

# ALL HANDS

OCTOBER 1977





*SPRUANCE CLASS DESTROYERS—  
USS Paul F. Foster (DD 964), USS Elliot  
(DD 967) and USS Hewitt (DD 966)—  
berthed at the Naval Station, San Diego.  
(Photo by PHCS Herman Schroeder,  
USN(Ret))*

# ALL HANDS

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## Covers

Front: Excellent timing by PH2 R. A. Rima catches the anchor of the carrier USS *John F. Kennedy* (CV 67) on impact – giving an idea how much water is displaced when 30 tons of steel is followed by a 180-fathom chain, each link weighing in at 160 pounds.

Back: In a salute to the Navy's Birthday – October 13 – artist Audie Bransford highlights the career of Commodore Stephen Decatur of Tripolitan War fame.

# Currents

## NESEP Program

**Terminated** ● The Navy Enlisted Scientific Education Program (NESEP) has been terminated because of a lack of available funds to support the program. However, other options remain for enlisted personnel to pursue an officer's commission. Although the Navy was forced to stop payment of tuition for NESEP students in 1976, each NESEP graduate still costs the Navy a total of at least \$28,000 in pay and other support costs. In addition, new regulations governing funding previously available to students under provisions of the "GI Bill" reduced the number of personnel able to apply for the NESEP program. No new NESEP applications will be accepted. Those persons who have started the FY 78 application process were informed by Oct. 1, 1977 of their Scholastic Aptitude Test (SAT) results so they may apply for other programs for which they may be qualified. All remaining FY 77 selectees will be allowed to enroll in school. The final NESEP graduate is expected to be commissioned by the end of FY 82. Enlisted personnel interested in receiving a college degree and an officer's commission still have several available options. Officer commission sources open to enlisted personnel include the NROTC program offering four-year scholarships at one of 56 participating civilian universities, and the U.S. Naval Academy. Interested personnel who lack adequate academic preparation to successfully compete for Naval Academy and NROTC appointments are encouraged to apply for special preparatory programs. The BOOST (Broadened Opportunities for Officer Selection and Training) Program is designed to prepare selected enlisted personnel for entrance to the Naval Academy or NROTC. The Naval Academy Prep School (NAPS) located at Newport, R.I., provides students with an academic and military environment uniquely designed to strengthen a student's ability to complete the Naval Academy curriculum. Additionally, for those who receive a baccalaureate degree in off-duty education programs, Naval Reserve officer commissions are available through Officer Candidate School (OCS) and Aviation Officer Candidate School (AOCS). Personnel interested in any of the programs should consult with their command education officer or career counselor.

## New Personnel Management

**System Tested in Washington, D.C. Area** ● A new system providing "one-stop" personnel and disbursing service now is being tested in the Washington, D.C. area. The new Pay and Personnel Administrative Support System, called "PASS," will simplify such routine procedures as check-in/check-out and changes in dependency status. Additionally, greater personnel pay record accuracy is expected as the new centralized and automated system goes into effect. PASS will be introduced in two phases: Phase one of the plan calls for the consolidation and the co-location of personnel and pay functions. Pilot PASS offices will be established during this phase in Norfolk, Va. (Nov. 1, 1977) and San Diego, Calif. (Feb. 1, 1978), in addition to the Washington office. PASS offices will be managed by a single personnel service center established by the appropriate major command in a geographic area. Smaller satellite offices, similar to the existing pay network, will remain in subordinate command locations to provide one-stop support. In phase two, an improved data reporting system will be fully automated to link PASS offices with both BuPers and the Navy Finance Center

through use of remote computer terminals. Following full implementation of both phases, it is anticipated that PASS capabilities will be expanded to provide support to local commands by automation of such data as watch-quarter-station bills, muster lists, statistical reports and individual qualification and training reports. The target date for completion of phases one and two is 1981.

### Status Reviews

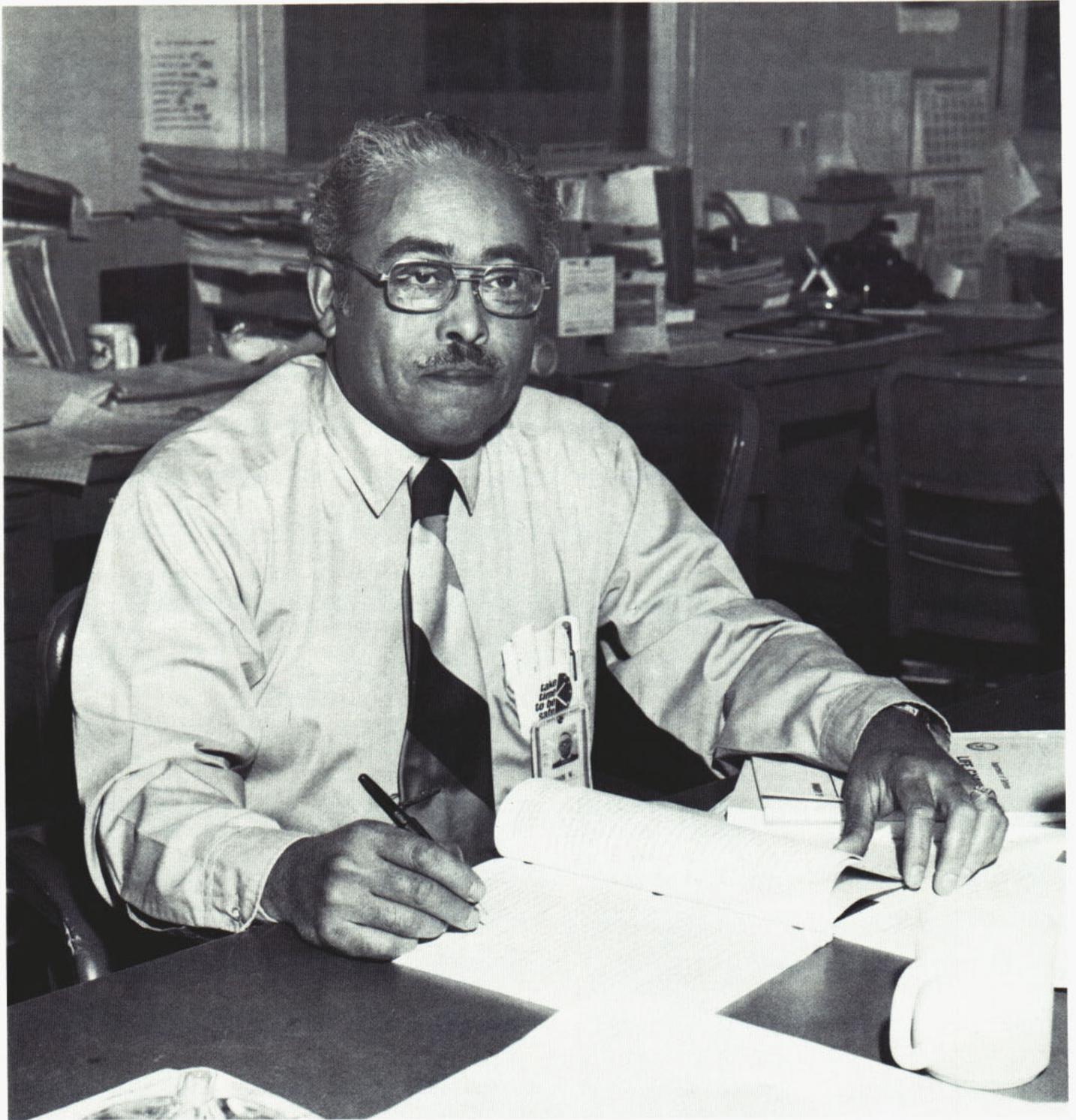
**of MIAs Resumed** ● The Department of Defense has announced that the service secretaries will resume status reviews of personnel listed as missing in action (MIA) during the Vietnam conflict. Status reviews are individual, case-by-case investigations, prescribed by law, to determine if a serviceman should be continued in a captured or missing status, or reclassified as deceased. MIA status reviews, except those requested by next-of-kin, were halted in mid-1973 pending legal suits questioning the constitutionality of the law requiring these reviews. The courts upheld the constitutionality of the law. The status review moratorium was continued until investigations by a select congressional committee and a Presidential commission determined that there was no credible evidence to indicate that any American service personnel are being held in Southeast Asia against their will. MIA next of kin will be notified in advance that a review of their relative's case will be conducted. Next of kin have the right to attend the review hearing and present any information they consider relevant. This action in no way alters the U.S. Government's intent to obtain as full an accounting as possible of missing or deceased personnel. Negotiations with Southeast Asian governments will continue, to gain as much information as possible on all unaccounted servicemen.

### FPO Addresses Eliminated

**In Hawaii and Alaska** ● After several years of review, the Department of Defense has decided to eliminate APO and FPO addresses in Hawaii and certain parts of Alaska effective Sept. 3, 1977. The adequacy of normal U.S. Postal service and the availability of postal facilities were primary considerations in the decision. The following civil zip codes will replace the existing FPO zip codes:

<i>Zip Code</i>	<i>Location</i>	<i>Civil Zip Code</i>	
		<i>Assigned Unit Mail Room</i>	<i>Qtrs/Residence Mail</i>
96610	Pearl Harbor, HI	96860	Honolulu, HI 96818
96610	Camp Smith, HI	96861	Aiea, HI. 96701
96611	Barbers Point, HI	96862	Ewa Beach, HI 96706
96612	Lualualei, HI	96792	Waianae, HI 96792
96613	Wahiawa, HI	96786	Wahiawa, HI 96786
96615	Kaneohe Bay, HI	96863	Kailua, HI 96734
98771	Juneau, AK	99801	Juneau, AK 99801
98774	Anchorage, AK	99501	Anchorage, AK 99501
98776	Ketchikan, AK	99901	Ketchikan, AK 99901

Provisions have been made to ensure all mail in the pipeline at the time of conversion and subsequently received in FPO San Francisco or Seattle will continue to be processed through to Hawaii or Alaska without delay for a reasonable period of time. For directory purposes, 60 days is considered a reasonable period for changing addresses. It is anticipated that the pipeline of old FPO addressed mail will be virtually eliminated by early November 1977.



# 'my letters ruffled feathers'

BY JO2 DAN WHEELER

No one likes to feel out of place; everyone wants to belong. That's why it's tough being the only "short hair" at a rock concert, or the only novice in a tennis tournament, or the only black officer in an all-white officer corps.

"There weren't many blacks in the Navy when I came in. I knew it and I knew why, so I made it my goal after being commissioned to prove that blacks should routinely be recruited as officers, if qualified. Race is not now, nor was it then, a measure of ability," said retired Lieutenant Commander John W. Lee, the first black to be commissioned in the regular Navy.

"Many years ago, I repeatedly wrote to the Chief of Naval Personnel trying to get the Navy to actively recruit blacks for ROTC units," Lee said. "I guess my letters ruffled feathers sometimes, but I thought it was my place to say what I knew to be right."

Lee, now a logistics engineer at the Naval Avionics Facility, Indianapolis,

*Retired LCDR John Lee.*

Ind., is a good-humored, easy going Hoosier who entered the sea service in 1944 and graduated from boot camp as a steward's mate. Shortly thereafter, he was accepted into the V-12 Officer Candidate Program at DePauw University, Greencastle, Ind., and commissioned an ensign in the Naval Reserve upon graduation in 1945.

"Back then, the Navy didn't use all the human assets available. Of course, that's changed now, but then there weren't many ratings open to enlisted blacks and there were no black officers in the regular Navy," Lee said. Almost as an afterthought, he added, "I wanted to be a signalman or quartermaster—but those ratings were not open to blacks—so, they made me an officer!"

When World War II ended, a more enlightened Navy began an augmentation program to encourage reserve officers to accept regular Navy commissions. Seventy-two reserve officers, including three women, were in the Navy, but only three applied—a warrant officer and two lieutenants. "I wasn't one of them," said Lee, who, at

the time, was helping place his ship in commission. "In fact, to this day, I'm not sure what became of those applicants."

Later, Lee received a telephone call from the Chief of Naval Personnel telling him that he had been selected to receive a regular commission, and asking him if he would accept. "We talked about it and he said, 'You've got all the qualifications.'"

He discussed the idea with his parents and they were against his accepting the offer; his father wanted him to go into the family's business. Lee decided to accept, anyway, and was commissioned into the regular Navy on March 15, 1947.

Later that year he married. Today his wife, Jerry, is an assistant librarian in Indianapolis and all three of their children are college graduates.

Lee's first duty station after augmentation was the Bureau of Naval Personnel where he remained until ordered to General Line Officer's School. From there he was sent to Weapons Officer's School and then to the carrier

# 'my letters ruffled feathers...'



Above: ENS John Lee, assistant navigator aboard USS Kearsarge (CV-33) in 1948. Right: Promoted to Lieutenant Commander, Oct. 15, 1957.

## USS Kearsarge (CVA 33).

"Although I was the only black regular Navy officer at the time, I wasn't the only black officer in the Navy. There were several in the reserves," Lee said. "At every duty station I was treated well and never noticed any acts of overt racial discrimination directed toward me."

In hindsight though, Lee mentioned that he did notice something peculiar about the way he was received at each new duty station, especially in the early years of his career. It seems that no one was ever surprised to see a black officer reporting for duty in a predominantly white Navy. "At least the quarterdeck watch officer or petty officer should have been somewhat surprised at having me report for permanent duty, especially since only names, ranks and reporting dates were routinely forwarded. They never were, though," Lee said.

"It wasn't until years later that I

learned why," Lee said. "Years after my first assignment, I was stationed in Dover, N.J. My wife and I attended a party where we learned from the XO's wife that before orders were ever cut for me to come to that command, a dossier had been sent to see if I would be acceptable. I guess it was done each time. Apparently, there was a great

office to provide guidance in minority affairs.

"Today's senior officers are quite concerned about people and that's good. There are many officer education programs and the Navy tries to match billets with abilities," Lee said. "Also, I think the Navy has been leading the way in race relations education.



deal of greasing the skids before I ever showed up."

Lee still has an active interest in Navy developments and believes considerable improvements have been made since he began his career 30 years ago. He pointed out that today, for instance, there are many "people programs" and even a Human Goals

They do more than simply comply with the law—they do it in the spirit it was intended."

There were many areas needing improvement when Lee was on active duty. Many of those things which bothered him—slow promotions, low pay, long separations from family—have been corrected now.



# Getting together after

The United States was at war in the winter of 1944 and its attention was focused on news from the front. Miles from the front lines, however, 13 men were fighting their own war at Great Lakes Naval Station in Illinois. Theirs was a continuing war, a struggle against racial discrimination.

The “Golden Thirteen,” as they were later called, comprised the Navy’s first all-black Officer Candidate School company. They ate alone, lived alone, and studied alone. In fact, they were the only students in the school.

“It was pure hell,” said Frank E. Sublett, one of the nine surviving members present at a recent reunion sponsored by the Navy Recruiting Command’s Campus Liaison Officers Conference. “It was something both we and the Navy had to endure; we came out of it reasonably successful.”

“We knew we were putting ourselves—and all Blacks—on the line when we agreed to go to OCS,” said Jesse Arbor, another one of the reunionists. “It was a literal test of our abilities. If we didn’t score high, we would be held accountable. People would point to us as proof that blacks couldn’t be leaders in the Navy.”

Dr. Samuel E. Barnes was also there when the “experiment” began. “We were determined to excel as a class,” he said, “and we weren’t concerned about ourselves as individuals, but as a group. At night, we’d sit in the head—windows and doors blacked out—and study naval science courses, semaphore and morse code. We’d drill each other all night if necessary, and this drew us together. We wanted to prove that our selection was justified and that we weren’t a party to tokenism.”

None of the nine knows for sure why he was selected to be one of the first group of black line officers to be commissioned as a unit into the Naval

Reserve—“There were no application forms, just an opportunity.” Some suspected they were being used in a massive publicity campaign to prove that discrimination in the Navy was a thing of the past. The Navy had opened all general ratings to blacks in 1942, but had commissioned only one or two blacks and no black line officers.

“Personally, I didn’t care why I was chosen,” said George C. Cooper. “We simply wanted to do an outstanding job, to be an example for those who

on the other side. It takes time to overcome prejudices.”

Dr. Barnes remembered other instances of overt racism. “My biggest problem was being accepted by fellow officers,” he said. “I remember walking into an officers’ club on Okinawa and you could cut the silence with a knife. Then, all of the officers in the place walked out—it was just me and the bartender.”

Graham E. Martin, who said he joined the Navy because he had no



would come after us. We wanted them to be able to look at us with pride and know that the Navy helped make it possible.”

Their grueling determination to succeed paid off handsomely. They, the first black OCS class, graduated with a 3.89 overall grade point average—a record to this day.

Pinning on ensign’s bars didn’t wipe out discrimination though. The Navy was changing in 1944, but change involves people, and people change their attitudes slowly. “I can recall white sailors steering clear of me just to avoid saluting,” said Dalton L. Baugh, Sr. “They’d skip across the street when they saw me coming. After a while, though, I’d cross too and catch them

great desire to visit Army bootcamps in the South, said, “I think the Navy tried to shelter us against overt discrimination by trying to eliminate compromising situations. I was placed in command of a YO out of San Francisco and the Navy slowly changed the oiler’s white complement to an all-black crew. What pleased me immensely, however, was that a white engineer didn’t want to leave—eventually, he had to, though.”

Though each of the former officers experienced various degrees of discrimination, all agreed that overt racial prejudice in the Navy is not prevalent today. “It was killed by intelligence,” said John Reagan. “We demonstrated our skills and kept our calm instead of

# more than three decades

throwing bricks and raising our voices.”

Arbor added, “It’s never enough to demand equal rights and we knew that. You have to prove your worth as a professional—I said ‘professional,’ not ‘person.’ We are all people, but equal job opportunity is based on a person’s professional skills.”

Most of the original unit left the Navy after the war was over. A few returned during the Korean War and some remained active in the reserves.

(June 1949). During his 20 years’ service (which ended in 1969), he saw many improvements for minorities.

“In the beginning,” he said, “when blacks were allowed into the general ratings, many COs would simply send them back to the nearest receiving station rather than accept them at their command. Integration would have been much slower if the Navy had not made it policy to require COs to put into writing their reasons for rejecting a particular individual.

and Lawrence C. Chambers). I’m also impressed with the Navy’s intentions, which I believe are sincere.”

The consensus of the reunionists was stated by Cooper: “Opportunities are available now in the Navy, opportunities we only dreamed about 33 years ago. The youth of our country have begun to see an individual for his worth, for his contribution—not his color. If you are willing to produce, you can be anything that you want in this Navy.”

The surviving members of the Navy’s first all-black OCS class and their occupations today are:

Dr. Samuel E. Barnes—Chairman, Health and Physical Education Division, University of District of Columbia, Washington, D.C.

Dalton L. Baugh—LCDR, USNR (Ret), Owner and President, D. Baugh & Associates, Inc., Mattapan, Mass.

Jesse W. Arbor—Engineer, Board of Education, City of Chicago.

George C. Cooper—Director, Department of Human Resources, City of Dayton, Ohio.

William S. White—Presiding Judge, Juvenile Division, Circuit Court, Cook County, Ill.

Dennis D. Nelson—LCDR, USN (Ret), Minority Small Business Specialist, Small Business Administration, San Diego.

John W. Reagan—President and Director of Counseling, Community Housing Services, Pasadena, Calif.

Frank E. Sublett—Service Manager, Grant Dean Buick, Highland Park, Ill.

Graham E. Martin—High School Teacher, Indianapolis, Ind.

Wesley A. Brown is a Facilities Planner in the Office of the President, Howard University, Washington, D.C.

By JO3 John Brindley  
JO2 Glenn R. Amato  
LTJG Ralf H. R. Edler



Left to right: Graham Martin, George Cooper, Jersey Grut, Dalton Baugh, Jesse Arbor, Jack Morris, Wesley Brown, Samuel Barnes, Frank Sublett, John Reagan, William White and Dennis Nelson.

Lieutenant Commander Dennis D. Nelson, USN(Ret) augmented to the regular Navy and stayed for 20 years. He said he pursued a Navy career because he felt opportunities in the service were superior to those on the outside. Today, two of his sons are also servicemen—one is a Naval Reserve lieutenant commander and the other an Air Force pilot.

Wesley A. Brown, though not in the first black company, also attended the conference. Brown was the first black to graduate from the Naval Academy

“There were only 13 of us in 1944,” Brown said, “and now the Navy has more than 1,000 black officers. To me, that indicates that a lot has been done.”

Today, not only are all ratings open to blacks and all minority groups, but also every officer corps as well. Color of skin no longer determines how high one can advance or what opportunities will be available—the only qualifying factors are ability, education and experience.

“I’m impressed,” Dr. Barnes said with a note of satisfaction. “I never thought I’d see a black admiral in the U.S. Navy and now there are three (Vice Admiral Samuel L. Gravely, Jr., and Rear Admirals Gerald E. Thomas

# Awareness in Action...



*LCDR John Brown*

"Many minority group members are unaware of the job opportunities in the Navy," said Lieutenant Commander John Brown, the Campus Liaison Officer (CLO) at Dillard University in New Orleans. "Some still think they'll be relegated to menial tasks in a boring environment, instead of being offered a challenge."

LCDR Brown, one of 41 CLOs working on college campuses around the nation, also said that many minority group students think they'll be token officers with no responsibilities except showing other ethnic group members that there is no discrimination in the Navy. "The idea is absurd, of course," Brown said. "People's races have absolutely nothing to do with their job assignments in the Navy."

In a nutshell, it's those erroneous concepts voiced by minority students that the Navy is combating through the Navy Recruiting Command's Campus Liaison Officers Program. Designed to enhance the Affirmative Action Plan, and called "a brilliant idea" by the CNO, the program has four

main objectives:

- Provide college communities with information concerning Navy life in general, Navy officer programs and the U.S. Naval Academy.
- Advise and assist recruiters in community affairs, minority recruiting and their relationship with the academic community.
- Increase the accession and retention rates of minority officers in the Navy.
- Help make minority communities aware of the opportunities and the potential for upward mobility in today's Navy.

CLOs are civilian educators—most of whom have had military service—who have received direct commissions as lieutenant commanders in the Naval Reserve. They assist in minority recruiting at their respective four-year, accredited colleges and universities by being available to students desiring information about a Navy career.

Recently they met in San Francisco, Calif., for their Fifth Annual Conference, to discuss ways to improve communications in minority recruiting endeavors and to attend briefings and workshops held by reserve members and active duty officers. Additionally, the Navy Recruiting Command sponsored a reunion for the nine surviving members of the Navy's first all-black OCS class, commissioned in 1944.

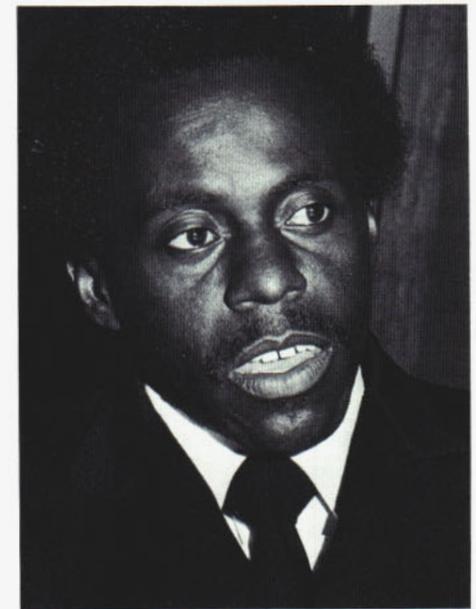
Just across the bridge from the Treasure Island CLO conference site, members of the National Naval Officers Association (NNOA) held their annual conference in Berkeley. The CLOs and reunionists were invited to hear guest speakers addressing the NNOA.

During the four-day conference, CLOs received valuable insight to aid them in their recruiting efforts from many high-ranking officers, among whom were: Chief of Naval Opera-

tions Admiral James L. Holloway III; Chief of Naval Personnel Vice Admiral James D. Watkins; Commander Third Fleet Vice Admiral Samuel L. Gravely, Jr.; Commander, Navy Recruiting Command Rear Admiral Edward S. Briggs; and the Chief of Information Rear Admiral David M. Cooney.

Perhaps, though, the most valuable information for daily use came from roundtable discussions among themselves as they talked about the challenge of recruiting.

"I don't 'hardsell' the Navy," said LCDR Linwood Jacobs, associate dean of students at the University of Virginia. "I think the awareness approach is best, so I encourage students



*LCDR Moses Walker*

to investigate all of their career options including the Navy."

LCDR Charles Willie, a professor of political science at Grambling State University in Louisiana, believes that the only way to make contact with minority students on a favorable basis is to actively sell the Navy in both class-

rooms and social situations. "Since I teach political science," he said, "it isn't difficult to include a discussion of our country's military posture. At social gatherings, the conversation invariably turns to the Navy since many of my students know that I'm a reserve officer. No matter where the subject is broached, I'm ready to provide infor-



*LCDR Herman Norman*

mation and answer questions."

Assistant professor of Afro-American and African studies at the University of North Carolina, LCDR Herman Norman sees his job as "helping to improve the Navy's image among minorities and explain Navy job opportunities. The fact that the Navy is making challenging careers available to minorities makes the idea of military service more attractive," he said.

Although talking about Navy life and expounding on the benefits is enjoyable, a CLO's job is not always that easy. Often, they are faced with students who have lifelong prejudices and misconceptions about the military and the Navy. These must be dispelled before communication is possible.



*LCDR Alyce Jenkins*

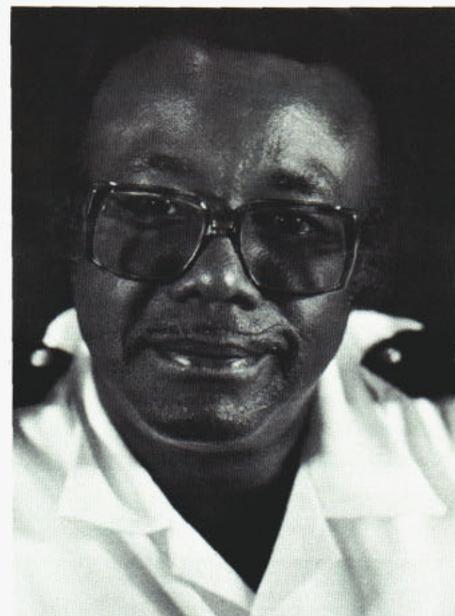
LCDR Alyce M. E. Jenkins, an assistant professor at the College of Education at Wright State University in Ohio, said she sometimes has problems convincing students of the merits of Navy officer programs. "The minority community seems more enthusiastic about the Air Force than the Navy," she said. "They are especially hard to convince in terms of pursuing long-range goals. We are competing with civilian industry for these young people and some of them are looking to satisfy immediate needs—more money now."

Jenkins' remarks closely paralleled those made by VAdm. Gravely when he stated at the conference that many blacks still consider the Navy to be "the least desirable service." Some CLOs believe the Navy needs to boost its use of minorities in recruiting campaigns and Navy literature.

RAdm. Cooney told the CLOs that the Navy is taking positive steps to remedy that situation by persuading the media to portray the Navy with an accurate racial balance in their cover-

age. This should make minorities more aware of the equal opportunity available in the Navy. Additionally, the Chief of Information said that the Navy expects to use more video tape and "video disc" in the future.

LCDR Moses Walker, an assistant professor of business administration and economics at Fayetteville State University in North Carolina, seemed to have the right approach to ensuring effective communication with minority students and still recognizing that more progress can be made. "The Navy isn't a utopia—no organization is perfect," he said. "What is important is that the sea service is taking steps to wipe out discrimination and embrace all races and nationalities in its ranks.



*LCDR Charles Willie*

"I tell students that choosing a career isn't something to be taken lightly," Walker said, "and a minority group member should be especially careful since opportunities in civilian life are still limited in some areas. Not so in the Navy—if you are willing to learn, the Navy wants you." ↓

# Command Organization and Operating Forces of the U.S.

*The below—issued as a message by the Chief of Naval Operations on Aug. 29, 1977—reviews the command organization of the U.S. Navy. It reemphasizes the separation of the administrative and operational lines of authority and redefines requirements for establishing separate staff structures and procedures for manning and personnel assignment. Here is the complete text.*

There are two co-existing fleet command structures:

- The permanent administrative structure consisting of forces of a warfare type, such as surface, air, or submarine; and
- The operational or task structure comprised of forces from one or more warfare types organized to accomplish an assigned task or function of an operational nature.

To carry out the Department of the Navy's responsibilities for providing ready forces—trained and equipped—to the commanders of the unified commands, the operating forces of the U.S. Navy are administratively organized to maximize fleet readiness.

By definition, fleet readiness consists of:

*Personnel readiness*—including the quantitative responsibility of meeting total manning requirements and the operational goal of providing the necessary skills for operations and maintenance.

*Material readiness*—encompassing the required maintenance and logistic support for effective, sustained operations.

*Training readiness*—which requires sufficient operating time in terms of steaming days and flying hours, and sufficient participation in exercises, to ensure a capable and proficient naval force.

## Administrative Chain of Command

The administrative chain of command of Navy operating forces begins with the President and the Secretary of Defense and continues through the Secretary of the Navy to individual unit commanding officers of the ships, submarines and aircraft squadrons. The chain consists of:

- President of the United States
- Secretary of Defense
- Secretary of the Navy
- Chief of Naval Operations
- Fleet Commander in Chief
  - CinCLantFlt
  - CinCPacFlt

—CinCUSNavEur (Does not have administrative control of forward deployed LantFlt units, but reports to CNO on administrative matters.)

- Type Commander
- Group Commander
- Ship Squadron/Air Wing Commander
- Individual unit commanding officer

*Fleet staffs* in the administrative chain of command are organized for the purpose of developing and maintaining fleet readiness. This is discussed above, in the section on fleet readiness.

*Ashore staffs*—The fleet commanders in chief, type commanders and some lower echelon commanders and their staffs are based ashore and structured to discharge their readiness responsibilities. Their composition is determined by the tasks and functions assigned. The location of the headquarters and staffs must be at a base concentration of fleet activities to ensure the necessary accessibility for the close association required.

*Afloat staffs*—Group commanders and their staffs, except for submarines and small combatants, normally embark in ships of their command. Group commander staffs are organized and manned to monitor, develop and support the three categories of fleet readiness.

## Operational Chain of Command

The Department of the Navy, through its administrative organization, organizes, trains and equips forces which are then employed operationally under the unified command structure. Command of operating forces of the fleet, at all echelons, is exercised through the operational organization.

The operational chain of command for Navy operating forces begins with the President and the Secretary of Defense as national command authorities, and continues down to individual commanding officers of ships, submarines, and aircraft squadrons. This chain consists of:

- President of the United States
- Secretary of Defense
- Joint Chiefs of Staff (The JCS are in the operational chain of command to provide strategic guidance and direction to the unified and specified commanders. However, the JCS do not exercise operational command or control of forces.)
- Commander Unified (or Specified Command)(Strategic force missile submarines, when on patrol, are under the direct operational command/control of the

# Staff Structure for the Navy

commander of a unified command. In some situations this operational control may be further delegated.)

- Naval Component Commander (Fleet Commanders in Chief)
  - CinCLantFlt
  - CinCPacFlt
  - CinCUSNavEur
- Numbered Fleet Commander (2nd, 3rd, 6th, and 7th)
- Task Force Commander
- Task Group Commander
- Task Unit Commander
- Task Element Commander
- Individual unit commanding officer

## Operational Task Organization

Fleet commanders in chief and numbered fleet commanders have geographically oriented responsibilities and are permanently organized and assigned to a unified (theater) command. Below the numbered fleet level, the operational chain of command is task-oriented and is not permanently constituted.

The task organization is predicated on the mission contained in a war plan or an operation plan of a commander of a unified command, and further delineated by the fleet commander in chief (naval component commander) and the numbered fleet commander.

- The task organization must be explicitly detailed in the operation order or operation plan.

- Changes in the task organization may occur with changes in forces assigned to the task group, geographic area of operation, military task, or tactical situation.

- Task forces are normally constituted for the purpose of prosecuting broad tasks, and are usually comprised of various components of different types organized by task groups, task units and task elements, each successive organizational level diminishing in scope, responsibility and size.

## Management

The existence of two parallel fleet command structures has proved an effective means to manage both the readiness and operational aspects of the fleet. By manning the staff and command organizations of both chains with the same

personnel on an additional duty basis, both manpower economy and the coordination of readiness with operations is greatly enhanced.

Because of the flexible nature of the task organization, task force, group, unit and element commanders, and their staffs, cannot be permanent assignments, but will be detailed on an additional duty basis to parallel a primary duty assignment.

- Task organization commanders and staffs are created as required by appropriate operations plans and orders.

—Personnel are assigned on an additional duty basis from existing administrative staff organizations, commands within the task organization, and where special skills or large numbers of personnel are required, by augmentees on additional duty from outside the task organization.

—Afloat commanders and their staffs are embarked in a unit of the task organization which will provide the requisite command, control and communications facilities. When adequate or suitable facilities are not available afloat, the operational staff may be located ashore, if the peculiar command, control and communications requirements for that level of command can thereby be better provided.

## Summary

In summary, there are two chains of command:

### Administrative and Operational.

*The administrative organization* is permanent, and provides for the readiness of naval forces. Personnel are detailed to these staffs on a permanent duty assignment. Administrative control of forces is exercised through the administrative chain of command.

*Command of operating forces* is exercised through the operational chain of command, which is essentially a task organization, established by the fleet commanders in chief as required to implement the operations plans and orders.

- These task organizations can be modified as necessary in wartime to meet operational requirements.

- Below the task force level, task groups, units and elements tend to become progressively more specialized in function.

- Task organization commanders and staffs are assigned on an additional duty basis using the existing administrative staffs as sources of manpower, with additional duty augmentation in numbers and skills from ships or other organizations.

# Grains of Salt

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BY LT TOM DAVIS

By early 1898, diplomatic relations between Spain and the United States had deteriorated to the point that American newspapers were featuring front-page stories decrying Spain's colonial policies in Cuba. Led by William Randolph Hearst and Joseph Pulitzer, the American press was printing articles of questionable accuracy portraying impoverished and starving Cubans cruelly dominated by their Spanish military rulers. Circulation ballooned as pro-Cuban and anti-Spanish stories became more and more inflammatory.

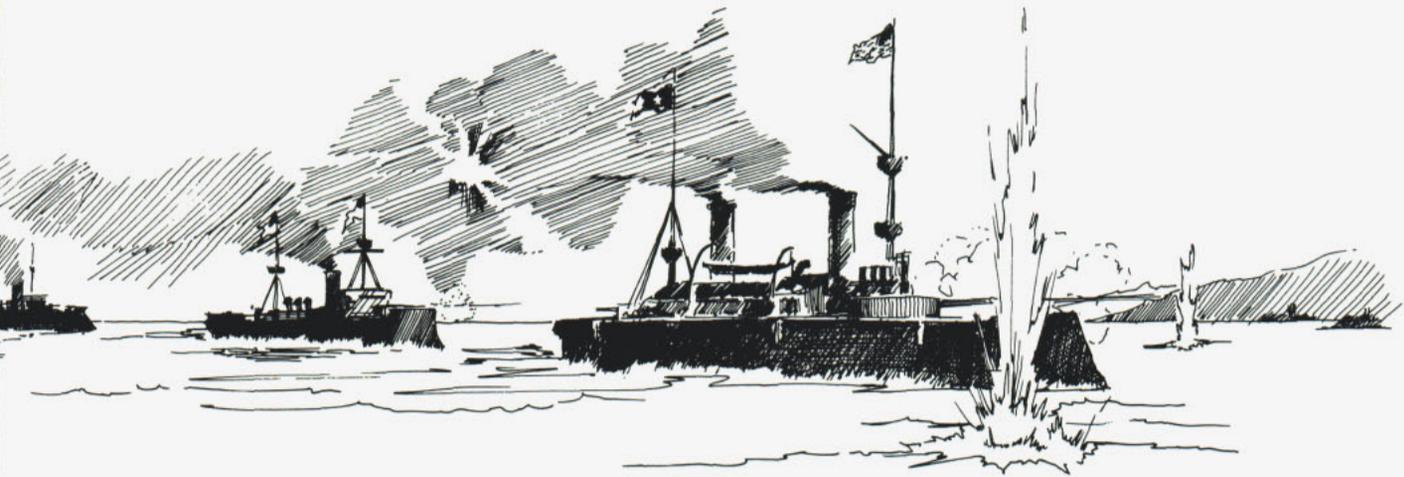
Demonstrations in the Cuban capital grew violent and, finally, USS *Maine*, one of the Navy's two second-class battleships, was sent to Cuba, ostensibly on a courtesy visit but actually to stand by in case the need arose to evacuate Americans. *Maine's* visit was uneventful until the night of Feb. 16, 1898, when an underwater explosion shattered the night calm, sinking the battleship with a loss

of 260 officers and men. Stateside newspapers immediately laid blame for the loss of *Maine* on Spanish treachery. The American public called for war.

On the other side of the world, the Navy's Asiatic Squadron lay at anchor in Hong Kong harbor. On April 24, 1898, Commodore George Dewey, in command of the squadron, was informed by the Governor of Hong Kong that war had been declared between Spain and the United States. Two days later, Dewey received a telegram from Secretary of the Navy John D. Long: "War has commenced between the United States and Spain. Proceed at once to the Philippine Islands. Commence operations at once, particularly against the Spanish fleet. You must capture vessels or destroy. Use utmost endeavors."

On April 27, the Asiatic Squadron weighed anchor and stood for Manila. Two days later, ships were sent ahead to reconnoiter Subic Bay. When this search revealed no Spanish warships, the squadron continued on toward Manila. Dewey's plan was to steam under cover

## '...Fire when ready, Gridley'



of darkness past the shore batteries at the entrance to Manila Bay. All went well until a stoker on board *McCulloch* threw a shovelful of coal dust into the furnace causing sparks to shoot up the the funnel.

Spanish shore batteries opened fire, but were soon silenced by the guns of *Boston*. Speed was reduced and at dawn the next day, May 1, 1898, the Spanish fleet was sighted at anchor off Cavite.

Changing course to starboard, Dewey formed his ships into line-of-battle with his flagship *Olympia* leading, followed by *Baltimore*, *Raleigh*, *Petrel*, *Concord*, *McCulloch* and *Boston*.

The first Spanish shell came from the shore battery on Sangley Point and soon all the Spanish ships joined in. The Spanish shelling went on for a full 20 minutes without an American shot fired in reply. Then, at 0619, at a distance of just under three miles, Commodore Dewey leaned over the railing of the flying bridge and called down his now immortal words to the commanding officer of *Olympia*, "You may fire when ready, Gridley." At a nod from Captain Gridley, the bugler blew "commence firing," the flag signal "engage the enemy" was broken, and the American ships opened fire.

They steamed past the Spanish fleet five times, firing continuously with only one break to check ammunition supplies and eat breakfast.

When the signal to cease fire was made, the Spanish fleet had ceased to exist as a fighting force. Every one of its ships was either burning, run aground, or sunk. There were more than 300 Spanish casualties, among them two commanding officers. Amazingly, not one American had been killed and only two officers and six men had been wounded. Spain's naval presence in the Pacific had been utterly destroyed.

Three months later another Spanish squadron was destroyed. This time it was a force of four armored cruisers and two torpedo boat destroyers, virtually the only effective naval force left to Spain after the battle in Manila Bay (with the exception of a small squadron protecting Spanish waters). Blockaded in the Cuban harbor of Santiago by the U. S. North Atlantic Fleet for more than a month, the Spanish squadron made a run for open sea on Sunday morning, July 3, 1898. In just under four hours, the running battle which ensued was over—one Spanish destroyer had been sunk and the other five ships had been run aground or captured. Spanish resistance was over.

The Spanish-American War not only marked the emergence of the U. S. as a world power, it showed that America's Navy was indeed a highly effective fighting force which could be relied upon by the American people to protect its interests—a reputation which it continues to uphold to this day. ⚓

# Fishing for Submarines

“I think of it much like fishing; you throw out the hook and wait for something to take the bait,” the Naval flight officer said.

Recently, ALL HANDS decided to tag along on one of these unusual “fishing” expeditions. The place: Naval Station, Keflavik, Iceland. The guides: officers and men of Patrol Squadron Twenty-Four (VP 24). And the “fishing” expedition: Anti-Submarine Warfare (ASW) operations conducted aboard VP 24’s P3C “Orion” airplanes.

ASW operations from Iceland—as the Navy’s around the world—are serious business. One look at Iceland demonstrates why. This nation about the size of Kentucky, straddles the lanes through which many Soviet-bloc ships and submarines must travel on their way to the Atlantic Ocean. Located between Greenland and Europe, just South of the Arctic Circle, Iceland is of strategic importance to member nations of the North Atlantic Treaty Organization (NATO).

Patrolling and protecting these sea lanes is a responsibility that does not fall solely to the United States. Maritime ASW aircraft from Canada, Great Britain, Norway and other NATO countries bordering the North Atlantic also assist in conducting around-the-clock patrols.

It can be seen that there is a whole lot more going into ASW operations than might be suggested by our Navy officer’s fishing analogy. And the high degree of technical expertise, dedication and stamina required of ASW crews can best be understood by riding along on one mission.

\* \* \*

Iceland’s black lava mountains stood out against the overcast sky as the ASW crew arrived at the hangar to prepare for the upcoming mission. Although it was after 1900, the sun’s occasional poke through the clouds pointed out it would be light all night. This far north at this time of the year (June) means about three hours of twilight with the sun just barely slipping beneath the horizon before it rises again.

The mission for which the crew prepared would end 15 hours later; not particularly long when you consider that ASW operations often count more than 15 hours as the norm.

The 12-man crew—5 officers and 7 enlisted—began going through their pre-flight preparations. On board the plane, sensor operators began making checks on the equipment they would operate once airborne. While on the ground the sensor operators checked out their various gear by “talking” to the plane’s onboard computer that ties many of the systems together. By inserting programs into the computer they learned if the equipment was operational. If there was a problem, the computer told them not only where to go to solve the problem but how to fix it, as well.

As the sensor operators continued their checks, the pilot conducted a walkaround of his plane. He poked into wheel wells and grabbed flaps and cables. He studied connections and searched for leaks.

“One thing about this aircraft is its amazing dependability,” he said.

## ...off Iceland



“It hauls a big load of men and equipment and, although some of this equipment wasn’t originally designed to be buffeted around in an airplane, we’ve found that we can treat it gently and keep it operating in the P3C.”

One more reason for the plane’s dependability could be seen in the hangar. Squadron maintenance people, often required to work 12-hour shifts seven days a week, could be seen clambering in and out of the planes.

A couple of hours before the flight, the crew gathered and walked to the Tactical Support Center (TSC) located adjacent to the hangar. In a large room filled with maps, charts and computers, the crew would learn of its mission for the evening.

The crew surrendered their ID cards to the Marine Sentry at the entrance. In turn he issued special passes that must be displayed at all times inside this classified complex.

Once inside, one quickly learned why much of ASW operations are classified. As one put it, “It’s really a

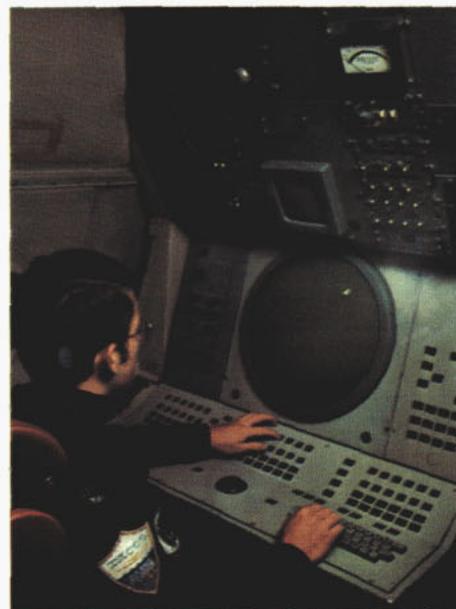
case of spotting and identifying the other guy before he spots you.”

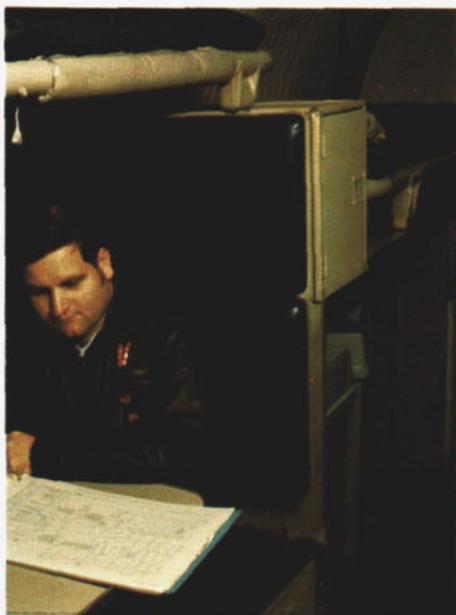
Because of this, the TSC serves as a focal point for some of the Navy’s most technically sophisticated and intricate equipment. Although this crew had completed many missions in the past, the need for security consciousness was—as it must be—reiterated once again at the start of the brief.

Using information gathered from intelligence sources, previous missions and the like, the TSC staff told the crew where it would be flying this night and what they would be doing. All aspects of the mission were discussed, questions asked and answered and final preflight arrangements made.

Back at planeside, one final bit of very important preparation was also being made. The food was brought aboard and stowed in a small but surprisingly well-equipped galley in the rear of the plane.

“Everybody has an important job to do on the plane,” an enlisted flight technician said as he put cartons of milk in the tiny refrigerator. “But





*Facing page top to bottom: The TACCO's station is the airborne ASW nerve center. A VP 24 Orion flies over Iceland's black lava fields and rugged terrain. This page, top to bottom: Mountains ring the world's northernmost metropolis and capital of Iceland—Reykjavik. A crewman checks a manual in the plane's galley.*

if you've got one guy on your crew who also happens to be a good cook, then it makes it a whole lot easier to handle the long missions."

The countdown continued. Half an hour before flight time and more than three hours after preparations had begun, the pilot called the crew together aboard the plane and issued his final instructions. Bailout and ditching stations were assigned to the novice P3C passenger along for this mission. He was shown where his parachute was stowed, how to put it on and how to operate it—amid assurances that this was, of course, just a precautionary measure. Precautionary or not, one noticed that in light of the fact that the mission would be conducted entirely over water, the crew treated these final instructions with appropriate seriousness.

"Set Condition Five," the pilot said over the intercom as the plane taxied toward the end of the runway. Condition Five is the military's equivalent to the "No Smoking—Fasten Seat Belt" signs one sees on

commercial airlines. When the word was passed, the crew went to their assigned stations, donned survival gear and helmets and fastened their seat belts. And, of course, there was no smoking.

Once airborne, two crewmen immediately conducted an inspection of the aircraft to confirm the integrity of all systems like fuel, oil, hydraulics and electrical/avionics equipment. This was Condition Four.

Finally, when word was passed to set Condition Three, the crew left their seats and began preparation for the mission.

The business of locating, identifying and tracking submerged submarines from an airplane thousands of feet in the air can be as fascinating as a good detective novel or—returning to our fishing analogy—as exciting as hooking and catching that *really* big fish. Here's how it works.

Over the assigned area, acoustic listening buoys were dropped in a pattern over the ocean. Each buoy reeled out a microphone and sprouted



Top to bottom: Shut down to conserve fuel, the P-3 engine is silhouetted on station by the midnight sun. Instruments, maps and people fill the cockpit. Military and commercial aircraft share Iceland's major airport at NAS Keflavik.

an antenna upon impact. These buoys are the ears of the plane, radioing back any sounds made in their vicinity—including the distinctive sound made by a submarine. The buoys are powered by batteries activated by the ocean's salt water. And, after their usefulness has ended, water soluble seals dissolve and the buoy sinks.

As each buoy was dropped, a symbol appeared on the Tactical Coordinator's (TACCO) computer display screen showing where the buoy was located and the channel number over which it was broadcasting.

The TACCO, who is overall tactical mission commander, directed



the operations as the pilot guided the plane over the area. Using the computer for all his mechanical computations, the TACCO chose a course for the plane that was also displayed on a computer screen in front of the pilot in the cockpit.

At a glance the pilot could see which direction to head for the next buoy drop. In addition, he could see how far he was from the next target, his ground speed and any other bits of information he could summon from the computer as desired.

Soon, all the buoys had been dropped and all had been confirmed as operating properly. Back at Sensor Stations One and Two, oper-

ators continually monitored the signals beaming back from the buoys while a machine printed out patterns made by those signals on rolls of paper.

One sensor operator noticed a suspicious looking signal coming from one of the buoys. Switching to that channel and pressing a number of buttons, he expanded the visual signal for closer scrutiny.

Each ship and submarine in the world emits a unique sound as it moves through the water. When the sound is printed out it creates a "signature" that enables the operator to positively identify what he has picked up.

It was this signature that the sensor operator now studied. Once again aided by the computer, the sensor operator was able to identify the signature as that of a surface ship. He relayed the information to the TACCO who entered the information, like all information pertinent to the mission, into the computer. The TACCO was now able to view on his screen where and what type of contact had been made.

The lull following the interest over the initial mission contact allowed one a chance to study the other stations being manned in flight. One of the big advantages of ASW operations conducted from

the P3C is that the crew need not rely solely on the acoustic listening devices in their search for ships and submarines. Many other detection devices, all integrated into the plane's computer, allow the TACCO a number of means by which targets may be located, identified and tracked

At Sensor Station Three, an operator sat before an array of gear designed to assist in the ASW operation. Radar can be used to help spot targets in the search area. IFF is an automatic system by which targets may be identified as friend or foe. Also at his disposal is a system called Magnetic Anomaly Detector or MAD for short. MAD operates on the principle that any large hull moving through the water causes changes in the earth's magnetic field. This can enable the P3C crew to localize targets with pinpoint accuracy.

One other piece of gear is called ESM—Electronic Support Measures—which works by scanning the area for signals that may mean a potential target is operating some type of electronic equipment. Since the computer memory has the characteristics of these various electronic emissions stored, an ESM contact automatically appears on the operator's screen along with identifying information.

These ASW systems and others may

be operated together, singly or as the TACCO directs and as the mission warrants. The computer through which they operate ties them together to ensure they all work in harmony in pursuing the mission's objective.

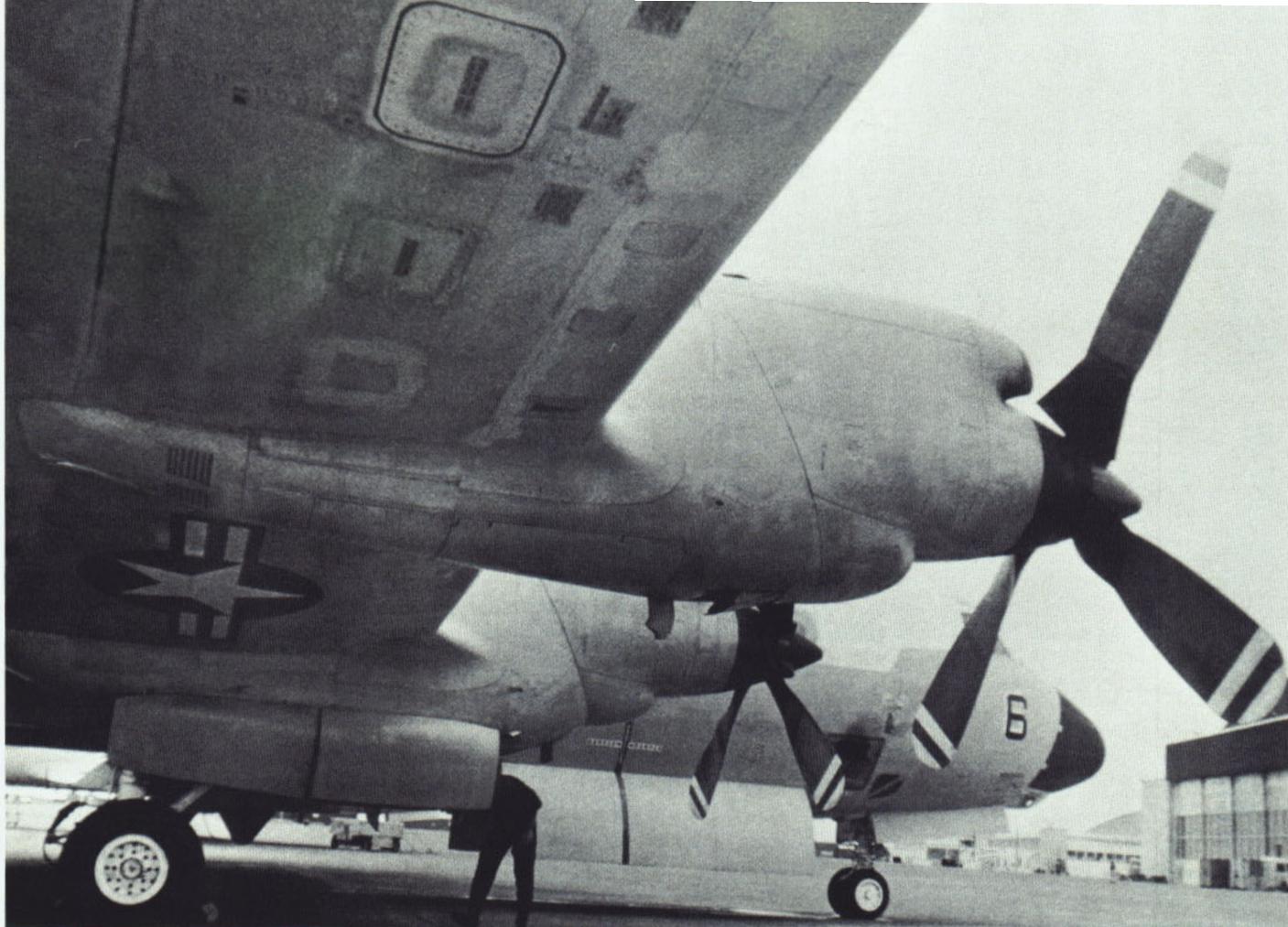
Forward of Sensor Station Three is the cubicle manned by the navigator/communicator. NAVCOM also has a number of systems available to help in the mission. Foremost of these are the automatic navigation systems. Inertial Guidance systems plus the computer's own navigation system provide the NAVCOM with checks and double checks on the plane's exact position at all times. And, like many of the other ASW systems aboard the Orion, there is a backup system for use if needed.

"I just pull out the old sextant here and take a star fix," the NAVCOM said.

Besides ensuring the accuracy of the aircraft's geographic position or fix, the NAVCOM also handles all aircraft communications and assists the TACCO however he can.

As the mission continued, sensor information from many of these systems poured into the TACCO. As the one man on the plane with "the big picture," the TACCO continually analyzed and evaluated the information, directing the plane to new courses as tactical decisions were made.

Up forward, the pilot (formally called the Patrol Plane Commander



or PPC) exercised his duties of ensuring the effectiveness of the aircraft and crew through close coordination with the TACCO, maintaining the safety of flight and—oh yes—flying the airplane.

Sitting between pilot and copilot was a man who continually scanned the jumble of dials, lights, switches and gauges that filled the cockpit. The flight engineer, usually a senior enlisted man, brings to his job an intimate technical knowledge of the airplane. He is thoroughly familiar with all its systems and equipment and with their operation during normal and emergency conditions.

He has spent so many hours scanning the indicators in the cockpit that, as one flight engineer said, "I don't actually read the dials while we're flying. All I have to do is note the direction of the gauge pointers to know if things are going well."

By this time, although it was after 0200, the sun still shone on the

horizon. This made the job of one more "detection device" quite a bit easier.

"We call it the Mk-1 Eyeball," the crewman said with a grin. In spite of all the sophisticated ASW equipment aboard the plane, crews still appreciate the importance of a sharp pair of eyes. An off-duty crewman is assigned to visual lookout duties by the TACCO. As aft observer he scans the ocean, constantly on the lookout for anything of interest.

As the plane droned on, one observer spotted a fishing boat that warranted a closer look. Fishing boats in the waters around Iceland are very common. But common, too, are intelligence gathering ships that look almost identical to the type of fishing boat found in the area.

The boat, positively identified as a fishing trawler, was left behind as the plane regained altitude and continued on its course.

Since all the buoys had been dropped and were operating properly,

the aviation ordnanceman, who is responsible for maintaining and loading the buoys into the pressurized chutes, went back to the galley and began preparing supper (or was it breakfast?). As he worked it became apparent this was one crew with a good cook.

"That fellow can do some amazing things with hamburger and a hot plate," one sensor operator said as he sat back at his station and sniffed the aroma coming from the galley.

One by one, the operators were relieved at their stations and went back to eat. Up in the cockpit, the third pilot each crew carries relieved one of the pilots who also headed for the food.

"We carry an extra pilot on each mission because flying a 10-hour mission straight through would be incredibly demanding," the pilot said between forkfuls of meat and vegetables. "This way we rotate about every hour and a half. It keeps the pilot and copilot fresh



*Opposite: A pilot "gets his head into his work" during preflight inspection. Left: Sensor operators scan their equipment for "signatures." Below: U.S. and other NATO country ASW airplanes often work together out of Keflavik.*

enough to safely handle this complicated aircraft." With that the pilot dumped his empty paper plate in the trash can and jumped into the bunk slung over the galley table.

Ten hours after the plane had taken off, their time on station ended. There had been no "hot contacts" on this mission. "But we could have handled anything that might have come up," the enlisted flight technician said. He should know. It's his job to see that all the ASW equipment onboard the plane is "up" and functions throughout the mission. This night's mission had been an easy one for him. He'd checked a

couple of computer panels, replaced a fuse or two and spent much of his spare time as an observer.

As the plane came about for the long flight home, some crewmen wrapped themselves around the equipment at their stations and dropped off to sleep. Others could be found in the galley trying to squeeze the last cup of coffee out of the pot. And still others, because of the nature of their jobs, remained alert at their stations until the plane touched down back at Keflavik.

Back on the ground, the crew somehow came up with reserves of energy as they moved about securing the airplane and making their required checks.

Up in the Tactical Support Center, another scenario was unfolding. The P3C possesses yet another example of modern science called Data link. In general terms, Data link allows the computer record of the mission along with other information to be

transmitted to the TSC by incredibly short bursts of radio energy while the aircraft is still in the air.

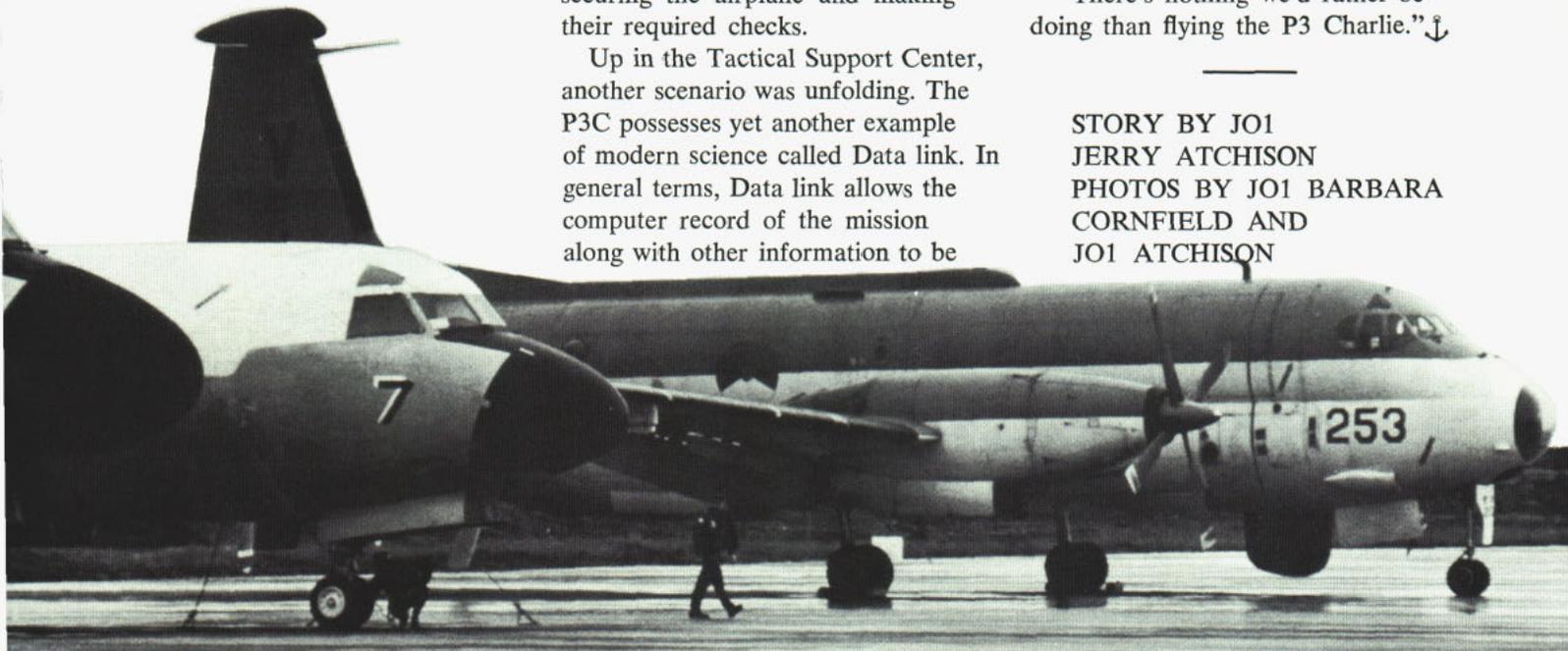
The TSC staff and P3C crew now reviewed this complete record of the mission as provided by Data link and the computer tapes taken from the plane. The entire mission could be replayed on the TSC computer screen and the events reviewed.

At 1000, 15 hours after the crew had reported to the hangar, the debrief had ended. The groggy crew left the TSC, crossed the hangar and entered the duty office. Amid groans and sighs of relief, the crew studied the next day's flight schedule. A senior chief stopped at the duty office door and nodded back towards the crew.

"You know these guys are great about griping over the long hours and hard work they've got to do," he said. "But as soon as you see them tackling the job, you know they're like all the rest of us.

"There's nothing we'd rather be doing than flying the P3 Charlie." ↴

STORY BY JO1  
JERRY ATCHISON  
PHOTOS BY JO1 BARBARA  
CORNFIELD AND  
JO1 ATCHISON





**When you say  
“BUDS”  
you’ve said  
it all...  
almost...**

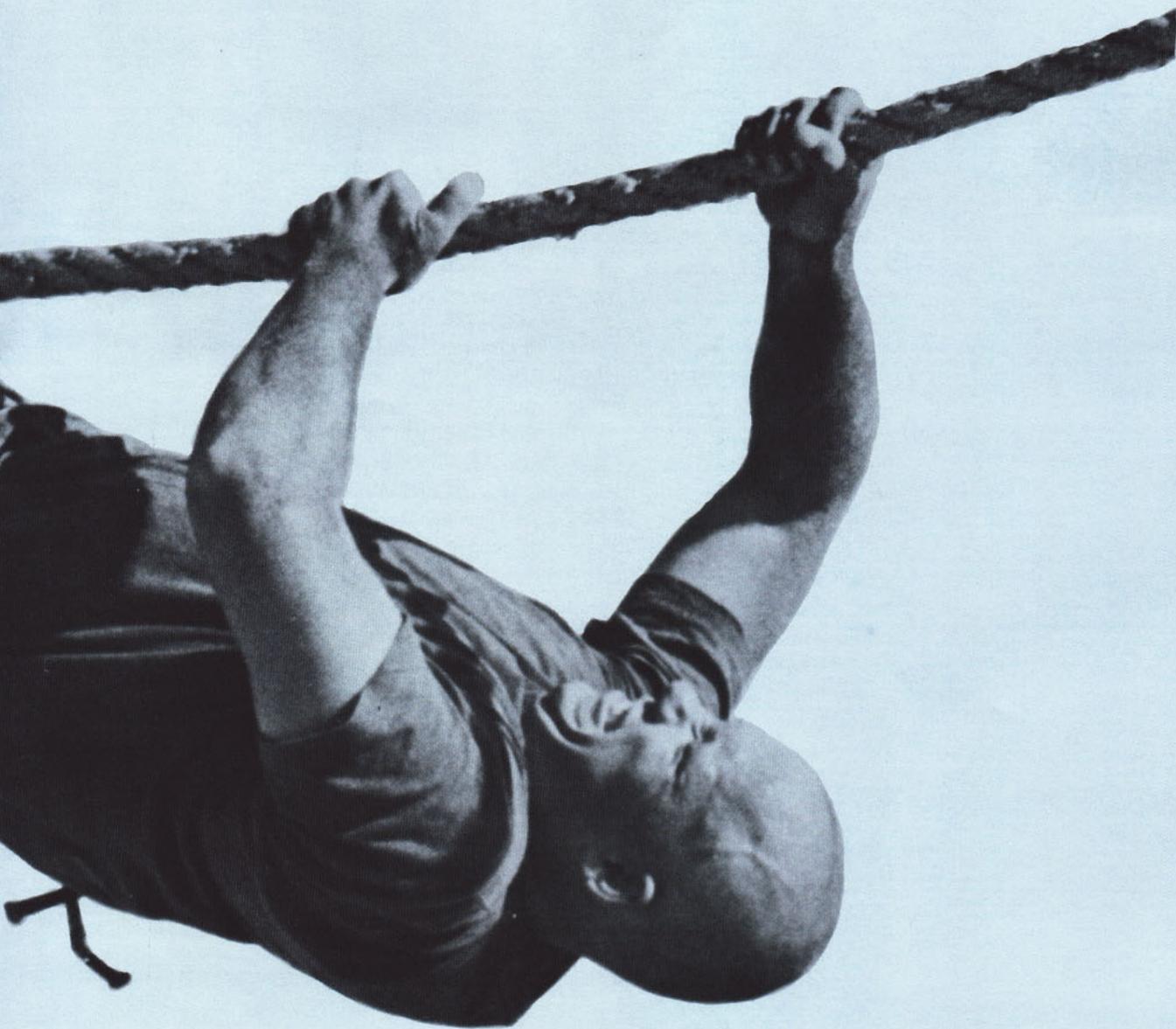
STORY AND PHOTOS BY  
PH3 JENNY C. HUDDLESTON

“When you say ‘BUD/S’—you’ve said it all . . . almost.”

It’s definitely more than beer, at least at the Naval Amphibious Base, Coronado, Calif.

It’s “hell,” physical stress, mud, water, and much, much more. It’s all part of the Basic Underwater Demolition and Sea-Air-Land (SEAL) training—BUD/S—at Naval Amphibious School.

The intensive 23-week program involves three phases: Phase I—indoctrination and conditioning; Phase II—diving; and Phase III—field work, as reconnaissance, demolition, and tactics.



Upon being graduated, the men are transferred to either Atlantic or Pacific fleet Underwater Demolition and SEAL Teams.

Six weeks of the first phase quickly initiates the newcomers to the program. From 0500 to 1700, physical training, classroom work, and harassment keep the trainees busy.

Not counting the weekly 6-mile timed runs, the trainees average 4 miles daily; they swim several miles every other day. The "real builder," however, is the obstacle course.

The course is designed to build muscles and endurance, as the 21-obstacle nicknames foretell—such as Weaver, Slide-for-Life, Belly-buster, Tarzan, and Dirty Name. But it's the time that

makes it tough. For the individual, a 20 to 25-minute time is great. Still, that won't do for BUD/S, the course must be run in under 15 minutes.

"Desire is the biggest thing a man needs when he gets here," stressed Lieutenant Doug Huth, training officer. "We can get him into shape."

Only half of the 80 to 100 men who start Phase I go on to graduate. "Hell-week," however, is the main eliminator. Six days interspersed with little sleep and continuous physical stress are not a piece of cake. This fourth week of training starts at 0100 on a Monday morning.

"OK, on the whistle, drop to the ground with your hands covering your head," the instructor barks. "Two

whistles mean crawl toward the person who gave the command; on three whistles, resume original positions."

An instructor's disconcerting laughter is barely audible over the sounds of machine gun fire, whistle, flares, and demolition charges.

One whistle . . . two whistles . . . three whistles . . . one whistle—are as rapid fire as the machinegun.

At 0400, the "tadpoles" are given the next order. "Prepare for drown-proofing." Using their trousers as flotation aids, they buoy themselves in cold water for the next hour.

Every evolution is designed to simulate the physical and mental stresses of combat. This is the way things go for the next three days. (—>)

# ...almost



By Wednesday, the trainees are paddling boats 14 miles to the dreaded mudflats. There they set up "Camp Swampy"—rows of tents, a firepit, and disposal area. Not exactly resort living.

Soon after arrival, it's off to the waterways to "play in the mud." The men race forward and backwards through the grime. The mud seems to get thicker and deeper in proportion to the trainees' effort.

"This mud is very therapeutic, men," one instructor quips. "Yeah, lots of people pay good money for mudpacks, but you men get it for free," another echoes.

And dining at Camp Swampy is not the Ritz by any means. The menu consists of C-rations.

Later, standing in formation by their tents, the men watch the sun set. For the wet, cold "tadpoles," it sinks much too quickly, as they prepare themselves for their fourth sleepless night.

One "tadpole" must always be on watch, calling out the phrase, "All is well in Camp Swampy, the sunny camp by the sea," every 30 seconds. After 3 minutes, another man takes his place; and, so it goes throughout the night.

In the morning, breakfast comes in the form of freeze-dried delicacies, Long Range Patrol Rations. When mixed with water, it forms a strange-looking potion. It's not the most visually stimulating breakfast one could eat. One trainee exclaimed, "It looks



recycled, but when you're hungry. . . !"

To help pass the day, they move onto the beach where competitive games are played in the sand. "It pays to be a winner," fellow teammates yell to each other. The prize—a few precious minutes of relaxation, while the losers press on.

That evening, the "tadpoles" paddle back to the training center. Through that night and the following day, it's more of the same . . . one hectic activity after another.

With Hell-week rapidly drawing to a close, an instructor praises the weathered men. "I would be proud to go into combat with each of you. You have all proven yourselves—so far."

When told that it's over, the disbe-

lieving "tadpoles" tear up in pride, too exhausted to cheer. Knowing the trainees all too well, an instructor warns, "Go to the barracks and get some sleep. Don't be foolish enough to go out in town and celebrate. You'll have plenty of time for that later."

On Monday, the trainees turn their attention to the next two phases of training.

Since the first phase is "hell," the trainees know that the rest of the program will be no picnic. Ahead are more physical exercises and even more technical training.

They've only just begun to realize what BUD/S really means.

When you live through BUD/S, you've lived through it all! ⚓



## USS RATHBURNE

# Port-O-Call: Fukuoka

Despite a constant drizzle and occasional heavy showers, more than 8,500 visitors recently toured the frigate USS *Rathburne* (FF 1057), the first American warship to visit the ancient Japanese city of Fukuoka in more than 12 years.

Fukuoka, a city of more than a million people, was, in ancient days, known as "NA" and is generally thought to be the locale where the Japanese culture had its beginning. Located on the northern coast of Kyushu, the southwestern-most island of Japan, Fukuoka has been the site of foreign culture and economic exchange for more than 2,000 years.

Through softball games, tours, receptions, and even a donation of free pizzas, *Rathburne* crewmembers discovered a harmonious blend of ancient

beauty and tradition mixed with a lively and modern Japanese metropolis. Many crew members, invited into homes of Fukuoka residents, experienced the lifestyle of the modern day Japanese.



*Rathburne*, homeported in Pearl Harbor, is assigned to the Seventh Fleet.

## Midshipmen of Two Nations Train

The guided missile destroyer USS *Parsons* (DDG 33) and her sister ship USS *Somers* (DDG 34) recently completed a successful joint operation between the United States Navy and the Japanese Maritime Self-Defense Force off the coast of Japan.

Participating in the exercise were the JDS *Amatsukaze* (DDG 163), JDS *Hiei* (DD 142), JDS *Natsugumo* (DD 117) and JDS *Murakumo* (DD 118).

These six ships executed a series of drills that included tactical maneuvering, communications, underway replenishment, and surface and air tracking. Aboard *Parsons* during the two-day exercise were 10 Japanese midshipmen from the Officer Candidate School at Kure. The 10 were involved in a yearly summer midshipmen exchange program between the U.S. and Japan.

Purpose of the exchange was to indoctrinate future officers with the

understanding of how their counterparts think and act, and mutually to share ideas and capabilities.

The 10 cadets experienced the techniques and equipment necessary to operate *Parsons*, by manning the bridge and combat information center with rotation during the exercise.

This past summer's exchange program started when midshipmen from Annapolis arrived at Etajima—JMSDF's officer candidate school. Within six days of arrival they embarked on board Japanese ships at the Kure Naval Base.

The American midshipmen operated northward to Yokosuka where their at-sea training ended; the JMSDF cadets—aboard *Parsons* and *Somers*—returned to Kure to complete their remaining year before being commissioned as ensigns. The Annapolis contingent spent three days touring Japan before returning to the States.

## 40,000 PQS Points

USS *Buchanan* (DDG 14) conducted a 3-day PQS Stand-up, 26-28 July, while in transit from Pattaya, Thailand, to Subic Bay, Republic of the Philippines.

"PQS"—Personnel Qualification Standards—is the primary system for training personnel in the surface Navy.

The "Stand-up," a novel idea, served to provide an opportunity for all *Buchanan* crewmembers to concentrate on their personal qualifications. During the three days, a total of nearly 40,000 PQS points were earned by the *Buchanan* crew.

Quality control procedures, however, ensured that the outcome was increased training and professionalism, and not merely point collection. The end result of the PQS Stand-up has been an improvement in the combat readiness of USS *Buchanan*.



**The Navy is HARD WORK...**

# ...Except when Shields

BY LTJG CRAIG W. PATTON  
AND JO2 BOB HAAGENSON

Sailing under the Southern Cross, combing beaches on a South Seas island, and sitting cross-legged in a grass hut drinking fresh coconut milk are scenes most people only dream about. The “shellbacks” in USS *Marvin Shields* (FF 1066) experienced them all during the first week of June.

Aboard *Shields*, scuttlebutt quickly changed to the straight skinny when

word was received that the Government of Western Samoa had officially requested a U.S. Navy ship be dispatched for a friendly visit to the islands. For three days and nights, the men of *Shields* became America’s goodwill envoys during the island nation’s 15th Independence Day celebration.

Charts, unused for years, were dusted off in the ship’s charthouse (no one could find any official record of

the last time a U.S. Navy ship had visited Apia, W.S.), and *Shields’* crew made ready for entering port. Yet, before Apia was even in sight, the festivities had begun topside.

Crossing into the Southern Hemisphere was a first for many of *Shields’* officers and men and none of the “polliwogs” escaped Neptune’s traditional greeting as they crossed the line. After such an “enjoyable” party, it’s no wonder that many *Shieldsmen*



# visits Western Samoa

welcomed the sight of the Samoan Islands as King Neptune descended to Davey Jones' Locker.

*Shields* arrived in Western Samoa at dusk on May 31 and found Apia's harbor reminiscent of scenes from *Kon Tiki* and *Mutiny on the Bounty*. The tranquility, however, was soon disturbed by the bustle of tying up, rigging display lights and preparing full dress ship.

Western Samoa is a sovereign state

located about halfway between Hawaii and Australia. It is one of a few places whose culture and traditions have survived the jet age unspoiled, yet it is in complete harmony with the modern world. The lush, mountainous islands have a population of about 160,000, 80 per cent of whom are pure Polynesian. All still practice the customs first witnessed by 19th century English and American missionaries who sailed to the South Pacific paradise.

Apia's population—normally 30,000—swells to about twice that each year as the independence celebration commences. Samoans come to the capital to join in the parades, dances and *fautasi*—long boat races. The celebration officially began June 1 when the Western Samoan flag was raised at Mulinnee (the nation's House of Parliament), and a 21-gun salute was fired in honor of the independent Polynesian state. (→)





For the people of Western Samoa and the men of *Shields*, this year's Independence Day celebration, the island nation's 15th, will not soon be forgotten.



(Until 1962, Western Samoa was a United Nations Trusteeship under the administration of New Zealand.)

Following opening ceremonies, a number of dignitaries—including ambassadors from more than a dozen nations, Western Samoa's Head of State, King of Tonga, and cabinet ministers—all watched the *fautasi* from the best seats in the "house"—*Shields'* 02 deck.

(Recognizing these dignitaries at the brow presented no small problem in the eyes of the quarterdeck watch officer. It was soon resolved, however, when a dignitary's press secretary donned a pair of sound-powered phones and announced each official to the quarterdeck. Rendering honors, as one after another arrived, went well after all and was a task the eight sideboys will not soon forget.)

The *fautasi* is one of the most unusual and colorful races in the South Pacific and is roughly equivalent in its ability to incite national interest as our own Super Bowl and World Series combined. Eight boats, each about 50 feet in length and propelled by 40 rowers, race a five-mile course for large cash awards presented by the government. According to several *Shields'* sailors, seeing the race and

nothing more still would have made the visit a good one.

After the *fautasi*, *Shields* opened her brow to the first of more than 6,000 Samoans who visited the warship during the next two days. Visitor interest was high and there was no language barrier since nearly all the natives speak English. Those who didn't, enjoyed the tour anyway as *Shields'* tourguides used hands and smiles to answer inquisitive gestures. Visitors were fascinated by the entire ship, but the embarked LAMPS helo was a prime attraction. For many, it was their first glimpse of a whirlybird.

A carnival atmosphere prevailed as vendors displayed (and sold) their wares ranging from whole roast pig to fragrant hibiscus arrangements. American sailors strolling the island's streets were met with curious and friendly smiles; many soon found themselves engaging in conversation and eating food in a Samoan home.

Samoan life revolves around the family unit—*aiga*—and its head is the *matai* who speaks for the family. Navy visitors shared a native drink made from coconut milk (*Kava*) and quickly learned some essentials of Samoan etiquette. For instance, few Samoan homes have chairs and visitors and family alike sit on the

floor with their legs crossed under their bodies. It is a serious faux pas to sit on the floor with your legs outstretched toward the center of the room. If one is unable to assume such a position, he is required to place a mat over his outstretched legs.

Sailors returned the hospitality by bringing their new-found friends on board ship for a private tour.

The final day of the celebration traditionally focuses on the family. Many family reunions and parties are held, again pointing to the importance and closeness of the family unit in Polynesian tradition. *Shields'* sailors took that opportunity to do some souvenir shopping on the island. The most popular items purchased were grass skirts, lava-lava (wrap arounds), woven mats, baskets, Samoan wood handicrafts, and other items reflecting Polynesian heritage.

Early on June 4, *Shields* got underway and continued westward leaving behind the glow and goodwill of Samoan friendship and hospitality. The hard work and preparations aboard ship had been more than balanced by the genuine good times on the beach. For the people of Samoa and the men of *Shields*, it was a port visit not likely to be forgotten. ⚓

and, like the first flood, left the city buried in a sea of sludge and debris.

Cars and trucks were tossed about like toys in a tub; trains were yanked from their tracks and deposited as far as one-half mile away; and homes and office buildings crumbled under the pressure of rapidly rising flood waters.

Hundreds of residents sought and found refuge in the Johnstown Naval Reserve Center.

Navy men and women from the city and nearby Altoona immediately set up emergency relief centers and began evacuating the homeless to surrounding communities. Local Naval

## JOHNSTOWN FLOOD

# RESERVE CENTER SHELTERS FLOOD VICTIMS

BY JO2 RICH BETH

The Johnstown Flood is no longer a memory kept alive by the retelling of how, in 1889, a reservoir burst in the narrow river valley killing more than 2,200 people and leaving much of the city in a deluge of mud.

It happened again last July 19. An eight-hour, flash thunderstorm dumped nearly a foot of water on the southwestern Pennsylvania city causing four dams to burst and another to overflow, letting loose the backed-up fury of the Conemaugh River. The 1977 Johnstown Flood claimed the lives of at least three dozen persons



Reserve Centers stayed open around the clock providing first aid, hot food, clothing, shelter and water for flood victims.

The Commandant, Fourth Naval District sent a five-man Military Affiliate Radio Stations (MARS) team to Johnstown within 24 hours to provide emergency communications to facilitate rescue and relief efforts. In less than a week, telephone service was restored and the MARS team shut down operations—they had completed a vital job.

Rescue and relief efforts were coordinated during the first week by Chief Machinist's Mate Charles



Gregory, station chief from Altoona, and Chief Mess Management Specialist Robert Lawson, a Navy recruiter in Johnstown. The two continued to direct the Navy volunteers in the humanitarian effort until Lieutenant Commander Charles Bencik, commanding officer of the Reserve Center, could arrive on the scene.

When LCDR Bencik arrived, Hospital Corpsman 1st Class Steve Ulanowski and Hospital Corpsman 1st Class Dennis Billeter had already set up an emergency aid station in the center's dispensary. Assisted by civilian volunteers from the community, they treated nearly 200 injured Johnstown residents and administered more than 1,000 tetanus shots.

In the Soloman Run section of the city, Yeoman 2nd Class P. J. Carpenter, Personnelman 2nd Class Bob Crowe, and Hospital Corpsman 1st Class Ricky King (from NRC



Philadelphia) provided on-the-scene relief to victims. King established an aid station in the home of a Johnstown citizen and, during the ensuing week, treated 450 patients, assisted by nurse Karen Ruffner and Carol Gerula.

Meanwhile, Carpenter and Crowe delivered food, cleaning supplies and water to elderly residents and others unable to get to the distribution centers which had been set up around the city. When the going was too rough for their four-wheel-drive National Guard truck, Carpenter and Crowe delivered supplies on foot. As they made their rounds, they comforted families in need; many had lost everything they owned.

Volunteers arrived daily from other organizations including the Salvation Army, Pennsylvania National Guard, and other Navy units—some sent volunteers from as far away as Jacksonville, Fla. All the relief units worked together distributing supplies and rendering first aid. Citizens from surrounding communities and local business people donated additional food, supplies and comfort items.

By the end of the month, the immediate job of relief and search and rescue had begun to wind down. On August 1st, Altoona personnel returned to their center and the Johnstown Naval Reserve Center's hours of operation were reduced. Though operations are diminished, the center continues to supply support to the community in every way possible and will do so until no longer needed. According to a spokesman from the Pennsylvania governor's office, that could be as long as two years, the projected time to restore the flooded community to normal. (→)



BY JOI ANDY TURNER

When the Conemaugh River burst over its banks in the early morning hours of July 20, it started the devastation of Johnstown, Pa., a supposedly flood-proof city of over 40,000.

It wasn't the first time Johnstown had been flooded. The city is built at the confluence of the Little Conemaugh River and Stony Creek, a location rich in beauty and convenience, but historically lacking in safety. The "Great Johnstown Flood" in 1889 was the first disaster. More than 2,000 people were killed and damage exceeded \$20 million. A flood in 1936 claimed only a few lives but again destroyed the city, much of which is only a few feet above the river. Flood control projects then undertaken supposedly ensured that Johnstown residents could rest easy.

But this July 19, a thunderstorm rolled in from the west at about 9:30 p.m. and, according to the weather service, "simply stalled" over the Conemaugh River Valley. When the rains stopped at 5:30 the next morning, the gauges had recorded an incredible 11.2 inches of rain.

"When I went to bed, I thought it was just another rainstorm," said Chief Radioman John Neatrou, one of the four Navy recruiters assigned to the recruiting station in Johnstown. It

was much more than that though. The death toll now stands at 73 with 15 still missing. Estimates of the damage exceed \$250 billion.

The high number of deaths are attributed to the storm's timing. Most area residents went to bed feeling certain that the crashing thunderstorm would end soon. When the flash flood warning was issued early in the morning, there were few people awake to hear the warnings on radio.

The situation at sunrise was almost unbelievable. "I got up and dressed as usual," said Senior Chief Yeoman George Pappas, Johnstown recruiter in-charge. "I started to drive into town, but the road was closed. Then I realized how bad things were. I drove home, changed into some old clothes, and, by 11 o'clock the water had receded enough, that I could wade to the office.

"It was an awful mess," he said. "The water had gone right through the building, knocking down the interior walls and washing a lot of equipment and files down the river."

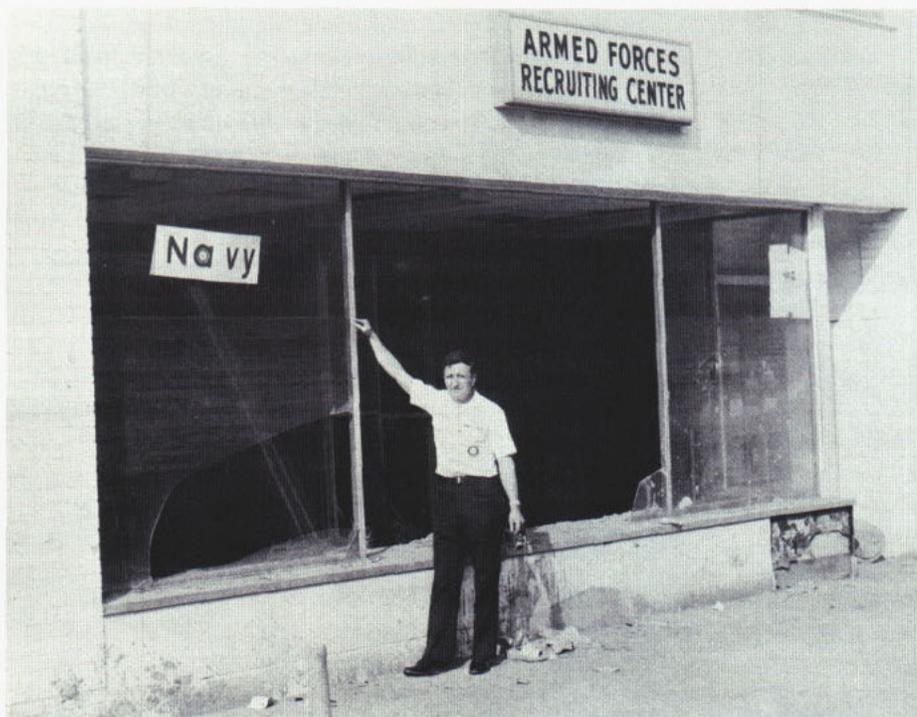
Johnstown's Navy and Marine Corps Reserve Center was more fortunate. Located on a slight rise, water came to within 100 feet of the armory before subsiding. The reserve units, led by Officer-in-Charge Lieutenant Commander Charles A. Bencik, began an immediate mobilization. Residents of nearby flooded areas took shelter at the armory where hot meals were prepared over charcoal fires.

Reinforced by personnel from the Naval Reserve Center in Altoona, 30 miles away, the center helped initially with clearance of debris and traffic control until National Guard and state police units arrived to assume security functions. Medical assistance was also provided by the reserve units. A Military Affiliate Radio Station (MARS), supplemented by personnel from the First and Fourth Naval Districts, opened to allow local residents to call friends and relatives outside the area. Over 300 MARS-Grams were sent before telephone service was restored several days later.

One of the most popular attractions at the armory was one of Johnstown's few operating showers. Personnelman 2nd Class Robert Crowe rigged garden

## JOHNSTOWN FLOOD

# I THOUGHT IT WAS JUST ANOTHER STORM



hoses from a spring through a bleach bottle connection to provide water to a shower stall, built with a punctured washtub and used lumber.

By a chance of fate, Navy personnel stationed in the area were, for the most part, spared personal injury or serious property damage. The only

major loss was suffered by Yeoman 1st Class Clifford Dillon who lived in downtown Johnstown—his car was washed away in the rampage.

Life still isn't normal in the Cone-maugh Valley. Although signs stating "We will rebuild together" are everywhere, the damage may take years to

clean up, but clean up they will.

The Navy is back in the recruiting business with a "Recruitmobile" operating in a mall parking lot.

But for residents of the area, the term "floodproof" is only a bad joke, and the memory of that night will always be vivid in their minds. ⚓

# Indy fights Capri fire

BY JO2 J. PFIZENMAIER, JR.

It was an hour before midnight. With most of her crew on liberty, USS *Independence* (CV-62), anchored in the Bay of Naples, lay silent. The duty section noticed a red glow on the Isle of Capri.

In a few minutes, they would find out that the red glow marked the location of a brush fire raging out of control.

An urgent message from the Mayor of Capri was received, requesting Navy assistance in putting out the fire. The ship sprang to life. Within 30 minutes, 200 volunteers stood ready in the hangar bay.

The first group of 50, made up primarily of men from the ship's repair parties and flight deck personnel experienced in handling fires, was transported to the island to take stock of the situation.

What they found was discouraging. There were no roads to the fire area, which was situated on the face of an inaccessible cliff.

Loosened rocks, debris and burning

timber cascaded down the cliff face making firefighting not only difficult but dangerous.



So rather than trying to put out the fire, they decided to keep it from spreading.

One hundred twenty-five more crewmembers from *Independence* arrived at the island and made their way on foot to the fire. Additional firefighting teams stood by on the ship but transportation was limited.

Armed with shovels, fire axes and blankets, the volunteers formed lines between populated areas and the fire and started the seemingly endless task of extinguishing flying sparks and embers and smothering burning logs and stumps. Shifting winds only added to their difficulty.

Perseverance and hard work were rewarded. More than nine hours later, the fire was under control.

Heartened by the profuse thanks of the islanders, USS *Independence's* firefighters, exhausted and blackened with soot and smoke, returned to their ship, satisfied with a job well done. ⚓



# Bearings

## Reduces Target Loss

For those accustomed to the steady motion of an aircraft carrier at sea, the sometimes unpredictable movements of a small boat can be a shocking experience—especially if the craft happens to be a PT boat.

It may seem unusual for a PT boat to be operated by a crew of “airdales,” but it’s true. There’s only one like it and Fleet Composite Squadron SIX (VC-6) of the Amphibious Base in Little Creek owns it.

PT 809, now dubbed drone recovery vehicle one (DR-1) was one of a limited number of aluminum-hulled PT boats built after WWII. The boat spent an early portion of its life in operation with the Secret Service before VC-6 acquired it. The squadron had a need to provide both air and seaborne remote controlled target services for the Atlantic Fleet.

As a drone recovery craft, the DR-1 has reduced target losses while at the

same time extending the on-station target practice time, and lowering, as well, operating costs for ship and air crews. Additional savings result from the fact that work on the drones can be done on board the DR-1. Salt water decontamination can be started immediately upon recovery by the craft, which reduces the number of corrosion control man-hours later required to restore a drone to operational status.

A drone can also be launched and controlled from the DR-1’s deck while underway. The craft can therefore be used to simulate an attack sequence for a small, high-speed missile platform and the drone can be flown to duplicate any desired anti-ship missile profile. Smaller seaborne-powered targets can also be controlled from DR-1 to present targets for retaliatory strikes from tactical aircraft.

The end result of the DR-1’s capabilities is the opportunity it gives an operating force to meet and train against a multithreat challenge.

## Top Two Named

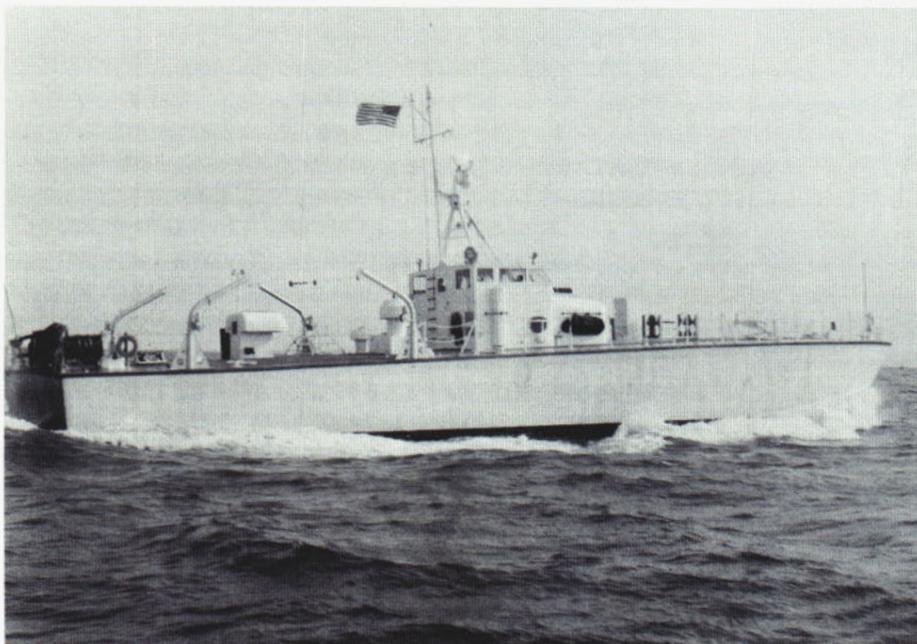
The “Smokin’ Tigers” of Reconnaissance Attack Squadron ONE (RVAH 1) became the first Atlantic



Fleet aviation squadron to receive the Arleigh Burke Fleet Trophy while the helicopter transport ship USS *Tripoli* (LPH 10) took the honors for the Pacific Fleet.

The trophy, established in 1961 to honor former Chief of Naval Operations Admiral Arleigh Burke, exemplifies battle readiness and is awarded annually to the Atlantic and Pacific ship or aircraft squadron which exhibits the highest degree of preparedness improvement during the fiscal year competitive cycle.

The Key West based RVAH 1, deployed aboard aircraft carriers on both coasts in the past, was part of the USS *Enterprise*/Air Wing FOURTEEN team and participated in buildups and an eight-month cruise to the western



Pacific during fiscal year 1976. The "Smokin' Tigers," flying RA-5C Vigilantes, successfully fulfilled their mission of providing day and night tactical reconnaissance to the on-scene commander.

The Coronado, Calif.-based *Tripoli*, aside from fleet exercise participation, assisted in recovery operations relating to Typhoon Pamela at Guam and took part in a nationally televised demonstration of landings and takeoffs of two AV-8A Harrier aircraft.

## A Diver's Dream

Clear water, good air, a cold drink and a mermaid to share it all with—sounds like a diver's dream. For some it is but for Navy diver Gary D. Layne, it actually happened.

Layne, leading diver aboard the Fleet Ocean Tug USS *Tawakoni* (ATF 114) out of Pearl Harbor, demonstrates what a diver can accomplish underwater while wearing a heavy MK V deep sea outfit. He actually drank the coke—and the mermaid—well, she was just for show.



## He's Still a Master

You'd think that after winning four first-place and two second-place awards in the 11th Naval District Championships at the San Diego Naval Training Center, Lt. James T. Slaughter would give swimming a rest. But such is not the case. He still dons his goggles and goes through his usual routine—a 1500-meter (1 mile) swim at the local pool. Practice, it seems, makes perfect.

Slaughter, who's director of the Construction School at the Construction Battalion Center, Port Hueneme, Calif., began swimming in the AAU

when he was 17 and continued when he entered the Naval Academy in 1963.

He considers 1974 his best year to date. His qualifying times in three breast-stroke events ranked him among the nation's top 10 in the AAU Masters Swimming Program.

Not one to downgrade his recent San Diego achievement, Slaughter qualifies it slightly—"There was very little competition in the masters category, probably due to the fact that the Underwater Demolition Team members were unable to compete."

Maybe that explains why he still tackles the daily mile swim.



# Bearings

## Herd Checking

From flying reconnaissance on caribou herds in the frozen north to participating in anti-submarine operations in Florida is quite a change for three Canadians assigned to Patrol Squadron 56 (VP 56) at Jacksonville.

Warrant Officers Gordon McMillan, Roy Chrapchynski and Sergeant Eric Welin (left), members of the Personnel Exchange Program (PEP) between the United States and Canada, came to VP-56 from maritime patrol segments of the Canadian Armed Forces (CAF). McMillan, the CAF equivalent of a Navy Senior Chief Petty Officer, is a qualified P-3C "Orion" flight engineer and Chrapchynski and Welin, equivalents of Senior Chief and Chief Anti-Submarine Warfare (ASW) Operators, respectively, are qualified as "Orion" ASW sensor operators.

In Canada the men flew the "Argus" aircraft. In addition to flying

ASW/ocean surveillance missions similar to those flown by the U.S. Navy in the P-3C, the CAF crews flew Arctic patrols which included reporting on caribou herds and aiding the Canadian Coast Guard in policing the 200-mile territorial fishing limit.

Deployment is nothing new for the three but there is a striking difference between the CAF and the U.S. Navy. "Argus" crews deploy to bases in both the Atlantic and Pacific but the time away rarely exceeds four weeks. Patrol Squadron 56 recently spent five and a half months in Sigonella, Sicily.

Chrapchynski and Welin are scheduled to return to Canada soon (McMillan will remain for another year), taking with them an extensive knowledge of U.S. Navy P-3C operational capabilities. Their experience with the P-3C is expected to make the CAF's upcoming transition to the long range patrol aircraft "Aurora," a slightly modified version of the "Orion," a smooth success.

## Myoelectric Hand

Bringing the thumb against the index finger is a simple hand maneuver for most of us, but for Hospital Corpsman 3rd Class Richard Smith, it's a mental ordeal.

Smith's right hand, amputated after an accident, has been replaced by a myoelectric prosthesis. The arm muscles and brain that once controlled the natural hand are still used to open and close the myoelectric hand as electric impulses from Smith's extensor and flexor muscles are picked up by tiny electrodes, magnified 1000 times by a power pack and transmitted to miniature motors in the myoelectric hand.

"Bionic" replacements for body parts are not as commonplace in real life as they are on television, but the future holds high promise that Veteran's Administration doctors will be able to help veterans with even more severe injuries than Smith's with even more startling applications of space age technology.

A bypass for an injured spinal cord that could make paralyzed arms and legs usable once again, and bone implants to extend an amputated arm or leg to make fitting of a prosthesis possible, are among the goals of a rehabilitation engineering and research center soon to be established in Chicago. The research center, in collaboration with the Armour Engineering Center of the Illinois Institute of Technology, will monitor the medical and engineering developments throughout the world for applications to bio-engineering.

Now being tapped for use in myoelectric hands like Smith's are electronic miniaturizations, plastics, power packs and controls that are by-products



of the nation's space age program.

"An amputation usually means automatic separation from the military," Smith says, "but I'm going to prove that with my new hand I can still do my job."

Therapy is serious and intense work for the corpsman, according to VA therapist Barbara Grant.

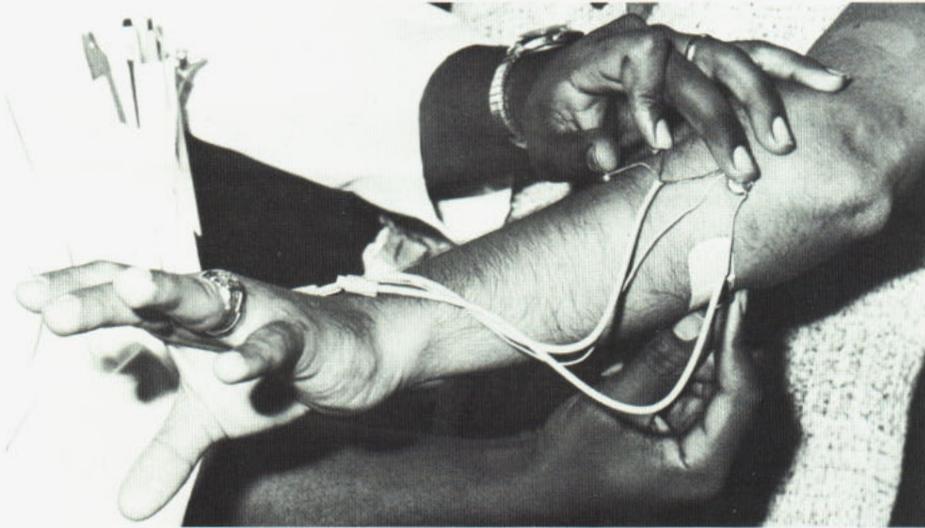
"He's confronted by psychological

as well as physical obstacles," she explains. "He knows he no longer has a right hand, yet he must think as if he still had one. He must produce the same nerve impulses to the same arm muscles to operate his new hand. It takes practice and patience."

The Navy will give Smith a chance to prove his mettle. After he learns to use his myoelectric hand, a Navy

review board will let him demonstrate his skill with it.

Charles J. Harland, The VA hospital's prosthetics chief, is rooting for his patient. "The myoelectric hand is far from perfected," he admits. "It can perform only one of the natural hand's six basic grips, but it does work, psychologically as well as physically, and it may well be just the forerunner of the marvels being dreamed up by science fiction writers and engineers."



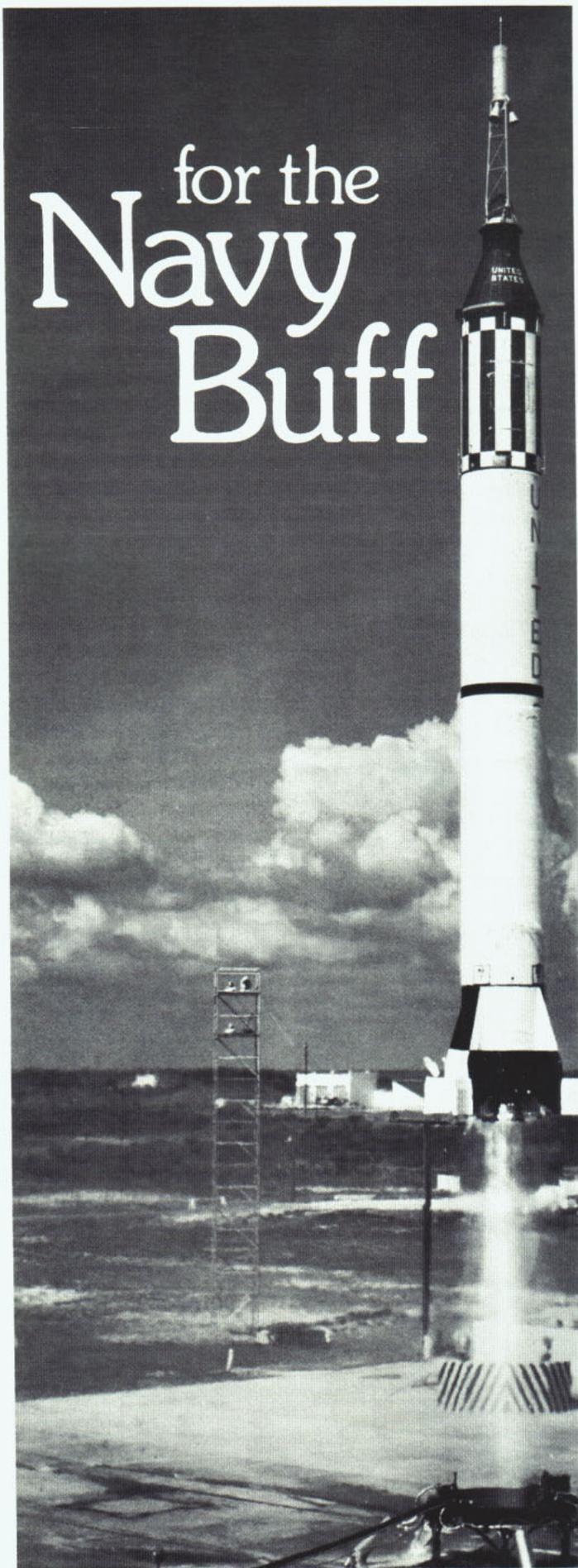
*Left (top): The electrodes that transmit muscle nerve impulses to the myoelectric hand fit against the skin over each set of arm muscles.*



*Bottom left: The myoelectric hand and power pack attach to a plastic sleeve over the amputated forearm and can be detached easily for repair or replacement.*



# for the Navy Buff



BY JO2 DAN WHEELER

**Q.** *I know astronaut John H. Glenn, Jr. was a Marine and not a Navyman, but would you tell me, anyway, the amount of pay he earned while orbiting the earth three times in February 1962?*

**A.** Computed on the basis of a 30-day month and 24-hour day, Lieutenant Colonel Glenn earned a whopping total of eight dollars! That includes basic pay, flight pay (since he managed to get in four hours flight time), BAS and BAQ. He missed out on per diem since he made the trip in less than 10 hours in one calendar day. Also, he wasn't paid mileage (81,000 miles  $\times$  \$.10 per mile) since he preferred to use a "government vehicle" rather than his own.

**Q.** *Is it true that some Navy ships prepared Last Wills and Testaments during World War II to govern distribution of assets jointly held by their crews?*

**A.** True. In fact, ALL HANDS (then the Bureau of Navigation Bulletin) featured an article about the first ship to do so in its May 1942 issue:

"The USS *Augusta* (CA 31) has drawn her will, and the Navy Relief Society is sole beneficiary. Being of sound steel and in possession of all her armament, the stout old cruiser has arranged all the details such as power of attorney and proper authority. Believed to be the first naval ship with legal testament, the *Augusta* directs in her will that the beneficiary shall receive money now on deposit in a Brooklyn bank in the event that the cruiser should become a complete casualty—that no commanding officer should survive to administer funds."

Funds on deposit often amounted to several thousand dollars accrued from ships' stores and recreation funds. Fortunately, *Augusta's* fund continued to grow and no executor was ever needed.

**Q.** *I'm a signalman and I didn't know the answer to this question, "Was there ever a WHAT-THE-HELL pennant in the Navy?"*

**A.** It took some searching, but we finally found an old-timer who admitted, for the record, that once upon a time there was such a pennant and it was used up to and during World War II (unofficially, of course).

He couldn't remember its color, but it was triangular and embossed with three question marks, three exclamation points and three stars. It was used whenever some junior officer deemed it necessary. The following examples indicate what it meant when flown with official pennants:

*Launch of America's first man in space, LCDR Alan B. Shepard, Jr. (now a retired rear admiral). John Glenn was America's first man in orbit.*

● WHAT-THE-HELL pennant over the course pennant signified “What’s the course?”

● Flown over the speed pennant, it signified “What’s the speed?”

Its use by anyone, especially a junior officer, invariably elicited the following remark from observers, especially the captain, “What the hell . . .!”

**Q.** *What’s the largest number of volunteers the Navy has ever enlisted in a month?*

**A.** During the month of January 1942, the Navy enlisted 55,888 people.

**Q.** *Why did the Navy employ such a large number of artists to record Navy activities during World War II instead of using more photographers?*

**A.** We’re told security was the reason—an artist can eliminate secret details which the camera discloses.

*Four “old salts” aboard USS Mohigan.*

**Q.** *I’ve often seen the picture entitled “The Old Navy” in which four elderly sailors are shooting the breeze on the deck of a ship. Do you know who they were and when it was taken?*

**A.** Sure do. It was taken in 1888 by Assistant Surgeon H. W. Whitaker aboard USS *Mohigan*. The sailors (left to right) are David Ireland, 55; Gilbert H. Purdy, 60; John T. Griffith, 62; and John King, 54. King was originally identified as the real “steamer” among the four, having a propensity for rollicking liberty ashore.

**Q.** *Which submarine was the first to sink a warship in actual combat and when?*

**A.** Although most people don’t think of submarines as vessels used in war before World War I, there were several which played an active role during the American Civil War. The first to actually sink a man-of-war was the Confederate submarine *Hunley*. She sank USS *Housatonic* in Charleston Harbor by exploding a torpedo (actually a mine attached to a spar) under her. The wave thrown by the explosion, how-



# for the Navy Buff

ever, swamped *Hunley* and killed her crew. (Nicknamed “Floating Coffin,” the *Hunley* was responsible for the deaths of five of her crews—35 of 40 volunteers—including her inventor, H. L. Hunley.)

**Q.** *I have occasionally heard Guam historically referred to as “an island of thieves”—yet I’ve never found out why. Is there historical significance in this misnomer?*

**A.** Actually, this can be laid at Magellan’s feet—when Magellan discovered Guam in 1523, the Spanish crew helped themselves to the abundant food, water and everything else that appealed to them. After a week of that, they raised sail to depart but discovered that the native Chamorros, emulating their example, had helped themselves to the Spanish lifeboats. Furious, Magellan dubbed the island “Isla de los Ladrones”—Isle of Thieves. It’s doubtful that the Guamanians deserved such slander then and certain that they don’t deserve it now.

**Q.** *Was USS Monitor the first iron ship to be used by the Navy?*

**A.** No, though she was the first iron ship ever to battle another ship of iron (Merrimac in 1862). The first iron vessel built for the U.S. Navy was the sidewheel steamer USS *Michigan*.

*Michigan* was launched at Erie, Pa., in December 1843, commissioned in September 1844, and saw service on the Great Lakes during ice-free months. During the Civil War, she was used for training and in protecting the lake borders from attempted raids and transportation of arms from Canada by Confederate agents.

In June 1905, she was renamed *Wolverine*; her original name was given to a battleship then being built. In 1912, *Wolverine* was turned over to the Pennsylvania Militia and finally, in 1948 she was dismantled by Naval Reservists and sold for scrap. Not bad for a 105-year-old ship.

**Q.** *Was there a “ghost” present at the surrender ceremonies marking the end of hostilities between Japan and the Allies aboard USS Missouri in Tokyo Bay in August 1945?*

**A.** Not exactly, but there were shades of the historical at that ceremony. Seems Admiral William F. Halsey used a certain American flag as a backdrop at the ceremonies. He had the U.S. Naval Academy Museum rush him the flag flown by Commodore Matthew C. Perry when he opened up Japan on his famous voyage in 1853. That same, very historical American flag hung as a backdrop aboard *Missouri* when Japanese officials signed those surrender documents.

**Q.** *Navy ships, as every sailor knows, are always referred to as “she,” yet I saw a reference recently which repeatedly called USS Piedmont (AD 17) a “he.” Can you think of a reason for this besides poor copy editing?*

**A.** Only one—it’s correct. An honored guest at *Piedmont*’s commissioning in 1944 was Walt Disney. After the ceremony, Disney created *Piedmont*’s mascot—a drawing of “Doc” of Snow White fame. Thereafter, *Piedmont* was referred to as “Doc” *Piedmont* and became the only Navy ship correctly called “he.”



Destroyer tender USS *Piedmont* (AD-17)

**Q.** *Wasn't it an American Navyman who said, "We have to pay a price for big gains"?*

**A.** Yes, Rear Admiral Theodore E. Chandler, shortly before he died. According to a report in the *New York Times* in January 1945, the ship in which Adm. Chandler served was attacked by Japanese planes. The entire bridge was ablaze and men had been "blown to bits or burned to death." Though the admiral was critically burned himself—his trousers and shirt were on fire—he staggered around the bridge helping his men until he was forcefully removed. Late that night when asked how he was feeling (a polite question from a friend), he replied, "We have to pay a price for big gains. My grandfather was a Secretary of the Navy; my father was an admiral. I had their traditions." The following afternoon he died and was buried at sea.

**Q.** *Who fired the first U.S. shot of World War II?*

**A.** The destroyer USS *Ward* is credited with having fired the first shot in the war in the Pacific—the United States' initial involvement in World War II. Not only did she fire the first shot, she sank the first Japanese submarine of the war an hour before the attack on Pearl Harbor!

*Ward* was patrolling a restricted area just outside Pearl Harbor. At 0350 on Dec. 7, 1941, the minesweeper *Condor* notified *Ward* via ship-to-ship radio that she had detected an unidentified object heading toward the harbor's entrance.



David Glasgow Farragut

Immediately, *Ward* went to General Quarters. No contact was made for several hours so the crew secured from GO.

At 0637 the OOD notified the captain, Lieutenant Commander W. W. Outerbridge, that an unidentified submarine had been detected. Outerbridge went to the bridge and sighted a periscope between the target ship *Antares* and a target she was towing into Pearl. *Antares* notified *Ward* by blinker that she suspected a submarine was following her.

*Ward* rang up full speed and headed for the submarine. Having no alternative if he were to follow orders, Outerbridge attacked with deck guns and dropped depth charges over the sub which had dived. At 0651, *Ward* radioed Pearl Harbor the following message: "WE HAVE ATTACKED, FIRED UPON, AND DROPPED DEPTH CHARGES UPON SUBMARINE OPERATING IN DEFENSIVE AREA."

On the way into port, *Ward's* crew spied an extraordinary number of planes heading for Pearl. Soon the Rising Sun insignia on the planes' wings was visible. "I knew then," said Outerbridge, "that all hell had broken loose."

Late in 1944, USS *Ward* was sunk in the Pacific.

**Q.** *Is it true that at one time during World War II the Navy had several thousand ships in commission?*

**A.** As of Dec. 30, 1944, the Navy had in commission (would you believe?) 61,045 vessels of all types. This, of course, was a wartime fleet and included many vessels not normally used in naval service.

**Q.** *During the War of 1812 the battle between Chesapeake and Shannon, James Lawrence is reputed to have said, "Don't give up the ship! Fight her till she sinks!" Were his wishes carried out?*

**A.** No. Lawrence was taken below decks mortally wounded and died four days later on June 5, 1813. Third Lieutenant William S. Cox—a midshipman who had been promoted in battle—assumed command but had to surrender the ship. A court-martial found Cox guilty of leaving his post during the brief engagement, took away his rank and discharged him. On Aug. 22, 1952, President Truman restored Cox's rank posthumously (of course) and said, "Perhaps Cox was made the whipping boy for the loss of the *Chesapeake*."

**Q.** *Who was the Navy's first admiral?*

**A.** The first naval officer to become an admiral in the United States Navy was David Glasgow Farragut, appointed on July 25, 1866. ⚓

# Scharnhorst Still Reigns

STORY AND PHOTOS BY  
JOI AL CLARK

It all started when he was a kid growing up in New London, Conn., and his father bought him a model ship. Since then, Aviation Machinist's Mate 2nd Class Loren Perry has made or put together, in almost precise detail, more than 50 model ships including a fleet ballistic missile submarine with a three-page miniature Playboy Magazine "Playmate" foldout on one of its bulkheads.

The foldout is three-thirty-seconds of an inch high and one-sixteenth of an inch wide.

A naval reservist on temporary active duty at the Navy Recruiting District Jacksonville, Fla., Perry's favorite model is the "Scharnhorst," a sleek, 8-foot remote controlled, German battle cruiser that runs on two motorcycle batteries and has an operating range of about one mile.

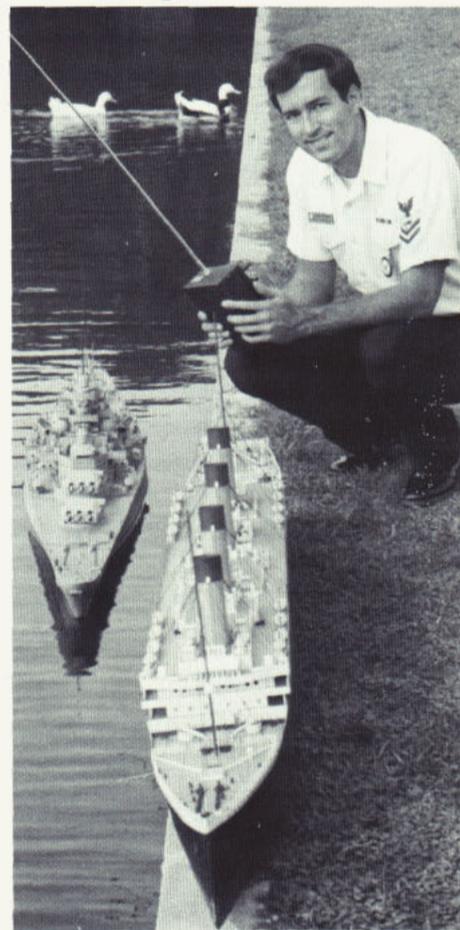
*Scharnhorst* took Perry two years and more than 2,000 hours to complete. It is meticulously made down to the last detail, including people on the

bridge and uniforms authentically styled and painted.

Among its features are two gun turrets that turn, hangar doors that open and close, airplane catapults, two large boat cranes that operate and a tape recorder that plays German marching music.

Perry said he built *Scharnhorst* because he wanted to build a remote controlled ship that no one else had ever done (as far as he knows) and one that had some historical value. The real *Scharnhorst* started her reign of terror on the British fleet around 1939. She sank the British carrier HMS *Glorious*, and did almost more damage to the British fleet than any other ship.

Perry's *Scharnhorst* has achieved fame in its own right. It has been featured in U.S. newspapers and in a model ship magazine in London. The ship has also become a hit with Navy recruiters in the Jacksonville recruiting district and Perry readily consents to letting them use it and some of his other models at exhibits, fairs and mall displays.



Perry "docks" the Scharnhorst. The other ship is the seven-foot Titanic.



In 1966, Perry built his first remote controlled ship, the SS *Kaiser Wilhelm II*, a German ocean liner. He then built the Destroyers USS *John Paul Jones* and USS *Forrest Sherman*. In 1971 he built his *Titanic*, almost seven feet long with an operating horn, lighted interiors, a tape player and, of course, it's fully furnished.

Future additions to Perry's already formidable fleet? The nuclear powered guided missile cruiser USS *Long Beach*, followed by a nuclear carrier.

Eight-foot replica of the German battle cruiser, Scharnhorst.

# Mail Buoy

## Mother-in-Law of the Navy

SIR: In reviewing back issues of ALL HANDS, I ran across your answer to the question of what ships in the Navy were named *Michigan*. You did refer to the side-wheel topsail schooner-of-war, *Michigan*.

As noted, *Michigan* was built in 1842, originally as a barkentine. Her lines, including three masts and clipper bow, looked very much like the old wooden sailing ships. She had a flat bottom with five hollow keelsons.

The ship's complement was 11 officers and 87 men. She was to have carried substantial armament but the Rush-Bagot Treaty agreed that there would only be one warship on Lake Erie having one gun only. The two original boilers drove the ship at eight knots. (In those days, there was no automatic reverse, so docking was quite an art.)

*Michigan* was constructed in Erie at the same shipyard where Daniel Dobbins had built Oliver Hazard Perry's fleet in 1813. Her launching on Dec. 5, 1843 was inauspicious. All the efforts of shipyard personnel to free her failed. But during the night, since she only had a four-inch keel, *Michigan* launched herself and the dawn showed her free-floating.

In terms of battle and glory, the *Michigan* did not have much of a history. She ended up with only one gun and fired it only in practice.

Since she wintered three or four months each year in Erie, duty aboard *Michigan* was highly desirable. In fact, because of the active winter social life there, many naval officers and men married Erie girls. So many, in fact, that Erie was once known as "the mother-in-law of the Navy."

During the Civil War, she guarded a prisoner-of-war camp on Johnson's Island, near Sandusky, Ohio. In 1905, the *Michigan* name was taken from her and given to a super dreadnought. She was renamed USS *Wolverine*.

In 1917, she was made part of the U.S. Naval Reserve Force. Ten days after war was declared with Germany, her 101-man crew marched off to the Philadelphia Navy Yard, where they were in-

tegrated into other Naval units.

After the war she continued to sail with volunteer crews on training. But in 1923, 80 years after her launching, she broke a connecting rod and limped into Harbor Beach, Mich. The Navy department refused to authorize repairs. Two years later she was towed to Misery Bay (where Commodore Perry's fleet wintered), her final berth. Even then she put up quite a fight, grounding the tug as her last gesture.

In January 1943, the name *Wolverine* was taken from her and given to an aircraft carrier. (That was her World War II effort.)

In June, 1949, she was scrapped. Only her bow was saved and now stands beside the replica of Perry's final flagship, USS *Niagara*, at the foot of State Street in Erie, Pa.—LCDR M. L. Carr

## Computing Retired Pay

SIR: Clarification is requested concerning the correct pay scale to be used in computing retainer pay for enlisted members transferring to the Fleet Reserve. BuPers Manual, 2630100, states that retainer pay is computed at the rate of two-and-one-half per cent of the basic pay being received at time of transfer, multiplied by the total number of years of active service (including constructive service). In paragraph 3.b of BuPers Manual, 2630100, it further states that a part of a year of member's total service creditable for basic pay, that is six months or more, is counted as a whole year.

BuPers Instruction 7220.27 states that six months or more is counted as a whole year in computing total active service for multiplier purposes and total service for basic pay purposes. Example: 21 years, 6 months of active service counts as 22 years for retirement multiplier and 22 years for basic pay purposes.

In the preceding example, which pay scale will be utilized for computation of retainer pay: over 20 or over 22 pay scale?—PNC J. P. Allen.

• *Computation of retainer pay in the example cited would be based on the over 22 years scale.*

*That segment of the first sentence of BuPers Manual, 2630100, stating "at time*

*of transfer" is often misconstrued, since on the day prior to transfer to the Fleet Reserve an individual receives active duty pay computed without the benefit of applying the "six-month rule." The following day, however, the member receives "retainer pay," which does include in its computation, application of the six-month rule. Additional time creditable as a result of this rule obviously allows many individuals to base their retainer pay on a longevity scale never attained while on active duty. A literal interpretation of the sentence in question could, therefore, lead to an incorrect conclusion.—ED.*

## Rope-Yarn Sunday

SIR: I'm an 80-year-old reader of ALL HANDS. Being old Navy (1912-1916), I got a kick out of "For the Navy Buff" in the April issue. Here's one you might be able to use. What is Rope-Yarn Sunday and how was it observed?

During peace time—before World War I—every Wednesday was Rope-Yarn Sunday. After morning clean up, all hands stood inspection by the captain or executive officer. This was inspection of uniform, haircuts, sea bag and hammock. All gear was laid out on the deck during the inspection. All clothing was rolled and tied with short pieces of white twine (short stops). Every sailor had to have a complete set of uniforms—both blues and whites.

After dismissal and unless you were on watch, you had the rest of the day off.

If the ship was in port or in the Navy Yard, visitors were allowed on board and men were detailed to show them about and answer questions about the guns and other equipment. One-half the crew had liberty in port from 1300 to 0800 the following day.

I had boot camp training at Newport, R.I. I then served a week on the old frigate *Constellation* which was a station ship along with the *Riena Mercedes*. This was a Spanish cruiser that was beached before the battle of Santiago in the Spanish-American War. Later she was refloated, her masts removed and used as a barracks ship.

I left Newport on the armored cruiser *Montana*, later renamed the *Helena*. I

was then transferred to the battleship *Minnesota* for three years until she was decommissioned at Philadelphia. I then went to Cuba on the *South Carolina* for one month, then to the old mine layer *San Francisco*.

One other thing might be of interest: The sister ships *Montana* and *Tennessee* both were renamed—*Montana* became *Helena* and *Tennessee* became *Memphis*. Both were lost on the Cuban coast. The *Helena* dragged anchor and went aground and the *Memphis* was hit by a 30-foot tidal wave and driven ashore. As you know it's an old sailor's belief that to change a ship's name is bad luck. This seems to prove it. All guns were later salvaged.—Joe Barry

## Reunions

- USS *Hunt* (DD 674)—Planning reunion of WWII veterans. Contact Donald Inman, 12970 Hwy 8, (Sp 125), El Cajon, Calif. 92021.
- USS *Wadleigh* (DD 689)—Planning 1978 reunion. Contact Elwood East, 107 Cheapside, R-705, Lexington, Ky. 40507.
- NROTC Unit, UC Berkeley—Planning reunion in 1978. Trying to update locator file. Contact YNC McCormick, NROTC Unit, 25 Callaghan Hall, University of California at Berkeley, Berkeley, CA 94720.
- USS *Laffey* (DD 724)—Planning reunion in 1978. Contact Robert H. Daugherty, Brooke Mobile Court, Lot 16, R. D. #1, Wellsburg, W. Va. 26070.
- USS *Ommaney Bay* (CVE 79)—Planning a reunion. Contact John Mitchell, Box 127, Phelps, Wis. 54554.
- USS *Henrico* (APA 45)—Reunion in October 1980. Send names and addresses of crew to Don Soper, P. O. Box 627, Platte City, Mo. 64079.

## The Log Book

Here are some more excerpts from ALL HANDS articles of days gone by.

### 35 YEARS AGO

- Under a new plan, effective immediately, men who enlist in the Navy, Coast Guard, Naval Reserve or Coast Guard Reserve will have the option of receiving their clothing allowance in cash instead of goods. The allowance, based on the cost of a complete outfit of clothing, currently amounts to \$133.81. After a year's service, the men will receive a clothing maintenance allowance of \$8.75 per quarter. Heretofore, clothing was issued only, cash allowance not being available.

- On the morning of Dec. 7, 1941, Japanese aircraft temporarily disabled every battleship and most of the aircraft in the Hawaiian area. Other naval vessels, both combatant and auxiliary, were put out of action. Certain shore facilities, especially the Army air bases Hickam and Wheeler Fields, and the naval air stations Ford Island and Kaneohe Bay, were damaged. Most of the ships are now back with the Fleet (December 1942). The aircraft were all replaced within a few days, and interference with facilities was generally limited to a matter of hours.

### 25 YEARS AGO

- Ship grafting "operations" have joined sections of two ships to two damaged warships in drydock at the Long Beach (Calif.) Naval Shipyard and Bayonne, N.J. annex of the New York Naval Shipyard. On the west coast, the bow of the unfinished *Seymour D. Owens* was grafted to USS *Ernest G. Small* (DD 838). At Bayonne, a portion of the bow of USS *Hornet* (CV 12) became an integral part of USS *Wasp* (CV 18). *Small* was damaged by a mine in Korean waters and lost her bow. *Wasp* sustained a huge gash in her bow in a collision with USS *Hobson* (DMS 26) in the Atlantic.

### 15 YEARS AGO

- While en route to the Caribbean for Springboard 1962, USS *Cutlass* (SS 478) began active operation of the first underwater ham radio station. The station transmits under the call sign W4NMK, the personal call of Lieutenant Commander J. D. Reilly, Jr., commanding officer of *Cutlass*. In the first two weeks of operations, 250 separate contacts were made, including 31 states, the District of Columbia and 15 foreign countries. Regularly scheduled contacts with the ship's homeport of Norfolk have been made through the courtesy of K4TGA. The men of *Cutlass* have therefore been able to call their homes, through a phone patch system, from any point on or below the Atlantic.

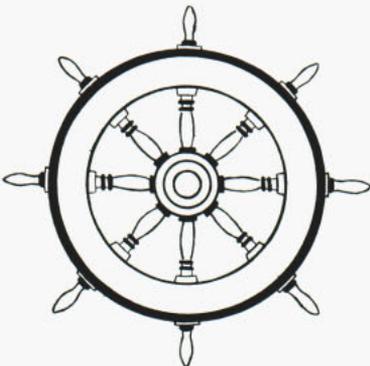
# Stern Shots

Conning a ship leaves no margin for error — or misunderstanding. To the uninitiated on the bridge of a ship, it may sound as if the helmsman and conning officer are speaking in their own code. Actually, they are using standard commands and responses, each with its own precise meaning. In this quiz, match the command to the helm with the appropriate phrase or meaning.

## “Steady as you go”

### COMMANDS

1. Right handsomely
2. Meet her
3. Rudder amidships
4. Steady as you go
5. Shift your rudder
6. Mind your rudder
7. Increase your rudder to \_\_\_\_\_ degrees



### DEFINITIONS

- A. Steer exactly, using less rudder
- B. Decrease the rudder angle
- C. Change from right to left rudder (or vice versa) an equal amount
- D. Turn rudder right a small amount
- E. Rudder angle zero
- F. Do not steer to the left of the ordered course
- G. Rudder is already over; it is desired to make her turn more rapidly by using more rudder
- H. Steer the course on which the ship is heading
- I. Use rudder as necessary to check the swing of the ship

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Answers: 1(D); 2(I); 3(E); 4(H); 5(C); 6(A); 7(G)



# Stephen Decatur

*Commodore USN*

IN THE THICK OF BATTLE, THE 25 YEAR-OLD CAPTAIN, STEPHEN DECATUR BROKE HIS CUTLASS AND WAS CONSEQUENTLY WRESTLED TO THE DECK BY A GIANT MUSCULAR TRIPOLITAN. BY WARDING OFF HIS OPPONENT'S DAGGER WITH HIS LEFT HAND DECATUR WAS ABLE TO FIRE HIS PISTOL THROUGH HIS RIGHT COAT POCKET KILLING THE PIRATE.

THE DATE WAS AUGUST 3, 1804. IT WAS THE BATTLE FOUGHT IN THE TRIPOLI WAR IN WHICH DECATUR AND HIS MEN EXPLODED THE MYTH THAT THE FIERCE BARBARY SWORDSMEN WERE CONSIDERED BY WORLD POWERS TO BE INVINCIBLE IN HAND-TO-HAND FIGHTING. DECATUR WAS ONE OF THE YOUNG OFFICERS IN CHARGE OF 6 UNSEAWORTHY GUNBOATS AND TWO BARGES WHICH SERVED AS A SPEARHEAD ATTACK ON THE TRIPOLI HARBOR. THEY FACED THE SUPERIOR FIRE POWER OF 115 CANNON AND 9 HEAVILY-MANNED GUNBOATS WHICH HAD SET OUT WITH EVERY INTENTION OF INTERCEPTING AND BOARDING THE AMERICANS. HOWEVER, IT WAS DECATUR WHO SURPRISED THE PIRATES BY DOING THE BOARDING. THE PIRATES, CONFUSED BY DECATUR'S UNUSUAL TACTICS WERE DEFEATED.

THE AMERICANS CAPTURED 3 GUNBOATS, KILLED 47, WOUNDED 26 AND CAPTURED 49. 13 AMERICANS WERE WOUNDED. THE ONLY AMERICAN KILLED WAS LIEUT. JAMES DECATUR, THE BROTHER OF STEPHEN DECATUR.

CAPTAIN DECATUR DISTINGUISHED HIMSELF IN LEADERSHIP AND BATTLE THROUGHOUT HIS NAVY CAREER. HIS DARING EXPLOIT IN LEADING A SMALL VOLUNTEER FORCE INTO TRIPOLI HARBOR AND BURNING THE CAPTURED AMERICAN FRIGATE *PHILADELPHIA* WAS PROCLAIMED BY LORD NELSON TO BE THE OUTSTANDING FEAT OF THE AGE. FOLLOWING HIS PROMOTION TO COMMODORE AND HIS APPOINTMENT AS HEAD OF THE NAVAL COMMISSION HIS COLORFUL CAREER ENDED IN A DUEL FOUGHT WITH A FELLOW NAVAL OFFICER. HIS THOUGHT-PROVOKING SENTIMENT WITH WHICH WE ARE ALL FAMILIAR WAS "MY COUNTRY—MAY SHE EVER BE RIGHT, BUT, RIGHT OR WRONG, MY COUNTRY!"

*Stephen Decatur—one of the truly great Americans who guided our young Navy toward greatness; born Jan. 5, 1779—died Mar 22, 1820.*

*Performance Excellence... a Navy Tradition*