

ALL HANDS



JANUARY 1978



An F-14A "Tomcat" taxis onto a NAS, Miramar, Calif., runway. The planes are piloted and maintained by men and women of Fighter Squadron 124 (VF 124), one of two Navy training units for flight crews and maintenance people destined for fleet squadrons. (Photo by PH2 Robert Weissleder).

ALL HANDS

MAGAZINE OF THE U.S. NAVY — 55th YEAR OF PUBLICATION
JANUARY 1978 NUMBER 732



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Back: Phone talker aboard USS *Milwaukee*. Both front and back covers by PH1 Terry Mitchell.

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Currents

1977 Launchings,

Commissionings ● Last year was a good year for the U.S. Navy: 11 ships launched, 14 commissioned and one, the guided missile destroyer USS *King* (DDG 41), re-commissioned Sept. 17.

Launched:

<i>Cincinnati</i> (SSN 693)	Feb. 19
<i>Stump</i> (DD 978)	March 21
<i>Belleau Wood</i> (LHA 3)	April 11
<i>Emory S. Land</i> (AS 39)	May 14
<i>Conolly</i> (DD 979)	June 3
<i>New York City</i> (SSN 696)	June 18
<i>Moosbrugger</i> (DD 980)	July 23
<i>Indianapolis</i> (SSN 697)	July 31
<i>John Hancock</i> (DD 981)	Sept. 28
<i>Birmingham</i> (SSN 695)	Oct. 29
<i>Nicholson</i> (DD 982)	Oct. 29

Commissioned:

<i>Elliot</i> (DD 967)	Jan. 22
<i>Arthur W. Radford</i> (DD 968)	April 16
<i>Philadelphia</i> (SSN 690)	June 17
<i>Baton Rouge</i> (SSN 689)	June 25
<i>Pegasus</i> (PHM 1)	July 9
<i>Peterson</i> (DD 969)	July 9
<i>Texas</i> (CGN 39)	Sept. 10
<i>Caron</i> (DD 970)	Oct. 1
<i>Saipan</i> (LHA 2)	Oct. 15
<i>Dwight D. Eisenhower</i> (CVN 69)	Oct. 18
<i>David R. Ray</i> (DD 971)	Nov. 12
<i>O'Brien</i> (DD 975)	Dec. 3
<i>Oliver Hazard Perry</i> (FFG 7)	Dec. 17

Outstanding Recruiter

And Recruiting District Named ● Data Processing Technician 1st Class Charles W.

Krahn, Jr., Recruiter in Charge of Navy Recruiting Station, Ocala, Fla., is the Navy's outstanding recruiter for Fiscal Year 1977. Petty Officer Krahn was selected from among eight Navy recruiters nominated for the award. One recruiter from each of the six Navy recruiting areas and two from the Naval Reserve Command (Surface and Air Programs) were nominated. Navy Recruiting District Miami has been named best in overall recruiting, best in enlisted recruiting, and best in officer recruiting from among the 43 recruiting districts within the Navy. Ceremonies honoring Petty Officer Krahn, the other nominees and the Commanding Officer of Navy Recruiting District Miami, Captain Jack M. Kennedy, will be conducted in Washington, D.C.

Alien Address

Reports Due In January ● All aliens who have been issued an alien registration card and are in the United States or one of its possessions must report their addresses during January of each year, even though the address may be the same as the previous year's. Address reports must be filed on Form I-53. The alien address report forms are available at any U.S. post office and should be returned to any U.S. post office when completed. If an alien is out of the country during January and no report has been filed, one must be submitted within two days of re-entry. There are severe penalties for failure to comply with this law, including fine, imprisonment and deportation.

Three Ships Are

Praised For Port Calls ● Two American ambassadors recently praised three U.S. Navy ships for successful port visits in November. The U.S. Ambassador to Liberia cabled the commanding officer of *USS Julius A. Furer (FFG 6)*, "You and your men were gracious guests and thoughtful hosts in the best traditions of the U.S. Navy," after Furer had called at Monrovia. Similarly, the U.S. Ambassador to Norway praised the crews of *USS Joseph Hewes (FF 1078)* for that ship's visit to Trondheim, and *USS Spruance (DD 963)* for a visit to Oslo. The ambassador was particularly impressed by the professionalism displayed by the officers and men of both ships, and the manner in which they were received by the local citizens.

Navy To Resume VRB

Claim Payments To Non-Litigants ● The Navy is resuming payments of VRB claims to claimants not named as litigants in the Supreme Court's Larinoff decision now that a Federal Court injunction stopping such payments has been lifted. The injunction went into effect on Sept. 26, 1977. Claims submitted by active duty members are being processed concurrently with those submitted by former members. More than 11,000 claims have been received by the Bureau of Naval Personnel to date. About 2,500 have been processed, certified and forwarded to the Navy Finance Center in Cleveland for payment. All eligible personnel will be paid as expeditiously as possible. Claim processing and certification of the 2,600 litigants is 90 per cent complete. Payment of these claims will be made from funds administered by the Justice Department.

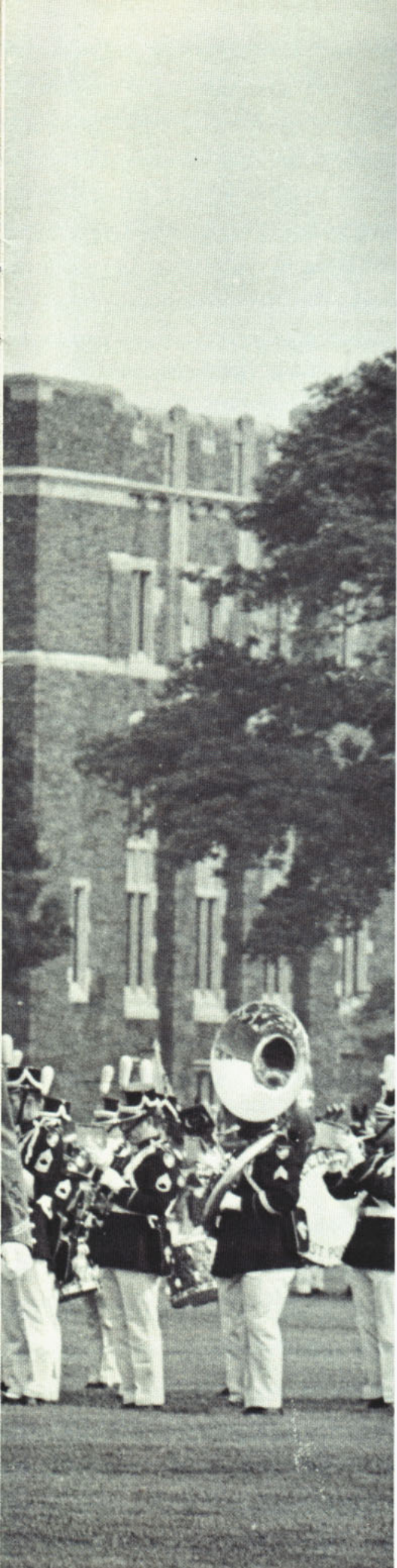
Navy Honors Top

Bachelor Enlisted Quarters ● Naval Station San Diego and Naval Air Facility Washington, D.C., are winners of the 1977 Elmo R. Zumwalt Awards for the best managed BEQs in the Navy. The two won in the large and small categories respectively. The winners were selected from 18 Naval activities nominated for the annual award which is named for the former Chief of Naval Operations, and recognizes achievement in the management and operation of Navy Bachelor Enlisted Quarters. It is co-sponsored by the Navy and the American Hotel and Motel Association. Naval Technical Training Center Corry Field, Fla., finished second in the large category while Portsmouth Naval Shipyard was runner-up in the small. Awards were presented by the Secretary of the Navy at ceremonies attended by the Chief of Naval Operations and the Chief of Naval Personnel in Washington, D.C.

All-Navy Talent

Contest Winners Announced ● ET2 David Salmon, Jr., a vocalist from Naval Communication Station, Nea Makri, Greece, won the 1977 All-Navy Talent Contest held at the Naval Training Center, San Diego, Calif. Second place winners were the "Panhandle Mountain Boys," a country and western/bluegrass group from the Naval Aerospace Regional Medical Center, Pensacola, Fla. The members of the group are HN Charles Peacock, HM2 Steve Janke, HM3 Charles Covington, HM3 Mark Barnes and HM2 Ed Roundtree. PH2 Roger Hamerlinck, a vocalist from the Atlantic Fleet Headquarters, Support Activity, Norfolk, Va., took third place honors in the competition.





50 Miles from N.Y.

"All in all, there were many compensations for service in the peacetime Navy."—"The Quiet Warrior: A Biography of Admiral Raymond A. Spruance," by Thomas B. Buell.

Cadets at West Point are still laboring through the Napoleonic Wars and unraveling mysteries surrounding Blücher, Jourdan and Marmont. One professor, however, is not an ex-tank commander—he's a ship driver who suffers the ignominies of "Beat Navy" and "Sink Navy" scrawled on blackboards on the most sacred of nautical days—Navy Day.

For this, the erring cadets are tolerated—much as any students whose professor is bound to pen the last iota in a black memo book. Some discussion follows as to the strength of both the professor's and the cadets' convictions concerning the annual struggle at Philadelphia. Then it's time, once again, to take up the chronology of the citizen from Ajaccio.

In some respects, Commander Thomas B. Buell is on a three-year sabbatical at West Point's History Department in Thayer Hall. His present tour could be compared to sending a theologian on retreat or detailing a mountain climber to conquer Everest—he's doing exactly what he loves. Furthermore, he has the opportunity to associate with the finest soldier-scholars in the United States Army.

"We have the smartest officers in

the Army right here, the cream of the crop," he said. "A teaching billet in the Army—especially one at the Point—is actively sought; it's a career enhancing assignment.

"The Navy does not emphasize instructor duty in the same degree. Our officers aim for shipboard command, staff duty and other vital career stepping stones, and well they should."

While the Military Academy faculty is almost entirely uniformed, approximately half of the teaching assignments at his alma mater—the U.S. Naval Academy—are handled by civilian faculty members. It's been that way since 1845 and it will continue, for each service tailors its faculty for its unique mission. Thus fewer lectern assignments are available for career Navy officers.

Consequently, Buell considers himself lucky to be able to teach military and naval history, as the teaching of humanities is not normally part of a senior naval officer's career. His present assignment is director of the senior core course in the History of the Military Art, in addition to his collateral duty as the Navy's spokesman in the spiritual home of the United States Army.

A former skipper of USS *Joseph Hewes* (FF 1078), Commander Buell wrote *The Quiet Warrior: A Biography of Admiral Raymond A. Spruance*, which was published in 1974. He is currently involved in a complex study of another World War II leader, Fleet Admiral Ernest J. King, which should be published soon. Admiral King, who died in 1956, attempted to write his memoirs but illness precluded this in his final years. As a result, his autobiography details his pre-World War II career and becomes sketchy in its treatment of the most important years of his life. It is in this area that Commander Buell intends to focus.



CDR Thomas B. Buell, naval liaison officer and a military history professor at West Point. (Photo by Mark M. Braunstein)

On writing factual biographies the commander said, "You often have to wait until your subject has passed away before you can write about him. Yet you can't wait too long, for you need his contemporaries who are still alive to recall events about the person."

Concerning the Navy group—it is expected that the present six-officer contingent will be increased to about 13, probably within two years. As the Army faculty is more than 500, they'll be spread thin—as is the current group—however, with the increase in numbers will come a greater visibility of naval presence to say the least.

The exchange of faculty members at West Point has been going on for

some years but, until recently, it was limited to only one naval officer in the history department. As one result of the recent Clements Committee on Excellence in Education, numbers were increased last year and continued through the summer until there were six. This core is bolstered, in numbers at least, with the presence of six exchange midshipmen from the Naval Academy who spend one semester at the Point. Six cadets, as well, are TAD, so to speak, at Annapolis at the same time. The midshipmen-cadet exchange is now in its third year and a like exchange exists with the Air Force Academy.

Recently appointed Superintendent Lieutenant General Andrew J. Goodpaster sees merit in the exchange system and feels that it could be expanded

in the future but “that remains to be seen.”

General Goodpaster retired with four-star rank in 1974 but was recalled to active service to become the Point’s 51st superintendent. He has had first-hand experience with cadet-midshipmen exchanges. As a “cow” (second class or junior) he made a summer training cruise aboard the battleship *New York* in the late 30s. On that cruise to and from Europe he received training in engineering, navigation and seamanship, and found the experience to be valuable in later years.

The general said that he “is impressed by the Navy members of the faculty” and with the midshipmen.

Going from the superintendent to

one of the exchange midshipmen—in this case, Sam Sichko and his cadet buddy, Mitchell Vervoort—All Hands found enthusiastic support for the program. Both men felt that it was accomplishing all set goals and then some. Sichko said that the Point deals more with the military side of life than Annapolis—marching, military regimen and the like.

“I found it rough getting used to their outside formation at reveille,” Sichko said, “but that’s minor.”

For the Annapolis second classman, his stay at West Point is particularly useful—he has every intention of entering the Marine Corps upon graduation and the Point’s basic mission is to provide combat officers for the basic

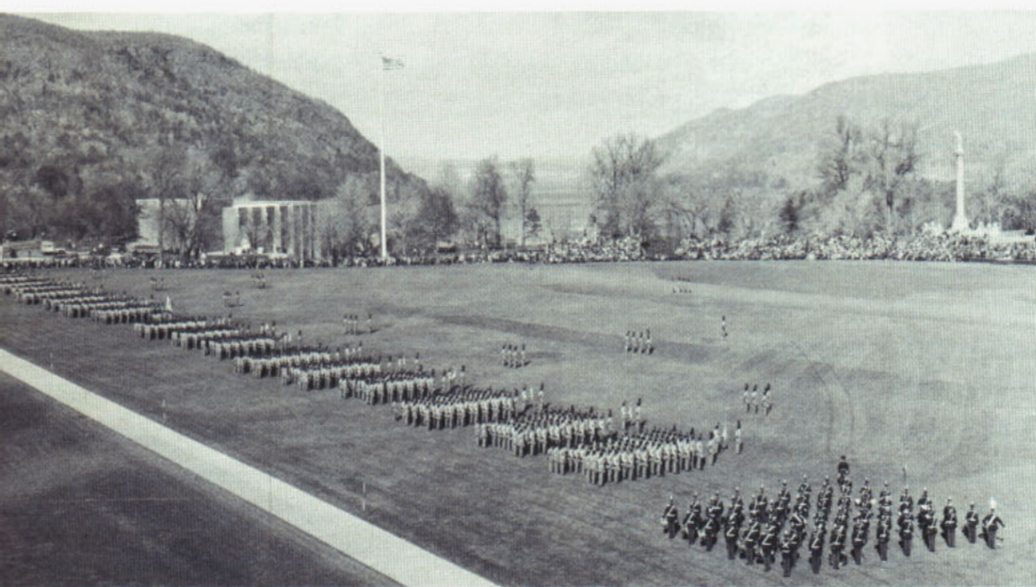
five of 12 professional fields—armor, infantry, signal corps, field artillery (including 88 or air defense artillery), and the engineers.

There may be an expansion of these fields in the next couple of years when women are graduated from the Military Academy but that step is still in the future.

Vervoort has positive thoughts on the exchange program from the Army cadet viewpoint and sees it as an opportunity for midshipmen and cadets to exchange information and get to know each other’s service while dispelling fixed notions.

“Yeah,” said Sichko, “the cadets have learned that midshipmen don’t walk sideways, after all.”





Midshipman Peter Krug calls the program a “viable activity which gives participants an opportunity to learn about the different types of services making up the U.S. military.”

Midshipman Scott Pursley sees the exchange as a vast improvement over the exchange weekend he made to the Point as a plebe. “We find ourselves talking like cadets after a while,” said Pursley. “Suddenly, we realize that when we use ‘we’ in conversations, the word really means ‘Army’.”

Midshipmen are not selected at random to attend the semester on the Hudson. Sichko, like the other five at the Point, first had to submit a request at the end of his sophomore year and then was interviewed. Meanwhile, Annapolis took a close look at his grades and performance. No one is selected just because he wants to go; the students must earn their slots.

When Sichko and the others return to the Naval Academy, they are expected to submit a report—either written or oral—on their experiences and, particularly, on the merits of the exchange itself. Naturally, they—along with the midshipmen who went to the Air Force Academy—will then become

unofficial ambassadors at Annapolis as they relate their experiences to their peers. It is at this stage—well after the end of the September-January semester—that the program begins to reap its own rewards.

There’s no doubt that the naval officers on the faculty relish their tour—everywhere there’s enthusiasm, largely because their cadet students are intelligent and well disciplined. Lieutenant Commander Kenneth W. Meeks, a CEC officer, teaches an elective which may strike an outsider as a little odd at first—he teaches “Reinforced Concrete Design.” This deals with stress, strain and weight limitations of structures made of concrete and steel.

All this may seem a little out of the ordinary until one realizes that ever since 1802 (actually 1817 when Sylvanus Thayer took the bull by the horns) the Point has been producing military engineers and our land is dotted with their canals, bridges and flood-control projects.

“I always thought I wanted to teach,” Meeks said, “so when I received these orders last summer at Camp Lejeune, I welcomed the oppor-

tunity. Now I’m seriously thinking of entering the teaching field when I retire.”

Later, Meeks was talking to other naval types, including Lieutenant Commanders Walt Hogan and Joe Jenners, about the best way to handle the occasional students who lack motivation. A company tactical officer, Lieutenant John S. White, answered that one method was to take the city out of the boy—actually, deny a senior his weekend in New York City and, behold, miracles take place right before your eyes.

“Suddenly,” he said, “the shirker is responding in class with the right answers and his grades begin a steady uphill climb. It usually takes only one ‘lost weekend’ for them to see the light.” Nevertheless, all agreed that West Point cadets represent the very finest of America’s youth and that teaching these outstanding young men and women is the greatest satisfaction of serving at the Military Academy.

Those good enough to draw an assignment at the Point can expect a two-year tour—some may stay three years but there’s no guarantee. For the families, it’s ideal shore duty, a time for the children to get to know their fathers as other than that friendly stranger who drops in between deployments at sea. Quarters are those almost legendary on-post affairs, built in the days of lath and plaster walls and hardwood floors.

The Point is a beautiful place year ‘round and, as a self-contained community, it offers everything from a well stocked commissary, to athletic facilities, horseback riding, and numerous clubs and social events.

One of the officer’s young daughters summed it all up early one fall morning as she arrived for her riding lesson—flinging her arms wide, she proclaimed to the world, “God, but I love this place.”—J.F.C.

One of a Kind

By her own admission, she's a terrible cook, a slow reader, and suffers from poor night vision. Besides, she drives a compact roadster of questionable heritage and doubtful health—she actually “prays” it up hills.

She's also an enthusiastic naval officer, a skilled athlete, and an intellectual to boot. Herein meet Lieutenant (jg) Christina Batjer from Carson City, Nev., the most junior officer on the entire Military Academy faculty.

“I've only had two assignments before reporting to West Point, so I haven't the vaguest idea what I would like to do next,” she said.

“Besides, this assignment is too interesting for me to worry about what's next.”

Christina is the only woman officer on the present six-member Navy faculty contingent at the Military Academy, having been “recruited” by the Department of Social Sciences. She's herself at all times; that's what they like about her.

When the naval liaison officer, Commander Tom Buell, first mentioned LTJG Batjer and some of her accomplishments, the honest (unspoken) reaction was—I've heard this before. But one has to admit the commander was right.

When she arrived at the Point in January, 1977, LTJG Batjer immediately got involved with preparations



Lt. (jg) Christina Batjer.

for the first women cadet arrivals. This included standing in formation and being chewed out by a “firstie”—even though he was one of her American Government students. Along with other available women volunteers—mostly wives of faculty members (including Patty White, the wife of Navy Lieutenant John White)—she went through long, mock drill sessions designed to “educate” male cadet officers in handling and addressing the soon expected, first women cadets.

There was a fiasco or two and firsties were constantly repeating “As you were” lines to the “arrivals.” Firsties, it seems, never make mistakes and the “As you were” phrase actually means, “Forget it, cadet, *you* caused me to give an incorrect order.” LTJG Batjer remained braced, no matter the

severity of the chewing out and no matter, too, that her firstie wasn't intimidated by the silver bars on her shoulder.

It wasn't long before she became the U.S. Military Academy's women's tennis coach and assistant tactical officer during New Cadet Basic Training. An outdoor type, she also took part in a forced night march and in rappelling exercises. “It's a wonder I didn't kill myself,” she said. “My below par night vision forced me to hook onto the belt of the officer before me. Otherwise, at one point, I would have gone over a cliff for sure.”

How about the heavy steel helmet? “At first it's murder,” she said. “but after two days, one gets used to it. Still, it hits against the back of the neck and that ache remains for days.”

Another thing about LTJG Batjer is the master's degree she holds—public administration. What's it all about? “Well, it deals with government and how the government runs, especially on the municipal level. It's really interesting and quite divorced from political science,” she said.

As for her quarters, LTJG Batjer describes them as “palatial.” “Believe me,” she said, “there was some static among senior types when I was assigned quarters overlooking the Hudson, but I've learned to live with it.”

Looks, brains and a solid career—a girl can't have everything. ↓

...for lack of bands and gun salute

How does one go about living with the Army when it's quite obvious that he's but one member of a vastly outnumbered Navy contingent? Unobtrusively, of course.

Yet there comes a time each year, on October 13, when one must proclaim his true colors. This he does,

although not so unobtrusively, but not in a flamboyant manner either.

On the Navy's 200th Birthday a couple of years ago, Commander Tom Buell and his family had just reported for duty at the Military Academy and were the only naval family at West Point. The Buells could not allow the

Navy's bicentennial birthday to pass unnoticed, so they rented a room at the West Point Officers Club, decorated it with Navy recruiting posters and blue and gold bunting, and invited the Superintendent and the faculty of the History Department to join in the celebration. Refreshments included a Navy birthday cake and several bottles of cold duck. Everyone came, toasts were exchanged, and a new tradition was established at West Point.

This year, Commander Buell and his five-officer contingent marked this Navy Day as it was marked for the past two years, with a cake cutting and toast at the Military Academy's Officers' Club during the noon hour. The six exchange midshipmen attended as well, each wearing a different uniform to display their naval wardrobe. This may not sound like an earth-shattering event, but it's their way of thanking their Army counterparts and showing, as well, their appreciation for the support given to them.

Pulling off the 90-minute affair called for speed runs to the Franklin D. Roosevelt Museum across the Hudson River to pick up ship models given as a loan for the day; sending engraved invitation cards, and each Navy officer voluntarily digging down to the tune of \$25 to fund the event.

It all bears fruit. The Point is beginning to look upon the Navy Day Cake Cutting as an annual event, a tradition of sorts. The Army turnout grows each year. One could dream of bands, boatswains' pipes, sideboys, gun salutes, and . . . oh, well. In reality, one has to settle for a sword with which to cut the cake and a hearty toast wishing well to all.↓



In Patton's Footsteps



Some may cry these days that there's no humor at the Point. It's there, in countless small ways. They just don't go in for loud guffaws. Here are a few even old Sylvanus Thayer would chuckle at:

The Point turned the tables on George S. Patton. The general—who spent one year at V.M.I. and another five at the Point pursuing his second lieutenant's bars—boasted that he never stepped foot in the library in all

his years on the cliffs overlooking the Hudson.

Well, it seems someone (who had to have a master's in library science at the very least) saw to it that "Georgie's" statue was placed across the street facing the new library. The general may be in full combat regalia, including his matching 45s, but he's condemned for all time for that indiscretion of his cadet years.

In another vein—someday a whole book will be written on answers given by plebes, whether Army or Navy, on why they sometimes fail to salute passing officers. Consider—

The cadet at the Point was called up short by a Marine major and asked the usual, "Why didn't you salute me, CADET? Don't you recognize my uniform?"

"Of course I recognize it, SIR."

"Well, just what do you think I am?"

(A slight hesitation) "An officer in the Army veterinary Corps, SIR?"

Marine Major Don Herring is now known as "Doc" Herring.

Navy Lieutenant Commander Walt Hogan thought he'd get into the problem with the old bus driver routine. He called the cadet up short and said, "CADET, do you see the gold on my hat?"

"Yes, SIR, I do."

"Well now, CADET, if I'm wearing gold on my hat, then I must be a bus driver. But as I look around the area, I don't see any bus parked hereabouts.

"Tell me, CADET, if there's no bus around here, what do you suppose I am?"

The cadet pondered that for a second and then fairly screamed, "An Admiral, SIR?"

"Ah well, mister. On your way." ↴

Women in Decision-making

An Executive Search program for the Department of the Navy was formally established on June 29, 1977, when the Secretary of the Navy, the Honorable W. Graham Claytor, Jr., signed SECNAV Instruction 12335.1.

Primary purpose of this new function is to locate and attract quality females and minorities, along with other applicants, for consideration for civilian, executive level positions (GS-15 through 18) within the Department of the Navy. This action is in keeping with administration policy as expressed in President Carter's memorandum in March, calling for a continued effort to increase the representative numbers of minorities and women citizens in top level positions.

The implementing policy, specific guidance, and operating procedures governing "executive search" are applicable to all Navy and Marine Corps activities employing civilians.

The dearth of females and minorities in managerial and decision-making positions and past hiring practices at these levels was the basis for establishing this function. As of Jan. 31, 1977, there were 2,105 full-time career GS-15s within the Department. However, there were only 30 females (1.4 per cent) and 53 male minorities (2.5 per cent).

At this same period of time there were 189 GS-16s, which included 2 females (1.1 per cent) and 4 male minorities (2.1 per cent). There were no females at the GS-17 or 18 level and only one male minority at the GS-17 level. This data when compared to the female and minority representation of 19 years ago are virtually unchanged.

It is now mandatory that all GS-15 through 18 positions, to be filled under competitive procedures, be advertised in the nationally distributed OCP vacancy listing for a minimum of 30

days, with the minimum area of consideration being the Federal Government. Recruitment and examining plans must be received by the Department's Director of Civilian Personnel (Code 26 for GS-15 level positions, and Code 35 for GS-16 through 18 and Public Law positions) prior to advertising.

A special search application file has been established in the Navy Department's Office of Civilian Personnel (OCP) and will be maintained by occupational category for applicants who appear to be qualified at the GS-15 through 18 level. Voluntary applicants for GS-15 level positions must have career status or Civil Service Commission (CSC) established eligibility for retention in this file. This function has been staffed with two specialists who are conducting searches. For information, contact:

*Staffing Branch
Office of Civilian Personnel
Department of the Navy—OCP Code
26A
Washington, D.C. 20390
Telephone: Autovon 224-4061
(202) 694-4061*

Many contacts have been made with other Government agencies, private industry, search firms, and minority and women's professional organizations and societies. The staff has established recruitment sources and developed strategies to assist activities in locating well qualified minorities and women.

In support of this new function, the Staffing Branch of OCP obtained data from the CSC on 15 selected occupational groups germane to the Department of the Navy's mission. This data depicts the representation, by occupation and grade, throughout the Federal Government of both sexes and all ethnic groups. The Staffing Branch is

now in the process of summarizing the data for distribution to activity managers. This information will enable activity managers and OCP to jointly decide if the vacancy should be advertised as required—all Government sources—or if it should be expanded to the private sector, because of limited representation within the federal sector. The Director of Civilian Personnel will identify selected vacant positions for which an executive search may be fruitful.

The reporting requirements state that all positions filled at the GS-15 level and above will be identified by series, grade, number of qualified applicants received (by sex and ethnic code, if known), number of candidates who were within the range of selection (by ethnic code and sex), and selectee (by ethnic code and sex).

It is anticipated that the overall representation of females and minorities will increase along with the improvement of the overall quality of applicants for all of the Department of the Navy's GS-15 through 18 and equivalent level positions.

At the request of any activity, the "Special Search Team" will provide assistance as a supplement to their recruitment effort to attract quality minority and female candidates. This assistance will be provided upon receipt of the recruitment plan and crediting plan. These documents will enable the search team to amplify the activity's efforts in the search for candidates with the knowledge, skills, and abilities as they relate to the specific vacancy. ↓

ROMEO CLOSE UP



STORY AND PHOTOS
BY PH1 TERRY C. MITCHELL

Bluejackets in oil-soiled lifevests and wear-polished helmets work on the maindeck faking down lines, unlash hoses and lighting off winches. Each man does his job just as he's done it a hundred times before.

Isolated from the topside bustle, the OOD orders a new course. With practiced precision, the helmsman nudges the wheel and USS *Milwaukee* (AOR 2) alters her head ever so slightly.

Above the bridge, a signalman flashes the oiler's course correction and speed to "customers" on the ho-

rizon. Simultaneously, Romeo is hoisted at the dip, indicating to all "hungry" ships in the area that *Milwaukee* is steady on course and speed, and preparing to receive them alongside.

Topside personnel make last minute preparations at their stations while the flightdeck crew completes their FOD walkdown looking for debris that could get sucked into a helo's engines.

All clear. *Milwaukee's* helo unfolds her rotors as she is prepared for flight. At the first whine of her auxiliary power unit, flightdeck crewmen don their helmets and lifejackets. There'll be a busy afternoon ahead.

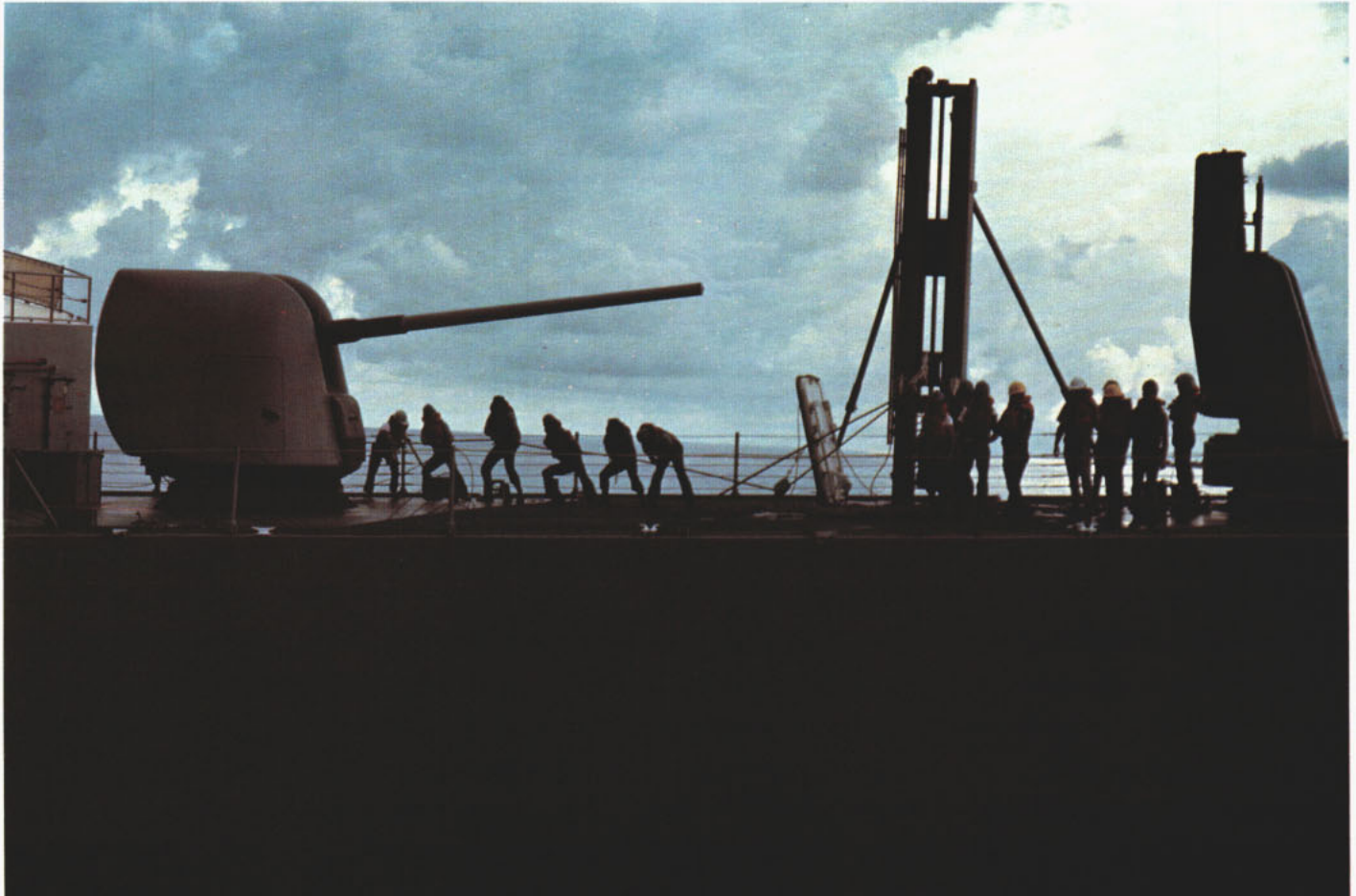
When all stations have reported, "Replenishment details manned and ready," *Milwaukee's* captain orders the signal bridge to close up Romeo.

Ships formerly on the horizon have taken their stations in the oiler's wake. An FFG astern runs her Romeo close up, indicating that she is commencing her approach. A *Milwaukee* signalman calls to the OOD, "Romeo close up!"

Immediately, the OOD signals the bosun of the watch and the word is passed: "Now on the *Milwaukee*: stand by to receive USS *Richard L. Page* on the starboard side." Everything in place and ready; station crews line up as *Page* (FFG 5) comes alongside for unrep.

"On the *Page*: welcome alongside *Milwaukee*," barks the oiler's IMC. "Stand by to receive *Milwaukee* shotlines fore and aft. All hands topside, take cover."

At that, gunner's mates aim their stubby shotline guns and fire. A shotline arches its way toward *Page* and wraps around a gunmount. *Page's* waiting crew grabs at the line and



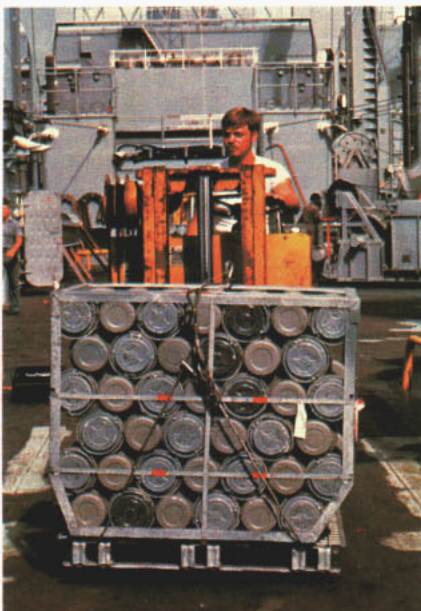


untangles it as one crewmember starts heaving 'round. Shoelace-sized shot-line steadily grows larger until it has become a two-and-one-half-inch nylon messenger. *Page's* unrep detail continues to heave 'round, dragging the heavy line across the 80-foot void between ships.

Milwaukee's winch operator slacks the span wire while the messenger line tugs relentlessly. *Page's* crew heaves 'round on the nylon line preceding the span wire. Two-blocked tight against the prober receiver, *Page's* bosun attaches the span wire's pelican hook and effortlessly slices the thin lines that secure it to the messenger.

The entire operation has taken only minutes, yet hours wouldn't have been enough for an unskilled, untrained crew.

A *Page* crewman waves signal paddles at *Milwaukee* and the oiler takes slack out of the span wire. Methodically, the probe and its hoses rise and roll on their trollies like a cobra preparing to strike at *Page*. Inch by inch the cobra's head lurches toward the wait-



ing receiver. With one rolling lunge and a metallic thunk, the probe seats and locks.

Acknowledging *Page's* signal, a *Milwaukee* station signalman shouts, "Commence pumping," and the black hoses swell.

Probe set and fuel flowing, *Milwaukee's* helo beats its way into the air, circles once and hovers over her flight-deck for the first load—then she's off to *Page* to drop her cargo and return. And that's how it will go—hover, pick up, shuttle to a destroyer's fantail; hover, drop the cargo, and return—again and again throughout the day.

Still the job is not complete; no one can relax. *Milwaukee's* liquid cargo detail takes a fuel sample from that being fed to *Page*. The sample is good—no water, no impurities. Behind him, another man opens a small hatch and drops in a steel tape measure—a human gas gauge measuring how much fuel is left in *Milwaukee's* bowels. He quickly jots it down on a scrap of paper.

On cue from *Page* (after she's had her fill), the station signalman passes



the word: "Cease pumping." At that, the valve man springs into action, spinning the valve wheel closed. Fuel flow stops, hoses go limp.

At *Milwaukee's* signal, a *Page* bosun releases the lever on the probe receiver and the cobra's head springs back, empty. *Page* crewmen wipe up the few drops on her deck and pass the signal to slack the span wire. The wire drops from the oiler's king post to just above water level; *Page's* bosun trips the pelican hook. Unleashed, the span wire slithers into the drink as *Milwaukee's* winch shifts into full throttle for the inhaul.

Dropping her last load, the helo circles the two ships once and returns to hover over *Page* for empty cargo nets; then she heads back to refuel and await the next customer.

Unrep completed, the frigate alters course and speed, leaving rooster tails in her wake.

Already, the oiler's crew was manning their stations, ready to take the next ship flying Romeo close up. ⚓





Saltwater Circuit-Riding

STORY AND PHOTOS BY
PH1 TERRY C. MITCHELL

If you think that a chaplain's duties consist of being in a pulpit all the time, think again. In fact, Chaplain (Lt.) Glenn McCranie spends only a little time in a church.

"When I was with the Marines at Camp Pendleton, I went on an amphibious exercise. I was determined to display my best John Wayne style. As soon as the Mike boat ramp dropped,

I charged towards the beach like the rest of the Marines. Halfway down the ramp, my foot caught in a gap, throwing me into the surf; I broke my leg. As I floundered in the water, the Gunny came up from behind and grabbed me by the shoulders. I thought I was saved. Then he screamed, 'Where's your rifle Marine?' I turned to reply, he recognized me, and apologized with a terse 'Sorry Chaplain'.

"With that, he left me as he charged off to carry out his assigned duties. Then the platoon sergeant, whose task is to aide stragglers, assisted me to shore. We emerged from the unusually heavy surf arm in arm—a wet Marine and a one-legged chaplain. I was later reported by a highly sophisticated computer as a 19-year-old PFC casualty."

Chaplain McCranie is now a circuit-riding chaplain from the Fleet Religious Support Activity in Norfolk and his adventures haven't stopped.

The history of the circuit-riders began around the end of World War II. Before, chaplains were assigned to var-

ious Navy ports, visiting small ships that called in port and organizing religious programs under lay leaders serving on board.

Because these chaplains were limited to serving only an inport ministry, the concept of the circuit-riding chaplain was developed to broaden their ministry; these pioneers were assigned to squadron staffs, serving the ships of each squadron.

The end of the Vietnam War brought staff reductions, fleet reorganizations and personnel cuts, spreading the remaining squadron chaplains rather thin. This erosion stretched the Chaplain Corps even further.

To make the best use of the remaining chaplains, the Fleet Religious Support Activity, U.S. Atlantic Fleet, was established in October 1975 to provide chaplains for deploying units and inport ministries in Norfolk, Charleston and Mayport.

While not on deployment, Chaplain McCranie works much like the old "Ships and Docks" chaplains, visiting nearby ships. (→)

"We have offices right at the piers, making a ship visit a matter of walking down and going aboard," he said. "We conduct divine services and minister to service personnel according to our own religious convictions. Every person is God's creation and when I am with people, I become a reflection of God's love and concern for them."

Much like a ship's crew, chaplains must train for their own readiness in the form of helo training, firefighting—training that is necessary for shipboard readiness, but religious readiness as well. Each chaplain is allotted 14 days a year to devote to their particular denominational needs such as theological training, retreats or meetings.

Chaplain McCranie has still other duties—"This inport time is when I usually work on reports to my bishop and the district superintendent of my church," he said. "Although I am a naval officer, I am a clergyman representing my church."

The inport time also allows him to prepare for the next deployment. He first contacts the ships he will visit to determine the various religions on board. Shipboard lay leaders are asked what religious supplies they have and what they may need. If necessary, Chaplain McCranie will draw needed supplies and take them with him.

Then, consulting other religious references and chaplains of religions other than his own, Chaplain McCranie charts the religious holy days and assembles prayer books, Bibles, hymnals, sacramental wine and wafers.

With supplies and gear stowed, and the ship underway, he begins visiting "anywhere there are people."

Out on deck he chats with the seamen who are working topside.

In the fireroom he rubs elbows with the rest of the crew in their own element, asking questions, and perhaps giving a bit of on-the-spot counseling.

The evenings are occupied with Bible study groups in his stateroom. Two guitar-playing crewmembers accompany the singing. Afterwards, there is discussion and laughter—feelings of togetherness filling the small space.

The informal meeting over, the chaplain heads for the bridge to broadcast the evening prayer over the 1-MC before "lights out."

The next morning he begins his daily routine anew.

Walking a beat, even though it is on a ship, is nothing new. "I got out of the Navy as an Aviation Storekeeper 3rd Class and went to college. To support myself through theology school, I became a policeman in Atlanta. For more than two years, I was on the riot squad, walking a beat in some of the worst places in town—that sure exposed me to much of life! Then I went on to theology school and became a caseworker for the local county welfare board."

Saturday and Sunday are his busiest days. "Some religions worship on Saturday. Even though I can't participate in their services, I'm sensitive to their

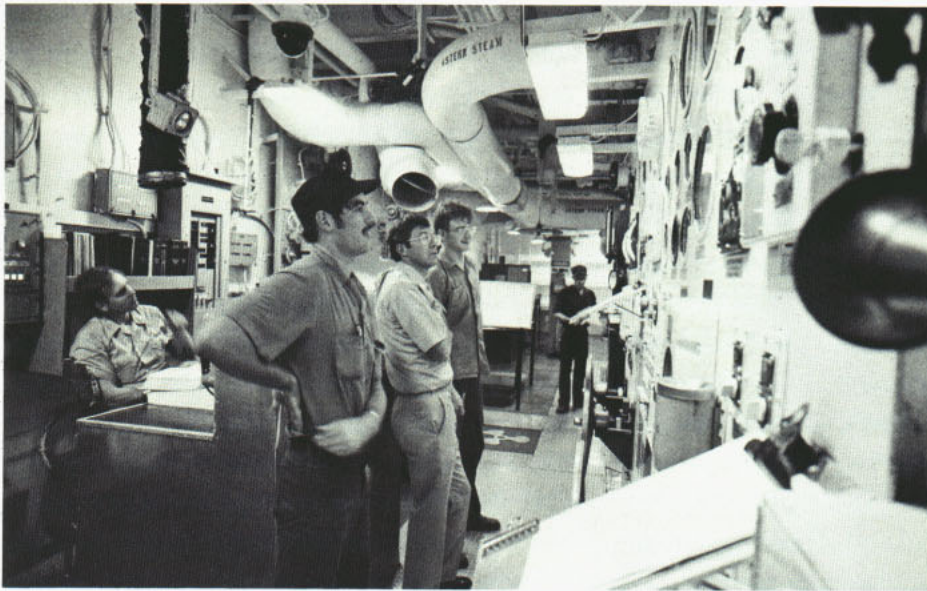
needs. I'll schedule a time and a place and make sure they have all the required materials; the lay leader will take it from there."

The Protestant service he conducts is simple. A spare table is quickly transformed into an altar with the placement of a cloth. White candlesticks are aligned with the cross. The Bible is placed on the small stand from his kit, opened and marked to the verse he will read.

"Amen" is said by all in a whisper as the service ends. Chaplain McCranie begins returning everything neatly to a green nylon bag, his kit.

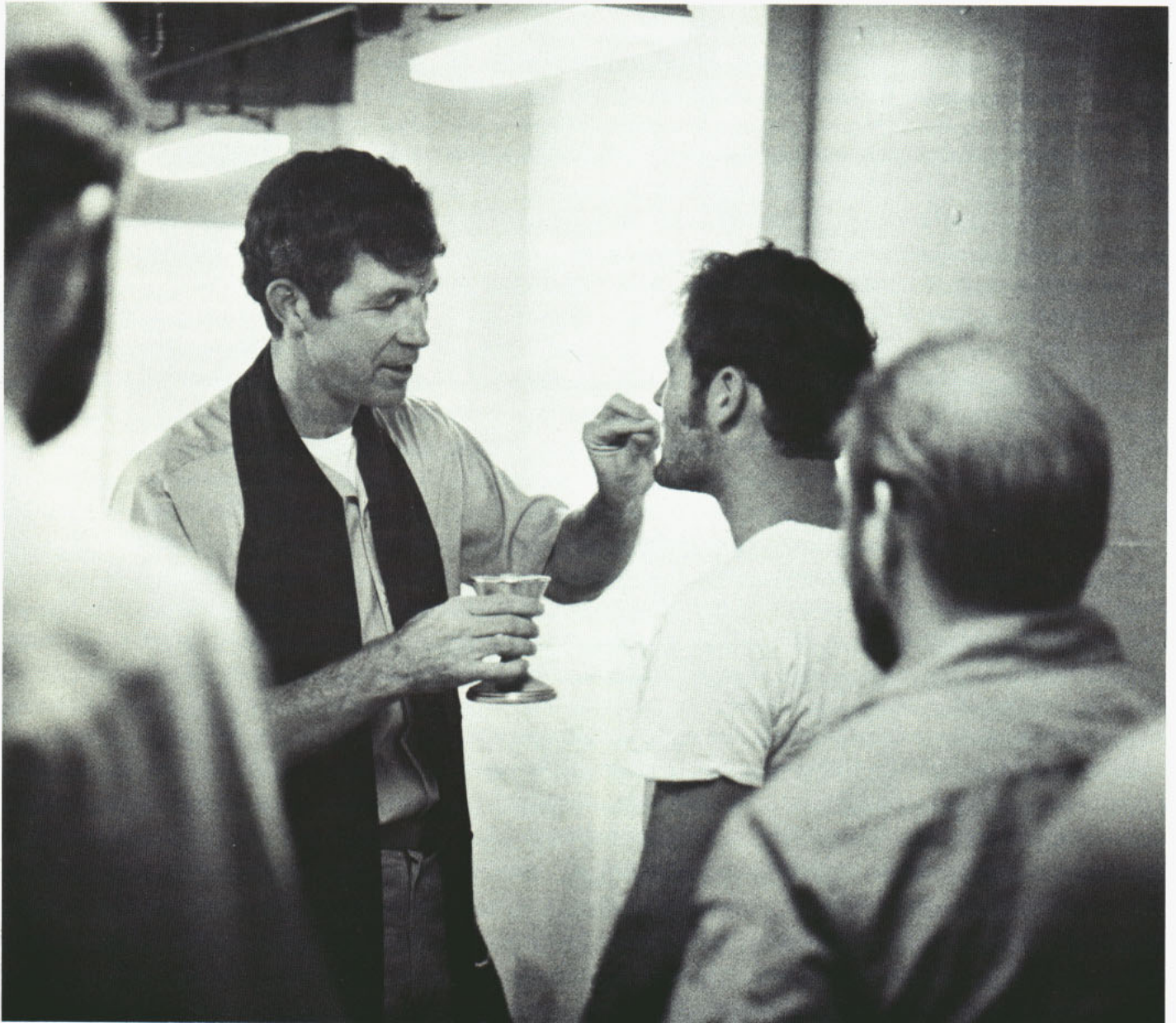
"This bag has been many places and has everything I need to conduct services," he said. "The place the





service is held doesn't matter. I've held services using the hood of a jeep as an altar, or a log and sometimes just a large rock. The best place on a ship is the messdecks, because they seem to be the social center of the ship."

The next morning on the ship, he was back on his beat during the sea and anchor detail. "My bags are all packed and ready in the stateroom and I thought I'd make one last round before we tie up." With that he was off to do a little last minute counseling or perhaps give a blessing to a particular crewmember, looking forward to the next time he might get underway with them on his salt-water circuit-riding. ⚓



GIVING

BY JO2 DAN WHEELER

Give or take a few pints, adults have five quarts of blood circulating through their bodies. Medical science has discovered no substitute for this life-giving substance; there is still only one producer, people.

Odds are that someone today is receiving a unit of blood (or a component of blood)* donated yesterday by a Navy person. That 45 minutes a donor spent at a Navy hospital or sickbay is now adding years to the life of a thankful stranger.

He could be a sailor suffering from leukemia—sometimes he needs 10 to 15 units of blood components each day. Or the stranger may be an injured sailor with arterial bleeding—he needs up to 20 units of whole blood immediately or he'll die. Maybe the recipient is not a stranger at all, but the hemophilic child of a shipmate, a "bleeder"—she may use 100 units of blood Factor VIII each day during critical periods.

By way of example—for more than 10 years now, the son of a Navy officer has been receiving treatments for hemophilia. His blood won't clot—even a friendly handshake could cause internal bleeding. Every other day of his life, this teenager is injected with a blood clotting agent, Factor VIII, derived from blood plasma. Though he's had thousands of treatments, normally costing tens of thousands of dollars, his family has not paid a cent. Every unit of Factor VIII was supplied by voluntary contributions from the Navy hospital via the Navy Blood Program.

Though you don't always hear about such emergencies, they are always

** A unit of whole blood—about a pint—may be separated into as many as four components. Thus, each unit donated may be used to treat four individuals.*

the GIFT of LIFE

there. A bad accident, a serious burn, a dread disease—unless you are a trained medical professional, the only way you can help is by giving blood. In essence, YOU are the Navy Blood Program.

A worldwide organization, the program has 28 active blood donor centers and blood banks at hospitals in the continental United States, six in the Pacific zone and four in the Atlantic zone. The Navy Blood Program was regionalized in 1972 to ensure that an adequate supply of blood and blood components would be immediately available, regardless of where tragedy strikes.

Under the regional system, the United States is divided into five geographic sectors with a central coordinating office at the Bureau of Medicine and Surgery in Washington.

On the heels of regionalization came licensing this year by the Food and Drug Administration (FDA). "There are several advantages to this," said Lieutenant Commander James F. Bates (MSC), head of the Navy Blood Program Management Branch at BuMed. "First, we are now able to exchange blood and blood components with civilian blood banks and across state lines. Also, by integrating certain aspects of our program with civilian programs, the Navy can help develop one national system with uniform standards of quality and safety."

There are, of course, more obvious advantages. Under the regional concept, if a Navy hospital in Washington State, for example, needs more blood than it can supply, it can ask for help from the regional blood donor center in San Diego. If, by chance, San Diego doesn't have the blood needed, the central coordinating office in Washington, D.C., is contacted. BuMed then locates the blood in another Navy blood region and arranges for its im-


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SEROLOGICALLY NONREACTIVE BY ART
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WHEN TESTED FOR Rh, (D) AND WEAK Rh, VARIANT (D^w).

CAUTIONS:
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9. WARNING: THE RISK OF TRANSMITTING HEPATITIS IS PRESENT. NO
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mediate shipment to the Washington hospital. Surgery has seldom been postponed or cancelled due to lack of blood since the inception of the regionalized system.

"Blood shipments may take two to 12 hours, but to meet extreme emergencies, all Navy hospitals have a list of emergency donors," LCDR Bates

said. "These are people who have donated before and expressed a willingness to be included in any call for emergency donations."

The advantage of having such a list is this: hospitals don't have to store large quantities of blood at the risk of spoilage. Instead, they call on emergency donors when a specific type of

Captain Charles Horne III, undergoes a simple blood screening test administered by Hospital Corpsman 1st Class Frank Marze. All volunteer donors are screened to determine their blood type, group and eligibility to donate.

blood is needed in quantity. The donor thus keeps the blood warm and "alive" until needed.

"Regardless of the need, the Navy-wide system can usually meet it, but it

takes time to get the blood to where it is needed," LCDR Bates said. "By having a walking donor population, the need can be immediately met."

Occasionally, when the demand for a specific blood type exceeds a hospital's ability to supply, regionalization becomes a life-saving concept. If a person is bleeding and requires a lot of a certain blood type, the hospital puts out a call to their emergency donors and anyone else who is willing to contribute. This was the case recently at one Navy hospital in Virginia where a patient was using upward of 70 units each day for more than a week.

While the donors were giving blood and the corpsmen typing and processing it, the Navy Blood Program was at work flying in units from all over the country.

Another instance in which a blood bank will ask for blood en masse is before a popular holiday or leave period. "At those times, they need all types of blood since the demand increases, contributions dwindle, and emergency donors may also be away," LCDR Bates said. "We go out and beat the bushes to put some blood on the shelves."

An example of bush beating took place recently in Newport News, Va., when the precommissioning crew of *Mississippi* and local submariners donated 130 units to the Naval Regional Medical Center, Portsmouth, Va. Nearly half of *Mississippi's* crew were donors.

The Navy's blood program was born during the Vietnam War. Previously, the armed forces had received most of their blood from the American Red Cross, though they frequently staged blood drives themselves. In the early 1960s, however, the Department of Defense developed a blood program which paved the way for the develop-





ment of blood programs in each service. Throughout the Asian war, the armed forces used more than one million units of blood, none of which came from outside sources.

Since then, the Navy has not only been self-supporting in its blood program, but has led the way in developing techniques to freeze and hold red blood cells. "In 1965, the Navy took the first frozen blood into combat at Naval Support Activity DaNang and in USS *Repose* to determine if it could be used under those conditions," LCDR Bates said. "The concept worked, though the technique used was a bit cumbersome."

Recent innovations in blood packaging and preservation have focused attention on Captain C. Robert Valeri, officer in charge of the Naval Blood Research Laboratory in Boston. CAPT Valeri is investigating methods of freezing red blood cells so they can be safely stored for up to three years. (Red blood cells in liquid form can be stored for only 21 days.) Though not yet able to freeze other cellular blood components effectively, Navy hematologists are investigating new preservation techniques.

Professionals usually think of blood in terms of type or components. The most common blood types are O, A, B, and AB, though there are 14 different blood group systems and approximately 150 blood groups. The rarest blood type is AB negative I/M, but any blood type is "rare" if it's not available when needed.

Blood components include: red cells, the oxygen carriers; white cells, the disease fighters; platelets, the clotting factors; and plasma, the liquid part of

blood in which are suspended the various corpuscles. Plasma is generally used as a "blood volume expander" or the Factor VIII is fractionated out and used as a clotting factor.

When an individual donates to the Navy Blood Program, very little of the blood is wasted. Because of the limited number of days which blood can be kept on the shelf without spoilage, Navy ships usually do not carry a blood supply. Instead, at-sea sickbays rely on walking donors to supply blood when needed, which is rarely, outside of a combat zone. Sickbays have the necessary equipment to type and process blood in case of an emergency on board. If a ship needs a type not available through its donor community (every donor is a volunteer, no one is ever forced to give) either the patient is immediately flown off the vessel or blood is flown in from the nearest of the 38 donor centers.

Giving blood is painless and quick—the entire process takes about 45 minutes. Sometimes Navy people are hesitant to volunteer because they don't know what to expect. Here, then, step by step, is what happens:

- You go to a blood donor center—usually a Navy hospital or sickbay—and complete a medical history card. Typical questions asked are: Have you ever had malaria? Do you now have a cold, flu, grippe or sore throat? Are you pregnant now or during the last six weeks?

- Next, you are given a mini-physical. (If the donor is unhealthy, chances are his blood will make the recipient sick.) Weight, temperature and blood pressure are checked, and your finger is pricked to determine if you have enough red cells to safely donate. Both the questionnaire and physical exam results are reviewed by a technician who determines eligibility.

- You are next issued a blood do-

Commander H. W. Nix rests comfortably while giving blood. The entire process takes less than 10 minutes, is quite painless, and results in no ill effects.

nor bag with your donor number on it and instructed to go to the donor chair or bed.

- Your arm is cleansed and the blood drawn. The entire blood-letting process takes from seven to 10 minutes.

- Once the bag is filled—it holds about a pint—you sit in the donor chair for a few minutes and then go to another room for some nourishment, anything from orange juice to a full meal.

- For the remainder of the day, you may be excused from arduous labor or exercise. Some commands give the afternoon off—this is not a

reward for donating blood, but a period for rest and recuperation. If blood is donated in the late afternoon, a good night's sleep is all that is needed before returning to normal activities.

A donor can give blood once every eight weeks, but no more than five times a year. "Those people who donate don't find it to be the horrendous experience they may have imagined at first," LCDR Bates said. "That's why we have so many regular donors."

The President of the United States has proclaimed January National Blood Donor Month—a good time to donate again or for the first time. What's in it for you? Nothing much

materially—maybe a half day off or a free meal. That doesn't compare to the real reward: knowing that you, without a doubt, helped save the life of a fellow human being.

Think about it, that's quite a lot. ↓

Technicians from a local blood donor center begin the complex processing of donated whole blood into blood components aboard a destroyer tender.



HSL-31... The 'Archangels' of Search and Rescue

Located across San Diego Bay at the North Island Naval Air Station, Light Helicopter Squadron 31 (HSL 31) trains fleet pilots, aircrewmembers and maintenance people in SH-2 *Seasprite* operations and maintenance. More than 1,600 Navy men and women were trained in 1976 alone.

The *Seasprite* is a twin-engine helicopter capable of 150 knots and is used for both search and rescue and antisubmarine warfare.

Aviation Structural Mechanic 1st Class Larry Brignone is an instructor at HSL 31. "My basic responsibility is to teach aviation hydraulicsmen and metalsmiths the SH-2 aircraft. I teach them all the flight controls, landing gears, structural parts and rotor systems of the aircraft," he said.

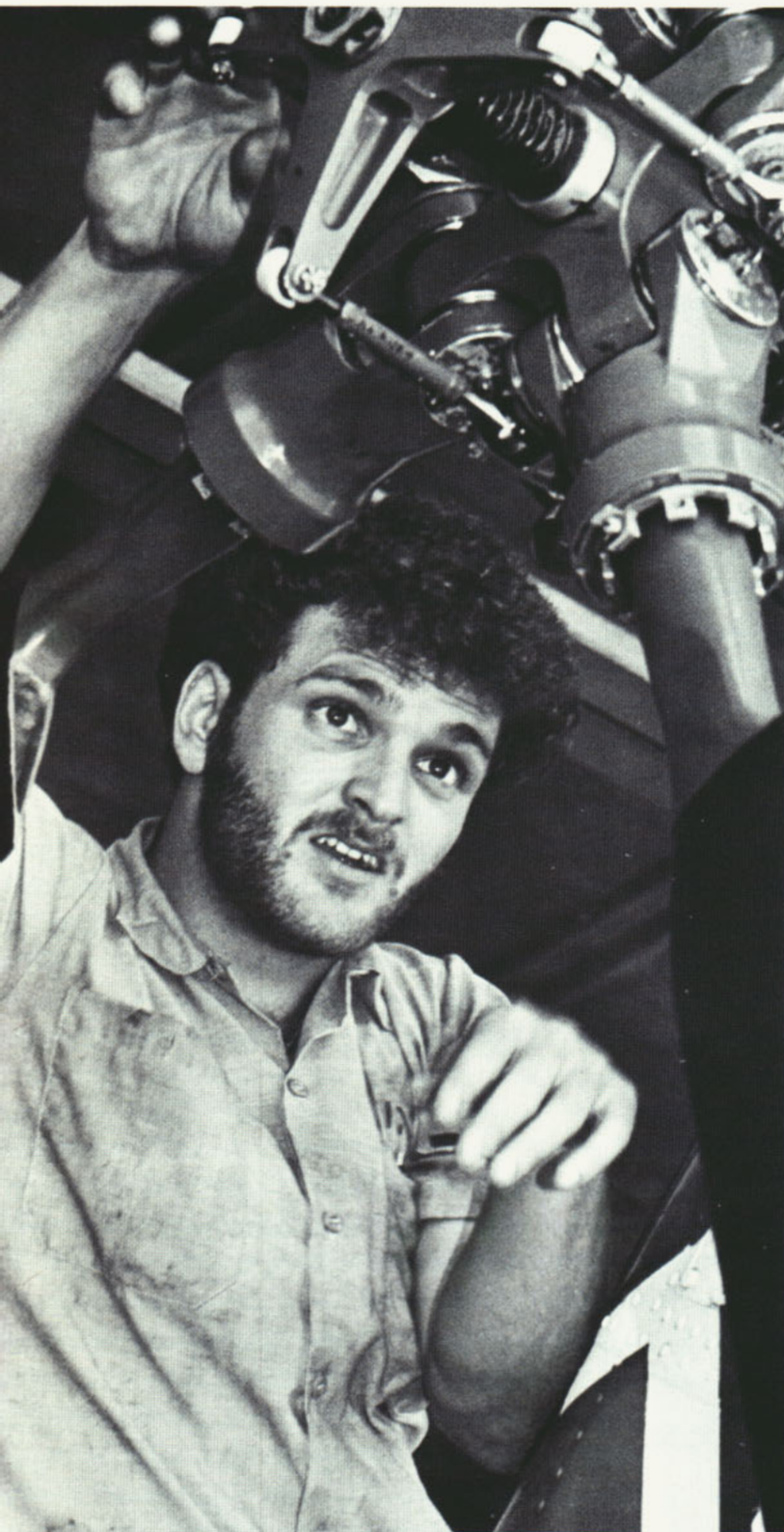
His instruction comprises three weeks of the eight-week maintenance course. For those three weeks, students receive practical "hands-on" job training with the helicopter.

HSL 31 is nicknamed the "Archangels" because of its work in search and rescue.

Aviation Structural Mechanic 3rd Class Arlen Bowen, an aircrewman, recalls one rescue involving a foreign pilot. "We had a lot of trouble getting the downed pilot into our *Seasprite* because he wouldn't sink his raft—a basic rule—and we were blowing him all over the place with our rotor wash. It took real skill by the aircrew to wrap the cable up and put it right over the downed pilot." Bowen is also an



AN Kimberly Warnock inspects the hydraulic system of an SH-2 Seasprite helicopter.



instructor at HSL 31, teaching about 30 students each month how to be good aircrewmembers.

Hospital Corpsman 2nd Class Lynn Wofford teaches swimming and first aid. "My job is to instruct search and rescue lifesaving tactics. This usually involves jumping from a helo into the water to rescue downed pilots," he said.

His course lasts one month. "During that month," he explained, "we have about four hours of physical fitness, running and swimming every morning. In the afternoons we have first aid and ground school lectures in which we teach safety equipment common to all aircraft, signaling devices, flotation devices and hand signals."

To be graduated from this course, students must pass written exams on first aid and ground school, complete a 440-yard swim in under 15 minutes, a 1,000-meter swim (with fins and mask) in 30 minutes and a 2,000-meter swim (nautical mile) in 55 minutes. Then, they must run a six-mile course.

"There's no time limit on the six-mile run," said Wofford. "You just have to stay up with the instructor who is leading."

Aircrew Survival Equipmentman 3rd Class Mike Ferrulli feels directly responsible for the lives of all aviators in the squadron. "When an aviator goes down over water or land, he relies on my knowledge and equipment for survival," he said. Ferrulli is a graduate parachute rigger from the "A" school at Lakehurst, N.J.

While *Seasprites* continue to rescue downed pilots with swiftness, they also are a significant extension of a Navy combatant ship's antisubmarine (ASW) warfare capabilities. This extension is called LAMPS (an acronym for light airborne multipurpose system), and integrates Navy cruisers, destroyers and frigates with helo operations.

The *Seasprite* extends a ship's surveillance capability over the horizon to more than 170 miles and enhances the ship's ability to deliver antisubmarine warfare weapons. Each helo is manned by a crew of three—the pilot, co-pilot

AMS3 Michael Stingone inspects the rotor system of an SH-2 Seasprite.



and aircrewman. The pilot, or aircraft commander, has overall responsibility, his co-pilot—the tactical officer—helps maintain the aircraft, while the aircrewman aids in rescues or operates the antisubmarine warfare devices.

"I'm in charge of tactics training for ASW operators," said Aviation Antisubmarine Warfare Technician 1st Class Terry McFeeters. "It's enjoyable working with the various pieces of equipment on the *Seasprite*," he added.

"You also get a variety of missions. One time you go out and perform an ASW mission. The next time you might be involved in a search and rescue operation. That's what makes HSL 31 exciting for me," McFeeters explained.

ADC Charles Molkentine supervises the repair of a Seasprite. "There are many hard-to-get-at systems," he says.

HSL 31 averages 10 *Seasprite* flights per day, each lasting about two and one-half hours. In the last four years, the squadron has not had a single accident—a real tribute to its personnel and training effectiveness.

Compiled from stories by JO2 Scott Day, photos by PH2 Claudie Bob Johnson II and PH2 Bob Weissleder.



Call on Whidbey Island, Anytime

STORY AND PHOTO BY
PH1 JOHN BOROVY

Their garb may be flight suits and their steed, a helicopter, but when these Whidbey Island sailors come swooping down to the rescue, they could just as well be wearing shining armor and riding a charging stallion, at least as far as the rescued are concerned.

They are the NAS Whidbey Island Search and Rescue (SAR) Team. Their primary function is picking up pilots following in-flight emergencies. Luckily for area residents, those emergencies are uncommon.

Most times the flight crews lend their expertise and assistance to the community in emergencies. Those emergencies range from rescuing a climber injured on a mountain top to transporting a premature baby to a better-equipped hospital.

A SAR helicopter is manned by the pilot, co-pilot, crewchief and crewmember. A corpsman or nurse goes

along to give on-the-scene medical treatment and aid if necessary.

Whidbey Island maintains three CH-46D and one HH-46A helicopters for SAR purposes.

During weekdays, they can be off on a mission within five minutes; on weekends, within a half hour. They can remain airborne about 3.5 hours depending upon the altitude maintained during the mission. At altitudes higher than 6,000 feet, as might occur on a mountain rescue, the flight time is shortened considerably.

Usually only one or two of the helicopters are in an "up" status while the others undergo routine maintenance. However, in the December 1975 flood which struck the area, all four crews and helos were in action. For three days the SAR crews rescued residents from the rising waters, responding literally to hundreds of calls for help.

Normally, SAR crews average a rescue every 72 hours—a good indication of the hard work involved in keeping the helicopters operating. The mechanics who keep Whidbey Island's helos up are a vital but little-recognized part of the team.

"In the 54 missions I've been on," said SAR crewmember AMS2 Robert G. Nowak, "not once did we have a downed helo because of mechanical malfunction. Those mechanics deserve a lot of recognition."

Northwest Washington State is a haven for campers, hikers, boaters and fishermen but is also noted for its sudden mountain storms, cold water temperatures, and maze-like trails. Residents and visitors can relax and enjoy themselves knowing that, should they need it, help is on the way ↴



Bearings

Japan's Ancient Mariners

When Commodore Matthew C. Perry came ashore in the Orient over 125 years ago, the Japanese were amazed at the many wonders he brought with him.

One of those "wonders" has been revived recently and is delighting audiences throughout Japan—a fife and drum corps from the Naval Base, Yokosuka.

The Ancient Mariners of Japan Fife and Drum Corps was formed for an Independence Day 1976 performance. They were so well received that the group, now numbering 24 players and 11 behind-the-scene members, decided to keep together.

They have given more than 100 performances for U. S. military, civilians and Japanese nationals, adding a touch of America to such events as the opening of the new American Embassy in Tokyo, a Christmas party in Seoul for orphans and various parades.

The group is styled after Commodore Perry's fife and drum corps. A roll of



drums and trill of fifes brings the Ancient Mariners onto the stage in red-and-white-striped shirts, mid-calf length white trousers and brimmed hats.

"We create quite a stir in many Japanese audiences," said Chief Warrant Officer Jim B. Kidd, director of the Ancient Mariners. "To Americans, the sounds of fifes and drums arouse patriotism and remembrance of our heritage," he continued. "But to the Japanese we're a curiosity."

Just a few of the many songs in their repertoire include "Marching Through Georgia," "When Johnny Comes



Marching Home," and "The Battle Hymn of the Republic."

"We were in for a bit of a shock at first," said Kidd. "The Japanese were familiar with these traditional American tunes through American movies and had added their own words. Many don't even realize that the songs are American. It's not unusual for an audience member to ask us why we play their school songs."



Bearings

Just Like Home

Over the past 30 years, the Italian Sports Federation has kept abreast of trends in world sports by introducing "new" games such as softball, basketball and volleyball to Italy's sports fans.

Recently, their Federation decided to offer something a bit more innovative, or as they put it, an initiative unprecedented in its history—American football.

But how do you introduce an entire nation to a sport? Where in the soccer-oriented population of Italy are you going to find men for these teams or even a field on which to play football? And how about cheerleaders, half-time show and other touches that make the game so popular in the United States?

The Sports Federation turned to the U.S. Navy, Army and Air Force bases in Italy for help. It was their hope that through three exhibition games by four

U.S. military teams they could present the sport as it should be played.

Sailors, soldiers, marines and airmen from various NATO commands in Naples joined the Navy team. Army team members came from Camp Darby, near Pisa, and the Air Force put together two teams from Aviano Air Base.

Each team was assigned to one of four major sports newspapers in Italy who, in turn, gave their teams a name—the Navy team was dubbed the "Milan Devils." The papers ran sports stories on the event, plugging their own teams and creating friendly rivalry.

Perhaps the scope of the project can be better understood when one learns that the stadium selected as the most likely site for the games—a soccer stadium with appropriate re-markings (meters to yards) in Marina di Massa—could hold up to 25,000 spectators. In addition, the television broadcasts of

the games over Italy's state-owned RAI TV would reach a potential audience of nearly 10 million people.

Story By JO2 Ron Pulliam.

Photos By JO2 Pulliam and PH2 Dennis Sherod.

Decade of Excellence

Just as the Packers once dominated football and UCLA once dominated college basketball, so is USS *Chicago* (CG 11) now dominating competition for missile readiness. *Chicago* has won the Missile "E" for the 10th consecutive time for the year ending last June. Captain John L. Beck, left, commanding officer, and Gunner's Mate (Missiles) 1st Class John L. Martin, T-2 Division, apply the final touches to the fifth hashmark, symbolic of this latest award.



On the Receiving End

An Air Force man whose work involves calling in medical evacuation units during emergencies recently found himself on the receiving end of



emergency medical treatment—aboard a U.S. Navy ship, no less.

Airman 1st Class Michael Kittredge of the 1605th Air Base Wing at Lajes Air Force Base, Azores, was participating in a sports scuba diving class when disaster struck. Practicing free ascent from 30 feet down, Kittredge removed the air regulator from his mouth and began surfacing. But his trip was too rapid and he was struck with an air embolism—expanding air bubbles and cutting off blood circulation.

Luckily his problem was quickly recognized by the class instructor and help in the form of a medevac plane from Ramstein Air Force Base, Germany, was summoned. Enter the U.S. Navy.

The medevac unit, with flight surgeon aboard, headed towards U.S. Naval Station Rota, Spain, and homeport of USS *Canopus* (AS 34). Kittredge was critically in need of the services of the nearest decompression chamber—in this case *Canopus*—if there was to be any chance of saving his life.

After X-rays at the Naval Station hospital, Kittredge was rushed to *Canopus'* decompression chamber. Eight *Canopus* divers and Doctor (LCDR) Paul A. Tibbits, Submarine Squadron Sixteen medical officer, watched over the ailing airman as he was recompressed and then decompressed to rid his bloodstream of the potentially deadly air bubbles.

After six hours of treatment Kittredge was returned to the hospital for treatment of a partially collapsed lung.

“Due to the quick recognition and response of the Navy and Air Force team involved, he’s alive today,” Dr. Tibbits said. Airman Kittredge knows this: “If it wasn’t for them I never would have made it,” he said.

Interim Role for F-14

The Navy’s most potent fighter, the F-14 “Tomcat,” is being considered for an additional role—that of a supersonic photo reconnaissance aircraft. This will help fill the gap between the phasing out of aging RF-8G “Crusaders” and RA-5C “Vigilantes”—now performing tactical photo missions—and the development of new photo aircraft.

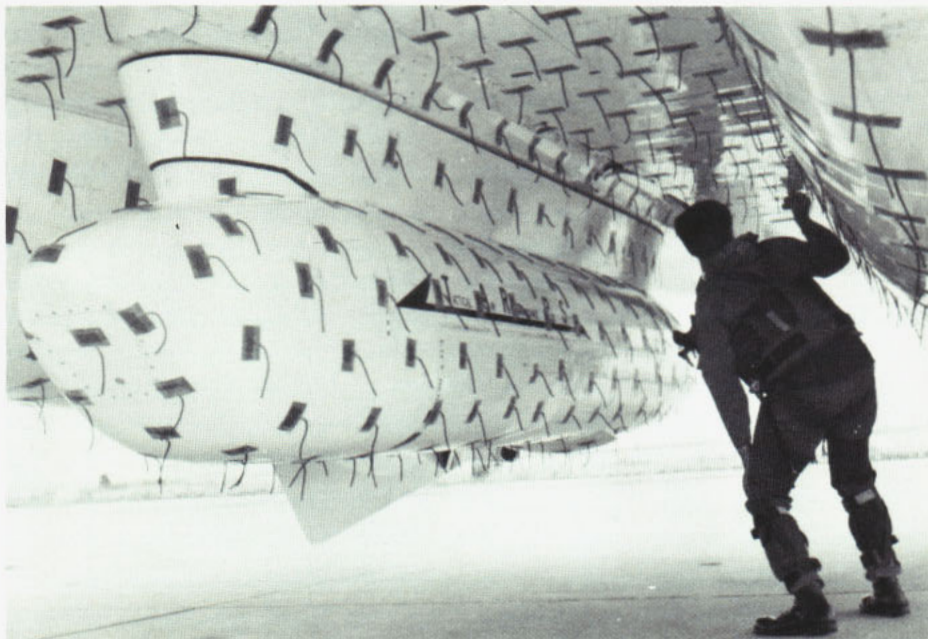
The Naval Air Training Center (NATC) at Patuxent River, Md., is in phase one of a seven-part development, test, and evaluation program with the F-14/TARPS (Tactical Air Reconnaissance Pod System). The system is designed to be mounted approximately 15 inches off the centerline of the “Tomcat’s” belly in the tunnel created by the two engine nacelles.

NATC is not only evaluating how well the pod stands up to the shake and rattle world of the high-perform-

ance fighter, but how well the cameras within the pod (traditionally mounted inside the plane) are able to operate in such a strenuous environment.

The 1,550-pound pod consists of four main compartments. In the nose is a KS87B frame camera which can film forward or down; the second compartment contains the KA99, a new, low-altitude, horizon-to-horizon panoramic camera—due to undergo a separate evaluation. Both the AAD-5 and RS-720 infrared systems, located in compartment three, will be evaluated for night reconnaissance. In the fourth compartment is a ground check station containing a maintenance panel and a sensor control data display set.

Later this year a modified “Tomcat” will be tested for the first time with a fully operational TARPS and subsequently sent to Point Mugu, Calif., for more extensive modification by Grumman Aircraft Corp. representatives.



The Tactical Air Reconnaissance Pod System attached to the underside of an F-14 at Pax River. Tufts have been attached so a chase plane can photograph the airflow around the 17-foot long pod.

Bearings

MARCH OF DIMES



Representing thousands of handicapped children, 1978 March of Dimes Poster Child Denise Nankivell, 5, of Elizabethville, Pa., called on Chief of Naval Operations Admiral James L. Holloway III in Washington. The March of Dimes works to prevent birth defects and depends heavily on funds raised during its annual drive.

Last Service Record

Nearly 900,000 Navy personnel records containing more than 80 million documents have been converted to microfiche to replace the paper system designed in 1948.

Wayne Shelton, President of Information Sciences Company of the Planning Research Corp., presented the last enlisted service record and its corresponding microfiche to Chief of Naval Personnel Vice Admiral James Watkins and Master Chief Petty Officer of the Navy Robert J. Walker in December.

The last record, belonging to Gunner's Mate Guns Seaman Leonard Zywick, ended the system modernization which was started in 1971.



January is alien registration month. For additional information, see "Currents," this issue.

30 ships, 130 aircraft, 20,000 men, all involving 100 different commands—big hardly describes Fortress Lightning.



Fortress Lightning

Fortress Lightning

When more than 30 U.S. Navy ships carrying almost 20,000 sailors and Marines converge on a small island in the Western Pacific, you know something big is going to happen.

When nearly 100 Navy and Marine Corps commands in the Pacific plan an amphibious exercise, something big grows even bigger.

And when 135 military aircraft enter the scene, Navy Reservists arrive to augment staffs, and the operational order reaches more than 1,000 pages, you know that big is no longer an adequate description of what is in the offing.

These elements and more recently combined to form the largest amphibious exercise conducted in the Western Pacific in recent years—Fortress Lightning.

The 13-day exercise was conducted in the South China and Philippine Seas with an amphibious assault landing conducted in the vicinity of Santa Cruz, Mindoro Island. Involving troops, aircraft and warships, the exercise began with the assembly of ships in Buckner Bay, Okinawa, while aggressor forces set up defenses on the west coast of Mindoro.

The amphibious task force sailed rough narrow seas where "enemy" aircraft, submarines and surface raiders "attacked." During this war-at-sea phase of the exercise, participants were tested in anti-air and anti-submarine warfare tactics.

The assault on Mindoro began in the pre-dawn hours when underwater demolition teams, clad in swim gear and laden with explosive charges, slipped ashore. The teams conducted reconnaissance and strategically placed

simulated explosive charges along some 1,900 meters of beach to remove obstacles threatening the amphibious assault landing.

As H-Hour—the time of the initial assault—approached, the tension aboard the waiting ships mounted. In the well decks of amphibious ships, landing craft were packed with fully-equipped combat Marines. As the sun rose, the same scene was repeated on ship after ship standing off Mindoro.

Suddenly, wave after wave of landing craft roared out of well decks into the sea.

Like a mother hen herding her chicks, guide boats lined up the amphibious craft and turned them toward the beach, three miles away.

With precise timing, a number of other events suddenly began happening. Cruisers and destroyers of Rear Admiral William Rowden's Task Force







75 simulated pounding of the landing beaches and the near shore with gunfire.

Fighter and bomber aircraft sweep over the same ground simulating delivery of their deadly loads. Then the first assault vehicles hit the beach and helicopters touch down on the high ground five miles inland.

Navy Beachmasters, combat Marines, landing vehicles, tanks, tractors and bulldozers were first ashore.

More troops, supplies and heavy equipment followed, and aircraft—on simulated bombing missions—streaked inland as the forces on the sea united in a concentrated effort and swept out the aggressors.

Following the exercise, units of Marines and Navymen worked together in the most extensive civic action program ever undertaken in the area.

Working closely with local authorities, school rooms and medical facilities were constructed or repaired and refurbished, more than 40 pallets of "Project Handclasp" materials were distributed to needy civilians, and more than 11,000 Mindoro inhabitants received some form of medical or dental treatment.

With the exercise a success and two days of backloading operations to retrieve men and material completed, troops, ships and aircraft departed. They left the west coast of Mindoro island to calm waves, coconut trees and quiet inhabitants. Which is just how they'd found this island before "something big happened."—*Story by JOC Milt Harris, JOC Jesse Jose. Photos by PHC Ken George, JOC Jose.*





John Paul Jones

His Final Voyage

BY JO2 DAVIDA MATTHEWS

When John Paul Jones died in France in 1792, he was nearly penniless. His uniforms and most of his belongings, including a gold medal presented to him by Congress, were auctioned off—the proceeds thought to be used to pay the final bill for his room and board. If a French official had not intervened at the time, Jones' remains would have been buried in a pauper's grave by order of the U.S. Ambassa-

dor to France, Gouveneur Morris.

It is just and fitting that the recovery and return of John Paul Jones to America over a century later would come through the efforts of another ambassador, General Horace Porter.

Porter, grandson of Revolutionary War officer Andrew Porter, was a West Point graduate and served as aide-de-camp to General Ulysses S. Grant from 1864 to 1865. Later, he was awarded the Medal of Honor for gallantry at Chicamauga. After the Civil War, he continued as military secretary to President Grant.

In 1897, he was selected as the U.S. Ambassador to France and served in that position until 1905.

Porter was an avid historian. Certain papers existed that not only listed the circumstances surrounding Jones' death but also described how his body was prepared for burial.

Ambassador Morris had given orders that Jones be buried as cheaply as possible. There was no personal animosity between them—Morris just didn't want to shoulder the cost of Jones' burial. In his final years, Jones had become somewhat of a nuisance

to the minister who wrote, ". . . (Jones) has nothing to say but is so kind as to bestow on me all the hours which hang heavy in his hands."

Colonel Samuel Blackden, a friend of Jones, and Pierre-Francois Simonneau, Commissioner of the Paris section in which Jones had died, were indignant. This disrespect to the memory of a man of Jones' caliber could not be allowed.

Simonneau paid for the funeral expenses to ensure it was done properly. Jones' remains were prepared more for transport rather than burial since Simonneau felt sure that the U.S. would claim the body of her hero. His body was partly wrapped in tinfoil and placed in an alcohol-filled lead casket packed with straw.

Jones had never attended church but was considered Protestant since he had been brought up in the Church of Scotland. This fact would make the recovery of the corpse easier at a later date. There was only one Protestant cemetery in Paris and Jones was buried there until such time as the U.S. claimed the body.

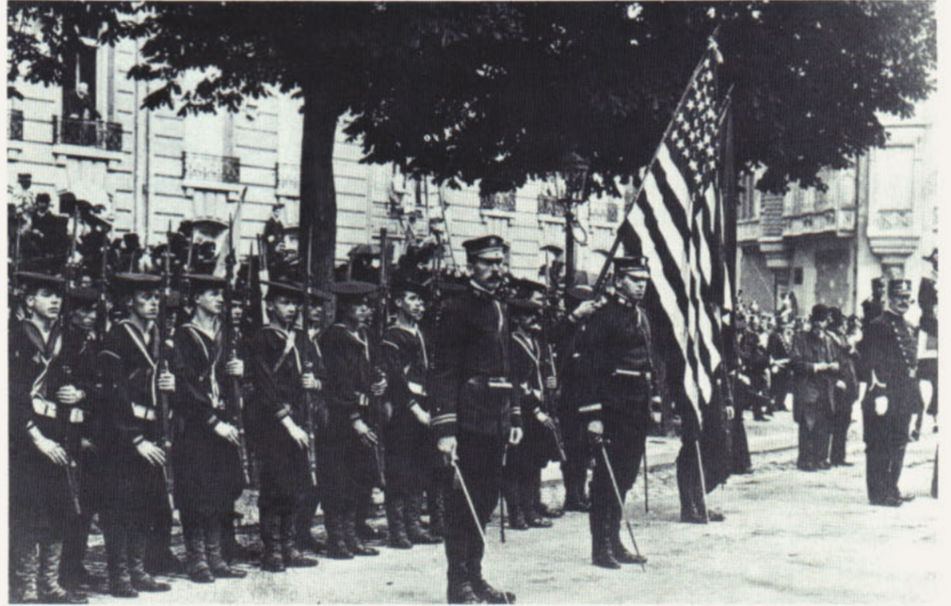
At the time of Jones' death, rebellion

His Final Voyage

was sweeping across France. A mob attacked the royal palace and hundreds of Swiss guards were killed trying to protect the King and Queen.

The guards' bodies were tumbled into a common grave adjoining Jones' plot. Soon afterwards, the cemetery was closed.

As time went by, the city overgrew



the small cemetery and buildings were constructed over the site.

Over a century later, in 1899, Porter began his search, directing it personally in his free time and at his own expense.

It took nearly five years. Porter was hindered at every step by red tape and dishonest researchers but finally he located the graveyard beneath a structure.

He received authorization to start digging in 1905 and encountered more difficulties immediately. The tunnels dug out beneath the building filled with water. The Swiss guards' bones, which one source described as "... stacked like cordwood," made the task of

Facing page top: American sailors, part of the group sent from Cherbourg, salute the remains of John Paul Jones, outside the American Church of Holy Trinity in Paris. Bottom: Transfer of John Paul Jones from a French torpedo boat to USS Brooklyn. Below: Draped with an American flag, the body awaits voyage to the U.S.

finding the body both grisly and seemingly hopeless.

Occasionally, a lead coffin would be uncovered and opened, but none of them contained remains prepared as described in Porter's references.

On April 7, 1905, another lead coffin was found. This one, unlike the others, had no markings—an encouraging sign since Jones' casket was recorded as being unmarked.

The coffin was opened. Porter swiftly checked it against his records—the casket contained alcohol, the limbs of the unclad body were partly covered with tinfoil, and the straw packing was present.

Porter was convinced that he had located Jones' remains, but the tedious job of proving beyond a doubt that the body was indeed that of John Paul Jones still remained.

Experts were called in to conduct the identification investigation.

Because of Simonneau's foresight,

the corpse was nearly perfectly preserved, enabling them to take measurements and match them with measurements known to be correct, such as his height.

An autopsy was performed to establish approximate age and cause of death. Fact after fact began to emerge until the evidence became overwhelming. The body Porter's search had uncovered was John Paul Jones.

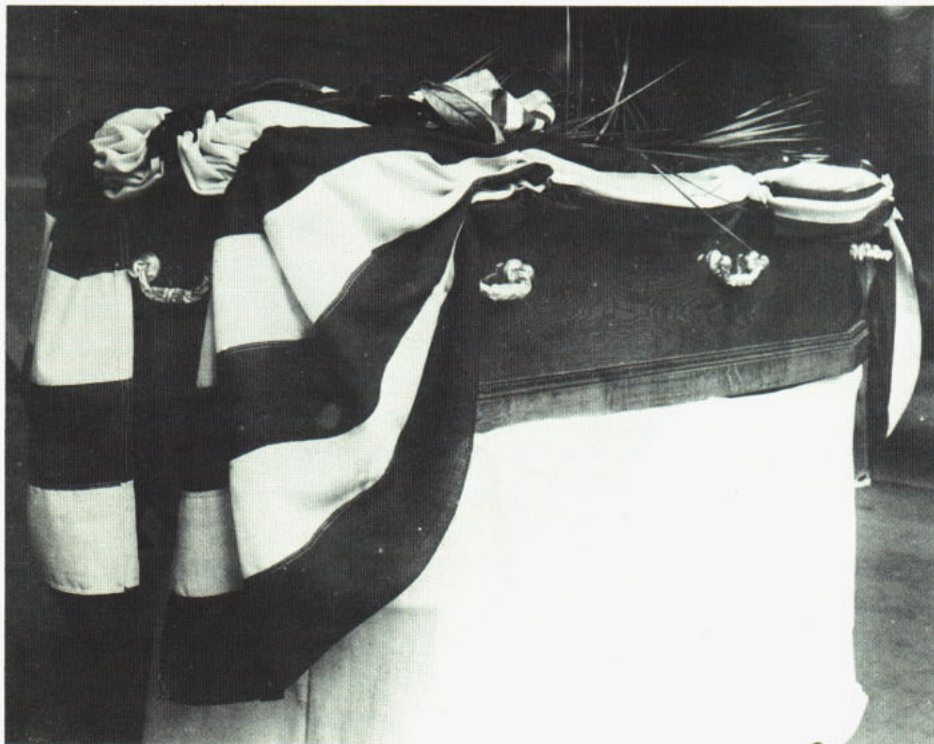
Throughout the investigation, interest had been mounting in America. Arrangements were made to return the body to the U.S.

For the second time, the naval hero's remains were prepared for his final voyage to America.

President Theodore Roosevelt ordered four cruisers to Cherbourg, France, to bring John Paul Jones home—USS *Brooklyn*, USS *Tacoma*, USS *Chattanooga*, and USS *Galveston*, a squadron under the flag of Rear Admiral Charles D. Sigsbee.

Sigsbee was somewhat of a minor national hero himself. As a young ensign just out of Annapolis, he had taken part in the battle of Mobile Bay and both attacks on Fort Fisher during the Civil War. Sigsbee received his notoriety as the commanding officer of the USS *Maine* when it exploded in Havana Harbor. Later he received international recognition as a scientist and inventor—his concepts on deep-sea sounding and dredging revolutionized the operations.

In sending Sigsbee to command the



His Final Voyage

was quite a sight,” Jones commented.

“We had been working night and day to get the ship ready. Everything from the decks to the brightwork was covered with fine coal dust that was the devil to get off. It was a relief to finally get him (John Paul Jones’ body) on board and get underway.”

The thirteen-day voyage to America



squadron, the U.S. was honoring Jones by sending their best.

Also aboard USS *Brooklyn* was a young apprentice boy, David Jones.

Chief Yeoman David Jones, USN(Ret)—he says he was teased unmercifully for his name—is now 90 years old and a retired minister living in Arizona.

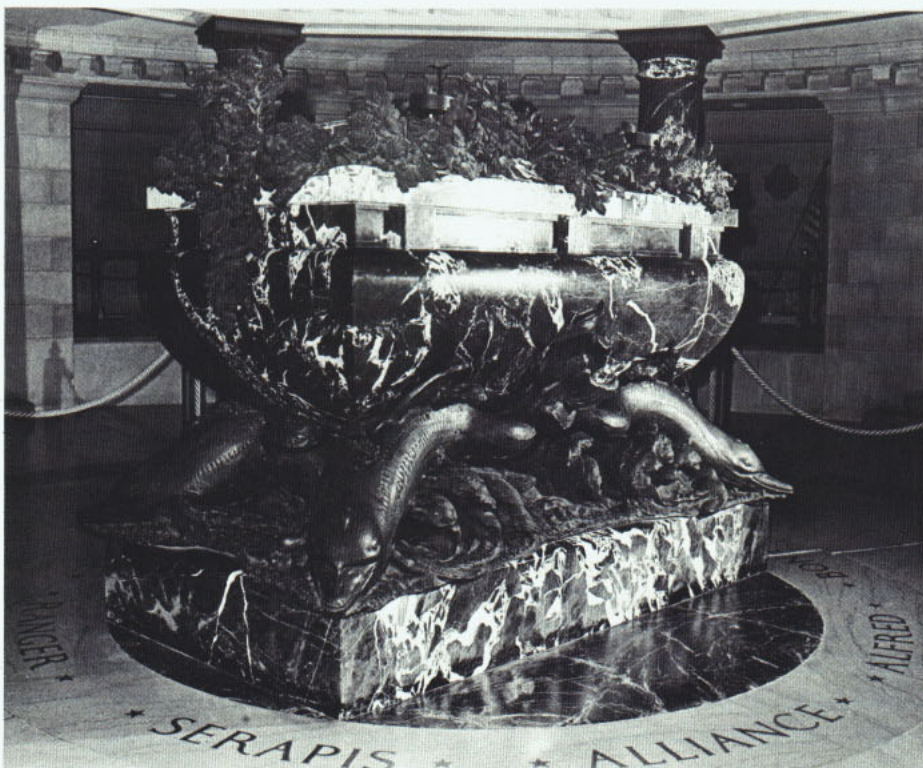
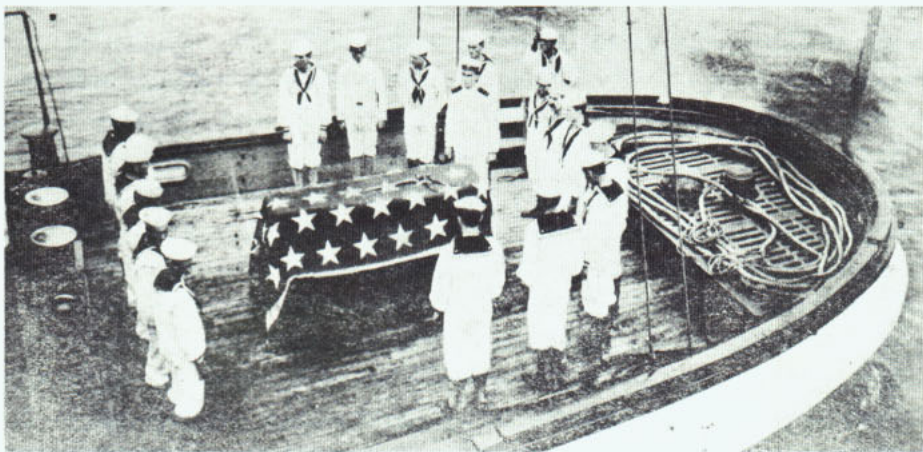
He has nearly total recall of those early years in the Navy. Through him we can get a first-hand, eye-witness account of Jones’ passage to America.

“The *Brooklyn* was a three-piper coaler that had made quite a name for herself during the Spanish-American War,” Jones relates.

“Most of the crew were taken up to Paris to march in a parade in Jones’ honor but we (apprentice boys) were left behind to do the dirty work—coal the ship.”

After services in Paris, the body was moved by a special train to Cherbourg. A French torpedo boat completed the transfer of the coffin to the *Brooklyn* where young David Jones waited for his first glimpse.

“I have never seen so many flags—big ones, little ones, French, American—all fluttering in the breeze. It



Top: Retired Chief Yeoman David Jones was aboard *Brooklyn* for Jones’ final voyage (photo by Jack Moore). Middle: The casket, with honor guard, aboard USS *Standish* for transfer to Naval Academy. Bottom: Remains now rest inside a sarcophagus at Academy chapel (facing page).

was uneventful but Chief Jones recalled his thoughts. "I remember thinking that the old boy wouldn't have been too pleased with the weather. It was so calm that the water was like glass. There wasn't the slightest breeze that could fill his sails.

"His casket was draped with a flag and an around-the-clock honor guard

stood by. When we arrived off Nantucket shoals, we were joined by seven battleships—the *Maine*, *Missouri*, *Kentucky*, *Kearsarge*, *Alabama*, *Illinois* and *Massachusetts*. With the ten ships accompanying us, we entered Chesapeake Bay.

"The first four battleships pulled away then, each firing a 15-gun salute

as they past the *Brooklyn*. The rest continued on to Annapolis.

"We anchored off Annapolis the 22d of July. There was quite a crowd to meet us, both on shore and in small craft in the bay. The honor guard took the coffin aboard a torpedo boat (USS *Standish*) and headed for shore. It was a very solemn occasion and I felt proud to have played a part, small as it was, in bringing Jones home."

The casket was placed in a temporary vault until arrangements could be made for permanent interment.

On April 24, 1906, 114 years after his death, John Paul Jones received the honors due him. President Roosevelt, General Porter, French ambassadors and some 12,000 others came to pay their respects to one of America's greatest naval heroes.

Congress offered to reimburse General Porter for the \$35,000 he had spent to find the body, but Porter refused. Instead, he insisted that the sum be added to an appropriation by Congress to build a crypt for the remains.

A marble sarcophagus, carved by Sylvain Salieres, was completed in 1912, and Jones' body was moved to its permanent location in the Academy chapel.

An inscription in the marble floor in front of the sarcophagus sums up John Paul Jones' contribution to the Navy. "He gave our Navy its earliest traditions of heroism and victory."

At last, America had paid her debt to John Paul Jones. ↴



Service Squadron Eight





A Jewel of a Team

BY JO3 MICHAEL I. SCHANZER

Men and machines in Service Squadron Eight (ServRon 8) of the Atlantic Fleet's Naval Surface Force are similar to a fine diamond—both are multifaceted and they're valuable.

Their complex mission involves diving, salvage, towing, fleet maintenance and repair. These missions are handled by five salvage ships, five fleet ocean tugs, and a salvage and repair ship. Sometimes, these vessels are assisted by Harbor Clearance Unit Two (HCU 2), also a ServRon 8 component.

Among numerous towing and salvage operations undertaken last year were the 4,886-mile tow of the torn and scarred USS *Belknap* (CG 26), and the 45-day search for USS *John F. Kennedy's* (CV 67) F-14A *Tomcat* lost from her flight deck off Scotland.

During the *Belknap* operation, USS *Hoist* (ARS 40) stopped to secure her tow for high winds and heavy seas before leaving Rota on January 3, 1977. Twenty-seven days and four storms la-

Hard work paid off for Service Squadron Eight with the recovery of the lost F-14 from the carrier USS John F. Kennedy (CV 67).

ter, *Hoist* released *Belknap* to Navy tugs at the mouth of the Delaware Bay. Foul weather also hampered the search and rescue operations for the F-14A. Heavy seas put added strain on towing/lift lines and cables. High winds, salt spray and frigid temperatures made working conditions arduous, sometimes unbearable.

USS *Shakori* (ATF 162) spent eight days searching before locating the F-14A in more than 300 fathoms. Finding it, though, was only part of the problem. "No one on the scene had ever recovered anything from that great a depth," said Captain James H. Lytle, Commander ServRon 8, "so there was a learning curve involved. There is never a casebook solution to any salvage or recovery operation."

After several futile attempts to raise the *Tomcat*, heavy weather forced *Shakori* to suspend recovery operations. Later, she returned to the scene accompanied by the nuclear research submarine NR-1 and several civilian salvage ships. On November 11, the wayward F-14A was hoisted aboard the West German heavy lift ship M/V *Taurus*.

Most of ServRon 8's work is not so dramatic. Normal operations usually consist of unglamorous tasks like towing target vehicles—such as stricken and ready-for-scrap Navy ships—for fleet gunnery exercises and missile shoots. The squadron also searches for lost anchors and chains.

Tasked with keeping harbors and navigable waters clear for United States and Allied shipping, Harbor Clearance Unit Two (HCU 2) performs several roles vital to squadron operations. The unit runs the Second Class Diver's School for the Atlantic Fleet Naval Surface Force and coordinates refresher training programs in salvage and rescue operations for all squadron units. The unit has a "SWAT TRUCK" in its inventory which is maintained and fully



equipped for basic rescue/recovery operations.

Fleet maintenance and repair aspects of the squadron are easily overlooked. Still, these are as important as any other operation and are essential to the maintenance of fleet readiness for deployed units. This, especially since the Navy readopted the practice of rotating tenders to the Mediterranean.

"Tenders that have been there (the

The F-14 is raised to the surface after a six-week effort.

Med) so far have returned to the forward base role, making repairs as needed, wherever they're needed," CAPT Lytle said. In one case the tender did a complete generator change on a ship. Back in the states, the ship would have had to go into the yards.



"This seems to prove that tenders are capable of much larger and more complex jobs than they've been tasked with in the past."

In another example cited by the squadron commodore, a ship's damaged boiler was repaired by transferring ServRon 8 experts to the ship while underway. All repairs were made without delay, including necessary certification and testing that a shipyard in the

U.S. would perform on a similar operation.

"Not only are the tenders doing their jobs on our destroyers and destroyer-type ships, but on any and all types of ships," CAPT Lytle said. "Both United States and allied naval forces know if they need expert repair or assistance, we are the local source for it.

"I feel that Service Squadron Eight has as fine a group of professional and

Shakori rests pierside after recovery of F-14 Tomcat from 300 fathoms in the North Atlantic.

dedicated personnel as can be found anywhere in the Navy today," CAPT Lytle said. "I'm proud of them and, more important, I know they're proud of themselves." ↓

Sea Cadets— a learning experience

BY GINNY SIEGFRIED

Naval Sea Cadets from the Nation's Capital visited the Norfolk area this past summer and got a "taste of the real Navy"—living in barracks, eating in the mess hall and experiencing day-to-day operations.

Commanded by Sea Cadet Lieutenant Commander Daniel P. Rodriguez, the Dahlgren Division toured Little Creek Amphibious Base, Norfolk Naval Station and Oceana Naval Air Station.

This learning experience is just a part of the U.S. Naval Sea Cadet Corps (NSCC) Program sponsored by the Navy League. More than 7,000 high school students are participating in over 150 units across the nation.

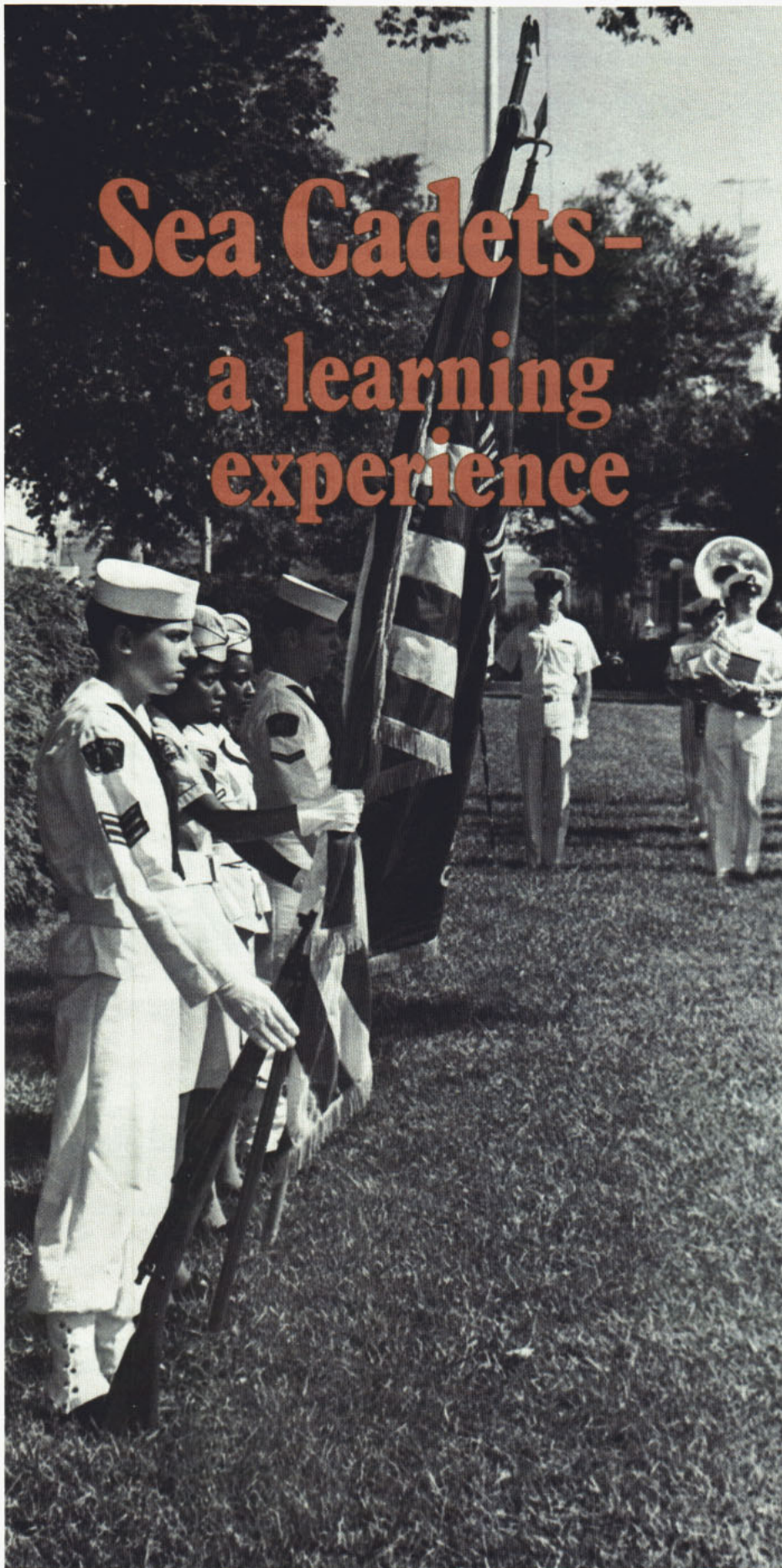
This program is providing young people the opportunity to take part in worthwhile activities in their spare time, and develop, as well, a sense of pride in themselves and their country. Entirely voluntary—with no obligation to serve in the armed forces later—the program teaches 14- through 17-year-olds basic seamanship.

To qualify for entry to the program the cadets must first pass a qualifying physical exam similar to that given Navy enlistees. Then, they attend a two-week "boot camp," in which they learn the rudiments of naval discipline.

After the mini boot camp, qualified cadets are eligible for two weeks of training at naval facilities. Male cadets, when qualified, can take part in mini summer cruises aboard active and reserve ships of the Atlantic and Pacific fleets.

The young men wear Navy bell-bottom uniforms and the young women wear the Navy enlisted women's uniforms, with NSCC insignia.

If the Sea Cadets do decide to enlist in the Navy after high school, they





Cadets await critical eye of Rear Adm. Ralph W. Carnahan.

may be enlisted in pay grade E2 or E3—if they meet the requirements. Because of their experience and training, they also have a leg up on others when competing for entrance to the Naval Academy or being accepted for NROTC.

Naval Sea Cadet officers—adult leaders—are nominated for NSCC officer appointments by the Sea Cadet Committee chairman of their local Navy League Council. These officers, all volunteers, are a critical element of the program. They normally have no military status in the regular armed forces—LCDR Rodriguez, however, happens to be a lieutenant (j.g.) in the Navy Nurse Corps—nor do they receive pay as Sea Cadet officers. The officers are approved by the Navy League's National Sea Cadet chairman after a special background inquiry has been completed.

“This program is a way for the

Naval man and woman to share part of their professional lives with those

who are trying to decide what to do with their futures,” said Rodriguez.

Washington's Dahlgren Division has almost 80 cadets and officers. Some activities include marching in parades, working as ushers at Navy Band concerts and participating in other public functions.

At their annual personnel inspection last summer, Rear Admiral Ralph W. Carnahan, Commandant Naval District Washington, D.C., rated them 4.0 and commended the cadets and officers for their “magnificent showing.”

Their leader, LCDR Rodriguez said, “The Naval Sea Cadet Corps is an adventure in learning which helps build and develop a sense of patriotism, courage, self-reliance and confidence. Today, I have found, there are very few things which offer that challenge to young people.” ⚓

Sea Cadets stand personnel inspection at a Navy boot camp.



Mail Buoy

Sinking of Ward

SIR: I have seen a number of references to the fact that USS *Ward* fired the first shot of World War II and that subsequently she went down in the Western Pacific. There are some interesting coincidences in the sinking of the *Ward*:

Site of sinking: Western approaches to Ormoc Bay, Leyte.

Action involved: Amphibious landing at Ormoc City.

Sunk by: Gunfire from USS *O'Brien*. Reason for sinking: Severe damage from suicide attacks.

Date of Sinking: Dec. 7, 1944.

CO of USS *O'Brien*: Commander W. W. Outerbridge, USN, who, as your piece in the October issue noted, was the skipper of the *Ward* on Dec. 7, 1941.

I was there at the time as main battery control officer of USS *Walke* then and engaged in the sinking of the USS *Mahan* whose crew had abandoned ship following hits from three suicide planes.—A. T. McKinney, CDR, USN(Ret)

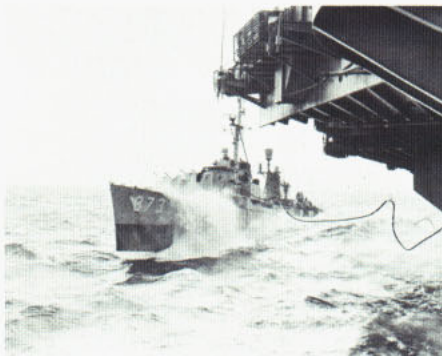
USS Hawkins

SIR: That certainly is a fine picture of USS *Hawkins* taking "white water" on the inside cover of your December, 1977 issue. If my tired old destroyer's eyes are correct, however, the caption may be misleading. Here's why.

Instead of the familiar ASROC and DASH hangar of the FRAM conversion, I see the height finder and TACAN of the earlier DDR conversion. My deduction therefore is that the picture is of DDR 873, and the picture is probably at least 15 years old, and was not taken on *Hawkins'* seventeenth deployment.

It is still a fine picture of an evolution that makes every destroyer's pulse quicken.—H. W. Kinsley, Jr., CDR, USN

• *Although our cutline may have misled some, Cdr. Kinsley's sharp eyes give us an opportunity to set the record straight. The photo is, indeed, at least 15 years old. It's actually more than 17 years old and once again demonstrates that good photographs never outlive their usefulness.*—ED.



Matter of Gender

SIR: In "For the Navy Buff" (October 1977), there was an inquiry about the use of pronouns for ships; apparently the ship's company of the USS *Piedmont* effects the practice of calling her a him!

This is a matter of grammatical gender which is largely ignored in the teaching of English, because it almost never comes up in everyday speech, except among sailors. Consider, however, the following examples of seamanlike usage: "She's an East Indian," or "She's a man-of-war," or "She's a Frenchman," or "The fisherman has just shot her nets," or "The *Iron Duke* hoisted her colours," and "King *George V* held her course."

On the other hand, if you say: "*Gracie Fields* has changed his mind," it means that the captain of

HM Minesweeper *Gracie Fields* has reconsidered his plans. By the way, *Gracie Fields* was sunk in the Dunkirk evacuation.—Philip Chaplin, LT, RCNR(Ret)

Reunions

• USS *Harding* (DD 625/DM 528)—Reunion May 27-28 in California. Contact G. T. Watson, Box 13A, McDaniel, Md. 21647.

• USS *Litchfield County* (LST 901)—Planning reunion for crewmembers serving from Nov. 30, 1951 to Dec. 1955. Contact James A. Woollett, 2681 Halverson Road, Cloquet, Minn. 55720.

• USS *Stone County* (LST 1141)—Planning 1978 reunion in California. Contact E. H. Sallee, 1318 W. Church St., Bowling Green, Mo. 63334.

• USS *Oklahoma Association*—Reunion May 2 in Charleston, S.C. Contact Clarence Knight, 7831 Aberdeen Road, Bethesda, Md. 20014.

• USS *Arcadia* (AD 23)—Reunion April 28-30 in Newport, R.I. Contact Walter McFarland, 23 Laura Street, Tiverton, R.I. 02878 or Leonard Tourigny, 13 Champlin Terrace, Middletown, R.I. 02840.

• USS *Laffey* (DD 459) (DD 724)—To join USS *Laffey* Assoc. contact Robert H. Daugherty, Brooke Mobile Court, Lot 16, R.D. 1, Wellsburg, W. Va. 26070.

• *Navy Mail Service*—Sixth reunion Aug. 16-20 in Nashville, Tenn. Contact Guy Pribble, 428 N. Chicago Ave., Brazil, Ind. 47834.

• *301st Naval Construction Battalion*/Seabees who served at CBC Davisville, R. I., during January and February 1945—planning a reunion. Contact William R. Walters, Sr., P.O. Box 24, Arpin, Wis. 84401.

• *Navy Helicopter Association*—29th Annual convention in May at San Diego. Contact K. R. McCarty, Navy Helicopter Association, Helicopter Anti-Submarine Squadron Light THIRTY-FIVE, Naval Air Station, North Island, San Diego, Calif. 92135.

• USS *Los Angeles* (CA 135)—Planning a reunion for 1979 in San Francisco Bay Area. Trying to update locator. Contact Lyman A. Harris, 1107 2nd Ave. #613, Redwood City, Calif. 94063.

Stern Shots

How many times do you find yourself referring to an atlas when you're reading about ship operations or exercises? You soon find out that there is more to the world's oceans than the seven seas you learned about in geography class. Fact is, many bodies of water are hiding in larger seas. This quiz will challenge you PacFlt sailors more than the Med deployers, as you try to identify these areas of the Mediterranean.

- | | | | |
|-----------------|------------------|-----------------|-------------------|
| A. Adriatic Sea | C. Alboran Basin | E. Ionian Sea | G. Sea of Crete |
| B. Aegean Sea | D. Gulf of Lions | F. Ligurian Sea | H. Tyrrhenian Sea |



Answers: 1-C; 2-D; 3-F; 4-H; 5-A; 6-E; 7-B; 8-G.

All Hands, the magazine of the U.S. Navy, published for the information and interest of all members of the Naval service, is issued monthly by the Office of the Chief of Information, Room 2E329, Pentagon, Wash., D.C. 20350. Issuance of this publication is approved in accordance with Department of the Navy Publications and Printing Regulations, P-35 (revised January 1974). Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted.

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DISTRIBUTION: All Hands is distributed to all Navy activities on the standard Navy Distribution List (SNDL) on the basis of one copy for approximately six naval officers and enlisted personnel on active duty. Limited distribution to Marine Corps activities is effected by the Commandant.

PERSONAL COPIES: The Magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Wash., D.C. 20402. The rate for All Hands is \$1.65 per copy; subscription price is \$19.00 a year, domestic (including FPO and APO address for overseas mail); \$23.75 foreign. Remittances should be made payable to the Superintendent of Documents and forwarded directly to the Government Printing Office.



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