

A color photograph of three men in U.S. Navy uniforms shaking hands on stone steps. The man on the left is a Black man in a dark uniform. The man in the middle is a white man in a dark uniform with a pilot's wings. The man on the right is a white man in a dark uniform with a red belt and a pilot's wings. They are all smiling. In the background is a large, ornate sculpture of an eagle with spread wings, perched on a stone structure. The sky is blue.

ALL HANDS

OCTOBER 1979

in this issue:

1979 Sailors of the Year
R&B Reenlistment Incentives



CHIEF OF NAVAL OPERATIONS

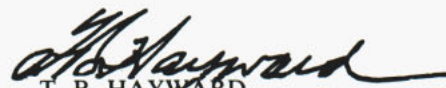
As we celebrate Navy Birthday 1979 on Oct. 13, we again have an opportunity to reflect upon the contributions and achievements of the men and women of the United States Navy.

In recent years, we have been retrospective in our Navy Birthday observances, looking back to pay homage to our history, traditions and heritage. While this remembrance is entirely appropriate, I take personal pride and satisfaction, as I'm sure you do, in my associations with today's Navy people—people who work long hours under extremely demanding circumstances at sea and ashore.

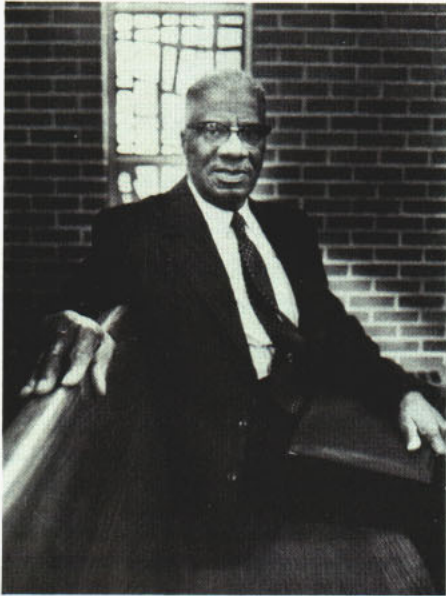
Each of you today continues to demonstrate a commitment and a devotion to duty which has made our Navy the strongest and finest in the world—qualities which you have inherited from your predecessors who served selflessly in times of peace and war. And, each of you is making your own special contribution today—contributions upon which the Navy will build in the future.

Our 204th anniversary celebration would be incomplete, however, if we failed to recognize the many other members of our Navy "family"—our wives, husbands and children, our civilian Navy employees, our Reservists and retirees. Each of these people has shared in our sacrifices and our successes, giving the support and encouragement which enables us to do our jobs well.

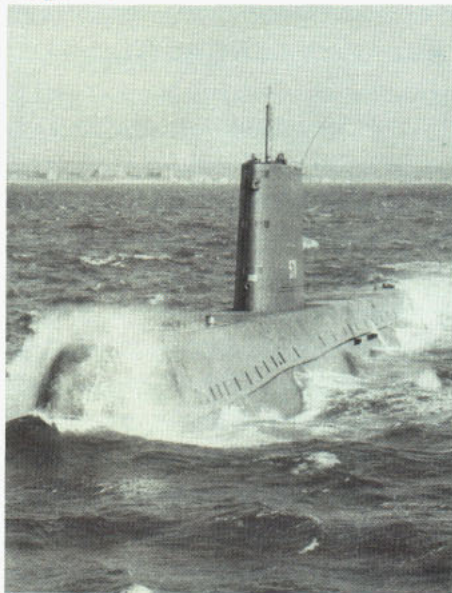
I offer to each member of the Navy family my appreciation for your efforts to help preserve peace and freedom throughout the world, and I send my best wishes as we celebrate Navy Birthday 1979.


T. B. HAYWARD
Admiral, U.S. Navy

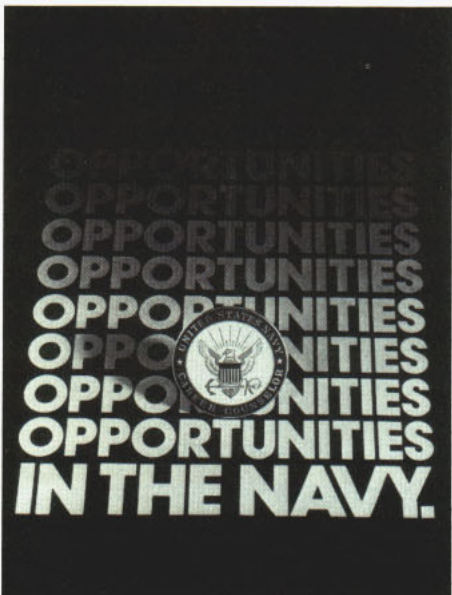
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MAGAZINE OF THE U.S. NAVY — 57th YEAR OF PUBLICATION
OCTOBER 1979 NUMBER 753

Chief of Naval Operations: ADM Thomas B. Hayward
Chief of Information: RADM David M. Cooney
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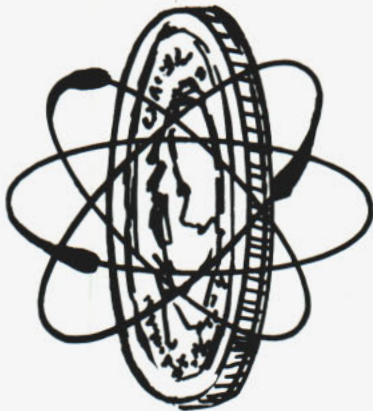
Front: Sailors of the Year (from left), PNC William H. Miller, ENC(DV-PJ) Robert R. Schamberger and IC1(SS) Tommy Lee Couch, at the Navy and Marine Memorial in Washington, D.C. Their story begins on page 36. Photo by PH1 Jim Preston.
Back: Artist Robert P. Gebing's (Navy Publications & Printing Service, Wash., D.C.) portrait of Chief Hospital Corpsman Robert M. Greene of USS *O'Callahan* (FF 1051). See page 12.

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Message: NAVINREACT WASHINGTON DC (PASS TO *ALL HANDS*)

Currents

Check Nuclear Bonus Amounts



All officers eligible for nuclear career annual incentive bonuses (AIB) are advised to pay special attention to their August leave and earning statement (LES). These LES forms show the amount of the incentive bonus due each officer annually on Sept. 30. In case of discrepancies on the LES forms, officers should notify one of the following persons in COMNAVMILPERSCOM by phone or message:

Submarines: LCDR Davis (NMPC-421B), 301-427-6025 or AUTOVON 291-6025

Surface: LCDR Stevens or LT Bersticker (NMPC-412N), 301-427-6013 or AUTOVON 291-6013

LDO/WO: LT Pearl (NMPC-423B), 301-427-6028 or AUTOVON 291-6028

Messages, with passing instructions to one of the above listed codes, should contain: name, SSN, designator, AIB data on August LES, discrepancy and justifying comments. In addition, limited duty officers and warrant officers should ensure their activity has submitted eligibility data to COMNAVMILPERSCOM (NMPC-423B). Personnel being transferred in August or September should request AIB precertification by message from the Navy Finance Center (Code 0313) to ensure timely payment.

Annual Evals for Everyone Now



In the ongoing program to reduce paperwork in the fleet, all officer fitness reports and enlisted evaluations will be required only once a year. Previously, W2s, ENSs, LTJGs, and E1 through E4 enlisteds had been evaluated every six months. Now, regular fitness reports for ensigns will be due June 30; for LTJGs, July 31; for W2s, Dec. 31 this year, and Nov. 30 starting next year. Enlisted evals will be due as follows: E1 through E3, Jan. 31; E4, July 31 this year and June 30 starting next year. E1 through E3 evals due July 31, 1979, are cancelled. The fitness report-evaluation schedule for other ranks and grades remains the same. This reduced requirement for formal evaluations does not relax the requirement for individual commands to continuously counsel and lead junior personnel. To the contrary, with extended periods between formal evals, the requirement is strengthened as a vital aspect of leadership. In addition, special reports and evals are still required in cases where individuals are eligible for promotion boards or service-wide exams and no performance documentation is on record for the current rank or grade. This interim change to BUPERS Instruction 1611.12E is effective immediately. See NAVOP 107/79.

COs May Extend Some PCS Travel Time



Commanding officers may approve additional permanent change of station (PCS) travel time for Navy people delayed due to difficulties in obtaining fuel for personal automobiles, or other delays experienced beyond the member's control. Additional travel time may be authorized for members who were in a travel or leave status incident to PCS transfer on or after July 7 if the travel is delayed for reasons clearly beyond the control of the Navy person. The following are listed as reasons beyond the control of the member: acts of God, restrictions by governmental authorities, difficulties in obtaining fuels, or other reasons fully satisfactory to the member's new commanding officer. The individual must provide the commanding officer at the new duty station with a written explanation of the circumstances surrounding the delay. This explanation, together with the commanding officer's approval or disapproval of the request, will be submitted with the travel voucher. Per Diem Travel and Transportation Allowance Committee, Washington, D.C., message 071800Z JUL 79, provides authority for this change to the Joint Travel Regulations. Members not covered by this provision who experienced delays for reasons listed above must petition the Board for Correction of Naval Records to be allowed this additional travel time if they were delayed prior to July 7. See ALNAV 065/79 for complete details.

White Bells Coming Back



The white counterpart of the bell bottom dress blue uniform is back—almost. The white jumper-style uniform should be issued to recruits sometime next year. Both blues, with traditional 13-button trousers, and whites, with zippered pants, will appear in recruit sea bags sometime in 1980. Although the blue jumper-style uniform is already authorized optionally, only participants in a wear test completed this spring can now wear the jumper-style whites. When bell bottom whites are issued to recruits, they will be authorized for wear by E1 through E4. Exchange uniform shop availability is expected by late 1980. Materials for the two uniforms will be wool serge for the blues, and a 100 percent polyester material—known as gabadreme—for the whites. Uniforms of several materials—blue and white—were issued during the nine-month wear test. Individuals who were issued uniforms in these various test materials may continue to wear the whites until new items are issued to recruits. At that time, only uniforms of authorized materials (gabadreme for whites and wool serge for blues) will be allowed. Winter blue, summer blue and summer white uniforms will continue in use, with the traditional white hat replacing the combination cap. Two cautions are in order concerning the new uniforms: New white and blue trousers are for wear only with the new jumper-style uniforms—they are not interchangeable with previous blue and white trousers. Also, some uniform dealers are already offering uniforms of double knit and other materials which are not (and will not be) authorized for wear.

Pay Study Announced



A joint military services and Defense Department study group has been announced to examine the overall adequacy of military compensation and some selected special and incentive pays. The timing of this study may be right for Navy people. According to Chief of Naval Operations Admiral Thomas B. Hayward, pay is currently the number one issue troubling sailors he talks with in the fleet. The group will study the complex pay issue in two parts. The first will examine overall adequacy of military pay. The effects of the recently introduced legislation dealing with military retirement, and the changes brought about by the all-volunteer force, and pay adjustment policies of the 1970s will receive special attention. The study group will also look at special and incentive pays and how they affect those groups to which they are paid. The results of the overall pay study are due early this fall while the study of special and incentive pays will run until late this winter.

Officer Promotions To Be Announced by New Procedure



Officers receiving temporary promotions to lieutenant commander, commander and captain will learn of their effective promotion dates sooner—and they will receive their promotions and resulting pay raises four to six weeks earlier than in the past. As of July 1, temporary promotions to the above grades will be announced by ALNAV message instead of by BUPERS Notice 1421. Due to the time needed to identify vacancies, prepare, print and mail 1421 notices, promotion notifications have frequently been received six to eight weeks after effective dates of promotion. Temporary lieutenant and chief warrant officer three and four promotion announcements will continue to be sent out by BUPERS Notice 1421. However, since these promotions are not tied to controlled grade losses, the administrative process that prepares notices will begin earlier in order to ensure more timely receipt at local commands.

U.S. First in Individual and Team Sports Competition



The U.S. team, led by Navy SEAL Lieutenant Rex Hand of Special Warfare Group One, Coronado, Calif., swept top team and individual honors in the recently completed International Military Sports Council (CISM) meet in Coronado, Calif. The Americans narrowly edged out a Swedish team, 16,944 points to 16,736 points. More than 60 military people from eight countries competed in the five-day meet in two events—a sailing race and a naval pentathlon consisting of an obstacle course, lifesaving swim, utility swim, seamanship boat race, and an amphibious cross-country race. LT Hand's individual victory featured record-setting performances in lifesaving and utility swimming competitions. A Swedish competitor placed second in individual competition, while Navy Hull Technician Second Class Robert Augello scored a third-place finish. CISM competition is an annual event with the goal of promoting worldwide good will through military sports competition.

5,000 New CPOs



More than 5,000 first class petty officers will be advanced to chief petty officer between now and February 1980. The advancements will be effective on the 16th of each month. The numbers of advancements for each month are:

September 1979—2021	December 1979—577
October 1979—629	January 1980—611
November 1979—590	February 1980—611

The advancements are being distributed in equal proportions among all ratings. Equal percentages will be promoted from each rating each month in precedence number order.

In Brief

More Women Go To Sea . . . During FY 80, 58 women officers and 381 enlisted women will report to 14 ships on both coasts. These moves will bring the total number of women at sea to 114 officers and 777 enlisted by the end of FY 80.

1980 Exchange Catalog Ready . . . The new 1980 Navy Exchange Mail Order Catalog is in distribution. Authorized exchange customers serving outside the United States, can order individual copies by writing to: NEX Mail Order, FPO Seattle, Wash. 98760.

Advance Pay Policy Update . . . A new advance pay policy has been announced for members transferred PCS to CONUS. The changes permit 12-month repayment schedules and extend the time for applying from 30 to 60 days after the member arrives aboard the new station. See ALNAV 064/79 for details.

Re-up Bonuses Updated . . . OPNAV Notice 1133 of July 26 provides a complete list of selective reenlistment bonus (SRB) program award levels currently effective. SRB changes are now published in OPNAV Notice 1133 instead of BUPERS notices. Interim changes will come out in NAVOP messages.

**Make Your Vote Count
in November**

SecNav Answers Questions During 6th Fleet Visit

"Navy, arriving" was heard over the IMC speakers aboard the 6th Fleet Flagship, USS *Albany* (CG 10) as Vice Admiral James D. Watkins, commander 6th Fleet, welcomed Secretary of the Navy W. Graham Claytor Jr. to the fleet in mid-June. Since that visit, Secretary Claytor has become the Deputy Secretary of Defense and Admiral Watkins, receiving his fourth star, has transferred to Washington as the Deputy Chief of Naval Operations.

After a brief stop on the flagship, the Secretary visited the crews of two other units of the fleet—USS *Mount Baker* (AE 34) and USS *Philadelphia* (SSN 690)—at anchor in Gaeta, Italy. He then flew via a VR-21 aircraft to USS *Dwight D. Eisenhower* (CVN 69) operating in the Western Mediterranean as part of the 6th Fleet.

After a visit to *Ike's* escort, USS

Richard L. Page (FFG 5), and a LAMPS helicopter ride, more visiting with *Ike's* personnel followed.

The next day, Secretary Claytor departed *Ike* for NAF Signonella and boarded a VP-45 P-3 *Orion* for a maritime patrol mission over the Central Mediterranean and a look at the Soviet Mediterranean Squadron in the area.

During the Secretary's trip he discussed many "people-oriented" issues as he dined with crew members on mess decks, talked with the chief petty officers or chatbriefly with men in their working or living spaces.

Secretary Claytor stated that he recognized the hard work and long hours expended by fleet sailors, but while he and the CNO were committed to holding the line on additional deployments, they foresaw no slacking of fleet commitments. He pointed to the temporary

deployment of 6th and 7th Fleet units to the Indian Ocean as an example of the type of continued emphasis on the use of U.S. naval forces wherever they are needed to maintain peace and stability.

He affirmed his commitment to continuing the Navy's recruiting efforts to seek quality, even if it means a shortfall in numbers. Accenting his personal commitment to retention, the Navy Secretary also met with career counselors and took part in ceremonies reenlisting 40 6th Fleet sailors.

Secretary Claytor ended his 6th Fleet visit stating that he was returning to Washington with new determination to work on behalf of "the finest Navy-Marine team in the world."

Navy Secretary W. Graham Claytor Jr., now Deputy Secretary of Defense, talks to Carrier Air Wing 7 commanding officers in a ready room aboard the carrier Eisenhower.





Left: Visiting with Commander E.S. Little, commanding officer of USS Philadelphia (SSN 690). Below: Getting a look at Eisenhower's galley with (l-r): LT A.L. Butt, ENS H.A. Bolckcom and MSC A.A. Gray.

I do not think that Congress, in the foreseeable future, is going to reinstate the draft. Congress might reinstate draft registration so that, in the event of an emergency, we can move quickly and augment our forces. I think that would be a good idea. But I don't foresee, in the absence of an emergency, we will have an actual draft again; what we have got to do is continue to man our fleet as best we can with the All-Volunteer Force.

Q. What is your view of the proposed "decoupling" of military and civil service pay?

A. Civil service direct pay, today, is coupled to private sector direct pay. It is now proposed to change this system to include fringe benefits in the coupling. Since civil service fringe benefits exceed those in the private sector, this could result in a freezing of civil service pay raises for several years. We want to couple military pay directly to civilian pay in order to avoid a similar freeze of military pay. I believe this action would definitely be preferable to leaving military pay coupled to civil service pay if the Congress passes the proposed civil service pay reform.

Q. Do you expect the United States to reduce worldwide commitments in proportion to its fleet assets and personnel resources?

Energy and the All-Volunteer Force were among the questions frequently asked then-Secretary of the Navy W. Graham Claytor Jr. during his recent visit to ships of the 6th Fleet. A typical question and answer session is one the Secretary took part in aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69), when he visited her in the Western Mediterranean. Below are excerpts from that shipboard TV interview:

Q. What are your feelings on the All-Volunteer Force? Is it working? Do you anticipate an eventual need to reinstitute the draft?

A. I think the All-Volunteer Force is working in many ways. It's certainly working in producing the best quality people we've ever had in the Navy. As I get around the fleet I see that more and more every day. The officers and men that we have manning our Navy today are the best in the world.

However, we need more numbers. I think over the long pull we're going to have to get that by a better retention rate, rather than by more recruiting.





A. We have more than a hundred new ships on order or under construction, or both, that will be delivered between now and 1985 and, actually, our total number of ships is going to be greater in the next few years than it is right now. So we're not reducing the number of our ships.

I believe that our commitments, too, are certainly not going to be reduced and, in fact, with recent developments in the Indian Ocean, they're probably being increased. I think that we can look forward to continuing the type of deployments that we now have. I don't foresee an increase in the burden of deployments because I believe the Indian Ocean problem is going to be taken care of by spreading our assets from the 6th and 7th Fleets. But, I certainly don't see the possibility of reducing those commitments.

Q. *How does the current energy shortage affect fleet operations?*

A. I don't believe the fuel shortage is going to affect fleet operations significantly in any way except making them more expensive...that's always a problem.

The priorities of fleet operations are among the highest in the country and we will always allocate sufficient fuel to take care of all our needs in the Navy, regardless. We have ample fuel for that.

The amount of fuel that the Navy uses in a whole year is very small, indeed. It's just a tiny fraction of the fuel used in many civilian occupations, including private automobiles.

Q. *Should the energy crunch become more serious, do you think Congress will look more favorably on construction of additional nuclear-powered ships?*

A. I rather doubt that the energy crunch will make much difference. The nuclear-powered ship, the large ship, is certainly the best—from the quality and capability standpoint—but the cost is so much greater that, as long as money for the military is as tight as it is, I don't foresee the likelihood that in the next two or three years, at least, we will, in fact, be building any more large nuclear-powered surface ships. This is purely because of the money.

Under government financing, the money has to come out of the first year—all of it—even though it's spent over a period of seven or eight years. That makes it extremely difficult to get the extra money for nuclear-powered ships today.

Q. *When can we expect women to be assigned to all types of U.S. Navy ships?*



Above: Secretary Caldyer with Eisenhower's ENS K.D. Norvel.

Left: Signing shipping articles following a reenlistment ceremony aboard Eisenhower.

Right: Interested Naval Academy midshipmen listen to the Secretary aboard USS Albany (CG 10). Below: Another reenlistment ceremony; this one for air wing sailors in a wardroom aboard Eisenhower.

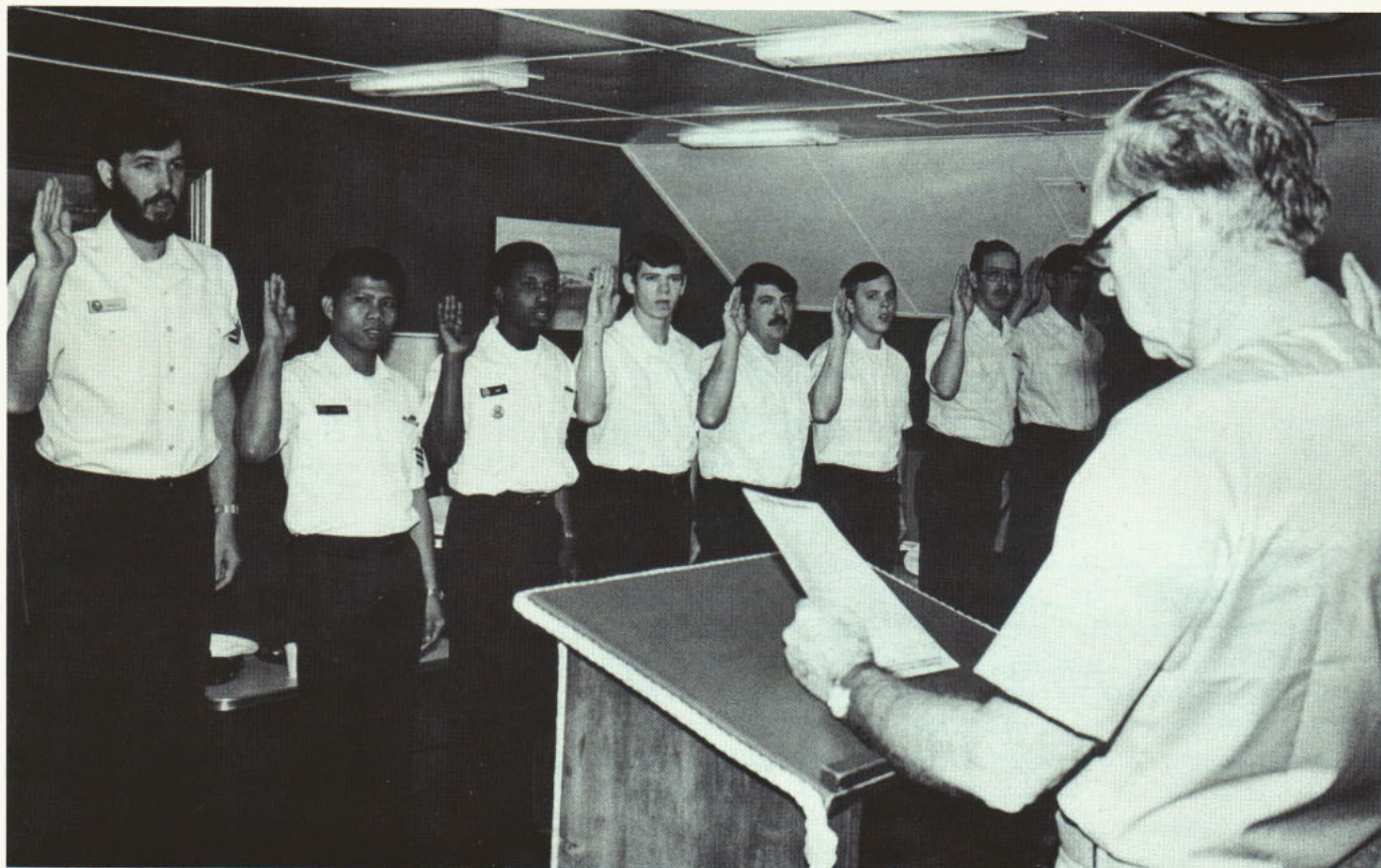
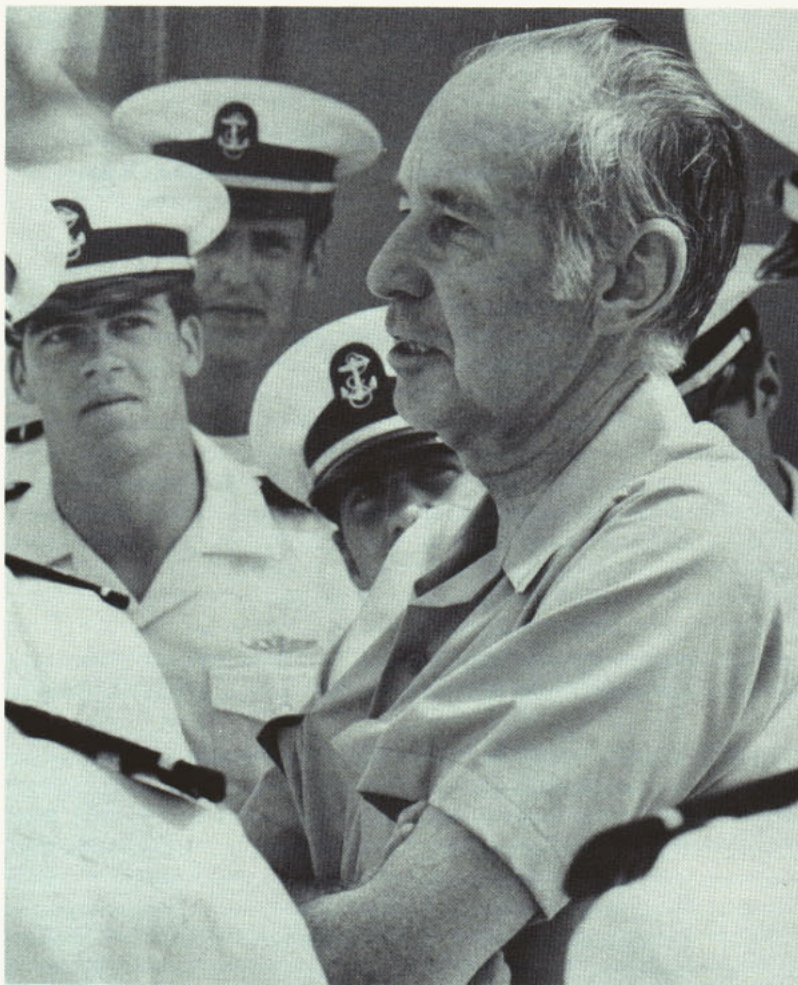
A. Present law permits women to be assigned to non-combat ships, only, and as long as that law is on the books they'll not be assigned to any other ships on a permanent basis. I don't foresee any changes in that law in the next few years. I think if one looks ahead ten years or more, one can't really draw a confident prediction.

Q. *Do you foresee continuing action in the Equal Opportunity area and are there plans for a Phase III program?*

A. I don't think that we need, at this time, any Phase III program but we need to go forward very actively with a continuation of our existing program.

I have just recently appointed a new Assistant Secretary of the Navy for Equal Employment Opportunity whose jurisdiction will include both civilian and military people. I consider this to be one of the most important areas in which we've got to continue to do work. We're making some progress but we've got to make even more and this is going to be a continuing initiative in the Navy as far ahead as I can see. ↓

Photos by PH1 John R. Lucas and PH3 Charles L. Youmans



FOURTH ANNUAL

Black Chaplains Workshop

BY PH1 TERRY MITCHELL

Black chaplains are relative newcomers to the Navy and the Chaplain Corps. It wasn't until 1944 that the Navy commissioned its first two black chaplains—Rev. James Russell Brown of the African Methodist Episcopal Church and Rev. Thomas D. Parham Jr. of the United Presbyterian Church.

This year, in Washington, D.C., these two pioneering men were guests of honor at the Fourth Annual Black Chaplains Workshop. The workshop is held each year to bring together active duty and inactive reserve black Navy chaplains to discuss, plan and recommend ways of providing relevant ministries from a black perspective, to the men and women in the sea services and their families.

Chaplain Brown was commissioned a lieutenant (junior grade) in the Chaplain Corps on April 26, 1944. One of his first duties was to monitor the qualifications of other blacks who desired to become chaplains. After a subsequent tour at the Naval Training Center, Great Lakes, Chaplain Brown was transferred to the Naval Supply Depot, Guam.

It was during his transit to Guam aboard a transport that Chaplain Brown encountered some of the first reactions of sailors unaccustomed at that time to seeing a black chaplain let alone a black officer.

Rev. J. Russell Brown, the first black to be commissioned a chaplain in the Navy.

ALL HANDS

"Some rejected me and others were curious and very inquisitive," Chaplain Brown said. "The Negro stewards in the wardroom were astonished, but also very proud. They kept giving me extra slices of pie to the point where the other chaplains traveling with me asked if I could get some extra pie for them."

Chaplain Brown left active service in 1946 and went into the reserve, but not before meeting another young, black chaplain named Parham. Chaplain Parham's commission brought the number of black chaplains in the Navy to a total of two in a corps of 3,000 chaplains.

Like Chaplain Brown, Parham went through much of the same treatment and reaction. "You have to consider," he said, "this was when there were only

about 20 black officers in the entire Navy."

Chaplain Parham eventually became a captain and he is regarded by some as the first black captain in the Navy. "Actually, I'm the second. Robert Smalls was the first—in the Civil War. Some of his descendents and I lived in the same town," Chaplain Parham said.

Chaplain Parham is the Chief of Pastoral Care Service at the Navy Regional Medical Center, Portsmouth, Va., where he supervises chaplains in providing for the religious needs of the patients.

The workshop is also a retention and a recruiting effort for blacks in the Chaplain Corps. The black chaplains from all over the globe discuss prob-

lems, both personal and command-wide in nature. Recommendations and findings are forwarded to the Chief of Naval Operations for consideration and action.

Chaplain Parham gave one of the many reasons for a black chaplains workshop. "The black religious experience is the one element which has sustained blacks through periods of disenfranchisement."

A recruiting pamphlet for black Chaplains sums it up through *Romans 10:14*—"How shall they hear without a preacher?" ↓

Three chaplains who attended the workshop, (l-r): Captain Thomas D. Parham Jr. and Lieutenants Vivian P. McFadden and Florida Battle.



A Full Time Innovator

USS O'Callahan's 'DOC' GREENE

STORY BY JO2 J.F. BRINDLEY
PHOTOS BY PH1 J.H. GREENWOOD

Like many people, you might think of the Navy hospital corpsman as the one who gives you shots, takes your temperature at sick call and fills your prescriptions as you walk wearily out the sickbay door.

But to the sailor aboard ship, the corpsman becomes much more—particularly if he's on independent duty like Chief Hospital Corpsman Robert M. Greene aboard USS *O'Callahan* (FF 1051).

"Doc" Greene can be seen at all hours doing everything from crawling behind geedunk machines in search of pests to tracking and treating a suspected outbreak of shipboard hepatitis.

As the head of a two-man medical department for a 220-man ship, the chief is the first to admit his job can be a sobering drama of many performances and few curtain calls.

"Sometimes you just have to make time to help," said the 31-year-old





HMC Greene, independent duty corpsman aboard USS O'Callahan, performs a variety of duties including briefing the executive officer (opposite page) and monitoring safety standards during at-sea evolution (below).

chief during a recent interview in his sick bay office.

"Often you give advice to a patient in a passageway or when you sit down to eat. But even when you pass some of the guys, they bombard you with questions about their health or how to go about doing things like making eye appointments."

Chief Greene sees an average of 12 to 14 patients during normal morning and afternoon sick call hours. But he admits to a passageway practice of 30 or 40 unofficial patients each day, for whom he makes appointments, gives advice or offers a simple diagnosis.

As a part-time "doctor," detective, confidant, bug chaser, teacher, chief, and paper pusher, he survives the rigors of his daily responsibilities by being a full-time innovator.

His attitude toward personalized health care has earned him the respect of his seniors and juniors alike, most recently resulting in a Navy Achievement Medal for his role in *O'Callahan's* last WestPac deployment.

"He got a medal for WestPac," said *O'Callahan's* executive officer, LCDR Peter Snyder, "but he should get a medal for his work every day."

To be a good hospital corpsman, Greene said you need to be able to set a good example and talk openly with people.

"Sometimes you have to forget you're a chief or first class petty officer for awhile, and talk to the guys on their own level," he said.

USS O'Callahan's DOC GREENE

"It's funny, but you probably let your patients get away with more than you normally would as a petty officer. You have to divide the roles, because in medicine you don't want your patients to feel uncomfortable."

As an independent hospital corpsman, Greene's duties are as varied as his hours at sea. Besides his primary responsibility of holding sick call, he's also involved in training the crew. His lectures involve a broad spectrum of subjects including drug abuse, venereal disease, and health problems in foreign ports.

In this "looking over their shoulder" role, Greene finds time to roam the

ship to do things like reminding mess cooks of the importance of sanitation, and keeping others aware of the health hazards of working around dangerous or noisy equipment without using the proper safety gear.

"Any ship is a pretty dangerous place," he said. "If—in 15 or 20 minutes of my time—I can prevent a man from missing a week of work, it's well worth the effort."

Chief Greene joined the Navy in November 1967, in the wake of his two older brothers. Having previously worked as an orderly in a convalescent home, he decided to go into the naval dental field.



He attended dental "A" school in 1968, and spent the next five and a half years at dental clinics in Annapolis, Md., and Guam.

At Annapolis—where he was also duty corpsman—Greene was exposed to the responsibilities of the corpsman rating and discovered he liked them.

"I drove an ambulance and helped the corpsmen suture up a couple of people," he said. "It was kind of fun. I got to where I knew pretty much what to do for the guys that came in for help."

After attending Hospital Corpsman "A" school at Great Lakes, he was assigned to the Naval Air Facility in

El Centro, Calif. He then applied for and was accepted into Independent Duty School at the Naval School of Health Sciences in San Diego in 1976.

"It was kind of a difficult program for me to qualify for," he said. "I almost had to pull strings to get into the school because of what appeared to be my lack of experience as a corpsman."

Independent duty school prepared him well for his present assignment because, "they touch on all the areas a little bit and give you the guidance on how to find your way using reference books and things like that," he said.

Chief Greene weathered his first deployment without any major emergencies. His most difficult case was a suspected outbreak of hepatitis where he ended up tracking down and inoculating 55 people who might have been exposed. "I had to do some detective work, but as it turned out, only one man had it."

How do his shipmates view their "Doc"?

"He's the kind of person who is always on the go," said Hospitalman Scott Holder of his boss.

"He knows what he's doing and he's helped me out a lot of times with medical opinions when I thought I



Left to right: Whether it's removing stitches from a crewman or conducting an impromptu safety lecture on the quarterdeck, independent duty corpsmen like HMC Greene always seem to find the time to help.

USS O'Callahan's DOC GREENE

knew something I didn't."

Commander Joseph Strasser, *O'Callahan's* skipper, has similar sentiments.

"He's just that rare type of individual who is always willing to do whatever he can to help out in any way," he said, noting also that Greene was Cruiser/Destroyer Group One Sailor of the Quarter for April, May and June.

"He's been very instrumental since we've been back in the States getting the crew organized for their annual dental examinations and took a leading role in organizing a blood drive for the naval hospital."

As a result, said CDR Strasser, *O'Callahan* gave more blood percentage-wise than any other unit in the San Diego area.

As for the future, Green said he will apply for the Physician's Assistant Program, which could lead to a commission as a warrant officer.

"I'm really hoping to get it," said the chief, who is finishing up an associate of arts degree through George Washington University. "It would guarantee me the education plus the patient contact I desire."

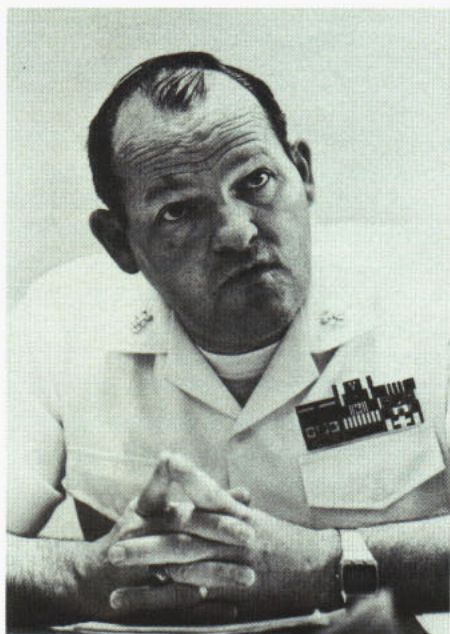
Meanwhile, Chief Greene enjoys camping, fishing and relaxing off duty with his wife Josephine.

"We enjoy life—just about everything."

Below: With O'Callahan in port and the day's work done, HMC Greene spends his brief spare time at home with his wife, Josephine and their dog.



Career Pattern Concerns New Director



HMCN Stephen W. Brown

BY JO1 JERRY ATCHISON

In a precedent-setting move that some feel reflects the Navy of the future, the Navy Surgeon General has appointed the first enlisted man to direct the 44,000-member Navy Hospital Corps.

Master Chief Hospital Corpsman Stephen W. Brown, a 27-year veteran, is the new director of the Navy's oldest and largest corps of enlisted people. As such, he steps into a job formerly performed by a senior Medical Service Corps officer.

During a recent interview in his BuMed office in Washington, D.C., Master Chief Brown talked of the challenges—and opportunities—that come with his unique status, examined the present state of the Hospital Corps and offered some predictions for the future.

"I would like to be able to say my selection is indicative of the Navy of the future but I don't know," he said. "I *do* know it will be part of the Navy Hospital Corps' future."

He views his selection as proof of what he's known for years: most senior petty officers are trained, experienced and prepared to take over broader responsibilities.

"The biggest asset I bring to this

job is the insight I have as a result of my 27 years as an enlisted hospital corpsman (HM). When you make an analysis of the directorship, you are looking at the whole Hospital Corps—from the student in "A" school all the way up the promotion ladder to the E-9.

"I've been there. I have a strong feeling and regard for that hospital corpsman who's fresh out of school and is assigned Hospital Corps duty and doesn't know what's going to happen in the future.

"You have to have a feel for these people and the jobs they do; otherwise you can't help them," he said.

In addition to his experience and Navy training, Master Chief Brown brings solid academic credentials to the job. He has earned, during his off-duty time, bachelor's and master's degrees in public administration.

For him, managing and directing the Hospital Corps boils down to one thing: "I want to see the best Hospital Corps the Navy has ever had," he said. "To do that we must have quality people and professionalism."

That's why he is examining and implementing a variety of programs that could some day have a direct impact on every member of the community.

"Right now we have a study under

way on the utilization of our personnel at each paygrade level. We're studying billet structures, Navy Enlisted Classification Codes (NEC) and we're taking a critical look at our schools' curricula. Many schools have been in operation for years and many of them are in need of some changes."

Specific changes are being made.

Selected medical department senior and master chiefs are at present going through a four-week supervisory course in health resources management to better prepare them for new roles and responsibilities.

"In addition, the first class of senior enlisted personnel will soon enter the School of Health Care administration management course," he said. "In the past, this training was provided only to Medical Service Corps (MSC) officers. Both the four-week supervisory resources course and the nine-month health care administration management course will give people at the E-8 or E-9 level something important to look forward to.

"We are planning to fill some traditional MSC officer billets with these senior petty officers. At some of our smaller clinics, for example, a senior or master chief will become officer in charge. With forces afloat, we're looking at master chiefs who will be division officers aboard carriers," he said.

At the opposite end of the enlisted ladder are the brand new corpsmen who are also of concern to the master chief.

"The corpsman fresh out of school who goes to ward duty or ends up with the Fleet Marine Force (FMF) is in for a real experience," he said. "It's a new—sometimes traumatic—experience they go through.

"I believe we have to think deeper about what we can do, as far as orientation, for these people. We'll have to make it better for that young hospital corpsman who's just entering into the HM field, in the operating forces or ashore."

Master Chief Brown also wants to ensure that each corpsman will have a

definite career pattern. "In the past, you might say we've had a semi-career pattern," he said. "I'm looking at set career patterns for corpsmen so that they can plan; so that they know when they reach a certain plateau—say, first class—they will attend Advanced Hospital Corps School. They then branch out from there as they get into the senior ranks."

Career patterns must not only provide for formal training, but for on-the-job experience as well.

"I think all our general service corpsmen should—somewhere in their career pattern—have a tour with the Fleet Marines. As the corpsman moves up in paygrade, it's hard to relate to people unless he's been there. You sure can't communicate with people if you don't know what they're talking about."

Along these same lines, "I don't think it's fair to take a junior enlisted out of Hospital Corps School and, without any type of clinical experience, assign him with the Marines. It's not fair to him and it's not fair to the Marine he's liable to be taking care of," he said.

Master Chief Brown also brings to the job some strong ideas that have served him well throughout his career. He thinks they are ideas that will also serve the Hospital Corps well.

On Education: "I remember back when the school administration thought they would have to burn the schoolhouse down to get me out. But then I enlisted in the Navy and learned that the more I advanced, the more education I wanted or needed. Let's face facts—we're in an educational society. That's why training is so important.

On people: "You must be trained as a hospital corpsman, but one big factor is motivation. You must want to help people, to get involved in lifesaving situations. Sometimes we'll get people who have outstanding high school grades or college entrance test scores. But, since they did not desire to be a corpsman, the drive wasn't there. They must have strong motivation."

On the Navy Hospital Corps: "The Navy has one of the best Hospital Corps of any of the services because of the training and the people. I don't feel the other services have anything to match our "A" school and few have anything that comes close to our advanced school. Our corpsmen are unique in that they can operate independently of a medical officer. They're trained to work in all areas. That is why I feel we really do have an advantage over the other services."

Master Chief Brown knows he's breaking new ground for Navy enlisted people and he admits some people wonder if an enlisted man can get the job done in a world of senior officers.

"With Admiral Arentzen's belief and confidence in senior enlisted, the support has been incredible. They made it clear that if I disagreed with something, to say so. Ever since the Hospital Corps' inception there has been this attitude that if we can take a step forward, then let's do it. That's still true."

So a man who intimately knows the Hospital Corps is running the Hospital Corps. He has a lot of other ideas besides those mentioned here. But he also knows he can't go it alone.

"I'm here to listen. I'm here to help," he said. "Anytime someone wants to walk in and talk to me, I'm here to listen. With everyone's help, we'll have the best Hospital Corps in the Navy's history." ↓

A Look at Tarawa's Medical Facilities

BY JO1 JAMES R. GIUSTI

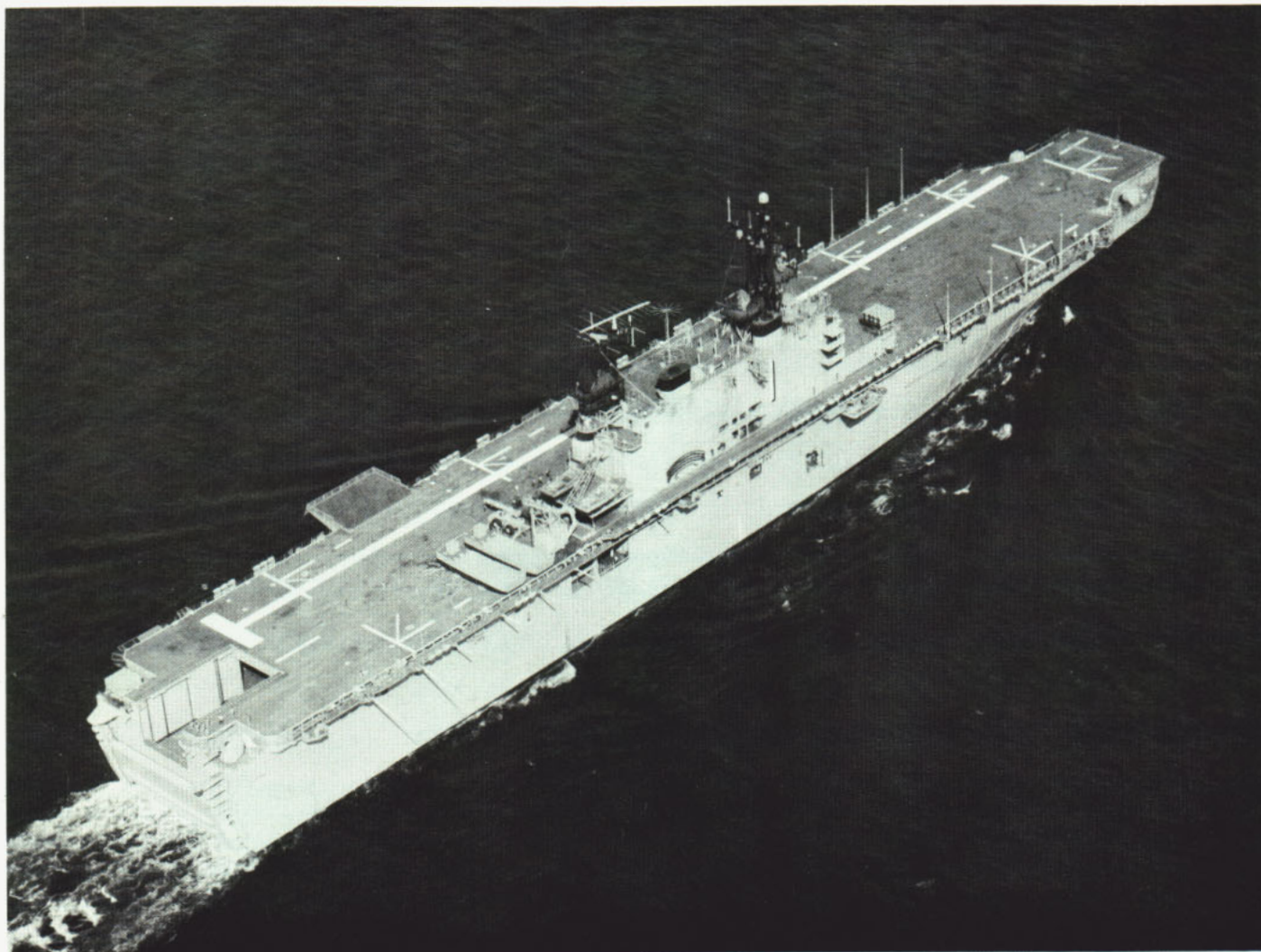
Though called "Eagle of the Sea" and designed primarily as an implement of war, amphibious assault ship USS *Tarawa* (LHA 1) stands ready to provide relief for victims of natural disasters. *Tarawa's* humanitarian capabilities are

among the best in the Navy. Following a typhoon, earthquake or flood, disaster victims may look to "Eagle of the Sea" to provide emergency food, clothing, shelter, medical care, communications and transportation.

The San Diego-based ship carries a Marine battalion landing force, along

with supplies and equipment needed for amphibious assaults, but — at the same time — *Tarawa* follows the long-standing Navy tradition of rendering aid when needed. As Fleet Admiral

Below: USS Tarawa (LHA 1)—combat ship on an errand of mercy.



Chester W. Nimitz once said, "The U.S. Navy's errands of mercy have saved more lives than its guns have ever destroyed."

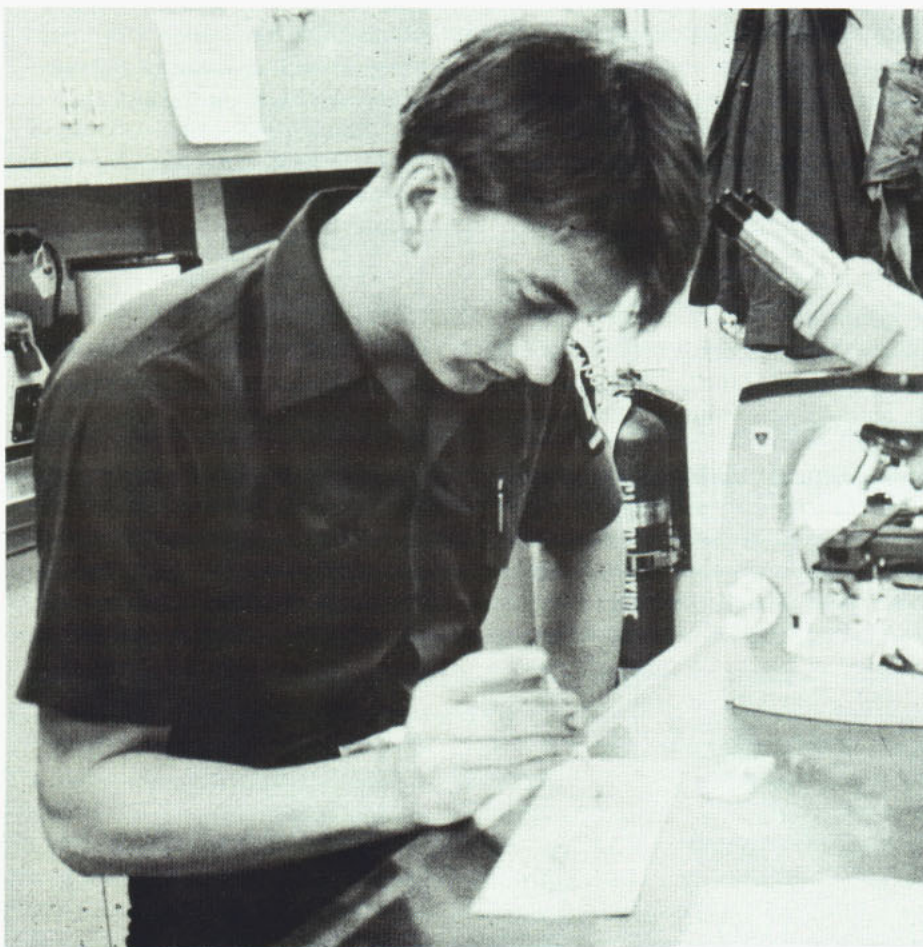
In the heart of *Tarawa* are modern medical and dental facilities, among the largest afloat today.

Within are four operating rooms, two X-ray rooms, a blood bank, laboratories, pharmacy, physical therapy room, diet pantry, a 300-bed ward with an intensive care unit, a three-chair dental clinic and a dental laboratory.

"The facilities are almost unbelievable," said Lieutenant James M. Stansbury, *Tarawa's* medical officer. "We have most of the facilities of a major stateside hospital in a community of about 20,000.

Above: LT James M. Stansbury, MC, and his staff of 15 corpsmen have facilities to handle any medical problem. Below: One of Tarawa's four operating rooms.





"We have the capabilities to handle almost any medical problem, with the exception of open-heart and microsurgery."

Tarawa's medical facilities were designed to handle up to 300 combat casualties or victims of a natural disaster and to provide outpatient care for approximately 2,000 persons.

In the event of many casualties from combat or from a natural disaster, additional Navy medical personnel would be brought aboard to assist Dr. Stansbury and his staff of 15 corpsmen.

Tarawa's dental facilities are manned by Lieutenant Commander Bruce E. Schindles, assisted by four dental technicians.

"Our facilities give us the capabilities to do anything a dentist in private practice can do," said Dr. Schindles. "Our equipment is totally up to date."

Tarawa's first opportunity to demonstrate her humanitarian capabilities occurred during her initial Western Pacific deployment with the 7th Fleet. After their rescue in May, 443 Vietnamese refugees were transferred to *Tarawa* from the frigate USS *Robert E. Peary* (FF 1073).

"It was probably one of the more rewarding things I have been involved with during the deployment," said Dr. Stansbury. "When you render aid, people don't care what your politics are. You're helping them and they're grateful," he said. "That's priceless."

While on board *Tarawa*, one Vietnamese refugee gave birth to a baby girl. Hospital Corpsman Second Class Richard E. Reed, assigned to the embarked Marines, handled the emergency delivery.

"He called me about 3 a.m.," said Dr. Stansbury, "but before I could get there he had done all the work."

The mother thought it appropriate to name the baby Grace *Tarawa* Tran. The men of *Tarawa* thought it appropriate, also. ↓

Above: LCDR Bruce E. Schindles, DC (left): "Tarawa's dental equipment is totally up to date."

Left: Tarawa's well-equipped laboratory helps corpsmen render timely aid to disaster victims.

Bearings

MIDEASTFOR— Navy's Link to the Middle East

Middle East Force (MIDEASTFOR), one of the Navy's smallest major commands, and the only permanently assigned U.S. military force in the Indian Ocean area, recently celebrated its 30th year of operations.



Commanded by Rear Admiral R.W. Chewning, MIDEASTFOR operates in the Western Indian Ocean, the Red Sea and the Persian Gulf, covering one of the largest ocean areas assigned to a major seagoing command.

Three ships usually are assigned to COMIDEASTFOR: the permanently assigned flagship USS *La Salle* (AGF 3), and two Atlantic Fleet destroyers or frigates. Currently deployed are USS *Blandy* (DD 943) and USS *Talbot* (FFG 4). While assigned to COMIDEASTFOR, Atlantic Fleet units are away from home ports without repairs or major upkeep for about five months.

The Middle East Force also has a C-131 flag aircraft and two helicopters.

La Salle has served as the unit's flagship since 1972. Because of the extreme summer heat (temperatures often reach 130°F), the ship is painted white. Referred to by her crew as "The Great White Ghost of the Arabian Coast," she is a familiar sight throughout the Middle East.

Until 1971 when British forces were withdrawn from the area, COMIDEASTFOR shared base facilities in Bahrain. Now the Navy maintains a small Administrative Support Unit on a portion of the former British base at Jufair, Bahrain. This facility supports the DOD-run Bahrain School, and provides necessary basic support to COMIDEASTFOR and assigned ships.

Within the broad mission of conducting operations in support of national and mutual security objectives, Middle East Force Units carry out many assigned tasks. They arrange and conduct port visits to generate good will and promote mutual understanding between America and the countries visited by ships of the force. They conduct national and multinational training exercises in tactical maneuvering, communications, underway replenishment and small boat handling. The largest of these exercises between the United States and foreign navies was *MID-LINK*, an annual Central Treaty Organization (CENTO) exercise which originated in 1957 on a small scale and has since expanded to include many ships, aircraft and support personnel from member nations.

MIDEASTFOR units also collect and report hydrographic, meteorological, and other vital information to support the force commander and to satisfy requirements of theater and national authorities.

Maintaining liaison with U.S. diplomatic representatives, governments and armed services of area countries is another important duty for the Middle East Force.

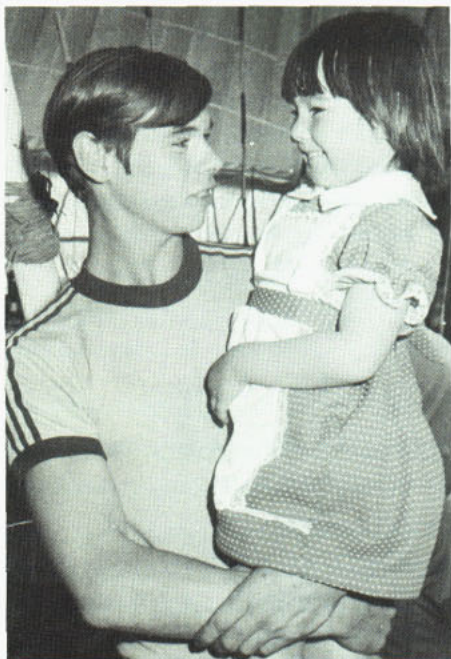
The units also have participated in goodwill missions and rescue operations. Since arriving in the area they have rescued air crash survivors from the Persian Gulf, extinguished a fire on a tanker, evacuated Americans from Zanzibar, and rescued the crew of two supertankers that had collided in the Persian Gulf. More recently, MIDEASTFOR units helped evacuate about 440 U.S. and foreign citizens from the Southern Iranian ports of Bandar Abbas and Chah Bahar. Units participating in this evacuation included COMIDEASTFOR and staff in *La Salle*, USS *Talbot* (FFG 4), USS *Blandy* (DD 943), USS *Kinkaid* (DD 965) with COMDESRON SEVEN embarked, USS *Decatur* (DDG 32), USS *Hoel* (DDG 13) and the Military Sealift Command's USNS *Mispillion* (AO 105) providing logistic support.

Until recently, the Middle East Force seemed to carry out its duties relatively unnoticed. However, increased recognition has been given to the force's impact and influence in promoting exchange of information and fostering overseas diplomatic relations throughout the Middle East.

Special Day at Rota

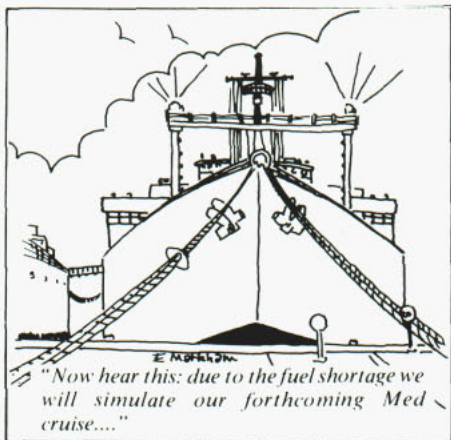
Seabees from Naval Mobile Construction Battalion One, Rota, Spain, and members of the Rota Wives' Club spent three weeks planning a one-day event—and it was worth every minute.

The special day was for 170 children from Chipiona and Puerto de Santa Maria orphanages. The youngsters



were treated to a luncheon of hamburgers and hot dogs in the Seabees' enlisted dining facility. Later, after playing games with the Navy men, they were taken to the circus.

The galley crew had worked hard to serve the children, and volunteers helped carry trays and drinks. Tickets to the circus were paid for from the 24,500 pesetas (\$360) the battalion had raised.



Service Honors Vets

Navy people at Naval Air Station Cecil Field in Florida held a special memorial service to honor Vietnam War veterans. The salute included flyovers by Cecil Field aircraft, a wreath laying ceremony, a 21-gun salute, and speeches by Commanding Officer Captain Ken Moranville and two former POWs., Commander Robert Naughton and Marine Corps Lieutenant Colonel Joseph Nardo. As a final tribute, *Taps* was played for all men killed or missing in action.

Speaking Out

For the past eight years, Naval Air Reserve Unit (NARU) Norfolk has been speaking out for sea power and the importance of the Navy—addressing

over 3,000 audiences in Pennsylvania, North Carolina, Georgia and Virginia.

NARU Norfolk is one of about 250 command groups nationwide participating in Chief of Naval Operations' Sea Power Presentation Program.

In 1974, after having addressed over 1,000 audiences, the speaking group was awarded CNO's first "Golden" Centurion Award. Two years and another thousand speeches later, the unit was the first to receive CNO's Double Golden Centurion Award. And in May—again setting a record—NARU Norfolk became the first holder of CNO's Triple Golden Centurion Award.

On behalf of the unit, Captain Jim Earnhardt (right), group leader, accepted the latest award from NARU Commanding Officer, Captain Ralph W. Smith.

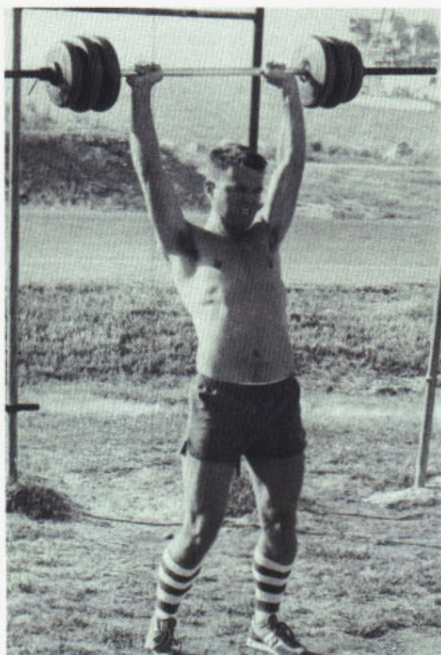


Bearings

Iron Man McCormick

Not that he gets bothered by anyone, but Marine Staff Sergeant Michael McCormick is the man least likely to be bothered by others on USS *Canopus* (AS 34), especially after winning this year's "Iron Man" competition.

The contest, sponsored by the ship's Marine Security Force, tests athletic ability in several different categories: situps, pullups, 75-pound military press, softball throw, 100-yard dash and a one-mile run. Points are awarded for placement in each event.



This year, SSGT McCormick placed first in pullups with 23, second in the military press with 27 repetitions, and second in situps with 79 during a two-minute time limit.

Fire Control Technician (Ballistic) Second Class Juan Gonzalez, who fin-

ished second in overall competition last year, came in second overall again this year after taking first place in the mile run with a time of 5:36 minutes; and first place in the sit up competition with 84.

Fire Control Technician (Ballistic) Third Class Lewis Williams finished first in the military press with 28 repetitions; Fireman Larry Smith's 80-yard toss gave him first in the softball throw; and Seaman Apprentice Craig Simmons crossed the finish line with an 11:2 seconds winning time in the 100-yard dash.

—JO2 James C. Daniels.

Mugu Movietime

Hollywood film star Hal Holbrook came to Naval Air Station Pt. Mugu, Calif., this summer but it wasn't just to sign autographs. He was there to play the part of a Navy pilot in the Aubrey-Hammer Productions film, "When Hell Was in Session." The movie is based on a book by Rear Admiral Jeremiah Denton.



Seated in the cockpit of an A-6E *Intruder*, Holbrook (above) talked with film crew and Navy officials before the shooting of a scene.

Ideas Earn Dollars

It's not a Mickey Mouse idea, and \$400 is not chicken feed. That's the amount two petty officers received under the Navy's Beneficial Suggestion Program for their idea to use "Mickey Mouse ears" and salvageable parts from discarded headsets to design a new type of aviation maintenance headphone.

The idea, which may be adopted soon for fleet use, was submitted by Aviation Electronics Technicians Second Class R. Lee Fifield and Neal J. Webb, both assigned to Naval Air Test Center, Patuxent River, Md.

Fifield and Webb incorporated speakers from regular communication headphones into a pair of standard sound-suppressing "Mickey Mouse ears," thus eliminating the need for two separate headsets. A detachable cord makes the change simple.

The new design will continue to provide protection for maintenance personnel whose jobs require noise-suppressing headsets for safety, while at the same time double as a headphone when trouble-shooting aircraft.

The Ship to Beat

In recent multinational sporting engagements, athletic teams from USS *Coontz* (DDG 40), flagship of NATO's Standing Naval Force Atlantic, loaded up with first place prizes.

In a hard fought battle against the reigning tug-of-war champs from Norwegian destroyer KNM *Bergen*, the *Coontz* team pulled away the crown by a superb display of timing, technique and strength.

Coontz's softball and football teams met crew members from the Canadian frigate HMCS *Ottawa* and walked over

their opponents with a final score of 14-2 in softball and 24-8 in football.

In the Copenhagen Road Rally, sponsored by the Danish ship HDMS *Herluf Trolle*, *Coontz* again took first place honors. The three winning *Coontz* officers proved that sailors can navigate expertly on land, as well as at sea.

In NATO country, the athletic prowess of her crew makes *Coontz* the ship to beat.

You Call—We Haul

Fleet Logistics Support Squadron Fifty-Seven (VR-57) doesn't operate on a regular schedule like commercial airlines. VR-57 is a "you call—we haul" outfit. The squadron travels cross-country and overseas, loading and unloading cargo at stops around the globe.

Some days are just plain hectic with more business than they can handle—tons of cargo, passengers, emergency MEDEVACS, you name it.

A year old last April, the squadron is a composite unit made up of active and reserve personnel. Reserve airmen and maintenance crews make up the majority of personnel. VR-57's commanding officer, Commander William J. Moyer, is a flight officer with a commercial airline. Some of the crew are reserves from Tucson and Phoenix, Ariz., airlifted to San Diego, Calif., for weekend duty.

Stationed at North Island Naval Air Station, San Diego, VR-57's ground support and aircrew teams train with, maintain and fly the C-9B *Skytrain*, a twin turbo fan jet. Classed as a short-to medium-range airliner with a ferry range of 3,400 miles and a long-range cruising speed of 438 knots, the C-9 is designed as both a personnel and cargo carrier. It can carry 90 passengers or a



cargo load of 30,000 pounds, or a combination of the two.

On "Pathfinder" missions, the squadron escorts tactical aircraft across the Pacific to the Republic of the Philippines, Hawaii and Japan. Tactical aircraft do not have the required navigational and communication equipment for a Pacific crossing.

When a medical emergency occurs at some isolated station, the squadron may be called upon to transport patients to medical facilities located hundreds or thousands of miles away.

Overall, in its first year of operation, the squadron averaged 61.5 flights per month. Their flight schedule is set up by Naval Air Logistics Coordinator Eastern Pacific.

The reserves attached to the squadron say there is nothing routine about flying with '57. They're always on the go—365 days a year, helping people in need, moving people from one duty sta-

tion to another, and bringing in cargo and supplies wherever needed.

—JO3 Nancy Dodge.

Tigers Take Awards

The "Tigers" of Attack Squadron 65 recently won the "Golden Tailhook Award" for achieving the highest carrier landing grade of Carrier Wing Seven. The squadron, one of eight fixed wing squadrons in the air wing, received the award in ceremonies held on USS *Dwight D. Eisenhower* (CVN 69).

Additionally, the Tigers' commanding officer, Commander William "Buzz" Needham, was named the top tailhooker in the air wing. Three other VA-65 pilots placed in the top ten and eight aircrew members received the "Centurian" award for 100 arrested landings aboard *Eisenhower*.

NAUTILUS



“Under Way on Nuclear Power”

BY JO3 STEVE BELLOW

On a cold January morning in 1955, the world's first nuclear-powered submarine, USS Nautilus (SSN 571), lay tied to her berth at Groton, Conn., ready to begin her sea trials. It was a historic moment: the entire world watched and waited. Then came a message from Nautilus: “UNDER WAY ON NUCLEAR POWER.”

With that message, the age of nuclear propulsion began.

Now, nearly a quarter century later, Nautilus has shut down her reactor for the final time.

Today, other nuclear-powered ships—surface craft as well as submarines—travel the oceans of the

world. None, however, has ever captured the attention and imagination that Nautilus did.

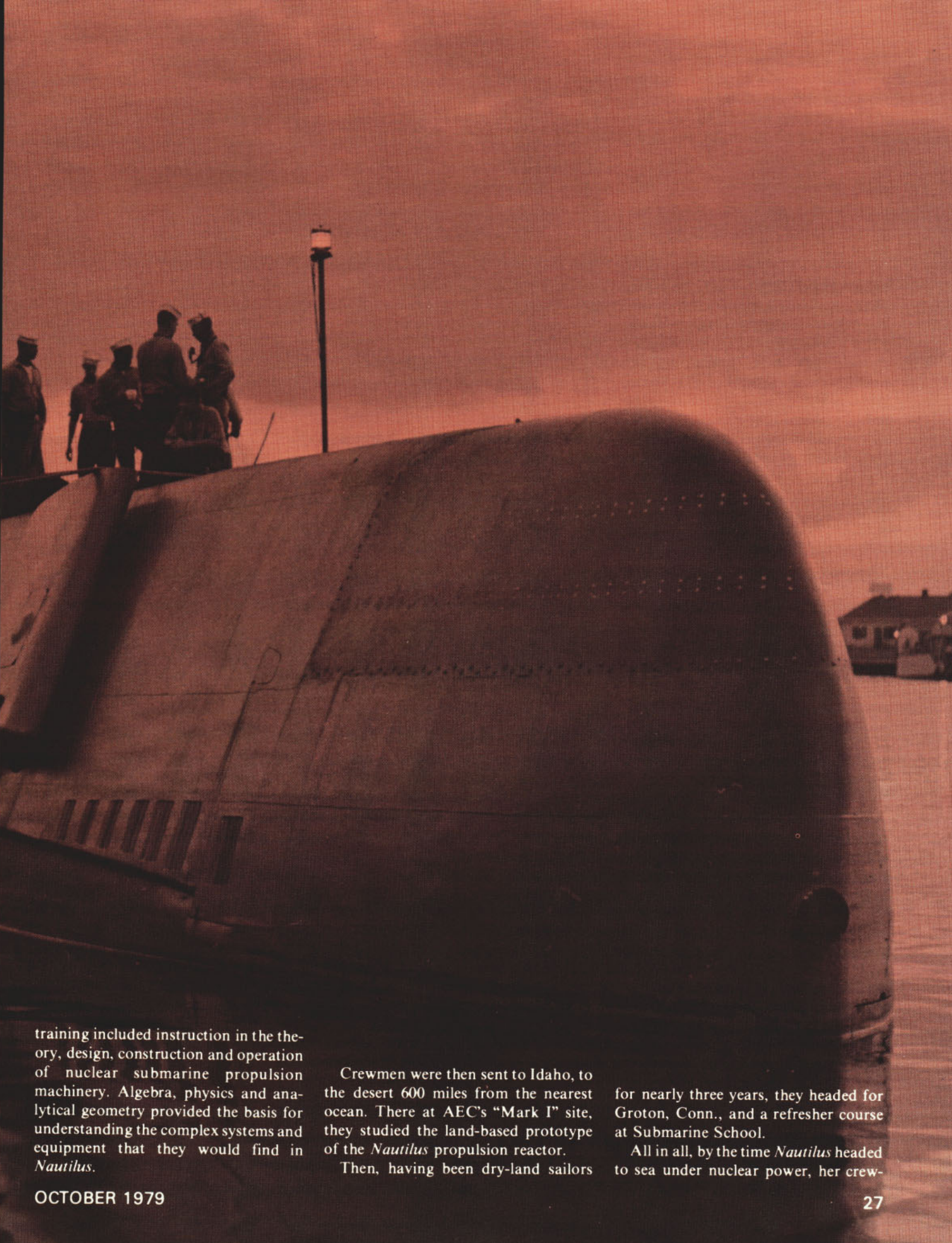
In an age when submarines ran on diesel fuel and storage batteries, *Nautilus* was indeed a technological marvel. In test after test, she outran her hunters, outwitted those who would detect her, and proved almost impossible to find. *Nautilus* could attack a surface ship from hundreds of feet below the ocean's surface, track, shoot and speed away without coming within range of air or surface attack.

Public attention was so centered on *Nautilus'* capabilities and potential that

some people, at first, thought her power came from a “controlled atom bomb.” From the very beginning, any news of *Nautilus* interested the world.

Nautilus was the roomiest and most comfortable submarine afloat, and her crew the best trained submariners in the world.

Volunteers selected for the crew were first ordered to duty at the Bettis Plant of the Atomic Energy Commission (AEC) in western Pennsylvania. Their



training included instruction in the theory, design, construction and operation of nuclear submarine propulsion machinery. Algebra, physics and analytical geometry provided the basis for understanding the complex systems and equipment that they would find in *Nautilus*.

Crewmen were then sent to Idaho, to the desert 600 miles from the nearest ocean. There at AEC's "Mark I" site, they studied the land-based prototype of the *Nautilus* propulsion reactor.

Then, having been dry-land sailors

for nearly three years, they headed for Groton, Conn., and a refresher course at Submarine School.

All in all, by the time *Nautilus* headed to sea under nuclear power, her crew-

men and their skipper, Commander Eugene P. Wilkenson, knew as much about *Nautilus*' new-fangled propulsion system as they did about diesels.

Shortly after her initial sea trials, *Nautilus* headed south for her shake-down cruise. She steamed totally submerged from Groton, Conn., to San Juan, Puerto Rico—traveling 1,381 miles in 89.8 hours, the longest submerged passage at the highest sustained speed ever recorded.

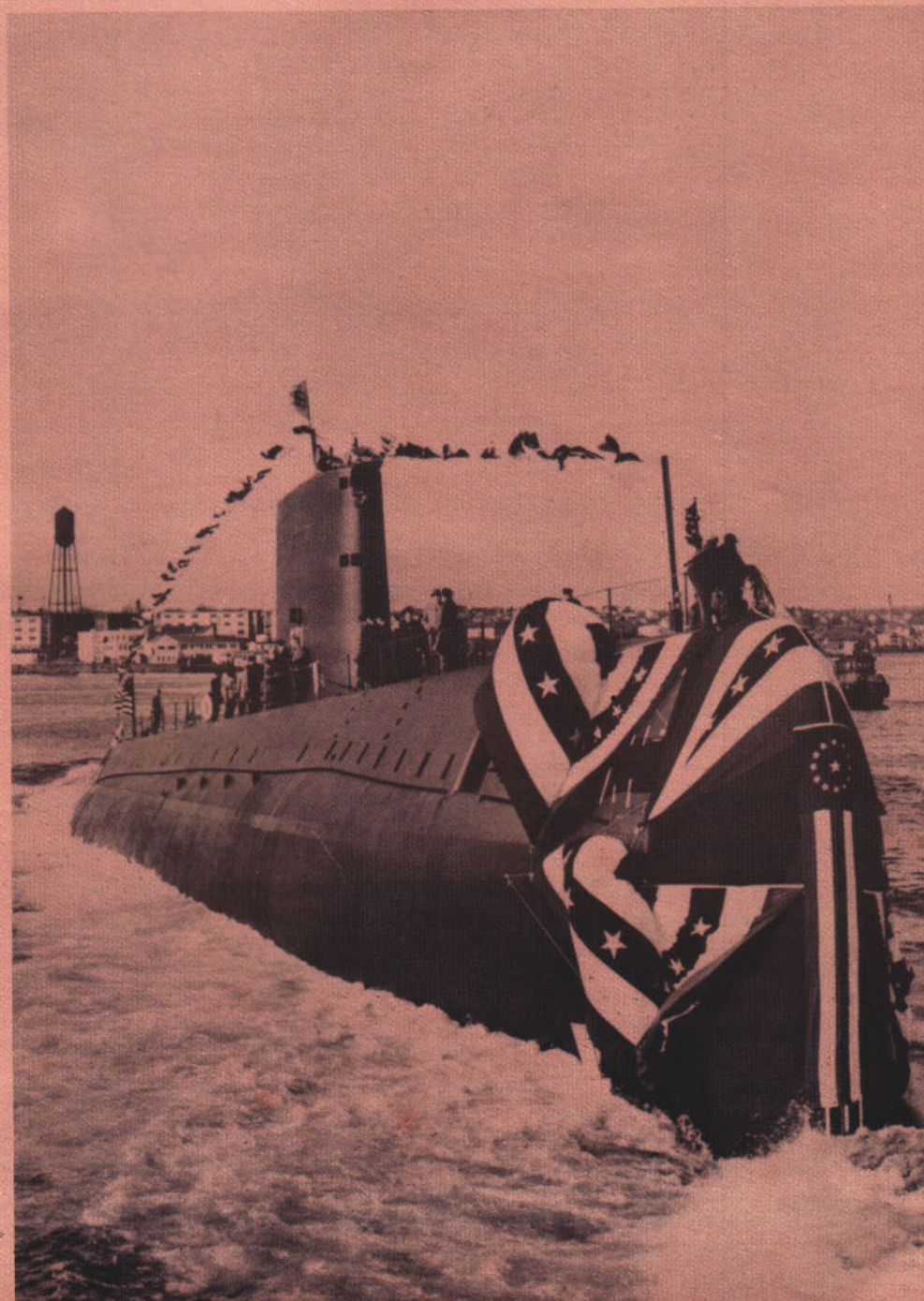
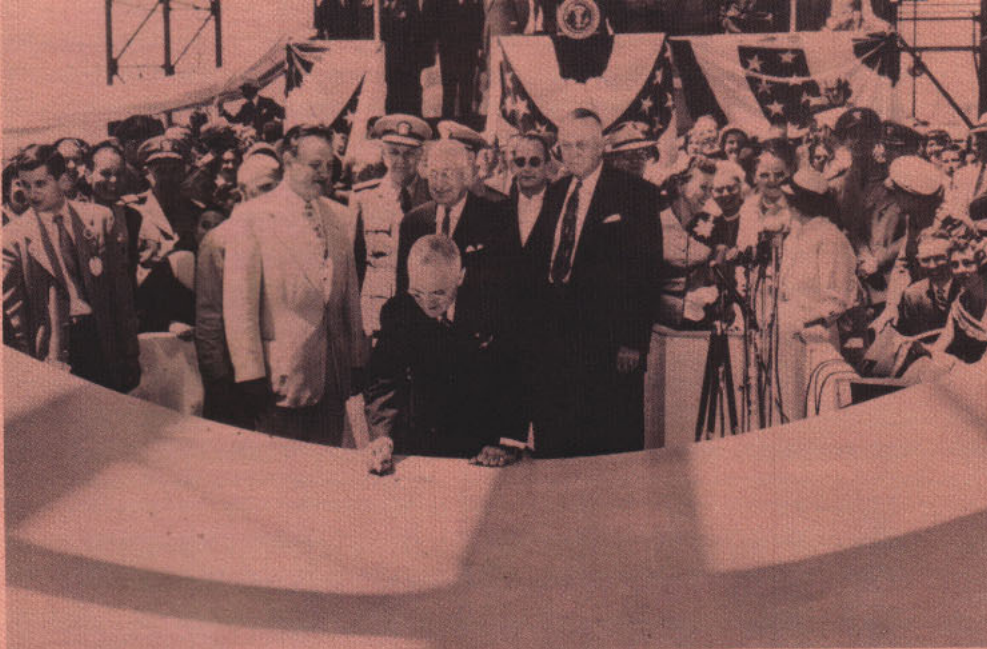
"The meaning of the *Nautilus*' performance is now plain," said then-Rear Admiral H. G. Rickover, the man chiefly responsible for her creation. "The whole science of antisubmarine warfare has been based on one premise—that the submerged submarine is powered by a storage battery that must soon exhaust itself, quickly at high speeds, and in about 40 to 50 hours at the lowest speed. Destroy this premise—as nuclear power has done—and the whole business of hunting and destroying submarines must be completely revised.

"The *Nautilus* is not merely an improved submarine," Rickover said, "she is the most potent and deadly submarine afloat. She is, in fact, a *new weapon*. Her impact on naval tactics and strategy may well approach that of the airplane...."

To American military strategists, *Nautilus*' performance was indeed vivid. She proved capable of remaining at sea indefinitely without refueling. She could remain submerged and circle the globe again and again without once surfacing.

The airplane and radar, which helped defeat submarines in the Atlantic during World War II, would prove almost ineffective against a vessel which did not need to surface and could clear an area in record time while swiftly changing depth.

In her first two years of operation, *Nautilus* used only a few pounds of enriched uranium. During this time, a conventional submarine having equal



It was June 14, 1952 when President Harry S. Truman initialed Nautilus's keel plate. One and one-half years later, USS Nautilus was launched.

horsepower would have burned 2,170,000 gallons of diesel oil, enough to fill 217 railroad tank cars.

In the spring of 1957, Rear Admiral Charles W. Wilkins, Commander Submarine Force, U.S. Atlantic Fleet, became one of the strongest backers of the plan to send a nuclear-powered submarine under the polar ice pack.

For centuries, man had searched for a fabled northwest passage from ocean to ocean. *Nautilus* was about to bring reality to what had always been fantasy.

The sea saga began on June 9, 1958, when *Nautilus* left Seattle, Wash., to begin her history-making polar transit, known secretly as "Operation Sunshine." Only a handful of Americans knew *Nautilus*' mission. The white identification numbers on her bow and sail were painted over, in case she was sighted. Only then was the crew briefed on their destination.

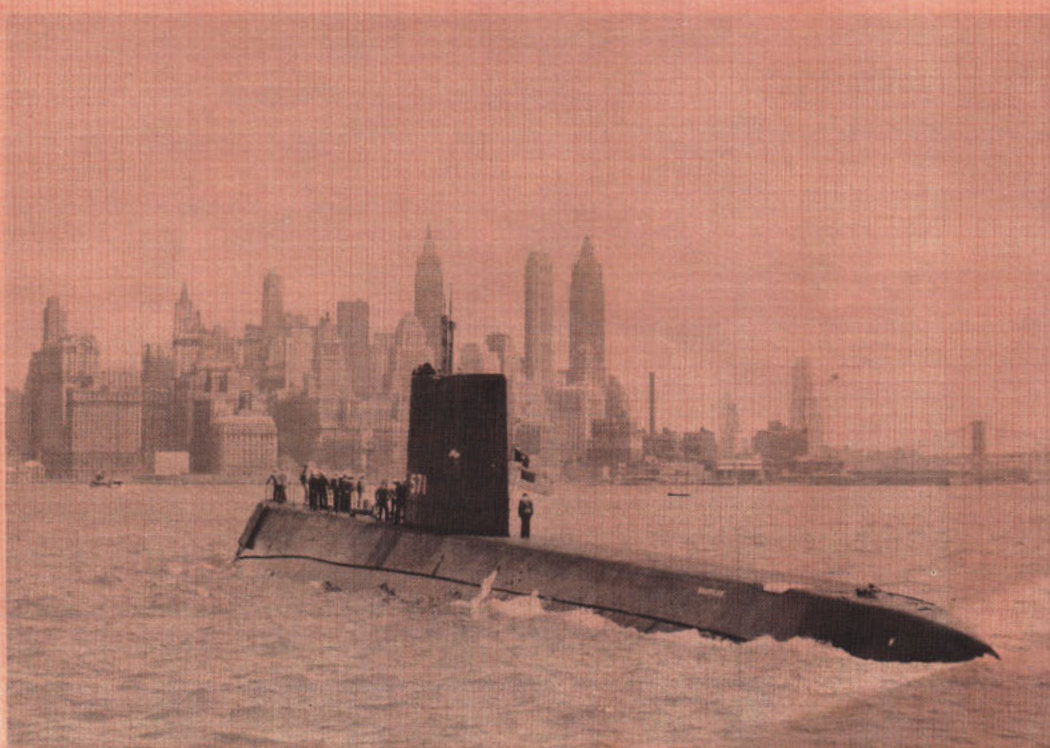
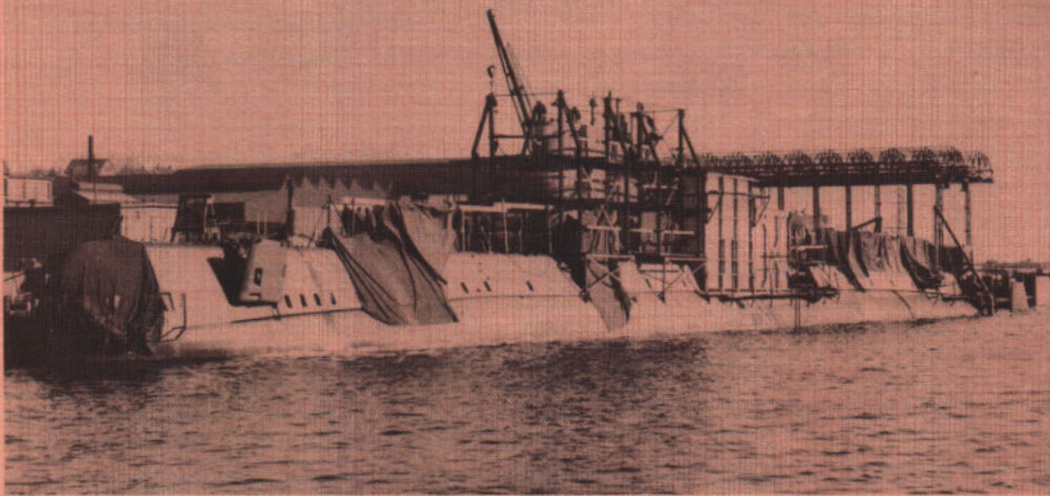
On June 19, *Nautilus* entered the Chukchi Sea but was turned back by deep draft ice in those shallow waters. The crew began to wonder if their mission was meant to be. A year before, *Nautilus* had probed under the arctic ice pack and got within 180 miles of the pole—closer than any ship had gone before, but still not all the way.

Meanwhile, the dark colored sub turned south and headed for Pearl Harbor to await better ice conditions. Her mission remained secret.

Then, on July 23, *Nautilus*' commanding officer, Commander William R. Anderson, set course almost due north toward the Aleutians and the Bering Straits. Ahead lay an 8,146-mile voyage from Pearl Harbor to Portland, England, via the North Pole. It was a route flown over by scheduled airlines but never yet attempted by ship.

Nautilus covered 2,900 miles submerged from Pearl Harbor to the Bering Straits at a record-breaking speed of just under 20 knots.

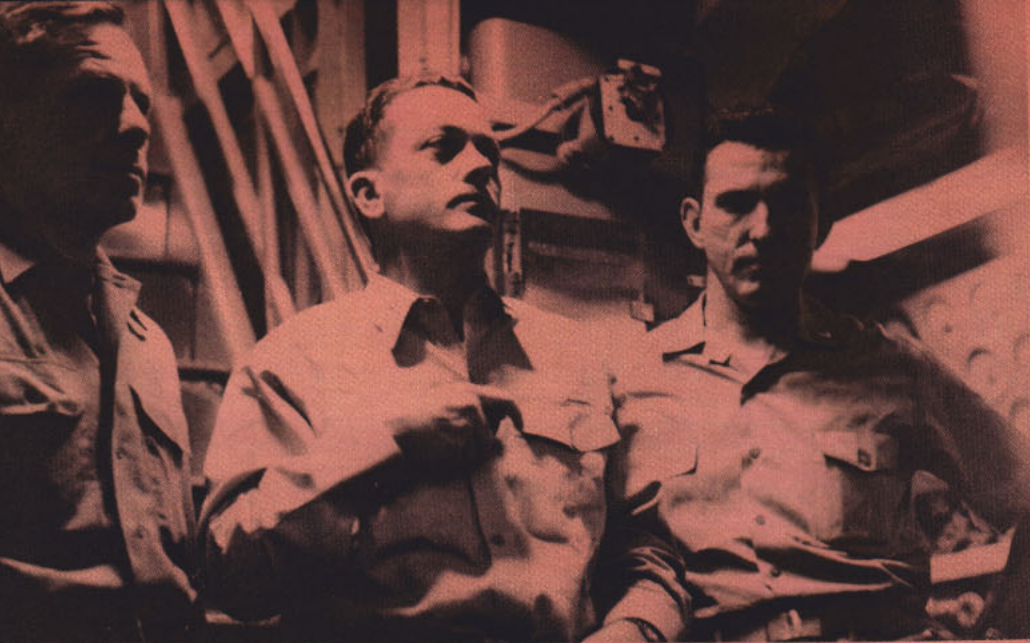
Beneath the sea in a world of mountains and deep canyons, 116 crewmen



Top: USS *Nautilus* undergoes fitting and installation at Groton, Conn.

Center: Mrs. Dwight D. Eisenhower christens the world's first nuclear-propelled vessel.

Bottom: *Nautilus* enters New York harbor on August 25, 1958.



journeyed along the Barrow Sea Valley into the 12,000-foot-deep Arctic Sea basin.

The sub's inertial navigational system—an amazing complex of gyroscopes, accelerometers, depth finders, integrators and trackers—functioned perfectly. Ten sound-detection devices measured the distance to the ice above and the thickness of that ice, while three other devices sounded the sea bed.

On the sub's closed-circuit TV screens, crewmen witnessed a spectacular view of the ice pack above them. Lit by the arctic's 24-hour sunlight, the huge white mass looked like a translucent cloud racing by.

Day and night became indistinguishable to the crew. On awakening they sometimes got confused as to what time it was. Some listened for the sound of crockery in the crew's mess. If they heard it, they knew the "night" was over.

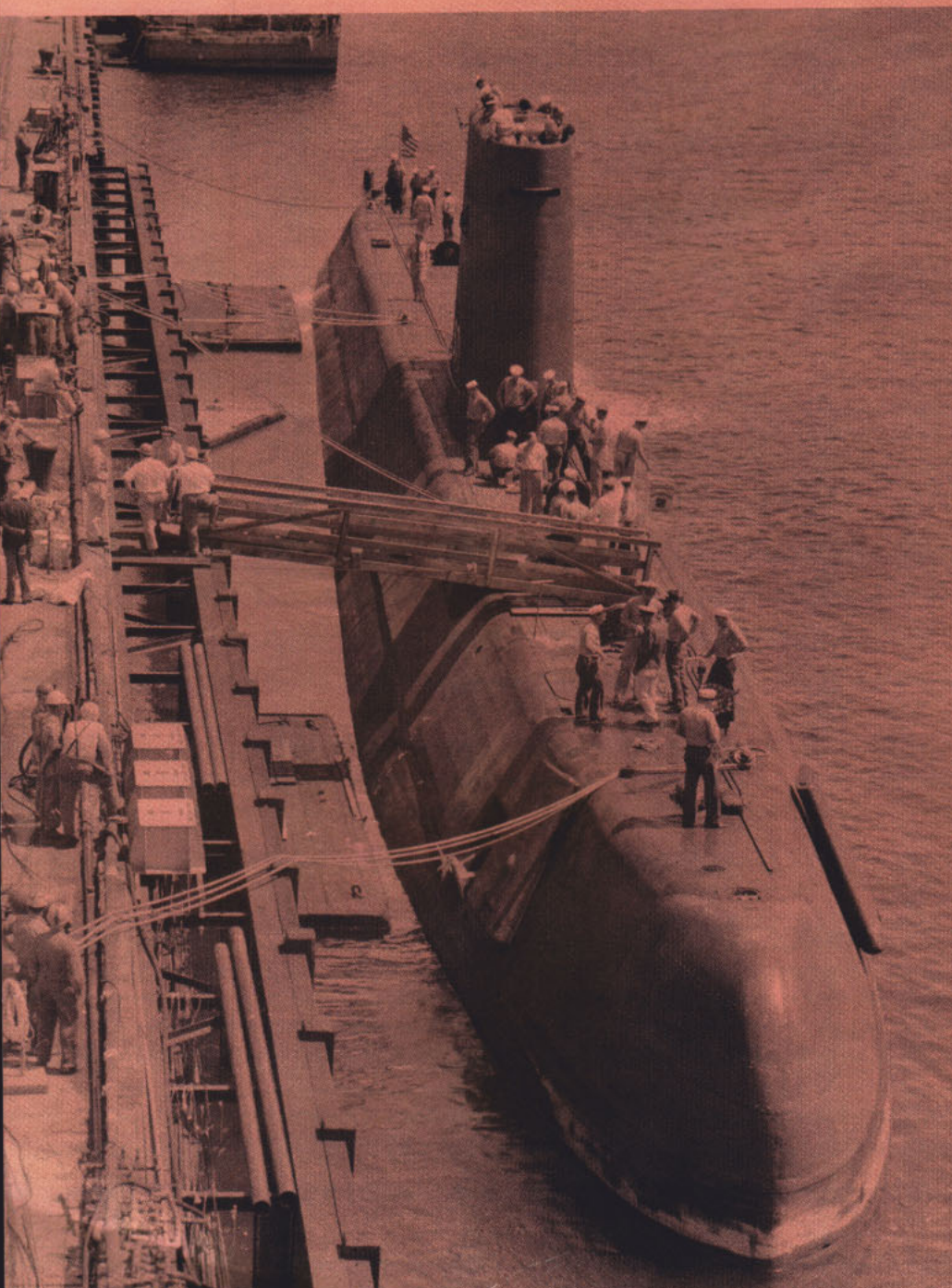
As *Nautilus* neared the pole, "channel fever," an old sea term to describe a sense of relief or pleasure at the thought of nearing home, swept over the crew. They had been away from Groton for almost three months.

(Later, a London observer would remark on the character of these men: "One would think Washington had built them to specification. They seem to be a group of men less likely than any other group in the world to get on each other's nerves, panic in fear, crack under pressure or let each other down. They are all smoothly sanded round pegs in round holes; there's not a jagged edge in the pack.")

At 11:15 p.m., August 3, *Nautilus* made it.

It was a feat that would rank among the greatest scientific accomplishments in history.

From the North Pole, *Nautilus* continued on. After 96 hours and 1,830



Top: The beginning of a historic voyage for Executive Officer LCDR P. M. Adams; Commanding Officer CDR W. R. Anderson; and Senior Scientist Dr. Waldo K. Lyon as Nautilus submerges off Point Barrow, Alaska. Left: Nautilus in October 1961 after an extensive yard overhaul at Portsmouth Naval Shipyard.



miles under the ice, she surfaced northeast of Greenland—right where she had expected to be.

For the first time since leaving Hawaii, *Nautilus* broke radio silence. But her radio messages were not getting through. Arctic atmospheric conditions play odd tricks with marine communications.

Finally, a Navy radio station in Japan picked up the message and seconds later it was being relayed to Washington. "NAUTILUS NINETY NORTH" it read—the top of the world.

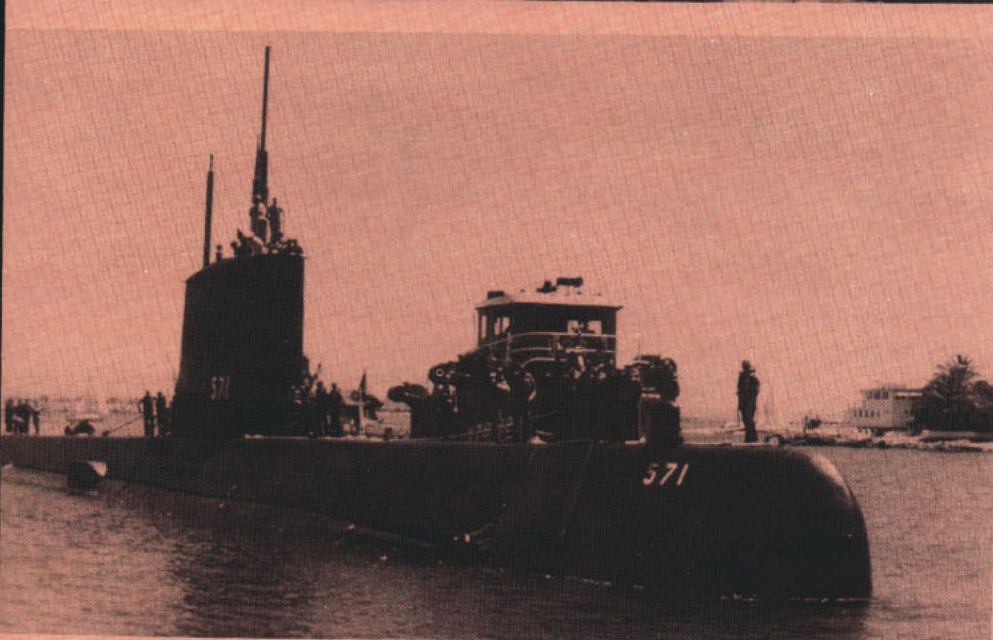
For their daring exploit, the crew was awarded the first Presidential Unit Citation ever given in peacetime. Later, in Washington, President Eisenhower pinned the Legion of Merit on CDR Anderson.

On her way back to the United States from England, *Nautilus* again drew the attention of the entire world by setting a transatlantic underwater speed record.

In the years that followed, the submarine continued to participate in fleet as well as in NATO exercises, conducting evaluation tests for antisubmarine warfare improvements, and engaging in other special operations. In 1962, *Nautilus* was there when President John Kennedy ordered a naval quarantine of Cuba.

Then on May 25, this year, *Nautilus* again made headlines when she told the world via a radio message: "...AFTER NEARLY A QUARTER CENTURY, USS NAUTILUS (SSN 571) SHUT DOWN HER REACTOR FOR THE FINAL TIME."

In the beginning, *Nautilus* had emerged from almost nowhere to startle the world with a whole new vista of technological seapower. Today, any mention of *Nautilus* continues to capture the attention and imagination of those who remember how it was, and of those who only know the legend of *Nautilus*—the world's first nuclear-powered submarine. ↓



Top: A tense moment in the control room as *Nautilus* passes under the polar ice pack. Center and left: *Nautilus* makes a final port visit in San Diego, Calif., before her decommissioning at San Francisco.

Proving DSRV's Mobility

"I didn't even get my feet wet"

STORY AND PHOTOS
BY JO1 CHRIS CHRISTENSEN

U.S. and Royal Navy submarines accomplished the world's first underwater dry transfer of men and supplies from one submarine to another. The transfer took place in the Firth of Clyde area in Scotland this past spring during simulated rescue exercises involving two Royal Navy submarines and a U.S. Navy Deep Submergence Rescue Vehicle (DSRV).

Although it was only a drill, the 15-day exercise was taken seriously by all concerned as the two navies employed professional skills which they hoped they would never have to use in a real situation.

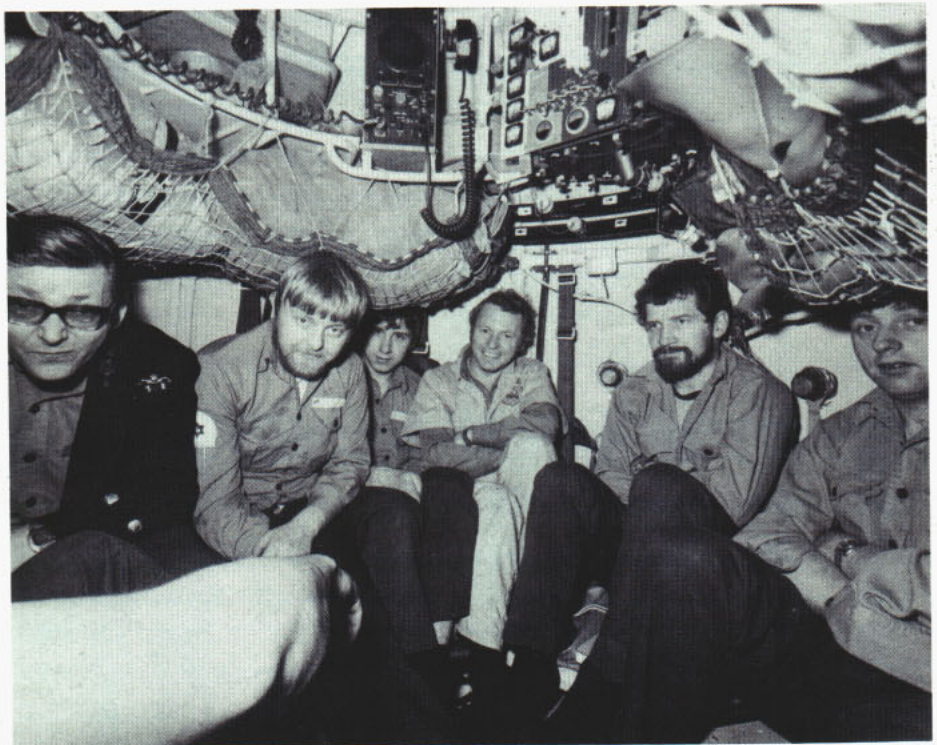
Avalon (DSRV 2), one of two such vessels in the world, was flown from its home base at San Diego, Calif., to Glasgow Airport, Scotland, in a U.S. Air Force *Galaxy* C-5. Associated equipment and stores were put aboard a C-141 *Star Lifter* aircraft. Both planes landed just after midnight and were greeted by a host of reporters and photographers who had been waiting in the crisp, icy night air of Scotland. The C-5 was scheduled to land when the airport

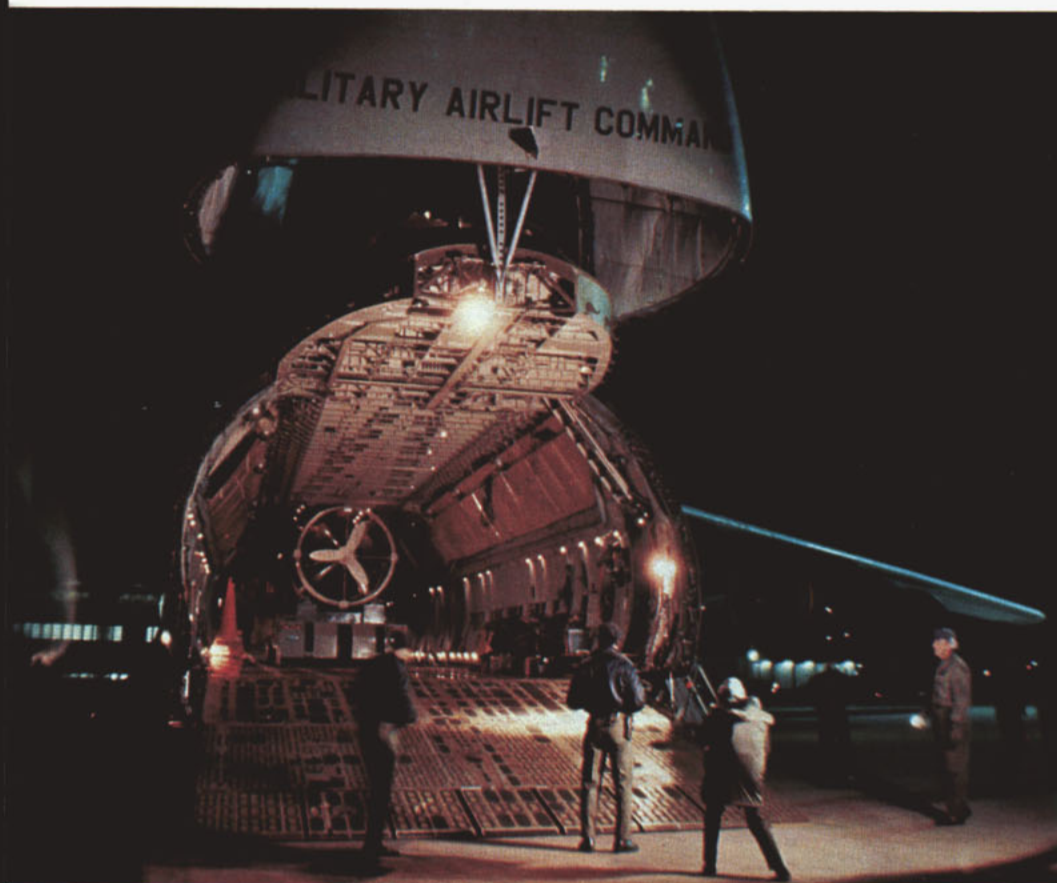
would normally be closed to flight operations because the super transport would have forced a long interruption in normal flight schedules.

Just three hours after arrival, *Avalon* was on the road atop her specially designed trailer, en route to the Clyde

Submarine Base, Faslane, some 30 miles away.

The DSRV system was developed to fill the need for an improved method of rescuing the crew of a submarine which might become immobilized on the sea floor. Development of the DSRV was

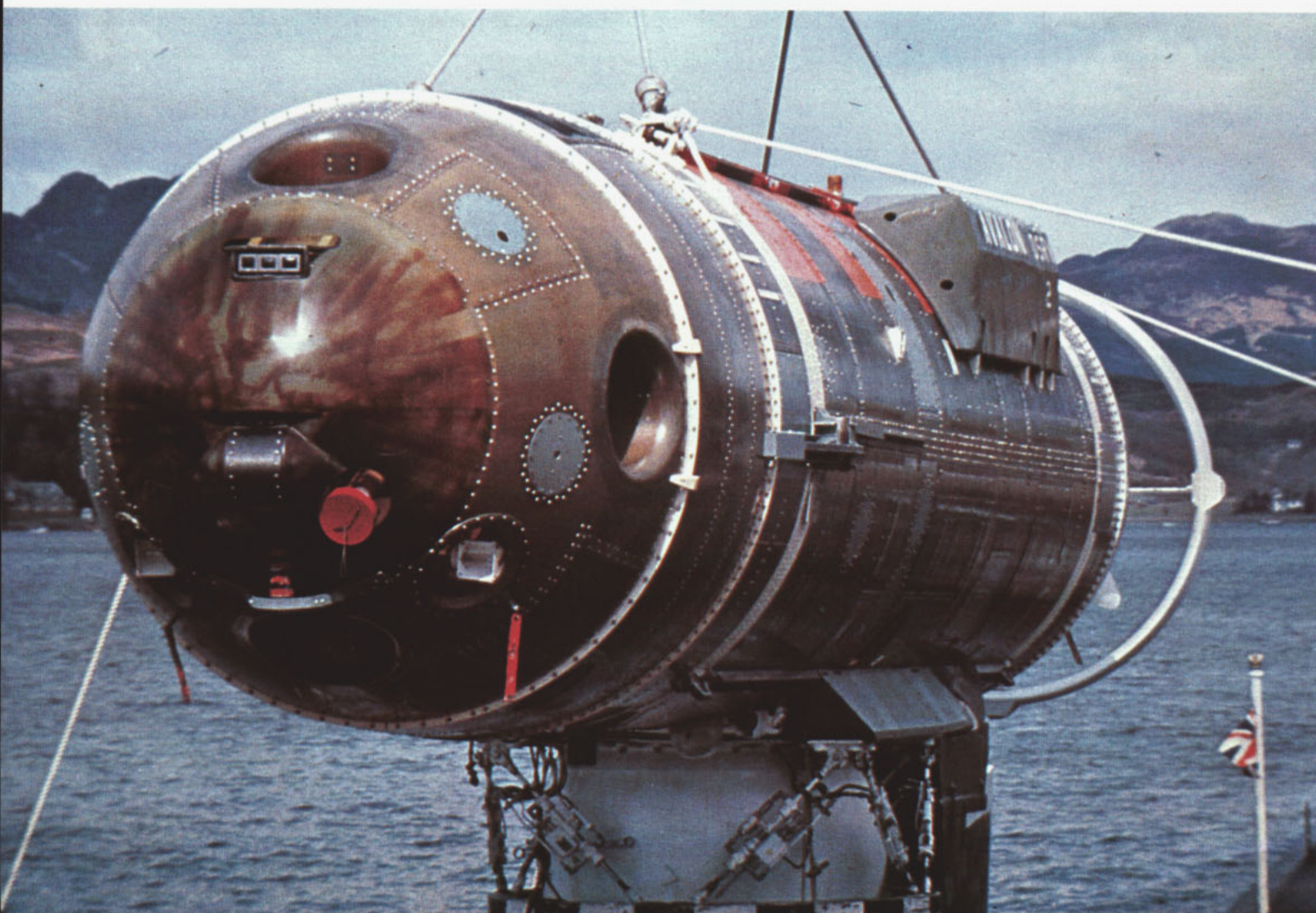




Opposite page: Quarters may be cramped on the DSRV Avalon, but when you've just been rescued, you don't really care.

Left: Avalon arrives at Glasgow, Scotland, airport aboard an Air Force C-5 Galaxy.

Below: Avalon is hoisted aboard the "mother" submarine HMS Repulse at Clyde Submarine Base, Scotland.



DSRV

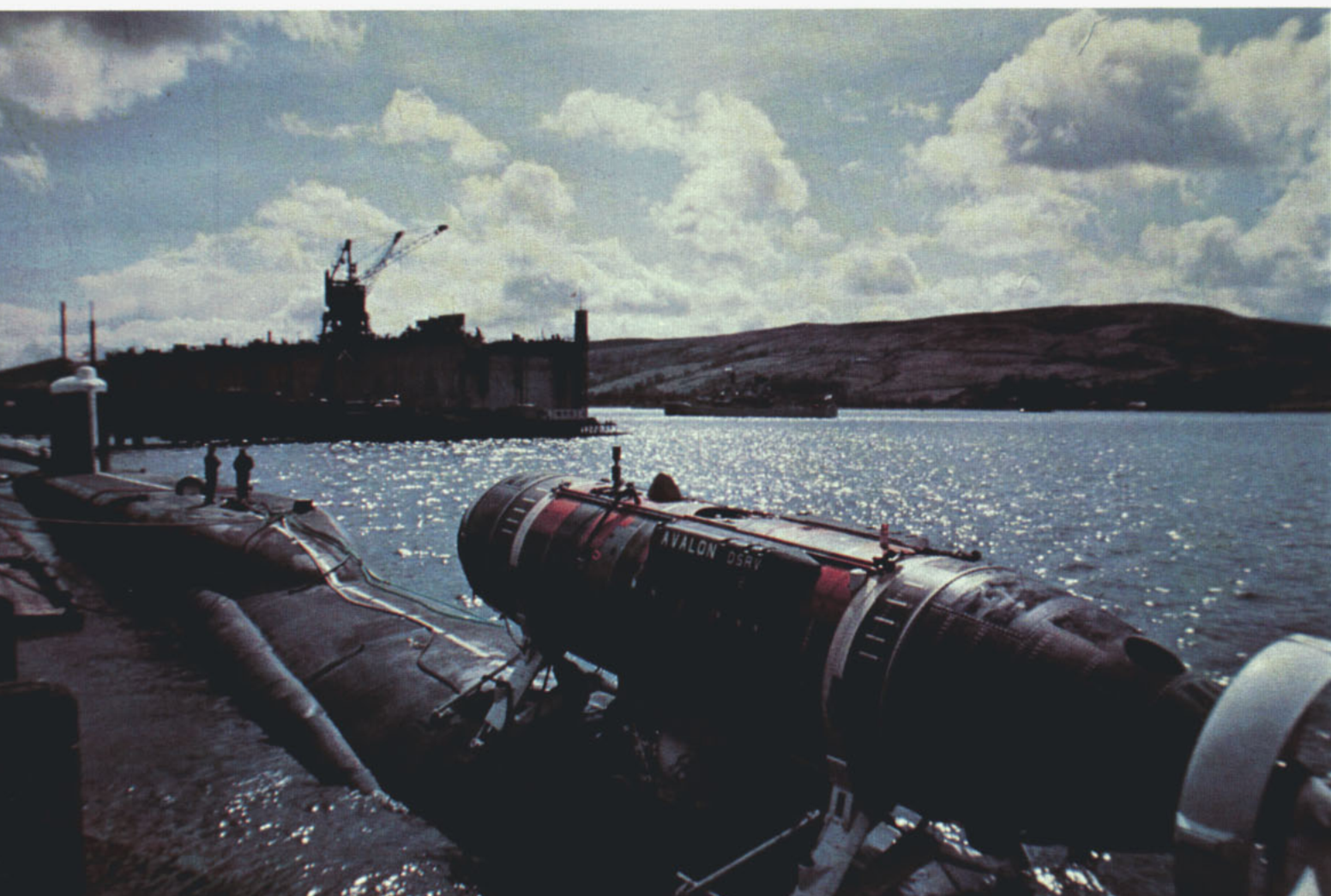
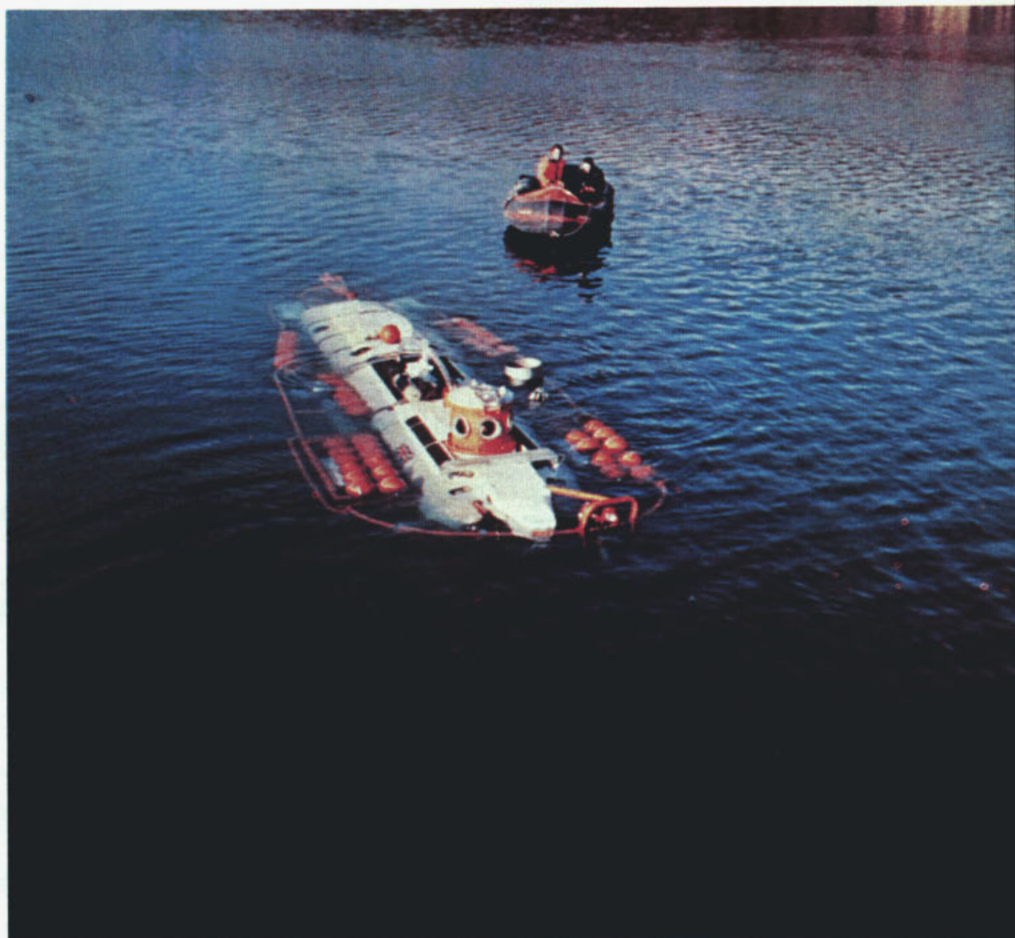
begun following the loss of USS *Thresher* (SSN 593) in April 1963. (See related article on DSRVs in the July 1978 *All Hands*.)

Once at the Clyde base, *Avalon* was hoisted aboard HMS *Repulse* (S 23), a *Polaris* submarine and "mother" to the DSRV throughout the exercise. HMS *Odin* (S 10) was selected to simulate a distressed submarine and directed to settle on the bottom in some 400 feet of ocean just off the Isle of Arran on Scotland's west coast. *Repulse* then submerged, moved to within 1,500 to 3,000 feet of *Odin*, deployed *Avalon* and then after transferring personnel to and from the *Odin* recovered her again.

Right: The Royal Navy submarine Odin prepares to play her role as the "distressed" submarine in the exercise.

Below: Riding piggyback style, Avalon leaves the pier aboard HMS Repulse.

Opposite page: Avalon and Repulse set out to rescue Odin's crew during exercises in the Firth of Clyde area in Scotland



A Royal Navy man described the trip as one of the most amazing experiences of his life. "It was an awesome experience to be standing on the deck of my own sub several hundred feet under water," he said. "I didn't even get my feet wet."

The DSRV can be used to rescue crews of any submarine provided the submarine is appropriately configured. This was the first opportunity to exercise the DSRV with non-U.S. submarines. The U.S. Navy provided the Royal Navy with the plans necessary to make the required modifications to adapt the DSRV to their submarines. At present, 20 Royal Navy submarines are capable of receiving the DSRV. Plans are to convert all Royal Navy submarines to this capability. All U.S. submarines, except USS *Dolphin* (AGSS 555), are capable of mating with the DSRV.

This was the first international

deployment of the DSRV, and the first opportunity to exercise the system with improved handling equipment, thereby shortening response time. U.S. personnel manned *Avalon* during the exercise with Royal Navy observers on board. The exercise was part of the regular training required of fleet units to ensure their readiness to respond to a rescue mission.

Avalon is 8.2 feet wide, 11.5 feet high, and has a load displacement of 74,755 pounds. Her maximum speed is 3.8 knots with a nominal endurance of 7-8 hours. She has an upper hatch for servicing, a lower hatch for mating and transfer purposes, and is capable of jettisoning gear in an emergency in order to lighten herself.

The rescue trips were repeated several times throughout the exercise to test various operational aspects and the flexibility of the DSRV system. One chief petty officer assigned to the DSRV

team said that they hoped to continually refine their operational procedures and equipment design in order to make the system even more effective.

The DSRV will not totally replace other rescue techniques employed by either Royal Navy or U.S. Navy submarine crews. However, there could be situations when rescue by DSRV would be the only possible method, particularly at depths below other rescue or escape capabilities.

The main thrust of the Scotland exercise was to test the "fly-away" operation from initial call-out to return of the DSRV to the United States. As summed up by one senior Royal Navy officer, "The system proved its worth by being quick, efficient and reliable. The DSRV is a lovely piece of engineering technology...the exercise was a success!" ↓



Photo by PH1 Jim Preston



1979's Pick of the Best

Sailors of the Year

BY JO2 BARB TEIN-GEDDES

Throughout the Navy, award ceremonies are held daily. Each ceremony is special. But one recent ceremony for three sailors was the kind that happens only once in a lifetime. It was the 1979 Sailor of the Year Award ceremony.

Meet this year's winners: Chief Engineman (Diver, Parachute Jumper) Robert R. Schamberger, the Shore Sailor of the Year; Chief Personnelman William H. Miller from USS *Spruance* (DD 963) representing the Atlantic Fleet; and Interior Communications Technician First Class (SS) Tommy L. Couch, Pacific Fleet winner from USS *Gurnard* (SSN 662).

The stories of this year's winners go back to when they enlisted in the Navy. These stories, however, might never have been told without the Sailor of the Year program.

Started in 1972 as a Chief of Naval Operations "people program" honoring the top Atlantic and Pacific Fleet sailors, the Sailor of the Year program was expanded in 1973 to include the best overall shore sailor of the year.

That's why the Navy's two top leaders personally conduct this special ceremony. The Secretary of the Navy and CNO present the awards to the Sailors of the Year during Pentagon ceremonies.

But to reach the top, all winners start at the bottom. For Chief Schamberger, a native of Oakland, N.J., life in the Navy started in 1966 after he finished high school. Following recruit training, Schamberger was stationed in Pensa-

cola, Fla. Eighteen months later, a dream came true when he was selected for the Navy's Underwater Demolition Team (UDT) training. As he says, "I wanted to be a Navy frogman since I was 13 years old."

People may join the Navy to travel and to further their educations. As a graduate of more than 26 Navy service schools, Chief Schamberger has taken that education with him, serving in such places as Hereford, England; Crete, Germany, Spain, Vietnam, Puerto Rico and Panama City, Fla. Among the awards he's earned are the Bronze Star with combat "V", two Navy commendation medals with combat "V", the Navy Achievement medal, the Purple Heart, and three Good Conduct medals.

Twelve years ago, Chief Miller joined the Navy and left the basketball courts of Chicago behind. In addition to being an award-winning Navy recruiter, Chief Miller has earned the Presidential Unit Citation, the Navy Unit Commendation (three awards), Meritorious Unit Commendation (three awards), the Combat Action ribbon, and the Battle Efficiency "E" ribbon. He has served in Guam, Vietnam and with an aviation squadron. His most recent assignment was serving as leading personnelman aboard *Spruance*.

ICI Couch is from Winnemucca, Nev., and, like the other two winners, joined the Navy right out of high school. Couch may be the junior man in this year's Sailor of the Year group with five years of service, but he's had enough time to qualify as the Engineering Watch supervisor on *Gurnard*, a billet normally reserved for a chief petty officer. He also wears the Good Conduct medal and a Battle Efficiency "E" ribbon.

The competition for Sailor of the Year starts at the command level, with Sailor of the Month or Quarter. All active duty sailors, male and female, in paygrades E-4 through E-6 are eligible

for nomination with two exceptions. First class petty officers selection-board eligible for chief are excluded as the eligible for chief are excluded as are Year.

Many sailors compete, then, for Sailor of the Year. But only three are chosen. Why were this year's winners selected? What does the selection board look for? Answers to these questions may be found by looking at some of the other accomplishments of this year's winners.

As a member of one of the Navy's most physically demanding specialties, Underwater Demolition and SEAL teams, Chief Schamberger is kept busy maintaining his qualifications as a diver and parachute jumper. But he still finds time to coach a soccer team. "That's a sport I really like," he says. "I really get a kick out of coaching these young kids and watching their determination to win. Coaching helps me relax."

When Chief Miller was in high school, he was named to Chicago's All-City Basketball Team. Two years later, he carried that winning tradition over to the Navy when named to the All-Navy team. As his ship's coach, he urges his team on to victory from the sidelines. But obviously, Miller didn't join the Navy to play basketball.

He's also a Boy Scout leader, a VISTA (Volunteers in Service to America) volunteer, and an active member of the National Association for the Advancement of Colored People (NAACP).

These off-duty activities are an important part of Miller's life. He says, "So often, we as parents don't involve ourselves with our children as we should. I try to fill that gap as a father figure, taking the kids out camping. The Boy Scouts of America is a great organization that provides for good, harmonious relationships between youngsters."

He looks upon his role with VISTA also as a way of helping others. "As

Facing page: Tywan Taylor, nephew of Atlantic Fleet Sailor of the Year PNC Miller, didn't let the excitement of the Pentagon ceremonies get to him. The ceremonies included congratulations from Admiral Thomas B. Hayward, CNO, and then-Secretary of the Navy W. Graham Clayton Jr., as well as special awards made by members of the Fleet Reserve Association.

Sailors of the Year

American citizens, we have a responsibility for other nations. People in other countries look to us for help. If we don't extend a helping hand, we're lost."

As for the NAACP, he says, "It helps blacks strive to achieve their goals in education. But it's not limited to blacks—we will try to help any minority achieve recognition and advancement."

Positive accomplishments are one of the requirements for being a Sailor of the Year. But so, too, is a positive attitude.

As Chief Schamberger says, "To me, it doesn't matter if an individual is going to make the Navy a career or not. I've always thought that if you have a job to do, you do it 100 percent—whether it's a good, bad, or better job. If you're working for the Navy, that means the Navy should benefit from the work you do."

Chief Miller is one enlisted man who's proud to work for the Navy. It seems the Navy works for him as well. "I came into the Navy without a high school diploma," he says. "Through the Navy, I got my GED. Now, I'm six hours short of obtaining my nursing degree which I hope to attain during my next shore assignment. The educational opportunities in the Navy are there for anyone to take advantage of."

Petty Officer Couch may not yet be

sure of his own career ambitions, but that doesn't stop him from helping others as a command career counselor, a job for which he volunteered.

"I counsel people throughout the boat. My counseling isn't limited to enlisted men—I've talked to a number of officers about continuing their naval careers. You learn how to present the Navy's case. And the Navy has an excellent case: educational benefits, on-the-job training, and officer programs," says Couch.

Efforts to keep good people in the Navy pay off. Last year, *Gurnard* was nominated for the Golden Anchor award, an award given for the best ship retention rate. Presenting the Navy's case as a career counselor and becoming a Sailor of the Year led Couch to observe, "A Navy career is looking better all the time."

Not only do these sailors think highly of the Navy but the Navy thinks highly of them. As Sailors of the Year, the Navy rewards them with advancements to the next highest paygrade. They get a five-day, all expenses paid trip to Washington, D.C., courtesy of the Fleet Reserve Association—something that organization has done since the program began.

While in Washington, they are in the limelight touring the nation's capital. All agree on the highlight of that trip—



Photo by PH3 Jim Fleischmann

PN1 W.H. Miller

Summer Activities at the Washington Navy Yard.

Chief Schamberger says, "That was the first public recognition of our new ranks and of us as Sailors of the Year."

Chief Miller agrees. "You walk out there and they throw a spotlight on you and you really feel like someone special. I got goose bumps."

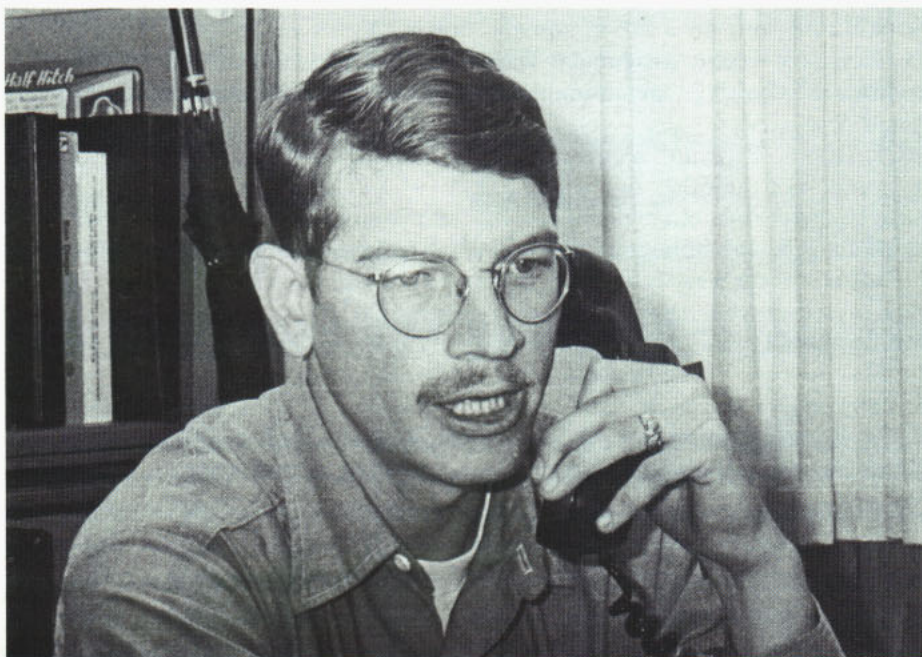
That night will long be remembered by Couch. "A five-year-old girl came up to me and asked me for my autograph. That was the highlight of my whole life."

After the fanfare brought on by their trip to Washington, the winners get a chance to catch their breath during a five-day R & R, with the FRA once again picking up the tab. Orlando, Fla., was the choice for both Miller and Couch. Schamberger chose Yellowstone National Park.

Many former winners took their R & Rs as second honeymoons. Not Couch. "It was a first honeymoon," he says. "My wife, Milinda, and I were married right out of high school and really couldn't afford a honeymoon."

Couch's honeymoon may last only five days but his traveling days are far from over. He and Miller will serve as assistants to their respective master

IC2(SS) T.L. Couch



chiefs during this next year. Schamberger will serve as a special assistant to the Force Master Chief of the Naval Education and Training Command.

All agree they've got a tough, but challenging, year ahead. Miller describes that challenge. "We were chosen to represent all the good sailors in the Navy, and we are honored. But our goal during this next year is to find out what problems face fleet and shore sailors. Once we identify those problems, we hope to make some positive recommendations for making changes. However, we are realists and we know that no problem can be solved overnight."

They also agree, however, that those problems facing the Navy overlap. Chief Schamberger says, "We feel that the leaders of the Navy are the E-6 through E-9 people. They're the ones who run the Navy."

Working directly with retention problems as a career counselor, Couch says, "When you counsel someone, you have to ask them to ask themselves if they'll be personally satisfied by staying in and if they can reap benefits from the Navy. Leadership and retention go hand in hand."

This year's Sailors of the Year are already settling into their new jobs and growing comfortable with their new status. That's a different reaction than

their original feelings about their selections.

Chief Schamberger says, "It's a feeling you just can't describe." Finishing his daily 10-mile run, he took a telephone call. Schamberger may have been out of breath after running that morning, but the telephone call really left him breathless. "I got a call from Petty Officer Bob Wickersham in Washing-

EN1(DV/PJ) R.R. Schamberger



ton, D.C. He said, 'Congratulations, Chief.' I said, 'What are you talking about?' I was stunned. I asked him to call me back later because I was out of breath."

For Chief Miller, the news came at a luncheon. "When my name was announced," he says. "I just sat in my chair. It was an unreal event. We could ask ourselves how it would feel to be President of the United States."

Couch, too, was caught by surprise by the news. "I was in Pearl Harbor on a Friday morning, getting ready for a WestPac cruise. Just as I was going to start one of the test patterns we do as submariners, the XO ordered me back to the boat. I didn't know what to think. My CO said he couldn't talk to me in his stateroom so we went to the control room. He picked up the boat's public address system and started reading the CNO message." Couch paused and then said, "He read my name...I sat down. It was quite a shock but it's super—it's a good feeling."

Beyond next year's challenges, Couch looks at both his future and those of his Navy shipmates worldwide. "You look at the overall opportunities down the line and, if you keep squared away like we have, the future is really unlimited if you try hard and maintain the standards that you have." ↓

Winners Since 1972

Year	CINCLANTFLT	CINCPACFLT	SHORE
1972	TM1(SS) R.W. Corey	SM1 W.P. Sapel	none
1973	QM1 T.W. Bohannon	ET1 T.M. Sullivan	AMS2 L. Walls
1974	SM1 F.R. Perry	SK1 W.W.Y. Gouveia	HM1 J.R. Hewitt
1975	ADJ1 J.T. Litzinger	SK1(SS) R.E. Marsh	BM1 F. Czajkowski
1976	HT1 R.R. McClary	MA1 T.C. Wallace	HT1 E. Krikorian
1977	HM1 J.B. Laskowski	BM1 R.D. Knepper	HT1(DV) D. Lueck
1978	YN1 R.A. Laskowski	IS1 J.S. Girardin	HT1 C.D. Bowles
1979	PN1 W.H. Miller	IC2(SS) T.L. Couch	EN1(DV/PJ) R.R. Schamberger

Building Now for the Future

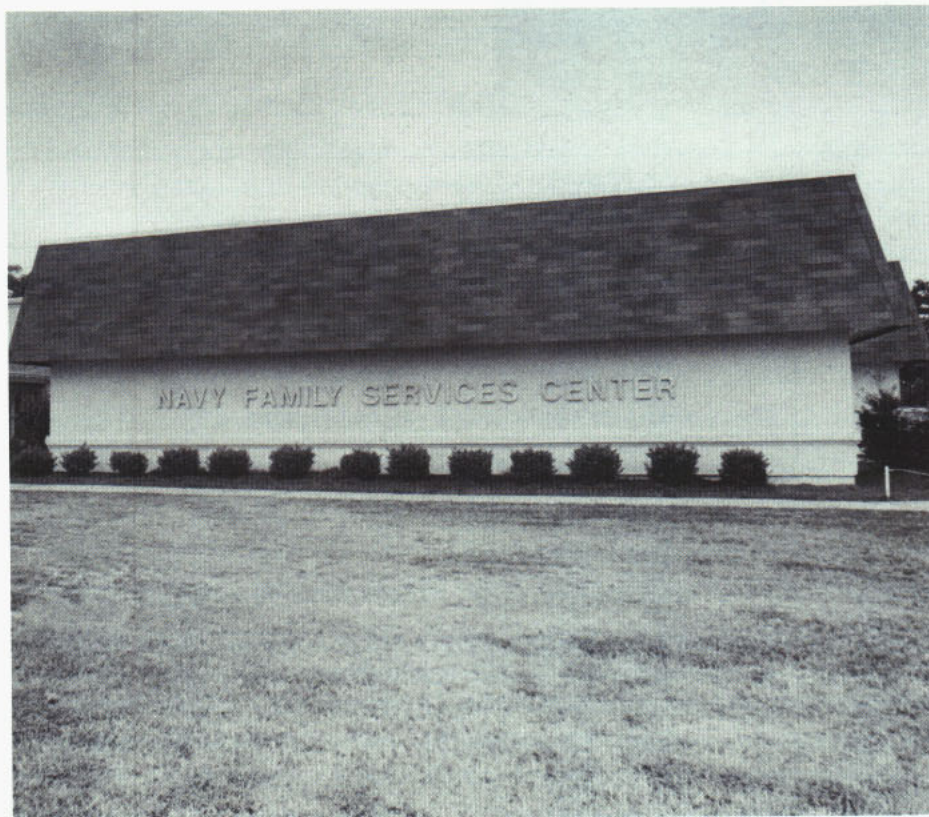
BY JOANNE E. DUMENE

When the doors of the pilot Family Services Center in Norfolk, Va., officially opened this past July, it heralded a new era for the many people who are part of "the Navy family." The Center is tangible proof that the Navy is living up to its commitment to be responsive to the needs of all of its people. As a central repository of information and materials on the community and the Navy, the Center—and others to follow—will provide "one-stop shopping" for services needed by any Navy member or family member.

The subject of family awareness is not a new one in the Navy. It has been discussed in many meetings and has been supported through Personal Services Centers which have been in existence since 1972. But these centers were not fully funded nor did they receive policy guidance through a central headquarters-level office. In many cases, they operated with a minimum of equipment and a limited staff. Because of the lack of assets many commands were unable to adequately respond to the personal needs of Navy people, single or married.

Then, in recognition of the personal needs of our Navy members, more than 700 people met in Norfolk, Va., in November 1978 and gave impetus to the Navy's two-fold conference objectives of promoting family awareness and developing a Navywide network of centers designed to serve Navy families and single service members.

The Secretary of the Navy, the Chief of Naval Operations, the Chief of Naval Personnel, the Chief of Information, the Chief, Bureau of Medicine and Surgery, the Chief of Chaplains and the Commander in Chief of the U.S. Atlantic Fleet were the driving forces in projecting to conference participants the Navy's continuing dedication to addressing family needs. Admiral Tho-





Navy family services got its start at the Norfolk Conference held in November 1978. Left: Admiral Thomas B. Hayward, Chief of Naval Operations, talks with an enlisted woman. Below: Intense concentration on the part of participants was the order of the day.



mas B. Hayward, USN, Chief of Naval Operations, stressed the Navy's total commitment to taking care of needs of Navy families because "it is the right thing to do."

Immediately after the conference, Navy people—military officials, volunteer participants, and civilian agency representatives—went into action. A Family Program Branch was established in OPNAV, a Conference Interim Report was issued, and the 100 recommendations emanating from the Norfolk conference were considered one by one. A final report showing recommendations already acted upon has since been issued.

Concurrently, groundwork was being laid in both Norfolk and San Diego to establish centers. In Norfolk, the Personal Services Center and the Navy Relief Society already were housed in a building which needed only to be renovated for expansion into a full Family Service Center. Community resources

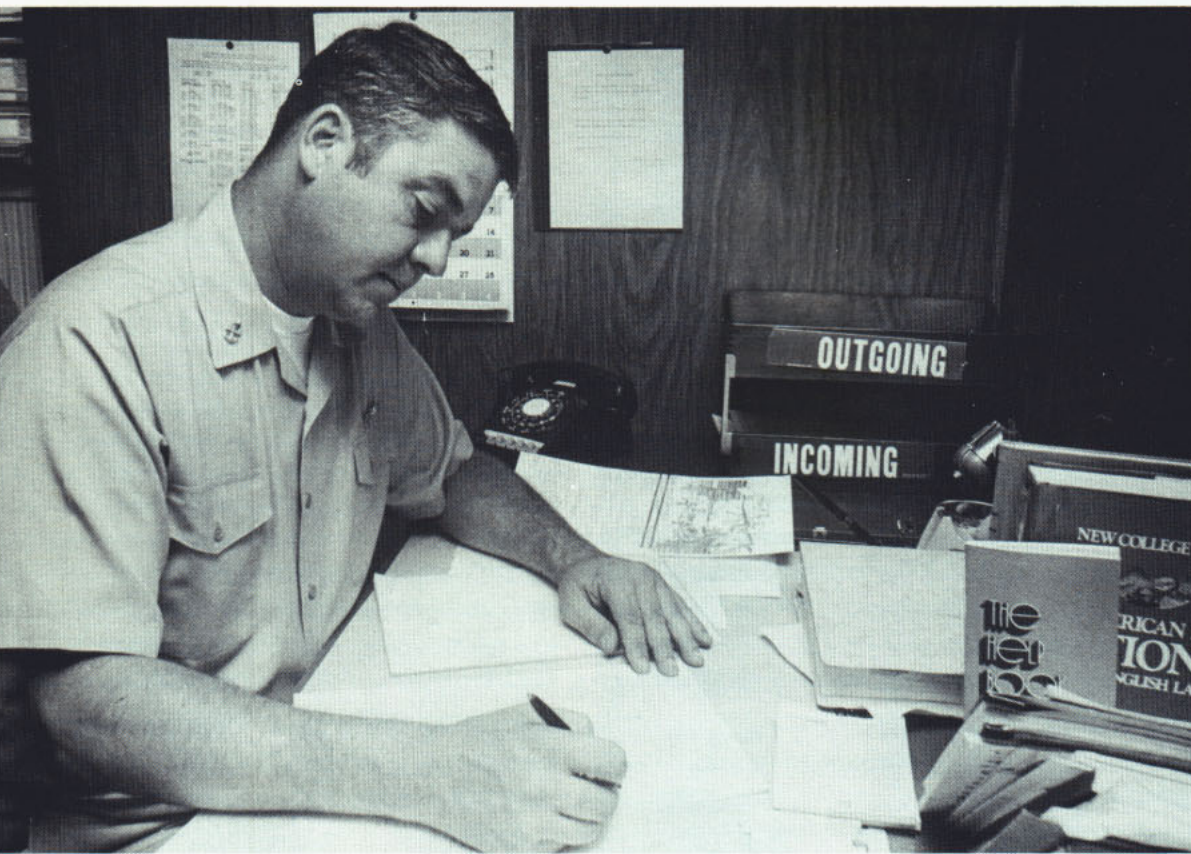
were contacted, military personnel were detailed as Information and Referral Specialists, a civilian staff was hired, and volunteer assistance was solicited.

With the strong support of Rear Admiral Richard E. Nicholson, Commander, Naval Base Norfolk, Captain James A. Karlen, Director of the Center, and Chaplain (Captain) David S. Hunsicker, Assistant Director, the center has been molded into a vital functioning unit in just six months. For example, the Navy Family Service Center already is operating an information and referral service around the clock, seven days a week. Senior petty officers answer telephone inquiries and social workers trained in family services provide short-term counseling on a walk-in basis. Single and married service members and their families will be offered seminars on military rights and benefits, consumer education, financial planning and other significant topics. In short, the Norfolk Navy Family Serv-

ices Center hopes to be a primary source of information and help so that existing services—both Navy and civilian—are readily available to all members of the Navy family.

Meanwhile, in San Diego, Calif., other adherents were gearing up for action. In July, Rear Admiral Justin Langille III, Commander, Naval Base San Diego, announced the opening of five offices—known as Navy Assistance Centers—operating under the coordination of Commander Richard T. Colley, COMNAVBASE staff, San Diego. The centers are located at North Island, Miramar, NTC, Balboa Hospital, and the Naval Station San Diego.

The San Diego effort has focused primarily on improving the coordination and use of the wide array of both Navy and civilian resources and services in the area. Commander Colley reports that the interest, support and enthusiasm of the civilian community in working with the Navy program has been



QMCS(SS) Robert S. Franks, Information and Referral Specialist at the Norfolk Family Services Center, catches up on paperwork between incoming calls for help. Photo by PHAN Jesus Diaz.

most gratifying, and that the San Diego program is tying in closely with Department of Health, Education and Welfare (HEW) programs, and other local welfare, mental health and social service organizations. Like Norfolk, San Diego is developing a more effective system for providing information and referral services quickly and accurately on a wide range of family-related matters. The five Navy Assistance Centers receive calls continuously, ranging from simply inquiries such as "When does my husband's ship get in?" to other personal or family crises.

By 1981, the Navy plans to have four additional Family Service Centers (with eight smaller detachments) in operation in areas of high Navy populations and a total of nine centers (plus the eight detachments) in operation by FY85.

The Family Program Branch (OP-152) of the Human Resource Manage-

ment Division will oversee the development of the Navy's Family Program. Headed by Dr. Ann O'Keefe, former director of both the Home Start Program and the Child and Family Resource Program of the Department of Health, Education and Welfare, the Family Program Branch has a staff of seven Navy military members and two civilian professionals in child and family development. The staff itself represents various elements of the Navy family that will be served: active-duty singles, retirees, husbands with young children, older Navy members, mothers of Navy members, and dual career families.

Overseen by an 11-member flag steering group, the Family Program Branch will provide policy, technical guidance and evaluation to the Family Service Centers. In providing this guidance, the Family Program Branch will review, analyze and use findings from previous and current Navy and non-Navy research studies. The objectives of the Family Program are:

- To heighten awareness of the

importance of the families of both single and married members to the overall Navy mission.

- To increase the coordination and use of Navy and civilian family support resources and services.

- To serve as a catalyst and resource for all Navy field units with respect to family support and family enrichment programs.

In reviewing the work that had been done since November 1978, it is obvious that the two major objectives of the Norfolk Conference have been met. The response from all areas of Navy life, including that at the official command level, is proof that awareness regarding the needs of Navy families is being raised. Also, the establishment of the pilot programs at Norfolk and San Diego illustrates the positive steps being taken to develop the network of Family Service Centers—a network that will represent a forthright effort to reach out to local Navy service members and families with practical assistance support and encouragement. ↓

Rolling out the welcome mat

BY JO1 JAMES R. GIUSTI

Australia, particularly Brisbane, has captivated many a sailor. And to men and to women of the U.S. Navy's 7th Fleet, this Down Under city is the champagne of exotic ports of call. They eagerly await any occasion that will bring them to this port city on Australia's eastern bulge.

Built on hills along the north bank of the Brisbane River, the city is a mosaic of monuments, high-rise offices, stately public buildings, parks, and warm-hearted people. The reception, then, given by Brisbane to three U.S. Navy ships and 850 American sailors was not surprising.

No tourists ever experienced a better welcome. "It was amazing," said Data Systems Technician Second Class Thomas S. Brubaker, a USS *Paul F. Foster* (DD 964) crew member. "Once in port, our ship's phones rang constantly."

Using the "Dial-a-Sailor" program, active in most Australian ports where 7th Fleet ships visit, local residents contacted the visiting Americans. To DS2 Brubaker, "All these people calling and wanting to take a sailor out was just incredible." His shipmates shared his enthusiasm.

The five-day port call visits of *Foster*, USS *O'Callahan* (FF 1051), and USS *Schofield* (FFG 3) included a barbecue sponsored by the American Families Association. Held on the scenic outskirts of Brisbane, the picnic offered sailors an opportunity to try their hand at the art of boomerang throwing, spear throwing, and Aussie-style wood chopping.

Many sailors also visited in private homes. "The people took us in without reservation and treated us like old friends," said Operations Specialist Second Class Frank J. Sheridan, another *Foster* sailor.

Native cuisine, especially Brisbane barrumdi, a local seafood specialty, was a rare treat for the visiting Americans. Evenings, they hoisted "pints of bitters" in local pubs or visited Mount Coot-Tha which provides a spectacular night view of Brisbane.

During their stay, Navy crewmen



An Australian native, the koala, is protected in the Lone Pine Sanctuary -- the first such sanctuary in Australia.

visited the celebrated Lone Pine Koalas Sanctuary 18 miles outside Brisbane where a colony of 100 koalas live in their natural environment. Along with the koalas, the sanctuary houses other native animals such as the duckbilled platypus and kangaroos.

Another day of the five-day port visit was spent at Australia's famous Gold Coast, a 50-mile stretch of beach south of Brisbane which is noted for its fine surf.

All too soon, the Australian visit came to an end. Brisbane and her people had been splendid hosts, but the American sailors had to leave. When they did, they looked back on the island continent with nostalgia—the same pleasant pain experienced by thousands who had left before them. ↓



A signpost reminds 7th Fleet sailors how far "down under" they really are.



Navy Rights & Benefits

Reenlistment Incentives

Why does a person reenlist in the Navy? Chances are, if you asked 10 career Navy people this question you'd get 10 different answers. You'd get similar results if you asked 10 civilians why they stayed with a particular company for a career. You'd probably find that their reasons are essentially the same as those who choose the Navy.

Many incentives, tangible and intangible, attract a person to a particular career. The job is important. It's enjoyable because it's in line with the person's interests and abilities, and a comparable job may not be available elsewhere. The opportunities for advancement may be good. Perhaps the person can get more education, and subsequently a better job, through the organization.

Then there are other considerations: job security, paid vacation, travel, family protection plans, retirement, and many other factors which enter into a person's decision and create yet another

very important ingredient—loyalty. In most cases a person chooses a career on the basis of a combination of these factors.

So it is in the Navy. A decision to reenlist is a personal choice.

Much of the material covered in the All Hands Rights and Benefits series involves long-term incentives for making the Navy a career. This article, 11th in the series, examines the reenlistment incentives offered to Navy people.

★ ★ ★

Guaranteed Assignment

Puerto Rico, Spain, the Bahamas, the Far East—reenlistment can be your ticket to an exotic duty station.

The Navy can guarantee you an assignment of your choice as a reenlistment incentive under the Guaranteed Assignment Retention Detailing (GUARD) III program which replaces

GUARD I and GUARD II. A nice feature of this program is that you can have your orders in your left hand before you raise your right hand to reenlist.

The GUARD III program offers you two guaranteed assignments, the first of which must be used at your first reenlistment. The second can be used any time before your 25th year of service. If you have already received two guaranteed assignments under the GUARD I or GUARD II programs, you can get a third guaranteed assignment under GUARD III.

The Navy defines a guaranteed assignment as either a type ship or home port for sea duty or a specific geographical area for shore duty.

To be eligible for GUARD III you must:

- Be a designated striker (refer to BUPERSINST 1133.22) or E-4 to E-9 with two or more years' active service, but less than 25 years' service.
- Not be under PCS orders at the time of application.
- Be within six months of expiration of actual obligated service (EAOS).
- Have a consistent record of above average performance or a demonstrated trend toward improved performance.
- Be recommended for reenlistment.

First termers get a GUARD III letter from their detailer about six months before EAOS, if they haven't previously contacted their detailer. This letter lists the GUARD III assignment options available to people in their rate. A person can reenlist under GUARD III before an extension they have signed becomes effective, but they will not be actively solicited to do so. Similarly, solicitation won't be made for the second guaranteed assignment because it may be used at the member's discretion anytime before the 25-year mark.

Selective Training and Reenlistment

Education and advancement in your present rate may be more important to you than a guaranteed-duty assignment. If this is your choice, you can hitch up to STAR, the Navy Selective Training and

Reenlistment program. For a six-year reenlistment, the STAR program guarantees:

- Assignment to an appropriate "A" or "C" school, or "C" school package (package of different schools training students for a specific skill).

- Automatic advancement to petty officer second class upon completion of a class "A" school, or "C" school package, listed on the Career School Listing (CSL), if otherwise eligible.

- Regular Reenlistment Bonus or Selective Reenlistment Bonus, if eligible.

To qualify for STAR you must:

- Be in a critical or neutral rating or NEC (CREO groups A, B, C or D).

- Be a first term PO2, PO3, or designated striker having met the professional growth criteria listed in BUPERSINST 1133.22.

- Have at least 21 months but not more than five years' continuous active naval service and not more than eight years' active service.

- Meet the minimum test score

requirements for the class "A" school.

Selected Conversion and Reenlistment

Occasionally Navy people feel "stuck" in their jobs—positions may not be in line with their interests. The Navy wants its people to serve in the rate or rating in which they have the greatest interest and aptitude. As a result, the Navy has tailored the Selective Conversion and Reenlistment (SCORE) program for Navy people wishing to change to fields offering greater career potential.

A six-year obligation under the SCORE program offers these incentives to members reenlisting for conversion to critically undermanned rates:

- Guaranteed assignment to class "A" school with automatic conversion of rating upon satisfactory completion of that school or direct conversion if switching to a similar skill.

- Automatic advancement to petty officer second class upon completion of

the "C" school or "C" school package, if same appears on the current Career School Listing (CSL).

- Guaranteed assignment to an appropriate class "C" school or "C" school package if available.

- Selective reenlistment bonus, if otherwise eligible.

To qualify for the SCORE program you must:

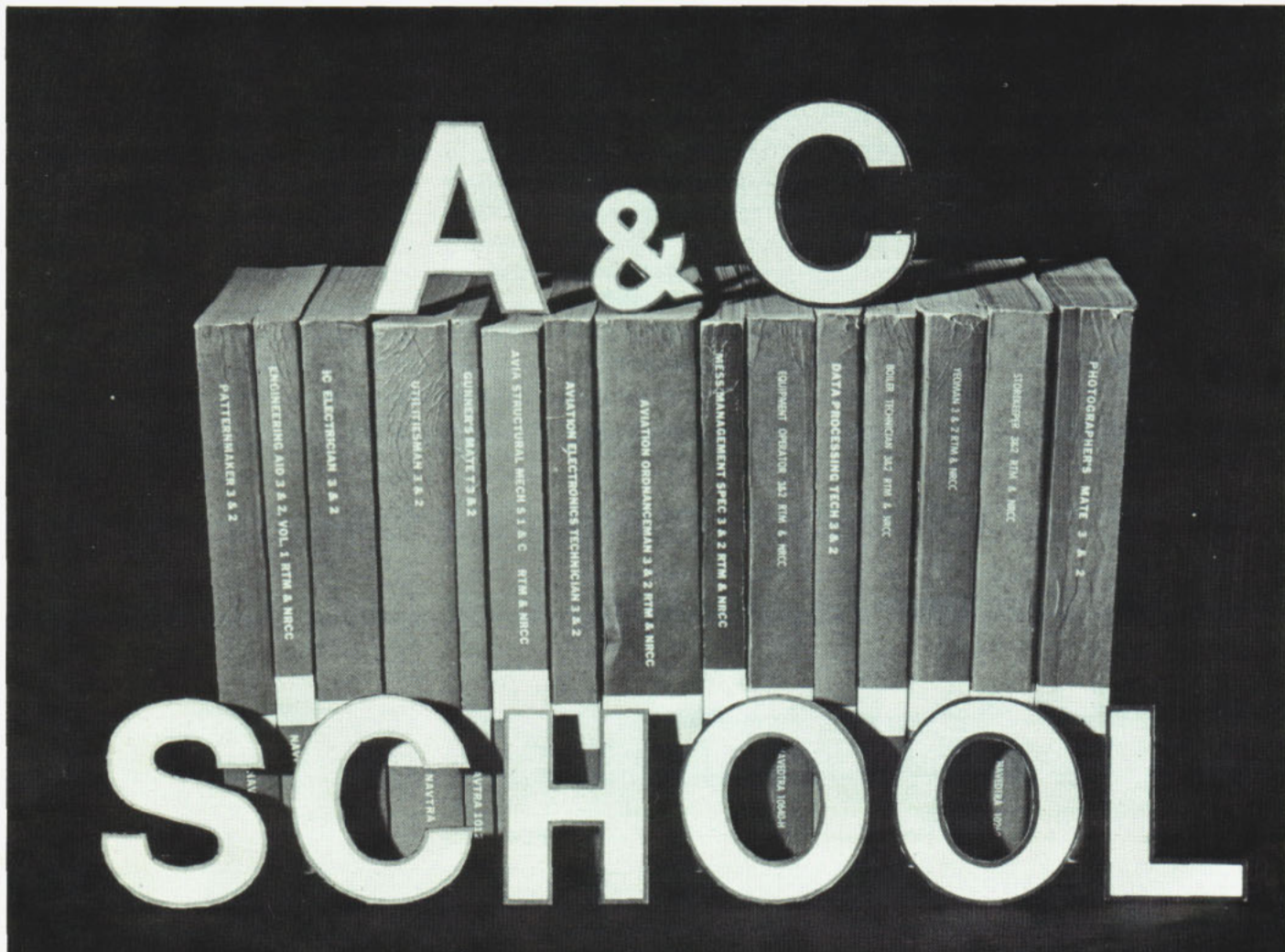
- Be in the neutral or closed rating or skill (CREO groups C, D, or E).

- Be a PO1, PO2, PO3 or identified striker having met the professional growth criteria listed in BUPERSINST 1133.22.

- Meet minimum test scores for entrance into the appropriate class "A" school.

- Have at least 21 months' but not more than 15 years' continuous active Navy service.

There are two programs similar to SCORE for people reenlisting following broken service or for veterans entering the Navy after serving in another branch.



Navy Rights & Benefits

RESCORE is offered to Navy veterans and carries the same benefits and eligibility requirements as SCORE.

Prior Service (PRISE) II offers all veterans guaranteed class "A" school in a field other than that in which they previously served.

Selective Reenlistment Bonus

Members serving in certain critical ratings or NECs are entitled to a Selective Reenlistment Bonus for reenlisting or extending their enlistments for at least three years. The Selective Reenlistment Bonus can be as much as \$12,000 (\$15,000 for nuclear field). It is offered to increase the number of reenlistments in ratings where retention is insufficient to man the rating adequately.

The Selective Reenlistment Bonus

has two award levels—zones A and B. Zone A is awarded to members who have completed at least 21 months of continuous active naval service (excluding ACDUTRA), but not more than six years' total active military service, immediately preceding the date of reenlistment or the date an extension becomes effective. The reenlistment or extension must yield a combined total of at least six years' active service.

Zone B is awarded to members who have completed at least six but not more than 10 years' active military service immediately preceding the date of reenlistment or effective date of extension.

The reenlistment or extension must yield a combined total of 10 years' active service. Selective Reenlistment Bonus payments may be made either in a lump sum payment or in equal annual install-

ments. For personnel who elect installment payments, the initial payment will normally be made on the date of reenlistment or the date a member begins serving in the extension. Later installments of zone ASRB are payable each year on the reenlistment anniversary date. Later installments of zone B SRB are payable on the reenlistment anniversary dates which occur before the individual completes 12 years of active service. In either case, where there is lost time (exceeding your leave balance, UA, brig time, etc.), the subsequent installments will be delayed by the number of days' lost time.

An example of how to compute SRB is shown in the accompanying box.

Regular Reenlistment Bonus

Members who were on active duty on June 1, 1974, may be eligible for the Regular Reenlistment Bonus (RRB). It may not exceed a cumulative total of \$2,000 during a member's career. The bonus is paid in full when the member reenlists and is computed as follows:

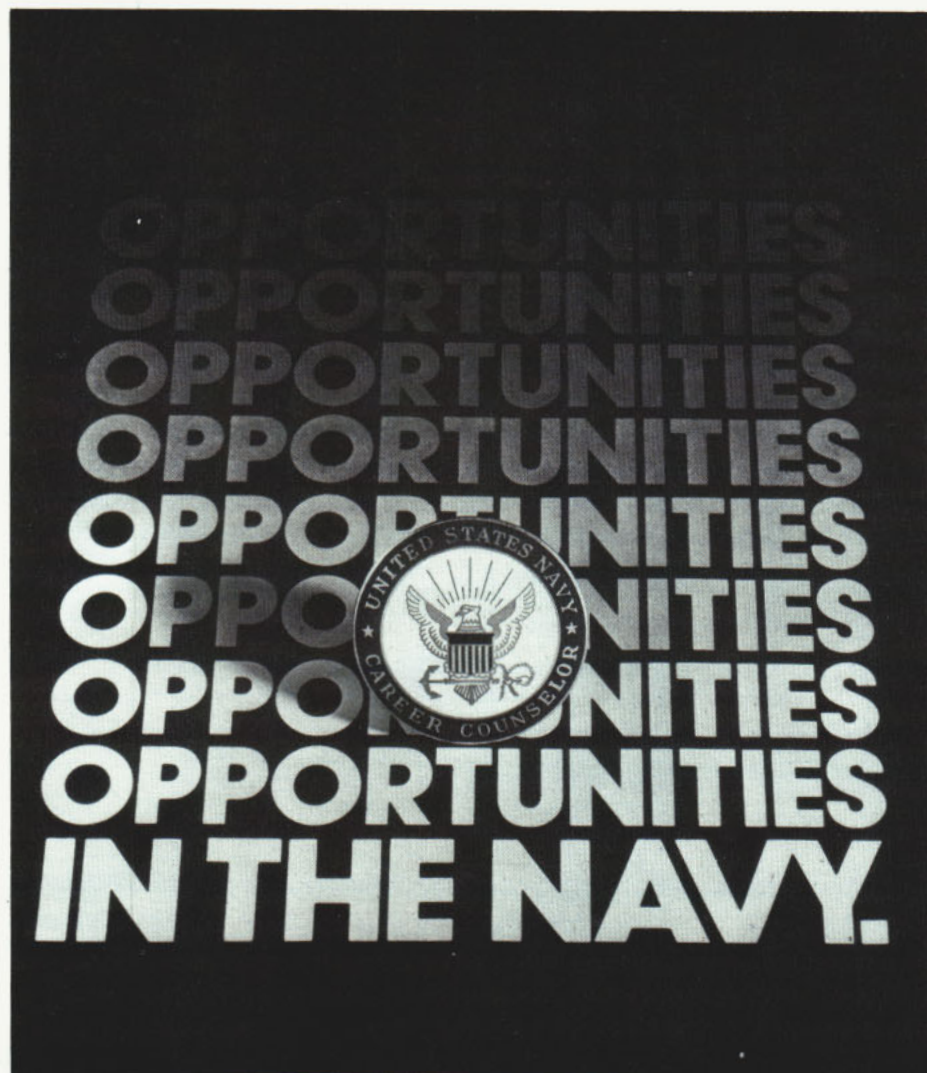
First reenlistment: Amount equal to member's monthly base pay at the time of discharge, multiplied by the number of years for which a member reenlists.

Second reenlistment: Amount equal to two-thirds of a member's monthly base pay multiplied by the number of years for which a member reenlists.

Third reenlistment: Amount equal to one-third of a member's monthly base pay multiplied by the number of years for which a member reenlists.

Fourth and subsequent reenlistments: Amount equal to one-sixth of a member's monthly base pay multiplied by the number of years for which a member reenlists.

If a member is eligible for both the Regular Reenlistment Bonus and the Selective Reenlistment Bonus, the member may elect one or the other. If a member has previously received a selective and/or variable reenlistment bonus, he or she may draw a maximum RRB of the difference between \$2,000 and the total of previously paid SRB/VRB.



Career Information

All of the programs in this article deal with specific reenlistment incentives. The Navy also offers a variety of career alternatives that do not require you to ship over. Your Navy counselor is your source of information.

The Navy counselor is the primary source for accurate, up-to-date information about career policies and programs. He can provide not only career information, but facts about education programs and veterans' benefits as well.

Additionally, your leading petty officer, division officer, department head, and admin/personnel officer can provide information on career programs you may be interested in.

Talk about your future plans—whatever they may be—with your career counselor. He can provide valuable advice and inform you of alternatives you may not have considered. If you decide to reenlist, he will make the arrangements. But whatever you decide, the choice is yours.

★ ★ ★

Computing your Selective Reenlistment Bonus

Scott X. Brown enlisted in the Navy for four years in June 1976. After completing boot camp, he was assigned to the deck force on USS *Under Way*, homeported in Norfolk. Now, four years later, he is Signalman Third Class Scott X. Brown. If he chooses to reenlist, he can cash in on a sizable bonus because signalman is one of the rates eligible for SRB.

To compute Brown's SRB, we take his monthly base pay (\$564.30 for an E-4 over three) and multiply that by the appropriate zone A SRB award level (SM receives SRB award level 2). Now multiply that sum by the number of years for which Brown is willing to reenlist (in this case, six). Brown's total Selective Reenlistment Bonus is \$6,771.60 before taxes.

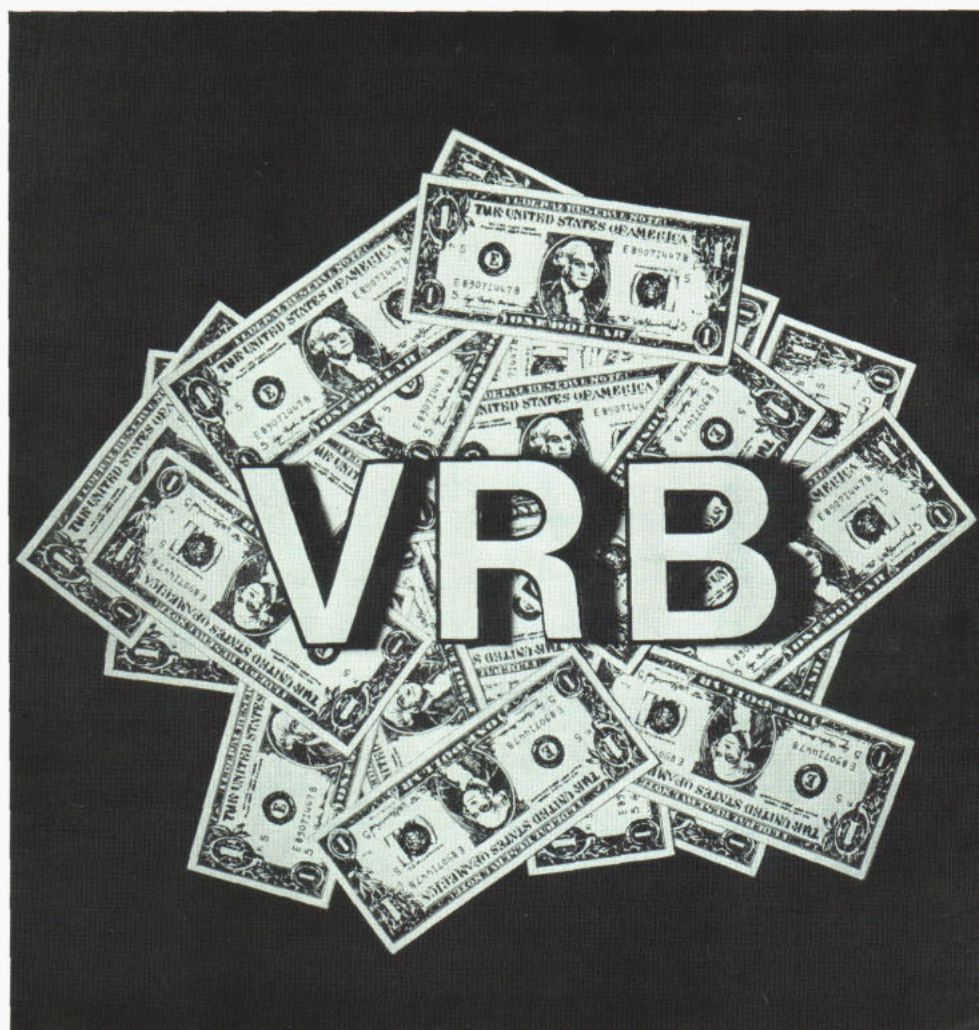
At the same time, Brown's LPO, Signalman First Class Richard Smith, is

nearing the end of his second hitch and has decided to reenlist. As an SM1 who has completed eight years in the Navy, Smith is eligible for a zone B Selective Reenlistment Bonus. So, Smith asks, "How much will I get?"

To compute Smith's reenlistment bonus, take his monthly base pay (\$761.40 for an E-6 over six) and multiply by his zone B SRB award level (3), then multiply the sum by the number of

years for which he is willing to reenlist, excluding all obligated service over 12 years (because Smith has completed eight years' service, we use figure 4, the difference between his completed service and 12 years, even though Smith may be willing to obligate himself for more time). Smith's total Selective Reenlistment Bonus would be \$8,812.80. Examples:

Name	Brown	Smith
Monthly base pay	564.30	734.40
SRB award level	2	3
Subtotal	1,128.60	2,203.20
Years	6	4
TOTAL	6,771.60	8,812.80



Mail Buoy

No Short Course

SIR: A correction is needed on page 43 of your July issue. The school year at the Naval Academy Preparatory School (NAPS), aboard Naval Education and Training Center (NETC), Newport, R.I., is a 41-week program, not a 16-week course as stated in your Navy Rights and Benefits article.

NAPS is a balanced academic, military and athletic program patterned after the Naval Academy. Our school has a faculty of civilian and military personnel who teach three levels of English, math, chemistry and physics. This year, we are starting a course in computing that includes the computer language BASIC. We also have a 10-sport varsity program: football, cross-country, and soccer in the fall; basketball, swimming, and wrestling in the winter; and lacrosse, tennis, baseball and track in the spring. Our student load is approximately 250 men and women, of whom 70 percent enter the Naval Academy.

NAPS is an outstanding opportunity for

upward mobility for our sailors and marines.—CDR J. A. Kenney, NAPS Director.

Manley's Rescues

SIR: After 20 years of active duty and reading *All Hands*, I have finally made it inside the covers—but no one would ever know it.

In the May Bearings, Gene Romano Jr. wrote of a father-son team being rescued by the USS *Manley* (DD 940) 80 miles at sea off the coast of Jacksonville, Fla. My son Philip and I were the ones delivering the catamaran to Baton Rouge, La. However, my name was not mentioned.

I had 16 years of sea duty on various carriers, CCD16 Staff, and the USS *Glover* (AGDE 1), plus having "pushed boots" for four years in San Diego, Calif. Many of my old shipmates are still on active duty and would appreciate knowing of my "exploits."

Two sons, Michael, HM1 (sweating out

the CPO board), and Tracy, SN, soon to sew on Third, keep me abreast with what is happening in our great Navy.—SM1 Leslie Rees (Ret)

Bermuda Birthday

SIR: The U.S. Naval Facility, Bermuda, will celebrate its Silver Jubilee Anniversary on May 28, 1980. In anticipation of this event, we would like to solicit assistance from your readers. What we need are photographs and press releases which detail the Naval Facility's history from 1955 to the present. Additionally, we need to locate the whereabouts of previous Commanding Officers and Master Chief Petty Officers of the Command. Information concerning these requests should be forwarded to:

LCDR James L. Ayers

Box 45

U.S. Naval Facility-Bda

F.P.O. New York, N.Y. 09560

Any costs incurred should also be forwarded to me for payment.—LCDR James L. Ayers

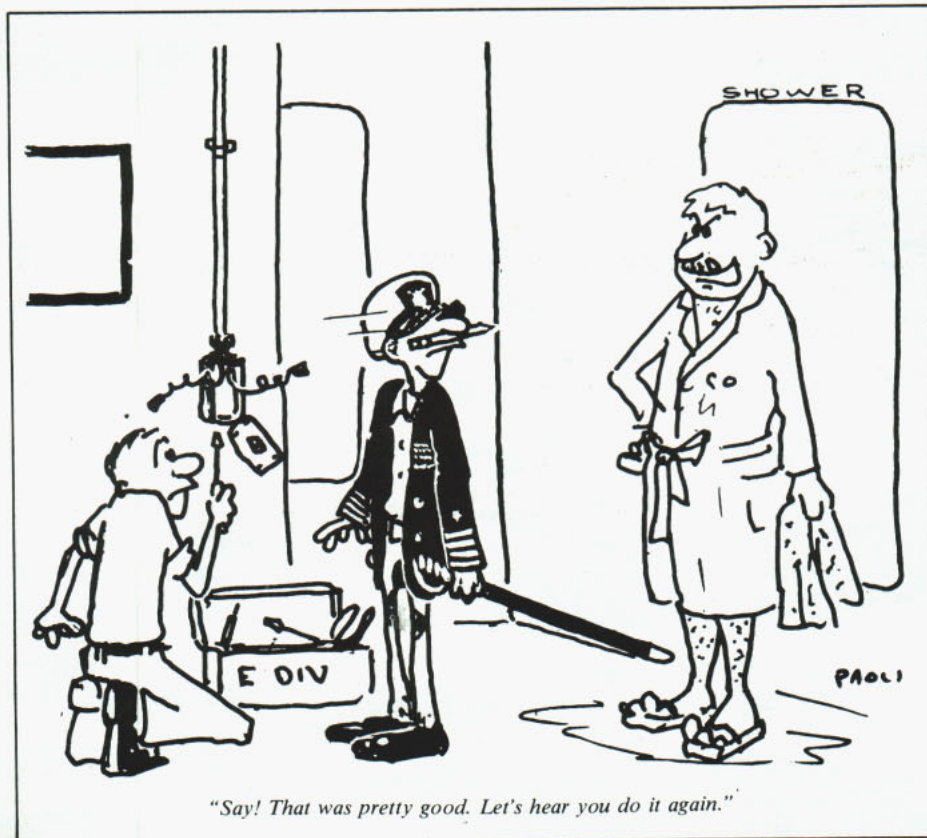
• Readers who have any information are asked to correspond directly with LCDR Ayers.—ED.

Reunions

• USS *Gambler Bay* (CVE 73) and VC-10 Association—Reunion Oct. 25-28, 1979. Contact Charles G. Heintz, 8329 SR 119, Maria Stein, Ohio 45860.

• USS *Coates* (DE 685)—Reunion Nov. 2-4, 1979, at Newport, R.I. Contact Bob Davis, 155 Sperry Road, Bethany, CT. 06525

Opposite —→ The 1979 commemorative stamp honoring John Paul Jones, famous naval hero of the American Revolution, was issued at Annapolis, Md., Sept. 23. That date marks the 200th anniversary of the 1779 sea battle between Jones's *Bonhomme Richard* and HMS *Serapis* off northern England. In this epic struggle, one of the most famous naval engagements in history, Jones was victorious over the British. He contributed to American history his famous phrase, "I have not yet begun to fight." This commemorative stamp also seems a fitting tribute to the Navy's 204th birthday, celebrated this year on Oct. 13.



"Say! That was pretty good. Let's hear you do it again."

I have not yet
begun to fight



John Paul Jones
US Bicentennial 15c

USS O'Callahan's
'Doc' Greene ● See Page 12

