliminated and new ones added at each review. Changes to the list of SRB-eligible ratings/NECs and respective award levels are announced by NAVOP message which is normally released 30 days prior to the effective date of the change.

To be eligible for SRB you must:

- Have completed at least 21 continuous months (excluding ACDUTRA) but not more than 14 years of active naval service;

- Be eligible to re-enlist or extend for three or more years in the regular Navy;
- Be a petty officer or E-3 designated striker;

- Be qualified for, and serving in a SRB rating/NEC or be approved for conversion to an SRB-eligible rating/NEC; and

- Receive authorization from NMPC prior to re-enlisting/extending for SRB.

There are three SRB zones: A, B, and C. You may receive only one Zone A, one Zone B and one Zone C bonus during a career. The zone that an eligible member is entitled to is determined by total active service and is described below.

**Zone A:** You must have completed at least 21 continuous months (excluding ACDUTRA) but not more than six years (including ACDUTRA plus all prior active duty in any service) total active mili-

tary service on the date of re-enlistment or operative date of qualifying extension, and the re-enlistment or extension plus the prior active service must equal at least six years of total active service.

**Zone B:** You must have completed at least six years but not more than 10 years (including ACDUTRA plus all prior active duty in any service) total active military service on the date of re-enlistment or operative date of qualifying extension, and the re-enlistment or extension plus the prior active service must equal at least 10 years of total active service.

**Zone C:** You must have completed at least 10 years but not more than 14 years (including ACDUTRA plus all prior active duty in any service) total active military service on the date of re-enlistment or operative date of qualifying extension, and the re-enlistment or extension plus the prior active service must equal at least 14 years of total active service.

**SRB Computation.** The SRB is computed as follows:  $\text{Base Pay} \times \text{Additional obligated service (in mos)} \div 12 \times \text{Award Level} = \text{Total SRB Amount}$ .

SRBs may not be paid for any service remaining on the current enlistment (for members re-enlisting early), or for the period of all cancelled non-operative agreement(s) to extend enlistment (USN) or agreement(s) to remain on active duty (USNR)—except in two cases:

- 1) Extensions for nuclear-trained and -qualified personnel who cancel the extension before it becomes operative and immediately re-enlist for at least two years beyond the extension agreement;
- 2) Inoperative extensions executed to meet continuous submarine pay eligibility requirements (provided no bonus was paid for the extended service).

When computing the active obligated service remaining on the current enlistment for which SRB cannot be paid, a fraction of a month will be rounded up to the next whole month. For example: when a member is discharged five months and one day prior to EAOS to re-enlist early, the period for which SRB is paid will be reduced by six months. However,

## SRB Zone Eligibility Criteria

### Years of Total Active Military Service<sup>5,6</sup>

Zone <sup>1</sup>	Years of Total Active Military Service <sup>5,6</sup>		Obligated Min.
	Min.	Max.	
A	21 mos <sup>2</sup>	6 <sup>3</sup>	6
B	6	10 <sup>4</sup>	10
C	10	14	14

NOTES: 1. You may receive only one Zone "A," one Zone "B," and one Zone "C" bonus during a career.

2. Continuous active service excluding Active Duty Training (ACDUTRA). For example, a member serves one year and five months prior to a hardship discharge. After the hardship is resolved, the member re-enters the Navy. After serving one year and eight months on the second enlistment, the member desires to re-enlist for SRB. Since 21 months of continuous active naval service have not been completed, the member is not eligible for SRB even though 37 months of total active service have been completed.

3. A member who has completed exactly six years of active military service on the date of re-enlistment or operative date of qualifying extension of enlistment is eligible for Zone "A" SRB. Only if there is no Zone "A" bonus or the member had previously received a Zone "A" bonus, is the member entitled to a Zone "B" bonus (provided all other Zone "B" eligibility criteria are met).

4. As in note three above, a member exactly at 10 years may be entitled to a Zone "C" bonus.

5. Includes all active duty in the U.S. Naval Reserve (USNR) components (including Training and Administration of Reserves (TAR), Temporary Active Duty (TEMAC) and ACDUTRA plus all prior active duty in other services.

6. Total active military service is computed to the date of re-enlistment or operative date of qualifying extension.

# Re-enlistment Incentives

if the member is discharged no more than three days prior to EAOS (as extended) he/she will be considered to have completed the enlistment for the purpose of determining additional obligated service.

Obligated service in excess of 16 years total active military service may not be used to compute the SRB.

For SRB purposes, a member who re-enlists more than 24 hours after discharge or release from active duty will be considered a Navy veteran with broken service. The 24-hour period begins on the date following the date of discharge or separation. This means a member who goes to a recruiter and re-enlists will only be eligible for a broken-service SRB and will receive a maximum of 75 percent of the SRB they could have received had

they elected immediate re-enlistment instead of accepting a discharge or release from active duty.

## Career Information

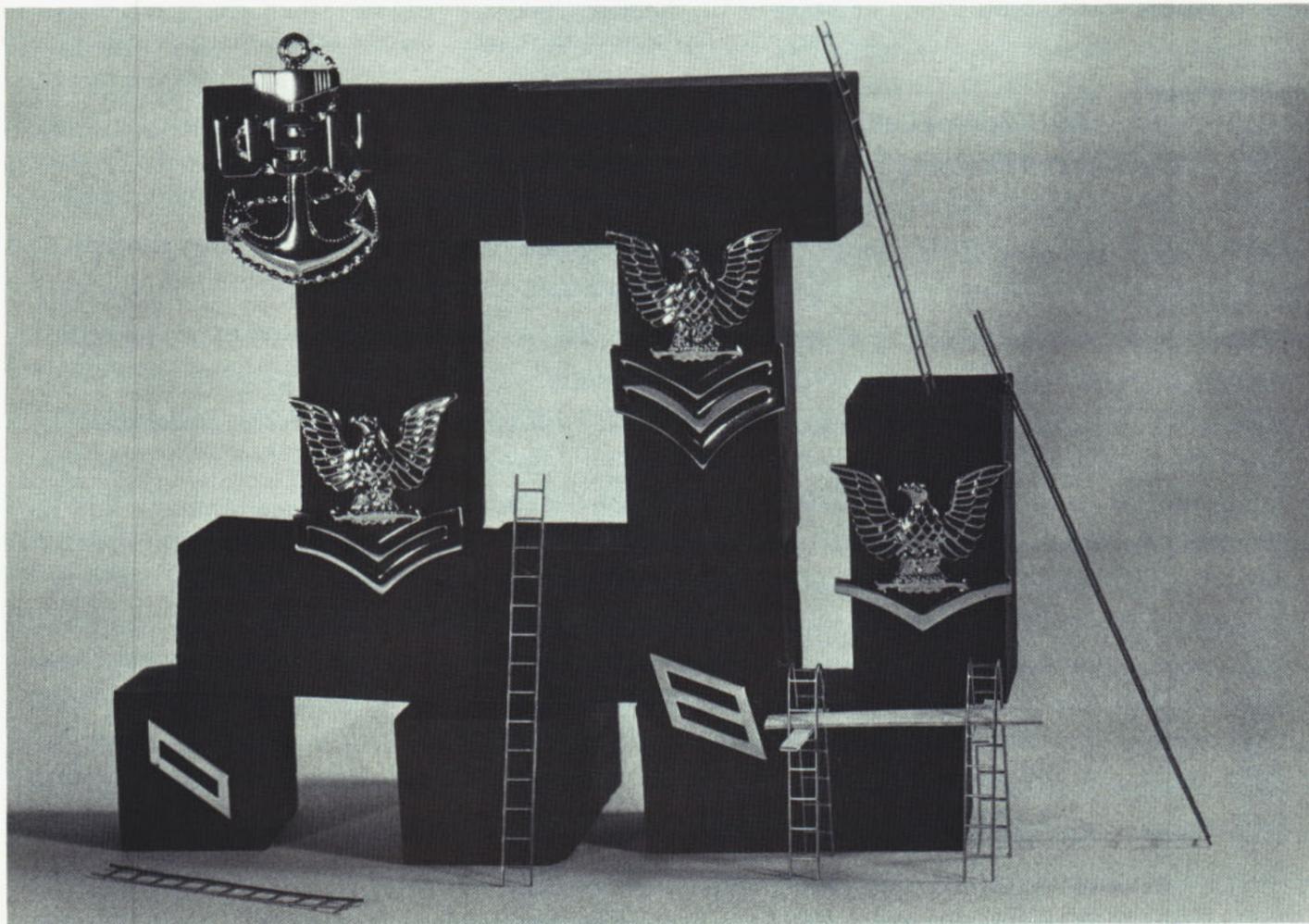
All of the programs covered here deal with specific re-enlistment incentives. The Navy also offers a variety of career alternatives that do not require you to ship over. Your retention team is the primary source for accurate, up-to-date information about career policies and programs. Team members can provide not only career information, but facts about education programs and veterans benefits as well.

Talk about your future plans—whatever they may be—with members of your

retention team. They can provide valuable advice and inform you of alternatives you may not have considered. If you decide to re-enlist, your Command Career Counselor will make the arrangements. But whatever you decide, the choice is yours. □

## REMINDER

A limited number of additional copies of this article and of each *All Hands* issue containing "Navy Rights & Benefits" are available from: Public Affairs Office, Naval Military Personnel Command (NMPC-05), Department of the Navy, Washington, D.C. 20370-5005.



# ALL HANDS

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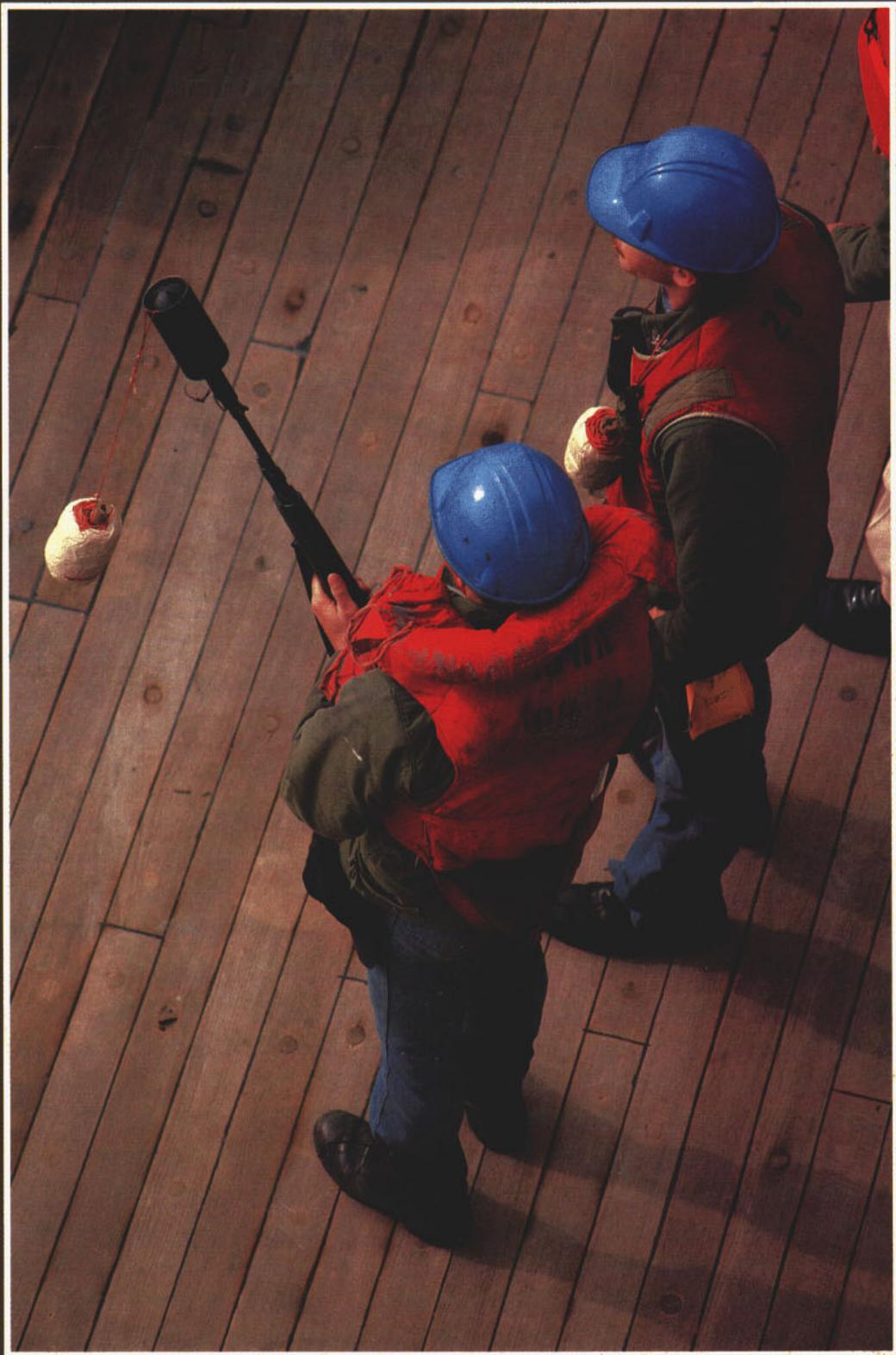
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Sparks fly as Norfolk Naval Shipyard foundry workers pour molten iron—2,400 degrees F.—in the process of casting two replacement cannon for the Navy's historic frigate, USS Constitution. Photo by Bob Cohen.



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