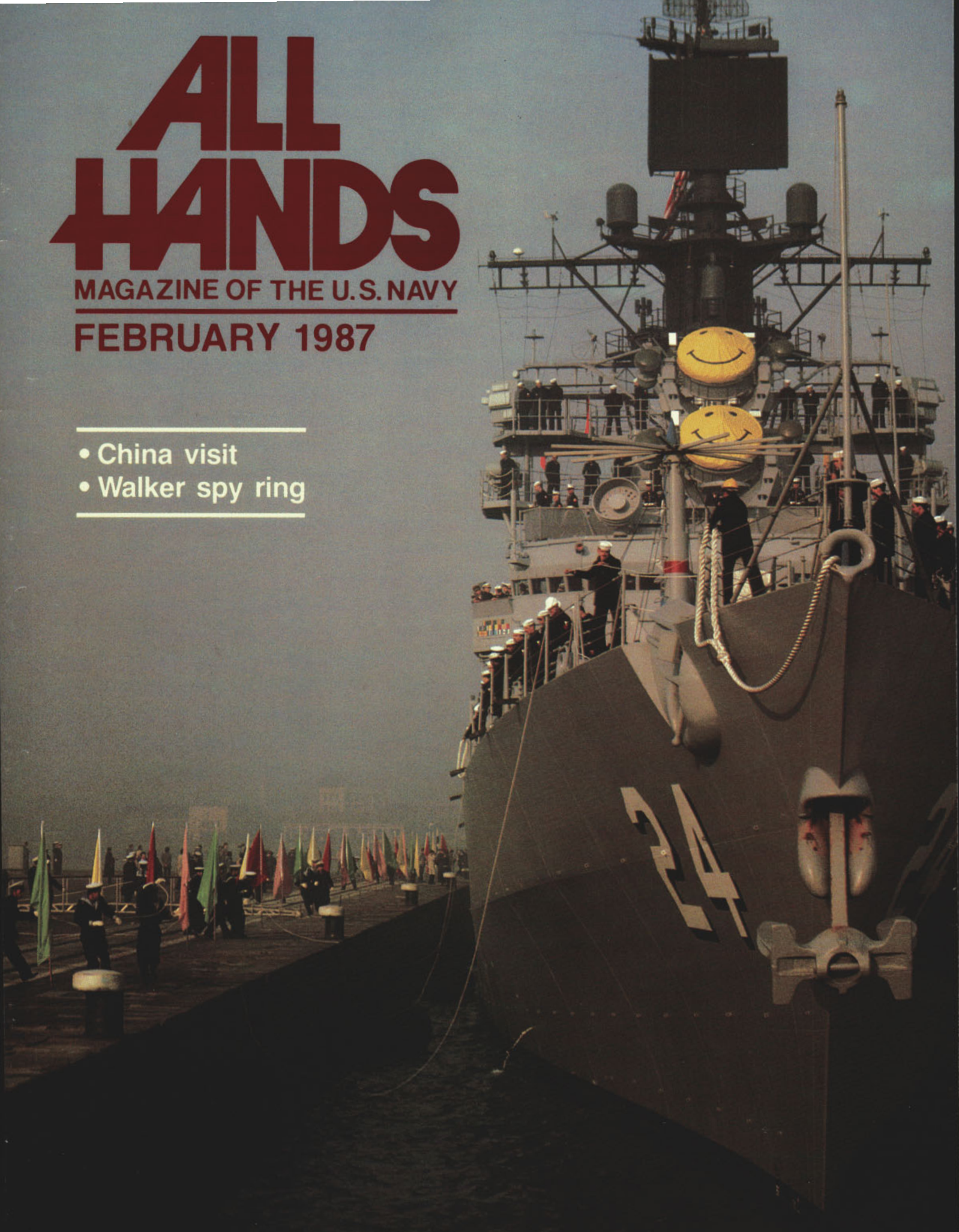


ALL HANDS

MAGAZINE OF THE U.S. NAVY

FEBRUARY 1987

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- China visit
 - Walker spy ring
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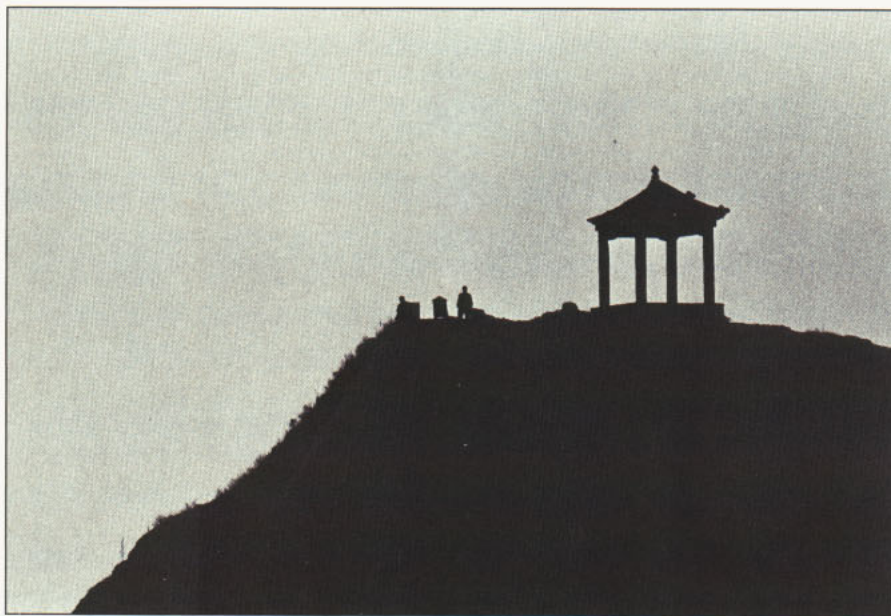
A primary means of transportation in ancient China, Bactrian (two-humped) camels are now a modern tourist attraction along the Great Wall of China near Beijing. Photo by PHC Chet King.

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Front Cover: Chinese sailors serve as line handlers as USS Reeves (CG 24) prepares to moor in Qingdao. Photo by PH1 Chuck Mussi.

Back Cover: Navy ships departing Qingdao leave local fishing boats in their wake. Photo by PH1 Chuck Mussi.

Navy Currents

PERSTEMPO status report

Fleet commanders-in-chief recently reported a positive trend toward meeting the Navy's goal of reducing Personnel Tempo of Operations (PERSTEMPO)—the amount of time ships and aircraft squadrons spend away from homeport.

The Navy's effort to reduce PERSTEMPO includes: limiting time away from homeport to 50 percent (overhaul to overhaul); making six months the maximum length of deployments; and requiring no less than a 2:1 turnaround ratio for deploying units. A 2:1 turnaround ratio would allow units one year of operations from their home ports following a six-month deployment.

According to the CinCs, there were no exceptions to the 2:1 turnaround ratio for the 1st and 2nd quarters of FY 87 and only one exception to the six-month maximum on deployments.

Four classes of ships—nuclear aircraft carriers (CVN), helicopter landing (LPH) and helicopter assault (LHA) ships, and ammunition and oil replenishment ships—exceeded the 50 percent limit on time away from home port. However, the CinCs projected that by March 1987, 79 percent of all individual ships and 77 percent of all individual aircraft squadrons will meet that goal. This is up from 67 percent for ships and 66 percent for aircraft squadrons in September 1985. □

Women veterans

The Veterans Administration's Advisory Committee on Women Veterans has published its report to Congress on the committee's activities and accomplishments.

The report cited the agency's responsiveness to the committee in ensuring fair and equitable treatment of women veterans. In addition, the report focused on issues of growing concern, such as the aging woman veteran, the possible health effects of Agent Orange exposure, and the treatment of post-traumatic stress disorder, and included recommendations for the VA in continuing to address these issues. □

New uniform catalog

A four-page, full-color supplement to the U.S. Navy uniform catalog has been distributed.

The supplement highlights new uniform items and provides an updated price list. All Navy commands should have received this catalog addition, based on the standard Navy distribution list, parts one and two.

In addition, all Navy exchanges have received distribution of the supplement based on exchange size and local military demographics. □

BAQ extension

Commanders now have the authorization, for reasons of military necessity or relief of hardship, to allow non-temporary additional duty people on permanent change of station orders of occupy Navy Lodges and transient bachelor quarters for more than 30 days without the loss of their Basic Allowance for Quarters.

The policy change is intended to help people where permanent housing is temporarily unavailable. Existing policy for Navy Lodges and bachelor quarters with respect to eligibility, occupancy and reservations still applies. □

Sea/Shore tour changes

Certain paygrades within the ratings of aviation electrician's mate (AE) and aviation electronics technician (AT) will see a change in sea/shore tour lengths. The following adjustments have been made (in months);

Rate	Former		Revised	
	Sea	Shore	Sea	Shore
AT1	36	42	36	36
AT2	36	36	42	36
AE3	36	36	42	36
AEAN	36	36	42	36

The changes will affect people with projected rotation dates beginning April 1987. These changes have been made to eliminate unfilled billets at sea and apply to all individuals in the above rates serving in afloat or ashore billets. □

NECs in service records

Quite often when PCS orders are issued to a military person, a specific NEC is required for the billet at the individual's new command. Frequently, the member will call, write or send a message to the detailer, indicating that he or she has already attended a special school and has the training required for the billet, but his or her microfiche record does not show the NEC.

If you are qualified for an NEC in accordance with the NEC manual, it is to your advantage to ensure it is properly reflected in your record. For overseas duty this may determine whether or not you are assigned the area or job of your choice. So, if you think you rate an NEC, submit a Navy Enlisted Classification Code Change Recommendation form (NavPers1221/1) via your chain of command.

Without proper identification of your special skills, you may miss the opportunity you've been looking for.□

Command master chief program

Command master chief (CM/C) manning has improved greatly since NavOp 011/86 announced changes to the CM/C program. The most significant change was that all E-9 personnel are eligible for the CM/C program, and that NMPC will identify and assign program selectees.

Selectees initially are identified by rating. Favorable commanding officer endorsement in accordance with OpNavInst 5400.37C is required, as well as service record review by NMPC's CM/C program screening board.

Although more billets now are filled, the challenging CM/C job is still waiting to be filled at many commands, particularly for master chiefs in the following ratings: AB, AO, AS, AW, AZ, EW, HT, MR, PH, PN, PR, QM, TM, YN.

For more information about the program, contact the CM/C detailer, Master Chief Torpedoman's Mate Moos, NMPC-40F, Autovon 227-5037.□

ALL HANDS

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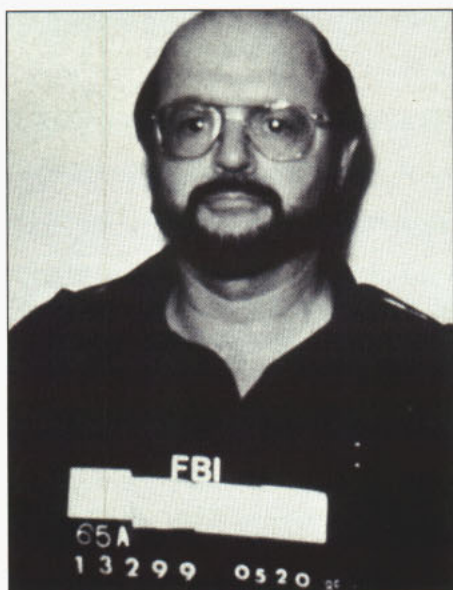
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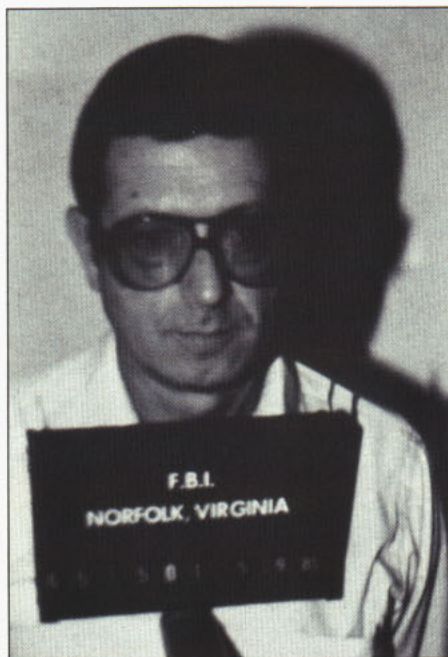
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Anatomy of

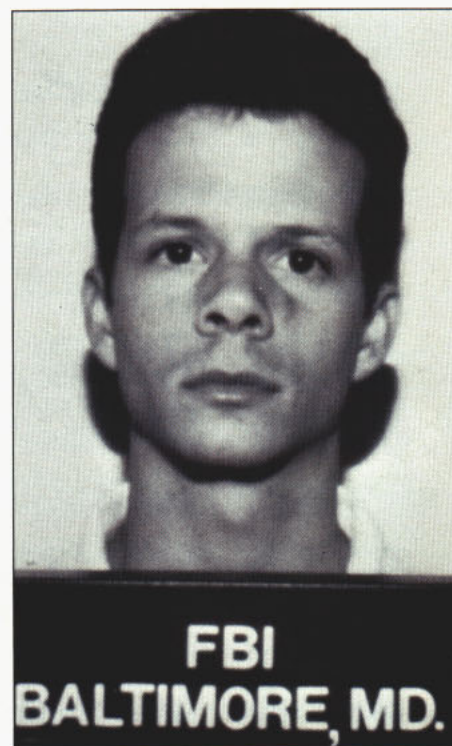
CAUGHT! John Anthony Walker Jr., a Norfolk private detective and retired Navy communications specialist, was arrested in a Rockville, Md., motel May 20, 1985, hours after he had dropped a bag full of classified documents for his Soviet contact at a rural roadside nearby. The FBI had Walker under surveillance after receiving a tip from his ex-wife that Walker may have been a spy. Accused of being the mastermind behind the biggest espionage ring in 30 years, Walker once said of secret documents, "If I had access, color it gone." He pleaded guilty on Oct. 28, 1985, to spying for the Soviets since 1968, and was later sentenced to life in prison.



CAUGHT! Arthur James Walker, a retired Navy lieutenant commander, was arrested May 29, 1985, at his home in Virginia Beach, Va. He said his younger brother, John Walker, recruited him into the espionage ring in 1980. Arthur admitted giving John two confidential documents from VSE Corporation, a Chesapeake, Va., defense contractor, where Arthur worked as an engineer. Arthur Walker was convicted Aug. 9, 1985, of seven counts of espionage. He was sentenced Nov. 12, 1985, to life in prison and fined \$250,000.

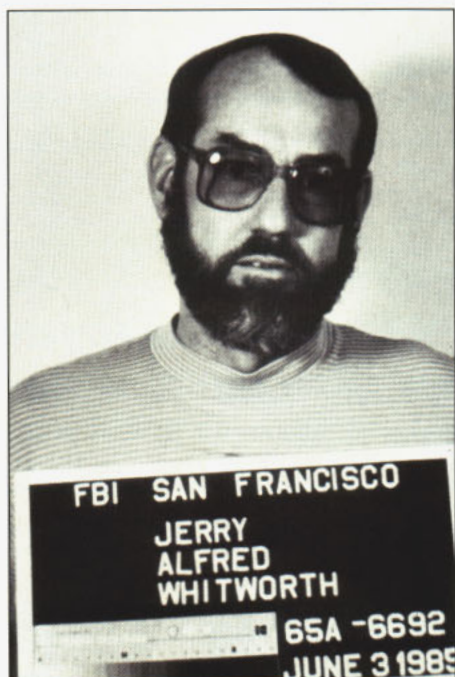


CAUGHT! Michael Lance Walker, a Navy seaman, was arrested May 22, 1985, aboard the aircraft carrier USS *Nimitz* (CVN 68) in Haifa, Israel. The son of ringleader John Walker, Michael said his father recruited him to spy for the Soviets. He admitted giving his father stacks of classified documents from Oceana Naval Air Station in Virginia Beach, Va., and from *Nimitz*. Under the terms of a plea bargain, John Walker agreed to divulge details of his espionage activity in exchange for a more lenient sentence of 25 years for Michael Walker, who also pleaded guilty to espionage.



treason

CAUGHT! Jerry Alfred Whitworth, a retired Navy senior chief radioman, was arrested in San Francisco June 3, 1985, for supplying classified Navy information to the Soviet Union, via John Walker, for a period of eight years. During Whitworth's sentencing on Aug. 27, 1986, Judge John P. Vukasin called Whitworth "a zero at the bone... the evil of banality. A man whose life is dedicated to determining wind direction and how he can best profit from the coming storm." Whitworth was sentenced to 365 years in jail and fined \$410,000.



These four men took advantage of the fact that they held sensitive positions requiring the highest degree of trust within the Navy community. Under John Walker's direction, they seriously jeopardized U.S. national defenses by selling highly sensitive classified information to the Soviets.

"These men compromised not only their character but, more importantly, the security of our nation for the basest of reasons—greed. All of them were willing to sell out their country to the highest bidder," said Rear Adm. W. O. Studeman, director of Naval Intelligence.

The espionage trail can be traced back to the late 1960s, when John Walker Jr., a Navy warrant officer and former radioman, first made contact with the Soviets and went on to provide them with a top secret Navy communications key list for a Navy communications system. This key list would allow the Soviets to decipher certain types of Navy messages; the Soviets could know many moves the Navy made.

Walker intended this key list as a sample to impress the Soviets with his access to vital, classified material. The Soviets were impressed. A deal was immediately struck between Walker and the Soviets for the Navy man to provide the Russians with cryptographic material on a regular basis. Walker received instructions for future meetings along with his first payment.

For the next eight years, Walker stole classified information from all duty stations at which he served, subsequently passing it all to the Soviets.

Before long, Walker's wife, Barbara, became aware that her husband was a spy. He was very worried by her discovery. He admitted his deal with the Russians and went so far as to include his wife in his activities; he hoped she would be made to feel involved and that it would encourage her not to blow his cover.

In 1974, Walker recruited Jerry Whitworth, a highly experienced 34-year-old Navy radioman, to become his partner in crime and split the proceeds. Whitworth, seeing a chance to improve his standard of living, agreed to the partnership. He was given the task of obtaining classified material to which he had access and passing it on to Walker at prearranged locations around the world. During their association, Whitworth met with Walker two to four times per year between 1976 and 1985. Whitworth supplied Walker with three to six months worth of classified information at each rendezvous.

Once he had the information, Walker would pass it to the Soviets either in the United States or at overseas meetings he sometimes attended as part of his job. It was during these exchanges that Walker discussed other information the Soviets wanted and how much it was going to cost them. Such haggling over prices was typical; the Soviets are tough bargainers, notorious for paying as little as possible for vital secret information.

Following his discharge from the Navy in 1976, Walker went so far as to try to recruit members of his own household into his espionage ring. In

Anatomy of treason

1978 he encouraged his daughter, Laura, to enlist in the Army and seek a billet as a communications specialist and become part of his network.

She refused.

In 1980, Walker took advantage of his brother Arthur's deteriorating financial situation and managed to lure him into joining his band. Arthur, who also had served in the Navy from 1953 to 1973, was employed by the VSE Corporation, a government contractor. Arthur was more than willing to steal classified information from VSE and, through brother John, sell it to the Soviets.

As the espionage continued, John Walker continued to recruit for his spy ring. In a roundabout way, Walker tried to enlist his half-brother Gary, also in the Navy, to join the clandestine operation.

Gary refused.

In the summer of 1983, Walker approached his son, Michael, who had enlisted in the Navy the year before. Michael was serving as a yeoman with Fighter Squadron 102 at Oceana Naval Air Station, Virginia Beach, Va. Father and son discussed a major moneymaking deal. John told Michael that he could make "substantial amounts of money" selling classified information stolen from his unit. They also discussed the possible risks involved—life in prison or even execution, if caught.

For Michael, after the discussion with his father, the monetary rewards seemed to outweigh the risks, and in late 1983, Michael stole his first classified document from the admin office of VF 102 and gave it to his father. It was the first of more than 1,500 such thefts he would perpetrate in his short naval career.

Pleased with Michael's efforts, Walker encouraged his son to steal more documents. Michael obliged, and before the younger Walker was transferred to *Nimitz* in January 1984, VF 102 was missing a half-dozen more classified documents. For all his efforts, Michael Walker was paid a mere \$1,000 by his father.

Due to the nature of his work after he first reported aboard *Nimitz*, Michael did not have access to classified material. But from October 1984 to March 1985, young Walker stole numerous documents from the carrier's operations department.

In March 1985, *Nimitz* was deployed to the Mediterranean, and Michael Walker continued his theft of classified documents, intending to turn them over to his father. He was unaware that the spy ring was about to be broken.

In November 1984, Barbara Walker, now divorced from her husband and harboring much personal bitterness, called the FBI, informing them that her former spouse was a Soviet spy. The Bureau put John Walker under surveillance. After six months of secret observation, FBI agents caught Walker as he

attempted to pass classified information to a Soviet operative in rural Maryland, just outside the District of Columbia.

With John Walker's capture, the espionage network collapsed.

Within a month, every member of the Walker spy ring was identified and apprehended. All have subsequently been tried, convicted and sentenced to long terms in prison for espionage.

During the trials, the enormity of the sustained security compromise became apparent. The information the Walker ring sold to the Soviet government seriously compromised such vital information as ship movements and activities, naval exercises, equipment capabilities and limitations, intelligence data and military plans.

In addition, the stolen intelligence revealed certain vulnerabilities in U.S. weapons systems, naval tactics and control procedures and provided details about U.S. knowledge and exploitation of Soviet capabilities.

Most damaging of all, John Walker and Jerry Whitworth compromised U.S. naval communications architecture and systems.

According to Studeman, "Recovery



The scene of the crime: Michael Walker was arrested aboard USS *Nimitz* in the Mediterranean.

from the Walker/Whitworth espionage will take years and millions of taxpayer dollars. Even given these expenditures, we will likely never know the true extent to which our capabilities have been impaired. [It] has [also] jeopardized the backbone of this country's national defense and countless lives of military personnel."

The sale of government secret documents netted the Walker ring nearly \$1 million dollars over two decades of spying. This was clearly a small price for the KGB to pay; they considered this to be the most important espionage operation in their history.

According to Vitaly Yurchenko, a 25-year veteran of the KGB, who defected to the United States in 1985, the information obtained by Walker enabled the Soviets to decipher more than one million messages, thus ranking this particular Soviet intelligence operation as one of the premiere coups in the history of international espionage.

Yurchenko, who had been responsible for KGB internal security matters, said that the Walker case was handled by Department 16, a special KGB unit that handles only the most sensitive operations around the world.

The Soviet agents who handled the Walker operation all received decorations and promotions, and several KGB officers were assigned to the Soviet Embassy in Washington, D.C., solely to handle the information passed on by Walker.

Yurchenko reported that an upper-echelon KGB official informed him that the intelligence obtained from Walker would have been "devastating" to the United States in time of war.

At the same time, the defection of Vitaly Yurchenko and his cooperation with U.S. intelligence demonstrates that Soviet security also can be compromised.

Yet, whether in time of war or not,

the treason of the Walkers and Whitworth placed the Navy and its capabilities in peril.

Top Navy officials agreed that the materials passed on to the Soviets enabled them to break the code of some of the Navy's most secret messages to the fleet, going as far back as the 1960s. It is widely held by Navy experts that this compromise may have reduced the U.S. lead in antisubmarine warfare and posed a significant threat to the ships of the fleet.

Secretary of the Navy John Lehman remarked that there had been "serious damage over a long period of time—mainly in communications and equipment. The Soviets were able to monitor (our) communications for years." Lehman added that the Soviets "benefited

by learning to hide their own submarines and not how to find ours. Because the Soviets were helped, (it) forced us to accelerate our own technological modernization."

Also accelerated was an effort to tighten security and raise general awareness of espionage dangers throughout the Navy.

In the aftermath of the Walker spy case and other espionage activities discovered in the Pollard, Pelton, Chin and Howard cases, the U.S. has focused the energies of the President, the Congress and the Defense Department in developing ways to strengthen security policy, technology and practices. Good security is difficult to achieve in a free and open society. Nevertheless, the Walker case has served to stimulate new

The "typical" spy

The stereotyped image of the spy is that of a furtive, faceless figure clad in trench coat and fedora, living in the shadows, flitting from doorway to darkened doorway. This may describe a character from a Hollywood B movie, but real spies are more ordinary.

Spies have no predictable profile. A spy could be anyone, a co-worker, friend or acquaintance. As in the case of the Walkers and Whitworth, exceptional personality traits often keep them above suspicion. John Walker was highly respected by his military juniors and seniors. During his naval career, he was given positions of increasing responsibility and praised for his organization and leadership abilities. Many remembered him as witty, outgoing and enthusiastic.

Michael Walker was considered by his

superiors to be an outstanding young man who always performed his assigned tasks thoroughly and well. Letters of appreciation, selection as Petty Officer of the Quarter and nomination as Sailor of the Month attest to the high regard in which he was held.

Jerry Whitworth was a quiet man whose technical abilities were above reproach. He could repair anything and was the one called upon when others failed. Numerous letters of commendation and appreciation proclaim his skill as a technical controller in communications.

All of them used their apparently sterling qualities as a barrier against suspicion, hiding their criminal intentions from their superiors and others.

People who "don't seem like spies" may nonetheless be just that. □

Anatomy of treason

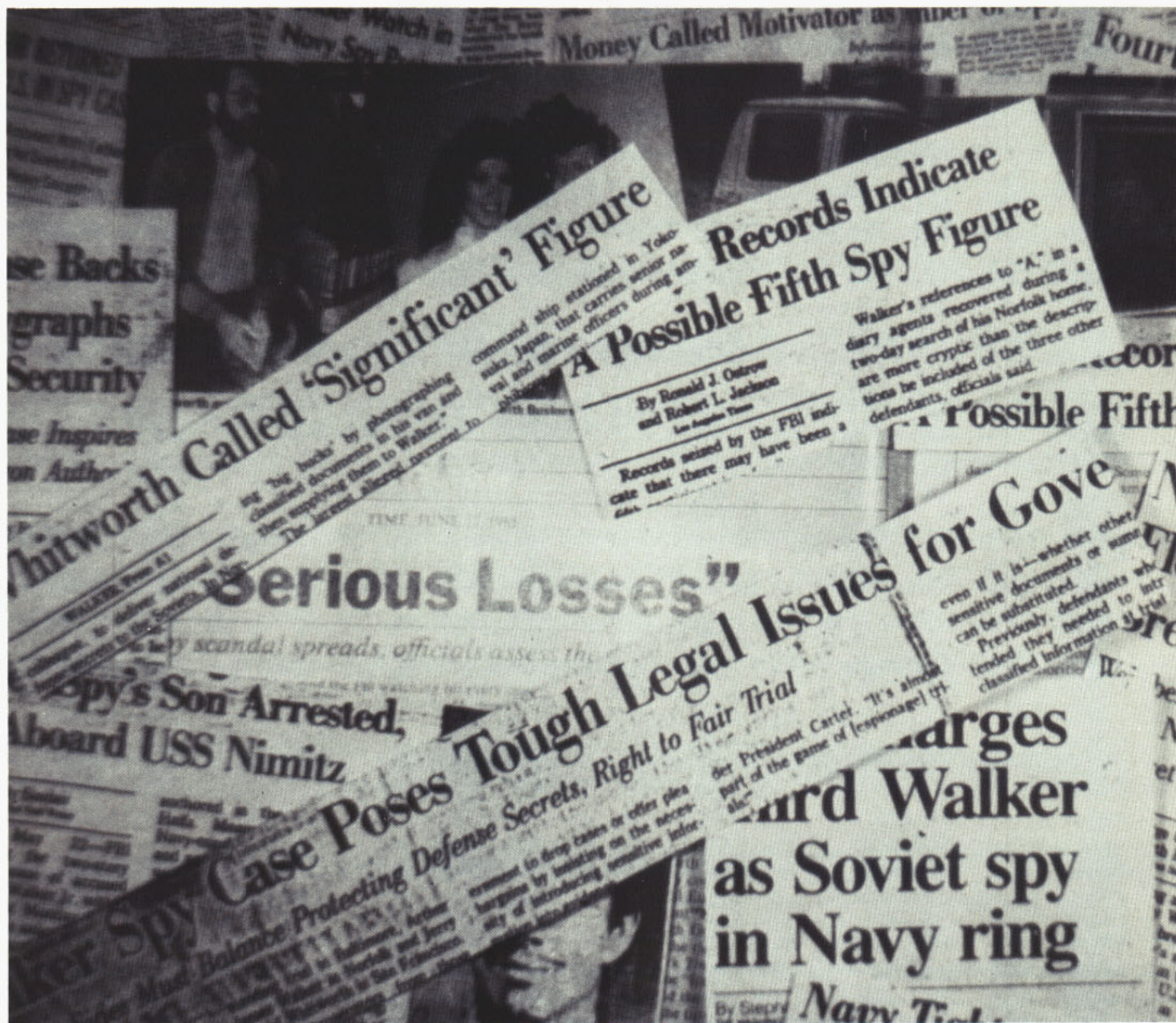
developments in security, some of which have already been implemented in the fleet. More initiatives will be forthcoming. There is an old saying that for security to be effective, it must be inconvenient. Good security also requires the participation of *everyone*. It demands that everyone in the service be

alert and aware of the activities of co-workers.

It was just such increased awareness that recently led to the arrest of the spy Jonathan Pollard, whose out-of-the-ordinary activities at work were noticed and reported by a vigilant co-worker, thus ending Pollard's espionage opera-

tion of the previous 18 months.

Espionage has many victims, as Studeman pointed out. "John Walker and Jerry Whitworth will likely die in prison, and Michael Walker will be an old man when he is freed. But the ultimate victim is the Navy and the defense of the United States. The



Walkers' selfish actions not only disgraced the uniform of the U.S. Navy, but threatened the security and well-being of individual Navy men and women around the world, and in the final analysis, of all Americans."

Adm. James D. Watkins, former chief of naval operations, considered the

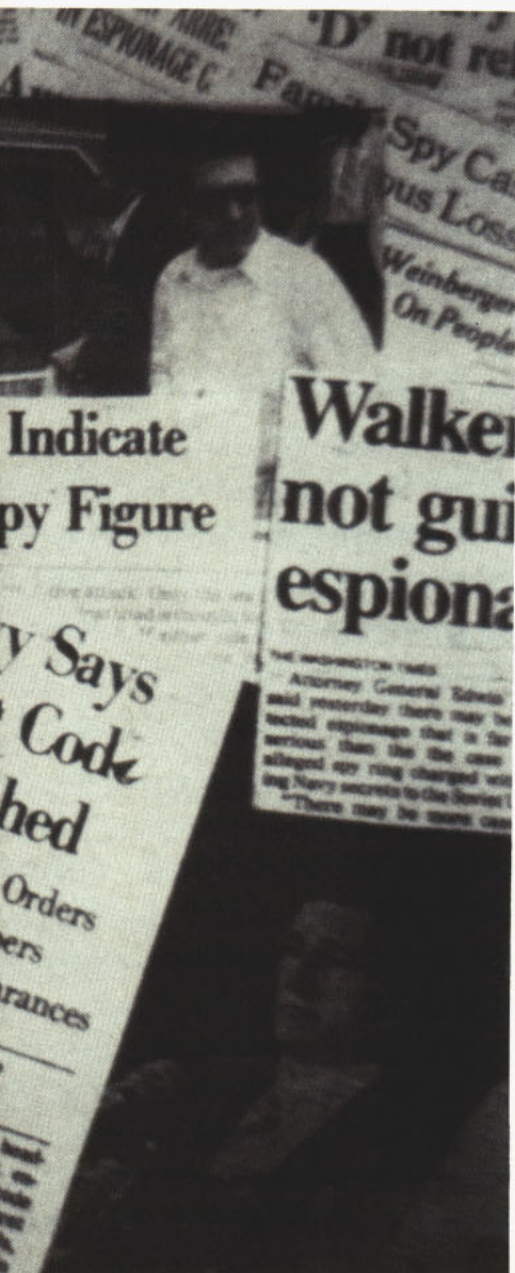
situation following the revelation of the Walker ring espionage to be "very serious but not catastrophic." He said the Navy would spend millions of dollars to change the secret coding gear believed compromised and that submarine, ship and airplane warfare tactics may have to be modified to offset the presumed loss of secrets to the Soviets.

Watkins further stated that the espionage "gave the Soviets years of access to the Navy's satellite communications network." But, in a more positive vein, the former CNO felt that there was no indication that the Soviets have broken the code on how to detect submarines. Navy officials remain convinced that the missile submarine force is still

"100 percent survivable." The Navy has been working aggressively to repair the damage done by the Walkers and seal off our secret communications from interception.

But the most important damage control will be the increased security awareness of every member of the fleet, Studeman said. "As a sailor in the U.S. Navy, your country relies on you for its defense. It has placed you in a position of great responsibility and trust. It is an honor not to be taken lightly. To betray that trust is one of the most heinous crimes you can commit. Ultimately, you won't get away with it. You will be caught and you will pay the ultimate price." □

—Story by JO2 Mike McKinley



"Where are they now?"

JOHN WALKER: Home is now a 5-by 8-foot cell at the federal prison in Lewisburg, Pa. The federal judge presiding over Walker's sentencing said: "It is difficult for me to believe that any parole commissioner could ever agree to an early release for you, and I shall do everything in my power to see that this does not occur. Indeed, I will prepare and submit to the parole commission my report, which will strenuously recommend that you not be released on parole at any time during the rest of your life."

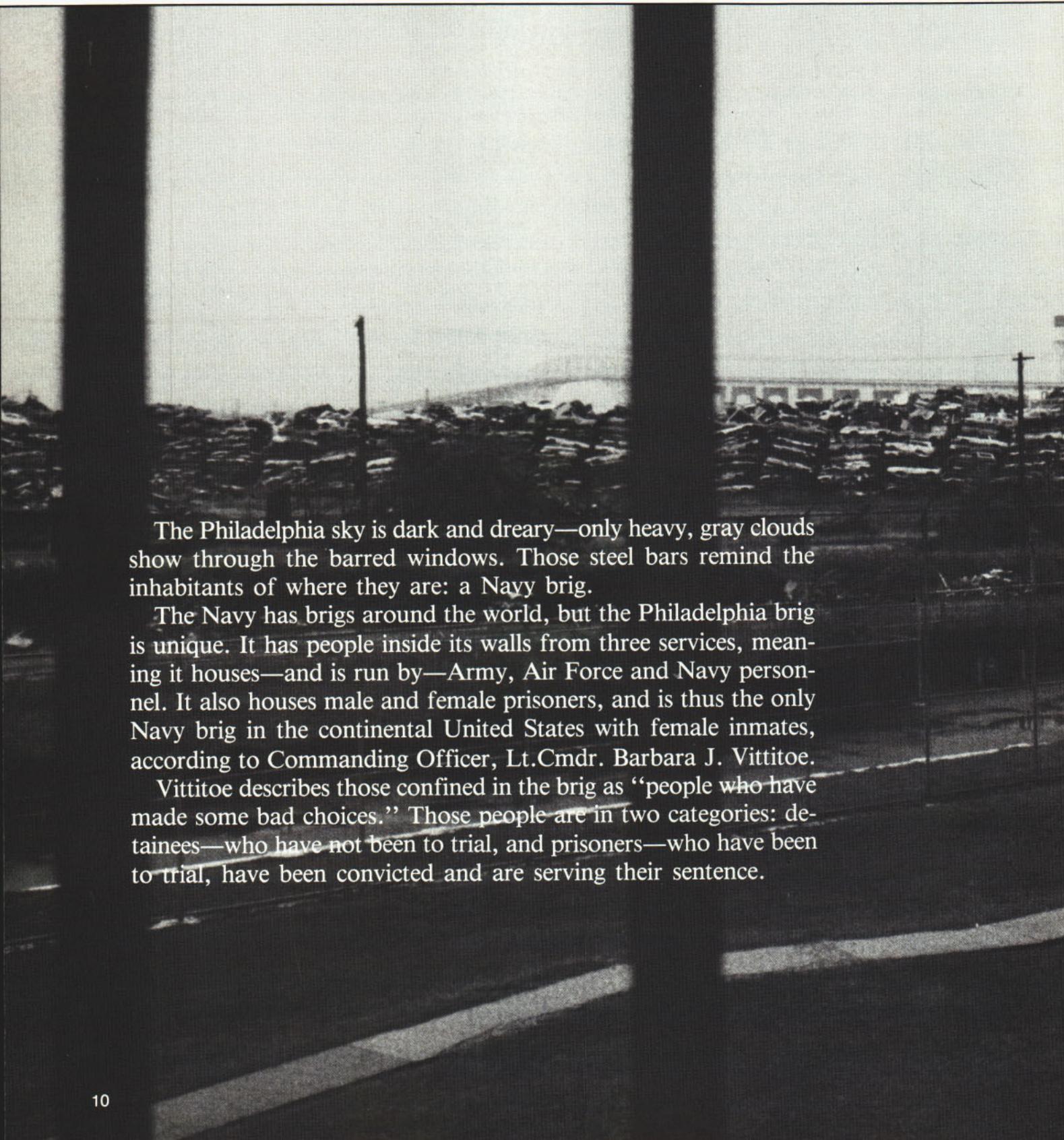
ARTHUR WALKER: Physically and emotionally spent, Arthur Walker sits in a tiny basement cell at the federal prison in Terre Haute, Ind. He has had several threats against his life.

JERRY WHITWORTH: For the next 60 years, Whitworth can reflect on his

crime from his cell in Leavenworth, Kan. He'll have to live to be 107 years old before he becomes eligible for parole.

MICHAEL WALKER: Twenty-one years old when he began stealing classified information, 22 when he was caught, the young, fair-skinned Walker will spend what should have been the most vibrant and exciting years of his life in a cramped jail cell in Petersburg, Va. He will be approaching old age before he will be able to enjoy any measure of freedom. When Michael was sentenced, the judge made the strongest possible statement concerning any chance of parole during the full term of his sentence. It was the same statement he made at the sentencing of Michael's father. □

In a Navy brig...



The Philadelphia sky is dark and dreary—only heavy, gray clouds show through the barred windows. Those steel bars remind the inhabitants of where they are: a Navy brig.

The Navy has brigs around the world, but the Philadelphia brig is unique. It has people inside its walls from three services, meaning it houses—and is run by—Army, Air Force and Navy personnel. It also houses male and female prisoners, and is thus the only Navy brig in the continental United States with female inmates, according to Commanding Officer, Lt.Cmdr. Barbara J. Vittitoe.

Vittitoe describes those confined in the brig as “people who have made some bad choices.” Those people are in two categories: detainees—who have not been to trial, and prisoners—who have been to trial, have been convicted and are serving their sentence.

it's a matter of choice





There's another way of looking at the people in the brig, according to acting Command Master Chief, Chief Boatswain's Mate Kenneth C. Laplante. "There are two types: those who want to stay in the Navy, who we are trying to make into better sailors; and those who want to get out, who we are trying to make into better citizens," he said.

Everyone agrees, the only time you would want to be in a brig is when you are on the "right" side—the side where you get to leave the shiny decks and dull bars behind when your watch is over, not the side where you must stay and "do time."

At the Philadelphia brig, doing time usually begins with a sad phone call. "Hello, is Mom there? Mom, this is Johnny. I'm in prison, Mom." That is a typical collect call to go out of the brig counselor's office. The call might come from a sailor who has been UA for years, and is caught in a police computer check following a minor traffic violation. Or the call might be from a sailor who has simply made some of those "bad choices." In any case, it's a humiliating call to make.

Once you start doing time, *all* that time is accounted for.

You begin your day the brig way: reveille is at 4:30 in the morning.

At 5:00 a.m. it's time for morning calisthenics in the wings of the brig. "One, two, three," a wing supervisor calls out, like an aerobics instructor.

A bell rings once. Prisoners prepare for "count." The bell rings twice. Prisoners stand at parade rest in front of their

racks, come to attention and sound off their number in turn. The bell rings three times. "Secure from count." All prisoners are accounted for.

Count is taken three times a day. The last count of the day is at 9:30 at night. Then, there will be a "skin check," where guards check for skin or movement in each rack, every half-hour after taps.

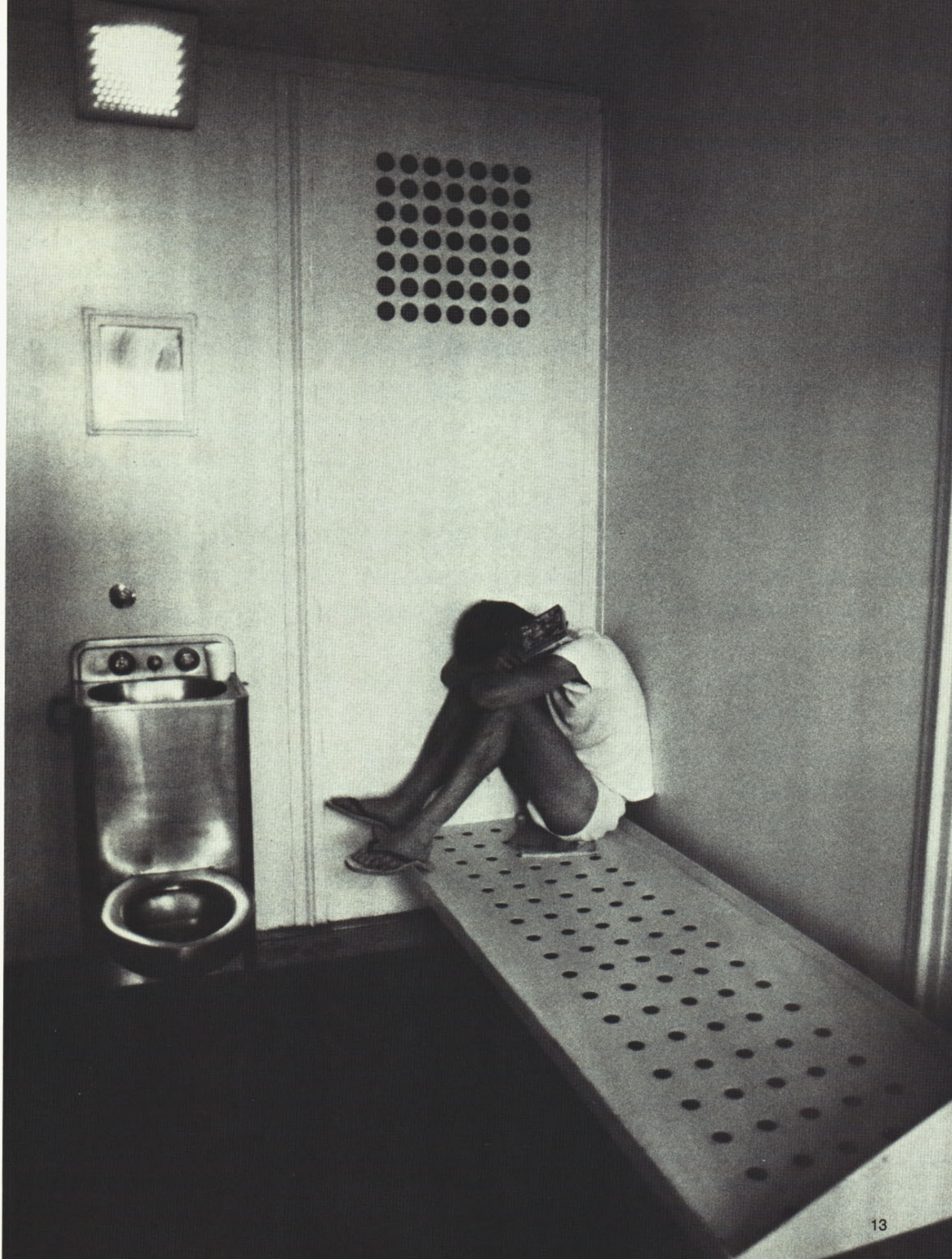
Just as the prisoners are checked, each piece of the 120 sets of silverware is counted after every meal. There are outlines painted on the walls in the galley and the brig's carpenter shop, showing where every knife and carpenter's tool goes for lockup.

Those prisoners who have earned the privilege of working in the brig galley are exempt from morning calisthenics. Instead, they prepare themselves for the morning personnel inspection required of all galley workers.

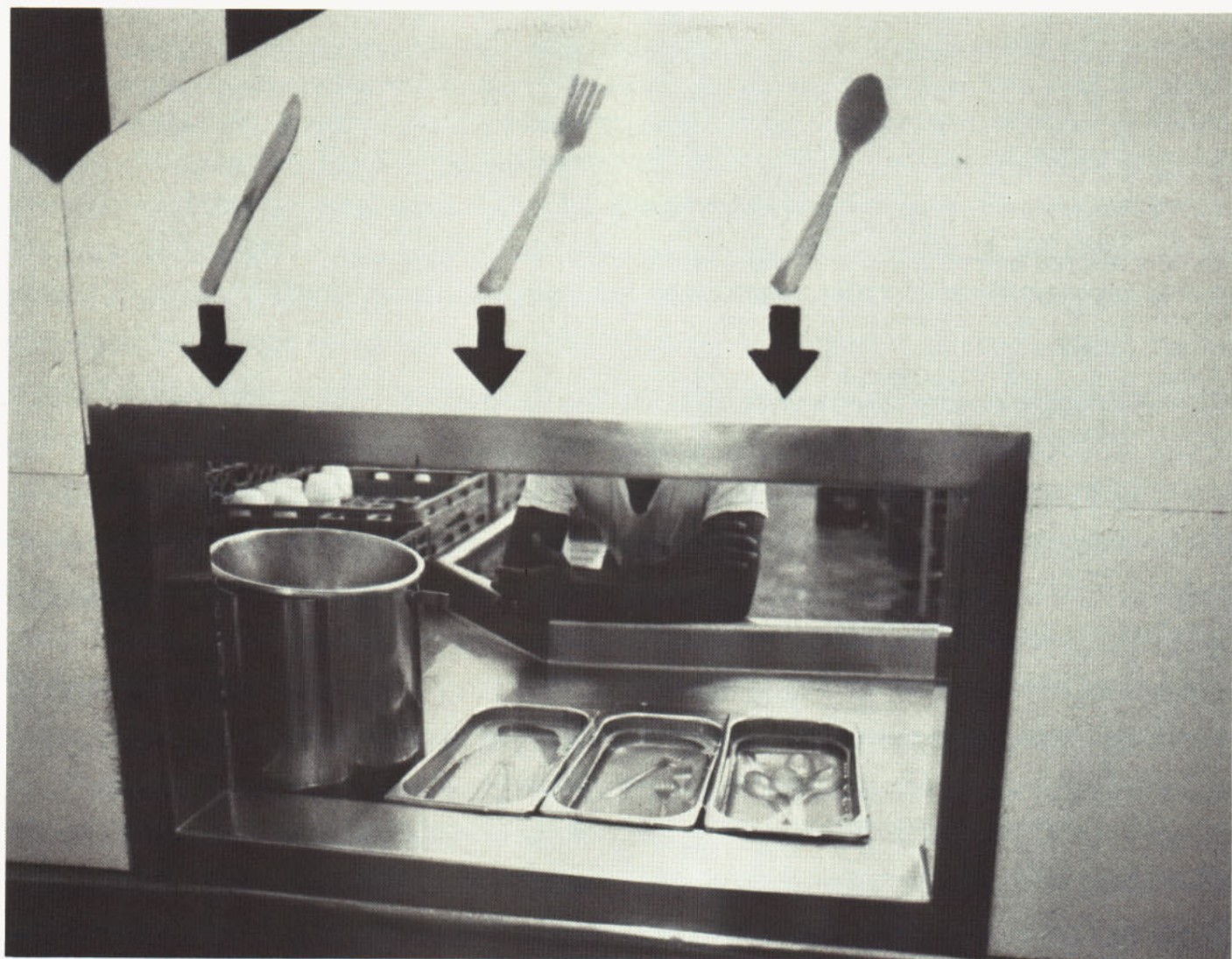
The chow hall is not the only place where prisoners are given the chance to do useful work while they do their time. Other prisoners, besides being responsible for the overall cleanliness of the brig, also provide a work force for the naval base as well as to naval ships such as the USS *Independence* (CV 62), where prisoners have contributed many valuable manhours of prison labor.

Through programs such as the *Independence* work force and brig carpenter shop, prisoners are given not only the opportunity to do needed work, they also have a chance to earn self-respect and learn discipline. They gain the satisfaction that

Inmates may go from the disciplinary review board to the segregation unit if they are judged to be a danger to others—or themselves.







comes from doing something worthwhile, like producing fingerprinting easels in the brig's carpenter shop for the base day care center.

But others work in the brig in a very different way. They are people who are there for making some *good* choices. They are the men and women who make up the brig guard force and staff. These are the people on the right side of the bars.

"I put in as many hours here as I did on my last ship," said Mess Management Specialist 3rd Class Reginald C. Rowlett, a mess deck master-at-arms. "But when I was on a ship, I didn't have the responsibility of supervising 20 people working in a galley, or being in charge of 50 people in a dorm."

Corrections was a two-year tour when Rowlett first entered the field. Now that he's on his second extension, it's a three-year tour.

"You work with some of the best petty officers in the Navy here," said Mess Management Specialist 2nd Class Sandi Whitehouse, a guard turned brig counselor. "I felt totally prepared for this duty."

Even in a very structured environment, where every minute (and every piece of silverware) is accounted for, there is plenty of time to think.

Before going to the guard force, everyone attends a school on corrections at Ft. McClellan, Ala., for five weeks. The school for brig counselors is also a five-week school.

For some individuals, these schools are the reason for going into corrections. "Getting a school is a major factor to me in deciding where I want to go when I'm up for transfer," Electrician's Mate 1st Class Michael W. Fox said.

Others, like Aviation Boatswain's Mate (Hydraulics) 3rd Class Joe C. Conley, say it's the particular type of duty that brings them to a career in corrections. "It was something different. Since I'm an airdale, it's something very different."

Whatever their reasons for going into this career field, it's what they take away with them that is truly important.

"Working in corrections instills leadership," Senior Chief Engineman Monte L. Gill said. "You have to be able to react, to take responsibility."

Gill is head of the brig training department and has come back from the fleet reserve to work in the brig again.

"You learn from being put in a position of authority. Work-

ing daily in that environment is probably the best way to learn, combined with our training program," Gill said.

"I've grown more here than any other command, because of the position of authority," Whitehouse said. She spent 18 months on the guard force before she was selected to become one of the four brig counselors. "For women, working in corrections gives you a chance to see a much bigger side of the military," she said.

"The counselors keep us from having personnel problems," Vittitoe said. Avoiding personnel problems can be critical in a brig environment.

"You see a lot of different human behavior here. People with a lot of problems on the outside are still trying to deal with them here on the inside," said Conley, a member of the guard force. "You are responsible for people like the guy who sits in a segregation cell and jabs holes in his arm with a staple to make blood so he has something to write on his walls with."

Dealing effectively with that sort of behavior is too difficult for some people.

"A lot of staff people leave saying, 'I'll never come back,'" Whitehouse said. "Some do come back through, and you understand why, when you see they've made chief."

Vittitoe agreed. "It is one of the biggest challenges to your leadership abilities. I wouldn't recommend it for everyone."

Sgt. Richard B. Ainslie, an Army corrections specialist on the brig staff, said, "This place is going to make you or break you. Out in the service, if you tell someone to do something and they don't do it, you send them here. Here, we have to deal with them. We can't send them away."

"This is a place where you have to be tuned in to the environment," said the Executive Officer, Ensign K.W. Nyquist. "Here, we can't ignore the people and let the problem stew. We provide as much as we can, but a lot of things are still required of the inmates," he said. "Whether or not they accept what we offer and want to change is up to them."

An inmate confesses, "I've truly learned my lesson. Since I've been inside, it has made me appreciate how much I had going for me on the outside. Now, I don't want to waste time being affected by peer pressure. I've spent two months here. Lost rank—E-3 to E-1. Lost time. I don't want to lose any more time."

Another inmate said, "No matter how much you think you're getting away with, you're not. When you get caught, you're going to have to take responsibility for your actions. I regret not being adult enough. I'm going to try to let the time I've spent in the brig affect my life for the better."

Being in a Navy brig is a matter of choice, good or bad. □

—Story and photos by PH1 Chuck Mussi

"I was in prison, and ye came unto me."

—Matthew, 25:36





Shadow of the cat

A look back at bygone approaches to Navy discipline

"Our Navy crews are made up of thieves, gamblers, drunkards, play-actors and circus riders. Many escaped jail by enlisting." Thus spoke Lt. L. C. Rowan, an officer aboard a U.S. Navy man-o-war during the 1840s. He was describing, in less than flattering terms, the makeup of what he determined to be the average ship's company in the old sailing navy. It appears that reliable old salts and intelligent lads from good homes were in the minority in the early days. In order to keep the "dregs of society" that made up the crews under control, iron discipline had to be imposed, with appropriate punishments for those who went against the rules and regulations.

In the old days, malcontents and troublemakers who faced the captain at the mast or a court-martial could be sentenced to any number of penalties, depending on the degree of their transgression. These punishments included, but were not limited to, flogging (the most common), branding, locking men in the sweatbox, suspending them (for short periods) from the spanker boom by a line around the waist, tying men's thumbs behind their backs, tricing them up to the rigging by their wrists, or dousing them for long periods with bilge water.

Doing time in the brig was one of the sentences that could be imposed for lesser offenses and was a lot less brutal than those listed above. Yet, time spent in a ship's brig in the old sailing navy could still be a miserable experience. Aboard most man-o'-wars, space was at a premium and brigs often were jury-rigged affairs. On one ship, a tin-lined bread room made do as the brig; on another, screened off areas between the guns sufficed as cells.



Areas officially designated as brigs aboard ship were small, dark, dingy places built on the berth deck. On USS *Wabash*, deck space for the brig was not more than 12 or 13 feet square and had little ventilation. The prisoners could face being shackled in single or double irons during their tenure and subsisted on bread and water. Under later reforms, extensive stays in the brig (10-30 days) meant prisoners were to be given full rations every third day.

The brig on *Wabash* could uncomfortably hold up to a dozen men, although solitary confinement also could be awarded. In the event of an overflow of tenants, temporary brigs were built on other decks. Yet, no matter how large the brig, men served their time and came out of the dark, ill-ventilated pens sick, pale and shaken.

But, since many ships didn't have brigs (and where could a man go anyway,

especially when out at sea), the punishment most widely awarded was flogging with the cat-o'-nine-tails. This preferred instrument of punishment, kept in a green bag by the bos'n, was made of nine small, hard, twisted pieces of cotton or flax cord, with three knots in each, fixed to a short, thick rope handle.

Floggings were generally given on Sundays, right after muster. At the command of "All hands witness punishment!" the ship's company would assemble at the appointed place of retribution to learn an object lesson in rehabilitation. The offending sailor, stripped of his shirt, would be tied securely to an upright hatch grating or triced up in the ship's gangway. The bos'n would step forward, take the cat from the green bag and shake the lash briskly, separating the cords that may have become twisted. Often, the cords were stained with blood from previous punishments, thus making infection a real possibility when applied to the back of the present culprit. Thus, the man to be flayed had the privilege of requesting a clean cat. This was referred to as a "fresh cat."

A bos'n was ordered by the captain to administer the flogging. Whichever bos'n was selected was admonished to lay it on with a will. The number of lashes depended upon the crime and often varied from ship to ship. As examples, on one man-o'-war, 12 lashes would be dealt for: pilfering rum from stores; running in debt ashore; spitting on a man; or dropping a bucket from aloft. One could receive six lashes for telling the master-at-arms to "go to the hell," or for being too slow in entering a boat. Nine lashes were awarded for being naked on the spar deck.

The ship's captain, by law, couldn't award more than 12 lashes at captain's mast, but this rule itself was overstepped from time to time. Although not the norm, captains did award a series of floggings for multiple offenses. A general court-martial could award up to 100 lashes, though this sentence was typically reduced to 50. A sailor could be awarded this punishment for mutinous behavior, disrespect to superiors or desertion.

It took a strong sailor to stand up under the cat and it was a matter of pride to "take your punishment like a man" and not cry out. But for many, the pain was too much and pride be damned, they let it be known that they hurt. It was usually on the fourth strike that the terrible knotted cords drew blood, and after the sailor received the prescribed number of lashes,



the ship's surgeon would tend to the victim. The surgeon's ministrations consisted of cleansing the man's scarred back with a bucket of salt water. Thus, for the sailors in the old navy, justice was often swift, painful and sure.

By today's standards, the penalties suffered by these sailors for stepping out of line often seemed to exceed the nature

of the infraction. Yet, the rationale behind such severe punishments seemed justified then, considering the hard cases who made up the crews. Consequently, until the reforms of the mid-19th century, iron discipline prevailed and the old navy sailors carried out their duties in the shadow of the cat. □

—Story by JO2 Mike McKinley

Opportunities in MA rating

The master-at-arms rating has broadened its program to include more training, leadership and advancement opportunities for enlisted people in the MA rating and for those interested in converting to the rating.

Petty officers, up through master chief, limited duty officers and chief warrant officers can have jobs in law enforcement and physical security centers, and on shore patrol and on-base security.

Schools. Before a person can be accepted into the MA rating, he/she has to complete a 10-week Navy Security Police Course at Fort McClellan, Ala. Other training includes:

- Corrections school for five weeks at Fort McClellan.
- Brig counselor school for five weeks at Fort McClellan.
- Working dog program at Lackland AFB, Texas: drug detection, 23 days; patrol, 33 days; explosives detection, 44 days; and dog handling, 20 days.
- Law enforcement/physical security training center for four weeks at Lackland AFB.

Leadership opportunities. The scope of an MA's duties varies with the command, and the size of security department and patrol section, but the responsibilities increase with each rank.

Petty officers train out-of-rate people on the job. Chiefs and senior chiefs can be senior instructors at Fort McClellan, to train people for senior positions in brigs. Master chiefs are in charge of Navy Absentee Collection Units, responsible for 20 people who escort deserters back to their command.

Limited duty officers and chief warrant officers can be in charge of the Law Enforcement/Physical Security training centers.

The MA program has gone through many changes since its inception in 1973. It has established stricter eligibility criteria and screening processes, offered officer programs, offered a Level II Selective Re-enlistment Bonus, has established conversion criteria outlined in NMPC Instruction 1440.1 in the Naval Military Personnel Manual, and has increased billet strength.

Navy Enlisted Classification codes. A person also can earn an NEC in the following billets:

- Security force billet: 9545 (security guard), and
- Working dog program: 9541, patrol; 9542, explosives; and 9543, drugs.

To convert to the MA rating, a candidate must meet the following eligibility requirements:

- Must be a U.S. citizen;
- Must be a high school graduate or have GED equivalent;
- Must have third class eligibility;
- Score 100 (combined) on GCT/ARI;
- Have 45 minimum word knowledge score (to comprehend legal material);
- Must complete MA rating correspondence course and PARS;
- Be a 3.6 or above petty officer;
- Must possess a valid motor vehicle permit;
- Be able to take and give directions/have leadership skills.

If interested in the master-at-arms rating, see your command career counselor. □

Navy Absentee Collection Units are on the move

Builder 1st Class Daniel Parkhurst wondered what he was getting himself into when his detailer asked him if he wanted to go to a Navy Absentee Collection Unit in San Diego. As a carpenter by rate and not knowing a thing about law enforcement, Parkhurst was hesitant to accept, but decided to give it a try. Transferring to a collection unit as a then second class petty officer out of his rate, Parkhurst was sure he'd be doing gopher-type jobs. He was wrong.

More than a year after a rigorous on-the-job training program, Parkhurst is an investigator and senior escort at the unit. He's responsible for supervising the investigations on deserters and unauthorized absentees and for escorting the deserters back to their commands.

When he was a second class petty officer and the junior person at the unit, he never expected to receive so much responsibility. Parkhurst's story is similar to that of many people assigned to Navy collection units in nine locations: Naval Station Philadelphia; Naval Station Norfolk, Va.; Naval Station Seattle; Naval Station Treasure Island, San Francisco; Naval Air Station Jacksonville, Fla.; Naval Air Station Dallas; Naval Training Center, Great Lakes, Ill.; and Naval Education and Training Center, Newport, R.I.

The majority of the people transferred to those units (minimum third-class-eligible for advancement) are from ratings unrelated to law enforcement, such as boiler technicians, machinist's mates and electronics technicians. A master chief master-at-arms heads each 20-person unit, and senior petty officers train all newcomers to the NACU.

Escorts are not trained law enforce-

ment officers. They don't arrest deserters, but they do pick up deserters once the local police department makes the arrest. The collection units' liaisons with local police departments also allow the units to assist in locating Navy people arrested for civilian offenses.

As people assigned to collection units gain experience and responsibility, many become interested enough in law enforcement to consider cross-rating to the master-at-arms community.

Aviation Antisubmarine Warfare Technician 2nd Class Rhonda Stevens has been an escort at San Diego's collection unit for three years. In that time she has developed what she considers a knack for law enforcement and is considering cross rating. "I never imagined myself doing this, but it's great being in charge."

Many people are attracted by the opportunity the job offers in leadership, training and responsibility. Each collection unit covers a three- or four-state area. Two escorts (usually a first or second class petty officer—one designated as a senior petty officer) travel to pick up a deserter.

"On the road, you and the other escort have to know what to do because he or she (a deserter) is in your custody and you're responsible for returning him or her," said Stevens. "I have a sense of pride in my job and it's nice to know that I'm trusted with the responsibility."

Parkhurst says it's great leadership training to be responsible for a deserter because as an escort he's accountable for the custody as well as the health and welfare of apprehended deserters.

"You have to always be aware (of the person) because you never know what the deserter may try to do to keep from

going back to his parent command." The list of possibilities sometimes includes suicide.

Before deserters can be escorted back to their parent commands though, they have to be tracked down.

Collection unit investigators call relatives and friends, send letters, visit places the person frequents, and use local area police to help locate deserters and unauthorized absentees. For seven months, Parkhurst and his fellow investigators tried to track down a sailor who had deserted his ship.

After months of unsuccessful investigation, they finally caught up with the man at his wedding reception. Confronted with the desertion charge, the man relented. The handcuffed groom's only comment was, "You knew I was going to be here, didn't you?" Parkhurst nodded and the man, still dressed in his tuxedo, was taken back to his ship.

The pride of absentee collection units is that their investigators and escorts never give up. That determination is reflected in the decline in the number of deserters at large since fiscal year 1975, when there were 10,059. The number today, 11 years later, is 3,987 and steadily dropping.

The program behind the collection units and a 24-hour hotline service on deserters and UAs is the Deserter Apprehension Program in the Naval Military Personnel Command's Military Personnel and Performance Security department in Washington, D.C. To become a part of this law enforcement team for a shore duty tour, contact your command career counselor. □

—Story by Candace Sams

The Log Book

"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, All Hands presents a short review of articles that appeared in previous issues.

10 YEARS AGO—

in the February 1977 *All Hands*

- The first flight model of the *Trident* missile successfully completed its planned flight of more than 4,000 miles after being launched from Cape Canaveral, Fla., recently. This was the first in a series of test firings of the new long-range missile. The new missile will be capable of submerged firing from both the *Poseidon* and the new *Trident* fleet ballistic missile nuclear-powered submarines. Improved solid propellants, electronics and other materials give the *Trident* missile a much greater range than the currently deployed *Poseidon* missile.

- A contract to build a 3,000-ton Surface Effect Ship (SES) prototype, designed to travel at speeds three times faster than conventional ships, was recently awarded to a San Diego firm. The ship is scheduled for completion in 1983. This SES will be 270 feet long, 105 feet wide and will be powered by gas turbine engines. The prototype will be capable of carrying 125 officers and men.

20 YEARS AGO—

in the February 1967 *All Hands*

- Navymen Jim Thomann and John Cadwallader have broken the free fall parachute record in Antarctica. The two jumped from 9,700 feet while performing routine training jumps near McMurdo Station. On the record jump, the men were carried aloft by an LH-34D *Sea-horse* helicopter. They dropped through



USS Sanctuary joined USS *Repose* in Vietnam 20 years ago.

the cold air above the Ross Ice Shelf for 48 seconds before opening their chutes at 2,500 feet. Both landed on target. The men are members of the Air Development Squadron 6 parachute rescue team. Thormann is a second class aviation electrician's mate, and Cadwallader is a second class air crew survival equipmentman.

- The hospital ship USS *Sanctuary* (AH 17) was brought back to active duty and she will soon be joining USS *Repose* (AH 16) off the coast of Vietnam. *Sanctuary* has 750 patient bunks, three major operating rooms, five minor operating rooms, a frozen blood bank and X-ray and dental facilities.

40 YEARS AGO—

in the February 1947 *All Hands*

- Loose talk of "push button warfare" was assailed by Dr. Vannevar Bush, chairman of the Joint Research and Development Board (Army-Navy).

"'Push button warfare' be damned,"

Bush declared. "This talk has done a lot of harm. The trouble is that the American people get to thinking in terms of our pushing the buttons and lose sight of the fact that if there were a war tomorrow, it would be the same tough slugging match that the last one was."

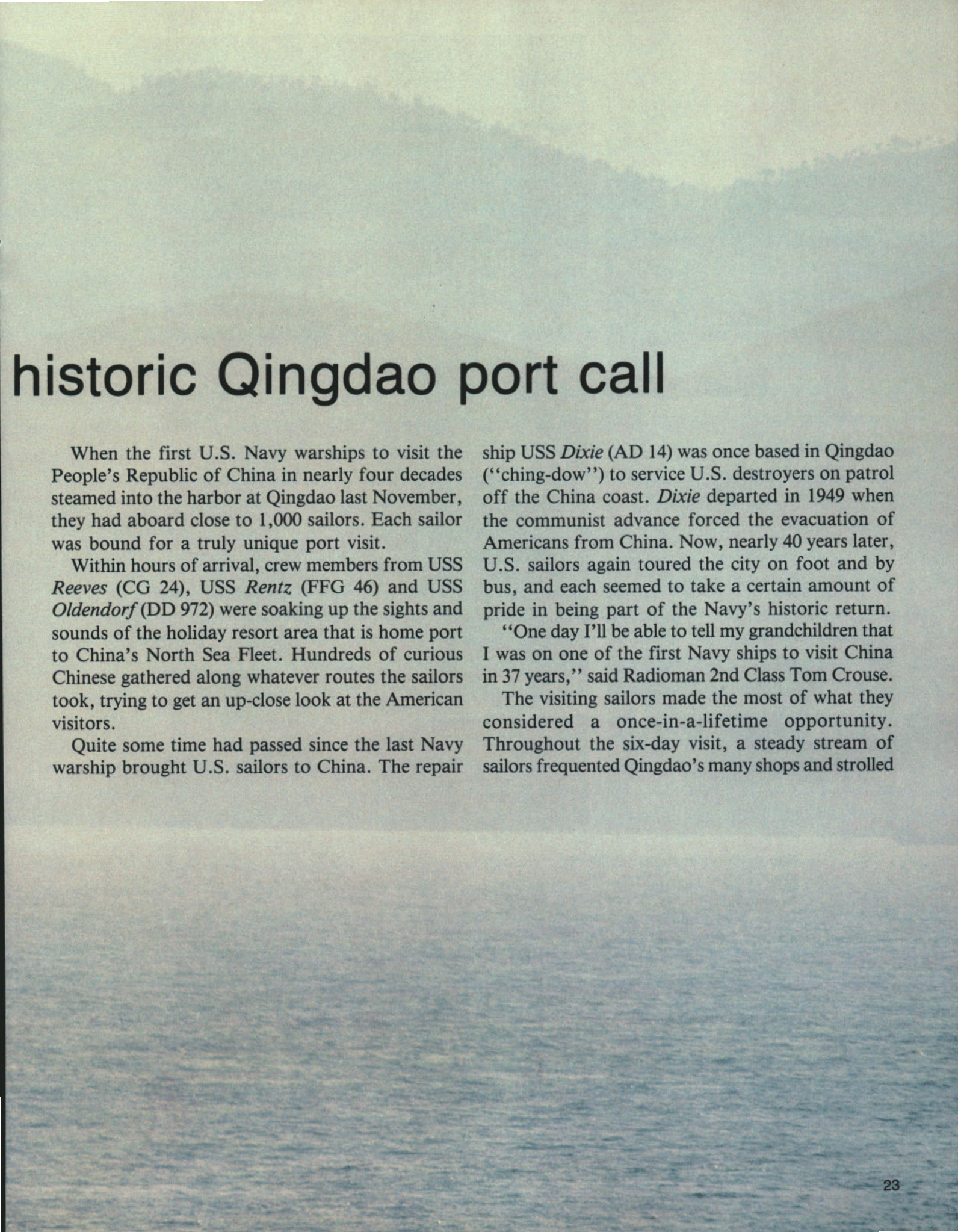
Bush agreed there would be innovations and modifications of weapons as a result of developments during and since World War II, but he implied that the "Buck Rogers era" is still a long way off.

- Allied military justice was cheated by death in Tokyo when former Japanese Fleet Adm. Osami Nagano, who admitted "full responsibility" for the Pearl Harbor sneak attack, died in Sugamo Prison of acute bronchial pneumonia. Nagano, the second war crimes defendant to die since the trial began last June, was chief of the Japanese naval general staff at the time Pearl Harbor was attacked. He had been charged with planning and executing the war in the Pacific, organizing the Indochina invasion, mass murder, and mistreatment of prisoners of war. □

CHINA

Three Navy ships make





historic Qingdao port call

When the first U.S. Navy warships to visit the People's Republic of China in nearly four decades steamed into the harbor at Qingdao last November, they had aboard close to 1,000 sailors. Each sailor was bound for a truly unique port visit.

Within hours of arrival, crew members from USS *Reeves* (CG 24), USS *Rentz* (FFG 46) and USS *Oldendorf* (DD 972) were soaking up the sights and sounds of the holiday resort area that is home port to China's North Sea Fleet. Hundreds of curious Chinese gathered along whatever routes the sailors took, trying to get an up-close look at the American visitors.

Quite some time had passed since the last Navy warship brought U.S. sailors to China. The repair

ship USS *Dixie* (AD 14) was once based in Qingdao ("ching-dow") to service U.S. destroyers on patrol off the China coast. *Dixie* departed in 1949 when the communist advance forced the evacuation of Americans from China. Now, nearly 40 years later, U.S. sailors again toured the city on foot and by bus, and each seemed to take a certain amount of pride in being part of the Navy's historic return.

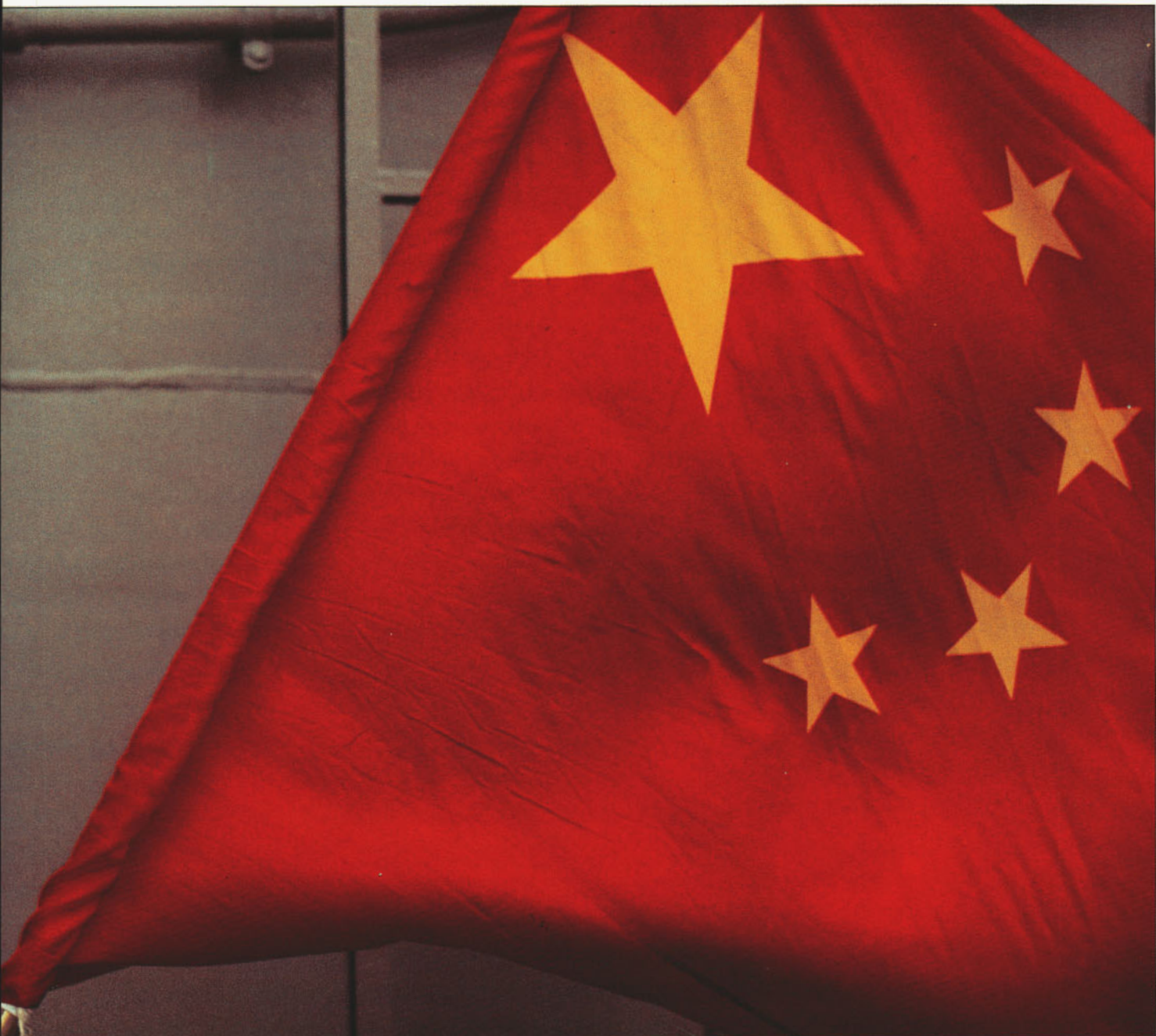
"One day I'll be able to tell my grandchildren that I was on one of the first Navy ships to visit China in 37 years," said Radioman 2nd Class Tom Crouse.

The visiting sailors made the most of what they considered a once-in-a-lifetime opportunity. Throughout the six-day visit, a steady stream of sailors frequented Qingdao's many shops and strolled



Navy ships put their best face forward upon arrival at Qingdao. They were met by a crack military honor guard, which welcomed Admiral Lyons (CinCPacFlt) aboard a Chinese warship, and a Reeves sailor contemplated a PRC flag that was set up on his quarterdeck.





through the city's free market in search of bargains and souvenirs.

Hundreds of Navy men took advantage of several tours, arranged by their Chinese hosts, that included stops at Qingdao's carpet, embroidery, jade and shell factories. Others made it a point to sample the beer at the city's world-reknowned Tsingtao brewery. A fortunate few were able to leave the port city on tours to Qufu, birthplace of Confucius, the capital city of Beijing, the Forbidden City, and the Great Wall of China.

"We're taking all the tours we can get," said Fireman Brian Garlington. "We're trying to see everything we can while we're here, because we don't know if we'll ever get back." But the Navy's return to China represented far more than an opportunity for sailors to sightsee and shop. The port visit was visible evidence of growing Sino-American cooperation.

Adm. James Lyons, commander in chief, U.S. Pacific Fleet,

was embarked in *Reeves* during the visit. Shortly after arriving in Qingdao, he told Chinese and American journalists that there are "three pillars" in the U.S.-China military relationship—high level visits, military exchanges and a limited amount of military technology cooperation.

"I see this port visit as strengthening all three pillars," he said.

Throughout their stay, the crews of the visiting ships held lectures and discussion sessions on Navy shipboard organization, management, training, propulsion, logistics and weapons systems for their Chinese hosts. The Chinese who toured the U.S. vessels were particularly interested in the LM-2500 engines which power *Rentz* and *Oldendorf* and are mainstay engines of the fleet.

Such navy-to-navy orientations are conducted with many countries. However, this was the Navy's first opportunity for such an exchange with China.





Varied images of China greeted U.S. sailors in their travels: tour guides in ceremonial dress, striking bronze statues, curious children, and misty mountains.



"One cannot ignore what has been going on in Afghanistan and Cambodia for the last several years," said Lyons. "Nor can we ignore the large and growing Soviet Pacific Fleet and Air Forces . . . I firmly believe that a more modernized China and an improved self-defense capability will be a positive element in maintaining regional stability."

The sense of importance being placed on the Navy's return to China seemed to transcend all ranks. The visiting sailors seemed to sense that they, too, played an important role.

"It's not like we're here with a tour group," said Sonar

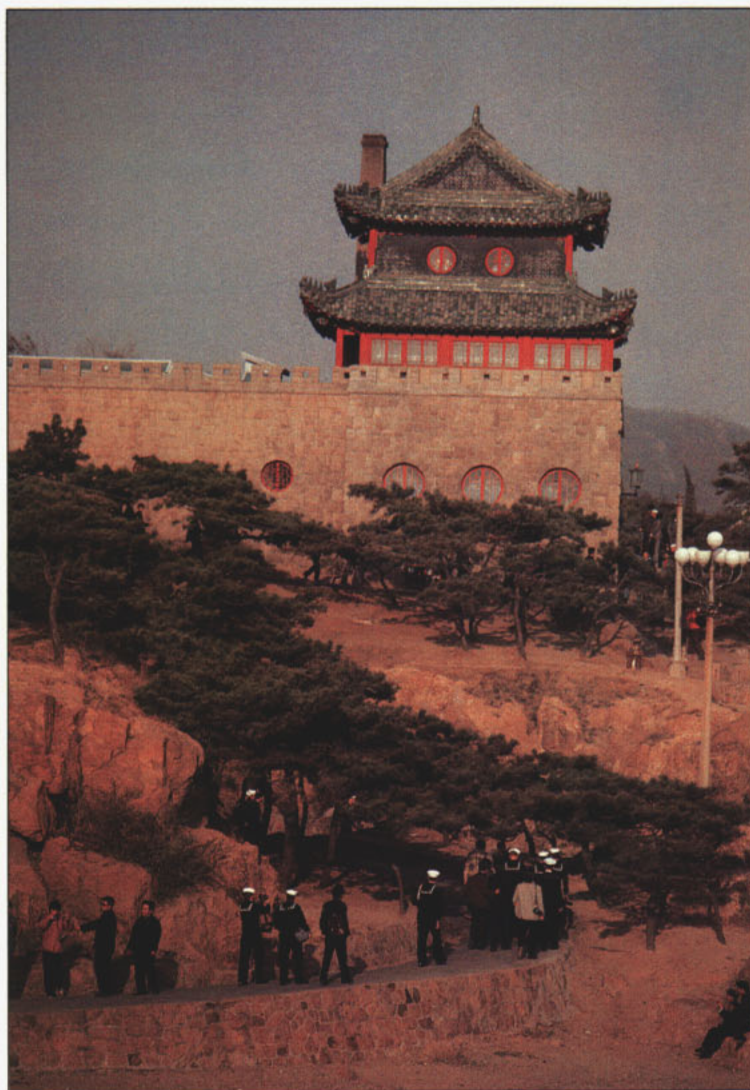
Technician 2nd Class Adam Stein. "We're here as representatives of the United States, and everybody will be watching us."

Before arriving in China, crew members of the three ships were briefed, rebriefed and briefed again on the significance of this visit and how important it was that everything go smoothly. Many of those going ashore carried in their pockets a pamphlet containing a list of *dos* and *don'ts* while on liberty in China.

"We're going to be in the spotlight the whole time we're here," said Master Chief Boatswain's Mate Patrick Dougherty.



The Chinese and Americans became better acquainted while sharing photo opportunities at a scenic overlook, bartering in a carpet shop, climbing toward an ancient fortress, strolling under Qingdao's gateway and exchanging salutes during visits to each other's ships.





"How we handle this visit could make a big difference to our relationship with China in the future. It could determine whether this is a one-shot deal or the first of many visits."

Even with the added political pressures associated with a port visit of this nature, the sailors enjoying liberty in Qingdao seemed to consider it a small price to pay to be among the first sailors to return to China.

"Pulling into port is always good, but pulling into a port like this is something else," said Garlington.

"I have a brother who has been around the world twice with the Navy," added Engineman 3rd Class Cameron Decree, "but even he can't say that he has been to China."

Whether Navy ships return to Chinese ports in the future remains to be seen. At this moment, however, there are several hundred sailors who count themselves lucky to be among the few people in the Navy today who have been there at all.

"When I was in 10th grade, I told one of my teachers that I was going to make history some day," said Seaman Martin Mendez. "I didn't know how, but I guess this is it." □

—Story by JO1(SW) E. Foster-Simeon
—Photos by PH1 Chuck Mussi

High road through CHINA

Word passed quickly from table to table in the hotel banquet room. The party of U.S. sailors suddenly needed a song. Not just any song, but a song to which all 50 of them knew the words and could sing without embarrassing themselves or their country.

The Navy men had arrived in China aboard USS *Oldendorf* (DD 972), USS *Reeves* (CG 24) and USS *Rentz* (FFG 46), the first U.S. warships to make a port call in the People's Republic of China in 37 years.

Their unusual musical need arose from what might be described as "a delicate diplomatic situation."

The sailors were making their final stop of a whirlwind sightseeing and shopping tour of China's Shandong Province. In a few hours, the group would be enroute back to the port city of Qingdao and their ships. The Chinese clearly had gone to great lengths to give their American guests a proper send-off.

The surprise banquet was held in one of the best hotels in the province capital of Jinan. A delectable assortment of or-

iental seafood, meat and vegetable dishes was presented on two beautifully decorated buffet tables. During the meal, a talented group of Chinese school children sang songs and performed traditional dances. It was a lavish affair. There was even a delegation of ranking party members and local officials in attendance to raise their glasses in farewell toasts of good will.

The Chinese did ask one small favor in return, however. They wanted their American guests to put on a brief performance before leaving.

Through an interpreter, the sailors explained that they weren't prepared to put on a performance. But their hosts were persistent. A simple song, dance or anything like that would do.

One sailor, who had become familiar with oriental customs since being stationed aboard a ship operating out of Japan, said such a request wasn't unusual in this part of the world. Refusal, he added, would surely offend their hosts.

"You know any songs we can sing?" a young lieutenant asked at one table.

"The Star Spangled Banner," suggested one of four sailors seated there.

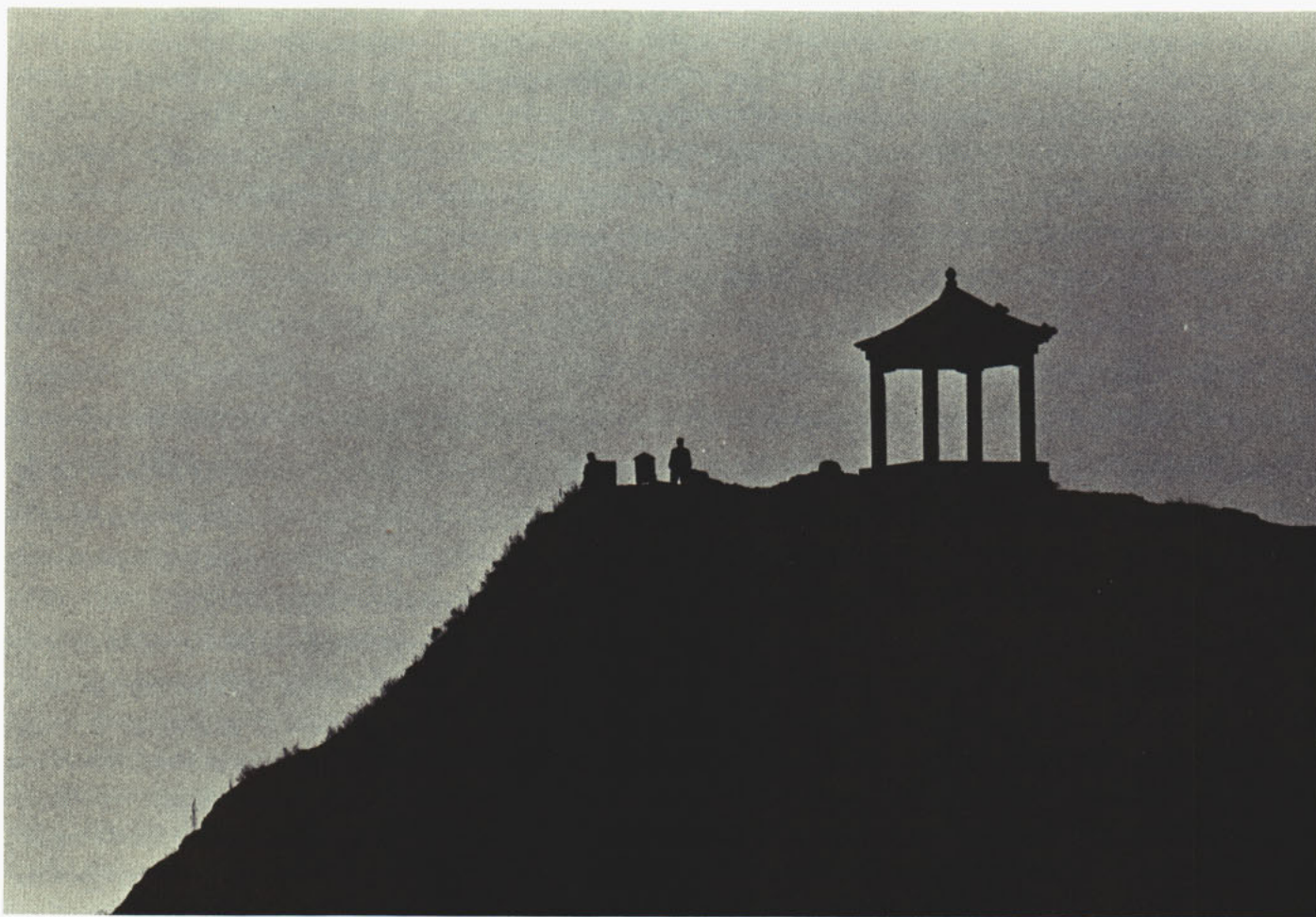
"No," another countered. "You have to be an opera star to sound good singing that."

Another sailor, whose accent smacked of the Southwest, suggested John Denver's "Country Road." Someone else chimed in with "Row, Row, Row Your Boat." Things went downhill from there. The lieutenant, shaking his head, moved on to the next table.

Getting saddled with a "diplomatic crisis" was probably the last thing he expected when he forked out \$170 for this tour. Then again, none of the sailors had known exactly what he would get for his money when the group set out on this excursion two nights earlier.

Advance information about the tour, which was organized by the Chinese, had been sketchy, at best. One schedule listing the many events during the Navy's first China port call in nearly four decades simply described it as "USN tour #1 to Qufu and Taishan."

When the group left their ships, the



most any of them seemed certain of was that the tour involved an overnight train ride.

They arrived at the Qingdao railway station about 30 minutes before the train's scheduled 10 p.m. departure. As the sailors walked along the platform, curious passengers peered out at them through the windows of several crowded and dimly lit cars. Amtrak it was not. The Navy party, however, was directed to two cars near the rear of the train. Once they boarded, concerns about getting their money's worth started to fade.

The Chinese had provided two sleeper cars exclusively for their use. In each berth were four bunks—two upper and two lower—outfitted with comforters and bed linen hand-embroidered with colorful oriental patterns. The window dressings were lace. A small table held a delicate lamp with a silk shade and a steaming hot cup of green tea for each traveler. All this, accented by traditional Chinese music piped into each berth, left a solid impression that these were first-class accommodations. Still, it seemed

something was missing.

"Beer," said someone in the passageway. "Where's the beer?"

A few adventurous souls set out in search of the bar car, but were quickly intercepted by the interpreter. She was a slight, but very business-like woman of about 30, employed by one of the Chinese government's information agencies.

"Sorry," she said firmly, "only tea on this train."

A couple of chiefs pulled her off to the side for a few words. What was said remains a mystery, but she emerged from the conference and spoke in Chinese to two soldiers on the platform who immediately went running out of the station. They returned a few minutes later and put 10 cases of China's world renowned Tsingtao beer on the train.

At exactly 10 p.m., a trainman blew his whistle and the No. 112 train lurched forward, then chugged slowly into the darkness beyond the platform. As the train built up speed, its Navy passengers started getting comfortable, kicking off shoes and shedding the tops to their uniforms.

A few headed straight for their bunks, but most were still too excited about their good fortune to sleep right away.

Of nearly 1,000 sailors participating in the historic China port visit, the men in this train were among the fortunate few who won a lottery that determined who could purchase a relative handful of tickets for tours outside Qingdao. And these lucky sailors were betting that their tickets would net a lifetime of memories.

Winning the chance to tour China was a source of consolation as well as potential memories for Gas Turbine System Technician 2nd Class Carlos Ramirez, who had expected to be home when his wife gave birth to their first child.

"Even though I have the negative side of my wife having a baby alone, I'm still making the best of this," the Los Angeles native said. "I may never get an opportunity like this again."

By 10:30 the sound of metal wheels passing over the rails had worked its way into a rhythmic clackety-clack, and the cars trailing the speeding locomotive settled into a gentle swaying motion. Porters

Industries still heavily reliant on manual labor and streets crowded with more bicycles than automobiles showed visiting sailors that people are the driving force behind China.



moved through the narrow passageway, filling the sailors' first beer orders.

In one berth, five *Rentz* crew members reflected on their first two days in China.

"It was kind of strange the first day, with everybody staring at us," said Electronics Technician 3rd Class Tom Outing Jr., referring to the hundreds of Chinese who lined the streets to catch what was perhaps their first glimpse of an American.

"I get the impression that these people are somewhat relieved when they see us," added Sonar Technician 2nd Class Lon Robbins. "We're not the two-headed monsters that they've heard about."

Mutual suspicion and isolation separated the United States and China for decades after the communists came to power in 1949. The relationship didn't show signs of improvement until President Richard M. Nixon traveled to China in 1972. During that visit, the two nations signed the Shanghai Communique, which expressed hope for normal diplomatic relations. That hope was realized in 1979. The port visit by Navy warships was evi-

dence of continuing improvement of Sino-American cooperation.

The visit gave American and Chinese sailors an opportunity to exchange ideas during several lectures and discussions on U.S. Navy shipboard organization, management, training, propulsion, logistics and weapons systems. It also gave the two countries an opportunity to openly demonstrate feelings of good will.

"People here have treated us a lot better than I thought they would," said Outing, sounding somewhat surprised. "I actually feel comfortable here."

Indeed, the Chinese seemed to be making every effort to make their American guests feel welcome. A number of tours were arranged in and around the port city of Qingdao. These included visits to the city's embroidery and rug factories and craft shops where artisans demonstrated their skill with shell and jade. The welcome mat was also out for sailors strolling through Qingdao's bustling shopping district and open air market in search of bargains.

In return, many sailors seemed to feel

obliged to try to do or say something during their visit that would leave a positive impression on the Chinese. They felt that the impression U.S. sailors left during this visit could help shape the way the Chinese feel about Americans in the future.

"I've never been big on smiling," said Outing, "but while here, I've been smiling until my face hurts."

Beer and conversation flowed through the berths until well after midnight. As the sailors finally started heading to their bunks, Ramirez tried to sum up his expectations for the tour and the remainder of his stay in China.

"I'm not sure what to expect," he said. "I'll just have to feel my way around."

At exactly 5 a.m., the porters started knocking on the doors of each berthing area, awakening occupants. A few minutes later, the passageway was filled with the tinkling sound of trays full of porcelain cups filled with morning tea. At



5:15, one of the chiefs started making rounds through the two cars, *really* waking everyone up.

"Seven minutes, fellas! Seven minutes!" he bellowed. "It's going to be a long day. Let's go!"

The train arrived in Jinan at 5:30 and, even at that early hour, scores of townspeople were gathered to see the Americans. The sailors, accompanied by three additional interpreters, were whisked away in four small buses and taken to the city's four-star hotel. There they had time to freshen up and eat an American-style breakfast.

They also received their first detailed itinerary of the tour. Their schedule included a morning sightseeing excursion around Jinan and an afternoon trip to Mt. Taishan, one of China's holiest mountains; then it was on to Qufu for the night. The next day they visited the birthplace and burial ground of the great Chinese philosopher, Confucius. Then there was a return trip to Jinan for dinner, and an overnight train ride back to Qingdao.

During the tour of Jinan, the sailors

took a boat ride on a lake in the city's largest park and visited a monument erected in honor of those who had died in the communist revolution. The procession of buses was led by a police escort as it traveled through the city.

"I never thought I would say this about a communist country, especially being in the military, but so far this is nice," said Chief Storekeeper DeWayne Ferris as he boarded a bus for the trip back to the hotel and an awaiting lunch.

That afternoon, the small caravan set out on the main road between Jinan and Mt. Taishan. It was only a 90-minute drive, but a drive the Navy travelers would come away from with lasting impressions.

The area they traveled through is known as the Mongolian Border Uplands, a vast, rugged area that lies between the Gobi Desert and the Eastern Lowlands. One sailor described it as looking very much like the Southwest United States, with its barren hills and mesas. The terrain is arid and rocky with only a sprinkling of trees, most of which

seem stunted. An hour or so into the journey, the rolling hills gave way to rough, jagged peaks.

As they made their way on the winding road to Mt. Taishan, the sailors' eyes were greeted by more dust brown than lush green, more hard rock than fertile soil. But they also saw beauty in this harsh land.

There was beauty in the seemingly ancient locomotives that sent up plumes of steam as they carried their freight across the barren terrain. There was beauty in the patches of green from which a few farmers wrenched a living from the stingy land. There was beauty in the occasional streams where men fish, women do laundry and children play.

As the group neared Mt. Taishan, a tour guide explained that several thousand steps were cut into the mountainside. Each year, thousands of people make pilgrimages to Mt. Taishan and climb the centuries-old steps from the mountain's base to the religious temples at its summit.

"We'll go to a place called the Middle

The handful of U.S. sailors able to take tours outside the port city of Qingdao came away with an intimate view of the world's most populous nation and its people.



Gate by bus, then take cable cars up the rest of the way," the tour guide said. "If we tried to walk up, it would take us all day."

When the sailors got off the cable car, they still had several hundred steps to climb before they reached the summit. Freezing temperatures and thin mountain air made the climb that much more difficult. As the party of winded sailors reached the summit, it was hard for many to believe that Chinese laborers make two trips a day on foot from the base of the mountain, with 25-kilo loads of supplies strapped to their backs.

By the time the sun started sinking behind the mountain, the party of sailors and their escorts were back on the road. This time they were bound for Qufu, birthplace of Confucius. Smoke rising from the chimneys of farmers' small stone homes rolled down the hills to create a fog-like blanket over the fields. During the three-hour drive, it became obvious that China wasn't the kind of country someone could drive across in three or four days.

Most of the roads on the route were under construction and heavily traveled by bicyclists, aging cars and trucks, and mules and oxen pulling wagons laden with crops or supplies. All presented formidable obstacles to a speedy journey. In many of the towns the sailors passed through that night, motorists drove without benefit of headlights. Only occasional street lamps lit the roadways, resulting in an eerie dark dance between cars, bicycles and pedestrians.

Everyone was exhausted by the time they bedded down for the night in Qufu, at another four-star hotel. It seemed they hadn't stopped moving since they got off the train from Qingdao that morning. And there was still more to see tomorrow.

At breakfast the next morning, someone asked if everyone was having a good time.

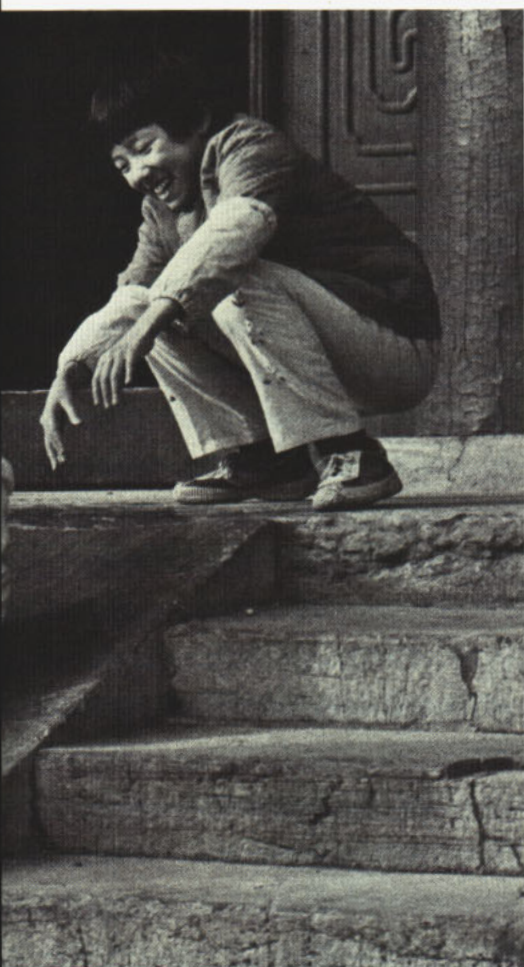
"Whoever isn't enjoying this missed the point somewhere along the line," said Electronics Technician 1st Class Dennis

Yokie. The point, he explained, was that this was a once-in-a-lifetime chance to see parts of a country that not too long ago were only accessible to citizens of socialist block countries.

During another conversation at the table, the subject was a group of men who had traveled with the sailors since they first arrived in Jinan. There were about a dozen of the men and everything about them, right down to their trench coats, seemed to say "government control."

None of the sailors seemed particularly bothered by their presence. In fact, most considered it similar to the VIP treatment normally reserved for diplomats. "They're here to protect us, as well as make sure we have a good time," explained one sailor.

After breakfast, the group boarded buses and made their way to the burial ground of Confucius and his descendants. About 520,000 people live in Qufu and the surrounding countryside. About one fifth of that population are descendants of the great philosopher. "People



have been coming here to bury their dead for 2,500 years," said one tour guide, who was a 75th generation descendant.

"Nobody knows exactly how many people are buried here. Many of the tombs are marked. Many more are not. It is safe to say that there are many thousands and thousands. Family members bring their dead from all over China, some from as far away as America."

Later that day, the group toured the stately residence where, before the communist takeover, Confucius and all his direct descendants once lived. The sailors departed Qufu early that afternoon, enroute to Jinan. During the ride, one interpreter asked the sailors if they had any tapes. The sounds of Phil Collins, Pink Floyd and Jethro Tull made strange accompanying music for the scenes of China passing by the bus windows.

Someone asked the interpreter how the Chinese people were reacting to the changes as their country exposed itself more to Western culture.

"It is much easier for the younger people to accept change than the older people,"

the interpreter said. "But this is true everywhere, is it not?"

Day had given way to night by the time the Navy travelers reached the hotel in Jinan. They had seen and done so much in only two days that all most of them were looking forward to now was a quiet meal and getting some sleep during the eight-hour train ride back to Qingdao. But the Chinese sprung the surprise banquet on them and, suddenly, the sailors needed a song to sing.

They didn't see a way out of their delicate diplomatic situation until, accompanied by a little boy playing an accordion, the school children performing on stage started singing the Chinese version of a tune every U.S. citizen knew.

When the sailors were called on to perform, all 50 of them made their way to the stage with confidence. One of the chiefs whispered something to an interpreter, who in turn brought the little boy and his accordion back on stage. On cue,

and with the help of their musical assistant, the sailors broke into the English language version of the same song the children sang earlier: "Jingle Bells."

The Chinese loved it.

Then something interesting happened. The sailors were still near the stage, congratulating each other on coming through in a pinch. One of the chiefs had just given the little boy a ball cap from one of the ships. The group was just about to break up and return to their tables when one of the sailors near the back sang the first few words to "Silent Night."

His voice was soon joined by another.

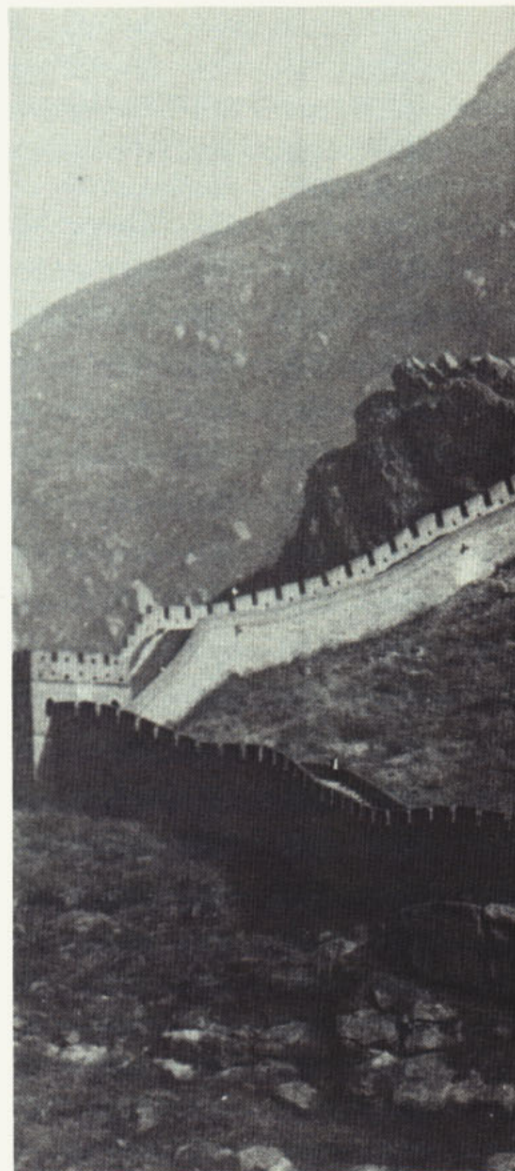
Then another.

Soon, all the sailors were singing. The Chinese had never heard that song before, and they listened in appreciative silence. The sound of 50 male voices, spontaneously joined to sing such a touching tune, was enough to raise a few goosebumps.

"You know, this diplomacy stuff ain't all that bad," one sailor said afterward. "Not that bad at all." □

—Story and photos by
JO1(SW) E. Foster-Simeon

Climbing the Great Wall



Story and photo by PHC Chet King

"I climbed the Great Wall." So proclaims the T-Shirt, in English and Chinese, that I bought after surviving a trek along one of the great wonders of the world.

This chance of a lifetime came when I traveled to China to document the historic port visit of three U.S. Navy ships to Qingdao.

With less than two days left in China before catching a Navy C-9 back to the Philippines, the Navy public affairs team was able to get a bus tour to the Wall, 40 miles north of Beijing at Ba Da Ling Pass.

Boy, am I glad I got into a PT routine in Subic!



There are two climbs to choose from at Ba Da Ling: up and *way* up.

After paying the three Yuan fee (less than \$1.00) you can go to one side, up a steady, gradual incline where all the VIPs (and all those subject to cardiac arrest) take their tour. Or you can go the other way—if you're so inclined—up the mountain goat route. This part of the Wall is so steep in places, the stone steps (a fairly recent addition for tourists) look to be built at about a 75-degree angle.

After reaching the top guard tower, I had a few minutes to take in the view and reflect on my feat. From this vantage point, the Wall trails over the mountain ridges like a Chinese dragon. Gazing out over this scene, it's easy to lose yourself in time.

First begun 2,500 years ago to repel

invaders from the north, the Great Wall was built wide enough to carry horsemen five abreast and wagons to resupply the northern frontier. Over the ages, China's emperors continued the Wall's construction up until the 15th century. The Wall is said to be a tomb for thousands of its laborers who died on the spot.

In various states of ruin and repair, the Wall snakes for 3,000 miles from the Yellow Sea coast over the mountains paralleling the Inner Mongolian border. It can even be seen by astronauts in space.

With 20 minutes left on the schedule for the descent and the inevitable souvenir buying, I reluctantly started down to the valley, not yet fully comprehending what I just achieved and experienced. Next time, I know I'm taking the VIP path *and* bringing my skateboard! □

Bearings

Constitution bicentennial logo



Department of Defense officials recently released the official symbol commemorating the bicentennial celebration of the United States Constitution. Central to the logo is a red, white and blue triquetra, with a pentagon in the background. The three parts of the triquetra represent the executive, legislative and judicial branches of government established by the Constitution, and the pentagon symbolizes Department of Defense support of our constitutional form of government. ■

Marine crime prevention

With the increase in boat thefts, the words of Cmdr. James Lawrence, "Don't give up the ship!" have never had more meaning. Law enforcement agencies' crime prevention programs can help boat owners take preventive measures to reduce the threat of boat theft.

Watercraft profile. A record of the watercraft must be maintained. Should the vessel or equipment aboard be stolen, this record will aid in recovery and/or insurance settlements.

Color photographs of the craft should be taken, and the hull identification number, state registration number, and vessel name should be recorded. An inventory of all equipment and accessories aboard

Research civilian receives Conrad Award

Larry J. Argiro, head of the machinery silencing division at the David W. Taylor Naval Ship Research and Development Center, Carderock, Md., received the Capt. Robert Dexter Conrad Award, the Navy's highest recognition for scientific achievement. A gold medal and certificate were presented by Secretary of the Navy John Lehman, at the Office of Naval Research's 40th anniversary banquet.

Argiro directs a division of more than 90 scientists and engineers who operate some of the most advanced acoustic facilities in the world. The staff's aim is to minimize machinery-generated, radiated and other noise from ships and submarines.

The successes of the division's developments have led to the design of quieter high-horsepower machinery systems for new ships and reduced the radiated noise signatures of quiet, lower horsepower ships. Also, the effective acoustic performance provided had not diminished the

high degree of system shock integrity, which is a demanding design parameter imposed by battle requirements for Navy ships.

His citation read, in part: "In large measure, due to his efforts and those under his direction, the U.S. Navy ships and submarines are the quietest in the seas. Worthy of particular recognition is his contribution to the remarkable acoustic performance of the *Trident* (submarine) machinery system and the dramatic and continuous steps being taken to ensure that machinery designed for future submarines will have even better acoustic performance."

The Conrad Award is presented for outstanding scientific achievement of significance to the Navy. It commemorates the service of Capt. Robert Dexter Conrad, one of the primary architects of the ONR, which was established in 1946 to support basic research at universities, Navy laboratories and research institutions. ■

also should be part of the profile. Equipment such as radios and depth finders, should be engraved with the owner's name or social security number.

Dock security. When selecting a dock or marina to moor a vessel, choose one which has security personnel on duty or one which is supervised. For overnight mooring, the dock area should be well lighted.

The craft, when unattended, should be secured to the dock and the key removed. Other precautions include hidden ignition switches, fuel line cut-off valves, or the removal of batteries. Lock all doors, hatches and windows. If possible, gear and accessories should be removed.

Marine alarms. To deter and detect entry onto a vessel, alarms may be used. Hatches, doors, windows, and outboard motors can be protected with electromag-

netic contacts such as those used in buildings. Pressure mats or space alarms can be installed for interior cabin protection.

Trailer security. When storing boats on trailers, it is best to secure the craft in a locked garage. If storing the boat in an open area, the trailer should be equipped with a coupler lock so that it and the boat cannot be hitched to a vehicle and towed away. The removal of trailer wheels or the use of wheel boots also may be considered.

By taking these preventive measures, boat owners may not have to give up their ship. ■

—Daniel J. Benny, director,
Police and Physical Security Division,
U.S. Navy Ships Parts Control Center,
Harrisburg, Pa.



Antenna 'benny sugg' pays off

TMC Thomas W. McClellan receives congratulations after being awarded a \$1,293 check and Beneficial Suggestion certificate from Capt. R.L. Masten, commanding officer of Naval Explosive Ordnance Disposal Technology Center.

McClellan suggested replacing the current antenna mast for the Area Point Search System Navigation Subsystem Responders with a safer, more efficient, antenna mast, giving the Navy a \$7,930 savings for the first year. ■

RADM Thompson PAO Award

The drydock *Shippingport* (ARDM 4) took top honors in the 1986 Rear Admiral Thompson Awards for Excellence in Public Affairs.

The award, named after the first designated public affairs officer selected for flag rank, is intended to promote professionalism and excellence by recognizing outstanding Navy public affairs achievements. All Navy commands and activities are eligible to participate in any or all of the four award categories.

Shippingport's entry was the culmination of a command effort to improve community relations during the drydock's recent overhaul in Bayonne, N.J. The overall program was a resounding success. A total of nine different projects (eight in Bayonne and one in Philadelphia, Pa., by *Shippingport's* ILO supply team) were undertaken. The subject matter was diversified, ranging from tours for Sea Cadets to major renovations of senior citizens' facilities in Bayonne. ■

"Best of the best"

Five Department of the Navy civilians were recently named recipients of the 1986 Presidential Rank Award.

Presented to 44 federal managers, the awards were in recognition of their continued exceptional performances in government leadership positions.

The 44 winners, up from 19 last year, were nominated by their supervisors, checked out by boards of senior management officials, certified by their agency heads as qualified for the honor, reviewed by the Office of Personnel Management, screened by a board of business and community leaders and presented to the

President by Constance Horner, head of OPM.

Navy winners were Jerome Karle, a Nobel-Prize-winning chemist and chief scientist at the Naval Laboratory for Structure of Matter; James H. Mills Jr., deputy commander, Space and Naval Warfare Systems Command; Charles P. Nemfakos, associate director for budget, Office of the Comptroller of the Navy; Wallace T. Sansone, deputy commander, Military Sealift Command; and E. Thomas Comstock, fiscal director, U.S. Marine Corps.

While presenting the awards in a White House ceremony, President Ronald Reagan said, "Democracy in a nation as

large as ours requires a dedicated team of skilled public servants to carry out the will of the people.

"The Presidential Rank Award honors those who, through effort, leadership and imagination, have most distinguished themselves in this vital work."

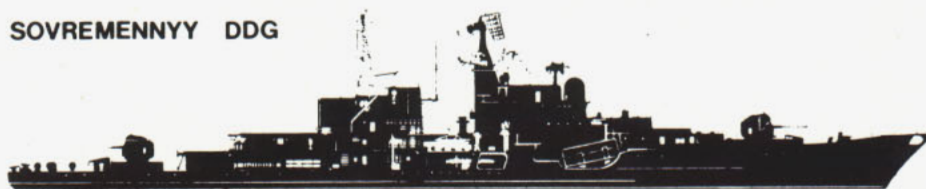
Horner added, "These award winners are the stewards of democracy. I know from my personal acquaintance with many former award winners, and some of this year's winners, that they are tough, tough-minded, honorable and honest stewards."

Each of the 44 winners, described by Reagan as "the best of the best," will receive a cash award of \$10,000. ■

Guided missile destroyer (DDG)

SOVREMENNY Class

SOVREMENNY DDG



Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.

The *Sovremenny* is the initial unit of a new class of missile destroyer and joined the fleet in 1981.

Displacement: 7,800 tons full load;

Length: 156 meters (512 feet);

Propulsion: Steam turbines, 32 knots;

Main armament: Two quadruple SS-N-22 SSM launchers; Two single SA-N-7 SAM missiles; Two twin 100-mm DP gun mounts; Four single 30-mm Gatling guns;

Aircraft: One *Hormone/Helix* helicopter.

This destroyer is primarily intended for surface warfare duties but has torpedo tubes and ASW rockets in addition to the armament listed above. A single helicopter is housed in a telescoping hangar. The new SS-N-22 cruise missile system is a high-speed, low-flying anti-ship missile. The Soviets are building this class at the rate of about one a year. □



Mail Buoy

Art

The April 1986 issue of *All Hands* contained an article on the Navy Art Center. The article mentioned a catalog and art reproductions that can be purchased. To quote Mr. John Barnett, "We have 40 reproductions for sale." He also mentions a catalog in the article. How do I get a catalog or a copy of the reproduction price list?

—Pablo Castorena
El Paso, Tex.

More art

Could you tell me if your August 1986 back cover is available in a print? I know a destroyer man who would love to have one.

—Mrs. B. Clatchey
Annapolis, Md.

Still more art

Please let me know how I can obtain a copy of the painting *Destroyer Man* by Walter Brightwell. This painting was on the back cover of the August 1986 issue of *All Hands*. According to the information contained in the issue, the painting was from the Navy Art Collection and was of an enlisted man on the fantail of USS *Theodore E. Chandler* in March of 1960.

Any help you can supply in my quest for a copy of this painting will be gratefully appreciated.

—William A. Brown
Copiague, N.Y.

•For information about the Navy Art Collection and the color reproduction program, write to:

Office of Information
Community Relations Division
Department of the Navy
Washington, D.C. 20350

Tell 'em *All Hands* sent you.—Ed.

Smoking or non-smoking?

In your July 1986 issue, there appeared an article on the Assistant Secretary of the Navy for Safety and Survivability.

On page 4 of the article, you had a picture of USS *Simpson* (FFG 56), showing Joseph K. Taussig showing something to some sailors while they were out at sea. Could you tell me what Mr. Taussig was holding in his left

hand? To me it looks like a cigar or cigarette. If so, could you please in the future not show pictures like this.

It is against regulations to be smoking in an area on a ship that is not designated for smoking and I know that if he was smoking, the area he was in is not designated for smoking. It doesn't look good to many fleet sailors. I know—I was one and I can't wait to get back to the fleet.

—YN3 D. L. Chapman
Kingsville, Texas

•This particular photo was selected in order to capture the moment of Mr. Taussig's spontaneous and unposed interaction with Simpson crewmembers, an important element in the story. The intended message and story value of the photo guided our judgment in its selection.

The photo shows Taussig in an area where smoking is permitted. Regulations regarding smoking were not waived for Taussig, even though he is considered a VIP. He strictly adhered to established smoking regulations as prescribed by the Navy and carried out by the ship's captain. Mr. Taussig fully supports the CNO's goal of achieving a smoke-free Navy.—Ed.

Woods Hole people

Your graphic presentation in the December 1986 issue of the Navy's role in locating and exploring the RMS *Titanic* was a most professional effort.

Particularly poignant was the relationship and balance between "people" pictures and the hardware and site shots, of which there were so many hundred of the latter to choose.

Your foresightedness in not failing to graphically recognize the talents of our Navy deep-submergence pilots and the Woods Hole scientific crew is commendable. It was, after all, their talents that made it possible to capture the historic *Titanic* images in the first place.

On behalf of Rear Admiral Mooney, the Chief of Naval Research, and Marc Whetstone from our staff, I congratulate you, and everyone on *All Hands*, on a sterling presentation.

We appreciate your efforts in continuing to help highlight the role and contributions of Naval research to our Navy and our nation.

—James H. Barrett
Captain, U.S. Navy
Public Affairs Officer

Reunions

•USS *Mustin* (DD 413) and USS *Hornet* (CV 8) survivors rescued by USS *Mustin*—Reunion planned May 14-16, 1987, New Orleans. Contact Charlie P. Schwartz, Route 1, Box 348, Kentwood, La. 70444; telephone (504) 229-5281.

•USS *Longshaw* (DD 559) survivors/crewmembers—Reunion planned May 18, 1987, Orlando Fla. Contact J. Knickerbocker, telephone (305) 725-2039.

•U.S. Navy Armed Guard WW2 Vets—Reunion planned May 20-24, 1987, Kansas City, Mo. Contact Charles A. Lloyd 5712 Partridge Lane, Raleigh, N.C. 27609; telephone (919) 876-5537.

•USS *Ticonderoga* (CV 14)—Reunion planned May 21-24, 1987, Seattle. Contact Bill Brandenburg, 9008 11th Ave. N.W., Seattle, Wash. 98117; telephone (206) 782-7864.

•USS *Portland* (CA 33)—Reunion planned May 27-31, 1987, Denver. Contact USS Portland Reunion Association, P.O. Box 515191, Dallas, Texas 75251-5191.

•National Emergency Airborne Command Post (NEACP) 25th anniversary—Reunion planned June 4-6, 1987, Offutt Air Force Base, Neb. Contact Anniversary committee OJCS/NEACP Offutt Air Force Base, Neb. 68113-5000; telephone (402) 294-6291.

•USS *Barnett* (APA 5)—Reunion planned June 5-7 1987, Denver. Contact John E. Kolstad, 2213 Ming Ave., Bakersfield, Calif. 93304.

•USS *Tennessee* (BB 43) 11th annual reunion—Reunion planned June 10-13, 1987, Norfolk, Va. Contact Bud Galow, 743 Penn Ave., Glenside, Pa. 19038; telephone (215) 884-1640.

•USS *Hughes* (DD 410)—Reunion planned June 11-13, 1987, San Diego. Contact J.P. Farmer, 25251 Nueva Vista Dr., Laguna Niguel, Calif. 92677; telephone (714) 495-3318.

•USS *LST (H) 951*—Reunion planned June 11-14, 1987, New Orleans. Contact Don Heuer, Rt. 7, Box 454, Batesville, Ark. 72501.

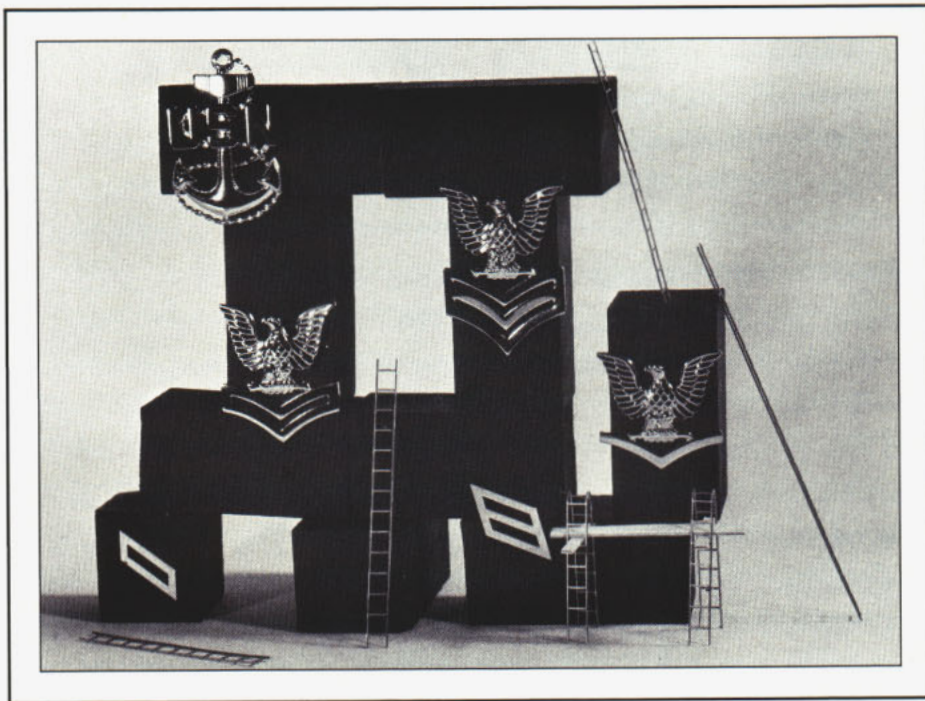
•USS *LST 683*—Reunion planned June 15-17, 1987 Ontario, Canada. Contact "Smiley" D'Ariano, 11 E. Greenwood Street, Andover, N.Y. 14806; telephone (607) 478-8070.

•USS *Wadleigh* (DD 689)—Reunion planned June 18-21, 1987, Sheridan, Wyo. Contact Thomas G. Kuiper, Box 238, Story, Wyo. 82842; telephone (307) 683-2361.

•USS *Shangri-La* (CV 38)—Reunion planned June 25-28, Norfolk, Va. Contact Robert P. Kissig, 6018 Harrison Street, Mentor, Ohio 44060; telephone (216) 257-2434.

12

Navy Rights & Benefits



Enlisted Advancement

Enlisted Advancement

Ask a person who's spent a Navy career successfully rising through the ranks about the secret of success and you're likely to get an answer like this: "Know how the advancement system works."

After all, understanding the system is the first step toward making that system work for you. And the advancement system is one that the Navy particularly wants each member to understand.

This article highlights the entire enlisted advancement process and explains the behind-the-scenes operation of the advancement system.

Preparing Yourself

If you are among the thousands who want to wear a rocker and stars above your crow, prepare now for advancement. This "journey of 1,000 miles" begins with a single step into the Educational Services Office (ESO) for your copy of the new *Advancement Handbook* on your rating. These handbooks replace the "Bib Booklets" of previous years.

Study its contents. This annually updated handbook will help you put the advancement system to work for you. Read it now; use it for reference later. Part A of the handbook explains the Navy's enlisted advancement system; Part B contains occupational standards and the appropriate bibliography for your specific rating.

The occupational standards portion states the tasks you are required to perform on a daily basis. They are the Navy's statement of the *minimum* requirements expected of you for occupational skills. They also form the basis for your training, advancement and assignments. The Personnel Advancement Requirements (PARs) allow you to demonstrate your ability to perform these tasks stated in the standards. All E-4 through E-7 candidates are required to have their PARs checked off by a division supervisor. This is a hurdle you should complete as soon as possible.

The bibliography portion of this handbook provides you with a list of Rate Training Manuals (RTMs) and other publications that support the occupational standards for your rating. In studying for advancement, you should become familiar with your occupational standards up to and including the rate for which you are studying. The RTMs, instructions, and other publications listed in the bibliography and the specific referrals included in each reference are *strongly recommended as study material* for advancement. Courses marked by an asterisk (*) are mandatory.

Once you've read and thoroughly studied mandatory and recommended RTM's, complete the appropriate Non-Resident Career Courses (NRCC). (The course may be included in the RTM or published as a separate booklet.) A word of caution: don't study *only* the NRCC questions. *Study the entire manual.* Questions were written to guide students through the RTM; however, they cannot cover every point that should be learned.

Another hurdle you must pass is a Military/Leadership exam for the paygrade for which you are competing before you can take the Navywide advancement in rating exam for your rate. So while you're at the educational services office to pick up your rating *Advancement Handbook*, be sure to get your copy of the *Advancement Handbook For Military Requirements (E-2-E-9) and Apprenticeships (AN, CN, DN, FN, HN & SN)*. This is a two-part handbook that contains the naval standards for all paygrades, their supporting bibliography, and the role and function of CPO, SCPO, MCPO and Command MCPO. It also provides a copy of occupational standards and supporting bibliography for apprenticeships. This handbook will help you learn the military aspects of your job in the Navy. It will also help you prepare for the Military/Leadership exams for PO3 through CPO.

"Hitting the books," completing the PARs checkoff list, and passing the Military Leadership exam are not the only

requirements for advancement. Performance on the job is extremely important—evaluations dictate if you will be recommended by your commanding officer for advancement. You can influence what goes into your evaluations by turning in a sustained superior performance. This means you always do top-notch work. Be a top performer among your peers. Be the best you can be. Additionally, superior performance evaluations add points to your Final Multiple Score (FMS); E-4 & E-5 "four-pointers" get 70 FMS points, while "three-pointers" get only 10 FMS points, so even one-hundredth of a point difference in your performance average can add better than one-half point to your final multiple.

Once you have met *all* eligibility requirements, you are ready to take the exam.

All Navywide advancement exams have 150 multiple choice questions, each with four answer choices. They are given on the same day worldwide for each paygrade to minimize the opportunity for compromise and to give every candidate equal opportunity for advancement. At each exam site, examination board members, with the help of proctors, explain exam procedures and answer "how to" questions about completing answer sheets.

There are *no secrets* to taking the three-hour exam, you must know your subject. Get a good night's sleep beforehand, and come prepared to do your best. Answers don't conform to any set pattern. Answer every question, even those for which you are not sure of the answer. You cannot lose points by this procedure and you may gain.

Also, don't look for "trick questions"—there aren't any. Read each question carefully and don't try to read more into a question than what is asked. Even if a question seems unusually easy, don't fret, every exam has some freebies. Remember also, there is only one correct answer for each question. In practically all cases, however, alternative answer choices will be plausible enough to stump

Enlisted Advancement

those with only superficial knowledge of their rating.

During each exam cycle, a few advancements are delayed because either candidates or their commands incorrectly complete exam paperwork. *The most common mistake is improperly marked answer sheets.* This alone can delay getting exam results back to candidates for up to six months.

Some common errors are:

- Not matching printed information on the top of a block with information below as indicated by darkened circles.
- Incompletely blackened answer circles. This can happen because candidates use a light pencil which the optical scanner can't "read." It's advisable to use the marking pencil provided by the proctor. Or it can happen because you made "donuts" rather than filling in the circles completely.
- Doodling in the computer timing tracks (black bars) on the left side of the answer sheet. Don't make *any* unnecessary marks anywhere on either side of the answer sheet.
- Failure to include correct primary Navy Enlisted Classification (NEC) code.
- Incorrect Unit Identification Code (UIC). This can delay your results getting to you by more than six months.
- Last, and perhaps the most important, incorrect Social Security Number. It is absolutely essential that the Social Security Number you fill in on your answer sheet exactly matches the Social Security Number in your master record in Washington, D.C. One digit off means either that your master record cannot be found, or that your answer sheet matches someone else's master record—neither of which helps you!

Some mistakes are "mechanical errors," others are "discrepancies." Mechanical errors include not blackening in circles entirely. Discrepancies include listing an incorrect Social Security Number. Either type of mistake can delay an individual's exam results. Both increase the administrative problems for personnel at your command and at the Naval Educa-

tion and Training Program Management Support Activity (NETPMSA), Pensacola, Fla.

After Exams Are Taken

Every Navywide advancement exam answer sheet is mailed (registered mail) to NETPMSA in Pensacola for scoring. As they arrive, they are logged in and placed in batches. A batch is immediately assigned a code number so it can be retrieved at any point in the scoring process. Answer sheets from each batch go through an optical scanner which transfers information on the answer sheets to magnetic tape. The tape is sent to the Navy Regional Data Center (NARDAC) at NAS Pensacola for scoring by computers. Answer sheets containing mechanical errors are rejected by the optical scanner and manually corrected before being reinserted and recorded on tape.

About 6,000 to 8,000 answer sheets out of 120,000 each exam cycle are rejected by the computer for discrepancy errors made by the individual taking the exam or by the local exam board. Correcting these errors delays the scoring process for all involved.

When magnetic tapes arrive at NARDAC, they are "read" by the Navy's computer. Each exam is scored and assigned a Navy standard score. After the computer scores the exam, it adds your Navy standard score to your performance and experience factor scores to obtain your FMS. The same is done for each candidate who has taken an exam in a given exam cycle. Once this process is completed, the number of candidates passing each exam in the ratings is sent to the Office of the Chief of Naval Operations (OPNAV). OPNAV notifies NETPMSA to advance a specific number of people in each E-4 through E-6 rate and rating based on assigned quotas (which are based on vacancies and future needs of the Navy). E-7 through E-9 candidates are selected by boards which meet once a year in Washington, D.C.

Once it has been determined which E-4

through E-9 candidates have been selected for advancement, NETPMSA mails advancement results to commands. The results contain pertinent information such as the candidates' final multiple, exam standard scores, exam profiles and advancement status (Advancement date, selectee, Passed-Not-Advanced (PNA), Fail, etc.). With a commanding officer's approval, each selectee is advanced on the date specified by NETPMSA in Pensacola. All other candidates receive information about their status or explanation if they are deficient.

Specific Requirements For Advancement

Tables 1 and 2 (on the next page) outline the eligibility requirements in each paygrade, and the scheduling, processing and notification steps. If a person meets all the eligibility requirements, including Time in Rate (TIR), he or she can participate in the advancement exam regardless of Total Active Service (TAS). Table 3 shows how to compute your Final Multiple Score (FMS). You get points for your exam score (SS), your performance average (PMA) and your experience (TAS, TIR, Awards, and PNA Points).

Some Particulars About The Exam System

Step by step, the advancement process is outlined in training manuals. Detailed information is available from Navy career Counselors. Qualifications for advancement are specified in Section I of the *Manual of Advancement* and are outlined for each rating in Section I of *The Manual of Navy Enlisted Manpower and Personnel Classification and Occupational Standards* (rating specific copies of the same standards included in the *Advancement Handbook(s)*). Still, there are areas about which people ask questions: How is the final multiple calculated? How important is the CO's recommendation? These will be addressed in this section so you will have a complete under-

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Table 1. Eligibility Requirements for Advancement

Paygrade	E-1 to E-2	E-2 to E-3	E-3 to E-4	E-4 to E-5	E-5 to E-6	E-6 to E-7	E-7 to E-8	E-8 to E-9
Time in Rate	6 mos.	6 mos. as E-2	9 mos. as E-3*	12 mos. as E-4*	36 mos. as E-5*	36 mos. as E-6*	36 mos. as E-7*	36 mos. as E-8*
Schools	RTC COs advance up to 10% of graduating company		Class A school for some ratings (See REGA)	Naval Justice School for LN2		Navy school for AGC, MUC	Navy band-leader school MUCS	Navy band-leader school MUCM
PARs			PARs must be completed for advancement to E-4 through E-7					
Performance Test			Specified ratings must complete applicable performance tests before taking Navywide advancement examination					
Military/Leadership Exams			Must be passed as an eligibility requirement for all E-4 through E-7 candidates					
Enlisted Performance Evals	As used by CO when approving advancements		Used to determine performance factor when computing final multiple for E-4 to E-7 candidates				Used by selection board in determining selections to E-7/9	
Performance Mark Average			3.0 minimum					
Obligated Service Required	There is no set amount of obligated service required either to take the Navywide advancement examination or to accept advancement to paygrades E-1 through E-6					All E-7/8/9 candidates must have two years remaining obligated service on their advancement date to accept appointment to a CPO paygrade		
Examinations	Used at the option of the CO	Navywide advancement exams are required for advancement to E-4 through E-7, except as noted in text					(No exams—but validation answer must be submitted to NETPMSA)	
Selection Boards						E-7 candidates whose exam status is "SEL BD ELIG" and qualified E-8/9 candidates are selected by a Navy selection board		
Mandatory RTMs	Must be completed to qualify for advancement, except as noted in text							
CO Recommendation	All Navy advancement candidates require the commanding officer's recommendation							

*Must be attained by terminal eligibility date, not Navywide exam date

Table 2. Scheduling, Processing and Notification of Advancement Results

PAYGRADE	EXAM GIVEN	PROCESSING BEGINS	QUOTA DETERMINED	NOTIFICATION	SELECTION BOARD/ NOTIFICATION
E-4—E-6	March September	April October	May November	June December	not applicable for E-4 through E-6 candidates
E-7	January	February	May	March (board eligible)	June/July
E-8—E-9	(No exams—but submit answer sheets in November)	November	February	December (board eligible)	March/April

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standing of what is involved in getting advanced.

The CO's Recommendation

The most important requirement in the enlisted advancement system is the commanding officer's recommendation of individual candidates. Without it, no one can take the exam. With it, each candidate has been certified to be qualified for advancement. When a CO recommends a sailor, that means the person is qualified *in all respects*, to the best of the CO's knowledge, to assume the duties and responsibilities of the next higher paygrade.

COs are tasked by the Navy with making honest conscientious performance evaluations and advancement recommendations. It's the CO's responsibility to recommend *only* those people who are fully qualified.

The Exam

Navywide advancement exams were not designed to test *must know* information. When an individual is recommended for advancement, the command is certifying that he or she is qualified and already knows the *must know* information for the rate or rating. That leaves only the *should know* and *nice to know* information as testable material.

How do the three differ? Consider an example from the Machinist's Mate (MM) rating.

- Every MM *must know* how to rethread a bolt.

- Every MM *should know* several methods for rethreading bolts.

- It would be *nice to know* how many methods there are for rethreading bolts.

So, *must know* information is that knowledge a petty officer must have to function in his or her rate and rating. *Should know* information is that knowledge which places a petty officer a notch above those who have not applied themselves diligently. (*Should know* is the information tested on advancement exams.) *Nice to know* information is just that and is not generally tested because

most of it has limited application.

It is assumed that each candidate for advancement knows the *must know* information, the exams cannot determine if a person is qualified or not. They do, however, determine who are the best of the qualified on the basis of *should know* information and rank them in order from the best qualified to the least qualified. Since the enlisted advancement system is vacancy driven, not everyone can be advanced because the number of vacancies is fewer than the number of qualified candidates. This process singles out the best qualified for advancement.

It gets tougher to advance the higher one goes because of keener competition for fewer vacancies and lower quotas in the higher paygrades.

Navy Standard Scores

The number of questions you and each of the other candidates get right on the same advancement exam are converted to Navy standard scores so that comparisons may be made within groups and between different exams.

The lowest possible Navy standard score is 20 and the highest is 80. The

average number of correct answers on a given exam is converted to a standard score of 50. Simply put, standard scores tell candidates how well they did in comparison with their peers. The exams are designed to be tough. Generally, if you get about half of the 150 questions correct you'll get a standard score around 50 and if you get three-quarters or more correct you'll get a standard score in the high 70s. For example, if in a very tough rate and rating, 102 was the highest number right, it may seem quite low when you consider that there were 150 questions. But, if 102 is 15 more right than anyone else got on the same exam, it's a very good score. A Navy standard score of 79 or 80 makes the 102 right immediately recognizable as excellent.

The Final Multiple

The Chief of Naval Operations determines how many candidates in each rate from E-4 to E-9 can be advanced. This information for E-4 through E-6 is sent to NETPMSA and for E-7 through E-9 to selection boards in the form of quotas for each paygrade in each rating. Quotas are based on manning requirements and

Table 3. Computing your final multiple

Factor	Exam Paygrade	Computation	E-4, E-5 Max Points (%)	E-6 Max Points (%)	E-7 Max Points (%)
Standard Score (SS)	E-4-E-7	Indicated on Exam Profile Sheet	80 (35%)	80 (30%)	80 (60%)
Performance Factor	E-4, E-5, E-6, E-7	PMA × 60-170 PMA × 60-148 PMA × 13	70 (30%)	92 (35%)	52 (40%)
Total Active Service (TAS) (15 years Max TAS)	E-4, E-5, E-6	(TAS - TIR) + 15 (TAS - TIR) + 19	30 (13%)	34 (13%)	
Time in Rate (TIR) (7½ Years Max TIR)	E-4, E-5, E-6	2 × TIR + 15 2 × TIR + 19	30 (13%)	34 (13%)	
Awards	E-4, E-5, E-6	Values Listed in Para 418 ADVMAN	10 (4.5%)	12 (4.5%)	
PNA Points	E-4, E-5, E-6	As Indicated on Past Profile Info	10 (4.5%)	12 (4.5%)	
Maximum FMS Possible			230 (100%)	264 (100%)	132 (100%)

*Determining the performance mark average for E-4-E-7 candidates: Compute performance mark average (PMA) for advancement candidates by adding all trait marks assigned for all the present paygrade evaluations prepared during the period specified (see BUPERSNOTE 1418) and divide by the total number of marks assigned, excluding the traits in which member is graded as *Not Observed (NOB)*. Do not average individual evaluation reports.

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projected losses due to retirements, discharges, advancements, deaths, etc.

The FMS for advancement to E-4 through E-6 consists of points awarded for the Exam Score (SS), Performance Marks Average (PMA), Total Active Service (TAS), Time in Rate (TIR), awards, and PNA points. E-7 candidates' FMS consists only of points from the exam score and performance average. Table 3, "Computing your final multiple" (on page 46), depicts final multiple computations for E-4 through E-7.

For advancement to E-4 through E-6 the FMS ultimately determines who will be advanced. People who are competing for each rate are rank-ordered according to their FMS. That is, the person with the highest FMS is first, followed by all the others in descending order, down to the last person with the lowest FMS. Advancements are made starting at the top

and counting down until the quota is filled. For example, if the quota was 50 for a given rate in which 75 candidates passed; the 50th person's FMS would be the "Minimum FMS Required," 50 people would be advanced, and 25 would be passed but not advanced in that rate.

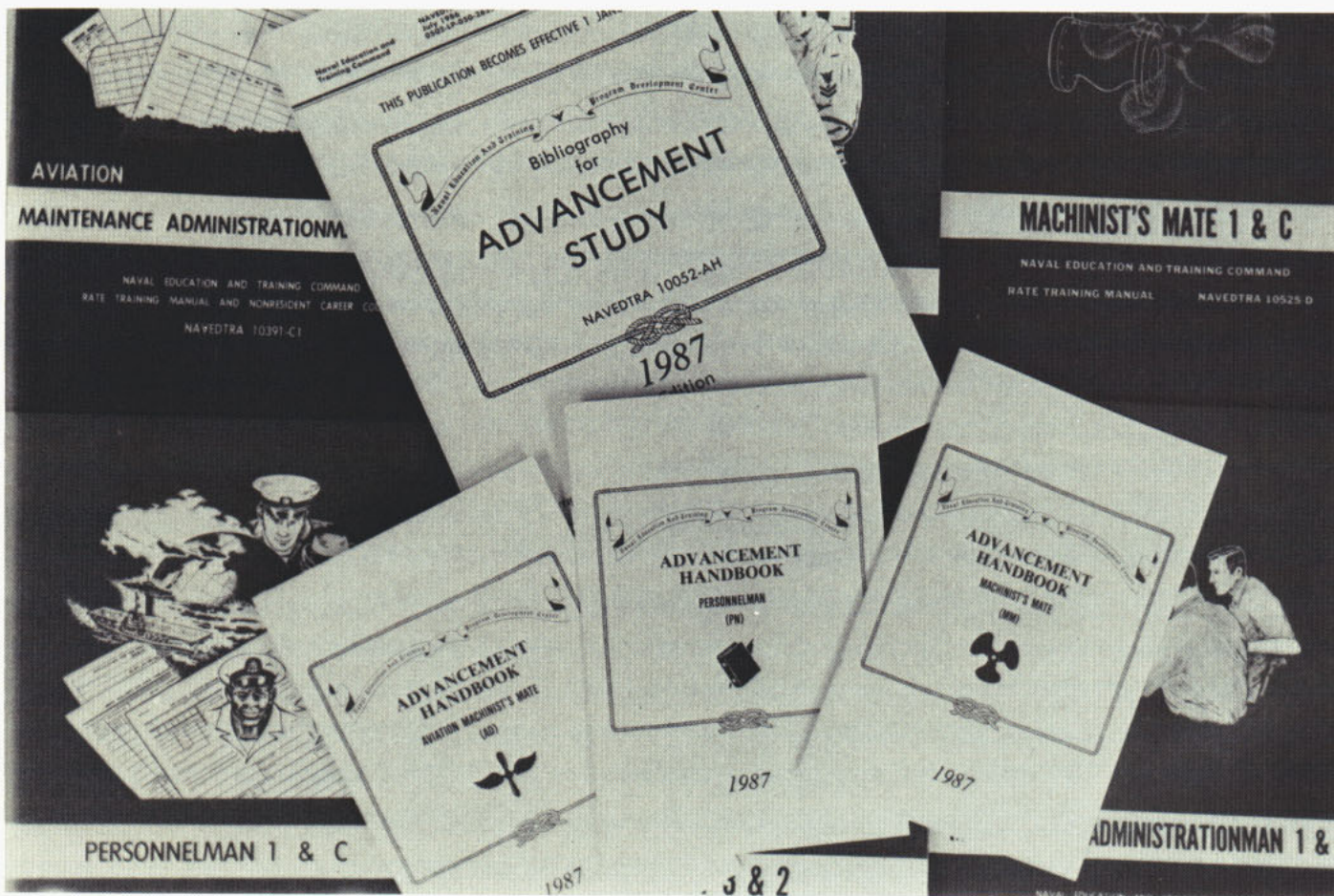
For advancement to E-7, the final multiple determines who will be "selection board eligible." All qualified E-8 and E-9 candidates recommended by their COs with a validation answer sheet forwarded by their command to NETPMSA will be considered "selection board eligible." Those designated will have their service records reviewed by the selection board which convenes annually. Requirements sought by selection board vary from year to year, but they always look for sustained superior performance, leadership capability and experience, off-duty education, time at sea, and support of the

Navy's equal opportunity goals.

One Final Look

Every Navy person seeking advancement must demonstrate leadership ability, possess sufficient military and professional knowledge, and be recommended by the commanding officer. In summation, each candidate must:

- Have the required time in rate.
- Demonstrate an understanding of the information in mandatory rate training manuals.
- Demonstrate ability to perform tasks listed in Personnel Advancement Requirements (PAR), NavPers-1414/4.
- Successfully complete service school, if required.
- Meet citizenship or security clearance requirements for advancement in certain rates or rating.



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- Fulfill special requirements for certain ratings.
- Be in the proper path of advancement.
- Meet minimum performance criteria.
- Be recommended by the commanding officer.
- Pass military/leadership examination

for PO3, PO2, PO1 or CPO.

- Successfully compete in a Navywide examination for advancement in rate or change in rating.
- Not have pending request for transfer to the Fleet Reserve if person is a candidate for E-7/8/9.
- Meet physical readiness/body fat

standards of OPNAVINST 6110.1C.

Meeting all these requirements cannot guarantee that any one person will be advanced. However, the advancement system *does* guarantee that persons within a particular rate will compete equally for vacancies. □

Regular or Early—Which Candidate Are You?

All candidates must meet the Time in Rate (TIR) eligibility requirements in order to participate in a Navywide examination for advancement in rate. However, under the Early Advancement System, there are two types of candidates—Regular and Early. Regular candidates are those test passers who meet Department of Defense (DOD) Total Active Federal Military Service (TAFMS) requirements (shown below). Early candidates are test passers who do not yet meet the DOD TAFMS requirements.

DOD TAFMS Requirements

E-2 6 mos	E-3 1 yr	E-4 2 yrs	E-5 3 yrs
E-6 7 yrs	E-7 11 yrs	E-8 16 yrs	E-9 19 yrs

Determination of who will be advanced to E-4/5/6 will depend on individuals' relative standing among their rating peers as measured by their Final Multiple Score (FMS). Just as the numbers of early candidates who may be selected for advancement to E-7/8/9 must be controlled to remain within DOD-imposed TAFMS constraints, the number of early E-4/5/6 advancements must be controlled. This is accomplished by establishment of an Early Eligibility Zone. An early candidate who ranks within this zone may be advanced if the advancement quota for that rating is large enough. The Early Eligibility Zone's size (percentage) shall be established by a complex computer iteration process in order to maximize the numbers of early candidates who may be

considered for advancement.

As an example of how the selection process works, consider the following: Suppose that 10 candidates are competing for advancement to first class petty officer in the XYZ rating, and that due to vacancies, seven advancements may be authorized. A listing of candidates, in order by FMS, might look like the listing in Table 4 (below).

Note that nine candidates passed the exam and had an FMS calculated. Also, the number selected for advancement is seven—the quota required to fill available vacancies.

For early candidates to have been selected for advancement, they had to achieve an FMS of 195.16 or higher.

Two early candidates did not achieve this score and thus may not be advanced, regardless of the quota, due to DOD TAFMS constraints. In this example, the Early Eligibility Zone was set at 40 percent of the test takers and candidates 2 and 3 had an FMS high enough to qualify them for selection. Regular candidates have a slightly increased opportunity for advancement since an FMS of 183.03 or above will qualify them for selection.

Navy personnel planners indicate that the Early Eligibility Zone (percentage) varies by paygrade. At E-4 and E-5, normally the early zone cutoff, FMS and selection FMS is close, if not identical, i.e., 100 percent early zone. For E-6, the example below is typical. □

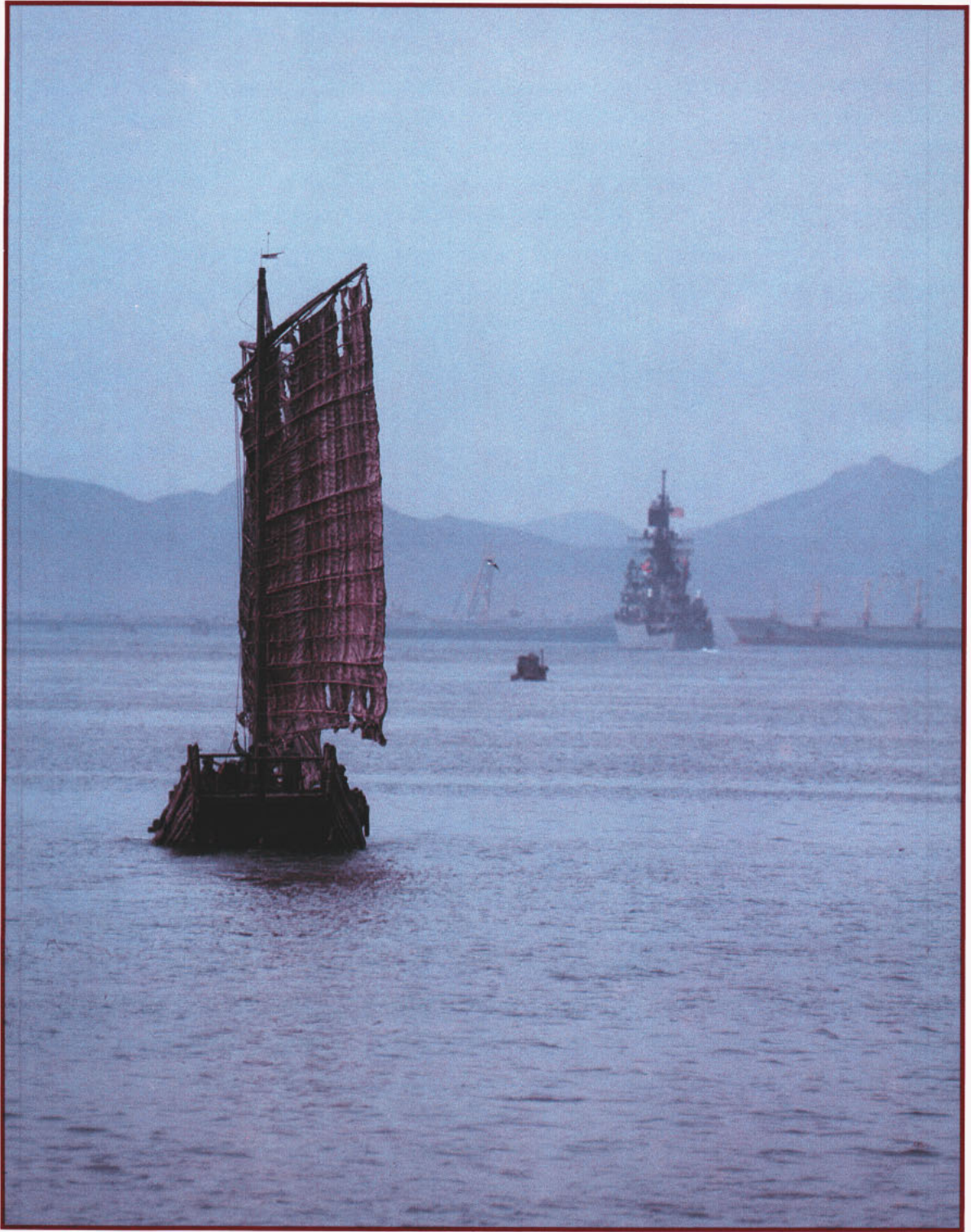
Table 4. Cutoff Score Determination

Candidate	FMS	Status
1	207.65	Selectee
2	E201.65	Selectee
3	E197.18	Selectee
4	195.16	Selectee
Early Eligibility Zone _____		
Cutoff Score		
5	193.16	Selectee
6	190.61	Selectee
7	E188.30	PNA*
8	183.03	Selectee
Selection _____		
Cutoff Score		
9	E182.15	PNA
10	---	Fail

*PNA — Passed Not Advanced



Sailors aboard the battleship New Jersey (BB 62) heave to on mooring lines under the 16-inch gun barrels of number one turret as the giant dreadnaught pulls into the U.S. Naval Station at Subic Bay, R.P. Photo by PHC Chet King.



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