

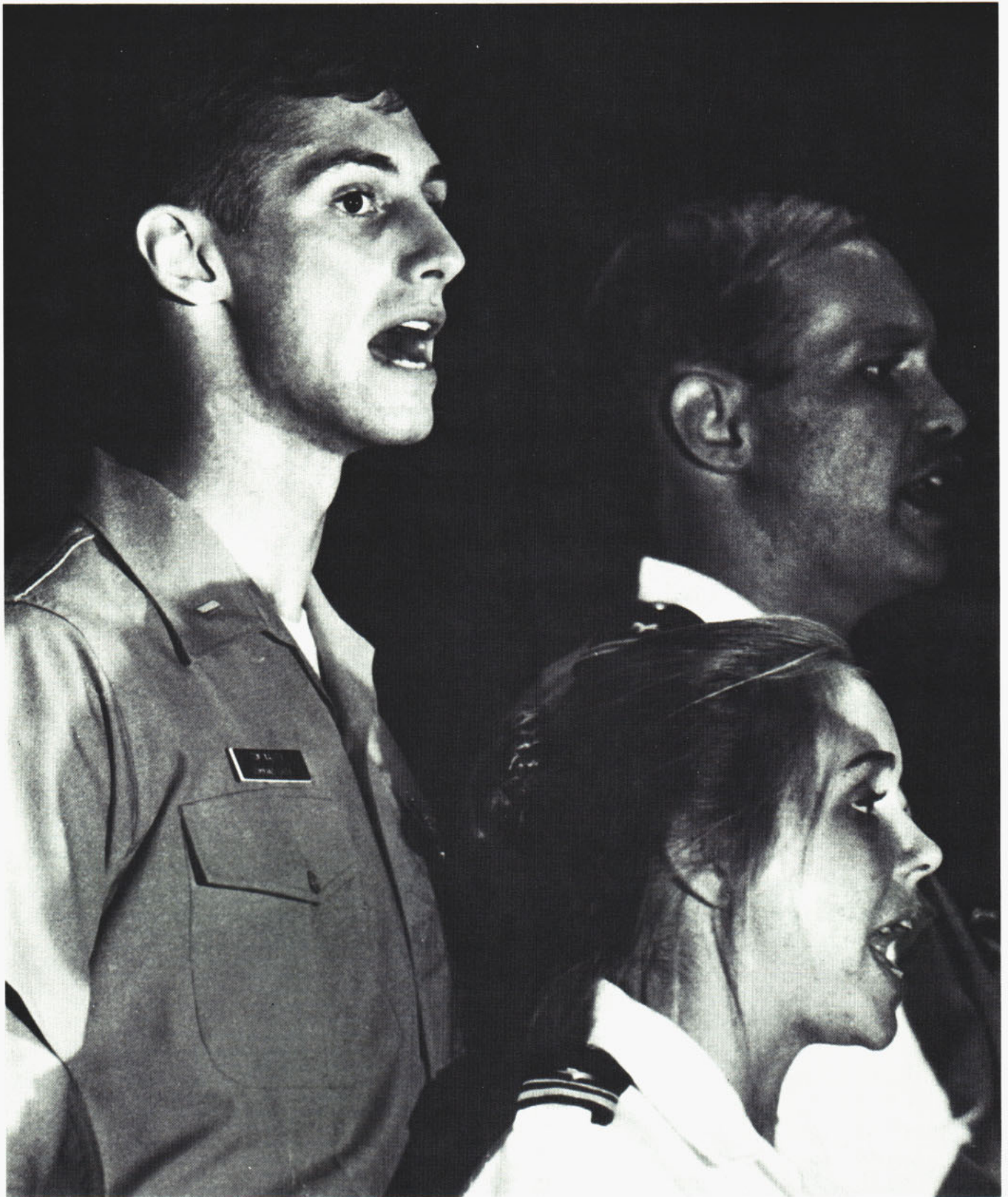
ALL HANDS

JULY 1983



in this issue

Women Recruits



Second Lieutenant Tom Walter, Lieutenant Junior Grade Marjorie Morley and Lieutenant Brian Duke reach for the high notes of a sea chantey. They are members of the Naval Air Training Command Choir, Naval Air Station, Pensacola, Fla., composed of aviation officer candidates and commissioned officers from the Navy, Marine Corps and Coast Guard in aviation training at the Naval Aviation Schools Command and Training Air Wings Five and Six. Choir members stay only from three to six months, during their training, but new singers are always ready to take the places of those leaving the group. The history of the choir can be traced back 45 years to the Cadet Aviation Glee Club, but women were not part of the group until aviation training was authorized for women in 1973.



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Front: A woman recruit crams for quiz session at the Recruit Training Command, Orlando, Fla. Photo by JO1 J.D. Leipold.

Back: Women are now firmly entrenched at the U.S. Naval Academy, but it wasn't always that way. See story starting on page 32. USNA photo.

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Those Navy WAVES

By Marie Bennett Alsmeyer*

During World War II, the women who joined the Navy "for the duration and six months" had a lot to learn. But so did the Navy. Wellesley College president Mildred McAfee, the first woman officer (other than Navy nurses) to be a member of the armed forces, was sworn in as a lieutenant commander to head the WAVES (Women Accepted for Volunteer Emergency Service). She described it as an "experimental venture of trial and error to see how women could fit into the Navy as a going concern."

It was early 1943 and WAVES were required to participate in their first admiral's inspection. It was a whole new experience not only for the WAVES but also for the admiral. Before the inspection, WAVES spent many hours drilling and were, by the appointed time, a credit to the Navy.

Their only problem was the white-top, snap-brim hats which Frank Sinatra once described as resembling a sea of vanilla ice-cream cones. To make them fit properly, the women pinned up their hair and placed layers of facial tissue inside the limp fabric crowns of the hats.

During the inspection, the unexpected command "uncover" was given, and what had been a very military looking drill field was transformed in a few seconds to one covered with white tissues flying in the breeze. The WAVES were stunned. The Marine drill sergeant stomped his hat in disgust. The admiral disappeared behind a nearby hangar, doubled over with laughter.

Most of the young women who first joined the Navy came from small rural towns. They were adventurous; many had dreamed of exploring or going to sea. Even though independence was not particularly encouraged in women at the time, these women were willing to take risks. They emerged from training with new responsibilities and hard-earned self-confidence.

McAfee, soon promoted to captain, didn't seem to mind being called "The Old Man" (behind her back) in the naval tradition. She emphasized that women could still be women even in the WAVES. She was faced with the inevitable conflict that arose while trying to lead the Women's Reserve within an unfamiliar organization.

But McAfee met the problems head on and, during the remaining years of the war, continued the polishing operations. The soundness of many of her policies is proved by their continued existence today.

Women entering the WAVES in the early days of World War II found that quarters were not always ready, and it took a sense of humor and tremendous enthusiasm to overcome the continuous obstacles. Morale was high, however, and it was not long before most naval stations had barracks with separate cubicles, rugs and well-equipped lounges. In Hawaii, WAVES'

Student officers learn aircraft and ship recognition during classes in 1951. Drills and recreation periods followed classes in the WAVES' daily routine.



*Marie Bennett Alsmeyer served as a pharmacist's mate second class during World War II. She is the author of *The Way of the Waves*.

WAVES

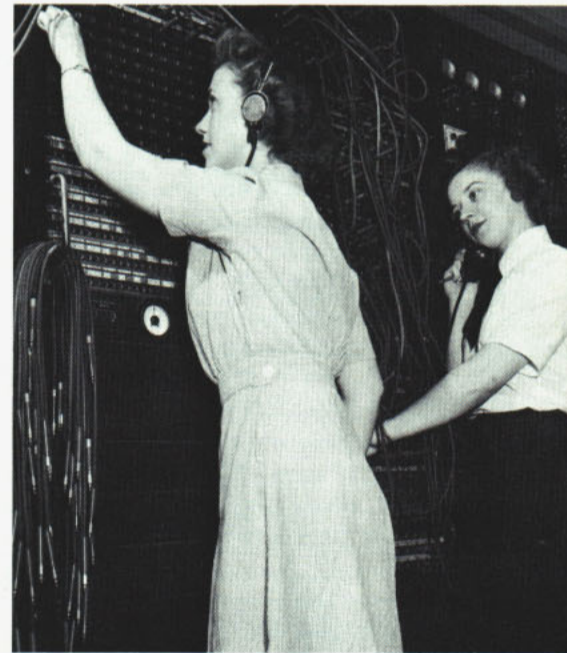


Right: Although enlisted women serving in the Navy in World War I were restricted to a yeoman rating, enlisted WAVES during and after World War II worked in a variety of ratings and jobs, including flight orderlies. Below: Three officers stand at attention as the commanding officer of the Navy Supply Corps School inspects their quarters during World War II.





Left: At the Overseas Freight Terminal in San Francisco in World War II, WAVES had important assignments in the shipment of cargo to ships and advance bases in the Pacific. Below: WAVES "manning" naval communications at Washington, D.C., during World War II were described as "speedy and accurate." Through their hands flew an unending stream of messages to the fleet.



quarters varied from Quonset huts to spacious accommodations surrounded by lush Hawaiian flowers.

As World War II progressed, more and more naval activities ashore were forced to relinquish trained male personnel to the fleet, and the cry "Send us WAVES" was heard throughout the Navy. Woman power had proved its value.

The task of converting civilian women, varying in age and experience, in a short period—sometimes less than three weeks at boot camp—into military people was tremendous. But they learned new values of discipline and also learned to obey without question. McAfee was proud that the WAVES were "no longer curiosities, no longer assumed to be novices in Navy ways."

In shipyards, WAVES were determined to do the assigned jobs—and they weren't interested in pulling rank. "There were

only a couple of us with math and science backgrounds," said one WAVE officer. "We did find some men objected to working for a 'girl' but we had the full support of our officers." Another WAVE officer reported that the captain for whom she worked was so pleased to be rid of an inefficient male lieutenant (whom she replaced) that he could not do enough for her.

And what about discrimination? We really didn't think too much about it at the time. Retired Captain Walter "R" Thomas claimed to be the only male to have the title of WAVES Representative—that was at Fleet Air Electronics Training Unit, Atlantic Fleet, Norfolk in 1951. "Our barracks had 60 WAVES. We had no disciplinary problems, and we had lots of hard work. We reaped many awards and commendations," he proudly remembers.

Was it "harassment" when the Marine

drill sergeant at boot camp stood within an inch of a WAVE's face and bellowed, "Pick up your dress"? Only later did she realize he meant her to "dress up" the formation's lines. When a small group of WAVE control tower operators at an auxiliary air station refused to do menial tasks and had to appear at captain's mast, they were admonished by the commanding officer for not complaining earlier! Dorothy Dix, the "Dear Abby" of the 1940s, received occasional complaints in the mail, but by today's standards, women who were in the WAVES 40 years ago lived in a golden era, an age of wonder.

In 1917, a 95-pound yeoman (F) assigned to an office in a naval shipyard was fondly called "Heavy Artillery" by dockhands as she delivered blueprints around the piers. And during World War II, a 5-foot-tall WAVE from a disbursing office, who was issued a .45 pistol as she transferred money from the U.S. Treasury, answered to the nickname, "Pistol Packin' Mama."

WAVES

But sex discrimination eventually reared its head, and in 1982, Navy leaders in Washington, D.C., ordered commanders to crack down on sexual harassment with "swift and appropriate disciplinary action."

Admiral James D. Watkins, Chief of Naval Operations, describes himself as a strong backer of wider roles for women in the Navy. "I believe that because of women in the Navy, the male outlook toward military life in general is more mature," he said. "And I believe that we have now transcended that initial period which was once very difficult for males in the Navy to observe."

Never in the history of the U.S. Navy have so many women served aboard such a variety of ships in such a wide range of job areas as now. Still, women serving at sea is not unique. During the Civil War—and again during World War I—nurses served aboard hospital ships and a few were assigned to Bureau of Medicine billets in France. WAVES were first assigned to duty in Hawaii in September 1944.

Few people remembered in 1941 that during World War I, under the provisions of an act dated Aug. 29, 1916, the Navy had enlisted 10,000 women, all as yeomen (F). At the close of World War II, 86,000 WAVES were assigned to naval installations throughout the continental United States and Hawaii with enlisted WAVES holding 44 ratings. A single one of those ratings, that of seaman, involved 44 billets. Pay was \$54 a month. Women officers filled 102 billets.

At the end of World War II, Secretary of the Navy James Forrestal said that "members of the Women's Reserve have exceeded performance of men in certain types of work and the Navy Department considers it to be very desirable that these important services rendered by women during the war should likewise be available in postwar years ahead."

Women were first sworn into the Regular Navy in 1948 and three months later were assigned to certain non-combatant Navy ships.

WAVES in Hawaii might have enjoyed voyages to and from the mainland aboard the luxury liner, Lurline, but shipping out on some

other ships was a different story. They were assigned to three tiered bunks below the waterline of aged hospital ships, rocked to sleep by sounds of sloshing bilges. They were assigned only three shower stalls to be used at designated times and were required to use saltwater soap. The head was a 4-foot-long (troopship) trough with sea water rushing through it at all times. Small planks were adjusted to serve as seats. One WAVE claimed that her grandmother's outhouse in Texas was more refined.

They can laugh now over sea stories that reveal incredible contributions and achievements. And they still smile when they sing that line in the Navy hymn:

"... Whose arm hath bound the restless Waves." Yes, the first integration into the Regular Navy was 35 years ago, but the affectionate moniker "WAVES" was not dropped until many years later. Once removed, it has since been shunned, and it is reported that many women in the Navy today vigorously object to the title. WAVES were Women Accepted for Volunteer Emergency Service; today there is no emergency. Hence, no WAVES.

Lost in the seemingly unending written history of World War II is the story of those women who served in that war. But even that is changing. Recently, various studies have been made to gather oral histories and to provide information centers

WAVES guide patrol blimps at NAS Glynco, Ga., in 1945. By the end of World War II, enlisted WAVES were serving in 44 Navy ratings.



for those concerned with different aspects of women in the military.

Retired Captain Joy Bright Hancock (See *All Hands*, July 1978), who began her naval career as a yeoman (F) in World War I and was appointed first director of the WAVES reserves in 1946, recorded her personal reminiscences and the history of the development of women in the Navy in her book, *Lady in the Navy*, The Naval Institute Press, 1972. That book is no longer in print.

At the WAVES' 40th reunion in Seattle

last July, the principal speaker was an early member of the WAVES—Captain Grace M. Hopper, world renowned computer scientist (*All Hands*, September 1982). She is the oldest officer on active duty in the Navy since Admiral Hyman G. Rickover's recent retirement. Hopper claims she "was born with curiosity—and poked my nose into everybody's business." It was this curiosity that led her to develop the computer language called COBOL, today used widely in data processing.

Another outstanding Navy woman is

Rear Admiral Pauline M. Hartington, who commands the Naval Training Center in Orlando, Fla. She is the second woman line officer to achieve that rank. Admiral Hartington states that the Navy plans to steadily build its female force from its existing 34,000 to 54,000 by 1985.

When the "old salts" are gone, WAVES will be no more, just as yeomen (F) of World War I are fading from the scene. But when the command "Carry on" is given, women in today's Navy will certainly hear the echo, "Well done."

Women in the Navy—A Chronology

- 1811** - A Navy surgeon recommended that nurses be included among personnel at Navy hospitals.
- 1862** - Civilian nurses serve on board Navy's first hospital ship USS *Red Rover*.
- 1908** - U.S. Navy Nurse Corps established May 13. The first 20 nurses (in reality, the first "women in the Navy") reported to Washington, D.C., that October. In 1913, Navy nurses served aboard the transports, USS *Mayflower* and USS *Dolphin*. In 1920, they served aboard the first ship built as a floating hospital, USS *Relief* (AH 1). During World War II, 81 nurses, including Navy nurses, were taken prisoners of the Japanese on Guam and in the Republic of the Philippines.
- 1917** - On March 19, the Navy authorized enlistment of women who were accepted as volunteers. Designated as "yeoman (F)" they unofficially became known as "yeomanettes." When the armistice was signed on Nov. 11, 1918, 11,275 yeomanettes were in the naval service, with some 300 "Marinettes" in the U.S. Marine Corps.
- 1942** - Naval Reserve Act of 1938 amended July 30, 1942, to include the Women's Auxiliary Reserve, later known as the "WAVES" for Women Accepted for Voluntary Emergency Service. Wellesley College president Mildred McAfee, selected to lead the new Women's Auxiliary Reserve, was sworn in as a lieutenant commander on Aug. 3, 1942. By July 30, 1943, more than 27,000 women were on active duty in the Navy. That same year, authorization was passed for a woman to hold the rank of captain and McAfee was promoted into that rank.
- 1943** - Navy Hospital Corps accepts women enlistees.
- 1945** - Approximately 86,000 women on active duty in the naval service, 8,000 officers and 78,000 enlisted, constituting 18 percent of the total naval personnel assigned to shore establishments in the continental United States. Accession of women into the Navy was discontinued by Aug. 17.
- 1946** - Captain Joy Bright Hancock, a former World War I yeomanette, became director of the WAVES July 26. The women's ranks had decreased to some 9,800 by this time.
- 1947** - Army-Navy Nurses Act established the Nurse Corps as a permanent staff corps of the Navy. It also authorized permanent commissioned rank for nurses.
- 1948** - On June 12, President Harry Truman signed Public Law 625, the Women's Armed Services Integration Act, abolishing the Women's Auxiliary Reserve and making it possible for women to enter the U.S. Navy in regular or reserve status.
- 1950** - Women in the Naval Reserve were recalled along with their male counterparts for duty during the Korean War.
- 1952** - Navy women were accepted for commission in the Medical Service Corps.
- 1953** - Women in the Hospital Corps began serving on board hospital ships and transports carrying dependents.
- 1965** - First male nurse commissioned.
- 1972** - Navy nurse Alene Duerk, director of the Navy Nurse Corps since 1968, achieved flag rank, the first woman in Navy history to do so. The name "WAVES" was dropped as an official title.
- 1973** - The Secretary of the Navy announced authorization of aviation training for women.
- 1976** - Women were admitted to the U.S. Naval Academy.
- 1978** - The law prohibiting assignment of women to fill sea duty billets on support and non-combatant ships was amended in October, putting into force the Women in Ships program. By June 1982, 193 women officers were on board 30 ships, and 2,185 enlisted women were aboard 37 ships.
- 1980** - U.S. Naval Academy graduates its first women officers.
- Today** - More than 5,700 women serve as Navy officers (8 percent of the Navy's officer strength). More than 37,000 enlisted women comprise 8 percent of the Navy's enlisted ranks. Because of their combat relationship, only two officer communities—submarine and special warfare—and 13 of 100 enlisted ratings remain closed to women.

A History of

The year was 1801 and it was late in May. The 36-gun, 2-year-old frigate USS *Congress*, under the command of Captain James Sever, was making its way up the Potomac River to the Navy Yard in Washington, D.C. Midshipman Charles Morris was aboard and observed a historic event as *Congress* sailed upriver and passed Mount Vernon, the home of George Washington:

“About 10 o’clock in the morning of a beautifully serene day, we passed Mount Vernon. Every one was on deck to look upon the dwelling where Washington had made his home. Mrs. Washington and others of the family could be distinguished in the portico which fronts the river. When opposite to the house, by order of Captain Sever, the sails were lowered, the colors displayed half-masted, and a mourning salute of thirteen guns was fired as a mark of respect to the memory of Washington, whose life had so recently been closed, and whose tomb was in our view. The general silence on board the ship and around us, except when broken by the cannon’s sound, the echo and re-echo of that sound from the near and distant hills, as it died away in the distance, the whole ship’s company uncovered and motionless, and the associations connected with the ceremony, seemed to make a deep impression upon all, as they did certainly upon me. When the salute was finished the sails were again set, the colors hoisted, and we proceeded up the river.”

The preceding paragraph is from Morris’ autobiography, written after a naval career during which he attained the rank of commodore. It is the first-known account of the ceremony honoring Washington. As honors go, it is one of the more recent ceremonies practiced in today’s Navy.

Through the years, the ceremony honoring Washington has changed. There are no longer any sails to lower, the tolling of a bell has replaced the 13-gun salute, and

Navy men and women no longer uncover as a sign of respect—they salute. Many of the ways we render honors in today’s modern Navy have changed, but the intent—honoring a person or an event—is still there.

The hand salute is rendered and returned thousands, perhaps millions, of times daily by Navy men and women around the world. It’s done so often that it’s almost an instinct. Why that particular gesture? What is it that makes the salute



Naval Honors

a demonstration of respect?

There is an argument that can be made for tracing the origin of the hand salute to the days of knights in armor. Retired Vice Admiral Leland P. Lovette writes in *Naval Customs, Traditions and Usage*: "It was

customary for the knights in mail to raise their visors, in order that those of the same order, as well as friendly orders, could see the face. In time, the gesture denoted membership in the same order of knighthood, or another friendly organization.

Because of the strict gradations of social class and rank in the days of chivalry, it is believed that the junior was required to make the first gesture, and therefore distinction in class and grade entered at the very beginning of the custom."

There are some historians, however, who do not agree with that explanation. Some contend that the hand salute developed from the custom of a junior removing his hat or touching the brim of his hat when acknowledging a senior or when showing respect to the flag. No matter how it may have developed, honoring someone with a salute is a tradition with roots centuries deep.

The same is true of gun salutes. The tradition goes back hundreds of years, when sailing ships would fire their cannons in salute to one another. It was a gesture of friendship, for in the days of sail, when a ship fired its guns, it was left powerless for a long period of time. In the late 15th century, British ships could fire a gun on the average of only three times an hour.

Arguably, the most important gun salute rendered in U.S. naval history was the first. On Feb. 14, 1778, while the Revolutionary War was still raging, John Paul Jones fired a 13-gun salute from *Ranger* to honor French Admiral La Motte Picquet at Quiberon Bay, France. The French returned the salute, but with only nine guns. Still, it marked the first formal recognition of the Stars and Stripes by a foreign power.

Gun salutes continue to be employed on various occasions—in honor of important dates in our history such as Washington's Birthday, Memorial Day and Independence Day, at funerals, and when honoring



Sailors aboard USS Illusive (MSO 448) render honors while passing the tomb of George Washington at Mount Vernon on the Potomac River.



heads of state and distinguished individuals. Today when ships render honors to each other in passing close aboard (within 600 yards for ships, 400 yards for boats), gun salutes are no longer used. Hand salutes, however, are rendered: the junior ship takes the initiative and sounds attention, usually by a whistle blast. One whistle blast signals attention to starboard, two whistle blasts signal attention to port. All hands visible on deck come to attention. One whistle blast is then sounded, signaling "hand salute," followed by two whistle blasts signaling "two," or the end of the salute. Three whistle blasts signal "carry on."

These honors are exchanged between U.S. Navy ships, U.S. Navy and U.S. Coast Guard ships and between U.S. Navy and friendly foreign warships.

Merchant ships of any nation formally recognized by the United States may also exchange honors with U.S. Navy vessels. They do it by dipping their flag. This is

an honor along the same lines as a gun salute and again, grew out of honors rendered in the times of sailing ships. Lovette writes: "... before Norman days, sails of foreign vessels were lowered in those waters from the coast of Norway to Cape Finisterre as a mark of respect to English sovereignty: A 'mark of respect' that rendered the vessel powerless for a time. Of course, the ship had no appreciable way on after sails were lowered, and with decks clattered (sic) with rigging and sail, the one saluted feared no attack."

Manning the rails is also a tradition that goes back many centuries. At changes of commands, the arrival or departure of important visitors, or when passing close aboard a ship that carried an important visitor, the men would climb aloft into the rigging and spread out along the yardarms. There, they would usually give three cheers and wave their hats when the appropriate order came from below.

In the days of sail, important visitors

would also visit a ship while it was under way for conferences and other official functions and when invited aboard for dinner. When they came aboard, crewmen would tend the side of the ship to assist the visitor or, in the case of rough seas, to hoist him aboard in a boatswain's chair. The shrill of the boatswain's call accompanied the embarking of an important visitor and announced his arrival on board and, when the visitor left, signaled his departure. Thus, the use of side boys and being piped aboard or over the side became an honor in the naval tradition.

The tradition of honoring the national ensign and the quarterdeck area with a salute when boarding or leaving a ship may go back to the days of the Greek and Roman empires. There is the belief that early seagoers paid their respects to pagan gods and gods of the sea; statues of these gods were carried aboard ships in shrines, usually on the poop deck. The sailors would kneel before these shrines and pay homage to them.

These practices carried over to Christian times when the flag aboard a ship came to symbolize the power of both the church and the state; often the two were inseparable. Again, sailors would pay their respects to the colors.

Some, however, trace the practice of revering the quarterdeck to the early days of the Royal Navy. It was from the quarterdeck that the ship was controlled. That's where the ship's helm was located, and from there the luff and trim of the sails could be checked and the course corrected to take full advantage of the wind and sea. When a seaman addressed an officer on the quarterdeck, he would remove his hat and the officer or officers would return the salute. The custom of saluting at the quarterdeck, whatever its origin, is symbolic of recognizing authority.

Naval honors have a venerable heritage—passed from century to century to their evolution as we know them today. While at times we might practice these honors unthinkingly, tracing their past and rediscovering their origins may help us recognize the meaning and symbolism behind the ceremonies with which we honor a person or an event.

—By JO1 Gary Hopkins

Vanguard Lives On



The *Vanguard I* satellite celebrates its 25th birthday this year. Launched on March 17, 1958, from Cape Canaveral, Fla., it was the second artificial satellite successfully placed in earth orbit by the United States. The first solar-powered satellite, *Vanguard I*, now has the distinction

of being the oldest artificial satellite orbiting the earth. (Its predecessors, *Sputniks I and II* and *Explorer I*, have since fallen out of orbit.)

Vanguard I was launched as part of the United States' participation in the International Geophysical Year (July 1957 to

December 1958). The launch was a tri-service project with the U.S. Army operating the tracking stations and the U.S. Air Force providing the launching site. The Naval Research Laboratory was responsible for developing the launch vehicles; developing and installing the satellite tracking system; and designing, constructing and testing the satellites. The NRL program was headed by Dr. John Hagen.

Not much bigger than a grapefruit, *Vanguard I* is 6 inches in diameter and weighs about 3 pounds. Its small size (compared to the Soviets' 200-pound *Sputnik I*) caused then-Soviet Premier Nikita Khrushchev to dub it the "grapefruit satellite." Despite its diminutive proportions, *Vanguard I* provided several important findings. It proved that the earth is pear-shaped, not round; corrected ideas about the atmosphere's density at high altitudes; and improved the accuracy of world maps.

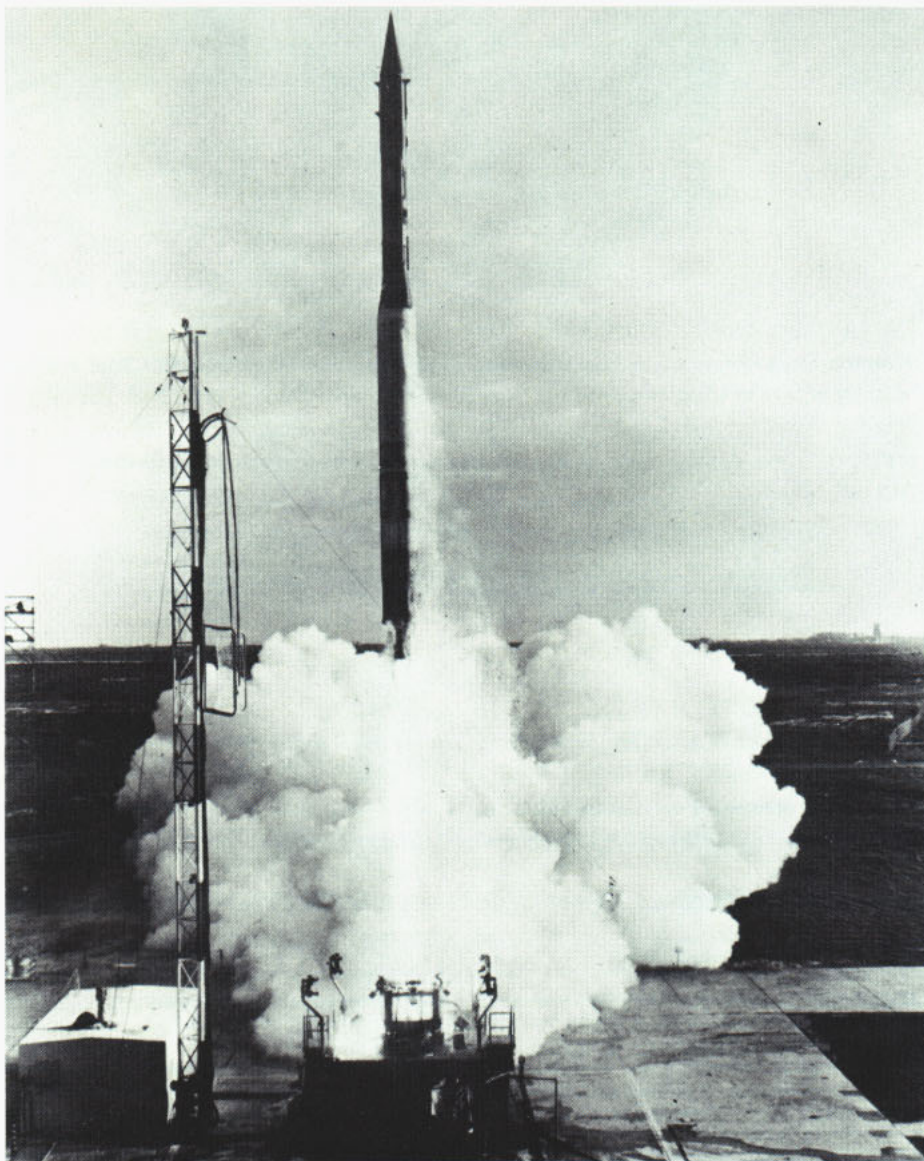
Charles Bartholomew, a scientist with the Naval Research Lab who worked on the *Vanguard* tracking system, says the program was significant in that, "it was a purely scientific rocket and spacecraft program."

And *Vanguard I*, the first satellite of that program, Bartholomew says, was "most successful in accomplishing its mission."

Although *Vanguard I*'s solar-powered radio transmitter stopped transmitting in 1964, U.S. space surveillance systems still track the spacecraft.

When it was launched 25 years ago, it was estimated that the satellite's life expectancy would be about 200 years. Since then, scientists have extended this estimate to 2,000 years. Accordingly, *Vanguard I* should celebrate many more birthdays in space.

—NRL, Washington, D.C.



The *Vanguard I* was launched from Cape Canaveral, Fla., on March 17, 1958.

Bearings

Moreell Medal Goes to Essoglou

Milon Essoglou, a Navy civilian and internationally known expert on amphibious support systems, has received the Society of American Military Engineers' 1982 Moreell Medal.

Essoglou is the second civilian to receive the medal in the 27 years since it was inaugurated to honor Admiral Ben Moreell, founder of the Seabees and former commander of the Navy's Bureau of Yards and Docks, now the Naval Facilities Engineering Command. The annual award recognizes outstanding contributions to military engineering by regular, reserve, active, inactive or retired officers in the Navy's Civil Engineer Corps or a civilian at the command.

The 1982 winner is a GS-14 and senior technologist in the office of the assistant commander for research and development at the command's Alexandria, Va., headquarters. He has served more than 25 years, including four as a Navy civil engineer officer.

Rear Admiral William M. Zobel, the Navy's Chief of Civil Engineers and Commander, Naval Facilities Engineering Command, said Essoglou "is a driving force in the Navy in developing primary systems for moving dry and liquid cargo from ship to shore." The admiral said Essoglou has been a pioneer in his field since 1966 when he became involved in improving methods and materials for the rapid installation and expansion of port facilities.

"He also played a key role during the 1970s in developing ways to deal effectively with the commercial shipping industry's changeover to container ships," Admiral Zobel said.

Essoglou also helped develop a new generation of pontoon causeway equipment, "... providing the Navy's principal amphibious logistic support capability and it will continue to do so for the next two decades," the Navy's chief engineer explained.



Oh, Brother! Aviation Structural Mechanic (Hydraulic) First Class Kenneth L. Osborn, Training Squadron Four, NAS Pensacola, Fla., and his brother, Master Chief Aircraft Maintenceman Charles Osborn of VT-10 (temporarily with VT-4), look over maintenance records. AMH1 Osborn is VT-4's Sailor of the Year. He was runner-up three times, then was named sailor of the month last September. According to Master Chief Aircraft Maintenceman Edward A. Hall, Osborn is known as the squadron's "tech expert" for superior knowledge in his field. *Photo by Sgt. Pierre Marcotte, Canadian Forces.*

Civilian Named Federal Engineer of the Year

Navy scientist Dr. F. Edward Baker Jr. has been named Federal Engineer of the Year by the National Society of Professional Engineers for advancing electromagnetic theory while studying *Trident* submarines.

A supervisory electrical engineer at the David W. Taylor Naval Ship Research and Development Center, Bethesda, Md., Baker was chosen from among thousands of federal engineers.

The society cited Baker, an active contributor in the field of electromagnetics, for "assessment of the *Trident's* vulnerability involving complex analyses and experiments advancing electromagnetic the-

ory." He also was recognized "for work with the integration of magnetic, electric and electromagnetic phenomena aboard ship."

Baker, head of the power distribution systems branch at the center's Annapolis, Md. office, is responsible for research and development projects involving shipboard electrical systems, solid state power conditioning equipment, component system compatibility and electroacoustic noise suppression. He has worked at the center since 1969. The center is the Navy's principal research, development, test and evaluation facility for naval vehicles and logistics.

Hampton Roads Naval Museum

Among the buildings dating from the Jamestown Exposition of 1907 aboard Norfolk Naval Base is Pennsylvania House, a two-thirds size replica of Independence Hall in Philadelphia. This structure today houses the Hampton Roads Naval Museum. The museum's exhibits trace the development of the U.S. Navy in Tidewater from the American Revolution to the present.

Opened in August 1979, the museum's beginnings date to nine months earlier when Mike Curtin was appointed curator. "It was unbelievable," Curtin said. "I started with an empty building and no collection at all."



His earlier experience as curator of the Truxtun-Decatur Naval Museum in Washington, D.C., proved invaluable in establishing the Hampton Roads Naval Museum.

Curtin's first objective was to decide the museum's scope. With a short deadline and limited space, the focus would have to be representative of the locale as well as the artifacts and exhibits that would be available. Following his research, Curtin decided the theme would be a highlight of the U.S. Navy's history in Tidewater.

The next step was acquiring artifacts depicting the theme; contacts in Washington helped with early acquisitions. The first ship models included the *Monitor* and *Virginia*, which came from Naval Historical Foundation and the Naval Sea Systems Command, respectively. These were followed by suitable artwork from the Navy's extensive art collection.

While exhibits were in the planning and construction stages, Pennsylvania House received extensive renovation, including returning the building's interior wood molding to its original 1907 appearance.

The building itself has quite a history. Over the years, it has served as a convention center, an officer material school and an officer's club.

The museum's present exhibits depict the battle off the Virginia Capes 1781, the battle off Craney Island in the War of 1812 and the destruction of Gosport in 1861. Other exhibits highlight the Spanish American War, the Great White Fleet, the Battle of the Atlantic and the shipbuilding industry in Tidewater.



A special exhibit dealing with the North Atlantic Treaty Organization recently opened.

The museum is open from 9 a.m. to 5 p.m. Monday-Friday; Saturday 9 a.m. to 4 p.m.; and Sunday 10 a.m. to 4 p.m. No admission is charged. Passes and directions may be obtained at Gate Two off Hampton Boulevard. For more information call (804) 444-2243.

—By JO2 Paul J. Brawley
CinCLantFlt, Norfolk



Bearings



Dr. Jimmie R. McDonald, a chemist with the Naval Research Laboratory, Washington, D.C., has been named recipient of the 1983 Hillebrand Prize, sponsored by the Washington Chapter of the American Chemical Society. McDonald, cited for his work in analytical chemistry, especially in diagnostics of combustion dynamics, received a cash award and a certificate.

Bronze Hammer Awards

Ten Navy commands won Bronze Hammer awards under the fiscal year 1982 self-help program.

The awards are presented annually to naval activities which made the most outstanding contributions to improving Navy life by using available resources, imagination and ingenuity. Through their own self-help efforts, with or without assistance from naval construction battalion units, the 1982 winners improved living quarters, personnel support facilities, and welfare and recreation activities.

Bronze Hammer winners are divided into four categories based upon the manpower of the competing shore activity, its tenant commands and the availability of Seabees in the immediate area. A special award is presented to any Navy fleet or shore unit deserving of recognition that doesn't have primary responsibility for real property management of personnel support facilities.



Mess Management Specialist First Class James Jerold Harper receives a hearty handshake from Commander Alan W. Swinger and applause from the crew of the USS *John A. Moore* (FFG 19). Harper was advanced under the Command Advancement Program for ensuring that the men of *John A. Moore* enjoyed the best meals the Navy could provide. The Command Advancement Program allows commanding officers to selectively recognize service members who exhibit outstanding performance and who are eligible for advancement.

The Chief of Naval Operations, Admiral James D. Watkins, announced the Bronze Hammer winners in the following categories:

- Activities with CBU in immediate area; enlisted allowance greater than 1,000: Winner: Naval Training Center, San Diego. Runner-up: Naval Submarine Base, New London, Conn.

- Activities with CBU in immediate area; enlisted allowance less than 1,000: Winner: Naval Security Group Activity, Northwest, Chesapeake, Va. Runner-up: Naval Undersea Warfare Engineering Station, Keyport, Wash.

- Activities without CBU in immediate area; enlisted allowance greater than 1,000: Winner: Naval Air Station Chase Field, Texas. Runner-up: Naval Education and

Training Center, Newport, R.I.

- Activities without CBU in immediate area; enlisted allowance less than 1,000: Winner: Naval Security Group Activity, Hanza, Okinawa. Runner-up: U.S. Naval Station Guam.

U.S. Naval Security Group Activity, Augsburg, Germany, won the special award category; the runner-up was NROTC, Auburn University, Auburn, Ala.

Admiral Watkins praised the winners, saying that the outstanding results achieved by all activities nominated made selection extremely competitive. "Through your efforts, better living conditions are being provided for Navy personnel and their dependents. I appreciate this work and encourage you to continue to improve quality of Navy life through self-help."



Air/Sea Ready Units Exchange Crews. Commander Alan W. Swinger (left), commanding officer, USS *John A. Moore* (FFG 19), and Commander Steven Wilson, commanding officer, Patrol Squadron 40, NAS Moffett Field, Calif., are ready to get under way with a mixed crew. For the past few months, the guided missile frigate and the anti-submarine squadron have exchanged crew members so that they would know more about each other's operations and capabilities.

Being Prepared Helps

Requests for Navy Relief assistance have increased in recent months. However, the number of volunteers available for processing requests remains the same; people are waiting longer for interviews. Sometimes, the waiting is in vain because the applicant lacks the proper documents to support a request for assistance.

To cut down on interview time, the Navy Relief Society recommends that all applicants be prepared. First, make sure you bring a current military identification card to establish eligibility for assistance. Also bring a current leave and earnings statement if you're requesting financial assistance.

The following list should help you prepare for your interview:

- **Financial Counseling** (both service member and spouse should be present).

Copies of all bills and itemized list of expenses.

- **Emergency Transportation.** Leave papers, Red Cross verification of emergency.

- **Motor Vehicle Repairs.** Written estimate of repairs, vehicle registration, insurance papers.

- **Basic Living Expenses.** Utility bills, landlord's statement of rent due.

- **Medical, Dental or Funeral Assistance.** Copy of itemized bill for which payment is requested. Dental estimate form will be provided by Navy Relief Society.

The list is not all inclusive, but it does give an idea of the applicant's responsibility in the interview process. Navy Relief can assist service families with temporary emergencies, but the applicants and volunteer interviewers must work together to solve each problem. Having the necessary information in hand will help speed the process.

Changing Dreams

John M. Sanford thought his future lay in making motion pictures. So, he and two friends formed the idea of creating a movie production team.

"We made our plans, then went separate ways. The idea was to meet again in a couple of years," he said.

Sanford then signed with the Navy to learn all he could about photography, with the aim of rejoining his friends as a partner in the moviemaking business. As it turned out, the photographer's mate rating was closed so he entered the photographic intelligence man rating (later redesignated intelligence specialist).



It wasn't long before dreams of fame and fortune gave way to thoughts of a Navy career. Sanford's constant drive for success resulted in advancements as fast as Navy regulations permit. Last year, after only seven years service, he was advanced to chief intelligence specialist. Next came a bachelor's degree in business which dealt another winning hand—selection to Officer Candidate School in Newport, R.I.

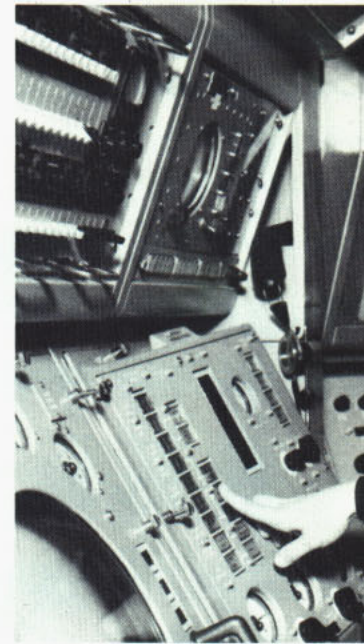
The motion picture company he once dreamed of never materialized, but Sanford has no regrets.

"I don't own a Cadillac, but I drive a new car. I'm not super rich, but I'm happy. I've got a good job and a career that's just beginning."

—By JO1 Steve Bellow
CinCPacFlt PAO

They Found A Career

“What does the Navy offer a woman coming in today? It gives her an opportunity to find out what kind of individual she is. Sometimes you don’t really know who you are or where you’re going in life. The Navy is a good place to find out.”



Those are the words of a woman just past the midpoint in her Navy career, Chief Air Traffic Controller Linda Dunn, stationed at Naval Air Station Oceana, Va. Dunn is representative of many women in the Navy who joined looking for adventure, travel and training. She found something more—a career.

Photographer’s Mate First Class Carolyn Harris at Navy Public Affairs Center, Norfolk, Va., also found a career in the Navy. She and Dunn both have more than 12 years of active service, although Dunn spent her first 4½ years in the Air Force. They carry on the tradition of women in the Navy that started back in 1908, when the Navy recruited the first nurses.

Today, more than 38,000 enlisted women serve around the world in such diverse ratings as cryptologic technician, builder, data processing technician, boiler technician, quartermaster and even as boatswain’s mate.

Why do women join the Navy? In her hometown of San Jose, Calif., Harris worked in dress and fabric shops and had attended a junior college for two years before she made the decision, on impulse, to join the Navy. Her family was against it at first, but later her mother supported her. “At that time, I really wanted to be a photographer. That was my goal. I’ve always had itchy feet, but I wasn’t expecting to stay for 20 years. That was the farthest thing from my mind.”

Dunn was working in a department store in her hometown of Winston-Salem, N.C. “After high school, a lot of the girls just



wanted to get married and settle down, but I wasn’t ready for that. I thought the military might be good for me. My parents were against it, but I think it was the smartest move I ever made.”

The right occupation seems to be a key

factor in determining how one will feel about the Navy.

“My major in college was art, so I was really drawn toward photography,” said Harris. “I scored high on the placement tests we were given at boot camp, but the



Above: ACC Linda Dunn checks the radar scope for approaching aircraft. Left: PH1 Carolyn Harris and JOSN Teri Thomas gather clippings of Navy news releases published in newspapers.

two quotas for PH 'A' school went to others."

But she didn't give up. After a year at her first duty station, Treasure Island, San Francisco, Calif., she got her "A" school and became a photographer's mate.

When Dunn entered boot camp, she was leaning toward a medical career. After testing, she found she had a good aptitude for being an air traffic controller. "I like being a controller," she said. "Every base you go to is different. It's very challenging to be able to change from one environment to another."

Was there a time when either wanted to leave the Navy? "Sure," said Harris. "More than once. Sometimes I got frustrated. Maybe part of it was that I was going up in rank, and I was no longer being buffered by my chiefs. When you're junior, you have someone looking after you, but now that I'm a first class, I don't have that anymore. I have to deal with the system on a one-to-one basis."

Dunn echoed those feelings. "I wanted to get out at times. I became frustrated and wanted to change a lot of things quickly, but that can't be done—in the service or out."

And there were reasons for staying in. "I really like the way of life," continued Dunn. "I don't have to stay in one place. I like to travel, and I like to meet new

people. I also like the financial security."

Harris also likes travel but found other reasons to stay in. "I feel that I have always been treated well. I've always had good duty, and I seem to get some special attention because I'm a woman. There are not many women senior first class petty officers around, so I get noticed. My pay is good and not having to depend on anybody gives me a great feeling."

In their 12 years of active service, Dunn has been stationed in New Jersey, Florida, Bermuda and Virginia; and Harris in San Francisco, Hawaii, Indianapolis and England.

During their tours, have they seen the Navy change? "Sometimes I think the discipline was much more strict back then," said Harris, "but we seem to be moving back to that with the current emphasis on 'pride and professionalism.' During the days of the draft, enlisted people with college degrees were fairly common. Today, we're again moving toward getting people with more formal education."

Dunn has seen a change, especially with regard to women. "I think the attitude toward women in the Navy has improved quite a bit. Women with families are accepted better now. In the past, many people felt that a woman who got pregnant should get out. There was never any pressure on me, so I decided to have a family and a career at the same time."

For women in the Navy, deciding to have a family can be difficult. Dunn said she spent many long nights trying to decide if her career and a family would mix. She and her husband, a chief air traffic controller, knew that they would have to sacrifice some things. For example, he would spend time at sea. But, if they both stayed in, their retirement benefits would provide them with financial security. She and her husband discussed it, but, in the end, he encouraged her to make her own decision.

"He said he would support me no matter what I decided. When I stayed in, he was pretty happy. He knew I just couldn't stay home and keep house. I have to be active. We now have three children—two boys and a girl."

But sometimes Navy women decide not to marry. "Marriage has never been my No. 1 priority," said Harris. "I like being

my own boss, and I like my independence. The Navy hasn't influenced this decision though. I would be the same if I were a civilian. Who knows? I may get married next year or 10 years from now."

Both women have advice for young women entering the Navy today. "Get your training," said Harris. "Take full advantage of everything the Navy has to offer and use all the benefits and services it provides. They're there for you."

Dunn adds that the job experience is important. "Do the best you can at your job. You can't lose on that. Some of us have more ability than others, but if you try to do your best, that's the most important thing—and it really pays off. Learn from the people you work with and listen a lot."

Neither felt inequality was a problem. "I felt I was equal," said Dunn. "There was never any doubt in my mind. I always tried to do my job, and I felt I was dealt with very fairly."

Harris cautions that women have to be careful not to be turned into imitation men. "The Navy can give you a positive self-image. You make your own money and your own decisions. You're a professional doing an important job. You're equal to a man because you had to come up the same way."

The Navy way of life isn't always easy. There can be separation from family and friends, long hours on the job, duty in remote parts of the world and the ever-present chance of sea duty. Can women be happy with a Navy career? "Yes," said Dunn. "I feel secure, I like my job, and I like the people in the Navy." Harris agrees. "Right now I could pick up the phone and call all over the world because I would know somebody there. The Navy has given me many friendships."

Harris and Dunn both say they will have gotten something out of their careers: adventure, travel, friends, a sense of accomplishment, job experience and the retirement benefits they will take with them.

Then, there's one more thing which Harris adds, "The stories. I think I could live the next 40 years on the sea stories alone."

—Story by JO1 Dale Hewey
—Photos by PH3 Bruce Morris and PHAA Thomas E. Butt



Women Recruits

Sharp and Together

Orlando, Fla., is best known as the site of Disney World and Sea World—vacation spots for those seeking a kicked-back, carefree getaway among the palms.

Emblazoned in large bold letters on a towering watertank is the name of another central Florida attraction—"Navy World." It's the Recruit Training Command, Orlando, Fla., the first stop that many Navy enlistees make before entering the fleet. It also holds the distinction of being the sole recruit training center for women.

The women who report to the recruit training command hail from every state in the union and its territories. They come to learn a new way of life and the rudiments

of elementary seamanship. In the process, they learn things they never knew about themselves.

Here in a regimental atmosphere, against a fast-paced backdrop, these recruits will learn a different lifestyle. They'll sweat, scream and cry, and if they didn't have self-respect when they arrived in Orlando, they'll have it when they leave. They'll learn pride and professionalism. They'll make friends of a common denominator, understanding that while each is an individual with her own quirks and qualms, it's imperative they put aside differences and work together as a team.

Captain Lloyd W. Fernald Jr., RTC's

commanding officer, refers to the training command as a camp where people come to learn the "basics of baseball."

"Our mission is to provide a transition from civilian to military life. In doing this, I see it as a two-fold function. First, they've got to learn how to play Navy. I consider that an analogy with wanting to be a professional baseball player. If you want to be a ballplayer, you go to camp and learn the rules and regulations and how to play the game as a professional.

"The recruits do some physical conditioning, they learn when the coach says to do something they'd better do it. They learn how and when to bunt, when to pull a sacrifice fly and how to play different positions. They must play hard to be first-string, and they must play as a team to win."

And if they don't?

"Well, no one says they have to agree with all these rules and regs, but they better play by them because they chose this. If they don't, they're going to be benched, told to take a shower, scolded and fined and possibly kicked off the team."

Once the attitude is set and rules are understood, the building begins. The captain makes no bones about how he wants the training approached by his subordinates—to make boot camp one of the most stressful and traumatic experiences pos-



Opposite: Physical training is a daily routine whether on the grinder, the obstacle course or in the compartment. Left: Rifles with lead-filled barrels are regular "uniform items" for both men and women at RTC Orlando.

Women Recruits



sible. Through this philosophy he hopes that recruits who want to play Navy will recognize that if they can be a success in the fleet it's all but guaranteed they will be a success in life.

"If they can grow to become reliable, dependable, conscientious team players, then everybody wants them. On the other hand, if they fail in the Navy I suggest they have a long hard row to hoe."

In control of all military training for the two women's and five men's divisions at RTC is Lieutenant Commander Keith M. Kasen. He echoes his CO's goals by monitoring virtually every aspect of recruit training.

"Pride and professionalism start here—we set the standards. There was a time when recruit training was of a college

campus nature. The emphasis was more on academia with very little PT and military drill.

"We've been directed to go in the other direction. Recruit training is supposed to be tough. The idea is that you instill pride so when the recruits complete boot camp they feel accomplishment. In turn, they'll take that to the fleet and continue to grow as solid professionals. All we can do here is teach them to crawl."

A New Way of Life

A gray bus rolls through the gates at RTC, Orlando. None of the women aboard speak. Worried eyes scan what resembles a modern college campus. Appearances are deceiving. "What am I doing here? . . . "Oh, no! what have I gotten myself into?" There is no answer for the moment, but perhaps in the following weeks they'll have their answers.

There's no time to think through anything. Quickly the passengers leave the bus and head toward the recruit indoctrination facility. Everything is just a simple matter

of obeying orders right from the start. The new recruits fill out forms required for service, health, dental and pay records. They also send home what will be the last bit of correspondence for a while—a card stating that they have arrived safely at RTC and can be reached through the Red Cross if an emergency should arise. Then they march to the barbershop to get their hair cut (a relatively recent requirement for women), then on to receive their initial uniform issue of dungarees. They gather up the clothes they arrived in and ship them home.

Their indoctrination facility stay is brief, a week at the most. By standing tall in front of lockers and counting off, they learn the first requirement for success in the fleet—responsibility and accountability. They are still individuals acting as individuals with no concept of teamwork.

"Attention on deck!" yells a woman. Everyone in the compartment braces, eyes ahead. In strides a woman in khaki, a red aiguillette draped over her left shoulder. She stops to take in all the new faces,

Opposite page: Unhemmed dungarees; orders from the RCPO; locker inspections.

Below: An RCPO marches her company to the grinder for close order drill.



Women Recruits

taking stock of what she has to work with for the next two months.

“OK, ladies, at ease. I’m your company commander. For the next eight weeks, I’ll be guiding you through recruit training. By the time you leave you’ll be a credit to the fleet. Now, I want all of you outside in formation, just as you have for chow the last few days. MOVE IT!”

The basic unit has been formed—a company of 80 women who will rely on one another and, sometimes, fight one another. But taking these women from their various ethnic and social backgrounds and molding them into a team with a sense of common unity will take time and patience on the part of the company commanders and the recruits.

“At first our company couldn’t get along. Everybody was in little cliques.”
—Pamela J. Thompson, recruit section leader.

“I never knew so many people with so many opinions and so many problems.”
—Beverly A. Hunley, recruit.

“We’ve got what we call the ‘me generation’—what’s in it for me. Some don’t think about what’s in it for us.”
—PHC Joyce Pelt, former CC.

One of the first things the CC does after picking up a company is to appoint leaders within the company. She assigns a recruit

chief petty officer, recruit master-at-arms and section leaders, including port and starboard watch leading petty officers who are responsible to her. It’s the first practical application of the chain of command which the new sailors will operate by throughout their naval careers. They’ll be issued rifles whose barrels are filled with lead; they’ll wear leggings and dungarees, duty belts and chukka boots. Anything expected of the men will be expected of them.

3-1 Day of Training

Monday morning before the sun has risen the bugle call sounds over the PA system. Some women sit up on the edges of their racks and rub sleep from their eyes—others roll over and groan, pulling pillows over their heads to drown out week three of reveille. The RCPO and MAA badger them—“Up and at ’em!”

Slowly, yet surely, the recruits are beginning to realize the importance of playing ball together. Hanging together. For two weeks they’ve lived, trained, worked and studied together—much of the time in the close quarters of their compartment.

They’ve set the watch, learned how to fold and stow lockers, conducted conferences to solve internal conflicts, and stood various small-time inspections by the CC in preparation for the larger and more demanding division inspections where the



Clockwise: Recruits return to the barracks carrying their new whites; a division chief conducts a personnel inspection; recruits line up outside the galley.



most minute details are studied.

In the preceding two weeks, they've gradually come to look and act like sailors. Navy rules, regs, history and traditions, military drill, and physical fitness training as well as medical and dental ex-

ams and inoculations have either been learned or accomplished. It has been a trying experience—being bombarded with so much, so fast, so often.

The days are fast-paced, shuttling in formation from class to drill to chow—over

and over again. Recruit training is far from monotonous but it is repetitious. Racks to be made daily with hospital corners at 45-degree angles, naval terms, rating and rank to be committed to memory and precise methods of folding clothes, lacing shoes and stowing lockers. The message is pay attention to detail—listen, really listen, then think before acting.

“I remember the first story our CC ever told the company. It was about a sailor who had cleaned this piece of equipment and hadn't taken the time to put it back together properly. When it was turned on, a piece flew off and hit a shipmate in the knee severely injuring that person. Then she said if that sailor had taken time to secure it properly, no one would have been hurt. When our CC showed us the scar on her knee, I knew I'd never forget.”—Kathleen J. Miller, recruit section leader.

“Our CC told us the same story a

The pain and pressure of eight weeks of inoculations, training and “learning to play ball” are forgotten at the final moment of graduation.



Women Recruits

thousand times. Same story, different setting but the moral was always the same—one little mistake, one screw not tightened or something left out could kill someone in the blink of an eye.”—Michelle G. Bucarich, recruit.

“You’ve got to pay attention to detail, match the proper wires. If you can’t stow a locker or make a bunk the way you were told to, then how could the Navy trust us with a million dollar piece

of equipment?”—Mary J. Simpkins, recruit.

Third Week, Third Day—The PI

Up until now, the personnel inspections have been conducted by the CC. She’s been through this routine with her company at least a half-dozen times. Today is for real.

Brass gleams. Shoes sparkle. Belt buckles are on gic lines. Dog tags jingle

from necks. Hair is off collars. Pockets are buttoned. Leggings are laced correctly. Everything appears in order.

“Look yourselves over, ladies—this inspection counts,” warns the CC, a veteran of four other successful companies.

They take her seriously.

“Hey, you’ve got some gear adrift on your shoulder there—got your ID card in your pocket?”

“OK, uh, who’s the commander, Naval Training Center, Orlando?” asks one recruit of another.

“Hmmm, Rear Admiral P.M. Hartington,” grins her buddy.

“Yea, awright!”

Conversations are interrupted as their CC orders them onto the line created by the linoleum floor squares. The RCPO steps out to ensure toes are on the line. All looks well. They feel confident.

A door squeaks open. The division inspector strides into the compartment.

“Company—atten-hut,” shouts the RCPO. Heels click in unison. Each recruit’s eyes lock on a recruit standing opposite. Fingers together, thumbs on hems, knees slightly bent, shoulders back.

The CC and the inspector exchange muffled words; the recruits strain to hear. He turns and approaches the RCPO. She states that all recruits are present and accounted for.

He steps up to the first recruit. She maintains her stare. He is expressionless, all business—checks her hat, asks for her dog tags. So far so good. He holds up a flash card depicting a petty officer third class rating badge. She answers correctly. Down the portside he works checking off each recruit’s billet number as he goes. Time and again he stops to evaluate what he sees, sometimes asking a recruit to show the inside of her belt to make sure it’s stenciled.

A question.

“Who is the commander, Naval Training Center, Orlando?” he asks one recruit.

Deafening silence as each recruit answers inwardly.

“Admiral P.M. Hartington, sir,” she says confidently.



At attention, recruits await the outcome of a fold and stow or sea bag inspection.

The inspector is looking for detail. Again, he asks.

Hesitation. She's not so sure anymore. He waits impatiently. She responds.

"Admiral P.M. Hartington, sir."

She loses—correct answer is *rear* admiral.

Her face drops as he makes a note. Her CC glares.

There is no margin for error during personnel, locker, infantry or barracks inspections—no middle grade of C for average effort. It's a pass/fail system. Personnel and locker inspections are geared toward the individual recruit whereas the infantry and barracks varieties are aimed at the entire company. No matter which inspection the recruits are undergoing, the goal is to discover whether they are paying attention. Attention to detail takes discipline and discipline abounds at RTC, for it's the base on which recruit training is predicated.

The inspection is over. The CC orders the company out to the patio to await results. They file out quietly, then the talk begins. They think, "Everything went well—we looked *good!*"

Five recruits stay behind in the compartment standing at attention, faces downcast. They're the ones who didn't pass. They're the ones who missed the questions or forgot to stencil.

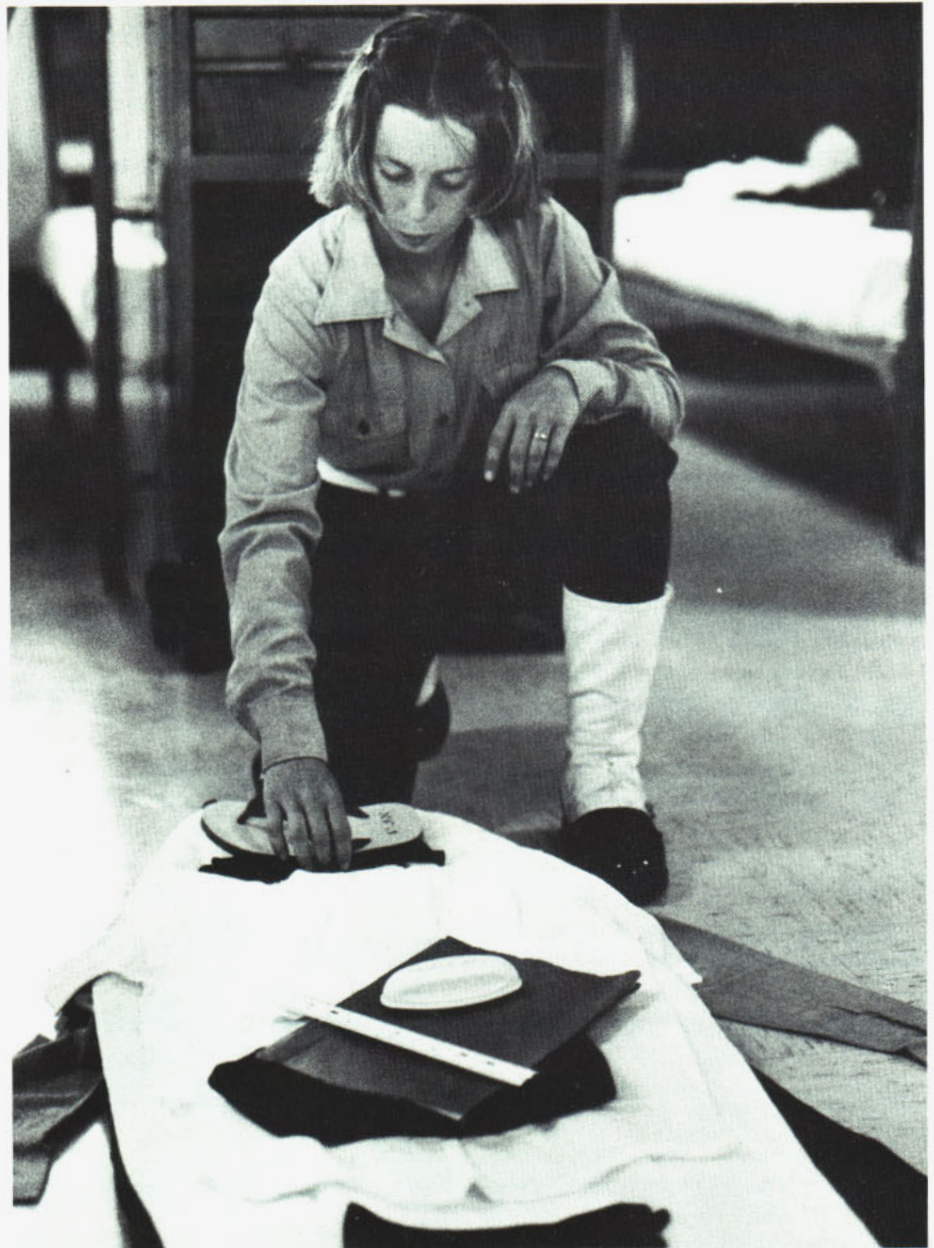
"Hit the deck!" orders the CC. "Gimme 15 mountain climbers."

"Gimme 15 push-ups." They obey as the sweat drips from their foreheads, faces flushed.

Now they run in place, arms held straight out. Dog tags jingle.

"One-hundred-eighty counts a minute for three minutes, ladies—*get those knees up!*"

It's called "cycling"—a form of motivation. RTC prefers to call it "counseling—a motivational tool used to correct deficiencies." On the other end, it's simply a means of keeping recruits physically fit. The women's PT program is as rigorous as the men's though the exercises are in keeping with the builds of both sexes. The 32 periods of morning/afternoon physical training and three PT progress tests are mandatory for graduation. The final PT test in the recruit curriculum will find them tripling the exercises and run-



ning 2¼ miles in 23 minutes.

"When the CC said we were gonna have to run 2 miles in order to graduate, I thought, no way. But, RTC taught me to expect more of myself than I thought possible."—Christina A. Janis, recruit company commander.

"I don't know how I made that run, but I did. My shirt was still sweaty this morning. As for 'cycling'—I'd rather hit the deck than stand at attention."—Michelle G. Bucarich, recruit.

"You never know how much you have in you. I've been finding out here. If you drop your piece, you know you're gonna be doing push-ups."—Pamela J. Thomp-

A recruit makes final adjustments to items before a fold and stow inspection.

son, recruit section leader.

"When you get 'cycled' you know that you have to exercise together or start over. Even when you want to quit, you know you can't give up."—Beverley A. Hunley, recruit.

"When I first got here I couldn't run a block. If I ran a block I thought I'd die. Now all this running is pretty easy."—Sharon D. Gorhan, recruit.

The cycling is over. The remainder of the company files into the compartment.

Women Recruits

They get back on the line grinning.

"So—you thought this inspection was a lot easier than the time before, huh?" the CC booms.

"Yes, ma'am," the company choruses.

"Five hits out of 74 doesn't sound bad does it?"

"No, ma'am."

For the next five minutes, words are harsh as the disgusted CC criticizes, complains and yells about how terribly the company performed. She lays the guilt trip on them heavily, then stops, allowing the company to absorb all that's been said. Some feel hate, others feel a sense of unity and motivation returning.

"All right, company, get up here—move!"

They gather, heads low and sit on the deck in a semicircle as the CC settles into her chair. The CC's anger subsides and melts into understanding. Uneasy calmness invades the compartment.

"I'm not angry with you—just disappointed. You did this before and you did it well. Don't get hung up, don't let the inspectors bother you. Get back up and go on."

Counseling ends, depression fades, hands clap—the team spirit returns. An opportunity to rectify this personnel inspection will come again on the seventh week, second day of training. Meanwhile, there are other things with which to be concerned.

"OK, go to chow."

Weeks pass—more inspections, classes, firefighting and damage control, NBC warfare, PT and PT tests, pistol practice, cycling, new uniforms, more inoculations. They spend the fifth week carrying out fleet duties and routines (this was once called service week). Appointed to various offices, buildings and work spaces throughout RTC, they perform jobs ranging from master-at-arms to food service aides. It's a week designed to give them a better understanding of the daily, practical, administrative and routine functions of the Navy in general, by giving them the opportunity to work with staff personnel.

During the sixth week, the inspections become more demanding—barracks, fold 'n stow, locker and military drill. By this time the recruits are simply rehashing the

routine of the weeks before. The atmosphere has shifted to a total-team effort.

"All of a sudden it seemed like everybody pulled together. On Sundays, we'd march to chapel, not as stragglers but as a company. No one wants to be a sore thumb in the crowd."—Pamela J. Thompson, recruit section leader.

"In the beginning, we nearly pulled each other's hair out. Now we're all on the same level; we all have to wear the same things and do the same things. Nobody gets preferential treatment. We all experience the same joys and hurts."—Michelle G. Bucarich, recruit.

"We have people in the company who were delegated authority and through the company's chain of command they were responsible for making sure we got things done—but it took awhile."—Sonja D. Wroten, recruit.

Below: Eyes straight ahead, thumbs on seams, belt on the gigline, a recruit awaits the scrutiny of the division inspector. Right: Full of spirit, recruits run their final 2¼-miler before they can graduate.



Much of the seventh week is spent aboard the USS *Bluejacket*, a two-thirds scale model of a destroyer escort. While these women will not serve aboard a combatant ship, some will report to tenders or other non-combatants. They're still expected to know how to report aboard and depart and become familiar with general quarters, watch standing, the sound-powered telephone system and basic deck seamanship.

This is also the week that will culminate in the final PT and academic tests and perfecting the pass-in-review ceremonies.



It's a period of excitement. It's a time to reflect back on all that has happened in the last two months.

"Getting on that plane to come here was like one more step to being on my own. Walking through the gate was another way. I made it through all the 'cycling' and mental pressures without running to mom and dad. I'm proud of myself because before I got here, I really didn't think I'd make it."—Pamela J. Thompson, recruit section leader.

"Boot camp has changed me. I'm still not sure how, but the change is there.

For eight weeks we were under pressure and then some. There hasn't been an experience in my life like it."—Kathleen J. Miller, recruit section leader.

"I think more of other people now. I put myself in their shoes. Before I came in the Navy, I was fairly insecure, not really knowing what I wanted and where to go for it. I feel better about myself now knowing I can really go somewhere and make my own decisions."—Beverley A. Hunley, recruit.

"Throughout boot camp, all my values became even more important, and

I felt prouder than ever to be a young woman in this society. The pride and dignity I felt during graduation has yet to be surpassed by any former experience. Now I wear a uniform and it expresses my inner self to all around me—it reflects how I feel inside—sharp and together."—Sonja D. Wroten, recruit.

Perhaps Michelle G. Bucarich summed up the RTC experience best: "When I graduate, it won't be with 80 women, it will be with 80 shipmates."

—By JO1 J.D. Leipold



Getting Ahead in the Med

Story by Anne Marie Hemlock

Photos by Ron Gladski

To many crew members of the Sixth Fleet, the destroyer tender USS *Puget Sound* (AD 38) is a floating classroom. Through its educational services office, the flagship provides diverse ways for crew members to obtain high school and college credits.

Last year the ship made it possible for 85 Atlantic Fleet sailors to earn general education diplomas, the equivalent to a high school diploma. Other sailors earned 340 college semester hours through the ship administration College Level Examination Program.

In addition, the ESO helped sailors prepare for a shorebased education by providing entrance examinations such as the SAT, ACT and GRE. In all, the educational services office administered some 900 exams over a 6½-month period.

Puget Sound is able to make these educational opportunities available as the first Defense Activities for Non-traditional Educational Support testing center aboard a destroyer tender in the Mediterranean.

"We started out to make *Puget Sound* a full-service tender," said Captain Jerry M. Blesch, commanding officer. "One of the services we felt important was that offering education and testing to the ships alongside. This led to the establishment of the DANTES testing center on board and to many other successes."

Broadening the educational services available to the Sixth Fleet also led to expanded services on board. While under way, sailors aboard *Puget Sound* have a choice of more than a dozen courses taught by ship-riding professors or vocational teachers.

Shipboard courses, which are taught



under the Navywide PACE program range from English composition to advance photography. Courses are chosen based on the results of a survey of the crew's interests, plus an evaluation of whether the course will satisfy degree requirements.

"Anything you can get in the states, if we can find a place to teach it, we'll teach it," Navy campus Senior Education Specialist Beth Popham said. Popham and the ESO staff interview crew members regarding their educational and life goals and advise them of educational programs required to reach those goals.

"It's been a long grind coordinating and

Beth Popham, (left), Navy Campus senior education specialist; PN3 Kris Keebler and PN1 Cliff Colee get together to discuss one of the PACE courses offered on board USS *Puget Sound* (AD 38).

providing all the various services, but it's also been very satisfying," said Personnelman First Class Cliff Colee, an educational services office staff member and a recipient of the Navy Achievement Medal for his work.

With the service and professionalism *Puget Sound* offers, it continues to live up to its credo as the tender with a "Standard for Excellence."

Port of Call- Hong Kong

Story by JO2 Glenn Jochum
Photos by PH1 Felimon Barbante and JO2 Jochum,
PAO, Subic Bay, Philippines Seventh Fleet

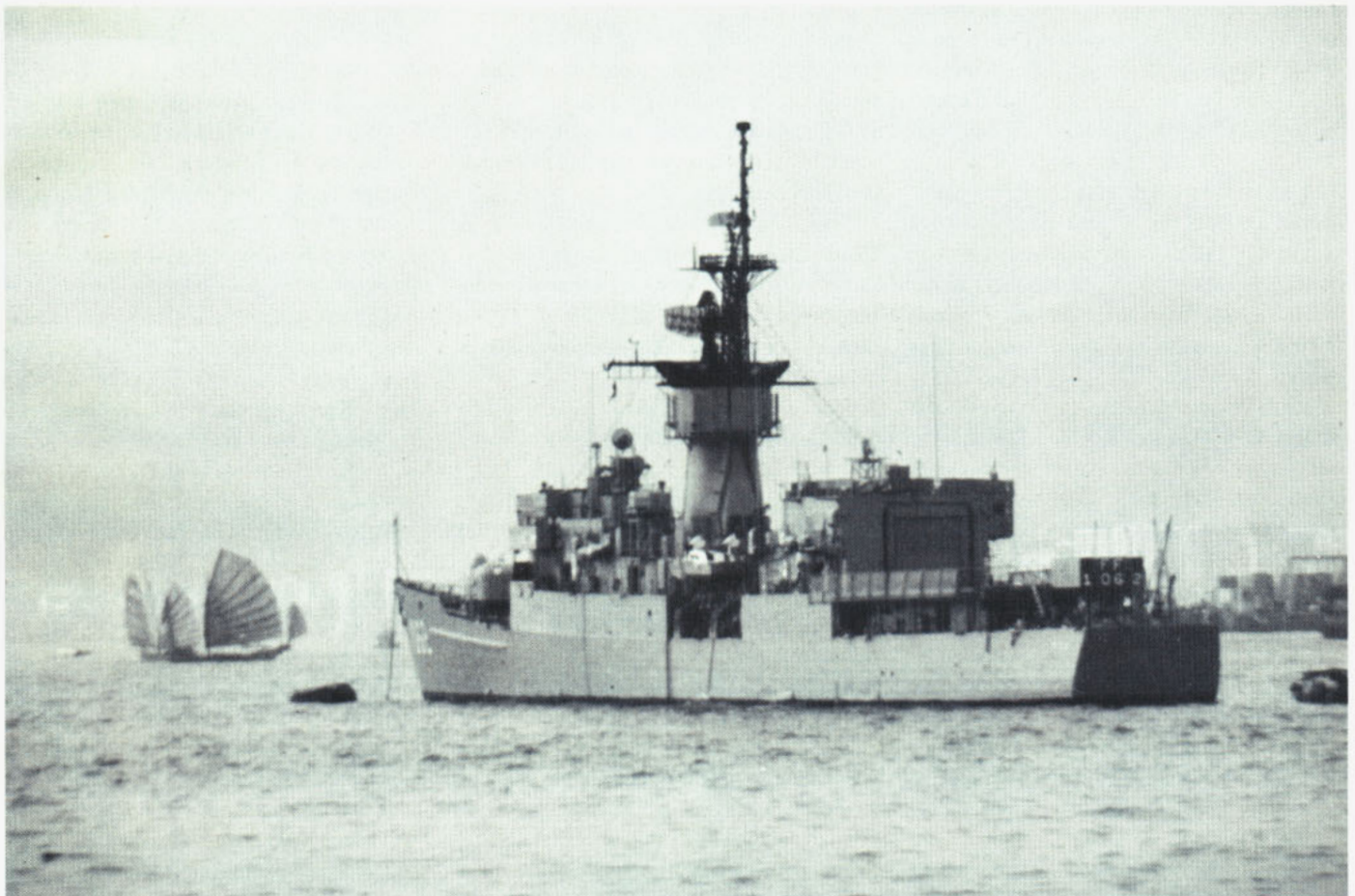
Several decades after the disappearance of Suzie Wong, Hong Kong's special magic and mystique continue to captivate sailors who visit the British Crown colony.

Three recent visitors to the island city were the Seventh Fleet frigates, USS *Whipple* (FF 1062), USS *Brewton* (FF 1086) and USS *Rathburne* (FF 1057). As

the ships approached Hong Kong harbor, old salts "spun yarns" about previous port calls, leaving first timers eager to sample the night life or buy tailor-made clothes. The younger sailors wondered if Hong Kong would match their expectations as old-timers shared thoughts on how much it had changed.

Some sailors cited the crown colony's cleaner streets or the gradual decline of the rickshaw as evidence that Hong Kong has changed. Torpedoman's Mate First Class Terry Morse on *Brewton* hails from

USS Whipple (FF 1062) at anchor in Hong Kong harbor.



Hong Kong

rural Wisconsin. "For liberty, Hong Kong is too big for me," he said. "It's like liberty in New York City."

There are certain precautions to be observed. Amateur photographers learn that many elderly Chinese residents resent having their pictures taken. Some believe that a camera actually "captures" their spirits.

From the standpoint of entertainment, the island city probably offers more diversity than any other Seventh Fleet port. Where else, for example, can you watch a game of cricket in the morning and a Chinese opera in the afternoon? How many industrial cities offer a peaceful 15-minute tram ride and the chance to make new friends along the way who are eager to practice their already-fluent English? A stroll in Causeway Bay may reward you with the sight of a patriarch carrying a cage full of singing canaries.

Dining? Well, it's a gourmet's paradise where fish 'n' chips can be enjoyed for lunch and Pekin duck can be had for supper. The list of foods to eat, places to see, entertainment to enjoy is endless, and years of port visits might not allow one to sample all that is available in Hong Kong.

"It can't be done," said Hull Technician First Class Bill Lamantry from *Whipple*. "This is my 18th visit."

For the less adventuresome, Boatswain's Mate First Class Ken Maynard advised, "Go to Fenwick Pier. They can help you arrange tours of the city, either do-it-yourself tours or boat tours. You can also get maps, pamphlets and hotel rates there."

And, one can always fall back on the Royal Navy's China Fleet Club which U.S. service members have patronized for decades. The club's new location overlooks the Wanchai Sports Arena in an ultra-modern building adjacent to the harbor in Causeway Bay. Inside, you can buy everything from tailor-made suits and photographic equipment to eel skin wallets and Mikimoto pearls—all on one floor. The Navy Federal Credit Union, located in the club, will handle loans within 24 hours or open accounts within three to five minutes, according to the resident credit union representative.

Perhaps the least-known feature of the China Fleet Club is its mail-order service.



"We maintain records of a sailor's shoe size for a long time," said Nora Tangs, the club's contracting supervisor. "Twenty-five years after visiting Hong Kong, a person can write to us and get custom-made shoes to order."

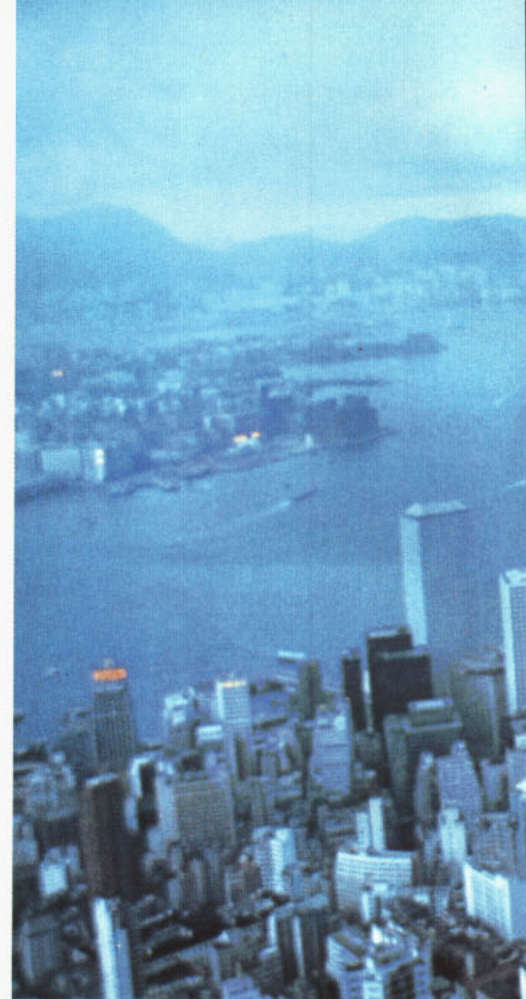
Shopping bargains don't end inside the China Fleet Club though.

Although good deals are plentiful within the market places, many of which are tucked away on side streets and in alleys, buyer beware!

One sailor offered this cautionary tale: "Beware of the good deal—you can still get what looks like quality stuff, but it may be an imitation and not an authentic name brand. In 1959, vendors used to sell beautiful watches near Fenwick Pier. You'd be fortunate if it still ran the next day because the rubberband would be worn down. So you might get a (counterfeit) Rolex for \$50 (U.S.) but the workmanship inside would be junk."

Still, another sailor insists that you learn who the reputable tailors are from the staff at Fenwick. Then he added: "Ask for double-stitching and make sure you go back for a second fitting."

Nevertheless, the opportunities for good



deals abound in Hong Kong.

"I like Victoria Street in Causeway Bay where Thieves' Alley is," said Harrison. "All you have to do is walk to the Wanchai District from Fenwick Pier and catch a double-decker bus downtown (about 20 cents). That's where the best shopping is. I especially like the mainland Chinese markets. I went in there to look around once and came away with 10 pairs of black Navy socks for about \$1.50."

Probably the best information about Hong Kong will come from its year-round residents, everyday people such as the schoolteachers, taxi drivers and waitresses.

Alice Wong, who has lived in Hong Kong most of her 33 years, attempts to penetrate the riddle. "Hong Kong is more than a city," she said. "I can't say who Hong Kong belongs to. It's like a spirit without a body—it's a place for challenge, a place where you can have a good job, a good life. The people are very clever, with good business sense."

A taxi driver named Chang likes it when American ships visit. He says the sailors add to the cosmopolitan flavor of Hong Kong.



Whether visiting sailors—TM1 Terry Morse, GM2 Lloyd Basilio and IC1 Larry Petrongelli (far left)—are walking the streets, viewing Kowloon and Hong Kong from Victoria Peak, or sampling the native food, the two cities are an experience of new sights, sounds, tastes and smells.

After an exhilarating day of experiencing the throbbing pulse of the colony, you may choose to escape to one of many secluded pubs scattered throughout Hong Kong.

There, with a little imagination, you can peer into the past as one sailor did. On the back of a menu, he discovered the legend of Suzie Wong, a reminder of Hong Kong's mystique, which says: "There are many stories concerning the reality or otherwise of (Richard) Mason's enigmatic heroine, Suzie Wong. The one we like best is that she is alive and toothless and somewhere in Wanchai waiting for you. Suzie would be hitting 50 by now, but, as old China hands allege, that apparently is when life begins."

And so, Hong Kong remains ageless to the sailors of the Seventh Fleet.



Women of Annapolis

By Jo Jones, Public Affairs Office,
U.S. Naval Academy

"If they let women in here, I'll break my class ring," one Naval Academy graduate vowed when Congress was first considering women being allowed to enter the service academies.

Into that atmosphere, 81 women entered the U.S. Naval Academy in the summer of 1976, after Congress passed the entrance law. Of those 81 women, 55 stayed the course for four years and earned their own Naval Academy class rings.

Since the women midshipmen of the class of 1980 pioneered their way through the Naval Academy, formerly a male bastion of naval leadership training, the feeling is that things have gotten better for women in each succeeding class.

"After women came to the Naval Academy, we learned by experience what to do in a given situation," said Commander C.B. Slater, senior psychologist in the academy's professional development division. "Women midshipmen learned what their reaction could be when a certain action happened. Now there is the support of having women in the upper classes that wasn't there for the class of 1980 women midshipmen."

Lieutenant Junior Grade Janie Mines, a Supply Corps officer, is a member of that class of 1980 and the first black woman to graduate from the Naval Academy. "I've talked to some women from the class of 1984," said Mines. "The situation for women is better now from the standpoint that the academy administration has es-

tablished more rules and regulations about what midshipmen can and can't do.

"When I was there," she added, "everything was new. They didn't want to draw attention to us by doing anything special."

Mines, along with the other women midshipmen in the class of 1980, was very aware of her unique standing; many succeeding women midshipmen did not think of themselves as being in the minority at the Naval Academy.

"I never really thought about being one of a few women at the academy until I got here," admitted Nancy Thompson, who graduated this May. She was one of two women in her class to earn general engineering degrees and one of six women officers selected for flight training at Pensacola, Fla.

"Once at the academy, I realized all eyes turned to the woman within a group of plebes," said Thompson. "The men were more aware of us because we were still new. My class was the first to have women for all of the four years at the academy. By the time I entered, women were in the upper classes, and they were proving themselves in leadership positions."

According to Jackie Blackwell, a classmate of Thompson's, those upperclasswomen were reluctant to help women plebes despite their positions of responsibility, or perhaps because of them.

"When we were plebes, the upperclass-

women midshipmen were hesitant to help us out. They didn't want to show any favoritism," she remembered. "That hurt, but they had to do that," she admitted.

"Now we don't hesitate to help plebe women," said Jackie. "It's a kind of legacy we pass down. But there's no 'spooning'—where upperclassmen allow plebes to treat them as equals. We go through the proper chain of command, but we let them know we're there for them, besides telling them what to look out for and what to stay away from."

Slater acknowledges women at the Naval Academy are not without problems, but the chain of command is there for them, too.

"It's generally my impression," said Slater, "that women midshipmen catch negative comments from some of the other mids, but it is easier for women at the Naval Academy now. The administration is certainly very supportive of women; the Commandant of Midshipmen talks about the issues and makes every effort to get current information and feedback about whatever affects the brigade." (The commandant is in charge of the professional development of the 4,500-member brigade.)

Since 1976, there have been about 90

Cheryl Dolyniuk was first regimental commander in charge of half of the 36-company brigade of midshipmen during the spring semester of her senior year. Dolyniuk is now an ensign.



Women of Annapolis



Midshipman Jacqueline Davis, oceanography major: "The academy is bringing out qualities I never knew I had."

to 100 women admitted with each subsequent class.

According to retired Rear Admiral Robert W. McNitt, the dean of admissions, "The number of women admitted each year is in response to the needs of the service. The Secretary of the Navy controls the number of billets women can be ordered to upon graduation, dividing those billets between Officer Candidate School, the Naval Academy and other sources to determine a proportion for each.

"Included in this determination," said Admiral McNitt, "is a calculation for attrition and how many new officers—male and female—go into the Marine Corps. We started out with 81 in the class of 1980, and now we're up to 100. Each year, each service has different needs; therefore, the numbers change."

With each succeeding year, women midshipmen feel less pressure about their status. According to Barbara Neumann, now in her third year, "Every year, everything gets better. The feeling of women midshipmen is 'leave us the heck alone; let us be.'"

"The more women midshipmen are put in the limelight, the more women become the issue," she said. "It's never been a big issue for me. I'm proud to be a woman and proud to be here, but I don't really connect the two.

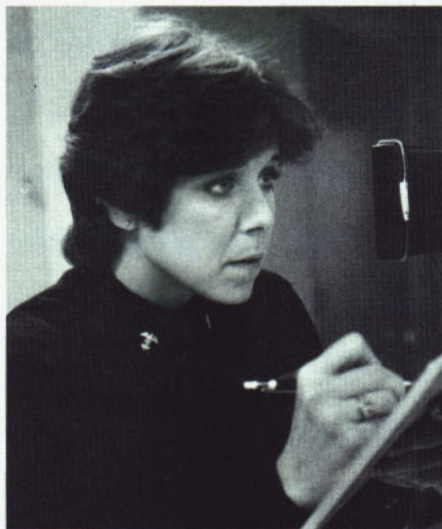
"I'm glad, however, I wasn't one of the

women pioneers here," she added. "They must have really had a rough row to hoe."

Thompson agrees. "I look at the women of the class of '80 and think they're terrific," she stressed. "I don't know if I could have made it through the academy in that first class."

Many of the women graduates from '80 are amazed that their successors hold them in such high esteem. One of them was overwhelmed by a standing ovation she received when introduced to a group of women midshipmen engineering majors. She visited them to talk about Navy career opportunities.

Women graduates of that first class are the first to admit it wasn't easy. "When I



Nancy Thompson, now an ensign in flight training at Pensacola: "I really learned to love the naval service."

was there," related Mines, "it was a sign of being a 'Big Man on Campus' to pick on the women. It was a crowd thing. The women mids were definitely under more stress than the males."

Dean McNitt substantiates that statement. "The first year I knew every woman who applied here almost as a member of my family," he stated. "I went through each application with a great deal of care to determine whether the person had the stamina to do what we asked her to do.

"Since that first year," added the dean, "women and men are identified as they appear before the admission board, but the board treats them exactly alike. Now we select women on exactly the same basis

as we do the men. The rationale for this is that the program here is exactly the same for all, with the exception of a couple of physiological differences.

"The President's Council on Physical Fitness advised us that the flexed arm hang for women measures the same as the pull-up for men. This is the only area where our admissions program is different."

According to Commodore Leon A. Edney, commandant of midshipmen, men and women are under similar pressures at the Naval Academy. Midshipmen are put under constant stress because high standards are expected of naval officers.

"When pressure is applied, we want to find out if they choose to avoid it and leave," Commodore Edney said. "The academy is a demanding, stressful experience, but it is designed that way. There are no plans for change.

"We feel our program is geared for the quality of the student coming in here," he said.

The women who have attended the Naval Academy to date have excelled in all fields, ranging from *Trident* scholars and all-American athletes, to holding top positions within the brigade.

A 1983 grad, Cheryl Dolyniuk is a case in point. A systems engineering major, Dolyniuk served as first regimental commander the second semester of her final year. She had charge of half of the 4,500



Jackie Blackwell as a midshipman; she's now in training to become an aviation duty officer: "The Naval Academy molds and tones up the rough edges."



member brigade. During her time at the academy, she played varsity volleyball each fall, competed on the women's varsity swim team in the winter and rowed on the women's varsity crew team each spring.

An all-American swimmer all four years and all-American in volleyball her senior year, she served as captain of both her swim and volleyball teams her final year at the academy. She began flight training at Pensacola last month. Her goal is to become a test pilot; her dream is to be a member of the Blue Angels.

What kind of woman would she recommend come to the academy? "Someone with common sense," said Dolyniuk. "I'd say someone who is independent, who likes to stand on her own two feet—and is athletic. The most hassle women here

get from men is that we aren't as physically capable. Intelligence is necessary, but I think the best quality for a woman midshipman is common sense."

Jackie Blackwell agrees, "Sometimes things are said to women that are off-key. You just have to know how to respond.

"All the plebes in my company—both men and women—worked together my plebe year," said Blackwell.

"Plebes love to turn the tables and get the upperclassmen," she grinned. "One morning we messed up morning chow call for them. The plebes stood in the hallway in each company area and woke everyone for breakfast at 2:30 a.m. instead of the usual 7:20 a.m. Half the firsties (seniors) were up and dressed before they realized what time it was."

"The class of 1982 was the last class

As a midshipman first class, Alison McCrary inspects her squad of 13 plebes. She was commissioned an ensign in May.

to be trained exclusively by males," Neumann pointed out. "Each class develops depending on who trained them. It just takes time for the overall feeling to be better."

Neumann added, "I spend zero time thinking of my 'plight' in relation to guys. Being a midshipman takes so much energy that if you worried about your rights all the time, you wouldn't have time to do all the things you have to do." Second Classman Neumann, an English major studying Chinese, plays contrabass bugle in the Midshipman Drum and Bugle Corps and has had leading roles in the two Glee Club musicals. She is a member of the

Women of Annapolis

Catholic Choir, sings in a variety of midshipman concerts and was chosen to sing the national anthem at the 1982 Army-Navy Football Game.



Midshipman Barbara Neumann, an English major, studies Chinese with Professor Daniel Lee.

"Some of the women find a way to belong at the Naval Academy by becoming 'one of the boys,'" said Mines. "Not me. I'm a woman and want to stay that way. You have to adapt to the situation and make your own world in a limited environment."

After graduation, Mines found "the camaraderie enjoyed by academy grads extends to all classmates—male or female. In fact, I've found that my male classmates take a very protective role toward their women classmates. They treat us as brother officers."

"Some males had never attended co-educational schools before coming to Annapolis," Dean McNitt said, "but all midshipmen, whether men or women, have common interests in coming to the academy."

"They come here and, after a while, it seems sort of difficult for the men to accept the fact that women can be professionally equal or even professionally superior to them. This, I think, is part of the problem."

"Whether it develops here or back home, it's hard to say," he added.

"The main issue that men have to ac-

knowledge, as midshipmen and in the service," Dean McNitt continued, "is that women are capable of being equal professional colleagues. Once that's intellectually acknowledged, they can move on and serve more senior women in a position of responsibility or they're capable of commanding women."

According to the academy's most recent (class of '83) Midshipman Brigade Commander Frazier W. Frantz, the biggest positive point of women at the Naval Academy is that they raise the level of competition.

"I respect women at the academy," he said. "I know what it takes, and women need the same qualities as men, such as integrity and consistency."

"Women at Annapolis are a positive thing," stressed Mines. "It helps the male midshipmen to have women educated along with them. They need to learn how to work with women because they will have to work with them in the fleet."

The converse is true too. Writer Joseph Conrad is quoted as saying, "Being a woman is a terribly difficult trade, since it consists principally of dealing with men."

"It's not the mission of Annapolis to provide officers just for warfare. The mission is to provide the Navy with good professional officers. A woman can be just as professional as a man," Mines affirmed.

Women choose to attend the Naval Academy because the career opportunities available to them upon graduation are numerous and varied, although somewhat restricted. The law prohibits women from serving aboard combat ships or aircraft. Women officers may not be permanently assigned to a combat ship, an aviation squadron with a combat mission or any unit with a strictly combat-oriented mission. They may, however, serve in support ships and in air squadrons whose primary mission is other than combat.

"While we were at Annapolis, there was a lot of positive talk," said Mines. "Women hoped they would eventually be allowed to go to sea, thus enhancing their career patterns. When we graduated, the emphasis there was toward surface line."

"There is a definite problem for women in the line community," continued Mines.

"The women who went to the Naval

Academy are looking for a challenge, but those in the line community are restricted.

"Now I've noticed the professional development division at the academy is telling women midshipmen about other types of career patterns open to them. The Navy is finally facing facts that the women midshipmen need to be aware of opportunities in fields that offer their best options."

Dean McNitt substantiates this. "There's been a lot of emphasis on career development and service selection at the academy—for men as well as women midshipmen. Now the academy gives them all kinds of intensive preparation for service selection so they can make intelligent career choices."

"Service selection was not always based on a logical progression of what you wanted to do. Often it was based on what looked good to a young person," he added.

In an address to the first class of women to enter the Naval Academy, Vice Admiral Thomas J. Kilcline, then Chief of Legislative Affairs, said, "As you consider your futures in the Navy, you know that many of the doors have in fact been opened. Twenty of the 24 designator communities are open to women officers."

"The women aviators on active duty are flying jets, props and helicopters. Women line staff officers are serving on board non-combatant ships. The Navy is also training women for the special operations community . . . explosive ordnance demolition, diving and salvage."

"All doors are not open yet, but then you knew that when you joined," he continued. "You had enough courage and faith in yourself to come here and seek this career; you should be the ones who have the persistence to keep pushing and the ability to prove it can be done."

Women will continue to enter the U.S. Naval Academy for the same reason as men: for the challenges which the program offers.

"Women at the Naval Academy do well in terms of education and are doing something they find interesting and exciting," said Slater. "But the word is out that they pay an extra price in some verbal comments and social isolation."

"However, the women who enter the Naval Academy figure it is still going to be worth it."

Pratt's Work Reaches All

Story by Cmdr. Edmund Pinto, USNR
Photos by PH3 Ralph P. Fitzgerald

The old man and the boy were separated by generations and hundreds of miles. For a short time, however, even though they would never meet or know one another, they shared a common experience, thanks to the men of USS *William V. Pratt* (DDG 44).

The 10-year-old boy, an orphan in Tela, Honduras, lived at a ramshackle school where teachers and volunteers hoped to teach him a trade. Because of an especially hard life, he was indifferent to his surroundings—until sailors from the Charleston-based guided missile destroyer came to Tela to paint and repair the school.

The boy's eyes brightened as he saw the outside of his school take on a new appearance of pastel green with red trim for the windows.

"Now we are better than everybody else because the U.S. Navy came to help only us," the boy said. To those at the school, it appeared the boy held his head a little higher and his back a little straighter as he held the hand of a *William V. Pratt* sailor. It seemed as if a little paint and friendship had given him hope.

The old man in Limon, Costa Rica, walked with the stooped gait of the aged. His smile was gap-toothed, his skin was weathered, and his clothes hung loosely. He had survived poverty and a harsh life—the same existence, no doubt, lies ahead for the 10-year-old in Honduras.

Still, like the boy, the old man was moved by emotion after a working party from *William V. Pratt* appeared one day

Cmdr. Robert Bell, commanding officer of USS William V. Pratt (DDG 44), helps distribute clothing, medical supplies and food in Costa Rica.





One of Pratt's four port calls in Central America meant ice cream and cake for Guatemalan orphans and sharing in dance festivities in Honduras.

in his neighborhood. They were there to tear down and rebuild the remains of a foot bridge over a river that separated his barrio from the rest of Limon. For months, residents carrying bundles and babies had tightrope walked across the planks of the bridge not washed away by a flood.

Within hours after *William V. Pratt's* work party had arrived, the rebuilt bridge firmly spanned the river, painted in a distinct Navy gray.

The old man told the sailors, "For me, and in the name of the town, I want to express our gratitude for this work you have done. No one else would have done this for us. Thanks to God and to you, the job has been done. May God protect your journey."

The old man and the boy were symbols of the *William V. Pratt* missions. New paint appeared on schools in four countries. Plumbing was repaired. Tables and chairs were built by the crew.

"Most of these places have seen only one U.S. Navy ship in the last 10 years. Now we're giving the people a chance to see us up close. We're meeting a lot of

them and we're showing them we care," said Commander Robert Bell, *Pratt's* commanding officer.

"As far as the actual projects are concerned, the physical results will fade as the paint wears away," said the ship's executive officer, Commander Jim Barton.

"But the impact that the sailors had in the communities, particularly on the children, will last a lifetime," said Barton. "That's the thrust of community relations projects. The point is not necessarily to get out there and paint, repair chairs, fix plumbing or rewire buildings, but to show the people and the children that these are Americans who care. They'll always remember Americans for their kindness."

The exercise Caribbean Ready Ship—Jan. 17 to Feb. 16—took the ship to four Central American ports: Limon, Tela and Santo Tomas, in Guatemala, and Belize City, Belize.

In each port, the crew distributed clothing, medical supplies and food. They held parties on board the ship for orphans, conducted tours for thousands of local residents, and played basketball, soccer and

softball against local teams.

On liberty, the men were treated in turn to parties, receptions, boat trips and sight-seeing, including visits to ancient Mayan ruins. But for all the recreational activity, the community relations projects and the chance to mingle with local residents in a meaningful way appeared to attract the most enthusiasm.

Leading the work parties in the four countries were two officers assigned to the ship specifically for the cruise. Their work experience was far removed from that of construction foremen.

Lieutenant Commander Bob Harris is a doctor assigned to the Naval Regional Medical Center in Charleston, S.C. Lieutenant Keith Whitney, a chaplain, is assigned to Commander Destroyer Squadron Four. Their reactions to the projects were similar to those of others.

"The work that was accomplished was fine," Dr. Harris said. "But if we didn't light a spark in the people to keep those places up themselves, we failed. Then we didn't accomplish anything."

Chaplain Whitney saw success from the point of view of the crew.

"The thing that struck me was the enthusiasm of the guys. I was really surprised that they were anxious to go out and work rather than go on liberty. They

Pratt takes on visitors in the port city of Limon, Costa Rica. Below: Sailors from Pratt visit the ancient Mayan ruins in Santo Tomas, Guatemala.

wanted to build memories; they wanted to build something and help someone.

"For the crew, the work was as much an eye-opener for themselves as it was for the local population. At one site, a woman came up to sailors wielding paint brushes.

"Crazy Americans," she said. "Nobody works in this heat. It is a great thing you are doing, but why are you doing it?"

To understand why, she had only to talk with some of the work parties.

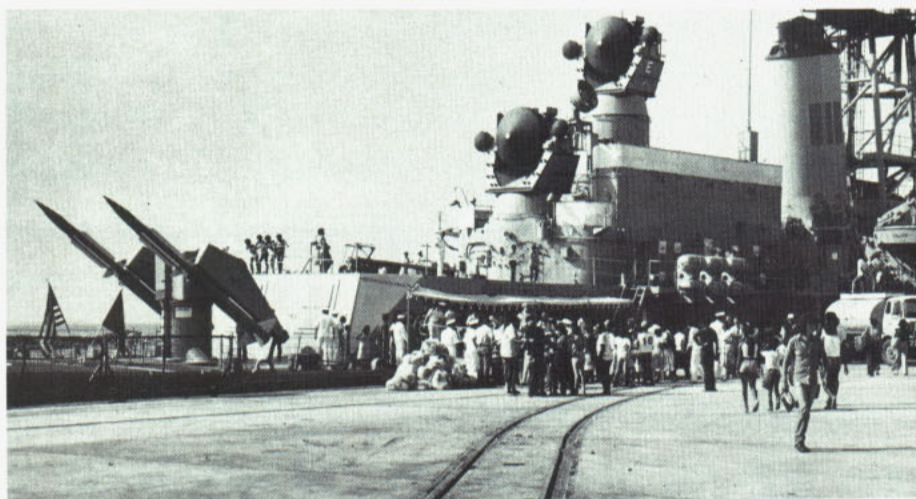
Petty Officer Third Class Roger G. Larmer had one explanation. "We were there to help each other, people to people. The people were great. One guy came out of his house with a bunch of coconuts and gave them to us to drink."

Asked why he gave his time, Petty Officer Second Class Ollin L. Landers spoke of the bridge in Limon and a father with five children struggling to get across. "Navy men rigged a line and began hauling the kids over, hand-to-hand, one-by-one," he said.

To Landers, repairing the bridge was his way of helping others less fortunate.

People joined the effort at all the work sites, although at first they stood around just staring at the Americans. Then one would smile, then another, and soon the ice broke and they all pitched in to help.

Children swarmed all over the work crews, snatching white hats and Pratt ball



caps from sailors who only halfheartedly tried to fend them off.

Petty Officer Third Class James W. Mailman recalled a sidewalk foreman who eyed the new paint job critically. Then he congratulated the sailors. "Thanks for making our community better," he told us," Mailman said. "Then he hesitated, looked around and added, 'Personally I would prefer another color, but it's OK.' "

"The image we have portrayed is a good image," said Chaplain Whitney. "But the most unfortunate thing is that it's been only one day and one project in each country. Still, our work shows them that this is what Americans can do, this is what we've done for them.

"I guess I'm worried about whether this kind of thing will last. The paint on the schools will fade, the plumbing will break

again, and the bridge in Limon will eventually collapse."

Bell had an answer. "With continued visits such as these, the spirit will continue."

Extending a helping hand to U.S. neighbors to the South did not end with the conclusion of the USS *William V. Pratt* (DDG 44) visit to Central America. A day before the ship was due to arrive back at Charleston, it rescued two Cuban refugees who had fled the island nation in a small boat in early February, only to have the boat's motor fail shortly after they had set out for the United States.

The men had been drifting for nine days and were in the Gulf Stream heading northward when Lieutenant Junior Grade Richard Petersen spotted them while he was serving as officer of the deck. When *William V. Pratt* pulled alongside, it was learned that the men had survived without food and water, except for the rainwater they could collect. They had drifted through two storms with seas as high as 20 feet. A third man who had set out with them was lost during one of the storms.

Once on board the guided missile destroyer, the two men—Orlando Otero Hernandez, a commercial airplane pilot from Havana, and Pedro Julio Garcia Cepeda, a truck transportation manager—were treated for exposure and dehydration. They were taken to Charleston where they were turned over to U.S. Immigration authorities.



Navy Hispanics— A Wealth of Talent





“Two of the 10 most significant things that are going to change your life in the next decade,” said Deputy Assistant Secretary of the Navy for Manpower Ellison C. Grayson, “are learning how to use a personal computer and speaking a foreign language. And the best foreign language you can learn is Spanish.”

Grayson made this remark last May at a joint meeting of the Association of Naval Services Officers and IMAGE—Incorporated Mexican-American Government Employees—in Baltimore.

The association and IMAGE—which includes Hispanics of all ethnic origins (Mexican-American, Latin American, Cuban, Puerto Rican and Spanish) from around the country—met May 24-28. The convention was designed to promote Hispanic employment within Department of the Navy activities.

ANSO was founded in 1981 by active and reserve Navy and Marine Corps officers because of concerns expressed by the Navy about the small

number of Hispanics applying for officer programs.

Former Secretary of the Navy Edward Hidalgo convened a conference in Annapolis, Md., in 1980 to discuss problems confronting the naval service in recruiting Hispanics for officer programs. The next year ANSO was established and currently serves as a link between the Hispanic community and the Navy and Marine Corps.

An older group, IMAGE held its first national convention in Denver in 1973. The Navy’s Hispanic employment managers met on May 24-25. According to Babil Arrieta, the Navy’s Hispanic employment manager, the goals of the seminar were:

- Promote and seek broad development of civilian government employment,
- Enhance program manager skills,
- Provide information and guidance on current initiatives/changes and
- Assure that Hispanic representa-

tion within Navy activities is equitable to the representation of Hispanics within the labor market where the activity is located.

The opening ceremonies were highlighted by a performance by the “Sea Chanters,” official chorus of the U.S. Navy Band. Speakers included Secretaries Hidalgo and Grayson; Vice Admiral Lando W. Zech Jr., Deputy Chief of Naval Operations for Manpower, Personnel and Training; Marine Brigadier General Carl E. Mundy Jr.; Rear Admiral James D. Williams, Commander, Navy Recruiting Command; Rear Admiral Paul J. Mulloy, director of Human Resource Management, NMPC; and Commodore Diego E. Hernandez, Commander U.S. Naval Forces Caribbean.

Key participants included ANSO President, reserve Commander Ramon Garcia; IMAGE President David Montoya; retired Navy Captain Sam Baez; Gloria Guzman, National IMAGE



Former Secretary of the Navy Edward Hidalgo (above) addresses the ANSO/IMAGE conference. Right: Commodore “Duke” Hernandez receives a standing ovation—he’s the Navy’s senior Hispanic active duty line officer.

Navy Hispanics

Conference Coordinator; reserve Commander Rosendo Gutierrez; Commander Dan Salinas, Special Assistant for Officer Programs, Office of the Assistant Secretary of the Navy; and Lieutenant Commander Jose Betancourt, Special Assistant for Hispanic Affairs, Office of the Chief of Naval Operations.

Topics discussed ranged from recruiting to education. Admiral Zech spelled out objectives with regard to Hispanic recruiting. "We are actively recruiting Hispanic men and women not for the sole purpose of meeting goals or making quotas. We want Hispanics in the Navy because they represent a wealth of talent which has been overlooked for too long.

"We know that there are tremendous opportunities for training and education in both officer and enlisted ranks."

In 1977, the first year accurate statistics on Hispanic recruiting and retention were kept, the Navy had 13,780



Hispanic enlisted and 365 officers. This represents 2.7 percent and .59 percent, respectively, of total-force strength. According to the 1978-1979 census and Department of Education statistics, the Navy determined there should be 6.4 percent enlisted and 3 percent officers in order to properly reflect the demographic population of

the nation. Fiscal year 1988 is the targeted year for meeting those goals.

Since 1977, using the Navy's Affirmative Action Plan, the number of Hispanic officers has increased from 365 to 633 (as of March 31, 1983). The number of enlisted people rose from 13,780 to 16,204. The new figures represent enlisted and officer end-strength percentages of roughly 3.4 percent and .9 percent, respectively.

According to Admiral Zech, "With the support of IMAGE and ANSO, I am convinced that working together we can and will achieve our mutual goals."

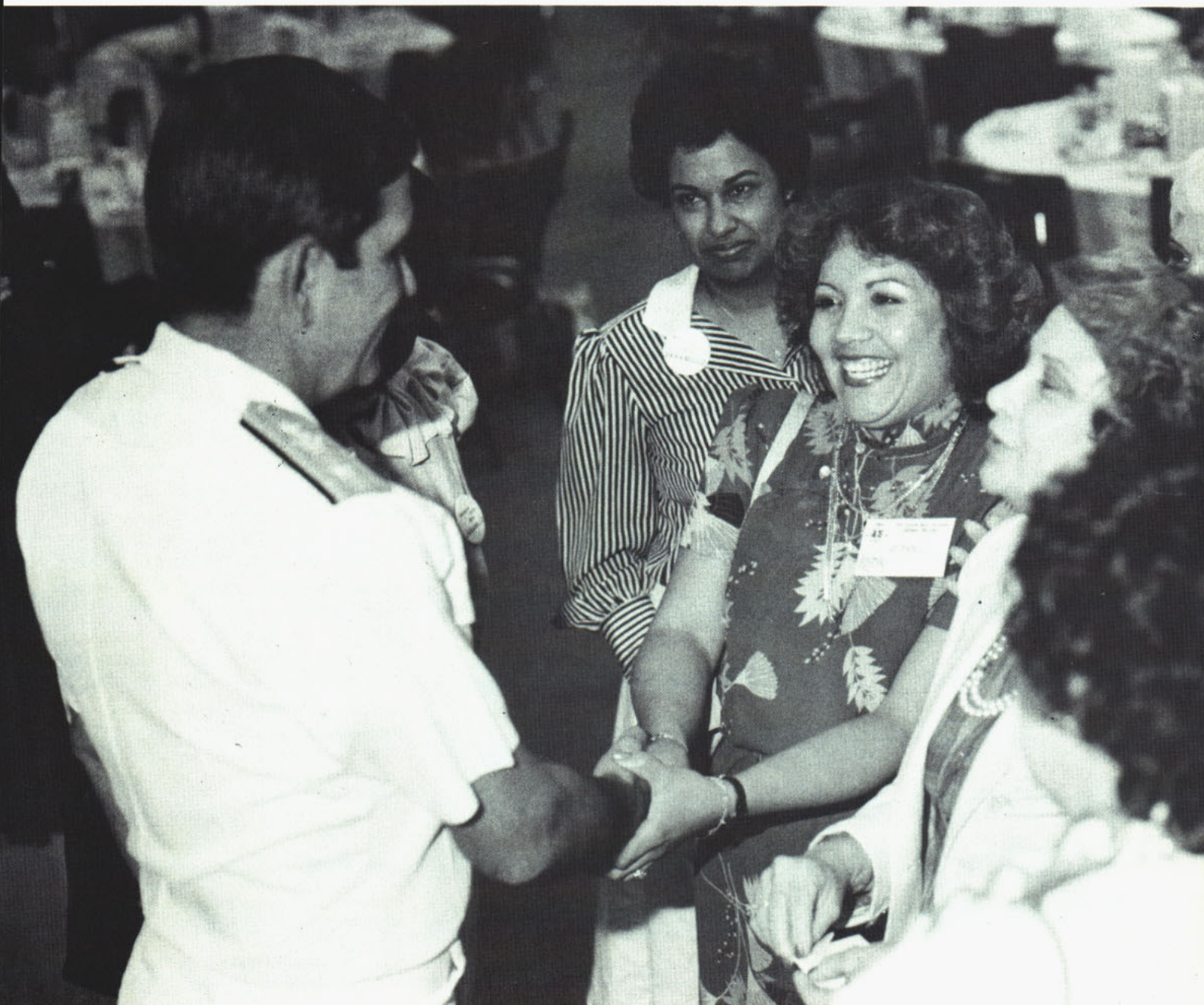
Following the seminars, Admiral

Zech and Admiral Mulloy were presented with the "IMAGE President's Award," given annually to recognize superior achievement of those who have made significant contributions to the advancement of Hispanics in both government and military service.

"There are opportunities to weave the Hispanic heritage more firmly and visibly into the collective American heritage," said Secretary Hidalgo. "We find a way within our characteristic Hispanic individualism to speak with a unified voice and to act with a unified purpose."

—By JO2 Russell Coons

Left: ANSO President Cmdr. Ramon Garcia, Secretary Hidalgo and Commodore Hernandez preview Adelante—a magazine about Hispanics in the Navy. Lower left: ANSO/IMAGE delegates enjoy lunch during the convention. Below: Delegates from around the country greet Commodore Hernandez following seminars on opportunity in the Navy for Hispanics.



Sailors, Marines Help Rebuild Beirut

—By SSgt. R.C. Bernal, Camp Lejeune, N.C.



Before sectarian fighting interrupted the Lebanese lifestyle, Beirut was one of the most prosperous cities of the Middle East. Once considered by travelers as an ideal spot along the Mediterranean coastline for vacations and conventions, the city is now populated with stoic refugees and war-weary residents trying to pick up the shattered pieces of lives and property.

They are getting help from the Sixth Fleet sailors and marines who form the U.S. contingent of the Multinational Peacekeeping Force. It began as an early Christmas present for several needy West Beirut community service facilities. Armed with shovels and brooms, screwdrivers and hammers, the American military men began a cleanup on Dec. 23, 1982, which developed into the Humanitarian Concerns Program.

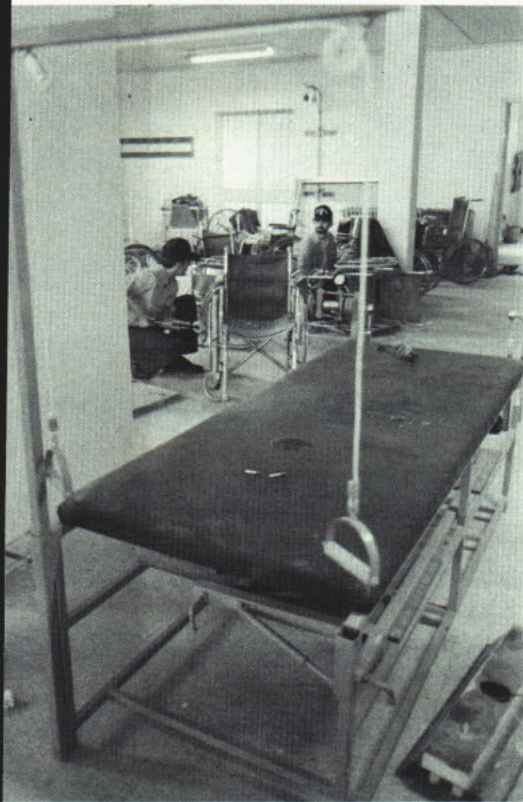
"When we first approached the community, there was a little bit of a surprise," said Lieutenant Francis Webster, officer in charge of the program. "I guess they had forgotten about people helping people."

The workers' first project was to rebuild a boys' school. Swings no longer hung on the playground, the slide was knee-deep in rocks, and all that remained of the basketball court was a bullet-riddled backboard, knocked askew by shellfire.

"When we came, this place was like a battlefield," Webster said. "During the war, it was a military position. We've been working here over a month, and it still looks like a battlefield."

Inside the war-torn frame building, Seaman Doug Ewald swept around a battered

This pile of boards and steel framing is disappearing because of efforts by sailors and marines of Combined Task Force 61 working as part of the Humanitarian Concerns Program at a boys' school in Beirut.



Left: Putting the pieces back together in a Beirut rehabilitation center, sailors from Combined Task Force 61 tighten the nuts and bolts of wheelchairs. Below: Sailors from the USS Sumter (LST 1181) and USS Shreveport (LPD 12) shovel debris at the Beirut boys' school.



chalkboard. "The first time I came here I said, 'No way,' but it's shaping up little by little," he said.

"Right now, we're mostly cleaning up. I feel that every little bit we can do will help. If these kids are going to have a chance, they have to get back to school. With the stuff they've gone through, they need this chance," he said.

Ewald and other sailors from USS *Sumter* (LST 1181) leave the Marine perimeter several times a week to work at the school, located north of Lima Company in the Beirut suburb of Hadath. While volunteers work at the boys' school from sunup to sundown, others work in another building across town.

Unlike the school, this building, originally a social rehabilitation center for the handicapped, was barely damaged, but the facility's equipment was badly neglected during the recent fighting.

"It's a slow process, fixing the mechanical pulleys, checking out the electrical stuff and replacing all the broken equipment," said Navy Lieutenant Charles Brown.

The chaplain assigned to USS *Shreveport* (LPD 12) added, "This place is where our help is most needed because they can't fix it themselves. These Navy men come here to work; there's no goofing off.

Sometimes some of them get so wrapped up in their work that they forget to break for lunch," he said.

"We put in a full day's work here and then go back to the ship to our duties there. It's worth it. We get a heck of a lot of personal satisfaction from it also."

The center's staff once served 300 patients and ran several schools for students from age 3 to 18. The center's director hopes to see it in full operation soon. "It's a big job and a lot of work," he said, "but it can and must be done. Our people need

it. It's very difficult to find skilled people, but the U.S. Navy provided them."

The volunteer program isn't just helping the Lebanese community, it also helps the Navy men who volunteer. Webster said one reason the program was started was to get the Navy men ashore and get them personally involved in operations.

"And it's working," Webster said. "The guys are really enjoying it. The feedback I'm getting from them is not just about getting off the ship but concerns actually helping the people. That's a nice feeling."

The Navy Remembers

In commemoration of the Navy's 207th birthday on Oct. 13, 1982, All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant July events.

July, the month in which we celebrate our independence, is also a time for remembering significant naval events such as the birth of one of our earliest naval heroes, John Paul Jones, born July 6, 1747. John Paul (who later added "Jones" to his name) is usually thought to be an American, but he was actually born in Scotland. At the age of 12, he shipped to the American colonies as a cabin boy. At 19, after serving an apprenticeship, Jones returned to the sea to serve in merchant vessels until, on Dec. 7, 1775, with the outbreak of hostilities between Great Britain and the colonies, he was commissioned a lieutenant in the Continental Navy.

During the Revolutionary War, he served aboard the *Alfred*, the Navy's first ship, and, upon being promoted to captain on Oct. 10, 1776, he commanded the sloop *Providence*. On June 14, 1777, he was appointed to the *Ranger*, seeing much action in British home waters in 1778. In 1779, he was given command in France of a refitted French East Indiaman that was to secure for him enduring fame—the *Bonhomme Richard*.

On Aug. 14, 1779, he sailed in the 40-gun *Richard* together with the Continental Navy frigate *Alliance* and three French warships around the British Isles, capturing a number of prizes. Then, on Sept. 23, 1779, off Flamborough Head, England, he met a Baltic trading fleet with its two armed escorts, one of which was the new 44-gun *Serapis*.

Although heavily outgunned and outmanned, Jones maneuvered in close and lashed the ships together. Cannons blazed at terrifyingly close range. Toward the end of the 3½-hour battle—one of the bloodiest, hardest-fought naval battles of the 18th century—only three guns on the *Richard* could be fired, but sharpshooters in the rigging kept the open deck and the quarterdeck of the *Serapis* clear.

In the next few minutes, the British were to experience a new style of attack. One quick-thinking American sailor climbed over from the rigging of the *Richard* to the main yardarm of the *Serapis* and dropped a grenade into an open hatch. Powder and cartridges brought up from below lay where the grenade landed and the subsequent explosion killed about 20 British officers and seamen.

Rumors spread on *Richard* that she was on fire below decks and sinking. The British prisoners of war on board were released, everyone was yelling, and because of the commotion, the captain of the *Serapis*, Captain Richard Pearson, called to Jones, "Sir, do you ask for quarter?" Jones responded, "No, sir, I haven't as yet thought of it, but I am determined to make you strike." Earlier in the battle, when the two ships first ran afoul of one another, Jones reportedly uttered his famous words: "I have not yet begun to fight."

The remaining cannons on *Richard* roared with renewed strength until Pearson himself ventured out on deck and

hailed down his colors.

So impressive was the American's victory that Jones, son of a humble gardener, was received at the court of King Louis XVI and Queen Marie Antoinette. When he returned to America, he was given command of the largest and most powerful ship in the Navy, the 74-gun ship of the line, *America*. Jones, unfortunately, was never to command the impressive ship in battle as he desired. Stirred by the loss of a French ship, the Congress decided to present the new vessel to our staunch ally, France.

Farragut, U.S. Navy's First Admiral

David Glasgow Farragut became the Navy's first full admiral on July 25, 1866. So great was the admiration of this naval hero that by act of Congress the rank of admiral was created in the U.S. Navy and conferred for the first time. It is said that Farragut planned so discriminately and worked out details with such patience that he was near victory before a gun was even fired in an engagement.

Farragut's most memorable words came during the battle of Mobile Bay in 1864. In attacking Fort Morgan, Farragut's advancing line of ships had to pass a dangerous area of torpedoes which today are called mines. The lead vessel, the ironclad monitor *Tecumseh*, struck a torpedo and disappeared in seconds. The wooden ship *Brooklyn* then stopped, threatening to halt

the attackers directly under the powerful guns of Fort Morgan. Farragut realized that if they tried to turn back, the delay would cause the destruction of much of his fleet, so he ordered his own flagship, the *Hartford*, to maneuver around the *Brooklyn*. As he passed, sailors cried out warnings that there were torpedoes ahead.



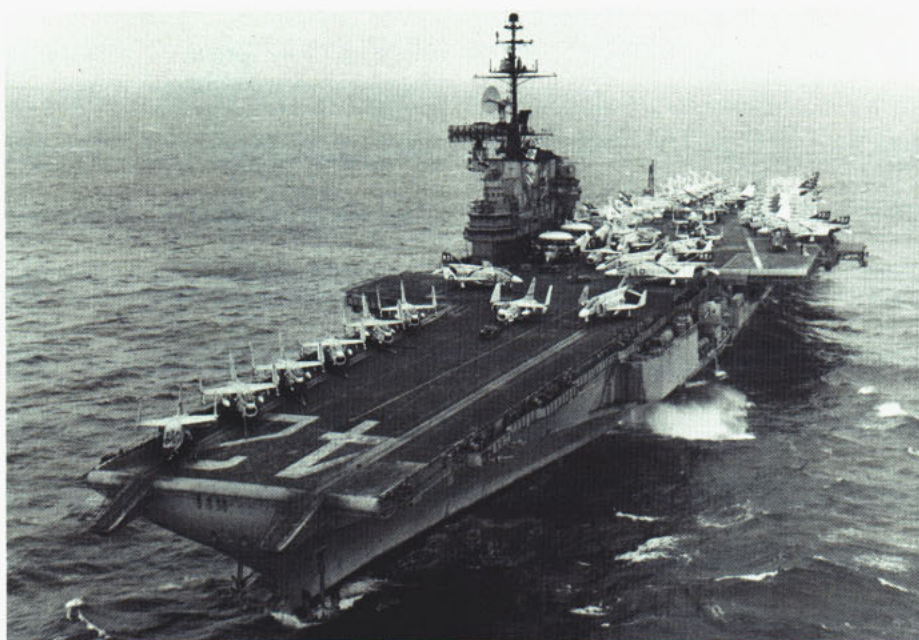
Making the most critical decision of his naval career, Farragut shouted back, "Damn the torpedoes! Full speed ahead!" And sail ahead they did. Not another torpedo exploded and the confused column of ships straightened out and passed Fort Morgan to engage and defeat a large Confederate fleet.

Farragut's victory at Mobile Bay and Sherman's march to Atlanta so encouraged the war-weary Union that President Lincoln proclaimed a day of thanksgiving and prayer in hope for a quick end to the war.

First World War II Shelling of Japan

On July 14, 1945, the Japanese mainland was shelled for the first time, signaling the final days of World War II. The battleships *Massachusetts*, *Indiana* and *South Dakota* along with heavy cruisers *Chicago* and *Quincy* and nine destroyers zeroed in on the iron works in Kamaishi, Japan, 275 miles northeast of Tokyo. Damage was inflicted on 342 planes, four ships and 15 airfields.

First Jet Lands on Carrier



On July 21, 1946, the first jet to land on a carrier, the USS *Franklin D. Roosevelt* (CVB 42), was piloted by Lieutenant Commander James L. Davison. In 1910, the Navy had flown a biplane from the makeshift wooden runway on the cruiser *Birmingham* and, two months later, landed a biplane on the cruiser *Pennsylvania*. In 1934, the Navy built the first true aircraft carrier from the keel up, the *Ranger*. The advent of the carrier task force later proved invaluable in winning World War II in the Pacific.

Since the first jet landed on a carrier, naval aviation has seen two great advances in the design of carriers—the angled decks

for takeoff and landing and the installation of the steam catapult. Today, aircraft carriers and patrol aircraft are considered the backbone of our fleet.

Ex-Navy Pilot First to Walk on Moon

On July 20, 1969, Neil Armstrong, a former Navy pilot and flight commander of Apollo XI, became the first man to walk on the surface of the moon. At 4 p.m. EDT, he walked down the ladder of the lunar module, *Eagle*, placed his foot on the surface and said, "That's one small step for man, one giant leap for mankind."

—By JO1 Dale Hewey



Mail Buoy

Editor's Note

In "Molders Pour It On" (April 1983), reference was made to the use of asbestos gloves.

According to the Naval Sea Systems Command, the Navy's policy is for use of only non-asbestos materials to the extent approved materials are available. Naval stock numbers and procurement specifications for non-asbestos heat protective gloves and mittens are:

Gloves, Heat Protective (MIL-G-44013)
NSN-8415-01-092-3910

Mitten, Heat Protective (MIL-M-11199)
NSN-8415-01-092-0039

Additional supply information can be obtained from Ships Parts Control Center (SPCC), Code 054211, Mechanicsburg, Pa. Autovon 430-6194.

No Liberty Cuffs

SIR: With the re-issue of the jumper-style uniform, there is a resurgence of sailors wearing liberty cuffs. Could you please clarify what designates the wearing of these?—HM2 Patrick McGuire, USNR

The Navy has never sanctioned the decorating of the inside cuffs of the blue dress jumper. This custom has its origins with civilian tailors wishing to drum up business with sailors on liberty. Fact is, the Navy has always frowned on this practice—such cuffs are simply not part of the naval uniform.—ED.

Say It with Pride

SIR: During our off-duty hours in London, my friends and I are often asked where we work, what we do. Some of my friends say, "I'm a secretary with the American Embassy." When I am asked, I answer, "I'm in the Navy. I'm a yeoman."

Sometimes my friends don't approve of my straight answer. But nothing strikes up the mean streak in me faster than for someone to respond, "A yeoman? You mean a glorified secretary."

I am not a secretary. I am a yeoman, which, in my opinion, entails a lot more than just

typing proficiently, answering a telephone, and taking dictation. It involves a lot of hard work, long hours, headaches and fortitude that a 9-to-5 civilian secretarial position will never have.

In my mind, to tell someone that I am just a secretary is about as ridiculous as my captain telling someone that he "just runs an office." He is proud of his position and his rank in the service. Why shouldn't he be. It took a lot of hard work, outrageous hours and the ability to "roll with the punches" for him to get where he is today, just as my career with the Navy does.

I will never forget what my company commander told us in boot camp: "From here on, whatever you do in the military is going to be important. You are supporting your country voluntarily—that makes you very special people."—YN3 Jessieka D. Serrano (Beehn), CinCUSNavEur London

Reunions

• **Naval Reserve Association**—30th annual conference Sept. 1-3, 1983, Phoenix, Ariz. Contact Capt. R.L. (Bob) Beskind, NRA Headquarters, Suite 307, 110 N. Royal St., Alexandria, Va. 22314; telephone (703) 548-5800.

• **Patron Five Reunion Association (VP 5)**—4th annual reunion, Sept. 3-4, 1983, NAS Jacksonville, Fla. Contact Patron Five Reunion Association, PO Box 2071, Orange Park, Fla. 32067.

• **USS Alcor**—Reunion Sept. 9-11, 1983, Gettysburg, Pa. Contact Glenn H. Whaley, 91 Meade Drive, Lake Heritage, Gettysburg, Pa. 17325; telephone (717) 334-0213.

• **USS Little (APD 4)**—Reunion Sept. 6-9, 1983, Reno, Nev. Contact William (Nick) S. Matthews, Route 7, Box 824, Pensacola, Fla. 32506; telephone (904) 456-5029.

• **USS Wasp (CV 18)**—Reunion Sept. 16-18, 1983, Boston, of World War II ships company and air groups. Contact Bob Reilly, PO Box 83, Tufts University Branch, Medford, Mass. 02153.

• **U.S. Naval Cryptologic Veterans Association**—Reunion Sept. 22-24, 1983, San Diego. Contact Keith Taylor, 858 Auburn Ave., Chula Vista, Calif. 92010; telephone (619) 421-5844.

• **USS West Virginia (BB 48)**—Reunion Sept. 8-10, 1983, HMS *Queen Mary*, Long Beach, Calif. Contact Chet Walczak, 11932 Wallingsford Road, Los Alamitos, Calif. 90720; telephone (213) 430-2322 or Lou Grabinski, 1023 Appleton, Apt. 2, Long Beach, Calif. 90802; telephone (213) 436-5059.

• **USS Dixie (AD 14)**—Reunion Sept. 8-11, 1983, Portland, Ore. Contact James Thatcher, 2185 Ingrid Ave., San Diego, Calif. 92154; telephone (619) 424-6591.

• **LST 335**—Reunion for all crew members Sept. 9, 1983, Idaho Falls, Idaho. Contact LeRoy A. Swan, 1025 S. Fourth St., Aurora, Ill., 60505; telephone (312) 892-5785.

• **USS Savannah (CL 42)**—14th annual reunion Sept. 9-11, 1983, Gulf Shores, Ala. Contact Murray C. Flanders, Route 1, Box 157-W, Semmes, Ala. 36575.

• **USS Metcalf (DD 595)**—Reunion Sept. 9-11, 1983, St. Louis. Contact John M. Chittum, 350 S. Walnut St., Huntington, W.V. 25705; telephone (304) 523-6963.

• **USS Haven (AH 12)**—Reunion Sept. 9-11, 1983, San Diego. Contact Chief Boatswain's Mate N.E. Barton, Ret., 4628 Lenore Drive, San Diego, Calif. 92115; telephone (619) 583-6516, or Nurse Mary Cermak, 1010 Berum Lane, Apt. 6, Reno, Nev. 89509; telephone (702) 827-6740.

• **USS Anthony (DD 515)**—40th Reunion Sept. 9-11, 1983, Philadelphia. Contact Joe Williams, 307 Woodbine Ave., Westville, N.J. 08093 or Pete Boyd, 919 Crosswicks Road, Jenkintown, Pa. 19046.

• **USS Gambier Bay (CVE 73)**—Reunion Sept. 15-18, 1983, St. Louis. Contact Tony Potochniak, 1100 Holly Lane, Endicott, N.Y. 13760; telephone (607) 748-3284.

• **USS American Legion (APA 17)**—Reunion Sept. 15-18, 1983, San Diego for World War II veterans. Contact John N. Zuella, 7434, 10th St. No., St. Petersburg, Fla. 33702; telephone (813) 522-0740.

• **USS Wasp (CV 7)**—Reunion Sept. 16-18, 1983, Denver. Contact Duffy McDonough, 425 S. Michigan, Big Rapids, Mich. 49307.

• **USS Saratoga (CV 3)**—32nd annual reunion Sept. 16-18, 1983, San Diego. Contact P.R. "Tony" Tonelli, 6382 Cantiles Ave., Cypress, Calif. 90630.

• **USS Quincy**—Reunion Sept. 22-25, 1983, Seattle. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.

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Navy tosses out first ball. Master Chief Torpedoman's Mate Jim Brewington, chief of the boat of the nuclear-powered submarine USS Cincinnati (SSN 693), tosses out the first ball to open the baseball season for the Cincinnati Reds. The ball had been on the submarine for nine months and some 50,000 miles. The Reds have been the submarine's "home" team since the Cincinnati's commissioning in 1978. Cincinnati beat the Braves 5-4. Photo by JOCS Bob Rainville.



Women at the Academy • See Page 32