

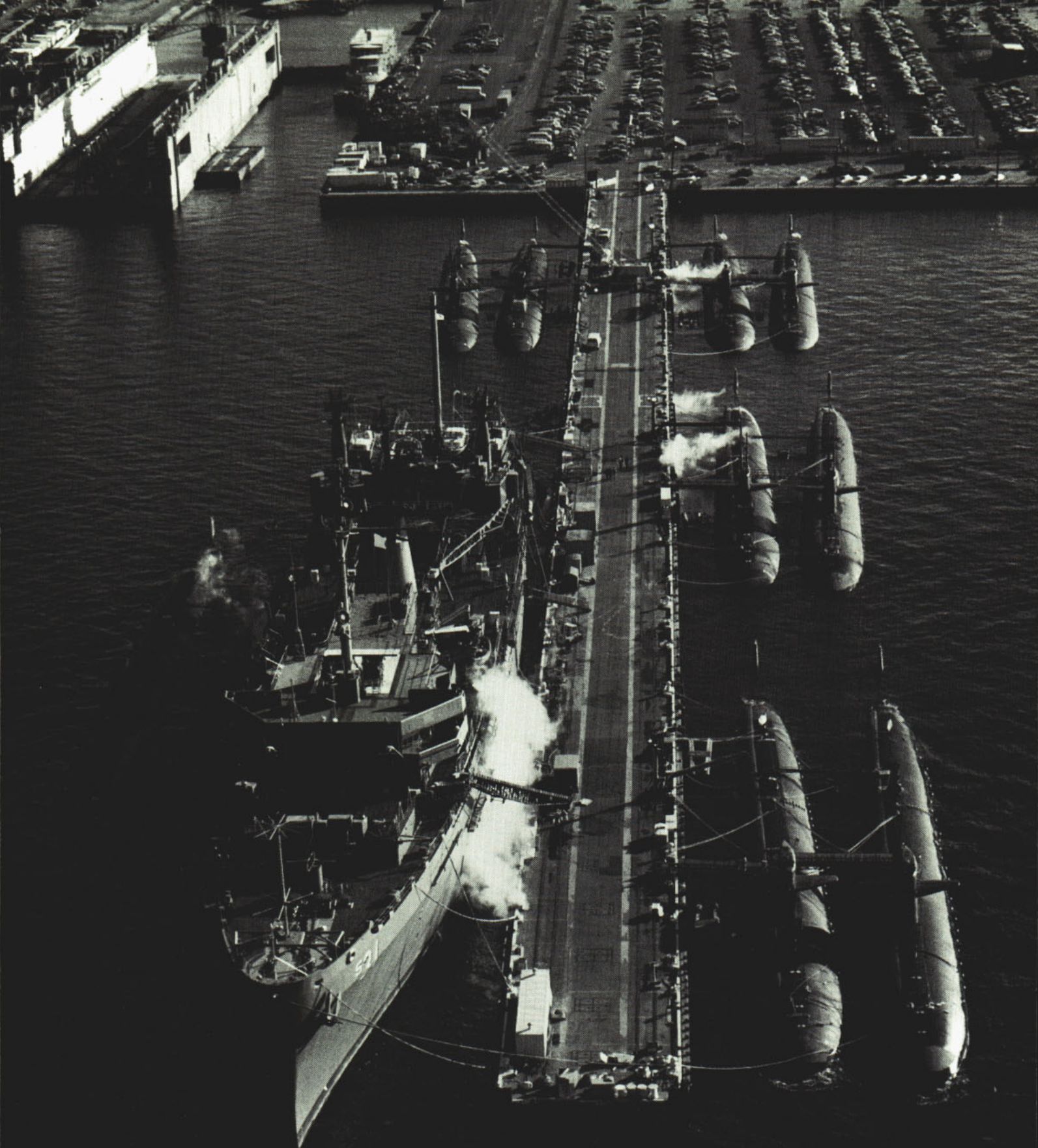
# ALL HANDS



MAGAZINE OF THE U.S. NAVY

JUNE 1990

- 
- Drug interdiction
  - 1980s in review
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Commander, Submarine Squadron 8's  
subs and sub tender USS *Hunley* (AS  
31) at home in the "nest" at Norfolk.  
Photo by PH1 C.R. Hitchcock.

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# ALL HANDS

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Photo by PH1(AC) Scott M. Allen

## Navy drug dogs — Page 31

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**Front cover:** Navy hydrofoils play a major role in drug interdiction at sea. The speed and efficiency of crafts such as USS *Taurus* (PHM 3) homeported at Key West, Fla., allow for greater coverage and successful capture of drug smugglers. See story, Page 26. Photo by PH1(AC) Scott M. Allen.

**Back cover:** Since the Revolutionary War, women have been serving in the armed forces. Now, for the first time in history, a memorial will be built in Washington, D.C., to honor their achievements. See story, Page 42. Photo courtesy of Women in Military Service for America Memorial Foundation, Inc.

# News You Can Use

## *Financial*

### **Navy Relief to include Marine Corps in title**

The Navy Relief Society, the organization that assists Navy and Marine Corps members in times of emergency, has announced that its title will be changed to the Navy-Marine Corps Relief Society.

The Navy Relief Society's board of managers voted to approve the change after it was proposed by fellow board member ADM Carlisle A.H. Trost, Chief of Naval Operations.

In his proposal, Trost stated that the Society exists to benefit both Navy and Marine Corps members and the name would accurately reflect the personnel aided.

The Marine Corps has been an integral part of the Society since its earliest days serving as an active partner in the life and work of Navy Relief. Regardless of its name, the Navy and Marine Corps have a special organization prepared to meet their needs.

The Navy-Marine Corps Relief Society offers interest-free loans or outright grants for emergency travel, funeral cost assistance, medical costs assistance, food and rent necessities, needed dental care and essential car repairs, if there is a verified need.

Other services include visiting nurse services, free layettes for newborn babies of active-duty members, thrift shops, and financing needs when pay records are lost.

The Navy-Marine Corps Relief Society cannot assist in financing liberty or vacations, make car or insurance payments, help with rent and utilities month after month, or cover fines and legal expenses. Each person requesting assistance receives budget counseling from a Navy Relief counselor prior to any dispersing of funds to determine whether the member is living beyond his or her means. □

### **Duty station swaps**

A "swap" is an approved exchange of duty stations between two sailors willing to move at their own expense at no cost to the Navy. Requests must be approved by both chains of command.

To be eligible to swap, both sailors must have:

- The same rate, rating and type of duty.
- At least one year at their present command before submitting a swap.
- Be able to serve one year at the new command after the swap is completed.
- Have a Projected Rotation Date greater than one year and expiration of active obligated service greater than eight months.
- Have no history of disciplinary offenses.
- Have minimum evaluation marks as outlined in Chapter 16 of the Enlisted Transfer Manual.

For more information on swaps, consult the transfer manual or contact Naval Military Personnel Command (NMPC-471) at commercial (202) 694-4293 or Autovon 224-4293. □

## *Voting assistance* **State primaries**

For the schedule of state primaries and other voting information, see your command voting assistance officer.

The toll-free voter hotline for Navy members in the continental United States, Alaska, Hawaii, Guam and the Virgin Islands is 1-800-368-5056.

Personnel in Virginia and overseas call (202) 694-3248/3249 or Autovon 224-3248/9. □

## ***Personnel issues***

### **Service record copies**

Getting a master copy of your microfiche service record is now easier.

The Naval Military Personnel Command has developed NavPers 1070/879, which is available from the Navy Publications and Forms Center in Philadelphia.

It replaces locally reproduced forms and is for the use of individual officers and enlisted members to request personal copies of their service records for review.

For more information on obtaining copies of microfiche service records, see NavMilPers-ComInst 1070.2 and NavMilPers Manual Article 5030150.

You can also call LT L.J. Quinn at commercial (202) 694-3654/2983 or Autovon 224-3654/2983. □

### **Transfer form mandatory**

Sailors planning a change of station transfer, separation, retirement or transfer to the Fleet Reserve need to complete a Travel Information Form. The card, which is easy to fill out, should be completed within three days prior to any transfer if sailors are moving families or shipping household goods.

Sailors will not receive their original orders or change of homeport certificates until a completed TIF is submitted to their personnel support detachment or ship's personnel office.

The TIF is the Navy's primary source of statistical and financial information on travel, and it influences decisions on resources and proposals affecting new entitlements.

When the data is compiled, the Navy can then determine the maximum amount of funds to set aside for PCS moves, or funds which could be used for other areas of travel.

For more information see NavOp 021/90. □

## ***Education***

### **Tuition assistance available through Navy Campus**

Tuition assistance is provided by the Navy to reduce the costs associated with high school, undergraduate and graduate programs taken during off-duty hours.

Navy Campus education specialists authorize tuition assistance for personnel participating in education programs. Navy policy allows both officer and enlisted personnel to receive tuition assistance at the following rates:

- Undergraduate courses: 75 percent of a maximum of \$125 per credit hour, not to exceed \$285 per course.
- Graduate courses: 75 percent of a maximum of \$175 per credit hour, not to exceed \$395 per course.

- Independent study courses: 75 percent of the cost of the course, not to exceed \$1,000 per course.

- High school completion courses are fully funded under tuition assistance.

Tuition assistance policy for officers desiring to pursue graduate level education has recently been changed. Officers can now pursue any curricula they wish — not necessarily curricula related to approved subspecialties. This change is outlined in NavOp 076/89.

For further information on tuition assistance, visit your Educational Services Office or local Navy Campus office. □

# '80s Issues

The past decade was one of tremendous change for the Navy. Increases in pay and family services, emphasis on equal opportunity for all sailors, readiness issues, volunteerism, a wider range of missions and growing numbers of women in naval service were some of the biggest developments.

The philosopher George Santayana said, "Those who cannot remember the past are condemned to repeat it." As the Navy steams into the 1990s, its course set for the 21st century, sailors would do well to reflect on the past and take the lessons of the 1980s to heart.

Story by JO1 Lee Bosco

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## **FAMILY** OPERATIONS EQUALITY READINESS DIVERSITY

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Life improved for the Navy family in the 1980s. For example, pay improved, and new personnel tempo of operations and operations tempo policies generally meant shorter deployments for sailors. In addition, more services were offered to families — from counseling to job-search assistance. It was all part of the Navy's recognition that the rigors of Navy life put unique stress on families.

The growth of the family support network in just 10 years — was nothing short of spectacular and the acceptance of the need for such services was overwhelming. Consider that in 1978 there were no Family Service Centers in place and that in 1990 there are 74.

Meg Falk is deputy director of the Navy Family Support Program and has been involved with the effort to assist Navy families since 1981. Falk has seen the program grow and is impressed by that expansion.

"It's pretty phenomenal," she said. "Before 1978, there was no place to coordinate all the benefits available to family members. Today FSCs provide that service."

While the service centers provide

many diverse forms of assistance, one of the most valuable to the deployed sailor is the deployment separation workshop. Professional counselors offer the entire crew and their families workshops covering the effect that an upcoming deployment can have on a family.

The FSCs remain a true source of support to the Navy spouse during the deployment. Classes are held by FSC counselors to help family members get through holidays and special times when the deployed loved one is missed most.

Aside from deployment counseling, Family Service Centers also recognize the need to combat spouse and child abuse in the Navy family. As the numbers of reported cases of abuse climbed in civilian society, the Navy moved to educate sailors and families in the hope that the same increase in these problem areas could be prevented inside the Navy.

Out of that concern grew another program. The Family Advocacy Program addresses family problems such as violence or sexual abuse in the Navy household. FAP efforts in this area include parent education and support services to help prevent child

and spouse abuse.

The Navy even became involved in spouse employment in the 1980s. After recognizing that many sailors live in two-paycheck marriages, Navy FSCs began the Spouse Employment Assistance Program, which helps spouses find jobs and plan careers.

SEAP helps with general job-search information, career guidance, employment workshops and computerized job listings.

"Navy Family Service Centers are not in place to save an unhappy or non-productive sailor," said Dr. David Smith, deputy director of Human Resources Division at Marine Corps Headquarters. "The centers function to help good people do well in the Navy or Marine Corps."

Smith is a "plank owner" in the family support movement. "Thanks to some extraordinary vision by Navy leadership in 1978, the Navy is today a leader in the family care field," he said. "Many civilian corporations are instituting employee assistance programs, and while those companies don't have the same set of problems to deal with, their programs are similar to the Navy's."

The idea that you enlist the sailor



Photo by PHC Dwight Anderson

**Navy family programs have developed with the goal of helping good sailors do their best.**

but reenlist the family seemed to take on larger acceptance in the 1980s. "The people involved in family support are part of the total Navy team," he said. "If a sailor or Marine is worried about his family, his productivity can suffer and combat readiness also suffers. If a sailor is secure knowing that there is a support system in place for his family, he is able to concentrate on his job. Family Service Centers affect combat readiness in that way."

According to Falk another area in which Family Service Centers give valuable assistance is during disaster relief operations. "The center becomes a focal point to coordinate relief efforts and provide whatever support is needed in times of crisis."

Communication between Navy families and Navy officials is important during times of emergency and the every-day life of the sailor and his or her family. The Navy family ombudsman program is designed to provide better communication between the command and the family. The ombudsman's role is that of the commanding officer's official representative and serves as a liaison between the command and families. The program has been in use for quite some time, but it has grown during the 1980s, and now even in small commands families have a voice.

The Navy child care system also grew during the past decade. There are now more than 110 child care

centers at 88 commands Navywide. These centers provide more than babysitting services — they offer Navy children organized play and learning activities. And due to a space shortage in child care facilities, the Navy is leading the way in a new form of home care. The Family Home Day Care program, a system that allows spouses to care for children of Navy people in government quarters, is gaining acceptance.

Single parent families became an "issue" in the past decade, partly because more women joined the Navy. But the growing number of Navy single parents was also due to changes in society: the increasing acceptability of divorce and out-of-wedlock children.

In 1988, for example, there were an estimated 11,000 single parents in the Navy — single adults with physical custody of one or more children. About 7,000 single parents were men and 4,000 women were single parents at the time.

In response to the concerns raised by and about single parents, the Navy has developed a variety of policies, programs and requirements. Availability of child care has been increased, for example, but instructions have also been written clearly defining the responsibilities of single parents.

Because moving to a new duty station is a source of stress to Navy families, the sponsor program was expanded in the 1980s. The sailors

and their families in the 1990s will be more informed as they report to their new duty stations than their counterparts of the 1970s.

Falk says that all of the support programs expanded in the last decade because of a "growing recognition of spouse and family satisfaction by Navy leaders. Their satisfaction is a key element in retention."

The support now available to all Navy families includes financial education programs, stress management and suicide prevention. People in the family support system are continually looking for ways to improve the lives of sailors and their families and they expect to be providing assistance in the coming decade.

"There will always be a need for family support services," said Falk. "As long as the Navy needs to retain quality people, the family will need the kind of help that we provide."

Falk calls the support network a "family-friendly organization." Smith agrees. "When I attended the first Family Services Conference in 1978 a lot of good people in leadership positions decided the goal was to create a one-stop shopping center for information for Navy families," he said. "The people at the conference believed that this was an idea whose time had come."

The second family support conference was held in the fall of 1988, reviewing achievements of the 1980s and looking ahead to Navy family needs of the 1990s. One of the conference's primary speakers, Secretary of Labor Ann McLaughlin, summed up the tremendous changes of the past decade.

Said McLaughlin: "Never again will the armed forces operate under that old maxim that 'if they wanted you to have a wife, they would have issued you one.'" □

"80s Issues" continues...

# '80s Issues

## FAMILY OPERATIONS EQUALITY READINESS DIVERSITY

If the measure of an organization is how well it does its job, the 1980s provided a good yardstick for the world to measure the U.S. Navy's effectiveness.

Since 1980, U.S. naval forces have been called upon to act no fewer than 50 times. After the rough transition to an all-volunteer force during the 1970s, these incidents showed the world that the Navy was again ready to go anywhere and take on any mission that was called for in the national interest.

"The '70s was a rebuilding time, we were trying to put the Navy back together," said Master Chief of the Navy Duane Bushey. "The '80s was when we went out and showed what we could do."

The tempo of naval operations did pick up, especially during the later years of the decade. New ships and weapons platforms combined with more stringent recruiting criteria to form a smarter, more dedicated Navy. And as military operation after military operation was successfully accomplished, the pride and professionalism of Navy men and women grew stronger.

Navy people knew that the coming years would be challenging when early in the decade sailors found themselves operating ships and working in-country in support of the multi-national peacekeeping force in Beirut, Lebanon.

"My involvement in Beirut changed my life," said Master Chief Hospital Corpsman John Vaughn, a survivor of the barracks bomb explosion that killed more than one hundred U.S. military men. "It made me more appreciative and more humble.

"Military operations are what the

Navy is all about," he continued. "We were there supporting the U.S. objectives of promoting world peace and democracy."

The Navy of the 1980s is a different place than it was in the 1970s according to Vaughn. "The Navy was constantly improving through military operations," he continued. "Overall we are better now. You know the old saying — 'practice makes perfect.' The operations honed our skills."

And while America was still mourning the loss of life taken by a truck bomb in Beirut, Navy men and women were gearing up for conflict half a world away.

On Oct. 25, 1983, Navy and Ma-



Photo by JOC Fred Klunkerberger

**Flight ops at sea — one example of the Navy's professionalism in the 1980s.**

rine Corps forces were part of a multi-national, multi-service task force that was sent to the Caribbean island of Grenada.

The objective of *Operation Urgent Fury* was to evacuate U.S. citizens, neutralize any resistance, stabilize the situation and maintain the peace. The Navy helped achieve that goal.

With the 1980s came a new enemy: terrorists. Blame for their acts of violence is hard to place on a single person or even a single country.

Terrorist organizations claimed headlines throughout the early

1980s with a shocking series of crimes. The hijacking of an airliner in which Steelworker 2nd Class (DV) Robert Stethem lost his life was just one in a string of acts of defiance played out on television screens around the world. The hijacking of the Italian luxury liner *Achille Lauro* and the subsequent murder of an innocent American on board was yet another seemingly unpunishable crime.

Yet, as the decade ended one of those responsible for hijacking the plane had been captured, tried and convicted of air piracy. He is currently serving out a lengthy prison term in West Germany.

Meanwhile, the leadership of the United States was quietly working on ways to bring some of these fanatical elements to justice. Information was gathered throughout Europe and the Middle East and a picture of those responsible for the murder on *Achille Lauro* began to form.

On Oct. 10, 1985, intelligence gathered by U.S. agencies indicated that the four hijackers would be on an Egyptian commercial airliner flying from Cairo to Tunis. Once the aircraft was over international waters, four Navy F-14s, part of the USS *Saratoga's* (CV 60) airwing, intercepted and ordered it to land at Naval Air Station Sigonella, Sicily.

The pilot complied, the terrorists arrested and later convicted in an Italian court.

A new confidence was emerging in Navy people during the mid-1980s and *Saratoga's* capture of the terrorists seemed to be one of the reasons that much of the pride lost in the 1970s had returned to men and women wearing Navy blue.



"It shouldn't be taken lightly," said then Secretary of the Navy John Lehman of the terrorists' capture. "It shows the professionalism, the sacrifice, but also shows the effectiveness of our military capability."

The *Saratoga* capture showed the American people that we were not always helpless against these random acts of violence, that there was accountability and through hard work and a coordinated effort, these criminals can be captured.

And, if the terrorists are not captured, some measure of justice may still be attained.

In April 1986, in response to the terrorist bombing of a West German nightclub targeting American servicemen, aircraft from USS *Coral Sea* (CV 43) and USS *America* (CV 66) battle groups conducted strike operations against targets in Libya. Intelligence sources indicated that Libyan leader Muammar Quaddafi was responsible for the nightclub attack. Twenty-six aircraft launched from the carrier battle groups and conducted strike operations against terrorist-associated targets in Libya, along with 29 Air Force aircraft.

Navy men on station realized the importance of the operation.

"The crew of *Coral Sea* was never more professional than in the weeks leading up to the Libya air strike," said Chief Air Traffic Controller Jonathon Frost, *Coral Sea's* recovery controller for the operation.

"We were confident from the start," he said. "We had been operating in the area as part of the Freedom of Navigation ops in the Gulf of Sidra prior to the strike.

"The crew was 'tweaked.' When word came down that the operation was on, everybody got down to business," he continued. "We were doing something that *meant* something."

*Coral Sea's* part of the mission went off without a hitch, according to Frost.

The Navy proved its capabilities again in 1987 in the Middle East when the world's oil supply was being threatened by mines and missile attack in the shipping lanes of the Persian Gulf. In accordance with the



Photo by PH2 Jeffrey Loshaw

U.S. Navy's primary mission of keeping the sea lanes open, the President ordered U.S. naval forces to escort Kuwaiti oil tankers through the mine-laden waters off the coast of Iran. In addition, the Navy was ordered to clear the Gulf of as many mines as possible to protect the lives of U.S. Navy men assigned to duty as part of the escort operation.

It was during this operation that 37 Navy men lost their lives when an Iraqi aircraft accidentally fired two *Exocet* missiles at USS *Stark* (FFG 31). Lives were nearly lost when USS *Samuel B. Roberts* (FFG 58) hit a mine during escort duty in the Gulf.

Navy surface elements destroyed Iranian oil platforms in response to the *Roberts* incident.

Throughout the operation, Navy mine countermeasure specialists patrolled the Gulf from the air in helicopters as well as from the wooden decks of minesweepers.

Slowly, the tide turned in the Persian Gulf. Political efforts coupled with firm Navy resolve succeeded in keeping the sea lanes open. By the end of the decade, the U.S. presence had been reduced.

The final military operation of the 1980s came in December 1989. Navy men and women were involved in *Operation Just Cause*. This strike, against Panamanian dictator Manuel Noriega, was another multi-service

**Sailors responded to situations around the world, no matter how difficult the mission. Here, a SEAL jumps from a CH-53 helo during an amphibious operation.**

endeavor that was well-planned and competently executed.

These military operations were by no means more important than other less publicized undertakings, but they are representative of the Navy's ongoing ability to carry out the job of protecting the United States interests around the world and keeping the sea lanes open. American lives were lost and blood spilled in each of these efforts — professional, well-trained people paying the ultimate price for their country. Their sacrifice should not be forgotten.

Beirut, Grenada, Libya, Persian Gulf and Panama — we may see some of these names again in the news of the 1990s. The Navy may be called upon to make its presence known in any location worldwide.

But if our successes in the last decade are an indication of how capable the Navy is, and those who would threaten the freedom of the sea and international stability are aware of the Navy's ability to carry out the mission, we may be called upon less frequently in the future. □

"80s Issues" continues...

# '80s Issues

## FAMILY OPERATIONS EQUALITY READINESS DIVERSITY

Of all the changes that the past decade brought to the Navy, none promised more far-reaching and lasting effects than the gains made toward equality. Minority sailors, blacks, Hispanics and women realized great gains during the past decade.

In the June 1983 *All Hands*, Disbursing Clerk 2nd Class McCoy Baxter Jr. talked about being black in the Navy. Baxter, now a DK1 and up for chief, is currently assigned to Personnel Support Detachment, Barbers Point, Hawaii. The 1980s make up his entire enlistment in the Navy and he looks back on the decade as a time of progress for minorities.

"Back then I was just a young guy on a ship, USS *Fairfax County* [LST 1193], but the Navy treated me fairly," Baxter said. "I knew that if I studied and passed the test, I had a good chance of advancing. Color doesn't factor into it. When it comes to advancement, I'm just the same as the next guy taking the test."

Seven years ago he said that the Navy was one of the best organizations around because it is a dependable and secure way of life.

"I still feel that way," he said. "I've stayed in, not only for the security, but because I like it. I'm sure that I could find a civilian job where I'd be treated fairly, but I don't know if I'd like another job as much."

"And in the area of race relations, the Navy has really come a long way in just the past 10 years. Look around — there are more blacks and Hispanics in command than ever before. Every rating has chiefs and petty officers of minority backgrounds. The Navy enforces regulations against discrimination. Civilian organizations can be less accountable in that area. The Navy is unique."

The words *equal opportunity* became part of every leader's vocabulary during the 1980s. The Navy recognized the need to educate personnel as the number of minorities in the Navy doubled in 10 years. Workshops detailing how we can more fairly deal with each other became part of leadership training and evaluations started to include a notation as to whether a service member supported the Navy's equal opportunity program.



Photo by LT Joe E. Higgins

**The Navy's goal is equality for all sailors. Impressive gains in the 1980s mean that goal may now be attainable.**

Chief of Naval Personnel VADM Mike Boorda says that today the overall state of equal opportunity is good, but "we have a lot of room for improvement." The Chief of Naval Operations Study Group's report on Equal Opportunity (1988) targeted specific areas where the Navy can do better to attain its equal opportunity goals, but said that the programs already in place have "realized major improvements in recent years."

The report's executive summary stated, for example, that there has been steady growth in the numbers of minority officers and senior enlisted personnel, career opportunities have been expanded and minority enlistment rates remain high. Minorities

are succeeding in the Navy.

Areas that the Navy needs to improve are minority officer accessions, promotions, advancements and distribution. Action is needed to achieve true equal opportunity for all and to realize a total force fully representative of our nation's varied ethnic composition, according to the summary.

Boorda took the lead to bolster the Navy's equal opportunity effort.

"I'm very excited about a lot of the upward mobility programs that we are expanding — BOOST [Broadened Opportunity for Officer Selection and Training], the Baccalaureate Degree Program, and JOBS [Job Oriented Basic Skills Training]," Boorda said. "These are programs that concentrate primarily on the minority population by helping young people go into the more technical fields, qualify for NROTC or the Naval Academy, finish their bachelors degrees, and then compete on an equal footing with their majority counterparts."

Racial minorities were not the only people affected by the equal opportunity awareness of the 1980s. Women made impressive strides toward equality during the decade.

The number of women in the Navy nearly doubled since 1980 while the total number of people in the Navy only grew by 10 percent. There are almost 60,000 women on active duty today compared to 30,620 ten years ago. One in 10 officers is female while 10 percent of the enlisted force is made up of women.

When Yeoman 1st Class Ruth Deussen was interviewed by *All Hands* in February 1980, she was one of only 98 women assigned to USS *L. Y. Spear* (AS 36), the second non-hospital or transport ship in the Navy to be assigned woman sailors. The first was USS *Vulcan* (AR 5).

"We weren't first — we were second. By the time we reported to *Spear*, a lot of the novelty had worn off," she said then. The "novelty" of having women on ships has been worn away by time and the thousands of women sailors who have followed the crews of *Vulcan* and *Spear*. Twenty-four of 37 Combat Logistics Force ships are now open to women. Women sailors now make up part of the crew of 16 of them. Plans for more women to go aboard more CLF ships are in the works. Women sailors make up more than one third of the crew of the training aircraft carrier USS *Lexington* (AVT 16). More than ever before, women in the Navy of the 1990s will be sea-going sailors.

"I'd like to see the Navy open more classes of ships to women," said now LT Deussen. "The way things are now, we are segregated by classes of ships. I'm sure the Navy would assign us to combatants if the government allowed it."

Would she like orders to a combatant? "You'd better believe it," she said. "There are a lot of women out there who would jump at the chance."

Considering that she was one of only 400 women assigned to ships in 1979, Deussen feels that the Navy has changed for women.

"There are more opportunities today. Ratings are opening up to women that once were restricted," she said. "Women have been selected for command at sea. And, there are many more senior enlisted women in the Navy."

She's right. Today more than 7,000 women are at sea, and nearly 5,000 women are assigned to aviation squadrons. Seventy-three of those women are Naval Flight Officers and 163 more are pilots. Plans call for a woman to command a squadron this year along with the first woman commanding officer of a ship. The first women graduated from the Naval Academy in 1980 and by the end of the decade there were Navy women astronauts and four women Com-



Photo by PH1 Chuck Mussi

**Women now make up 10 percent of the Navy. "And the Navy is a better place because of it," say many of the Navy's leaders.**

mand Master Chiefs at sea.

Even so, with all the progress the Navy's made, Deussen feels that equality may be too difficult to achieve in an organization like the Navy.

"Things have gotten a lot better for everyone in the Navy, not just women. But we haven't begun to achieve equality. We may never," she said. "The best we may be able to do is show each other tolerance."

Acceptance is something that every sailor works for. Recently retired Senior Chief Personnelman Vickie Williamson was a shipmate of Deussen's aboard *Spear*.

She says that the experience helped her become a chief. "It made me grow up and take responsibility."

But more importantly she earned the acceptance of her male counterparts. "After *Spear* I felt a lot better about being in the Navy. I found out what men liked about being at sea and what they hated about it," Williamson said. "It's a great experience for Navy women."

In 1980, she said, "It's a good feeling knowing you're helping shape history." She still thinks those times

were special. "It really wasn't that long ago," she said. "There weren't many women at sea then, but now there are thousands of them."

Another person who has watched the changes of the 1980s is Master Chief of the Navy Duane Bushey. The Navy's senior enlisted is impressed by the advances made by minorities in the past decade and credits Navy people with making the changes that brought about the level of understanding that the Navy now enjoys.

"Equal opportunity-wise, you look back on our record and you'll see that our minority sailors have done tremendously," he said. "We learned a lot in the '70s and early '80s. We found that we needed to do more special training and have a few special programs, but it really all came together during the '80s."

Bushey considers equal opportunity a leadership issue.

"Navy leaders have to know how to adapt. You have to know when to be firm and when to be compassionate. Everyone has different needs and that's why I say leadership is tougher today than ever before."

One question always comes up when discussing women in the Navy — are women taking men's shore duty billets? "No," says Bushey. "I say that firmly and honestly. Not as long as the percentage of women in each rating is monitored carefully. What many people don't understand is that we've got more billets than people to fill them. Many women are filling billets that might otherwise go unmanned."

Bushey has advice for all sailors: "You can be any damn thing you want to in the Navy — if you want it bad enough."

The events of the past 10 years, the advancements made by the Navy as a whole and women, blacks and Hispanics, confirm the MCPON's advice. □

"80s Issues" continues...

# '80s Issues

## FAMILY OPERATIONS EQUALITY **READINESS** DIVERSITY

During the last decade a wide array of weapons systems and platforms came on line. They enabled sailors to accomplish the Navy's mission more safely and effectively. That these new tools give the U.S. Navy a technological edge over potential adversaries is undeniable. But choosing one readiness issue or event that shaped the Navy in the 1980s is a formidable task.

Submariners hail the coming of age of the *Los Angeles*- and *Ohio*-class submarines as significant events in the sub force in the 1980s. The aviation community can point with pride to the *Nimitz*-class supercarriers and the impact of the F/A-18 *Hornet* on air warfare. Surface sailors boast of advancements typified by the *Aegis* weapons system and vertical launch cruise missiles. These are just a few of the new tools that will be used well into the next century.

But, there is only one issue that ties all of these complicated weapons systems and naval platforms together: training. One incident stands out from all others, highlighting training as the single most important readiness issue that shaped the Navy of the 1980s.

While deployed to the Persian Gulf, in April 1988, as part of the *Earnest Will* escort operation, USS *Samuel B. Roberts* (FFG 58) hit a mine and suffered severe hull damage. A dramatic fight to save the ship proved that her extensive training and damage control program had saved the ship and her crew.

Upon completion of the escort of a Kuwaiti oil tanker, *Roberts* was transitting the Gulf to a rendezvous point. Explosive mines were sighted in the waters around the ship. CDR Paul Rinn, *Roberts'* commanding officer,

ordered all hands to general quarters as the ship backed out of the minefield. It was during that operation that the mine hit the ship and blew a 22-foot hole in her hull.

The explosion nearly cracked the ship in half and twisted the keel into an "S" shape. The ship took on 2,000 tons of water during the battle to save it.

"Three things saved our ship," Rinn said after the ordeal, "the outstanding level of training of the entire crew, the excellent leadership at every position in the chain of command and the bravery and physical



Photo by JOI Lance Johnson

**Firefighting training is a cornerstone of the Navy's damage control program.**

courage of everyone."

The ship had just completed training prepared by Fleet Training Group, Guantanamo Bay, Cuba. The scenar-

ios faced during training were similar to the actual emergency. These scenarios pit a crew against a dangerous situation in a simulated life and death struggle to save the ship. *Roberts'* crewmen saved the ship in those drills.

LT Gordan Vanhook, the ship's chief engineer, confirms the value of that training.

"Two of the major drills Fleet Training Group put us through were almost identical to what happened when the mine hit," he said.

Lessons learned in the attack on USS *Stark* (FFG 31) were also important to the damage control effort on *Roberts*. Damage control improvements incorporated by the Navy were essential. The ship carried twice the number of Oxygen Breathing Apparatus and OBA canisters than were previously allotted. She also had a thermal imaging device that could find a fire in a smoke-filled compartment and carried 400 percent of the ship's regular allowance of firefighting foam. The ship had received an allotment of the new firefighter's clothing and wireless communications systems for the repair lockers. All these precautions were vital to the damage control team during the fight to save the ship, but crew members credit training as the most important factor that day.

"The training was so frequent and intense," said LT Eric Sorenson, the ship's damage control assistant prior to the deployment, "all fire-party personnel were cross-trained to do other jobs."

The result of the ship's training programs was the saving of a ship that may have been lost. The one sobering statistic to come from the incident is that not one life was lost.

That fact speaks loudest of the need for strong training programs everywhere in the Navy.

One of the most significant events in training in the 1980s was the reestablishment of the damage controlman rating. For 17 years the rating had been part of the hull technician rating. Damage controlmen are back because the emphasis on ship survivability increased during the decade. A continuing concern over training and maintenance is also credited with the rebirth of the rating.

The Navy selected the Naval Technical Training Center at Treasure Island, San Francisco, as the home of Damage Control "A" School. Capable of training nearly 1,400 sailors a year, instruction ranges from shoring up bulkheads to the use of thermal imagers.

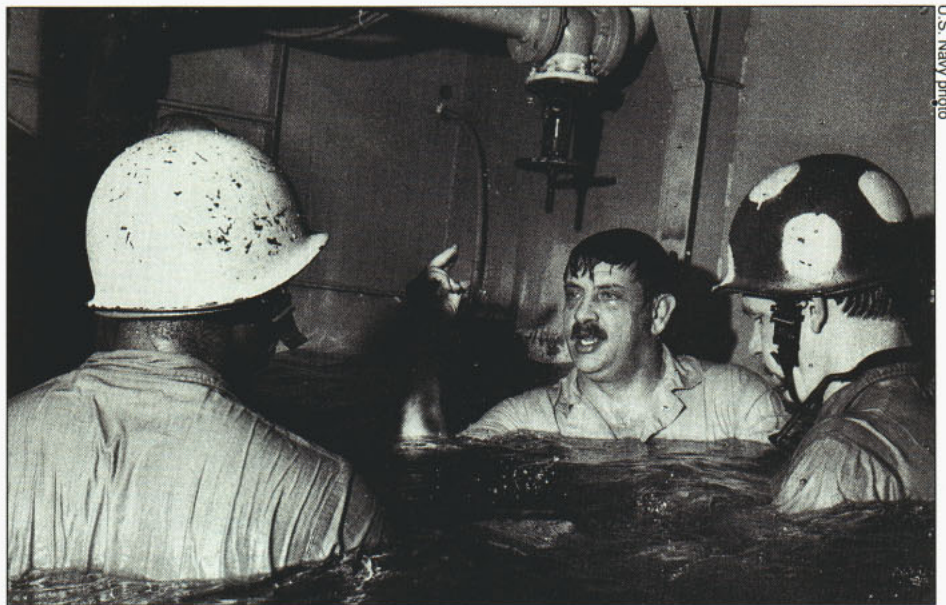
"The people who come through this school have a 'leg up' on guys out in the fleet who haven't been through here," said Chief Hull Technician Ashley Smith, senior instructor at the school. "They know what to do in an emergency and they have to teach those who don't.

"There have been a few incidents that reinforce the need for damage control in the fleet, a fire on the *Constellation* [CV 64] and the *Roberts* come to mind. Damage control can save a ship."

"In the '80s we started to put the emphasis back on training," said Master Chief of the Navy Duane Bushey. "And that's what we've got to focus on in the '90s. As the Navy gets smaller and money gets tighter, the first place a lot of people will look to save money is training, but I think when you do that you're mortgaging your future."

If the size of the Navy shrinks in the 1990s, as predicted by some, Bushey feels that sailors will find themselves learning more about each other's jobs.

"If the Navy gets smaller," he said, "we've got to get smarter. We'll have



U.S. Navy photo

to put more money in training because everyone will have to carry a bigger load — you've got to have depth."

He points to cross-training aboard submarines as a good example of how training will help a smaller Navy in the '90s.

"Look at a submarine, how small the crew is," Bushey said. "They can fix anything. One of those guys can become incapacitated and somebody else will step right in to replace his shipmate."

That's just what happened aboard *Roberts*.

"Our repair parties had cross-trained throughout the ship," said CDR Rinn. "It paid off. Many of the men from Repair 5 had been injured in the explosion. The men from Repair 2 moved aft quickly and started working."

Boatswain's Mate 1st Class Richard Fridley was Repair 2's scene leader. He has a definite opinion as to what saved the ship.

"My role enabled me to get involved in all the action from firefighting to shoring, plugging, dewatering, starting diesels, and switching generators," he said. "Every guy I saw, from the newest to the older guys, never stopped to think. They just reacted, and they reacted right. A good crew with a lot of training — that's what saved the ship."

The need for high quality training

**Saving a ship may come down to the crew's ability to function in extreme situations. Damage control training provides realistic scenarios for the students.**

became a highly publicized issue in 1989 when the Secretary of the Navy ordered a 48-hour safety stand down so that sailors Navywide could reacquaint themselves with safety procedures and rededicate themselves to tougher training standards.

A series of unrelated accidents had graphically reminded the entire Navy community of the dangerous nature of the Navy's business and the need for good training programs.

The 48-hours of the stand down were training intensive. Sailors on board every ship and shore station received training lectures and hands-on instruction on even the most routine tasks. In effect, the Navy took two days to stress that training and the safety of Navy men and women go hand-in-hand. The stand down was unprecedented in naval history and emphasized the commitment to the safety and training of its people.

The need for dedication to training in the Navy was recognized during the 1980s. The valiant efforts of the crewmen of *Stark* and *Roberts* proved the value of that training. Those lessons will continue to benefit sailors in the coming decade. □

"80s Issues" continues...

# '80s Issues

## FAMILY OPERATIONS EQUALITY READINESS **DIVERSITY**

The Navy's unchanging mission — keeping the sea lanes open and defending United States interests abroad and at home — gained new meaning in the 1980s as Navy men and women found themselves taking on unprecedented types of missions time and again throughout the decade.

Seapower capabilities improved during the decade as Navy units demonstrated proficiency through numerous military operations.

But Navy people did more than strictly military duties during this time of change. Sailors took on diverse tasks ranging from voluntarily tutoring children in Adopt-a-School programs to helping clean up a massive oil spill in Alaska.

The first unique duty that the Navy was asked to perform in the 1980s was aiding Cuban refugees during the Mariel Boat Lift. In May 1980, thousands of Cuban nationals were allowed by that country's leader, Fidel Castro, to leave Cuba and make their way to the United States. Ill prepared for the journey to Florida, many in overcrowded boats were sick or injured. U.S. Navy ships and aircraft were in the area to offer directions and assistance where needed.

One ship in the area, USS *Ponce* (LPD 15), was called upon to rescue 200 refugees from the Cuban trawler *Miss Betty* that was breaking apart and taking on water.

"The rescue was a great display of seamanship by the crew of *Ponce*," said LCDR Terrence W. Zline, who was *Ponce's* first lieutenant at the time. "It was starting to get dark and, due to rough seas, the skipper decided to bring the trawler alongside.



U.S. Navy photo

**Hurricane Hugo tore up Charleston, S.C. Sailors' volunteering helped the community bounce back.**

The fishing ship's outriggers prevented us from bringing her directly alongside so some of our Marines and crewmen jumped the five feet across to the disabled craft."

A cargo net was used to span the distance between the vessels and the refugees climbed across the net to safety.

"The Navy is able to accomplish diverse tasking like this because U.S. sailors are intelligent and innovative," said Zline. "During the boat lift we had total participation and used ideas from everyone from the seamen to the master chief as well as the ship's officers to solve problems."

Thousands of refugees were then routed through Naval Air Station Key West, Fla., where they were processed for entry into the United States. Navy personnel worked around-the-clock in order to make sure this phase of the operation went as smoothly as possible.

This kind of mission may have been out of the ordinary, but it was only a hint of the different kinds of challenges Navy men and women

would face in the coming decade.

It was also at this time that the Navy recognized a growing internal problem, declaring war on the illegal use of drugs in the Navy. The slogan 'Not on my watch' echoed down passageways of ships at sea around the world. A Navywide poll in 1980 indicated that 33 percent of sailors in uniform had used illegal drugs. Navy leadership took the attitude that a sailor on drugs was dangerous to his shipmates as well as to himself. The message was clear: Drug use in the Navy would not be tolerated. Education, combined with urinalysis testing, slowly turned the tide and by 1990 the latest figures indicate only five percent of sailors have used illegal drugs.

By the end of the decade the Navy was engaged in the nation's battle against the import of illegal drugs. The President, the Secretary of Defense and Navy leadership recognize the danger that these drugs pose to national security and have designated specific elements of the Navy to help law enforcement agencies stop the people who would bring drugs into the country.

Shore and ship-based sailors in the 1980s were also involved in community efforts to educate the public to the dangers of drug use. In fact, it seemed that helping the less fortunate became an unspoken part of the Navy's mission in the 1980s.

Thousands of Navy men and women devoted time and effort to making their communities a better place to live. For example, more sailors volunteered to go out into the schools as part of the Adopt-a-School program.



Photo by PH2 Michael Poole

The Navy was called upon to support the cleanup of the oil spill in Alaska. Officials have said the Navy's help was indispensable.

The Navy in Charleston, S.C., is just one example of this attitude. Sailors of every rank and rate in the Charleston area volunteer in both inner-city and rural schools as part of the Navy's Personal Excellence Partnership Program.

Mineman 1st Class Columbus Lee, of the Fleet and Mine Training Center, tutors math. He's typical of the kind of Navy people who get involved with their community — he volunteers because it makes him feel good.

"When you help someone else it makes you a better person," Lee said. "It's easy for me because I like math and enjoy teaching it."

LT Susan Waldron is the coordinator of Navy Charleston's volunteer efforts. She says that, during the 1980s, volunteerism hit an all time high and shows no sign of slowing down.

"People in this area are really into helping each other. The civilian business community has teamed with the Navy community to make our program one of the largest and most active in the Navy," she said. "During the past year we've been doing more work than ever. We have been especially busy since Hurricane Hugo blasted the area."

That leads to another of the Navy's expanded missions — disaster relief. The Navy has always helped people in need and there were a large number of disasters in the 1980s to which the Navy responded.

The Navy provided support for the Alaskan oil-spill cleanup. USS *JunEAU* (LPD 10) and USS *Fort McHenry* (LSD 43) were ordered to Prince William Sound, 100 miles southeast of Anchorage, to provide support for the members of the cleanup team. *Fort McHenry* acted as a floating hotel for housing cleanup team members and provided air traffic control services to helicopters that delivered parts and people to the stricken area. The ships' crew also used small boats to shuttle cleanup personnel back and forth between the beach and the ship.

"When we first got here I thought someone was gonna hand me a bucket and a pile of rags," said *Fort McHenry's* Operations Specialist 3rd Class Patrick Sukert. "That's not the way it turned out, though. I did my regular job — keeping ships separated with radar and talking to helos. We didn't get involved in the actual collecting of oil too much, or sopping up oil, but we really supported the entire cleanup operation."

Hundreds of Navy men and

women were vital to the cleanup effort.

While the oil spill was a serious environmental incident, no human lives were directly threatened at Prince William Sound. Not so with another recent catastrophe, when Hurricane Hugo took direct aim at Charleston, S.C., forcing the Navy to evacuate 14 ships. On Sept. 21, 1989, the deadly hurricane rocked the city and outlying areas with winds of 100 mph. Although the Navy and civilian communities had time to prepare for the storm, the damage left in its path was severe.

Again, Navy men and women were there to provide whatever assistance was needed. A Navy hotline was opened and staffed around the clock to aid anyone, civilian or military, who called for help. Sailors armed with chain saws fanned out around the city and in nearby communities opening roads by cutting away fallen trees.

"That's where Navy volunteerism came through," said LT Waldron. "Sure, every command in the area was involved in the disaster relief effort. But people went out of their way to help clear roads and hand out food."

The disaster relief effort in Charleston is just one of hundreds of examples of how Navy people are able to adapt to accomplish diverse tasking. The decade of the 1980s set a precedent.

Keeping the high seas open will always be the main mission, but Navy people proved during the past 10 years that whatever the job, wherever in the world the Navy is needed, Navy people can be counted on to succeed. □

Bosco is assistant editor of All Hands.

# A look back

## *The CNO reviews a decade of change*

Story by JOCS Robin Barnette

During the 1970s, the Navy was in a period of transition. It was adapting to the all-volunteer concept after years of depending on the draft. It was struggling to cope with the rising use of drugs in society. It was also, with the rest of the nation, trying to recover from the trauma of Vietnam. But just as the 1970s was a time of transition, so the 1980s was a decade of change — change for the better.

Many career Navy personnel are well-acquainted with the “before and after” of the Navy in the '70s and '80s, including the Chief of Naval Operations, ADM Carlisle A.H. Trost.

Trost has completed 37 years of naval service, and spent all of the past 20 years in positions of senior Navy leadership. He's been in good positions to watch developments and make comparisons.

The mission of the Navy, for example, seemed to expand during the last decade. Sailors were called on to escort oil tankers in the Persian Gulf — counter anti-terrorist activities, as Navy jets forced down the hijackers involved in the *Achille Lauro* incident — provide relief to people hit by hurricanes and earthquakes — support drug interdiction efforts — clean up an oil spill in Alaska. How did this expanded mission come about?

“If you look back at the history of our country, we relied on the Navy to protect our overseas economic and political interests since we first became a nation,” said Trost. “We have found that, since the conclusion of World War II, we have been called upon to maintain forward-deployed naval units around the world.” These units have been able to react rapidly to crisis situations.

“In the case of intercepting hijackers, no [other service branch] could have done it,” he explained, “because units based on land in a friendly foreign country probably would have been denied the capability or would have been told it wasn't prudent for them to react, whereas carrier airborne aviation was on-scene and could carry out that action.”

Being at sea is an advantage in other situations, also.

“We're the naturals in drug interdiction, again because we can be out there and sustain our presence for extended periods of time,” Trost said.

Environmental issues grew increasingly important throughout the 1980s, and the CNO said the Navy is ahead of the rest of the country when it comes to the know-how of cleaning up oil spills.

“We have heavily emphasized controlling and improving the environment in ports where the Navy's been based,” he said. “When the tanker *Exxon Valdez* in Alaska had that very massive spill, we were really the only people who had the capability to respond rapidly.”

The Navy immediately sent approximately 80 Navy civilian personnel to the site. They formed a core of expertise to work in the cleanup efforts. Almost all of the containment booms, skimmers and other equipment for



Photo by PH1(AO) Scott M. Allen



cleaning up the spill in the early phases were provided by the Navy, according to Trost. The Navy also sent amphibious ships to serve as base platforms and provided large numbers of landing craft.

"Some of those are *still* up there, *still* involved in the cleanup operation," he said. "It was a Coast Guard-directed operation, but the predominant on-scene capability began with the Navy and was augmented by the Navy."

Personnel issues were of tremendous importance during the past decade, also.

"In the late '70s, ADM [Thomas B.] Hayward as CNO



Photo by PH1 Perry Thorsvik



Photo by JO1 Mildred J. Tamberg

**Left: During the 1980s, the Navy saw more sophisticated technology enter the fleet and increased equal opportunities for minorities. Above: Mission roles for women sailors also were expanded.**

talked about the problems we were having," Trost recalled. "The term he used was 'hemorrhage of talent' to reflect the numbers of people who were leaving the Navy." It wasn't lack of job satisfaction that hurt reenlistment efforts, but low pay added to a general lack of support for the military in the post-Vietnam era.

"The resulting drain of people meant that those good people still remaining were essentially overloaded," he said. "They were compensating for the absence of skills that had been lost — there weren't enough petty officers to train the new personnel coming aboard ships and squadrons.

"I think it was the recognition that the situation had to be changed that led to the renewed emphasis by ADM Hayward on personnel matters," Trost continued. "The Navy leadership cared about personnel long before the '80s began. But the 1980s saw the increased emphasis on

people as the key element for the readiness of the Navy."

Of the many changes he's seen during the past decade, the CNO said the most dramatic involved people and readiness.

"The biggest change is the improvement in overall personnel posture and Navy readiness overall," he said. "It's a much higher quality force than I have seen at any other time in my naval career."

He gives credit for these improvements to several factors, including two pay raises in the early 1980s that helped close the gap between the compensation of active duty people compared to civilian wages. That, combined with an increased emphasis on the welfare of Navy people, was the first step to solving the retention and morale problems of the 1970s.

"Then, with the advent of the Reagan era," Trost said, "we saw increased emphasis on military readiness and on defense preparedness. That in turn was reflected by increased support by Congress and the American people for our military."

It was the combination of increased support for the military — in Congress and in society — and the fact that the Navy was working to improve living and working conditions that brought the Navy to its high state of morale and readiness today.

"All that led to higher retention," Trost said, "which in turn led to greatly increased personnel and naval readiness across the board."

# A look back

Another important personnel issue of the 1970s that changed in the 1980s involved equal opportunity for minorities.

Trost recalled that in the early 1970s ADM Elmo R. Zumwalt Jr. initiated education programs for all Navy people, addressing racial issues and relations.

"The goal was to make everybody part of our one Navy," he said. "I think perhaps that in the late '70s or early '80s we became a little complacent — we said we had 'solved the problem.'

"I felt very strongly when I [became CNO] that we still had some problems and that we were kidding ourselves that we had done a proper and *continuing* job on equal opportunity programs," Trost said. He followed up on his concerns, ordering a study of Navy equal opportunity.

"We thoroughly reviewed where we were," he said, "with the result that we reemphasized command equal opportunity programs, which had started off well but had fallen into disuse in many commands."

An increasing number of women joined the Navy in the past decade, which was a big change in a traditionally

nearly-all male Navy. The CNO sees the impact of women on the Navy as positive.

"They do a good job across the board," he said, "and I think it's helped the Navy's capabilities considerably. We're taking better advantage of the talents of *all* people who are eligible to come into the service."

The recruitment of women, however, brought a new difficulty to leadership and management in the sea-going service: pregnancy. The Navy struggled with this issue in the 1980s. So far, the best answer seems to be education.

"We have attempted through education programs to reduce unwanted — and, in some cases, intentional — pregnancies of young unmarried women," the CNO said. "Education [of both men and women is] a very important part of this process [of reducing unwanted pregnancies]. I also think leadership and command attention is an important element of the process."

Another change in the 1980s was the significant drop in drug use by Navy personnel. According to Trost, this drop was the result of toughness and perseverance by Navy leaders.

"When senior Navy leadership said, 'We are going to knock off drug use because of its adverse impact on our readiness and our people,' the standards were set and the program was enforced," he said. Enforcement was accomplished through both urinalysis and education, "to ensure that people not only knew the hazards of the use of drugs, but to ensure that they knew that if they used drugs we would probably find them."

Combined with a "zero tolerance" stance that meant discharge from the Navy for nonconformists, these factors drove the use of drugs down to the low levels we see today, Trost said.

The past decade also saw a revolution in terms of technology — increased use of computers and high-tech equipment has transformed the Navy. But is the quality of Navy people on par with the advanced technology?

"You need *smart* people for *smart* weapons," Trost stated. "The nation's school systems have not maintained the quality level of education that I personally would like to see, especially at the high school level.

"We have, however, been able to keep abreast," he continued, "because we adjust and tailor our training programs to provide people with the necessary background so that they can properly carry out their duties."

He said the Navy is careful not to let its weapons and other equipment become so high-tech that it's beyond the



U.S. Navy photo

The ballistic missile submarine USS *Sam Rayburn* (SSBN 635) was converted into a moored training ship for the Nuclear Powered Training Unit at Charleston, S.C., to use for advanced technological studies.

capabilities of the men and women who will work with it.

"We put a tremendous emphasis on the fact that the equipment and systems we buy have to be operated and maintained by people who aren't the graduate engineers and PhDs who designed them," Trost said. "We insist that designs be user-friendly."

In addition to making sure its equipment is as simple as possible to use, the Navy also works to improve the skills of its people. Sailors in the 1980s have needed help with basic reading and math skills and are taking advantage of remedial training in boot camp and "A" schools.

"That's a part of making sure that the people we bring in are trainable and educable in the skills we need of them," Trost said. "It's also part of ensuring that people have an opportunity to use their talents. We give them the necessary remedial training to put them up to the starting block on a par with other people coming into the Navy."

One of the biggest stories of the 1980s was the Walker spy case, which resulted in a reduction of security clearances throughout the Navy. Trost believes security is much tighter as we enter the 1990s, but cautions against complacency.

"I don't think any of us would say it's impossible to have another Walker case, because we continue to see periodic cases where factors — primarily greed — lead these people to decide to sell or otherwise compromise our systems or equipment," he said. "One of the beneficial fallouts of the Walker case was that we did in fact reduce the numbers of people who had clearances."

"We also made an effort to reduce the amount of classified material that we have, which could be subject to compromise," Trost continued, "and we made a lot of changes in procedures to ensure better security of that classified material. We changed out a lot of equipment that had been compromised. We changed procedures that had become known and thereby compromised. The net effect should be a greatly improved security posture."

As Trost prepares to retire and step down as CNO at the end of June, he's concerned about something that is of prime importance to the Navy and the other services. It was a key issue during the past decade, and one that underwent significant changes, but it never made headlines. That issue is voting.

"All of our Navy people have a stake in this country's security that goes beyond their immediate day-to-day contributions," Trost said. "As citizens, they have the duty to be informed, to vote their convictions and to ensure the views of the military *as citizens of the United States* are reflected in congressional deliberations."

He pointed out that in the last general election, 96 percent of Navy personnel who were eligible to vote were registered to do so. A somewhat smaller percentage actu-



Photo by PH1(AO) Scott M. Allen

**Always known as a leader who recognizes the vital importance of people, ADM Trost has led our Navy during an exceptionally challenging and dynamic period.**

ally voted, because of deployments and other factors that prevented them from getting absentee ballots.

Trost believes the Navy vote in the last election caught the attention of some members of Congress. "In a number of states, key elections were decided on the basis of absentee ballots," he said. "That's something people should keep in mind — those absentee ballots were predominantly military personnel. So the vote *does* make a difference."

He sees the influence of Navy personnel on Congress through voting as especially important in these days of reduced budgets and declining support for a strong security posture.

The 1980s were significantly different from the 1970s — operationally, technologically and in a wide range of personnel matters. No one knows what the 1990s will bring, but there's one thing you *can* count on: more change. □

*Barnette is editor of All Hands.*

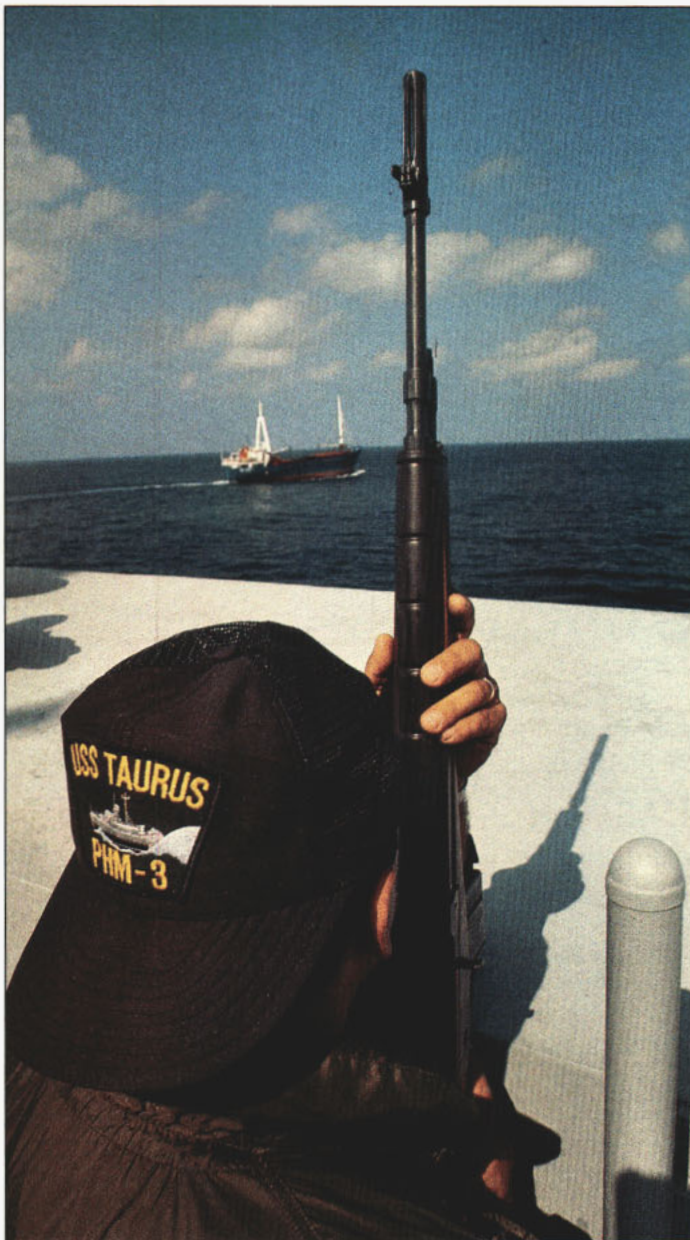
# Hot on their trail

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*Navy, law enforcement agencies team up to stop drug smugglers.*

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Story and photos by PH1(AC) Scott M. Allen



Our nation is threatened by an insidious enemy: illegal drugs. In fact, a national security decision in April 1986 declared illegal drugs a threat to national security. The goal of the President's National Drug Control Strategy, issued in January 1990, is to disrupt, dismantle and ultimately to destroy the illegal market for drugs by attacking both the supply and demand sides of the problem. Effective policies must address both.

To combat the costs to society that drugs represent — life, talents, security and money — the military services have been tasked by Congress and the Secretary of Defense to help law enforcement agencies stop the flow of illegal drugs into the United States.

The Navy has steadily increased its support to law enforcement agencies in this effort since 1978.

Navy, Coast Guard, Air Force, Army, U.S. Customs Service, the Drug Enforcement Administration and the Federal Bureau of Investigation have been working together to more effectively accomplish the tough job of drug interdiction.

In February 1989, the Department of Defense established Joint Task Force 4, in Key West, Fla., and Joint Task Force 5, headquartered in Alameda, Calif. Each task force has the responsibility for overseeing DoD anti-drug operations in their respective operational areas.

They focus on detection and monitoring of air and sea drug traffic and assist local law enforcement agencies with DoD assets.

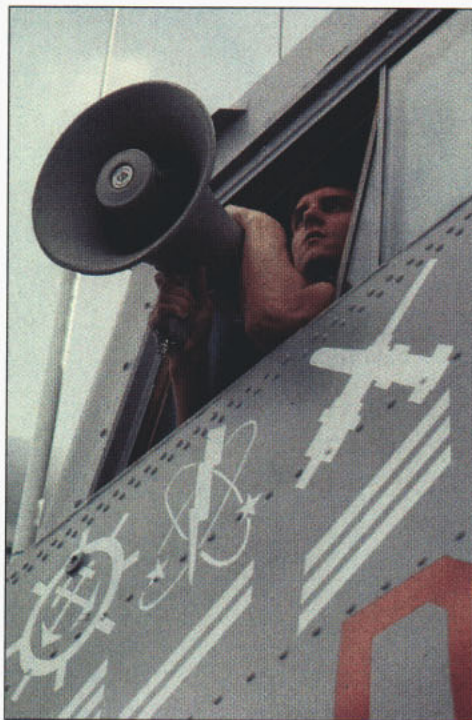
With the development of the joint task forces, each agency gets better acquainted with each other's operational procedures, which helps accomplish the mission of drug interdiction and uses each other's assets to their advantage.

The consolidated efforts of all the agencies involved

A crewman stands by as *Taurus* prepares to pull alongside a merchant vessel for a routine boarding.



A hydrofoil's speed and maneuverability make it a favored platform by Coast Guard law enforcement detachments.



Left: Coast Guard LEDet Team prepares for a boarding inspection of a merchant ship. Above: LTJG D.G. Doherty, LEDet officer, establishes communication with the vessel prior to boarding.

have forced the drug traffickers to change their habits in bringing illegal drugs into the United States.

Over the past 10 years the Navy and Coast Guard team has learned how challenging the drug interdiction mission is. Drug traffickers have access to a lot of money, they have sophisticated equipment and change their methods and routes rapidly after successful seizures by U.S. drug interdiction teams.

"It is an action-reaction game. If we put a boat here they will try and go around it," said LTJG D.G. Doherty, a Coast Guard law enforcement officer. "When they start going around it we react to that. It is a very slow, evolving process."

But can the military alone halt the flow of drugs coming into the United States?

"You will find that we will make a significant impact,"

# Counter-narcotics

Right: The Navy's P-3 *Orion* can stay on-station for extended periods and use its radar to hunt suspected drug smugglers as well as submarines.



Photo by PA1 Chuck Kainbach, USCG

Left: At 10,000 feet, the Air Force land-based aerostat tracks the movement of aircraft and ships along the coast of Florida. Above: Coast Guard Mobile aerostat steams to a new Caribbean operational area.

said Coast Guard VADM James Irwin, Commander, Joint Task Force 4. "We're not going to stop all the drugs.... but I think we will make a very big impact."

The problem with trying to interdict the drug smugglers is that they do not stay in one particular place. If the Navy detects them in one area, the smugglers will move to another area. It's a very tough job with so much coastline to watch.

In 1989, the Navy spent 2,081 ship-steaming days, and 10,001 aircraft flying hours in drug interdiction patrols. The Navy plans to increase ship-steaming days to 3,633 and aircraft flying hours to 40,870 in 1990.

U.S. Coast Guard law enforcement detachments have been using Navy ships as platforms for dedicated counter-narcotics operations since 1982. Navy ships are provided to Joint Task Force 4 and 5 for use in drug interdiction



**Above:** An E-2C *Hawkeye* crewman tracks vessel movement during drug surveillance operations. **Left:** The Command Control Center in Miami receives data from aerostats, and radar reports from airborne and surface vessels to monitor the movement of traffic entering the United States.



surveillance platforms, such as maritime patrol aircraft.

The Navy's *Pegasus*-class hydrofoil is favored by Coast Guard law enforcement detachments for use in counter-narcotics operations. "The gray terror that flies" is the nickname given to the hydrofoils by one drug smuggler. He was apprehended while fleeing on a speedboat during a counter-narcotics operation. The hydrofoil boasts high speed and maneuverability in almost any sea condition, enabling Navy crews to catch the speedboats used by drug smugglers.

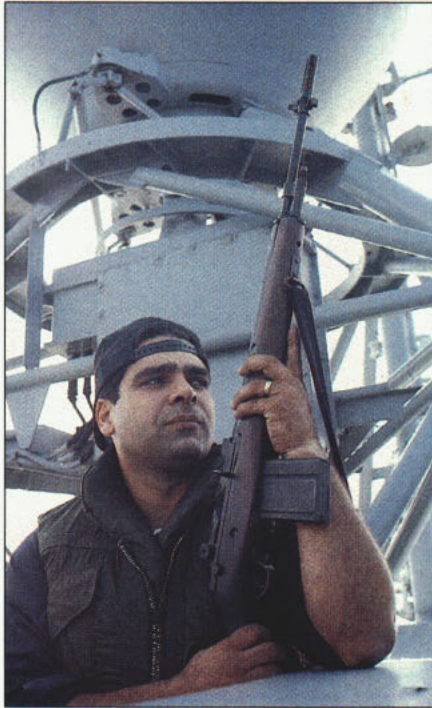
Navy P-3 *Orions* and E-2C *Hawkeyes*, as well as Marine OV-10 *Broncos* also play large roles in drug interdiction. Their long on-station time and radar capabilities make them perfect surveillance and intelligence-gathering platforms for counter-narcotics operations. The Atlantic and Pacific commands use more than eight other classes of aircraft and six classes of ships in counter-narcotics operations.

The Navy assisted law enforcement agencies in confis-

operations in the Atlantic Ocean, Pacific Ocean and Caribbean Sea.

In addition to carrying law enforcement detachments for apprehension and seizure of drug traffickers, Navy ships use their significant air and surface capabilities over large areas. Their capability to embark helicopters further expands this search area. Their command and control facilities allow them to coordinate the efforts of other

# Counter-narcotics



**Top: A *Taurus* sailor stands ready to defend the Coast Guard LEDet and his vessel in case of trouble. Above: *Taurus*' skipper, OOD and helmsman get a closer look at a vessel while on drug interdiction patrol.**

cating about 80,930 pounds of marijuana and 1,440 pounds of cocaine in 1989.

Colombia, Bolivia and Peru are the main source-countries for cocaine. Drug traffickers like to use the shortest way to the United States from where the drugs are produced. By sea, the shortest distance is through the Yucatan Channel, the Windward Passage, the Mona Passage and the Antilles Islands in the Caribbean.

The Navy and Coast Guard take advantage of these passages. The Yucatan Channel, for example, is approximately 120 miles wide. It is much easier to patrol 120 miles of water than to cover the entire Caribbean Sea, which is about 1,000 miles wide.

The Coast Guard has had success using their mobile "aerostats" in these areas. Aerostats are tethered balloons that use a look-down radar, which is particularly useful in tracking low-flying aircraft and small boats commonly used by drug smugglers. The aerostats provide continuous marine and air target information to military and civilian counter-narcotics units working in their operating areas. The Air Force has land-based aerostats that fly higher and have a larger radar range than the mobile aerostats, allowing them to track small boats and aircraft along our nation's shorelines.



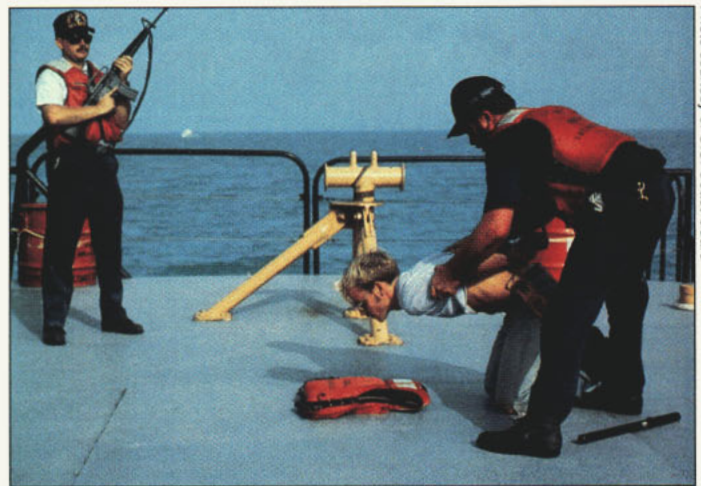


Photo courtesy of U.S. Coast Guard

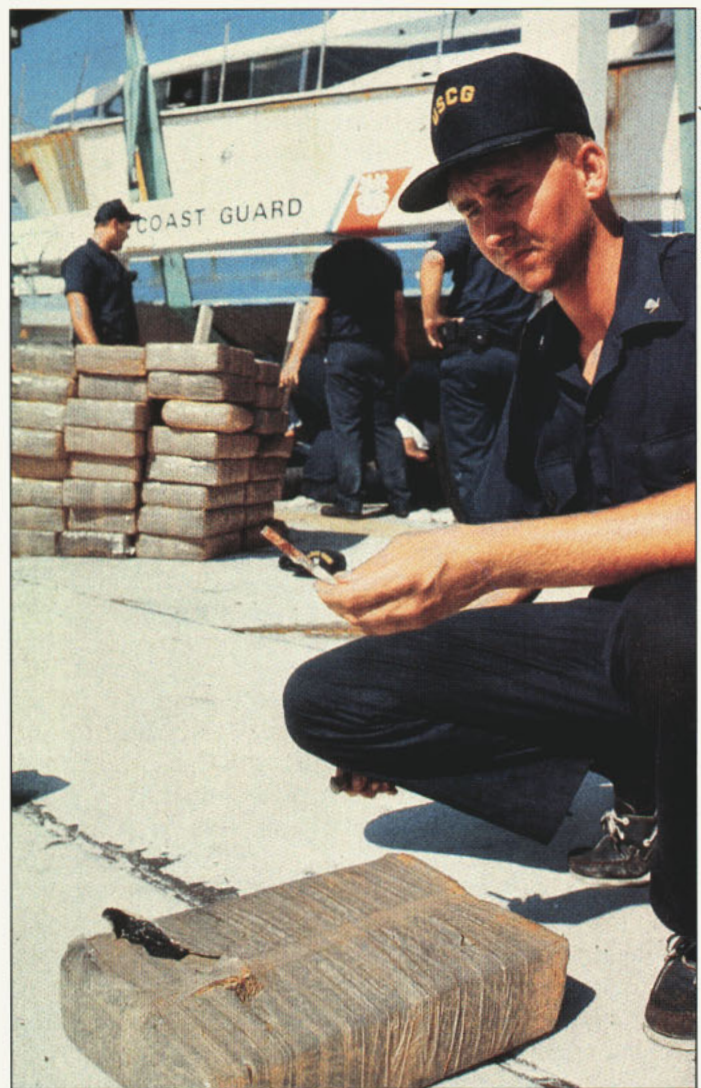


Photo courtesy of U.S. Coast Guard

**Above: Law enforcement team members talk with a fishing boat skipper. Above right: Coast Guard LEDet members take a suspect into custody. Right: Possible contraband undergoes inspection.**

The use of these and other military assets has disrupted the narcotics trade, denying smugglers the use of many trafficking routes. This progress makes it more difficult for illegal narcotics to be imported.

Secretary of Defense Dick Cheney said that the nation will eventually rid itself of the scourge of illegal drugs through the sustained application of the energy, courage and determination of the American people.

In his Feb. 9, 1989, address to Congress, President George Bush declared:

"Let this be recorded as the time when America rose up and said 'No' to drugs. The scourge of drugs must be stopped...."

Although the men and women of the Navy are but a small part of the nation's counter-narcotics operations, they're playing an important role in the national effort to make the United States drug free. □

*Allen is a photojournalist assigned to All Hands.*

# Navy's drug czar

## *Under SecNav discusses drug interdiction*

Photos by PHI Harold J. Gerwien

*The Navy's "drug czar," Under Secretary of the Navy J. Daniel Howard, recently met with All Hands and discussed the many different aspects of the Navy's role in the war on drugs.*

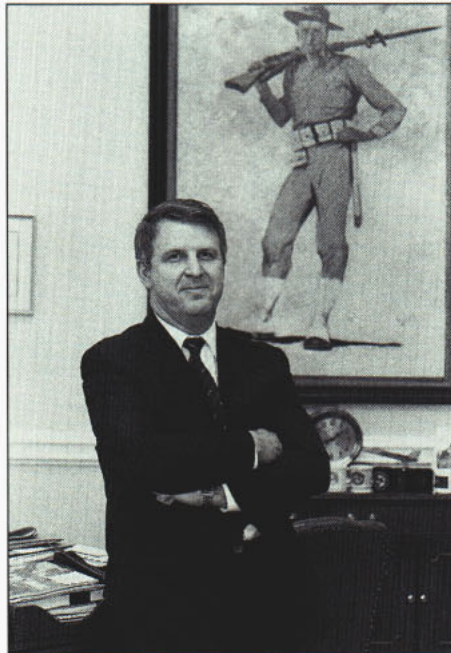
**All Hands: How does the Navy compare to society in general in drug prevention?**

Howard: We are setting the example for the rest of society — we can re-stigmatize drug-taking. There are some signs that that's taking hold in society at large. Statistics that came out this year are indicative — it's troubling that the number of hard-core drug users has increased, but it is encouraging that the overall number of experimenters and drug-taking has declined significantly. And I hope that trend continues.

**All Hands: It seems that drug smugglers get wise: They smuggle drugs in on small boats and when they figure the Navy's on to them, they change their methods, using commercial airlines and even merchant vessels. How can we keep being effective?**

Howard: Because the pattern of shipping drugs into this country changes, saying that "because it changes we shouldn't do anything," is like saying "because there were 'X' number of murders in this city over the past year we don't need any

police, because they're ineffective." That's ridiculous. We have to make



every effort we can to control the supply, at the same time that we are working on the demand side. We think the two sides are inextricably linked.

We put a lot of resources into the drug testing program we have in the Department of the Navy. We put a lot of resources into preaching the message in the community at large on the demand side. But we have to work the supply side as well.

**All Hands: In terms of drug inter-**

**diction, what decisions involving Navy assets are being made at the Navy level and what decisions are made at the Department of Defense level?**

Howard: The decision as to which forces to commit, of course, is not the Department of the Navy's decision. The proposals for commitments of forces come in from the Commanders in Chief and that is worked through the Joint Chiefs of Staff chain. I have a responsibility as overall coordinator for our drug interdiction efforts in the Department of the Navy, but that does not mean that I control specific assets. Neither I nor the Secretary [of the Navy] own any of the Fleets. Those belong to the CinCs concerned. So that's where the tasking of the resources comes from up the operational chain.

As to what emphasis we are going to place on it within the department, I do have a responsibility there. I participate in a biweekly coordination meeting with Assistant Secretary of Defense Steven Duncan who is the DoD drug [counter-narcotic] coordinator. We do look at new initiatives. The Southwest border initiative, for example, was discussed at that level. We will devote whatever resources are required — that is very clear.

**All Hands: The idea of using an aircraft carrier battle group seems to have been nixed, at least for the time**

being. But how effective could a carrier be if it were given that task?

Howard: I think that a carrier could be very effective. There are other means that can be very effective. It depends on how many resources you want to devote, for how long a period of time.

There is no question that whenever we come up with something that is effective, that the drug people will cease to try that means of illegal entry and will try something different. For a time they apparently put a lot of their drugs into container shipments. When we started using National Guard troops to supplement Customs officials looking at the containers, they decided to try something else. Very devious people, with a great deal of money at their disposal and totally unprincipled, will try anything.

Would a carrier be an effective tool? Yes. Are the ships that we have down there now effective tools? Yes. Are the AWACS [Airborne Warning and Control System], the E-2C *Hawkeyes*, the aerostats [see story, Page 18] effective tools? Yes. The answer is "yes" to all of the above.



**All Hands:** From your perspective, and as coordinator, how are we doing? Are we winning, losing or holding our own?

Howard: I don't know how you measure that. By several measures I think we are [winning]. The fact that the druggies have to alter their pat-

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*"I'm going to continue to go out and see what our people are doing on the front lines."*

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terns of behavior because of our presence there, in my mind is a sign of success.

The public is now aware of the fact that we are working with the Coast Guard, Customs and other law enforcement agencies in trying to interdict the drug supply. That's a plus. That's a sign of success. The fact that the public has a growing awareness of the importance of drug testing programs and of their effectiveness is decreasing the demand side. That's a sign of success.

We have some failures as well. But I prefer to concentrate on the successes. I'm convinced that over time we *must* turn this society around on this issue.

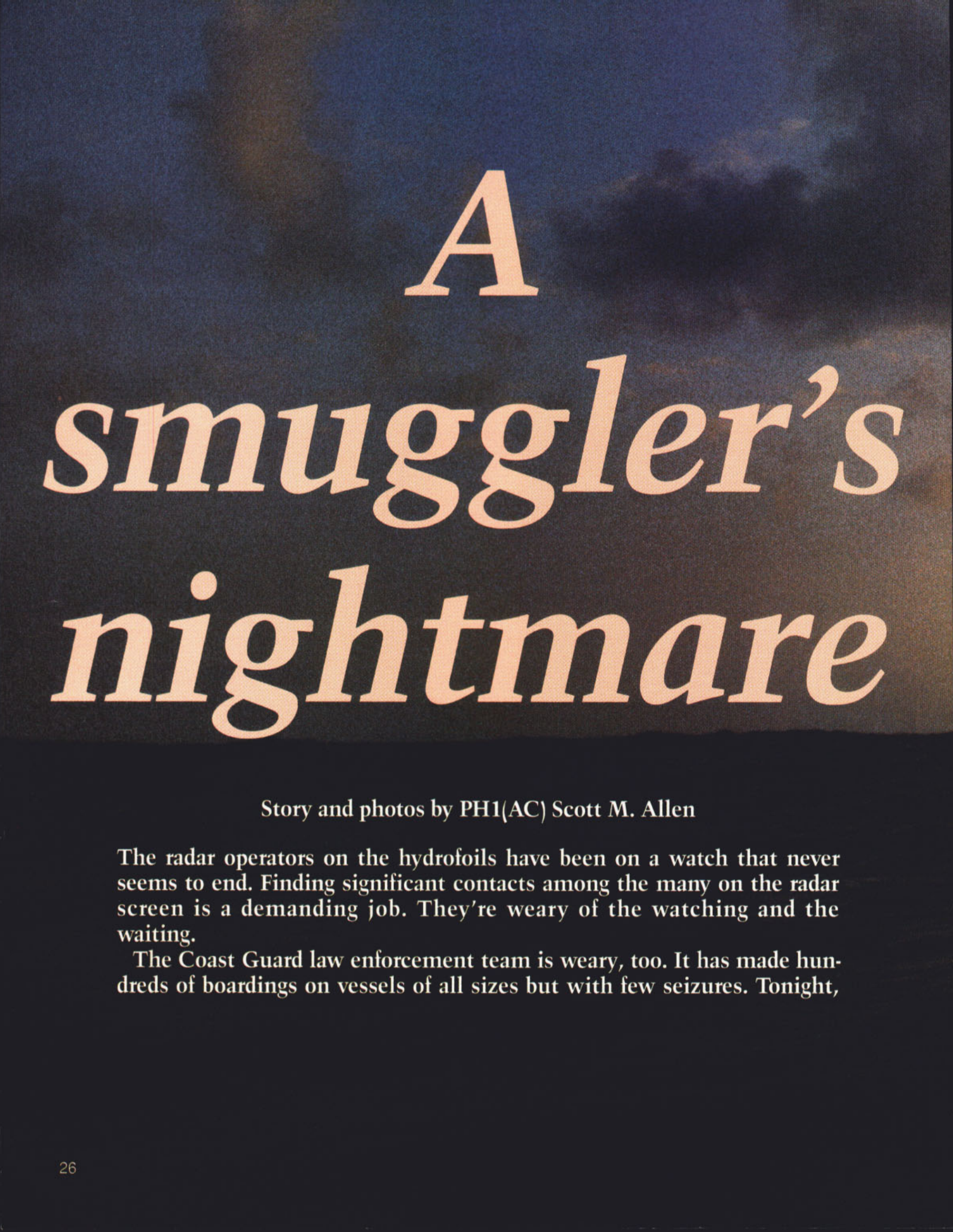
**All Hands:** If you were sitting across the table from an average sailor whose command is directly involved in the drug interdiction effort — someone from a P-3 squadron, or off a surface ship that works with a Coast Guard boarding det — what would you say?

Howard: I would say that the Navy

has been called on to perform thousands of different types of missions throughout the period of its existence. This is but the latest mission that we have been assigned. And we need to carry it out with the same will that we have carried out all those missions in the past. It's important to our country. It's important to our national security. It's worth doing.

It's easy for the sailor to understand who has been involved in a tangible success — where there has been a drug bust. And that is most often in the Caribbean area. But I give that same message to the sailor who is on a ship out working the Pacific side, where it is much more difficult — there is no basin, are no chokepoints to deal with [that make the job easier]. I think that mission is important, as well. Probably less satisfying for the sailor because he doesn't get to see his ship on the evening news or in the newspaper, but equally important.

I've taken some time to go down and look at what we are doing: Coast Guard District 7 in Miami, to Key West, to Roosevelt Roads, Puerto Rico. I'm going to continue to go out and see what our people are doing on the front lines. There is real evidence of effectiveness. The druggies run an intelligence network of their own. The captain of one of the hydrofoils at Key West, said that he had seen evidence of this. Some of the drug boats, some distance away, turn around and head back to their ports when he gets underway with the hydrofoil. One way of interpreting that is that they are too smart for us to catch them. *But they went back home.* They didn't continue to come our way. I don't care how we keep the drugs out of this country, whether it's by actually seizing them, or by deterrent — making it too hard to do — just so we reduce the supply at the same time that we reduce the demand in society. □

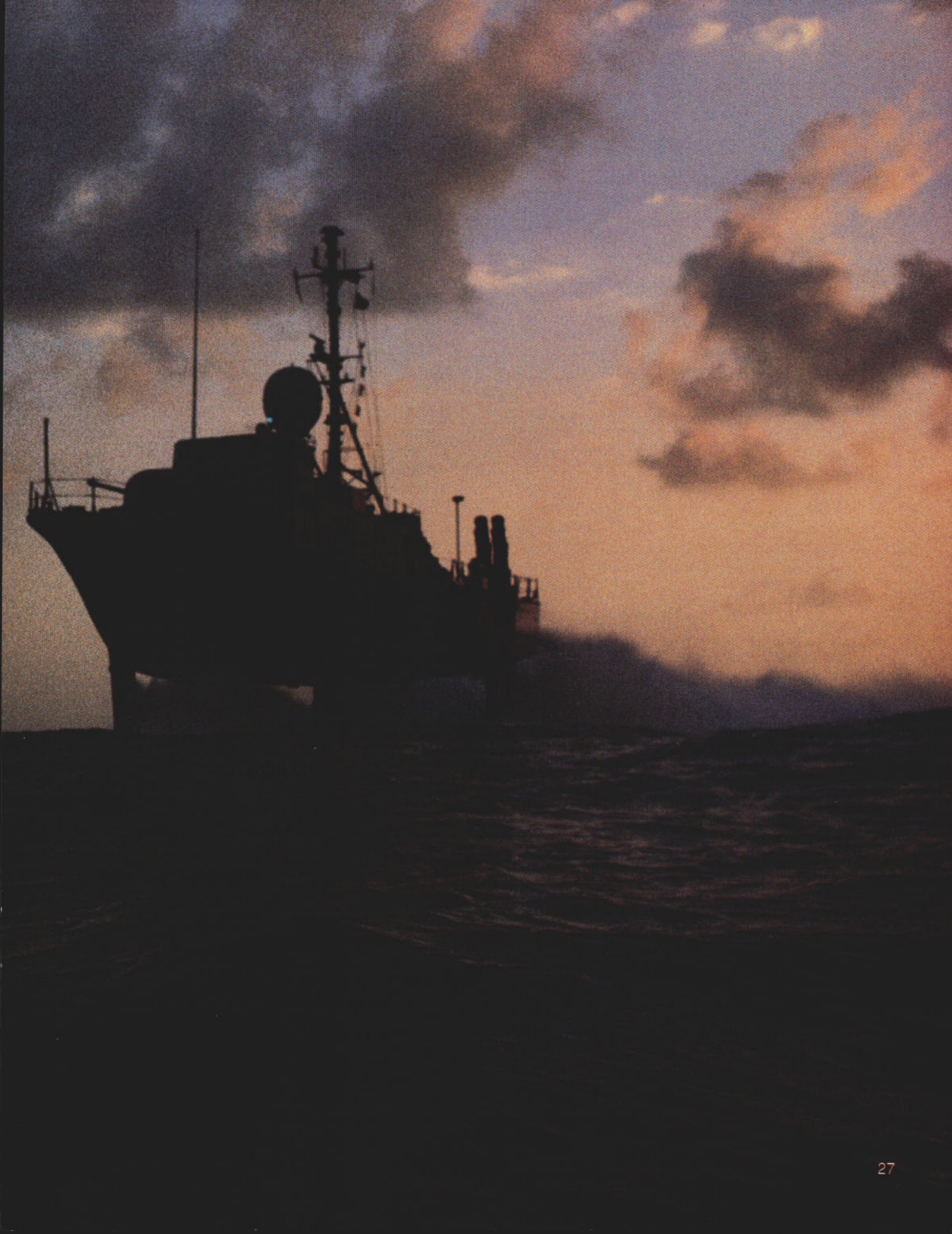


# A *smuggler's nightmare*

Story and photos by PH1(AC) Scott M. Allen

The radar operators on the hydrofoils have been on a watch that never seems to end. Finding significant contacts among the many on the radar screen is a demanding job. They're weary of the watching and the waiting.

The Coast Guard law enforcement team is weary, too. It has made hundreds of boardings on vessels of all sizes but with few seizures. Tonight,



## A smuggler's nightmare

however, will be different. Air and surface units will coordinate to interrupt a drug air drop. The question on everyone's mind is this: Will tonight's efforts be enough to get the drugs and arrest the people involved in drug trafficking?

With the establishment of Joint Task Force 4, headquartered in Key West, Fla., the efforts of the Navy, Coast Guard, Air Force, U.S. Customs Service, Drug Enforcement Administration, and Federal Bureau of Investigation were enhanced to interdict and capture drug traffickers. Tonight they have the opportunity to demonstrate how they work as a team.

The Navy hydrofoils USS *Taurus* (PHM 3) and USS *Gemini* (PHM 6), Coast Guard cutters USCGC *Sitkinak* (WPB 1329) and USCGC *Padre* (WPB 1328), take to the seas while Navy E-2C aircraft and U.S. Customs *Blackhawk* helicopters take to the sky. Aboard each ship is a Coast Guard law enforcement detachment consisting of four enlisted and one officer. Their mission — to detect, track, intercept, and apprehend drug traffickers trying to bring illegal drugs into the United States.

The sky is overcast on a hot, muggy Florida night somewhere off the coast south of Key West. The seas are calm as *Taurus*, *Gemini* and the Coast Guard cutters head to the rendezvous site.

The crew on *Taurus* is tense with anticipation. The captain of *Taurus* waits on the bridge for instruction from the on-scene commander for the operation.

The officer of the deck and the helmsman eagerly await orders to go foil-borne and intercept the suspect vessel. The Coast Guard Law Enforcement Detachment officer, responsible for coordinating operations between the captain of the hydrofoil and the on-scene commander, accompanies the skipper on the bridge.

Suddenly, the O1-level lookout spots a low-flying aircraft off the starboard bow. At the same time, the combat information center, responsible for tracking both surface and air contacts, reports to the captain that an aircraft just below the cloud cover is bearing zero nine five.

**Officer of the Deck:** Roger, zero nine five.

**Captain:** Strobe lights on my port beam. Five, six,

seven... 13 flashes from a low-flying aircraft.

Drug runners in airplanes will coordinate with drug smugglers in "go-fast" boats who pick up drugs being dropped. Go-fast boats are commercial speedboats drug smugglers use because of their speed and maneuverability.

**OOD:** One, two, three strobes bearing one one zero.

At the same time, the O1-level lookout reports a small boat directly below the strobes and a Navy E-2C aircraft reports a small air contact heading in the direction of *Taurus*.

Several minutes later, there is a change in the aircraft's pattern.

**OOD:** Aircraft coming in very low on my port bow. Five flashes of light followed by a flare bearing zero nine zero. This is the drop right here! There's another flare.

**Combat:** According to our air search radar, the plane is at five and one half miles at a speed of 100 knots.

*"Aircraft coming in very low on my port bow. Five flashes followed by a flare bearing zero nine zero. This is the drop right here!"*

"The aircraft is coming in low, directly at the suspect vessel — man, I can see this clear as day," said the O1-level watch as he looked through infrared binoculars.

**LEDet officer:** They're probably going to drop the bales now. There they go, we have splashdown. It looks like they are using Chem-lights on the bales so the go-fast crew can see them.

At this time, the on-scene commander orders a delay to give the smugglers ample time to pick up the drugs. The interdiction team wants both the smugglers and the contraband, giving it the evidence needed for a bust.

**Lookout:** The pick-up vessel is moving toward the packages. There must be 10 to 20 bales in the water.

The excitement is building on *Taurus*.

Gunner's mates are standing by in bullet-proof vests and helmets. M-60s are mounted and loaded on the O1-level, both port and starboard, in case there is a need to defend themselves. The law enforcement team members anxiously wait to make a boarding.

*Sitkinak* decides to make the first move by approaching the suspect vessel from the south. Once the people aboard the suspect vessel see *Sitkinak*, they are likely to

## A smuggler's nightmare

head north, right into *Taurus* and *Gemini*.

Word comes from the on-scene commander that if the "go-fast" boat makes a break toward *Taurus* it is to be intercepted immediately.

**Combat:** Captain, radar contact bearing zero eight zero at six miles. Radar shows extensive cloud coverage. We are heading right into the storm.

**LEDet officer:** Sitkinak reports 10 to 20 bales have been fished out of the water by the suspects.

According to the law enforcement officer, there are about 10 kilos of cocaine per bale.

Suddenly, the on-scene commander orders the U.S. Customs *Blackhawk* helicopters to illuminate the go-fast boat. Two very bright beams of light pierce through the pouring rain and light up the suspect vessel.

**LEDet officer:** The suspect vessel is on the run. On-scene commander has instructed the *Taurus* to go foil-borne and move in on suspect vessel. This is it guys, the chase is on!

**OOD:** All hands stand by for foil-borne operations. No one is allowed on the main deck without the express permission from the officer of the deck. Fifty percent foil-borne turbine.

**Helmsman:** Fifty percent foil-borne turbine, aye.

"We are going to be in a tail chase from the git-go," said the captain, as the 265-ton ship raises up out of the water onto her foils.

**OOD:** Left full rudder.

**Helms:** Left full rudder, aye.

**OOD:** Steady course zero five seven.

**Helms:** Zero five seven, aye.

**OOD:** Hang on 01-level. Follow that helo, baby!

Amid the driving rain, the hydrofoils began their pursuit. The only way to keep sight of the go-fast boat is the U.S. Customs *Blackhawk* helicopters and the radar on *Taurus* and *Gemini*.

**LEDet officer:** We have them on our port bow. Don't lose sight of them.

**Lookout:** The rain is really coming down out here. It's hard to keep sight of them.

**Captain:** Stay with that helo.

**OOD:** I got port running lights off my bow, that's the guy right there. Left full rudder.

**Helms:** Left full rudder, aye.

*"The suspect vessel is on the run. On-scene commander instructs Taurus to go foil-borne and move in on suspect vessel. This is it, guys, the chase is on!"*

The hydrofoil takes a hard left bank and the crew grabs anything bolted down to keep from falling.

**OOD:** Roll out.

**Helms:** Roll out, aye.

*Taurus* and *Gemini* continue to zigzag

through the water at speeds exceeding 40 knots, in response to the highly maneuverable go-fast boat. The crew's adrenaline is pumped up. For most of them, it's their first drug interdiction.

**Lookout:** There's Chem-lights in the water. There's a bunch of them attached to the bales.

**LEDet officer:** Sitkinak, Sitkinak, this is *Taurus*. We are passing a whole stream of Chem-lights. They're dumping the bales.

**OOD:** Right full rudder.

**Helms:** Right full rudder, aye.

**OOD:** Roll out.

**Helms:** Roll out, aye.

The officer of the deck orders combat to mark the latitude and longitude of the Chem-lights so they can come back and pick up the bales.

**Combat:** Target is heading zero-nine-zero at 40 knots. We are 10 miles and closing.

The two *Blackhawks* continue to illuminate the go-fast boat as it zigzags through the water for more than 15 minutes. The more the boat zigzags, the more *Taurus* and *Gemini* close in.

Suddenly, the illumination of one of the helicopters disappears.

**Lookout:** I lost one of the *Blackhawks*. It just disappeared.

**LEDet officer:** Helo down, helo down, *Gemini* lookout reports to the on-scene commander that one of *Custom's* *Blackhawks* has gone down.

**Combat:** Captain, I have a surface contact at three-four-zero.

**Captain:** That could be the helo.

**LEDet officer:** On-scene commander has changed

# A smuggler's nightmare

*Taurus' mission to search and rescue. Investigate the surface contact at three-four-zero.*

**OOD:** Left full rudder.

**Helms:** Left full rudder, aye.

**OOD:** Roll out.

**Helms:** Roll out, aye.

The mood of *Taurus'* crew quickly changes from excitement to extreme concern. They know they will have to work

quickly because there is no telling the condition of the helicopter crewmen. The weather condition for search and rescue is not favorable and the only illumination is from the ship's spotlight.

**Lookout:** Captain, we are passing debris on our port side. It may be from the helo. I have more Chem-lights off my port bow at about one mile — that could be survivors.

**Captain:** Officer of the deck, land the ship.

**OOD:** Land the ship.

The ship comes to an abrupt stop, as it settles into the water.

**Helms:** Ship is hull-borne.

**Lookout:** Captain, I've got the crewmen in sight off the port bow at 500 yards. They're grouped together waving Chem-lights, but no sign of the helo.

The officer of the deck calls away the small boat detail for search and rescue operations. All nonessential personnel are ordered to remain clear of the main deck while conducting rescue operations.

**Captain:** Let's get those guys on board as quickly as possible.

Within minutes of the helicopter's disappearance, *Taurus* is on scene and has recovered five crewmen, but the co-pilot is still missing.

**LEDet officer:** Sitkinak, Sitkinak, this is *Taurus*. We have recovered five crewmen from the water. There is still one missing. Request search assistance from any units in the area of operation.

Meanwhile, the chase of the drug smugglers continues. *Gemini* reports the drug smuggler's go-fast boat has lost its engines. *Gemini* gets within a half mile before the go-fast restarts its engines. She is in hot pursuit at one-half mile.

*Gemini* runs beside the suspect vessel for more than 10 minutes, but the crew of the go-fast boat refuses to stop. After using every means possible to get it to stop, *Gemini* requests permission from the on-scene commander to fire warn-

ing shots and disabling fire. A few minutes later, *Gemini* cancels that request.

As *Gemini* cuts in front of the go-fast's bow, a wall of water

kicked up by the hydrofoil's water jet floods the go-fast's engines. The suspect vessel stops dead in the water.

The Coast Guard law enforcement team boards the vessel, apprehends three suspects on board. No contraband is found on the vessel. Coast Guard cutter *Padre*, however, retrieves three bales of cocaine from the water. The remaining bales sink before they can be picked up.

The search for the missing helicopter crewman continues through the night and for several days after the incident, but to no avail. It is a sad ending to an otherwise successful mission. The loss of George Saenz, the co-pilot of the U.S. Customs' helicopter, is a bitter reminder of the risks and the challenges faced by drug interdiction teams trying to stem the flow of illegal drugs into the United States. □

*Allen is a photojournalist for All Hands.*

*"We are passing debris on our port side. It may be from the helo. I have more Chem-lights off my port bow at about one mile."*

During the past 18 months, the Navy, along with Coast Guard Law Enforcement Detachments and other agencies have prevented more than 163,517 pounds of marijuana, hashish and cocaine from reaching the streets of the United States.

Recently, for example, USS *Fairfax County* (LST 1193) seized 143,000 pounds of marijuana in a two-month period. In the last 10 months, P-3 squadrons, along with ships such as USS *Robert Bradley* (FFG 49), *Blakely* (FF 10), *Dale* (CG 19), *Biddle* (CG 34) and *South Carolina* (CGN 37) have seized a total of 3,808 pounds of cocaine and hashish.



# The nose knows...

*Navy drug dogs provide excellent deterrence.*

Story by JO3 Marke Spahr, photos by PH1(AC) Scott M. Allen.

Special military members in each of the five U.S. Armed Forces are working hard to deter drug use on military installations worldwide, including aboard ship. They aren't paid any money, although they do get meals and housing.

These service members are military working dogs. They search for drugs in barracks, ships and aircraft. At Naval Base Norfolk, at a commanding officer's request, the K-9 Division of the Naval Base Security Department conducts searches for drugs. In addition to command requests, K-9 conducts random searches.

"When you go through a military gate there is a big sign that says 'anything is subject to search,'" said Chief Master-at-Arms Lisa Albuquerque, military working dogs program director for Commander in Chief U.S. Pacific Fleet, Pearl Harbor, Hawaii.

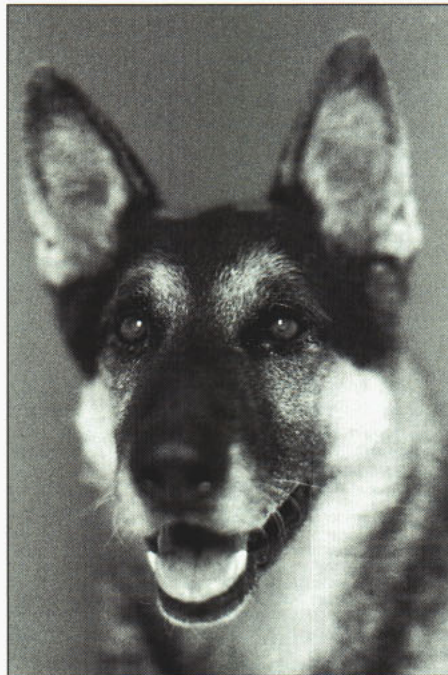
Albuquerque, in Washington, D.C. for a security conference, said, "Anything on a military base is accessible to the dogs."

Only the CO and someone from a security billet assigned to a command or unit knows about a drug search ahead of time.

During one barracks search at Naval Base Norfolk, two handlers walk their dogs past a group of unhappy occupants who've unexpectedly had to leave their rooms. The handlers divide the building in half and begin searching.

"Seek," says John Munden, to his dog, Ruby. Munden is a detective who has worked for K-9 for almost 30

years. The dog begins searching a room for drugs. She knows if she finds them she will be praised and rewarded.



"Baron" has been an active drug dog for more than 10 years.

No drugs so far.

To break the monotony of the so far unfruitful search, Munden hides a drug training aid in a room while Ruby waits in the corridor for her cue to begin sniffing.

"Seek," he says and leads tail-wagging Ruby into the room. She sniffs up and down every corner and seems to enjoy this hide-and-seek game.

Ruby's nose catches the drug's scent, follows it to its strongest point,

sits and looks up at Munden. She's found the drug he hid in the dresser.

"Good girl, Ruby!" Munden says as he pulls a doggie treat out of his pocket and pats her head. "People say dogs don't get bored," Munden says, as he removes the training aid from the drawer, "[but] giving her something to find keeps her interested." Ruby is a friendly, excitable Labrador retriever. Munden says she's not the most obedient dog, but during a drug inspection "look out." Ruby enjoys her drug-detecting games. Munden says if there is a drug to be found, his dog will respond to it.

Aboard ship a drug search is more difficult. The dogs don't always want to climb diagonal ladders and can't climb vertical ladders.

"You have to use a sling designed for military working dogs," said MA1 Floyd Brown, assigned to K-9, "and carry them up and down."

MAC Albuquerque says that smaller ships and submarines pose even greater problems. "I have personally tried to get a German shepherd down into a submarine," she said. "By the time we got down the ladder he wouldn't have searched if I had begged. He just sat there." Albuquerque said a lot of submarine bases utilize smaller breeds of dogs to search for drugs.

People try to hide the scent of drugs from narcotic-sniffing dogs. They've tried sealing drugs in zip-lock sandwich bags, coffee canisters and other air tight containers. In addition to that, they often spray perfume and room deodorizers, burn incense,

# Drug dogs

sprinkle pepper around their hiding places to make the dog sneeze, surround baggies with coffee and seal them up in several containers ... the list goes on.

Hiding the drugs, however, is simply a waste of time. Dog handlers have heard about all the tricks and train their dogs accordingly — the dogs are finding the drugs through pretty imaginative cover-ups.

"We use 'classical conditioning' and 'successive approximation' to train the dogs," said Naval Station Norfolk Kennelmaster MA1 Mark Blasen. "This combines a cue word with a body motion, then a reward."

The amount of time and work handlers put into training their dogs determines the success they have during a drug search.

"There are dogs out there that are

just phenomenal because their handlers said to themselves 'I don't care what the minimum standards are,'" said Albuquerque, who participates in the annual validations for military working dogs on Navy installations around the world. "My dog and I are going to be the best. I'm going to think the way people who use drugs think — I'm going to use my imagination."

"When the movie 'Beverly Hills Cop' came out," said Albuquerque, "everybody was hiding drugs in coffee. That's all well and good, because the dog handlers saw the movie too. So, they hid their drug training aids in coffee and trained their dogs to find it."

"We have access to drug training aids from the Naval Investigative Service's chemists," Albuquerque continued, "and we trade information back and forth with the Drug Enforcement Administration and other agencies like that which will tell us of any new trends. If there is a problem in any area with certain drugs, the dogs' training can be tailored to those areas."

The extra hours put into training

have proven successful.

"The biggest bust we had on base happened last year on a Merchant Marine ship," said Ron Koenig, a narcotics detective at K-9. "MA1 Blasen's dog responded to a locker in the state-room. The man, a civilian, was on leave so we got permission to cut the lock off from the Master of the ship."

"The dog sniffed a briefcase in the open locker and sat," Koenig said. "I was walking down the hall with [my dog] Baron when they were carrying the briefcase into the hall." His dog also responded to the briefcase when commanded to "seek."

The briefcase was impounded as evidence and turned over to the Naval Investigative Service. When a search warrant was issued and the briefcase was opened, they found approximately 58 grams of cocaine. "If a dog responds to a locker we try to get permission to open the locker and search," said Blasen. "If the person who owns the locker isn't available we get a search warrant and do a complete inventory of the contents."

The dogs almost always find drugs if they're present. "All the narc dogs you see are at least 90 percent effec-

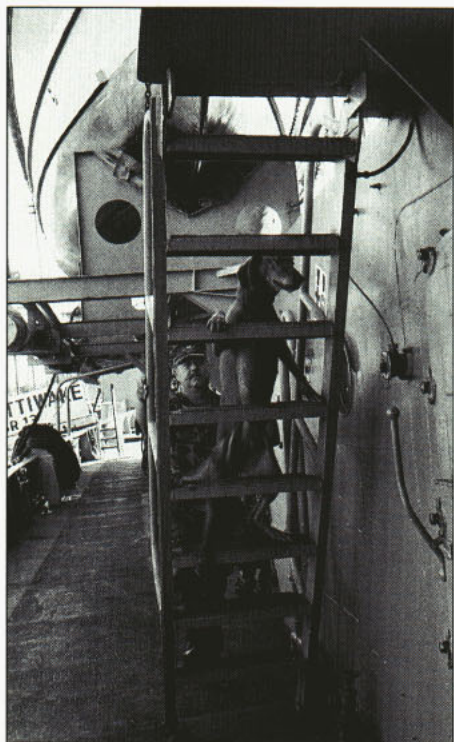


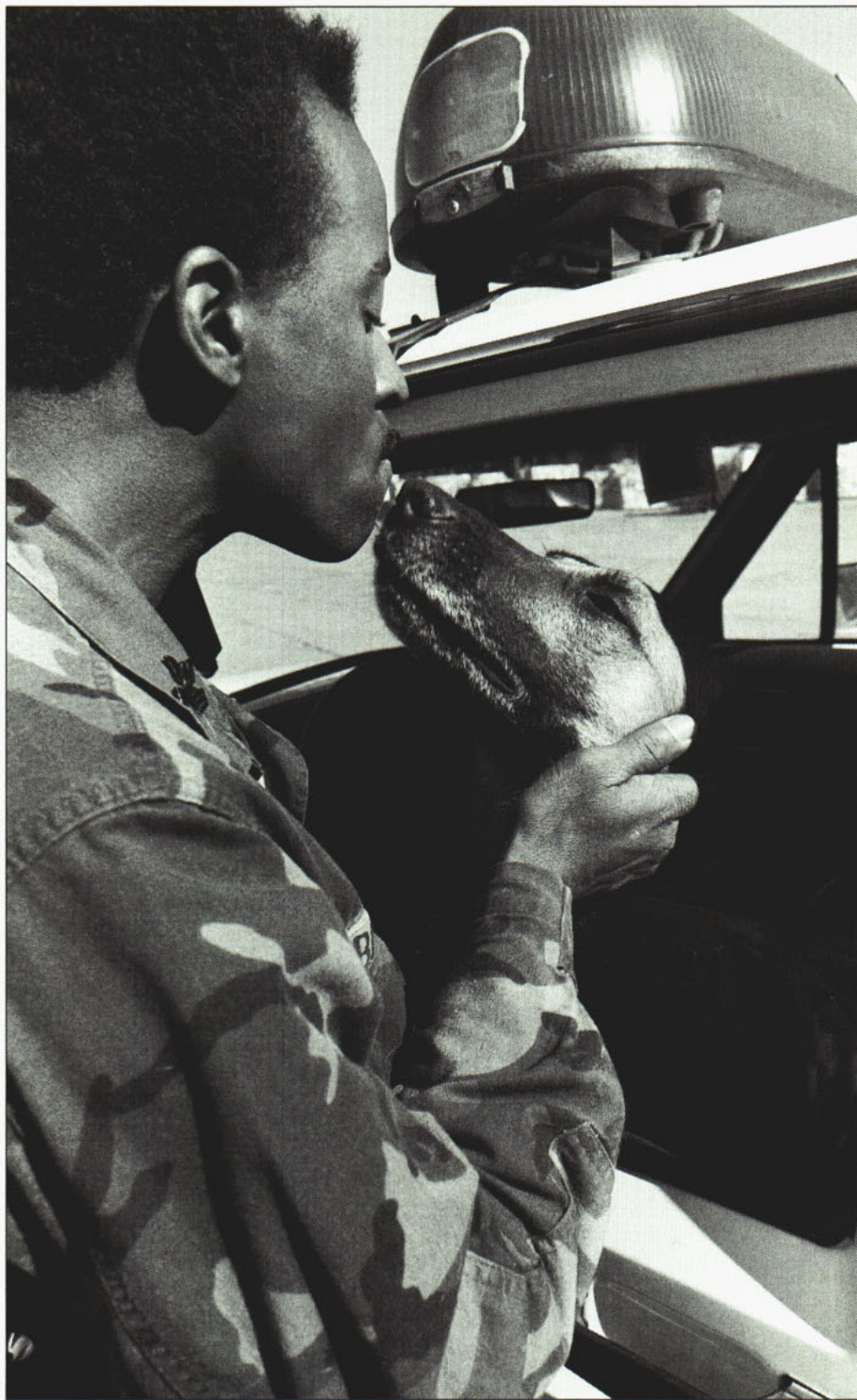
Photo by JO3 Marke Spahr

Above: Navy civilian detective John Munden and "Ruby" climb a ship's ladder during a drug inspection. Right: Even if MA1 Brown and his dog don't find drugs, Brown says they're still a good deterrent.



Photo by JO3 Marke Spahr

Below: MA1 Donna Kellum says the potential "bust" keeps her and her dog motivated during searches. Right: "Your attitude runs down the leash," said MA1 Brown as he and his dog wait to begin a drug search.



tive," said Blasen, "same goes for the handlers."

The relationship between handler and dog and the mood the handler is in makes a difference in how effective the dog will be during a search.

"Your attitude runs down leash," said MA1 Brown. "If I'm not in the mood to work, my dog won't be." As he waits to search an incoming air-

craft at NAS Norfolk, Brown plays with his dog through the window of his vehicle. It's obvious they enjoy working together.

"There has to be a special bond between the handlers and the dogs," said Albuquerque. "If handlers aren't spending extra time with their dogs, giving them the affection they need or just having a good time working

with them — the dogs can sense it — and they won't be as effective as they can be."

Most dog handlers find their role in drug interdiction rewarding.

"I enjoy my job," said Brown. "When we don't get a bust I feel I'm a good deterrent." □

*Spahr is a writer for All Hands.*

# Users beware

## *Master-at-arms prevent drug use.*

Story by JO3 Marke Spahr

A boatswain's mate seaman sits at her new desk. After making all the appropriate rounds, she is now checked-in and seems excited to start her first day at a shore command, working "normal" hours.

Co-workers stop by frequently to meet the new sailor. She greets them with a welcoming smile. To them she seems a little naive, but likeable. Invitations to lunch, rides home after work and weekend parties regularly land on her desk. She accepts many and already feels like a part of her new command.

The situation is developing according to plans.

While attending a party a few months later at a co-worker's apartment, the BMSN spots a handful of military people passing around a small pipe. They each light it, and re-light it with what looks like a cotton swab and take turns smoking from it. She keeps mental notes of who's smoking what appears to be crack cocaine. Later during the party she is offered a "hit" from the pipe. She declines, but remembers who offered.

Monday at work, a sailor recognizes the BMSN from a previous command and mentions it to her. But he doesn't remember her as a BMSN — last time he saw her she was a master-at-arms.

Our BMSN is really an MA working undercover. Because she has been recognized, she is pulled back to her own office for her personal safety. But leaving that command

hasn't made her assignment any less valuable. From the few months she spent undercover she has enough information to "bust" the drug abusers.

One by one, suspects are called in to her office to be interrogated. They are shocked when they see the BMSN wearing an MA's uniform. She doesn't look very naive anymore.

This is just one example of how the Navy is fighting the United States' "war on drugs." In this case, a master-at-arms was working for the Naval Investigative Service because there was reason to believe people at that command were involved with drugs. NIS provided the MA with an entirely different identity — including a made-up service record and identification card.

When personnel are charged with drug use at Naval Station Norfolk, the Chief Master-at-Arms office turns over the information to the commanding officer of the person who's been charged with the offense. The question of that person's Navy future will be answered at Captain's Mast.

If sailors are E-5 and below and considered treatable, their commanding officer may assign them to a Level II or Level III treatment program. A punishment you could receive for drug abuse at non-judicial punishment is 45 days restriction, 45 days extra duty, forfeiture of one half of your pay for two months and reduction in rate.

Level II treatment is for drug abusers: people who are occasional users,

but aren't addicted. It provides four weeks of half-day, outpatient care, and the clients are tested regularly for drugs. Level III treatment is more serious treatment for drug-dependent sailors. These members spend four weeks as inpatients at Naval Alcohol Rehabilitation Center, Miramar, Calif., the only place where sailors receive this treatment. In most cases, "zero tolerance" prevails and there is no second chance for offenders of any rank or rate.

Masters-at-arms and sailors from other ratings working in MA billets play a big role in internal Navy drug interdiction fleetwide.

"We're not bad guys looking for someone to bust," said Boatswain's Mate 3rd Class Tammy Hibbert, who's worked in a security billet at the NavSta Norfolk Chief MA office for two years. "We're here to fish out the facts and protect people who aren't doing wrong."

"We're very versatile with the things that we do," said MA1 Audrey J. Warren, leading petty officer of the Chief MA office. "Our command focuses a lot on drug interdiction, from the urinalysis program to conducting investigations.

"Even though there's zero tolerance for drugs in the Navy," she said, "some service members still want them and, unfortunately, they're readily available to anybody."

The drugs may be easy to get, but the Navy is aware of the problem and users will get caught. Last fiscal year



Art by DM2 Mike Rodrigues

more than 20,000 potential drug users were identified through urinalysis testing. Navy drug laboratories send the urinalysis test results to the sailors' COs who decide what happens next.

The urinalysis program at the naval station is thorough. The Chief MA office tests at least 10 to 20 percent of the station's personnel, who are monitored at random. The program has proven successful.

When sailors are caught, they are interrogated. Often they have information that leads to further investigations.

"If you get somebody on a urinalysis, it will escalate," said Warren. "One person may give us three names, the three other people could give you three new names each.

"If they know only the first name of someone and approximately where the other person lived or worked I will use the information on the next person I talk to," she continued. "I'll ask, 'What about Bob?' and the person will tell me Bob's last name or something else I may need. I get a lot of leads from each person."

Not everyone who tests positive for drugs will immediately admit they've done anything wrong.

"There are very few people who don't admit guilt," said Warren. "But,

the ones who don't will say they absolutely 'didn't do it' until we offer them a chance to take a polygraph, or they get in front of the base XO and then they suddenly remember, 'Oh yeah, I spoke with my friends, they said they put the drug in my drink, or cigarette.' That's the usual excuse."

"The hardest part of questioning a person charged with drug use is when they start crying and denying they did it," said BM3 Hibbert. "I really want to believe them. In most cases, though, their denial stories don't add up and they later admit it.

"But, if I have any reason to believe they aren't guilty and facts support my theory, I will try twice as hard to prove their innocence."

Though Hibbert says her job isn't an easy one, with paper work from some investigations taking several hours a week, Hibbert says there is nothing she'd rather do. "It's a challenge finding the truth all the time," she said, "but I've always wanted to work in law enforcement."

If someone from a ship is named during an interrogation the Chief MA office will contact the MA office aboard the ship.

"We're a small group of people," said Warren, "and I know a lot of the ship-board MAs. We'll let them know

what we know about the case and let them follow it through."

It's not unusual for civilians to be named during an interrogation.

"With the civilian community we have no more right than the next person out there as far as law enforcement," said Warren. "We'll tell the base police what we know and they will inform the civilian police." From the information compiled in reports based on interrogations it's decided who will take the case — NIS, base police or the Chief MA office. If the Chief MA office takes it, surveillance operations are set up.

"Every day we check 'desk blotters,' a typed chronological report of unusual activities on the base," said MAC(SW) Linwood J. Ellis, naval station's chief MA. "We then let the base police know we're going to do a surveillance of where we've had reports of trouble. We watch what's going on from where we can't be seen and look for people standing where people don't usually hang out, like in un-lit areas.

"When something illegal is happening, depending on the circumstances — whether or not it's a long-term investigation being run by NIS, for example — the MA will call base police for back-up, make apprehensions, write reports and turn over all the information to the COs of the people who are charged," said Ellis.

Another way the MAs deter drug use and crime is by simply getting out of the office and showing their faces around the naval station. They get to know personnel and gain the confidence of the community.

"I think fewer people are using drugs," Warren said confidently. "There is a decreased number of people who are testing positive for drugs and we're testing the same number of people — they know we're out there." □

*Spahr is a writer for All Hands.*

# Drug interdiction in the Pacific

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## *West Coast sailors play key role*

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Story by Jan Kemp Brandon

Those who would deal in illegal drugs now face their most capable enemy: the U.S. Navy. Using advanced technology, Navy units are working with civilian law enforcement agencies to help stem the rising tide of dangerous narcotics being brought into the country.

In the late 1970s, the Navy's counter-narcotics operations program got its start with assistance from the National Narcotics Bureau Interdiction Systems Organization, known as NNBS. The basic mission was air surveillance with the use of E-2C *Hawkeye* aircraft. The E-2C is the U.S. Navy's all-weather, carrier-based, tactical Airborne Early Warning and Control System platform.

Surveillance was done from the Pacific Ocean into the Arizona-New Mexico area. NNBS was utilized by U.S. Customs Agency officials who briefed the E-2C pilots on what they had to look for.

"We were to look for a particular profile and pick out a potential drug-running aircraft," explained CDR Frank Clark, the assistant E-2C operations officer for Fighter Airborne Early Warn-

ing Wing Pacific.

By 1986, with the needed intelligence information becoming much more sophisticated and better organized, "we began to monitor or track the suspected drug carriers and then we were able to send our contacts over to NNBS or Customs to be investigated," said Clark.

Then in 1989, Joint Task Force 5 was formed on the West Coast to coordinate DoD support for the civilian and military effort in drug interdiction.

According to LCDR Craig McDonald, officer-in-charge, Carrier

Airborne Early Warning Squadron 88, JTF 5 was organized so that intelligence could be consolidated and information shared.

"When we first started flying E-2s it was very easy to find vessels. Now, the drug traffickers have had to change their tactics," said McDonald. "E-2s are making it harder for them to get their drugs into the country."

Airborne detection of drug smugglers, according to the President's 1990 National Drug Control Strategy, is accomplished by ground-based radar and radar on board aircraft. This advanced radar technology has made

**NAS Moffett Field-based P-3 *Orion* collects data on a merchant ship off the California coast. The long-range patrol aircraft frequently keep tabs on coastal shipping operations.**

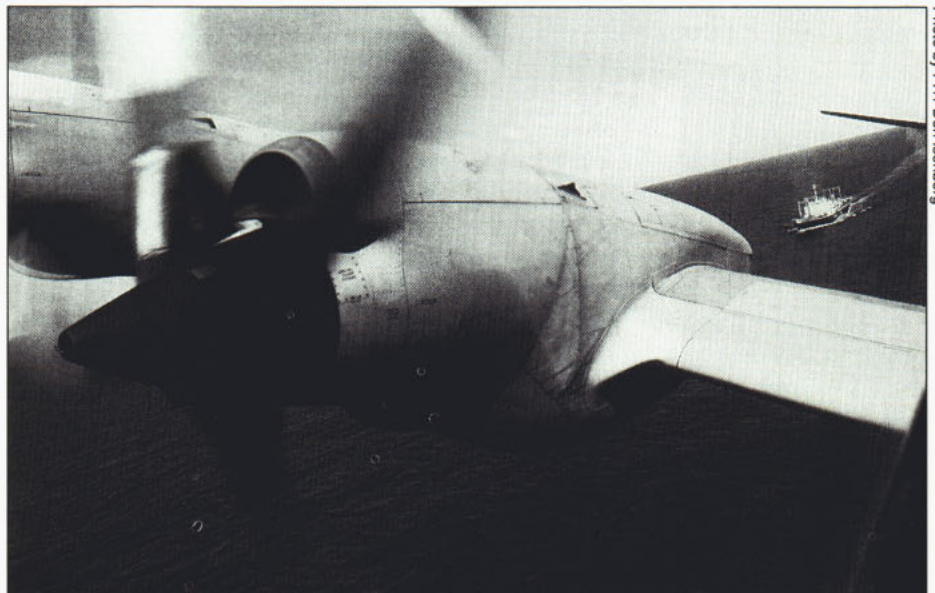


Photo by P/1 Don Iseberg

long-range detection possible on all shipping and air contacts.

"The impact is really being felt in the kinds of places that we have been going," said LCDR Steve Walls, officer-in-charge, Detachment Helicopter Squadron Light 33. "It's now known by these drug smugglers that the Navy is involved, and when they see the Navy they think twice."

Sometimes everything goes according to plan and everyone has the correct information.

"You've got all the input fused together," said Walls. "You've got your brief on the 'big picture' on how things will happen, what the vessel looks like and what they're carrying. When that happens, it's exciting, because you know you're doing something. Even if you don't find the guy, at least you know you've had the best chance."

"If you did those types of ops all the time, it would be extremely valuable," said CDR Clark. "But, it takes a tremendous effort. I see JTF 5 going in that direction, but it takes a lot of intelligence — and a lot of luck to know where the needle in the haystack is going to be."

The Navy's long range anti-submarine warfare patrol aircraft, the P-3, operates communication and sensor systems especially effective for long-range capability. The aircraft can quickly search a large area, locate and identify a possible drug-smuggling vessel or plane.

The E-2C's and the P-3's main objective is surface surveillance. They work with Navy *Vikings*, *Seahawks*, *Tomcats* and others, along with Coast Guard HU-25s and an assortment of Navy and Coast Guard ships.

CDR Fred Gay, CO of Patrol Squadron 47, said the P-3 squadrons provide data on a specified area and report any unusual activity to JTF 5.

The tactical coordinator on the P-3 works in conjunction with the sensor operator using preflight intelligence and inflight data to determine which radar contacts should be investigated.

The E-2Cs evaluate contacts and help vector Navy or Coast Guard ships to intercept suspect ships or aircraft.

The E-2s also expedite the use of the interceptor aircraft.

"We can direct them to the ships," Clark continued. "This way, we're getting the maximum use of an interceptor in the short amount of time he's

airborne, rather than having him search all the open water."

"Interceptor aircraft don't have the same radar range that our system has," explained CDR Dave Geubert, CO of VAW 88 Reserve Squadron, Naval Air Station Miramar, Calif. "Therefore, we are able to look at the entire surface and air picture and vector the

## The key is intelligence

Story by JO1 Bill Miles

On television, they wear jackets with the words POLICE or SHERIFF emblazoned across their backs. They break down a crack house door — chase the bad guys — are interviewed on national television.

When DoD plays its part in the nation's counter-narcotics efforts, military members don't get such publicity. But that doesn't mean they are less dedicated or have an insignificant role in anti-drug operations.

"We won't see our names in lights, but we do play an important part in the counter-narcotics strategy," said Coast Guard RADM William P. Leahy Jr., Commander, Joint Task Force 5. JTF 5 is DoD's anti-drug surveillance command in the Pacific.

Besides the detection and monitoring of drug smuggling, JTF 5's mission, according to Leahy, is to support other law enforcement agencies with DoD assets to carry out their missions, and to also provide, within the law, intelligence and information to other law enforcement agencies in the execution of their duties.

"We are proceeding very well," Leahy said. "We're operating 24 hours a day now. We interface with 10 to 20 commands each and every day. We have assets out there under



U.S. Coast Guard photo

**USS Ainsworth (FF 1090) and a Coast Guard cutter team up to patrol the waterway.**

our tactical control working for us, both surface and air."

Some vessels are assigned to JTF 5 and are fully dedicated to the drug mission. JTF 5 has tactical control over those vessels and provides them with patrol orders and the latest intelligence prior to sailing. In addition, all Navy ships in the Pacific have a copy of the suspect vessel list, including 7th Fleet ships operating in the Western Pacific and Indian Oceans.

Another part of JTF 5's job is to act as a clearinghouse for anti-drug intelligence and information.

"We're taking intelligence from law enforcement and DoD intelligence agencies and fusing it," Leahy said. "With analysts putting all the pieces together, we can probably come up with some good hard intelligence to work on. That's what we're looking for."

# Pacific drug interdiction

Even a weekend boater can be boarded and inspected at any time.

interceptor aircraft or the interceptor ship to these different targets."

Geubert also adds that as reserves his crews supplement active-duty personnel on the weekends to make sure the entire window is covered.

"Our mission is to go out and look at military targets — relay their position, who they are, where they come from," said Walls. "But really, we're doing the same thing, except now we're looking at civilian contacts, primarily, and passing some very similar information back to the ship."

"On a typical mission, we may go out and search an area for several hours before coming back to base," said LT Rich Alexander, Air Anti-Submarine Squadron 38. "Our role is to provide our operational chain of command with locations or possible contact reports on vessels that may be carrying drugs."

When a ship fits the description of what the chain of command is interested in, then pictures are taken.

"Contacts are photographed and positions are marked along with their course and speed and then relayed to our chain of command," said LT Bill Borders, VS 38.

"We're just a small piece of the pie in the whole interdiction effort, said Alexander, "and I am glad to be able to participate in it. The military is an asset that has the capability, both from the hardware standpoint and a training standpoint. I am glad to see us being used for it."

CDR Clark thinks it's an intelligent approach to do what we can with what we have, based on the information we have. "The haystack is so big and the needle so small, that you can't get all of them," he said. "We're doing things we can do, and we stand ready to help." □

*Brandon is a writer for All Hands. Information for this story was provided by JO2 John Joseph, NIRA Det. 5, San Diego.*



Photo courtesy of U.S. Coast Guard

Intelligence is passed on to one of the three main law enforcement agencies that JTF 5 works with — U.S. Customs Service, the Coast Guard or the Drug Enforcement Administration. They act on the information and make the arrests. The Posse Comitatus Act, passed by Congress shortly after the Civil War, prevents the military from functioning as a law enforcement agency. Thus, DoD's mission is strictly a supporting role.

The law enforcement agencies and JTF 5 are trying to stop the flow of drugs into the United States from different locations all around the Pacific and Indian Oceans.

"Our area of responsibility... goes from the West Coast of the United States west to the southern tip of Africa," Leahy said. "It includes the Golden Triangle of Burma, Thailand and Laos, and the Crescent Triangle of Pakistan, Iran and Afghanistan ... which are major sources of drugs."

Trying to figure out how much JTF 5 may be helping to slow this flow of drugs into the country is hard to measure.

"How do you measure interdiction?" Leahy asked. "We do know that the drug guys have changed their *modus operandi* — we know that, so we must be doing something right. That might be one way

to measure job success."

The admiral said another way to measure success in intelligence gathering is the response of the agencies who use the information.

"Those agencies keep coming back for more, and if you don't provide them with what they want, they're not going to come back," Leahy said. "I think we have been successful in our mission and I think we will be more so as the interaction and the cooperation continues to get better and better."

The interaction and cooperation have already reached a high level. The people involved in the effort to prevent drug importation understand that coordination is one of their most important tools.

"Contact with law enforcement agencies is more frequent," he continued. "The contact is on a daily basis. They know we're here, not to grab a 'share of the spotlight,' but to assist them and to support them with either assets or with intelligence."

You may not see them on television, but with little fanfare, JTF 5 works with other agencies gathering intelligence to counter drug smuggling. □

*Miles is assigned to Public Affairs Office, Naval Base San Francisco.*



# Operation Just Cause

## *Navy support vital to Panama action*

Story by Jan Kemp Brandon

The morning of Wednesday, Dec. 20, 1989, people across the nation woke with surprise to the news that the United States had just sent troops into Panama.

At 1 a.m., according to White House sources, "the President had directed U.S. forces to execute a pre-planned mission in Panama to protect American lives, restore the democratic process, protect the integrity of the Panama Canal treaties and apprehend General Manuel Noriega."

Code-named *Operation Just Cause*, the action involved approximately 11,000 U.S. service personnel who combined forces with the 12,000 military members already stationed in Panama.

For quite some time the tension in Panama had been building. Noriega was indicted by two federal grand juries in Florida on drug-trafficking and corruption charges. Then came the questionable national elections in which the strongman put down his opponents with brutal force.

"We tried for more than two years to resolve, by peaceful means, the difficult relationship that had developed with the government of Panama," said Secretary of Defense Dick Cheney.

In addition, military personnel and their families who ventured off base were sometimes harassed by the Panamanian Defense Force. Although most of these incidents were not serious, it made people anxious and life uncertain.



Photo by Spec. John R. Morland

The situation came to a head when the pro-Noriega legislature declared Panama to be in a "state of war" with the United States. A day later, on Dec. 16, the shooting death of an off-duty unarmed U.S. Marine lieutenant, and the beating and harrassing of a U.S. Naval officer and his wife finally pushed the United States to take action.

Many of the military personnel at Naval Station Panama Canal, which is situated on both sides of the canal and across the waterway from Panama City, were notified just prior to the operation.

Seaman Apprentice Kellie L. Rode, assigned to the Public Affairs Office,

**An urban area turns into a "combat zone" during *Operation Just Cause*.**

was awakened at approximately 11:30 p.m., Dec. 19, by Master Chief Master-at-Arms John Galstad and Auxiliary Security Force personnel at her off-base bachelor enlisted quarters, located 20 minutes from the base and on the east side of the canal. She, along with other enlisted personnel, were brought back to Rodman, a more secure area, to spend the night.

"I was kept awake most of the night by the bombing and gunfire," said Rode. "I was excited because nothing like this had ever happened to me before. I can't say I wasn't scared,

# Operation Just Cause

though. I think anyone would get scared during a war."

The Auxiliary Security Force, with 27 enlisted personnel and one officer, has had special training in dealing with crisis security matters. When activated, the Auxiliary Force augments the number of security personnel on base.

LCDR Ken C. Purdy, the Naval Station's supply officer, was called by the base XO to report back to work at 11:30 that evening. But the call came as no surprise to him.

"We spent the previous night assisting Navy SEALs with their arrival at Howard Air Force Base and getting them settled on the barracks barge," said Purdy.

Others, unaware of the pending action, woke to the sound of gunfire during the night.

"In the early morning hours, I was awakened in my quarters at Fort Amador by live fire on three sides of me," said LCDR Sara Leasure-Nel-

son, director of medical/dental services at NavSta.

"Gunfire came from The Bridge of the Americas on one side, the PDF barracks on the other side," she said, "and the Comandancia, PDF headquarters, was in flames just outside my living room window."

Days prior to the invasion, Navy personnel were put on Personnel Movement Limitation Delta, which restricted them from all public places and permitted travel only between U.S. facilities and installations and on routes that were patrolled by U.S. military personnel. However, the evening of the 19th, PML Echo went into effect as soon as the invasion started. "Echo" meant you were to stay put wherever you were.

"I received no official notification, though the days before the 20th gave informative innuendos by the presence of new and specialized units and intriguing, unique requests for supply or support," Leasure-Nelson said. "My first official notification was via the U.S. armed forces radio broadcast."

Fort Amador is informally divided into two sections, lower and upper Amador. Lower Amador, which is about 100 yards from PDF buildings, was being evacuated as U.S. troops made a complete sweep of all the homes.

"There was a lot of gunfire and bombing in that area during the sweep," said ENS Kristin A. Reynolds, NavSta PAO.

At the same time, Panama-based U.S. naval forces, under the command of RADM Gerald E. Gneckow, Commander, Naval Forces Southern Command, were tasked to provide patrol craft to escort ships through the Panama Canal and to conduct patrols along the waterway as far north as the Gatun Locks, approximately 35 miles from Panama City. The Naval Small Craft Instruction and Technical Training School, which trains sailors from Latin American nations, was tasked to provide boats and crews to

accomplish this mission since all naval special warfare forces were otherwise committed.

Consequently, about 40 of NavSCI-ATTS instructors and sailors were responsible for protecting canal shipping throughout the operation. Waterborne patrols and escorts were on alert to thwart attempts to disrupt shipping, according to CDR Robert E. Nelson, NavSCIATTS' CO.

Navy family members and U.S. civilian employees all over Panama were taking cover and waiting out the night to see what the next day would bring.

"We were watching television when we heard gunfire," said Pat A. Gneckow, wife of RADM Gneckow. "We hit the floor. The gunfire sounded like it was in the yard. We spent the night with metal coverings on the windows listening to the constant gunfire.

"Around 2 a.m., Army soldiers came around knocking on doors, saying 'This is not an exercise. Stay away from windows and douse the lights so soldiers won't be silhouetted.'

"At first light," she continued, "I could see people huddled under the carport in the house across the street. These buildings have carports that comprise the entire ground floor. Therefore, the houses are built on stilt-like foundations. During the night, they had tried to get across the street, but there was too much cross-fire."

By early morning, approximately 50 people moved from the carport into the Gneckow's house. Fortunately, Mrs. Gneckow's daughter-in-law, who had spent the night there with her two children, had extra formula and diapers to share with the babies that came with the influx of house guests.

"My biggest worry," said Mrs. Gneckow, "was that someone might get hit by ricocheting shrapnel or bullets. The curtains were kept drawn and everyone kept their heads down."



During the military operation, a medical helicopter prepares to land a safe distance away from the action.



**A blindfolded and restrained Panamanian Defense Force prisoner receives a drink of water from an MP.**

By nightfall everyone returned to their own homes.

Others were not so fortunate to be with friends or family when the fighting started.

"I was alone and the electricity had been cut off. I don't know by whom," said LCDR Leasure-Nelson. "But I prepared for evacuation or flight, which ever became necessary. I waited and watched."

On Dec. 22, Leasure-Nelson was able to return from Fort Amador to her unit at Rodman and become involved in support efforts, along with other available personnel, for sailors and Marines and their families.

Although Navy personnel remained on Echo alert until 3 Jan., the day Noriega surrendered, they were not as restricted during the daylight hours.

"We delivered messages," said Leasure-Nelson, "baked goods, coordinated volunteer efforts and arranged for transportation, depending on the need."

Other sailors supported *Operation Just Cause* in a variety of ways, such as standing watches, working with the media center, guarding Panamanian detainees, providing security and supplying fuel.

Fuel was just part of the essential support provided during this mission. Fleet support is what Naval Station Panama Canal is all about. Usually, more than 586 people provide that support to U.S. Navy and other vessels, and to operational tenant commands aboard the station.

Of that number, however, 436 are civilians, and 28 sailors serve on the Auxiliary Security Force during any crisis situation. So on the day of the operation, approximately 120 active duty support personnel suddenly found themselves responsible for roughly 1,600 sailors and Marines involved in combat operations and station security.

The galley had only eight people working during the first 33 hours of the invasion. The galley not only remained open, but the crew turned out three hot meals a day. The food service crew was reinforced with six volunteers by Thursday morning, and by Friday night, midnight rations were available from 11 p.m. to 2 a.m.

But the greatest coup of all was Christmas dinner. Turkey, ham and roast beef, with all the traditional trimmings, were served to 2,100 people, including 1,100 complete

dinners sent out into the field.

To add a little flavor of home, volunteer Pam Clifton organized people to bake cookies. "I collected about 20 dozen just from my street alone!"

At the galley, Mess Management Specialist 1st Class Ginny Huddleston said, "I want to thank all the people who came over here of their free will, because they really helped. We wouldn't have been able to make it without them."

"*Just Cause* was a classic example of one team, one effort," said CDR Richard Kelly, NavSta's XO.

Prior to *Operation Just Cause*, life in Panama had become increasingly uncomfortable for sailors and their families. Since *Just Cause*, life has improved somewhat.

"Life is a lot less tense now," said SA Rode. "You don't have to watch who's behind you, but it's still not as safe as everyone would like it to be."

The factor of risk is always there, but, "overall, it certainly is much better, knowing that if you go off base, you will not be stopped by the PDF and harrassed," commented Purdy.

But some feel that life in Panama continues to be uncertain even after the operation.

"Like a body recovering from a debilitating trauma, there must be a convalescent period with constant supportive therapy," concluded Leasure-Nelson. "Panama must now grow to pay the daily price of democracy to gain and maintain her national strength." □

*Brandon is a writer assigned to All Hands. Contributors to this story: ENS Kristin A. Reynolds and Pat Walker, Public Affairs Office, Naval Station Panama Canal.*

# Women veterans honored

## *Memorial planned for women who served*

Story by JO1 Milinda D. Jensen and JO1 Dennis Everette

There's an estimated 1.2 million living women veterans and more than 200,000 serving in today's armed forces. A law authorizing construction of a memorial to recognize the contributions of military women — past and present — paved the way for the creation of a foundation to raise money for the memorial in Washington, D.C.

"For the first time in the history of this country," said retired Air Force Brigadier General Wilma L. Vaught, "there's going to be a memorial in our nation's capital to honor the women who have done so much to make this country great." Vaught is president of the Women in Military Service for America Memorial Foundation, Inc.

Arlington National Cemetery Memorial Gate area will be restored and integrated with the women's memorial. The design features 10 triangular glass spires lining a hemicycle-shaped building. Architects say the spires commemorate the role of women who served in the military and symbolize their contributions. To symbolize the passage of women through barriers that have existed in the military, architects designed stairs passing through niches in the hemicycle and ascending to the upper level of the structure.

A computer register will have the names, records of service, photos and memorable military experiences of each registered woman's service time. Individuals may register themselves or sponsor women who are unable to

sponsor themselves.

Since the Revolutionary War, women have been serving the armed forces — some in support roles, others disguised as men to get the job done. They served in both the Civil War and in World War I, mostly as nurses.

During World War II, approximately 400,000 women served in jobs ranging from stenographers and technicians to truck drivers and gunner's mates. There were more than 200 casualties, mostly Army nurses and Women Air Force Service Pilots. Several hundred women were decorated for heroism.

Working primarily as nurses during the Korean War, women served on hospital and troop ships and in state-side and overseas hospitals. They also worked as flight nurses on evacuation aircraft.

During the Korean War an advisory committee was established to advise the Department of Defense on policies and matters relating to women.

More than 19,000 women served in Vietnam. Most women were still in conventional roles — administration and medical — for almost another decade after that.

Since the beginning of the all volunteer force in 1972, the Navy has steadily increased the number of women, and assignments have expanded beyond traditional billets. Women's roles in the Navy took a big turn in 1978 when the law prohibiting the assignment of women to sea



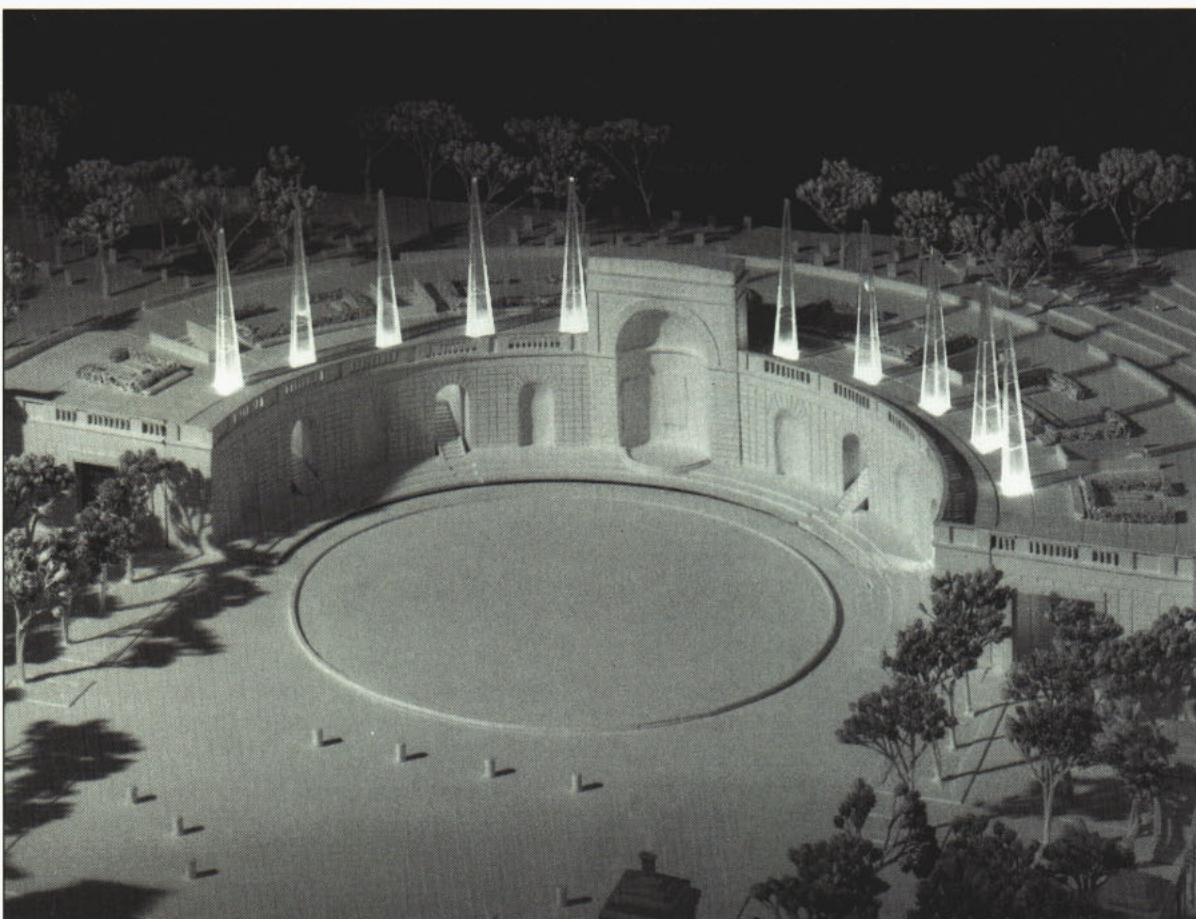
World War II nurses adjusted to tent life while serving the wounded just behind battle lines.

duty billets on ships, other than hospital and transport ships, was amended.

Repair ship USS *Vulcan* (AR 5) made history in 1980 when it returned from a five-month Mediterranean cruise with women aboard.

By 1987, then-Secretary of the Navy James H. Webb Jr. approved a clearer definition of "combat mission." He authorized assigning women to selected ships of the Combat Logistics Force — certain oilers, ammunition ships and stores ships. Air crew billets with shore-based Fleet Air Reconnaissance squadrons also opened up.

The percentage of Navy enlisted women is expected to increase to 9.6



Above: Artist's conception of the military women's memorial. Right: LT Iris Taskalos aboard USS *Sanctuary* off the coast of Vietnam in 1969.

percent of the total force and women officers to increase to 10.6 percent of the active end strength by the end of FY91.

"I think the Military Women's Memorial is the most important thing that's going to happen since the suffrage act was passed," said Vaught. "The thing that's going to make this a reality is women rising up to help as they've helped to get things done through the years. Over and over we keep hearing, 'It's about time.'

"We'll be recognizing more than 200 years of service of 1.6 million women," she continued. "We still have a long way to go. The legislation mandates that the money to build the memorial must be in the bank by Nov. 6, 1991. We need to raise \$15 million by that time."

Vaught was elected as president of the memorial foundation's board in 1987. She and one volunteer began a



Courtesy of Women's Memorial Foundation

letter writing campaign. Since then, the foundation has grown into a full time staff of eight people.

Although the memorial will be built on federal land, it will not be federally funded.

The memorial cannot be built without the support of interested patrons. If you would like to register or con-

tribute to the effort, contact Women In Military Service for America Memorial Foundation, Inc., Dept. 560, Washington, D.C. 20042-0560, or call (703) 533-1155 or 1-800-222-2294. □

*Jensen is a writer for Naval Aviation News. Everette is a writer for All Hands.*

# Tugmaster braves storm

Story and photo by JO2 Todd E. Hansen

It was a wild and wet evening for Boatswain's Mate 1st Class Alan Pruyne. As the tugmaster of one of Charleston Naval Base Port Services' tugs, Pruyne manned his tugboat during the height of Hurricane Hugo to help a submarine that had broken from its mooring.

"Going through Hugo was an experience I'll not soon forget," the 33-year-old Orange City, Fla., native said. "During the end of the eye we discovered a submarine had broken loose from the pier," said Pruyne. "I couldn't see a thing, even with my spotlight. My pilot house windows were broken, my radar didn't work and high winds and waves were beating up my tug.

"I tried to position the tug next to the submarine and started scanning back and forth with the spotlight. In the blackness, I could only see the sail. I couldn't tell the bow from the stern."

Winds of more than 100 mph created tough working conditions for Pruyne and his crew.

"While we were trying to get alongside the submarine," said the tugmaster, "surging waters and high winds drove us sideways."

Pruyne never got the opportunity to pull alongside the submarine — the weather conditions were too rough and a civilian tug bumped Pruyne's tug out of the way so the submarine could submerge.

For the crew of Pruyne's tug, the night wasn't over yet. When the eye of the storm passed over the Cooper River, and the submarine safely submerged, Pruyne's tug was dispatched to move another submarine that had



BM1 Alan Pruyne

broken free and was sitting on a dry dock.

"Visibility was clearer as the winds wound down," said Pruyne. "With help from a civilian tug, we pulled the submarine off the dry dock and did all we could do to keep our tugs alongside it. We had the engines 'ahead full, right rudder' for an hour and a half." Pruyne's tug weighs about 359 tons, but submarines can range in weight from 1,700 to 16,000 tons. Finally, the tugs were successful, and the submarine was safely moored against the pier.

"Pruyne exemplifies all the good stuff boatswain's mates are made of,"

said CWO 4 Bill Gray, waterfront support officer, Port Services, NavBase Charleston. "He went out there in the face of danger, with zero visibility, used his ingenuity and got the job done."

The tugmaster said he didn't think about what he accomplished out on the river that night until after the storm was over.

"During the height of the storm, I probably had the best vantage point from my pilothouse of anybody on the river. Still, I didn't get the full view of the damage done, and the perspective about what had happened until afterward.

"After it was all over, and I thought about it I said to myself, 'What the hell were you doing out there?'

"I've seen a lot of storms, but nothing on this large a scale," Pruyne continued. "Afterward the relief effort was good, and the Navy did a good job of caring for its own and the civilians in the Charleston community."

Pruyne, who joined the Navy in 1974, only recently became a tugmaster, after reporting to Charleston's NavBase Port Services in 1988. "As the tugmaster, I'm responsible for the safety and welfare of my crew and the tug," he said. "We routinely aid ships and submarines leaving or arriving in port. We move barges, too.

"Now, I guess you could say chasing down submarines in the middle of a hurricane is another part of my job." □

*Hansen is assigned to Navy Public Affairs Center, Norfolk.*

# Bearings

## Navy encourages high school students' 'Serious Pursuit'

Naval Training Systems Center recently presented Winter Park High School, Winter Park, Fla., with a copy of "Serious Pursuit," an educational computer game developed by the center to teach sailors about the Soviet Union.

The Naval Training Systems Center, located in the Central Florida Research Park, develops and acquires training systems for the Navy and Marine Corps.

Students will use the game to improve their knowledge in five categories of information about the Soviet Union: history, geography, the

people, the Soviet navy and the Soviet military in general. U.S. Navy personnel find the game both fun and informative. John Sheehan, an instructor of Russian at Winter Park High School, accepted the game for the school.

Hank Okraski, NTSC's Deputy Technical Director, made the presentation to Sheehan on behalf of CAPT Ernest L. Lewis, the center's commanding officer.

"We believe that Winter Park's students will find our 'Serious Pursuit' a useful learning tool, as do our folks in the Navy," Okraski said.

"Serious Pursuit" is contained on a single computer floppy disk. Students can use the program alone, or can compete against other students. NTSC experts are working on variations of the game's concept to teach other subjects.

NTSC presented the game to the school under the Federal Technology Transfer Act of 1986, which encourages the transfer of research and development products to the non-government sector. ■

—Story from the Public Affairs Office, Naval Training Systems Center, Orlando, Fla.

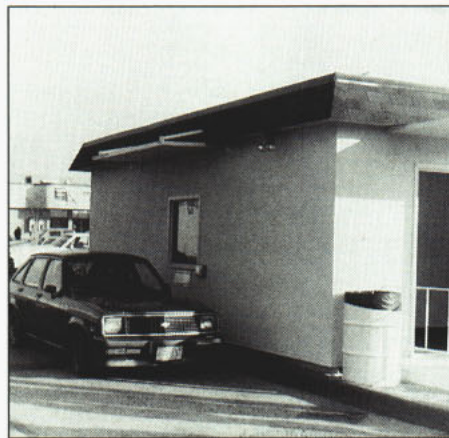
## Navy's first drive-through pharmacy opens to rave reviews

Naval Hospital, Portsmouth, Va., opened the Navy's first drive-through pharmacy six months ago. Since that time they have received nothing but rave reviews from patients for the expedited service they get when using the innovative facility.

The hospital originally developed the concept of a combination drive-through and walk-in pharmacy when faced with a severe shortage of available parking spaces in the hospital's parking lot.

"Patients coming to the hospital just to pick up prescription refills had to drive around for 15 to 20 minutes looking for a parking space," said CAPT Coy B. Lane, head of the Naval Hospital's Pharmacy Department. "The convenience of the new facility allows patients to call in their refills and then come by the next day to pick them up.

"Patients by and large really enjoy it," he said.



**A scarcity of parking makes a drive-through pharmacy a convenience.**

"Their response, either face-to-face or in writing, has been very positive. Some retirees have even written 'Letters to the Editor' in local newspapers praising it as a 'great idea' and a 'wonderful service.' I can only say, we're just trying to do the best for our patients."

Since opening the drive-up pharmacy in January, the hospital has filled nearly 2,000 more prescriptions per month, with an expected monthly average output of 12,500. Lane said some of the increase is due in part to the hospital's workload increasing with doctors able to see more patients; therefore, more patient prescriptions to be filled. All prescriptions are filled in the hospital's main pharmacy by licensed pharmacists. Patients call in their prescription refill a day in advance to allow staff members to check and fill the prescription and have it waiting to be picked up at the customer's convenience.

In emergency situations, refills are filled and ready for pick-up the same day inside the hospital at the main pharmacy. ■

—Story and photo by JO1 Bill Koppinger, Public Affairs Office, Naval Hospital Portsmouth, Va.

# Bearings

## Child is saved from critical, allergic reaction to food dye

A young boy was recently rescued from a dangerous strawberry while on a commercial flight into Puerto Rico.

Navy dentist LT Gary K. Roberts was on the same flight, returning from holiday leave, when the 11-year-old Hispanic boy, who wasn't identified, suffered from an acute allergic reaction to strawberries served to the plane's passengers in the first class section.

Roberts, who is assigned to Naval Mobile Construction Battalion 5, homeported in Port Hueneme, Calif., and recently deployed to Roosevelt Roads, Puerto Rico, responded to an emergency request for medical assistance passed over the aircraft's public

address system.

The child, according to U.S. Naval Hospital, Roosevelt Roads, had a history of food dye allergy and the strawberries were probably treated with red food dye to enhance their visual appeal.

The child suffered from acute respiratory distress and developed facial swelling and hives. Roberts injected medicine found in an airline first aid kit which reversed the effects and maintained the child's respiratory functions until his condition normalized.

Roberts said he relied on emergency medical training received as a general practice resident at Naval Hospital, Oakland.

"The general practitioner residency in the Navy is the best in the country," he said, "because you spend time in a variety of clinical specialties and get a thorough review of the whole of medical management."

Roberts said he was anxious when first responding to the call, but found the situation, although critical, basic.

"It's the advantage of residency," he said. "Normally a dentist doesn't run across this. With a hospital background, you get to see this type of thing often and so your training takes over." ■

—Story by JO2 Daniel Klobnak, Public Affairs Office, Naval Mobile Construction Battalion 5, Port Hueneme, Calif.

## Navy helps repair Indian fishing boat at sea

Seven Indian civilian sailors, who had been adrift in their disabled boat for eight days, got back under way recently, thanks to the efforts of two San Diego-based Navy units operating in the North Arabian Sea.

A 50-foot wooden fishing boat was sighted by an S-3A *Viking* aircraft crew, attached to Air Anti-Submarine Squadron 21, deployed on the aircraft carrier USS *Enterprise* (CVN 65). The S-3A aircraft, "Beefsteak 702," was conducting routine operations in the North Arabian Sea while attached to Joint Task Force Middle East when they noticed something unusual.

As the pilot, LT Pat Lyons, positioned the aircraft for a run-in on a contact, he spotted a small vessel four to five miles away. After the boat was identified as a wooden fishing vessel, mission commander LCDR Dave McAleer noted, "Something

just didn't look right when we first flew past the boat, so we went back around to take a look."

As the jet circled, people appeared on deck, waving sheets, towels — anything that would attract the attention of the U.S. Navy air crew.

The cruiser USS *Long Beach* (CGN 9) was dispatched to the scene and sent one of her small boats to the disabled craft.

The stricken boat had a broken propeller shaft that had left the vessel unable to proceed under its own power. The small craft had been at sea for 15 days, the last eight without power because of the broken shaft. The crew was low on both food and water when *Long Beach* pulled alongside.

The seven crew members were examined by a *Long Beach* medical team and found to be in good health.

Machinery repairmen and welders assigned to the cruiser worked for more than four hours to manufacture and repair the parts necessary to get the vessel moving again.

Shortly after 8 p.m., the repaired shaft was transferred to the Indian vessel for installation by its crew. Meanwhile, *Long Beach* sailors gathered food, water and fuel that the seven Indian sailors would need to continue their journey.

At midnight, 12 hours after the small fishing boat had initially been spotted, *Long Beach* reported to the battle group commander that the Indian vessel was under way, under its own power. ■

—Story from LT Rick Sprenkle, the Public Affairs Officer, Air Anti-Submarine Squadron 21, USS *Enterprise* (CVN 65).



# News Bights

Sailors afloat and ashore may be wondering about the security of their futures as they read and hear scuttlebutt about reprogramming, severance pay and possible personnel cuts.

VADM Mike Boorda, Chief of Naval Personnel, gives a straightforward answer. "The Navy has a strategy which has received a great deal of support, both within the Navy and on Capitol Hill, to come down in size to levels which seem acceptable," he said. "We would hope that the Navy would not have to use severance pay or separation pay at all."

If a law is passed authorizing separation pay, it would be paid only to those who were involuntarily separated. This pay would be for those people who meet all the qualifications to remain in the service, but for force reduction reasons are not allowed to stay.

"I don't think we'll be firing people in the future, and therefore, we probably won't need the separation pay," Boorda said. "It is not the goal to use separation pay. The goal of the Navy is to keep a good career force, not to separate anyone involuntarily."

\* \* \*

Federal agencies and the U.S. Navy teamed up in a recent major drug bust. A ship loaded with more than seven tons of hashish was seized along with eight crewmen off the Florida coast.

*Nina 1*, a 120-foot Honduran tugboat, was sighted about 800 miles northeast of Miami by Navy aircraft. The Coast Guard cutter *Seneca* (WMEC 906) intercepted and boarded the vessel and found about 14,000 pounds of hashish bricks. The Honduran government granted permission through the U.S. State Department to seize the ship and arrest the five Greek and three Tanzanian crew members on board. The bust was the sixth largest maritime hashish seizure in U.S. history.

The complex law enforcement operation involved numerous aircraft, vessels and personnel from DoD, the U.S. Coast Guard, Drug Enforcement Administration, U.S. Attorney's Office in Orlando, Fla., and the U.S. Customs Service.

\* \* \*

Personnel at Naval Supply Center Puget Sound, Wash., used their training to respond quickly to contain a 47,300-gallon fuel oil spill recently. The fuel overflowed during a tank-to-tank transfer operation and was initially contained on land.

Recovery procedures were started immediately and within hours oil booms and skimmers were set up at

the water's edge to contain possible seepage from the ground. Additional booms were strung around a nearby commercial salmon farm to protect the fish from any oil making its way past the initial barrier.

These precautions paid off when personnel patrolling the beach discovered oil coming from between the rocks the following day. The oil booms contained about 1,000 gallons of fuel that seeped into the bay while Supply Center personnel and a contract recovery crew worked around the clock to clean up the spill.

Geologists, pump experts and well drillers were brought in to ensure all the fuel was cleaned up. The Washington State Department of Ecology commended the center on its outstanding response to the spill.

\* \* \*

Los Angeles U.S. District Court heard the Northrop Corporation plead guilty to multiple felony counts as a result of a Navy/Air Force joint investigation.

Specifically, Northrop pleaded guilty to 34 counts of making false statements that misrepresented test results for two military programs. The corporation was fined \$17 million, one of the largest penalties ever made against a single DoD contractor.

The company's Precision Products Division makes key stabilization components for the Marine Corps AV-8B *Harrier* and guidance parts for the Air Force Air Launched Cruise Missile designed for the B-52 and B-1 bombers.

The Naval Investigative Service Command and the U.S. Air Force Office of Special Investigations are conducting an ongoing investigation by direction of the U.S. Attorney's Office, Central District of California.

\* \* \*

By launching a *Trident II* (D-5) missile in March, USS *Pennsylvania* (SSBN 735) became the second ballistic missile submarine to successfully do so.

The missile rocketed from *Pennsylvania*, which was submerged approximately 250 miles off the Florida coast. The launch was the 30th D-5 flight since January 1987 and was also the program's second Demonstration and Shakedown Operation shot. DASO launches are conducted to ensure that each submarine crew can handle, maintain and operate the weapons system safely.

*Pennsylvania* is the second *Ohio*-class submarine built specifically to carry the improved *Trident II*, which has a range of more than 4,000 miles.

# Mail Buoy

## "Abe" suffers weight loss

The article on "Abe" joins the fleet" in the February 1990, *All Hands* was interesting. However, I believe there has been a misprint on her weight. I think that should be 100,000 tons vice pounds. I further think that if a ship that size is going to sit two feet deeper than the *Nimitz*, it will take more than 6,000 pounds. Probably 6,000 tons.

— RMC(SW) Alvy W. Carroll  
OC Division  
USS *Semmes* (DDG 18)

In reference to your February 1990 article, "Abe" joins the fleet," the tonnage of this carrier must be in error. When stating that the USS *Abraham Lincoln* is 100,000 pounds, it must be 100,000 tons instead. If not, the "Abe" is the lightest aircraft carrier in U.S. history.

— ENC(SW) Johnson  
Special Boat Unit 13  
NAB Coronado  
San Diego, Calif.

• A "typo" by our writer slipped by us on this one — USS *Abraham Lincoln* (CVN 72) weighs 100,000 tons, as you point out. — ed

## Wooden ships return

Reference the caption "Last of the Wooden Ships Return" on Page 30 of your January 1990 issue; surely you realize that USS *Enhance* (MSO 437), USS *Esteem* (MSO 438) and USS *Conquest* (MSO 488) and their iron men remain in the Persian Gulf. Some of these NavSurfPac sailors have served three tours hunting mines in the Gulf with only brief respites in Conus. We will send you photo coverage when the last of the wooden ships in fact return.

— CAPT J.B. Perkins III  
Deputy and Chief of Staff  
ComNavSurfPac

• What the photographer, PH3 Thomas Petry, had in mind when he gave the picture the title "Last of the Wooden Ships Return" was that these ships are the last of the wood constructed minesweepers still in service. — ed.

## Bravo!

A well done goes out to *All Hands* for the "Home port New York" story. I hope that the sailors who will be stationed there have a better idea of the area and people they will be exposed to.

— EN1 Keith Leyerle  
USS *Princeton* (CG 59)

## No four-stackers please

Re: December 1989 issue, Page 46, article concerning Art Davis's visit to USS *Enterprise* (CVN 65).

Davis served on USS *Barry* (DD 2). The article identifies her as a "four stacker." DD 2 was not a four-stacker. USS *Barry* (DD 248) was. The article says DD 2 was coal-fired. No four-stackers were coal-fired. All had oil-fired boilers. *Barry* (DD 2) may have had four stacks (I can find no picture of it), but it was not what is commonly referred to as a four-stacker as was DD 248.

I served on a four-stacker, USS *Gamble* (DM 15), formerly DD 123, during the first two years of World War II. All four-stackers were built for service during World War I, but most saw no conflict in that war because they came off the ways too late to be of much use. The last to see service was decommissioned in 1947, although at least one was still in service as a banana boat in 1951. It was the *ex-Putnam* (DD 287) which was converted and renamed MV *Teapa*.

Many were sold or leased to Great Britain and she, in turn, loaned or sold a few to the Russian navy and the Canadian navy. The last to be scrapped was originally USS *Yarnell* (DD 143). She was transferred to the UK Oct. 23, 1940, loaned to Norway February 1942, transferred to Russia Aug. 26, 1944, returned to the UK Aug. 23, 1952, and broken up the same year.

I hope this clarifies the situation.

— Richard Hansen  
Naval Historian and President  
USS *Rudyard* Bay Association  
North Bend, Ore.

## All Hands was right

I received the February 1990 issue of *All Hands* and I must apologize for my

letter to the editor re the article in the November 1989 issue, "If you can't stand the heat..." stating that USS *Forrestal* CV 59 had 1200 PSI boilers. They do in fact have 600 PSI boilers. The temperature is correct, approximately 489 degrees Fahrenheit at 600 PSI, however, the 1200 PSI is not. I feel so stupid. It will be hard to attend the next Steam Generating Plant Inspector seminar. I am so embarrassed.

— BTC Michael E. Kosinski  
ComNavAirPac SGPI  
NAS North Island, San Diego

# Reunions

- USS *Healy* (DD 672) — Reunion Sept. 14-16, Milwaukee, Wis. Contact Robert J. McCulloch, 3136 N. U.S. 35, LaPorte, Ind. 46350; telephone (219) 326-7369.
- USS *Brown* (DD 546) — Reunion Sept. 14-16, Omaha, Neb. Contact O.K. Poulson, 8619 Nicholas St., Omaha, Neb. 68114; telephone (402) 391-4736.
- USS *Aaron Ward* (DM 34) — Reunion Sept. 14-16, St. Louis, Mo. Contact Einar Dyhrkopp, Shawneetown, Ill. 62984; telephone (618) 269-3914.
- USS *Robert L. Wilson* (DD/DDE 847) — Reunion Sept. 20-23, Williamsburg, Va. Contact Dominic Aliberti Sec./Treas., 335 Aura Road, Clayton, N.J. 08312; telephone (609) 881-0262.
- USS *Flint* (CL 97) — Reunion Sept. 20-23, Denver, Colo. Contact Robert M. Irvin, 1321 Maplewood Ave., Norfolk, Va. 23503.
- USS *Pasadena* (CL 65) — Reunion Sept. 21-23, Norwich, Conn. Contact William Muller, USS *Pasadena* Ass'n., Box 462, Drayton Plains, Mich. 48020.
- USS *Foote* (DD 511) — Reunion Sept. 21-24, Grosvenor Hotel, Orlando, Fla. Contact Wilbur V. Rogers, 12243 Brookshire Ave., Baton Rouge, La. 70815; telephone: (504) 275-9948.
- USS *Metcalf* (DD 595) — Reunion Sept. 26-29, Mesa, Ariz. Contact John M. Chittum (Chairperson), 350 South Walnut St., Huntington, W.Va. 25705-3514; telephone (304) 523-6963.



The Navy's Blue Angel flight demonstration team performs across North America at air shows from Pensacola, Fla., to Abbotsford, Canada. Photo by PH1 Bruce R. Trombecky.



**New memorial planned ● Page 42**