

Also: Marine Wives Join Their Husbands Overseas

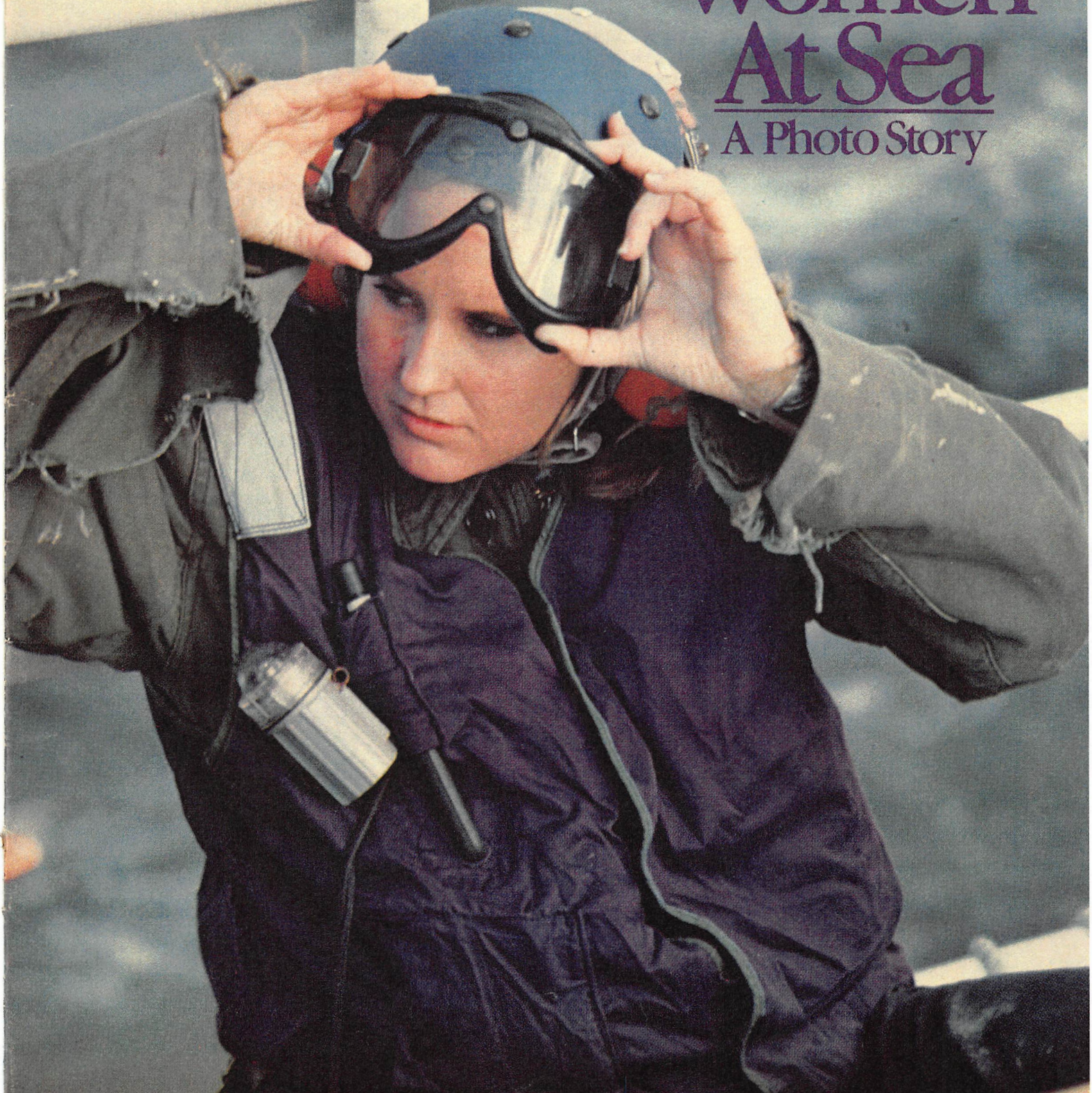
Supplement to Army Times/Navy Times/Air Force Times

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Magazine

THE TIMES

Women
At Sea
A Photo Story



MAGAZINE

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About the cover:

Seaman Apprentice (E-2) Deborah Collins takes a break during helicopter landing exercises aboard the Coast Guard cutter Gallatin. For more about the first women assigned to permanent sea duty, see page 6. (Photo by Joseph Matera)

Coming in two weeks:

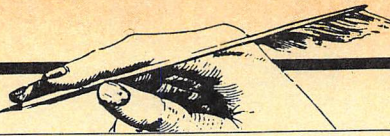
A look at some historic quarters still occupied by military families.

Army Times
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Editorial Director
Robert Schweitz

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Letters



GRAVY GRABBERS

West Coast: I began this day listening to a local newscast. A federal court rejected an Air Force NCO's appeal that he was unjustly penalized for being overweight according to AF standards.

The reasoning was that it's okay for an AF officer to be overweight as long as it doesn't interfere with his duties, but enlisted personnel must be at or under their weight limits or they are consigned to a hell of humiliation, discrimination, and kicked out of the AF. Where is the justice in a system which tolerates such inequity?

Well, after the newscast, I began reading THE TIMES MAGAZINE for Dec. 12, 1977. As I opened to the article, "When Sex Is the Problem," I saw a photo of a full colonel. Here was this man on a sofa with his wife, his belly overlapping, buttons strained to the limit.

That photo, along with the earlier newscast, was just too much for one day! I am bitter. Our "leaders" who make the rules, make the rules for their benefit and to the detriment of enlisted personnel.

This is a clear cut example of that mentality. I consider myself to be a professional as much as any officer. Yet, I'm relegated to a lower caste simply because of my stripes.

As long as the gravy-grabbers make the rules, nothing's going to change for us! Enlisteds, without togetherness, we are nothing. Let's improve our position for the better, eliminate subtle discrimination, and press on. The union moves just a little closer!

Name withheld on request

SUPER SALESMAN

Washington, D.C.: Having had the opportunity to work with Don Harlow on active duty and since retirement, I can attest to the accuracy of Richard C. Barnard's story, "The Sergeants' Super Salesman" [January 9].

The wisdom of Harlow's selection as Chief Master Sergeant of the Air Force has been borne out in his continued dedication to the enlisted force since his retirement. This issue of THE TIMES MAGAZINE should be required reading for all "blue suiters."

My congratulations to Barnard for a job well done and my thanks to the Army Times Publishing Co. for giving his piece the space it deserved.

Charles E. Lucas
Public Affairs Officer
Veterans Administration

Colorado Springs, Colo.: In reference to the article on the fine works and efforts of Don Harlow in defending military benefits.

I am in agreement that Mr. Harlow does perform well as a lobbyist for the Air Force Sergeants' Association. But there are many other dedicated military association lobbyists on the Hill who also represent their respective organizations in a professional manner.

Your article challenged the credibility and effectiveness of some of these individuals in their lobbying activity and one could assume Mr. Harlow and Bob Nolan [executive director of the Fleet Reserve Association] are the only defenders of military benefits. I know for a fact that assumption is incorrect.

Your recognition of Mr. Harlow is appropriate but I consider it very poor journalism when such recognition is at the expense of other dedicated and professional lobbyists.

CMSgt. Chuck Zimkas Jr., USAF
Regional Coordinator
Non Commissioned
Officers Association

Richard C. Barnard replies: This was not a story about lobbyists. It was a profile of Don Harlow. Like it or not, Harlow and Nolan are widely considered the best military lobbyists on the Hill. Nolan's work was detailed in our article, "A Law Is Born," Aug. 15, 1973.

Springfield, Va.: I do not share Don Harlow's admiration for Les Aspin. Mr. Aspin is my enemy. Further, I would rather Mr. Harlow be militant than reasonable. A quick look at recent history will show that small but militant groups have been very successful in obtaining their goals and objectives over majorities.

Also, I do not feel enlisted personnel will ever gain equity as long as they allow themselves and their families to be referred to by negative and demeaning titles such as:

- *GI*: A demeaning title meaning government issue. Enlisted personnel are people. They are human. They are not government issue.

- *NCO*: A negative title meaning not-a-commissioned-officer. What is wrong with Enlisted Officer?

- *Petty Officer*: As demeaning a title as one can conjure. Petty is usually defined as meaning trivial or trifling.

- *Service Brat*: I have no use for people who use this term. I do not consider it accurate or cute.

Norman L. Dodge

Send your letters to: Editor, THE TIMES MAGAZINE, 475 School St. SW, Washington, D.C. 20024.

The Coast Guard's First Women at Sea

Photographs by Joseph Matera





The idea of women at sea may be an idea whose time has come. Last May, when Secretary of Transportation Brock Adams lifted the traditional ban on women at sea, the Coast Guard became the first American armed service to grant women permanent sea duty status. The Coast Guard, because it falls under Department of Transportation jurisdiction during peacetime, is not restricted by the federal law which prohibits women on Navy combat ships at any time.

The Navy, however, has asked Congress to remove that restriction, and Congress may act this year. Within a few years, sea duty for both Navy and Coast Guard women may be commonplace.

It is not commonplace yet. Only two Coast Guard cutters, the Morgenthau and the Gallatin, have women assigned to their crews. They reported aboard last fall. Their performances, and how smoothly the transition to coed crews is made, are being watched carefully not only by Coast Guardsmen, but by Navy people and their families.

Last November the 378-foot cutter Gallatin sailed from the Coast Guard base at Governors Island, N.Y., for a 17-day fisheries and law enforcement patrol. Aboard were 12 women, all volunteers.

Also aboard, for one week of its cruise, were Staff Photographer Joseph Matera and Managing Editor Marianne Lester. On these pages, they examine how the men and women of the Gallatin adjusted to the realities of a coed crew at sea. In a future issue, they will report on other aspects of the cutter's mission.



Capt. Alan Breed goes over charts with navigator Lt. (jg) Susan Ingalls.



Seaman Apprentice (E-2) Deborah Collins (opposite page) and another crew member tie down a helicopter during landing exercises on the Gallatin's flight deck. While waiting for the chopper landings, tie-down crews sit in nets suspended over the side of the 378-foot cutter (left).

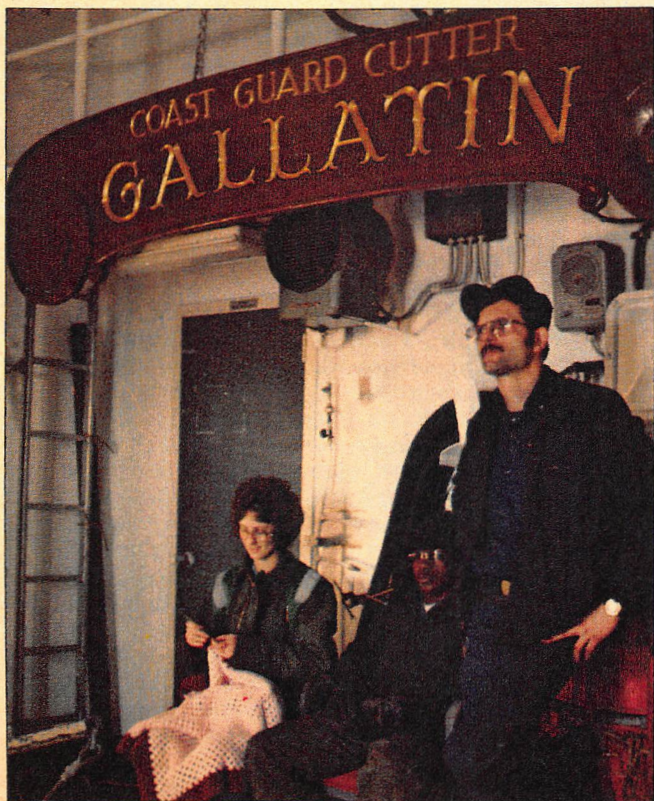


Left: Seaman Apprentice (E-2) Annette Clark and Boatswain's Mate Third (E-4) Judith Carey pull the mooring ropes as the Gallatin docks in Wilmington, N.C., escorting into port a ship suspected of smuggling marijuana.



Above: The 10 enlisted women on the ship share a cramped berthing area separate from those of the male crew. The women are (left to right): Radioman Second (E-5) Janice Shawdeh, Radioman Third (E-4) Vikki Robillard, Seaman Apprentice (E-2) Deborah Collins and Boatswain's Mate Third (E-4) Judith Carey.

Left: A hospital corpsman must be present during flight exercises, though needed only in an emergency. Most male corpsmen fill the time with a book; Hospital Corpsman Second (E-5) Saskia Shoen brought her crocheting.

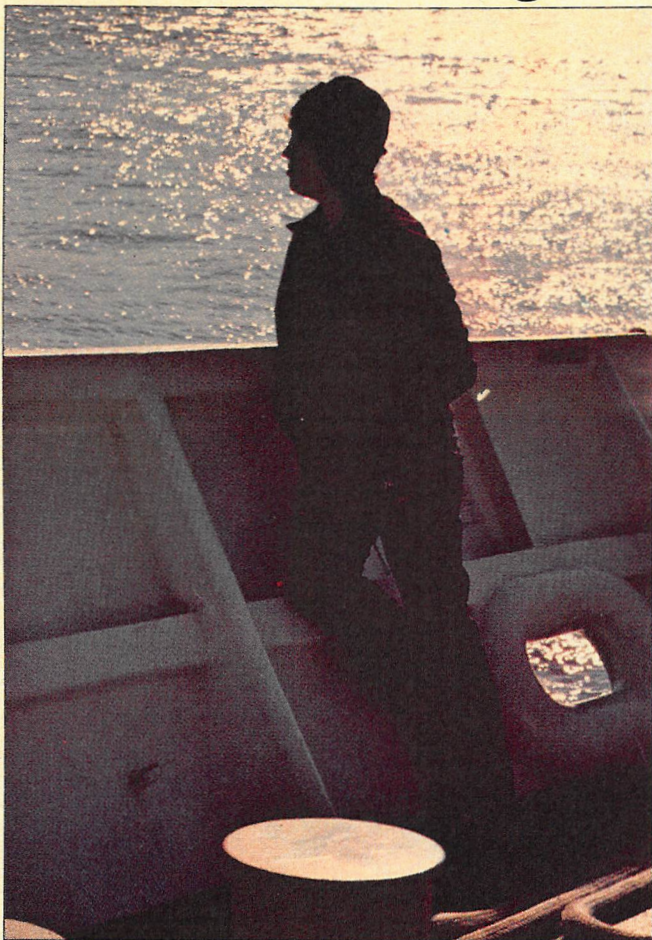




Above: After a few days on the first cruise, women fit in effortlessly with the male crew on the Gallatin. Storekeeper Second (E-5) Rebecca Burreight joins her co-workers for a quick meal in the enlisted mess deck.

Left: Seaman (E-3) Kathleen Hughes performs the traditional lot of sailors everywhere — the painting and scrubbing which keep the Gallatin shipshape.

Women on the Gallatin: Smooth Sailing



A sailor enjoys a tranquil moment on the 17-day cruise.

By Marianne Lester

Awoman's work is never done!" grinned a male ensign as Lt. (jg) Susan Ingalls rushed into the wardroom from the bridge, swooped up a pile of papers, and hurried off to a meeting. Ingalls smiled. For the men on the Coast Guard cutter Gallatin, it was a rare reference to the female presence in their previously all-male bastion.

In fact, the most noteworthy thing about this shattering of precedent was that it went so smoothly. As one of only two Coast Guard ships with women assigned as permanent crew members, the Gallatin had received a fair amount of publicity ever since the women reported for duty last fall. A 10-person berthing area with adjoining bathroom facilities was selected for them. A few items appeared in the ship's store — Tampax alongside the Old Spice.

Special "rap sessions" for the male crew were held to discuss the impending change. The commanding officer, Capt. Alan D. Breed, even sent letters to the families of the crew outlining what could be expected with women aboard. "I told them that women were permanent crew members and would be treated as such. I said I had faith in the crew to do its job and that I didn't anticipate any problems," says Breed. But despite the captain's public optimism, most of the crew *did* expect at least some problems.

Yet by mid-way through the first cruise, the women had become such a common sight on the Gallatin that their presence already was unremarkable. Perhaps to the disap-

pointment of the press and the surprise of the crew, the women seemed to be integrating with few hitches.

Not that everyone on the crew was delighted to have women aboard. Although the number of women was small — only 10 enlisted women and two officers among a crew of 165 — there was resentment among some male crew members that *any* women were there. One rumor had it that a couple of men had gone so far as to request reassignment from the Gallatin.

Why? Sea duty has always been a *refuge* from women and families, said some men. "I go to sea to *get away* from women," said one young enlisted man angrily. "It's always been the one place to relax and not have to think about broads or sex or any of that. Christ, can't we even have that anymore?"

A few other men were openly hostile. Seaman Apprentice (E-2) Deborah Collins, 22, said a couple of men had made obscene remarks to her and other enlisted women. "I finally talked to one of the officers about it," she said. "It's not that I was shocked by the language. I just don't see why I should have to work in that kind of atmosphere."

But that sort of overt animosity was an exception. Far more men were simply skeptical and nervous, afraid they couldn't be themselves in front of women.

"Man, I hate for the girls to hear the kind of language we use," said one seaman. "I feel like I've got to be on my toes in the crews' study and the mess deck."

"And what's gonna happen when we put into port somewhere? Like, when you get shore leave in Haiti, there are only two things to do — drink and whore. Now what are these girls going to think of that?"

Seaman (E-3) Michael Anthony was concerned about his image. "You know, when I'm ashore I'm a different person than when I'm at sea. I get all duded up and act like a gentleman. Out here, I'm not so polite. I curse. I look like a mess, all dirty from work."

"And we roughhouse a lot. It gets boring out here, so after a while you'll hear, 'Hey, let's get him!' and we all jump some guy and strip his clothes off and throw him in the shower or something."

"How can we do that now? How can we be ourselves? Man, if the women find out what we're really like, they're never gonna believe our gentleman act when we're ashore!"

Still, the worst obstacle to acceptance the women faced was skepticism about how well they would perform their jobs. In that respect, most men were happily surprised.

In the first place, *most* of the work done on a cutter like the Gallatin doesn't require great physical strength. It doesn't matter if an electronics technician, the ship storekeeper, the hospital corpsman or a seaman painting a hatch cover is male or female.

But even when more physical labor was necessary, the women held their own, whether the job was lowering the sideboats or attaching the mooring lines to a pier. When the heavy wooden landing pads for the helicopters had to be carted off the flight deck, one female boatswain fell right in with the four or five male crewmen doing the job. A couple of the men looked startled at first, then pleased.

Some crewmen had worried about the women's ability to adjust to life at sea. What they may have forgotten in the blaze of publicity about female crew members was that many male crewmen on the Gallatin also were experiencing their first sea duty.

"The women certainly do as well as the male crew," said one rugged-looking chief petty officer (E-7). "And in many cases better. I think a lot of us are relieved." He smiled wryly. "Maybe even surprised."

There were some small shocks for the crew. The sound of a woman's voice on the radio: "Now, boat loading crew and boarding party to the starboard boat." The first sight of a woman at the helm. A female hospital corpsman quietly crocheting during helicopter landing exercises. (A corpsman

Marianne Lester is managing editor of THE TIMES MAGAZINE.

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LOST LOUISE FOUND A CHICKEN CASSEROLE.

A deep male voice answered the phone. "Gee, Louise is pretty tied up right now . . ." Then Louise Clark picked up the phone. "Hello? Oh, yes, from THE TIMES MAGAZINE? And how are you?"

I apologized, saying I gathered it was not a good time to talk. Louise laughed, "Well, to tell the truth we're in the middle of having a wedding here in half an hour. Tommy is getting married."

I quickly said goodbye and called back the next day.

Louise, wife of retired Navy Cmdr. Samuel E. Clark (called "Jimmy" since Navy days since he couldn't stand being nicknamed "Sammy") said the wedding had gone smoothly.

We already knew Louise was a capable cook. She sent a winning cookie recipe to our 1977 Holiday Recipe Contest but there was no return address. When we printed the winners we asked anyone who knew "Lost Louise" to tell her to contact us for her cookbook prize. Soon a long letter arrived.

"Found" Louise's letter included

many interesting recipes, especially some for chicken. Both Louise and Jim are cholesterol conscious and have found chicken and fish to be good solutions to eating too much cholesterol.

This creamy casserole can be made with butter or margarine, milk or half and half, depending on your calorie and cholesterol situation.

CHICKEN AND ARTICHOKE HEARTS

- 1 10³/₄-ounce can chicken broth
- 2-3 pounds chicken breasts
- 1 9-ounce box frozen artichoke hearts
- 6 tablespoons butter or margarine
- 1/4 cup flour
- 1/4 teaspoon salt
- 1/8 teaspoon pepper
- 3/4 cup half and half or milk
- 1/2 cup grated parmesan cheese
- 2 tablespoons dry sherry
- 1/2 teaspoon dried rosemary, crushed
- 3/4 pound fresh mushrooms, sliced or
- 1 14-ounce can mushrooms, drained

Heat chicken broth in a medium saucepan or skillet. Put in chicken breasts and simmer, covered, until tender, about 15 minutes.

Remove chicken breasts from broth and add frozen artichoke hearts. Cook until tender but not mushy. Remove artichoke hearts from broth. Save broth.

Remove bones and skin from chicken. In a greased casserole or baking dish arrange boned chicken pieces and artichoke hearts.

Preheat oven to 325 degrees.

In a medium saucepan over medium heat, melt 4 tablespoons of the butter or margarine. Slowly stir in the flour, salt and pepper. Mix to keep smooth. Add the saved chicken broth, a little at a time, stirring to keep smooth. Cook, stirring, for about 2 minutes. Add half and half or milk and stir well. Cook until the sauce thickens.

Stir in cheese, sherry and rosemary and heat through. Turn off heat. In a separate saucepan heat the remaining 2 tablespoons of butter or margarine and use to saute mushrooms.

Pour the cheese sauce over the chicken and artichoke hearts in the casserole or baking dish. Add mushrooms and bake, uncovered, in preheated 325 degree oven until browned and bubbly, about 30 minutes.

Yield: Makes 4 to 6 servings. □

WOMEN ON THE GALLATIN

From page 11

must be present, but is needed only in an emergency. Male corpsmen usually read a book.)

But these novelties soon began to wear off, and the women simply joined the men on watch, ate with them in the mess deck and wardroom, worked alongside them throughout the ship. Experienced sailors seemed patient as they taught the details of ship duty to the women.

One rainy, windy night a young boatswain patiently made the rounds with a new woman, carefully explaining everything the boatswain of the watch had to check. The decks were slippery and rain pelted hard on their faces, but they clambored up and down the ladders together, intent on their job. When they returned to the bridge, both soaked, each looked pleased.

That walk around the ship was an example of the cooperation the men and women on the Gallatin exhibited. Unlike many black crew members, the women didn't cling together in a clique. The cramped berthing area the 10 enlisted women shared could have been a refuge if they had chosen to isolate themselves during off-duty hours. They didn't.

When they weren't on watch, the women joined the rest of the crew in the recreation decks for movies, or curled up in a corner of the crew's study with a book. "Integration" of women and men — at least on this ship for the first week — seemed total and almost effortless.

And what about sex, romance, infidelity? A few married crewmen said their wives had been a little nervous about having women on ships with them. A number of Navy wives are concerned, and many are opposed, to women serving at sea.

For those service wives, a few words:

Life aboard ship is different, very different, from life ashore. To begin with, there is very little privacy — only the

captain has separate quarters. Enlisted men on the Gallatin are berthed in cramped bays with 30 bunks to a room; chiefs and most officers sleep in tiny cabins, two bunks to a room. The chance of being alone for a romantic interlude is limited, to say the least.

Watch schedules are hectic — usually four hours on, eight hours off. Most of those eight hours are spent sleeping or watching movies. It is difficult for two people — even friends — to coordinate their schedules so they'll have time off together.

Of course, even with these limitations, it is possible for sexual indiscretions to occur. That would be especially true on an aircraft carrier, for example, with perhaps 5000 people aboard. It could happen even on a small ship like the Gallatin.

Ironically, the reason romance seems unlikely on any ship is precisely *because* of the proximity of men and women. Working together, the men and women on the Gallatin said, turned them into "buddies."

Friendships are more likely to develop than romances, because the young men and women soon began to see each other as co-workers, pals, rather than sexual objects. It was, some of the men admitted, a new way for them to relate to women.

"Let's face it," said one married enlisted man, "if my wife can't trust me out here, she can't trust me at home, either. I'm more likely to get involved with some girl I see to flirt with than some girl in a baggy slicker working the mooring ropes. I'm learning to respect these women as workers, but it sure can destroy any romantic notions you might have."

And a married chief petty officer on the Gallatin just laughed when he was asked about shipboard romances. "I wish the wives could be aboard here and invisible, and see what goes on between the men and women," he said. "Then they'd go home happy, and say to themselves, 'What was I so worried about?'" □