

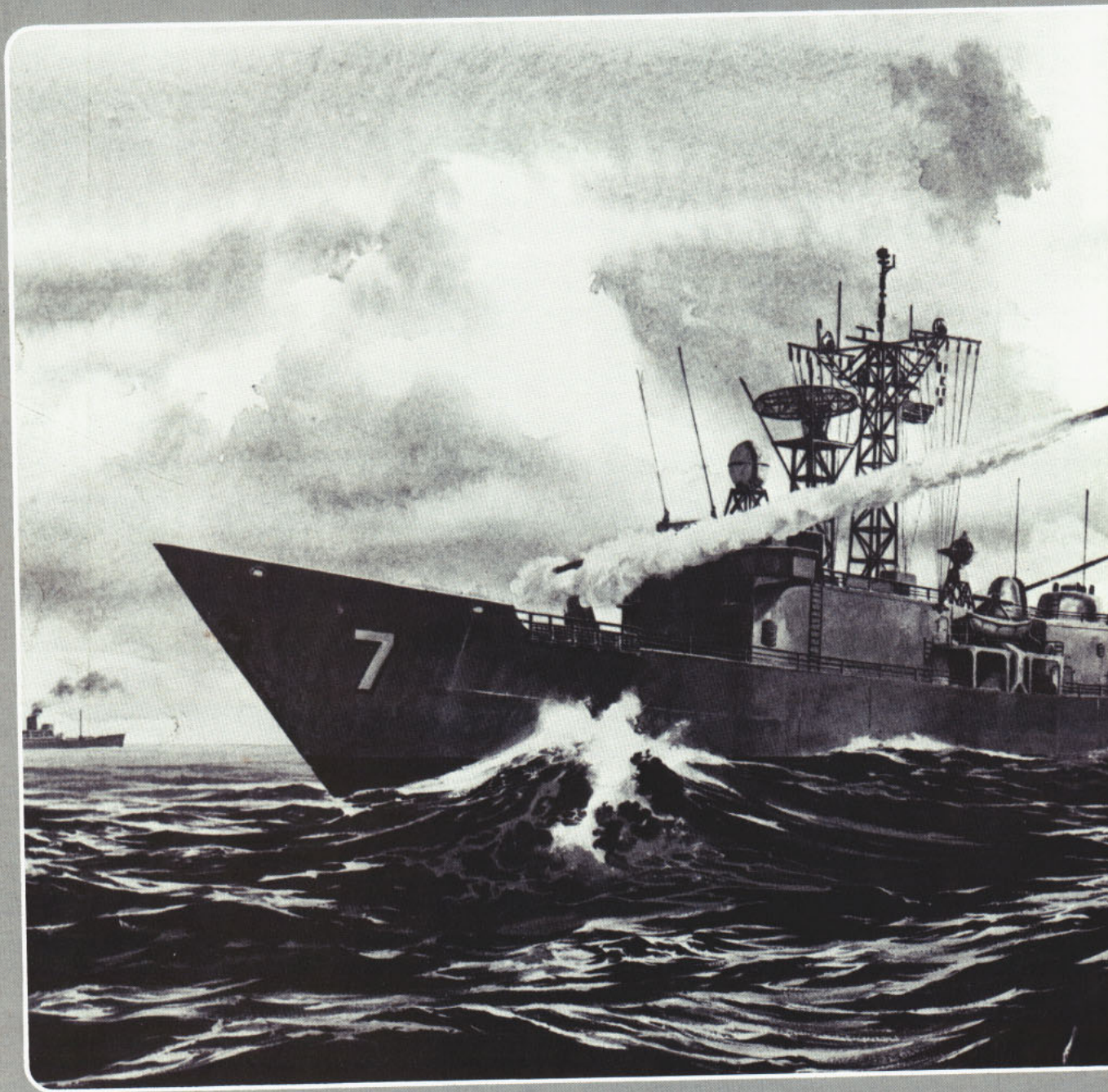
ALL HANDS



in this issue

NAVY'S ROLE IN REOPENING THE SUEZ CANAL

FEBRUARY 1976



ALL HANDS

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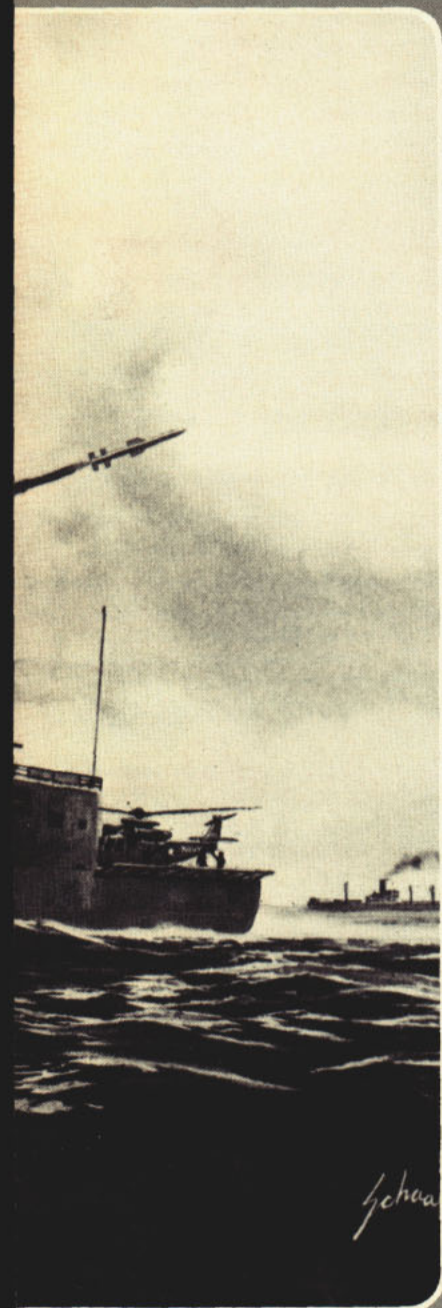
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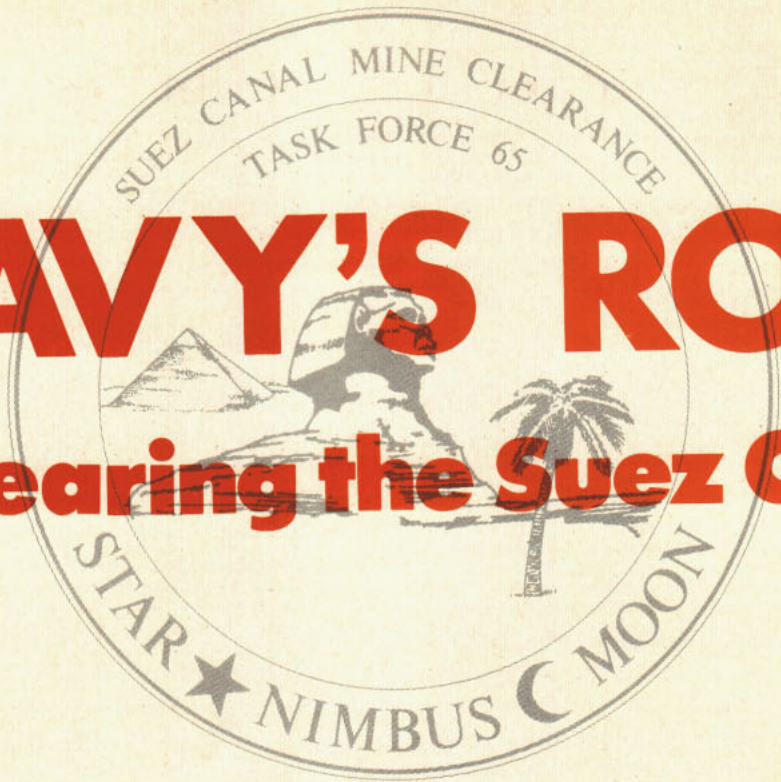
At left: Guided missile frigate—this is an artist's conception of Oliver Hazard Perry (FFG 7), tentatively scheduled to be launched in mid-1976.

FRONT COVER: SWEEPING THE SUEZ CANAL—An HM12-RH53D helicopter of the U. S. Navy is seen lifting the MK 105 magnetic minesweeping sled out of the waters of the canal. For a report on the operation, see the article beginning on page 2.

BACK COVER: Honoring the nation's bicentennial and the birthdays this month of George Washington and Abraham Lincoln, members of Light Photographic Squadron 206 flew over Mount Rushmore in South Dakota to take this dramatic photo showing the massive sculpture created by Gutzon Borglum.



NAVY'S ROLE In Clearing the Suez Canal



Most people in America today, and the rest of the world for that matter, tend to think of a military unit as an instrument of war. They forget the diplomatic clout that a nation's military services can provide when used as coordinated manpower working toward a common, peaceful goal—an effort of construction rather than destruction.

Whether that construction is the building of a concrete bridge or, more nebulously, a diplomatic one, the effect can still be the same—a reordering of the course of international events.

This was the case during most of 1974, and on into 1975, with U. S. military forces assigned to clear the Suez Canal. They arrived, along with military and civilian technicians from Great Britain and France, to tackle a formidable task in an electric situation. The waterway, which had provided passage for a substantial portion of the seaborne commerce of the world, had been closed since the summer of 1967.

At first sight, the job ahead seemed enormous. The canal and its surrounding areas were littered with the wreckage of war: crumbled buildings, sunken ships, unexploded ordnance and shattered landscape.

Following the rapid formation of a contingency U.S. Navy unit, Task Force 65, the men and equipment necessary for the job began making their way by air and sea to the ancient and historic "land of the Pharaohs."

Into Cyprus moved the big Navy RH-53D *Sea Stallion* minesweeping helicopters which did the initial magnetic minesweeping of the canal and its approaches.

The preliminary minesweeping check was necessary to ensure that future diving and salvage operations could be conducted without hazarding lives.

Giant U. S. Air Force C-5A *Galaxy* aircraft and other smaller air transports began depositing their cargoes of hardware and talent on both the rocky shores of Cyprus and the desert sands of Egypt.

While the helicopters were being regrouped in Cyprus after their C-5 flight to the eastern Mediterranean, other Americans arrived. They provided the minesweeping equipment for the helos, as well as communications, medical, explosive ordnance disposal, logistics and public affairs support.

Headquartered in the mid-canal town of Ismailia the Americans began setting up shop, and injecting their own form of organization into life on the canal.

They were crowded, but not too uncomfortable, two, three or four to a room. Each man's life away from his work revolved around his single bunk and a thin, metal clothing cabinet. Spartan by American standards, the living conditions were accepted by the U. S. personnel as an example of working in a new environment and as one more challenge.

There were other challenges, such as fighting battles with swarms of persistent flies, and suffering periodic bouts with an infamous intestinal upset known collo-



Left: Helicopter Combat Support Squadron Six helicopters practiced their normal role by flying supplies from Ismailia to the LST flagships on Lake Timsah. Right: An RH-53D *Sea Stallion* helicopter tows a magnetic minesweeping sled on the Suez Canal.

quially as "The Pharaohs' Revenge." The Suez experience was to be the acid test of the will to succeed in their mission.

They worked seven days a week, making maximum use of daylight hours. Along the canal, the Americans encountered rubble, dust and devastation.

They also encountered a culture entirely new to most of them. Hollywood stereotyped images began to dissolve. The people of Egypt were not all robed, wandering nomads. Neither were they the business suit set.

They were, rather, a melding of the two, with all variations in between. Some wore turbans. Many wore combinations of baggy trousers and loose-fitting shirts. Ever present were the soldiers in tan field uniforms.

An early concern of the Americans was how they would be accepted. The Egyptians turned out to be extremely receptive. Hospitality toward strangers was found to be a native trait, and friendly smiles and waves were the standard greeting.

So, with their worries about reception out of the way, attention was turned to the big problem—the canal itself.

Stretching some 101 miles north to south, forming the western edge of the Sinai Peninsula, the canal had been for nearly 105 years an economic, life-supporting artery for the nation and a boon to commerce between East and West. Even during the days of colonial rule, the Suez Canal was Egypt's primary commodity for foreign exchange. A transit through the canal saved Far

East- and Europe-bound ships weeks of steaming time.

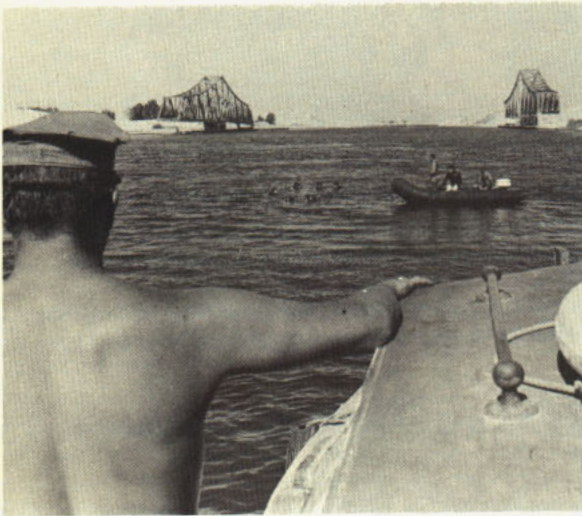
The loss of the canal's navigability in 1967 deprived the Egyptians of over a quarter-billion dollars a year in foreign revenue.

One of the first steps to reopen the canal was taken on 22 Apr 1974, when a Navy RH-53D helicopter took off from the amphibious assault ship USS *Iwo Jima* (LPH 2), which was anchored off the northern end of the canal, picked up a Mark-105 magnetic minesweeping sled from the U. S. support people ashore, and began sweeping the approaches to Port Said harbor. For the next six weeks, Navy helicopters gradually worked their way down the canal, pulling the sleds through each area of the canal waters a number of times, to ensure the absence of any live magnetic ordnance.

When this first phase of the operations, known as NIMBUS STAR, was finished on 3 June, *Sea Stallions* from Helicopter Mine Countermeasures Squadron 12 at Norfolk, and their minesweeping support people from the Mobile Mine Countermeasures Command at Charleston, had swept a total of 7600 linear miles in about 500 hours of on-station time. Area swept: about 120 square miles. Elapsed time: 43 days.

Below: Barnstable County (LST 1197) in Suez Canal. Facing page left top: LT Busseno, an advisor, talks with Egyptian divers. Right: Divers conduct ordnance search. Bottom: Unexploded ordnance is detonated. Extreme right top: U.S. Navy EOD advisor watches Egyptian UDTs prepare for an operation. Extreme right: BM1 Putz explains antipersonnel mine.





During the helicopter operations, dozens of other U. S. personnel, both Army and Navy, were gearing up their efforts. While the initial "insurance" sweep by the helicopters was purely an American operation, the ordnance clearing work, both on land and in the water, was to be strictly an advisory effort for the U. S. military men.

Nearly 1700 Egyptian Army engineers received training by U. S. Army Explosive Ordnance Disposal (EOD) and engineering people in the tools and techniques of American land mine clearance.

The Egyptian Army's job was to sweep along the banks of the canal's entire length, out to a distance of 250 meters. They were to find and disarm or destroy any land mines, or other unexploded ordnance left from previous wars.

When the Egyptians had completed their search in July 1974, they announced that they had found an incredible total of 686,000 land mines, both antitank and antipersonnel, in the area. They also reported finding 13,500 other pieces of unexploded ordnance.

The U. S. Army land ordnance clearing advisory effort was known as Operation NIMBUS MOON (Land).



At the same time the land operation was concluding, the more tedious, but no less difficult, water clearance operation called NIMBUS MOON (Water) was underway. It continued to run full tilt until the end of the year and, at a much reduced rate, on into 1975.

In MOON WATER, U. S. Navy EOD divers were to provide both diving and explosives training to Egyptian Navymen. While the Americans were prohibited from actual ordnance operations, they accompanied the Egyptians in the diving boats, serving as on-scene advisors.

The canal was searched from bank to bank by an American sonar installed in a Suez Canal Authority pilot boat. Linked with a precise radio navigation system, the sonar made highly accurate charts of the canal bottom. These charts were given to the diving advisors, who directed the Egyptians in systematic investigations of likely ordnance contacts.

The ordnance that was discovered, ranging from hand grenades to 2000-pound bombs, was usually destroyed in place with explosive charges. Non-ordnance items, from oil drums to armored tanks, were marked for later removal by Egyptian police divers. Because the canal was slated for future dredging, every piece of refuse of any substantial size had to be removed.

The American-Egyptian team completed one full sweep of the canal bottom in late November 1974. Meanwhile, British and French EOD divers were conducting their own searches. Through double-sweeping and, at times, triple-sweeping various areas, more

complete coverage could be obtained. Inevitably, each group found items missed by previous divers.

The Royal Navy used three minehunting ships, with their high-resolution sonar equipment, and an independent diving group known as the Fleet Clearance Diving Team. The French Navy used both minehunting ships in an active role and minesweepers (identical to U. S. Bluebird-class MSCs) as support ships.

When all the search operations covered by NIMBUS MOON (Water) were finished in December 1974, the amount of ordnance discovered, while not as great as the land total, was impressive, considering the difficulty and hazard of diving through murky water to find it.

The listings below show the types of ordnance and non-ordnance items found in the canal by the time Operation NIMBUS MOON (Water) was officially completed in December.

- Approximately 7500 unexploded ordnance items were found within the canal proper. They included about 375 rockets, 450 antitank mines, 600 projectiles, 825 mortars, 825 antipersonnel mines, a small number of bombs and over 1100 bomblets, plus miscellaneous items such as grenades, scare charges, demolition charges, and unit lots of small ammunition.

- More than 1000 unexploded ordnance items were found in harbors, basins and anchorages outside of the canal. They consisted of a large number of miscellaneous items and, in smaller numbers, antitank mines, antipersonnel mines, rockets, mortars, projectiles (75mm) and bomblets.

• Approximately 700 major non-ordnance items were located. Of this number, 392 were found within the canal proper (as of November 1974). Another 296 were located outside the canal in harbor basins and anchorages. They consisted of 118 pontoon bridge sections, 102 boats and barges, plus trucks, amphibious vehicles, tanks, navigation aids, large anchors, aircraft wreckage, and oil drums.

The most interesting item found in the canal during the ordnance searches was a 200-pound German, air-dropped mine of World War II vintage. It was thought to be a dud; however, when "The Bomb," as it became known, was finally countercharged, or exploded, in the Great Bitter Lake, the column of water was reported

Left: U. S. Navy heavy lift craft (YELCs) Crilley (left) and Crandall work on wreck of a concrete caisson. Below: The German heavy-lift shear-leg cranes Thor (left) and Roland at work on wreck of an Egyptian passenger ship in the canal.

to have reached 300 feet in the air.

As there was never any way to determine the exact amount of ordnance that might be in the canal, no claim of 100 per cent clearance could be made.

When the major portion of the American forces left the canal in December 1974, the Egyptians wanted to continue their own searches. These extra checks would decrease somewhat the likelihood of an accident during future dredging. Therefore, a modified U. S. presence was maintained in the Suez Canal with, at first, the salvage ship *USS Escape* (ARS 6), and later *USS Opportunity* (ARS 41). They supported a small contingent of U. S. diving advisors during Egyptian operations through July 1975.

In addition to the ordnance items which had closed the Suez Canal to navigation since 1967, there were several large sunken objects in the canal.

During the 1967 Mid-East War, the Egyptians had "spiked" the Suez Canal, scuttling 10 large ships,





dredges and other vessels at strategic locations. Under Operation NIMROD SPAR, the United States removed the wrecks to enable the Egyptians to reopen the Suez.

The job was done by a salvage company under contract to the Navy's Supervisor of Salvage.

Using the two Navy Heavy Lift Craft, *Crilley* (YHLC 1) and *Crandall* (YHLC 2), manned by civilian crews, and two German floating cranes, *Thor* and *Roland*, from Hamburg, Germany, the salvage experts systematically removed each of the wrecks.

Two methods were used in this large and tortuously slow operation. With the YHLCs, complete wrecks, or large portions of them, were lifted from the canal bottom and deposited in an out-of-the-way location in the Great Bitter Lake. For the floating cranes, the wrecks were cut into large chunks, weighing up to 1000 tons each. Working individually, or as a team, the cranes either lifted sections of wreckage onto the canal bank, or moved them to out-of-the-way water areas.

Operation NIMROD SPAR and NIMBUS MOON (Water) ended in December 1974.

In addition to USS *Iwo Jima*, *Escape* and *Opportune*, three other Navy ships participated directly in the canal clearance. USS *Inchon* (LPH 12) relieved *Iwo Jima* in mid-May 1974 as support ship for the helicopter mine-sweeping operations. USS *Barnstable County* (LST 1197) and USS *Boulder* (LST 1190) served as Task Force 65 flagships at different times.



Another major support unit for the people ashore was a special two-helicopter detachment of CH-46s from Helicopter Combat Support Squadron Six at Norfolk. They served in a medevac standby and logistics support role. Although lacking the maintenance facilities normally provided a deploying CH-46 detachment, HC-6, Det 9, managed to have at least one of its aircraft flying every day, and never missed a commitment.

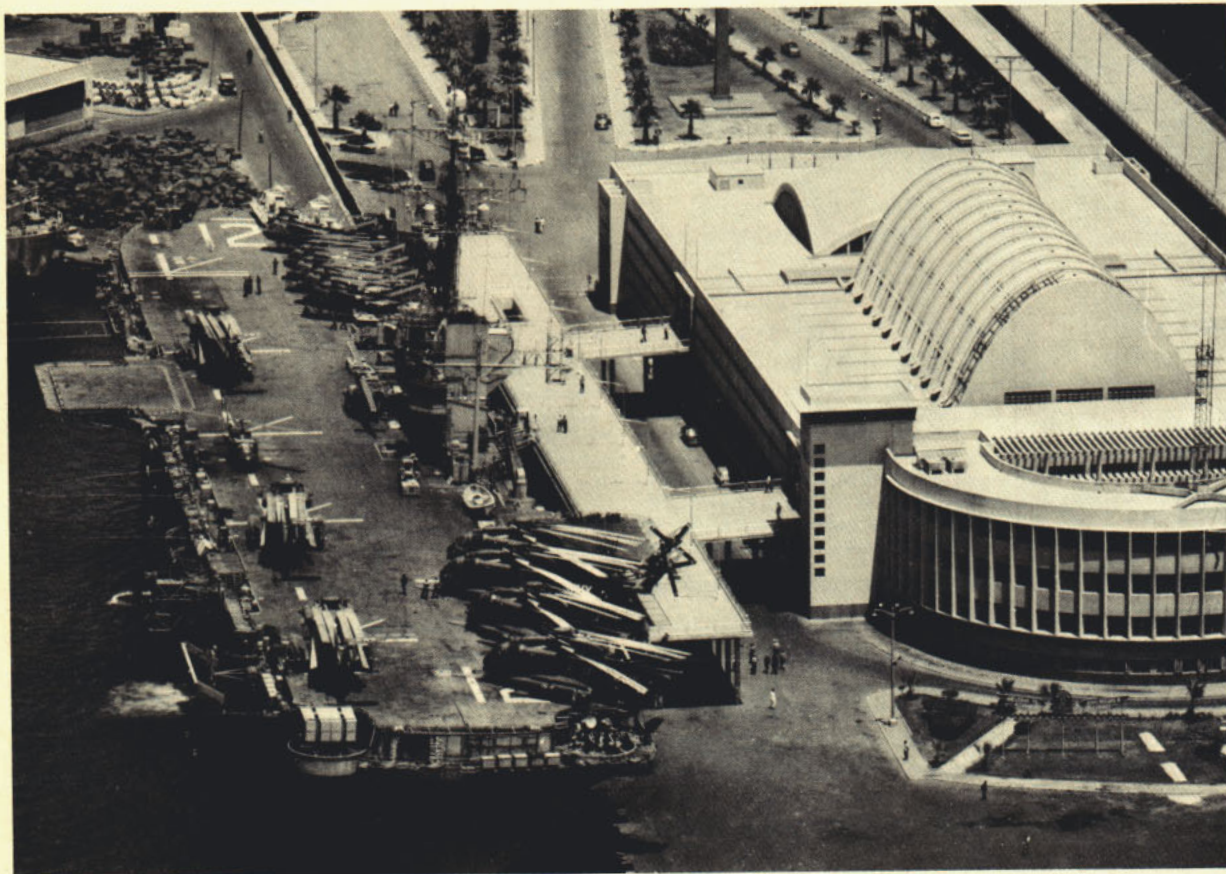
When the NIMBUS/NIMROD operations were over, and the hundreds of Americans involved reached home, they probably all had the same hope in mind: Would it help to bring a lasting peace in the Mid-East?

They had faced extreme hardships of environment and health for extended periods of time. Living conditions which were arduous had become, at least temporarily, accepted. A tremendous amount of personal sacrifice and effort had gone into all phases of the operations, trying to make everything work right despite the difficulties.

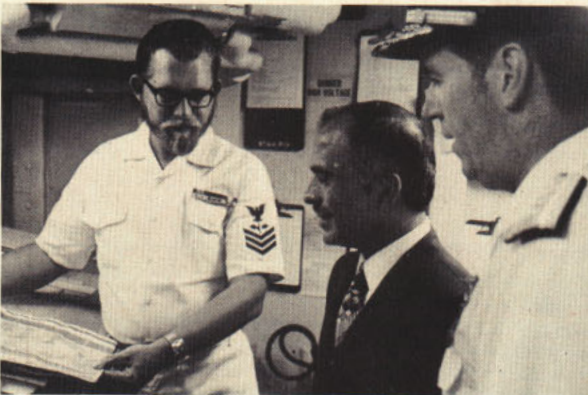
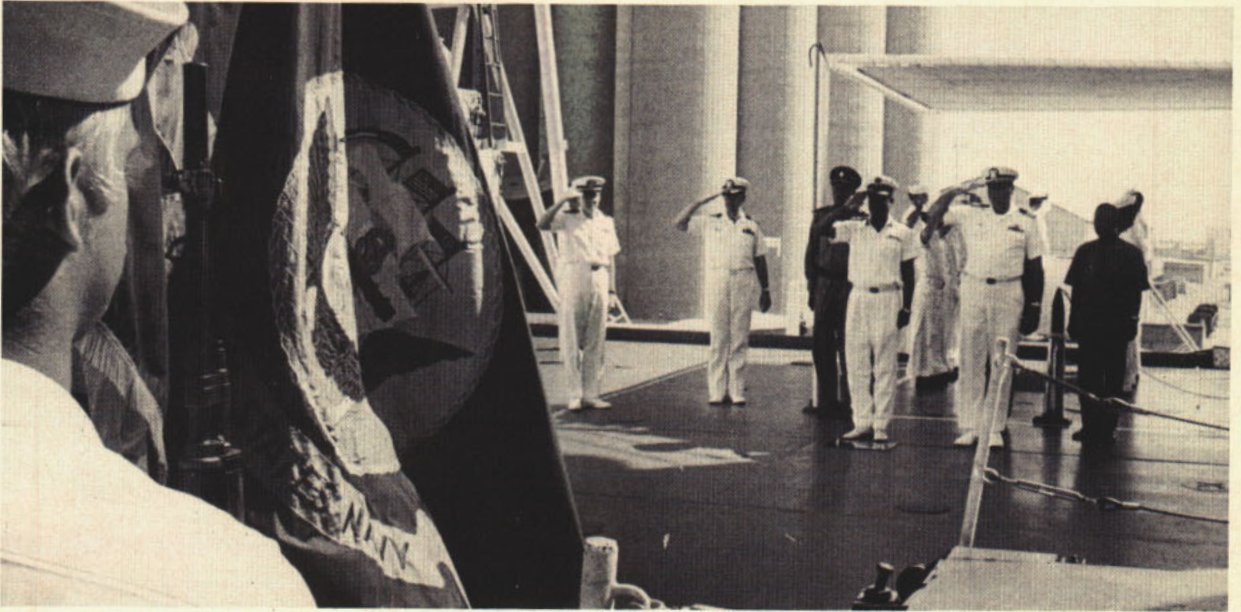
The men of Task Force 65 participated in a large and possibly risky diplomatic effort.

—LT David L. Dillon, USN.

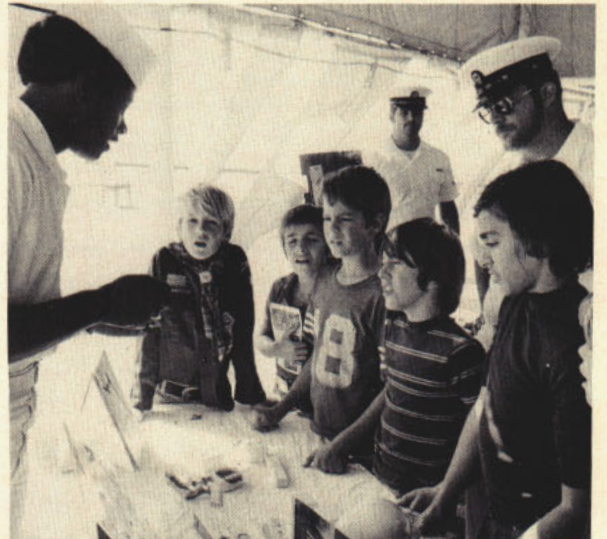
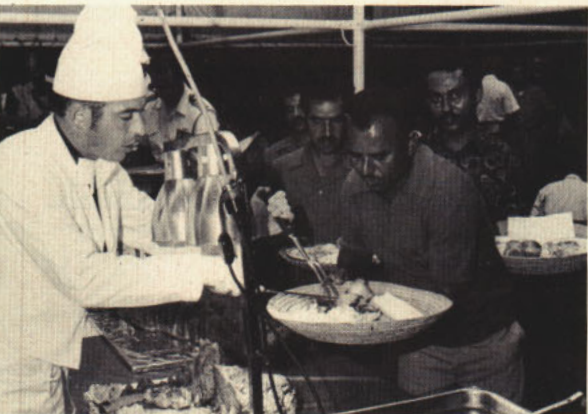
Facing page top: The French Navy minesweeper Gardenia, one of six French ships involved in Operation Nimbus Moon. Bottom: USS Escape (ARS 6) at anchor on Lake Timsah. Right: HMS Bossington, one of the British Royal Navy minehunter ships involved in Operation Nimbus Moon. Below: USS Inchon (LPH 12) alongside the main passenger pier in Alexandria, Egypt.



La Salle Sails



Above: The La Salle color guard renders honors to Sudanese naval officers during visit to Port Sudan. Left: AG1 D. Taber displays weather satellite information to King Hussein and RADM Bigley. Below left: MS1 C. Hughes serves dinner in Hodeida, Yemen, aboard La Salle. Below: HM2 L. Vaughn explains medical and dental equipment to scouts, escorted by ET2 D. Wyckoff. Above right: Major General Hiraythan, Royal Jordanian Army, inspects a member of the color guard. ENS J. Kendrick escorts the major general. Lunch is served to Jordanian cub scouts. Below right: The Jordanian Combined Armed Forces Band.



the Red Sea

The roving ambassadors of the Middle East Force recently completed a three-nation goodwill deployment aboard the Force's flagship USS *La Salle* (AGF 3), visiting the Yemen Arab Republic, Jordan and the Sudan.

While at Aqaba in Jordan, King Hussein was welcomed aboard *La Salle* by Commander Middle East Force, Rear Admiral Thomas J. Bigley, and his staff. This was the first time the king had visited a U. S. Navy ship in Jordan in more than a decade.

During their stay at Aqaba, Navymen took tours to ancient Petra, a city carved out of rock by the Nabatean Arabs and Romans. They also saw Jerash, one of the best preserved and restored Greco-Roman provincial cities in the world. The tour to Jerash included an overnight stay in Amman, Jordan's capital.

Visiting Hodiya in Yemen, members of the staff and ship's company were invited to the capital at San'a as guests of the American community there. The visit included tours of the city and there was ample opportunity to purchase antiques and souvenirs.

Port Sudan offered a look at a major African port while tours to the nearby fortress city of Saukin were arranged. At Port Sudan, sporting events were held with teams from the Sudanese Navy.

La Salle and the Middle East Force operate out of Manama, Bahrain, an island nation 17 miles off the coast of Saudi Arabia. The force, one of the smallest major U. S. Navy sea commands, operates in an area covering six million square miles of international waters, bounded by 29 countries and containing numerous small islands. A major mission of the Middle East force is to promote goodwill, understanding and mutual respect between the United States and the people of the Middle East.

As ambassadors of the U. S., the Middle East Force Navymen have the opportunity to observe other traditions. Equally important, host nationals have the chance to meet American sailors and observe members of a Western culture.

Port visits normally include general visiting aboard ship, athletic competitions, and receptions and dinners for host government officials, members of local business groups and others from the professional community. Where appropriate, Project Handclasp material is distributed and Navymen assist in Civic Action programs. The force, naturally, is on call to give immediate aid in event of a disaster.

Commander Middle East Force normally has under his command a flagship with a helo detachment, two deployed ships of the Atlantic Fleet, and a C-130 aircraft assigned as the command's link with inland capitals and other cities.

—Story by JO1 J. Lambert
—Photos by PH2 N. Crews



NAVY FIREFIGHTERS

Train at NTC San Diego

“Fire!”

The cry produces a stab of fear in most hearts, no matter how remote the danger may be. On board a ship at sea, fire means danger in the most frightening sense of the word—there is no place to escape. All sailors must be trained to act instinctively, immediately and rationally in combating a shipboard fire.

“Every Navyman is a firefighter,” says Senior Chief Boilermaker Robert Abrigo, course coordinator for the recruit phase of San Diego’s Fleet Training Center Firefighting School. Before going to sea for the first time, and during their fourth year of service, sailors are trained in all phases of firefighting at the Naval Station-based school.

Recruits at San Diego’s Naval Training Center undergo two half-day sessions of introductory firefighting at the damage control center aboard NTC before attending the half-day course at the naval station. In the classroom they watch several movies, one of them depicting three major ship disasters involving fires.

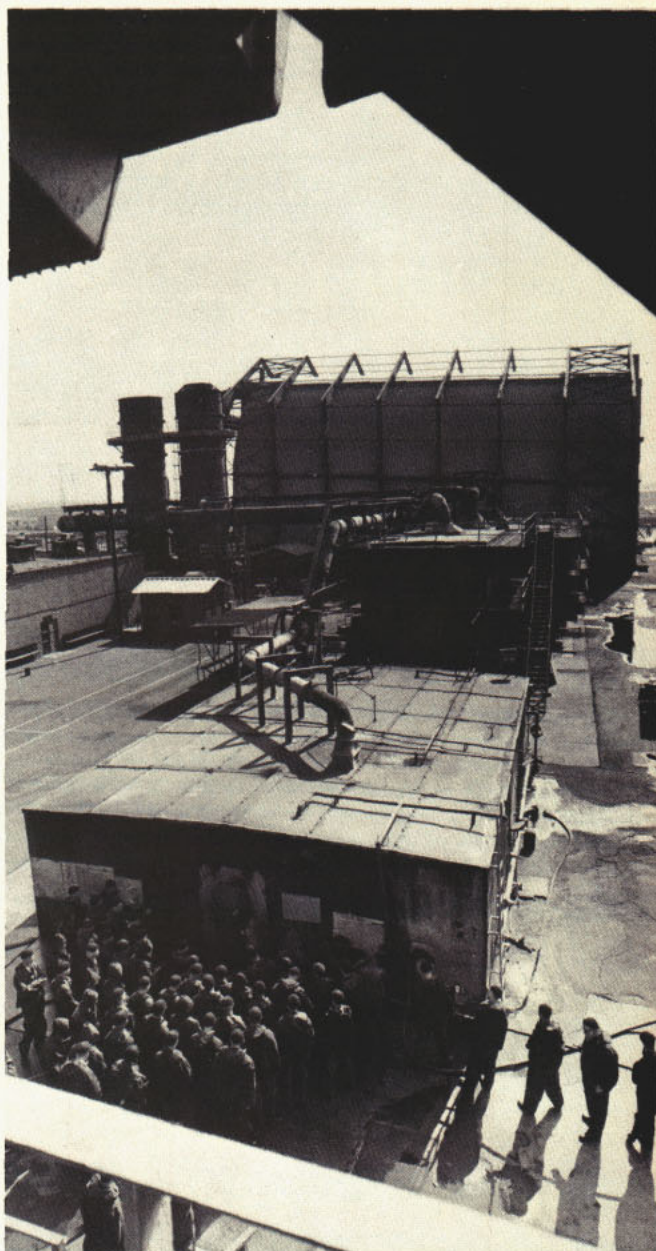
In this movie, called by an instructor a “motivation film,” the tragic fires of the aircraft carriers *Enterprise*, *Forrestal* and *Oriskany* are shown—tragic because in addition to hundreds of millions of dollars’ damage to the ships and equipment, 212 lives were lost and hundreds of men were injured.

Abrigo recalled a fire which broke out on the flight deck of an aircraft carrier he was on, off the coast of Vietnam. “I don’t know if we were just an especially good crew or what,” he said, “but we had that fire out within 45 seconds.” The aim of the firefighting course is to prepare sailors for that kind of action.

The classroom sessions serve to familiarize recruits with firefighting equipment. Different types and sizes of nozzles are described and their use demonstrated. “It’s a sort of show and tell,” says Machinist’s Mate 1st Class John F. Plocar, one of four instructors of NTC’s firefighting course.

The last 45 minutes of the course are spent outside, where the recruits are given practical experience in handling the hoses and other equipment. There is a “wild hose” demonstration, in which the water is turned on while the end of the hose is out of control, and recruits are allowed to feel what a hose with about 45 pounds of pressure is like (in a real fire aboard ship the pressure would be apt to be about 125 pounds).

After their final NTC session, the recruits participate



in a morning of intensive practical firefighting training at FTC.

The course begins in the "astrodome," a huge dome-covered structure used to simulate fires on ships. Inside the cavernous building, the students are taught the different classes of fires, safety precautions used in a fire, proper hose handling, and the various types of equipment used to fight a fire.

Following a complete rundown and demonstration of the equipment, the students each get a chance to use the equipment on small oil fires, called class 'B' fires. The astrodome is ventilated to rid the building of smoke almost immediately, as the instructor holds a lighted torch to a trough of fuel and WHOOSH! Each student, in his turn, must act quickly and accurately to extinguish the flames.

A much larger Bravo fire is then set so that students can learn how to use a high pressure hose which expels a chemical foam to smother the fire. Each student gets a chance to hold the nozzle of the hose while this large fire is being extinguished.

The recruits then leave the astrodome to learn the proper procedure for fighting alpha fires (wood or paper



Left: Recruits prepare to enter Class Alpha fire structure where realistic training will soon begin. **Top:** HT1 Charles Van Fleet points out to a recruit company how to approach and put out an oil fire. **Above:** Inside the "astrodome" the instructor takes a group of Navymen on a tour showing the proper procedures for fighting a Class "Bravo" (oil) fire with chemical foam.

fires) in a small, watertight compartment. Firefighting teams of 16 to 20 trainees are formed, and they must open the watertight door, enter the compartment and extinguish the fire.

All recruits, even those not on the specially formed teams, are required to walk through the smoke-filled compartment for their first smoke indoctrination. No masks are used, so that the trainees experience the feeling of a true emergency situation.

Next comes the main event of the course—the boiler room fire. According to Abrigo, "This exercise poses the biggest challenge of the day for the trainees."

After a thorough demonstration, teams of recruits, clutching the long hose and crouching low, enter the



metal structure which is fashioned after a ship's machinery room. An oil fire is raging in one corner of the room, but the thick black smoke obstructs vision entirely.

Trainees are warned to breathe only through the nose, as a lungful of smoke through the mouth could cause a blackout. All metal jewelry has been removed before the recruits enter the fire room, as the heat intensity could cause metal to burn the skin.

Faces smudged with soot and eyes streaming, the trainees crouch before the fire, holding the fully charged hose. They take turns moving to the front of the line and aiming the nozzle.

When the fire is completely out, the signal is given to exit the compartment. Still grasping the hose, the recruits slowly back out the door. "Never turn your back on a fire, even if you think it's out," their instructor has warned them. To the last man, their eyes are directed toward the fire area.

Senior Chief Hull Maintenance Technician George Adkins, course coordinator for the fleet phase of the firefighting school, explains one of the primary aims of the exercise. "Everyone reacts to a fire with fear. The most important thing we can teach these men is not



to be afraid of a fire. They must be aware that they can control it."

The recruit training phase makes up one-third of the school's coursework. A surface shipboard course and an aviation shipboard course are also included. According to Lieutenant (jg) Gene Fike, director of the firefighting systems department at the Fleet Training Center, about 30,000 recruits, 5000 surface shipboard students and 3000 aviation shipboard students go through the school each year.

Each month, two four-day courses and four two-day refresher courses are offered by the school. The sailor going to sea for the first time may take either course, depending on the convenience of his command; the

sailor returning every four years will usually take the two-day refresher course.

Students from as far away as Seattle come here for the aviation shipboard training as San Diego has the only covered flight deck—the astrodome—on the West Coast at this time,” said Fike.

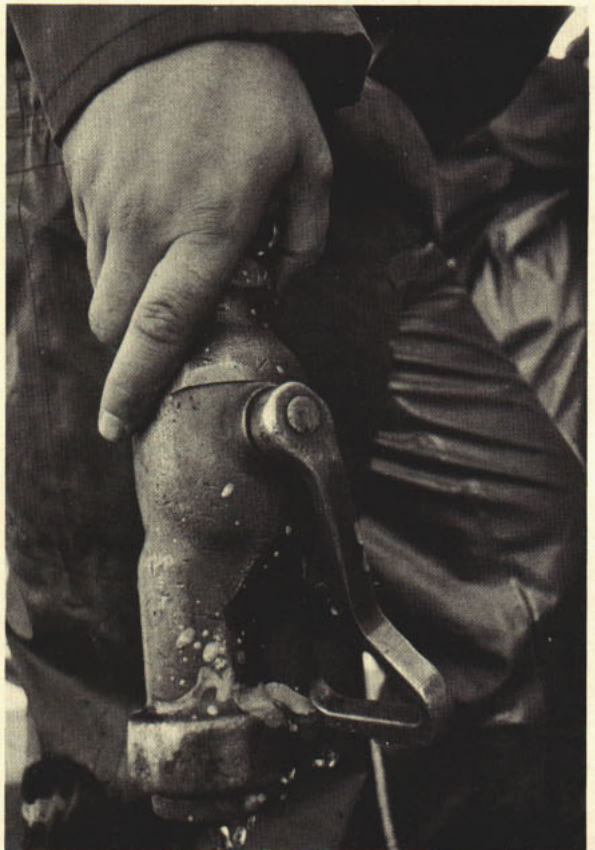
The firefighting school has 39 instructors, all of whom have been through Instructor Training School as well as a firefighting course—at the Fleet Training Center—which usually takes about three months. Second class petty officers and above in any rating are eligible to be trained as instructors, Fike explained.

“Firefighting is an all-hands evolution,” he added. “We have hospital corpsmen, machinist’s mates, enginemen, boiler repairmen and others on our staff.”

A lot of time and effort go into training Navymen to fight fires. Firefighting trainees must undergo rigorous exercises before they are considered prepared to handle ship fires. But if only one tragedy like the *Enterprise*, *Forrestal* or *Oriskany* fires can be avoided, the energy is well spent.

—By L. Beach

Facing page top: The hose team moves in as smoke billows from a compartment. Far left: HT1 Van Fleet directs recruits about to combat a boiler room fire. Left: Students must wait until the room fills with smoke before fighting the blaze. Below: BRCS Abrigo, course coordinator, stands at boiler room door. Right: Firefighting is a serious business; HTC Shaw cautions a man who did not use the hose correctly. “You could have killed someone in there,” he said. Below right: The firefighter’s weapon—hose and nozzle.





SHOCK TEST



The waters abeam the amphibious command and control ship USS *Blue Ridge* (LCC 19) recently erupted in a spectacular explosion of white foam; but no injury was intended and no harm was done. In a test, appropriately dubbed "Shock Test," three separate charges of high explosives of varying degrees of intensity and distance were detonated near the Pacific Fleet ship.

Blue Ridge, first ship of her class, was selected to undergo the test, conducted near San Clemente Island, Calif., by the Naval Ship Engineering Center of Hyattsville, Md. The test was designed to verify the adequacy of the ship's design specifications with regard to shock resistance. Shock Test also evaluated other measures employed to provide the Navy with shock-resistant ships.

Civilian specialists from Hyattsville and San Diego-based explosive ordnance disposal (EOD) personnel worked hand in hand with *Blue Ridge* crewman in positioning, monitoring and evaluating the explosions and their effects.

As was expected, there was a certain degree of calculated damage, and the information gathered on structural and equipment damage is now being analyzed for use in future ship construction.

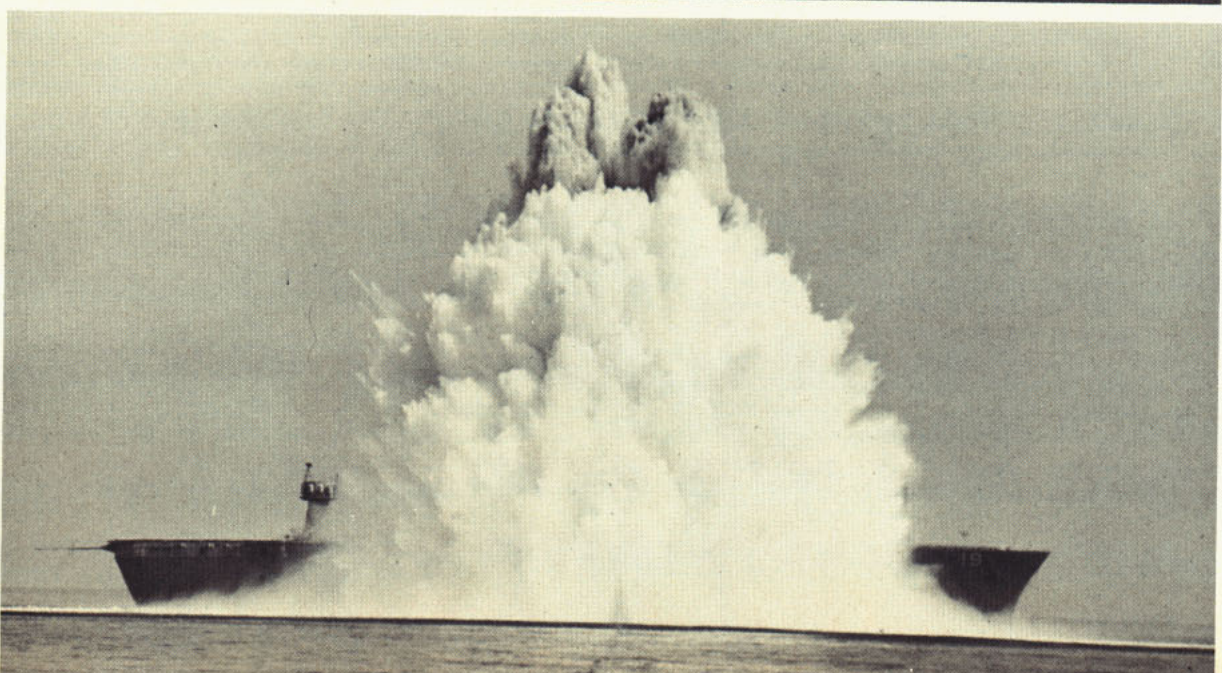
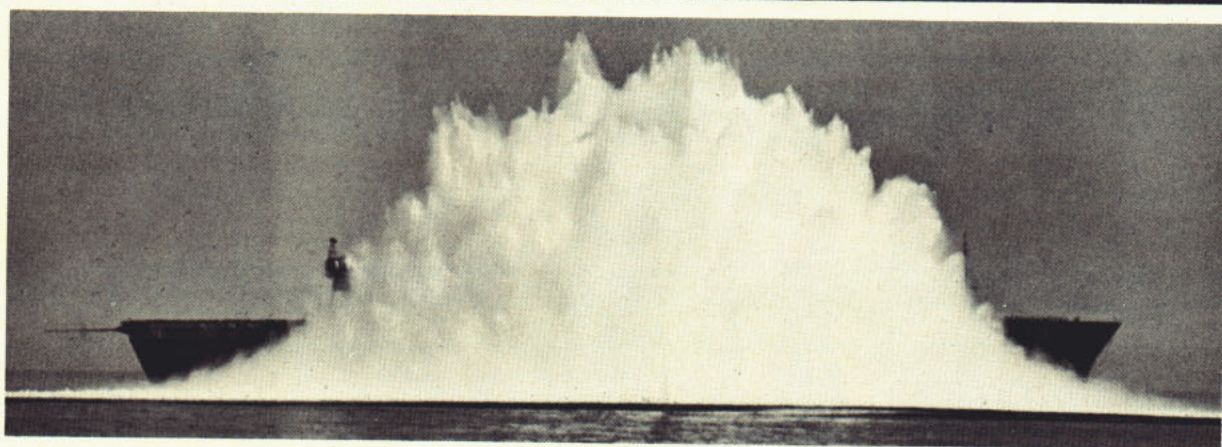
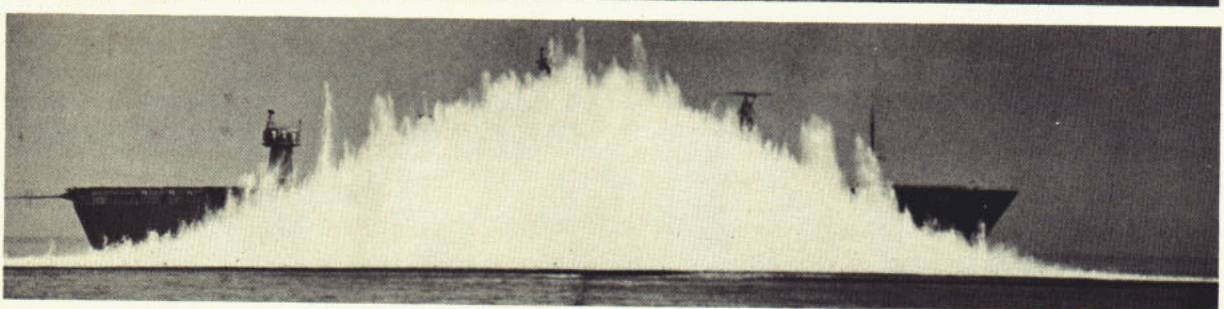
Such tests are considered to be a valuable means toward building a stronger and more effective fleet.

—Story by JO1 Rick Miller and PH2 Scott Spangler
—Photos by JO1 Miller and PH2 Spangler

Facing page: The severity of the shock test is illustrated when high explosives are detonated near the amphibious command and control ship USS *Blue Ridge* (LCC 19).

Below: A landing craft positions the flag-marked high explosive container as precisely as possible to monitor correctly the detonation and its effects.





OVERSEASMAN

a la DAVE

Your squadron is about to go overseas and the crew is scheduled to attend a briefing on what to do and what not to do while deployed. Off you trudge to sit through what you expect to be a half-hour of sheer boredom.

As you enter the auditorium, you think you've stumbled into a thieves' market. Two tables are heaped with piles of bottles, brass pots, exotic musical instruments, boxes of food, clothing and various other—mostly unidentifiable—paraphernalia.

From somewhere under this mess a record player blasts out German beer-drinking music. On a clothesline strung across the room hang more strange objects: wooden kitchen utensils, an umbrella, language booklets, a green tie, and signs telling you to "Make Music," and "Ask." At stage rear, a blackboard is covered with words from at least a dozen languages; the walls are decorated with foreign flags and international traffic signs.

Running madly about this apparent disaster area, pulling more unlikely items from tattered boxes, is a man wearing Bavarian "lederhosen" (short leather pants with suspenders) and knee socks. His close-cropped, graying hair is mussed beyond combing, and his walrus mustache jumps wildly as he keeps up a steady stream of chatter with those already arrived.

This, believe it or not, is the briefing.

"Hi, my name is Dave Rosenberg," Lederhosen greets you. "What's yours?" As you reply, Dave thrusts something into your hand. "That's Greek chewing gum," he announces. "Try it; you might like it." With that, he's off, pulling still more props from boxes.

The auditorium is full now, with a couple of hundred destroyermen sitting and wondering what this seemingly crazy man is going to do. BANG! A blank shot fired into the air quiets them.

"Get out and meet people!" Dave shouts. "Don't sit on board ship and cry that you don't know the language or how to get around in that strange land. How will you ever learn if you don't go over and find out? Get off the ship and have fun!"

This is the Dave Rosenberg Overseasmanship Briefing. Actually, it's more performance than lecture. It's a combination of Barnum & Bailey and BuPers Instruction designed to tell Navy men and women and dependents what they need to know to survive and enjoy themselves overseas. It's three or four hilarious

hours of cultural believe-it-or-nots which give you the sights, sounds, customs and even the tastes and smells of foreign lands.

Dave's credentials are well established. He works with many ethnic groups at home in Washington, D. C., "the big bank of culture," as he calls the city. Since 1947 he has been Director of the National Capital Folk Festival of All Nations, and is also on the Board of Advisors of the National Folk Festival Association and the Smithsonian Institution Folklife Festival.

Dave has been Cultural Programs Chairman for the President's Christmas Pageant of Peace since 1954, was a consultant to the Cultural Programs Committee for the 1964-65 New York World's Fair and is Director of Arts for the District of Columbia.

Unconventional as it is, the program is based on a simple premise: American servicemen are looking for the unfamiliar pleasures and enjoyment offered by the countries they visit. The friendships and companionships are there.

"Over the years I've found that the guys don't know the what, where and how of overseas travel," said Dave. "Most people want to be good ambassadors when they visit a foreign land. They just need to know what is the right thing to do."

As a young man growing up in the Boston area Dave played in small orchestras at parties and weddings for Swedes, Jews, Italians, Greeks, Poles and other ethnic groups. There he learned the music, dances, foods and languages of various peoples. This, combined with years of travel, a love of other lands, a natural curiosity and an overwhelming optimism, has taught him the ways of others.

"I tell the sailors things I wish someone had told me before I went overseas," he explained, "things to help them get along in a foreign culture. Some of the stuff in my lecture is nice to know, but some of it they damn well better know. For example, many don't know that the head in some countries is marked 'WC' (water closet) or 'Room 00'."

A former Navyman who served during World War II, Dave became art director of ALL HANDS Magazine following his discharge in 1945. An ambitious individual, he also wrote the Navy Hobbycraft book series, the Navy Editor's Manual, and a Navy song book.

In 1960, while on assignment for ALL HANDS, he went to Norway in the cruiser USS *Northampton*. For

SHIP ROSENBERG

the fun of it, he brought along his collection of foreign "what's-its" and put on an impromptu overseasman-ship show for the crew—his first. He also organized *Northampton* sailors and marines into musical and dance groups which entertained their Norwegian hosts.

"I took a survey of the crew," he said, "and found six Blacks who could sing just like the Mills Brothers, six Marines who could do Irish jigs and reels, 16 Filipinos who could dance tinikling, a Samoan knife dancer and three full-blooded American Indians who could perform tribal dances."

The shows were such a hit with the crew and Norwegians that Dave continued giving them wherever he could, using his own time and money.

Left: With a Filipino hat in one hand and a North American Indian bonnet in the other, Dave Rosenberg tries to acquaint his audience with customs and costumes from around the world.



OVERSEASMANSHIP

Word got around and he soon found himself working for BuPers Training Division giving his lectures full time. Dave is now Director of the BuPers Area Orientation Section of the Intercultural Relations Program.

Along with his vast knowledge of foreign ways, Dave's jack-of-all-trades talent helps make his shows successful. He's an excellent professional photographer, a woodcarver, artist, musician, skier, puppeteer, scuba diver, magician and historian of folk legends, costumes, music and dances. He does them all with great enthusiasm and many consider him to be one of the leading experts on folk dancing. He is also familiar with useful terms in some 20 languages.

"I got involved in most of these things as part of my lectures," he said. "I learned magic, for example, because I wanted to show the fellows going overseas how to avoid being taken by sleight-of-hand, ripoff artists who hang around many of the places sailors visit."

He uses all of his talents in the show to get his points across. His slides show the people and places he talks

Below: Mr. Rosenberg explains some of the road signs seen overseas.

about, including a complete presentation on foreign restroom fixtures and their proper use. Several changes of native costumes show what the people look like. Puppets get important information across in a fun way. Music and dancing give a preview of the joys of getting involved.

The show is in full swing now. "Try these!" Dave shouts as he flings handfuls of German and Italian candy to the audience. "Don't be afraid to try their food. It's good. Believe me, it's good," he says as he pats his rotund stomach.

"Here," he hands a jar of French jam to a sailor in the third row, "take it home and try it, the kids will love it.

"The point is, if someone overseas offers you food, don't turn it down, that's rude. Try it, you might like it. And offer some of yours as well.

"You say you don't know much of the language?" he asks, changing suddenly to a new subject. "Try it anyway. They won't care if you make mistakes, they'll love you for making the effort.

"There are certain words and phrases everyone should know in any language," he continues, slapping the blackboard. "They are 'please,' 'delicious,' 'it's beautiful,' 'excuse me,' and 'thank you.'" These are the nicest words in any language.

"If you don't know any of the language, use gestures.



But be careful," he warns, flashing the victory sign. "This is OK in Britain if the palm faces away from you. But if the palm is turned toward you, it has a very offensive meaning. Gestures mean different things in different countries."

Now Dave quickly breaks into a Swedish folk dance. "Stand up and try it," he encourages his audience. "It's easy. Just stomp your feet, one, two, three. Now clap your hands, one, two, three. That's it, now you've got it," he shouts, as 100 young and old salts laugh along while they try the dance.

Just as quickly as it started, the dance ends. Now Dave is rummaging through the table things. "What's this?" he asks as he holds up a strange wood object. "It's an Italian stick for rolling pizza dough, really. It'd make a nice souvenir for your mother. She might like a red silk pillow with 'Barcelona' embroidered on it in gold, but she'll probably put it away and forget it sooner or later.

"Don't buy the standard souvenir," he tells them, "get something useful, something from the local department store or market that the local people use. An unusual kitchen utensil from Italy, a meerscham pipe from Turkey, or Japanese Kamishibhi cards which depict folk tales for Japanese children.

"Everytime your mother makes pizza, she'll think of you," he adds. "And besides, it'll make a good conversation piece."

Quickly changing tacks, he asks, "Do you want to meet people overseas? Then find a place with your interests—join a local band or soccer team, visit a hobby club or church group. Mingle with them. They want to know about America. Tell them and they'll tell you about their country. You'll make lifelong friends. And remember, if you smile, they'll smile too.

"Or try looking forlorn with a map," he suggests. "Stand by a local monument studying your map and sooner or later someone will offer to help—usually a girl," he adds.

So it goes. Like a swarm of happy hornets, Dave rushes around the stage throwing goodies out, dancing, shouting, and giving out tips such as how to catch a taxi in Oslo, making a pay call in Tokyo, dressing properly for any occasion in Rio, eating with chopsticks, etc. All the while he keeps a rapid-fire, staccato, nonstop stream of hilarious quips going with the audience.

"I don't stand on a platform and just talk," he said, "I work hard to show the guys cultural taboos so they can stay out of trouble and have fun too."

For his untiring efforts over the past 15 years, Dave has received many important awards and honors. Among them are the Navy's Superior Civilian Service Award; a lifetime honorary membership in the American Association for Health, Physical Education and Recreation; the University of Pennsylvania Award of the Cultural Olympics; and four nominations for the Rockefeller Public Service Award. Most recently, he was presented the Federal Republic of Germany's Distinguished Service Cross, First Class, "... for services in the interest of international understanding."

"I don't expect my audiences to remember everything I say," he said. "It's a bombardment lecture to show that things are different in foreign countries, and that it's fun to get out and experience them.

"A lot of guys think they need a lot of money to have a good time overseas," he added. "That's not true. You don't have to spend a fortune to have fun, but the memories are priceless."

—JO1 Tom Jansing

(Note: It should be pointed out that Mr. Rosenberg spends only a limited amount of time putting on stage shows such as the one described in this article. To reach a larger audience, the majority of his time is now spent on research and producing specific area videotape segments of his repertoire for use by deploying units. Therefore, many requests for stage briefings cannot be honored, but be on the lookout for more information on the videotape segments in the future.)

CULTURAL TIPS BY THE BUSHEL BASKET

What's that? Dave Rosenberg, the Navy's resident authority on cultural differences, can tell you. He has a bushel basketful of tips to help you get along in foreign countries. Here are a few of his hints.

● **Personal relations.** What may be acceptable in one culture may be an intrusion or even unthinkable in another. A pat on the head, for example, is a friendly gesture in our country, but in some Southeast Asian countries it is a religious taboo. In some places, especially in the Middle East, taking close-up pictures of people is strictly forbidden. In other places, photographing of religious ceremonies is not allowed.

Take along some wallet-size photos of yourself. When you make a friend overseas give him, or her, one with your name and address on the back. That way he'll remember you.

● **Dress codes.** In some overseas areas, eccentric clothing and flashy shirts are out of order. Avoid the "tourist" look. Bright orange clothing is not proper to wear in Thailand where that color is reserved for robes worn by Buddhist monks. In Turkey, the fez is not worn. When visiting churches and other religious shrines of any country appropriate dress and behavior are expected. For example, in Japan no smoking is in order either at religious shrines or on the grounds surrounding the shrines.

Another common mistake made overseas is wearing religious items as decoration. In Spain, Greece and Mexico, for example, the people buy a small, silver medallion called an "exvotos" to place on church altars in hope of gaining cures for specific illnesses. Some travelers, either through ignorance or insensitivity, have bought "exvotos" to wear as trinkets.

● **Cultural differences.** Misunderstandings can often be avoided by knowing what to expect while overseas. For instance, in many foreign lands it is common to

CULTURAL TIPS

see men walking along the street holding hands. This is a sign of solid friendship, nothing else. However, if you wear a red shirt in Morocco, you could be regarded as "different."

Common symbols often mean different things in foreign lands. The swastika in Hindu or Buddhist lands is not the Nazi symbol of WW II, but rather a religious sign for the wheel of life.

Never give chrysanthemums as a gift in Italy; there they are associated with funeral pieces.

At the bullfight in Spain you should never cheer the bull, even though you think the animal is the underdog. In most European countries whistling at a sports event or the theater means disfavor. Waving a white handkerchief or your hat is the way to cheer. If you want more, stamp your feet and clap at the same time.

● **Dining etiquette.** The proper way to eat in most European countries is with the fork in the left hand, tines down, and the knife in the right in order to cut. The fork is not switched to the right hand after cutting as in the United States. Knife and fork either parallel or crossed in the center of the plate signifies you are finished eating.

In India and Morocco, eating with the hands is proper, but Moslems eat only with the right hand.

Smoking and drinking are forbidden in some restaurants in Scandinavia and Germany. Signs indicating this are displayed *outside* the restaurants.

Tips are often included in the bill as a 10 or 15 per cent service charge in Europe. Leaving a tip is not required, unless the service has been exceptional. In that case, small change (about five per cent of the bill) is acceptable.

In Japan the word *shi* means both the number four and the word death; never leave four coins as a tip. On the other hand, three, five and seven are lucky numbers and make good amounts for tipping. The same is true for the lucky number nine in Thailand.

● **Gestures.** Different gestures mean different things in various countries. It is wise to know one from the other. Offensive gestures made unknowingly will generally be forgiven, but it is still better to know what you are "saying" and avoid a possible insult.

Our "A-OK" sign, for example, is used to mean money in some Far East countries, but is an ugly gesture in some Latin American countries. In the Republic of the Philippines, our "come here" signal has an insulting meaning.

In Germany, Poland, Yugoslavia, Russia, India, Pakistan and Southeast Asia, crossed fingers is a foul symbol. Five fingers spread apart and thrust forward, palm forward, is considered the lowest form of curse in Greece—you can even be given a ticket for it.

Our "bye-bye" wave means "come here" in Japan, and our "come here" signal given with bent finger is



Top left: A Norwegian table setting. Top right: A Thai monk wears the traditional color orange, reserved for the monks. Bottom left: Dave Rosenberg made contact with this old man of Aegina, Greece, who offered him a bowl of yogurt. Bottom right: A Roman street corner displays the international traffic information signs.



very demeaning to southeast Asians and some Latins. They use it to call animals.

Counting on the fingers is done differently in other countries too. If you want four of something in Japan, don't indicate it by holding up four fingers with the thumb across the palm—that is "one" to them. In most other countries, the thumb is used for the number one instead of the index finger.

In some areas of Southeast Asia you can count to 12 on one hand; they use the joints of the fingers to count, with the thumb as a pointer.

● **Transportation.** If you want to catch a taxi in Oslo, you don't stand at the curb and flag one down as you would in the U. S. Instead, you go to a special cab stop and wait in line for one. You can also phone for a taxi to pick you up wherever you want. The same is true in New Zealand.

In many places cab fares vary with the time of day, and often double after midnight. Don't think you are being cheated if it happens. In fact, it is always good practice to agree on the fare before you get into a cab. Some countries, Peru, Turkey, Puerto Rico and Mexico among them, have collective taxis that carry several people from one specific place to another at a much cheaper rate than regular taxis.

In Europe and many other places, the most common means of traveling from one city to another is by train. Tickets are usually sold for first and second class. First class is about twice as expensive as second, but guarantees you more comfortable service.

● **Money.** Rates of exchange fluctuate often and vary widely from place to place. It is a good idea to exchange your money on your ship before going ashore, or at a bank if ashore. Don't exchange it in bars or restaurants where the rate of exchange is poor.

It's a good idea to carry a money-equivalency table with you until you get used to thinking in terms of the foreign currency. You can then quickly calculate how much something costs. The tables can be obtained at banks here or abroad. Never exchange money on the street—it may be illegal.

Always pay full attention to the amount you're being charged and how much change you receive.

If you use a pay telephone, find out what kind of coins you'll need and always have one with you. In some countries special tokens are needed for pay phones, like Italy's *gettoni*. They can be purchased at dispensing machines in airports, train stations and also from the cashiers in many coffee bars. Make sure you always have the right coins with you in case of emergency.

In Japan you may need several coins to make a pay-phone call—some phones there turn off automatically at the end of three minutes and you have to deposit another coin and start all over again.

These are just some of the things Dave Rosenberg will tell you about overseas travel. The important point to remember is that things *are* different and you should try to learn the customs before you get overseas.

Committing an honest cultural mistake is generally forgiven by local citizens—it's the deliberate insensitivity to their culture that's resented, and rightly so. If you don't know what's appropriate in a given situation, ask. Most people will respect you and respond with kindness.

—JO1 Tom Jansing

NAPLES: A FIRST IMPRESSION OF OVERSEAS DUTY



Perhaps the first thought an American has when entering a foreign country is: "Well, it's not home, but I can put up with it."

Although this is a very normal impression, it has been proven wrong by many a sailor.

Indeed it is not America. A foreign country, whether Italy or any other, will be no more or no less than you, the individual, want it to be. It can be pleasant or distasteful, expensive or cheap, friendly or unfriendly. Or, it can be just what it is—another country, just in a different place.

My first impression of Naples, Italy, was, "Well, it's not America, but I can put up with it." It only took me a very short time to discover it was not America, and an even shorter time to discover that Naples, and not I, was doing the "putting up with."

The most impressive part of any country is its people. Naples is no exception. The Italians are undoubtedly one of the friendliest, and perhaps, the proudest people I have had the pleasure of coming into contact with. They are so openhearted, one might get the impression they are unreal. But the truth is quite to the contrary.

Some countries only preach the things Italians actually practice. Perhaps one of the things that most impressed me about them was their family relationship. The closeness and togetherness of an Italian family are almost unbelievable. To see an entire family sharing their lives together is impressive. It is a relationship only dreamed of by many families in other countries.

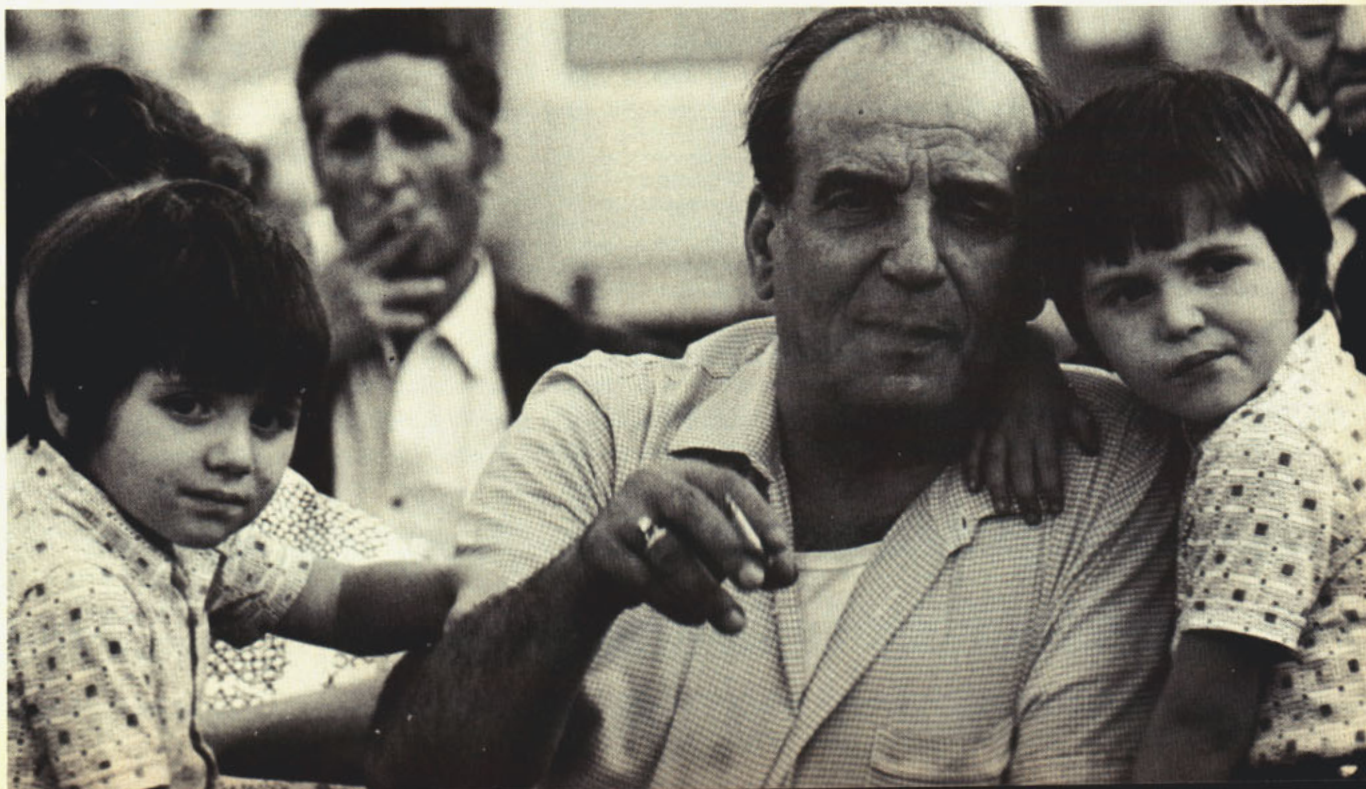
While talking to an English-speaking Italian, I got the feeling that one of their mottoes is: "If children in the family are happy, then the family itself is happy."

I also discovered the best way to judge an Italian is not by judging him at all. As Americans on foreign soil it seems we like to judge others but do not wish to be judged ourselves.

If we think about it, it would probably be an answer to a lot of the problems we sometimes have when visiting other countries.

—SN Sam Minter

Facing page: A view of Naples from the sea. In the foreground is a Navy ship, USS Concord (AFS 5). Below: Two young girls watch with interest a celebration held in Naples' Piazza Plebiscito. Bottom: Youthful Neapolitans and their father join the proceedings in the piazza.



SITE SHIPBOARD TELEVISION

- INFORMATION
- TRAINING
- ENTERTAINMENT

Archie Bunker tells "Dingbat" to "shadup" and Columbo solves another mystery—familiar scenes to shore-based seamen and now, to many seagoing sailors, as well.

Television aboard ships is just another way the Navy is improving the quality of life at sea. Most surface ships with crews of 350 or more will have closed-circuit television, or SITE (Shipboard Information, Training and Entertainment) installed by the end of this year.

Today's young sailor grew up with television. The Navy recognized the fact that a better, more versatile form of entertainment than movies on the fantail had to be obtained. They began to build on the concept that while being entertained, a Navy man could also be informed, trained and further educated.

Several years ago, carriers installed their own closed-circuit television and used the system for both entertainment and internal communication. Daily TV proved to be indispensable—morale improved and, with it, shipboard habitability.

Morale of the rest of the fleet was just as important as the morale aboard carriers. But on smaller ships, space became a problem.

A closed-circuit television system was developed and designed to fit into an 8'-x-10' space. The system was called SITE (an acronym standing for its Shipboard functions: to Inform, Train and, most important to the crew, Entertain). By the end of this year, 138 ships will have SITE capabilities.

The first SITE system was black and white, installed in USS *LaSalle* (AGF 3) in 1972. By January 1973, a color SITE system was aboard USS *Josephus Daniels* (CG 27) and within six months, 30 ships had similar SITE installations.

The system has a multitude of uses, including briefing the crew on upcoming exercises; announcing leave, liberty and duty schedules; disseminating information on local customs in foreign ports-of-call; providing the crew with up-to-date news with live broadcasts and entertaining with "canned" programs.

A majority of the canned programming comes from the American Forces Radio and Television Service in

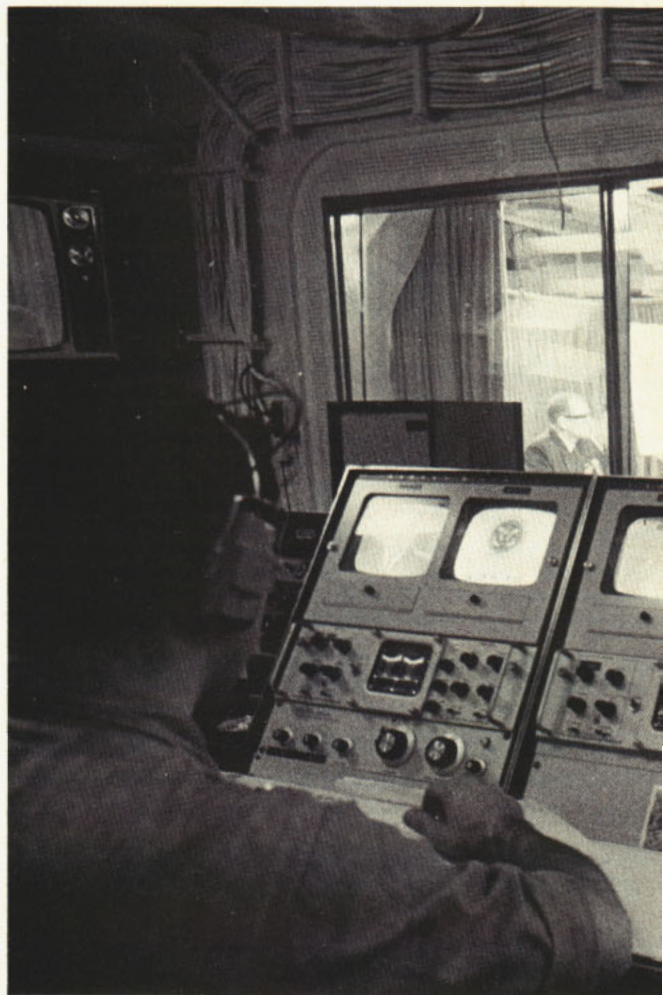
Los Angeles (AFRTS-LA). When deployed, SITE ships become affiliates of AFRTS and receive approximately 60 hours of television programming weekly.

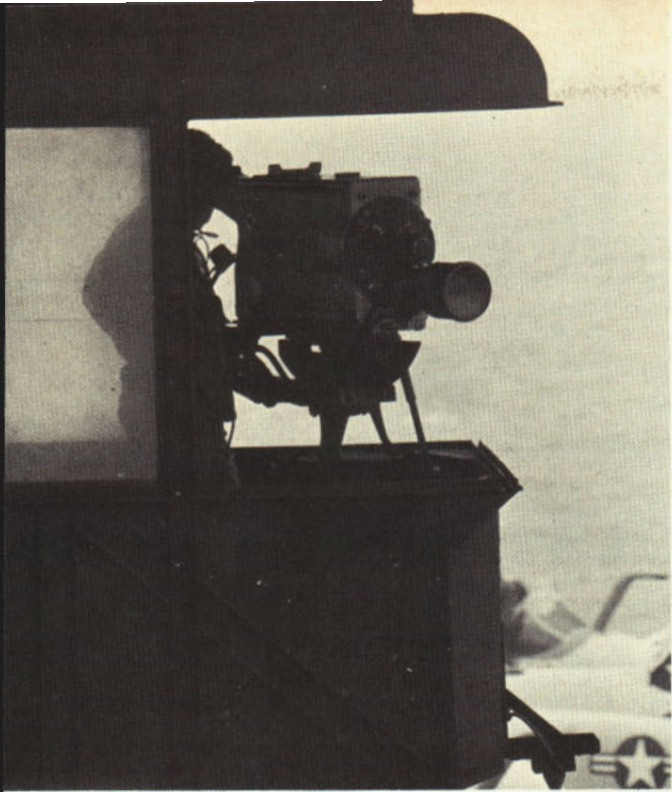
Aboard ship, the system transmits, via cable, television programming from a central compartment to receivers (TV sets) located where crewmembers gather. Crewmembers install the system with technical assistance from TV technicians of the U. S. Army Television-Audio Support Activity (T-ASA).

Technicians and operators are the SITE system's manpower. Technicians are selected from the interior communications electrician rating and sent by their ships to Service School Command, Great Lakes, Ill., for 18 weeks of training.

Enlisted journalists act as operators for the system. At first, the journalists appeared adequately prepared to operate the SITE equipment through regular broadcast training. Mr. Edward Burmeister, broadcast support officer for Navy Chief of Information (CHINFO) explained one problem, "Journalists were trained to operate major land-based TV systems, but did not receive the specialized training needed to operate small, closed-circuit systems like SITE."

A 40-hour extension to the broadcasters' course was arranged between CHINFO and Defense Information



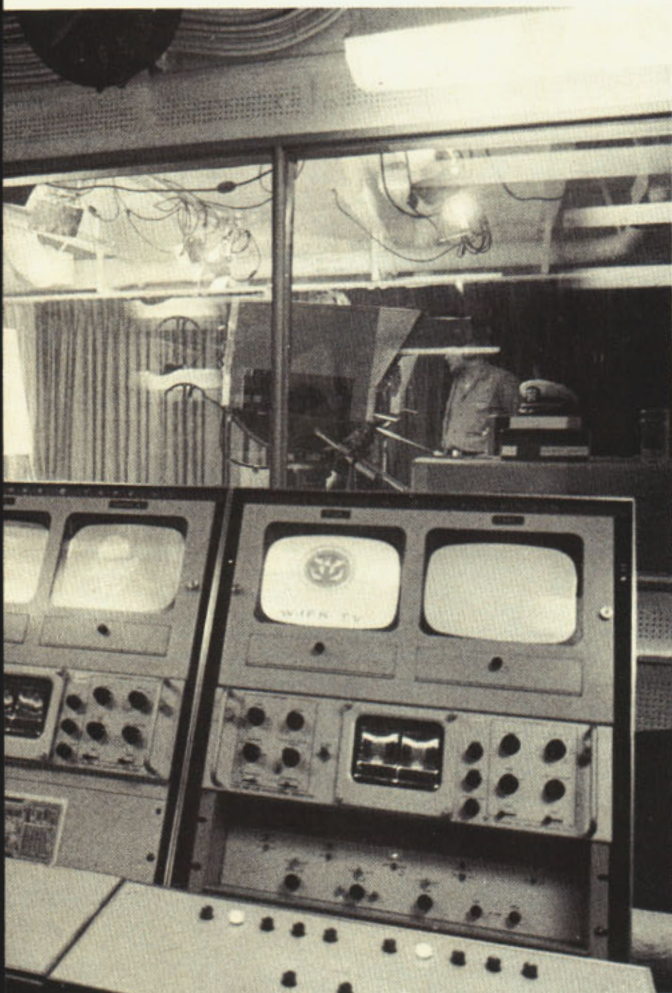


School, Fort Benjamin Harrison, Ind. A week of classes for Navy students slated for SITE duty better prepared these journalists for their SITE billets. "Operators are more familiar with the system's capabilities, and thus are more self-confident, and it shows in their programs," Mr. Burmeister stated. Plans are now being made to expand this special SITE course to two weeks.

There are a few problems in SITE. One occasionally cropping up is that commanding officers are unfamiliar with the value of the system in their internal information program. In some cases, the system wasn't being used to full advantage. CHINFO has initiated a system of briefings for commanding officers of SITE ships.

SITE helps solve the problem of communication aboard larger ships, but what about the smaller ones, including submarines?

Mini-SITE, a small brother concept of SITE, was tested aboard the frigate USS *Miller* (FF 1091) on a recent Mediterranean cruise. Mini-SITE is designed to fit into even smaller ship spaces than is SITE. Mini-SITE will be a "consumer-operated," closed-circuit system



Top: A shipboard cameraman records the action of each and every launch and recovery aboard USS *Kitty Hawk* (CV 63). Photo by JOC Jim Falk, USN. Left: Journalists aboard the aircraft carrier USS *John F. Kennedy* (CV 67) prepare for a live production. Above: Summary of the weather is broadcast from the studio of WJFK-TV aboard the aircraft carrier USS *John F. Kennedy*.

that will not require any specially trained operators or maintenance technicians.

The Mini-SITE program is being evaluated. If it is approved, what can the smaller ships in the fleet expect?

Mr. Burmeister answered, "Our goal is to have some type of closed-circuit television aboard all deploying ships and submarines—hopefully within the next five years."

The achievement of all the Navy's objectives lies in the hands of people. The fleet of the future will not only be better informed but also better trained and entertained.

—JO2 D. Matthews.

THE SITE SYSTEM-A JOINT PROJECT

Just what programs do sailors see over SITE? Most of the entertainment programming comes from American Forces Radio and Television Service (AFRTS). AFRTS supplies regular commercial network programs (with commercials removed), feature movies, and Department of Defense Service Information spots. The latter are supplemented by Navy-produced information spots.

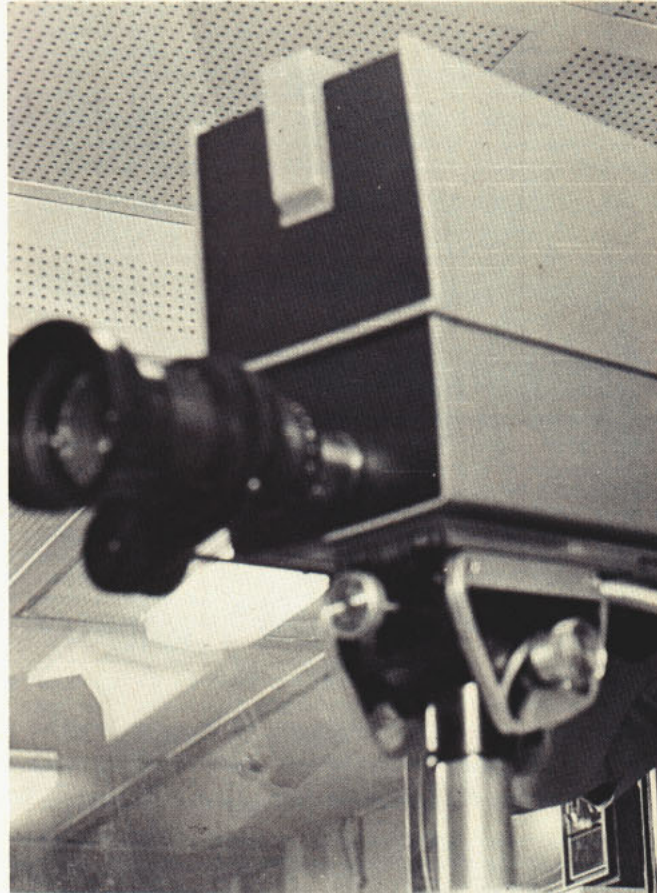
The ship can also build up a library of training films on such subjects as first aid, firefighting, Navy Regulations and water safety.

Here is a sample schedule for a two-hour segment of daytime television aboard a SITE-equipped ship:

TIME	PROGRAM	LENGTH OF PROGRAM
1505:00	Here's Lucy	24:30
1529:30	Educational Opportunities Spot	:20
1529:50	Station ID	:10
1530:00	News Highlights	5:00
1535:00	Station Id	:10
1535:10	Hogan's Heroes	24:45
1559:55	Station ID	:05
1600:00	Nightly News Opening	:15
1600:15	Nightly News, Weather, Sports	14:30
1614:45	Nightly News Closing	:15
1615:00	"How to Call the Captain"	
	Promotion	:30
1615:30	Captain's Call	14:00
1629:30	Lineup of Evening's Programs	:20
1629:50	Station ID	:10
1630:00	Dick Van Dyke Show	24:30

Evening viewing could include such programs as All In the Family, Carol Burnett Show, Mission: Impossible, Gunsmoke, movies, and timely sports events in season such as the world series, college and pro football, basketball, etc.

Top: A chief warrant officer mans a television camera in the WSAL studio aboard USS La Salle (AGF 3). Right: Instructors at the Defense Information School demonstrate workings of the SITE Console Monitor. Photo by PH1 John Lucas, USN. Far right: A USS La Salle interior communications technician, serving as WSAL technical director, adjusts one of the station's videotape recorders.



A SAMPLE OF SITE PROGRAMMING

The SITE concept was designed by Navy Chief of Information (CHINFO) and engineered by the U. S. Army Television-Audio Support Activity, Sacramento Army Depot. The factors they considered were reliability at sea, compactness, simplified operation and versatility. A west coast company received the contract to supply units under competitive bidding.

Basic equipment in each system includes two film chains used to introduce a film product, such as 16mm films or 35mm slides, into a TV system. Also included are two one-inch videotape recorders, a control/monitor console, and modulators for two-channel capability.

One film chain consists of 16mm film and 35mm slide projectors, while the other chain has just the 16mm film projector. The cameras can be removed, and with a lens change, used for live programs. Videotape recorders are mounted in drawers in the diplexer unit. Other drawers in the uniplexer film chain unit provide storage space for the system manuals and program materials.

Housed in the control/monitor console is a color live monitor/receiver, two black and white monitors, one wave-form monitor, six input video switchers and two modulators (channels 2 and 4).

For audio, the console houses a mixer, record playback unit, switcher and monitoring unit. The console also contains remote controls for the cameras, projectors, and videotape recorders.

With two modulators, the ship could program a training film on channel 2 and entertainment on channel 4, both at the same time. The second modulator can be used as backup for one-channel viewing.—D. M.



200 Years: BLACK HISTORY

THIS MONTH COMMEMORATES CONTRIBUTIONS BY BLACK AMERICANS

February has been designated this year as Black History Month, a time for observing the numerous achievements made by Black men and women in America.

Traditionally, the observance was held during a week in February, spanning the birth dates of two Americans who greatly influenced the progressive ascension of black pride and spirit and well-being. Those men were Frederick Douglass, a Black abolitionist of the Civil War era, and Abraham Lincoln who, as President of the United States, issued the Emancipation Proclamation, on 1 Jan 1863.

Black History Week has been more than the observance of a race of people and their upward struggle out of slavery to gain their rightful place in society. It's a time for all Americans to become more fully aware of individual deeds and achievements, many of which have been "recorded" on what author Laura E. Wilkes described at the turn of this century as the "missing pages in American history."

Therein lies a problem in any attempt to report completely the Black experience in America—a scarcity of official documentation by unbiased sources, especially in the early years. Nevertheless, great strides toward uncovering facts have been made in recent years as historians uncover documents, letters and diaries from the colonial era to the present.

Black history in the military is perhaps best documented in Army records. Early Navy records of Black

activities are somewhat scarce, probably because in those early times, Blacks were integrated aboard ship almost from the beginning, and their individual achievements became a part of the achievement of whole crews. On the other hand, some Army units were comprised solely of Negro troops, and any account of their achievements was immediately identified as having been accomplished by Blacks.

Since there was no real American Navy when the Revolutionary War began, many trade ships were pressed into service, several of which had sizable complements of Black sailors. According to author Wilkes:

"There were 20 Negroes on the *Royal Lewis*, a boat of 26 guns, commanded by Captain Stephen Decatur. They were found in varying numbers on the *Trumble*, the *South Carolina*, the *Randolph*, the *Confederacy* and the *Alliance* . . .

"On the *Alliance* was David Mitchell, a free Negro, who had been captured while on his way from Bermuda to Nova Scotia in an English vessel. On being carried into Newburyport, Mass., he petitioned for his liberty, saying he wished to remain in this country. The petition was granted and he enlisted in the Navy of the United States. The naval records show the names of Caesar, a mere boy, serving on the brig *Hazard* under Captain Job Williams; Cato Blackney, a private, who did duty on the volunteer ship *Deane*; Cato, a cooper, of Boston, who enlisted on the brig *Prospect* commanded by Captain Joseph Vesey, and John Moore, a skipper, of

Maryland, on the sloop *Roebuck*."

Those are just a few of the rare documented records of Blacks serving as seamen during the Revolutionary period from 1775-1783. There is another account of a Black man's involvement in the fight for independence, one that is carried in most history books. And although he is best remembered as one of four colonists who fell before British muskets during the Boston Massacre of 1770, Crispus Attucks, a Black runaway slave, was a seaman.

It appears that before and throughout the War for Independence Blacks were encouraged to serve in the sea service. At the peak of the war, some 20 per cent of the U. S. Navy crews were comprised of Blacks.

While Blacks were "encouraged" to join the Navy, the Army offered freedom to slaves who were able and willing to take up arms against the British. Whether or not the Navy offered freedom to slaves to serve as well is uncertain. However, shortly after the American Revolutionary War and for some 15 years thereafter, the Navy itself went into eclipse. When Congress authorized a new fleet of warships in 1794, a directive was issued which restricted the crews' complements to "white males." Nevertheless, a number of Blacks served at sea during the Quasi-War with France from 1798 to 1800.

When Americans again went to war in 1812 against

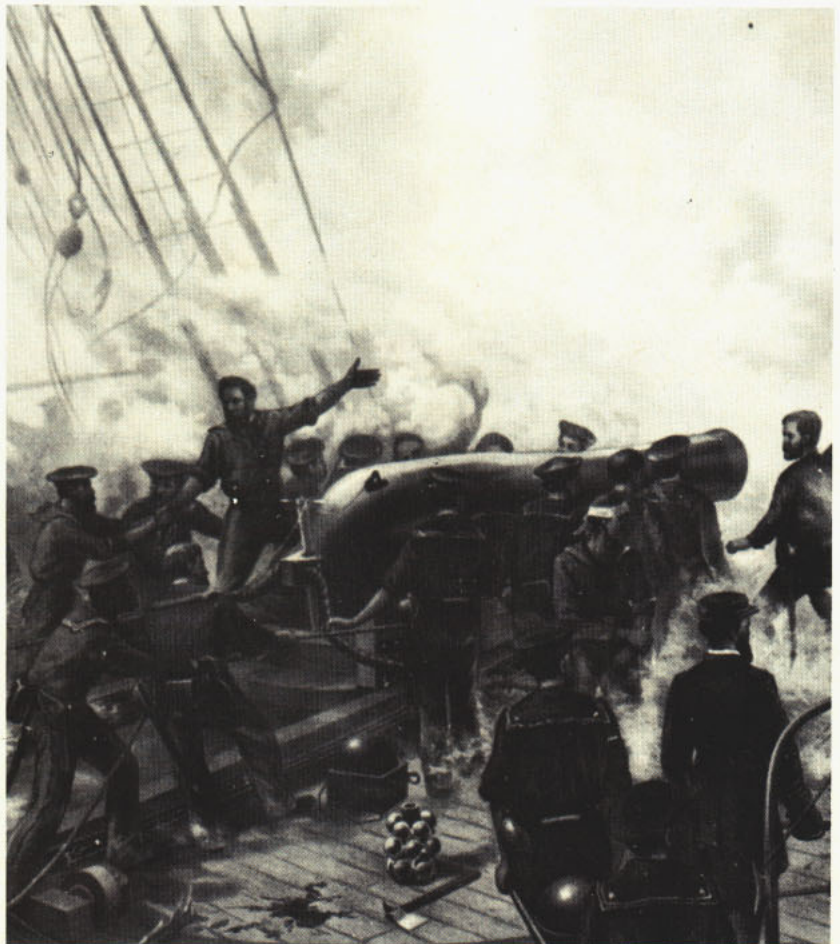
British impressment of U. S. seamen, free Blacks (in at least five of the original states) were landowners with bank accounts. They were as Americanized as their fellow citizens and their patriotism had kept pace with their progress. Therefore, they willingly volunteered to enlist in their country's cause. Inasmuch as the War of 1812 was primarily a naval war, interest ran high for the maritime service and drew several hundred Blacks to sea. There still existed prejudice in certain circles, but Upshur Parsons, a surgeon, noted in 1816, "there seems to be an entire absence of prejudice against Black messmates among the crews of all ships."

Blacks were "as ready and willing to volunteer . . . as any other," wrote Black abolitionist and journalist Martin Delany. "They (the free men) were not compelled to go," he said. "They were not draughted (drafted). They were volunteers."

One-sixth of the total naval complement during the 1812 war was comprised of Black men. On the Great Lakes with Oliver H. Perry, records reveal that Blacks fought with "conspicuous distinction."

It was during this period in our history that evidence

Below left: Men fighting at close quarters aboard the Hartford in Mobile Bay. Right: Many of the sailors of the last century were Black Americans.



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of Black participation in the Navy became more widely documented, owing in large part to ships' logs and letters exchanged between commanders and government leaders. One exchange was between Captain (later to become Admiral) Perry and Commodore Isaac Chauncey. The letter concerned the crews of Perry's fleet of brigs, schooners and gunboats which he outfitted in 1813 for the Battle of Lake Erie. Perry was not pleased with the class of seamen he had received for his fleet and wrote to his superior that "The men . . . were a motley set, blacks, soldiers and boys. I cannot think that you saw them after they were selected. I am, however, pleased to see anything in the shape of a man."

To this Commodore Chauncey replied: "I regret you were not pleased with the men sent you . . . for to my knowledge a part of them are not surpassed by any seamen we have in the fleet, and I have yet to learn that the color of the skin or the cut and trimmings of the coat can affect a man's qualifications or usefulness. I have nearly fifty blacks on this boat, and many of them are among the best of my men, and those people you call soldiers have been on the sea from two to seventeen years."

That appears to be all that was said of the "motley set" until after Perry successfully defeated the British fleet on Lake Erie. It was then he praised his Black seamen, saying "they seemed to be absolutely insensible to danger."

Among his crew was a Black named Cyrus (Joshua) Tiffany who, after Perry's ship *Lawrence* was forced to drop out of the fight, accompanied the captain and other members of the crew, in a small boat to the *Niagara* where Perry once again raised his flag. A painting of the transfer representing the battle of Lake Erie hangs in the Capitol in Washington, D. C. It is Tiffany's likeness that appears in the painting. The Black seaman continued to serve Perry, was pensioned and later lived in Newport, R. I. When he died on board the *Java* in 1815, apparently having reentered the service, Tiffany was 80 years old.

Among the other Blacks at Lake Erie with Perry were Abraham Williams of Pennsylvania, Jesse Wall, a fifer, and Abraham Chase. Chase was 90 years old when in 1860 he attended the unveiling of a statue of Perry in Cleveland, Ohio, together with other survivors of the battle.

During the Mexican War—1846-1848—in which the boundary between Texas and Mexico was under dispute, approximately 1000 Blacks volunteered and served in the Navy. But, once again, after hostilities ceased, the country's peacetime armed forces were restricted to white enlistments. There was no attempt to recruit Blacks.

Even as the drums of war between the states grew louder, Blacks in the North were denied enlistment in the Army, primarily because President Lincoln feared that the border states, in which slavery existed, would swing toward southern sympathies and because using Blacks in uniform would "support the view that it was an abolitionist war." But, as the threat of a massive

slave revolt increased and large numbers of "run-aways" reached northern lines, the attitude toward enlisting Blacks changed. Therefore, one result of the Emancipation Proclamation was the authorized enlistment of Blacks into the Union war effort. The Union Navy, which expanded its fleet from 76 vessels to 671 between 1861 and 1865, had been allowed to use Blacks as seamen as early as September 1861. In fact, at least one-fourth of the Navy's manpower needs were satisfied with Black manpower—on an integrated basis.

The South, on the other hand, chose not to enlist Blacks on a large scale. A limited number served in the Confederate Navy and almost none served in the Army. It wasn't until one month before the end of the war that massive enlistments of Blacks were made by the South.

However, the Blacks in the South were used in a civilian capacity during the war, in naval shipyards and ordnance yards, and in depots; they hauled supplies along waterways and kept fire boilers stoked where naval materials were manufactured. They also gathered timber and tar and pitch to maintain the Confederate fleet and worked in various artisan roles, releasing southern whites for military service. Those Blacks who were admitted into the Confederate Navy served pri-

Below: Robert Smalls (top), a civilian sailmaker, with three of his crew.



marily as cooks and general deckhands.

For the Union side, several Black seamen were awarded the Medal of Honor during the Civil War. Among them were:

- Robert Blake, an escaped slave serving as a steward on board USS *Marblehead*. On Christmas Day, 1863, he replaced an injured powder boy during an engagement against Confederate forces and, although wounded, continued to pass munitions in the face of enemy fire for 14 hours until, finally, the Confederates surrendered.

- Joachim Pease, a seaman on board USS *Kearsarge* off the coast of France, helped to sink the Confederate *Alabama* on 19 Jun 1864.

- John Lawson, a landsman on USS *Hartford*, was recognized for "exceptional valor" on 4 Aug 1864, during the battle in Mobile Bay. After the entire powder line was killed or wounded, Lawson, himself wounded, encouraged the others on the line to keep the powder moving, resulting in a victory for *Hartford*.

- Wilson Brown, assigned to *Hartford* with Lawson, was commended for remaining at his post and fulfilling his duties while several shells burst near by, killing many of the crew.

- William Brown and James Mifflin, seamen on the gunboat *Brooklyn* continuously supplied gun crews with powder during the battle at Fort Morgan in Mobile Bay, 5 Aug 1864. Their steadfastness aided in the capture of the Confederate ram *Tennessee* and the destruction of the fort batteries.

- Aaron Anderson was a landsman assigned to USS *Wyandank* who served in a boat crew assigned to clear a waterway of rebel forces. Though enemy musket fire riddled the boat and cut away half the oars, Anderson and his fellow crewmen used the boat's only gun to sink three rebel schooners and gain a victory for *Wyandank*.

These are just a few of the many Navy Blacks in uniform who distinguished themselves during the Civil War. There were, of course, many civilians who fought for the Union. Among the more significant was Robert Smalls. The son of a white father and black mother, Smalls grew up in the South, learning the sailmaker's trade. He was pressed into Confederate service as a ship's pilot when Fort Sumter was fired upon and persuaded the crew of the steamer *Planter* to flee to the Union side. They took with them a reported \$7 million in cargo, munitions, food and supplies. The Union hired Smalls as a pilot aboard *Planter* and granted him and the rest of her Black crew half of the value of the ship and her cargo. He continued to serve the Union, obtained an education, was elected to Congress in 1876 and served five terms.

After the Union Navy began accepting runaway slaves along with free men, the Navy's complement at sea consisted of nearly 25 per cent Blacks; however, most of these served in the lower ranks as they did during the Spanish-American War that followed in 1898.

As the 20th century drew near, Blacks, in and out of uniform, increasingly asserted their newly acquired citizenship in American society. Their initial attitude toward military service was enthusiastic; many saw it as an opportunity to demonstrate their sense of citizenship through service to country. Most enlisted joined

the Army, but many joined the naval service. The crew of the battleship *Maine* included some 30 Black seamen, 22 of whom were among the 250 who died when the ship was mysteriously sunk in Havana harbor on 15 Feb 1898. Elsewhere during the Spanish-American War, there were Blacks with Commodore George Dewey when he steamed into Manila Bay on 1 May 1898 to defeat the Spanish naval units there, and at Cuba on 3 Jul 1898 when American forces annihilated the Spanish Atlantic Squadron which led to the war's end.

Among the numerous milestones during the latter half of the 19th century that pertained to Blacks in the United States, perhaps the most nefarious was a judicial decision—*Plessy vs Ferguson*—which established the status of "separate but equal" rights for Blacks. This decision is looked upon by some historians as the point when segregation of Blacks in all walks of life, including those in the military, became more entrenched.

Black sentiments toward the segregation issue ran high and in 1905, delegates of an organization called the Niagara Movement (forerunner of the National Association for the Advancement of Colored People) demanded abolition of all distinctions based on race. This effort was carried on by the NAACP, founded in 1909, the same year Black explorer Matthew Henson made history alongside Admiral Robert E. Peary, reaching the North Pole on 6 April. But sentiment of the public was as cold as the icecap on the issue, and segregation remained a reality in the years leading up to World War I.

Although the Army's United States Colored Troops (USCT) numbered some 370,000 serving in the American Army during WW I—the majority of whom served with French units in Europe—the number of Blacks that served in the Navy was minimal. Navy Blacks numbered 10,000 and they were restricted to the Navy's messman's branch. No Blacks were permitted to enlist in the Marine Corps.

In the early months of the war, Blacks in and out of uniform found difficulty in developing a high spirit of optimism and loyalty, especially in the wake of lynchings and race riots that emerged throughout the southern and midwestern states. Furthermore, the Navy had never commissioned any Black officers, limiting all Blacks in naval service to the steward-messman branch.

As in the past, the postwar ranks of the military were reduced to a small peace-keeping force and the Navy maintained its policy of enlisting Blacks only as stewards for the next 20 years.

In the years between the World Wars, Blacks in American society began to achieve some recognition and political representation. In 1928, Oscar De Priest from Illinois became the first Black Congressman from a northern state. He was followed in 1934 by Arthur Miller from Chicago who became the first Black Democrat elected to Congress since the turn of the 20th century.

Track star Jesse Owens demonstrated to the World that Blacks were among the world's best in athletics, winning four gold medals in the 1936 Olympics in Berlin. A year later, Joe Louis, the "Brown Bomber" defeated Jim Braddock to become the world heavy-

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weight boxing champion.

Black women, too, were becoming more influential. Mary McLeod Bethune founded Bethune-Cookman College in 1923, and the National Council of Negro Women in 1935. Crystal Bird Fauset of Philadelphia became the first Black woman state legislator in 1938 when she was elected to the Pennsylvania House of Representatives. And Jane Bolin became the first Black woman judge in United States history in 1939 when she was appointed to the Court of Domestic Affairs in New York City.

Scores of flag officers had served the United States since its beginning in 1775 but not until 1940 did a Black attain such rank. He was General Benjamin O. Davis, Sr., whose son, Benjamin, Jr., would later follow his father's example. The Davises were two of only five Black combat Army officers in uniform at the time. As for the Navy, it held steadfast in its policy of enlisting Blacks for steward duty only, even at the outbreak of World War II. There was one exception to this policy. By 1943, 19 Negro Navy Seabee (Construction Battalion) units, comprised of some 18,600 men, were building port facilities and coastal defenses.

Among the most famous of the many Black sailors who were cited for bravery during the Second World War were Dorie Miller aboard USS *Arizona* at Pearl Harbor, Leonard Ray Harmon on USS *San Francisco* in the Solomons, and William Pinckney on USS *Enterprise*. All three were awarded the Navy Cross for extraordinary heroism.

Below: Airman Vellon Leon Rivers services a helicopter engine.



Steward Miller, for whom the destroyer escort USS *Miller* (DE 1071) was named, perhaps the most celebrated of the three, manned a machine gun during the attack on Pearl Harbor and reportedly destroyed two Japanese planes. Two years later, he was among the 700 men who were killed when a Japanese torpedo sank the escort carrier USS *Liscome Bay* (CVE 56).

Mess Attendant 1st Class Harmon, for whom the destroyer escort USS *Harmon* (DE 678) was named, gave his life while protecting wounded during a battle against Japanese forces in November 1942.

Cook 3rd Class Pinckney, trapped by bomb damage below decks, carried a wounded shipmate through smoke and fire to safety, saving his comrade's life at great risk to his own.

The war years, nevertheless, were marred by racial disturbances among military personnel. There were several reported conflicts involving Army troops in Hawaii, Georgia and Louisiana. The Navy, too, faced racial disturbances in Port Chicago near San Francisco, at Camp Rouseau in California, on Guam, and in a case involving the 80th Seabee Battalion.

Dissent by Blacks for the most part was centered around denial of combat roles, and it wasn't until some time after the U. S. entered World War II that the Black soldier was integrated with white units. In early 1944, Secretary of the Navy James Forrestal revised Navy policy on Black manning, and issued a *Guide to the Command of Negro Naval Personnel*, which revealed the following change in attitude:

"The Navy accepts no theories of racial differences in inborn ability, but expects that every man wearing his uniform be trained and used in accordance with his

Navywoman Ella Black, first Black woman recruiter for the Navy.



maximum individual abilities.”

It was a major breakthrough for the Navy Black. By March 1944, the Navy commissioned 12 Black officers (two chaplains, three medical officers, two dentists, three supply officers, and two civil engineers) and one warrant officer after their graduation from the Great Lakes Naval Training Center. These officers were among the 58 Blacks to be commissioned during the remainder of World War II. (The Marine Corps also lifted its ban on Blacks and enlisted 16,900 Blacks as “leathernecks.” However, they served in segregated supply and ammunition units.)

By mid-year 1944, the Navy had abandoned its segregated advance-training facilities, following up the next month by organizing 25 auxiliary ships manned by 10 per cent Blacks. By October, the WAVES (Women Accepted for Volunteer Emergency Service) began accepting Black women officers and enlisted women into their ranks. By early 1945, Navy basic training was racially integrated.

After the war, the initiatives toward a truly integrated Armed Forces continued. A main milestone was Executive Order 9981, which required equal opportunity in the armed forces regardless of race. It was signed on 26 Jul 1948. To ensure implementation of the order, a President’s Committee on Equality of Treatment and Opportunity in the Armed Services—known popularly as the Fahy Committee—was established and reached a compatible agreement on 22 May 1950, aligning integration practice with universal policy.

From 1949 to 1950, the Navy increased its number of Black officers from four to 17; however, the volume of applicants for entrance into the officer ranks was

disappointing. There was, nevertheless, another milestone reached in 1949 when Wesley A. Brown became the first Black to complete the academy course. James Conyers of Columbia, Richmond County, S. C., actually was the first Black known to be appointed to the Naval Academy as a cadet midshipman. The appointment was made 24 Sep 1872, but Conyers was reportedly unsuccessful in his studies and submitted his resignation on 10 Nov 1873.

It was another Brown who brought honor to the Navy during the Korean conflict. First Black to earn naval aviator wings, Ensign Jesse L. Brown was posthumously awarded the Distinguished Flying Cross and Air Medal for bravery. A *Knox*-class ocean escort ship has been named in his honor.

Two U. S. Black soldiers received Medals of Honor in Korea, and another received the award for bravery in Vietnam, the first presented to Black servicemen since the Spanish-American War, 1898.

After the integration barriers began tumbling throughout the Defense Department in the early 50s, an emphasis was placed on equal opportunities for all. Between 1964 and 1968 several historical milestones were reached including passage of Civil Rights acts and other laws and executive orders which established federal desegregation policies, all of which have had an effect on equal opportunity in the military establishment.

One example is the Navy’s Manual on Equal Opportunity and Treatment of military personnel, issued in 1965.

In the last decade, it became evident that a more than passive agreement with the concept of equal opportu-

BM1 Mayes aboard USS Raleigh (LPD 1).



Chaplain Thomas David Parham, Jr.

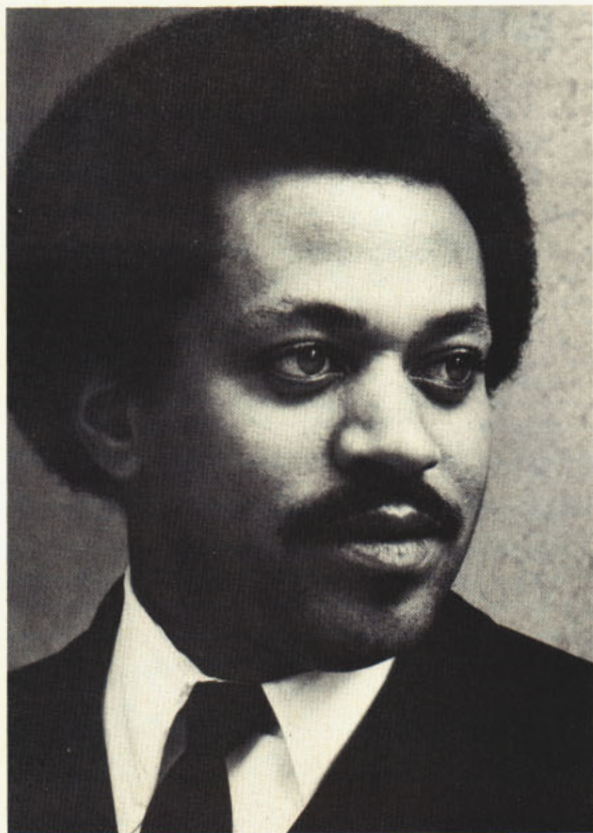


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nities was necessary, so the Navy initiated a number of programs to help identify and assist Navy men and women of all backgrounds who, because of possible cultural or social deprivations, have not had true equality of opportunity and therefore had not actually been starting at the same "starting block."

Following the issuance of the Department of Defense Human Goals Charter in 1970, the Navy established an aggressive program in pursuit of equality through the introduction of race relations training programs. The following year, the Chief of Naval Operations approved a Navy Charter on Race Relations and Equal Opportunity which contained specific goals and objectives, starting that henceforth there would be no *White Navy*, nor *Black Navy*, but "One Navy."

History will show that in today's Navy there is a dynamic and continuing effort underway to ensure the participation of Black men and women and all other American minorities into the Navy's many officer and enlisted programs. Many ships, stations and squadrons have Human Relations Councils, which exist primarily to assist the commanding officer and the chain of command to examine and offer solutions to human relations problems, including equal opportunity pursuits. Every Navy command has recourse to local Human Resource Management Centers which provide assistance and guidance in human resource management. Similar advice and assistance is also available at many levels



throughout the Navy, under the aegis of the fleet commanders in chief. Command attention to equal opportunity and treatment of all personnel is no more an optional matter, to be considered only when problems arise; it is now a matter of directed command attention, and good management practice.

Today, two of the Navy's admirals are Black Americans and five per cent of the senior petty officers (E-7 through E-9) are Black. The Navy has increased in minority composition threefold in the last decade.

It took 196 years after the establishment of our Navy before a Black line officer, Captain Samuel L. Gravely, was promoted to flag rank, on 1 Jul 1972. A year and a half later, on 30 Jan 1974, Gerald Eustis Thomas, became the second Black line officer to be nominated to the rank of rear admiral. He was graduated from Harvard University in 1951, a member of the NROTC through which he received his naval commission. Duty in destroyers and cruisers eventually led to his assuming command of the ocean minesweeper USS *Impervious* (MSO 449) in the Pacific and later the destroyer USS *Bausell* (DD 845) off Vietnam where he was awarded the Navy Commendation Medal for meritorious service. Rear Admiral Thomas is presently serving as Commander Cruiser-Destroyer Group Five, which operates out of San Diego, Calif.

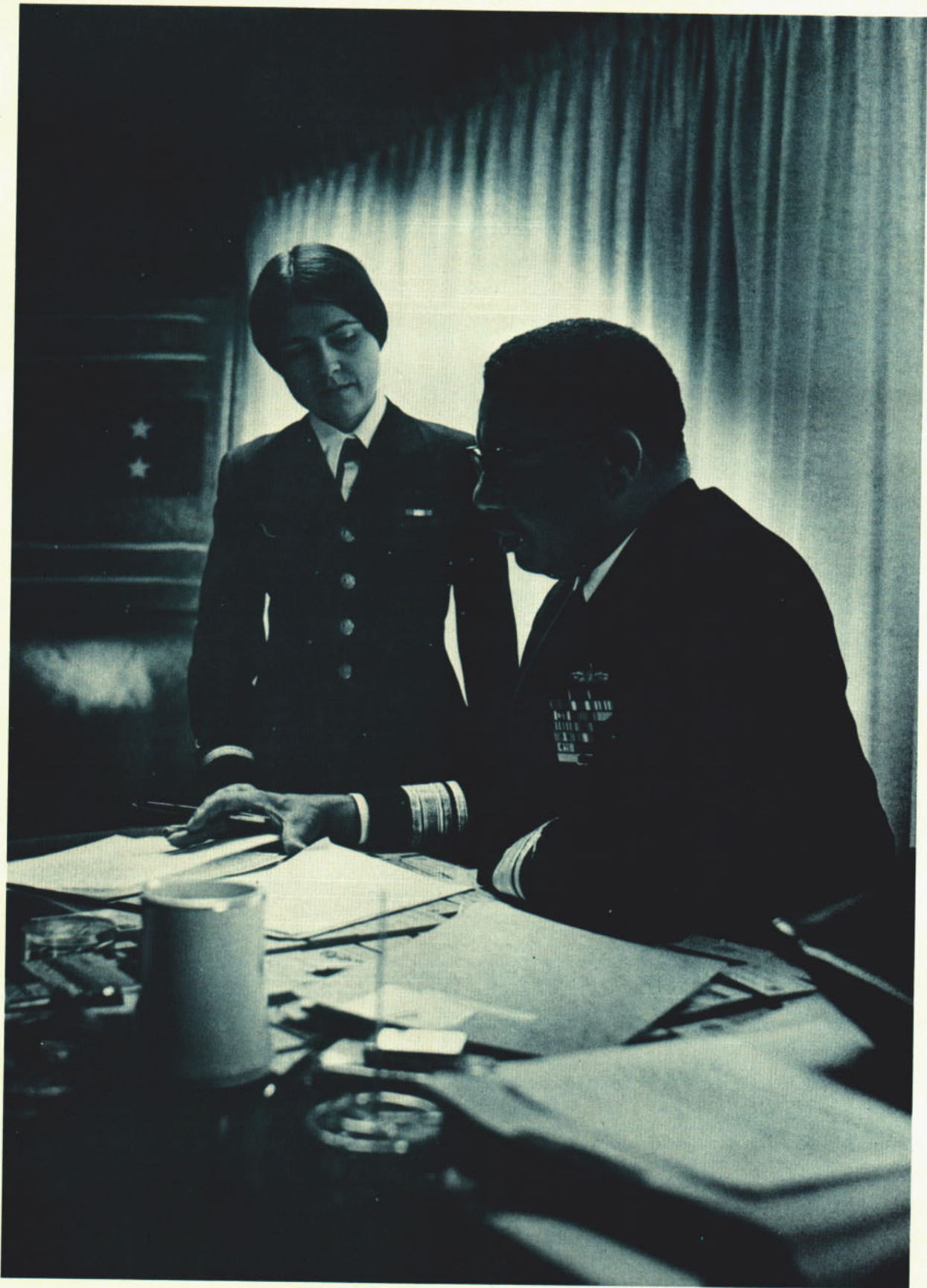
Rear Admiral Gravely, who is serving as Commandant of the Eleventh Naval District in San Diego, was the first Black to graduate from a midshipman school, the Virginian Union University. He became commanding officer of USS *Chandeleur* (AV 10) in 1961, and later became the first Black to command two U. S. warships, USS *Falgout* (DER 324) and *Taussig* (DD 746). He increased that number to three, taking command of the guided missile cruiser USS *Jouett* (CG 29) in 1970.

Admirals Gravely and Thomas are but two examples of the opportunities available to the highly prepared minority in today's Navy.

Black History Week has been celebrated for 50 years in Black communities all over America. Over the years it has had the effect of bringing to other communities a broader understanding of Black achievement, and in recent years this has been an occasion to bring more widespread recognition of equal opportunity and a progressive attitude toward principles that everyone should share.

—JOCS Marc Whetstone, USN

Left: Radioman 2nd Class Charles Jackson. Facing page: RADM Samuel L. Gravely, Jr., Commandant Eleventh Naval district.



ALL-RATES EM CLUBS



Navy men and women stationed in Texas have something new and different—a \$2.4-million E1-E9 Club at NAS Kingsville.

Rear Admiral Burton H. Shepherd, Chief of Naval Air Training, snipped a ribbon at the official opening of an all-rates club which is the result of a pilot program ordered by the Navy four years ago. The objective is to pool fragmented financial resources by consolidating enlisted clubs at shore establishments.

The Kingsville club brings together the chiefs' club, the acey-deucey and the EM club. All three were more than 20 years old, outdated and needed replacing.

Records show that in the second month of operation, the number of lunches doubled over that served previously. Dinners, too, increased by almost 40 per cent over the combined total of the final month's business at three separate establishments.

Construction money for the Kingsville club came as a direct grant from the Bureau of Naval Personnel, using nonappropriated funds. Of the \$2.4 million, \$160,000 was allocated for fittings and furnishings.

"There are probably 3000 potential club users in the



Kingsville area," said Captain Joseph E. Mills, NAS Kingsville commanding officer at the time of the opening. "This includes active duty and retired enlisted personnel, plus all their dependents. Most of them have seldom used the old clubs, but we're confident that they'll be visiting the new one more often."

Far from Kingsville, but in the same vein, a smaller all-rates club was recently opened at Naval Weapons Station Earle, N. J. Known as the Gundeck, it is a Self-Help project of USS *Nitro* (AE 23) crewmen, with funding provided by the Navy Exchange at a cost of about \$8000.

The Gundeck is decorated in a theme stressing ordnance and shipboard tradition. A small club, it has a seating capacity of 60.

The Gundeck and other "waterfront" facilities near the Earle loading pier were constructed because of the 17-mile distance between the port and the weapons station recreational complex.

—Kingsville story by Annette Kinnard
—Photos by PHAN Mike Scanlon

Left: Newest addition to Naval Air Station Kingsville, Tex., is the \$2.4-million All-Rates Club. Photo by PH2 Brian Smith. Below left: Club employees check tables in the "candlelight" dining room. Below: The club's ballroom has a seating capacity of almost 400. Right: A club employee prepares the cafeteria line at noontime.



- PROGRESS REPORT ON "NEWEST IN THE FLEET"

There are currently 76 ships and submarines under contract for construction, with another 27 authorized by Congress but not yet under contract. The following is a summary of construction progress:

- The second Nimitz-class carrier, Eisenhower (CVN 69), has been launched and delivery is expected in mid-1977. Construction continues on Vinson (CVN 70), third carrier in the class.

- Paul Foster (DD 964), second Spruance-class destroyer, is scheduled for commissioning this month. Six additional Spruance-class destroyers will join the fleet this year. The remaining 22 ships in this class are in various stages of construction.

- Construction of the guided missile frigate Oliver Hazard Perry (FFG 7) continues toward a 1977 delivery date. Contracts will be awarded early this year for production of the first increment of follow-on ships. This new class of surface combatants will begin entering the fleet in numbers within five years.

- Three Trident submarines are under contract and options for a fourth will be exercised in the near future.

- First two Los Angeles-class fast attack nuclear-powered submarines, Los Angeles (SSN 688) and Philadelphia (SSN 690), are scheduled to join the fleet this year. The new submarines are 360 feet long, displace about 6900 tons and are armed with antisubmarine rockets and MK-48 torpedoes.

- Delivery of Tarawa (LHA 1) and Saipan (LHA 2) is scheduled for March 76 and March 77, respectively. This new class of amphibious ship will improve control of amphibious assault operations and will modernize and expand the capability of amphibious forces to project seapower ashore.

- This spring, the Navy will take delivery of the patrol combatant missile (hydrofoil) Pegasus (PHM 1). In addition, the decision will be made on whether to build the other five ships authorized in this class.

- Construction of a large Surface Effect Ship (SES) prototype is planned to begin in 1978.

- DEADLINE NEARS FOR DEPENDENT SCHOLARSHIPS

College-age dependents of Navy, Marine Corps and Coast Guard personnel may be eligible for more than 20 college scholarships managed by BuPers under the Dependents' Scholarship Program.

The scholarships, provided by Navy-oriented clubs and associations, are awarded on the basis of financial need, scholastic record and character.

Application forms (NAVPERS 1750/7) and a pamphlet (NAVPERS 15003E) describing application procedures and the various scholarships are available from Chief of Naval Personnel (PERS-7311), Navy Department, Washington, D. C. 20370. Applications and school transcripts must be submitted to BuPers no later than 15 Mar 1976 for consideration in the 1976 scholarship program. Further information is contained in BuPersNote 1755 of 5 Dec 1975.

- ENTRY DEADLINE FOR 1976 SAILOR OF THE YEAR SET

Nominations for Sailor of the Year must be submitted by 7 May 1976. This program is open to all active duty Navy personnel in pay grades E-4,

E-5 and E-6. The Sailor of the Year will be chosen in three categories: Pacific Fleet, Atlantic Fleet and Shore.

District activities are encouraged to submit nominations to their commandant for screening. Only one nominee from each district can be entered for participation in the program. In addition to any awards or recognition provided on the command level, the Navywide winners will receive meritorious promotion provided minimum time in rate and length of service requirements are fulfilled. The winner also gets an expense-paid trip with dependents to Washington, D. C., to receive Navy Department recognition, with the option of continuing on to a CONUS location of their choice for five days' rest and relaxation.

In addition, the Atlantic and Pacific Fleet selectees may choose a year's duty as assistant to their respective Master Chief Petty Officer of the Fleet. The Shore Establishment Sailor of the Year may choose a year's duty as assistant to the Master Chief Petty Officer of the Naval Education and Training Command. For more information on the entry qualifications, see BuPersNote 1700 of 16 Dec 1975.

- BICENTENNIAL MUSICAL SALUTE AVAILABLE TO PUBLIC

An album of heritage music has been released for commercial sale as part of the Armed Forces musical contribution to the nation's Bicentennial. This album, called "Broad Stripes/Bright Stars," is a two-record stereo program of marching songs, anthems, sea chanteys and patriotic work. The U. S. Navy Band and Sea Chanters, along with other military bands and groups, are featured performers. Public sale was authorized by Congress in order to meet popular demand. The album is available through local distributors and record stores.

- DEPENDENTS' INPATIENT PER DIEM RATES INCREASED

The inpatient medical care per diem rate for dependents at military hospitals has been increased from \$3.70 to \$3.90 per day.

The rate increase also affects cost-share requirements for care received by active duty personnel dependents at civilian hospitals under the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS). The new CHAMPUS cost-share for civilian hospital care is \$3.90 per day for stays in excess of six days or \$25 for one to six days.

The per diem increase is tied to the 1 Oct 1975 five per cent military pay raise. Future increases in per diem rates will be made to reflect increases in military compensation.

- ENLISTED WOMEN COORDINATOR POSITION ESTABLISHED

An enlisted women coordinator (Pers-5K) has been established in the enlisted rating coordination section of BuPers. Rather than function as a women's detailer or ombudsman, Pers-5K will monitor and coordinate policies concerning enlisted women strength levels, utilization of women in nontraditional roles, sea/shore rotation and career patterns, pregnancy and assignment with spouse.

The number of enlisted women in the Navy has increased from 5000 to

18,900 during the last three years. By the end of FY 76, the number is expected to reach a programmed end strength of 20,000. The enlisted women coordinator, as part of the development and distribution system of BuPers, will help ensure that equal opportunity and the needs of the service are combined to provide maximum utilization of women in the Navy.

- FIRST ZUMWALT BEQ MANAGEMENT AWARDS PRESENTED

The first Admiral Zumwalt Awards for Excellence in Bachelor Enlisted Quarters Management have gone to Naval Security Group Activity, Fort George G. Meade, Md. (under 500 residents category) and Naval Air Station Whidbey Island, Wa. (over 500 category).

Admiral Elmo Zumwalt, Jr., USN(Ret) presented the award at the national convention of the American Hotel/Motel Association. He praised both commanding officers and quarters managers for their concern for the welfare of single men and women. The Admiral Zumwalt Award was established in April 1975 to recognize BEQs' staffs excelling in management. The Navy's BEQ concept has received emphasis since 1966. More than \$500 million has been used in construction, rehabilitation and furnishing BEQs.

- NAVY FILM TAKES TOP HONORS AT INTERNATIONAL FILM FESTIVAL

A Navy-sponsored film, "Computing the Weather," was awarded a gold plaque over approximately 155 others as the best film in the Educational/Physical Science Category at the Chicago International Film Festival.

More than 2000 films from all over the world were entered in 14 major categories. The Navy film explains the use of computers in weather analysis and forecasting. Slated primarily for use in training Navy weather technicians, the film includes some basic meteorological theory and does not require previous knowledge of the science to understand it. Narrated by actor E. G. Marshall, the film was created using animation extensively. "Computing the Weather" will soon be available for loan through naval district film libraries. It may also be purchased through National Audio Visual Center of General Services Administration.

- APPLICATIONS REQUESTED FOR PHOTOJOURNALISM COURSE

A one-year course of instruction in photojournalism convenes August 1976 at Syracuse University. The course is open to: 663X lieutenants, lieutenants (jg) and ensigns; 831X chief warrant officers and warrant officers engaged primarily in photographic duties; chief journalists (JO) and chief photographer's mates (PH) with less than 15 years of service; 1st class JOs and PHs with less than 12 years of service; and career-designated 2nd and 3rd class JOs and PHs with less than 10 years of service. Time in service is computed from 1 July of the year enrolled.

Requirements call for a high school graduate or service-accepted equivalent with a combined GCT/ARI score of 110. Applicants must have 48 months' obligated service left from class convening date and be recommended by the commanding officer. An ability to type is desirable.

Requests from enlisted personnel must be accompanied by a special evaluation report as appropriate to applicants' ratings. A portfolio, con-

briefs navy navy navy navy

sisting of 12 to 15 recent photographs and a three-panel photo feature layout is required for acceptance. Prints must be mounted on unbound 11"X14" boards. Portfolios will be judged on originality, unity, imagination, technical quality, presentation and emotion-evoking ability. A 200-to-250-word autobiography, written in news style about past naval service and future aims must accompany the portfolio. Certification by an officer that the photographs and autobiography are original works of applicant must be included.

Forward the portfolio and a copy of application to Chief of Information (OI 225). Applications should be sent to Chief of Naval Personnel (Attn: Pers-5141 for enlisted and Pers-432 for officers) with a copy forwarded to Chief of Naval Operations (OP-9912) no later than 15 Apr 1976. The Manual of Naval Photography (OpNavInst. 3150.6D) is the authority for submission.

- NAVY COMMISSARY STORES FEATURING PRESIDENTS' SALE

Commissary stores worldwide are holding a two-week Presidents' sale 9 through 21 February, commemorating the birthdays of Presidents Washington and Lincoln. Sale items may vary among commissary store regions and individual commissary stores, but all feature significant savings on merchandise purchased especially for the event. This sale marks the first of several planned throughout the Bicentennial year.

- JEWISH WORSHIP PENNANT TO FLY DURING SERVICES

A Jewish worship pennant has been approved for display during Jewish religious services afloat and ashore. Tablets of Law, Star of David and uniform insignia of Jewish chaplains are superimposed on a white pennant which should be available through the Supply System next year.

- FLEET HOMETOWN NEWS CENTER RELOCATED AT NORFOLK

Fleet Hometown News Center has completed relocation to Building X-18, Naval Station, Norfolk, Va. 23511, and is now back in production. Commands are encouraged to continue to submit personnel information forms to the center. FHTNC may be reached by phone on Autovon 690-2221/4346 or commercial 804-444-2221/4346. Federal Telecommunications System (FTS) users should call 930-2221 or 930-4346. High School News Service (HSNS), a DOD tenant activity of Fleet Hometown News Center, may be reached on Autovon 690-4871/2828, commercial 804-444-4871/2828.

- 1976 REGISTER OF NAVAL ACADEMY ALUMNI NOW AVAILABLE

The latest edition of the Register of USNA Alumni, brought up to date as of 15 Nov 1975, and covering a period of 130 years, is now available. The Register lists every midshipman or naval cadet from the establishment of the Academy in 1845 through the Class of 1975. It consists of alphabetical and geographical locators and a data bank of individual entries arranged by classes, class standing, and such data as date and place of birth, rank attained, present address, etc. It also contains a listing of Medal of Honor winners, superintendents, and alumni presidents.

The Register may be ordered from the U. S. Naval Academy Alumni Association, Alumni House, Annapolis, Md. 21402, at a cost of \$12.50 a copy.

from the desk of the Master Chief Petty Officer of the Navy

From the Mailbag

Although I have been MCPON for just a short period of time, I have already noticed certain trends in my mail and the questions I am asked.

I have noticed, for instance, that six questions are asked more than any others. These queries appear in different forms and my answers often have to be individualized to meet individual circumstances. But, in an effort to provide answers to some key questions, I have listed the six "typical" questions with my "typical" responses.

I feel I have a good military record; why wasn't I selected by the last selection board?

I have already discovered that I cannot provide an adequate response to this question in most instances. Since selection board proceedings are not recorded for reasons of confidentiality, this information about a Navy member's selection or nonselection is not available. As MCPON, I will never be able to say with any certainty exactly why a member was not selected.

Actually, the best person to answer an advancement question is the individual Navy member. I always encourage every nonselectee or alternate to review his or her own record. Enhancing one's opportunity for advancement generally begins with an honest, straightforward self-analysis. Since the objective of each selection board is to select the best qualified candidates for promotion, each candidate's record must receive equal treatment before the board. Therefore, each Navy member should take steps to make his or her record as competitive as possible. Don't forget, each selection board must select candidates from among a large number of well-qualified individuals all in competition for a limited number of vacancies.

My last evaluation was lower than I expected, how will this affect my navy career?

I firmly believe that the Navy's evaluation system has been designed to allow a reporting senior to evaluate accurately a Navy member's overall performance. If the system is used as intended, superior performers will be marked as such, and poor performers will also be identified. However, the majority of our E-5 and above personnel will fall within the "typical petty officer" or "typically outstanding chief" categories, as appropriate.

If a member feels that he or she received a poor evaluation, that member should consider two

facts before taking action. First, the member should realistically evaluate the accuracy of the reporting senior's evaluation and supporting remarks. Remembering that the majority of Navy enlisted personnel are "typical," everyone cannot be in the top one per cent or top five per cent, although that level of expertise should always be our goal.

A second consideration to keep in mind is that one bad evaluation will not ruin a Navy member's career, just as one outstanding evaluation will not make a career. For instance, when a selection board evaluates a member's service jacket, the reviewers look for sustained performance. A reporting senior's marking trends and supporting comments are always carefully scrutinized. Consistency over a long period of time is more important than the weight of any single evaluation.

A poor evaluation should never be a surprise. The evaluation process is a *daily* process. Each Navy member should therefore seek the counsel of his or her seniors, and heed that counsel to improve in those areas where deficiencies or shortcomings are noted.

I just can't get used to the new uniform changes; why can't we go back to the old styles?

I have received numerous letters in the past few months requesting that I support a return to the "traditional" enlisted uniforms. None of these letters have convinced me that the Navy is not heading in the right direction uniform-wise.

Some problems and inconsistencies have been noted since the uniform changes were an-



Master Chief Petty Officer of the Navy Robert J. Walker, USN.

nounced in April 1975. However, I assure you that the Special Assistant for Navy Uniform Matters (Pers 18) and the Navy Uniform Board are taking steps necessary to ensure that Navy personnel are outfitted in sharp-looking, nautical uniforms.

The Navy Uniform Board is currently working on a long-range uniform plan and for that reason I look forward to receiving more meaningful input to the uniform board from enlisted men and women so that final decisions by the board will be strongly influenced by the enlisted community. In the meantime, Navy members should lay to rest their desire to return to the old-style uniform. Cost factors and more years of turmoil prevent such a move. However, I hope that every petty officer and chief petty officer will do his or her part to ensure that grooming and dress standards are adhered to at all times.

Do duty preferences really count when my detailer is making an assignment?

Definitely so. When a detailer makes a transfer decision, he must consider the needs of the Navy, billet availabilities, and individual desires. While the needs of the Navy and billet availabilities are often the final determining factors in order to achieve and maintain Fleet readiness, personal requests and desires are always weighed very carefully by the detailer during the decision-making process. That's why duty preference cards are so important.

While we may not always receive the orders we desire, we must remember that to accomplish the Navy's mission, we must sometimes serve where we are needed, not where we want to be.

Why can't my family get government housing?

Department of Defense policy requires that the local housing market in communities near military installations will be the primary source of family housing for military personnel. As a result of the rapid rise in the cost of housing and utilities, the demand for Navy family housing far exceeds the limited assets of the Navy. Only 15 per cent of the eligible Navy personnel are housed in Navy CONUS housing, and long waiting lists are common for most Navy quarters at bases worldwide. That's why I recommend that you plan accordingly when you receive orders to a new area.

How can I contact the Master Chief Petty Officer of the Navy?

That's an easy one. You can get in touch with me or my staff by writing: Master Chief Petty Officer of the Navy (Pers-Od), Room 1056, Bureau of Naval Personnel, Washington, D.C. 20370. If you don't have time to write, you can contact my office by calling Autovon 224-4854 or commercially at (202) 694-4854. If you have a problem that cannot be resolved at the command level, my staff and I will be glad to look into the matter for you. But, please be sure that the local alternatives have been used first.



Coming to the Naval Academy ... SUBMARINER MEMORIAL

A memorial honoring World War II submariners will be erected at the U. S. Naval Academy, Annapolis, Md., during the Bicentennial year. The memorial, first at Annapolis to honor any branch of World War II service, will be located along the Farragut seawall, between the mast of USS *Maine* and the Trident Light.

Submarine veterans have already raised 25 per cent of the memorial's construction costs. Remaining funds will come from a commemorative submarine service medallion commissioned by the Submarine Bicentennial Commission of the United States.

This medallion will feature David Bushnell's Revolutionary War *Turtle*, the nation's first submersible, on the obverse. On the reverse will be the World War II fleet boat *Torsk*, the nuclear ballistic missile submarine *George Washington* and twin dolphins, the qualified submariner's insignia. The 200th anniversary of submariners is proclaimed on the *Turtle* side, and the 75th anniversary of U. S. Navy subs on the opposite.

Earle A. Kraft, a vice chairman of the Submarine Bicentennial Commission and chairman of the Sub Vets Memorial Committee, said the first edition of the medallion will be two and one-half inches in diameter and will be .999 fine silver. It will be offered nationally and internationally through 31 Dec 1976, for \$80. Checks or money orders should be addressed to the Submarine Bicentennial Commission, P. O. Box 1793, Baltimore, Md. 21203.

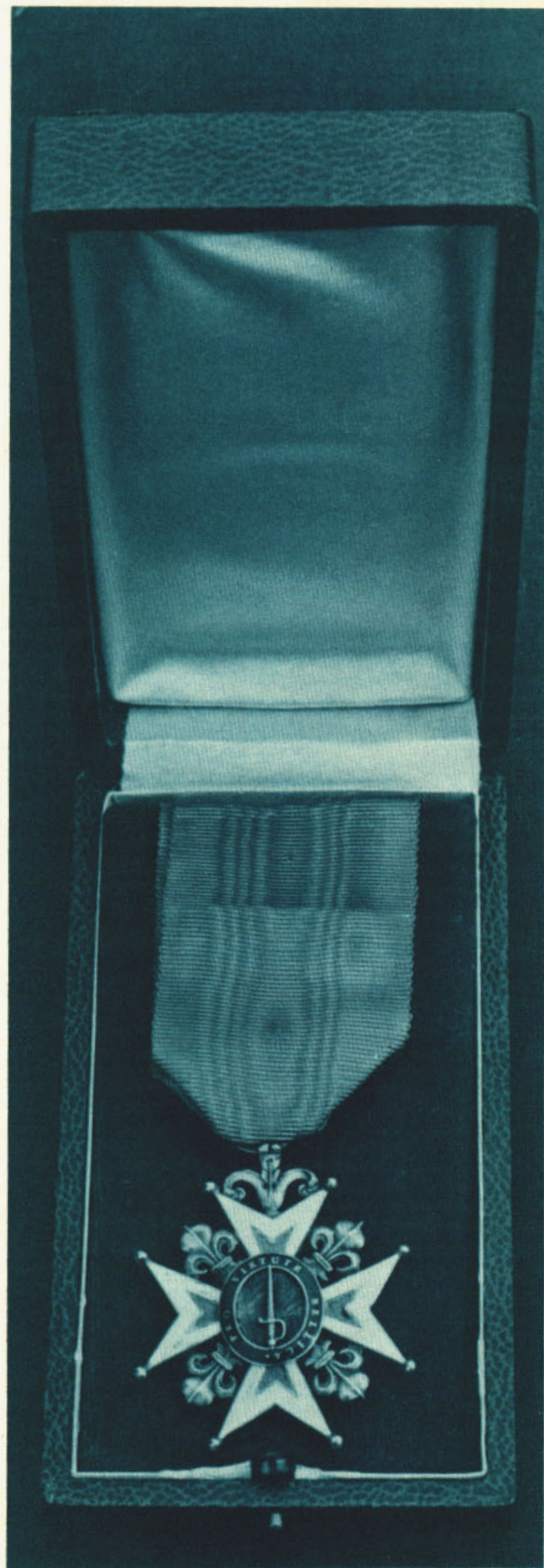
The Submarine Bicentennial Commission comprises the Maryland Sea Service and the Delmarva Chapter of U. S. Submarine Veterans of World War II. The Maryland Sea Service plans to use proceeds to help renovate *Torsk* and construct a replica of *Turtle* on Pier 3, Pratt St., after *Torsk* is moved there.

On the Bicentennial Front: A Medal for John Paul Jones

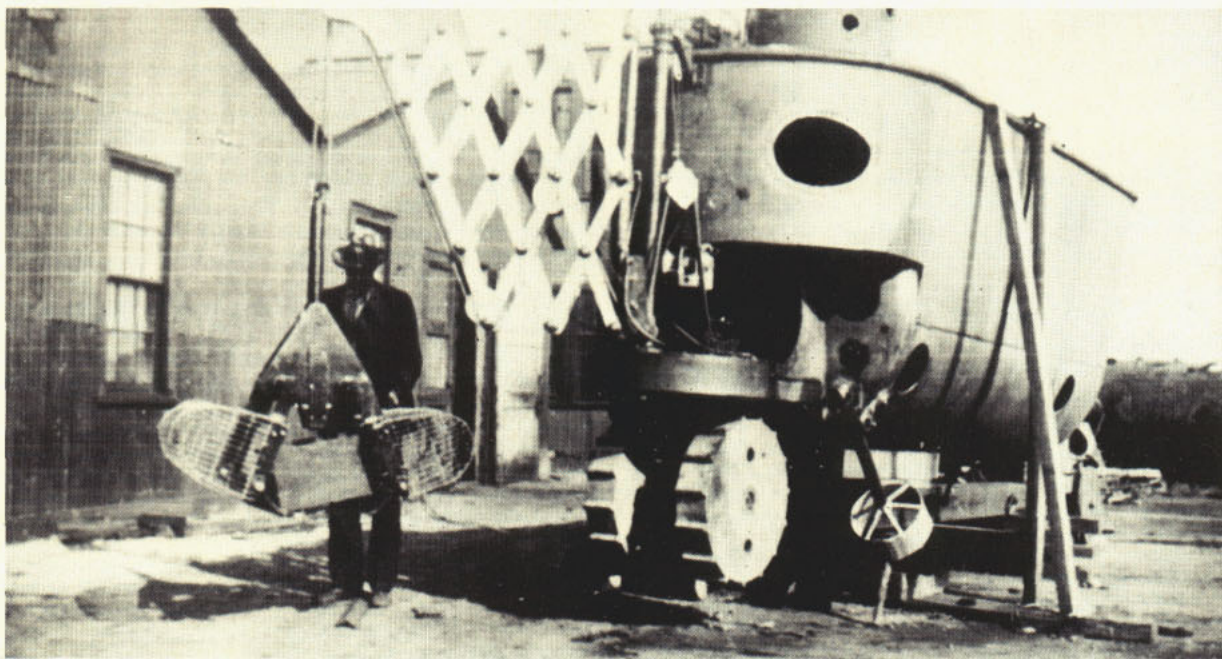
The U. S. Naval Academy has added to its memorabilia on John Paul Jones, a rare military medal of the type presented by King Louis XVI to the American Revolutionary War hero nearly two centuries ago—and lost through the years.

The Croix de l'Ordre du Merite Militaire, presented last year to the Naval Academy by the French government, was initially established in 1759 by King Louis XV for award to certain officers serving in the French military. Louis XVI honored Jones with the Croix and a sword after *Bon Homme Richard* defeated *Serapis*. The presentation was made in Philadelphia in the spring of 1781.

The new medal was accepted by the Academy superintendent on behalf of the nation, the Navy and John Paul Jones. It, and the sword, will be displayed in Jones' crypt beneath the Academy chapel.



Submarine on Wheels



The historic submarine *Explorer*, newly refurbished and at a new location, will soon be available for public visiting during the nation's Bicentennial celebration.

The Navy and the city of Milford, Conn., negotiated an agreement in late 1974 which turned over custody of the unusual looking submarine, designed by Simon Lake, to the Submarine School at Groton. The agreement called for transport of *Explorer*—which was launched in 1932—from her present location in Bridgeport to the Naval Submarine Base, where she will be refurbished and put on display in front of the base library and museum.

It is largely due to the efforts of Thomas A. Lake, son of the famed inventor, that the arrangement was made. *Explorer* was the last submarine constructed by Simon Lake (1866-1945), the famed submarine builder.

The submarine is small—only 22 feet long with a beam of six feet and a displacement of 10 tons. *Explorer* was designed to operate at a depth of 300 feet; however, the sub had a built-in capability to reach a depth of 600 feet. She had a crew of two and also could carry on board two additional men for scientific and research purposes.

Electrical power and air were provided by cable to *Explorer* from a surface support ship.

The craft was fitted with wheels which allowed her to travel along the ocean floor, forward, backward and—within limits—even sideways. Large ports permitted the crew to view the seascape on all sides and powerful lights aided vision. If a wreck was sighted, a diver could leave the sub to investigate, as his lifelines and air hoses were connected to *Explorer*.

A scissor-like arm with a scoop and basket allowed the crew to retrieve objects while on the ocean floor.

Above: "Explorer," pictured with her inventor, Simon Lake, was fitted with wheels for travel on the ocean floor. Below: CAPT George M. Vahsen, commanding officer of Naval Submarine School, and Joel R. Baldwin, mayor of the city of Milford, Conn., sign a lease agreement for Simon Lake's submarine *Explorer*. Left is Benjamin Poole, a member of the original crew, and right is Thomas A. E. Lake, son of the famous inventor.

Two shrouded propellers could aim a flow of water at an object to clear it of silt and mud; this method could also be used to harvest clams from the sea bottom.

When refurbishing is completed, a plaque honoring the inventor will be dedicated and installed near *Explorer*. Target date for the ceremony is 4 Jul 1976.

—Story by David J. Bishop



Meanwhile-- Down at the Washington Navy Yard

As the first stars of evening rise high above the nation's capital, spotlights zero in on the United States Navy Band in Admiral Leutze Park at the Washington Navy Yard.

The event is entitled: "A Navy Bicentennial Ceremony."

From traditional songs of the sea at the program's



beginning to the precise slap of drill team rifles and patriotic choruses at its conclusion, the ceremony embodies "Americana" in its finest nautical motif.

During 1975, these scenes were performed in three individual ceremonies as a prelude to this year's National Bicentennial. Beginning in May 1976, the ceremony is expected to be held weekly.

The Washington Navy Yard, our Navy's first shipyard, was established in 1799, just a few short years after our nation's seat of government was moved to Washington, D. C. Thus, as a continuous witness and participant in the growth of our nation and the Navy, it seemed only fitting to Rear Admiral Arthur Esch, the 71st commandant, that the yard should put forth some tribute presenting the U. S. Navy to national and international visitors during the Bicentennial. Taking up this idea and putting thoughts to words and words to action was the task of Rear Admiral Ralph Carnahan, 72nd commandant.

The spirit of the Navy and the rich and illustrious history of the Washington Navy Yard are presented via sea chanties sung by the Navy Band Chorus, the "Sea Chanters." Period uniforms are worn by the group while a mock-up of a seagoing schooner provides the perfect backdrop for songs of the sea.

Major components of ceremony in last year's performances were units of the Navy Band and Navy Ceremonial Guard with its Silent Drill Team. They will repeat this year. The band provides accompaniment throughout the one-hour program for both narrator and Sea Chanters. While the narrator calls attention to various historical buildings adjacent to Leutze Park at the yard, spotlights move to the nearby buildings, lighting up their facades with dramatic effect. This portion of the program is followed by the Navy Marching Band and Ceremonial Guard Silent Drill Team presenting a display of the latter's precision in military drill. Audience participation plays an important role at the finale of the ceremony with the playing and singing of patriotic songs.

Officials at the Navy Yard feel the ceremony is likely to become a "new tradition." Audiences attending the three ceremonies during 1975 overwhelmingly responded with calls and letters in praise of the program to the Commandant, Naval District Washington.

In the words of Admiral Carnahan, "We dedicate these ceremonies to those who have gone before us and contributed so much to making the history of the Navy and this yard."

—Story by JOC Jim Ferrell, USN
—Photos by MU1 Vince Cuthie, USN

Left: Navy Color Guard presents colors as an integral part of Bicentennial performance. **Facing page top:** Navy Ceremonial Guard Silent Drill Team uses fixed bayonets for precision performance in Admiral Leutze Park. **Middle left:** U. S. Navy Band and Chorus form the core of the Navy Bicentennial Summer Ceremony. **Middle right:** Navy Band "Sea Chanters" presented songs of the sea as part of the Washington Navy Yard's Bicentennial Summer Ceremony. **Right:** Navy Marching Band plays martial music reminiscent of the days of John Philip Sousa during the Summer Ceremonies performance.



HSL-36 A HELICOPTER LAMPS SQUADRON

A new helicopter squadron recently joined the ranks of more than 25 tenant commands and 26 ships homeported at Mayport Naval Station, Fla., when Commander Neil R. Sparks, Jr., assumed command of Helicopter Antisubmarine Squadron Light Thirty-Six (HSL-36). Vice Admiral Howard E. Greer, Commander Naval Air Force, U. S. Atlantic Fleet, spoke at the ceremonies.

The ceremony, complete with traditional cake-cutting, took place in an interim LAMPS (Light Airborne Multi-Purpose Systems) helicopter hangar. A permanent helicopter maintenance hangar is scheduled for completion next April.

The third LAMPS squadron established on the East Coast, HSL-36 will eventually have 11 aircraft assigned. Its mission is to increase the effectiveness of antisubmarine warfare (ASW) capabilities by providing LAMPS helo detachments aboard frigates and destroyers of the U. S. Atlantic Fleet.

During his remarks, VADM Greer praised the personnel of HSL 36 for their efforts in establishing the new squadron. He added that the LAMPS program continues to demonstrate a tremendous record and the term "non-aviation ship" is becoming a thing of the past as more and more ships are fitted with LAMPS capabilities.

The LAMPS concept combines the primary missions of ASW and Antiship Missile Defense (ASMD) in a small, versatile aircraft which uniquely integrates the destroyer-type ship and helicopter into an extremely effective, well coordinated weapons system.



The first HSL 36 detachment is scheduled to go aboard the frigate USS *Capodanno* (FF 1093) later this year.

Powered by two turbo-shaft engines, the SH-2 *Seasprite* helicopter has a crew of three. In addition to 15 sonobouys and eight marine smokemakers, the aircraft is designed to carry two MK 44 or MK 46 homing torpedoes for ASW.

LAMPS is a vast improvement over earlier efforts to combine the helicopter and destroyer. During the 60s the Navy operated the QH 50 Drone Antisubmarine Warfare Helicopter (*Dash*) from the decks of approximately 130 destroyers and destroyer escorts. But the remotely controlled *Dash* was limited to the "destroy" aspect of ASW and, due to its high failure rate, was deemed too costly to operate.

After a series of aircraft suitability and deck strength tests, CNO announced in March 1971 the decision to commit the Navy's 115 *Seasprites* to the LAMPS program in order to further develop the theory and to increase fleet capabilities.

Modification necessary to convert *Seasprite* to its LAMPS role gives it a unique appearance among U. S. rotary wing aircraft. A radome housing antenna for a search radar has been installed under the nose of the helicopter. On the right side of the fuselage, a pylon has been added containing a winch used to deploy and retrieve a magnetic anomaly detector.

—JO1 G. Romano, Jr.



Facing page: VADM Howard E. Greer, Commander Naval Air Force, U. S. Atlantic Fleet, was guest speaker at the commissioning ceremonies. Top: A helo landing crew moves quickly and efficiently as an SH-2 Seasprite sets down on their ship's landing platform. Above: The frigate USS Capodanno (FF 1093), new home of the first HSL-36 detachment. Right: Helicopter Landing Officer keeps LAMPS helicopter in the correct position.





HAVE YOU HAD YOUR LEGAL CHECKUP?

Every Navy man and woman undergoes medical checkups on a regular basis, but when was the last time you had, or even thought of having, a legal checkup? Your legal requirements can be as important to you and your family's well-being as your medical requirements. Just as your physical status needs occasional review, so does your legal status.

For this reason, the Office of the Judge Advocate General has prepared a questionnaire to enable you to see how well you do on a legal checkup. If you find that there are some areas that need review or which require some action on your part, now is the time to do something about it. Review your personal legal affairs and, if necessary, ask for advice and counseling from qualified legal assistance officers.

First, read the following questions and discussion. They will help you determine if you need to have your legal affairs reviewed and updated. Then check your answers in the section labeled "Twenty Questions." If any of your answers are in the shaded boxes, a visit to the nearest legal assistance office may be in order. The program is voluntary, of course, and no record or files of the questionnaires are kept. *Note:* Individual copies of the questionnaire form, NavJag 5801/10, may be obtained from local legal assistance offices. After counseling, the completed questionnaire will be returned to you for your personal records.

The legal assistance program is for your benefit. It's a good example of the Navy's taking care of its own and you should take advantage of this free service. It's a nice feeling to know that your legal affairs are in order. When should you and your family review legal affairs? It's usually too late to review them once an emergency or tragedy has occurred. Now, read the following roundup as the first step in your legal checkup.

- *Do you have a will?* Too many people inadvertently put off preparing their wills until it is too late. If an individual dies without a will, his property will be disposed of according to state statutes which may or may not coincide with his wishes. In some states, this will mean the children may get part of the property and the wife the rest; in others, the children may get most or all of the property and wife only a *right to use* some of the property. A properly drafted will ensures that the property you own will pass to the person of your choice in the way you desire. It will also help to avoid unnecessary legal proceedings and expenses incurred in distributing your estate. Through it, you can name a specific person to care for your minor children and provide for contingencies you may be unable to deal with in any other way. Make an appointment with legal assistance.

- *Have you reviewed your will in the last 12 months?* Marriage, divorce, a new child, the death of a beneficiary or named executor—these and other events may affect the way your property will be distributed under your will. An annual will review is not a waste of time. Check with your legal assistance officer.

- *Does your spouse have a will?* Both husband and wife should carefully review what will happen should either or both die. Too often, people assume that ade-

quate planning involves only a will for the husband, but that is only part of the problem. If the husband dies first, it is very important for the wife to have a will, because she will probably own everything. A wise family will talk over all of these possibilities with an attorney. Check with your legal assistance officer.

● *Does your spouse (or parent) know where your important papers are kept?* If anything happened to you, would your next of kin have any idea where you keep your important papers? Such documents may include, but are not limited to, certified copies of marriage certificates, divorce papers, deeds, mortgages, birth certificates of family members, your will, life insurance policies, and automobile title and insurance policies. Your next of kin would have an immediate need for such items in the event of your death or prolonged absence. See your legal assistance officer to determine what documents you should have readily available. He can assist you in obtaining those items which you may not have. Then keep your next of kin advised as to their whereabouts.

● *Are you required to file a federal income tax return annually?* Unless your filing date is postponed because of duty outside the United States, you must file your federal income tax return each year by 15 April. If you miss the required filing date, you may be subject to a penalty of up to 25 per cent of the tax owed and,

in addition, a six per cent interest charge could be accruing. Aside from the civil liability, a willful failure to file a return constitutes a criminal offense punishable by fine of \$10,000, imprisonment for not more than one year, or both. If you missed your filing date, these penalties may be minimized or eliminated, but only if you act to get the late return filed. An appointment with your legal assistance officer would be a good start.

● *Do you know what factors determine your state of domicile? Have you done anything to change it?* Domicile, frequently referred to as legal residence, has many and varied consequences attached to it, not the least of which are taxes. Your status as a member of the armed forces has a unique effect on how your state of domicile is determined which, in turn, determines what state can tax you. Voting, car registration, and college tuition payments are only a few of the items which are also involved. Unless you are sure of the answers to the above questions, and to the ramifications of those answers, you probably should see a legal assistance officer soon. Fines or penalties for failure to abide by the proper law could easily result from ignorance of what law in fact applies.

● *Are you required to file an annual state income tax return?* Your responsibility for the payment of state income taxes depends upon the law of your state of domicile. Failure to file or pay a required state income tax can be costly. Penalties for failure to file range from five per cent per month to a maximum of 25 per cent of the total tax. Interest payments on delinquent state taxes accrue at the rate of one-half of one per cent per month *until paid*. Moreover, there is increasingly vigorous prosecution of delinquent domiciliaries by state taxing authorities. Know the requirements of your state of domicile. Your legal assistance officer can provide all the necessary information.

● *Are you registered to vote, and do you know the procedures for obtaining an absentee ballot, if needed?* Remember, the voting age for national elections is 18. Viewing the problem from another direction, an uninformed selection on your part as to where you vote could have far-reaching tax consequences. Make an informed decision. See your legal assistance officer.

● *Do you have liability insurance on your car?* Automobile liability insurance is designed to protect you against claims for personal injury or damages suffered by other people injured in an accident with you, if you are at fault. In many states, you must have this kind of insurance before you can drive a car, and in others, if you have had an accident, you must have the insurance before you can drive again. That fee for "insurance" added on when you bought your last car may only have been collision insurance to cover the finance company and give you no liability protection. If you have an accident and do not have liability insurance, you could lose your driver's license, your right to own a car, as well as be subject to fine or imprisonment. Liability insurance is a necessity.

● *Are you over, under, or properly insured?* A commercial life insurance policy represents a lifetime in-



HAVE YOU HAD YOUR LEGAL CHECKUP?



vestment. You should know what you are getting for your money. For example, a policy having a "war clause" will mean no coverage if you are killed in combat. Also, changing circumstances may alter your investment. Many men buy a policy when they are single, naming their parents or brothers and sisters as beneficiaries, and forget to change beneficiaries after they acquire families of their own. In some cases, a man will name his fiancée as beneficiary and then forget to change it after the engagement is broken off. Study your life insurance and keep track of your policies. If you have any questions on life insurance, see your insurance officer or legal assistance officer.

● *What about household goods and personal property insurance?* You may not think that the things you own are worth very much, but if you were to add them all up item by item, you may find they could be worth quite a bit. Can you afford to replace all of your things in case of a loss by theft or fire? If your goods are destroyed while you are living in government quarters, you can receive some compensation from Uncle Sam, but what happens if you are renting a private apartment or buying your own home? Can you afford to absorb the entire loss yourself? Or, what if you have a grease fire in your apartment kitchen? The landlord will undoubtedly have the damage to the kitchen repaired, but his insurance company may be very interested in recovering the money from you, if you were at fault. Insurance protection in these areas may be highly desirable. If you have questions about possible loss or liability, see your legal assistance officer.

● *When you registered your car, did you consider what effect that act might have on your state of domicile? If you registered it in your and your spouse's name, did you consider the possible tax consequences of that action?* Unless your car is registered in the state which you are sure is your state of legal residence, and in your name alone, you should probably see a legal assistance officer. Where your car is registered might also affect the driver's license you are required to have. Better see a legal assistance officer unless you're sure.

● *Do you own any personal firearms?* Local laws concerning the registration and control of firearms vary considerably. Although you may have properly registered your weapon in one jurisdiction, this does not relieve you of the responsibility of complying with the law of the state (territory) (country) in which you are now stationed. If you have any questions concerning the ownership of personally owned firearms, see your legal assistance officer for advice and information.

● *Did you get married, obtain a divorce or separation, or acquire an additional child in the last 12 months?* The fact that you and your wife were married, divorced,

separated, or have become parents recently may mean that several of your legal documents no longer will match your wishes. It may be necessary to add or change a beneficiary in your will, change the beneficiary clause in your life insurance policy, make a new power of attorney, or have other assistance in understanding the legal meaning of one of these changes. Any questions stemming from one of these or other changes in your family status should be checked, and your local legal assistance office would be a good place to start.

● *Have you ever given anyone a power of attorney?* A power of attorney can be like a blank check, and unless it contains a cutoff date, it could theoretically be good until you die. To revoke it, you must comply with certain local law procedures which may vary from state to state. Do you really need a power of attorney? If you think you need a power of attorney or have one about which you have any question, see your legal assistance officer.

● *How big is your indebtedness?* If you get in debt and fail to make payments, it is likely that your creditors will start writing to your commanding officer. If you do not take action and the complaints continue, your indebtedness could possibly result in your eventual discharge from the Navy. What is the solution? Worry over your financial problems may only hurt your performance. The "easy credit" that is so frequently available may not help, either. Legal assistance does not pay debts, but it may be able to help in coordinating your payments or working out some practical solution for your situation. Check it out!

● *Does more than half of your monthly take-home pay go for credit installment payments?* If your installment payments total more than half of your monthly pay, you may have a problem. Some people think that debt consolidation is the way out of an installment fix but soon find that, instead of having many little headaches during the month, they wind up with one big headache at the end of the month. Debt consolidation generally means extra interest and finance charges and an increase in your overall debt. Additionally, the lower monthly payments feature can give a false sense of security and possibly lead to more purchases, resulting in further payment problems. Merchants in some communities have formed free debt-consolidation and counseling services for their own self-protection—this may be one form of relief. If you are caught in the installment tangle and find yourself paying more than 50 per cent of your take-home pay in credit installments, talk to your legal assistance officer before you are in too deep.

● *Do you contemplate any major installment purchases?* A major installment purchase means you make a contract. Did you know you can take that contract to your legal assistance officer before you sign it to see if it contains any hidden clauses or something that you do not understand? If you try to do this and the salesman discourages you by advising it is "against company policy" to let an unsigned contract out of the sales office, **BEWARE!** If a salesman does not want you to have your contract looked over by your lawyer before



HAVE YOU HAD YOUR LEGAL CHECKUP?



you sign it, there is probably a very good reason, a reason you are not going to like at a later time. New federal truth-in-lending laws' provisions on interest rates and defective merchandise make thorough investigation of the terms of a major purchase contract worthwhile. If you are unclear as to any terms when negotiating a contract for a major purchase, or if you suspect a problem in an existing contract, bring it in to your legal assistance attorney for review and advice.

● *Do you have income other than your military pay?* If you have income other than your military pay, it should be reported on your federal income tax return. If not, you may have a problem. Income tax laws require that you report *all* income, from whatever sources, not just from military pay. If you forgot to report some of your income, you had better get an amended return in soon. The problem is not just your federal return. If you hold a "moonlighting" job or have a part-time business—or if your spouse works—you (or your spouse) may be liable for state income taxes to the duty state. The Soldiers' and Sailors' Civil Relief Act does not exempt such income. If you have "outside" income, check with legal assistance.

● *Do you have a complaint about defective or faulty merchandise? Have you purchased appliances which do not work properly? Are you unable to obtain proper repair work? Is it a problem that you cannot resolve by a direct complaint to the merchant or manufacturer?* If so, your legal assistance officer can advise you on the various means available to resolve your consumer problems. In addition to advising you of your legal rights under federal and state consumer protection laws, he can, if appropriate, directly contact the vendor on your behalf. He can also pursue the matter through governmental agencies such as the Federal Trade Commission, and private agencies such as the Better Business Bureau. If it is necessary to go to court to solve the problem, he can advise you on small claims court procedures or assist you in obtaining the services of a civilian attorney.

● *Do you expect to be transferred within the next 12 months?* If you will be leaving an area within the next year, you should talk to your legal assistance officer about getting housing and the problems you could run into when you move. Do you need to change your driver's license? Will you have to register your car in your new duty state? Will you be able to get a "military clause" in your lease at your new duty station? Should you change your voting residence? What moving expenses will be deductible for tax purposes? A little advance planning before you leave your old duty station can make your arrival at your new duty station a lot less troublesome and possibly avoid your being subject to taxation in more than one state. Con-

sult with your legal assistance officer before a move, not after. It could pay dividends by making your move easier and less costly.

● *Have you ever considered federal estate taxes?* Generally speaking, and this is admittedly a simplification, the federal government does not begin to tax the



estate of a married person until that estate exceeds \$120,000 net. For this reason, most people do not think about estate taxes. But consider for a minute the fact that, when the second of two married people dies, everything over \$60,000 net is taxed. Have you stopped to consider how much your spouse would be worth if you died tomorrow? Consider all of your life insurance

(perhaps double if you die accidentally), plus the value of your house if you own (mortgage insurance may make it fully paid for), plus your savings, automobile(s), etc., and you might be worth a lot more than you think. Federal estate taxes, and to a lesser extent state inheritance taxes, can be minimized or eliminated with proper planning. See your legal assistance officer if you have any questions.



Twenty Questions

These are the questions asked on Form NAVJAG 5801/10 (Rev. 5-73). If you check any of the shaded boxes, it could indicate that you have a problem that should be discussed with a Legal Assistance officer. Remember, this is for your benefit and is purely voluntary.

	YES	NO
• DO YOU HAVE A WILL?		
• HAVE YOU REVIEWED YOUR WILL WITHIN THE LAST 12 MONTHS?		
• IF YOU ARE MARRIED, DOES YOUR WIFE HAVE A WILL? (IF NOT MARRIED CHECK HERE <input type="checkbox"/>)		
• DOES YOUR SPOUSE (OR PARENTS) KNOW WHERE YOUR IMPORTANT PAPERS ARE KEPT?		
• DID YOU FILE A FEDERAL INCOME TAX RETURN LAST YEAR?		
• DID YOU FILE A STATE INCOME TAX RETURN LAST YEAR?		
• DID YOU VOTE IN THE LAST NATIONAL ELECTION?		
• DO YOU HAVE:		
A. LIABILITY INSURANCE ON YOUR CAR?		
B. LIFE INSURANCE(DO NOT COUNT GOVERNMENT INSURANCE)?		
C. HOUSEHOLD GOODS/PERSONAL PROPERTY INSURANCE?		
• IS YOUR CAR REGISTERED IN YOUR HOME STATE? (IF YOU DO NOT OWN A CAR CHECK HERE <input type="checkbox"/>)		
• IS YOUR CAR REGISTERED IN YOUR NAME ALONE?		
• ARE YOUR AUTOMOBILE LICENSE AND DRIVER'S LICENSE FROM THE SAME STATE?		
• DO YOU OWN ANY PERSONAL FIREARMS?		
• HAVE YOU HAD A CHANGE IN YOUR FAMILY STATUS (MARRIED, DIVORCED, SEPARATED, ADDITIONAL CHILDREN BORN OR ADOPTED) WITHIN LAST 12 MONTHS?		
• HAVE YOU CHANGED OR ATTEMPTED TO CHANGE YOUR LEGAL RESIDENCE IN THE LAST 12 MONTHS?		
• HAVE YOU EVER GIVEN ANYONE A POWER OF ATTORNEY?		
• DO YOUR TOTAL OUTSTANDING DEBTS (DO NOT INCLUDE HOUSE PAYMENTS, RENT OR UTILITIES) AMOUNT TO MORE THAN THREE MONTHS' TAKE-HOME PAY?		
• ARE YOUR MONTHLY CREDIT PAYMENTS MORE THAN ONE-HALF OF YOUR MONTHLY TAKE-HOME PAY?		
• HAVE YOU PURCHASED ANYTHING ON INSTALLMENTS DURING THE PAST SIX MONTHS (CAR, T.V., WASHER, ETC.)?		
• DO YOU HAVE AN INCOME OTHER THAN YOUR MILITARY PAY?		
• DO YOU EXPECT TO BE TRANSFERRED WITHIN THE NEXT 12 MONTHS?		

Futuristic Submarine

A Letter to the Navy from a Young Inventor

People who develop innovative ideas are always of interest to scientists in the Office of Naval Research. Ten-year-old Phillip Charbonneau of Milford, Mass. is such a person.

Phillip recently came up with an idea for a futuristic submarine and sent a detailed, tape-recorded message together with a series of sketches and designs of his sophisticated subsurface invention to the "Navy Department," requesting funds to build it.

Or, the Navy could build it . . . "it doesn't matter," he said.

Futuristic may be an understatement. Phillip's "submarine" is equipped with lasers and protective force fields. Its two gas-diesel engines (two others are in reserve) are capable of lighting 50,000 one-hundred-watt light bulbs, but they would be used primarily to produce "warp" speeds up to 650 miles per hour . . . for 15 minutes . . . "before the ship breaks apart," he explained.

USS *Clothos*, the name Phillip suggests (we presume he refers to Clotho—less the "s"—who, in Greek and Roman mythology, is one of the goddesses who control human destiny and life, specifically the spinner of the thread of human life), is to be equipped with ultramodern conveniences, far beyond the imagination of most 10-year-olds.

Sick bay, for example, will match anything Star Trek's *Enterprise* offered, featuring blood and breathing life-support systems. And there will be no galley on *Clotho*, not as we know them today. Instead, each crew compartment, and the captain's "room" (they are identical), will feature individual food machines with entrees categorized alphabetically and accessible by push button. Furthermore, each compartment is equipped with a dishwasher which automatically recycles clean dishes back to the food machine where they are, appropriately, refilled.

Each living space is also equipped with bed, desk and bureau and contains a vistacom or a visual telephone system for interior communications use.

Phillip even included an air recycling plant, a complete laboratory and a conference room, the latter being the general meeting place for the crew where, as the inventor envisions, courts-martial will be held.

There's another compartment which serves as the bridge and houses a large viewing screen on which images can be magnified up to 12 times. It takes the place of old-fashioned periscopes, allowing the entire crew to see the subject together.

Among his plans, Phillip included a design for an underwater hangar into which *Clothos* can be stored when not in operation.

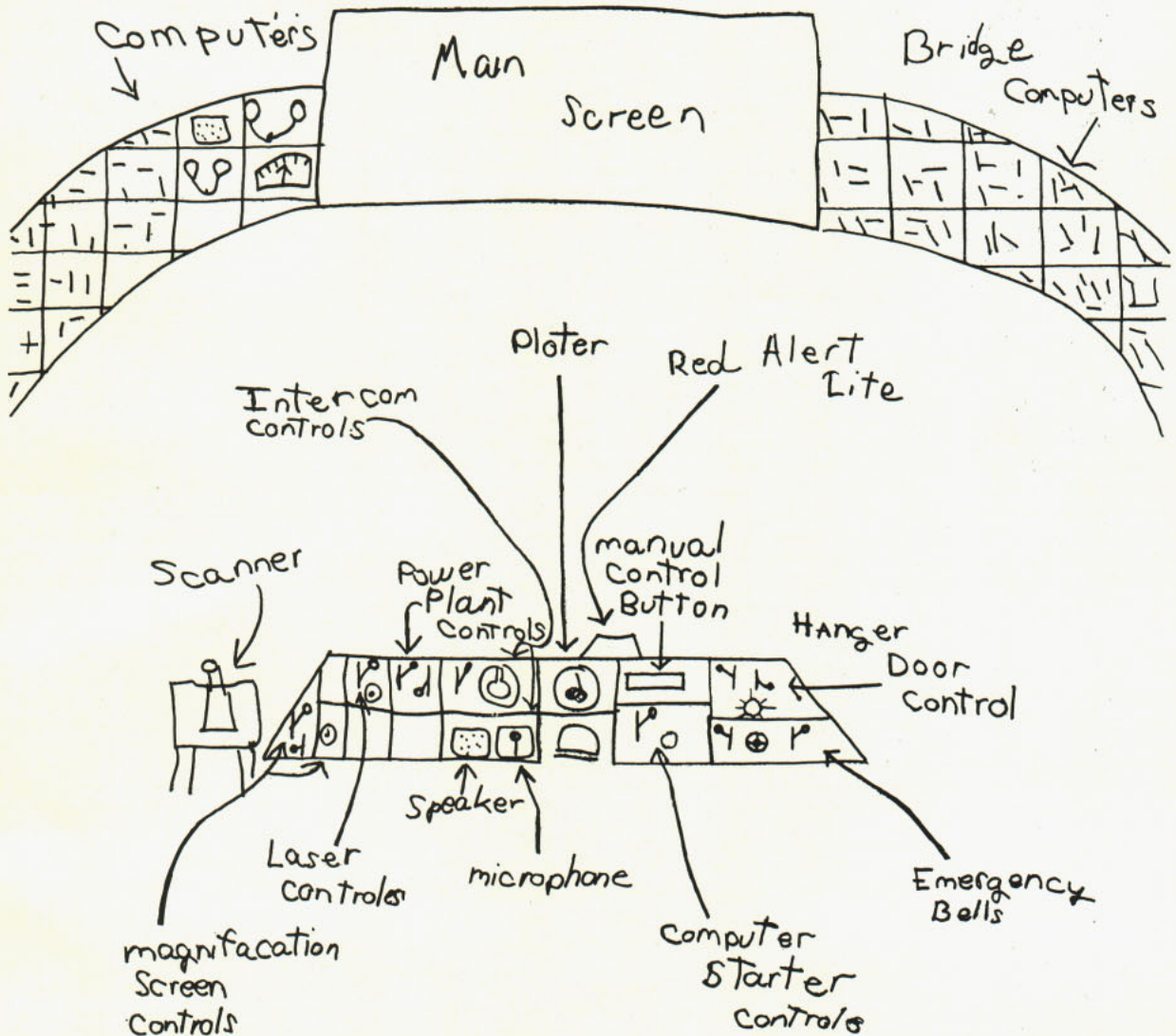
Although the 10-year-old doesn't mind who builds the

sub, he does have some definite ideas about who should command it:

"I would like to be the captain of this ship. Here's why: I have designed the ship. I know what each button and what each circuit does. Now, you give command to a strange captain who's never experienced one of these submarines before, he might push the wrong button, and he might veer off course and head straight

for a land mass and wouldn't know how to stop it. Well, that won't happen as long as I'm there."

What are Phillip's chances of getting funds to build his submarine of the future? With budgets as tight as they are these days, probably not as good as are his chances of someday being the skipper of a real Navy submarine. At any rate, the Navy recruiter in Milford has been alerted to the prospect.



letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, (NOP-00723) Navy Internal Relations Activity, Office of the Chief of Information, Washington, D. C. 20360.

Canal Transit

SIR: On page 61 of your October 1975 issue you state that USS *Trippe* (FF 1075) and USS *Joseph Hewes* (FF 1078) were the first commissioned U. S. Navy ships to transit the entire Suez Canal since USS *Intrepid* (CV 11) did so in 1967.

If you mean that they are the first commissioned U. S. Navy ships to transit the entire canal after its official reopening on 5 Jun 1975, then you are correct. If this is not the case, then you are wrong. USS *Escape* (ARS 6) transited the canal in both directions on several occasions between 15 Dec 1974 and 24 Mar 1975. She was followed by USS *Opportune* (ARS 41) which made a north-to-south transit between 24 Mar 1975 and 6 Apr 1975, followed by several more in both directions prior to 5 Jun 1975.

In addition, USS *Opportune* was in Ismailia, Egypt, along with USS *Little Rock*, taking part in the reopening ceremonies.

Escape, *Opportune*, *Inchon* and a few other ships spent too many long, arduous months in clearance operations under extreme hardships in the canal to take second billing to all the behemoths.—RM3 J. H. S., USS *Opportune*.

•Thanks for writing on behalf of your ship and the others that have served in the canal clearance project.—ED.

Women at Sea

SIR: I read with great interest the article in the September issue of ALL HANDS on women at sea. I agree that women do have a place at sea and can handle the job requirements. However, I do have a couple of questions.

One, why were unmarried women without dependents chosen? This consideration is never given to men. Also, why was their privacy thought so much of? Again, men are expected to put up with the rigors of being at sea (Navy showers, etc.). If women really do want to go to sea they should be prepared for the hardships just like their male counterparts. I don't believe that any special considerations, other than the obvious, should be made.—EW1 J. E.

•The assignment of women to shipboard duty was a pilot program, and it was felt that the basic evaluation of this program could be unduly complicated by assigning married women to USS Sanctuary. The Navy was moving into a new area; it was prudent to proceed step by step.

Almost every individual in the Navy has mentioned the lack of privacy in relating to shipboard living conditions at one time or another. This fact was reiterated by both male and female personnel of Sanctuary during the evaluation of the program. Since this was a new experience for women, they expressed a greater concern about habitability.—ED.

WO Reverting

SIR: Perhaps you can help me answer two questions for which I am unable to find any applicable instructions. First, if a warrant officer voluntarily reverts to his permanent enlisted grade, how is his eligibility for sea/shore rotation determined? I know that when he is advancing from enlisted to warrant, the type of enlisted duty is disregarded and sea/shore rotation starts from scratch. When a WO reverts to enlisted status, does sea/shore rotation take any previous enlisted or officer duty into account or does sea/shore rotation again start from scratch?

Second, upon reversion with continuance on active duty, is there any minimum requirement for length of service before he can request transfer to the Fleet Reserve? SecNav Instruction 1920.2A does not address this.—CWO3 T. E. G.

•Sea/shore rotation credit earned while assigned as a warrant officer is not creditable in event the member reverts to enlisted status. Initial assignment would be made consistent with needs of the service at the time.

Warrant officers and commissioned officers may submit an application for transfer to the Fleet Reserve, with the understanding that reversion to permanent enlisted grade would be accomplished the day preceding the Fleet Reserve transfer date. However, a member who desires continuation on active duty subsequent to reversion to permanent enlisted grade must have a minimum of one year on board present duty station, plus comply with any other requirements outlined in BuPers Manual 3855180 before transferring to the Fleet Reserve.—ED.

Fleet Reserve Transfer

SIR: I enlisted 9 Nov 56 and have no broken service. I have requested transfer to Fleet Reserve with 19 years, three months' actual service and nine months' constructive time. That transfer date has been approved tentatively by the Bureau of Personnel. I have heard that I should have asked for a date 10 days after the transfer date as a "buffer." Is this fact or fiction?

Also, I have heard that a person can be completely processed for transfer to the Fleet Reserve at a selected separation center, take all accrued leave and, upon expiration of that leave become a member of the Fleet Reserve without ever returning to any separation center. Is that true?—CTMC V. L. C., USN.

•A member who has served on active duty for 19 years and six months (including constructive service) is eligible for transfer to the Fleet Reserve. Those members transferring to the Fleet Reserve with exactly 19 years and six months of active service (including constructive service) should request a date 10 days beyond their eligibility date but this is not mandatory. This 10-day period will allow for any unusual circumstance which could occur at time of transfer, such as transfer date falling on a weekend or holiday, thus causing an earlier transfer date.

Should an individual be transferred to the Fleet Reserve even one day early (causing less than 19 years and six months of service), the individual would not be eligible to receive retainer pay. However, since you will transfer to the

Fleet Reserve with approximately 20 years' service (including constructive service), this additional 10-day period is not necessary.

SecNavNote 1050, dated 12 Mar 1975, outlines the guidelines whereby a member may be granted leave at the time of retirement/transfer to the Fleet Reserve and need not return to a separation activity to effect the transfer to the Fleet Reserve/retirement.—ED.

Vesuvius Eruption

SIR: In July 1975 "Letters," you asked if anyone could top the story of "Sand Dunes on the Fantail."

I don't know if this tops it, but I was aboard USS *Philadelphia* (CL 41), anchored off Pompeii, Italy, when Mt. Vesuvius erupted in 1944.

At first it was quite a sight to see the red-hot, molten lava spilling over the top, especially at night. But after a few days, the volcano began to smolder and smoke just poured out.

The smoke became so thick, we had to secure our ventilation system. By the time we weighed anchor, we were covered with this very fine soot that had to be shoveled and swept away. The guns and fire control equipment all had to be taken apart and cleaned thoroughly.—QMC R. Z. G., USN (Ret).

• *Thanks for sharing your experience with us. Yes, we think it topped the ocean-going sand dunes.—ED.*

Mythical Station

SIR: I have stumbled onto a weird, but plausible, legend. It is alleged that the eight-foot-square plot of ground on which the naval rifle in the enclosed photos is found was declared by Congress to be a U. S. naval station. It appears that this was done for the accommodation of Josephus Daniels, SecNav under President Woodrow Wilson, when he left office. It seems that Mr. Daniels wanted a gun from "his flagship" as a memento of his tenure. In order to circumnavigate the laws which forbid that naval guns be given to civilians, Congress allegedly declared a portion of Mr. Daniels' front yard to be a naval station, and directed that the gun should be mounted on it. It seems that Mr. Daniels was a popular person.

The house in the enclosed photos is the former home of the Hon. Josephus Daniels. It is located at 1520 Caswell St., Raleigh, N. C. The property was bought from the Daniels family on 31 Dec 1950

by a corporation headed by the W. G. Hill Lodge #218, Ancient Free and Accepted Masons, North Carolina. Two of the trustees of the board of that corporation have told me that the naval station is not mentioned in the deed.

I will research the matter further from this end. I suggest that a grapevine inquiry among the old hands in the distant corners of Congress would not take much effort and might be fruitful. Perhaps a file fluffer from Foggy Bottom just might remember such legislation.—HMC Robert H. Faulkner, USNFR.

• *We can tell you what we found out and then our readers can judge for themselves which one is the correct version. At any rate, it makes an interesting account.*

First, the Naval Facilities Engineering Command advised they have nothing in their records to support this story. They also said that an official naval station would have to have personnel assigned to it.

The Naval History Division reports they have received numerous inquiries in the past about this story from persons in North Carolina, but cannot verify it. They said they consider it to be a myth. Those at the Navy Department Library have not been able to locate any information on the subject either.

The Office of the Judge Advocate General has nothing to add to the foregoing.

ALL HANDS turned to a member of the family of former SecNav Daniels himself, for enlightenment. Frank A. Daniels, son of Josephus, passed on two newspaper articles by columnist Jack Aulis. The first article repeated the account along the lines of your description with the additional claim that the Navy "commissioned it (the spot where the gun was to be placed) and put the gun there and then decommissioned it."

A followup column gives a somewhat different account which is said to have come (indirectly) from a former naval officer on the scene at the time. According to this, ex-SecNav Daniels did indeed write to Edwin Denby, who had succeeded him, asking for one of the captured three-inch naval antisubmarine guns taken from the German liner Kronprinzessin Cecille in World War I. When the Navy's legal experts said such a transfer could not be made to an individual, a letter explaining this to Daniels was prepared for Secretary Denby's signature. A few days later the letter came back with a note from Denby scrawled in the corner saying: "Aw hell—give Joe his gun."

It seems that Daniels got his gun (see the photos on this page) but whether or not a piece of his front yard was actually commissioned a naval station is not clear. Fact or myth—we can't say for sure. Perhaps someone in the ALL HANDS audience can throw more light on this mystery.—ED.



A German antisubmarine gun sits on an eight-foot-square plot at Raleigh, N. C., in front of the former home of Josephus Daniels, SecNav under President Woodrow Wilson.

Ship Reunions

News of reunions of ships and organizations is carried in this column from time to time. In planning a reunion, best results are obtained by notifying the Editor, ALL HANDS Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Jefferson Davis Highway, Washington, D. C. 20360, four months in advance.

P. O. Box 5055, Spartanburg, S. C. 29304.

● **USS Baltimore (CA 68)**—in Boston, Mass. Contact Earl Harding, 187 Clever Rd., McKees Rocks, Pa. 15136.

● **LST 1141**—Some time in 1977. Contact E. H. Sallee, R. R. #1, Bowling Green, Mo. 63334.

● **115th Naval Construction Battalion (WW II Seabees)**—29 Jul-1 Aug 1976 at Pittsburgh, Pa. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203. Phone 317-359-6990.

● **USS Oklahoma (BB 37)**—29 Apr-2 May 1976 in Oklahoma City, Okla., for all personnel who ever served on board. Contact Clarence Q. Knight, Rt. 2, Box 166-A, Leesburg, Va. 22075.

● **Okinawa Survivors' reunion**—7-9 May 1976, in Columbus, Ohio. In honor of the men killed in action aboard the destroyers sunk in the Battle for Okinawa: **USS Halligan (DD 584)**, **USS Bush (DD 529)**, **USS Colhoun (DD 801)**, **USS Mannert L. Abele (DD 733)** and **USS Pringle (DD 477)**. Contact Andrew Bontjes, RR #3, Lot #113, Rochelle, Ill. 60168.

● **USS Missouri (BB 63)**—WW II members of USS Missouri Association, Inc., have voted to extend membership to all who served in her from Jun 1944 to Feb 1955. A 1976 reunion will be held 3-6 Jul at Seattle/Bremerton, Wash., and on 4 Jul on board the **Mq**. On 6 Jul the reunion will continue on to Honolulu, Hawaii, for one week where shipmates will pay their respects at the USS Arizona Memorial at Pearl Harbor. Contact Thomas F. Fluck, Corresponding Secretary, USS Missouri Association, Inc., 258 W. Clarks-town Rd., Spring Valley, N. Y., phone 914-352-7855, for information on the reunion and membership in the association.

● **USS Burke (DE 215, APD 65)**—August 1976. For details contact J. R. Kennedy, 71 So. Village Ave., Rockville Centre, N. Y. 11570.

● **USS LST 556**—Reunion planned for those who served in her from 1944-1946, to be held in Las Vegas in 1976. Contact D. A. Serio, 4759 Belwood Green, Baltimore, Md. 21227.

● **USS Mobile (CL 63)**—Reunion planned for those who served in her and their families on board the cruise liner **SS Emerald Seas**. Cruise departs Miami, Fla., 16 Jul 1976, visits Nassau and returns to Miami on 19 Jul 1976. Reservations must be made before 1 Jun 1976. Contact Captain E. W. Rogers, Central United Meth. Church,

● **USS White Marsh (LSD 8)**—Reunion is proposed for those who served in her from commissioning until June 1946, to be held some time in summer 1976. Contact Don L. Litzelfelner, P.O. Box 477, Hamilton, Ohio 45012.

● **USS Smith (DD 378)**—Reunion is planned for 22-24 Jul 1976 in Milwaukee, Wis. Contact Maurice A. Martin, 4907 33rd Ave., Kenosha, Wis. 53140.

● **USS Iowa (BB 61)**—A reunion is proposed for some time in the future. Former crewmembers who are interested contact ETC Logan Hutson, USNR-R, Route 1, Box 31C, England, Ark. 72046.

● **USS Lexington (CV 2)**—The 23rd reunion is planned for crew, squadrons and Marines who served in her from 1927 to 8 May 1942. To be held 14-17 Jul 1976 in San Diego. Contact LCDR Walter D. Reed, USN (Ret), 5410 Broadway #105, Oakland, Calif. 94618.

● **USS Ticonderoga (CV CVA CVS 14)**—The fifth annual reunion for crew and officers is planned for 14-16 May 1976 in Ticonderoga, N. Y. Contact Walter Kruczynski, 917 Pennsylvania Ave., Schenectady, N. Y. 12303.

● **USS Wasp (CV 18)**—A reunion for men who served in her during WW II is planned for late June 1976 in Kansas City, Mo. Please contact promptly Larry F. Martin, 5030 N. Park Ave., Kansas City, Mo. 64118. Telephone 454-2694.

● **U. S. Naval Group China Vets, The Sino-American Cooperative Organization (SACO)**—The 22nd annual reunion is planned for 17-20 Jun 1976 in Cherry Hill, N. J. Contact Convention Chairman Harold Bonin, 26 West 44th St., New York, N. Y. 10036, or CDR Joe Meyertholen, 206 W. Van Buren Ave., Glassboro, N. J. 08028.

● **USS Coral Sea**—The commissioning crew's 30th anniversary re-

union is planned for 1 Oct 1977. Those interested contact William J. Flynn, 1511 Eton Way, Crofton, Md. 21114.

● **USS Benner (DD 807)**—A reunion is planned for 9-11 Jul 1976. Contact Charles H. Albert, 1222 Eighth Street, North Catasauqua, Pa. 18032.

● **USS Chandeleur (AV 10)**—A reunion of the WW II crewmembers is planned for 6-8 Aug 1976 in Norfolk, Va. Contact Mrs. Kenneth E. Boyd, Rt. 4, Box 145, Culpeper, Va. 22701.

● **USS Silverstein (DE 534)**—Reunion proposed for those who served in her from commissioning in 1944 to her decommissioning. Time and place to be designated by mutual consent. Contact James H. Denver, 63 Eleanor Road, Springfield, Mass. 01108.

● **USS LST 556**—Reunion planned for those who served in her from 1944-1946, to be held in Las Vegas in 1976. Contact D. A. Serio, 4759 Belwood Green, Baltimore, Md. 21227.

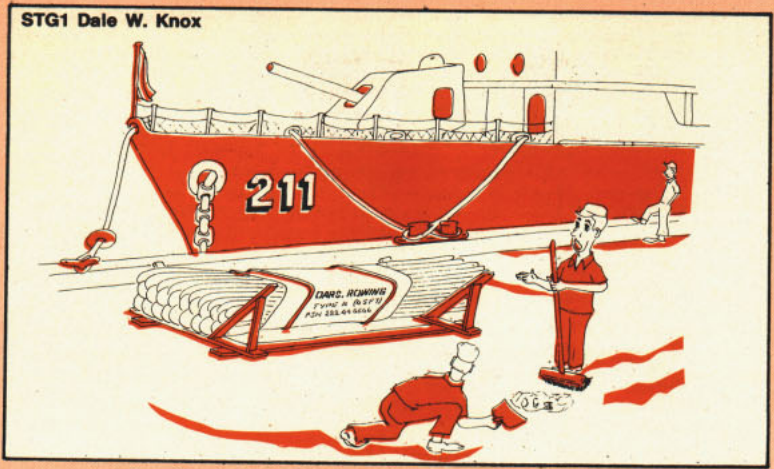
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STG1 Dale W. Knox

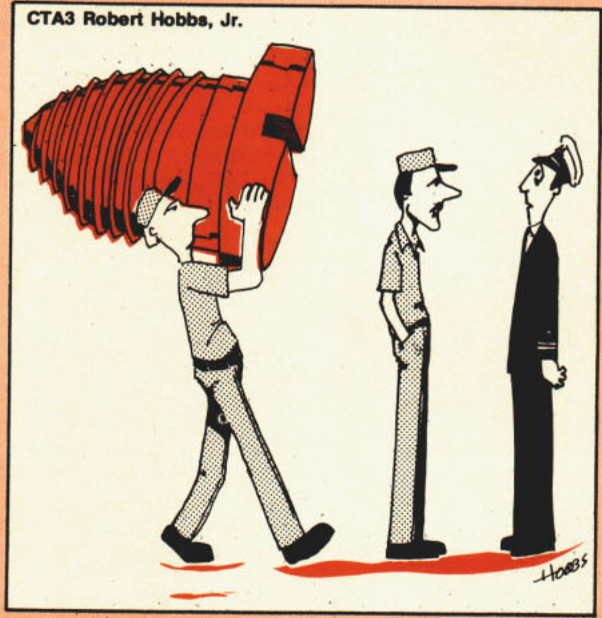
"I sure hope this is someone's idea of a joke."

serious on the **side**



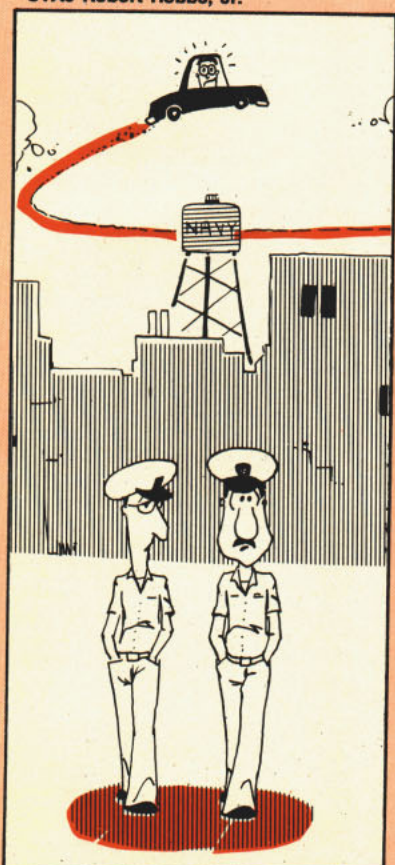
HM1 Michael F. Mitchell

"You'd think after 200 years, the Navy would've come up with a better way to do this."



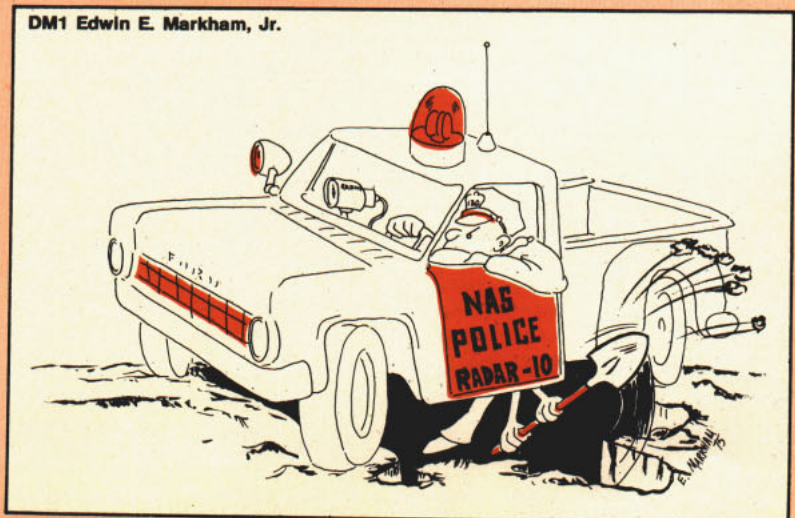
CTA3 Robert Hobbs, Jr.

"Yes, sir, this'll be the biggest ship we ever built!"



CTA3 Robert Hobbs, Jr.

"... Then I saw 'im siphoning a jet from the airfield for some gas ... !



DM1 Edwin E. Markham, Jr.

TAFFRAIL TALK

An LTJG at 85

When you are 85 years old and have been retired from active military service for more than 37 years, you would expect that nothing much new could happen to you . . . right? Wrong.

For Walter S. Newmann of Pensacola, Fla., a retired Navy chief since 1938, retired life has begun anew. The Secretary of the Navy notified Newmann that he is actually a lieutenant (jg) in the retired ranks, with a date of rank of 1938 and with back pay computed to that date.

The change in status came after Newmann responded to a notice in a retired personnel newsletter, offering proof that he had once held rank as a first lieutenant in the U. S. Army.

Transition is nothing new to Newmann. He started out his service career in 1907, when at 17 he became part of the crew of USS *Illinois* (BB 7) and toured the world with the Great White Fleet. Records show that battleship left Hampton Roads, Va., in late 1907, met up with Pacific Fleet units in San Francisco Bay in May 1908, then set off for visits to Australia, Japan and India.

Recalling his early Navy days, Newmann said that all recruits were then required to spend a week aboard USS *Constellation*, the fabled sailing ship that even then was more than 100 years old.

"We had to learn how to sleep in hammocks on *Constellation* and every day we had to climb the rigging in our bare feet," he recalled. "They used to flood the decks with salt water so our feet wouldn't freeze during the daily climbing exercise."

Ending his enlistment as an ordinary seaman in 1910, Newmann joined the U. S. Army as a private and volunteered for service in the Philippines. He volunteered again when he arrived overseas and found himself in China with a mixed troop of soldiers from France, Belgium and the British Isles. Later he served with some of the same buddies who were with him in China on Mexican border duty.

When the U. S. entered World War I, Newmann was involved in three offensives on the Western Front, earning the Purple Heart. Starting as a sergeant, he was discharged as a first lieutenant.

Newmann then went to El Paso to visit old friends from border patrol days. While he was there, a Navy recruiter sold him on naval aviation. "Before long I was on my way to Great Lakes, to be trained as an aviation mechanic," Newmann said.

Because he had knowledge of the workings of the internal combustion engine, Newmann wound up as an instructor at the Lakes. In 1922 he reenlisted and went to Philadelphia for training as an aviation rigger. He was one of the early riggers and also worked on a device that was to revolutionize aviation at sea, the catapult. From 1922 to 1938 he remained on active duty until retirement as a permanent chief aviation mechanic.

Although his military days ended in 1938, Newmann has recorded another 20 years of service to the Navy as a Civil Service employee at NAS Pensacola.

The recent commissioning as a lieutenant (jg)—at the age of 85—resulted from a note that Newmann saw in a Retired Naval Personnel Newsletter. The notice stated that some retirees might not be aware that they rated retirement under the "highest rank held" rule. Newmann showed proof of his WW I commission.

The Secretary of the Navy set Newmann's retirement date as his date of rank as a Navy officer.

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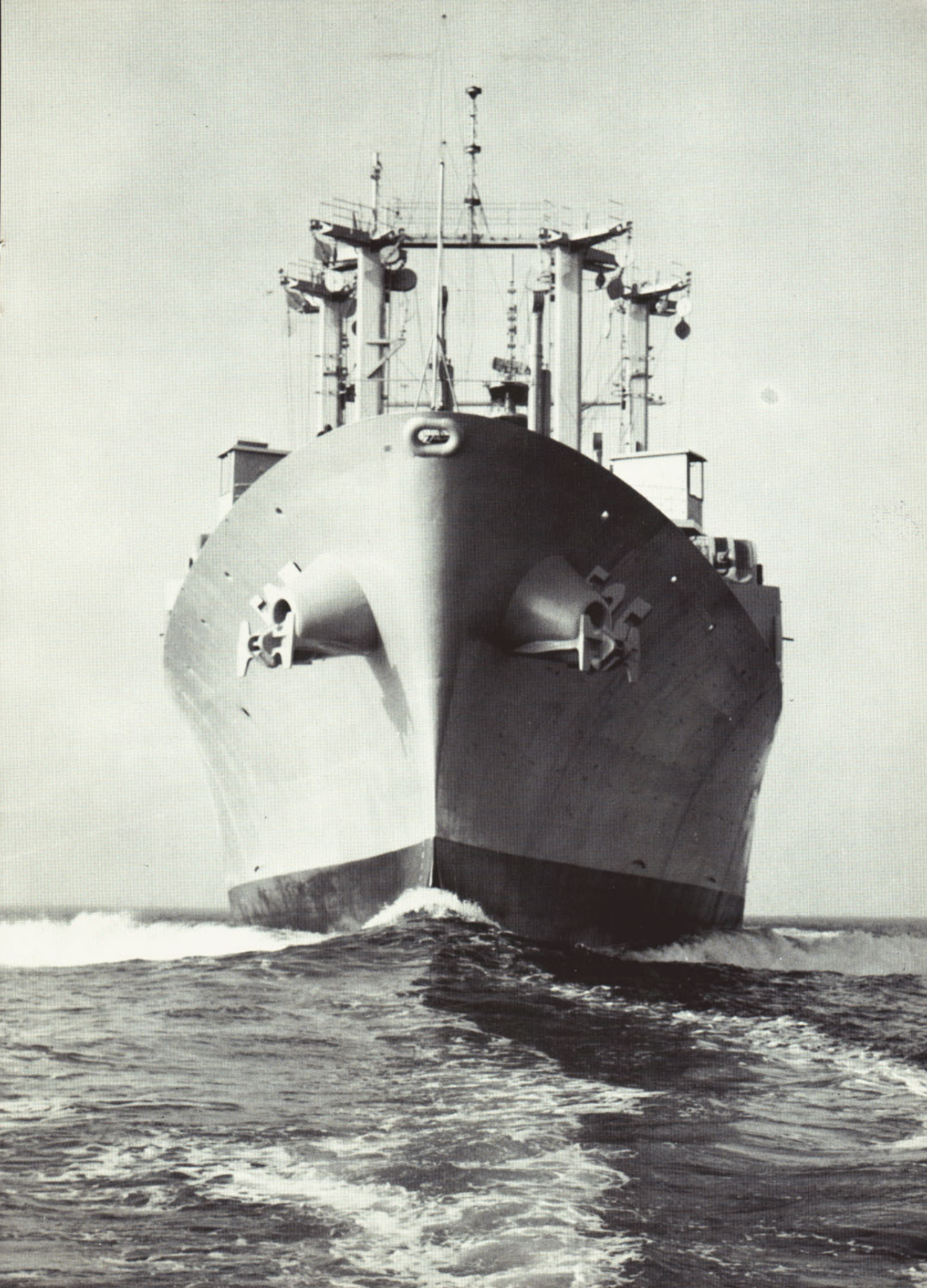
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RIGHT: The ammunition ship USS Kiska (AE 35) looks the picture of power as she glides smoothly through calm seas.



HAPPY 200th BIRTHDAY TO THE NATION AND ITS HEROES

