

ALL HANDS

MARCH 1984



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- Spare Parts Pricing



USS Shenandoah (AD 44), the Navy's newest destroyer tender and fourth ship of the Yellowstone destroyer-tender class, was commissioned recently in a ceremony attended by many residents, officials and representatives of Virginia's Shenandoah Valley and Shenandoah National Park. The new tender, which can accommodate a crew of 1,595, is 641 feet long. It is the fifth Navy ship to carry the name Shenandoah.



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ALL HANDS

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Cover

A summer evening sky is reflected in the waters of the Tidal Basin as the U.S. Navy's jazz band, "The Commodores," performs at the Jefferson Memorial in Washington, D.C. Inset on back cover shows Oboist MUC Jerry Lewis warming up. Photos by PH2 Perry Thorsvik.

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Getting a Handle On Spare Parts

A 4-cent diode cost the Navy \$110. A 67-cent bolt was priced at \$17.59. A \$15 claw hammer was marked up to \$435.

Such overcharging seems impossible, but the Navy and other military services did pay the inflated prices for these and many other items.

Congress demanded to know why the Department of Defense was wasting so much of the taxpayers' money. The media had a field day—the headlines weren't pretty.

The complete story wasn't always told. Last August, however, President Reagan addressed the issue in a radio address.

"There's something I'd like to get off my chest," he said. "It deals with all those headlines about the Pentagon paying \$100 for a 4-cent diode or \$900 for a plastic cap. What is missing . . . is, who provided those figures for all the horror stories?"

The president answered his own question: "It was Defense Secretary Cap Weinberger's people, his auditors and inspectors, who ordered the audit in the first place, conducted the investigation and

formed a special unit to prosecute defense-related fraud."

The stories the newspapers printed also led readers to believe that the military services were paying gross overcharges for all of their spare parts. But it wasn't true.

Chief of Naval Operations Admiral James D. Watkins said, "The majority of prices negotiated with Navy contractors are fair for all parties. But there are exceptions. Unreasonable pricing has occurred because we failed to use common sense in challenging individual spare parts prices that were obviously out of line."

These exceptions—the few spare parts for which the Navy paid several times what it should have paid—added unnecessarily to the spare parts bill, which will be \$4.5 billion for fiscal year 1984.

Following on the heels of its own spare parts investigation, the Navy established Project BOSS—Buy Our Spares Smart. BOSS is much more than just a fancy acronym—this project includes more than 100 different actions for reviewing and reducing the cost of spare parts and could

help the Navy save millions of dollars on the spare parts bill. It affects everyone in the Navy.

One of the problems in putting an end to overpricing and tracking cases of overcharging within the Navy is the size and complexity of the Navy's supply system.

"At the two Navy inventory control points (the Ships Parts Control Center in Mechanicsburg, Pa., and the Aviation Supply Office in Philadelphia), we manage about 700,000 different stock numbers. In addition, the Defense Logistics Agency manages 1.3 million different stock numbers for the Navy," Rear Admiral Andrew A. Giordano, Commander, Naval Supply Systems Command, said.

"At any given time in the Navy supply system, we're managing more than 2 million different stock numbers—buying, issuing, inventorying," he added.

"There are many opportunities to make mistakes—we've got to be very careful."

Fleet Sailors Have a Key Role

According to Admiral Giordano, the fleet sailor is a very important part of the

overall equation that's going to bring the cost of spares down. Fleet sailors can contribute to cutting costs in several ways. One is to report obvious overcharges in spare parts purchases.

Captain Gary A. Mastrandrea, head of the contracting department at SPCC, said that his department contracted for about 150,000 parts last year, none of which are stocked at SPCC.

"We don't see the parts," he said, "the sailor in the fleet does."

Contracting people are keenly cost-conscious in ordering parts, but the Navy needs help from fleet sailors—the people who actually handle the parts—to obtain feedback on whether a reasonable price was paid for an item.

To improve fleet input for overcharges, a hotline has been installed at the Navy Fleet Material Support Office, also in Mechanicsburg. Anyone who believes that the price of a spare part is excessive should call Autovon 430-2664 or commercial (717) 790-2664 or contact FMSO by other means.

"If a fleet sailor thinks we paid more for an item than we should have paid, he has an opportunity now to make an input into the system," Admiral Giordano said. "I guarantee that we will follow up on every one of those phone calls."

Fleet sailors can also help by providing complete descriptions of items for which they can't find a national stock number.

"In some cases, we may not have enough of a description of an item to get a competitive bid," Mastrandrea said. "That's where the fleet can really help—with a complete description, we can tell industry exactly what we need."

He said that descriptions should include how the part is used, on what equipment it is used, what its function is, as well as its specifications—dimensions, materials, manufacturer and manufacturer's part/model number and any other additional information that will help describe the item well enough to promote competitive pricing.

If the Navy knows a part only by its

trade name, it's very difficult to buy the part anywhere but from the company that manufactures it. The company then has the Navy over a barrel—so to speak—and could charge too much and take too long to deliver the part. If the Navy can generate competition, however, the item not

only can be bought cheaper but also can usually be delivered faster.

Adequate descriptions also can save the Navy from having to buy a part. For example, when a supply department can't find a national stock number, the part is labeled "non-standard." Except for cer-



If the supply system had been used, the Navy would have paid 4 cents instead of \$110 for this diode. Photo by PH2 Perry Thorsvik.

BOSS Program

tain very high priority requisitions and aviation requisitions that are sent directly to the appropriate inventory control point, requests for replacement parts are sent to a supply center. Unless people at the supply center or inventory control point can match an item with a stock numbered part, they have to buy the part outside of the Navy supply system.

Commodore Robert B. Abele, commanding officer of SPCC, said, "If we have enough information about what an item is, we can often identify it with something that's already carried in the supply system. In many cases, the item is probably down there in the supply center at the head of the pier."

Mastrandrea said that when a spare part is bought outside the supply system, competitive bidding is often not possible or practical, and the Navy often pays too much money for the part. Competition is one of the key elements in reducing prices, and one of the goals of Project BOSS is to increase competition among defense contractors for spare parts sales.

Increasing Competition

"We've significantly increased our competition goals," Admiral Giordano said. "We're going to buy many more spares on a competitive basis. It's not going



to be easy because it takes a lot of work to get the data so we can get competitive bids. But the more competition we have, the lower the prices. As a general rule, we can reduce the price by 25 percent the first time we go out for competitive bids."

Many of the Navy's spares are bought on a sole-source basis, meaning the parts are bought from only one contractor.

"Certain items are non-competitive—

patented or unique—so that no one else has the ability to manufacture them to our specifications and needs," Mastrandrea said.

But other items currently bought from sole or non-original sources can be identified, put out for bids and then bought at much cheaper prices, using a process called "breakout."

"Breakout identifies spares previously bought on a sole source basis from companies that may not have been manufacturing the items," Admiral Giordano said. "That source may have just been putting a label on the part and selling it to us.

"With breakout we go directly to the manufacturer. There is a significant cost savings when we can do that because we avoid the markup from the middle man."

As part of its program to break items out of sole sources, the Navy has asked equipment manufacturers to identify parts they sell that are made elsewhere. Quite often, many of the parts that make up a particular piece of equipment are made by different companies, but the equipment manufacturer acts as a middle man in selling the spare parts to the Navy and, naturally, marks up the prices to make a profit.

"The defense industry has been cooperative," Admiral Giordano said. "They're not dishonest, and they're interested in their images. We've been getting some very good cooperation from industry in identi-

Navy's Spare Parts Policy

To reduce the cost of spare parts, Chief of Naval Operations Admiral James D. Watkins has established the following policy for all Navy people:

- Use the supply system for parts and supplies.
- Do not buy from contractors items already available in the supply system.
- Do not bend the rules by buying for convenience commercial items similar to standard stock items when stocked items will do the job.
- When it is absolutely necessary to buy from commercial sources, approval must come from an appropriate level within the command and be based on the strictest interpretation of emergency conditions.
- When spare parts are not obtainable from the supply system, buy them from

the most economical source.

- If substantially increased prices result from urgency or other special requirements, the user of the spare part should validate the requirements.

- If the user of a spare part knows of alternate sources of supply, he or she should tell the activity responsible for obtaining the part.

"Everyone must help in expanding the number and value of Navy contracts awarded on a competitive basis," CNO said. "Providing proper logistics support for our fleet and shore units demands that we get full value for our spare parts dollar. I charge all involved in any way with identification, procurement and/or use of spare parts to take this initiative as a personal challenge."

fying items that they don't manufacture so that we can break them out. I'm very encouraged by their cooperation and I expect to see more."

Once the original manufacturers are identified, the Navy can begin buying certain spares cheaper from them. However, breakout goes one step further. If the Navy can get enough technical data about a part to explain to industry what it needs, more companies can compete to sell the part and the costs to the Navy can be reduced even more.

The Navy isn't just looking for more contractors to manufacture spare parts more cheaply, either.

"We're also going to non-traditional sources," Admiral Giordano said, "which is a fancy way of saying we're going to junk yards." He cited as an example that

A comparison of the before and after prices shows how much money the Navy can save by breaking out sole-source parts and putting them up for competitive bids. Photo by PH2 Perry Thorsvik.

when the battleships were brought back, the Navy was able to reclaim spare parts from many of its decommissioned ships at various battleship monuments and parks around the nation.

"We also go out to the aircraft 'bone-yard' in the desert at Davis-Monthan Air Force Base in Arizona where the aircraft are stored," the admiral said. "When certain aircraft are slated for disposal, we can sometimes use parts from those aircraft rather than buying new spares."

Price Fighter is another major action to help the Navy cut the cost of its spare parts bill. Under Price Fighter, Navy people are analyzing what parts should cost as they are scheduled for procurement by one of the inventory control points or when users report suspected excessive prices. The Navy expects Price Fighter will reduce prices significantly for many spare parts.

COSAL, AVCAL Important Tools

The Coordinated Shipboard Allowance List, a document found on every ship in

the Navy, and the Aviation Consolidated Allowance List, a similar document used in naval aviation, are very important in controlling prices of spare parts. They list all of the equipment carried on board a ship and identify spare parts associated with the equipment.

The COSALs are prepared at the Ships Parts Control Center and the AVCALs at the Aviation Supply Office. Just as the contracting people rarely see the parts they are buying for the Navy, the people preparing the COSALs and AVCALs rarely see the ships or aircraft they are supporting. Here again, the fleet sailors' input is vital.

Because the allowance lists show national stock numbers of spare parts for equipment carried on board, it's important that COSALs and AVCALs be kept up to date. If a piece of equipment is not in the COSAL or AVCAL, or is a different make, model or has a different modification than what is listed, the ship or squadron won't have the proper spare parts on board to



BOSS Program

support the system. Also, when a spare part is needed, the maintenance and supply people won't be able to find a stock number. Because the part will have to be ordered as "non-standard," it could take longer to deliver and could cost the Navy more money.

"If the maintenance people find a piece of equipment on board that either isn't in the allowance list, or has a different modification or is a different make than what's listed, they should tell the appropriate inventory control point," Commodore Abele cautioned.

Standard Form 4790CK is used at the shipboard level to identify equipment not found in the COSAL. This form is completed by maintenance people responsible for the installed equipment and forwarded to SPCC. The Allowance Change Request-Fixed format is used for repairables not found in the AVCAL and should be

forwarded to ASO in Philadelphia.

"Whenever we find that a ship (or, at the Aviation Supply Office, an aircraft) has a piece of gear that we don't have supported, we then create an allowance parts list for that piece of equipment and send it to the ship or squadron. That way spare parts to support the equipment can be ordered," the commodore said.

Stock Funding

Until two years ago, the Navy used two different methods of funding spare parts. Consumables were paid for by the requisitioner; repairable spares were issued at no cost to the user command.

Under this system, the sailors didn't know how much the Navy paid for a repairable spare part. And, since they could order all the repairable spare parts they wanted, they had little reason to be concerned. But two years ago, stock funding

was extended to include all non-aviation depot level repairables on board ships. Under this new system, a ship has to pay for all of its spare parts, both repairable and consumable, with its operating target (OPTAR) funds. Admiral Giordano said the concept will soon be extended to aviation repairables, too.

"There are a lot of different reasons why we're going to stock funding of aviation depot level repairables. By putting the fleet sailor within the loop, he becomes more price conscious," the admiral said. "Our experience has been that when people are aware of costs, their behavior patterns change in terms of demand being reduced and repairables being returned faster and in better condition. This reduces the cost of spare parts."

The admiral said that stock funding has increased the number of repairables turned in by 30 percent and decreased the demand for spares by 9 percent.

Stock funding also helps cut spare parts costs by making these costs visible to the shipboard user through the OPTAR budgeting and accounting process. Under this system, maintenance people see how much a part costs and can report obvious overpricing. It's to the sailor's advantage—if he can get the price of an item reduced, he can save OPTAR money which can be used to fund other requirements.

Use the Supply System

"In most of the examples publicized to show that we spend an exorbitant amount of money, the people went outside the supply system and bought directly from the contractor," Admiral Giordano said.

To prove his point, he picked up one of the diodes for which the Navy had only recently paid \$110.

"This item was in the supply system at 4 cents apiece," he said. "If we had come into the supply system for this item, we would have paid 4 cents for it."

"This is an example of why we need to use the supply system. It does work if we use it."

Admiral Giordano added that the problem of high costs won't be solved only by using the supply system or buying spare parts cheaply.

"The key point is that we have to stop buying things we don't need. Just buying

Getting Full Value

Navy military and civilian employees who identify cost savings or play a major part in decreasing the prices of spare parts should be recognized appropriately and rewarded promptly, Chief of Naval Operations Admiral James D. Watkins said.

Many people already have been rewarded.

Michael G. Sprowles, a Navy employee in the contracting department at the Ships Parts Control Center, Mechanicsburg, Pa., received a Superior Achievement Award for saving the Navy more than \$3,300. When arranging for the purchase of 52 clamps used on Navy diving canisters, he questioned the sole-source price of \$67.10 each. Checking further, he found an independent supplier who provided the clamps for \$1.87 each. Sprowles was awarded \$150.

Irene Usowski, a purchasing agent at the Naval Supply Center, Norfolk, Va., was awarded \$1,000 for saving the Navy an estimated \$10,000. While processing an order for fiberglass plates, she challenged the proposed price of \$554 to \$792, depending on quantity ordered, for each

plate. She put out an order for competitive bids and eventually the Navy bought the plates for \$20 each.

USS *New Jersey* (BB 62) was recently in need of a vital piece of engineering equipment. The equipment manufacturer quoted a price of \$262,000 and one year to make the part. Not satisfied with the proposal, Jodi Knapp, a Navy purchasing agent from SPCC, located a contractor who, under a salvage contract in the 1950s, had bought an identical part from the uncompleted battleship *Kentucky*. The part was purchased for \$18,500 and delivered to *New Jersey* in two weeks.

Mark Opilla, a contract negotiator at the Aviation Supply Office in Philadelphia, was awarded \$1,000 for saving the Navy \$1.9 million. He located and encouraged two new sources to bid on flight refueling nozzles, items that previously had been bought from a sole source.

Robert Gibbon, an equipment specialist also at ASO, was awarded \$750 for saving the Navy \$800,000. He found new sources to compete on a previously sole-source item—aircraft turbine engine shrouds.

spares cheaply doesn't, in and of itself, reduce the overall bill for the Navy's spare parts. The problem is compounded if we misdiagnose the requirement for spare parts or diagnose the wrong part.

"All of these practices increase the Navy's spare parts bill," the admiral said.

Many of the actions and improper procedures which have led to the high cost of Navy spare parts can be eliminated. That already has been proven.

The Navy has gone a step further, however, with its stated intent to Buy Our Spares Smart and thus reduce the cost of spare parts. What's needed now is the personal involvement of everyone in the supply chain. It is only with concern, awareness and knowledge on the part of each individual that the Navy can meet its commitment to lower costs.

Mastrandrea summed it up: "Everybody in the fleet is a taxpayer. That's what we're really talking about—getting the most value for the taxpayer." □

—By JO1 William Berry



Rear Adm. Andrew A. Giordano: "Use the supply system. It does work if we use it."
Photo by JOC(SW) Fred J. Klinkenberger Jr.

Spares: Why They're Stocked and Where

"Why are some parts stocked on board my ship and other parts aren't?" asks a sailor on USS *Towers* (DDG 9). "Who decides which parts should be stocked on board my ship?" asks another sailor on USS *Tarawa* (LHA 1).

Under the Fleet Logistics Support Improvement Program, if a part normally needs to be replaced at least once every four years, it's stocked on board. Such parts are considered non-critical. Under the Modified FLSIP, equipment critical to the ship's mission is identified by a criticality code and is supported by spares to protect against a failure rate of one in 10 years.

Estimating the failure rates for spare parts starts early in the design and development stages. First, a warfare sponsor in

the Pentagon decides the Navy needs a certain type of new equipment. The request goes to one of the Navy's hardware systems commands—Naval Sea Systems Command, Naval Air Systems Command or Naval Electronic Systems Command.

When the Navy sets the specifications for the new equipment, private industry usually gets involved in the design and development stage, although sometimes the Navy designs its own equipment. It's at this stage that the failure rates for the spare parts are estimated.

Representatives from the appropriate inventory control point—Ships Parts Control Center or Aviation Supply Office—meet with Navy and contractor engineers for the equipment. Every part making up the equipment is examined, and the en-

gineers estimate how often the part will need replacing.

The inventory control point then arranges to contract for enough spare parts to keep the equipment operating, plus enough extras for a safety margin.

Of course, estimates can be wrong and a ship or aircraft may need a certain spare part more or less often than expected. The inventory control points carefully monitor how often the parts are used and revise the failure rates based on demand. When the Navy contracts to replenish stocks of a certain spare part, actual demand for the part, stocks on hand, expected future consumption, delivery time, a safety margin and other factors are considered in deciding how many to buy and when to buy them.

The Navy's Supply System

The flow chart on these pages shows how the supply system works. Using the system and following it step by step is a sure way to hold down the Navy's spare parts bill. When the Navy pays too much for a spare part, it's usually because the proper procedures have not been followed.



MAINTENANCE MAN—The person troubleshooting or maintaining the equipment.

Determines need for spare part; finds manufacturer's part number in technical manual.

Cross references manufacturer's part number to a national stock number on Master Cross Reference List; checks Management List—Navy for price, ordering information.

-or-

Looks up equipment's APL number in part 1 of Coordinated Shipboard Allowance List, and, in part 2, under APL number, finds part and national stock number.

Fills out Form 1250 to requisition the part. Takes Form 1250 to supply department.

Giordano's Guidelines

Rear Admiral A.A. Giordano, Commander Naval Supply Systems Command, recommends that people in the fleet help lower the cost of spare parts by following these guidelines:

- Identify what you need in spare parts in a timely manner. The sooner we know what's needed, the better the response.
- Order only what you need. The belief that two is better than one leads to higher costs. "Easter egg hunting"—the practice of replacing spare parts until you find the right one—is also very expensive.
- Use the supply system; don't bend the rules. In recent cases showing that we spent an exorbitant amount of money for spare parts, the person doing the ordering went outside the supply system.
- Be familiar with the COSAL— (Coordinated Shipboard Allowance List) and the AVCAL (Aviation Consolidated Allowance List). Learn how the Master Cross

Reference List works, and become familiar with the other technical aids that take you from the part number to the actual stock number. The stock number enters you into the Navy supply system.

- If you need an item and can't find the stock number, be as specific as possible. The more data we have about an item, the more we'll either be able to cross it over to a stock number or tell industry what we need, thus increasing competition. When we obtain competition, we usually save a minimum of 25 percent over a sole-source procurement.
- Turn in repairables as quickly as possible. Our fleet repairables are expensive, and when they fail, we have to get them into our repair facilities for rework as soon as possible. That gets them on the shelf, ready for re-issue, in the shortest time.
- Be price conscious. When you see a price that's out of line, let us know. You are our last line of defense.

SUPPLY DEPARTMENT

Checks COSAL, Master Cross Reference List to verify stock number is correct; checks stock record card battery to see if part is normally carried on board.

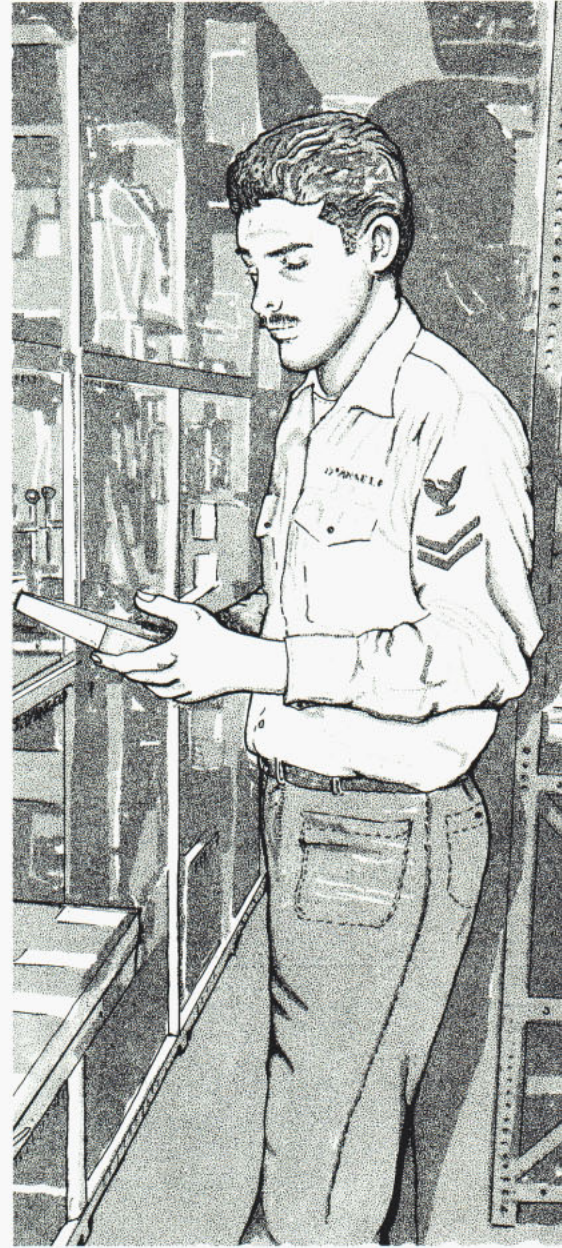
If part is on board, issues part to maintenance man.

If part is not carried on board or is temporarily out of stock, requisitions it.

Parts managed by Aviation Supply Office ordered direct from ASO.

If ship is in port, requisitions from supply center.

If ship is at sea, sends message to Defense Automated Addressing System, where a computer reads it; requisition is automatically transferred to supply center.



SUPPLY CENTER

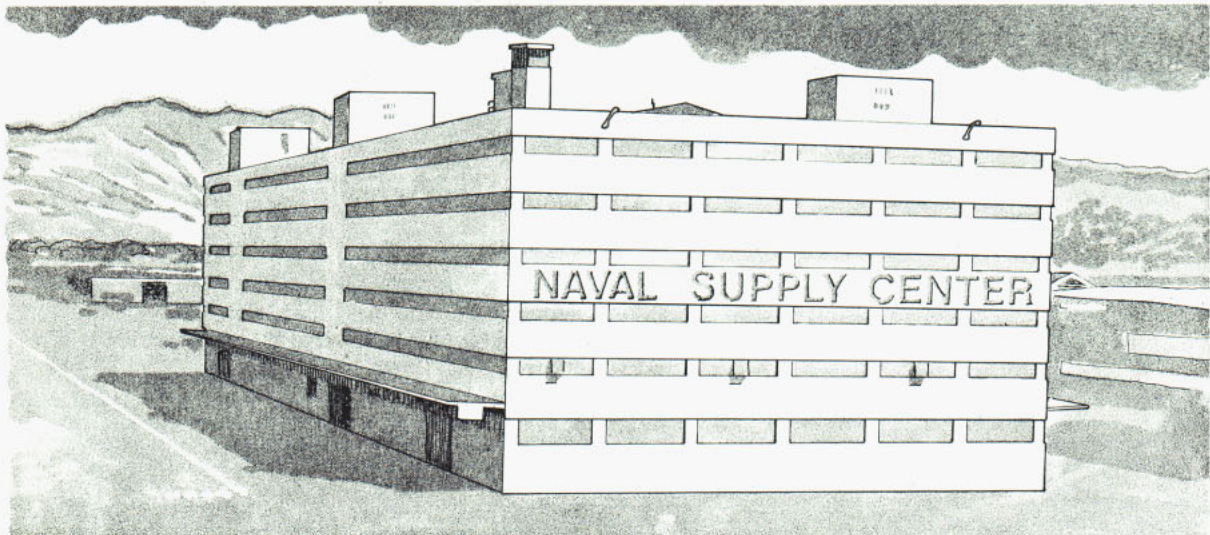
If item is in stock, issues it.

If item is non-standard and can't be crossed to a stock number, will usually buy the part and issue it.

If item is temporarily out of stock or not stocked, sends requisition to appropriate inventory control point.

INVENTORY CONTROL POINT

Checks worldwide inventories, finds part and directs holding supply center to issue the part.



Artwork by DM2 John D'Angelo



Still Making Goals

By Jim Bryant

His Naval Academy coach, George Welsh, called him "the best defensive middle guard in the country." *The Associated Press*, *Football News* and *Football Today* picked him for their all-America teams. The academy's first black football team captain, Jeffrey Sapp, was also on the Eastern College Athletic Conference, *New York Times* and *AP* all-East teams; he traveled to Tokyo as a member of the East team for the Japan Bowl.

Other honors came his way, including the Cooke Memorial Award, given to the school's most outstanding football player, and the Thompson Trophy for making the greatest contribution to athletics during the year.

In his senior year at the academy, 1976-77, Midshipman Jeffrey Sapp had reached the pinnacle of his football career. Where could a man go from there?

Sapp was graduated and commissioned; after a tour in Denver, as a recruiting officer, he reported aboard USS *Bagley* (FF 1069).

Sapp said he found a new career aboard *Bagley*. He served as anti-submarine warfare officer, combat information center officer, electrical officer and first lieutenant—and became one of the few lieutenants junior grade to qualify as a tactical action officer. From *Bagley* he went to the Naval Postgraduate School in Monterey, Calif.,





Above: Lt. Jeffrey Sapp, former all-American football star at the Naval Academy. Left and below: Husband and wife Lieutenants Jeffrey and Kathy Sapp on graduation day from the Naval Postgraduate School and at home. Photos by JO1 John Haley Scott.

later graduating on the dean's list after 18 months of study.

Today, Sapp is a lieutenant attending Department Head School in Newport, R.I. His goal is to become a commanding officer of a cruiser and maybe even a flag officer.

A football, wrestling and track star in high school, Sapp remembers his father telling him there was more to life than athletics. "Get your education," his father often said.

"It was because of my dad's persistence that I was selected for the academy," Sapp recalled. "I was offered scholarships from 62 colleges, but Dad was really only interested in Annapolis." His father, a retired chief warrant officer in the Army, was active in the blue and gold recruiting program, which seeks out promising young men and women and offers them the opportunity to apply for Annapolis.

In late summer 1977, shortly after his graduation from the academy, Sapp's parents were killed in a private airplane crash. That loss was traumatic. His brothers and sisters gave him strength and support, but

the loss created a void in his life that took a long time to fill.

Kathy Cambridge also helped him at this time. She and Sapp had met as ensigns in Denver and found they had much in common. They married in 1978 and now have a son, Jeffrey II.

When Sapp graduated from postgraduate school, Kathy, by then a lieutenant, was also a member of the graduating class. Both had earned master's degrees while studying manpower personnel training analysis.

"We certainly didn't need to ask each other how a day had gone," said Sapp, "since we shared class schedules."

Sapp's thesis for his degree is a technique that can be used in classrooms for teaching certain complex subjects in addition to developing similar techniques for decision-support systems.

"Each day I hope to expand my knowledge and become a better person," he said, "capable of contributing something of value to the Navy." □

JO1 William Berry contributed to this article.



Bob Hope and On the Road



Movie star Brooke Shields brought FN Michael Dill into the act during one of Bob Hope's comedy routines aboard USS Guam. Photo by PH3 Timothy Armstrong, USS Guam (LPH 9).

Bob Hope has been entertaining U.S. armed forces overseas for so many years that it's become an American pastime—like baseball and mom's apple pie. This past holiday season he did it again. Accompanied by a special cast of headliners, Bob Hope spent Christmas 1983 entertaining U.S. sailors and Marines of the Multinational Peacekeeping Force in Beirut, Lebanon.

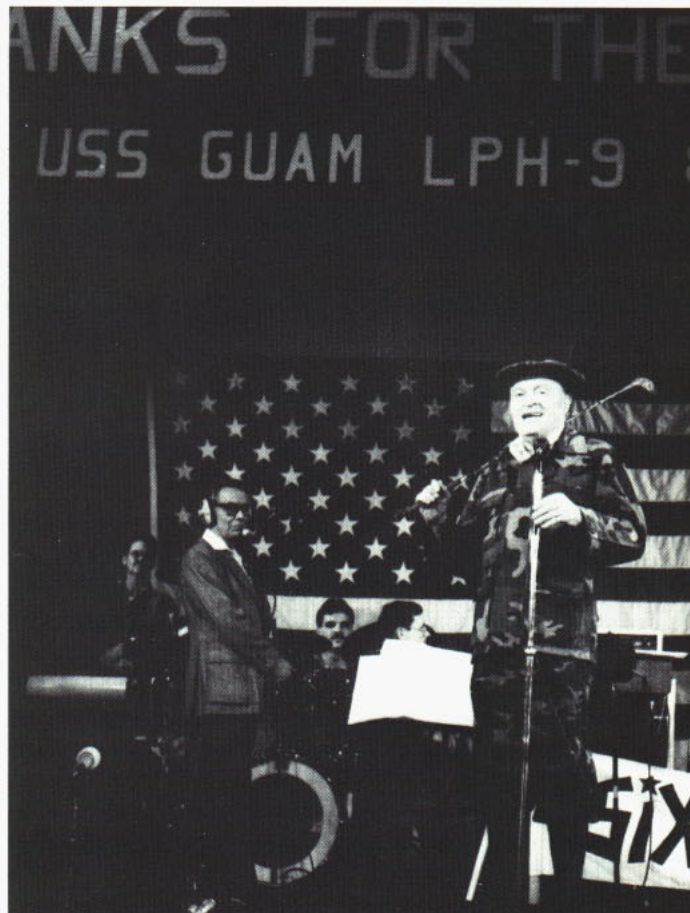
Ten miles off the coast of Beirut, aboard the amphibious assault ship USS *Guam* (LPH 9), Hope and his

cast of stars performed skits and comedy routines, sang songs and mingled with the troops. *Guam*, flagship for Amphibious Squadron Four, was the stage on which the entertainers performed for sailors and Marines from I-84 Mediterranean Amphibious Ready Group and the various ships of the task group steaming in company.

Magazine-cover-model Brooke Shields brought cheers and smiles when she invited Fireman Apprentice Michael Dill, a *Guam* crewman, on



PNSN Sean San Roman just can't believe "That's Incredible" star Cathy Lee Crosby is singing to him. Photo by PH3 Timothy Armstrong, USS Guam (LPH 9).



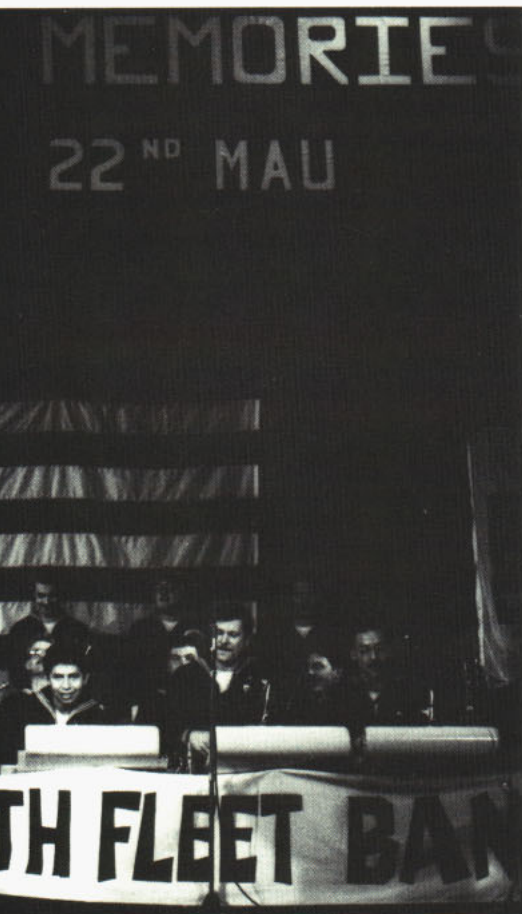
Company Again

stage with her during a skit. Another Guam crew member, Petty Officer Sean San Roman, just couldn't believe it when "That's Incredible" star Cathy Lee Crosby sang one of her numbers to him in front of 800 shipmates and Marines in the audience. Singer Vic Damone and the U.S. Navy Band added their performances to complete the show.

Bob Hope's Christmas 1983 tour was taped by NBC television for showing in the United States. □



Singer Vic Damone (left) and Bob Hope don sailor suits for one of their skits. Photo by PNC Lloyd Pearson, USS Guam (LPH 9).



Left: Bob Hope performs for some favorite people—sailors and Marines—while the U.S. Navy Band provides back-up music. Above: Guam's commanding officer Capt. John M. Quarterman, MSCS Antonio Cercena (left) and SK1 Faafeti Ialiva (right) get caught in the act with Brooke Shields and Bob Hope during a skit. Photos by HM3 Mike Lyter, NRMC, Camp Lejeune, N.C.

Route to Rehabilitation

Lieutenant Cloyce L. Petree stood tall in front of his commander's desk at Treasure Island, Calif., in the middle of a day in June 1958. He still was excited about being promoted to lieutenant in the Navy the day before.

"I want you to pack up and be out of the BOQ by 4:30. As of midnight tonight, you're out of the Navy. That's all," the CO said.

Petree recalls, "I was in a state of shock. I'd had no warning. It just blew me out of the water. I felt extreme pain, outrage and anger. There was no recourse. I went to the BOQ and packed my clothes.

"A warrant officer at the BOQ said, 'It's about time they cashiered you!' Before I realized it, I had hit him. Once ashore, I tore up my uniforms. I left the Navy after seven years of enlisted service and five as an officer."

Twenty-five years later, Petree was in Washington, D.C.,'s Corcoran Gallery of Art, listening to a congressman laud him as the outstanding trainer of alcoholism counselors in federal service for 1982.

Petree's story is a classic example of a human being who nearly destroyed himself and his family through alcohol abuse. It tells of his long, tortured return to a healthier life and to the Navy he loved. He's been sober for more than 17 years.

A GS-13, Petree has been a Navy civilian employee since 1973, when he joined the Naval Alcohol Rehabilitation



Cloyce L. "Pete" Petree, in the rehabilitation center's media services division, monitors a group studying to become paraprofessional alcoholism counselors. Photo by PH3 Roderick Bradford, FltAVComPac

Center in San Diego as deputy director of its alcoholism training unit. He became unit director in 1976 and, three years later, was named director of the center's training department.

He is credited with developing one of the world's most sophisticated alcoholism training programs. Nearly 500 interns from around the world have learned to conduct individual and group counseling sessions with alcoholics during Petree's 10-week alcoholism studies course. More than 4,000 people have graduated from his classes in administration, training and advisor in alcoholism for field advisors. He



Award-winning Navy Alcoholism Rehabilitation Training Programs Developed by Cloyce L. Petree

Administration, Training and Advisor Course teaches Navy substance abuse coordinators, formerly collateral duty alcoholism advisors, how to design, institute and evaluate command-level alcoholism prevention programs. More than 4,000 students have completed the course since 1973.

Institute in Alcoholism Studies, formerly the Alcoholism Treatment Specialist Course, trains alcoholism treatment interns to conduct individual and group counseling under supervision, maintain statistical patient data, prepare summary reports, help treated people return to full duty, and help local commands and their collateral duty alcoholism advisors establish alcoholism prevention, education, identifica-

tion and rehabilitation programs. Nearly 500 students from the United States, Canada, Australia, New Zealand and other foreign nations have completed this course since 1974.

Drug and Alcohol Program Administration Course has trained nearly 2,000 command alcohol and drug program administrators since its inception in 1975.

Three center staff members outline the Naval Alcohol and Drug Abuse Program at the Leadership and Management Training for Prospective Commanding and Executive Officers Course at the Naval Amphibious Base Coronado, Calif. Nearly 2,000 prospective COs and XO's have benefited from this review since it began in 1976.

also developed alcohol education courses for administrators of command alcohol and drug programs and leadership and management training courses for prospective commanding and executive officers.

Petree and his programs have won the most prestigious awards in alcoholism rehabilitation, a field in which he is an internationally recognized expert. He recently was named president of the California Association of Alcoholism Counselors.

Petree was born into a Navy family in El Reno, Okla. He said although his father, a sailor, died when Petree was 3, "all I ever heard about was the Navy." When Petree enlisted in 1946, he gave his father's nickname, "Pete," as his first name. "It was a lot easier than Cloyce. That caused some fist fights," he explained.

Petree made coxswain (now boatswain's mate third class) and later was commissioned through a special officer candidate program in force then to bolster the officer corps. Petree had been an officer five years when, within 24 hours, he was promoted to lieutenant and discharged for alcoholism.

"I either walked on water or I was the biggest screw up in the Navy. I was aboard

ship most of my active duty career and at sea most of the time. Unauthorized absences and alcohol did me in. After one deployment of about 10 months, I returned to Pearl Harbor to find no wife or children.

"My drinking got worse. I was a good officer when I was sober and a dang good seaman and gun boss. I never knew what I'd do when I went ashore, certainly not conduct becoming an officer."

Petree staggered through gunnery officer assignments aboard several destroyers and destroyer escorts, his drinking keeping pace with his increasingly frequent changes of assignment. Finally, he was sent to Treasure Island in San Francisco. After his discharge he was "in shock."

"The Navy was my only family. I'd had no warning," he said.

Thus began an eight-year odyssey. "I kicked around the country quite a bit after that. I was hospitalized for TB for awhile," he said. His wife divorced him, and he did not see his two younger sons for about 20 years.

Despite all his problems, Petree had earned a degree in teaching and began graduate studies in school administration. In 1960, he got a two-year contract to teach and be principal of an elementary

Meeting Alcoholism Head-on

Nearly 29,000 Navy military people were identified as alcohol abusers in fiscal year 1982, the most recent year for such statistics.

While this may seem shocking at first glance, the number was only slightly more than 5 percent of the Navy's military strength that year. Records are not kept on the number of Navy civilian employees who suffer from alcoholism, but estimates are that at least 10 percent of the nation's entire population suffers from alcoholism.

Specialists say alcoholism costs the nation at least \$44 billion annually in associated illness, lost productive capacity and resulting property damage.

The Navy has been fairly successful at rehabilitating alcohol abusers and returning them to duty, thanks to alcoholism counselors and training experts such as civilian Cloyce L. (Pete) Petree, training director at the Naval Alcohol Rehabilitation Center in San Diego.

Navy experts say the cost of treating and retaining alcohol abusers compared with recruiting and training new people favors treatment and retention 2.2 to 1. That ratio favors retention 5 to 1 for people 26 years old and older. Research shows that nearly 47 percent of Navy people 25 years old or less who've completed rehabilitation have been sober at least three years thereafter, while 82 percent of those 26 and over have been sober for the same length of time.

The number of Navy people identified as having an alcohol problem is increasing, the experts say, reflecting a trend in society as a whole. The Navy helps its alcoholics at three rehabilitation centers, a "dry dock" and at 27 rehabilitation services or departments at Navy hospitals. Additional residential treatment and rehabilitation is provided at 13 of the Navy's 69 counseling and assistance centers.

Petree said six of 12 people who might be alcoholics will improve with or without help, three will improve with help, and three just can't be helped.

"The Navy takes a quick hand to salvage people today. It concentrates on the

25 percent who need and can benefit from help. An alcoholic can be helped several times, too, depending on circumstances."

Petree added, "The Navy isn't going to throw someone out today just because he or she is an alcoholic. It's more enlightened than that. It's got money and a lot more invested in its people. Most alcoholics are the hard-chargers, the producers. The Navy will give them the opportunity to benefit the service by providing them treatment even a second, maybe a third time."

Knowing the signs of alcoholism is the first step toward helping yourself and your shipmates. Petree says you're in trouble if you:

- "Avoid usual friends and change to friends of a lower social class or find friends whose drinking patterns are more like yours.

- "Have lapses of memory from a few minutes to two days. Blackouts—you either have them or you don't—are one of the most frightening experiences someone can have.

- "Avoid social occasions where there's no booze.

- "Drink alone and avoid any comments or discussion about your drinking.

- "Take a few drinks yourself when you go into the kitchen to make drinks for others while entertaining.

- "Increase your body tolerance. It doesn't matter whether you drink beer, wine or whiskey; alcohol is alcohol and a lot depends on body tolerance and why a person drinks."

Petree said he learned to be an alcoholic from the first drink, to use it to eliminate pain, to blackout on 1 ounce. "It was a sort of self-imposed hypnosis, like telling yourself you can't be held accountable for what you don't remember. That's garbage.

"The body tolerance of a true alcoholic can't be regained once it's broken. Alcohol alters the mind, judgment and one's goals. Of all the drugs, alcohol tends to promote the most violence. Alkies use their fists or weapons of convenience, not guns

or even knives. "They'll pick up anything handy. Kids are the ultimate victims."

He adds, "Some alcoholics claim they can return to social drinking. My hunch is they weren't true alcoholics. Abstinence is the only end for alcoholics."

Is there such a thing as a recovered alcoholic?

"That's a loaded term," he said. "It's used to mean alcohol is never best at times of euphoria, depression, pain, but it's still an option.

"Alcohol has no role in my life, that's why I'm recovered, not that I could go back. I have no interest in it and one drink wouldn't trigger it."

According to Petree, people who drink need to ask themselves why they do it.

"If it's worth it, go ahead. If not, get help. Go to your supervisor or substance abuse coordinator.

"The Navy's attitude is one of support and treatment. Ask yourself what's more important than your life? If you're afraid to talk with someone in the Navy and if you really want help, call Alcoholics Anonymous. It's all over the world, and it's compatible with your fears and wants."

It's important, particularly aboard ship, to try to help your shipmates. Petree said, "It's hard to tell supervisors they have a drinking problem. Confronting a superior is very touchy. It requires a sense of caring, not attack or confrontation. A lot depends upon the circumstances. The idea to get across is that you care about the person.

"To a peer, you can say, 'Hey, man, I've got concerns about you I want to talk about. This is what I see happening that's out of character for you. Do something about your life.'"

Navy people have available some of the best alcoholism rehabilitation services in the world. Navy counselors have been very successful in helping their shipmates.

If you or a shipmate need help with a drinking problem, take advantage of the opportunity to get help. It will be good for you, your family and friends, and the Navy.

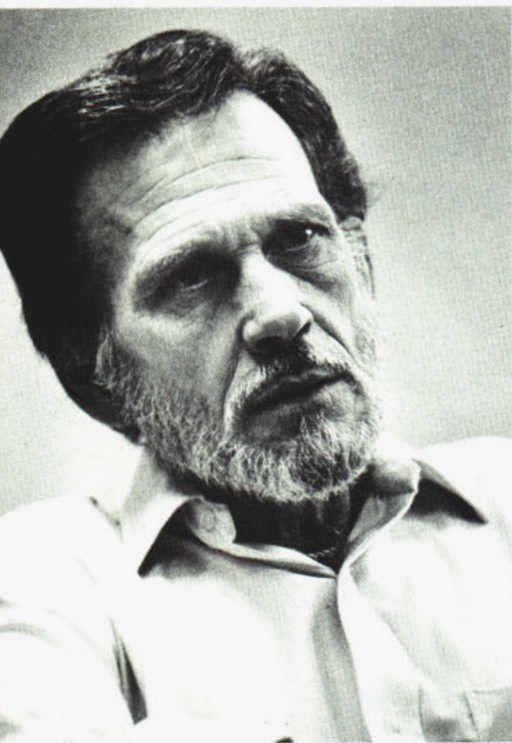


Photo by PH2 David B. Lovell, FIAVComFrac

a hell of a lot better—there was lots of overtime; I was making about \$1,000 a month,” he said.

Petree signed a teaching contract with the San Juan School District that spring, but it was canceled in a couple of months. “Even though I’d been sober six or eight months, the school authorities didn’t want to take the chance. I couldn’t blame them,” Petree said.

Cancellation of the teaching contract seemed to detour Petree’s drive toward rehabilitation, but, as it turned out, it led to another route of full recovery. “I was still in group therapy when the teaching contract was canceled, and I mentioned the problem to my counselor. She said the center was hiring aides at \$400 a month.

“I discussed the job and the pay cut with my sons. They said I was the one who had to earn the living, and I should do what I wanted to do. So, I took the job at the Sacramento Alcoholism Center. After serving as a rehabilitation aide, I spent a year as a counselor-trainee. I had been working toward a master’s degree in school administration and I switched to counseling.”

From January to July 1968, Petree went on official leave of absence from the Sac-

ramento Alcoholism Center to do graduate work at the University of Oregon Medical School. There he interned in alcoholism and drug abuse diagnosis and treatment. “That internship meant more to me than any other training I’d ever had,” he said. “I was continually challenged to learn and to investigate.” After his internship he returned to Sacramento and received his master’s in counseling in 1970 from Sacramento State University.

Petree distinguished himself while working for the state of California. He designed and managed treatment plans for 125 to 140 patients and started community training programs for professionals and non-professionals on a budget of \$35,000 a year.

The center’s program director explained, “These operations were without precedent since Petree came to the center when it was first organized. He was confronted with problems that were an exacting test of his experience, creativity and ability to do original and sustained work. His response to these challenges was outstanding.”

Petree rose through the ranks at the Sacramento Alcoholism Center from aide to rehabilitation supervisor in seven years.

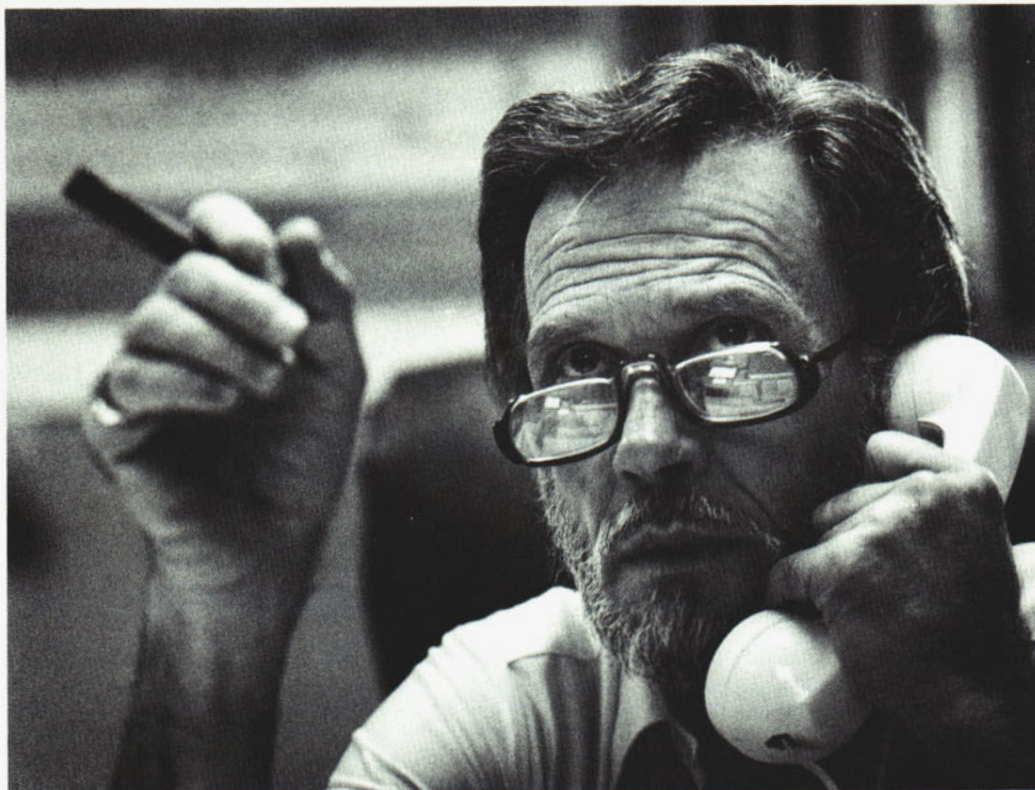
school in Kansas, but the contract was canceled after a year. “They never addressed it straight out,” Petree explained, “but the school system didn’t want problems with an alcoholic.

“I reached the point where I didn’t care if I lived or died. I really didn’t. I didn’t have any care or concern for anyone else. I was dangerous, unpredictable and prone to violence. These feelings had become part of my life. I hurt myself and others, and I got into trouble with the law. I had remarried by this time.

“I was afraid sooner or later I’d get killed or kill someone. That, plus the frequent look of fear and pain on my kids’ faces made me realize I’d had it. I couldn’t take much more. I went on one more long drunk in December 1965. I blacked out for several days and had no idea what happened. I couldn’t bring myself to commit suicide. On Jan. 18, 1966, I entered California’s alcoholic rehabilitation facility in Sacramento.”

Petree moved out of his home shortly after entering the facility and moved with his two sons to one room in a recovery or halfway house. “They got to see me as a regular person, not as a drunk, or an angry and violent man,” he said.

At that time, Petree was supporting his family as a night janitor in a large discount store at \$1.40 an hour. His financial situation improved when he later found work at the Sacramento Army Depot. “It paid



Alcohol Abuse

Meanwhile, his No. 2 son, Steven, followed the family tradition and joined the Navy. He became a hospital corpsman and, after training at Bethesda, was assigned to the alcoholic rehabilitation unit at the Oakland (Calif.) Naval Hospital. Soon father, a cashiered officer, rehabilitated alcoholic and civilian expert on alcoholism, and son, a military alcoholism treatment specialist, were talking about their problems, successes, failures and, in particular, the Navy's alcoholic rehabilitation program. "What's happened," Petree asked himself, "the Navy's become so damned enlightened? Is it blue smoke and mirrors or is it serious?"

Petree decided to find out and talked at length with a chief petty officer at the Naval Alcohol Rehabilitation Center in San Diego. "The more I looked, the more I thought the Navy and I have some unfinished business."

Petree contacted personnel people at the San Diego facility and was offered a job at a salary \$400 a year below his then-current earnings. "I told them I didn't want to go to work for the Navy to assuage

any guilt I might have. 'You pay me what I'm worth,' I told them and held out for GS-12. It still was a cut."

Petree was hired as deputy director of the alcoholism training unit and given one job: design an alcoholism counselor training program for the Navy and have it operating in three years. "I had all kinds of fantasies. 'Oh my God', I thought, 'what have I done out of a sense of guilt? Taken a job I'm not sure I can do?' I was scared and apprehensive.

"Yet, I wanted to give the Navy a program second to none. I'd already designed and modified a similar program for the state of California based on an adult experiential learning model. It was designed to build back into individuals their ability to trust their feelings and senses. This has been trained out of people by society and it's a travesty. Our feelings make us unique," Petree said.

Three years later, he was promoted to director of the alcoholism unit and, in 1979, director of the training department. He's received five quality step increases based on his sustained superior perform-

Alcoholism Indicators

Here are other indicators of alcoholism from other Navy substance abuse specialists:

- Starting the day with a drink.
- Breaking the law while under the influence.
- Getting drunk frequently.
- Obvious behavior or personality changes when drinking.
- Drinking increasing amounts of alcohol to get the desired effect.
- Family or social problems, job or financial difficulties caused by or related to drinking.
- Losing the ability to control drinking consistently.
- Distressing physical or psychological reactions when you try to stop drinking.
- Blackouts or the inability to remember what happened while drinking.
- Hurting yourself or others while drunk.

ance, along with cash awards and an international reputation.

Last year, Cloyce L. (Pete) Petree listened as Rep. Michael D. Barnes, D-Md., chairman of the Federal Government Service Task Force, praised him for his contributions as a civil servant. William B. Snyder, president of the Government Employees Insurance Company, presented him a 1982 GEICO Public Service Award—a plaque and a check for \$2,500—for his contributions in the field of alcoholism rehabilitation. It was a proud, emotional moment for Petree.

Commander Gerald A. Bunn, former commanding officer of the Alcohol Rehabilitation Center, San Diego, who recommended Petree for the GEICO public service award, said: "Petree's development of naval alcoholism training and its worldwide impact has brought credit to the Navy and the federal service. The ultimate result of Petree's efforts is the return to the American Fleet, through professional alcoholism counseling, of thousands of sober, effective Navy men and women." □

—Story by Kenneth J. Rabben

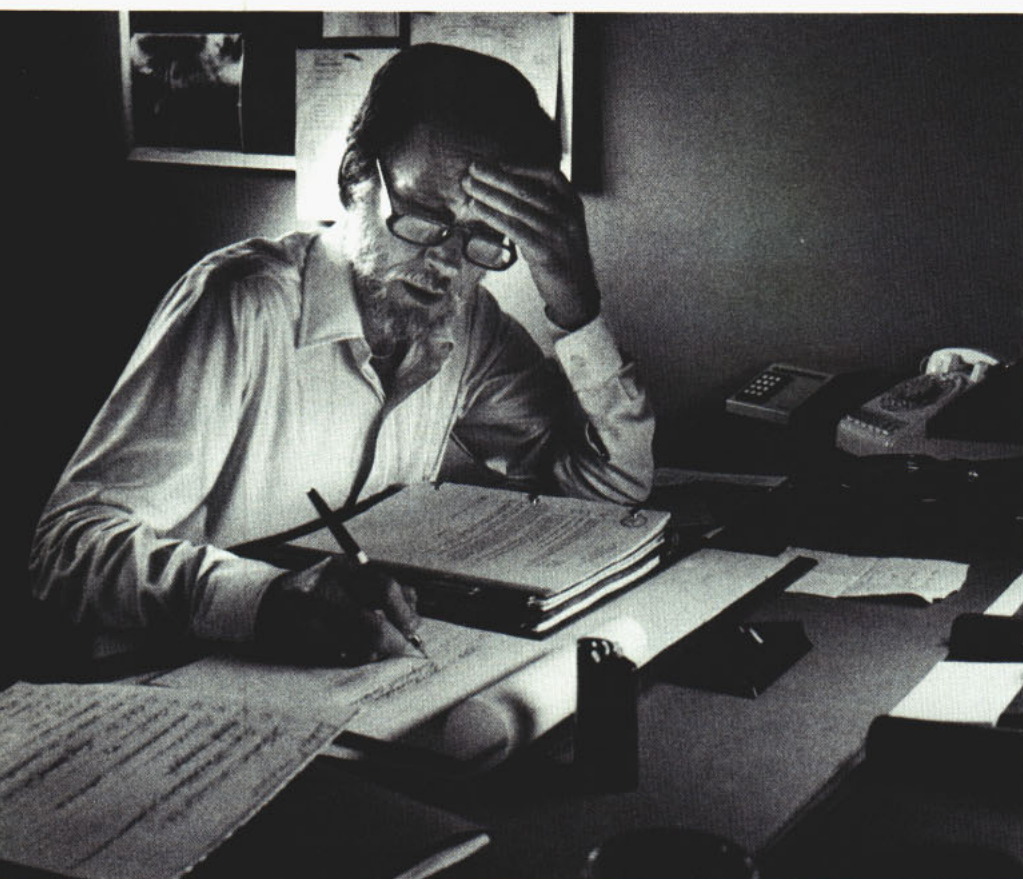


Photo by PH2 David B. Lovell, FtAVComPac



Capital Concerts



THE LAST golden rays of the sun glistened on the damp brow of Chief Musician Bob Pomerleau as he warmed up on his trumpet. Sound technician Musician First Class Mickey Shaw ran microphone cables from the stage to his mixing board on the steps of the Jefferson Memorial. Other members of the band tuned instruments, organized sheet music, or just enjoyed a quiet moment before the start of the night's concert.

People of all ages had come to listen to the free concert. They also were treated to a visual show. Banks of stage lights illuminated the musicians with a rainbow of colors, providing bright contrast to the darkening evening skies of Washington, D.C. Most visitors sat on the steps of the Jefferson Memorial while some veteran concert-goers brought lawn chairs and even picnic baskets.



For the next hour, the band entertained its audience with a variety of renditions. When it was over, and the applause had died down, band members knew they had added another group of admirers to their growing list.

Since 1922, the U.S. Navy Band has been entertaining audiences in the nation's

capital. During the summer months, the band plays at the west terrace of the U.S. Capitol building on Monday evenings and at the Jefferson Memorial on Thursday evenings. Audiences range from 1,000 to 3,000.

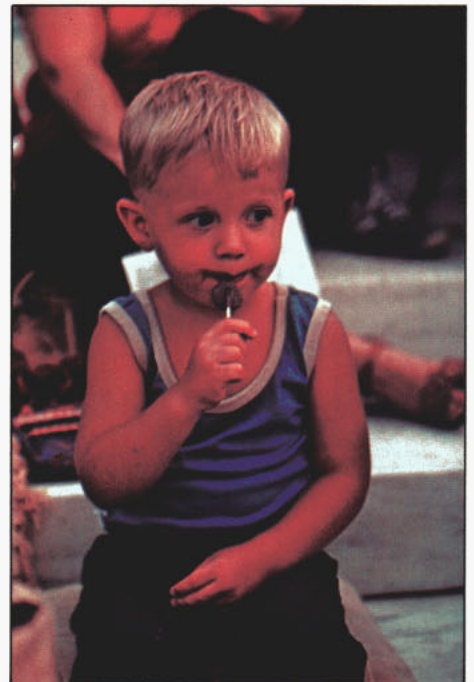
"It's a very effective way of getting the Navy out into the community," Chief Musician Joseph Barnes said. "It's kind of hard to bring a ship into many cities."

Today, the U.S. Navy Band, stationed at the Washington Navy Yard, includes the 55-member Concert Band, a 30-piece Ceremonial Band, the Sea Chanters choral group, the Commodores jazz ensemble, the Commander's Trio, a rock-pop group known as Port Authority, and Country Current, the band's country-bluegrass group. All are important segments of one of the Navy's premier community relations group—the U.S. Navy Band.

—By PH2 Perry Thorsvik



Is a visit to Washington, D.C., on your schedule? Don't miss the Navy Band's free performances. For concert information, call the Navy Band public affairs office at (202) 433-6090, or DIAL-THE-NAVY-BAND recording at 433-2525.

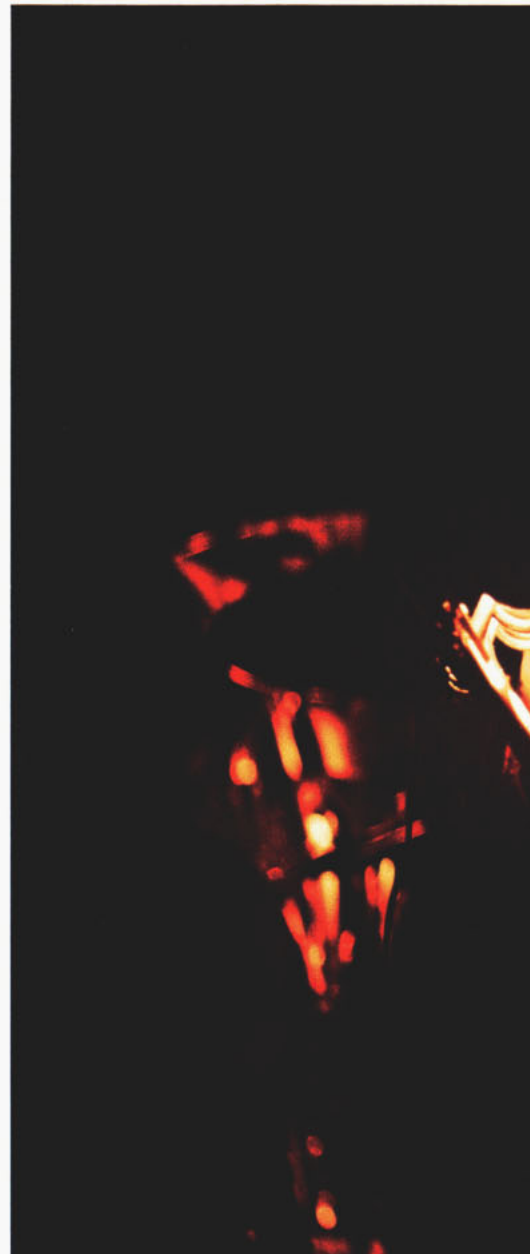


MUC Robert Pomerleau (opposite page) warms up on his trumpet as MUI Howard Lamb (top left) rearranges sheet music before the concert. (Bottom left) MUC Lee Gause (left) and MUC Jim Wyckoff practice on their trombones.



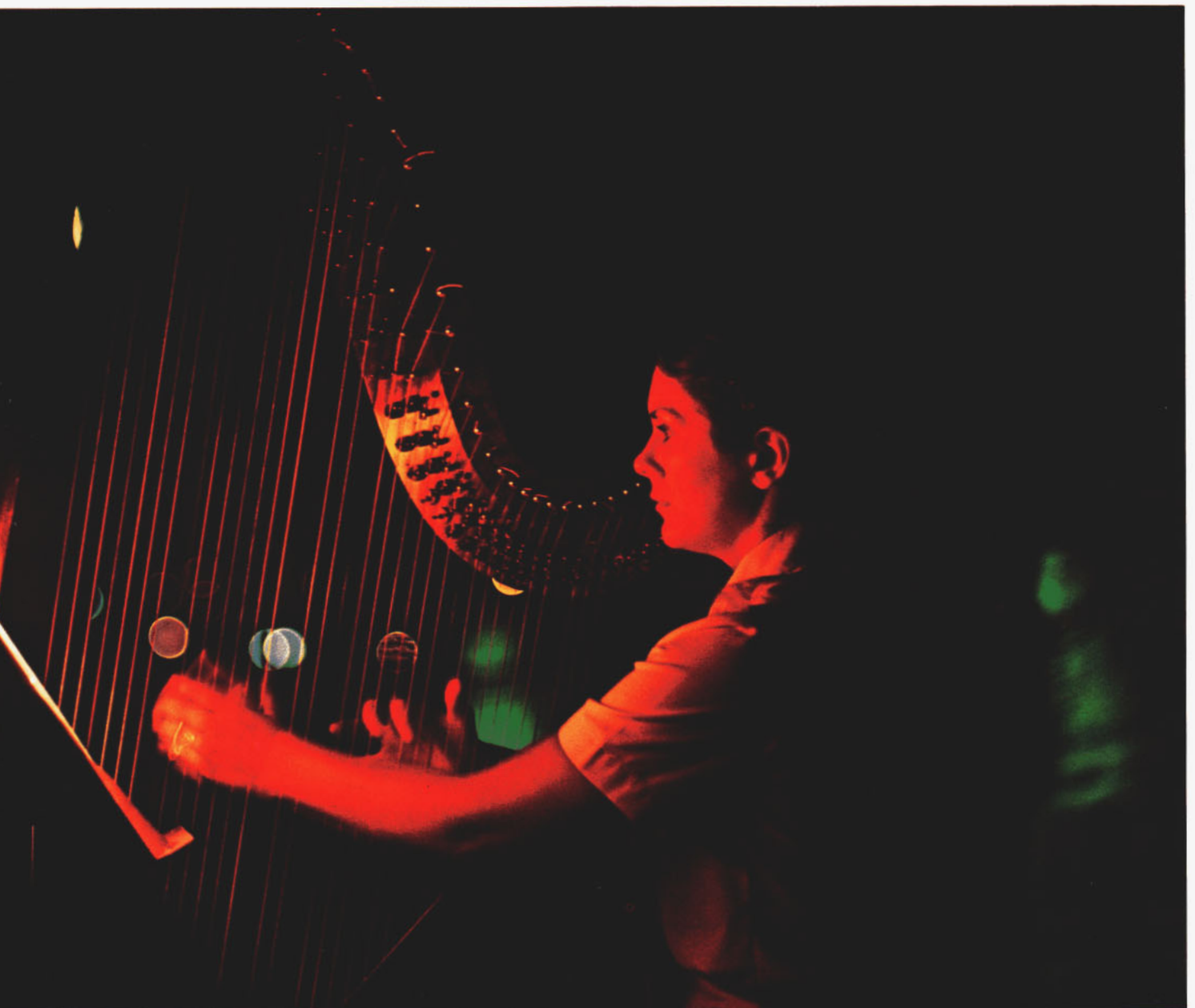


Above: MUI Charlie Young plays his saxophone to the audience's delight.





MUI Mary Dodge (bottom), plucking the strings of her harp, follows the directions of Cmdr. Joseph Phillips (left) as he leads the band through a performance at the U.S. Capitol.



Wooden Ships Still Serve in Today's Navy



By JO3 Lance Johnson,
ComNavResFor, New Orleans

Days of wooden ships and iron men come to mind for many people when referring to the "old Navy"—unless they have been aboard a Naval Reserve Force minesweeper.

Reservists and active duty sailors assigned to minesweepers consider themselves modern men of iron serving in wooden ships. "Since taking command of a minesweeper, I've really come to believe in that old saying," said Lieutenant Commander Ted S. Wyle, commanding officer of USS *Constant* (MSO 427).

To avoid attracting magnetic mines, minesweepers are made of wood. "The ship is tough. Wood is an extremely strong shipbuilding medium," Wyle explained. Unlike steel ships that plow through waves, minesweepers are like corks that go up and over waves, he added.

As one of 18 ocean minesweepers in the Naval Reserve Force, *Constant* operates with a crew of 52 active duty and TAR (Training and Administration of the Naval Reserve) sailors. An additional 24 selected reservists train aboard ship one weekend a month.

Although the primary mission of NRF minesweepers is to train reservists, the ships participate routinely in fleet operations. "I think the operating tempo of NRF ships is not understood by the general public nor by people within the Navy itself," said Wyle. "We operate at a level comparable to, if not above, that of other ships in the Pacific Fleet."

San Diego-based *Constant* spends 30 to 35 percent of its time under way, according to Wyle. The ship is often tasked with surveillance or salvage missions in addition to performing mine hunting and countermeasure exercises.

Reservists assigned to the NRF minesweepers receive training opportunities that many believe cannot be found elsewhere in the Navy. For Yeoman First Class Leonard Ball, serving aboard a minesweeper is "a hell of a change." In addition to

serving as ship's yeoman and legalman, Ball is often called on to perform quartermaster, signalman and radioman duties.

"You have to learn to budget your time," Ball said while charting a course in *Constant's* bridge. He believes his assignment to a minesweeper offers an opportunity to become surface warfare qualified that would be hard-matched aboard any other ship.

Boatswain's Mate Second Class Charles Johnson enjoys his training weekends aboard *Constant*. There he puts in a full week's work in two days and feels a sense of accomplishment when it's completed. Johnson's expertise in deck seamanship, earned during 10 years on active duty, is welcomed by *Constant's* captain and crew.

Instruction for seagoing reservists is achieved through on-the-job training. "We can't afford to offer a tailored training program for the reservists, and I don't think we need to," Wyle said. "Instead, we try to develop a cohesive team of ship's force and reserve personnel who work well together as a single unit."

Some training, such as in weapons systems, is not available on minesweepers. However, radiomen, enginemen, operations specialists and boatswain's mates have the opportunity to hone their skills regularly. Wyle added that levels of responsibility are extremely high for junior people serving in *Constant*.

Being assigned to a wooden ship creates heightened concern for damage control and fire prevention. Damage control drills are held daily for all hands. "We have wooden ships that have been around for 33 years. Obviously one of our biggest concerns is fire," Wyle said. "Wood that has been soaked in diesel oil for 30 years tends to go up fairly quickly."

"Minesweepers have virtually every modern firefighting device available. We pay very close attention to the operation and maintenance of this equipment, and



it is one of our primary concerns. A minesweeper is, in my mind, as safe as any ship in the Navy because of our capabilities and extensive training in fire-fighting," he added.

Minesweepers use a variety of equipment and methods to locate and destroy mines. The ships tow acoustic devices or electrically charged cables to simulate the sounds or magnetic signatures of different ships.

Another method of minesweeping involves "streaming" (towing) a combination of floats, serrated wire and explosive cutters used to free moored mines. Any combination of minesweeping equipment may be used at one time.

Wyle believes that minesweeping equipment is as sophisticated as it need be and that the future will see a departure from traditional minesweeping operations. In any event, minesweeper crews will continue to apply their energy and skill to counter the threat of mine warfare.

Wooden ships and iron men may be reminiscent of the old Navy, but aboard NRF minesweepers, they are still very much a part of today's Navy. □



USS Implicit (MSO 455) transits Alaskan coastline during early morning. All hands on USS Constant (MSO 427) participate during minesweeping operations: (top left) crew members maneuver electrical cables; (left) a 900-pound buoy, attached to a minesweeping cable, is hoisted aboard. Reserve SN Ken Reed (above) readies a mooring line. USS Gallant (MSO 489) pulls into Ketchikan, Alaska.



My Dad's In the Navy

Take a look at the Navy. What do you see? Ships, bases and aircraft, of course. You also see people—more than half a million, including about 460,000 enlisted and 62,000 officers. Of these people, 51 percent of the enlisted and 73 percent of the officers are married. That suggests one

more aspect of the Navy you may not immediately see: kids.

There are more than 314,000 Navy dependents under the age of 18. Demographic profiles tell us how many children each family has, how old the children are and where they and their parents live.

Aside from the facts and figures, what do we really know about them? How do they feel and what do they think about this Navy that is intertwined with their lives?

Alfie Eaton, 16; Michelle Roach, 15; Melanie Ratcliff, 14; and Charles Watkins, 13, are Navy dependents whose fathers are stationed at Naval Air Test Center, Patuxent River, Md. All have lived overseas and have always been Navy dependents.

Navy people pretty much take their relationship with the Navy for granted—the pay, benefits, travel, sea duty. That's their life because they chose it. But the children didn't. What do the kids think?

How do you feel about the Navy? Is it an important part of your life?

Michelle: There are some things I don't like about the Navy. For example, I like to travel on vacation or something, but I don't like moving around all the time. I've never been in one place for more than four years. You always have to meet new people and worry what the new people will be thinking about you and wonder if you



Opposite page: Navy kids are like any others. Charles Watkins (center) watches a softball game. Left: Michelle Roach (right) and a classmate listen to an explanation in math class.

Navy Kids

will fit in. Of course, you do get a lot of privileges in the Navy, but, on the other hand, the Navy puts a tag on you. Sometimes my ID card makes me feel as if I've just been given a number with no name.

Melanie: I like being a Navy dependent because you can do a lot more things than other people. When we went to Guam, we got to see interesting things and learn more than a lot of other people. But it was a little hard to make good friends because everybody seems to treat you like an outsider. Most of the people were nice, but they treated you differently.

Alfie: I don't feel too different or separated from other kids. Most of the kids I know find out that my dad is in the Navy, but they treat me as one of the kids on the block.

Charlie: I like the Navy. The only bad thing is leaving my friends. This makes the sixth year living here, and it's the place where we've lived the longest. It'll really be rough to leave since I've been here so long and gotten to like it.

What was it like living in a foreign country?

Michelle: It was different, but the people were very nice and considerate. We lived off-base in a Korean neighborhood. I liked it better than living on-base because we could go lots of places easily and there were lots of interesting shops.

What about your dad's sea duty?

Alfie: You get used to your father being gone, but sometimes you wish he was there when you need him. For example, if you can't tell your mother something, you really wish your father was there to talk to.

Michelle: My dad doesn't go to sea very much, but I think it would be all right if he did. I think it would strengthen our family ties more if he did. We would know that some day he would be gone for a long time, and it would make our time together more special.

Is there anything you dislike about the Navy?

Melanie: One thing is that I hardly know my relatives who live in Washington state and California. My dad gets to travel, so

he gets to see them, but I don't.

Michelle: You don't get an ID card until you're 10, but you need an ID card to do a lot of things unless you're accompanied by an adult. So, until you're 10, you're kind of restricted. Another thing is that the Navy has a lot of privileges, but, if you have civilian friends you want to do something with, they sometimes can't. Because of that, I'm sometimes separated from my friends.

Charlie: One thing I don't like is that my dad has to work long hours sometimes, and, when he comes home, he's tired and doesn't want to do anything except rest.

Are there things you like about the Navy?

Alfie: I like the base we live on. It has everything. It's right next to the bay, so it's easy to fish or go sailing. There's an archery range, a rod and gun club with skeet shooting, swimming pools, a golf course, an obstacle course and racquetball courts.

Melanie: There's also a stable. I have a horse, which is kind of an unusual hobby for a military dependent because of the way we move.

How about your home life? People say military fathers are strict. Is that true?

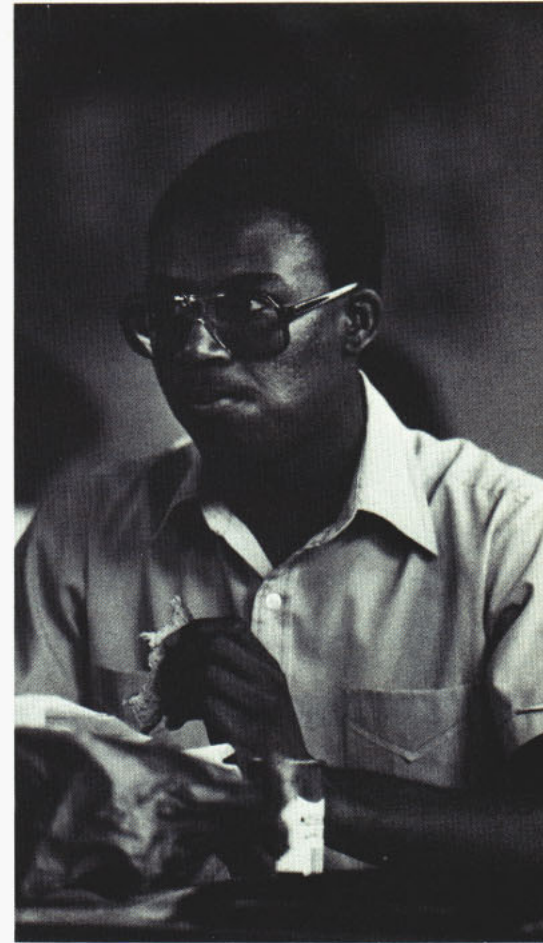
Michelle: My father has been in the Navy for over 20 years, and sometimes he brings the Navy home with him when he comes. Sometimes it seems he runs our home like he runs a squadron. You know, it's like he says to straighten up and fly right. I think our fathers are more strict.

Charlie: Compared to some of my civilian friends, my father is more strict. Sometimes I don't get to stay out as late as my friends or use the phone as much.

Melanie: To some degree, Navy fathers tend to run by more of a schedule than civilian fathers. If your father is a chief or an officer on the job, then he sometimes still acts like a chief or officer when he comes home.

Do your fathers tell you about the Navy?

Charlie: Normally, your father will not



sit you down and talk to you about the Navy.

Alfie: Our fathers normally don't show us their jobs and how things work in the Navy. Sometimes they do, but not really enough.

Michelle: I think I know enough to get by, but I think I should know more.

* * *

If there's a common thread that runs throughout the lives of these young people, it's that the children generally like the Navy way of life, enjoy living in foreign countries but, like most people, don't like moving. There are some things they don't like about the Navy, but for the most part, they seem to accept the Navy and find it a positive influence in their lives.

On the other hand, how do the parents think their children feel about the Navy?

One parent responded: I think they love it. They love the traveling and the experience it's given to them. Few kids can say, like mine, that they've been to Korea. I think they've adjusted well with all the

Navy kids—like Alfie Eaton (left), Charles Watkins (right) and Melanie Ratcliff (below)—come from a variety of backgrounds and lifestyles.

moving they've done. The only thing they don't enjoy is having to move and make new friends.

Another said: I think they must like it. My son is going into the Navy. He's in the delayed entry program right now.

And still another said: My son must like the Navy. He's going in next year.

One parent was asked how he thought the Navy has affected the lives of his children: I look at my kids and see the opportunity they've had for travel. They've moved and seen different parts of the country and the world which some children never get a chance to do. I think the cultural experience they get is great. Of course, there is sea duty. The best thing I can do is to encourage them to continue and tell them I'll be back. It's tough, but I think it helps them mature. However, the biggest negative thing that affects their lives is leaving friends behind.

Another parent was asked if he thought



he was more strict than civilian parents: I think I tend to be a little more strict than civilian parents, but I hope this will prepare my children for when they become

adults. Sometimes, I find myself bringing my military attitude home, but, when I do, my wife tells me.

One parent was asked if he told his children about the Navy: Yes, I did. But mostly I tell my oldest son. I try to show him more than the others because he's interested in going into the Navy. He's been to see a recruiter, and I try to explain programs to him so he can see both sides of the picture.

Let's take another look at the Navy. Now, what do you see? Ships, bases, aircraft, people—and something else: Navy kids. In a way, they're in the Navy.

In the long run, how do you sum up more than 314,000 children with strong opinions about their way of life and those whose opinions won't be formed for years yet? Perhaps the best way is the way one parent did when asked how he thought his kids compared to others: I thank God for the children I've got. I make sure that they have a good home life. They do well in school, and they're not a discipline problem. I'd stack my kids up against any. I think they're great. □



—Story by JOI Dale Hewey
—Photos by Robert K. Hamilton



Built With Children in Mind

Story by PH2 Phil Eggman
Photos by Dave Fraker,
NAS Lemoore

Until five years ago, the need for adequate child-care facilities within the military community wasn't a major item on the DoD's "must-do" list.

Now it is.

With the completion of a new, spacious child-care center, NAS Lemoore is one of the leaders in a major DoD effort to see that the needs of families are being met.

DoD objectives in improved facilities include all branches of the armed forces. More than 15 new child-care centers were recently completed or are under construction, and funds are available for upgrading existing facilities to meet health, sanitation and safety requirements.

More than 400 military child-care and pre-school centers are operating worldwide, serving at least 53,000 children on a daily basis. The Navy alone operates 100 day-care and pre-school centers serving about 15,000 children daily, and the demand is increasing.

Since 1969, NAS Lemoore's child-care

program has been housed in what used to be the women's dressing room at the survival training swim tank. Before that, it was located in the CPO barracks. After the Chief of Naval Operations discovered

that the most persistent complaint from Navy people was the lack of good child care and the need to improve present facilities, he decided to set a high priority to change the situation.



Sometimes a child needs a few minutes alone to reflect on small problems; other times a child needs to depend upon someone else for comfort, care and undivided attention.

Navy Kids



At the beginning of the NAS Lemoore building project, money for the child-care center was non-appropriated, coming from recreational services. But when Congress approved \$1.2 million for the new building, funding came under military construction.

Besides the actual layout of the new center which was designed from the users' perspective, the Navy's awareness of adequate child care also includes instruction and guidance for program operations.

In earlier years, child care in the Navy was strictly of a custodial nature. Certain volunteer wives' groups worked a few hours a day to baby-sit while parents ran errands. But as the demand increased and children needed to be watched longer, child care became a more professional function.

Initially, focus was on the facility. Now it is on quality care. A major training program is in progress to instruct directors and staff members to improve the quality of programs for children of all ages.



NAS Lemoore's center—completed under cost and within contract time limits—was designed with children in mind. Playrooms and even bathrooms have been built just for them. The large building accommodates a lobby and reception area, two indoor and outdoor activity areas for younger and older children, and an isolation room with beds for children who become ill. A large room taking up one-third of the floor space is for infants from 2 months to 3 years. It is brightly decorated with colors of red, orange, yellow, blue and green. Toys are abundant throughout the center, and outside is a play area. Encircling the lawn is a small, twisting roadway on which the children can drive wheeled toys.

But this child-care center provides more than glorified baby-sitting service. Besides meeting the basic physical needs of the children in an attractive environment, the center attempts to plan activities that contribute to children's social, emotional and developmental needs as well. The children are given activities that they are competent in doing but that also are challenging and fun.

Involved with NAS Lemoore's child-care program for 11 years, Barbara Hallford said she's excited for the children. "They have so much more room now."

The new facility is nearly three times larger than the old one.

Concerning people who work at the center, Hallford said she wants quality. Although CPR, Red Cross training and college courses in child psychology and development are prerequisites for staff positions, Hallford said, "My people must have compassion and a positive interacting interest toward children."

Currently, 20 people work at the center. A cook will soon be hired and hot meals will be provided. Aides are on call when needed.

"The child-care centers of today re-

place the aunts, uncles and nieces of yesterday," said Hallford. "Families are more independent than before. Of course, we can't replace the care that parents give their children, but we can work to ensure the children's lives are enhanced while they are with us." □

The child-care center at NAS Lemoore is more than a building full of furniture, equipment and reams of records—it's a home away from home that's filled with the happy sounds of children learning to get along with one another.



Bearings

Just Like Regular Sailors

It was a “hoist that sail” and “haul that line” kind of summer for 44 members of the Sea Cadet Program who spent a week last summer aboard USS *Pensacola* (LSD 38) learning basic seamanship.

“They were out there chipping paint, hauling towing lines and hoisting sails just like regular sailors,” said Commander Tom Beard, a reserve Sea Cadet officer.

The teenage sailors also spent a week at Naval Special Warfare Group Two, Naval Amphibious Base, Little Creek, Va.,

where they learned about the Navy’s SEAL teams and special boat squadrons. During both weeks of training, they were under the watchful eyes of commanders Beard, Tom Reed and George Volkl as well as midshipmen Brent Atkins and Gregory Arndall.

Sea Cadets across the country train year-round, at least two hours each week. “It’s an educational experience. It gives youngsters a chance to experience naval training,” Beard said. “The program pro-

vides exposure to the active duty Navy, yet doesn’t require them to be subject to any service obligations.”

About 8,000 Sea Cadets between the ages of 14-18 train in 250 units across the country. The program is sponsored by the U.S. Navy League. Cadets, however, are



Two Sea Cadets get “hands on” communications experience aboard USS *Pensacola* (LSD 38). Photo by PHAN Terri Lyn Carr, FltAVComLant.



Last of its class. After nearly 37 years of naval service, the USS *William C. Lawe* (DD763) was decommissioned Oct. 1, 1983. *Lawe* was the last of the famed *Gearing*-class 2,200-ton destroyers which were built during World War II. Commissioned in December 1946, *Lawe* was named after Aviation Metalsmith Third Class William Clare Lawe, who was lost in action in June 1942 during the Battle of Midway. During *Lawe*’s 37-year history, the ship made an around-the-world cruise, numerous deployments to the Mediterranean and Middle East, and participated in a Gemini space capsule recovery mission. *Lawe* first saw combat off the coast of North Vietnam in November 1972, where it remained in support of ground forces until August 1973. During its last 10 years, *Lawe* continued to be a vital fleet asset. In 1982, *Lawe* was named “Best of its Class” for a third consecutive battle efficiency award.

required to pay their own transportation costs to and from training sites.

“The program is strictly voluntary. These kids want to be here and to learn about the Navy,” Beard said. “Most of them join out of a sense of patriotism. Their parents are very supportive and feel the program is very good for their children.”

All Sea Cadets must pass a Navy physical exam and must also attend a two-week “boot camp” during their first year. During the second year, they receive training in communications, small arms, boat handling and firefighting.

A cadet who completes three years in the program attains a rank equivalent to an E-3. That rank is retained if the cadet later joins the active duty Navy.

“Sea Cadets are not like the Scouts,” Beard said. “We are a lot tougher. There is much more discipline and we adhere to military rules. We even have captain’s masts if the need arises.”

—Story by JOSN Pamela Belford-Mattern, NavPhibBase, Little Creek, Va.

REPORT



Fraud, Waste and Abuse? Report it!

Report all violations through your chain of command or call * the Navy Hotline:
800-522-3451 toll free
433-6743 Washington area
288-6743 Autovon

*Monday-Friday: 8 a.m.-4:30 p.m. EST

You can also write to:
Office of the Naval Inspector General
Attn: Navy Hotline, Bldg. 200
Washington Navy Yard
Washington, D.C. 20374



Birds of a different feather. Lt. Cmdr. Jack E. Kauffman, who pilots CH-46 helicopters aboard USS *Seattle* (AOE 3), carves wooden bird decoys in his spare time. Kauffman first got interested in the wooden birds at a show featuring carved water fowl, but because of the high cost of the finished product, he decided to try carving his own instead of buying one. He began nine months ago with the basics: wood, knives, sandpaper, paints and brushes, and most important—a “how to” book. He used pictures of birds as models. Kauffman spends 15-20 hours working on a goose and up to 60 hours on a larger decoy. Claiming to have no artistic background, he said, “Anybody can do it. It’s mostly studying a picture of what you’re making.”

Photo by JO1 Jim Rostohar, USS *Seattle* (AOE 3)



“Old Ironsides” hosts LDO commissioning ceremony. Chief Cryptologic Technician Administration Wilhimenia T. Matthews was commissioned LDO ensign cryptologist on July 1 aboard USS *Constitution* in Boston. Chief Warrant Officer William R. Iovanna read the oath to the Navy’s first female LDO cryptologist. Matthews joined the Navy in January 1974 and, during the last nine years, has earned a bachelor’s degree in criminal justice and a master’s degree in education. She is stationed at Naval Security Group Command Headquarters, Washington, D.C.

Bearings

More Than a Motto

Community spirit at U.S. Naval Facility Argentina, Newfoundland, proved invaluable to one Navy family.

Senior Chief Journalist Ray Mahon's son, Bob, fell 85 feet from a cliff last July. He was hospitalized for two weeks with a fractured skull, collar bone and pelvic bone, and spinal injuries. His medical bills mounted rapidly to more than \$8,000 and continued to grow. To make matters worse, Bob, at age 21, was no longer eligible for CHAMPUS benefits. That's when the community stepped in.

Concerned friends and neighbors pooled their talents and resources to organize a "Family Fun Night" and raise money to help pay Mahon's medical bills. Complete with carnival games, food, music and dancing, the event both aided a Navy family in need and provided the Argentinia community with an opportunity to get together.

Thanking everyone who took part, Mahon and his wife, Ann, accepted a check



for \$2,994.79 from Captain Harold A. Bunch Jr., commanding officer, U.S. Naval Facility Argentina.

But the sense of community spirit did not stop there. Donations from the Argentinia Women's Association, Seabees Wives' Club, Argentinia E-7, E-8, E-9 Association, Argentinia E-6 Association, Protestant and Catholic Chapel funds and Navy Exchange employees raised the community contribution to more than \$4,000.

JPCS Ray Mahon (left), Capt. Harold A. Bunch Jr., Bob Mahon and his mother, Ann Mahon.

Son Bob is doing well in his recovery and should regain most of his motor skills within the next year. The Mahons' financial worries have been somewhat lessened by a caring community.

"The Navy takes care of its own" proved to be more than a motto for the people at the Naval Facility Argentina.

Can't Get to the Polls? Use an Absentee Ballot

1984 is a presidential election year and that means campaigns, debates and, in November, long lines to the polls. Members of the military, however, can take the hassle out of voting by using an absentee ballot.

Basically, members of the military—as well as their spouses and dependents 18 years or older—can use an absentee ballot for local, state or federal primaries and elections. If you decide to use an absentee ballot, your command voting assistance officer will supply you with a Federal Post Card Application. Just fill out the application and send it to your local voting jurisdiction. Postage is not required if you mail your application in the United States, from an FPO or APO mail facility, or from a U.S. embassy or consulate.

The best time to apply for an absentee ballot is 30-45 days before an election. In most states, ballots are mailed to voters 20 days before an election.

For more information, see your command voting assistance officer or write Navy Voting Action Officer,

Naval Military Personnel Command, NMPC-12C, Washington, D.C. 20370.

Dates of State Primaries (States not shown have primaries before April)	New Mexico South Dakota West Virginia	Colorado Connecticut District of Columbia Minnesota New Hampshire New York Rhode Island Vermont Virgin Islands Wisconsin Wyoming	May 1 District of Columbia Tennessee
April 10 Pennsylvania	12 Maine North Dakota South Carolina Virginia	18 Massachusetts Washington 22 Hawaii	5 Texas 8 Indiana Maryland North Carolina Ohio
May 5 Texas 8 Indiana Maryland North Carolina Ohio	August 2 Tennessee 7 Kansas Michigan Missouri	Dates of Presidential Primaries (States not shown have primaries before April)	15 Nebraska Oregon 22 Idaho
15 Oregon Nebraska 22 Idaho 29 Arkansas	14 Georgia 21 Utah 28 Alaska Kentucky Oklahoma	April 3 New York Wisconsin 7 Louisiana 10 Pennsylvania	June 5 California Montana New Jersey New Mexico South Dakota West Virginia 12 North Dakota
June 5 California Iowa Mississippi Montana New Jersey	September 1 Guam 4 Alabama Florida Nevada 8 Delaware 11 Arizona		

Sailing Through a Tax Audit

Article by Jack Ben-Rubin, The George Washington University

Just because you've filed your 1983 federal income-tax return doesn't mean your tax problems are over. There is a chance that you might be audited. Every year many sailors get letters from the Internal Revenue Service saying, "We are examining your federal income-tax return for the above year and find we need additional information to verify your correct tax." This means your tax return is being questioned and that you probably will be audited by the IRS.

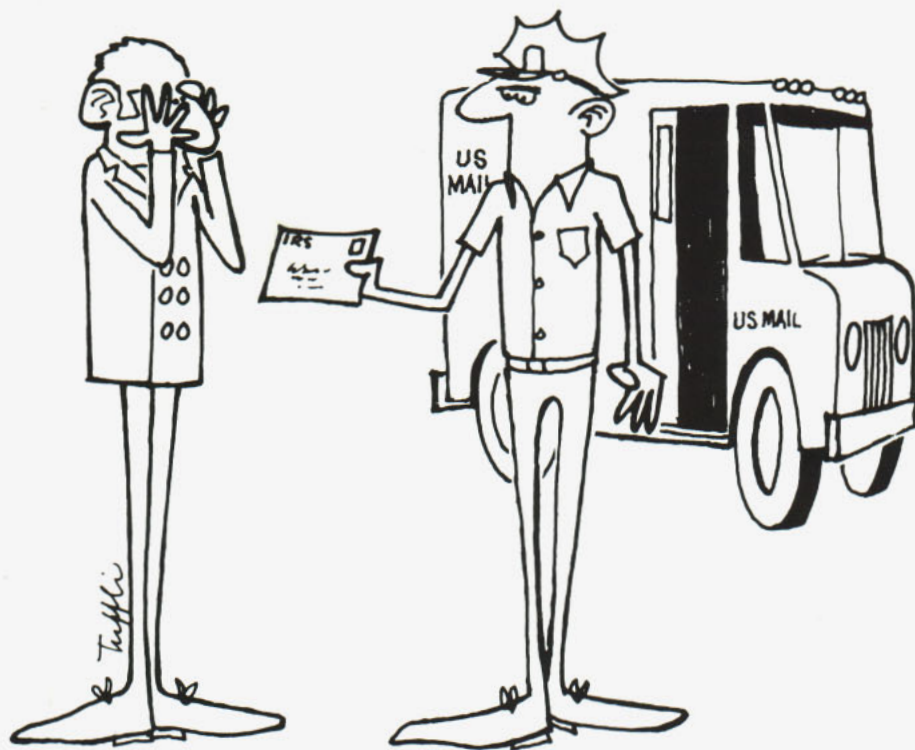
Many sailors take this notice as a threat. They fear that if the federal tax office finds anything omitted or miscalculated on the tax return, it means they have committed a crime and could be thrown in jail. Actually, the possibility of jail would come only if there is fraud, an intent to deceive the U.S. government by evading payment of your taxes. An honest mistake or an unintentional omission is not fraud. But that is why you must keep good records.

Anyone who pays taxes can be audited. Because the IRS cannot possibly audit every tax return—it receives close to a hundred million of them each year—it has a policy of picking the ones that are unusual in that they particularly favor the taxpayer. Tax returns are screened through a highly complex computer program, using a closely guarded formula that scores the returns on their degrees of irregularities.

The system is fed a composite income, exemptions and deductions structure of average taxpayers based on previous returns. It then spits out returns that show differences from the IRS norm.

Even if you pass the muster, you still may be audited if you earned over a certain amount, or if you use a tax-form preparer considered by the IRS to be shady or fly-by-night. You might also be the victim of a "tip" by a jilted girlfriend or boyfriend, a nasty shipmate or a "bounty hunter" who gets a financial reward for the tip. Or, your return just may be selected randomly.

Some sailors fear being audited so much that they won't even take legitimate deductions which would lower the amount of tax owed. If you have a



Artwork by Michael Tuffli

doubt as to whether to take a rightful deduction or exemption, the policy should be to take it and attach an explanation to the tax return.

There are three different kinds of audits, and all start with the IRS sending you a letter. The letter might ask for additional information to be mailed in for a correspondence audit. You simply mail in copies of the missing information. If the IRS accepts your explanation, that's the end of it. The letter could call you in for an office audit. It will tell what part of your tax return is being questioned and give the date and time of your appointment. If you can't make the date or time, call and explain the problem. Or, your letter could state that you will be visited for a field audit, though these audits are generally restricted to complex tax returns.

The procedure that follows the letter is simple enough. If the auditor determines that you owe additional tax, and you agree, you just have to pay the tax, plus an interest charge, and that's the end of it. About 25 percent of those

audited don't have to pay any additional tax; about 7 percent get some money back.

If you don't agree with the auditor's findings, you can ask for a meeting with the auditor's supervisor; this meeting can often be arranged on the spot. If the supervisor agrees with the auditor, you still have several levels of appeal. You could take your case from the agency's appellate division to the U.S. Tax Court. If the amount in controversy is under \$5,000, an informal, small-case procedure is available. The courts act independently of the auditors and can overrule the IRS's determinations and negotiate a settlement with the taxpayers.

What should you do if you are selected for a tax audit? If your income tax return is selected for audit by the IRS, don't lose heart. No matter what type of audit you face, the best attitude is one of calmness and cooperation. Keep in mind you have a number of ways to fight it out. Above all, be prepared with complete records. □





Laying It on **THICK**

THE EARLY morning stillness came to an abrupt halt as workers from the Naval Submarine Base, New London, Conn., began their assigned tasks. For the crew of the U.S. Navy floating dry dock *Waterford* (ARD 5), today would be just like any other work day—long and busy.

Waterford, believed to be the Navy's oldest floating dry dock in active service, serves as a support facility for submarine hull preservation and provides crane service to support shipyard work.

Immediately after quarters, members of *Waterford's* deck force suited up for the day's assignment: painting the hull of USS *Sculpin* (SSN 590), an attack submarine undergoing repairs. Seaman Apprentices Sandy Zeigler and Leigh-Ann Turner, part of *Waterford's* 80-percent-female deck force, mustered at the paint locker on the pier. After gathering supplies, the two sailors descended

the ladder to the dry dock, Zeigler wrestling with a bucket of paint, and Turner carrying the rollers for applying the paint to the sub's hull. Donning protective respirators and body harnesses, the hard hat-clad sailors climbed into the basket of a cherry picker which enabled them to reach the top of the hull.

In the dry dock below, other crew members painted underneath the sub. Altogether, it took only a few hours to cover *Sculpin's* exterior.

The idea of women sailors in paint-covered dungarees and hard hats is enough to raise a bit of skepticism from some old salts, but it didn't take long aboard *Waterford* for women to be accepted as part of the crew. "They all end up wet, dirty and tired at the end of the day. There is no free ride here," said Lieutenant Commander Carl Dahlman, *Waterford's* commanding officer.

Women have been assigned to *Waterford* since 1979, and according to



Opposite: SA Leigh-Ann Turner and SA Sandy Zeigler apply paint to USS *Sculpin* (SSN 590). Top: Zeigler maneuvers a cherry picker. Above: *Sculpin* in dry dock.

Command Master Chief Ronald Fullen, "We're proud of our female-male relationships. It's amazing. There are no problems. Everyone here is treated equally. Whoever is given the job, does the job."

Chief Warrant Officer Bob Judd, *Waterford's* docking officer, said, "These women are really good. I haven't heard a complaint out of one of them. They qualify on the same things the men do, running everything from cranes to hydro blasters. We

Thick

have even gotten compliments from the shipyard people about our women. They seem to be really impressed by them.”

Although they do their jobs well, painting submarines is not every sailor's idea of a great time. Many of *Waterford's* crew came from recruit training as non-designated strikers. In an intensive effort to provide upward mobility, Dahlman encourages people to take courses for ratings in which they are interested.

Administrative assistant Yeoman First Class Gayle Oko said, “We sometimes lose our non-designated strikers when we send them up for other ratings, but the command feels that upward mobility is more important than keeping them here.” Dahlman's effort seems to be working—*Waterford* boasts an impressive 81-percent retention rate.

Not everyone on *Waterford* dislikes the job of painting subs. Zeigler intends to become a boatswain's mate. “I'd rather work outside than inside,” she said.

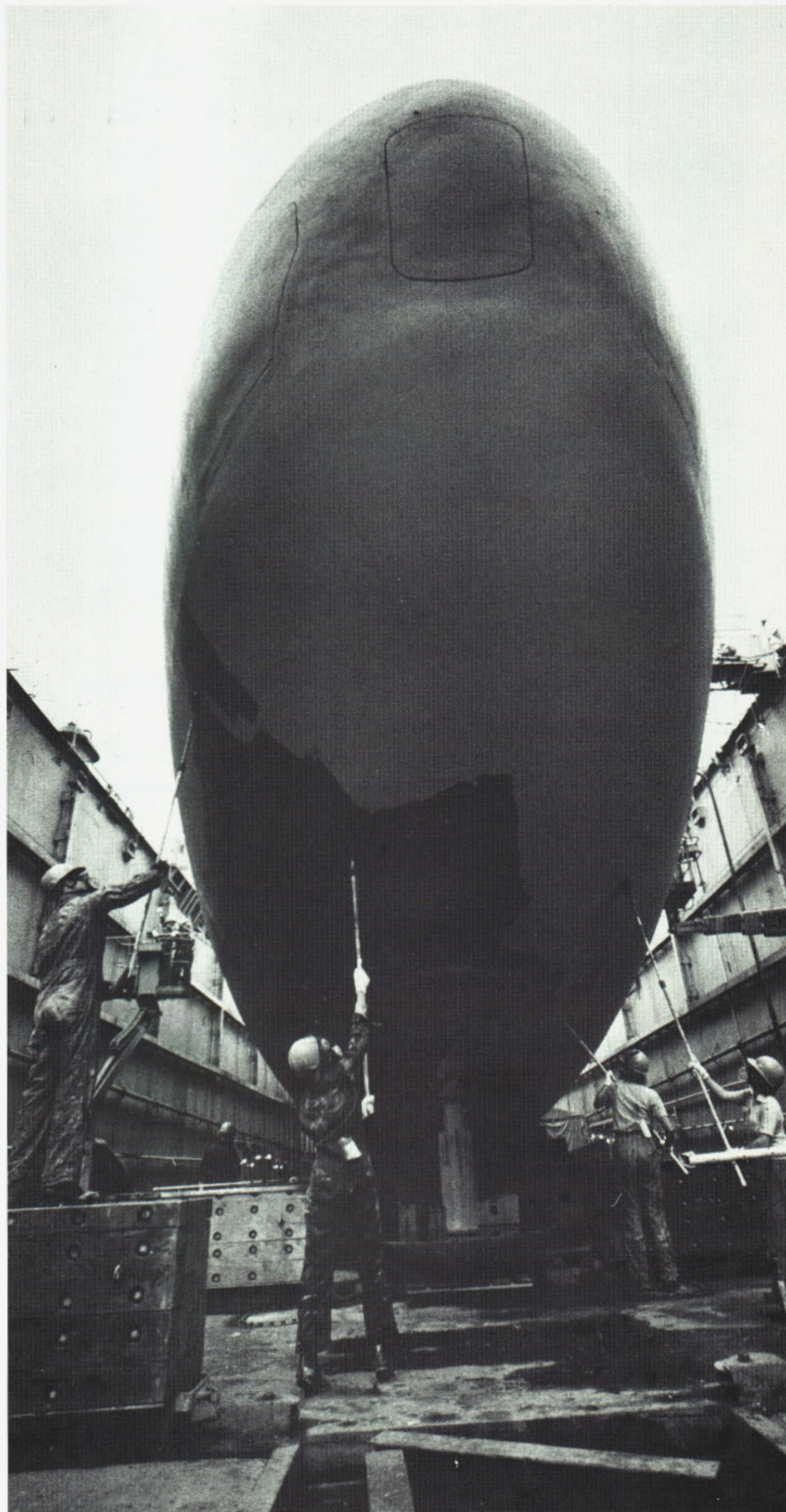
Turner, preparing to add another coat of paint to *Sculpin*, said, “They're proud of what we do here because we get the job done. It's a dirty job, but somebody has to do it.”

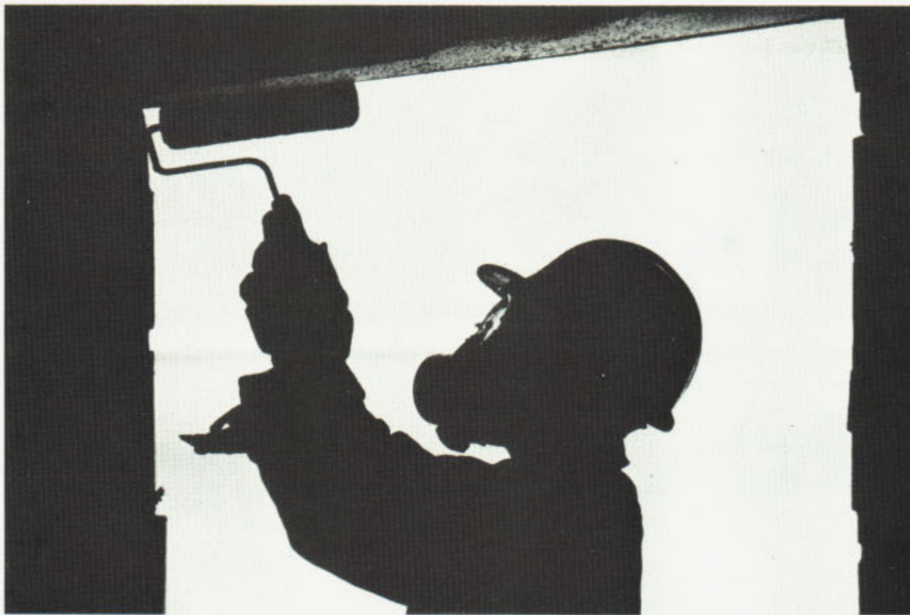
Zeigler added, “You do your work and everybody treats you right.”

Waterford's first lieutenant, Senior Chief Boatswain's Mate James O'Connor, has worked with women in the Navy before. “I've never seen them work like they do here,” he said. “They pay a lot of attention to detail.” O'Connor's face broke into a smile when he told about the time the women sang happy birthday to him at quarters.

Waterford has been serving the fleet in New London since 1946. The dry dock's motto, “We Preserve,” is a claim not many would dispute. □

—By PH2 Perry Thorsvik





Women sailors work hard at their jobs and enjoy the satisfaction of knowing they do it well.

NATO Navies Swap Sailors

By JO2 Keith V. Lebling,
CinCLantFlt, Norfolk, Va.

The Standing Naval Force, Atlantic, a squadron of ships from nine North Atlantic Treaty Organization countries, has a unique program called “cross pollination.” It has nothing to do with flowers—but it has a lot to do with people.

“Cross pollination” is the exchanging of people between various ships of the operating force. Throughout the year, more than 800 men from the participating NATO navies get involved in the program.

U.S. Navy Captain Gregory F. Streeter, commander, Standing Naval Force, Atlantic, in the flagship USS *Comte De*

Grasse (DD 974), said, “One of the goals of the cross pollination program is to increase squadron readiness by exposing sailors from different backgrounds and experiences to training and hands-on operation with the crews and equipment of their NATO allies.”

According to Chief Electronics Technician William Erickson, officer in charge of the program aboard *Comte De Grasse*, “Our guys get to see how the other navies work and how they live. About 70 sailors from *Comte De Grasse* take part. We’ve had a few chiefs and a couple of officers, but it’s mostly junior enlisted.”

“It’s really nice to see how the other guys live,” said Data Systems Technician Third Class James Dennihan, of his time on board the German destroyer FGS *Hessen*. “The people are very friendly and treat us like guests in their homes.”

Maat Hilmar Albers, from *Hessen*, spent three days on board *Comte De Grasse*. “It was a very good experience to work with the computer systems,” he said, “because we plan to install the same system on our ship next year.”

“The ideal situation would be to exchange people in the same rating, but we can’t always do that,” said Erickson. He explained that the rating structure and divisional responsibilities in the allied ships often differ from one to another. Similar

ratings may not do the same jobs.

Belgian Second Maitre Bolle Luc, from BNS *Westhinder*, said, “I spent a few days on the *Comte De Grasse*. Things are very different here. Of course, the biggest difference is that we have our beer.”

There are almost no problems communicating among the sailors, even though there are many different languages within the squadron. English is one of the two official NATO languages—the other is French—and most of the sailors speak English.

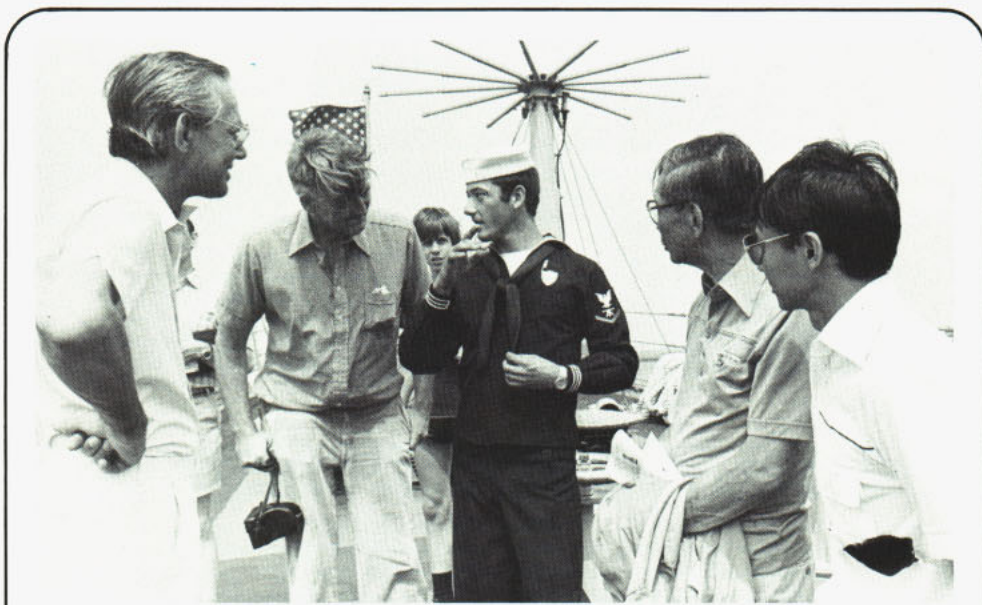
Obermaat Axel Freese, from *Hessen*, apologized for his lack of facility with the English language, when Dennihan, the visiting American, said, “Don’t apologize. I’m on your ship, and I don’t speak a word of German.”



Left: Obermaat Axel Freese and BM3 Robert Howard take part in the cross-pollination program on board FGS *Hessen*.



Far left: German and British operations specialists work with Navy OSs in USS Comte De Grasse (DD 974). Left: Capt. Gregory F. Streeter sets sail on board Canada's HMCS Margaree.



Dewey hosts 20,000 in Holland. USS Dewey (DDG 45) and ships from Canada, West Germany, Holland, Portugal and the United Kingdom welcomed aboard more than 20,000 visitors during the National Fleet Days celebration held in Den Helder, The Netherlands. FTG3 Larry E. Jones of Dewey, along with sailors from the other ships of the Standing Naval Force Atlantic, escorted visitors and answered their questions. More than 150,000 spectators entered the Royal Netherlands Marine Base during the three-day open house in July. Dutch helicopters presented an aerial show and together with divers from the Royal Netherlands Marines, staged air-sea rescue operations. Dutch naval ships also demonstrated firefighting techniques in the harbor. *Photo by PH3 Willie Allen, FHAVComLant*

The program is popular, according to Erickson. "At the beginning of the cruise, the guys are a little hesitant," he said, "but they make friends on the beach, and someone will say 'Why don't you come over to our ship for a few days?' Once people get started, the enthusiasm builds."

According to Erickson, the reaction depends on which ship the men go aboard and what their attitude is when they get there. "Each man is assigned a sponsor who shows him around and assists him in getting settled, but they are pretty much left on their own.

"The cross pollination periods are kept short so that visiting crewmen have enough to do to keep their interest," he added. "It also allows more people in each division to participate." □

Refueling A Battlewagon

By Bud Sharkey, MSC Far East PAO

What you notice first is the graceful bow, the sleek profile, the way USS *New Jersey* (BB 62) sits low in the water. Whether gliding out of the sun—backlit and temporarily silhouetted—or rising up out of the early morning mist, this massive ship is the focus of attention in every port.

Recently, *New Jersey* was the center of attention in an operation that involved taking on tons of fuel—its first underway replenishment since its recommissioning last December.

The oiler chosen for this critical job was equal to the task. USNS *Mispillion* (T-AO

105), a Military Sealift Command fleet oiler, has been in the business since early 1975. MSC oilers have UnRepped thousands of times with every type of surface ship the Navy operates, in every kind of weather. But there hadn't been one with a battlewagon since *New Jersey* served off the coast of Vietnam in the late 1960s. And it is questionable whether any battleship had ever been serviced by a civilian-manned ship. *Mispillion*, a ship with a subtle but tangible sense of pride, now has that distinction.

Although crewed out of Oakland, Calif.,

Mispillion is on a long-term deployment to WestPac—crew members rotate but the ship remains on station. A 644-foot “floating gas station,” *Mispillion* spent the first half of 1983 supporting the fleet in the Indian Ocean and in the northern Pacific off Korea and Japan.

The number of civilian-manned naval auxiliary ships has steadily increased since the first oiler joined the Military Sealift Command in 1972. Aboard *Mispillion*, 105 civil service mariners and 16 Navy men serve under the ship's civilian master, Captain Richard E. Thomas.





Lieutenant Ken Fladager, officer in charge of tactical communications, said the crew had one opinion when it came to the *New Jersey* assignment:

"It was a feeling of pride in knowing that we haven't missed a commitment and this was a chance for us to be a little part of history. I think if they had tried to give this assignment to someone else, there would have been a minor mutiny out here."

Ken Clark has sailed UnRep ships for more than 10 years. As *Mispillion's* boatswain, he looked forward to the rendezvous with *New Jersey*. "I want this!" he said. "This is the first time a battleship will be UnRepped by civilians, and I want to make sure it's done right!"

Although reasons may vary, everyone on board shared the enthusiasm for refueling the dreadnought. Supply Officer Les Byers, a Navy retiree, served in *New Jersey* almost 30 years ago. "My first ship after boot camp in 1955 was *New Jersey*. I wonder what they changed." A framed photo of the battleship hangs on the bulkhead in the officers' lounge aboard *Mispillion*.

With its crew, a blend of civilians and Navy men, *Mispillion* has an interesting mix of experience. On the bridge, 22-year-old Third Officer Mike Cortese, a Massachusetts Maritime Academy graduate,

was on watch. The helmsman was 64-year-old Jimmy Dodds, whom Cortese described as the best helmsman around.

Chief Mate Peter Brent, a retired Navy chief petty officer, has extended his normal six-month tour, as have many of the crew. "Part of the reason I've stayed aboard so long is the captain. I think he's the reason the crew is so good. He keeps trying, no matter what. This is his ship—it's him. He takes everything to heart and he cares about people," said Brent.

Mispillion's captain came up "through the hawsepiper"—sailing as a deck seaman before earning his Coast Guard certification as a deck officer. After steaming 1,300 nautical miles to a rendezvous in the vicinity of Guam, Thomas prepared to lead his crew through a difficult maneuver. As *New Jersey* approached, he offered a WestPac welcome through his loudspeaker.

On deck, five rig crews began to work under the watchful eyes of their crew chiefs. Deep in the pump room, Mel Williams, David Henson and Mel Henline controlled the flow of oil through eight pumps, each capable of transferring 3,000 gallons every minute.

A Mispillion rig crew (above) prepares to send a second fuel line to New Jersey as rig captain Marty Kalani (above left) inspects his rig. Opposite page: New Jersey comes alongside for the first WestPac UnRep of a battleship by an MSC ship.

For the most part, the refueling operation went smoothly as the two ships moved along with very little space between them. The only anxious moment occurred when one of *Mispillion's* steering engines malfunctioned. But the seasoned crew quickly solved the problem and avoided having to make an emergency breakaway.

With the fuel transferred and the operation completed, *New Jersey* pulled away as gracefully as it had approached. Room was made for USS *Midway* (CV 41) and its escorts, who would soon be stopping at the floating gas station. In fact, that same day *Mispillion* refueled six more ships before noon.

Thomas sensed the satisfaction of his crew and complimented them at the end of the day on their work. As the sun plunged into the Pacific, the men knew that they would remember the day the battlewagon *New Jersey* became another satisfied customer. □

Pegasus-class Hydrofoils

Ships With Wings

By P.M. Callaghan,
U.S. Naval Institute Proceedings,
Annapolis, Md.

They seem to fly through the air with the greatest of ease at a speed of more than 40 knots, skipping over 12-foot waves. At about 240 tons each, the ships' small size does not reflect their lethal punch: eight *Harpoon* missiles each—enough firepower to destroy an enemy aircraft carrier or battle cruiser.

These are the *Pegasus*-class hydrofoils, representing one of the greatest innovations in warship design; they point the way toward the probable makeup of our future naval forces.

The six vessels making up this class of PHMs (patrol combatant missile, hydrofoil) are named after constellations: *Pegasus*, *Hercules*, *Taurus*, *Aquila*, *Aries* and *Gemini*—PHMs 1 through 6, respectively. The realization of our Navy's first squadron of hydrofoil warships, now stationed in Key West, Fla., was not easy.

In the early 1970s, the U.S. Navy had an active research and development program for hydrofoils, surface effect ships and air cushion vehicles. The *Pegasus* class was one of several hydrofoil designs under consideration by the fleet.

Other hydrofoil designs then being considered included the hydrofoil gunboats *Flagstaff* (PGH 1) and *Tucumcari* (PGH 2), and the hydrofoil submarine chaser



High Point (PCH 1). The gunboats displaced about 60 tons, the PCH displaced about 110 tons.

High Point carried two .50-caliber machine guns and four torpedo launchers. Unlike its counterparts, which used water-

jet propulsion while foil borne, this prototype used paired counter-rotating propellers; they proved to be as good as the water jets. Following *High Point*, however, no more PCH designs were produced.

Flagstaff was armed with one 40mm gun, four .50-caliber machine guns and an 81mm mortar. It also conducted sea trials with a 152mm howitzer on board (the same weapon used by the U.S. Army's Sheridan armored reconnaissance vehicle). Seventy percent of the ship's weight was supported by its forward set of hydrofoils, with the rest of the tonnage supported by the stern foils.

The *Tucumcari* also had one 40mm gun and four .50-caliber machine guns but was configured with two twin 20mm guns in-

stead of an 81mm mortar. This version of PGH had a larger deckhouse and a foil strut located at the bow, whereas the *Flagstaff* had its third strut located at the stern. *Tucumcari* operated in European waters during 1971 and carried out a highly successful set of demonstrations for NATO officials.

Germany and Italy joined in with the design and funding of a new type of hydrofoil follow-on model—the *Delphinus*-class PHM—whose name was eventually changed to *Pegasus* (launched in Novem-

ber 1974). The intention was to develop a hull design that would be acceptable to all NATO navies with only minor modifications.

However, the plan did not work out. After *Pegasus* was built by a civilian firm, the Navy took over the production of follow-on vessels for the class. The PHM designation, standing for "patrol hydrofoil missile," was changed to "patrol combatant missile (hydrofoil)." Construction of PHM 2, *Hercules*, was suspended in 1975 with about 40 percent of the vessel completed. In April 1977, PHMs 2 through 6 were canceled, but funding was later reinstated.

The hydrofoil phenomenon maintained enough steam to ensure completion of *Hercules* and four more PHMs. The six ships of the *Pegasus* class represent a formidable threat against enemy surface ships; their characteristics are unique to the navies of the world.

Besides carrying eight *Harpoon* surface-to-surface missiles, each PHM is armed with a 76mm dual-prepare gun. The ships are also equipped with electronic support measures and MK 34 chaff rocket launchers. *Pegasus*, manned by a crew of 23, can make more than 40 knots with its hydrofoils. With foils retracted, top speed drops to about 12 knots.

The *Pegasus* class is a formally commissioned surface combatant with commanding officers. Other classes of patrol boats have only been "placed in service" and are commanded by officers in charge.

The PHM squadron is being used in the Caribbean today in support of our national objectives in that turbulent region. The ships' characteristics ideally suit the island geography of the basin. In peacetime they provide a rapid response presence and in wartime—alone or in consort with other forces—they can provide a potent increment to our surface attack capability.

Perhaps the Navy may face requirements in the future that will necessitate this class growing to 30 or more ships. □



Left and above: USS Hercules (PHM 2) and USS Gemini (PHM 6) during underway replenishments. Photos by PH1 Harold J. Gerwien. Opposite page: An artist's rendering of USS Pegasus (PHM 1), lead ship of the PHM class hydrofoils.

Mail Buoy

Editor's Note

No matter how well we prepare, we don't know what a situation will be like or how we will react to it until we actually experience it. So it was for Lieutenant Brian Coyle, who recently got his first taste of duty at sea with a helicopter anti-submarine squadron. We appreciate his frankness in admitting he was like the new kid on the block, learning his way around the neighborhood. We believe his first impressions are worth sharing.

First Impressions

Although I was in the fleet readiness squadron for nearly seven months, I was not prepared for the complete change in lifestyle I experienced when I checked aboard my first fleet squadron in middeployment in the eastern Mediterranean. To its credit, the FRS did accomplish its goal of providing the squadron with a Naval Air Training and Operating Procedures Standardization-qualified pilot with some tactical anti-submarine warfare knowledge. It had not prepared me, however, for the lifestyle changes I would meet upon entering the fleet Navy under way.

As they say, cruising is what it's all about. But I must admit that it took *this* first fleet tour junior officer a couple of weeks to adjust to the operational cycles and everyday routines, not to mention the emotional aspect of being separated from my family. The latter was the toughest adjustment, but I'm not alone in that respect.

Life aboard this second newest nuclear carrier is quite nice. From some of the stories I've heard, we have an easy life here; no JP5 in the water or even water hours, reliable air conditioning and plenty of hot water. But a junior officer just checking aboard his first ship has no oil fired, or other, experience to draw on. He doesn't know until he's heard those stories or seen for himself how nice a nuclear powered ship can be. What he sees is an assault on his normal way of living. It takes some getting used to.

I remember passageways as a labyrinth of tunnels, *always* being cleaned and painted, and leading . . . everywhere or nowhere. The trick was to learn exactly which ones to use. Fortunately, my stateroom was close to the wardroom and I usually could find a squadron mate who was going near where I wanted to go. I remember the day I soloed down to the uniform shop and back without getting lost! Seriously

though, it took some practical use, even after an explanation of the maps and numbering system, to be able to move around the ship without getting lost. One of the first things I learned was the several ways to get from my stateroom to the outside.

Another thing I quickly learned was which heads had the best showers. The first day, I used one of those hand-held shower nozzles, but because I couldn't figure out how to get the pulsating massage action to work, I went looking for a better shower the next day. I realize those hand-held showers are designed to conserve water, but I can't see how anyone can use more than the 35 gallons per man per day goal that we always seem to exceed. Somewhere on board this ship there must be a lot of leaky faucets.

If hand-held showers were disappointing, the food in the wardroom was surprisingly good. A lot of people complain, and indeed the menu does get repetitious at times, but I had expected a lot worse. I think the food service does a good job with what they have to work with. The baker does *too* good of a job! It doesn't take salisbury steak for the second time in three nights to make a second piece of cake or more rolls look good. If we all come back from this deployment overweight, the baker is to blame.

I was also pleasantly surprised by my stateroom. I had expected a lot worse here as well, which I guess is a good way to approach anything. My only real complaint is that we are right under the jet blast deflector for the number one catapult and the hydraulic lines run right through our room. Sleeping with Mickey Mouse ears on did take some getting used to. Actually the noise level reaches the pain threshold only when they're launching aircraft, and my squadron is thoughtful enough to try and schedule me to be somewhere else at those times—like in our Ready Room which is right under the number three cross deck pendent. It's sometimes noisier there during recoveries than in our stateroom during launches. My wife thought I was a sound sleeper—wait till I get home. I'm going to have to get an alarm clock that sounds like the J-dial phones—it's the only thing that seems to wake me now.

Finally, there's the flight deck. It's loud and the noise sometimes seems to be concentrated directly over my room. It also is the scene of the most awesome machine and human ballet I have ever witnessed. The best advice I have for other newcomers is to stay off the roof until someone experienced can take you up and show you how to stay out of the way during flight operations. Then, don't go up during flight

operations unless you are told to. There's so much going on up there that you have to watch out for not only yourself but also for what's going on around you and for others as well.

My indoctrination into squadron life was not quite so much of a culture shock. Indeed, the strongest impression I have of my fleet indoctrination period was the friendliness and helpfulness of everyone in the squadron. Everyone made an effort to make me feel a part of the squadron from the beginning, and that attitude helped ease the transition. I had spent 18 months in a VP-populated training command squadron as an instructor, but that was no preparation for the closeness and operationally intensive nature of a ship-based squadron. In many ways, we are engaged in a "locker room" type of lifestyle—one that runs 24 hours a day, seven days a week.

The reality of flight schedules running around the clock usually seven days a week was not surprising when I thought about it. But it did take a while to become acclimated to the routine. I was used to a 9- to 10-hour work day five days a week.

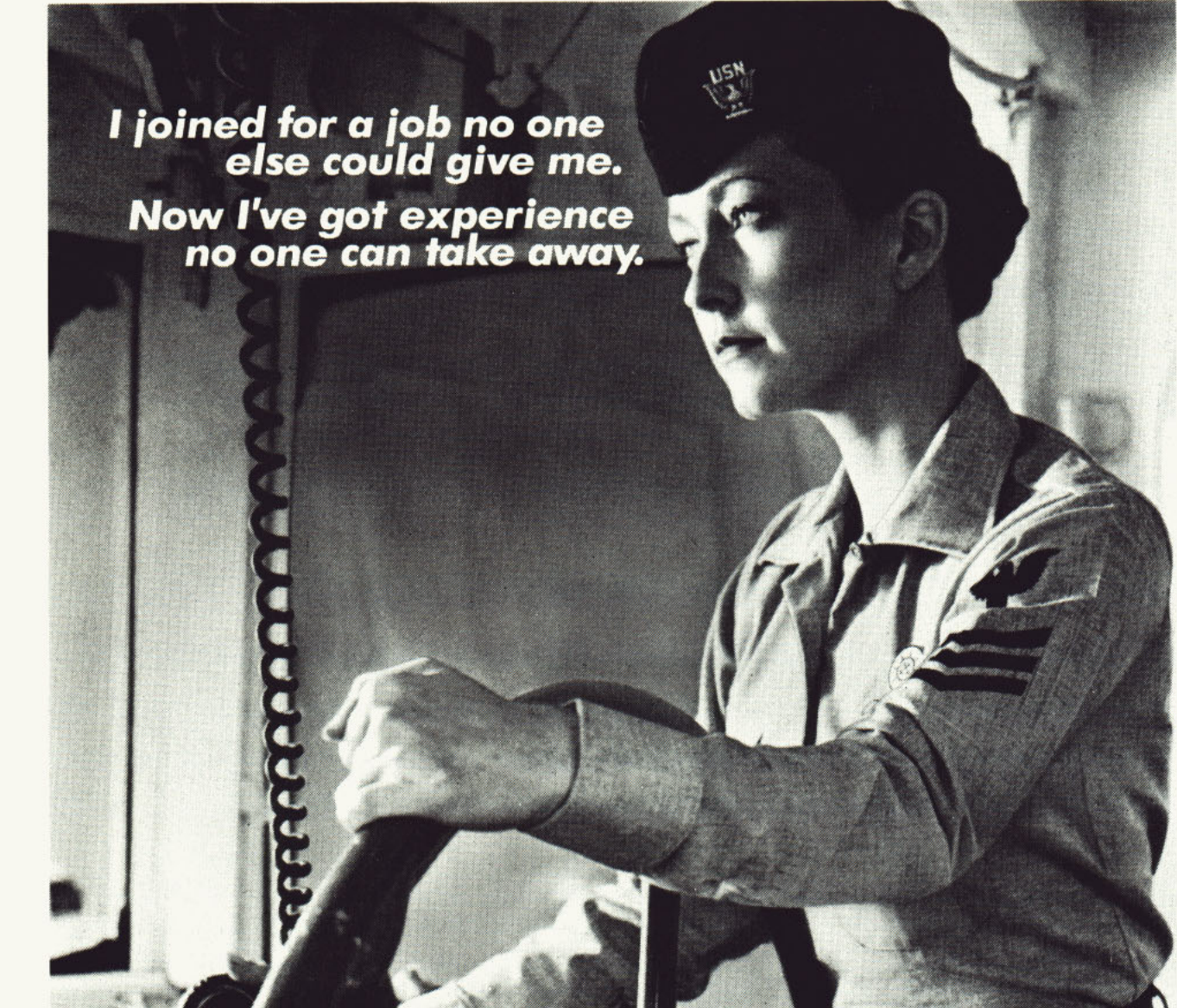
Something else new but that my training command tour had helped prepare me for was squadron duty officer responsibilities. A "pup" just out of the training command and FRS, who has not had the sole responsibility of a single aircraft, is now given responsibility for all of his squadron's assets, aircraft and flight crews. He is tasked with not only the normal SDO responsibilities but also the execution of the flight plan. He has to think on his feet and juggle crews and aircraft around when operational tasks are suddenly changed. Almost everyone seems to handle it well, although it can be devastating when things start to go awry and seem to snowball. In these cases, the helpful nature of the squadron comes out and there are usually suggestions nearby.

One additional point that impressed me was the safety-conscious attitude of both the command and the squadron. The squadron standard operating procedures are so grounded in common sense and safety that it's no wonder that some of the procedures have been incorporated into NATOPS. Squadron members are encouraged to question and discuss standard procedures and to recommend changes to the appropriate authorities. Idealistically, an effective safety program includes not only sensible, safety-oriented policies, which serve as guidelines for newcomers and old salts alike, but also an enthusiastic, inquisitive attitude of all concerned. This squadron appears to have incorporated both.—Lt. Brian Coyle, HS-5

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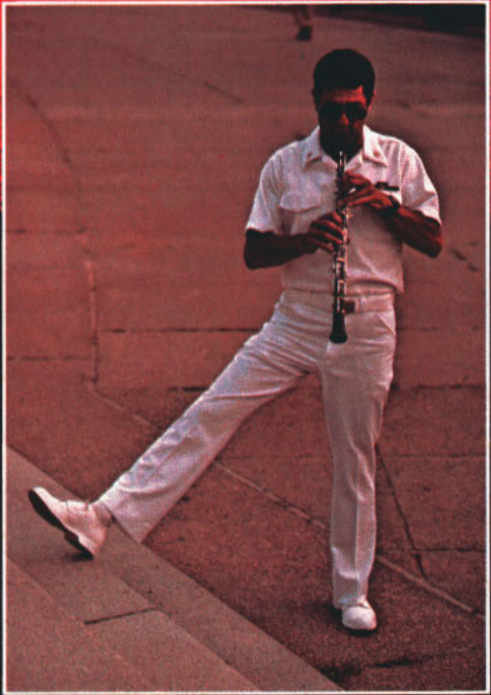
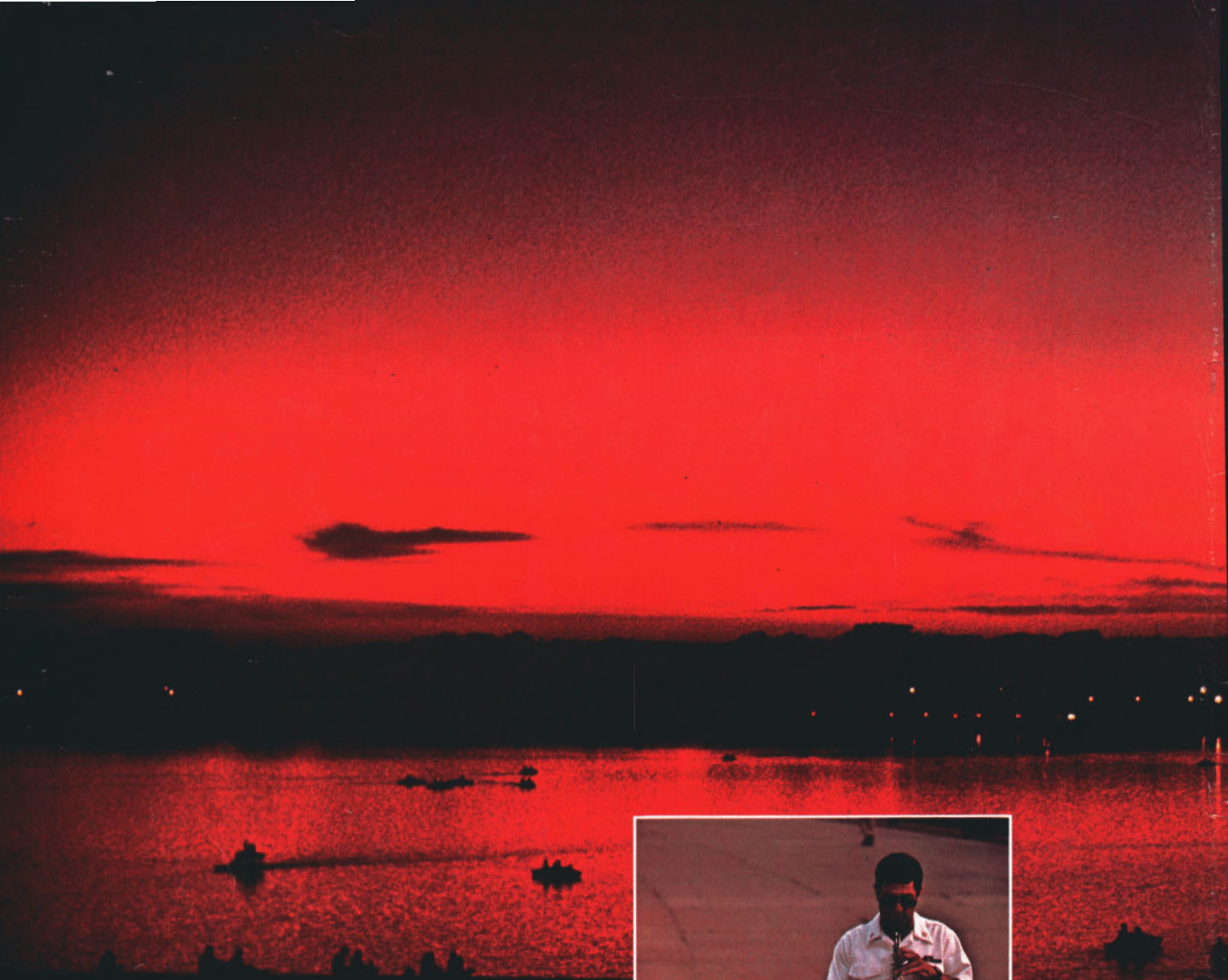
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Navy Band • See page 19