



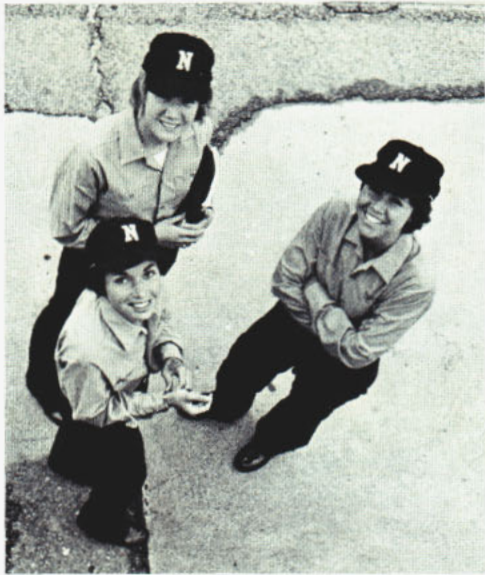
# ALL HANDS

NOVEMBER 1978









Page 6



Page 12



Page 22

# ALL HANDS

MAGAZINE OF THE U. S. NAVY — 56th YEAR OF PUBLICATION  
NOVEMBER 1978 NUMBER 742

## Features

- 6 **WOMEN ON SEA DUTY**  
Four ships detailed as forerunners in historic change
- 12 **MISSISSIPPI PRECOMMISSIONING DUTY**  
Key crew members pave the way for others
- 21 **RETENTION CONFERENCE**  
Three-day meeting results in 150 recommendations
- 22 **MARINES AT SEA**  
*USS Eisenhower's* detachment fills a vital role
- 26 **BATTENBERG CUP**  
Navy revives an old award with new twists
- 31 **USS FOSTER — AN IMPRESSIVE SHIP-OF-THE-LINE**  
By any yardstick, *USS Foster* presents a challenge
- 34 **EARTH'S FINAL FRONTIER**  
Task Force 199 supports science on the White Continent
- 39 **EDUCATION KEEPS PACE ABOARD NEWPORT AND JASON**  
Instructor and students reap benefits from program
- 44 **NOTHING'S SLOW ABOUT SLOW PITCH SOFTBALL**  
Navy women hold their own in interservice competition
- 46 **MINUTEMEN — 'MOUNT-OUT' IN A HURRY**  
Time is the important factor in NMCB 62's response

## Departments

- 2 **Currents**
- 18 **Grains of Salt**
- 28 **Bearings**
- 42 **Rights and Benefits**
- 48 **Mail Buoy**

## Covers

Front: Penguins in the Antarctic. Photo by LT Phillip Kazanjian. See page 34.  
At left: *USS Mississippi* (CGN 40) during trials off Virginia coast. Newport News Shipbuilding and Dry Dock photo. See page 12.

Chief of Naval Operations:	ADM Thomas B. Hayward	Staff:	LTJG James Mulvey
Chief of Information:	RADM David M. Cooney		DM1 Ed Markham
OIC Navy Internal Relations Act.:	CAPT James E. Wentz		JO1 Jerry Atchison
Dir. Print-Media Div. (NIRA):	LT Tim Beecher		JO1 (SS) Pete Sundberg
Editor:	John F. Coleman		PH1 Terry Mitchell
News Editor:	Joanne E. Dumene		JO1 Dan Wheeler
Production Editor:	LTJG Chris Zebrowski		JO2 Davida Matthews
Art Editor:	Michael Tuffli		JO3 Fran Bir
Layout Editor:	Richard Hosier		Edward Jenkins
Research Editor:	Catherine D. Fellows		Elaine McNeil



# Currents

## Congressional Wrap-up

● New sea pay rates and a change to the U. S. Code which will allow women to serve in some Navy ships were two important measures passed by Congress before it adjourned last month. As a result, 430 women will report for sea duty aboard 21 Navy ships in the next year. Ultimately, the Navy plans to assign 4,950 enlisted women and 204 female officers to non-combatants. Congress also increased sea pay for seagoing petty officers based on cumulative years of sea duty. A grandfather clause will protect non-petty officers currently receiving sea pay. Congress authorized renewed payment of enlistment and selective re-enlistment bonuses (SRB/EB) and special pay for health professionals, both of which were suspended on Oct. 1. A nuclear-powered aircraft carrier was not included – nor was a measure to consolidate basic helicopter pilot training for the Army and Navy. Approval was given for construction of 13 new ships and 104 aircraft, including nine F-18s and 36 F-14s. An amendment which would permit abortions in military hospitals under specific circumstances also was approved. Congress authorized \$95 million for development of the light airborne multi purpose system (LAMPS) Mk III program, and another \$80 million for development of the surface effect ship (SES) program.

## New Ensign To LTJG

**Promotion Policy Outlined** ● Promotions from ensign to LTJG now are effective only after Senate confirmation of regular officers and acceptance in writing by all ensigns being promoted. It's a two-step process. First, the Senate must confirm the appointment of any regular officer. Second, the officer, whether regular or reserve, must sign an acceptance of promotion on the day of eligibility. To ensure officers are notified in advance, BUPERS will send out monthly ALNAVs listing ensigns authorized for LTJG promotion. Further information about the new policy is contained in ALNAV 046/78.

## CNO Cancels 94

**Required Reports** ● Chief of Naval Operations Admiral Thomas B. Hayward has ordered cancellation of 94 recurring reports and taken steps to cut back on another 76 reports. CNO took the action after a review board recommended cancellation of 194 reports required of the operating forces. The cancellations are a part of the program to reduce the administrative burden on fleet units. The complete list of cancelled reports is contained in NAVOP 97/78.

## SecNav Energy Conservation Award

**Winners Announced** ● Secretary of the Navy W. Graham Claytor Jr. announced winners of the first annual Secretary of the Navy Energy Conservation Awards for 1978. Ships (large) – USS *John F. Kennedy* (CV 67); Ships (small) – USS *Blakely* (FF 1072); Aviation Squadrons – Air Test and Evaluation Squadron One (VX 1); Navy Shore Activities (large) – Pacific Missile Test Center, Point Mugu, Calif.; Navy Shore Activities (small) – NavSecGruAct, Winter Harbor, Maine; Naval Industrial Facilities – Pearl Harbor Naval Shipyard, Pearl Harbor, Hawaii.



### **New CNO Sitrep 30**

**Film Series In Distribution** ● The first CNO Sitrep 30, a regular Navy news and feature presentation in film and videotape format, is on its way to fleet activities. The new CNO Sitrep 30 covers a variety of topics in a 30-minute program.

### **New No-Smoking Regs**

**In BuMed Buildings** ● BuMed has established a no-smoking policy in its elevators, shuttle vehicles, auditoriums, conference rooms and classrooms. No-smoking signs soon will be posted and ash trays will be removed from areas no longer designated for smoking. Naval hospitals, regional medical and dental centers, and regional medical clinics are some of the BuMed activities affected by the new regulations. Smoking will still be permitted in private offices, staff lounges and other designated areas. In work areas shared by smokers and non-smokers, smoking will be permitted only if ventilation can remove the smoke from the work area. Smoking by non-patient personnel is prohibited in patient care areas. Patients may smoke in designated areas, but will be discouraged from smoking at all. BuMed Instruction 6200.10, which outlines details of the program, directs health care professionals in the Navy medical department to lead the way in encouraging programs and procedures which will decrease smoking.

### **Air Training Command**

**Receives Top Priority** ● Jet aviators in the grades of lieutenant commander and below who are not actively involved in the operation of jet aircraft are being screened for possible reassignment to instructor duty. Instructor pilot manning has received top priority recently because of a lower than planned pilot training rate. As a result, the Naval Air Training Command is increasing the number of instructor pilots by about one-third. The additional instructors are being recalled from the fleet, and the Naval Reserve. They also are being selected from newly designated flight training graduates and aviators in shore billets not directly involved in flying. Jet pilots in naval postgraduate school, service colleges and other duty under instruction assignments, as well as those scheduled for rotation to sea duty before next January, are exempt from this program. Aviators selected for instructor duty will be contacted both through their commands and directly by their detailers. Pilots who wish to volunteer for the program are encouraged to contact their detailers. Instructors will serve 14- to 18-month tours and will receive a guaranteed operational assignment following the tour at Naval Air Training Command. Propeller and helicopter pilots will continue to receive fleet assignments upon designation as naval aviators.

### **Third Shipbuilding Claim**

**Settlement Announced** ● With the signing of a claims settlement with Newport News Shipbuilding and Dry Dock Company announced recently, the Navy has settled the last of \$2.7 billion in contract claims with its three major shipbuilders. In June, the Navy settled contract disputes with Litton Industries and General Dynamics. Under the most recent settlement, the Navy will pay approximately \$165 million of the \$742 million in claims filed by Newport News during 1975 and 1976. The settlement resolved claims and contract issues involved in the construction of 13 nuclear-powered attack submarines, guided missile cruisers and aircraft carriers.



### Maternity Uniform

**Allowance Approved** ● A \$36 maternity uniform allowance for pregnant enlisted women has been authorized effective Oct. 1. Optional wear of either the maternity uniform or appropriate civilian attire is permitted through the remainder of this year. Women who will be released from active duty before Jan. 1, 1979, may not draw the maternity uniform allowance. After Jan. 1, wear of the maternity uniform will be mandatory for all pregnant women in the Navy when a uniform is prescribed and regular uniforms no longer fit.

### Belleau Wood

**Commissioned** ● USS *Belleau Wood* (LHA 3), third of five in a new class of amphibious assault ships, was commissioned in Pascagoula, Miss., on Sept. 23. Vice Admiral James B. Stockdale, President of the Naval War College, was principal speaker at the ceremony. *Belleau Wood's* primary mission is amphibious assault. The ship can embark, deploy and land a fully equipped Marine assault force by helicopter, landing craft or a combination of the two. Armament includes three lightweight five-inch/54-caliber guns, air defense missiles and six 20mm machine guns.

### Commissary Bagger Fees

**Delayed Until December 31** ● Baggers at Navy commissary stores in the U. S., Guam and Puerto Rico will continue to receive just tips through Dec. 31 this year. The shift to salaries was originally scheduled to take place on Sept. 30. The second postponement will give Congress time to complete action on a proposal which would exempt baggers in armed forces commissaries from coverage under the Fair Labor Standards Act. If the legislation is passed, baggers would continue to receive tips only. An earlier ruling would have made baggers salaried employees and charged commissary store shoppers up to two percent extra on their grocery bills for the bagging service.

### Civil Service To Begin

**"Flexitime" Experiment** ● Some U. S. Government activities will begin experimenting with flexible work hours for their civilian federal employees next year, including such variations as four, 10-hour-day work weeks. The Civil Service Commission will study the effects of "flexitime" plans on efficiency, service to the public, use of mass transit facilities, energy consumption, full-time and part-time employment opportunities, and individuals and families.

### Navy Runners First And Second

**In Military At Athens Marathon** ● Lieutenant Paul M. Nichols from Naval Communications Station, Rota, Spain, finished first among military runners and 14th overall in the annual Athens Marathon race held in Greece on Oct. 9. The 39-year-old Nichols completed the 26-mile footrace with a time of two hours and 43 minutes. Placing second among military runners and 20th overall was Electronics Technician Second Class Kevin J. Setnes of Naval Communications Area Master Station Mediterranean, Naples, Italy. The 83 Navy runners represented shore commands throughout Europe, and fleet units USS *Albany*, USS *Canopus* and USS *Forrestal*.



# Monthly basic pay effective 1 October 1978

## Years of service

PAY GRADE	Years of service													
	UNDER 2	2	3	4	6	8	10	12	14	16	18	20	22	26
<b>Commissioned Officers</b>														
0-10	3298.20	3414.30	3414.30	3414.30	3414.30	3545.10	3545.10	3816.90	3816.90	4089.90*	4089.90*	4363.50*	4363.50*	4635.60*
0-9	2923.20	3000.00	3063.60	3063.60	3063.60	3141.90	3141.90	3272.10	3272.10	3545.10	3545.10	3816.90	3816.90	4089.90*
0-8	2647.50	2727.00	2791.80	2791.80	2791.80	3000.00	3000.00	3141.90	3141.90	3272.10	3414.30	3545.10	3687.30	3687.30
0-7	2199.90	2349.60	2349.60	2349.60	2454.90	2454.90	2597.40	2597.40	2727.00	3000.00	3206.10	3206.10	3206.10	3206.10
0-6	1630.50	1791.90	1908.60	1908.60	1908.60	1908.60	1908.60	1908.60	1973.40	2286.00	2403.00	2454.90	2597.40	2817.00
0-5	1304.40	1531.80	1637.40	1637.40	1637.40	1637.40	1687.20	1777.50	1896.30	2038.50	2155.80	2220.60	2298.30	2298.30
0-4	1099.50	1338.30	1428.00	1428.00	1454.10	1518.90	1622.10	1713.60	1791.90	1869.90	1922.10	1922.10	1922.10	1922.10
0-3	1021.80	1142.10	1220.70	1350.90	1415.40	1466.70	1545.30	1622.10	1662.00	1662.00	1662.00	1662.00	1662.00	1662.00
0-2	890.70	972.90	1168.80	1208.10	1233.00	1233.00	1233.00	1233.00	1233.00	1233.00	1233.00	1233.00	1233.00	1233.00
0-1	773.10	804.90	972.90	972.90	972.90	972.90	972.90	972.90	972.90	972.90	972.90	972.90	972.90	972.90

## Commissioned Officers with over 4 years' active service as enlisted members

0-3	0.	0.	0.	1350.90	1415.40	1466.70	1545.30	1622.10	1687.20	1687.20	1687.20	1687.20	1687.20	1687.20
0-2	0.	0.	0.	1208.10	1233.00	1272.30	1338.30	1389.90	1428.00	1428.00	1428.00	1428.00	1428.00	1428.00
0-1	0.	0.	0.	972.90	1039.20	1077.60	1116.60	1155.60	1208.10	1208.10	1208.10	1208.10	1208.10	1208.10

## Warrant Officers

W-4	1040.70	1116.60	1116.69	1142.10	1194.30	1246.80	1299.00	1389.90	1454.10	1505.70	1545.30	1596.00	1649.40	1777.50
W-3	946.20	1026.30	1026.30	1039.20	1051.50	1128.30	1194.30	1233.00	1272.30	1310.40	1350.90	1403.10	1454.10	1505.70
W-2	828.60	896.10	896.10	922.20	972.90	1026.30	1065.00	1104.00	1142.10	1182.00	1220.70	1259.40	1310.40	1310.40
W-1	690.30	791.70	791.70	857.40	896.10	934.80	972.90	1013.10	1051.50	1090.20	1128.30	1168.80	1168.80	1168.80

## Enlisted members

E-9	0.	0.	0.	0.	0.	0.	1182.30	1209.30	1236.90	1265.40	1293.30	1318.50	1388.10	1522.80
E-8	0.	0.	0.	0.	0.	992.10	1019.70	1047.00	1074.60	1102.50	1128.00	1155.90	1223.70	1360.20
E-7	692.70	747.60	775.50	802.20	830.10	856.20	883.50	911.10	952.20	979.20	1006.80	1019.70	1088.40	1223.70
E-6	598.20	652.20	679.50	708.00	734.40	761.40	789.30	830.10	856.20	883.50	897.00	897.00	897.00	897.00
E-5	525.30	571.50	599.40	625.50	666.30	693.60	721.20	747.60	761.40	761.40	761.40	761.40	761.40	761.40
E-4	504.90	533.10	564.30	608.40	632.40	632.40	632.40	632.40	632.40	632.40	632.40	632.40	632.40	632.40
E-3	485.40	512.10	532.80	553.80	553.80	553.80	553.80	553.80	553.80	553.80	553.80	553.80	553.80	553.80
E-2	467.40	467.40	467.40	467.40	467.40	467.40	467.40	467.40	467.40	467.40	467.40	467.40	467.40	467.40
E-1	419.40	419.40	419.40	419.40	419.40	419.40	419.40	419.40	419.40	419.40	419.40	419.40	419.40	419.40

While serving as Chairman of the Joint Chiefs of Staff, Chief of Staff of the Army, Chief of Naval Operations, Chief of Staff of the Air Force, or Commandant of the Marine Corps, basic pay for this grade is \$5,114.70 regardless of cumulative years of service (See below).

Highest Enlisted Rank. While serving as Sergeant Major of the Army, Master Chief Petty Officer of the Navy, Chief Master Sergeant of the Air Force, or Sergeant Major of the Marine Corps, basic pay for this grade is \$1,851.00 regardless of cumulative years of service.

\* Basic pay is limited to \$3,958.20 by Level V of the Executive Schedule.

OASD (MRA&L) MPP  
Compensation  
1 October 1978

## Monthly basic allowance for quarters rates

Pay Grade	Without Dependents		With Dependents
	Full Rate <sup>1</sup>	Partial Rate <sup>2</sup>	
<b>Commissioned Officers</b>			
0-10	\$357.90	\$50.70	\$447.60
0-9	357.90	50.70	447.60
0-8	357.90	50.70	447.60
0-7	357.90	50.70	447.60
0-6	321.30	39.60	391.80
0-5	296.10	33.00	356.70
0-4	263.70	26.70	318.30
0-3	231.90	22.20	286.20
0-2	201.30	17.70	254.70
0-1	156.90	13.20	204.60
<b>Warrant Officers</b>			
W-4	\$254.10	\$25.20	\$306.60
W-3	226.50	20.70	279.30
W-2	197.10	15.90	250.50
W-1	177.90	13.80	230.40
<b>Enlisted Members</b>			
E-9	\$191.70	\$18.60	\$269.70
E-8	176.70	15.30	249.30
E-7	150.30	12.00	231.90
E-6	136.50	9.90	213.30
E-5	131.10	8.70	195.90
E-4	115.80	8.10	172.50
E-3	103.50	7.80	150.30
E-2	91.50	7.20	150.30
E-1	86.40	6.90	150.30

<sup>1</sup> Payment of the full rate of basic allowance for quarters at these rates for members of the uniformed services to personnel without dependents is authorized by 37 United States Code 403 and Part IV of Executive Order 11157, as amended.

<sup>2</sup> Payment of the partial rate of basic allowance for quarters at these rates to members of the uniformed services without dependents who, under 37 United States Code 403(b) or 403(c), are not entitled to the full rate of basic allowance for quarters, is authorized by 37 United States Code 1009(d) and Part IV of Executive Order 11157, as amended.

## Basic allowance for subsistence rates

Officers: \$62.80 per month

Enlisted Members:

When on leave or authorized to mess separately: \$ 3.00 per day

When rations in-kind are not available: \$ 3.38 per day

When assigned to duty under emergency conditions where no messing facilities of the United States are available: \$ 4.48 per day



# WOMEN on SEA DUTY





President Carter's signature on the most recent Department of Defense Authorization Bill (see Currents in this issue) has, among other things, opened up a course staked out by Navy planners over the past two years: the assignment of Navy women aboard ship for duty.

Included in that bill—which provides Fiscal Year 1980 operating funds to the

military services—is a Navy-sponsored amendment to Section 6015, Title 10, U.S. Code. That law prohibited assigning women to aircraft and ships other than hospital ships and transport vessels, neither of which the Navy now has in commission.

Now, women may be assigned to sea duty aboard auxiliary and non-combatant ships and to temporary additional duty (for six months or less), on any ship, submarine or squadron not expected to be assigned a combat mission during the period.

The Navy drafted and sponsored the amendment because of the national goal to ensure equal opportunity for women throughout the work force and the projected decrease in the number of males available to recruit in the 1980s and beyond.

The effects of the amended law are many and range Navywide, not the least of which will be expanded career opportunities for Navy women.

#### **Career Opportunities**

In the wake of the amendment's passage, five additional ratings will be opened to enlisted women: instrumentman, molder, opticalman, patternmaker and precision instrumentman. This will leave only 11 ratings in the Navy closed to women. Those closed ratings are all seagoing or combat-related jobs.

Increasing the number of ratings and seagoing billets open to enlisted women also requires a proportionate increase in the number attending Class "A" schools as well as sea duty training programs such as firefighting and damage control. Additionally, plans are being developed to eventually train all women E-5 and above in possession of orders to shipboard duty, in Leadership and Management Education and Training (LMET).

For women officers who have not previously attended the course, attendance at Surface Warfare Officer School will be required for unrestricted line

officers en route to a shipboard billet. The change in law also means women will be eligible to command non-combatant ships authorized for permanent assignment of women and for which they have the requisite seniority and experience.

Women not assigned to a permanent sea duty billet may also find themselves performing periods of temporary additional duty (TAD) aboard ships for a variety of reasons.

- Enlisted women may go TAD for at-sea experience and on-the-job training; for ship's force augmentation during fleet exercises, carrier qualifications, inspection and survey trials or during overhaul; as members of operational test and evaluation forces conducting research and development functions; and to assist ships as members of mobile training units and ship's qualifications assist teams.

- Women officers will be eligible for seagoing TAD for the above reasons plus for midshipman training; basic Surface Warfare Officer training; pilot training; fleet exercises; intelligence gathering missions; inspection teams and staff corps augmentations (such as in medical and supply departments).

#### **Women in the Navy**

Expanded career opportunities for Navy women plus the decreasing number of enlistment-eligible males over the next few years will mean a doubling of the number of women now on active duty in the Navy to a projected 40,000 female members by 1983. During this same period, the number of shipboard duty enlisted women will go from this year's 375 to 4,950. For women officers, the numbers assigned to shipboard billets will go from 55 to 204.

And while duty aboard ship will not be a prerequisite for promotion or advancement of Navy women, it will enhance the competitiveness of Navy women relative to men in certain ca-





# WOMEN on SEA DUTY

reer fields or ratings which are more directly related to sea assignments.

## Lessons Learned

A few years ago, the Navy hospital ship *USS Sanctuary* was decommissioned and her male and female crew—the first in Navy history—was dispersed. The lessons Navy planners learned from their first experience with mixed crews have worked as a positive framework for developing the present plan to assign women aboard ship.

That's why the assignment of Navy women to five ships this year cannot be called an experiment. It is part of a

highly structured plan to integrate women into the seagoing Navy. And Navy planners are convinced it will be successful, based on the *USS Sanctuary* experience and the reports from the Coast Guard, which recently assigned women aboard their ships.

While aboard *Sanctuary*, Navy women demonstrated their ability to perform shipboard functions with ease, expertise and dedication equal to that shown by men, according to reports of the integration of that hospital ship.

## The First Year

During the coming year, about 16

women officers and 375 enlisted women will be permanently assigned to the crews of four ships: *USS Vulcan* (AR 5), *USS L. Y. Spear* (AS 36), *USS Norton Sound* (AVM 1) and *USS Samuel Gompers* (AD 37) and a fifth ship to be named at a future date.

These ships were selected because:

- They are representative of the various hull types which were approved for women under the legislation.

- They needed little in the way of modifications to their berthing spaces to accommodate women; therefore, minimum cost was involved.

- They geographically represent both U.S. coasts.

An additional 16 ships have been tentatively slated to receive 39 women officers. Because of accommodations and inventory constraints, enlisted women will not be assigned to these ships during the first year.

Currently, the Navy inventory shows 49 ships that could feasibly include women in their crews under the provisions of the law. By Fiscal Year 1983, Navy planners see this number of eligible ships growing to 62.

In staffing the ships, planners are seeking a 25 percent minimum level within ratings. During the first year of the program, however, only 10 percent of the crews will be women. This is due to a shortage of enlisted women in skills previously not performed by women or considered non-traditional in the past, the small number of senior female petty officers, and the need for female officers to acquire sea experience before assignment to senior leadership positions.

Most of the women initially going to sea are volunteers solicited earlier this year. This gives highly motivated women desiring such duty the opportunity to serve in the first, limited number of female sea billets. Future assignments will be made of those reaching their projected rotation date, just as male assignments are presently made.

It is important, therefore, for Navy women to have a current Enlisted Duty Preference Card (NAVPERS





1306/63) on file with their detailer that also indicates ship type and homeport duty preferences.

Other detailing requirements of assigning women to sea are:

- Pregnant women will not be assigned to sea duty. Women who discover their pregnancy after assignment will be transferred to shore duty at an appropriate time determined by the commanding officer and the Bureau of Naval Personnel.

- Husbands and wives will not be assigned duty aboard the same ship but will continue to be assigned the same home port as provided for by current policy.

- Women with dependents will be eligible for sea duty just like their male counterparts.

As mentioned, entrance of women into the previously all-male environment of life at sea will mean physical changes to the ships involved.

Women assigned to sea duty will find separate but equal berthing and head facilities. Basically, the only major modifications necessary will be to close off berthing compartments, re-route the traffic which commonly runs through those berthing spaces, and modify the plumbing in heads adjoining women's berthing areas. Since no barber facilities will be available exclusively for women and commercial hair dryers will not be installed in the "unisex" shops, electrical outlets for portable hair dryers will be installed. The laundry facilities will not be changed. However, procedures will be

updated and better detergents will be used for washing more delicate fabrics.

### Medical Aspects

When women go to sea, a prime consideration will be their continued good health and well-being. The impact this will have on medical and dental departments has been evaluated with the following conclusions:

- Since a tooth is a tooth, the dental department will not be affected except for the assignment of female dentists (when possible) and dental technicians as ship's company.

- Some sick bay areas may have to be modified to permit the installation of obstetric/gynecological examination tables. Unlike standard examination tables, ob/gyn tables in use today do





# WOMEN on SEA DUTY

not have drop leaves to conserve space when not in use. Also, an increase in the size of sick bays will allow for the addition of screens, partitions, etc., to maintain privacy.

- General medical officers can recognize problems or treat ob/gyn emergencies, so no additional training is anticipated.

- BUMED regulations require the presence of another female whenever a doctor conducts breast or pelvic exams.

- Just as it's done on shore stations, birth control pills/contraceptive devices can be prescribed by the ship's doctor when requested. Corpsmen, naturally—even those on independent duty—cannot write such prescriptions. Female

crew members stationed aboard ships without doctors can go to a local base dispensary for such treatment.

- Aboard ship, the potential for exposure to toxic substances is high. Such exposure could be harmful to a pregnant woman and/or her unborn child. It will be the responsibility of the medical department to impress upon female crew members the immediacy of reporting or confirming suspected pregnancies.

- In the past, female corpsmen have been accepted for independent duty training in limited numbers, with the predominance of graduates being men going to small ships or submarines. Independent duty training has been modified to include more ob/gyn

treatment, and women are attending the school in increasing numbers. BUMED officials state that they will continue to rely on air evacuation capabilities "... which, in 12 hours or less, can deliver an emergency case to treatment from anywhere in the world." However, after the program is modified, corpsmen who have been through independent duty training should be able to recognize ob/gyn symptoms and take action before such a situation becomes an emergency.

## Well-Balanced Force

The assignment of women to sea duty is an indication of the Navy's commitment to provide equal career opportunities for all its personnel. But the military professionalism and preparedness of Navy men and women will still be paramount in the assignment/promotion processes. Male and female, members of a ship's company will be expected to carry out assigned duties and, therefore, add positive support to our flexible and well-balanced naval force.



## Chronology of Navy Women

### 1860s

Four civilian nurses from the Sisters of the Holy Cross serve aboard the Navy hospital ship USS *Red Rover* in the Civil War.

### 1908

Navy Nurse Corps founded.

### 1913

Navy nurses first serve aboard



ship—the transports USS *Mayflower* and USS *Dolphin*.

**1916**

Women are accepted into the regular Navy (other than the Nurse Corps) for the first time during World War I. Called Yeomen (F) or Yeomanettes, their numbers reach 11,000 before the war ends (disestablished in 1919).

**1920**

Navy nurses first serve aboard a hospital ship, the USS *Relief* (AH 1).

**1941**

Japanese attack Pearl Harbor and five Navy nurses on Guam are captured, becoming the first female prisoners of war from the U.S. Navy.

**1942**

Women Accepted for Voluntary Emergency Service (WAVES) is formed. The WAVES were designated a permanent but separate part of the Navy in 1948. The title fell by the wayside in 1973 when women were fully integrated into the Navy's organizational structure.

**1943**

Women are enlisted into the Navy Hospital Corps for the first time.

**1944**

The first Hospital Corps School for Reserve enlisted women is commissioned at the Bethesda Naval Medical Center.

**1948**

Title 10, USC 6015, is enacted, prohibiting women in the Navy from serving aboard other than hospital and transport ships.

**1949**

Hospital Corps Schools at Great Lakes and at San Diego are made coeducational.

**1952**

Navy women are accepted for commissions in the Medical Service Corps. They are trained exclusively as physi-

cal therapists, dietitians and occupational therapists.

**1953**

Congress passes a bill permitting Hospital Corps women to volunteer for sea duty aboard transport ships operated by the Military Sea Transportation Service (now MSC).

**1960**

Women of the Medical Specialist Section, along with women officers in the fields of medically allied sciences, are brought under the same promotion laws which governed male officers of the Medical Service Corps.

**1961**

Lieutenant Charlene Suneson assigned as first woman line officer to sea duty aboard the Military Sealift Command transport vessel USNS *William A. Mann* (T-AF 12).

**1970**

Lieutenant Helen M. Paulus becomes the first woman dentist in the regular Navy (there were two women Naval Reserve dentists on active duty during World War II).

**1972**

Hospital Corps detailing is consolidated and assignments are made without regard to sex except in such cases as submarines, diving duty and other specialized duty.

Alene Duerk becomes the Navy's first woman flag officer (Nurse Corps).

Lieutenant Ann J. Moriarity reports to Naval Advisory Forces in South Vietnam as the Navy's first woman naval advisor in Vietnam.

Women officers and enlisted in other than medical billets are assigned to the hospital ship USS *Sanctuary* in a pilot program to gain experience regarding the employment of women at sea in a non-medical environment.

Admiral Elmo Zumwalt Jr., then Chief of Naval Operations, issues Z-Gram 116, called by some the Navy's own "Equal Rights Amendment" which authorizes "limited entry of enlisted women" into most Navy ratings.

Seventeen women at four universities become the first women to enroll in the Navy's NROTC program and receive full scholarships.

**1973**

First coed class in the history of Naval Officer Candidate School, Newport, R.I., is graduated.

Six Navy women become the first to win their wings and be designated naval aviators.

**1975**

Navy women who become pregnant while on active duty are no longer automatically discharged from the service. Instead, they are retained on active duty unless they voluntarily elect discharge.

**1976**

*Time* magazine names Lieutenant Commander Kathleen Byerly as one of its "12 Women of the Year—1975."

Fran McKee becomes the first Navy woman line flag officer.

Women officers are allowed to enter all restricted line communities via initial commissioning programs or lateral transfers for the first time.

The first three Navy enlisted women are graduated from the Naval Academy Prep School, Newport, R.I.

First women enter the U.S. Naval Academy as members of the class of 1980.

**1977**

Proposal to amend Title 10, USC 6015, to permit women to serve aboard ships other than hospital and transport ships is sent from the Department of Defense to the House Armed Services Committee for consideration (amendment becomes part of the FY 80 Defense Authorization Bill).

**1978**

U.S. District Court in Washington, D.C., rules Title 10, USC 6015, is unconstitutional.

Congress approves the Navy-sponsored amendment to Title 10, USC 6015, and it eventually becomes law as part of the Defense Authorization Bill.



*A challenging task...*

# MISSISSIPPI PRECOM duty

BY JO1 JERRY ATCHISON AND  
JOSN JOHN LARSCHIED

Some call it shore duty. Others say it's sea duty. It's still one tough job.

The more than 450 men assigned this duty saw only that they were being transferred to *Mississippi* (CGN 40) as part of the precommissioning (PRE-COM) unit.

If any arrived in Newport News with the notion of being in just another Navy billet, they were in for more than a mild surprise.

What's it like to take a ship so new she has yet to earn the prefix USS and turn her into a bona fide Navy ship? Is it good or bad duty?

A chance to learn these and other answers came a few weeks before *Mississippi* was commissioned in Norfolk. The crew had moved aboard about two months earlier. They had already made two sea trials; some last minute fine tuning here and there was all that was needed.

The first of *Mississippi's* crew to arrive in Newport News found not much more than a steel hull sitting at pier side. Chief Yeoman Otis Fullmer and a few other admin/supply types were the first aboard. "You've got to have a paperwork organization before you can have a factual organization," he said.

Since *Mississippi* is also Chief Fullmer's second tour of PRECOM duty, he spoke from experience as he described what makes the work different.

"First, the people are unique. They've got to build their departments from scratch and that requires across-the-board knowledge of an individual's rate. Without that full range of technical knowledge, it's awfully hard to make something work in PRECOM."

Building from scratch means long hours for everyone. But the work is not without its rewards.

"You've got to adapt yourself to the organization as it is being built from a few people to an entire crew," Chief Fullmer said. "From the very start, about 50 percent of the crew is the nucleus crew. They work aboard ship, learning her systems and layout and setting up shop even as the ship is being built around them.

"The remainder, called 'balance crew,' are away from the ship attending technical schools and fleet training activities.

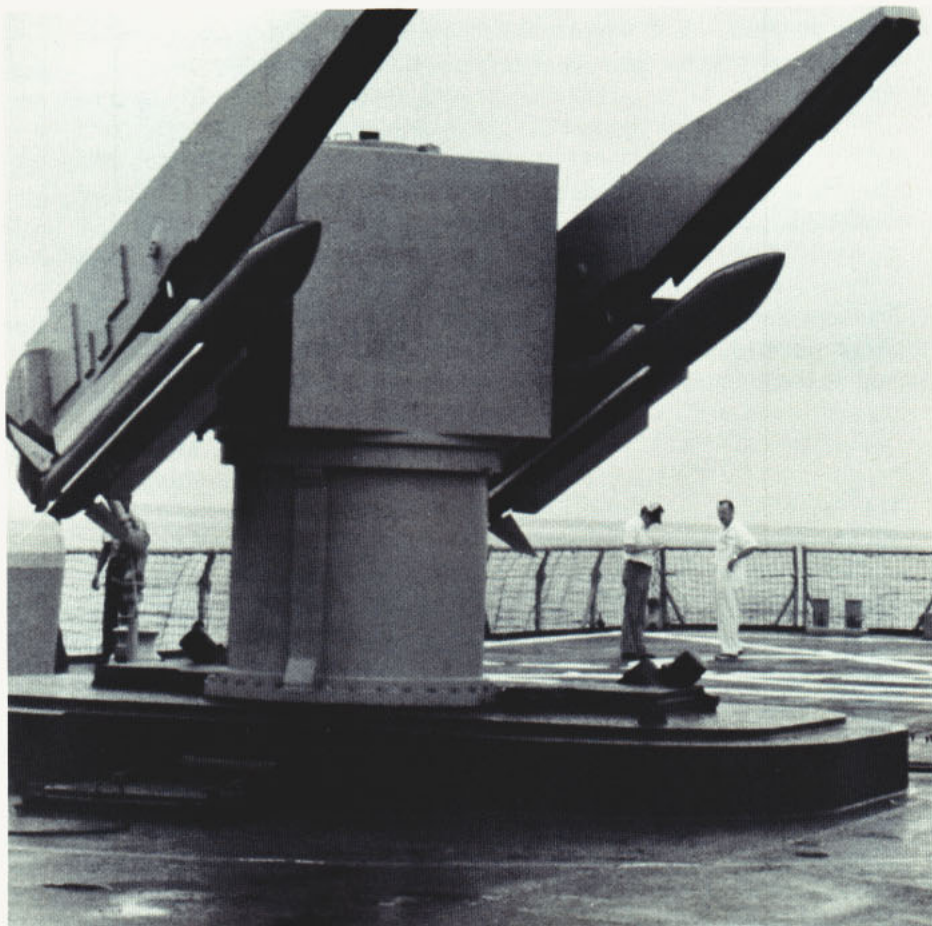
"The idea is to bring the two crews together aboard ship to teach each other what they've learned. Some departments get a late start on the building process, though, because the nature of their work requires that a

larger-than-average number of people be away at school. They couldn't begin putting their departments together until the entire crew had moved aboard."

Patience is a real virtue for PRE-COM crew members. Building something from nothing is going to mean a few false starts. That's all part of the learning process, though, and that's what makes it interesting for so many.

"Being part of the PRECOM unit has given me a chance to get to know people better than if I'd been assigned to a ship already in commission," said

*Below: INSURV team members inspect equipment on Mississippi's stern. Right: The sun rises on Mississippi crewmen preparing for a long day of work getting their ship ready to join the fleet.*









Ship's Serviceman Seaman Richard Smith. "Since everyone is new, we're all starting out even trying to live up to the ship."

That everyone is new to *Mississippi* comes as no surprise. What may surprise some, though, is the fact that over half the crew had never been to sea.

Gunner's Mate (Guns) Seaman Mike McNamara, himself a newcomer to sea duty and keeper of *Mississippi's* aft 5-inch/54-caliber mount, thinks that's all right. "I like it here and I like going to sea," he said.

Another sidelight of PRECOM duty is gaining an appreciation for the shipbuilder's work. Chief Fuller described how one day a welder came into his empty office space. The welder pulled out a schematic diagram, took a few measurements and proceeded to weld a small piece of metal to the bulkhead.

*Old Navy seagoing tasks, like preparing boats for launch (right), or getting ready for helicopter operations (below), become new tasks when done on Mississippi the first time.*







*Left: The Mississippi mess decks. Below: Rigging the anchor chain.*

Everyone in the compartment immediately had their own ideas of what it was to be. The next day their interest was aroused further when another welder, carrying another diagram, came in and repeated the process.

Finally, with interest at its peak and friendly bets flowing, the workers came in and installed a watertight bulkhead in the compartment.

As the ship began to resemble more than "just a hull," equipment for the various ship's systems and department requirements began to arrive. Computers were installed, desks moved in and bolted down, tools, typewriters and thousands of other day-to-day pieces of equipment soon began transforming empty spaces into ship's divisions and departments.

The crew was particularly interested in the equipment being installed be-







*Above: Commander, Naval Surface Force Atlantic's helicopter arrives onboard during sea trials. Left: A chief boatswain's mate signals to stop letting out the anchor. Right: USS Mississippi (CGN 40) under way.*



cause much of it had been selected as a result of recommendations they had made. "We've had the opportunity, within guidelines, to pick out and purchase the equipment we believe will best benefit the ship," Chief Fulmer said.

Since *Mississippi* is the third ship of her class—she was preceded by USS *Virginia* (CGN 38) and USS *Texas* (CGN 39)—the crew turned to her sister ships for information. This made at least one of Chief Fullmer's jobs a bit easier.

"One of the hardest things for us to do during PRECOM is to put together the ship's organization and regulation manuals," he said. "We were able to use our sister ships' manuals as guides, though, and that was a big help. We also found out what their experiences had been—good and bad—so we could plan accordingly."



If placing a ship in commission is the goal of PRECOM, then passing the Inspection and Survey (INSURV) board is a major milestone on the way to realizing that goal. Before any Navy ship joins the operating forces, the INSURV people are first given the opportunity to find any reason why that ship is not ready.

On the eve of acceptance trials, the INSURV inspection team came aboard to affirm or refute the shipyard and the crew's belief the *Mississippi* was ready—finally and after months of preparation—to join the fleet.

Throughout the ship, the crew and shipyard workers all had the same thoughts: Had they overlooked anything? Was everything as it should be? Was there anything more that could be done to make the ship ready?

Time had run out for those who entertained any doubts. The INSURV inspectors, in white coveralls and carrying clipboards, came aboard the ship.

The Navy's experts in all phases of shipboard operations began an exhaustive inspection that saw them "crawling into, under, over and around anything

and everything," according to one astonished third class petty officer.

As the INSURV team moved through the ship, each *Mississippi* crewman—from the junior seaman to the senior officer—knew he was personally responsible for getting his part of the ship established and operating smoothly. Everything from *Mississippi's* missile launchers to the deep-fat fryers on the mess decks were getting a microscopic going over.

This notion of personal involvement as opposed to "just doing the job" explains why many relish the long hours and hard work of PRECOM duty. It explains, too, why people like Chief Fullmer will continue to request this type of duty.

"When all the setting up is done, the PRECOM detail is over and the ship placed in commission, I'll be able to walk away from the ship and say 'I built that.' Everything that is good or bad about it is so because I made it that way."

And if the results of the INSURV are any indication, there are a whole bunch of *Mississippi* crew members

## INTERESTED ?

Duty with a precommissioning detail may be what you've been looking for. If so, the Bureau of Naval Personnel is looking for you. Highly qualified and motivated sailors are always sought for this type of duty and volunteers are invited.

For those serving on sea duty when ordered to precommissioning duty, their time creditable for sea duty rotation continues uninterrupted. For those on shore duty going to sea, time spent with the precommissioning detail counts as neutral duty for rotational purposes and becomes sea duty once the ship is placed in commission.

If you would like to volunteer, fill out an Enlisted Duty Preference Card (NAVPERS 1306/63 (Rev. 7-77)). In the Sea Preferences block, list "new construction," and indicate the type ship for which you are volunteering in the remarks section.

---

proud of the way they've built their ship. ⚓





# Grains of Salt

## *Mahan - Sea Power Provides the Key*

BY JO3 ALAN D. MEYER

The powers of the world quaked at the potency of 19th century technology. Rapid-firing artillery, steamships and steel navies fulfilled dreams of Manifest Destiny. According to this philosophy, God willed territorial expansion. Those who could, swallowed every piece of land they saw.

Confronted by a rapidly changing world, the United States Navy, just beginning to recover from the swift demobilization following the Civil War, stood by bewildered. Short of funds—fearful of spending money on weaponry that could soon become obsolete—the Navy fell into disuse. Apathy was everywhere.

Against this background, Commander Alfred Thayer Mahan drifted—as he said—“aimlessly” off the coast of Japan, “on the simple line of respectability.” A ship’s commander in a nearly defunct Navy, Mahan wiled away his idle hours reading military literature and writing historical essays. He could see nothing in his future except eventual retirement in the grade he held.

In 1884, he was offered an opportunity for which he long yearned. Commodore Stephen Luce, who early recognized Mahan’s talent for self-expression, asked him to lecture on naval history and warfare at the newly founded Naval War College in Newport, R.I.

Mahan’s lectures on the necessity of a Navy were to become the cornerstone of his fame. Though borrowing from existing historical theories to make his points, his presentations were

noted for their unusual clarity and appeal.

Published in 1890, *The Influence of Sea Power upon History, 1660–1783*, was read worldwide. Admiral George Dewey based his arguments for increased naval spending on Mahan’s work.

Mahan’s salient point was that sailing-age tactics and strategies are of limited use in a technological age. What was needed were “principles which should direct great naval combinations, [which] have been applicable to all ages.”

Again, Mahan immersed himself in 17th and 18th century naval history. His solution to the problem of sea power was a philosophy that eventually governed all naval warfare; it was a philosophy he exploited in an appeal for a modern Navy. He went so far as to state that a deity controlled the course of general and naval history. If history repeated itself, he said, it was a sign of God’s favor or disfavor.

Constantly calling upon history to illustrate his principles, he pointed out that the English, in the days of Oliver Cromwell, conquered Jamaica. Numerous other “accidents” contributed to Great Britain’s becoming a formidable sea power.

According to Mahan, the United States imitated England in 1898. The Spanish were accused by the United States of sinking the battleship USS *Maine* in Havana Harbor, Cuba. The war which resulted was a godsend to Mahan and his theory, as the United States conquered the Philippines.

Was this God’s work, he queried? Would a strong Navy and the hand of

God make the United States a sea power? None would disagree with him.

Could Great Britain supply the answer? Mahan looked for common denominators that would make both England and the United States coequals among the world’s maritime powers.

With Great Britain, the United States shared the political aptitude and sense of order needed for naval warfare. These, he pointed out, were possessed by the English-speaking peoples. The United States, like Great Britain, was a great island nearly surrounded by water and, unlike Great Britain, was untroubled by powerful neighbors. The United States was also populated by a hardy, industrious people with the discipline necessary for life at sea.

But there were certain distinctions between Great Britain and the United States. Swept on the crest of the Industrial Revolution, 19th century United States was being torn from agricultural self-sufficiency. Entrepreneurs, dazzled by prospects of quick fortune, clamored for overseas markets to trade finished goods for rubber and other raw products needed for manufacturing. Of necessity, then, international relationships slowly developed.

Resistance to the change also grew. The lack of raw materials such as rubber left many Americans indifferent. To them, the fear of increased spending (gold outflow) and foreign entanglements resulting from overseas trade was a paralyzing thought.

On the other hand, trade was necessary for the very survival of Great Britain in the 18th and 19th centuries. Unable to supply their population with



the necessities of life, the English were forced to look beyond their own borders. They observed that the Spanish penchant for conquest and plunder had left the Spanish with nothing once they had depleted their colonies and spent their wealth. Instead, the English established a profitable trade with their colonies throughout the world.

"The English colonist," said Mahan,

"naturally and readily settles down in a new country, identifies his interest with it, and, though keeping an affectionate remembrance of the home from which he came, has no restlessness to return. In the second place, the Englishman at once and instinctively seeks to develop the resources of the new country in the broadest sense."

From a burgeoning commerce it was

only a few steps to a powerful British navy. As colonies proliferated, British trade ships appeared throughout the world. The British navy took on the role of protecting English merchant ships and, at the same time, checking competition.

It was sea power, according to Mahan, which saved Great Britain from destruction when she clashed with France during the Napoleonic Wars. He pointed out that—with a population half that of France and a parliamentary government filled with political adversaries—Great Britain defeated a power which controlled all of Europe because its larger navy impeded French overseas trade while protecting its own.

Mahan interpreted the English experience in a way that he hoped would convince his American audience of the need for sea power. Overseas trade via a thriving merchant marine would be required for an industrial nation to exist. To assure the survival of the United States as an industrial nation, a strong Navy was needed to protect the influx of resources from overseas colonies. Without raw materials from abroad, manufacturing would grind to a halt.

Colonies were the essential building blocks of this plan. The weaknesses in Mahan's proposal were the means of acquiring and the justification for the acquisition of colonies that would fit his philosophy and overcome anti-expansionist disapproval.

Taking another man's land by force was deplorable to this former isolationist. Acquisition by chance was a different story. The capture of the Philippines, for instance, was part of a divine plan to fulfill "the instinct for commerce and bold enterprise" of the

*CAPT Alfred Thayer Mahan—his writings and lectures on sea power shaped the course of the U.S. Navy at the turn of the century.*





# Grains of Salt

United States “in the pursuit of gain.”

Mahan promised that his countrymen would reciprocate by spreading “culture, civilization and the inherent aptitude for self-government and independence abroad.”

Anti-expansionists—those against Manifest Destiny—would protest that promoting overseas trade to create a strong Navy was contradictory. They argued that placing naval vessels throughout the world to protect our colonies would eventually draw fire from skittish bystanders and lead to war.

“On the contrary,” Mahan fired back, “the best offense is a strong defense.

“If numerical superiority poses a threat,” he stated, “it will keep adversaries at bay. Those bold enough to attack will find that we will be ready with troops, ships and an abundance of naval materiel.”

Mahan was ready with an idea if this didn’t work. The United States Navy would “bleed the enemy economically” by blocking the movement of merchant ships to and from enemy colonies and commercial centers.

Seventy years after the publication of *The Influence of Sea Power upon History*, a blockade such as the one Mahan described dampened an already lit fuse.

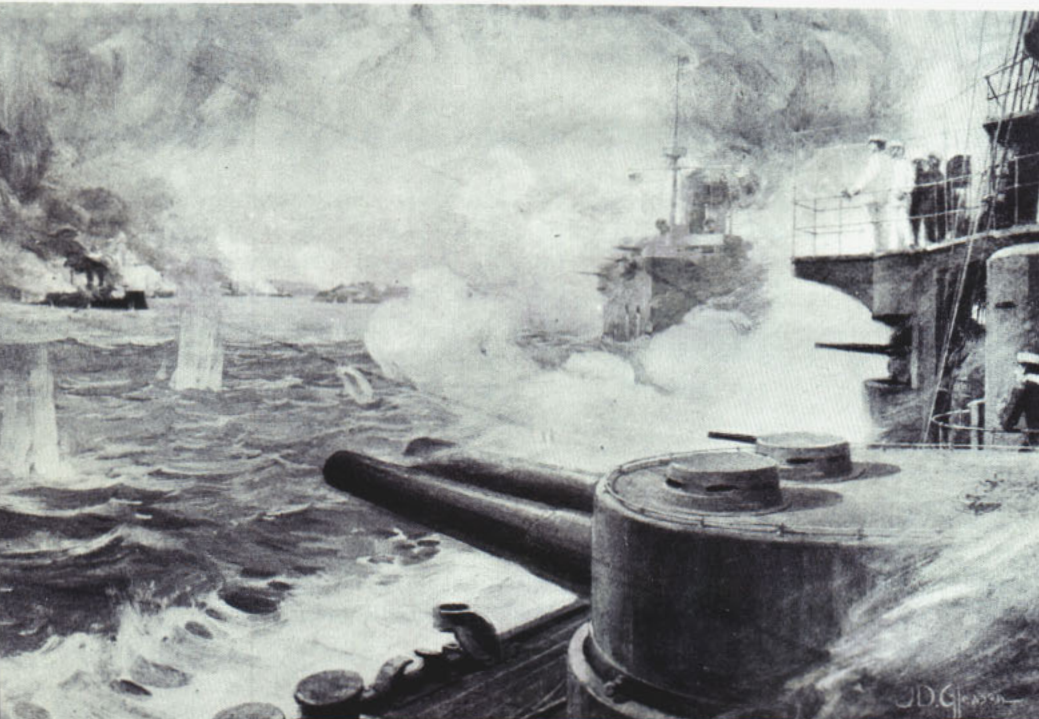
In July 1962, an Air Force reconnaissance plane spotted Soviet merchant ships carrying missiles to Cuba. Fearing a missile base 200 miles from its borders would threaten the security of the United States as well as jeopardize the movement of ships through the Panama Canal, the United States Navy reacted. Within days, 180 ships bearing 85,000 men steamed toward Guantanamo Bay. For several weeks, a quarantine of Cuban ports by the United States Navy prevented the movement

of Soviet merchant ships into Cuban waters. Soviet naval vessels, meanwhile, were prohibited from protecting the missile carriers. In the end, the Soviet Union removed its missile base, proving Mahan’s belief in the need for a strong sea power and that “a strong offense is the best defense.”

In a way—such as the 1962 confrontation outlined above—Mahan’s theories regarding the use of sea power seem hardly changed since the days he first penned them. In another way, his basic idea that a powerful fleet would steam out from America’s shores, meet an advancing enemy fleet bent on conquest of the U.S., and pound that fleet into oblivion belongs to another age. The introduction of the submarine, the airplane and the aircraft carrier have caused whole sections of his work to become outmoded.

One can hardly blame Captain Alfred Thayer Mahan. None of these instruments of war at sea existed when he first put his ideas on paper. Still, the core of his thinking remains sound. There remains today a great and urgent need for a powerful U.S. Navy to protect this nation’s interests on the world’s oceans. *The Influence of Sea Power upon History* continues to merit close attention; the maxims of Mahan deserve to be read by each new generation of U.S. Navy men and women. ⚓

*The Spanish American War provided the classic example in proving Mahan’s basic principle that “. . . the best offense is a strong defense.” The doctrine of Manifest Destiny overcame all anti-expansionist opposition.*





# RETENTION CONFERENCE - Dealing With Tomorrow

BY JO1 DAN WHEELER



large numbers of senior petty officers and junior officers to find greater satisfaction in the Navy as a career," the CNO said.

ADM Hayward said the Navy is doing many things correctly and he is pleased with the proficiency of Navy people overall and the attitudes he perceived during recent visits to the fleet. "But," he said, "we have to concentrate a great deal more on tomorrow than we do today, on those things that impact on people in the Navy. I think this is a tremendous challenge to us . . . and it really focuses on the business of leadership.

"I must conclude," ADM Hayward said, "that we do not lead very well—certainly not well enough—or we wouldn't be experiencing the large number of petty officers in the eight- to 12-year bracket leaving the Navy today. They are not satisfied with the Navy as a career."

The CNO said there are a lot of reasons this is so, some of which—such as deployments—no one can remedy; but there are many areas which the Navy can improve upon.

"It seems to me that we have to focus directly on the chain of command," ADM Hayward said. "We have to examine our leaders' qualifications and our leadership training to determine if we have our priorities in correct order. . . .

"Strengthening the chain of command is the key to this, but people must become our highest priority."

Following the CNO's remarks, various naval officers briefed conference attendees on pertinent topics of concern to all Navy people. After a day of briefing, the six work groups—Life Span Career Counseling, Career Counseling Review, Family Services and Support, Attrition, Quality of Life, Manpower/Personnel Review and Officer Retention—sembled to prepare their point papers and recommenda-

tions for the Chief of Naval Personnel and the CNO.

Three days later, more than 150 recommendations accompanied by mini-transcripts of the groups' discussion on each topic were forwarded for consideration by the top echelon of Navy policy makers. Some specific recommendations were:

- Implement LMET (Leadership and Management Education and Training) as soon as possible.
  - Simplify advancement procedures.
  - Make better use of command ombudsmen.
  - Implement a quality re-enlistment bonus for top-notch petty officers not eligible for the selective re-enlistment bonus.
  - Emphasize more effectively the chain of command and improve leadership within the chain.
  - Provide uniform treatment at Recruit Training Commands for all recruits.
  - Provide a system for reassignment of all new CPOs.
  - Revise the inspection system so that each ship gets one combined inspection during each inspection cycle.
  - Re-examine Navy-supported college education programs to make it possible for Navy people to earn a full degree during their first 20 years of service.
  - Provide adequate cost-of-living allowances for high-cost areas in CONUS.
  - Relocate the bachelor quarters' management teams to provide on-site availability of teams in areas with large bachelor populations.
- All of the recommendations of the conference attendees and the arguments for each are currently being considered by top Navy officials. As changes are made, official policy statements will be forwarded to the fleet. ♣

Senior petty officers and officers from more than 30 major naval commands met in Washington, D.C., in late August to discuss ways to improve retention and job satisfaction in the Navy. Chief of Naval Operations Admiral Thomas B. Hayward spoke briefly about "Career Retention Enhanced With Family Involvement"—the theme of the second annual Navy-wide Retention Conference—in his keynote remarks. Additionally, the CNO addressed several other areas impacting on retention which he considered important.

"We have to keep doing what we are doing, but we have to do it better," ADM Hayward told the conference. "Since the force we have to build is really a trained force of knowledgeable petty officers and junior officers, we are really talking about the issue of retention. . . .

"The Navy has to change in some fundamental ways that will influence



# Eisenhower's Last Line of Defense

## Marines at Sea

STORY AND PHOTOS BY JO1(SS)  
PETE SUNDBERG

According to a 1950 cruise book of a certain aircraft carrier, the Marines on the ship secretly believed that the man who really ran the ship was the captain's Marine orderly. They pointed to the fact that whenever something important happened, the CO summoned his orderly—obviously to seek his advice.

Navy men (including the ship's skipper) would probably disagree with this version of the orderly's duties and there might have been a few Marines who didn't believe that the orderly was the man behind the man. Although Marines and sailors have served at sea for hundreds of years, to some Navy men the duties of a ship's Marine Detachment (MARDET) are just about as vague as the skipper-orderly relationship.

A look at the Marine Detachment aboard the Navy's newest aircraft carrier USS *Dwight D. Eisenhower* (CVN 69) should clear up any gray areas.

For those who have never been aboard a carrier or a ship that has a MARDET, the sight of camouflage-clad Marines mingling with dungaree-clad sailors is an eye-opener. One wonders what purpose combat uniforms have aboard a ship at sea; Marines explain that it's more comfortable than the old green utilities. Plus, they add, Marines aren't sailors so it's only logical they look like Marines.

There was a time in the early days of the Corps when no one was certain whether a Marine was supposed to be

a fighting sailor or a seagoing soldier.

On Nov. 10, 1775, the Continental Congress passed a resolution written by a special Congressional committee to establish a Marine Corps consisting of two battalions. The committee did not intend to create a separate unit of Marines, but only to transfer sea-wise soldiers from the Continental Army to duty aboard ships. When General George Washington objected, Congress agreed that Marines should be recruited independently.

The wording of the resolution indicates the committee wasn't quite sure what Marines were supposed to be. True, the battalions were to be made up of "... such as are good seamen, or so acquainted with maritime affairs as to be able to serve to advantage by sea when required ..."

As we know today, Marines are not specialized sailors; they're a totally different type of fighter. In fact, the Royal Marines, after whom the American Marines were modeled, were specifically exempted from sea duties. Since 1775, the role of U.S. Marines has evolved into various forms as the country's needs have changed.

Who, then, are these non-sailors who go to sea? Where do they come from and why are they there?

The 71 men of the *Eisenhower's* MARDET might be described as recruiting poster-type leathernecks. They are the Corps' representatives aboard ship and also the Corps' ambassadors during foreign port visits. As such, those selected for assignment to sea duty are thoroughly screened and trained at San Diego's Marine Corps

Recruit Depot Sea School before they begin their two-year tour of duty aboard a Navy ship.

"The Corps selects those who rank among the top 20 percent of their boot camp companies," explains First Lieutenant S. P. Watson, MARDET executive officer.

"Only those coming from boot training are sent to Sea School. The NCOs assigned to us for their first sea tour, however, are not school trained," says Watson. "They're already conditioned to and familiar with the military structure."

Sea School is 30 days of classroom study, gun mount training and parade ground drill. Marine students study Navy traditions, sea terminology, fire-fighting techniques, shipboard drills, dimensions of various ships, features of a ship's internal security—all relating to shipboard life.

They also familiarize themselves with the various armament of ships. They learn loading, ammunition markings, rate of fire and the importance of their job within a gun crew.

Following Sea School, Marines are assigned to the major ships, such as carriers, cruisers and tenders.

Aboard *Eisenhower*, the MARDET, although assigned to the ship's weapons department, is a command within a command which operates from its own living and working spaces—accessible to non-Marines, but seldom visited by sailors. To most sailors, that area beneath the deck between the forward and after mess decks is merely a place from which Marines occasionally emerge. During a security alert,



Marines come charging out of their scuttle armed with M-16s and .45-caliber pistols. At other times, they carefully work their way up the ladder, taking care not to scuff well-shined shoes or dirty the white gloves of their dress blue uniforms.

However, there is nothing secretive about their quarters. They serve as the detachment's headquarters, administrative office, sergeant of the guard's office (containing a red-lighted alarm

panel) and, of course, as home for all but the 12 Marines assigned to the ship's brig.

Shipboard life dictates the need for full use of all available space, and the Marines' living quarters are no exception. Though compact, the area is considered more than adequate by Captain R. A. Houston, MARDET commanding officer.

"Compared to what you might expect, this is the latest in habitability

and comfort," says Houston. "Of course, that isn't to say it's like living at a swanky hotel. But, compared to older ships, it's noteworthy."

Houston explained that during the ship's construction, a habitability inspector from the Fleet Marine Force headquarters came aboard *Ike* to ensure that the quarters were adequate. The space was designed with the MARDET in mind. Lockers were built to accommodate hanging uniforms, such as dress blues; and, although the ship's laundry is available, the detachment has its own press room so that uniforms can be kept smart all the time.

The primary duties of the MARDET are essentially the same as when the Corps first went to sea in 1776. During battle, they led boarding parties and supplied armed men to fire on the enemy from decks and fighting tops (platforms on the masts). Marines were then, as now, the spearhead and backbone of any amphibious landing. When not so engaged, their main function was to keep order and ensure discipline aboard ship.

For many years following the Revolutionary War, the duties of the seagoing MARDET remained much as they were in the Continental Navy. However, with the advent of modern warships, long-range fighting capabilities, and with the realization that modern U.S. Navy men are not the type to cause disciplinary problems, the Marines' duties took on their present-day form.

Today, when *Eisenhower* goes to battle stations, you won't find the Marines topside with fixed bayonets or grappling hooks in hand. Instead, contrary to the image made popular by John Wayne, the MARDET, with the exception of two, four-man stretcher-bearer teams assigned to sick bay, remains in its living quarters.

Actually, general quarters for *Ike's* MARDET can be boring. When condition ZEBRA is set, compartment hatches are shut and dogged, the smoking lamp is out and the ventilation system is secured, the Marines sit back waiting to be called. CAPT Houston, in an attempt to relieve the





boredom and take their minds off the discomfort caused by the stale air, generally takes this time to conduct classes in such subjects as first aid or NBC warfare defense.

These Marines, sitting through a lecture during general quarters, may not live up to Hollywood's image of the battle-hardened leatherneck, but don't let that fool you.

Since *Eisenhower's* first line of defense is her aircraft and missile systems, the MARDET, in essence, becomes the last line of defense if the ship's defenses are penetrated and she comes under close attack. The Marines are just as prepared as their 1776 counterparts were to defend the ship against everything from enemy boarding parties to unauthorized aircraft attempting to land on *Ike's* flight deck.

Waiting for the order to fight, however, isn't the MARDET's only job during general quarters.

"Besides being held in reserve as a fighting unit, the detachment is also prepared to aid the ship in another important way," says admin chief Staff Sergeant John Kuczma.

"When a Marine checks aboard, his blood type is cataloged," explains SSGT Kuczma. "Then, if there's an actual battle involving mass casualties,

*Below: As Ike's last line of defense, in a simulated exercise, Marines turn out to defend the ship against enemy helicopters attempting to land on the carrier's flight deck.*





the detachment becomes a walking blood bank.”

The MARDET is the ship's landing force. Although most of the Marines' landings in World War II and Korea were made by thousands of men carried to battle in transports and LSTs, it doesn't mean the small landing party is obsolete.

“If the lives and property of American citizens become endangered overseas,” says Houston, “we would be the first on the scene.”

Although these carrier-based Marines are constantly ready to react to any battle situation, they also carry out their normal shipboard routines. The most important is internal security, which the MARDET members take very seriously. They even check iden-

tification cards of other MARDET Marines before admitting them to certain restricted ship areas.

When you consider the size of the detachment—two officers and 69 enlisted men—and the duties which they have to carry out, you realize that the life of a seagoing Marine can be just as busy as the life of a Navy man. In addition to internal security responsibilities, the MARDET gets its share of compartment cleaning and handling of provisions. The detachment provides orderlies for flag officers, the executive officer of the ship (by choice, *Ike's* commanding officer doesn't have an assigned orderly) and any embarked senior Navy or Marine officer who is not a member of the ship's company.

Another of its important duties is to render honors as prescribed in Navy Regulations. On a recent father-son cruise, *Ike's* MARDET mustered on the hangar deck in full dress uniform to honor two retired Marine officers—

one the father of a MARDET Marine, the other, the father of an *Ike* officer. For these assignments, spit and polish isn't just a slang expression—it's a way of life for the seagoing Marine.

The Marines are well known for their rigid adherence to military regulations, strict discipline, short hair, spit-shined boots—the whole nine yards as they say. It's a form of military life that you might think would cause a certain amount of discord between the less formal sailors of *Eisenhower's* crew and the MARDET. However, just the opposite is true.

“There's a lot of good-hearted rivalry,” says CAPT Houston. “Marines are Marines and sailors are sailors, and they all act like they have for the past 203 years. The rivalry is there, it always has been and, hopefully, it always will be.”

The rivalry is there, but *Ike's* crew can't help but be a little proud of its MARDET. ⚓

*Left: From battle dress to spit and polish—CAPT Houston gives a lecture on first aid during general quarters. Below: Houston renders honors to two retired Marine officers during a recent guest cruise.*





# Battenberg Cup -

# 'Comrades Across the Sea'

BY JO3 WILLIAM P. ALLEN

It takes more than just doing a job well to be the best ship in the Atlantic Fleet. USS *Holland* (AS 32) earned the title through extraordinary performance in overall battle efficiency and in areas such as engineering, safety, morale, career motivation and retention during 1977. As a symbol of *Holland's* operational excellence, officials revived a tradition that began over 70 years ago. To mark the occasion, the Battenberg Cup, also known as the British Challenge Cup, was taken out of "mothballs" and placed back on active status. As an additional honor, the First Earl Louis Mountbatten of Burma, whose father Prince Louis of Battenberg originated the trophy, presented the cup to the *Holland*.

Lord Mountbatten, the famous British naval leader during World War II, is noted for his involvement in the diplomatic negotiations which led to the independence of India and Pakistan in 1947. During his long career, he held many of the highest military defense leadership positions in the Royal Navy including Commander in Chief, Mediterranean Fleet in 1952-54; Admiral of the Fleet in 1956; Chief of the United Kingdom Defense Staff; and Chairman of the Chiefs of Staff committee in 1959-65.

His father—and the Cup's namesake—Prince Louis of Battenberg, was a rear admiral in command of a five-ship British armored cruiser squadron in 1905 which made goodwill port visits

to Annapolis, Washington, D. C., and New York City.

When the British squadron returned home following that cruise, Rear Admiral Robley (Fighting Bob) Evans, commander of the U.S. North Atlantic Fleet received the Cup from Prince Louis in appreciation for the courtesy his men had shown as hosts to the British sailors. Its inscription reads "To the enlisted men of the North Atlantic Fleet from their British cousins of the 2nd Cruiser Squadron in grateful remembrance of the many kindnesses, tokens of good fellowship and wonderful entertainments that were given to them in cordial friendship by their comrades across the sea." The large, silver-plated trophy measures 3 feet high and 11 inches in diameter at the top. It is mounted on an oak pedestal.

In an accompanying letter, Prince Louis of Battenberg requested that the trophy become a challenge cup among the enlisted of the North Atlantic Fleet. RADM Evans, accepting for his men, established the Battenberg Cup as the winning trophy for cutter races. For decades, rowing crews of both battleships and cruisers vied for the honor of capturing the Battenberg Cup by racing their one-ton, eight-oared cutters in vigorous competition.

Contests weren't limited to just U.S. Navy participants. RADM Evans included a provision by which British sailors could compete with American sailors using "... standard Navy racing cutters . . . whenever a ship holding the Cup would fall in with a British man-o'-war. . . ."

A British crew did win the Cup once. During the Jamestown Exposi-



Left: Lord Louis Mountbatten presents the Battenberg Cup to CAPT. L. S. Wigley (center), commanding officer, USS *Holland*. At left is VADM J. P. Moorer, CinC, U.S. Naval Forces Europe.



tion at Norfolk, Va., in 1907, crew members from HMS *Argyll*, rowing a cutter reportedly borrowed from the battleship USS *Indiana*, defeated a crew from the battleship USS *Illinois*. The embarrassed Americans quickly recaptured the trophy; records indicate that there was another British challenge which proved unsuccessful.

The last ship to win the Cup was the battleship USS *West Virginia* in 1940. During the war years, competition was interrupted and never resumed. *West Virginia* held the trophy until the ship was decommissioned in 1947. For the next 30 years, the Cup was placed on display at several Navy commands. It finally came to rest at the Navy Memorial Museum in Washington, D. C.

This year, it was decided that the Battenberg Cup should be returned to the men of the Atlantic Fleet, and, once again, instill in its winners the pride of being the best. Now, the Cup will be awarded annually to the Atlantic Fleet ship whose crew has most distinguished itself through outstanding performance in "battle efficiency" competition and other categories of operations, administration and leadership.

In recent ceremonies, attended by Earl Mountbatten, USS *Holland* became the 53rd winner to have its name etched on the trophy, the first, however, for battle efficiency.

Based at Site One, Holy Loch, Scotland, *Holland* is a seagoing combination of workshops and warehouses, designed to care for the needs of Submarine Squadron 14. Her complement of nearly 1,400 men can repair anything from teletypes and nuclear reactors to torpedos and galley ranges.

Every department on board has something to brag about. Here are a few examples:

- A substantial supply department provides every consumable item a submarine on extended underwater patrol could need. Since *Holland* rides at anchor without the benefit of dockside storage space or warehouses, a monthly resupply effort becomes a major evolution. During a resupply evolution, an average of 150 small boat and service craft runs a day are necessary to bring aboard 1,200 to 1,600 tons of material. Frequently, weather



Above: Winners of the Battenberg Cup in 1939 aboard the carrier USS *Enterprise* (CV 6).

hampers efforts. Yet in the annual supply inspection, *Holland* maintained an over 96 percent effectiveness rating.

- Weapons repair excelled in several operational tests—their torpedo performance was rated best in the submarine force.

- Usually when something goes wrong with a nuclear submarine's propulsion plant steam generator, it requires a trip back to a stateside shipyard. *Holland's* repair department, in addition to routine work, completed highly complex repairs and inspections on three steam generators. The magnitude of these month-long, round-the-clock efforts, plus the cost savings achieved and excellence of the work were remarkable displays of the ship's potential.

These are but a few examples of the accomplishments that were recognized in 1977 when *Holland* was awarded its first Battle Efficiency "E." But perhaps the biggest improvement noted was in the area of crew morale and motivation. Individual improvement was fostered at all levels. Advancements shot upwards. Seventy-eight percent of the men taking petty officer exams were authorized advancement.

*Holland's* crewmen also earned five bachelor's degrees and seven associate's degrees over the past year through the Navy Campus for Achievement program in conjunction with the University of Maryland.

Morale played an important part in *Holland's* winning the Battenberg Cup.

The Holy Loch area is described as a land of immense beauty and incredibly bad weather. Rain, sleet and snow plus the incessant wind add to the very long hours—particularly since *Holland* is under at-sea conditions 24 hours a day. Yet, officer and enlisted requests for PRD (primary rotation of duty) extensions rose to 50 and 40 percent, respectively. The retention rate more than doubled. In FY 76 it stood at 30.4, then rose to 67.6 in FY 77. The Atlantic Fleet Golden Anchor award was presented to *Holland* for her retention program.

*Holland's* crew members know they are doing more than just their job. Now they have proof that their efforts are recognized and appreciated. Second place will have to do more than just try harder to capture the Battenberg Cup away from *Holland* in the next competition.





# Bearings

## Top Birthday Gift

Sixty Navy men aboard the Pacific Fleet destroyer tender USS *Samuel Gompers* (AD 37) obligated themselves to more than two centuries of service in celebration of their ship's 11th birthday.

The sailors, from petty officer third class to senior chief petty officer, were discharged and immediately sworn in by the tender's skipper, Captain Robert J. O'Malia.

Master Chief Navy Counselor Frank M. Snedeker and his assistant, Gunner's Mate Second Class Kittrell Thorpe, originated the idea. "We've held mass re-enlistments before but certainly none this large," said Snedeker.

The plan started out modestly with a goal of re-enlisting 11 crewmen on the ship's 11th birthday.

"Actually, we had that in the first hour we announced it," recalled Snedeker. "So we started on the second 11, then the third. Then we shot for 37

to match the ship's hull number and finally it stopped at 42."

But that was just on July 1. With 42 re-enlistments, an all-time one-day re-enlistment record was established for *Gompers*.

On the last day of July, *Gompers* re-enlisted 18 more of her enlisted crew members for a July monthly total of 60, perhaps a new Navywide, one-month re-enlistment record for ships.

Rear Admiral R. B. McClinton, Commander Naval Surface Group, Western Pacific, turned out for the celebration of *Gompers*' birthday, which happened to coincide with his own. RADM McClinton called *Gompers*' retention program "an example for the rest of the Pacific Fleet to follow."

And follow it should. *Gompers* has issued a challenge to all other fleet units to just try and top her record.

*Forty-two sailors are reenlisted on USS Samuel Gompers' 11th birthday while in port at Subic Bay, R. P. (Photo by PH1 Randy Emmons.)*

## Piper o' the Sea

'Twi'x the deafening roars of jet engines, the sweet music of the highlands rises from the fantail of the USS *Enterprise* (CVN 65). Not exactly what you'd expect when you're on a nuclear-powered aircraft carrier. But in



this case, Aviation Electrician's Mate Airman Ray J. McLaughlin Jr., *Enterprise*'s own piper, is aboard.

With his forest-green bagpipes cradled tenderly under his arm, he squeezes out old Scottish and Irish tunes.

"The pipes have a mysterious, antiquated air about them," says McLaughlin. "Some tunes date back before the Romans conquered Britain. They sound strange and Oriental, like the music you might hear in India and Central Asia, which suggests the movement of the ancient Celtic tribes."

McLaughlin claims Irish and Scot-





tish ancestry and is somewhat of an unofficial authority on the lore of the bagpipes and on the protocol of the highlands.

"Playing the pipes," he says, "gives me a feeling of going back to the old Celtic clans before history was written, when each clan had its own traditional tunes."

Traditional tunes include songs for every occasion: weddings, funerals and battles. Then there is music for serenading and there are ballads.

McLaughlin learned to play the pipes during high school with the encouragement of a pipe major with a Scottish band. When that band broke up, another pipe major asked him to join the Clan Erin Pipers, one of the oldest and most prestigious bands in the Manhattan (N. Y.) area. McLaughlin didn't hesitate.

It takes a lot of wind to play the

bagpipes, but McLaughlin claims it's invigorating. He says it takes about seven years and lots of practice to be good enough to play without tearing up your insides or passing out. It's hard work, he admits, but he can blow the pipes for two hours at a stretch with all pipes open.

McLaughlin's repertoire consists of about 35 songs. But he loves to play and claims he won't quit "until I learn all the songs of my ancestors."—*JOC Jesse Jose.*

## Saves 5 From Drowning

Boiler Technician First Class William F. Owens Jr., a 16-year veteran stationed at the Naval Reserve Center in Boston, Mass., received the Gold Lifesaving Medal from Coast Guard Commandant Admiral John B. Hayes in August. He was awarded the na-

tion's highest lifesaving medal for his actions June 6, 1977, in saving five lives and assisting in the rescue of nine others after a charter fishing boat capsized in a freak storm on Chesapeake Bay.

Silver Lifesaving Medals were presented to three civilians for their rescue efforts in the same incident where the 42-foot-long *Dixie Lee II* capsized near Thimble Shoals Light.

The citation accompanying Petty Officer Owens' award said he had "displayed complete disregard for his own safety. . . ." Witnesses also credited him with establishing order and organizing rescue efforts.

Petty Officer Owens was on leave in the Norfolk area when he and his wife signed on for a day of charter fishing aboard the *Dixie Lee II*. (Thirteen of the 27 people aboard the boat died later from the accident.)

## Clean-up Hitters

When one is commissioned from the enlisted ranks, it's an occasion worth noting. When four enlisted men from the same squadron attain officer status, it's really an achievement. That was the situation when four men from Attack Squadron Twenty-five were commissioned at Naval Air Station, Lemoore, Calif., under the 1977 Limited Duty/Warrant Officer program.

Holding the "big bats" symbolic of their squadron's nickname, Fist of the Fleet, are newly commissioned LDOs (l-r) Ensign L. Wilke, Ensign Mark Boudah and Ensign Jesse Wilson, and Chief Warrant Officer Vernon Werre. At left is Commander D. J. Wright, executive officer, and at right, VA-25's commanding officer, Commander Warner L. Butler.—*LTJG Bob Pritchard.*





# Bearings

At about 4:20 p.m., a sudden, severe storm with heavy rain and high winds struck the boat, causing it to capsize. All of the passengers were thrown into the water. Twenty were trapped under the boat.

"Petty Officer Owens immediately grabbed the woman nearest him and carried her to the surface of the water. He placed her hands in the freeing ports and returned to the confined space as the boat was being tossed about by the wind," the citation says.

As he swam underwater between the restricted area of the boat rail and the shelter deck, the boat settled across his back, causing him severe pain and loss of air.

"... facing extreme danger, he continued his search and located a second lady, whom he carried to the surface," according to the citation.

Owens rescued a man and woman who were non-swimmers, then returned beneath the boat to search for additional survivors. Finding none, he returned to the surface and climbed on

top of the boat to assist in pulling nine survivors out of the water. As the last survivor was boarding, the boat turned over and tossed everyone back into the sea.

"Petty Officer Owens assisted in returning the non-swimmers to the boat. . . . He gave his lifejacket to a non-swimmer and for about 30 minutes held two women's heads out of the water," the citation continues.

Owens also freed a nylon line which threatened to tangle in the rescue boat's propeller, and assisted in transferring survivors, including Mrs. Owens, to the rescue boat.

The citation also says he administered first aid, applying tourniquets to control severe bleeding for two victims.

The Silver Lifesaving Medal citations commended James Gallagher Jr. and Michael Shoup—both crew members on the *Dixie Lee II*—for distributing life jackets and giving special attention to non-swimmers. The third Silver Medal award cited Captain Paul

Holland, owner of the rescue boat *Joyce Lee*, for "single handedly pulling 14 survivors aboard his boat while controlling it."

Only 592 Gold Lifesaving Medals have been presented; there have been 1,790 Silver Lifesaving Medal presentations. The awards were established in 1876 by the Secretary of the Treasury. Now they are presented by the Department of Transportation.—*JOCs James Johnston*

## Still Going Strong

There's no rest for the weary and no mothballs on order for fleet ocean tugs USS *Salinan* (ATF 161) and USS *Nipmuc* (ATF 157), though each has served more than 30 years in the fleet. On September 1, both grand old ladies of the auxiliary force were decommissioned and transferred to the Venezuelan navy in ceremonies held at the Naval Station, Mayport, Fla.

The ships were offered to and accepted by the Venezuelan navy under normal foreign military sales procedures on an "as is, where is" basis. Rear Admiral T. R. Kinnebrew, Deputy Commander Naval Surface Force, U.S. Atlantic Fleet, delivered the tugs to Dr. Felix Rossi Guerrero, Venezuelan representative. *Salinan* and *Nipmuc* were immediately redesignated as ARV *Miguel Rodriguez* (R 23) and ARV *Antonio Picardi* (R 22), respectively.

Built in 1945 at Charleston, S.C., the primary mission of the tugs was ocean towing and salvage. During their careers, they towed nearly every type of Navy ship and craft, ranging from aircraft carriers and battleships to small barges. ⚓





# USS Foster — an impressive ship-of-the-line

BY JOC JESSE JOSE

A female boot is plying the waters of the Western Pacific these days, teaching old Navy salts new tricks. She's a lady, a man-o'-war and mighty quick on her feet.

Sailors on the Seventh Fleet destroyer USS *Paul F. Foster* (DD 964) have found this new class of combatant takes a little less elbow grease and a lot more knowledge to maintain and fight. The San Diego-based *Foster* is currently on her first deployment to the Western Pacific. By all yardsticks, *Foster* has been a joy and a challenge to her crew.

"It's fascinating to be on board," said Chief Electrician's Mate John Johnson. The advanced technology in this ship helps me increase my professional knowledge. The technical manuals and *Foster's* blueprints are my constant companions."

*Foster* is Hull Technician First Class Jim Middleton's sixth ship. "She's vastly different, more complex. The equipment is incredible," he said. "It's an on-going learning experience for me."

From the whine of her four gas turbine engines—capable of propelling *Foster* at better than 30 knots—to the

*Left: Crewmen stand their bridge watches on the Seventh Fleet's newest ship, USS Paul F. Foster.*





vinyl-tiled bulkheads that can be wiped down with a damp cloth, the ship is different. Since joining the fleet in March, *Foster's* port visits have brought crowds of curious visitors who find an impressive ship-of-the-line with wide passageways, hatches and doors, many with enough clearance which can be enjoyed by a 6-foot-4 basketball player. While there aren't many of those people in the Navy, the extra margin makes moving equipment and stores far easier.

Visitors also discover highly automated and cool propulsion spaces, a welcome relief for those used to the

hot spaces of earlier ships. Her gas turbines turn over with the turn of a key; "like starting your car," one crew member said. Actually, her turbine plant can go from "cold iron" to full power in about 15 minutes, several hours quicker than conventional steam plants.

In the air-conditioned engineering central control station, a sophisticated console allows one man to light off the four gas turbines and monitor their operation. Topside in *Foster's* superstructure and on her main deck is the real stuff which makes up her fighting capability. Anti-sub weapons systems

include Mark 32 torpedoes, anti-submarine rockets and an SH-3D helicopter. Each is linked to the latest sonar detection digital computers and fire control systems.

"There are additional armaments planned, such as the *Harpoon* and *Tomahawk* missiles and the new 8-inch gun, all of which can be accommodated easily without cramping the ship's livability," said *Foster's* skipper, Commander Albert L. Kaiss.

With all this built-in fighting capability and advanced propulsion system, the sailors have found the ship livable and easier to maintain. "She's big and comfortable," said Seaman Apprentice Tom Santana, the operator of the walk-in ship's store.

*Foster* has a compact but complete workout room for physical fitness buffs, lounge areas in the berthing compartments, and color-coordinated interiors. It's hard to find haze gray and pea green paint in any of her living or office spaces. Instead, *Foster* sports flame-retardant and smoke-resistant fabrics and surface materials in easy-to-clean solids, plaids and stripes of gold, brownish orange, blue and green.

Her aluminum superstructure and topside decks have tough protective paints which resist rust, pitting and wear. Throughout, attention to easing day-to-day maintenance has given crew members like Boatswain's Mate Second Class Richard Koch a modest reprieve from chipping, scraping and painting.

"That doesn't mean we've got it made," Koch said. "She's still a demanding ship and a working ship that requires more thinking on the job than elbow grease."

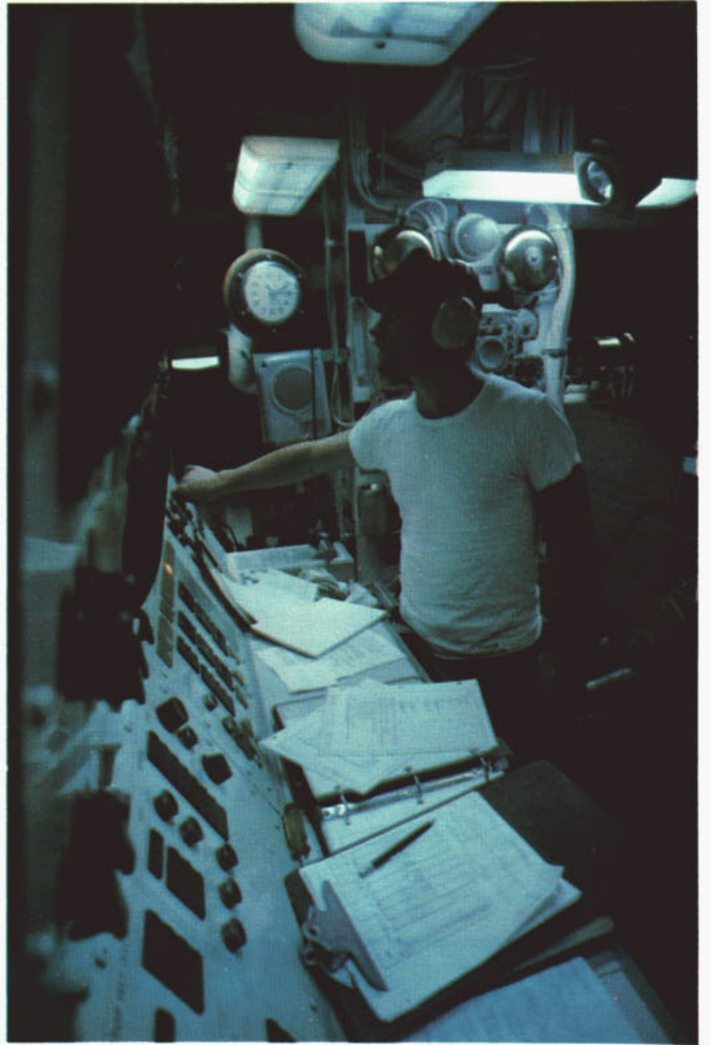
"It takes special sailors to make things click on *Foster*," said CDR Kaiss. "I've been fortunate. My crew is tops and evenly matched with *Foster*."

Sporting a multitude of talents and good looks to boot, this lady has tested the young sailors, challenged the old-timers and won them over in her first trial in the Pacific. ↓

*Left: A secondary but important duty of the Foster's anti-submarine warfare helo is bringing in the mail.*









# Earth's Final Frontier







BY LT PHILLIP KAZANJIAN

Antarctica. The name alone conjures up visions of endless ice fields buffeted by winds of hurricane force. A forbidding land boasting the lowest temperature ever recorded on earth (nearly 130 degrees below zero), this desolate continent contains 95 percent of the world's permanent ice. It is shrouded in total darkness for six months of each year.

Every year since 1955, hundreds of scientists journey to Antarctica in search of information about our last geographical frontier. Sponsored by the National Science Foundation, they are part of the United States Antarctic Research Program (USARP).

But the scientists are not alone in the Antarctic—the U.S. Navy is there. Men and women of Navy Task Force 199, commonly known as “Operation Deep Freeze,” provide the logistic support which makes it possible for the scientific research to continue. From transportation of personnel and equipment to the publication of a bi-weekly newspaper, operation of a 24-hour radio station, and 10 hours of television daily, the Navy provides a vital service in this joint endeavor.

Navy involvement in South Polar exploration dates from 1839 when

Lieutenant Charles Wilkes commanded an expedition that helped establish the existence of the world's seventh continent. Ninety years passed before the famous Navy Antarctic explorer, Rear Admiral Richard E. Byrd, made his historic 1929 flight over the South Pole.

By the time of Admiral Byrd's death in 1957, Antarctic exploration was in full swing with the establishment of the International Geophysical Year (IGY) of 1957-58—later extended—whereby scientists from 12 nations became engaged in a peaceful, scientific assault on the White Continent. By the signing of the Antarctic Treaty in 1959, all 12

nations agreed to use the continent “for peaceful purposes only” during the 30-year treaty term.

Admiral Byrd's vision was “. . . that Antarctica, in its symbolic robe of white, will shine forth as a continent of peace with nations working together there in the cause of science setting an example of international cooperation.”

Thus, when the President of the United States directed the Department of Defense to provide logistic support for USARP, it was only natural that the Navy, with its long tradition of Antarctic exploration, be called upon to direct such support.



*Ski-equipped C-130 Hercules transport of VXE-6 is a lifeline to the outer world.*







Originally known as Task Force 43, today's Task Force 199 is composed of the Naval Support Force Antarctica (NSFA) home based at Port Hueneme, Calif.; Antarctic Development Squadron Six (VXE-6) operating from Pt. Mugu, Calif.; NSFA Detachment Delta, the forward staging base located at Christchurch, New Zealand; and NSFA Detachment Alfa—including the wintering over party—headquartered at McMurdo Station, Antarctica.

In addition, Coast Guard icebreakers and Military Sealift Command supply ships join the force during the summer season, completing the logistic body. Additional support and cooperation are provided by the Royal New Zealand Army and Air Force.

Each September, at the start of the austral summer, the continent is bathed in sunlight which continues for five months. At this time, the Task Force deploys en masse to McMurdo on the Ross Ice Shelf, the main logistic center of operations.

In addition to McMurdo, the United States currently maintains three other year-round stations in the Antarctic: Siple, Palmer and South Pole.

McMurdo, the oldest and largest of the stations, has a summer population averaging 800. It is more than 10 times larger than the other stations on the continent, and contains the largest permanent building in the Antarctic—a gigantic (by Antarctic standards) two-story skyscraper.

Living and working in the land of the midnight sun is not without its own special problems. Surrounded by constant sunlight in summer and total darkness in winter, people are tempo-

rarily afflicted with "Big Eye"—blood-shot eyes from the prolonged lack of sleep. The 24-hour-a-day sunshine fools the senses as well. Even though tired, one is not sleepy.

Because there is so much to accomplish and because the summer season is relatively short, the pace of work in the Antarctic is hectic. Members of Naval Construction Battalion units work round-the-clock, assembling new structures and repairing existing ones. Seabees encounter numerous problems besides the fast work pace—tools become brittle in the intense cold and high winds can make welding almost impossible. Despite these difficulties, the Seabees have met the challenge of working in the Antarctic.

As can be imagined, snow accumulation, along with the problem of placing structures on top of ice, presents a tremendous obstacle to station maintenance. For example, after only 20 years, the original station at the South Pole collapsed from drifting snow coupled with heat generated from the buildings. A replacement station was completed in 1975.

The Navy, in recognition of the difficult and dangerous working environment people face in this hostile frontier, has, since 1946, awarded to personnel on Antarctic deployment the Antarctic Service Medal.

Long hours of work and the quick pace of the operations are not without reward. Scientists and support people share in the knowledge that they are pioneering in scientific exploration which may have significant future impact.

Last season, scientists exploring atop an Antarctic icecap uncovered a large number of meteorites which may help unravel the secrets of the origins of life upon earth. In the dry valley area of the Antarctic not far from McMurdo, minute organisms were

found living inside rocks. This area had been regarded as being as devoid of life as any region on earth. The National Aeronautics and Space Administration, which funded, in part, last year's dry valley expedition, feels this discovery may prove significant and even aid future searches for life on other planets.

On a floating, quarter-mile-thick ice stratum the size of Texas, television cameras were lowered for the first time into a "lost sea." Living creatures were found in these frigid, sunless waters that have been covered by ice for 12,000 years.

The Antarctic has a reputation for giving up its secrets grudgingly. Exploration is always at great personal risk for those attempting to unlock the continent's mysteries, sometimes with fatal consequences. But thanks to the dedication and professionalism of the men and women assigned to Navy Task Force 199, "Operation Deep Freeze '78" was completed without loss of life or serious injury.

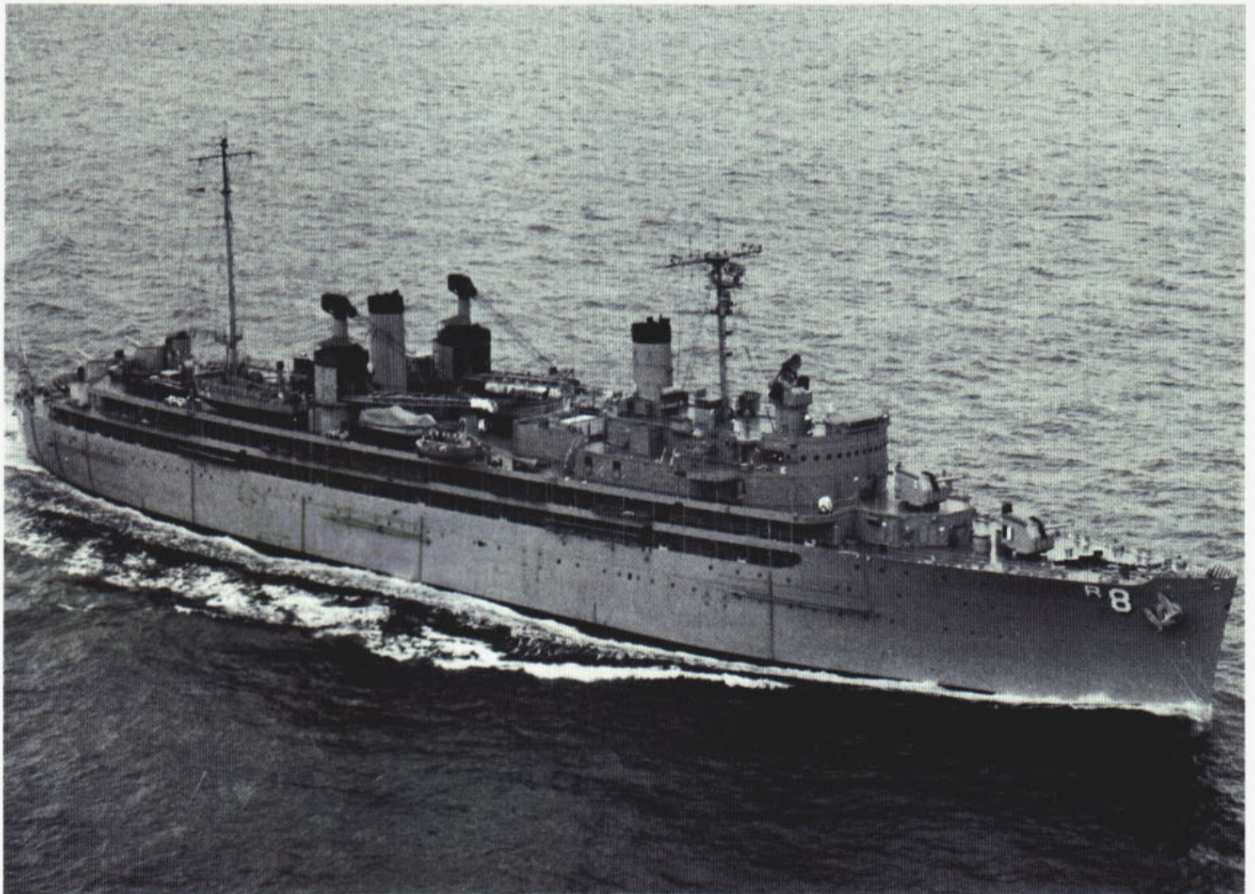
Thus, while the world at times marvels at the scientific achievements made in the Antarctic, scientists pay tribute to the Navy for its part in enabling science to conduct research at the bottom of the world. The scientific assault on the mysteries of the frozen frontier continues in relative safety. ⚓

*The forbidding beauty of Antarctica has fascinated explorers and scientists since it was first penetrated by American whalers in the early 19th century. (Top left)—The tail of a C-130 is all that's visible. Abandoned the previous season, following an accident, the transport was eventually recovered.*





*USS Newport (LST 1179).*



*USS Jason (AR 8).*



# Education keeps PACE aboard *Newport* and *Jason*

BY JACK BEN-RUBIN

Is it possible to earn college credits without setting foot on a college campus? How can a sailor attend class when he's at sea?

In the U.S. Navy, where the emphasis is on realization of a person's full potential, earning college credits while at sea is not just a possibility—it's a reality. The reality is PACE—Program for Afloat College Education.

Books, semester hours and other requirements are much the same as for any college course. Costs, however, are almost insignificant, with the student paying only a small registration fee, plus the price of the textbook. When classes are conducted aboard ship, there's no transportation problem and there's the extra benefit of having a qualified instructor who can devote time exclusively to the students.

On USS *Newport* (LST 1179), for example, PACE recently attracted 21 sailors and Marines to its college credit American history and economics courses. American history covered the social and cultural developments as well as the political and economic history of the United States. Following

its completion, PACE students then took up Principles of Economics, a course which examined the problems of unemployment, inflation and economic growth in the United States.

Old Dominion University of Virginia, one of the accredited colleges administering PACE contracts, provided an instructor who joined *Newport* for her "Gator Navy" operations in the Mediterranean.

Ensign Mark Mahoney, the ship's educational services officer, along with Personnelman Second Class Bruce A. Thompson, published registration and text information and exam schedules in the Plan of the Day. The program was heartily endorsed by Commander Robert H. Fred, *Newport's* skipper.

On *Newport*, the class schedule was twice a week for eight weeks with classes normally lasting somewhat over two hours. In addition, hour-long review classes were held each morning, and a comprehensive review was conducted Friday evenings. The crew's

lounge was used as a classroom; an open deck became a lecture hall. Exams were held in the mess hall, the largest, quietest space available.

However, as on any other Navy ship, working hours did not follow a regular 8 a.m. to 5 p.m. routine. As a result, class and study time often had to be arranged around the sailors' work schedules.

All around the ship and at any time of the day the learning process went on in some form or other. Roaming the ship, the instructor found himself seeking out students, wherever they were, to repeat parts of lectures, clarify terms and ask questions:

- In the personnel office: "Thompson, if you were Chairman of the Council of Economic Advisors during a recession, what would be your recommendation about taxes?"

- With the Marines during a break in exercises on Sardinia's beaches: "Oliver, did the Reconstruction Act help the nation as a whole more than it hurt the South?"

- In sick bay: "Lawrence, what is inflation all about?"





*Jeff Pinnow (center), an instructor from Central Texas College, explains how to charge a refrigeration system to a PACE class aboard USS Jason.*

• Even while touring Messina, Italy: "Rumpf, describe the government's fiscal and monetary policies for stabilizing the economy."

The teaching and learning went on, and the combined efforts of the Navy, Old Dominion University, and the PACE instructor paid off. Over 90 percent of the students passed, with a good percentage making A or B honor grades. The talent was there; it took only a little effort to produce it.

## PACE aboard Jason

BY NORRIS JONES

PACE is also a reality on USS *Jason* (AR 8), a Pacific fleet repair ship homeported in San Diego, where Personnelman First Class Art Gaumer, the ship's educational services officer, reports that off-duty courses are filled.

Seventeen *Jason* crew members are taking an electronics course and 13 are in an air-conditioning repair class provided by Central Texas College of Killeen, Texas, PACE contractor for vocational courses.

Through Chapman College of Or-

ange, Calif., 12 men are enrolled in a business class while 11 others are in a reading-study skills program.

College credit earned by the sailors in these classes can be applied toward an associate's degree.

A prime example of the success of the Navy's educational program and one man's self motivation is Chief Warrant Officer Robert Seater, assistant engineering officer in USS *Jason* (AR 8).

In just under four years, Seater earned three college degrees. Beginning with the Associate Degree Completion Program (ADCOP), he attended Grossmont College, El Cajon, Calif., full time for two years. By June 1971



he had earned an associate of science degree in supervision and management.

Then, using his VA education benefits, he attended San Diego State University at night. He received his bachelor's in January 1973 and a master's in industrial technology in June 1973.

Seater, who joined the Navy after graduation from Metz High School, Metz, Mo., in 1960, said he plans to continue his education and hopes to eventually work on his doctorate in management.

"The opportunities are available in the Navy if you want to discipline yourself . . . and disciplining yourself is the key," he said.

*Newport* and *Jason* are only two examples of the Navy's continuing interest in providing educational opportunities for those who have a desire to learn. At inland stations, in port, and even at sea, the Navy constantly makes available the learning experiences which are stepping stones on the

path to success. In today's world of specialization and the demand for more knowledge, the Navy is keeping PACE.

PACE, originally set up in 1960, makes it easy for today's seagoing Navy people to accumulate college credits. Under the program, a wide selection of undergraduate courses is available to any group of 10 enrollees who meet the participating university's requirements. This includes a high school diploma or the GED equivalent.

Selected universities conduct the courses on land when the ship is in port. During deployment, a contractor-approved instructor travels with the ship for the duration of the program, usually eight weeks.

Upon completion of an entire PACE curricula, the Navy member will have the equivalent of two years of college. Final grades are sent to the university's registrar and to the educational services office. Course completion certifi-

cates are sent to the person's activity for placement in service records. The credits earned can be applied toward a degree at the participating university or can be transferred. To date, 30 students have earned bachelor's degrees and 125 have earned associate degrees under PACE.

In 1977, 19,216 Navy people studied under PACE. Of those, about 80 percent completed their courses successfully. They have learned that PACE is an invaluable investment which gives a high return. As just one of the many educational opportunities provided Navy people, PACE widens educational horizons, gives backup training for rating specialties, and brightens prospects for later employment. ↓

*Homework is homework—even aboard the USS Jason where PACE students take their math seriously. (Photos by Claudie Johnson.)*





# Rights & Benefits

## Education in the Navy Is Unlimited

BY JO1 DAN WHEELER

A 27-year-old sailor said, "I'm too old to go back to school, I'd be 32 before I could possibly get a degree."

That's true. But he will still be 32 in five years if he doesn't take advantage of one of the Navy's many educational programs.

Why not get started now? Here are a few of the programs open to Navy men and women who qualify. For more information on every program available, see your Career Counselor and your Education Assistance Officer.

- **Navy Campus For Achievement**—No matter where you are stationed, you are close to one of the more than 375 Servicemen's Opportunity Colleges. These schools accept credits earned elsewhere and work closely with service people who are interested in earning an associate's or bachelor's degree. In most cases, residency and on-campus study requirements are waived, enabling hard working students to continue their studies no matter where their job takes them.

Credit for non-traditional training is also granted, including credit for some extension courses, College Level Examination Program examinations, "A" and "C" school completion and military service experience. Courses for which you request credit must coincide with the major course of study being pursued for a degree or certificate.

- **Tuition Assistance Program**—Under this program, Navy people pursuing a degree are eligible for tuition assistance of up to 75 percent of the cost of tuition. (All other costs such as books, fees and supplies are borne by the student.) Study under the program is voluntary and during off-duty hours. Regular and reserve members on continuous active duty for 120 days or more are eligible.

- **Program for Afloat College Education (PACE)**—A component of the Navy Campus for Achievement program, PACE makes it possible for sailors on sea duty to earn credits while away from their homeport. Courses may be authorized if your ship has a minimum of 10 prospective students for each course and each student has completed the recommended prerequisites or their equivalents. Students pay only the registration fees stipulated in the contract between the Navy and the university offering the course.

- **Instructor Hire Program**—This program affords commanding officers an opportunity to provide higher education to members of their commands through command-organized

classes. The objective of such instruction is to raise educational levels and, in turn, to increase job performance and effectiveness of each member of the command. Classes may be offered in technical, academic, professional and vocational subjects at all educational levels. Instructors may be either military or civilian, but must be qualified to teach the skill or subject offered.

- **Defense Activity for Non-Traditional Education Support (DANTES)**—When USAFI was disestablished by Congress, two USAFI-related functions critical to the success and efficiency of voluntary educational programs were assigned to DANTES. The two are: to provide credit by examination programs for military personnel; and to prepare and distribute a catalog of independent study programs and courses available to service members. The examination and other services of the DANTES Examination Program are available only to people currently on active duty. Reservists are eligible only when on active duty for 120 consecutive days or more.

- **Navy High School Studies Program**—This is a relatively new program which provides *on-duty* courses to both high school graduates and non-graduates for the purpose of increasing math and reading skills. Fully funded by the Navy, the Navy High School Studies Program was designed to increase the basic educational skills for anyone whose math or reading level is below 10th grade requirements.

- **External Degree Program**—This one is perfect for someone with a number of college credits or someone with enough basic knowledge to pass an examination in a chosen field. It generally allows a maximum transfer of college credits toward a degree and gives credit for work experience, life experiences and individual study. Residency requirements are waived, students can proceed at their own pace, and credits currently being earned at other institutions are allowed to fulfill degree requirements of the university offering the external degree.

- **"A" School**—About three-quarters of all sailors coming out of boot camp go directly to an "A" School where they learn the basic knowledge and skills of a rating.

- **"C" School**—The Navy's most specialized schools, they provide advanced knowledge, skills and techniques needed to perform in a particular job or billet. Functional and fleet schools are two other types of schools Navy men and women may attend to increase their level of job competency and enhance their chances for promotion.



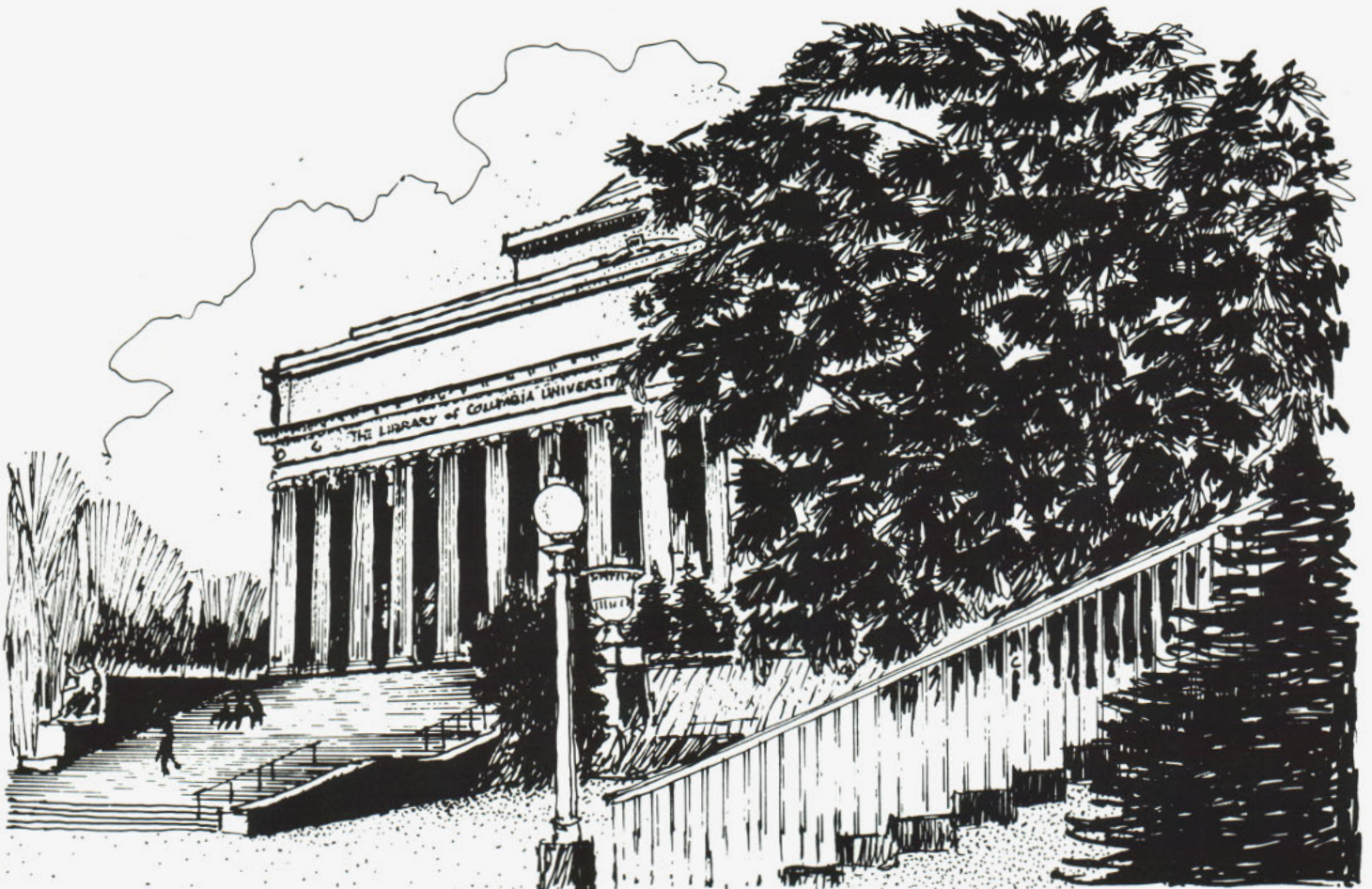
Functional schools provide training to officers and enlisted men and women, usually in a group or team situation, in a specialized task or function such as salvage, mine warfare, explosive ordnance disposal or nuclear weapons. Normally, these schools teach subjects and skills not considered part of the knowledge generally needed for a person to perform in his rating or job specialty. Functional schools also provide training in the weapons or advanced systems not yet in fleetwide use.

Fleet schools provide refresher and team training to fleet personnel who normally are members of ships' companies. Examples of these schools are amphibious, destroyer, submarine and mine warfare schools.

• The Navy also offers officer training programs for enlisted members who aspire to be commissioned officers. Some of these programs are: Limited Duty Officer Program,

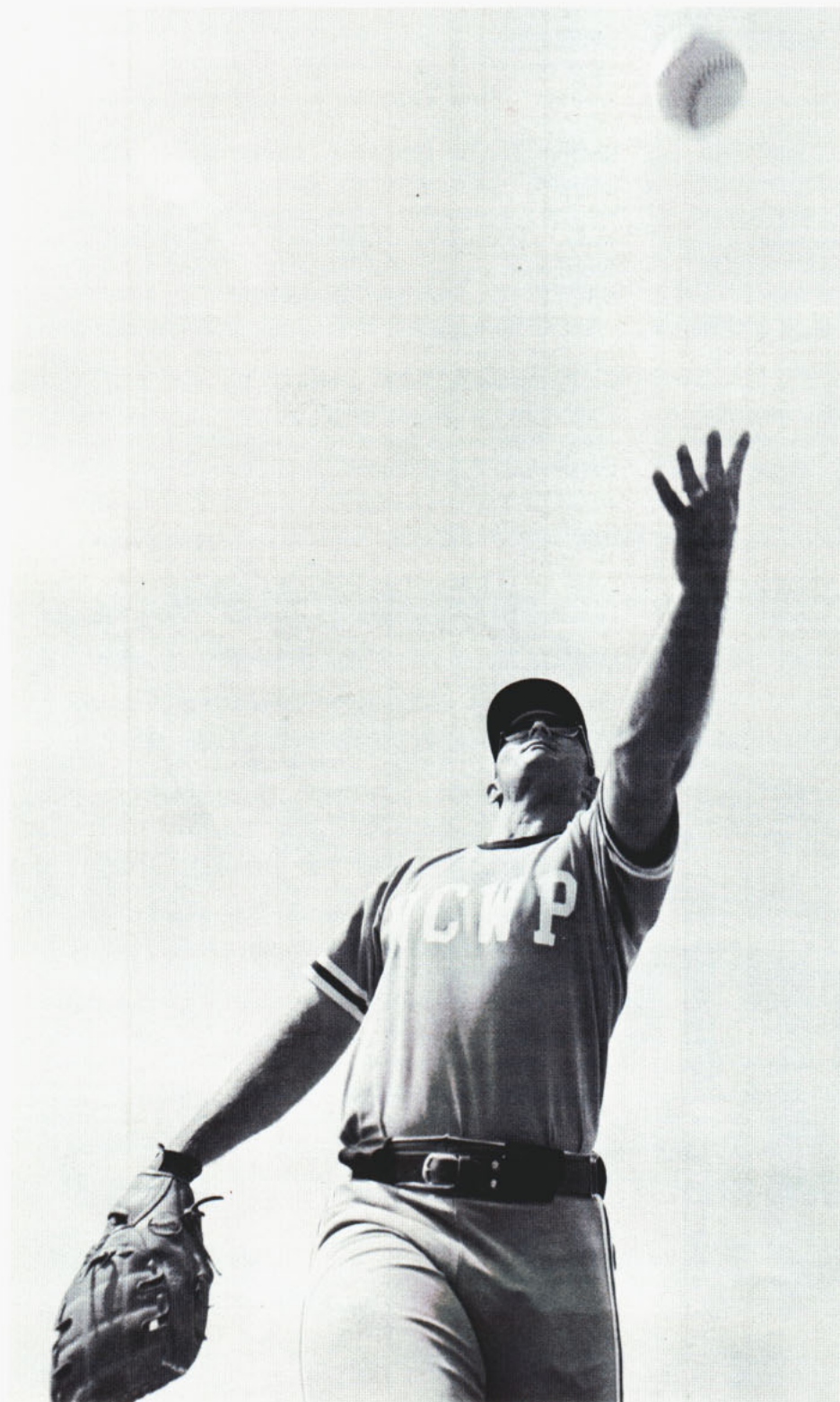
which is open to male personnel who are E-6, 7 or 8 and have completed between eight and 16 years of service; Warrant Officer Program, which is open to outstanding enlisted men and women in the Regular Navy or Naval Reserve; and the Broadened Opportunity for Officer Selection and Training Program (BOOST), which was designed for Navy people who show leadership potential but have inadequate academic backgrounds and which helps open the door for an appointment to the U.S. Naval Academy or an NROTC officer procurement program.

These are but a few of the many programs open to Navy men and women who want to increase their educational level while enhancing their chances for promotion or gaining a commission. Don't be a "steam'n' seaman" for four years. Take advantage of the opportunity to be somebody special. Talk it over with your career counselor—today. ↓





# Nothing's Slow About Slow Pitch Softball



In case you hadn't noticed, August is usually a really big month for Navy softball. This year was no exception for Navy teams which received some good news and some bad news.

The good news is Navy women won the Interservice Women's Slow Pitch Softball Championship held at Sheppard Air Force Base, Texas, and placed seven players on the Interservice All-Star Team.

Now for the bad—the all-Navy men's team, competing at the Men's Interservice Slow Pitch Softball Championship at Fort Indiantown Gap, Annville, Pa., dropped commanding leads in almost every game they played and finished last.

The two Navy teams had won the right to compete in the interservice championships at simultaneous All-Navy Slow Pitch Softball Championships—the men on the West Coast and the women on the East—held earlier in the month. Naval Mobile Construction Battalion Center, Pt. Hueneme, Calif., hosted the Navy men's competition while the women battled it out at Naval Air Station, Pensacola, Fla.

The Interservice Championships pit the best softball teams from the Navy, Army, Marine Corps and Air Force against each other in both men's and women's tournaments.

At Sheppard AFB, Navy women wrapped up their interservice title in the next-to-last game, beating the Air Force 8-3. Earlier, Air Force defeated Army 7-5, giving them a shot at the tournament leaders, Navy. All the Navy had to do was beat Air Force and it would be all over.

After the first inning, it looked as if the Air Force would postpone Navy's championship as they took a 3-0 lead. Navy scored only once in the third inning, cutting Air Force's lead, 3-1.

Then the powerful Navy women exploded in the fourth inning with a





four-run rally—including a two-run homer by Maggie Hernandez—to jump in front.

Once the Navy women took the lead, it was all over as the Air Force lost their offensive punch and the Navy found theirs. Navy scored three more times in the fifth with Hernandez once again providing the key, a run-scoring double.

The Navy team then took on the traditionally powerful Marine Corps women's team and made it look easy as they pounded the Marines with 15 hits for a 14-1 win.

What worked so well for Navy women should have worked for Navy men—but didn't. The song sung at Fort Indiantown Gap was always the same: Navy men jumped into com-

manding leads in almost each game only to watch that lead shrink, then disappear altogether.

Their final game against the tournament-winning Air Force team was no exception. In what tournament observers described as the toughest game of the championship, Navy men knocked Air Force pitches all over the park. But when the dust had settled, Air Force took a 15-13 win—and the championship.

Slow pitch softball as played by both Navy men and women is anything but slow. It requires the pitcher to throw a ball at moderate speed to the batter. But everything else about this year's All-Navy and Interservice Slow Pitch Softball Championships was full speed ahead. It just seems that Navy men had a little trouble staying on course while the women consistently stayed on track to the end. ♣

*(Contributing to this story were JO2 Fred Valdez and JO2 Rich Yanku. Photos by PH2 Dave Fraker, PHAN Harry Weddington, JO2 Yanku and Sheppard AFB.)*





# Minutemen 'Mount-Out' – in a

BY JO3 P. M. CALLAGHAN



*NMCB 62's cargo gets an Air Force assist into a C-141 Starlifter aircraft.*

"They told us to go, and so we went."

And when you're a Seabee, that means "mount-out."

The Minutemen of Naval Mobile Construction Battalion (NMCB) 62 must be ready to move out at a given moment. As the Pacific Fleet's alert battalion based on Guam, their recent exercise was a reminder that the success of a mount-out depends on the time it takes to pack seabags, equipment and weapons; to get airlifted from one place to another; and to do the job once they arrive.

At 10:20 a.m. on a restful Sunday, the mount-out began. Off-base liberty suddenly was cancelled, security guards were posted, and the word was passed. Extra communication lines were installed in anticipation of heavy radio traffic, and NMCB 62 was in a state of emergency.

In less than 48 hours, an air detachment of 89 men with full combat gear was speeding toward Andersen Air Force Base in a police-escorted convoy. Thirty-three pieces of equipment stood on the landing apron: front end loaders, 2½-ton trucks, jeeps, lowboys and concrete mixers. In short, it was the "guts" of any Seabee unit, ready for loading aboard 11 C-141 *Starlifters* of the Military Airlift Command.

But the 11 would be needed only in reality; two *Starlifters* were enough to meet the needs of this particular exercise.

The condition of Seabee equipment was evaluated by Air Force members of the Airlift Control Element (ALCE) at Andersen. Two loadmasters from ALCE also assisted Seabees in the tricky business of easing the bulky equipment into the C-141s' cargo holds.

At the air base, the detachment was inspected by Marine Major P. J. McCann, military readiness officer for the Commander, Construction Battalions,



# Hurry

Pacific Fleet. He made sure the Seabees' weapons and tactical communications equipment were in working order.

Next day, the actual airlift took place. Several pieces of equipment—ranging from portable water pumps to a 39,000-pound lowboy—were loaded into the C-141s and part of the air detachment took off for a short, 20-minute flight. It was, after all, only an exercise. The plane then returned to Andersen.

Less than 96 hours after 62's air detachment stood by for departure, the rest of the Minutemen stood by on a pier at the Naval Station waiting to embark aboard an LST. Every item imaginable belonging to the battalion also was on hand: tools, manuals, typewriters, logbooks, paper clips and bulletin boards.

This, the main body, underwent an inspection too. Dog tags were checked against identification cards for discrepancies between social security numbers. In a couple of instances, MAJ McCann asked a Seabee if he knew how to use the gas mask each had with him.

"How long does it take you to put it on?" he asked.

"Nine seconds, sir."

The major glanced at his watch. "Do it," he ordered.

Within nine seconds, each man had on his gas mask.

For the 600 men on the pier, the readiness exercise ended at the point of actually boarding a landing ship. For them, like the other Seabees at the air field, it was only an exercise but a very realistic one designed to test their response in an emergency situation. Were the mount-out the real thing, the Seabees of NMCB 62 knew they would be ready when called—by air or by sea. ⚓





# Mail Buoy

## Old Airplanes

Sir: Regarding PO2 Hess' question about the FR-1 Fireball in Mail Buoy in the September 1978 issue—the FR-1 Fireball, built by Ryan Aeronautical Co. in San Diego, was the Navy's first jet-powered aircraft. In addition to the reciprocating engine in the nose which turned the prop (shown feathered in the picture), a small jet engine was installed in the fuselage aft of the cockpit.

The jet was used primarily to increase the aircraft's total performance and was not normally used as the sole source of power. However, as is evidenced in the photo, it could sustain flight on the jet only, and, in the days of piston power, it was quite a sight to see it flying along with no apparent means of propulsion.

Still on the subject of old airplanes, the aircraft shown in the article, "The Imitator," same issue, is indeed a B-26, except that it is not the Martin B-26 Marauder of World War II fame (some say infamy). Some time after the war, when the Martin Marauder was no longer in service, this aircraft came out and was also designated the B-26. The Navy used these as gunnery target tow aircraft under the designation of JD (Jig Dog). It was built by Douglas.—CAPT Harry L. Bixby, USN.

## Type III Duty

SIR: I am due for orders to shore duty and am currently serving on Type II sea duty. I read an article that stated BUPERS was encouraging sailors who were completing sea duty tours to request assignment to Type III duty. However, after calling my detailer, I found out that this information was either not valid any more or hasn't been promulgated. Any information on this subject would be appreciated.—SK2 M. K. Davis.

• *BUPERS was not able to locate any published policy statement to support your claim with regard to Type III duty. This idea may be a holdover from the old Fleet Readiness Improvement Program (FRIP) days when the Navy was trying to get sea manning up to 100 percent. As it stands now, BUPERS defines Type III duty as overseas shore duty counting as sea duty. There is no policy precluding assignment of personnel completing a sea tour to*

*Type III duty. The needs of the service at any given time dictate. Currently, the critical need for SK and many other ratings is ashore. Consequently, personnel completing a sea tour in these ratings will probably be assigned ashore.*

*Any request for Type III duty for the ratings that are critically manned ashore will be considered accordingly.—Ed.*

## Sand Pebbles

Sir: Correct me if I am wrong, but I don't believe the members of the Yangtze River Patrol ("River Rats Remember," All Hands, July 1978) were ever referred to as "sand pebbles."—Mary R. Voeltz.

• *When the Yangtze River Patrol was active—1854-1941—its members were not referred to as the "sand pebbles." It was not until 1962, when Richard McKenna wrote The Sand Pebbles, a novel which turned into a bestseller and, later, a popular motion picture, that the term came into use. In Mr. McKenna's novel, the "sand pebble" was the name the Chinese gave to his fictional gunboat, San Pablo. To many, this fictional nickname became synonymous with the Yangtze River Patrol. Since it is a recently coined word, the writer of this article placed quotation marks about it.—Ed.*



*This month's playmate must be "outa' sight!"*

## Reunions

• *Naval Air Transport Service—Third reunion, Aug. 16-23, 1979, in Honolulu, Hawaii, for all squadrons—active, reserve. Contact CAPT Alvin R. May Jr., USNR (Ret.), 1015 West South Avenue, Independence, Mo. 64050.*

• *U.S. Naval Group China (SACO)—Annual convention in Taiwan, Oct 28-Nov. 11, 1979. Limited number of bona fide veterans will be accepted. Contact W. P. Simmons, Box 2608, San Rafael, Calif. 94902.*

• *USS Little (DD 803)—Reunion proposed for shipmates and survivors of Little, which was sunk off Okinawa on May 3, 1945. Reunion planned for May 3, 1979, in Buena Park, Calif. Contact Doyle E. Kennedy, 2227 Wagner, Anaheim, Calif. 92806.*

• *NROTC "Reunion 79"—The NROTC Unit at the University of Louisville has been scheduled for disestablishment effective June 30, 1979. As a parting tribute to the many hundreds of NROTC midshipmen, NESEPs and instructors/staff who have graduated from or served with the University of Louisville NROTC Unit, a reunion is being planned for May 12, 1979. All NROTC/NESEP graduates and former staff are asked to write "Reunion 79," NROTC Unit, University of Louisville, Louisville, Ky. 40208.*

• *USS Somers (DD 381)—Reunion to be held in Indianapolis, Ind., July 28-30, 1979, for all personnel who served aboard the USS Somers (DD 381). Contact Fred McKinney, 5425 W. Ruskin Place, Indianapolis, Ind. 46224.*

• *USS Wadleigh (DD 689)—Reunion in 1979 for those who served in Wadleigh during World War II. Contact Elwood East, 107 Cheapside, R-705, Lexington, Ky. 40507.*

• *USS Philippine Sea (CVA 47)—Planning reunions for 1979 on the East Coast and for 1980 or 1981 on the West Coast. Contact A. G. LeBaron, Box 668, Moulton, Ala. 35650.*

• *USS Hollis (DE 794/APD 86)—Reunion planned in Chicago or Milwaukee for August or September 1979. Contact Ed Wamser, 205 W. Highland Ave., Milwaukee, Wis. 53203.*

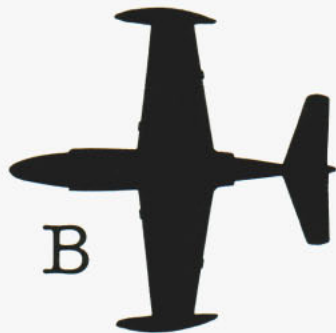


# Stern Shots

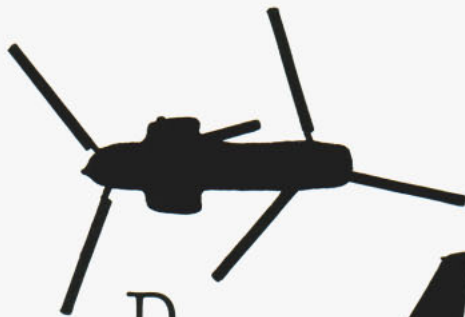
From its inception, the Navy has been a leader in its ready acceptance of technical advancements and innovations. In no field has this characteristic been more striking than in naval aviation, as these silhouettes of current Navy aircraft reveal. Match the aircraft designations with their silhouettes:



A



B



D



F



C



E



G

1. E-2C Hawkeye
2. A-6E Intruder
3. US-3A Viking
4. H-46 Sea Knight
5. T-2C Buckeye
6. T-39 Sabreliner
7. F-14A Tomcat

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

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.

ORIGINAL ARTICLES and information of general interest may be forwarded addressed to the Editor: All Hands, Navy Internal Relations Activity, Print Media Division, Room 1044, Crystal Plaza No. 6, 2221 Jefferson Davis Highway, Wash., D.C. 20360.

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.



