

ALL HANDS

MAGAZINE OF THE U.S. NAVY

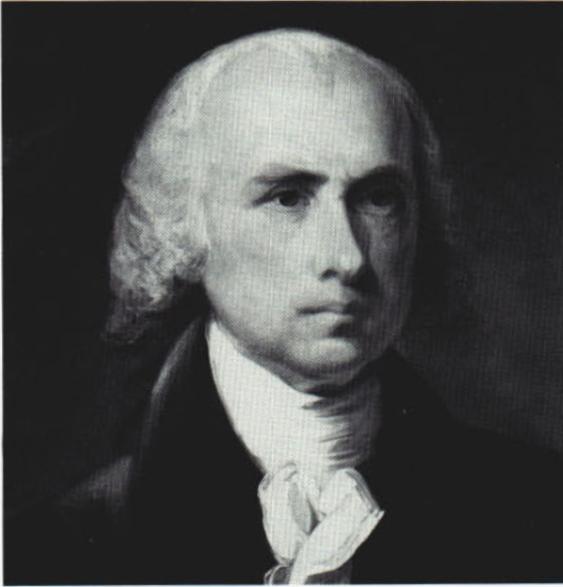
OCTOBER 1987

- Navy birthday
 - Damage control
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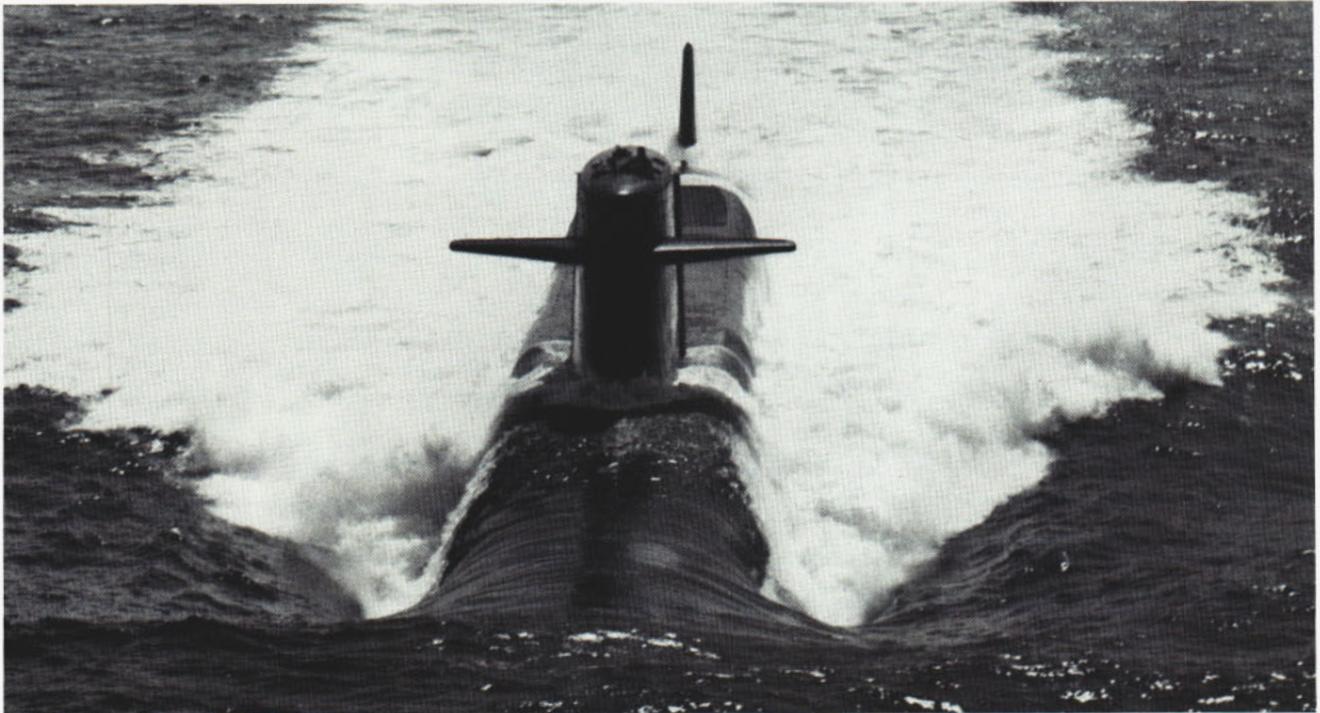
U.S. Constitution — signers and ships named for them

James Madison — 1751-1836



Lawyer and political scholar, Madison became known as the “father of the Constitution.” At the Constitutional Convention, Madison’s knowledge of ancient and modern governments, his political wisdom and convincing manner of speech all paved the way for solutions to many of the vexing problems faced by the delegates. His intelligence and political insight were responsible for a number of highly important provisions that went into the Constitution. Madison also kept a journal of the proceedings at the convention that was later published under the title of *Notes*. Thus, the historic record of the deliberations that went into the framing of one of the greatest documents in the history of mankind — the Constitution of the United States — can be shared by all.

In this bicentennial year of the signing of the Constitution, *All Hands* spotlights three signers of this great document and the Navy vessels still in commission — three submarines — that bear their names. □



USS James Madison (SSBN 627)

Class: Lafayette

Displacement: 7,300 tons surfaced, 8,250 submerged.

Dimensions: length/beam/draft: 425 x 33 x 31.5 feet.

Torpedo tubes: 4 (bow)

Missiles: 16 tubes for *Trident I C4* submarine launched ballistic missile.

Propulsion: steam turbine powered by water-cooled nuclear reactor.

Speed: greater than 20 knots.

Complement: 139 (13 officers and 126 enlisted men).

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OCTOBER 1987 — NUMBER 847

64th YEAR OF PUBLICATION



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Front Cover: USS *Yorktown* (CG 48) steams in the Gulf of Mexico for home.
Photo by PH1 Chuck Mussi.

Back Cover: Sailor aboard a pier-side USS *Iowa* (BB 61) takes a moment to reflect.
Photo by PH1 Chuck Mussi.

Navy Currents

SSNs required for children

Under the Tax Reform Act of 1986, taxpayers who claim dependents five years old and older on federal tax returns next year must verify their children's social security numbers.

Military taxpayers in the continental United States, Alaska and Hawaii can obtain social security numbers for their dependents by completing form SS-5, available at social security offices.

Get SS-5 forms from: Social Security Administration, International Program Service Center, P.O. Box 1756, Baltimore, Md. 21203. Return completed forms to the same address. Completed forms from people stationed in the Philippines should be mailed to: U.S. Veterans Administration, Regional Office, ATTN: SSA Division, FPO San Francisco 96528.

Before mailing, make sure you include the required information: Date of birth, identity, documentation of U.S. citizenship or lawful alien status. If the child was born in the United States, certified copies of the birth certificate and military I.D., passport or official school records are adequate. □

Jobs for military spouses

A new military spouse preference policy should make it easier for eligible wives and husbands to secure DoD employment and maintain a federal career.

Under SECNAVINST 12310, effective July 20, 1987, spouses of military members now have employment preference in Department of the Navy and Marine Corps activities when they relocate to a new duty station.

Spouses may apply for preference in appropriated-fund position vacancies at the GS-5 through GS/GM-15 levels and equivalent wage grades. To be eligible, the spouse must be married to someone on active duty, must accompany that spouse on a permanent change of station move and be in the best-qualified group after a competitive screening process.

The eligibility period is from 30 days prior to six months after the date that a previous period for eligibility either expired or was reduced because of the delay in the Navy's implementation of the Military Family Act of 1985.

This new policy doesn't guarantee anyone a federal job.

Spouses who relocate after Aug. 13, 1986, are eligible for preference for six months beginning Aug. 20 if they are not yet employed by the federal government.

For more information, see SECNAVINST 12310 or see your local civilian personnel office. □

High Court rules on UCMJ

Service members who commit crimes not related to the military can be tried by military courts-martial, according to a July U.S. Supreme Court ruling.

In the case of *Solorio vs. United States*, the court ruled that service members who commit offenses under the Uniform Code of Military Justice may be tried by courts-martial regardless of the location of the offenses.

The ruling is significant because it returns the military to the law as it existed prior to the 1969 Supreme Court decision on *O'Callahan vs. Parker*, which required that the court-martial convening authority determine if an offense committed by an active-duty member was service-connected. □

Women's sea/shore rotation

Enlisted women will now have the same sea/shore rotation pattern as male counterparts in their ratings. The newly-approved rotation policy changes are designed to increase enlisted women's opportunities to serve at sea.

Under the previous policy, enlisted women rotated between duty in the continental U.S. and out of CONUS. They received sea duty credit for overseas shore assignments.

With the new policy, effective Oct. 1, enlisted

women will have the same sea-duty/shore-duty rotation pattern as the men in the same rating and the same Navy Enlisted Classification.

The shipboard opportunities will not be the same as the men's because of laws prohibiting women from being assigned to ships and aircraft with combat missions.

For more information, see NAVOP 065/87. □

Navy officer frocking policy

Fewer Navy officers may be frocked to the rank of lieutenant commander, commander and captain under new Defense Department guidelines.

Officers must now be in sea duty, commanding officer/executive officer (sea/shore), or certain joint billets before being frocked. Frocking allows Navy people selected for promotion to wear the uniform and accept the responsibility of the higher grade. Those frocked receive no increase in pay until their actual promotion date.

As under previous rules, officers must be serving in a billet authorized for the higher grade before being frocked. Officers also cannot be frocked until the ALNAV message announcing selection board results and a second message announcing Senate confirmation of the list are released.

Officers can't be transferred through qualifying billets of the next higher grade for the sole purpose of being frocked. Those officers with orders to qualifying billets may be frocked up to 60 days before they begin serving in the job.

Service school students may be frocked, but only if the next higher paygrade is a requirement for admission to the school. This includes students at the National and services War Colleges, Armed Forces and service Staff Colleges and Industrial College of the Armed Forces.

Waivers to this policy will not be approved.

The frocking of chief warrant officers and lieutenants is not affected by this change. Flag officer frocking will continue to be controlled by the Chief of Naval Operations and isn't affected by these guidelines.

For more information, see ALNAV 094/87. □

ALL HANDS

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What it takes to be chosen

The 1987

It's the ultimate "bravo zulu" for a job well done — four sailors chosen from a field of 369,000, honored as the Navy's Sailors of the Year. But what exactly did these men do to earn this big-time BZ?

The 1987 Sailors of the Year don't claim to have an answer, but they agree on two points: the competition is stiff and they wouldn't want to be on the board to choose the top candidates.

"It's got to be awful hard to select a sailor of the year," said Chief Petty Officer John S. Visosky, an aviation antisubmarine warfare technician (AW) chosen as the CNO's Sailor of the Year. "The competition was stiff. There are so many fantastic sailors."

The Atlantic Fleet Sailor of the Year, Operations Specialist Chief (SW) Timothy J. McCormack said, "I was someone's sailor of the year every year for ten years, but I don't know why."

"I would have hated to have been a member of the board," commented Hull Technician Chief (SW) Paul D. Hills, Naval Reserve 1987 Sailor of the Year. "There are other sailors out there of the best quality. I'm not better than they are. Somewhere along the way there was a little bit of luck."

The idea of luck was echoed by the Pacific Fleet Sailor of the Year, Chief Petty Officer Gregory DeVaughn. "I was lucky. The gentlemen I was up against

had as good or better records than I. Maybe the board pulled my name out of a hat!" joked the signalman, with a laugh.

Motivating factors

What they all have in common is a willingness to work hard. What has motivated them is personal dedication to their jobs and to the Navy, not the chance to be picked sailor of the year.

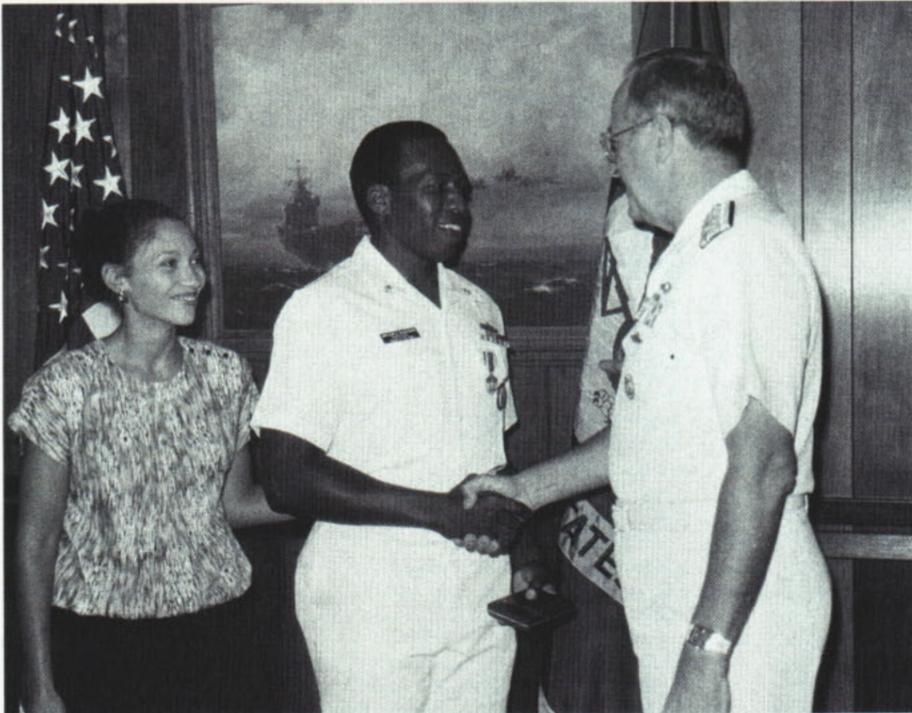
McCormack, stationed aboard the Norfolk-based USS *Ticonderoga* (CG 47), described it as personal pride. "I'm a perfectionist," he said. "To produce a good product is what we're supposed to do — hand our seniors perfection."

"For me, it's pride and professionalism," explained Hills, who was born and raised in Southern California. "I guess I've felt that way since boot camp. The Navy has never held me back — it has always given me as much responsibility as I was willing to assume."

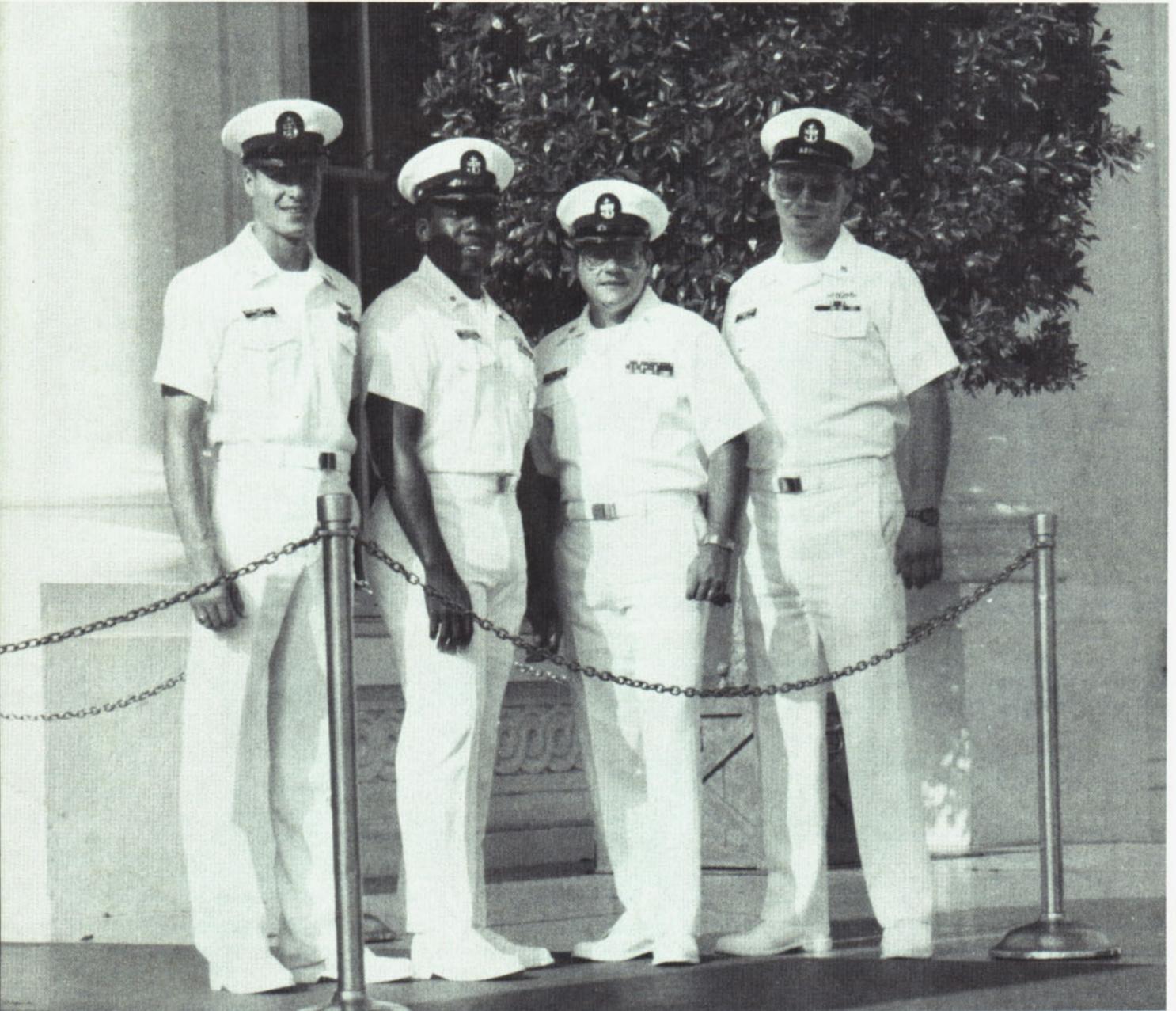
But DeVaughn, assigned to USS *Stein* (FF 1065), home-ported in San Diego, emphasized his enjoyment of the Navy. "I like what I do," he said. "The work is fun and it's better to keep pushing, get into what you're doing. The more you learn, the more you want to find out."

"I have my own ideas on how I want

Left: Pacific Fleet Sailor of the Year Gregory DeVaughn and his wife Regina are congratulated by the CNO. Pausing at the steps of the White House (opposite page) are the 1987 Sailors of the Year (from left): John Visosky, Gregory DeVaughn, Timothy McCormack and Paul Hills. Photos by PH3 Karl Williamson.



Sailors of the Year



Sailors of the Year

things done,” said Visosky, “so that motivates me. I’m always trying to find out what I can do, what my own abilities are. And if you’re helping yourself, you’re helping the Navy.”

Visosky, who is stationed with the Anti-Submarine Warfare Wing at Naval Air Station North Island and works at the aircraft intermediate maintenance department, mentioned the importance of bettering yourself through education and community involvement as well as on the job. “Self-satisfaction is the best reward.”

Off-duty activities

Each sailor of the year is involved in his local community to some extent. DeVaughn is active in the PTA of his daughter’s school. “I want to be involved in Jennifer’s future,” he said. “If there’s no parent involvement, how can you gripe when kids do something wrong?” He also provides back-up support to his wife, Regina, in her duties as a den parent for their daughter’s Brownie troop.

Hills, who serves aboard USS *Excel* (MSO 439), home-ported at Treasure Island, Calif., is a member of the Knights of Columbus, an international fraternal and benevolent society of Roman Catholic men. Through this organization, he works with young people in sports and community activities and helps support a local pregnancy counseling center. “As a youth director, I organize an annual basketball free-throw competition from the community level to the national level,” Hills said. “The coordination of trophies and getting the kids and parents to the right places at the right times can be mind-boggling! I’m also the committee chairman to start a youth group for young men, 12 to 18 years old, as a social club and for com-

Some of the week was spent taking in many of Washington D.C.’s sights by the Sailors of the Year and their families. Photo by JOC Barnette.

munity involvement — helping the elderly, helping the poor. In fact, it’s for character-building more than a social group.” He works with his wife to gather donations for the pregnancy center, collecting baby supplies, such as layettes, as well as cash donations.

According to the Minnesota-born McCormack, his participation in sports and school organizations stemmed from a need to get involved in the community at each new command. “It’s the easiest way to get involved,” he said. “And then when you get into kids’ sports and find out how much fun it is, you can’t quit.” He’s also a regular at PTA meetings. “When I complain about school, I want them to know I’m willing to pitch in to help.”

Visosky is a self-described “sports fanatic” and pours his enthusiasm into the Imperial Beach, Calif., community

where he lives. One year, he coached both Little League and Senior League baseball teams and supervised care of the playing fields. At the same time, he was attending school. “I get a lot more out of the kids than they get out of me,” he claimed. But Visosky pointed out he wasn’t a one-man team. “You can’t do anything alone. I got the people in my shop involved in it, too. They were great!”

Family life

Visosky, a Dunkirk, N.Y., native, gave a lot of credit to other sailors in helping his community efforts, as well as on the job. “I have my good days and bad days,” he said. “There are airmen and chiefs around me who help me. It takes a lot of people to make it work. Sometimes I don’t get enough out of a



day. Sometimes I need to listen, and that's where that airman or that chief helps out. And that's where Jody helps out too."

Jody Stygles, the woman he hopes to marry, gets a lot of credit from Visosky for his success. "You need somebody behind you. That may be a standard answer, but that's because it's true."

In a sense, it *was* a standard answer for all the sailors of the year. Each one stressed the importance of loved ones. "I *do* care about my family," said DeVaughn. "And it's just as important for me to support Regina as it is for her to support me."

McCormack explained, "We don't get enough time in the Navy to spend with our kids, so if my time is spent with my wife and our children when I'm in from the ship, it helps our family relationships. There are built-in sacrifices that come as a result of being in the Navy. If I could repay some of their sacrifices, I'd be happy."

Sacrifice. If it isn't just luck to be chosen a sailor of the year, or hard work, or dedication, or community involvement or family, perhaps "sacrifice" best names the path to this particular honor. Each sailor gave others his time and effort, in whatever he was doing, when he could have been looking after himself. But is it worth it? What does a sailor of the year get, other than a certificate and a handshake? Well, plenty.

The "bennies"

Sailors of the year are meritoriously promoted to the next higher paygrade. This year, it meant advancement to chief petty officer for the selectees, since each was a first class petty officer. Each is awarded a Navy Commendation Medal by the Chief of Naval Operations.

It also means an all-expenses-paid trip with their families to Washington, D.C., plus a week of R&R at the location of their choice anywhere in the continental United States. The Fleet Reserve Asso-

ciation picks up the tab for the active duty sailors of the year for the Washington trip and the R&R. The reserve sailor and his family are sponsored by the Naval Enlisted Reserve Association.

Special duty is another benefit. The sea sailors of the year may elect to serve a one-year tour as special assistant to their fleet master chief. The shore sailor of the year is offered a one-year tour with the Master Chief Petty Officer of the Navy as a special assistant. The top reservist may sit as a member of the Naval Reserve Force Policy Board.

The Sailor of the Year Recognition Week in Washington included a variety of social functions designed to honor the 1987 Sailors of the Year. The Navy League of the United States, Northern Virginia Council, sponsored a kick-off banquet. Highlights of the week included a dinner hosted by the Naval District Washington Chief Petty Officers' Mess and the grand finale luncheon co-hosted by the Fleet Reserve Association and the Naval Enlisted Reserve Association.

The week in Washington also included a tour of the city provided by the D.C. area USO, a tour of the Pentagon, an awards and promotion ceremony with the CNO, and office calls on the Vice President of the United States and Assistant Secretary of the Navy.

What does it take?

The 1987 Sailors of the Year don't have a simple answer to the question, "How do you get selected?" But they do have some advice for other sailors.

"Keep pushing on," recommended DeVaughn, born in Wisconsin and a graduate of a Pasadena, Calif., high school. "Don't let anyone stand in your way. In my career, they've said, 'You can't do that!' I'd say, 'Why not?' and if they couldn't answer, I'd keep on. You're only limited by your own initiative."

Hills had similar advice. "There's no one out there that can stand in your way.

Your advancement and success in the Navy are up to you."

Emphasizing leadership and teamwork, McCormack said, "Working together, we all can make a difference."

"You have your goals and you accomplish them," said Visosky, "but you never stop, never rest."

Plain persistence, simple dedication and hard work are apparently more important than being some sort of Super Sailor. As Visosky put it, "I'm like a lot of people. I think I am a good representation of sailors today. I'm really nobody special." □

— Story by JOC Robin Barnette.

Sailor of the Year program

The Sailor of the Year program was established in 1972 by the Chief of Naval Operations to honor outstanding sailors of the Atlantic and Pacific Fleets. In 1973, the program was expanded to include a sailor assigned to a shore establishment. It was expanded further in 1982 to include the Navy Enlisted Reservist of the Year (inactive).

All active duty and inactive naval reserve sailors in paygrades E-4, E-5 and E-6 are eligible to compete. Nominations are submitted by local commanding officers via their chain of command to fleet commanders. Sailors submit a nomination package and compete through interviews.

The program is designed to recognize the best all-around sailor demonstrating sustained superior performance and leadership abilities. Also important are command and community involvement, participation in educational endeavors (both civilian and military), and a duty assignment during the competition year that is both demanding and challenging.

For further information, consult OP-NAVINST 1700.10D. □

Damage Control

Back on the line

Story by JO2 Barbara J. Lawless

Photos by PH2 Gwendolyn M. Miles and EM1 (SS) Pete Bechard

Damage Controlman returned to the Navy as a separate and distinct rating Oct. 1 after a 17-year absence. During that time, DC was merged into the Hull Maintenance Technician (HT) rating.

While not the reason for the change, recent events in the Persian Gulf underscore the crucial nature of the DC rating.

"No one who followed the attack on USS *Stark* (FFG 31) and its aftermath can doubt the importance of damage control in surface warfare today," said Cmdr. Patricia A. Tracey, commanding officer of the Naval Technical Training Center, Treasure Island, Calif.

"The emphasis on survivability has increased significantly, notwithstanding the *Stark* incident, for the last five years," said Capt. Robert K. Barr. Thirty-five years after graduating from Treasure Island as a Damage Controlman Apprentice, Barr returned in July to dedicate the Navy's only Damage Controlman "A" school. Barr worked his way up through the ranks to head Surface Ship Survivability in the Office of Deputy Chief of Naval Operations for Surface Warfare.

"The number one phrase at CNO is 'ship survivability' and Capt. Barr is Mr. Ship Survivability," said Chief Warrant Officer Richard F. Williams, former director of the previous HT "A" school, who helped develop the new DC curriculum.

"Since 1971, the Damage Controlman rate has not been lost — it was picked





NTTC instructor HT1 Paul Burns (above left) is decked out in fire-fighting gear in preparation for a damage control class. (Above) Students don OBAs. Hose handling (left) is a team effort for DCs.

Damage Control

up by others," said Barr. "However, these specialists were working as electricians, gas turbine repairmen and electronics technicians. The DCs have a different point of view. Their influence must spread all across the ship, from bow to stern, gunwale to gunwale, masthead to keel." Unlike the HT, said Barr, a DC won't have to worry about repairing leaking faucets or modifying the hull structure.

The DC rating re-emerged, not as a result of any "catastrophic occurrence," Barr said, but because of continuing con-

An instructor sets a flammable liquid fire under an airplane mock-up. Students then have to put it out, quickly and correctly.



cern over training and maintenance. "We had very poor maintenance of doors and hatches, as one example, which led to poor watertight integrity. By and large, the watertight integrity test hadn't been carried out on the ships.

"Improved fleet training in damage control helped make *Stark* a success story with regard to the implementation of things we have been saying," said Barr. HMS *Sheffield*, sank after being struck by an *Exocet* missile during the Falklands War in 1982. In contrast, fires on *Stark* were contained; the ship is still afloat. "The *Stark* case won't add any importance, but it will focus on the need," said Barr, who is involved in inquiries into the *Stark* incident.

That increased need for damage con-

trol means opportunity for DCs, both those switching over from the HT rating and "A" school graduates heading for the fleet. "As you know, the Damage Control rating, while new, jumps to a fairly high precedence in regard to its status in the whole ratings structure," said Barr.

Today's DCs lack the advantage Barr had of working with World War II-era instructors who had first-hand experience with shellings, torpedoes, fires and sinkings. However, they will have technical expertise not available earlier, said Barr, who oversees 156 research projects in damage control, cold weather survival and chemical, biological and radiological defense.

"The first firefighting suit ever issued by the United States Navy will be available Oct. 1," Barr said. All protective clothing, including head and neck gear and issue dungarees, are now fire-retardant. And Naval Firefighter's Thermal Imagers — NFTIs, pronounced "niftys" — are being distributed, one to each ship, and two to aircraft carriers.

Two hours after receiving their imagers, the crew of USS *Independence* (CV 62) located a fire obscured by smoke and were able to put that fire out with essentially no damage. In 1984, \$24 million in spare parts was destroyed aboard USS *Ranger* (CV 61) when the source of a fire could not be detected in time, said Barr.

Older ships are being upgraded, Barr assured the future DCs. "We can't backfit everything that's technically feasible, but we do the best we possibly can. Eventually every repair locker will have one," said Barr, who had the imagers tested by HT chiefs.

Barr is convinced that DCs are essential to today's Navy. "I'm the guy who's been the FA, telephone talker, DCA, executive officer, and the commanding officer, and I'll tell you, we cannot do without the damage control rating." □

Lawless serves with the Navy Reserve Public Affairs Center, San Diego, Det. 220.

DC Central in San Francisco Bay

Treasure Island has been training sailors in damage control since World War II. Sitting in the middle of San Francisco Bay, Treasure Island is home to the Naval Technical Training Center. An award-winning firefighting school and the "USS *Buttercup*," a simulated-flooding trainer, helped T.I. to be selected as the Navy's only Damage Controlman "A" school.

Navy personnel saved the government \$500,000 by building four school mock-ups, including a repair locker, a shoring model and a P-250 MOD I pump stand. The chemical, biological and radiological defense mock-up was selected as the Navy standard by the Naval Sea Systems Command.

Some 1,200 to 1,450 sailors a year will be trained here, according to school director Chief Warrant Officer David W. Rundle. Has the *Stark* incident affected DC training? "It strikes home, believe me," said Rundle. "The DC rating has been going downhill since 1971, but this school will raise the level of damage control knowledge throughout the fleet."

DCs and Shipfitters were merged into the Hull Maintenance Technician rating in 1971. Since damage control has become increasingly complex, the rate has been split again. Those with traditional shipfitting skills will remain HTs, while those with damage control expertise will be converted to DCs.

The DC "A" school opened in historic Building 3, which, during the 1939-40 Golden Gate International Exposition, served as the Hall of Fine Arts. Instead of studying European art, sailors will learn the art of damage control during intensive, eight-week, hands-on sessions.



Instruction will vary from the traditional — shoring up and cutting through bulkheads, fighting fires, maintaining pumps — to using the latest technology, such as thermal imagers. Students will become familiar with the fleet's most important damage control references. Unlike other rates, DCs will be expected to train all ship personnel in their skills.

"Their job is to keep the ship afloat, to get it back to base where it can be fixed, or back into battle," said Hull

Next to fires, the most threatening situation aboard ship is flooding. DC students must stop the flood of water into the trainer. (NTTC file photo.)

Technician Chief Bruce Duvall, NTTC instructor. "*Stark* is a prime example of why we need to be on top of damage control 24 hours a day, 365 days a year, peace or war. You can go from steaming under peace to being under fire in a matter of minutes." □



Gokokuji Bell comes home

Story and photos by JO3 Mark A. Vehec

Secretary of the Navy James H. Webb Jr. presented the Gokokuji Temple Bell to the Shuri Historical Museum in Okinawa in July, marking the return of the historic bell to Okinawa after one hundred and thirty-three years.

The bell, a symbol of Okinawan culture, was returned at the request of Okinawa Governor Nishime. It is one of the few tangible reminders of an earlier period in Okinawan history and is celebrated in Okinawa's literature and folklore.

In his statement upon returning the bell, Webb said, "One hundred and thirty-three years ago, Commodore Matthew C. Perry paid an historic visit to the Ryukyu Islands as an envoy of the United States government. The Okinawan people, in their generosity, presented Commodore Perry with this his-

toric bell to commemorate his visit and to celebrate the signing of the Treaty of Naha," Webb said. "I return today as an envoy of the United States government to return the Gokokuji Bell in the same spirit in which it was originally given, one of friendship, respect and mutual need.

"The people of the United States recognize that for more than 40 years the people of Okinawa have been gracious hosts to the U.S. military forces in our mutual desire to preserve peace in an often troubled world," Webb added, "And so today, I return this precious symbol of Okinawa's past . . . in gratitude for the gesture of the Okinawa people in presenting it to America's first envoy, Commodore Perry . . . and with the hope that every day, when other bells

on this island ring, they will be celebrating the continuing peace of mankind, and the friendship of our two nations."

According to most accounts, the bell, forged on Okinawa in 1456, was given to Perry in 1854 by the regent of the Lew-Chew Islands (now the Ryukyus). In 1858, Commodore Perry's widow donated the bell to the U.S. Naval Academy, where it has been rung to celebrate varsity football victories over the Army for the past 100 years.

Webb, a graduate of the U.S. Naval Academy, accepted a replica of the bell presented on behalf of the people of Okinawa in exchange for the original bell.

The transfer of the bell was authorized by Webb as a gesture of goodwill from the people of the United States to the people of Okinawa. □



Opposite page: Secretary of the Navy James H. Webb Jr. and Okinawa Governor Junji Nishime exchange bows after unveiling the Gokokuji Temple Bell. Left: Webb addresses dignitaries during the ceremonies. Below: The Okinawa Governor, Secretary of the Navy and a representative of the American Embassy in Tokyo pause after laying wreaths during the International Ceremony in Naha.



The return of the HMS Rose

Replica of Newport's nemesis honored at NETC

Story by Lt. Lee Whittington and JO3 Daniel Breidel
Photos by JO3 Daniel Breidel



“A rose is a rose is a rose is a rose . . .
“A rose by any other name . . .”

But when the name is HMS *Rose*, a very significant historical event comes to mind: the creation of the United States Navy.

On a beautiful Sunday morning earlier this summer, the frigate *Rose* sailed into Narragansett Bay once again, with her sails billowing in the breeze. This was not the notorious 18th century British frigate, HMS *Rose*, but a newly restored replica, the “HMS” *Rose*, underway for the first time since her most recent restoration.

Naval Education and Training Center, Newport, R.I., was the first stop on *Rose*'s maiden voyage, which will eventually include 27 ports and all 13 original states that signed the Constitution. Newport was chosen as her first stop because of the special significance the frigate

The NETC Sailors of the Quarter carry the aft yard-arm in preparation for *Rose*'s Narragansett Bay day cruise.



The sight of this 179-foot square rigger (left) as it passes near the Newport Bridge presents a startling contrast of old and new. Newport school children (below) on the "HMS" *Rose* gundeck, learn what was needed to fire cannons and how many people were needed to fire them.



Rose has for Newport.

If there was any one single reason for Rhode Island's decision to join the American Revolution, it would be the presence of HMS *Rose* in Narragansett Bay from 1774 to 1776.

The heavily armed British frigate was sent to blockade the Newport harbor in 1774 in an effort to stop the illegal smuggling of molasses (used for making rum) from the French West Indies. HMS *Rose* undertook her blockade assignment with a vengeance, and before long, her actions led to mass unemployment and great economic hardship in Rhode Island. The Rhode Island General Assembly responded by creating the Rhode Island State Navy on June 12, 1775, and also sent its formal resolution to the Con-

tinental Congress in Philadelphia in the summer of 1775 calling for the creation of an American Navy. Congress passed the bill in October 1775.

Indirectly, therefore, HMS *Rose* was responsible for the birth of the American Navy. Because of the important role played by HMS *Rose* in both the history of Rhode Island and the formation of the U.S. Navy, it was proper and fitting that "HMS" *Rose* visited the NETC on the first leg of her historic trip retracing America's revolutionary history.

Newporters responded enthusiastically to "HMS" *Rose's* arrival, lining the shores at NETC Newport to catch a glimpse of the 179-foot square-rigger's entrance into the harbor. The ship sailed under the Newport Bridge, a startling

contrast of old and new, and then berthed at the NETC marina.

The following day, *Rose* got underway for a spectacular pass in review — a ceremonial sail around the bay, during which she fired her 24 cannons in greeting. The Newport Artillery Company, decked out in colonial uniforms, responded from the shore by firing their guns and muskets.

That afternoon, *Rose* opened her gangway for visitors and tours. Young and old from all over New England flocked aboard to get a glimpse of history repeating itself. School children spent hours touring and observing, while crew members demonstrated seamanship techniques. The skipper of the *Rose*, Captain Richard Bailey, and his crew spent countless hours detailing interesting

Rose return

events and facts about the original *HMS Rose*.

"Each cannon has a woman's name engraved on a plate above the cannon. The names honor wives and sweethearts of the gun captains," a crewman observed.

"The black powder for the cannon was carried up from the storage holds by children. These children were bought from orphanages strictly for this purpose. They were kept confined in the storage holds except during battle, when they were let out to perform their duty. So battles were a treat for these children," added Bailey.

While visiting the Naval Education and Training Center, *Rose* hosted several ceremonies, official receptions, and tours, but the most special event for the sailors at NETC was her "reward sail" for more than 30 Navy people from Newport commands who had been honored as Sailors of the Quarter.

During a special cruise arranged for them aboard "*HMS*" *Rose*, the sailors served as crew. It was the opportunity of a lifetime to sail an 18th century frigate.

"A sailing Navy is what made this country great. Our love for sailing tall



ships and our feeling for our Navy coincide with our country's history and Constitution," said Bailey. "With this in mind, we decided to host the Sailors of the Quarter, NETC's finest, for a day on the bay."

Before "*HMS*" *Rose* could get underway for the cruise, however, she had to "hire" the NETC crew. This was necessary by law, and each sailor signed aboard and received his or her wages and provisions for the day — \$1.

Rigging the masts was accomplished the day before the Narragansett Bay sail by the NETC crew, who clambered fore



and aft setting lines, hoisting square sails into place, and raising the yard-arms.

For Musician Second Class Richard Thompson, member of the Northeastern Navy Band, it was a unique opportunity to relive history. "To set sail on a man-of-war gives me great pride in the history and tradition of the navies of the world," he said.

When Chief Machinist's Mate Jim Krabiell, an instructor at the Surface Warfare Officers' School, was called upon, he ran up the forward yard to set the windward sails. "I loved the experience. The thrill of climbing the mast made me eager to do more," he said.

To take the helm of a 500-ton sailing ship required a lot of nerve, but Chief Warrant Officer David Petroni, NETC's Discipline Officer, did not hesitate. "Taking the helm of a tall ship that sailed two centuries before my time is a dream come true," he said. "The feeling of history, the complicated process of getting her rigged for sail, and the awesome reality of skipping a ship of this caliber is a thrill I will never forget."

"Climbing up the rigging and setting loose a huge canvas square sail was exciting, but scary," recalled Machinist's Mate First Class Nathan Christmas, an instructor at Surface Warfare Officers' School. "All Navy personnel should be able to take advantage of hands-on training on a real sailing vessel."

"The Naval Education and Training Center here in Newport has been the best host a guest ship could ever have or ever want," Bailey observed. "That makes the *Rose* ready to visit many more bases down the coast."

When asked how it felt to be at the helm of an 18th century frigate in the age of nuclear-powered vessels, Captain Bailey responded, "If pride is a sin, I am feeling sinfully sweet." □

Sailors of the Quarter find out how hard it is to sail a man-of-war (above). NETC sailor (left) learns basic sailing techniques.



Photo by PH1 Chuck Mussi

Navy people in Navy jobs

Greetings to Navy men and women everywhere! In celebration of the United States Navy's 212th birthday, All Hands magazine pays tribute to sailors around the world. First, we honor their work: the jobs done by the surface community, the submariners, naval aviation, and the indispensable but often unsung sailors of the support community.

Following the tribute to what Navy people do, we honor the people themselves. This is done through a series of individual portraits, beginning on page 27. Here's to the U.S. Navy — happy birthday!

Surface fleet keeps the seas free

Reaching back more than two centuries to *Alfred*, the Navy's first ship, the history of the surface fleet is one of unmatched power and glory.

The roll call of great events in the history of the Navy's surface fleet is a litany of milestones in the history of civilization itself: *Bonhomme Richard* vs. *Serapis*, the Tripolitan Wars, *Constitution* vs. *Guerriere*, Perry in Japan, *Monitor* vs. *Merrimack*, the Battle of Manila Bay, the struggle against the wolf packs in the North Atlantic, Pearl Harbor, Midway, Coral Sea, Inchon, Gulf of Tonkin, the Persian Gulf.

Wherever, whenever the history of the world is being written, the U.S. Navy's surface fleet is usually there pen in hand.

But for the individual sailors, those moments of supreme importance in the context of world history don't seem very evident. Their days are not filled with earth-shaking cataclysms but with ordinary watches; not with desperate sea battles, but with routine patrols.

Most sailors spend most of their lives not saving the planet, but drilling, training, and waiting, waiting, waiting to save it.

However, these sailors are not fooled by the predictable rhythm of watch rotations and the routine of alternating deployments and home-port stays. They know they must be ready, in an instant, to meet the crisis everyone hopes will never come. They know that if they are lulled to inattention by the endless training, they will fail in the crucial seconds and all the training will be for nothing.

"Haze gray and underway" — from Norfolk to the North Sea, from San Diego to Diego Garcia, the sailors of the U.S. Navy's surface fleet know that readiness is the key to keeping the peace, and they prove it every day. □

Right: USS *New Jersey* (BB 62) cruises under the Delaware Memorial Bridge. Far right, from top: USS *Yorktown* (CG 48) underway. USS *Iowa* (BB 61) crewman monitors radar screen. A signalman communicates with other ships during NATO exercise Northern Wedding '86 from battleship *Iowa*.

Photo by AN E.J. Bonner





Photo by PH1 Chuck Mussi



Photo by PH1 Jeff Hilton



Photo by PH1 Jeff Hilton

'Invisible sailors' keep the peace

From the fragile, almost comical beginnings — the leaky little cylinders that were America's first submarines — the U.S. Navy's sub-surface fleet has developed into the most powerful armed force the world has ever known. *Hunley* could hardly attack its target without sinking itself, but *Ohio* can obliterate an enemy on the other side of the world while remaining virtually undetected.

Nuclear submarines are practically inconceivable, not only in terms of their destructive power, but even in terms of their basic operations. For cruisers, battleships, aircraft carriers and the rest, "visibility" — showing the flag — is usually the whole point of the voyage.

Submarines show nothing. Once out of port, they slip beneath the sea and no one can be sure where they are or what they are doing. That is the essence of their operations, the point of *their* voyage.

In many ways, deployment with a submarine is much the same as with a surface vessel — routine patrols, regular drills, watch rotations, log entries — but there are also very fundamental differences. The distinction between night and day, that essential means of noting the passage of time, can only be kept track of by instruments when one can't see the sun. Watching the weather, a constant preoccupation for surface sailors, is pretty much a matter of indifference to submariners. Sudden storms and heavy seas hold little threat for someone cruising silently hundreds of feet below the surface; taking tons of green water over the bow might mean trouble for a destroyer, but it's the definition of a submarine.

It takes a special sort of sailor to disappear beneath the sea for months at a time, willing, if called upon, to use the most powerful weapons ever devised. Fortunately for the security of the nation and the peace of the world, the U.S. Navy has many such sailors. □

Right: USS *Ohio* (SSBN 726) near Bangor, Wash. Far right, from top: Submariner scales a ladder aboard USS *La Jolla* (SSN 701). USS *Finback* (SSN 670) at sea. USS *Sam Rayburn* (SSBN 635) in port, Newport News, Va.

Photo by PH1 Harold Gerwien

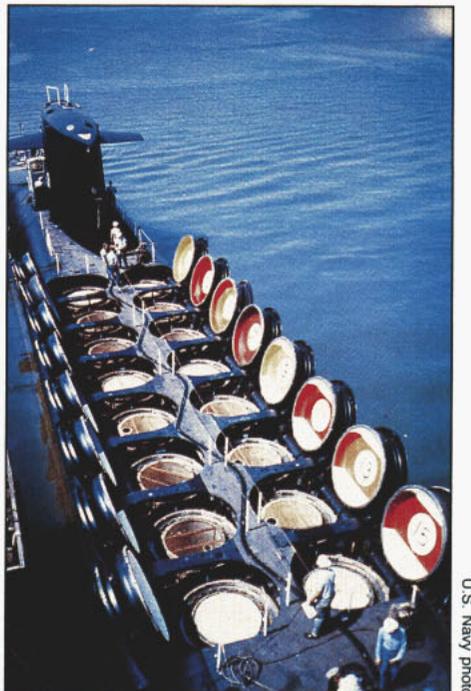




Photo by PH1 James Wallace



U.S. Navy photo



U.S. Navy photo

Keeping the Navy flying high

To fly: man's most ancient dream is only one of his most modern accomplishments. To sail the high seas, on the other hand, is one of the oldest means of transportation. Put the two together, and you have naval aviation.

Teaming ships and airplanes was an invention that made the World War II battles in the Pacific unique in the history of warfare. Other nations have put planes to sea, but the U.S. Navy's fleet of aircraft carriers has never been equalled, making it one of the most formidable weapons systems in history.

Riding the largest warships ever launched, whole squadrons of fighters, bombers and reconnaissance aircraft can be deployed anywhere in the world; the virtually unlimited range of U.S. naval aviation is a fact carefully noted by our allies . . . and our enemies.

But even more important to the effectiveness of this weapons system than the awesome machines are the very special people who are able to make the machines work so well.

Recent popular entertainment — novels like *The Right Stuff*, and movies like *An Officer and a Gentleman* and, of course, *Top Gun* — focused public attention on the prowess and courage of pilots.

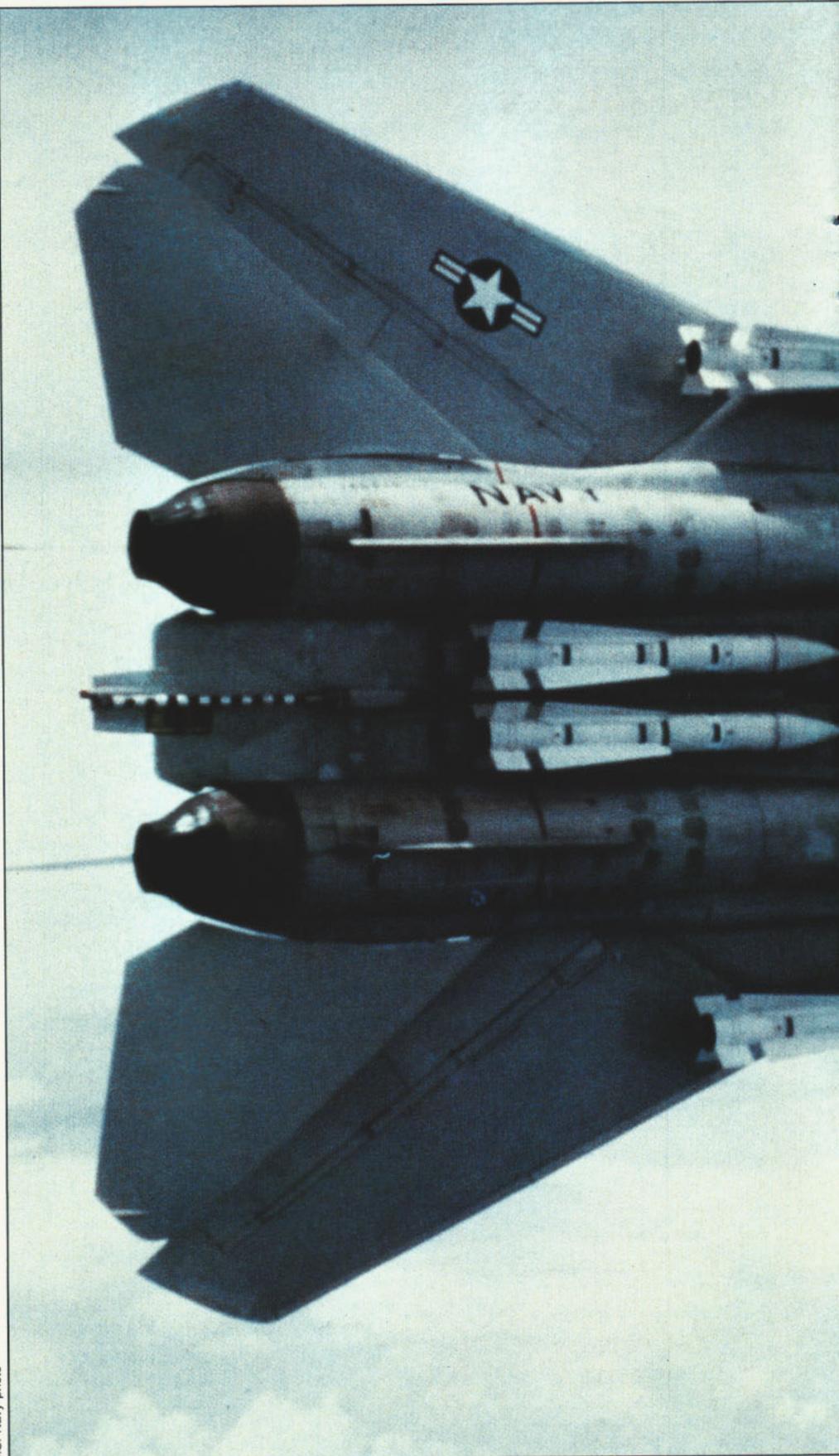
But Navy pilots will be the first ones to point out that they are only part of a team.

Navigators, aircraft mechanics, weapons handlers, ground crews, air traffic controllers — and, of course, all the ship drivers and other sailors who put the “naval” in naval aviation — all have to work together. It takes a highly-trained and perfectly coordinated effort to put the amazing aircraft in the air.

This synthesis of skills — ancient mariners and modern aviators — is what makes the naval aviation team so special. □

Right: An F-14 Tomcat, loaded with Phoenix missiles. Far right, from top: Being readied for catapult launch from USS Enterprise (CVN 65) are an F-14 Tomcat (left) and an F/A-18 Hornet. A CH-46 Sea Knight hovers over the deck of USS Carl Vinson (CVN 70). A catapult officer gives launch signal to pilot of an A-6E Intruder. A Blue Angels' maintenance crew member pulls the intake cover on a C-130.

U.S. Navy photo





OCTOBER 1987



Photo by McDonnell Douglas Corp.



U.S. Navy photo

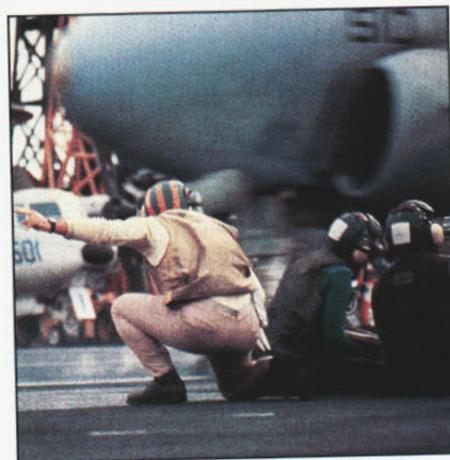


Photo by PH2 Don Koralewski



Photo by PH1 Chuck Mussi

Navy's behind-the-scenes sailors

“Support.” Webster’s defines it as: “to promote the interests of; to uphold; to serve as a foundation for; to keep something going.”

The “support” people in the Navy are not the ones who pilot the awesome aircraft nor command the silent subs nor conn the high-tech surface ships — they only make it possible for these things to get done.

Support keeps the Navy functioning by doing a lot of things; by filing message traffic, frying sliders, scraping plaque, scrubbing bulkheads, typing memos, checking blood pressure, proof-reading press releases, washing pillowcases, redesigning reduction gears, drafting reports to Congress, straightening out pay records, notifying next of kin, changing typewriter ribbons, cleaning heads, changing lightbulbs, and (why not?) editing magazines.

Support personnel may be dismissed as “paper-pushers” or ignored because they don’t make headlines in the operational theaters.

But if the paper that’s being pushed is a tracer on your missing paycheck or the requisition that’s being processed is one that will ensure an adequate supply of strawberry ice cream for the duration of your Indian Ocean deployment, that’s a different story.

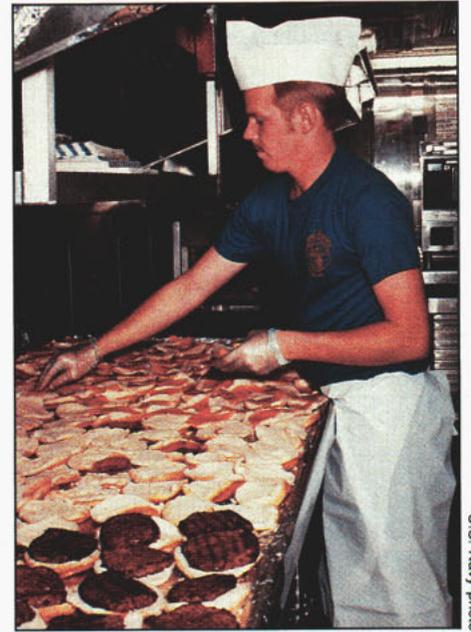
No hit movies are likely to be made about storekeepers or yeomen; there’ll be no gripping best-sellers based on the careers of mess cooks or dental techs.

Maybe nobody will pay tribute to the support sailors, standing proud on the fantail, with the Stars and Stripes fluttering bravely in the background while the Navy Band plays “Anchors Aweigh.” But then again . . . maybe somebody should. □



Right: Crewmen in the personnel office of USS *Iowa* (BB 61). Far right, from top: A mess management specialist prepares hamburgers in USS *Enterprise* (CVN 65) galley. A radioman in the message center of the Naval Communications Area Master Station, Sigonella, Italy. *Iowa* crewmember at work in the disbursing office.

Photo by PH1 Jeff Hilton



U.S. Navy photo



Photo by PHC Hastings

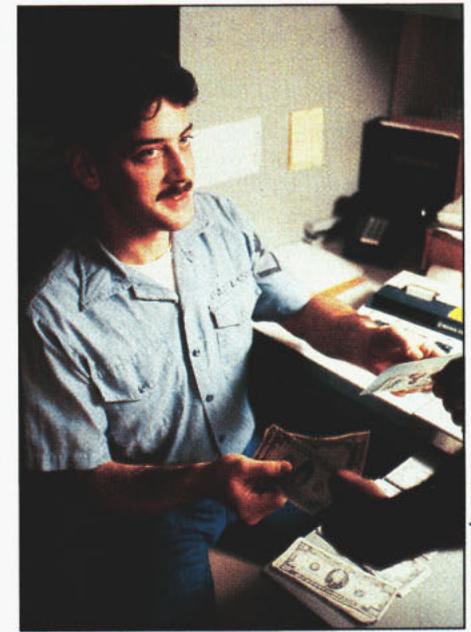


Photo by PH3 J. Elliott

October 13

Special Navy day for Special Navy people

All Navy men and women are special in many different ways. In celebration of the U.S. Navy's 212th birthday, All Hands magazine is featuring a group of sailors who are special in one particular way: they were all born on October 13, the Navy's anniversary.

No one knows for sure how many Navy folks share the Navy's birthday. But we went looking for them, armed with a computer listing provided by Naval Military Personnel Command. In the end, we found some of these special people, talked with them, took their photos and now share their stories with All Hands' readers.

Happy birthday!

STG1 Joseph Saei

"I was in the Navy when we celebrated our 200th anniversary. That's when I found out the Navy and I had the same birthday. I thought it was a good omen."

Joseph Saei was making \$1.65 an hour as a pineapple picker in Wahiawa, Hawaii, when he decided there must be a better way to make a living. That was 12 years ago.

Now Saei is a sonar technician and a supervisor on the frigate USS *Bagley* (FF 1069), as he prepares for the chief petty officer's exam.

Saei (pronounced "sigh") speaks softly with no trace of a "Kamaaina" accent. His methodical way of doing things is well-suited to his mission as a troubleshooter for *Bagley's* AN/SQS-26CX sonar system.

The 29-year-old native of the 50th state said he originally joined the Navy for a four-year hitch, then extended his enlistment to attend ST school. "I was cleaning spaces, dumping trash and chipping paint," he said. "I realized that when I got out, the only job I could get with that experience was maintenance worker."

In 1975, Saei learned he and the Navy had something in common. "I was in the Navy when we celebrated our 200th anniversary," he said. "That's when I found out the Navy and I had the same birthday. I thought that was a good omen."

When Saei's first enlistment expired in 1981, he did get out. "While I was out, I realized the civilian world is very much like the Navy," he said. "I was working a lot of overtime and 'field-daying' as a civilian, and the politics are the same in the outside world as well. Besides, the



Petty Officer Saei adjusts the screen of his AN/SQS-26CX sonar system in USS *Bagley's* sonar control.

Navy had more benefits than I was getting."

During the year he was out, Saei got married and he and his wife, Catherine, set personal and professional goals. He rejoined the Navy and completed half his courses for a bachelor's degree in computer science while home-ported in Pearl Harbor and on shore duty at the Fleet Antisubmarine Warfare Training Center.

As a supervisor for 13 men in *Bagley's* 3rd division, Saei said he wants to help his people become better men. "I care what happens to people around here," he said. "Compared to civilian life, I'm given freer rein. If I sense a problem, I can correct it."



Petty Officer Saei commutes 28 miles round trip from home to the pier on his bicycle.

Saei has been practicing his methodical ways since boyhood, when he enjoyed building model planes. "I was about seven years old," he said. "My dad handed me a kit for a B-52 *Strato-Fortress* and gave me a tube of glue. Mostly, I got glue all over everything. But I improved."

His most recent project was a futuristic robot fighter, the star of a children's cartoon series. "It took me about two weeks," he said, "then my son William came in and broke it." Saei doesn't hold it against his son, though — William is only three. The Saeis' other son, Daniel, is one year old.

Saei's life is not entirely spent cooped up in sonar spaces or hunched over a plastic model. He commutes 28 miles round-trip, from his Spring Valley, Calif., home to the pier where *Bagley* is moored, on his 10-speed bicycle. "I do it for fun," he said. "Adventure" might be a more appropriate word, in San Diego traffic.

Setting demanding goals and meeting challenges is part of what makes life interesting for Joseph Saei. "Civilian life was boring," he explained. "The Navy is demanding. I wouldn't have it any other way." □

— Story and photos by JO2 David Masci, NIRA DET 5, San Diego.

“I didn’t enlist as a master chief. I’ve gone through the problems, the fears and the system, and because I’ve experienced them, I can offer help.”

For a land-locked South Dakota ranch boy, the Navy seemed an unlikely career choice. And yet, a decision which “seemed like a good idea at the time,” has been forged into a 28-year naval career for Aviation Maintenance Master Chief Jerome F. Brunner.

Now serving as command master chief

for Training Squadron Four, of Training Air Wing Six, Pensacola, Fla., Brunner said it was of no significance to him as a young man that he and the Navy shared a birthday. In fact, it wasn’t until a four-year break in naval service following his initial enlistment that Brunner realized how important the Navy had become to him.

“I was not able to travel, to pick up and go, to do something different every three or four years,” he explained, describing life outside the Navy. “I would have been bored with a nine-to-five job for 40 years.”

With that realization, Brunner packed his seabag and re-embarked on a career which would include a number of aviation-related assignments, a tour in Vietnam as a river patrol boat captain and naval advisor, and a short stint as a student at a junior college.

Brunner resists the notion that he is a

“special” sailor, but according to his shipmates, Brunner fits his own description of the outstanding Navy member. “A special Navy person is one who has a job to do and who’s willing to give 120 percent, to go the extra mile to get it done,” he contends. “It is the person who says ‘I’ll take care of it’ — and does. We rely on that type of individual in the Navy.”

While acknowledging that variation of duty, frequent relocations and extended deployments are difficult, Brunner also declares, “Sea duty is where it’s at — it is the Navy. It’s as simple as that.”

However, it’s the fact that Brunner has faced the good *and* bad of Navy life that makes him successful in his position as his command’s senior enlisted member. “I didn’t enlist as a master chief,” he said. “I’ve gone through the problems, the fears and the system, and because I’ve experienced them, I can offer help.”

Honing his “people” skills during his career has prepared Brunner well for the demands as liaison between the training squadron’s senior and junior personnel. An added plus is the master chief’s underlying, unwavering faith in his young Navy charges. “I’ve seen them under pressure, working hard and responding in an outstanding manner. They have a good understanding about what’s going on in the country and in the world, and they’re looking toward the future more than my generation did,” he said. He paused to reflect, and then added, “As long as we have that type of young person, the Navy will be a competent and skilled force.”

This year, as sailors salute the Navy’s 212th year, Brunner will quietly celebrate his 51st birthday. □

— Story by Diane Shepherd. Photo by PH2 P. Canavan. Shepherd works at Public Affairs, NAS Pensacola, Fla. Canavan works at the Naval Education and Training Program Management Support Activity, Saufley Field, Pensacola, Fla.

Master Chief Brunner stops to talk with AE2 Mark Custer, who is sitting in a T-2C aircraft.



AME1 Perry Ogle

“Having a birthday on the same day as the Navy has been an extra touch of class to my career.”

For Aviation Structural Mechanic (Egress) 1st Class Perry L. Ogle, the Navy’s birthday has special meaning. He will be celebrating the Navy’s 212th birthday on Oct. 13, as well as celebrating his own.

Ogle, stationed at the Naval Air Test Center, Patuxent River, Md., hasn’t made a big deal over the fact that he shares the Navy’s birthdate. “When I first enlisted,” he said, “I didn’t realize that our birthdays were the same. As time passed, I did take note of it and I must say I was a little surprised. Having a birthday on the same day as the Navy has added an extra touch of class to my career.”

A native of Tennessee, Ogle has been stationed at Pax River since 1978. He recently became leading petty officer of a newly formed division under the Rotary Wing Command. “As LPO for the Line Division, I find the job challenging,” Ogle said. “Our mission is basically to ready helos for launching and recovery.”

He said there is a lot of work to be done by his small crew. “Getting a helo ready to launch takes about 45 minutes. This includes visible inspection of the aircraft, oil and hydraulic checks, security checks and a host of other items that must be checked before we launch,” Ogle explained. “With only 11 people to work with and up to six or seven launches a day, you can see that we have a non-stop day.”

Ogle is described as a model sailor by AMCS Wayne E. Barker, his immediate supervisor. “As an E-6, Ogle is simply outstanding. His method of supervising has paid off for this command and the Navy,” Barker said. When he was in-



formed of the shared Navy/Ogle birthdate, Barker commented, “As of now we have no plans to observe his birthday, but who knows? Things have a funny way of changing around here!”

Off-duty, Ogle’s enthusiasm is for the outdoors. “My biggest hobbies are hunting and fishing,” he said. “Being stationed at Pax has provided me and my family with both of these activities, right on base! The environmental program the base has is the best I’ve seen. It’s not overbuilt and cluttered.”

Quality of life is important to Ogle, who is married with two children. He believes strongly in the family as a unit. He knows that keeping his work separate from his home life has made his family a success.

His wife, Tammy, was tickled about the shared birthday when she learned of it. “We’ve been married over seven years

and I don’t remember when I found out that his birthday was the same as the Navy’s, but I do recall I thought it was neat. I felt maybe there was an underlying significance to it all,” she said. “I mean, maybe he was meant to join the Navy from the beginning.”

With 12 years in the Navy, Ogle is in the position to give some advice to people considering Navy service. “Take your time and look at all your choices. The Navy isn’t for everyone, but it certainly can provide someone the chance to develop, not to mention the opportunities for travel. Education benefits are boundless, and for that reason I joined.”

□

— Story and photo by PHI Michael Wood. Wood is assigned to Naval Air Test Center, Patuxent River, Md.

JO3 Kaylee Eger

“I began looking around to see where I could find adventure. I discussed going into the service with my family and the consensus was ‘go for it!’ ”

“I used to tell everybody I wanted to be the next Barbara Walters,” said Journalist 3rd Class Kaylee A. Eger. She laughs, but her goal is to become a television reporter, and Eger is pursuing it tirelessly.

She recently earned her associate’s degree and is continuing her education at San Diego City College, working on entry requirements for a degree in telecommunications with San Diego State University. With ambition like that, Eger takes full advantage of the Navy’s tuition assistance program. “Tuition assistance definitely helps a lot. I’m paying \$12 to take three classes next semester,” she said.

Eger is a believer in education. “If you don’t have education, you’re not going anywhere,” she said. “Without an education you can’t get a good job. That’s what I want: a good job!”

Eger spent her childhood in a little Michigan town called Buchanan, located 20 miles from the Indiana border and 20 miles from Lake Michigan. As she recalled, “It was 20 miles from the rest of the world.”

After high school graduation, Eger began to look around for the excitement she thought should follow that event. “I saw all my friends getting married and having children. That’s not the life I wanted,” she said. “Not yet, at least.”

Sometimes JO3 Eger has to take work home to meet newspaper production deadlines.

Eger realized she needed to go out on her own to see and experience the world. “I began looking around to see where I could find adventure,” she said. “I discussed going into the service with my family and the consensus was ‘go for it!’ ”

Since her enlistment in 1981, Eger has had a wide variety of “adventures.” She started out driving boats and chipping paint aboard the submarine tender USS *McKee* (AS 41). During her assignment, the ship was commissioned in Seattle, Wash., making her a plank owner.

Working in the photo lab in her spare time, Eger was eventually transferred there as a journalist striker. By this time, she was interested in becoming a television reporter and received orders to the Department of Defense journalism school. Her next adventure came in the form of orders to the broadcast detachment in Adak, Alaska. Eger became a disc jockey and a television reporter for an audience of 5,000 military personnel and their families.

Later adventures took her to a photojournalism school, assignment to a base newspaper at the Trident Submarine Base, Kings Bay, Ga., and finally to her present duty at Naval Air Station North Island where she serves as editor of the base newspaper.

In spite of a busy work and school schedule, Eger still finds time for fun. She says she loves camping, softball, tennis, roller skating, going to the beach and traveling.

But her top priority is to become a television reporter. “I want to get my bachelor’s and get into TV broadcasting. I want to be a reporter!” Eger said.

With determination like that, don’t bother to look up Eger at North Island — just keep your eye on the TV nightly news. □

— Story by Fred Wilson. Photo by SN Maria Betty. Wilson is the Assistant Public Affairs Officer at NAS North Island. Betty is assigned to the NAS North Island Public Affairs Office.



MU1 Stuart McLean

“I wanted to play music for a living, and I wasn’t getting very far in that area as a store manager.”

“Being with the U.S. Navy Band is one of the best and most secure positions any musician can have,” said trombone player and Musician 1st Class Stuart McLean, “it’s a different job every day with a lot of variety. It never gets stale.”

McLean, who hails from Yorktown, Va., joined the Navy two years ago after leaving his job as manager of an electronics retail store. It’s no surprise that McLean, who has a degree in music from James Madison University at Harrisonburg, Va., and has played the trombone for 17 years, had aspirations of pursuing a career in music. “I wanted to play music for a living,” he said, “and I wasn’t getting very far in that area as a store manager.” Thus, McLean checked

into the opportunities offered by the Navy Band, based in Washington, D.C. Impressed by what the band had to offer, McLean auditioned and was accepted for duty with the Navy’s premier musical organization.

Although McLean enjoys all forms of music, he says that his tastes lean toward rock, classical and jazz. As a trombone player, McLean plays for the band’s ceremonial and concert units, since trombones are instruments most often used in big band and orchestra groups.

In addition to the pleasure of playing and working with some of the finest musicians in the country, many of whom are graduates of the nation’s outstanding universities and schools of music, McLean finds duty with the band filled with variety and excitement. “The travel is great,” said McLean. “I have had the opportunity to see parts of the country I had never been to before.” Although he says that a good portion of his on-the-road concert performances have been on the East Coast and in the South, he did have the opportunity recently to travel

to Michigan for a week’s performance and last year performed in San Antonio, Texas.

McLean said one of the major highlights of his duty has been performing in ceremonies at the White House for President Ronald Reagan. And, in a recent Navy Memorial fundraising performance, McLean met entertainers Tony Curtis, Cliff Robertson and Barbara Eden who also attended the affair.

When not traveling or performing locally with the band, McLean assists with a trombone workshop held at the Navy Yard every year for both civilian and military musicians. It is his responsibility to line up people to appear and play for the workshop. He prepares official letters of invitation and makes living arrangements for the guest musicians. McLean remarked that the workshops not only involve special concerts but also include clinics on playing the trombone that are taught by some of the finest trombone players in the country.

Being a Navy musician has not only fulfilled McLean’s professional desires, but has also provided him and his wife Elizabeth with a dependable lifestyle. McLean said, “the Navy has given me a secure and steady income. This has allowed my wife and I to buy a home in Maryland.” He also added that he and his wife would like to start a family soon and the medical benefits will be a big help in that respect.

McLean, who enjoys jogging and reading in his spare time, intends to make the Navy his career. He enthusiastically states that the Navy has measured up to all of his expectations. His long-term goal is to retire as a master chief and become a music teacher and professional musician. But for the time being, he is concentrating on climbing the next note up the band’s promotion scale. □

— Story and photo by JO2 Mike Mckinley.

Trombonist Stuart McLean says his tastes in music lean toward rock, classical and jazz. McLean plays for the band’s ceremonial and concert units.



DN Flecia McGriff

“The patients are what keep my job interesting. You’re always meeting new people. I enjoy it because people truly fascinate me.”

The screeching of drills pierces every space in the clinic. Even the patients’ waiting room isn’t immune to the whirr of tools. A young sailor bites his nails in anticipation. Suddenly, a soft voice calls out his name.

Dentalman Flecia D. McGriff, at Sewell’s Point Dental Clinic in Norfolk, Va., sees patients like this every day. Although many of the procedures are repetitious, she claims she never gets bored with her job.



“The patients are what keep my job interesting,” McGriff said. “You’re always meeting new people. I enjoy it because people truly fascinate me.”

McGriff said her enjoyment of meeting people is partly why she’s involved in modeling during off-duty hours. “I enter a lot of modeling and beauty contests,” she said.

She began modeling in Florida before she joined the Navy, first taking part in beauty pageants and then fashion shows for cable television. “I tried out for some bit parts in movies, too, like *Porky’s*,” McGriff said.

Curiosity and a desire to “do something different” got her into the service, with a little encouragement from her stepfather, a retired Marine. “I went to nursing school for a year right after high school and I kind of got burned out on school,” McGriff explained. “I wanted to do something different, and I had always wondered what the military would be like.”

Initially, she was interested in becoming a hospital corpsman, but when it proved too difficult to get into the rating, McGriff opted for dental technician. When she had completed her Navy schools and was stationed in Norfolk, she decided to take up modeling again.

One of the most recent competitions she entered was sponsored by *Swimwear Illustrated*. “I had sent in my picture before going on leave, and when I came back I had received a letter congratulating me for being picked out of 100 or so girls for their cover girl contest,” she recalled.

McGriff has also recently submitted photos to *Jet Magazine*, entered the “Miss Black Local Talent” competition, and frequently enters “lip sync” contests. Lip sync involves mouthing the words of recorded songs, moving and dressing in the style of the artist. McGriff’s favorite artist is Whitney Houston.

McGriff inspects the dental tools which will be used on her next patient at Sewell’s Point.

However, acting is what McGriff wants to do most. "I would like to become a movie actress someday," she said. "In beauty pageants, there's always a talent contest, so I do dramatic readings or parts from plays."

For her next pageant she is keying on the theme "say 'no' to drugs." "I'll have three minutes, so I'm going to do a

trilogy of characters, one for each minute," McGriff said. She is writing the parts of a girl pressured to use drugs, the girl's mother and a drug pusher and will act out each one. "I want to get the point across to kids that there's a lot of peer pressure, and to avoid it."

Although McGriff intends to get out of the Navy at the end of her current

enlistment, she has no regrets. "The Navy has taught me well," she said. "I'm glad I joined."

The dental technician will celebrate her 23rd birthday on Oct. 13, as the Navy celebrates its 212th. □

— Story and photo by JO3 Amie A. Richardson. Richardson is with the Public Affairs Office at Naval Hospital, Portsmouth, Va.

YN2 (SS) Jerry Bradley

"The attitude aboard the boat was a lot mellower. You knew people by their first names and the camaraderie was higher because you lived, ate and slept with the people."

Jerry Bradley is a staff yeoman assigned to the Vice Chief of Naval Operations' office. He came into the Navy to be a yeoman, having spent nine months in the delayed entry program.

But during his "A" school days, in Meridian, Miss., Jerry became interested in duty aboard a submarine.

"There was a senior chief there at the school who was a submariner," he recalled. "He talked to me about sub duty, and it seemed really great."

After submarine school in Groton, Conn., Jerry was assigned to the USS *Kamehameha* (SSBN 642) where he completed seven patrols on the gold crew.

Jerry finds duty in D.C. a sharp contrast to his duty on board *Kamehameha*.

"The attitude aboard the boat was a lot mellower," he said with a laugh. "You knew people by their first names.

The camaraderie was higher because you lived, ate and slept with those people."

Since leaving the submarine, Jerry has had the time to get back in the swing of some other things that interest him, such as athletics.

"I play racquetball, tennis and golf," he said. "Golf is the new thing I'm trying. After being on the boat for almost four years, getting out there and playing golf is really great."

There are parts of his "prior life," the

seven patrols with the gold crew, that are still in his blood.

"I belong to three movie rental clubs," he said. "Being on a submarine, especially a 'boomer,' you really get used to watching movies — when you're not on watch or cross-training, that is. There is not that much else to do."

Jerry Bradley is one sailor who likes to have lots to do. □

— Story and photo by PH1 Chuck Mussi.



EN1 Alan Deason

“Most of my experience has been with smaller ships. I liked them. You get to do things you normally aren’t allowed to do on the larger ships.”

Here’s a sailor whose heart is in his job; “mechanic-ing” is what makes Engineman 1st Class Alan E. Deason tick.

“I’ve been around mechanics all my life,” said the Sylcauga, Alabama native. “It’s what I really enjoy. I started out learning tractor trailers when I was young.”

He pointed out that most teenage boys get into souping up cars and racing, but he never did. “I stayed more in line with tractors and tractor trailers. You can build up the horsepower on a car, but then you can’t do anything with it,” he said seriously, warming to his subject. “But take a small bulldozer — you can experiment and then *do* something with it. It gives me a good feeling.”

Deason has spent nearly all of his eight years of Navy service on board ship, with his mechanic’s hands always dirty, but the soft-spoken Deason isn’t complaining. It’s what makes life worthwhile for him.

“Most of my experience has been with smaller ships,” he said. “I liked them. You get to do things you normally aren’t allowed to do on the larger ships. You take care of your own equipment, like the boilers, air conditioning and deck machinery.”

Currently stationed with the Small-craft Facility at Naval Station Annapolis, Deason is the leading petty officer for the repair department’s machinery division.

Deason spends his days overseeing five work centers, with 19 military and 10 civilian workers, dealing with everything

from outboard motor repairs to refrigeration to sailboats. You would think that would be enough mechanic work for anyone, but not for Deason.

“I usually spend most of my time ‘mechanic-ing,’ ” he said. “I go out to a shop in town that has an ‘open door’ for me. They have a fleet of 20 tractor trailers, so I help out when I can,” he said. “You never really know what you’re going to get — brakes, hydraulics, change out a rear end. . . .” Most people would groan at the very idea. To Deason it’s pure recreation.

However, what motivates Deason in his job isn’t just the enjoyment. “The more I learn, the more I realize I don’t know. If you can’t learn at least one new thing every day, you’re in a rut,” he said. “Learn, take those things and put them into action. Then you can do something and feel good about it.”

Deason is a believer in doing more than the minimum required. “When I get a job, I like to try to make it better than when I got it,” he explained. “It can be something as minor as a tune-up — a forklift not working quite right. I take

the time and effort to check the ignition system, wires, carburetion and timing. I don’t just put new plugs in it. It takes more time, but you get a better product and people are happy.”

As an LPO, Deason wants to pass on his attitude toward quality mechanic work to those who work for him. “Some are assigned here with a good background, and some out of boot camp,” he said. “I help them out all I can, but it’s also a chance for them to show what they can do. I teach them to use their reference materials and to think for themselves.

“I was taught by a 1st Class that if you came to him with a problem you were part of the problem, but if you came with a problem and your idea for a solution, then you were going in the right direction. That’s what I try to do,” he concluded. □

— Story and photo by JOC Robin Barnette.

One of EN1 Deason’s duties is assisting in the upkeep of the YP craft, used in training midshipmen from the Naval Academy.



EMCS (SW) Eduardo Icban

“People need to know what’s expected, and if they have someone to follow, it just makes it that much easier for them.”

Electrician’s Mate Senior Chief Eduardo Y. Icban has many interests, from restoring automobiles to ensuring one of the Navy’s newest and most sophisticated warships has electrical power.

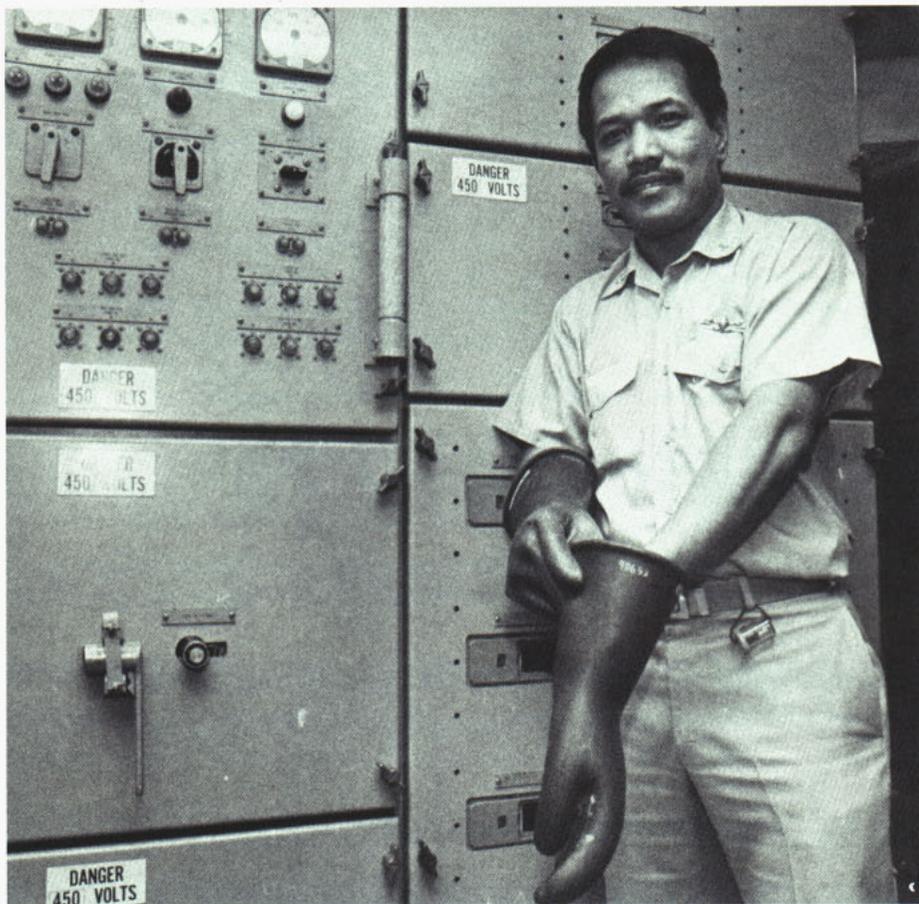
Icban is a native of Pampango, Republic of the Philippines and his automotive interest goes back to when he used to work on cars with his dad in their garage. He now fixes and sells a variety of cars. He’s also working on his biggest project — restoring a 1967 Mustang. “It’s going to be nice,” Icban said. “I’m going to keep this one.”

In addition to his mechanical talents, electrical systems are also in his specialty. He is the leading electrician’s mate on board USS *Ticonderoga* (CG 47). When Icban reported on board the *Aegis*-equipped guided missile cruiser, he became the Navy Maintenance and Material Management System coordinator. He managed work requests from all the shops on board.

“Some days we worked on as many as 20 requests,” he said. “Other times jobs went smoother than the shop could ask for, which gave me time to qualify for other watches.”

Although he holds a supervisory job, he prefers to keep an active hand in the work. “Right now I have only four electricians, so every now and then I respond to trouble calls,” he said. “I like that because I get to work with my hands.”

Icban is also qualified for the electric line console control operator watch and the “cold iron” watch. He monitors the three generators that provide the ship with power while at sea. During the cold



iron watch, Icban monitors the ship’s shore power while pierside.

Icban believes in setting an example for his men, whether on watch or while performing maintenance. “People need to know what’s expected, and if they have someone to follow, it just makes it that much easier for them,” he said. Education is also a high priority for Icban. “The more I know, the more I can offer others.”

He has attended more Navy schools than he can list. He’s taken classes at four colleges and is currently enrolled at the Cleveland Institute of Electronics. Icban believes that the Navy’s education opportunities are great and he believes in taking advantage of them. But Icban says the best learning environment in the Navy is at sea. “We get a lot more hands-on work and I have the opportunity to see different parts of the world.”

Since joining the Navy, Icban’s dream of traveling has become a reality. He’s

EMCS Icban prepares to tackle an electrical trouble call aboard the guided missile cruiser USS *Ticonderoga*.

visited more than 20 countries during his 17 years in the Navy.

Although he could retire after his next shore duty, he plans to stay in the Navy as long as he can stay at sea. “I’ve had some of my most memorable experiences at sea. I was out in the Persian Gulf on board *Nimitz* during the Iranian (hostage) crisis and we (*Ticonderoga*) were in close proximity during the bombing of Libya. I’d be lying if I said I didn’t have sweaty palms (during both incidents),” Icban said. “But sailors always know there’s danger. I felt like I had a job to do, and I did it.” □

— Story and photo by JO2 Jodelle Blankenship, NIRA DET 4, Norfolk, Va.

AN Patrick Kettell

“Our ship lands troops — Marines and their equipment — both by boats and by helicopters.”

Leaving his hometown of Groveport, Ohio, to attend boot camp and airman apprenticeship training was exciting for Airman Patrick E. Kettell. The excitement continued when he reported to his first duty station, the amphibious assault ship USS *Saipan* (LHA 2), which was on a Mediterranean deployment. To reach the ship, Kettell flew to Marseilles, France, with stops en route in Rota, Spain, and Naples, Italy.

“I was a little scared,” Kettell admits. “I didn’t know what to expect. I had never really been away from my hometown, but the people on board the ship took care of me.

“I had a bunk, locker and a job assignment in just hours,” Kettell says. “It didn’t take me long to adjust. I visited three countries before returning to the ship’s home port (Norfolk, Va.)”

During the Mediterranean cruise, Kettell quickly adjusted to life as a member of *Saipan*’s 930-man crew. He soon completed on-the-job training and became an aviation boatswain’s mate striker in the ship’s air department. “When I came in the Navy, I didn’t really want any specific rating; I just wanted to work in aviation so I went through the apprenticeship program,” Kettell says. “I was glad to get assigned to the air department where I became designated.”

Kettell refuels boats and helicopters, and repairs valves throughout the seven refueling stations aboard the multi-purpose amphibious assault ship. “Our ship lands troops — Marines and their equipment — both by boats and helicopters,” Kettell says.

Although Kettell is a relatively junior member of *Saipan*’s air department, he



has an important job. He performs daily preventive maintenance checks on all the hose and reel equipment and is on-call to repair fuel equipment if it breaks down. Besides his regular responsibilities, Kettell stands duty as the division’s fuels watch. He makes regular rounds on the flight deck checking all the fuel stations and pump rooms. He ensures the pressure is correct and checks for fuel leaks.

“At sea, the routine is basically the same as in port,” Kettell says. “But it’s more important out there. The chance of a fire at sea is always there so you really have to be on top of things.”

AN Kettell works in the fuels division of the amphibious ship USS *Saipan*.

Kettell says he’s impressed with the extensive facilities aboard *Saipan*. “It was just about everything a small Ohio community has and even though it’s not home, it’s a nice home away from home.” □

— Story and photo by JO2 Jodelle Blankenship, NIRA DET 4, Norfolk, Va.

SM1 Thaddeus Ponds Jr.

"I just always wanted to be in the service. There was never a particular reason. I didn't know anyone who was in the Navy or anything like that. I just wanted to be a serviceman — so I became one."

Since joining the Navy, Petty Officer 1st Class Thaddeus R. Ponds Jr. has gone from winning high school trophies to coaching three intramural championship teams on board the USS *Trenton* (LPD 14). A native of Ft. Meyers, Fla., he has been playing or coaching basketball most of his life.

During his three years on board *Trenton*, Ponds decided to give up his position as point guard and stick to coaching. "Persistence and knowing how to get the job done is how to be successful, whether on the court or on the job," says Ponds, sharing some of his coaching techniques with his shipmates.

A signalman temporarily assigned to the Magnetic Silencing Facility at Naval Station, Norfolk, Va., Ponds communicates with ships sailing the Elizabeth River. Working in a 100-foot tower at the Magnetic Silencing Facility, he uses telescopes, flashing lights and a radiotelephone to transmit and receive messages from the ships.

Although he's still working within his rate, Ponds says he's much happier as a sea-going sailor. He's spent nine years of his career aboard three ships and is ready to go back.

Following a three-year tour on his favorite ship, the guided missile cruiser USS *Dale* (CG 19), Ponds went through

recruiting training and became a recruiter in New York. "I hated recruiting at first," Ponds says. "I had no desire to be a recruiter."

Ponds has since changed his mind.

"It's one of the best duties in the Navy," he says now. "I was always in the public eye. I guess you could say I was a Navy ambassador in New York because there weren't many Navy people there, and everyone came to me for answers," the 13-year Navy veteran says.

As a seasoned recruiter in the heart of the Bronx, Ponds was given two additional stations in Harlem. "It was that same persistence and knowing how to get the job done that I've always used," Ponds says. "It was a great challenge and that's part of the reason I liked it.

"I don't think my success (in Harlem) was because I'm black," Ponds says. "I had black co-workers who were not as successful." If you can sell yourself in

the Bronx, Ponds says, you can be successful. If not, "recruiters 'die' out there."

After recruiting his first two people, which he says were the toughest, Ponds always met his goal of four per month. During his best month he recruited 16 people. During his Navy career he's been to more than 15 countries, but he says that month was his Navy highlight.

When Ponds joined the Navy, he did so to fulfill a childhood ambition. That ambition was to be a serviceman, not just to travel. "I just always wanted to be in the service," he says. "There was never a particular reason. I didn't know anyone who was in the Navy or anything like that. I just wanted to be a serviceman — so I became one.

"Now I want to be a chief." □

— Story and photo by JO2 Jodelle Blankenship, NIRA DET 4, Norfolk, Va.



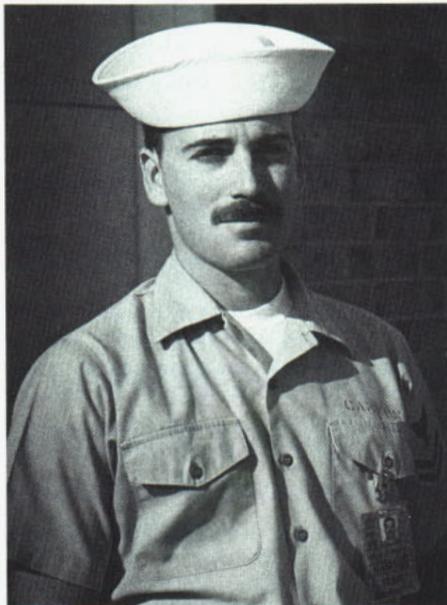
AT2 Patrick Cannon

“The Navy puts you in a tough situation. You are given a chance to see the stuff you’re made of. I love it.”

“Take charge and move out.”

Sounds like a line from a John Wayne movie doesn’t it? One can almost hear “The Duke” growling the orders as brave young Marines load up and move out. Actually, the line is not stolen from a Hollywood script, but rather from the real McCoy. The men of VQ 4, Patuxent River, Md., have borrowed an old Marine expression, shortened it to TACAMO, and made it their squadron’s motto.

And one instructor for the squadron has taken the motto to heart. Aviation Electrician’s Mate 2nd Class Patrick T. Cannon says the thing he loves the most about his current position is the high level of responsibility he has been given. “The Navy puts you in a tough situation. You are given a chance to see the stuff you’re made of. I love it.”



Cannon is a hard-working professional who is outspoken in his pro-Navy views. His comments, when put to paper, run the risk of sounding trite, but when talking to the man, it’s easy to feel his sincerity; he is not just mouthing words without meaning.

This veteran of two Mediterranean cruises aboard the carrier USS *Saratoga* (CV 60) knows from personal experience that a Navy career can mean long family separations and the possibility of missing important family events, such as

the birth of two of his three children. But he also knows the special sense of accomplishment that a job well done can bring.

Cannon was aboard “Sara” when F-14s from her hangar bays intercepted a civilian airliner carrying terrorist hijackers headed for freedom. “We were really hyped up. It was great. The operation went perfectly and nobody was hurt.

“Imagine being a part of a team that can reach out across the world and capture a plane. That’s an incredible amount of power.”

Cannon’s take-charge attitude carries over to his personal life as well. Five days after meeting Susan, his wife, he proposed and four months later they were married. Today, five years and three kids later, both he and Susan agree it was the right decision.

Although born on Friday the 13th, Cannon says he has experienced nothing but good luck in both his marriage and his career and there is no truth in the rumor that it’s a bad luck day. “Couldn’t possibly be. If anything, it’s lucky. Just ask my mother.” □

— Story and photos by JOI Lynn Jenkins.

Cannon plans to “take charge and move out,” with his family, down the road — that is, as soon as he makes his favorite hobby, a Triumph TR-6, roadworthy.



OS3 Stephen Greenlaw

“There’s a lot more satisfaction in this rating. I have received a lot more training and use it every day.”

Petty Officer 3rd Class Stephen Greenlaw went from working with a staff of hundreds at a naval hospital to working with about ten — and he’s still in a position to save lives.

After four years as a hospital corpsman and 11 months in civilian life, the Stoughton, Mass., native returned to the Navy as an operations specialist. Instead of responding to medical emergencies, Greenlaw responds to radar contacts in the combat information center aboard the Norfolk-based guided missile destroyer USS *John King* (DDG 3).

“CIC is very dark, quiet and cold.” To protect the sensitive electrical gear, the air conditioner is run on high at all times. Greenlaw says of his working environment, “When you’ve been in there a while, you don’t know whether it’s night or day. You lose track of time.”

But the 23-year-old keeps track of radar contacts he detects. He searches for, tracks and reports surface and air contacts to the bridge of the destroyer while at sea.

The anti-air warfare ship is designed to track and destroy enemy missiles, planes or even ships within its range. And with its anti-submarine-warfare electronics and weapons, *John King* is also capable of hunting and killing enemy submarines.

“We are able to hold our own,” Greenlaw says.

Working with the ship’s bridge lookouts and using radar displays to detect and chart the course and speeds of any contacts, Greenlaw also checks the identities of ships, aircraft, missiles and natural objects, determines if they’re friendly or hostile, and measures their

distances, bearings and altitudes.

In port, Greenlaw updates navigational charts and ensures there is an ample supply of charts on board before the ship gets underway again. “This job is a lot more satisfying to me than being a corpsman,” Greenlaw says. “I was at shore duty my first four years and everything was pretty quiet for me.”

There was a bit of excitement one day for Greenlaw, however. “I treated a man with a fractured back at the scene of a motorcycle accident,” Greenlaw says. “The civilian hospital that he was transferred to said I probably kept him from being paralyzed. I felt pretty good about that, but overall, I was bored with my rating and it was hard to advance.

“There’s a lot more satisfaction in my new rating,” Greenlaw says. “I have received a lot more training and use it every day. Now, I’m preparing for a five-month deployment and looking forward to it, as well as this tour in the Navy. I feel a lot happier this time.” □

— Story and photo by JO2 Jodelle Blankenship, NIRA DET 4, Norfolk, Va.

OS3 Greenlaw updates navigation charts aboard the Norfolk-based guided missile destroyer USS *John King* when the ship is in port. At sea, Greenlaw tracks radar contacts in *John King*’s combat information center.



AMS2 Dorothy Lester

“There are just too many stray and abandoned animals in this country.”



If you “foo-fooed,” would you admit it? Aviation Structural Mechanic 2nd Class Dorothy R. Lester not only admits it, she’s proud!

When Lester isn’t working on the line at Helicopter Anti-Submarine Squadron (Light) 40 at Naval Air Facility, Mayport, Fla., she’s working with animals in her home or at the local animal shelter. Her love for animals and her sensitivity for the creatures people choose as pets led her to qualify as a professional animal groomer. She devotes a lot of her off-duty time to grooming her own five dogs, plus caring for the stray and abandoned animals at the shelter.

“I like to give these animals at the shelter that little extra touch so that people will want to take them home when they see them,” Lester explained. “I like to ‘foo foo’ them up.”

Lester joined the Navy in 1978 as an air traffic controller and cross-rated to her current speciality for better advance-

Lester spends her off-duty hours working with animals, including a poodle named “Cotton,” here getting a badly-needed clipping.

ment opportunities. She is attending college and plans to apply for a commission to become an aviation maintenance officer. “I think I will make a good officer because I can relate to the needs of the enlisted person,” she said.

However, after her Navy career, one of Lester’s goals is to become the director of a humane society. “I think I could do a lot of good,” she said, “and be near something that I love to do.” Since Lester has already served as the assistant president of the Guam Humane Society during a tour of duty at NAS Agana, Guam, this goal shouldn’t be too hard to reach.

Lester not only loves animals, but

speaks with authority about them. Enough authority, in fact, that the local media sometimes call her for background information on animal behavior.

Lester’s message to the world is a reminder that people are the guardians of their pets. “If we are to be responsible pet owners, we must ensure that only litters of cats or dogs that are planned and wanted will be brought into this world,” she said. “There are just too many stray and abandoned animals in this country.”

And that’s no foo-foo. □

— Story and photos by PRC(AW) Robert G. Goggin. Goggin works at the Public Affairs Office, Naval Air Facility, Mayport, Fla.



HMC Richard Miller

“When I saw the movie Shogun, I didn’t see any blacks, but historically there should have been an equal number of blacks and whites.”

“HM” doesn’t refer to “Historical Corpsman,” but if he could, Hospital Corpsman Chief Richard E. Miller might change his rating. His lifelong interest in history, combined with duty in Okinawa and the Philippines, have led Miller to research the connection between black African and Far Eastern history.

“When I went to the Philippines, I was interested in black Americans’ involvement there,” said Miller, a 15-year Navy man. “There was some material available on black regiments’ role in the Spanish-American War, but I couldn’t find any recently published material.” He dug through old Army records and wrote a term paper that was eventually published in a Philippine historical bulletin.

“My interest from there extended to China. I kept finding tidbits of information and started collecting notes,” he said.

Miller was able to spend two weeks in China in 1983 and also traveled extensively in Japan. While in Hawaii, he studied the history of blacks on the islands.

Since his assignment to the Naval Medical Clinic, Washington, D.C., Miller has taken advantage of the many excellent libraries in the area to continue his research. But it still isn’t easy. “I

can’t say there has *never* been any scholarly work on the subject, but it was so long ago and so obscure,” he said.

While in the Far East, Miller, who is the Leading Chief of the Occupational Health and Preventive Medicine Department at the clinic, examined figurines and pictures in museums to find the connections between Africa and Asia. “At a museum in China,” he noted, “I saw some figurines and on one, the hair was very curly. I asked about it and found out blacks traveled with Arab traders and that many traders were black Africans — ‘Arab’ was a generic term.”

In Japan, Miller spotted many foreigners in prints dating from the 15th century; as many had African features as had European features. “When I saw the TV program *Shogun*, I didn’t see any blacks,” he said, “but historically there should have been an equal number of blacks and whites.”

Miller, who has a degree in history from the University of Maryland, said he

doesn’t have a lot of time these days for research and writing. Family commitments to his wife and two children mean less time in the library. But history will surely continue to be an important part of Miller’s life.

“I try to get into the scene where I am and I’ve always had an interest in history.”

“It’s been personally satisfying to gather all this information,” he said. “I try to get into the scene where I am and I’ve always had an interest in history. I don’t do a lot of partying or other things for fun. For me it’s fun to read about and speculate on these things.” □

— Story and photo by JOC Robin Barnette.



The world map on his office wall is a pleasant reminder to HMC Miller of his interest in Far Eastern and black African history.

ABF2 Ronald Horton

“I just want to raise my family right and do good by my wife.”

Three years away from retirement, Ronald Horton learned that he shared a birthday with the Navy. “I’m 44 years old, and I didn’t know about that,” he said. “I haven’t run into very many people who have that same birthday. That’s an odd day, October 13.”

Horton is tall, lean and tan, and his Kansas roots are evident in his Plains drawl. An aviation boatswain’s mate, he serves as correctional officer at the Naval Station San Diego brig.

Bad attitudes toward prisoners are not welcome on the brig staff, Horton said. “These prisoners, they’re the same as we are,” he said. “They’re still people, and you have to treat them as people. You don’t come here and treat them like they’re animals.”

Horton describes himself as a good petty officer who gives 100 percent wherever he works. The extra effort earned him the brig’s Sailor of the Quarter



award for the first quarter of 1987.

“My main objective is to make these gentlemen better men if they go back to the fleet,” he said. “I keep them happy while they’re here.”

Outside the brig’s cast-iron gates and barbed wire, Horton said his main objective is to get his lawn to grow. When he moved into the three-bedroom duplex in the Navy’s Murphy Canyon housing area, the yard was bare dirt and sand.

“It’s taken me three years,” he said. “Now I’ve got one of the three best lawns in the area.” The two-inch, blue-tinted grass is spongy, growing evenly up to the edge of the driveway where Horton’s favorite toy is parked.

He and his wife get away from their three teen-age daughters for weekend motorcycle rides. “I have a Honda Gold Wing and she rides a Yamaha 700 Verago,” he said. “The bike rides nice, just like a Cadillac.”

Horton proudly displayed the touring accessories on his bike: 40-channel CB

ABF2 Horton mans the gate to one of the cell blocks at the Naval Station San Diego brig.

radio, AM/FM cassette stereo, helmet intercom and dash-mounted computers. His CB handle is “The Wild One.” With weekly cleanings, the 7-year-old purple behemoth looks showroom fresh.

Ronald Horton is a modest man with simple tastes. “I’m just as average as any other person,” he said. “I don’t think I’m better or different than anybody else.”

His last tour in the Navy starts in October on the aircraft carrier USS *Constellation* (CV 64). Horton said he is considering a career in corrections after he transfers to the fleet reserve. Until then, he continues to pursue his main goals in life. “I just want to raise my family right and do good by my wife,” he said. □

— Story and photos by JO2 David Masci, NIRA DET 5, San Diego.

BU2 Joseph Yedynak

“If we were at war, the Seabees would stay at their construction site and defend what they had built that day.”

Joseph Yedynak likes to build.

As a boy growing up in New Haven, Conn., his hobby was building models of all types. By the time he reached the fifth grade, he discovered woodshop and stayed with it throughout high school.

In the Navy, he discovered the Seabees.

“The Seabees are the Navy’s construction force,” said Yedynak, a 23-year-old Petty Officer 2nd Class builder. “We wear greens and are organized like the Marines. When we work, we do whatever it takes to get the job done, and done right.”

He describes himself as a typical Seabee: low-key when the occasion warrants it — loud, when he has to get his point across. He’s a jovial guy, blue-eyed and fiesty, who likes to laugh in the company of friends when the work is done.

He enjoys the outdoors, which is where Seabees spend most of their time. Camping is a favorite pastime, along with sports, when he is not working in construction.

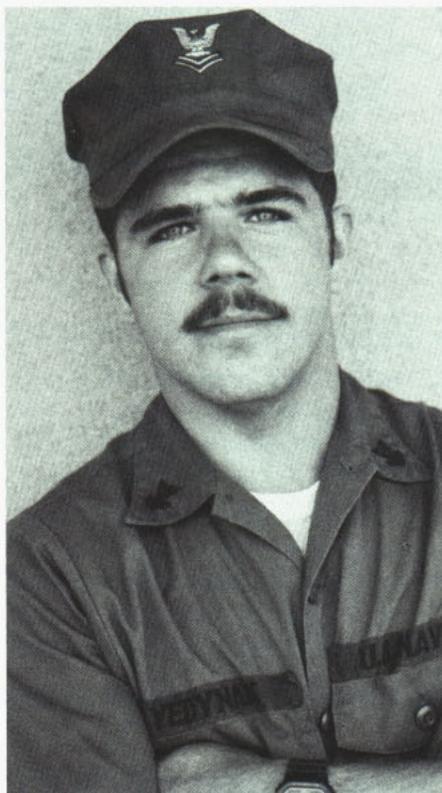
Although he is not the tallest man in the world, at 5-feet, eight inches, and 170 pounds, Yedynak underlines his claim that he can hold his own as a Seabee with determination.

He admits that he did not know what a Seabee was until after he visited the Navy recruiter back home.

“I remember seeing a movie about the Seabees a long time ago,” he said as he ran a calloused thumb and forefinger over his dark brown moustache. “John Wayne was in it, but I didn’t make the connection between Navy Construction and that old movie until after I went to ‘A’ school.”

The recruiter offered him construction-related jobs, although he says he had no idea what he wanted to do in the Navy. He chose the builder rating and in March, 1982, Joe Yedynak went to school.

By June he was on his way again, this time for duty at Marine Corps Air Station Futenma’s public works department on the island of Okinawa, Japan. “We



would fix a window here, unplug a drain there, basically routine maintenance around the base,” he said. “But that was only one side of what they taught us in school.”

People liked him and his work. Sometimes he would make toys for children. Always on his own time, he would help friends who needed his skills when something was broken.

“Once we helped build this patio for a Japanese man who was blind,” he said. “Seabees, as a rule, like to help others. Because of our construction skills, we can help in a lot of ways.”

But he found that life at public works was too routine and didn’t agree with

him. He wanted to move on to the challenge of large-scale construction, which was work only a Naval construction battalion could provide.

In August 1984, Yedynak got his wish when he received orders for Naval Mobile Construction Battalion Four in Port Hueneme, Calif.

“Construction battalions are the Navy’s construction companies,” he said. “They are self-contained units, like ships, able to pick up and go just about anywhere in a short period of time and build just about anything the Navy needs.”

During a typical eight-month deployment, Yedynak said that Seabee battalions usually have detachments scattered around the globe. For example, his battalion, NMCB 4, while recently deployed to Sigonella, Sicily, had detachments of men and equipment in the Philippines, Greece, Italy, Egypt and Alaska.

A major difference between Seabees and their civilian counterparts, he said, is that Seabees have a combat mission in addition to their construction role.

“If we were at war, civilian builders back in the States would go home at night,” he said. “The Seabees would stay at their construction sites and defend what they had built that day.”

He says that he has learned much in the Navy, more than he would have learned had he stayed home in New Haven. After the Navy, he says he will try his luck at being a builder in the civilian world.

“The Seabee is an outstanding start for someone who wants to get into construction,” he said. “I have a lot to learn, but I know enough now to hold my own, someday, even, opening up my own cabinet shop.”

That’s Joseph Yedynak — building, always building. □

— Story by JO1 Phil Eggman. Photo by PH2 Robert McClellan. Eggman and McClellan are assigned to Naval Mobile Construction Battalion Four, Port Hueneme, Calif.

Bearings

Getting a boost with BOOST

Many Navy members join the service with good educational backgrounds and college degrees. But there are plenty who do not have these qualifications; they may have grown up in areas that lacked quality educational facilities or perhaps did not have the necessary finances to pursue a higher education.

The Navy's BOOST Program, Broadened Opportunity for Officer Selection and Training, is designed to help Navy members improve their education.

"BOOST is an excellent opportunity," said Cmdr. John L. Henderson, officer in charge of the BOOST School, Naval Training Center, San Diego.

He explained that applicants to the school fall into three categories. "The majority of students have average high school backgrounds and can't compete nationally against college requirements," he said. "A small percentage are very qualified, however, they lacked financial backing. Then we have another small percentage who are extremely weak scholastically. But, with determination and a will to succeed . . . they can make it through BOOST."

Henderson said BOOST originally started in 1969 as a 100 percent minority program. In 1973, the school was opened to all members in need of "refresher" instruction to make them more competitive for a college environment.

"There is a misconception that the program includes only minority participation," Henderson said. "In reality, the school is designed for anyone who has an educationally deficient background and possesses strong leadership abilities and a desire to become a naval officer."

The program isn't easy, according to Capt. David J. Robinson, USMC, assistant officer in charge of BOOST. "We have tough standards," he said. "Stu-



dents must maintain a 2.5 scholastic average as well as meet stringent physical fitness requirements. They receive four years of high school math in one year at BOOST. Three years of high school science and English is taught in one year during the program."

Not surprisingly, students are proud of their accomplishments in BOOST. "Graduating from the BOOST Program is the best thing that has ever happened to me. I feel honored to have been able to participate in this outstanding school," said Electronics Technician (SS) 2nd Class Ralph E. Garcia. He plans to attend the University of California, San Diego.

"I feel very proud," said Cpl. Robert L. Williams. "The BOOST program has given me a chance to prove myself. In my case, this chance was very important. I was a high school dropout who earned my diploma in the Marine Corps on my own time. Now that I have completed BOOST, I have a chance to go on to college. It's like a dream come true." Williams plans to attend Florida A&M College in Tallahassee, Fla.

Both Garcia and Williams were members of a class of 298 BOOST students who graduated last June after more than nine months of extensive academic and military instruction. Twelve class members accepted appointments to the U.S.

BOOST classmates gain experience in the lab. The program gives them the chance to go to college — if they can do the work in the short time allowed.

Naval Academy and 15 Marines participated in the Marine Corps Enlisted Commissioning Education Program. Other graduates received orders to Naval Reserve Officers Training Corps units at 66 universities throughout the country.

The BOOST program prepares up to 450 sailors each year for NROTC scholarships to colleges and universities, plus appointments to the Naval Academy. It is primarily an affirmative action program, and approximately 65 percent of the people selected for the program are from minority ethnic groups. The ratio of men to women in the program is roughly 10 to 1, equal to the ratio in the fleet.

If you believe you have the skills to get a college degree and desire to become a naval officer, but your high school record doesn't qualify you for a Navy scholarship, BOOST may be for you. Contact your command career counselor for more information. ■

— Story by Diane Washington. Photo by ET3 Darryl Simmonds. Washington is Editor The Hoist at NTC, San Diego. Simmonds is a BOOST student.

Navy workshop set

The dates have been set for the 30th Navy Occupational Health and Preventive Medicine Workshop. It will be held February 27-March 3, at the Pavilion Towers Hotel, Virginia Beach, Va.

Sponsored by the Navy Environmen-

tal Health Center, the workshop is geared for professionals in the occupational health and preventive medicine fields. Attendees can earn credits in CME/CEU. Industrial hygienists can earn maintenance-of-certification points.

There is no fee for the workshop.

To make reservations, contact Dianne Best, Navy Environmental Health Center, Naval Station, Norfolk, Va. 23511-6695 or call autovon 564-4657 or (804) 444-4657. ■

USO award to volunteer sailor

The United Service Organization of Metropolitan Washington, recently presented the C. Haskell Small Award for Volunteerism to a petty officer stationed at Naval Intelligence Command, Washington, D.C.

Intelligence Specialist 1st Class Vernon Dean Hanson was selected for the prestigious award from a group of outstanding nominees representing five services. He was honored at an awards dinner sponsored by the USO organization located in the Washington D.C. area. The ceremony was attended by many high-ranking military and political officials, including the presenter, the U.S. Attorney General, Edwin Meese III.

Hanson was recognized for his outstanding achievements in volunteer services in the civilian and military communities.

A certified emergency medical instructor and a six-year member of the Spotylvania, Va., Volunteer Rescue Squad, Hanson is on call 24 hours a day, except when on duty for the Navy, and devotes one full weekend day a month to the rescue service.

He also provides CPR training at four Navy commands in Suitland, Md. Hanson has always shown his deep commitment to helping others. While stationed aboard USS *Independence* (CV 62), he trained over 2,000 shipmates in CPR

techniques during his off-duty time.

And when Air Florida Flight 90 crashed into the Fourteenth Street Bridge in Washington in January 1982, Hanson stood by for four hours, offering medical assistance to survivors. On another occasion, Hanson's quick and appropriate medical attention saved the arm of a young girl that had been severed in a riding mower accident.

The Small Award for Volunteerism is presented annually by USO-Metro to an active duty service member, nominated by each of the five services, whose history of volunteerism and exemplary military record best fulfills the criteria of the award. ■

A family that serves

On August 6, 1986 Brian Matthew Taylor, former Sea Cadet from Kansas City, Kan., entered the Navy under the Delayed Entry Program. He also applied for the Broadened Opportunity for Officer Selection and Training program.

BOOST school is a college prep school that prepares selected high school graduates to become naval officers. Upon successful completion of BOOST, graduates become eligible for an NROTC scholarship to civilian colleges and universities or an appointment to the Naval Academy.

Brian has been an exemplary member of the local Sea Cadets for two years and President of the Student Council at J.C. Harmon High School in Kansas City. He was recently selected as his unit's Sea

Cadet of the Year at a ceremony given by the Navy League in May, 1987. Brian was selected for BOOST and left for San Diego in June.

Brian's family is also very involved with the military and Sea Cadets. His father, James Taylor Sr. is a lieutenant (junior grade) in the Sea Cadets and an active drilling reservist at the Naval Air Reserve Center in Olathe, Kan.

Brian's mother, Daria Taylor is also a member of the Sea Cadets holding a warrant officer rank. One sister, Veronica, is in the Sea Cadets and another sister, Teresa Phillips, is on active duty, serving at the naval hospital in Charleston, S.C.

His brother, James, Jr., is a United States Marine Corps veteran. Brother

John is currently on active duty with the U.S. Navy in Maryland and will soon be departing for duty in Scotland.

While attending Brian's recent induction into the National Honor Society, Brian's recruiter, Petty Officer First Class Jan Fields said, "Brian is clearly a pace setter and natural leader. I look forward someday to serving with him in the fleet."

Petty Officer Fields further stated that, "It is the greatest reward of my job to be able to give out BOOST and NROTC scholarship selections." ■

— Story by YNI Robin Lopez, NRD Kansas City, Kan.

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 some insight into the future, All Hands presents a short review of articles that appeared in previous issues.

10 YEARS AGO

in the October 1977 *All Hands*

• The Department of Defense announced that the service secretaries would

resume status reviews of personnel listed as missing in action during the Vietnam conflict. Status reviews are individual, case-by-case investigations, prescribed by law, to determine if a serviceman should be continued in a captured or missing

status, or reclassified as deceased.

Negotiations with Southeast Asian governments would continue to gain as much information as possible on all unaccounted servicemen. The reviews had been discontinued in 1973. □

20 YEARS AGO

in the October 1967 *All Hands*

The guided missile destroyer USS *Waddell* (DDG 24) returned to Long Beach after a five-month Western Pacific tour. During its stay with the 7th Fleet, *Waddell* steamed more than 20,280 miles, burning more than one and a half million gallons of fuel oil. While shelling enemy coastal defense sites near the Song Ma River in North Vietnam, *Waddell* came under heavy attack from shore batteries. After a blazing 20-minute exchange, *Waddell* silenced the shore batteries, receiving light superficial damage and no personnel casualties.

• The carrier USS *Ticonderoga* (CVA 14) returned to San Diego, completing its third Vietnam tour. It claimed a number of firsts accomplished during its latest deployment. Its pilots led the first strikes inside the city limits of Haiphong. It



became the first carrier to notch three Vietnam tours of duty, and a *Ticond-*

eroga pilot was the first to fly more than 300 missions over Vietnam. □

40 YEARS AGO

in the October 1947 *All Hands*

• The *Phantom* Navy jet fighter plane began ice-testing that winter by exposure to the frigid blasts atop 6,288-foot Mt. Washington in New Hampshire — the highest peak on the east coast. The

primary object of the tests was to see whether ice would form first on the jet engine or the wings. Mt. Washington was chosen because it is an environment similar to that found in the Arctic regions, plus its 150-mile-an-hour winds produce severe icing conditions. The plane was to be enclosed in a flat Butler building open at both ends during the tests, to form a

natural wind tunnel. During non-test periods, the building would be enclosed to protect the personnel, for the thermometer sometimes falls to 40 degrees below zero. Seabees would construct the test buildings and the Mt. Washington Cog Railway would carry the plane to the summit on a flat car. The Cog runs 3½ miles to the top. □

Light frigate (FFL)

GRISHA 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.

The three versions of the *Grisha* class are primarily designed for coastal anti-submarine operations but do operate with some regularity on the high seas.

Displacement:

1,200 tons full load;

Length:

71.6 meters (235 feet);

Propulsion:

Gas turbine/diesel, 30 knots;

Main armament:

GRISHA I — One twin 57mm AA gun mount;

One twin SA-N-4 SAM launcher;

Four torpedo tubes;

GRISHA II — Two twin 57mm AA gun mounts;

Four torpedo tubes;

GRISHA III — One twin 57mm AA gun mount;

One twin SA-N-4 SAM launcher;

One 30mm Gatling gun;

Four torpedo tubes.

The *Grisha II*-class FFL is used exclusively by the border guards of the KGB. *Grisha III*, with the Gatling gun, has improved close-in air defense. All ships carry two 12-barreled ASW rocket launchers, mines and depth charges as well as a hull-mounted sonar. All units carry a dipping sonar for use in "sprint and drift" tactics, where the ship lays dead in the water while "dipping" (listening on the sonar), then sprints to a new position to "dip" again, working in conjunction with a sister *Grisha*. □

GRISHA I FFL



GRISHA II FFL



GRISHA III FFL



Mail Buoy

130s vs. 100s

I would like to compliment you on your February edition. The articles dealing with the Chinese port visit were outstanding.

However, I noticed on page 40 of the issue, the listing of the characteristics of the *Sovremennyy* Class DDG described it as having two twin 100mm dual-purpose gun mounts. *Sovremennyy* actually has two twin 130mm dual-purpose gun mounts.

—Ens. Joseph Meyers
VS 38
NAS North Island

• *We gleaned our information concerning the armament on Sovremennyy from page 113 of the fifth edition of the booklet entitled Understanding Soviet Naval Developments, NAVSO P-3560 (REV 4/85). — Ed.*

Is that Saratoga?

In the April 1987 issue of *All Hands*, on page 26, you identify the battleships *Iowa* and *Wisconsin* "in mothballs" during the 1950s." Unless my eyes are deceiving me, that's the aircraft carrier USS *Saratoga* (CV 60) in the background. Could this picture have been taken during the early '80s when *Saratoga* was in Philadelphia for SLEP?

—Cmdr. Tom Skinner
Washington, D.C.

• *The information provided to us with the photo stated that the shot was taken in Philadelphia while both ships were "in mothballs in the '50s." — Ed.*

Biased but welcome opinion

"Of course my opinion might be biased. . .," as some proud parents said in the last Mail Buoy column. I am writing to comment similarly on the article, photographs and cover shot by my older brother JOI Brent Johnston in the May 1987 issue of *All Hands* specifically "The 3rd fleet goes north." I always knew he was talented; it's pleasing to see the Navy agrees.

I am impressed with my first issue of AH for other reasons also; I receive trade magazines in my line of business, which is jewelry, but I never have a clue who writes the articles. It's nice to see a magazine for the Navy, by the Navy and about the Navy. I wish we had such a thing.

Also, as a civilian, I enjoyed reading what's going on, in lay terms. There wasn't so much military lingo that I got lost. Very well done.

Thank you for a fine magazine. P.S. Good work Goob! (my brother's nickname).

—Julie L. Johnston
Sacramento, Calif.

Hydraulics vs. handling

I have been in the Navy for two and one-half years and have enjoyed reading *All Hands*. I consider it to be a quality publication with many well-written articles. It surprised me, therefore, when in several articles, including the one in the February 1987 issue that dealt with the Philadelphia brig force, as well as your article on the USS *Theodore Roosevelt* (CVN 71) in late 1986, you referred to an ABH as "Aviation Boatswain's Mate (Hydraulics)." The H in ABH stands for aircraft Handler. I assume this has been an oversight, as the vast majority of your articles are thoroughly researched. I'm sure that I am not the only "airdale" to notice this. Your assistance in correcting this error would be appreciated.

—AN R.F. White
USS *Carl H. Vinson* (CV 70)
FPO San Francisco

• *The Naval Abbreviations Dictionary defines ABH as "Aviation Boatswain's Mate (handling)." The designation we used came from a secondary source. Thanks for sending us to a primary source. — Ed.*

Mixed emotions

Your letter about comments received concerning the appearance of Lt. Mahre, who appears on the December 1986 *Titanic* cover story issue of *All Hands*, stirred within me some mixed emotions.

First and foremost, as a strong advocate of proper Navy uniform and personal appearance, the comments by the two chief petty officers, whose letters you forwarded, are well taken. Lt. Mahre's mustache does appear slightly to exceed the regulation standard.

However, on the issue of his uniform appearance, let me just say in fairness to the lieutenant, that he is either entering or emerging from a somewhat hostile environment, that of a cramped deep submergence vehicle. Except for his sleeves being rolled up — neatly, I might add — his coveralls appear exceptionally neat. The sweat shirt is necessary to maintain an acceptable measure of body heat while submerged in the *Alvin* at more than 12,000 feet where temperatures are near freezing.

Thank you for this opportunity to com-

ment on the letters. And despite the minor distraction, please tell Mr. Tuffli that we, at the Office of the Chief of Naval Research, admired his photo selection and treatment of the article.

—Capt. James H. Barrett
Public Affairs Officer
Office of Naval Research
Arlington, Va.

Pat on the back

I am writing to tell you what a great job your organization is doing with its publication of *All Hands*. Each issue is read from cover to cover in my office. In particular, your April issue provided an excellent look at the battleship community.

Please continue your excellent efforts. In the future a submarine issue is in the works, I am positive that it would receive a very warm reception.

—YN2(SS) Thomas A. Stallone
Washington, D.C.

More pats

The April 1987 *All Hands* was spectacular, especially with *The cruise of the Great White Fleet* and its bibliography, *Battleships*, and *Guardian of the past: John Reilly, ships' historian*.

—Robert A. Sochareh
Mushego, Wis.

Reunions

• **WWII PC-1811** — Reunion Oct. 9-12, 1987, Tampa, Fla. Contact George Gilliss, 1503 Charm Lane, Tampa, Fla. 33612; telephone (813) 971-3504.

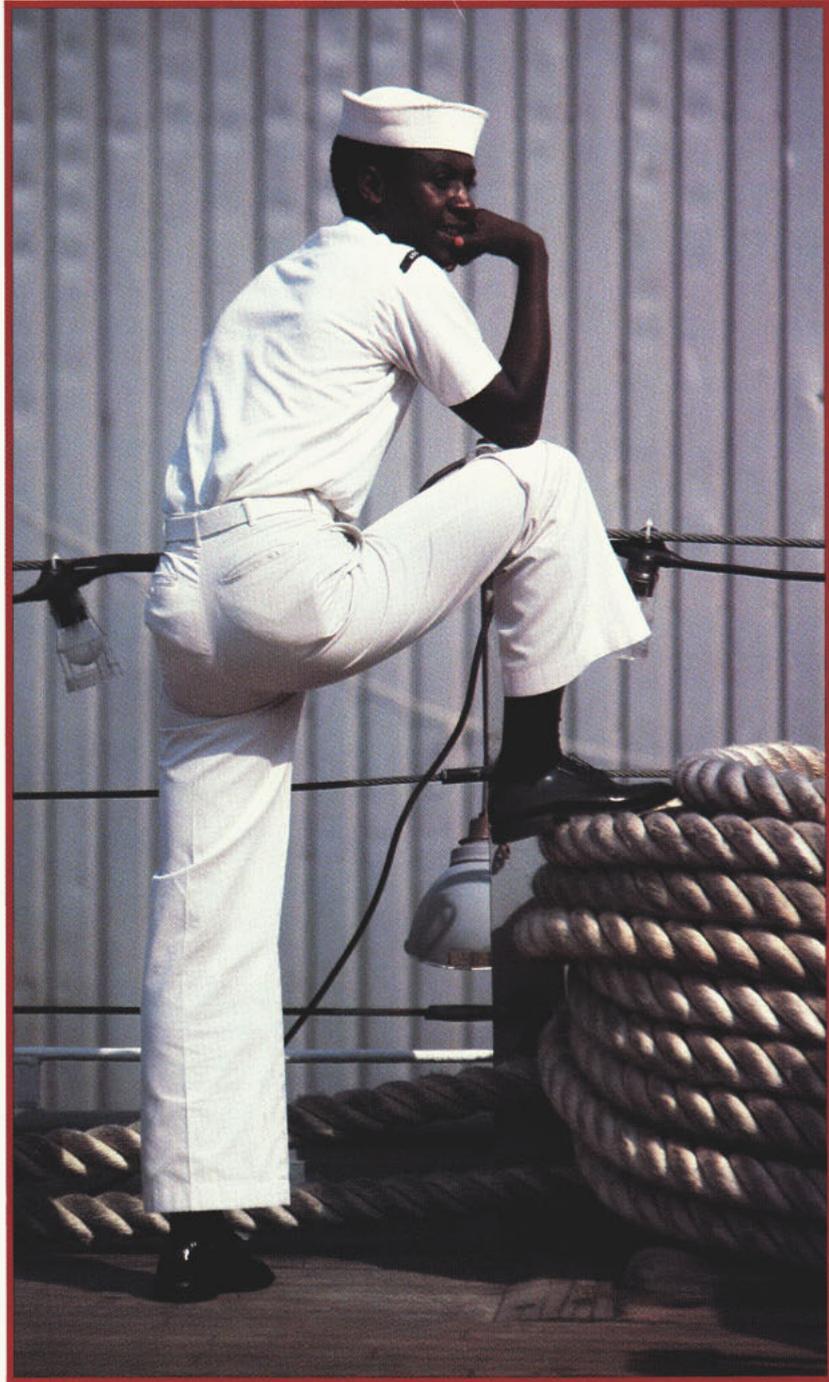
• **Fighting Squadron One, 1944-45** — Reunion April 1988, Jacksonville, Fla. Information needed about members and/or spouses. Contact Simpson Evans, 7131 Riviera Drive, Ft. Smith, Ark. 72903; or Ralph G. Kelly, 7026 Macapa Drive, Hollywood, Calif. 90068.

• **PBM Martin Mariners, Mars, Marlin and Seamaster** — Reunion with ANA April 6-9, 1988, Jacksonville, Fla. All related personnel, including pilots, aircrew, tender and squadron personnel. Contact Dave Rinehart, 6590 Alhambra Ave., Suite 100, Martinez, Calif. 94553; telephone (415) 932-6197.

• **USS Zane (DD 337/DMS 14/AG 109)** — Reunion May 20-22, 1988, Tampa, Fla. Contact Colie B. Gruber, 5115 Gateway Dr., Tampa, Fla. 33615; telephone (813) 884-4019.

Aviation Boatswain's Mate
Senior Chief John Dills, USS
Coral Sea's (CV 43) Air
Department leading chief
petty officer, is showered and
scrubbed during the carrier's
Helo Wash, which raised
\$11,259 for Navy Relief.
Photo by JO3 Greg Carter.





Happy birthday!