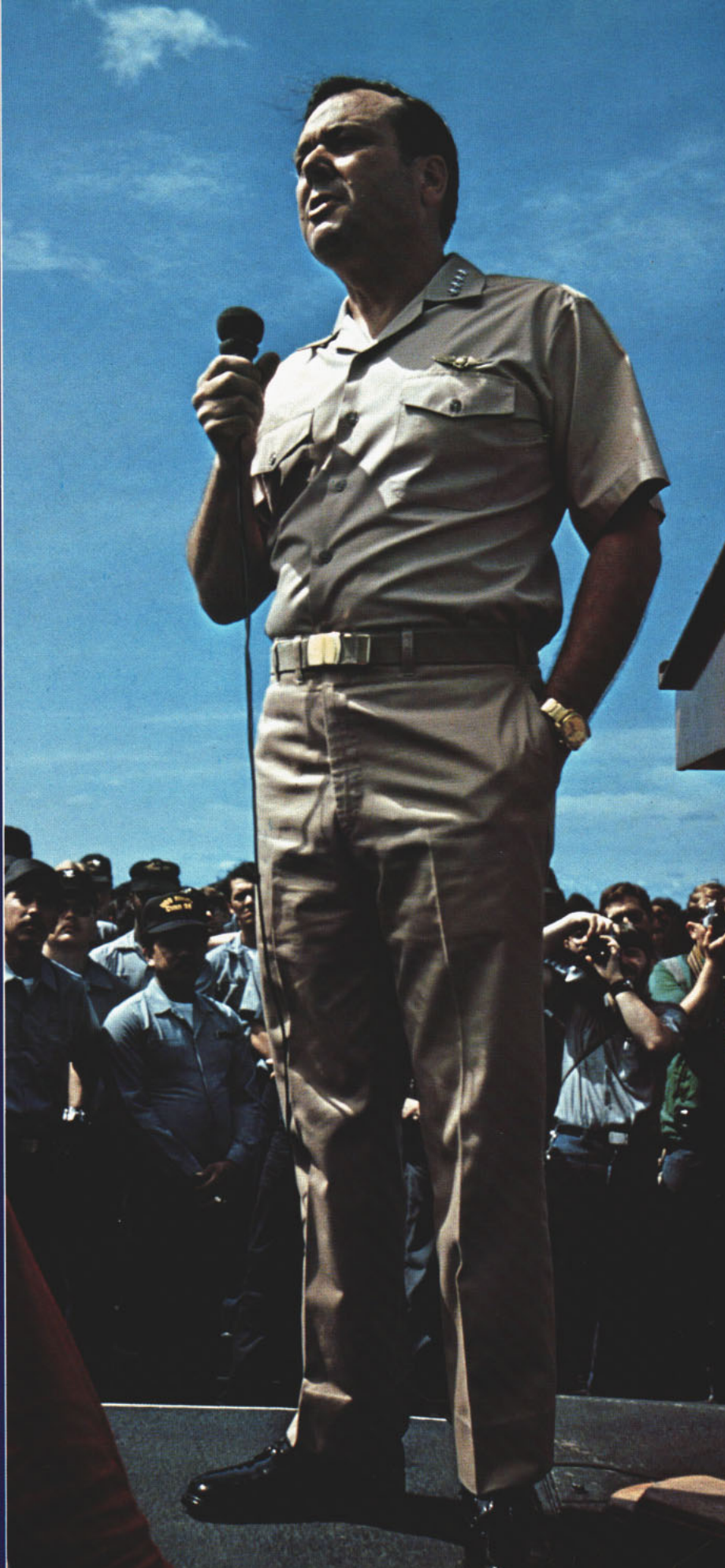


# ALL HANDED

1969-1971









# ALL HANDS

MAGAZINE OF THE U. S. NAVY — 53rd YEAR OF PUBLICATION

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NUMBER 714

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## TABLE OF CONTENTS

### Features

CNO . . . the Navy and You .....	2
On the Navy Horizon: Shipbuilding Program ...	8
Fleet Readiness—Key to Effectiveness .....	16
Dedication Alone is Not Enough .....	18
CNO Dispels Common Navy Myths .....	26
HMS Rose—The Ship That Started a Navy ....	28
Providence—First Ship in the U. S. Navy .....	30
George Washington Almost Joined the Navy	32
Navy SOLRAD Satellites .....	34
Guam's Gale Some Gal .....	44
Typhoon Olga Terrorizes Philippines .....	48
Harrier Sets Down on USS Juneau .....	50
Valiant Heritage and Solid Shield Exercises ..	52
Sailors Join Confederates at New Market .....	56
Atsugi Special Services .....	62

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FRONT COVER: This month, Chief of Naval Operations Admiral James L. Holloway III begins his third year in office. In this issue, ALL HANDS presents some of CNO's views on the problems and challenges facing the U. S. Navy in the months and years ahead. Also presented is a graphic description of the Navy of today and tomorrow.

BACK COVER: The Lion of England adorns the bow of the Revolutionary War replica HMS Rose at Newport, R. I. Every British warship on the American station at that time carried this figurehead. Painting by John Landry (see inside back cover).

AT LEFT: Final naval action of the American Revolution took place off the Virginia Capes on 5 Sep 1781. The French fleet under ADM Francois de Grasse outnumbered and outmaneuvered the British under ADM Thomas Graves. Result; one British ship was damaged and later sunk by her crew. Painting by V. Zveg.







What is the Navy's mission? In brief, it is to conduct prompt and sustained combat operations at sea. And it must also be able to win. Its functions in accomplishing that broad mission are twofold: to gain and maintain control of the sea as required by our national interests, and to project power from those sea areas under our control in support of national policy. Our capability to control the sea and project power, and a potential enemy's perception of both that capability and our will to use it, are the essence of deterrence. By maintaining credible naval forces, capable of controlling the sea and projecting power, in areas of the world which are essential to us, our forces contribute to deterrence of both nuclear and conventional conflict.





# CNO...

## The Navy & You

*The Bicentennial year of 1976 is a national occasion for measuring two centuries of accomplishment. More importantly, perhaps, it offers a vantage point for viewing the future of the United States and setting the course of its history.*

*Since days of the Revolution, the U.S. Navy has been a vital contributor to America's strength, progress and freedom. And now, in consonance with the rest of the nation, the Navy must look over the horizon. Decisions must be made which will determine the composition of our fleets and the effectiveness of our weapons in defending tomorrow's freedom. Decisions must be made which will affect the careers, the quality of life and the job satisfaction of Navy personnel.*

*The uniformed individual most responsible for molding the Navy's future is the Chief of Naval Operations, Admiral James L. Holloway III. He stands midway in his four-year tour — an opportune time to assess the past and plan the future.*

*Since his views and decisions will impact on all of us as Navy persons and American citizens, ALL HANDS focuses in this issue on the Chief of Naval Operations. Admiral Holloway's discussion of key issues, personal interests and plans for the future with ALL HANDS editors is presented on the following pages.*

## Highlights

- The Navy is more important to our security today than it has been for three decades.
- Public recognition of the Navy's importance is based on an understanding of our national military strategy and the danger of growing Soviet strength.
- Our Navy is still "Number One," but the real concern is for the future.
- A solution to our personnel problems is the key to solution of all our problems.
- It is a misconception that fleet readiness means longer cruises and shorter turn-arounds.
- A fleet build-up must be accompanied by a personnel build-up.
- 100 per cent fleet manning is beginning to show positive results.
- Compensation and other benefits must be adequate to attract and retain highly qualified people.
- A continuous effort is made at the highest levels to identify the vital concerns of Navy people and to take appropriate actions.
- Unionism is unnecessary if the chain of command functions properly.





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The Navy is more important today than it has been for three decades. That belief, expressed by U.S. political leaders this election year, reflects a public sentiment.

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I am convinced that there has been no time since the end of World War II when the responsibility of the U. S. Navy to provide for the security and defense of this country has been more important than it is today.

Several Presidential candidates and prominent members of Congress have addressed the issue of strengthening our Navy. They have voiced the opinion that we must have naval superiority. The President has directed a National Security Council study on maritime strategy, and has added a \$1 billion supplement to the Navy budget for shipbuilding.

One view is that in an election year people are playing politics with the Navy. I don't think that's true; what is significant is that the legislators and the candidates are really expressing the views of the people whom they represent.

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The Navy is the key to U.S. forward strategy which views the oceans as barriers of defense and avenues of influence. A balanced fleet is necessary to carry out our responsibilities.

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I believe today's public awareness of the Navy's importance stems from an understanding of our national military strategy and recognition that the Navy's role is really the key to the success of that strategy.

To understand this, remember that there are just two superpowers—the United States and Soviet Russia. Russia dominates the Eurasian land mass. She has her principal allies, the Warsaw Pact Nations, contiguous to her western borders. Her two potential enemies, as she sees them, are NATO Europe on the western flank and the Chinese communists on the southern flank.

The Russians can defend themselves, support their allies or attack their principal enemies without ever having to cross a major body of water. On the other hand, the United States is characterized by its insularity on the North American continent.

We have two international borders—friends on both sides. One of our states, all of our territories and 41 of our 43 allies lie overseas. Our strategy, which is a forward strategy, is based on using the oceans as barriers in our defense. These oceans are also avenues for extending our influence and support abroad to our allies and to those areas of the world in which we have vital national interests.

This forward strategy requires two things, allies and forces deployed overseas to protect these allies and to deter potential aggressors.

The Navy's role in this strategy is also twofold—to provide components of these overseas forces such as the Sixth Fleet in the Mediterranean and the Seventh Fleet in the Western Pacific and Indian Ocean; and to protect those essential sea lines of communication between the United States and its deployed forces, between us and our allies, and between the U. S. and those areas of the world that are important to us, such as the Persian Gulf and South America.

To carry out these responsibilities our fleets must be offensively powerful enough to defeat enemy forces routinely present in their theater of operations and strong enough to defend against attacks by long-range aircraft. Furthermore, we must be able to project power ashore in support of our allies and our forces. Our fleets also require a high degree of logistic independence from overseas bases.

A balanced fleet is necessary to give our Navy these capabilities. There must be balance among types: carriers, surface combatants, submarines, amphibious forces, and support ships. There must also be, within a constrained budget, balance between those very





## CNO... The Navy & You

capable multipurpose ships such as carriers and cruisers, which are relatively expensive, and the single-purpose vessels which, being less costly, can be procured in larger quantities to provide the density of force the fleet needs to be effective on a worldwide basis.

This has been our strategy since the end of World War II. What has focused renewed attention on it today is the fact that the Soviets have no need for an ocean-going Navy in their own defense, but suddenly over the past 10 to 15 years have procured a blue water Navy which is number two in the world today. And since they don't need it in their own defense, we are convinced the Soviets' wartime strategy would involve cutting our sea lines of communications. They now have a Navy which is approaching the point where it can carry out that strategy. And what is most important is that the American public is now aware that there is a real threat to our Navy's ability to carry out its mission in the future.

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The U.S. has the world's best Navy, but our mission differs from the Soviets'. We can do the job now, but our concern should be for the future. In numbers, Soviet Navy trend has been up; ours has been down.

---

Are we number one? The answer is yes. It's a simplistic question I think—much like saying who is number one, the Washington Redskins or the Baltimore Orioles. You know one's a football team and the other's a baseball team.

There is no question in my mind that the United States Navy is the best navy, on the whole, of any navy in the world today. But then there comes a very important question: Can the U. S. Navy carry out its responsibilities within the national strategy in the face of Soviet naval efforts to prevent us from doing so? In other words, if we had a war, who would win at sea; who would be able to do their job? I am confident that today the U. S. Navy can do its job, but I think the battle would be a tough one.

We have a slim margin of superiority which would allow us to do what's expected of us. But that applies only for now; my real concern is for the future.

For the past 10 or 15 years, the Soviet Navy has been increasing its capability. They have been getting not only more ships, but ships that are infinitely superior in quality to those they are replacing.

They are leveling off in numbers of submarines, but that percentage of their force with nuclear power is steadily growing.

In 1967 we had 976 ships. This year we have about 480. While the ships we have today unquestionably are superior on an individual basis to those they replaced, a naval strategist also has to consider density of force. One ship can't be in two places. Therefore, we not only need quality, but we need enough ships to cover those areas of the ocean that are important to us.

So, where the Soviet trend has been up, ours has been down. And unless we reverse our downward course, at some point in the future, the trend lines will cross and the Soviets will have the balance of maritime superiority in their favor.

I have made fleet readiness my number one concern. I recognize that the term fleet readiness is considered by many people, particularly hardworking, seagoing sailors in the fleet, as being a euphemism for longer cruises and shorter turnarounds. That isn't the case at all.





To me, fleet readiness is made up of a number of things: adequate numbers of personnel, adequately trained personnel, personnel with high morale. You can't have adequate training and high morale unless you are able to give people a reasonable sea/shore rotation schedule and a balanced tempo of operations—that is, days at sea versus days in port.

If we are going to solve our problems, the first thing we have to do is solve our personnel problems. They are the key to everything else. Because no matter how sophisticated the aircraft may be or how new and modern the ships, we will never be able to make them operate to the full limits of their design unless we have the competent people who can maintain and operate those units.

Our people must be dedicated professionals, and they must be motivated. This means that we must have a solid personnel base.

This year, anticipating new ships coming into the force, I have asked for additional personnel. Also, in order to make up for a shortage of billets that we're discovering as we validate our individual ship manning requirements, we have included additional billets in our request to the Congress so that our ships will be adequately manned.

We want to bring fleet manning to a level where we can maintain and operate the ships properly. And we want to operate those ships on a schedule which enables

us to give our people a reasonable quality of life without penalizing them with long sea tours.

I am pleased with the initial results of our program to achieve 100 per cent fleet manning. I've talked to ship skippers and they are pleased with what they see. They say, "Yes, I've got a shortage of petty officers and a shortage in certain skills. But at least I've solved half the problems, because two months ago I not only had those skill shortages, but I also didn't have enough people. I had to use skilled people in jobs such as master-at-arms and shore patrol, which made it even tougher on those skilled ratings."

In my travels to shore stations in the last several months I've had surprisingly few questions or complaints from individuals about having to go to sea. Most of them recognize that they have had their full tour of shore duty. I'm very pleased to see our people adopt such a reasonable and understanding attitude.

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"I want to reaffirm the fact that I am tremendously interested in the vital concerns of our people in the Navy. Satisfaction is very important not only to their morale while they serve, but also to their desire to stay in the Navy and make it a career."

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Long-term success for the Navy is predicated in part on establishing reenlistment rates which are high enough to give us the experience and stability that we lack in the Navy today.

The ways we find out what is bothering our people are manifold. First, we learn a lot from letters that sailors write asking for assistance with their problems. Second, we receive information through Bureau of Naval Personnel questionnaires from individuals who reenlist—and from those who don't. We ask, "What were the reasons that you reenlisted?" or for those who didn't ship over, "What were the principal reasons that you made the decision not to make the Navy a career?" I feel that these are very useful in establishing a profile of the good and bad things associated with service life.

And then, of course, on my fleet visits, listening to the questions that individuals ask provides a very good appreciation of what they are thinking.

Armed with this information, I'm prepared to go first to the Secretary of the Navy and the Secretary of Defense, and then to Congress. I point out those personnel programs which, in my view, should have the highest priority in order to influence people toward making the service a career, and thus to enhance the effectiveness of the Navy. As I said, our ultimate success depends on people. In appealing to the Congress for support in areas of compensation and other benefits, I make the point that we are now an all-volun-





## CNO... The Navy & You

teer force. In order to get people to come into the service, we have to compensate them to the level that is competitive with the open market. We are now very much in competition with industry, and we have to compensate our people with an eye not only toward pay, but also toward making the service a desirable vocation. And we must inspire our people with the dedication that will help them to accept the hardships of a military life over careers which would appeal to them in the civilian world.

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Military unionization is probably unacceptable to the American people. But, the objectives of unionization can be satisfied by a chain of command that works. We must ensure our attitudes are viewed as reasonable for military men and women.

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One question I hear from almost every group I talk with these days is, "What about unionization?" I don't believe the American people are going to permit a union system, which would involve any kind of collective bargaining, to be implemented in our Armed Services. I don't believe they would approve of a situation, for example, in which assembled troops could collectively bargain with their leader as to whether they should deploy or whether they should carry out his orders.

I feel that in the Navy, as in all of the Armed Services, we can fully satisfy the objectives of unioni-

zation through our chain of command if we ensure that it works properly.

In other words, if sailors have gripes about working conditions, food, liberty hours, or unreasonable things which are imposed upon them, they go to their chief. And if the chief feels it's a legitimate complaint, he takes it right to the top.

As we all know, problems that are important to the individual are rectified in a ship by appealing up the chain of command. That is why I have emphasized so strongly the importance of the lowest-rated man on the ship having his own personal, individual needs made known to his superiors who can do something about them. Obviously, on occasion there are broader questions which can't be rectified by the captain of the ship. It is important that questions of this nature be brought to the attention of our top naval officials through the chain of command. Also our people may join in support of military-oriented organizations which can represent the broad needs of the people in the Navy, and can speak with a single voice to the Congress.

We can point out the complaints and sentiments of our people to the decision-makers in Congress and the Administration. It is important, however, that the complaints be legitimate.

One thing that we must keep in mind, however, is that sailors are not civilians in uniforms. We are military men and women. We are servants of our country. We are in a unique position. We may be called upon to die for our country. In many cases we have to endure hardships not required of the average citizen—long cruises, separations from home, and rough living conditions aboard ship.

Therefore, we have to be very careful that our attitudes are viewed as reasonable. For example, a person can't sign up in the Navy and then complain because 50 per cent of the early career time is sea duty. I think we're getting a lot less of those kinds of complaints in the volunteer force with the excellent job our recruiters are doing. Our people are coming in with a better understanding of what's involved in being a Navy person.



# on the Navy Horizon:

## NAVY SHIPBUILDING PROGRAM\*

	FY-76	FY-77	FY-78	FY-79	FY-80	FY-81	FY-77-81
AUTHORIZED							TOTAL
TRIDENT CLASS SSBN	1	1(1)	2	1	2	1	7
LOS ANGELES CLASS SSN	2	3(4)	2	2	2	2	11
NIMITZ CLASS CVN	-	--	-	1	-	1	2
STRIKE CRUISER CSGN	-	--	1	-	-	1	2
V/STOL CARRIER VSS	-	--	-	-	1	-	1
AEGIS DESTROYER (DDG-47 CLASS)	-	1(0)	-	2	3	2	8
MINE COUNTERMEASURE SHIP MCM	-	--	-	1	3	6	10
OLIVER HAZARD PERRY CLASS FFG	6	12(8)	8	8	8	8	44
** AMPHIBIOUS SHIP LX	-	--	-	-	-	1	1
SUPPORT SHIPS AD, AS, ATF, ...	6	4(4)	7	4	6	9	30
TOTALS	15	21(17)	20	19	25	31	116

*"Numbers in ( ) under the FY-77 column indicate ships approved by Congress in the recently passed DOD procurement authorization bill which was signed by the President in mid-July. The \$6.7 billion bill, which provides for 17 ships, (President requested 21) long-lead funding for a Nimitz-class aircraft carrier, modernization of Belknap (CG-26) and conversion/modernization of USS Long Beach (CGN-9) to serve as an Aegis platform, had not been acted on by the President at "All Hands" press time.*

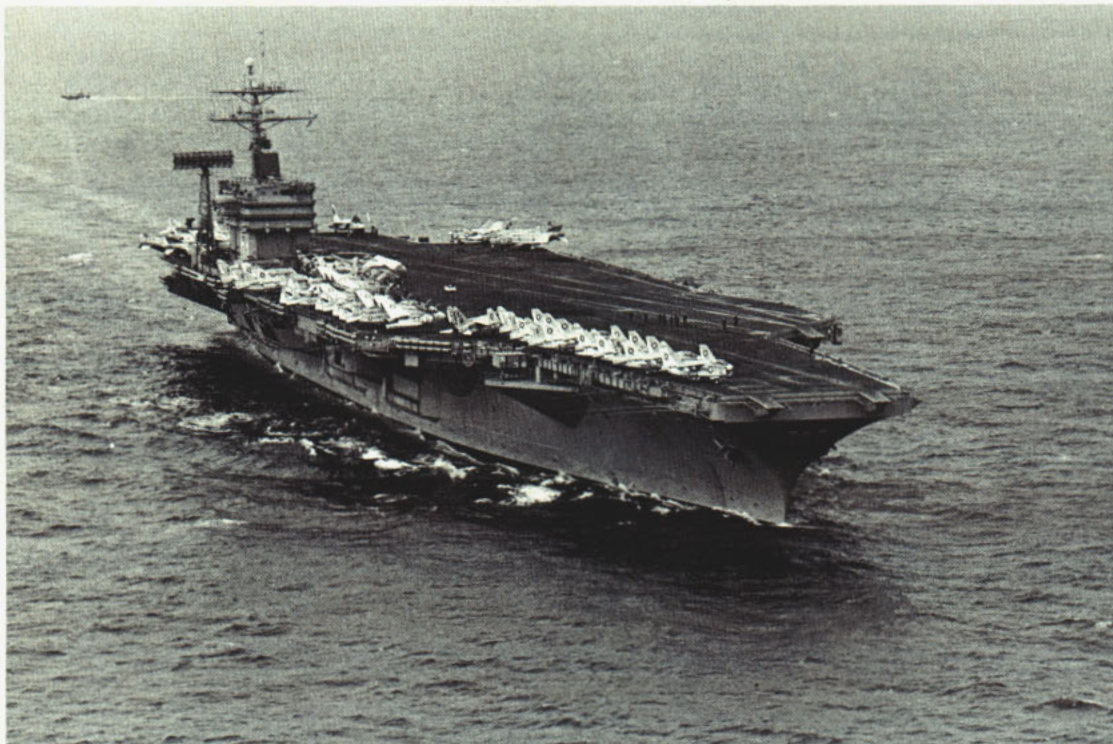
*"The specific design and exact mission capabilities for the LX are still under consideration.*

The Five-year shipbuilding Program Above (FY77-81) is taken from the President's FY-77 budget submitted to Congress. The National Security Council currently is reviewing Navy shipbuilding requirements. When this study is completed, further adjustments to the Navy's five-year shipbuilding plan can be expected.



Trident





**Nimitz**



**Strike cruiser**

**TRIDENT CLASS BALLISTIC MISSILE SUBMARINE**—Initially deployed with the 4000-nautical-mile range Trident I missile, Trident will have major improvements in patrol speed, quieting and sensors.

**NIMITZ CLASS AIRCRAFT CARRIER**—Nuclear-powered carrier which will provide sea-based tactical air power both over the seas and inland, while maintaining an antisubmarine warfare capability.

**STRIKE CRUISER (CSGN)**—An AEGIS-equipped, nuclear-powered, multimission surface combatant with an array of advanced weapons providing anti-air, surface-to-surface, antisubmarine and sea-launched cruise missile capabilities. Capable of task force operations and independent operations against a sophisticated threat.

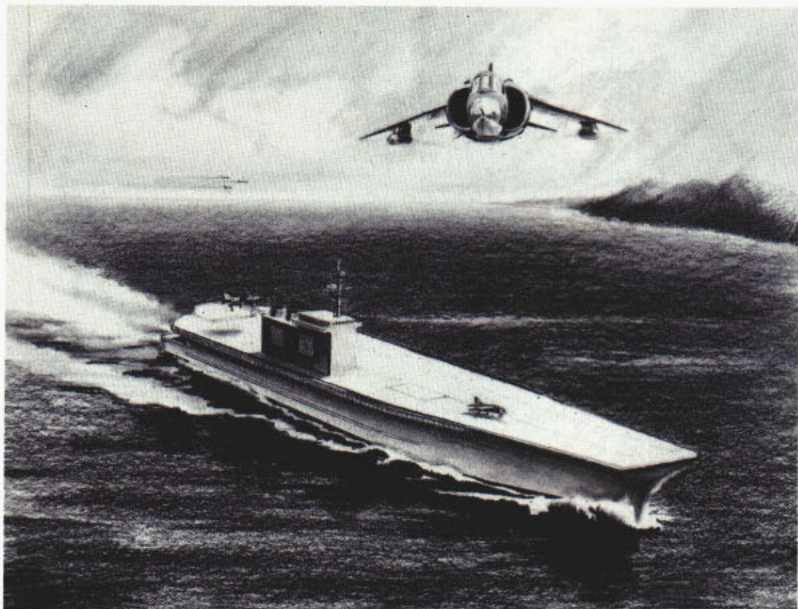


**Los Angeles**

**LOS ANGELES CLASS ATTACK SUBMARINE**—A high-speed nuclear attack submarine incorporating wide-ranging capabilities for antisubmarine warfare, independent operations, coordinated barrier operations and operations in support of surface ships.



# on the Navy Horizon:

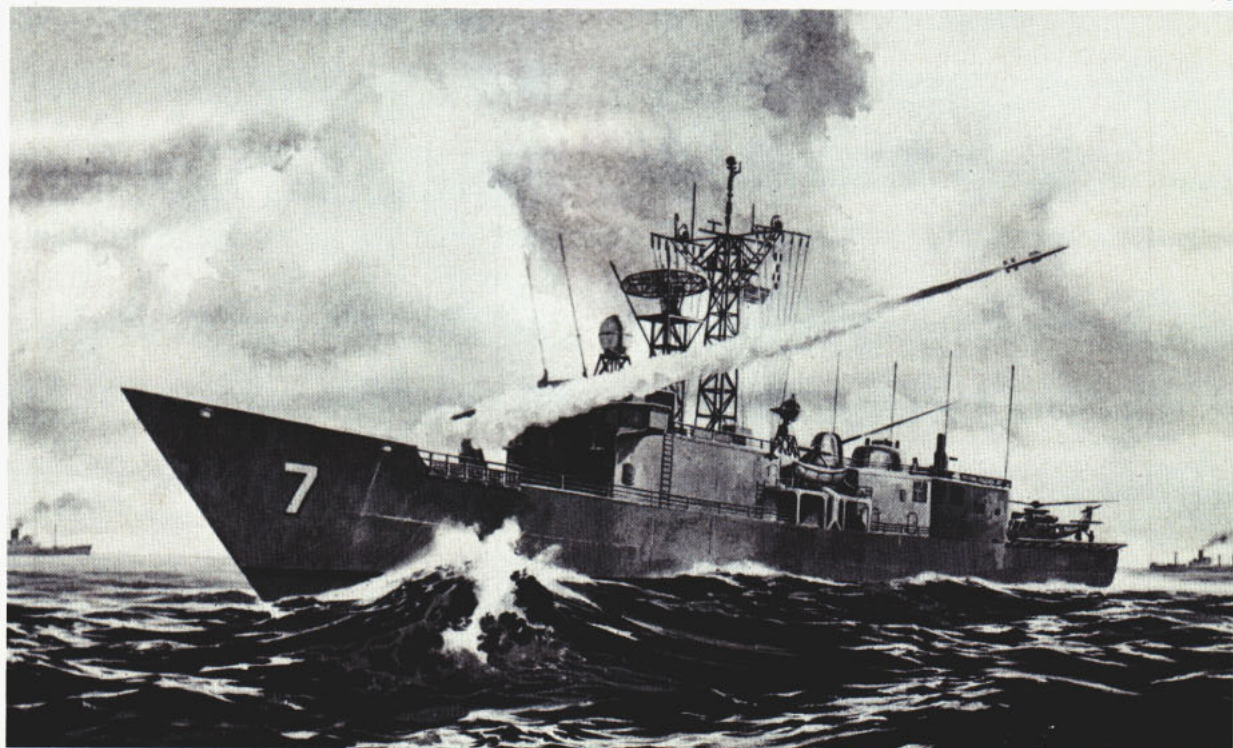


V/STOL carrier

**V/STOL CARRIER (VSS)**—Capable of accommodating vertical/short takeoff and landing aircraft, the VSS is envisioned as an austere, highly capable air platform able to respond to a variety of offensive and defensive responsibilities against less than maximum threats.

**OLIVER HAZARD PERRY CLASS GUIDED MISSILE FRIGATE**—Will provide anti-air and antisubmarine warfare coverage of essential sea-lanes during operations with replenishment groups, convoys and amphibious groups, at a cost that permits procurement in quantity.

USS Oliver Hazard Perry





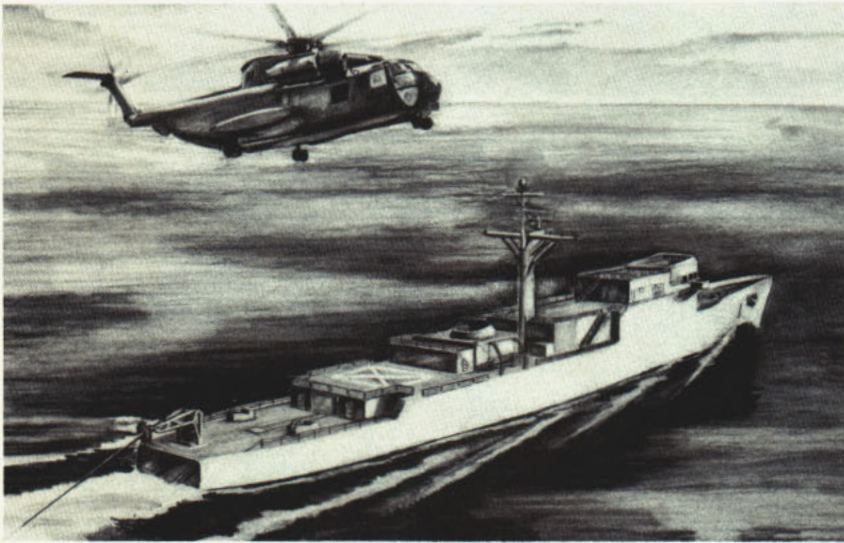


**AEGIS destroyer**

**AEGIS DESTROYER (DDG 47 CLASS)**—A multipurpose derivative of the SPRUANCE-CLASS DESTROYER equipped with the AEGIS ANTI-AIR WEAPON SYSTEM. Will operate with strike, antisubmarine and amphibious forces in high air, surface and submarine threat environments.

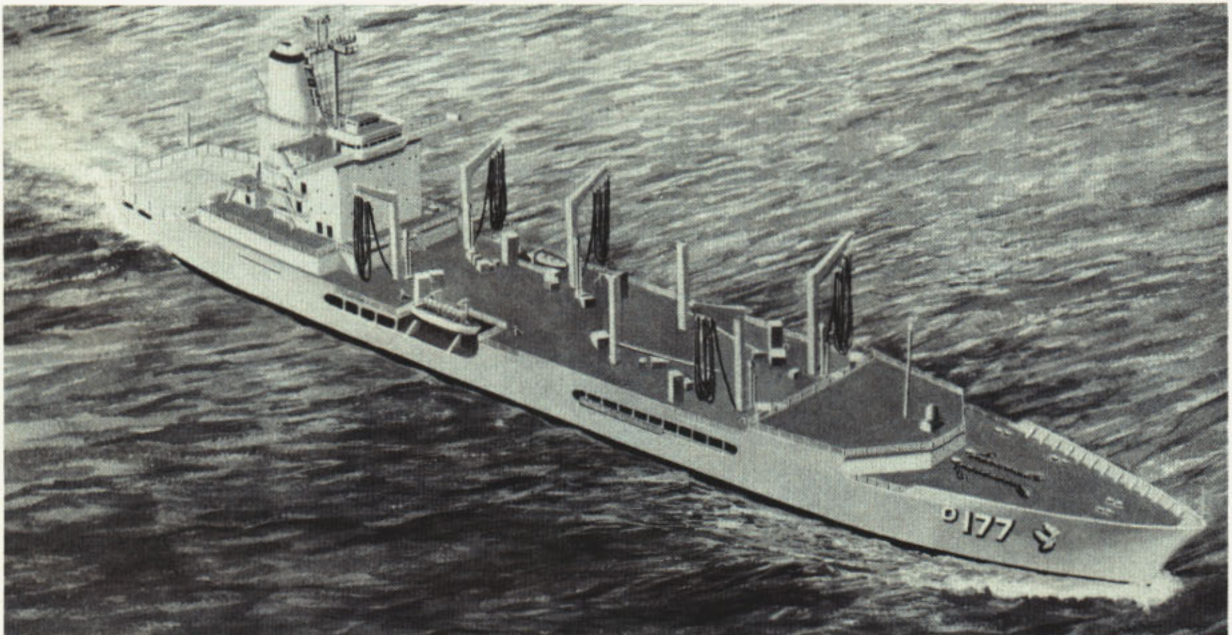
**MINE COUNTERMEASURES SHIP (MCM)**—Equipped with various advanced devices to seek out and destroy mines.

**SUPPORT SHIPS**—Underway replenishment forces and major fleet support ships which provide essential logistic support to fleet units such as planned AO-177 class oilers shown.



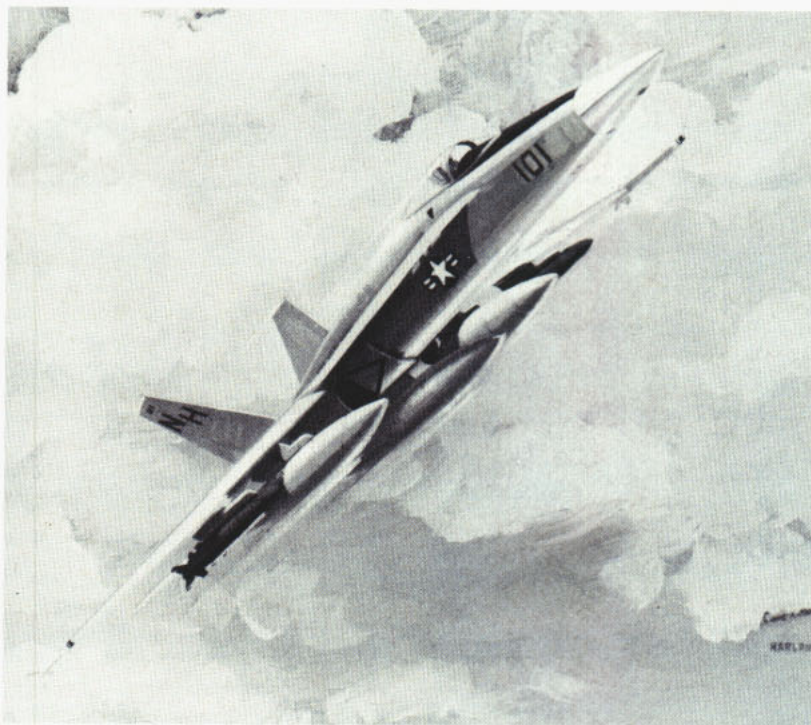
**Mine countermeasures ship (above)**

**Support ship**





# on the Navy Horizon:



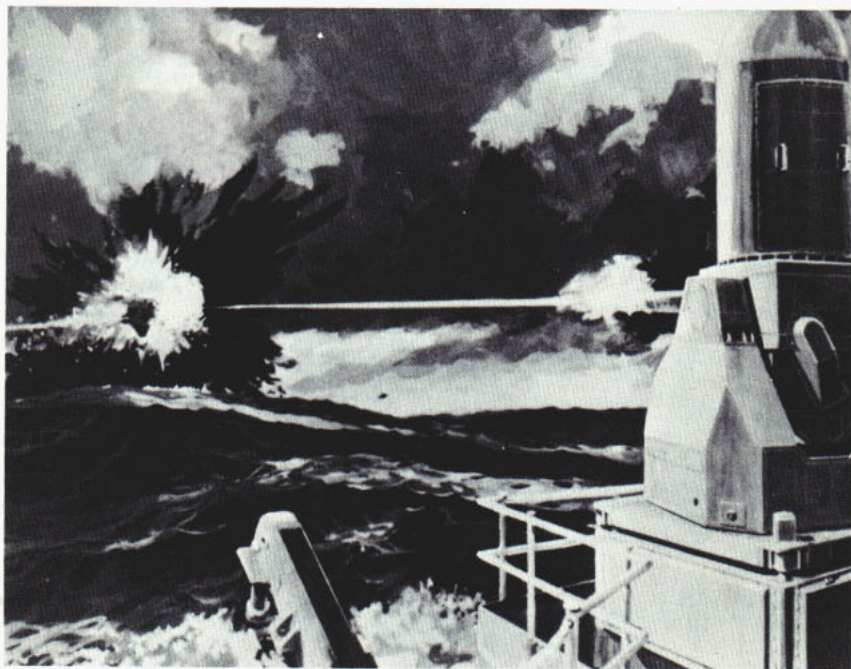
F-18

F-18—Navy air combat fighter, a carrier-based multi-mission tactical aircraft that will be configured with either fighter or attack capabilities.

TOMAHAWK CRUISE MISSILE—a strategic, sea-launched cruise missile, deployed from a variety of air, surface, subsurface and land platforms with a great circle range of at least 1300 nautical miles.

PHALANX CLOSE-IN WEAPON SYSTEM—adapting the Army's Vulcan 20 mm six-barrel gun mount, PHALANX will provide the fleet a last-ditch defense against the antiship cruise missile.

Tomahawk missile

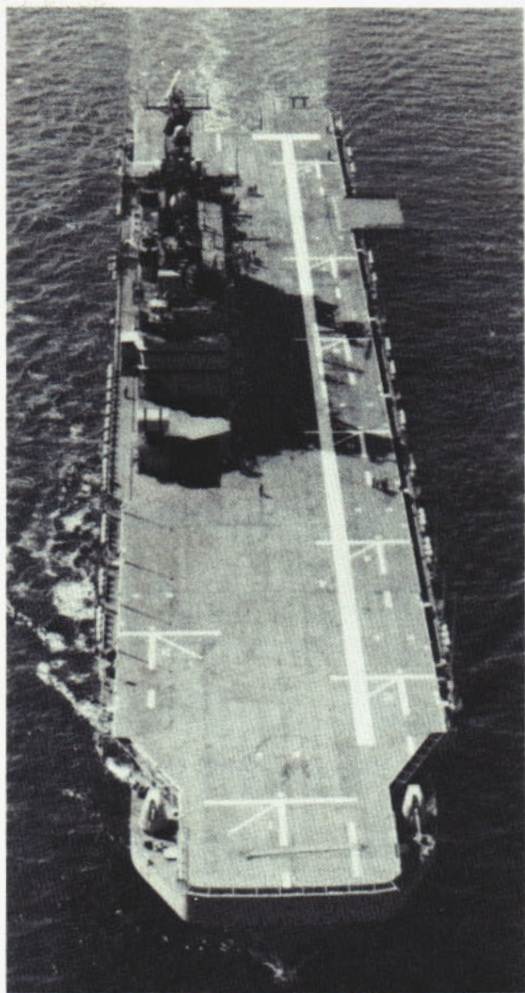


Phalanx weapon system

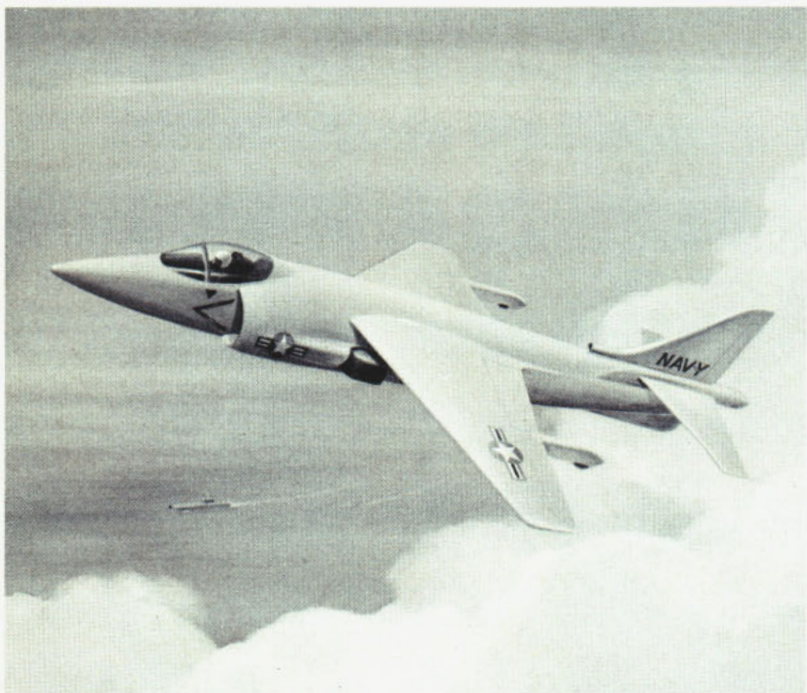




Pegasus



Tarawa



Harrier AV-8B V/STOL

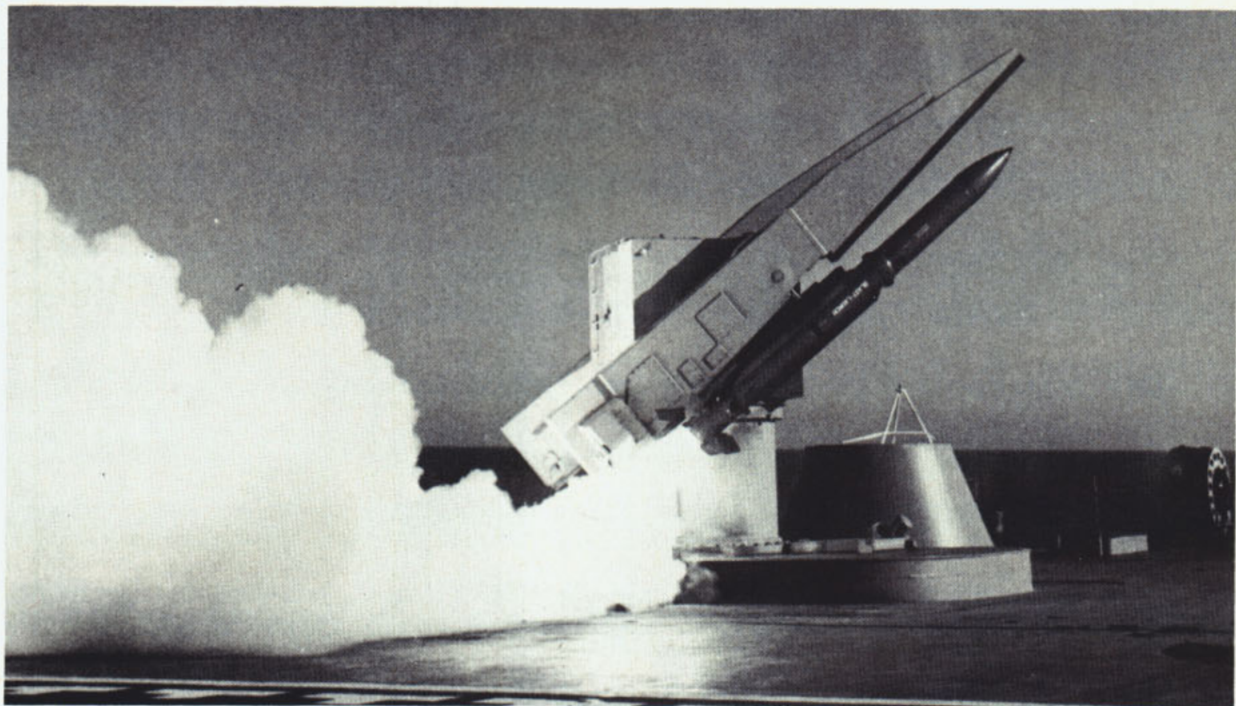
**PEGASUS CLASS PATROL COMBATANT MISSILE (HYDROFOIL)**—High-speed hydrofoil patrol craft, armed with Harpoon missiles and designed to engage surface combatants, and conduct surveillance, screening and special operations.

**TARAWA CLASS ASSAULT LANDING SHIP**—will embark, deploy and land a Marine battalion landing team in an amphibious assault by helicopters, landing craft, amphibious vehicles and by combinations of these methods.

**HARRIER AV-8B V/STOL**—Vertical/short takeoff and landing aircraft capable of operating from surface ships without catapult capabilities, and in restricted land areas.



# on the Navy Horizon:



**AEGIS system**

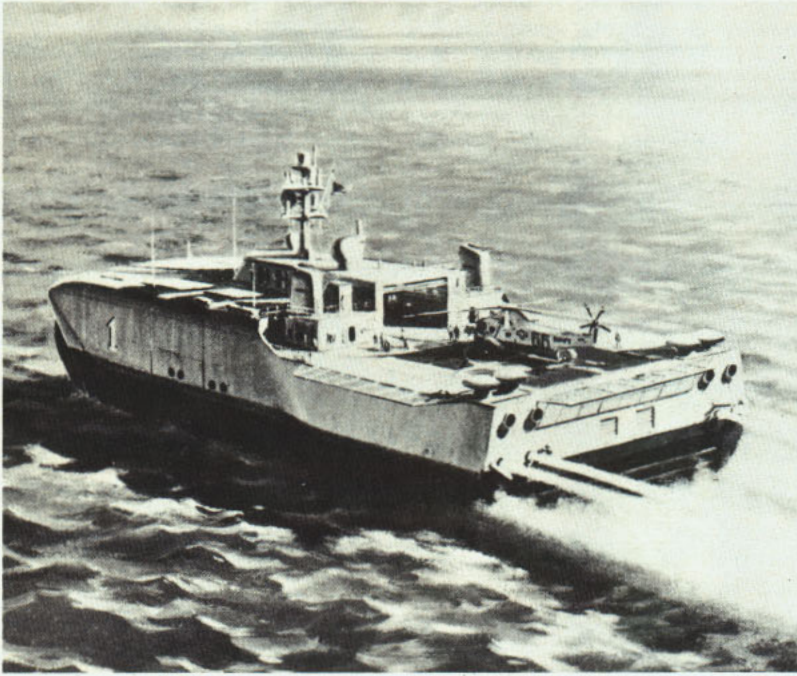
**AEGIS WEAPON SYSTEM**—Quick-reaction, high firepower anti-air warfare system using electronically scanned, phased array radar and the SM-2 missile to counter the antiship missile threat.

**HARPOON MISSILE**—antiship guided missile which can be launched from aircraft, surface ships and submarines.



**Harpoon missile**



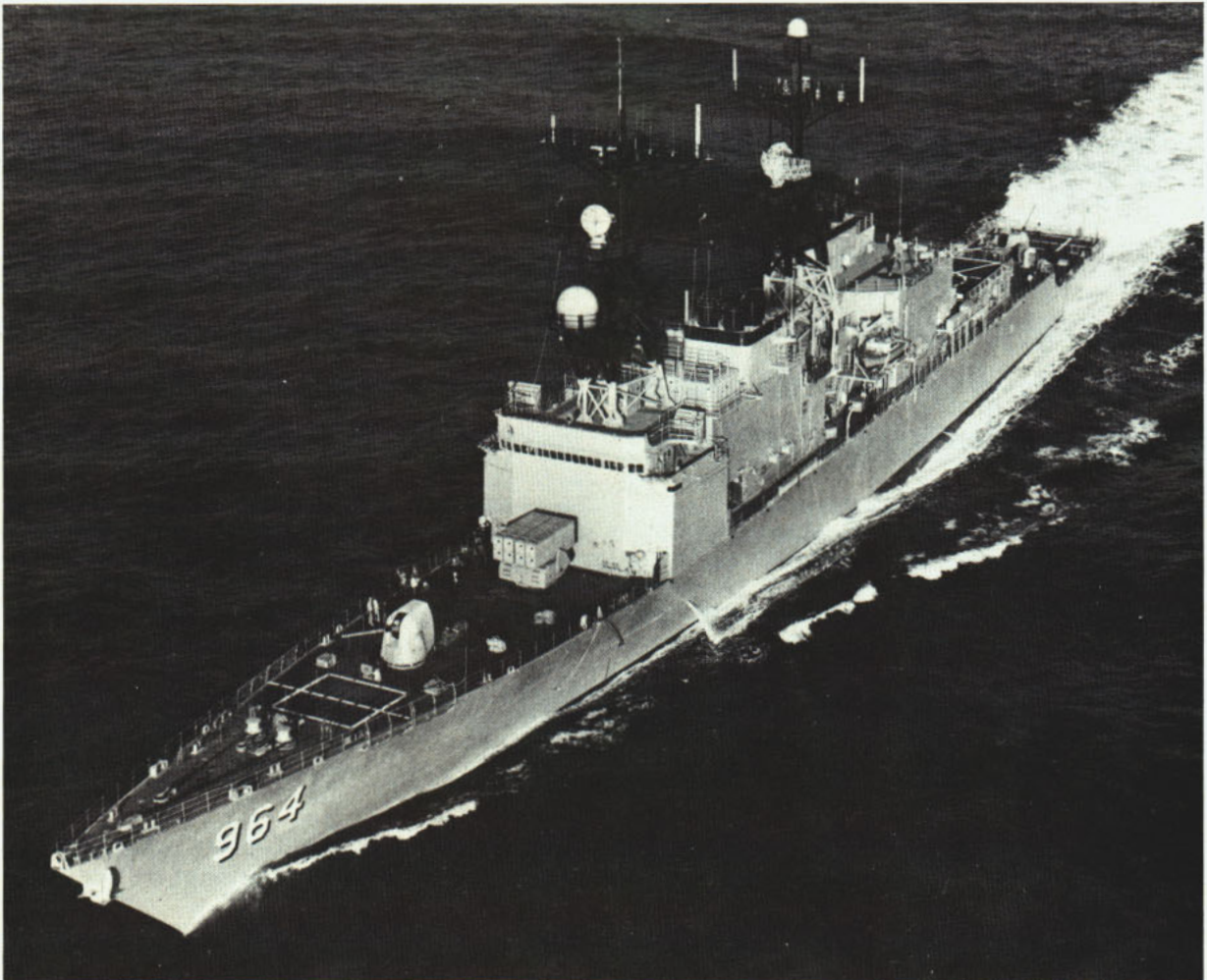


Surface Effect ship

**SURFACE EFFECT SHIP**—High-speed vessel capable of more than 80 knots. Potential missions include antisubmarine, anti-aircraft and surface warfare, tactical and air support and amphibious assault.

**SPRUANCE-CLASS DESTROYER**—A gas-turbine-propelled antisubmarine warfare ship designed to provide protection to carrier and other surface forces.

Spruance-class destroyer





# Fleet Readiness...

Admiral J. L. Holloway III, CNO, says the inevitable result of the Navy's fleet readiness initiatives will be a fleet "capable of carrying out its missions and functions in response to crises in the areas of the world remote from our own national borders."

Two factors—personnel readiness and material readiness—are the major components of fleet readiness. Individually, they are supported by a number of programs and initiatives which the CNO has assigned top priority.

Many people in the Navy look to the acquisition of new systems and other hardware as the answer to current material condition problems. This, of course, will occur in only small increments over a long period of time. The major effort must be in improving the readiness of current ships and equipments.

In order to pinpoint the problems, and to develop a comprehensive program to promote an early improvement in ships' material condition, the CNO formed a Ships' Material Condition Steering Group.

This group of high-ranking naval officers, responsible directly to the CNO, is headed by Vice Admiral E. W. Cooke, Deputy CNO (Logistics), and includes responsible officers in all areas of readiness. The Steering Group was tasked with analyzing the causes for the

lowered material condition of ships and to recommend new initiatives designed to enhance ship readiness, and more importantly, to help shipboard sailors to help themselves.

Concurrently, the Chief of Naval Personnel, Vice Admiral J. D. Watkins, is developing programs which will "obtain personnel stability through retention of top quality personnel in proper balance and in the required numbers."

It was apparent to the Steering Group that the achievement of these objectives would not be a short-term project, but would require continuing action, review, emphasis and follow-up at all levels of the chain of command. After analyzing the basic causes of declining material and personnel readiness, the Steering Group and the Chief of Naval Personnel recommended a number of actions to the CNO.

Subsequently, under ADM Holloway's guidance, many programs were developed to improve both material and personnel readiness.

Exclusive of new hardware goals and acquisitions, what follows is a brief description of some of the programs and initiatives in each of these two areas which contribute to the Navy's ability to meet its commitments whenever and wherever required. Here are some of the programs:

- **Fleet Readiness Improvement Program**—The net effect of this program is a more equitable distribution of the workload at sea throughout the fleet, with more rated personnel available to assume military and collateral responsibilities. Redistribution is of particular benefit to mid-level petty officers who constitute the most severely undermanned and, consequently, heavily burdened portion of the Navy career force. As a result of this program, fleet manning has approached 100 per cent in terms of quantitative allowance.

The major resulting problem has been the reduction of manning at shore activities not privileged to have priority manning. At these installations manning may drop as low as 60 per cent of authorized strength for some ratings. Corrective action is currently in the planning stages to ensure fleet readiness requirements do not bring shore manning below acceptable levels.

- **Senior Officer Ship Material Readiness Course**—Designed for flag officers and senior captains who are in or en route to major sea commands, this course provides sufficient information about ship engineering to enable these officers to effectively manage programs designed to improve ship material condition and readiness.

Several course topics being emphasized are fundamentals of engineering systems/components; fundamentals of material readiness; details of engineering systems/components; plant operations; and damage control. Ultimately, this course will benefit the fleet by providing the most professional and qualified senior fleet officers possible. They will be cognizant of all material maintenance problems and their solutions.

- **Surface Warfare Officer Course**—This ongoing program is constantly being scrutinized for areas need-





# Key to Effectiveness

ing improvements. Designed to ensure that surface warfare officers are competent in all aspects of running a ship, the SWO course clearly defines what skills and abilities are expected of surface officers. Through continuous monitoring, readiness will be improved by ensuring that naval officers meet the highest professional standards.

- **Reenlistment Quality Control Program/Career Reenlistment Objectives (CREO)**—These two complementary programs contribute to fleet readiness by providing guidelines which guarantee retention of quality personnel only, and by distributing personnel into ratings where they are most needed. The Reenlistment Quality Control Program ensures quality control by establishing the number of years for which an individual may reenlist based on the manning level of his rating and the years completed at the time of reenlistment, and programming the elimination of excessive manning and advancement stagnation.

CREO is a management system to: increase manning in undermanned ratings; control overages in overmanned ratings; and provide more viable and attractive career patterns for all members of the naval service.

- **Ship Maintenance Equation**—Shipboard material readiness is maintained through a three-pronged maintenance program. At the organizational level, sailors onboard are expected to perform basic maintenance; at the intermediate level, tenders, repair ships and Fleet Maintenance Assistance Groups assist their shipmates in maintaining good material condition; and at the depot level, Navy and prime commercial shipyards perform maintenance which cannot be accomplished at the other levels.

Through a balanced program of leadership, training, management, accountability and discipline, the CNO believes that material condition can be improved on a day-to-day basis by sailors contributing more towards maintaining their ships, rather than relying on yard periods to correct deficiencies.

- **Navy Apprenticeship Training For Recruits**—Currently all recruits not scheduled for an "A" school attend 16-day apprenticeship training courses to prepare them for one of the basic skill areas (fireman, seaman, airman, constructionman) needed for their first duty assignment. Manhours previously spent in basic on-the-job training can be freed for completion of required tasks contributing to fleet readiness.

- **Utilization of Shipboard Working Hours**—There is considerable evidence that better use of ship's time in port can provide more productive manhours for maintenance and training. Unplanned evolutions such as taking on stores at the convenience of suppliers, disruptive scheduling and shifting berths during peak working hours constrain efficient maintenance and training. Fleet Commanders in Chief are currently implementing scheduling procedures allowing ships' captains to plan disruptive evolutions at the ships' convenience resulting in fewer wasted manhours.

- **Material Condition Improvement Research and Development Projects**—This involves the old problem

of whether to replace or repair faulty equipment and fixtures. There are equipments currently in the fleet which are difficult to repair and unreliable even when operating properly. In certain cases, research and development specialists have determined that better reliability would be achieved if the Navy concentrated its efforts on acquiring new, better-designed equipment rather than continually repairing equipment with design defects.

- **Improved Enlisted Training in Skills**—There can be no fleet readiness without trained, experienced personnel. To produce quality "A" school graduates in adequate numbers to man the ships of the fleet, more emphasis is being directed to "hands on" training schools and boosting manpower in critical ratings.

Some actions being taken are:

- The 1200 PSI hot plant at Great Lakes is expanding hands on training in steam propulsion ratings.

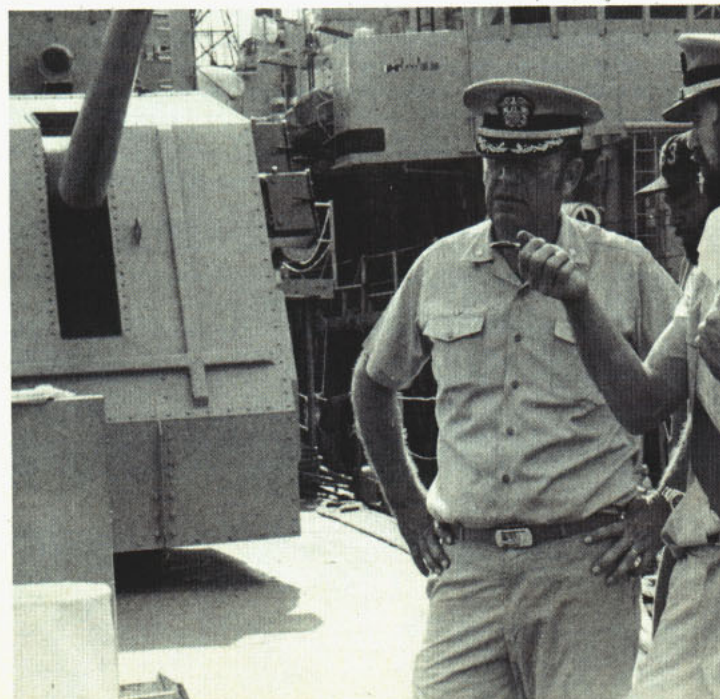
- A series of engineering courses in Norfolk are available (or being planned) for sailors in the fleet through combined efforts of Commander in Chief of the Atlantic Fleet and the Chief of Naval Education and Training. The fleets are being urged to increase inputs to "A" schools as a means of providing additional graduates in critical ratings.

- Beginning in FY 77, petty officers in many ratings will be routed via a short update course to ensure their skills are current in maintenance procedures before returning to the fleet from shore duty.

All of these programs and initiatives have been designed to achieve greater fleet operational readiness. At this time, encouraging progress is being made in the improvement of readiness.

According to ADM Holloway, "My assessment of the current fleet readiness takes into account the situation overall. Improvements are needed but the Navy can carry out its tasks."

—By JO2 Dan Wheeler





# CNO: Dedication

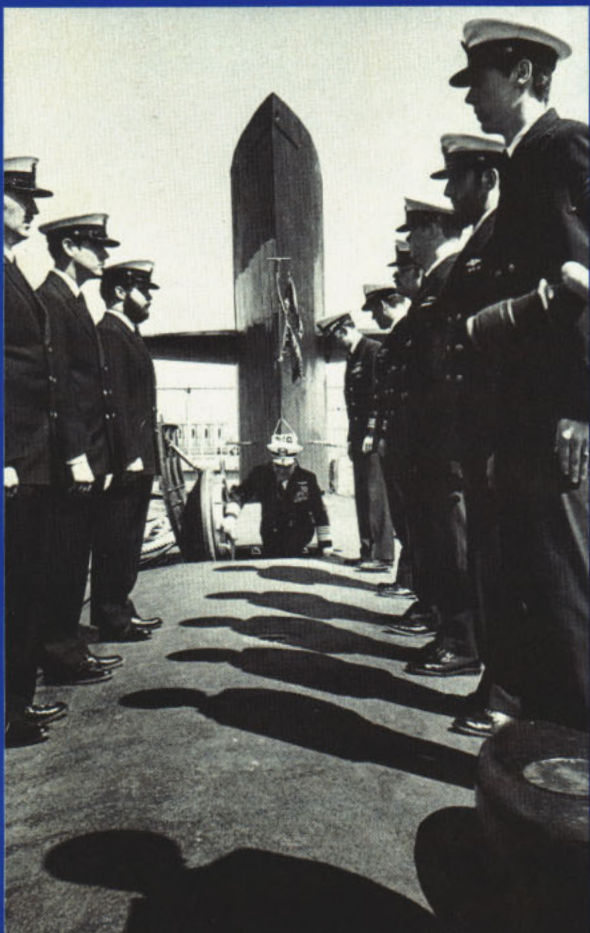
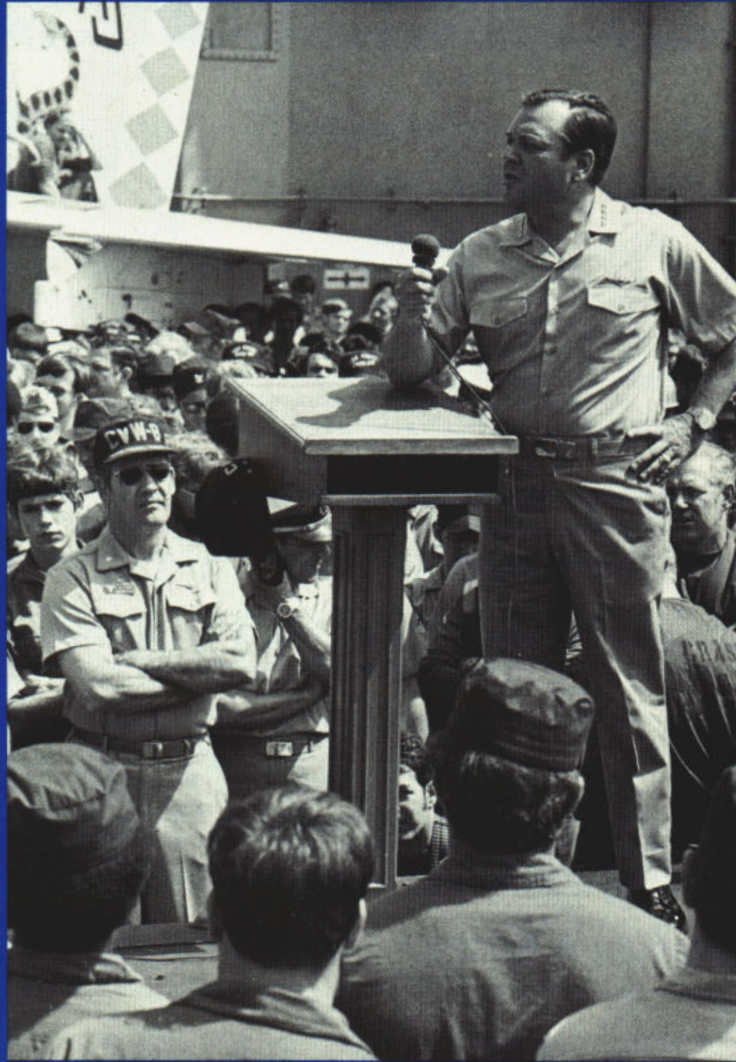




# alone is not enough!

*Photos by Dave Wilson & PH2 Terry Mitchell.*

*Admiral J. L. Holloway III is beginning his third year as Chief of Naval Operations. During his frequent visits to fleet units he has expressed his views on Navy objectives, goals, problems and priorities. Placing utmost emphasis on fleet readiness, the CNO has explained how the strength of the Navy is dependent on the caliber and dedication of our Navy men and women. The photographs and quotations on these eight pages reflect Admiral Holloway's deep concern and personal commitment to Navy people throughout the world.*



*“Not since World War II has the role of the Navy been more important in our national affairs than it is today.”*



# Determination to stay number one







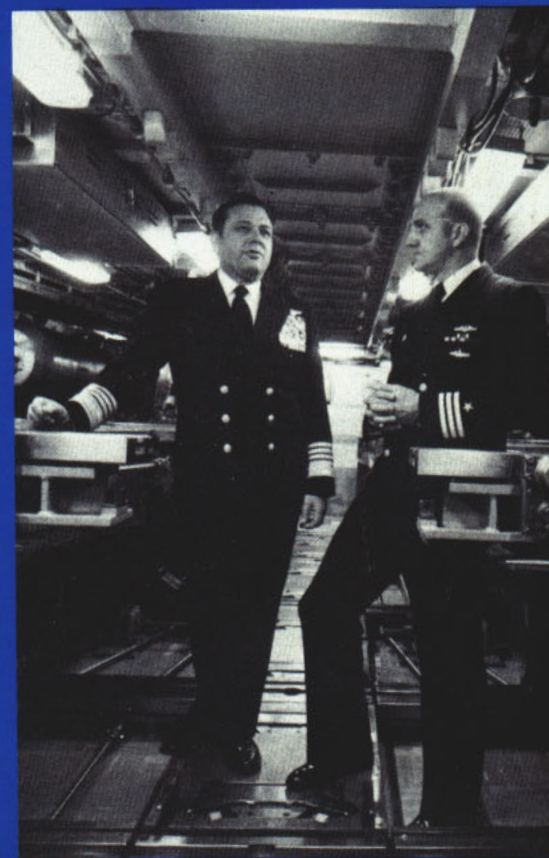
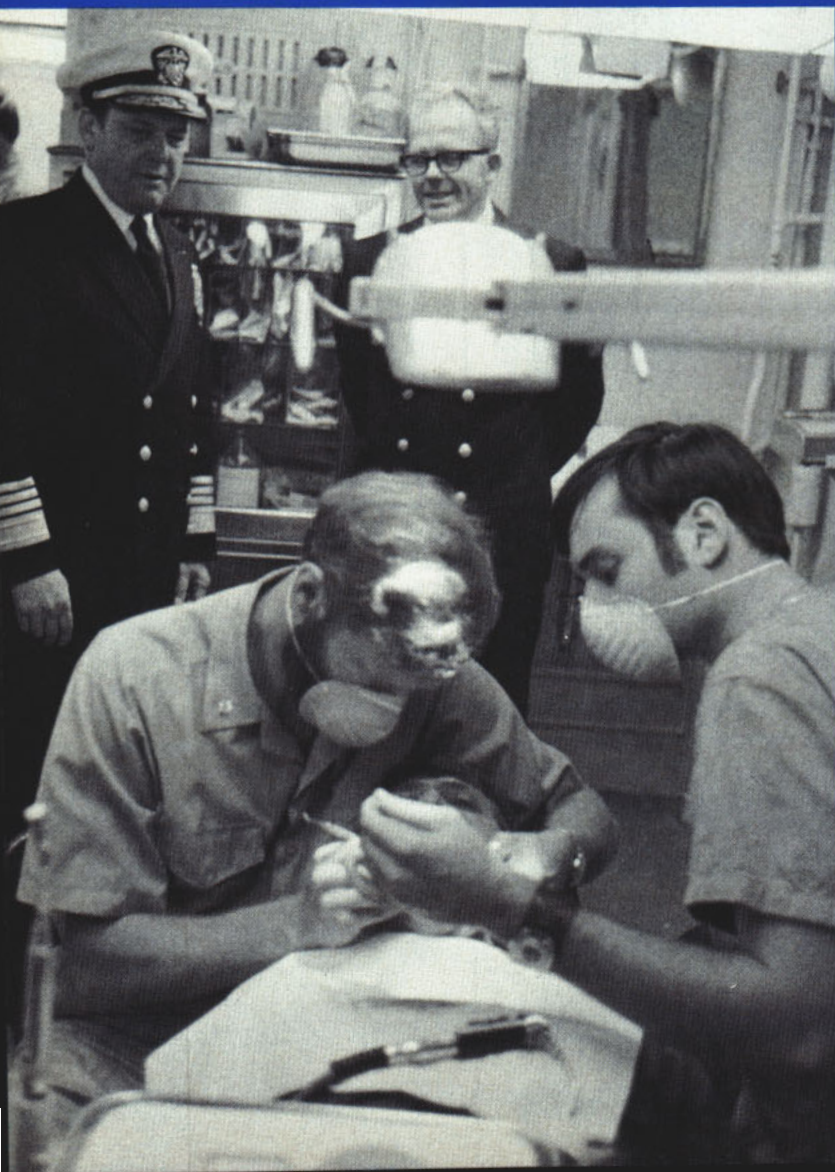
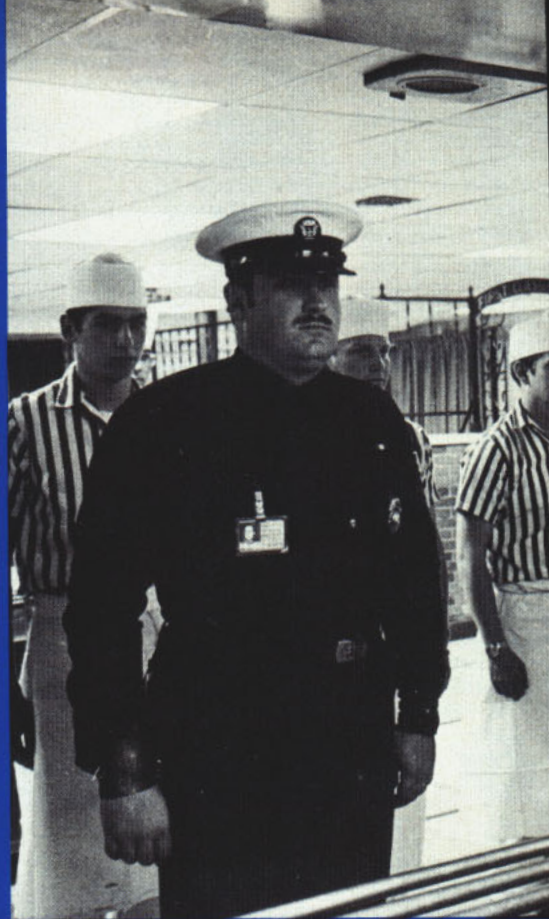
*“It is very clear to me that we have the equipment, we have the people, and we have the determination to stay number one among the services and among all navies in the world.”*





# Each individual is accountable

*“Each individual in the chain of command is accountable for ensuring that the Navy progresses toward the goal of equal opportunity. Success depends upon vigorous support at all levels of command and by each person in the Navy.”*



**ALL HANDS**



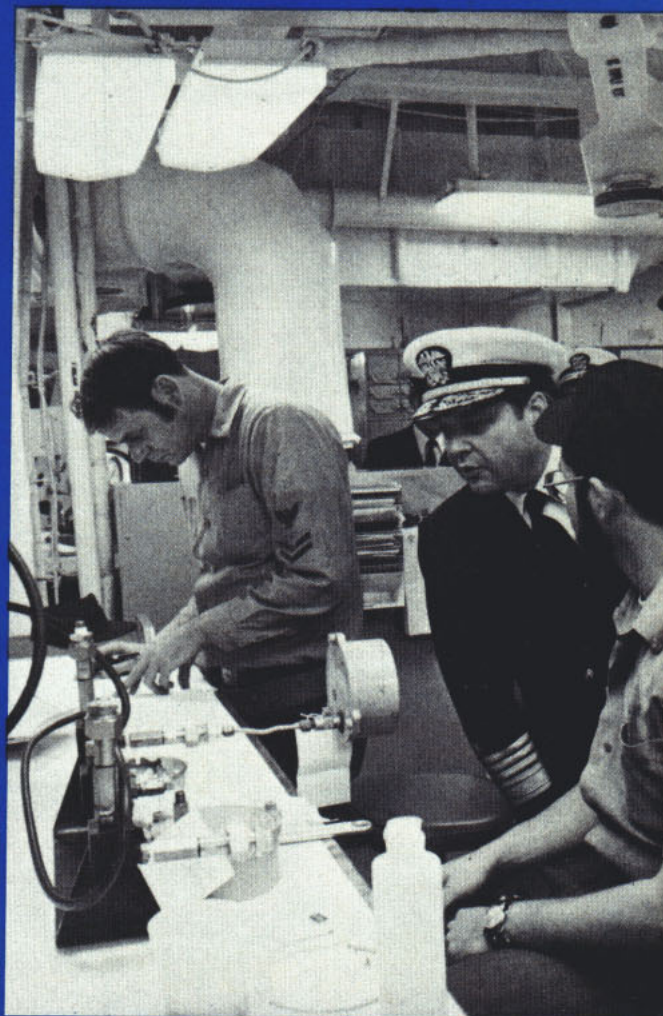


*“How do you measure morale except by looking people in the eye, seeing what their responsiveness and attitude are, watching ships that are old and are casualty prone being put together, seeing the response of units that have been at sea for eight months and getting a month’s extension . . . and staying out there for that extra month, and turning in an absolutely magnificent performance—all these things, when you put them together, convince me that morale is great and getting better.”*



# We must ensure a service career remains attractive

*“The true measure of the Navy’s value to the nation shall always be its ability to carry out its missions—whatever the place, time or circumstances. The mission of the U. S. Navy is, in essence, to be able to wage war at sea in support of our national objectives.”*



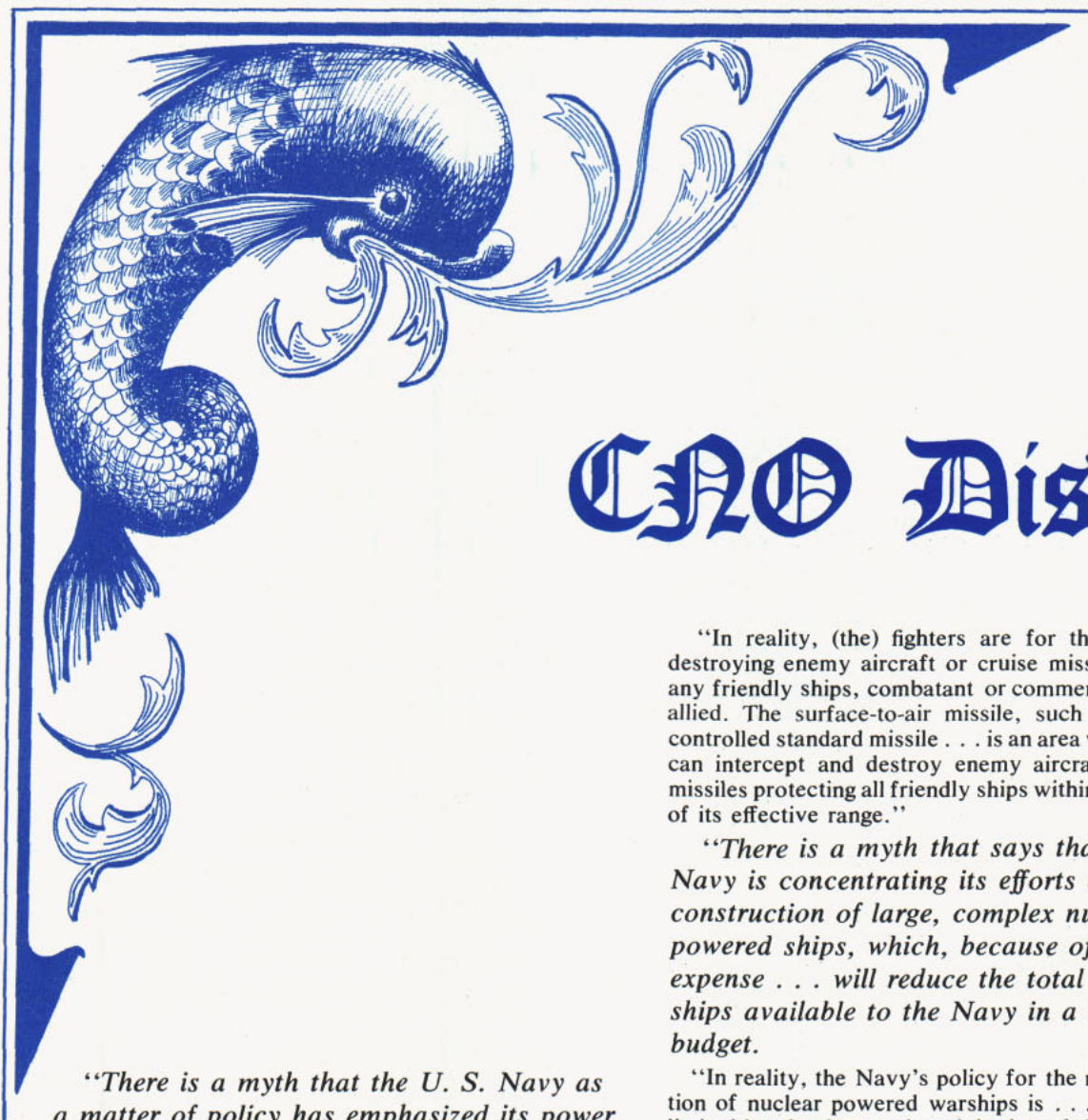




*“Dedication alone is not enough. We must provide a level of compensation for our Navy men and women that will give them as satisfying a quality of life as is possible, within the rigors of a military vocation. We must ensure that a career in the service remains attractive to those competent, dedicated professionals who want to serve.”*







## CRD Dispels

*“There is a myth that the U. S. Navy as a matter of policy has emphasized its power projection role to the detriment of its sea control responsibilities.*

“In reality, power projection is an essential part of sea control. . . . The use of carrier aircraft and Marines in the projection of military force can be an absolute requirement in ensuring control, or continued safe use of areas of the high seas essential to our national needs. . . . It is interesting to remember that the island-hopping campaigns in the Pacific in World War II were not to acquire real estate, but for the sole purpose of seizing advance bases to gain control of the sea . . .”

*“There is a myth that says the U. S. Navy’s operational concepts are defensively oriented, citing the emphasis on fighter interceptors on our carriers, and surface-to-air missiles on our surface combatants. It is suggested that these . . . exist for the sole purpose of ‘defending the carriers.’*

“In reality, (the) fighters are for the purpose of destroying enemy aircraft or cruise missiles attacking any friendly ships, combatant or commercial, U. S. or allied. The surface-to-air missile, such as the *Aegis*-controlled standard missile . . . is an area weapon which can intercept and destroy enemy aircraft and cruise missiles protecting all friendly ships within the envelope of its effective range.”

*“There is a myth that says that the Navy is concentrating its efforts on the construction of large, complex nuclear powered ships, which, because of their expense . . . will reduce the total number of ships available to the Navy in a limited budget.*

“In reality, the Navy’s policy for the new construction of nuclear powered warships is . . . to support a limited but fundamental exploitation of the advantages of nuclear propulsion within the overall requirements of our naval strategy. This policy states that all submarines should be nuclear powered. . . . Among surface combatants, only carriers and cruisers should be nuclear powered, and only enough of these to constitute a strategically significant segment of the U. S. operating forces. This would amount to five or six all-nuclear powered task forces, each consisting of a carrier, two to four cruisers and one to three submarines.”

*“There is a myth that says the U. S. Navy is outbuilding the Soviet Navy.*

“In reality, the situation is this: in the past 15 years since the Soviet naval buildup began, the Soviets have delivered to their fleet a total of 1312 naval vessels and logistics ships. During this same time the U. S. Navy has delivered a total of 326 new ships. . . . (It) is easy to manipulate this data to confuse the real issue. . . . (The) strategies of the United States and the Soviets differ. . . . We are each procuring the kinds of ships required for our own particular strategies. Therefore it is not so much who has built the most ships of what



# Common Navy Myths

kinds, as it is how capable a Navy each of us has to do a particular task."

*"There is a myth that says the day of the carrier is over. . . . that we should build no more carriers because they are vulnerable.*

"The realities of the situation are this. The carrier represents air power at sea. Manned aircraft remain an essential and irreplaceable part of the military force structures of all our services. Naval warfare includes many subsidiary warfare tasks, and naval aviation is a major contributor in a number of these. . . . In reality, the carrier is vulnerable, but the carrier is the least vulnerable of any surface ship afloat. With its extensive compartmentation, protection, armor, and damage control facilities it is designed to take punishment and fight on. But much more important, the carrier, with its aircraft, reduces the vulnerability of all surface ships, including itself, the accompanying surface combatants, the oilers, ammo carriers and amphibious ships."





# HMS ROSE... the



HMS Rose replica underway near Newport, R. I.

*Katy, Hannah, Alfred* and *Providence* are ships' names associated with the American Revolution; *Rose*, it seems, has been buried in the pages of history. *Rose*, however, can claim the distinction of being one of the indirect causes of the establishment of the U. S. Navy. That's hardly a small achievement for a 500-tonner.

Perhaps her birthplace had something to do with being destined for great things. She was built at Hull in Yorkshire, England, in 1756 at the outbreak of the Seven Years' War with France and Spain. Another ship was later built in the same yard—the 200-ton HMS

*Bounty*. Both had a huge share in shaping naval history.

In 1768, after having fought with distinction in Europe and at the capture of Martinique, St. Lucia and Havana (in 1762), *Rose* was chosen by the famous Captain James Cook for his first voyage around the world. At the last moment Cook changed his mind in favor of the merchant ship *Endeavor* and *Rose* was sent instead to the port of Boston. Seventeen years later, after bringing news of the approach of an invasion fleet under D'Estaing, she was purposely sunk in the channel leading to Savannah, Ga. By then she had achieved her place in history as the ship that started a navy and—



# ship that started a navy

along the way—as the ship that gave prominence to a young lawyer named John Adams.

Seems the principal industry of colonial Rhode Island was smuggling (she smuggled for all the colonies as well, but principally for Philadelphia) and it made many in the area rich beyond their greatest expectations. Fact is, Rhode Islanders could have become even richer if it weren't for the frigate *Rose* which became a thorn in their side as she enforced George III's revenue laws.

From December 1774 to April 1776 *Rose* operated out of Newport as the flagship of a small squadron under the command of Commodore Sir James Wallace. Upon arrival in Newport from Boston, Wallace got the idea that he wasn't very popular and he voiced this fact in a letter to the Royal Governor on 15 Dec 1774:

"Upon the faith of the general laws of society and imagining myself in the King's Dominions, I yesterday did myself the pleasure to spend the evening with some gentlemen of your town, when to my great surprize I was informed that some of your people intended to attack and insult me; conscious to myself, I never gave any cause of offence to any person, and that it must be my office they meant to insult, I therefore think it my duty to enquire of you, whether it is War or Peace, or whether I can have the contenance and protection of you and your laws, as my behaviour and character entitle me to, I have the honor to be. . . . etc. . . . James Wallace."

*Rose*, in deference to Wallace, was used to being the center of controversy. A few years earlier, in Boston, she became embroiled in an incident known as the Pitt Packet episode, in which one of her lieutenants was killed while trying to impress Americans into *Rose's* crew. A young, then-obscure lawyer, John Adams, was appointed public defender and got the Americans acquitted of murder charges by reason of self-defense. This case put the name of John Adams at the forefront and launched him on the way toward the role of a Founding Father.

In 1775 the people of Rhode Island had had enough of the British and HMS *Rose*. They petitioned the First Continental Congress to found the Continental Navy and it was most likely their hope that this action would help rid Newport of *Rose*. Congress passed the Act of 13 Oct 1775, which provided for fitting out two ships for "intercepting such transports as may be laden with warlike stores and other supplies for our enemies, and for such other purposes as the Congress shall direct." Among the ships in that early Navy was the sloop *Katy* (later renamed *Providence*) of Newport.

When the Revolutionary War broke out in earnest,

*Rose* made retaliatory raids, such as the one at Stonington, Conn., on 30 Aug 1775 and Jamestown, R. I., on 10 December the same year. Her most famous raid was a diversionary one against Bristol, R. I., on 7 Oct 1775. Wallace received word that an American army was marching on Newport with orders to burn the British stronghold to the ground. *Rose's* night bombardment of Bristol succeeded in diverting the American troops and Newport was saved. According to some sources, much to the credit of *Rose* and Wallace, the broadsides were fired so carefully that not a single person in Bristol was hurt in the bombardment. This sounds dubious—with smoothbore, muzzle-loading cannon, precision was just not to be had even in daylight, much less at night. It had to be a happy accident.

*Rose* lives today in Newport, a replica—yes—but she's there for all to see at Seaport '76. The 130-foot frigate, with a beam of 31 feet, was built in Lunenburg, Nova Scotia, in 1969. She was commissioned by Newport historian John F. Millar at a cost of nearly \$500,000 and, in turn, sold to Seaport '76. She has been described by the National Park Service as "The most significant achievement of the Bicentennial in the country."

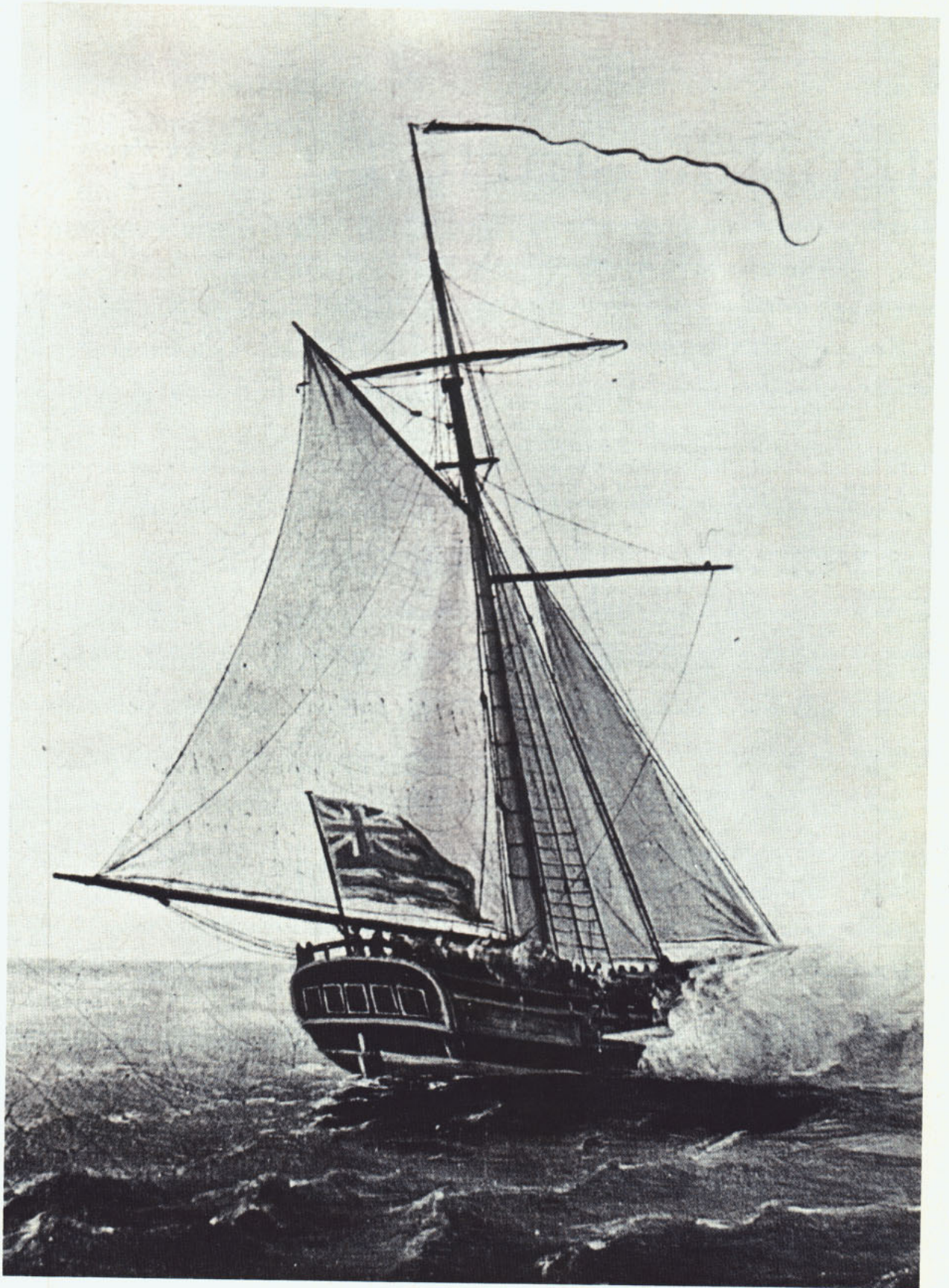
Today's *Rose* is modern in some respects. She carries 13,000 square feet of dacron sails and has synthetic rigging and hatchcovers, which are all more durable than the original materials. She's authentic in size and in such things as her four small cannon which are mounted on the spardeck—used mainly to signal other ships. Her main armament consists of 20 (operable) nine-pounders, each weighing a half-ton, along with swivel-guns. Her main cabin features Queen Anne period furniture and her gundeck has only a four-foot height. Work continues on the berth deck and this is temporarily closed to general visiting.

*Rose*—though she's a real sailing vessel which occasionally puts to sea with crew size ranging between 20 and 60—has the usual exhibits of a nautical museum, including ship models and mannequins decked out in Revolutionary War uniforms. Aboard are some cannonballs actually fired upon Bristol by *Rose* and a powderhorn which was recovered at Stonington, Conn. (it was accidentally dropped overboard during the raid there in 1775). Display boards depict the building of a wooden frigate and instruments used on board from an iron pot to a bosun's starter and a cat-o-nine tails.

The ship is relatively new and has yet to be viewed at Newport by many Americans. Yet she's already been seen by millions in many TV productions such as *Man Without a Country*, *Life of John Adams*, and *John Paul Jones*.

—J.C.





Painting of USS Providence, said to be the Navy's first ship.



# PROVIDENCE...

## 'first' ship in the U.S. Navy

When the Tall Ships raced from Bermuda to Newport, R. I., this June a brand-new ship—barely a couple of months old—pitted her skill and her famous name against sailing ships representing the maritime nations of the globe. The 60-foot sloop *Providence*, a fiber glass replica of the U. S. Navy ship that lays claim to having fired the first shots from the American side in the Revolution, was on hand July 4th when the Tall Ships paraded in New York harbor. Joining *Providence* will be the replica of HMS *Rose*, a frigate.

The original *Providence* first carried the name *Katy* before her purchase was authorized by the Continental Congress after it decided, on 13 Oct 1775, to establish a small navy for the colonies. Before that, she had been chartered by the Rhode Island Navy (first state navy of the Revolution).

The appearance of *Providence* is known through written descriptions and from a painting discovered in England a few years ago. She was only 67 feet long (seven feet longer than today's replica), but she mounted 12 six-pounder cannon and set as many as five sails.

As *Katy* and under the command of Abraham Whipple, the sloop captured the British sloop *Diana* off Jamestown, R. I., on 15 Jun 1775. Therefore, she was the first American ship to fire a shot in the Revolution.

Taken into the Continental Navy late in 1775 and renamed *Providence*, she took part in a short mission before the rest of the fleet was ready for sea. Another first for *Providence*—she was the first vessel of the new infant navy to set sail.

In 1776 she took part in the first amphibious operation of the Continental Navy in the Bahamas, capturing Nassau on 4 March. After that operation, *Providence* became the first command of John Paul Jones and

succeeded in capturing some 10 prizes.

Three years later, under another captain, she was captured by the British during operations in Penobscot Bay in Maine. A year later she was sold out of the British Navy. (The first *Providence* should not be confused with two other Revolutionary War ships also named *Providence*. One was a 28-gun frigate built in Providence, R. I., by order of the Continental Congress and launched in May 1776. Used in the defense of Charleston, she was captured on 12 May 1780 and served in the British Navy until sold in March 1783. The third *Providence* was a gundalow, built at Skenesboro, N. Y., and part of Arnold's fleet on Lake Champlain in 1776. Badly damaged, she was sunk by her own crew at Schuyler's Island to prevent capture.)

Today's ship took about 12 months to build. Unlike *Rose*, which was built in Nova Scotia, *Providence* was built at Building 43 at the Newport Naval Base by a commercial concern (much of the base is now leased to civilian companies). Her hull—she was built in the upside-down position—includes some of the latest technology, such as C-Flex (a superstrength laminate of recent invention) and fire-retardant resins. Much of the construction was accomplished under the direction of an expert boat builder, Paul Coble, who has constructed many America's Cup defenders.

Both replicas—*Rose* and *Providence*—are part of Seaport '76, a commercial enterprise in Newport, R. I., devoted to America's maritime heritage, particularly of the colonial and Revolutionary periods. It is situated on the waterfront in Newport which has the greatest number of pre-Revolutionary War buildings still standing in the U. S.

—S.C.



# George Washington Almost Joined

By Bruce R. Lively



George Washington Crossing the Delaware.

Admiral George Washington? It could have been. The father of our country came within an eyelash of launching a career in the Navy.

Old soldiers may deny it, but the incident is right there in the historical record—described by Washington himself to the budding historian David Humphreys.

Washington's forebears had been going to sea since the 17th century when great-grandfather John served in a merchant vessel as an officer under Captain Edward Prescott. In 1657 John Washington arrived in Virginia where he decided to settle. He married the daughter of a prosperous merchant, and his son Lawrence became a lawyer specializing in trade cases. Lawrence's son Augustine, a successful exporter and land speculator, sired nine offspring by two marriages. George Washington was the third son, born 22 Feb 1732.

The great sails of English trading ships were easily

visible from the Washington home. At the family wharf, the children must have coaxed many a mate into taking them on ship tours, then daydreamed of future glory on the high seas.

When George was eight, his older brother Lawrence served as a militia captain under Admiral Edward Vernon, Royal Navy, in an expedition against the Spanish in the West Indies. Later, Lawrence named his country estate after Lord Vernon and hung the admiral's portrait in a place of honor. Lawrence was 14 years older than George and something of a father to him after Augustine's death in 1743.

This veneration for Admiral Vernon and the sea must have had a tremendous impact on the adoring younger brother.

Lawrence rose quickly to prominence among Virginia aristocrats. He amassed land, sat in the House of



# the Navy

Burgesses and became Adjutant General of the provincial militia. Still, he worried about his fatherless little brother. Aboard the flagship of the Vernon expedition, Lawrence had been impressed with the seafaring life and he could think of no better calling for George than as an officer in the Royal Navy.

George was barely a teenager when Lawrence wrote him, hoping to elude mother Washington, for a secret meeting with the influential gentleman, William Fairfax of Belvoir. At the meeting, Fairfax explained that Captain Greene of the Royal Navy had need of a midshipman, and that Lawrence could secure the position for George if he wished.

The boy was at first shocked but, according to Fairfax, he promised to "be steady and thankfully follow" his brother's advice. (This was the first documented remark ever attributed to the father of our country.) A carefully phrased letter was passed from Lawrence to George's mother in hopes of softening the blow.

Great debates filled Mount Vernon that month. Mother at first agreed, but then wavered. She sought advice from everyone, but listened only to those who were opposed. As one neighbor commented at the peak of the controversy, Mrs. Washington "offers several trifling objections such as fond and unthinking mothers naturally suggest, and I find that one word against [his] going has more weight than 10 for it." At one point George even persuaded her to let him pack, but the plan was eventually scrapped because of persistent solicitations by his headstrong mother.

Considering the role played by Washington as a general, his mother's veto over his Navy plans was probably a stroke of good fortune. Besides, George's uncle Joseph Ball insisted that the Washingtons lacked the influential patrons necessary to advance in the Royal Navy.

For most of his adult life Washington was anything but a friend of the British Navy. His coordination of land and sea power during the Revolutionary War was the crucial factor in Britain's defeat. He commissioned the first ships in the Continental Fleet, earned plaudits from Admiral DeGrasse of France as a seapower strategist, and signed the bills approving the construction of "Old Ironsides."

He has been praised for his naval genius. Yet, at the age of 14, he had narrowly missed an extended tour as an English midshipman, an experience that might have assured his loyalty to Great Britain and changed the course of American history.



George's older brother, Lawrence.

Mary Ball Washington, a stern, but thoughtful, mother.

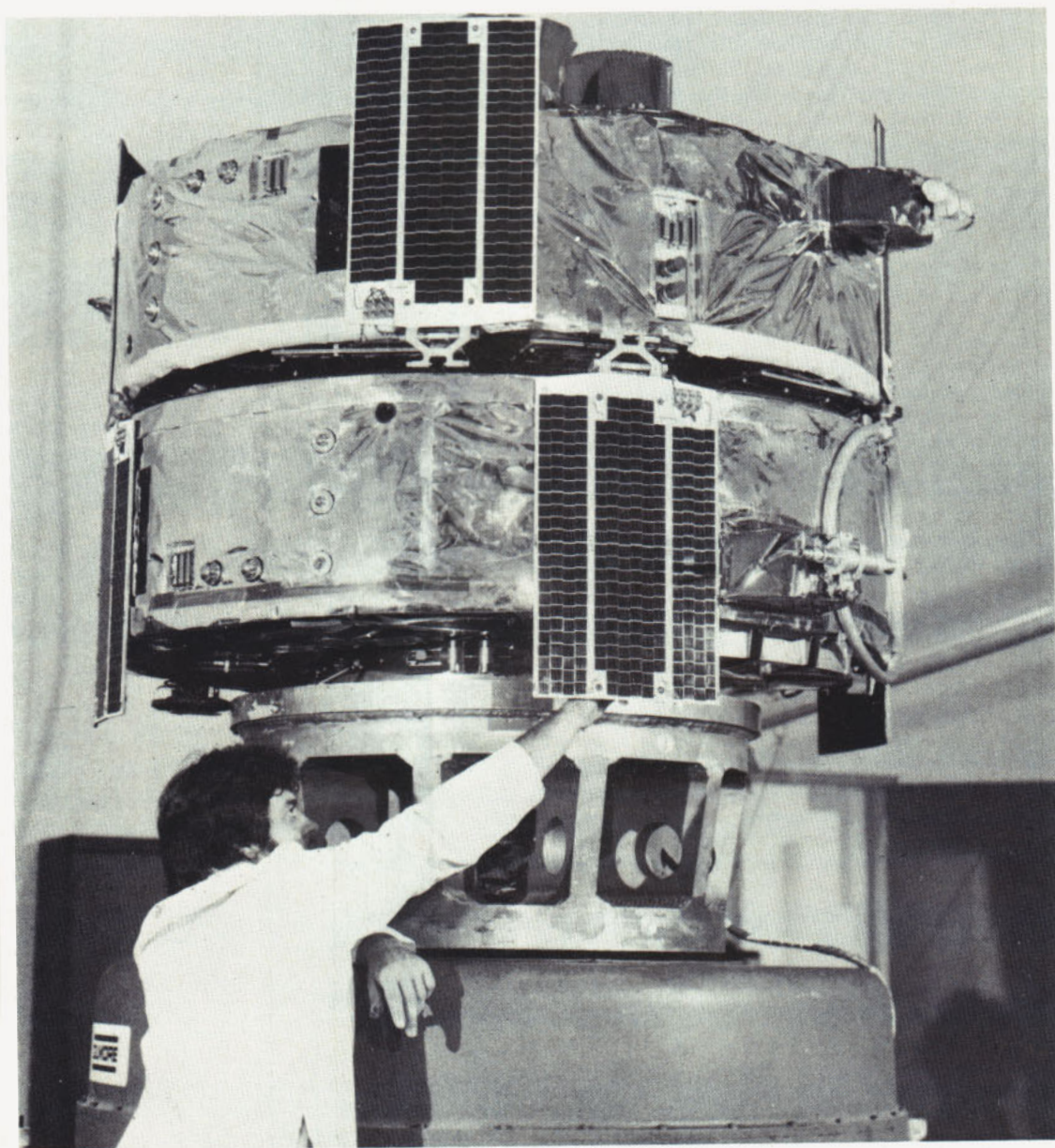


*(Mr. Lively holds a Ph.D. in Early American History. He is a Specialist in History with the Education Division of the Natural History Museum of Los Angeles County, and a lieutenant (jg) in the Naval Reserve. Mr. Lively has published in popular and scholarly historical journals, lectured on television and written a number of historical filmstrips.)*



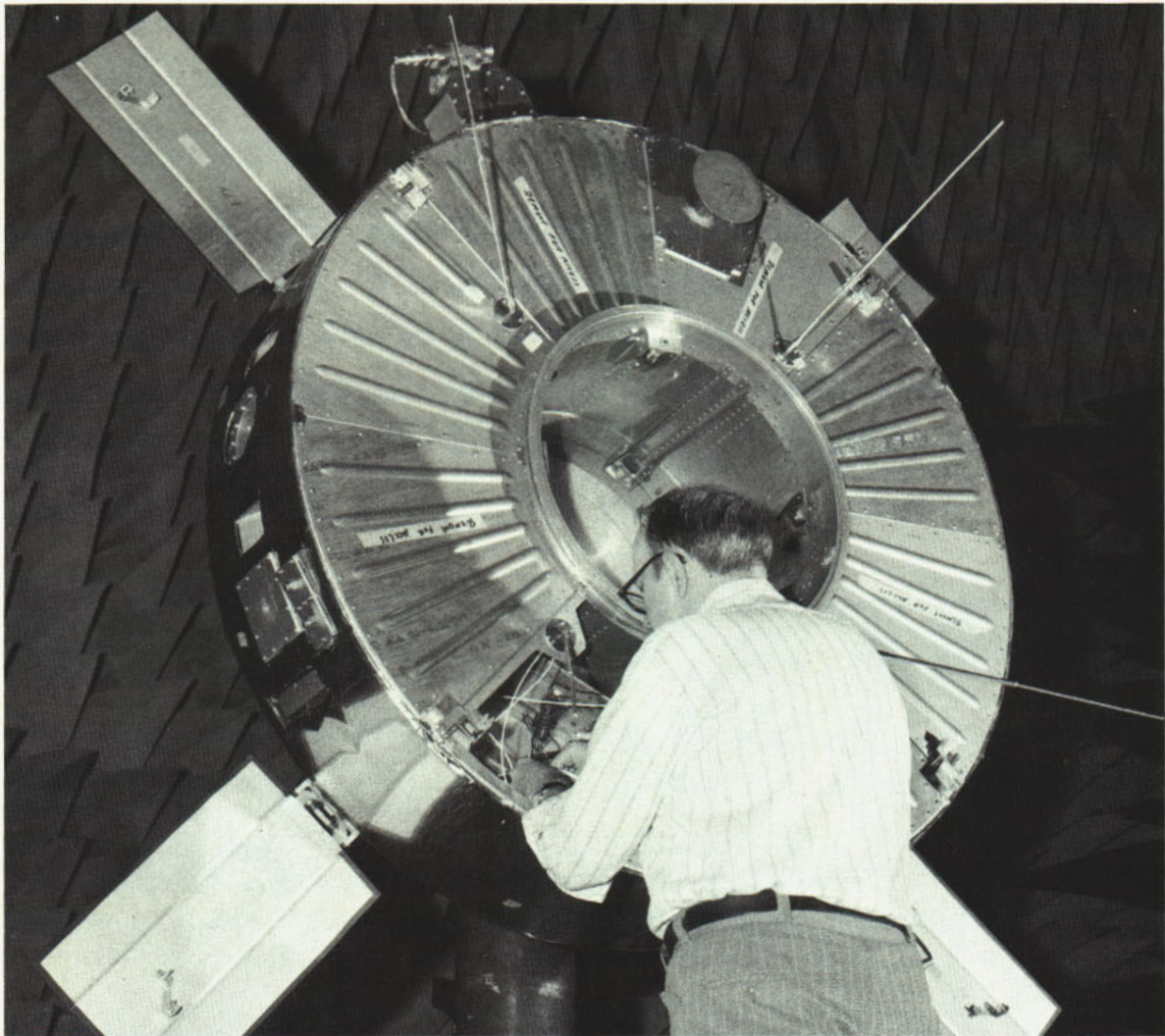
Navy Satellites

# Solrad 11a & 11b



NRL researcher conducts tests on one of the SOLRAD II spacecraft.





**A Naval Research Laboratory technician positions the lab's SOLRAD 11A and 11B spacecraft in the Titan payload support system.**

Two Navy satellites, each containing sophisticated solar radiation monitoring sensors, were launched in mid-March at Cape Canaveral, Fla., into a circular orbit, some 65,000 nautical miles above the earth.

The two 400-pound satellites are part of a solar monitoring system called SOLRAD III, designed, developed and built at the Naval Research Laboratory (NRL) in Washington, D. C. The satellites will observe solar conditions and forecast disturbances severe enough to affect long-range communications and navigation systems or cause other electromagnetic anomalies.

Designated SOLRAD 11A and 11B, they were boosted by an Air Force Titan IIIC launch vehicle into their interim orbit, where they separated from the rest of the payload package. Still linked to each other, the satellites set out

on a journey that placed them, ultimately, in their 65,000-nautical-mile-high orbit. Once they neared their "on station" orbits, the donut-shaped satellites separated from each other (and their expended transfer rocket motor) and maneuvered into circular paths 180 degrees apart. This entire maneuver took approximately 90 days to complete.

At their 65,000-nautical-mile altitudes, the SOLRADs are beyond the earth's magnetosphere. Thus, their sensors are able to measure the true values of the sun's emissions outside the disturbing influence of the earth's magnetic field.

In addition to solar X-ray and ultraviolet emissions, the satellites will measure solar proton emission and solar wind fluxes.

Scientists at the Naval Research Laboratory and the Naval Electronics Laboratory Center (NELC) in San Diego have been working closely together to develop



# Navy Satellites

a space environment prediction system to improve the reliability of Fleet communications. They have developed a technique which uses SOLRAD data in the prediction of the duration and intensity of shortwave radio fadeouts as a function of solar X-ray flux. That technique is being applied in the SOLRAD HI mission as an input to the predictive systems developed for high frequency military and commercial communications.

The electronics equipment aboard each of the satellites is powered by eight solar panels. Four of the panels are in the form of symmetrically arranged windmill blades.

Each satellite monitors the sun's emission and transmits telemetry signals continuously. Most of the time, one of the two satellites is in view of NRL's tracking station at Blossom Point, Md., thereby providing the near-constant, real-time monitoring capability.

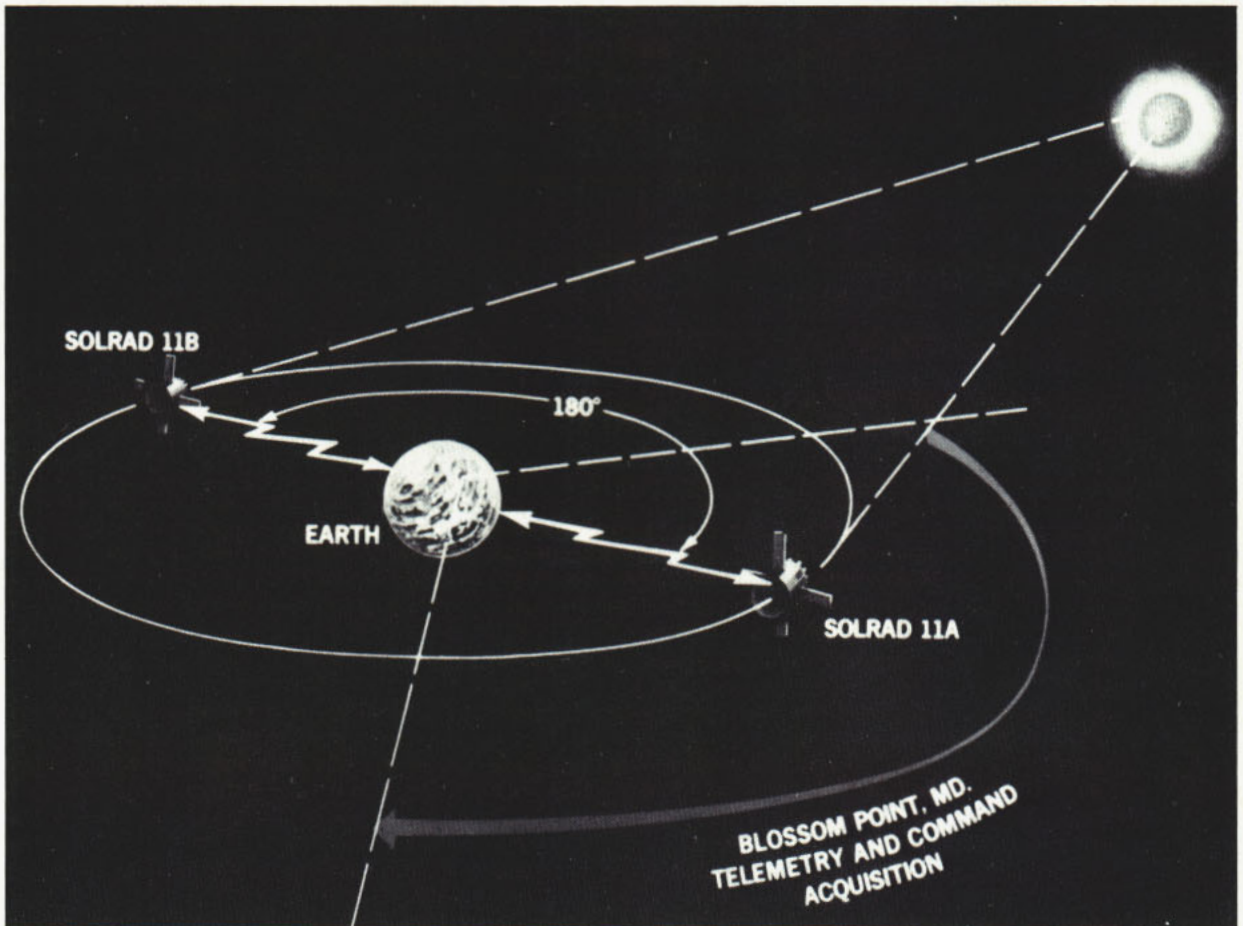
Data is read out in real time whenever one of the satellites is in view of the NRL tracking station. The

telemetry transmitter also serves as the signal source to determine the orbit of the satellites.

From the tracking station, pertinent information is transferred directly to NELC, the Air Force Air Weather Center, and the National Oceanic and Atmospheric Administration's Space Environmental Services Center.

The NRL SOLRAD project has already proved its practical value. For example, the last SOLRAD satellite, SOLRAD 10, served as a sentinel during the *Apollo* moon ventures and later for Skylab. Its continual monitoring of the sun's activities enabled scientists to warn the astronauts of solar eruptions severe enough to be a source of potential danger.

Until the end of 1974, NRL's SOLRAD program, which was initiated in 1960, was sponsored by the Naval Air Systems Command. At that time, the project moved into advanced development and sponsorship was transferred to the Naval Electronics Systems Command.





# Track Record of SOLRAD Launches



A 48-foot telemetry antenna to be used for tracking the SOLRAD spacecraft.

The technical objectives of solar radiation monitoring by satellite (SOLRAD) are to provide continuous, real-time data on solar emission, to expand the solar-physics information base and to contribute to an understanding of solar-terrestrial relationships. Another important objective of the project is to develop a capability to predict the occurrence of solar events significant to military and commercial communications operations.

The first in the SOLRAD series—SOLAR 1—was launched into orbit on 22 Jun 1960 and returned data until April 1961.

SOLRAD 2, launched on 30 Nov 1960, failed to achieve earth-orbit and was destroyed by the range safety officer.

SOLRAD 3, placed into orbit on 29 Jun 1961, returned data until late in the same year.

Next in the series was designated SOLRAD 4B which failed to achieve orbit.

SOLRAD 6, the next satellite, was launched into orbit on 15 Jun 1963 but decayed on 1 Aug 1963.

Launched on 11 Jan 1964, SOLRAD 7A transmitted data until July 1966.

SOLRAD 8 was launched on 18 Nov 1965 and was a highly successful satellite. This was the first satellite in the series to contain an active attitude control system which controlled orientation of the solar sensors relative to the sun. This marked the first time that an attempt was made to use a data storage system in the series. This satellite provided evidence that an increase in background solar X-ray emission can be interpreted as a forerunner of flare activity and subsequent disruption of radio communications. It also gave the best definition of the sizes of X-ray active regions at that time.

SOLRAD 9, launched on 5 Mar 1968, marked an advancement for radiation monitoring satellites. The satellite weighed 195 pounds and was in the shape of a 12-sided drum, measuring 30 inches high and 30 inches across. Until its gas supply was exhausted in 1974, it transmitted measurements of solar X-ray emissions continuously in three wavelength bands and stored selected measurements in a memory for special transmission to NRL's station at Blossom Point, Md.

The 260-pound SOLRAD 10C spacecraft was boosted into a near-circular orbit about 370 miles above earth on 8 Jul 1971. It served as a sentinel during the *Apollo* 15, 16 and 17 moonshots and, later, for *Skylab*. There are 14 experiments on board SOLRAD 10C designed to monitor solar electromagnetic radiation continuously and to measure, on command, stellar radiation from celestial sources.

SOLRAD 10C's lifespan was expected to be about three years, but useful data is still being transmitted to scientists around the world.



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

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## America's Bicentennial and You

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During July, Americans celebrated the 200th anniversary of the signing of the Declaration of Independence, an event that marked the formal break between the American colonies and the mother country, England. The American Bicentennial was also an occasion to commemorate the birth of the United States of America as a nation, a nation based on democratic ideals and sustained by individual rights and freedoms.

Americans celebrated the bicentennial in many ways—parades, picnics, speeches, fireworks, festivals. Some of us were quite involved in these activities; others, who were not deployed or separated from their loved ones due to duty, chose to spend the day quietly with family and friends. But, no matter how the day was celebrated, every citizen took the time to reflect on the proud American heritage, as well as on the obligations and responsibilities we share as American citizens.

As a member of the Navy, I have had the opportunity to travel to countries throughout the world and experience firsthand how the people of these countries live. By eating their foods, staying in their homes, shopping in their markets, and living as they live, I was able, in most instances, to adapt easily to the culture of a foreign country. And, in some cases, I was able to develop close ties in a community which was far removed from any lifestyle I had ever experienced in the United States. While such an experience was generally worthwhile and enjoyable, living and visiting in a foreign country has convinced me that the old adage is very true—"There's no place like home!"

Unless one has experienced life in a foreign country, there may be a tendency to take the freedoms and benefits of life in America for granted. I do not mean to insinuate that the people of other lands are unhappy with their way of life. Most of them are not. But, in my estimation, unless you have lived in the United States, you probably don't know how really good life can be.

So, my message this month is short and to the point. Be proud that you are an American and thankful for your heritage and freedom.

As a member of today's Navy, you are taking an active role in the continuing growth and development of our nation. Because of you, and others who have served before you, the security of America has been assured. The Navy, in conjunction with the



other military services, has provided a shield which has protected our citizens from foreign intervention and allowed the people of the United States to grow free from harm. Your contribution to this effort should not be taken lightly.

But, serving in the military does not totally fulfill your obligation as an American citizen. You also have a responsibility to take an active role in our political process by voting in elections.

I was dismayed to learn recently that less than 20 per cent of those people who serve on active duty in the Navy vote in local, state, and national elections. Yet, the people who are elected to fill positions of leadership in our society are the same legislators who will determine our future in the Navy.

Many of us concern ourselves with the perceived or real loss of entitlements for military personnel and their dependents. But, for the majority of those affected, the concern is not directed in proper channels. To be effective, our voice must be heard on Capitol Hill, and the best way to influence our congressmen directly is through the power of the vote.

Many very fine military-oriented organizations are continuously lobbying on Capitol Hill for increased benefits and entitlements to help military members, retired personnel, and dependents. But such organizations cannot be effective unless they have the support of the people they serve. Their job would again be easier if military members made their feelings known in the voting booth.

This is an exciting time in the history of our country. I encourage every Navy man and Navy woman to show pride in your country. See your voting officer. Or, contact your personnel officer and pick up a request for an absentee ballot. Your vote counts!



# Forming an Artificial Reef

It was only a simulated attack, but the explosion was real. It sent the old liberty ship *W. F. Anderson* to the bottom of the Gulf of Mexico to form part of Alabama's artificial reef to aid marine life.

The life of *W. F. Anderson*, which for many years carried cargo over the world's sea-lanes, was actually extended as the hulk joined four other ships completing the conservation program.

The old liberty ship was sunk through the efforts of Underwater Demolition Team 21 from Little Creek, Va., in cooperation with Alabama's Division of Marine Resources.

UDT-21 members contacted the Division of Marine Resources at Dauphin Island and asked if the team could sink the ship for the state and, at the same time, use the sinking as a realistic training exercise.

To make the problem more realistic, the team was briefed on the premise that a terrorist group planned to disrupt port facilities along the Gulf Coast. "Intelligence reports" stated the terrorists had procured an old liberty ship, *W. F. Anderson*, and planned to sink the ship at the entrance to Mobile Bay, thereby blocking the harbor.

The demolition team was directed to conduct an operation to prevent the ship from entering the bay. The team would make use of combat swimmers and a swimmer delivery vehicle (SDV).

Adding to the realism, the combat swimmers from Little Creek were not told of the mission until they boarded an Air Force C-130 *Hercules* aircraft at NAS

Norfolk. After boarding the aircraft and flying to the drop point, the fully equipped combat swimmers parachuted at midnight into the Gulf off Dauphin Island.

Swimmers were recovered by two 65-foot, fast patrol boats and taken to Dauphin Island for further briefings. Before that, the exercise team members conducted an intelligence-gathering mission on *W. F. Anderson* and determined just where to place the explosives and the amount required. Since the hull of the liberty ship was encrusted with a year's growth of barnacles, the team decided the explosive charges would have more telling effect if placed inside the hull.

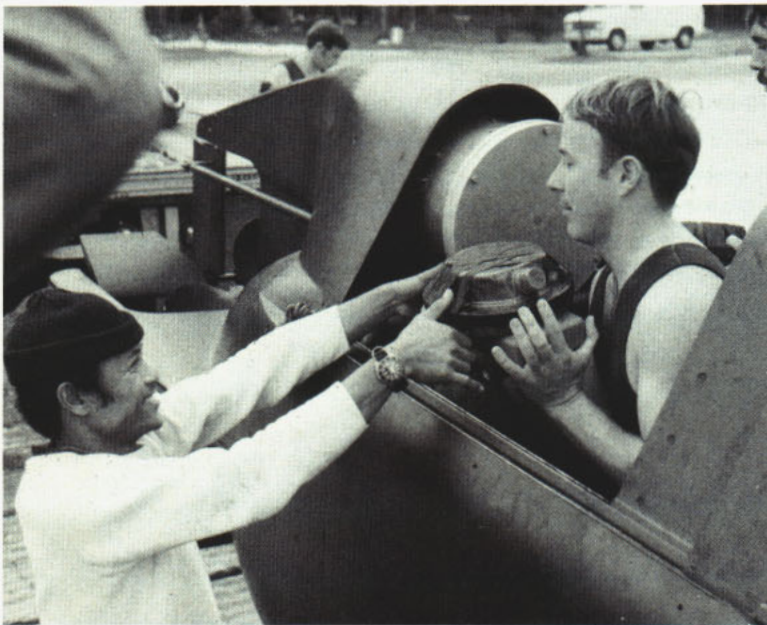
The next morning *W. F. Anderson* was towed by tug to the open sea where she would be met by the demolition team.

With the demolition experts and SDV crewmen aboard, the two fast patrol boats towed the SDV and rendezvoused with the liberty ship at the location prescribed by Alabama state officials.

The SDV simulated an attack on the liberty ship while the swimmers boarded the hulk and placed the charges. On signal, the patrol boats picked up the divers from the ship and proceeded to a safe distance to witness the explosion.

Fifteen minutes after the divers departed *W. F. Anderson*, a tremendous explosion was heard and felt back on the mainland. The old ship went to rest on the ocean's bottom as part of an artificial reef.

—Story and photos by PH1 Bob Woods





## ● NEW GROOMING STANDARDS ESTABLISHED

Chief of Naval Operations recently established guidelines for grooming standards. The changes, though not radical, set specific, measurable guidance. Navy men and women are allowed a degree of individuality and still present a favorable military appearance. Highlights of the changes are:

- Varying hairstyles, including afros, are still permitted for men, but hair must be tapered from lower hairline upward at least three-fourths of an inch and outward no more than three-fourths of an inch.
- Block haircuts are permitted as long as a tapered appearance is maintained.
- Maximum hair length is four inches; bulk, two inches.
- Moustaches may not extend beyond a horizontal line extending across the corners of the mouth, and no more than one-fourth-inch beyond a vertical line drawn upward from the corners of the mouth.
- For women, back hair may touch, but not fall below, the bottom edge of the collar, when in uniform or in a duty status. Exaggerated hair styles--excessive fullness or extreme height-- and plaited or braided hair may not be worn. Visible hairnets are authorized only if required for specific duty.

The revised version of the Navy Uniform Regulations should reach the fleet next month.

## ● NEW SURGEON GENERAL NOMINATED

The President recently nominated Rear Admiral Willard P. Arentzen for appointment as the Surgeon General of the Navy. The current Surgeon General, Vice Admiral Donald L. Custis, will retire next month.

RADM Arentzen is serving as commanding officer of the Naval Regional Medical Center, San Diego, Calif.

## ● SARATOGA CHALKS UP 200,000 ARRESTED LANDINGS

USS Saratoga (CV 60) chalked up her 200,000th landing last month. An A6E from Attack Squadron 75 made the historic recovery on the carrier, which marks her 20th year of commissioned service. Saratoga, homeported in Mayport, Fla., is deployed with the Sixth Fleet in the Mediterranean. She was off the island of Sardinia when the record arrested landing was made.

## ● SENATE PASSES NUCLEAR OFFICER INCENTIVE PAY BILL

The Senate recently passed a bill without recorded opposition concerning incentive pay for nuclear qualified officers.

The bill was passed 30 June and sent to the President for signature. Once signed, the bill will become law on the first day of the following month.

The measure would renew authority to offer bonuses to nuclear qualified officers with less than 10 years' active commissioned service who agree to remain on active duty for an additional four years. The maximum bonus authorized would increase from \$15,000 to \$20,000.

The bill provides for other bonuses as well. One, an accession bonus of up to \$3000 for certain unrestricted line officers payable upon completion of nuclear power training. Another provision of the bill is an annual incen-



# briefs navy navy navy navy

tive bonus for nuclear trained unrestricted line officers not receiving any other continuation pay for each year of active service beyond their initial obligated service up to 18 years. An annual bonus based on the number of days served in a nuclear-designated billet would be authorized for nuclear trained line officers with 18-25 years of active service. A similar annual bonus is provided for qualified warrant and limited duty officers. The maximum bonus would be \$2400 for limited duty and warrant officers and \$4000 for unrestricted line officers.

- BOILERMAKERS WILL CONVERT TO BOILER TECHNICIANS BY FIRST OF YEAR

All Boilermakers (BR) will automatically convert to Boiler Technician (BT) on 1 Jan 1977, a move designed to combine like ratings and identify specialties with an appropriate Navy Enlisted Classification Code (NEC). Advancement exams will be administered as BR or BT through the current 1976 testing period. Following the conversion, a single examination is planned.

- ANTARCTIC WINTERING-OVER DEADLINE REQUEST IS SET

Volunteers for Operation Deep Freeze wintering over are asked to submit requests in time to reach the Chief of Naval Personnel not later than 1 Dec 1976. Applications will continue to be reviewed after that day, but the majority of selections will be made from requests received before the deadline. The best qualified personnel will be ordered to the Naval Support Force Antarctica, for deployment to Antarctica about October 1977 where they will remain until approximately November 1978.

Several incentives are offered Deep Freeze volunteers, such as:

- After completion of wintering-over assignment, volunteers eligible for sea duty are guaranteed their choice of reassignment to one of three ships, squadrons, or battalions, or one of three home ports on coast of choice. Shore duty-bound personnel are guaranteed one of two naval districts of their choice. Antarctic volunteers are given priority for overseas duty if desired, provided eligibility requirements are met.

- Double sea-duty credit is given for time spent on the Antarctic continent.

- Members of Detachment ALFA receive a seven-day R & R at Christchurch, New Zealand.

- Dependents living in public quarters in CONUS may remain there for duration of one's Antarctic assignment. Volunteers also have the option of relocating dependents.

- Personnel who serve with Operation Deep Freeze receive the Antarctic Service Medal.

- Volunteers reassigned to sea duty will not be assigned to units deployed or scheduled to deploy within three months of reporting date, unless such assignment is approved by Chief of Naval Personnel or requested by the individual. (Unanticipated schedule changes are not normally sufficient justification for modification of orders.)

- Upon reassignment, volunteers are authorized 60 days' delay before reporting to their next duty station, as long as excess leave is not involved.

- Special duty assignment pay in the amount of \$150 a month is auth-



orized for a six-month period commencing in March 1978, provided the member meets eligibility requirements.

- Volunteers ordered to Detachment ALFA, Naval Support Force, Antarctica, who are authorized to advance after passing the February or August 1977 advancement exam while wintering over will be advanced in the first increment, provided they meet all eligibility criteria.

- SPRUANCE-CLASS DESTROYER TAKES ON FIRST HELICOPTER

USS Paul F. Foster (DD 964) recently took aboard an SH-2F Seasprite helicopter, marking the first helo landing on the deck of a Spruance-class ship. Foster was conducting sea trials off the southern California coast when the helicopter, from Helicopter Antisubmarine Squadron Light 33 (HSL 33), San Diego, landed as part of a routine training exercise. The destroyer can accommodate two helicopters.

- SPACE "A" TRAVEL LIMITED ON MAC FLIGHTS THIS SUMMER

Space Available travelers, particularly students, are advised to prepare for extended waiting periods at Military Airlift Command air terminals this summer and be prepared to complete their travel by commercial carriers if necessary.

Military Airlift Command officials predict fewer space "A" seats than last year on MAC flights during the traditional PCS peak season (June to August).

- USS CAPODANNO WINS LAMPS SAFETY AWARD

The frigate USS Capodanno (FF 1093) is the winner of the 1975 James H. Flately Award, safety award for Light Airborne Multi-purpose System (LAMPS) ships.

The annual award is given to the LAMPS-equipped ship that exhibits the highest degree of safety. The Naval Safety Center and the Chief of Naval Operations jointly selected the winner of the award.

Capodanno, homeported in Mayport, Fla., competed with 33 other LAMPS-equipped ships from the Atlantic and Pacific Fleets. The award cited the frigate for her record of safe flight landings, more than one-third of which were at night.

- NAVY COMMANDS REAP CONSERVATION/ENVIRONMENTAL AWARDS

A panel of nationally prominent conservationists announced the winner of the Department of the Navy Natural Resources Conservation Awards. The judges considered many aspects of conservation-- forestry operations, fish and wildlife management, soil and water conservation and development of recreation areas. Competition covered a three-year period ending last year, and was divided into two classes-- installations having over 5000 acres, won by NAS Meridian, Miss., and those having less than 5000 acres, awarded to Naval Weapons Station, Seal Beach, Calif.

In addition to the first place winners, three installations, Naval Station, Adak, Alaska; Public Works Center Subic Bay, Philippines; and Naval Air Station Chase Field, Beeville, Tex., received special citations.



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The other award for environmental protection is presented annually to those activities demonstrating increased environmental protection awareness. USS L. Y. Spear (AS 36) was selected as the ship taking the greatest initiatives toward operating in an environmentally acceptable manner. NAS Alameda, Calif., has the best protection program for a large shore facility, and Naval Station Guam took top honors in the small station category.

The Naval Research Laboratory, Washington, D. C. and Naval Air Test Center, Patuxent River, Md., took 1st place for best programs by a research and development facility and industrial facility, respectively.

- NAVY HELICOPTER PILOT OF THE YEAR NAMED

Helicopter Antisubmarine Squadron 31 (HSL 31) pilot, LT Frederick Sautter, has been named the 1976 Helicopter Pilot of the Year by the Navy Helicopter Association. Sautter was cited for his actions during the evacuation of Americans from Cambodia and Vietnam last year.

LT Sautter, then officer-in-charge of HSL 33, Detachment Four, assigned to USS Kirk (FF 1087) during the final days of the Saigon government, supervised the salvage of 16 Vietnamese H-1 helicopters. He piloted two of the aircraft to safety and completed a medevac mission in a damaged helicopter, saving a refugee from a possible leg amputation. Sautter volunteered to board a Vietnamese ship and later was given custody and command of the ship for her eventual transit to the Republic of the Philippines.

- SECOND TRIDENT NAMED MICHIGAN

Michigan was selected as the name for the Navy's second Trident submarine (SSBN 727), currently under construction. Slated for launching in July, 1978, the nuclear-powered ship will be capable of providing faster patrol of larger areas for longer periods of time than present systems.

This is the third ship to be named for the Wolverine State. The original, built in 1834, was the first iron-hulled warship constructed in the United States. The second, a battleship (BB 27), served in World War I. The first Trident is named for Ohio.

- SIMON LAKE'S EXPLORER PUT ON DISPLAY

Simon Lake's last submarine, Explorer, has been restored and is now on display at the Naval Submarine Base, Groton, Conn. The 32-foot craft, launched in 1932 was completely refurbished by the Naval Reserve Submarine Support Facility 101 from Lawrence, Mass., in the past 18 months during their active duty training time. Many of the major parts had to be rebuilt and were fabricated by students at Waltham Vocational Technical Institute in Waltham, Mass.

Carrying a crew of four, the craft was fitted with wheels, allowing it to roll along the ocean bottom forward, backward and within limits, sideways. She was also equipped with a scissor-like arm with a scoop and basket device.

Simon Lake worked with John Holland, who developed the Navy's first submarine, Holland. Many of Lake's basic ideas on ballasting and ship control, snorkel and the like are still in use today.





# Guam's Gale





# Some Gial

Story by JO1 Jerry Atchison  
Photos by PH1 John R. Sheppard

There's only one thing you can call a storm that packs winds of 185 mph, floods almost everything in its path and leaves death and destruction in its wake. There's only one thing you can call a storm that wipes out an island's crops, power, communication and water supplies.

On 21 May, the people of Guam called it a Super Typhoon.

Super Typhoon Pamela blasted ashore and, in the space of a few hours, killed an estimated five people, injured 800 and did more than \$100 million damage. But it was not until after the storm passed that the real story began. Guamanians and the large military population on the island then faced the common problem of digging out of the wreckage and reconstructing their lives.

As the storm raged, the Governor of Guam, Ricardo J. Bordallo, called on the Navy for help. But the office of Rear Admiral Kent J. Carroll, Commander Naval Forces Marianas, was already preparing for disaster relief efforts. Before Pamela struck, both the military and civilian communities had been warned by the Fleet Weather Center at Guam. The typhoon was large, growing larger and headed directly for the tiny 209-square-mile, kidney-shaped island.

When Pamela struck she dumped more than 22 inches of rain on an adequately prepared, but still vulnerable, island community. There was little anyone could do to withstand 50-knot-plus winds that blew for 30 hours. Typhoon-force winds lasted 18 hours and 100-knot-plus winds raked the island for more than six hours.

Two days later the sun came out and the winds and seas subsided. Observers surveyed the extent of the damage from Navy and Marine Corps helicopters.

"From the air, the island looks as though it was hit by an air strike," said one on-scene inspector. "Thousands of homes were badly damaged, hundreds were destroyed and the island appears at least 90 per cent defoliated."

It was a very real quiet after the storm; observers saw no birds in the air. Nor did they see any wildlife.

But it was not only the civilian population that caught the full impact of the storm. Scenes of widespread destruction were repeated at all the military installations.

More than 200 Navy and Marine Corps housing units were either destroyed or heavily damaged at NAS Agana. Throughout the island, military families picked through the rubble of what once had been their homes. First estimates of material damage pointed out the extent of the typhoon's force: more than \$100 million in damages to Navy installations and personal property damage in excess of \$20 million.

Stories of individual acts of heroism and ingenuity were common. Babies were born by flashlight in the middle of the typhoon. Widely scattered and damaged parts were gathered and life-supporting pumps and generators were assembled. Bare hands dug family and friends from massive piles of rubble—alive and miraculously with, only minor injuries.

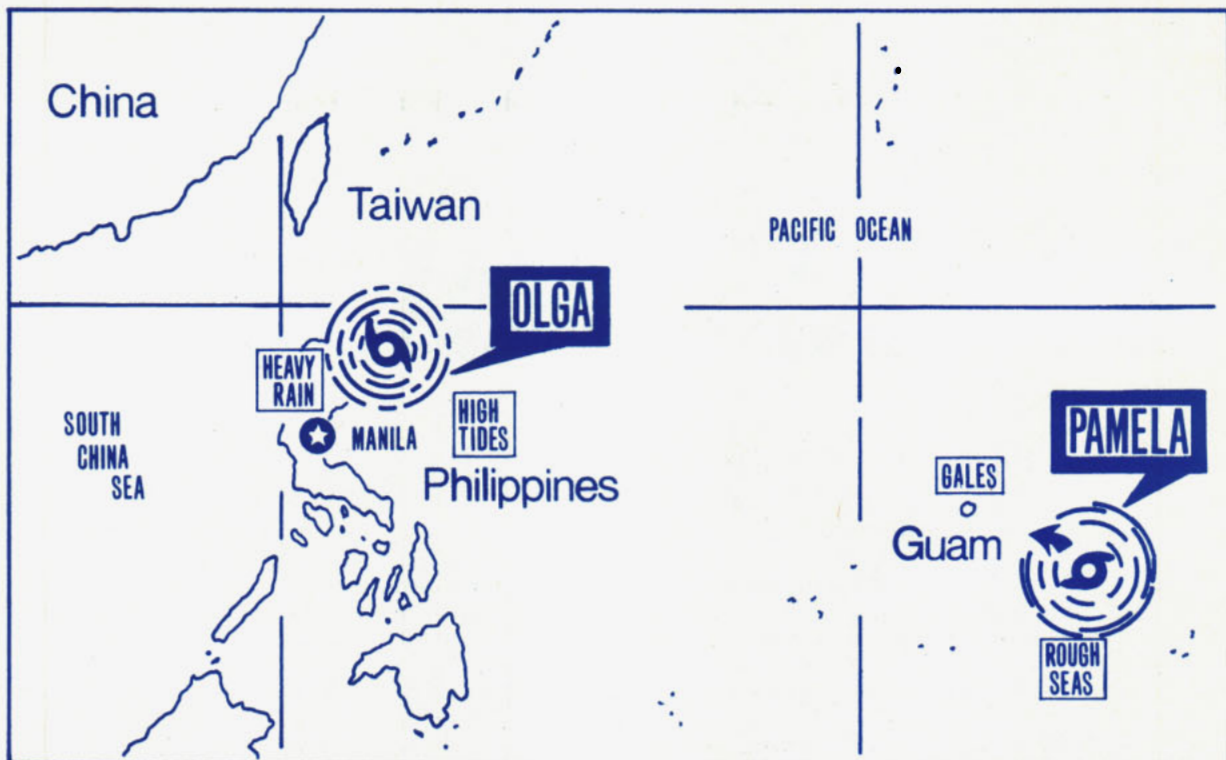
Then the combined military disaster assistance forces in the Western Pacific swung into action. Even while destructive force winds were still battering Guam, Seabees from Naval Mobile Construction Battalion 3 were out in force, clearing roads and helping restore electrical power and water. As the clean-up efforts expanded following the storm, the Seabees began hauling drinking water and providing first aid assistance to badly damaged civilian communities.

Air Force planes began flying in tons of disaster relief supplies.

Ships of the U. S. Pacific Fleet were alerted and six began converging on Guam with men, tools and supplies. USS *Peoria* (LST 1183), USS *White Plains* (ARS 4), USS *Dixie* (AD 14), USS *Jason* (AR 8), USS *Proteus* (AS 19) and USS *Tripoli* (LPH 10) arrived to help and maneuvered through a port cluttered with sunk or damaged ships.

On land, the public works center at the Naval Air Station provided power to Guam's commercial port and also gave portable generators to the public utilities agency to pump the island's well water. More than five





million gallons of water per day were pumped to civilian communities. People from the public works center also worked with telephone company repair parties around the area.

Meanwhile, in Subic Bay, Republic of the Philippines, electrical power and telephone equipment, including line trucks, utility trucks, generators, telephone poles and cables were assembled for shipment to Guam.

The six ships of ComPhibRon Three brought much-needed supplies. But their most important commodity was the men the squadron sent ashore to help. About 1200 sailors and Marines began working in civilian communities at a variety of tasks. Sixty Navy fire-fighters replaced civilian firemen who were serving as supplemental policemen, and 14 hospital corpsmen moved through Guam's villages administering first aid, inspecting water supplies and sanitary conditions, and acting as ambulance attendants.

When Memorial Day came, it marked not only America's day to remember its war dead, but also the culmination of a massive three-day clean-up effort by sailors and Marines of Amphibious Ready Group Alpha who joined with Guam-based service people to clean up the roads and parks.

The scars of Super Typhoon Pamela will remain on Guam for many years, but her "gift"—the bond of mutual respect and friendship between the civilian and military communities—will last much longer.

**Left:** Many families were greeted with just such scenes of destruction. **Facing page:** Pamela stopped, but not before showing her disdain for at least one road sign.







# Typhoon Olga Terrorizes P.I.

As super Typhoon Pamela blasted her way across Guam, Typhoon Olga ground a destructive path through the Republic of the Philippines.

On 19 May, Olga came ashore near Manila and began dumping torrential rains with typhoon force winds that were to last nearly a week. When the stalled typhoon finally moved into the South China Sea, she left behind an estimated 50 dead, countless homes flooded and destroyed, and an obliterated rice crop—mainstay of the Filipinos' diet.

It was not the intensity of Typhoon Olga that did the major part of the damage, although winds did reach 75 miles per hour at one point. Her persistent battering ultimately broke dikes protecting roads and rice fields,

**Below: A sign in front of this damaged home shows that someone maintained a sense of humor in the wake of Super Typhoon Pamela. Facing page: But any humor appears lost on this Air Force man beginning the massive clean-up of commissary shelves.**







weakened or destroyed homes and stranded tens of thousands.

When it became apparent that Olga was going to settle in with a vengeance, Phillipines President Ferdinand Marcos declared "a state of calamity" and immediately solicited American military assistance.

In Quezon City, a Manila suburb, Navy frogmen rescued 71 persons—including a mother and her newborn child—from the floods.

In two days, Navy helicopters from Subic Bay lifted more than 1000 people from the Dalton Pass area north of Manila. They also flew missions to the mountains—rescuing motorists stranded as roads were blocked by slides. The helos dropped nutribuns (an emergency

diet supplement) to those in no immediate danger.

Even as they worked around the clock to assist communities in the Phillipines, Navy officials took on the second emergency chore of assembling supplies for disaster relief assistance to Guam as that island was simultaneously battered by Pamela.

Both Pamela and Olga struck more than a week before the traditional beginning of the Western Pacific's typhoon season. Although their toll of death and destruction was high, the catastrophe could have been even more tragic without the aid of experienced military disaster relief assistance people on the scene. That may be some slight consolation to the unfortunate residents of the Phillipine Islands and Guam.



## Premiere for LPD

# Harrier Sets Down on USS Juneau



Although the landing had required planning and training, crewmen aboard the amphibious transport dock USS *Juneau* (LPD 10) could not avoid looks of surprise when they turned out for flight quarters at White Beach, Japan, recently. Instead of the usual helicopter, the caller was an AV-8A *Harrier* fixed-wing jet aircraft.

No ordinary jet, the *Harrier* is capable of vertical takeoffs and landings, hovering and many other tricks traditionally the forte of rotary-winged aircraft.

The plane, piloted by Major Marx H. Branum, executive officer of Marine Attack Squadron 513 (VMA-513), MCAS Iwakuni, Japan, touched down on *Juneau*'s tiny flight deck to become the first *Harrier* to land on the deck of an LPD anywhere in the Pacific.

The following day, 10 pilots from VMA 513 conducted at-sea flight operations from *Juneau* for seven hours, recording more than 50 takeoffs and landings. Now, all 10 are qualified to operate from the deck of an LPD.

"The *Harrier* is a pilot's airplane," said Marine Captain John W. Capito, a pilot and one of the squadron's landing signal officers. "It has the capability for vertical movement and is a self-starter, requiring no external equipment to get it going.

"Ideally, it's suited for short, forward-site runways near combat areas. From a 600-foot runway we can fly a fully loaded *Harrier* into action—and get there in a hurry."

"In addition to VMA 513 at *Iwakuni*," said Navy Lieutenant Charles W. Setzer, *Juneau* public affairs officer, "there are three other Marine squadrons flying the *Harrier*, all at Cherry Point, N. C."

Pilots of the aircraft see the *Harrier* as an idea whose time has come. "The (British) Royal Air Force is the only one, other than the U. S. Marine Corps, currently using *Harriers*," Branum said, "but others are definitely interested."

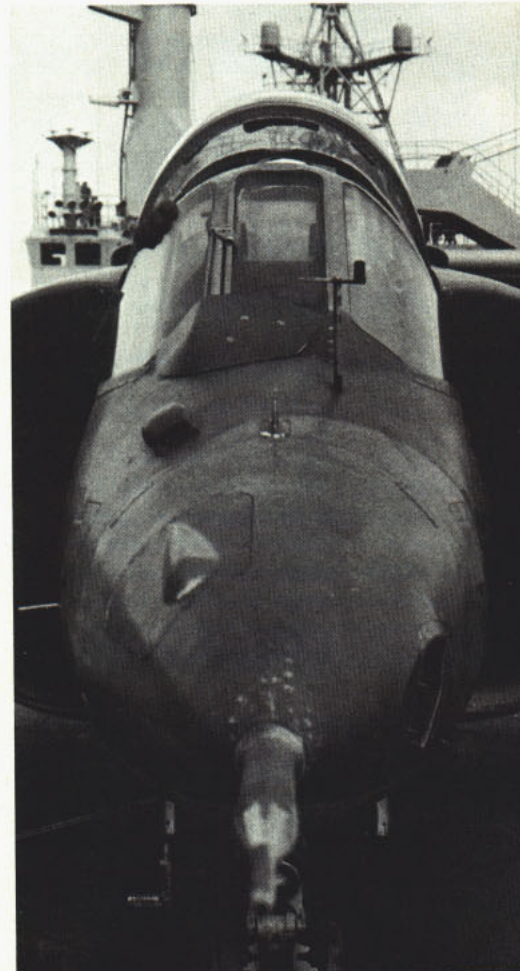
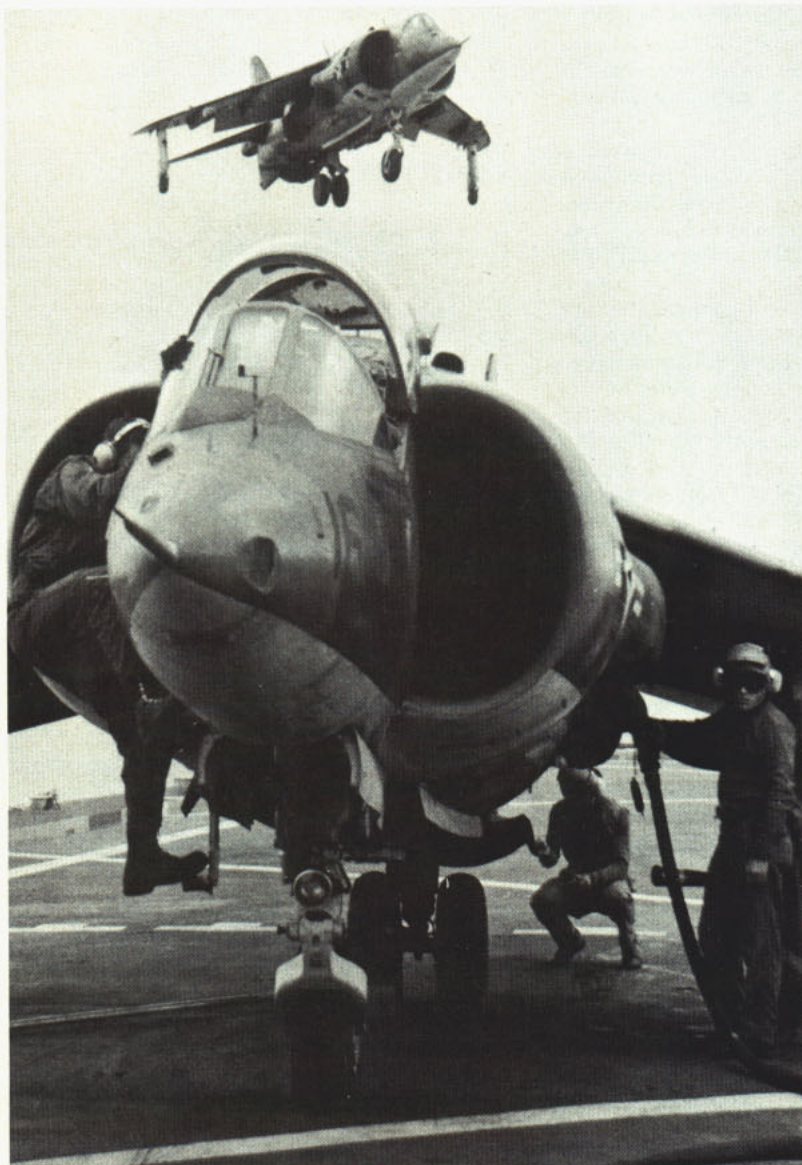
And there are those who have fallen in love with the "pilot's airplane." "All of us in the squadron," Capito said, "are second-tour pilots. We flew other aircraft before the *Harrier* came around. I would rather fly it—and everyone I know would rather fly it as well."

—Story and photos by JO1 Bob Skinner





Far Left: Major Marx H. Branum, USMC, eases his vertical takeoff and landing Harrier onto USS Juneau. It was the plane's first landing on an LPD in the Pacific. Top Left: Juneau crewmen and embarked marines enjoy the day-long show. Lower Left: Busy day on Juneau's flight deck as Harrier pilots qualify for LPD ops. Below: MAJ Branum stares down the nose of his AV8A Harrier.





# Valiant Heritage and Solid Shield

## Valiant Heritage

Off the coast of Southern California, in March, a 27-ship carrier task force led by a British rear admiral stealthily crept north to raid San Diego. Earlier, the force's air strikes had hit the U. S. mainland and off-shore islands.

Two months later, on the East Coast, U. S. Marines hit a North Carolina beach in a full-scale amphibious landing. A four-hour-long helicopter assault followed, while Army paratroopers were dropped 10 miles inland.

Grandiose Bicentennial productions? Belated British reaction to colonial impudence?

Neither. As you may suspect, what happened wasn't for real. It was part of an important element of readiness, which the Chief of Naval Operations has called "our number one priority." The actions were Navy's Valiant Heritage exercise on the West Coast, and the joint-service exercise Solid Shield in the East.

Valiant Heritage, directed by Vice Admiral Robert P. Coogan, Commander U. S. Third Fleet, kicked off as 41 ships, 200 aircraft and 18,000 men from five nations gathered in San Diego. After a month of in-port training and four days of underway drills, the exercise went into high gear.

Orange Forces squared off against Blue Forces in a realistic mid-70s situation. In the "cold war" phase of the exercise, each tried to locate and track the other's ships. Several "shooting" incidents took place, tensions escalated and "war" was finally declared.

Blue then threw air attacks against the mainland while Orange's mission was to disable Blue so that strikes could not be launched. The air strikes took place when aircraft from USS *Enterprise* (CVN 65) bombed simulated airfield and missile sites at the Navy's Chocolate Mountain bombing range near Yuma, Ariz.

The final segment of Valiant Heritage was an attack on San Diego. An imaginary peninsula extending about 150 miles southwest from the city was drawn on the charts. The Orange Force was north and west of the peninsula, while the Blue Force controlled the peninsula's tip and the sea to the south and east. Orange Force's job was to stop Blue from getting around the tip and reaching San Diego.

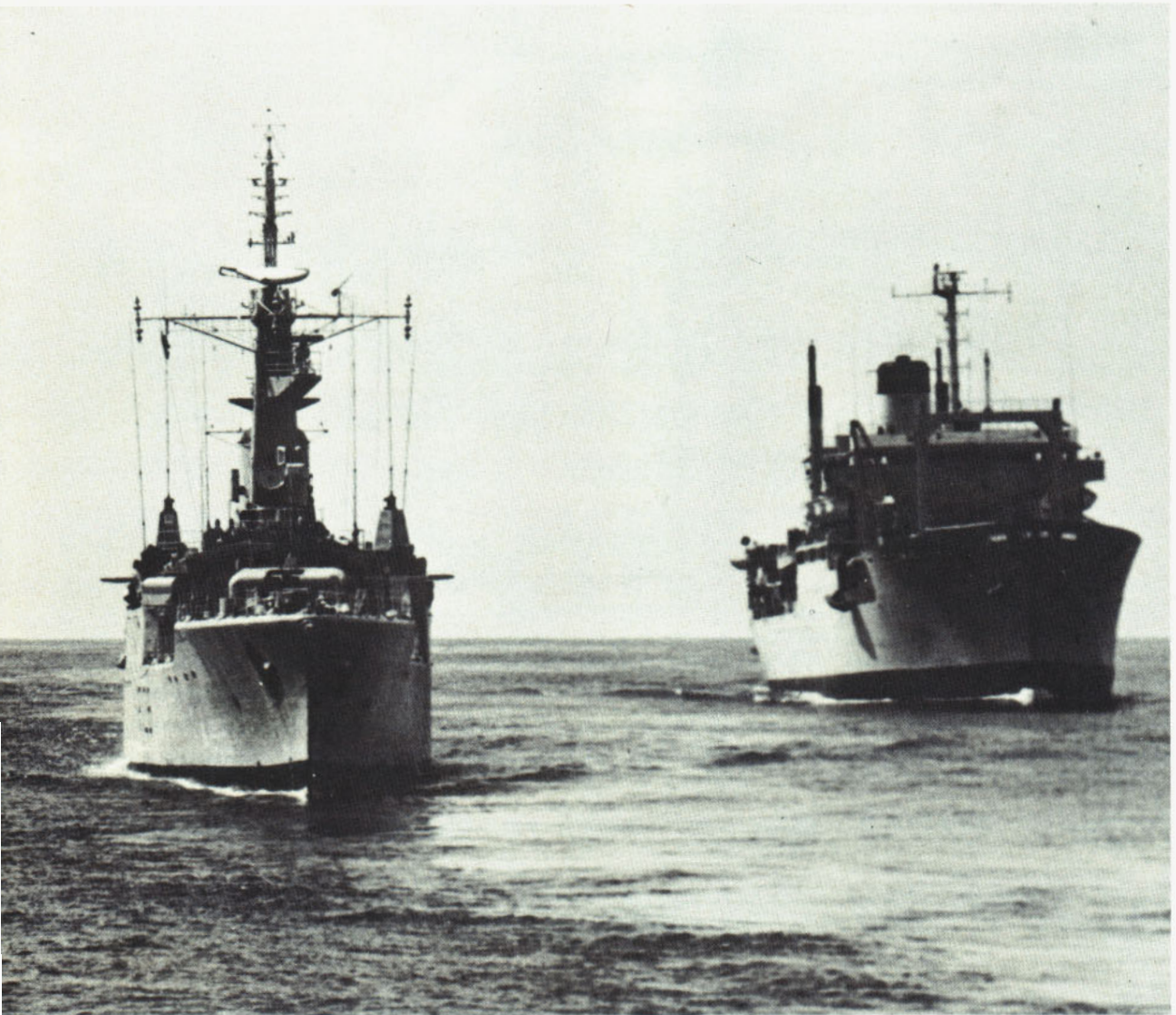




# Exercises



Right: Enterprise (CVN 65) crewmen load bombs onto an A-7E Corsair II during Operation Valiant Heritage. Below: Two British frigates, HMS Plymouth (F 125) and HMS Berwick (F 115) take position for underway replenishment with the Royal Fleet Auxiliary stores ship Tarbatness (A 345).





## Solid Shield



**A USS Iwo Jima Marine (LPH 2) landing party loads up for the hop inland during Solid Shield.**

On the other coast, in May, Marines landed off the southern port of North Carolina. Solid Shield was off and running for the ninth consecutive year.

Conducted under the command of Admiral Isaac C. Kidd, Commander-in-Chief, Atlantic, 50,000 Army, Navy, Marine Corps, Air Force and Coast Guard Regular, Reserve and National Guard troops went out to

see how well they could work together in a combat situation. Also, representatives from the State Department and the U. S. Information Agency played diplomatic roles. The battle theater covered more than 3500 square miles in the southeastern United States and centered around Camp Lejeune, N. C., and Fort Stewart, Ga.

Action began at Ft. Stewart when "Country Blue," a friend of the U. S., was invaded by "Country Red," an adversary.



Country Blue asked for U. S. help, and Marines were sent to Country Blue to evacuate U. S. citizens and friendly foreign nationals. They were met by simulated jeering, panic-stricken crowds demanding immediate evacuation and by guerrilla attacks. Tensions mounted—Army paratroopers and infantry were brought in to back up the Marines.

Meanwhile, unconventional warfare units had been conducting reconnaissance and demolition missions along the Camp Lejeune coastal area in preparation for amphibious assaults. When the actual landing came, forces were met on the beach by smoke bombs and simulated gunfire from the enemy. The invading force moved quickly to secure the beachhead and cross the intercoastal waterway. As they did this, a Marine regiment was lifted by helo to landing zones inland of the waterway, while Army airborne infantry parachuted into a landing zone about 10 miles north of the area.

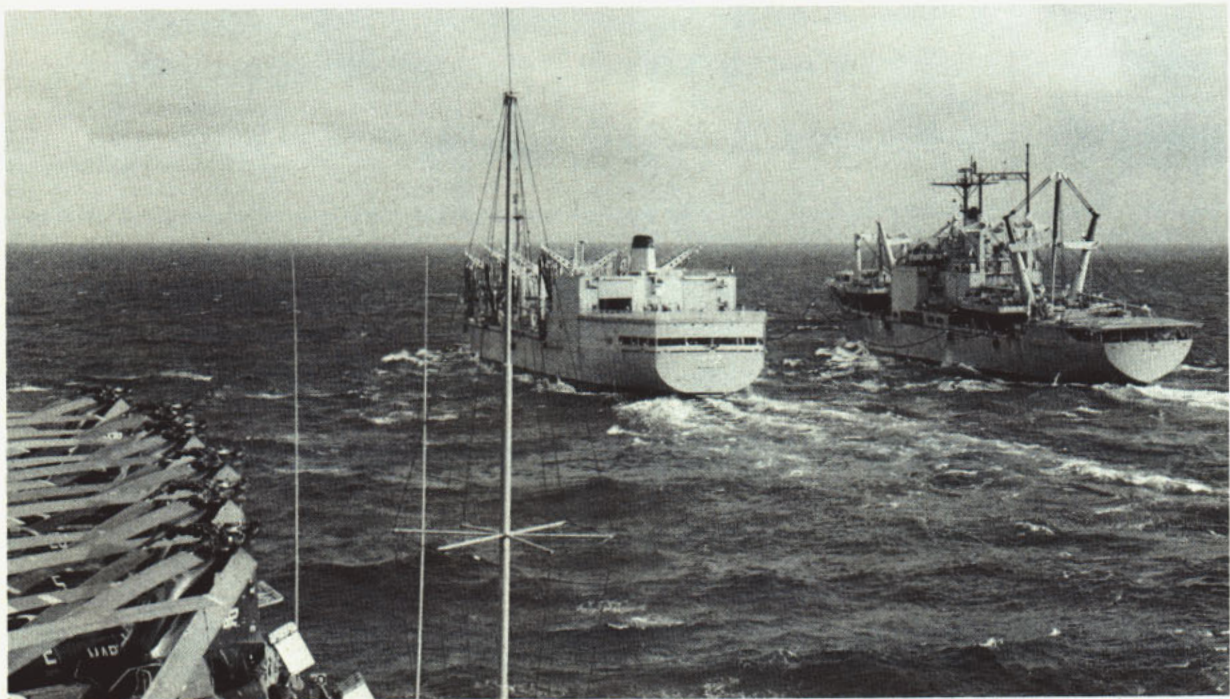
In the days that followed, Marines who had made the amphibious landing linked up with the battalion that arrived by helicopter. There was a subsequent link-up between the Marines, pushing north, and the Army advancing south. These forces finally were able to declare Country Blue "secure."

Valiant Heritage and Solid Shield are over—the exercises' messages will be analyzed, logs reviewed, and computerized data studied by planners and participants to share the lessons learned. These lessons will undoubtedly help our future readiness.

*(The information about Solid Shield was supplied by LT James Noone, USNR.)*



Above: A Marine tractor pushes across the Intercoastal Waterway during the drive inland. Below: USS Milwaukee (AOR 2), center, refuels USS El Paso (LKA 117) as USS Iwo Jima prepares to come alongside.









# Sailors Join Confederate Cause at New Market

Story by *JOSN F. Bir*, Photos by *PH2 T. Mitchell*

On a sunny Sunday afternoon in May, three Confederate soldiers lean against a split-rail fence near an isolated farmhouse north of New Market, Va. They are in good spirits, joking and carrying on, not particularly concerned about their position or that of their comrades on the other side of the fence.

Suddenly the air is filled with the crack of artillery.

Moments later the three are lost in a rush of gray uniforms as a collective rebel yell rises above the sound of battle.

Several cork and flour explosions and hundreds of blank musket and artillery rounds later, a hill to the north of the farmhouse is in Confederate hands. The dead rise. Spectators begin to leave. The three rebel soldiers who had rested near the farmhouse return to their cars. Suddenly, it is a quiet, sunny Sunday afternoon again.

Add to this already confused scenario the fact that the three soldiers are really sailors, and the incongruity of it all seems complete. In real life, Radioman 2nd

Left: (L to R) RMSN John Rukenbrod, DP3 Curt Sant and RM2 Bob Johnson in Confederate uniform. Below: Confederate artillerymen signal the start of the Ninth Annual Battle of New Market, Va.







Above: Confederate forces prepare to defend their position against Union troops. Right: A group of Rebels stand at the ready.



Class Bob Johnson and Radioman Seaman John Rukenbrod can usually be found in the Communications Center of the Bureau of Naval Personnel. Data Processing Technician 3rd Class Curt Sant works at the Defense Communications Agency.

But, on many of their weekends, "First Sergeant" Johnson and "Privates" Rukenbrod and Sant belong to Company D, 1st Regiment, Virginia Volunteers, CSA, Incorporated.

The 1st Regiment is part of the National Civil War Reenactment Association, which is dedicated to the preservation and display of Civil War relics and history. They also promote safety in handling weapons of that era and commemorate the heroism of men who fought in the War Between the States.

After seeing a few reenactments at Fort Ward Park, the Regiment's regular field of battle in Alexandria, Va., Johnson and Rukenbrod became interested in joining the outfit.

Though Rukenbrod claims to be a "Yankee at heart," he explains that it doesn't really matter that the Regiment is on the "losing side." That is not the point to him. The fact is, it's fun and interesting to watch and to participate in history as it happened.

"I would have joined a Union regiment," said Rukenbrod, "but there just weren't any in the area."

Johnson, on the other hand, fits his role naturally. Bob is perhaps the most truly Confederate of the three. He has a very deep interest in the southern heroes of the Civil War. His enthusiasm in the Regiment would





Right: Union rifles are aimed toward a line of Rebels. Below: Yankee troops retreat.





be difficult to surpass. Though he is scheduled for transfer to a ship homeported in Norfolk, Va., soon, Johnson already has plans to help form another part of the Regiment there.

The feeling aroused in the group is one of pride. It does not matter where they are from; they are Confederate now, at least in spirit.

"When I'm chasing Yankees," said Rukenbrod, "or marching in my Confederate uniform, I feel like a real

Confederate."

Curt Sant feels it too. He may have described the feeling best as "a spirit that seems to catch on fire and spread." Whatever the feeling is, any history buff can tell you, there's no shaking it.

**Victorious, the 1st Regiment, Virginia Volunteers, CSA, Inc., march back to their campsite.**





# The Wilson Family

Before the battle, as Johnson, Rukenbrod and Sant discussed history, a fourth Navyman and his family prepared for their role as "field musics" in the New Market conflict.

Navy Band librarian, Master Chief Musician Paul Wilson, his wife Louise, and their two sons, Jim and Jeff, are the entire Fife and Drum Corps for the 1st Regiment, Virginia Volunteers.

The Wilsons became involved in the Regiment almost a year ago after seeing a reenactment of the Battle of New Market.

Their involvement stems from the family's habit of sharing interests. While renovating an old log cabin they had purchased in the Shenandoah Valley, they heard about a reenactment battle at New Market, just a few miles away, and went. Fourteen-year-old Jim saw other boys his age in the regiment, and the lure of history and excitement proved overpowering. He saw no reason why he shouldn't get involved, and neither did his parents, so he asked a soldier about joining.

He was directed to the 1st Regiment and enlisted as a fifer.

Fifers are rather scarce among today's reenactment groups, and Jim was the only musician in the Regiment. But a fifer without a drummer is an awkward thing. At first, Regiment officers tried to fill the breach by "volunteering" drummers from out of the ranks. Jim, frustrated by his makeshift rhythm section, complained to his family.

Jim's mother, a drummer when in college, finally reasoned that, since she planned to attend the reenactments anyway, she might as well join as a drummer. Then husband Paul got into the act. Thinking it wouldn't be too much trouble to learn the fife (he plays the flute already), the master chief also decided to join. Not to be left out, young Jeff took up a drum and the family of four thus became the Regimental Fife and Drum Corps.

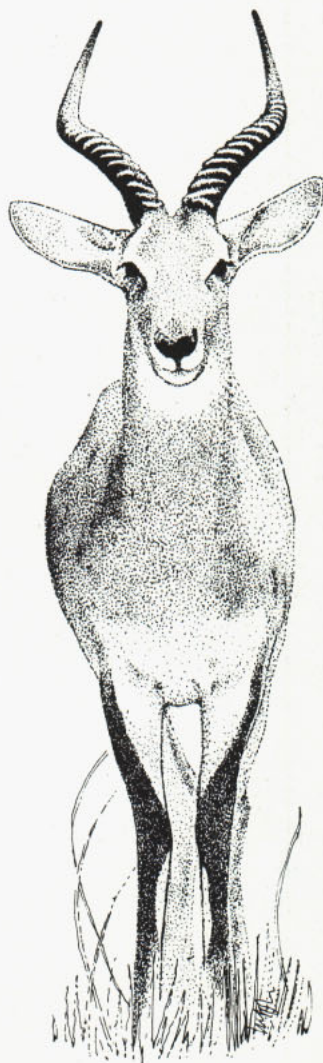
Since coming to the Regiment, the Wilsons have become more Civil War-oriented. They originally signed on for the sake of convenience, but soon, as with Johnson, Rukenbrod and Sant, the Regiment grew on them. They too have become devoted Confederate soldiers.

**First Regimental Fife and Drum Corps (L to R) MUCM Paul Wilson, his wife Louise and their sons, Jim and Jeff, provide "field music."**





# Atsugi Special Services Arranges an Outing



Many negative statements have been made about the effect military life has on families: the frequent changes of duty stations, uprooting homes, making friends and having to leave them—it's not often easy.

Oddly enough, the same negative points can be turned around and viewed as positive reasons why the military life can be the "good life." It's all in the way you look at it.

There are changing duty stations, for instance. How many children are afforded the opportunity actually to travel to foreign countries? Most children only read about them in books.

Navy families are enjoying their duty assignments more than ever thanks to overseas recreational programs offered by the Navy as well as the host country. At Naval Air Facility Atsugi, Japan, as at other bases around the world, Navy families have a wide range of activities on and off base to occupy their free time.

The Special Services Department offers tours, trips and special events to the single Navy men and women and married personnel and their families.

Recently, a large group of service families from Atsugi toured the Tama Zoo, located near Hachioji City, to enjoy a typical Japanese outing. The group arrived early in the morning by bus (provided by Special Services). They spent the next two hours at the sprawling zoo, viewing its many animals.

In the afternoon, the happy crowd enjoyed an assortment of thrill rides at the Tama Tech Amusement Park adjacent to the zoo.

Similar excursions are provided by the Special Services "Tickets and Tours Office." The office provides varied services to aid in planning trips, obtaining tickets and making reservations.

Throughout the year, the Special Services office plans a number of trips, among them tours of Tokyo, trips to sumo wrestling tournaments, a day at Machiko (famous for its pottery) and tours to Taipei. World traveling is made easy—another benefit provided by Special Services and the Navy.

—Photos by PH2 G. S. Johnson







# TAFFRAIL TALK

Who was your best friend in boot camp? According to your company commander it was your "piece."

Remember him, that lovely, old, nicked-up WW I Springfield rifle? Remember how he trailed along everywhere you went, perched on your shoulder—all three million pounds of him? How good he felt! He never said a word all the time you were in boot camp—how could he, with his firing pin removed and his muzzle filled with lead. No matter, you loved him all the more for his affliction, or did you?

Remember the good times you and he had together in boot camp? There were the endless hours of fresh air and sunshine while playing manual of arms on the grinder. Remember the fun you had seeing how hard you could bang his butt on the pavement? He liked that game so much he sometimes split his stock for joy. And, if nothing else, you could always open his bolt and slam it shut. Remember how much fun it was getting *your* butt chewed out by your company commander for those games? But old Springfield was always ready to comfort you by gleefully climbing back onto your shoulder to help you do 1000 laps around the grinder under the C/C's wrath.

Well, old Springfield is gone now; issuance was stopped on 1 March. In his place new recruits will have more classroom work, more physical fitness training and more *real* rifle firing. Too bad.

So long old "piece," how could we forget you!

The above item on rifles no longer being used by recruits at San Diego is an example of one style of writing ALL HANDS will forfeit in coming issues. JO1 Tom Jansing has been transferred to Sigonella in Sicily by way of a short indoctrination course at the Defense Information School in Indiana. Thus ends his three-year stint on the staff, which produced many fine stories including "Signals in the Wind—A History of Flags" (March '74) and "For the Navy Buff" which appeared last month, to name just a few.



Tom has the happy faculty to take the difficult and present it in a clear, easy manner. He always writes with the fleet sailor in mind. To him the greatest crime a JO can commit is to produce material of no interest to the man on the ship or, even worse, write below that man's level.

Still there's hope that we'll hear again from Tom, and soon at that. He has a few ideas which he plans to work up and send our way. And, while we're on the subject, there must be plenty of JOs out there who have a story kicking around which ALL HANDS would be interested in receiving. Why put it off any longer? Opportunity is knocking at your door.

*The All Hands Staff*

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# ...about the back cover

In Washington there's the monument of the same name, the Smithsonian and, then, there's John Landry. This doesn't mean that Landry is a national treasure.



His work, however, is something which calls for a second look.

This magazine's relationship with John started a few months ago when we were in dire need of a cover depicting a square-rigger under full sail. Now there's one thing Landry understands and that's rigging and all that it entails. We approached him. He listened. In a matter of hours he produced the back cover we ran in June. Then, just as casually, he came up with this month's back cover of the *Rose's* figurehead. What once was a quandary turned into a treasure—ALL HANDS not only has one illustrator in oil (LTJG Bill Ray), it now has two such experts.

John has been with the Navy Publications and Printing Services since 1968 and has painted well over 800 works. He did the 1974 Navy Birthday poster and, last year, executed 10 of the 28 murals for the Pentagon's Bicentennial Corridor. He is a former private pupil of Jacques Maroger, internationally known still life painter and former technical director of the Louvre.

Just last month John was awarded the gold Civilian Meritorious Service Medal by the Secretary of Defense.

To show the measure of the man, John didn't mind our running his work as back covers. Seems it just happened that way. It's a safe bet, though, that we'll soon be able to write, "About that front cover. . . ."





# HMS ROSE...

## The Ship That Started a Navy

