



# ALL HANDS

JANUARY 1982

in this issue

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West Coast  
Reservists



*High-stepping midshipmen show the style that won the U.S. Naval Academy Drum and Bugle Corps the coveted first-place trophy in the Interservice Academy Drum and Bugle Corps Competition last October. In addition to winning the trophy for number-one overall—a first for the corps since the competition began in 1976—the midshipmen also took top honors in percussion, brass, flags and general effects categories.*



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Back: HM3 William Loftis enjoys the scenic wonder of Alaska. Both cover photos by JO1 Lon Cabot.

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# Integrated Training Brigade

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## A Sense of Purpose at Great Lakes

“We used to be part of the problem—a major part of the problem. Now, though, we are part of the solution.” That is the assessment of Commander Roger D. Aydt, executive officer of the Service Schools Command at Naval Training Center, Great Lakes, Ill.

Aydt was speaking of the rate of unauthorized absences among the more than 8,000 students in the many schools there. “And not only were there a lot of students gone, they were staying gone for a long time. Now we are well under the Navy average, both in terms of numbers and duration of absences.”

He attributes this positive change, as well as the reduction in mast and courts-martial cases, to one basic fact: “We are doing a lot of ‘plus things’ here.”

Those “plus things” are more formally called the Integrated Training Brigade.

“The fleet’s reporting a change,”

Aydt said. “They see a difference in the sailors we’re sending out from our schools, and that difference is good.”

The Integrated Training Brigade—or ITB—is a comprehensive program to smooth the transition from recruit training, through “A” schools, and then into the fleet. It had been in the planning stages for some time, but serious disciplinary problems in the summer of 1979 accelerated its implementation. The goal was to build on the veneer of discipline that was begun in recruit training.

“The problems we were having weren’t the fault of the students,” said Master Chief Precision Instrumentman Jim Parsons, division officer of the Optical Equipment Technician/Instrumentman School at Great Lakes. “They are good young men and women. A lot of people then were telling me that they were screwed up, but frankly, the Navy was the problem. The organization had let them down,” Parsons said.

Aydt supports that contention. “There was no clearly delineated chain of command for the students. Some just took request chits from person to person until they found someone who

would let them do what they wanted.”

Whatever the problem was—and when the story is related by a number of people, it becomes evident that there was sufficient blame to go around—there is a fresh sense of purpose in the wind at Great Lakes.

It shows in the attitudes of the students and in the bantering on breaks between classes that indicates a sense of camaraderie. The feeling of drifting has been replaced with direction. Alienation has been superseded by a sense of belonging.

“The majority of our students were, and still are, coming directly from recruit training. They were coming from a very regimented period of almost two months, into what was almost a college campus atmosphere,” Aydt said. “They were not only closely supervised and accounted for in boot camp,” he added, “but if they had a problem, they knew exactly where to go for help.”

Students at Service Schools Command now have both kinds of support—supervision and help are almost continually at hand.

The basic building block of the ITB is the company. Each company comes

*Gunner's Mate School students at Great Lakes exit the school building.*

# Integrated Training Brigade

under a battalion, which has the same director as the school the student is attending. The battalions are run by three regiments which represent the major departments of Service Schools Command—engineering, electronics and weapons/OM/IM schools.

Each of the companies, which may have as many as 150 students, is administered by a company commander and an assistant company commander, both senior petty officers. The two share the workload of a day that begins by 5 a.m. and lasts at least until 7 p.m.

The organizational structure allows a careful and precise blend of education and military training to go forth in a planned and directed atmosphere. It lets people know what is expected of them and, in return, ensures they know what they are due.

“It may be just an old saw—that the devil makes work for idle hands—but you had better believe that it’s true,” Aydt said. “There are not too many idle hands now.”

A typical day for students begins with reveille at 5 to 5:30 a.m. Students living in the barracks muster in formation to go to breakfast at 5:25 to 6 a.m. By 7:15 a.m., those students living off base with dependents join their classmates. A formal muster, inspection and reading of the plan of the day takes place at 7:15 a.m., after which the students march off to classes.

School starts at 7:30 a.m. At 11 to 11:30 a.m., the students again fall into formation and march to lunch. Classes end between 3:30 and 4 p.m., but the students’ day is far from over.

After they march back to the barracks, students fall in for physical training on Monday, Tuesday and Thursday. Wednesday is for close-order drill. Liberty commences at 4:30 p.m. on Fridays unless the student has duty. (Four-section duty is the rule.)

As could be expected, there is a certain amount of griping about drilling and physical training. However, it doesn’t take long before an element of competition creeps into the program and students begin to vie with each other to be the best at what they are doing.

Physical training may consist of a

variety of organized sports at various levels of competition.

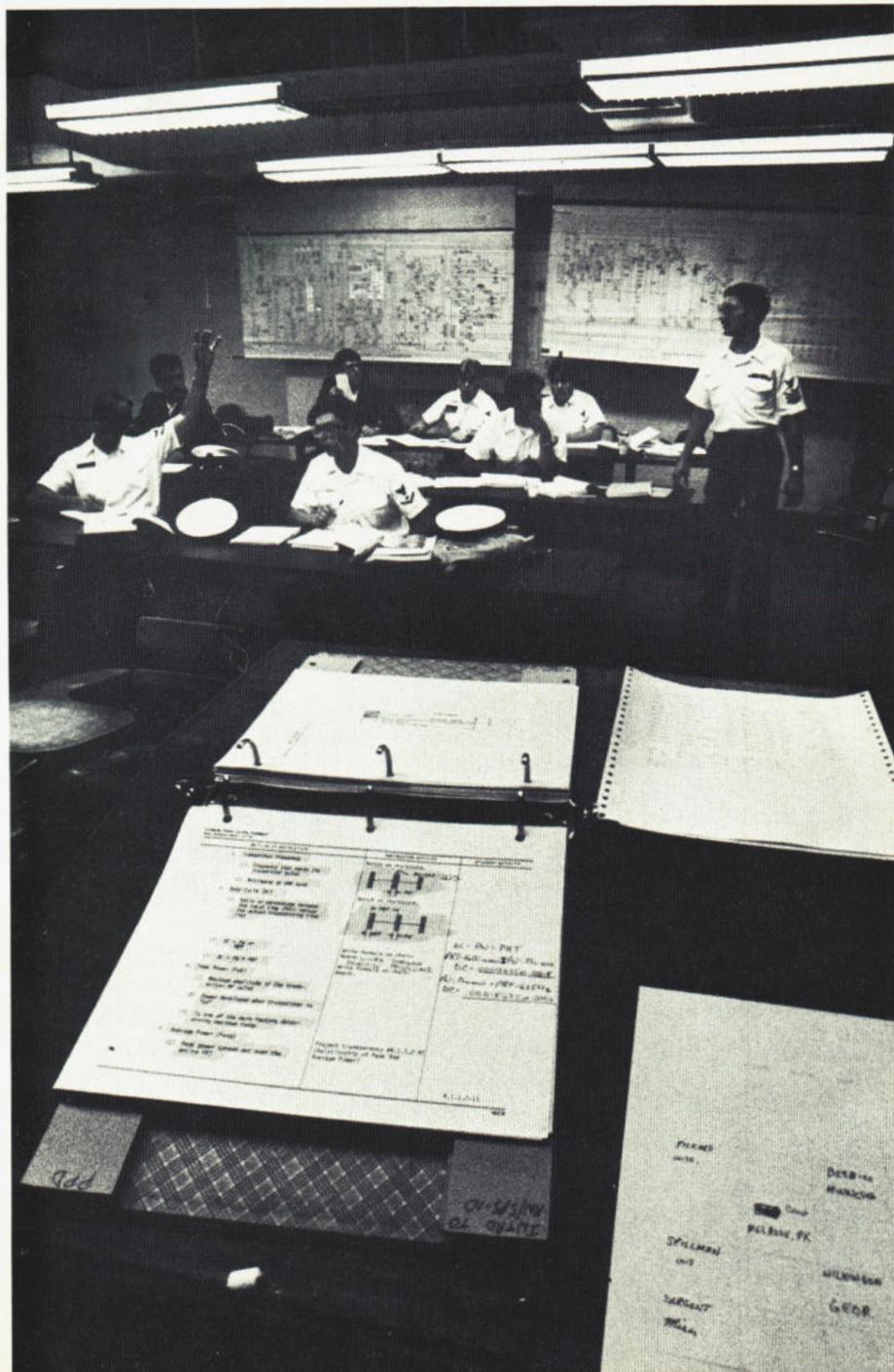
For example, in the fall, football games ebb and flow over almost every flat spot without trees on the base. The sessions, which have the purpose of providing physical conditioning, often assume a “higher” meaning as the participants become absorbed in the fun and competition.

Some students desire to participate in more individual sports, such as running. Those students who have demonstrated reliability are allowed to go off

on their own on those types of endeavors. Physical training can also include other outside work. The immaculate grounds around the Service Schools Command show that that work, too, is taken very seriously and done with pride.

Formation for the evening meal begins at 5:30. Students living off base with their families can depart at that time. Liberty call for the three off-duty sections starts at 6:30 p.m.

A company commander is on board to oversee these evolutions, which are



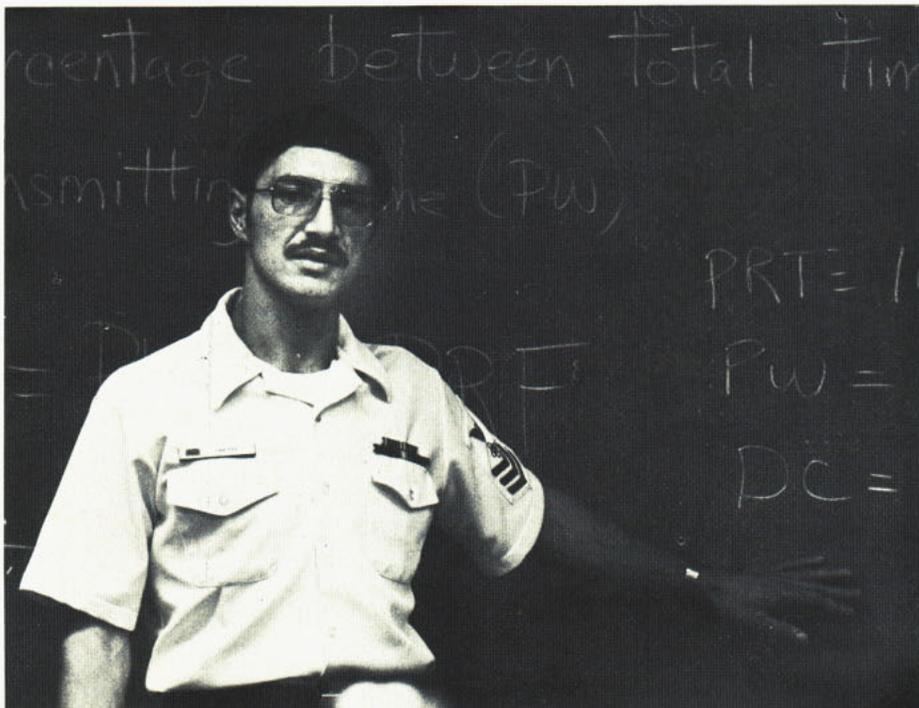
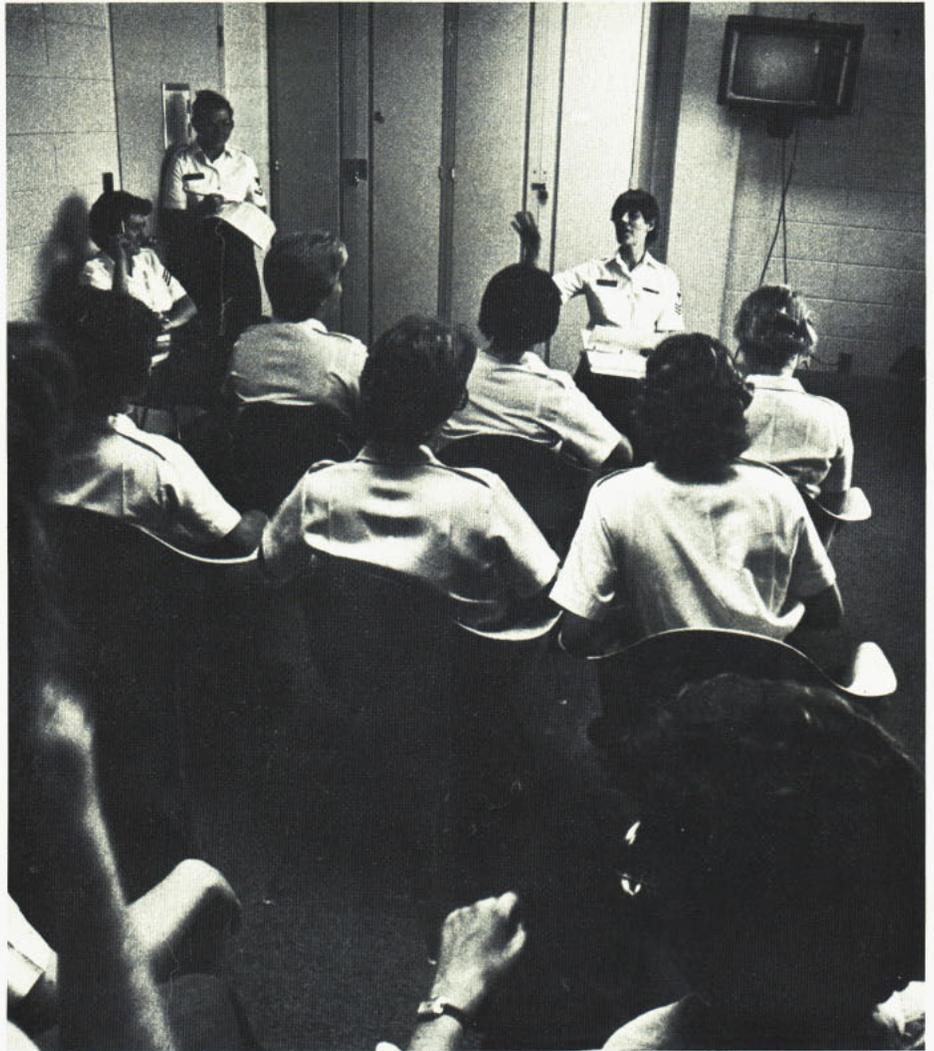
also managed by the senior student in each company. From reveille until late into the evening, the students are always able to find assistance—scholastic or otherwise—from their company commander.

The company commander's office is many things. It is a place to seek help. It is a place to be reprimanded for some error. And it is a place to try out an excuse or request on a senior petty officer who has probably heard them all, and maybe even tried a few of them before.

Students who are not performing well academically must attend mandatory study periods in the evenings.

In addition, instructors are on duty 24 hours a day to help the students if they wish. "All they have to do is ask," said Electronics Technician First Class Mark Smith, an instructor in ET School. "If they can't sleep, they can come over here to the school, even at 3 in the morning, and someone will be here to help them."

In addition to physical training and military drill, students in the ITB receive a full battery of General Military Training. Conducted by individual company commanders, GMT provides information on a broad variety of subjects such as financial responsibility,



Far left: Service Schools Command instructors receive extensive training before taking over a class. Left: ET1 Smith on the job. Above: General Military Training is a way of life at the training center.

requirements for promotion, and rights and benefits.

Although there are various opinions about the effectiveness of the ITB, company commanders responsible for its efficient operation pretty much agree that the system is necessary.

According to Senior Chief Electronics Technician Robert Hall, battalion adjutant for the Second Battalion, "The military part of this training is extremely important. If the students don't have a firm grip on that, they can get in trouble regardless of where they go."

Another company commander, Electronics Technician First Class.

# Integrated Training Brigade

Janet French, expressed the need for emphasis on military training in another way. "We are not just making technicians here. They can buy those anywhere for the right price. We are trying to make sailors of these people—and that's something that cannot be bought for any price, anywhere."

Several themes underlie the ITB program at Great Lakes, but one of the motivating forces is the top leadership in Service Schools Command. Both commanding officer Captain Charles E. Heiland and his executive officer are visible in their daily activities. "I like to pick a classroom at random and just walk in and talk with the students," Aydt said.

When the executive officer spends this time with the students, he gets a lot of questions. "One question that many

ask is 'Why do I have to follow all of these rules that don't even apply to me?'

"I tell them that that's the way the world is. For instance, the metal detectors at the airport are there to stop

people from carrying guns or bombs aboard planes. If you are carrying neither, obviously little purpose is served by being screened. But everyone has to follow that particular rule," he said.



*Right: Another new building goes up at Great Lakes. Below: Physical training, a requirement in the Integrated Training Brigade, often becomes a hotly-contested event.*



Aydt continued. "I also tell the students that it's their own fault if they get in trouble. In southern Illinois, where I am from, we have a term called 'walking the cat back.' I tell them that if they walk that cat back, that is, look back far enough, they will see that there was a point at which they made a decision, and that decision led to the problem they are having."

Leadership doesn't spend all of its

time dealing with problems. "These students are doing a lot of things for themselves and for the school," Aydt said. "I'm all in favor of self-help projects. If the students want to build something or make something better, then we are going to help them do that. It's another one of those 'plus things' we are pushing."

One of the goals of the ITB at Great Lakes is to head off problems before

they can get out to the fleet. "We try to sort them out here," Aydt said. "Ships are not equipped to handle serious disciplinary problems, and we are. So we try to identify them here. We're not going to just ship them out to get them out of our hair."

The company commanders are the keys to making the ITB work. They see their missions in various ways. French said, "I have to be ready to intervene in a number of ways. At one point, I may have to be a stern disciplinarian, and then a minute later, I have to be someone's 'mother,' " she said. "But there's a sense of accomplishment, and every once in a while, somebody even says 'thanks.' "

The Integrated Training Brigade concept was implemented on Oct. 1, 1979. It is now undergoing a thorough review to see what refinements it will need to produce better sailors for the Navy.

While a system cannot be the whole answer to any problem, it can provide an avenue of approach for people dedicated to solving difficulties.

It takes company commanders and assistant company commanders willing to get out of bed at 4 a.m. to get to the barracks before reveille, willing to be there until after dark to guide and help the people in their companies. It takes leadership coming out from behind the desk and meeting with the students and staff members. And it takes students who realize the importance of that leadership and their jobs.

The combination has apparently come together at Great Lakes. Whatever you call it, to whomever you attribute its success, it's helping a lot of people become better sailors.

—Story and photos by Lt. Alan Dooley



Located on the shore of Lake Michigan, Naval Training Center Great Lakes offers waterfront recreation including fishing, swimming and sailing.

# Keeping it in the Family

*It's usually the son who follows  
in his father's footsteps. With  
the Keeleys, it was just the opposite —*

It is not unusual to find a father and his son in the Navy at the same time, and a few are even serving in the same command. But to find a father and a son who enlisted at about the same time, who are going to the same school and who will serve aboard the same ship is stretching credibility a bit—until you meet the Keeleys. That's father, Boiler Technician Third Class Frank Keeley, and his son, Machinist's Mate Fireman Apprentice R. Joel Keeley.

The Keeleys hail from Stone Mountain, Ga., and their side-by-side odyssey began earlier this year when Frank, whose father had served in the Merchant Marine during World War II, urged Joel to join the Navy. The two were in the home repair business together at the time.

"Joel joined up, and I got to looking at the recruiting literature he had brought home," the barely-elder Keelley said. "Joel and I were living by ourselves, and it suddenly hit me that when he left for the Navy I'd be alone," Frank continued. "So I went

down to the recruiter to see if I could go too."

It took a bit of doing, and he had to hurry to make the cutoff age for enlistment—35—but Frank made the grade. "It was the toughest darn job I ever applied for," he said. "When I was younger, I thought that you had to cross the street when you passed the recruiter's office. Otherwise you might fall in and come out in a uniform. It wasn't that way. They were awfully particular."

At that point, the two separated. Frank went to recruit training in San Diego, and two weeks later, Joel was under way to Recruit Training Command Great Lakes, Ill.

The father reported that he had a bit of trouble in boot camp. "I guess I wasn't too flexible," he said. For example, he once got caught not paying attention. "An airplane from Lindbergh Field was taking off, and before I knew it, I was staring at it and, in my mind, going with it. The company commander pulled me up short

though, and I learned real quickly to keep an eye on the back of his neck."

The son found recruit training easier than he had anticipated. "They couldn't harass me verbally—I lived with Dad too long for that," he said. Joel also said his dad, who was running a week ahead of him in training, wrote and warned him of approaching pitfalls.

On July 2, the week after Frank was graduated, he attended his son's graduation at RTC Great Lakes. "I was really proud of him, and doubly so because I knew what he had been through," Frank said.

Following boot camp, the Keeleys reported to Propulsion Engineering School at Service Schools Command, Great Lakes Naval Training Center. There, Joel trained as a machinist's mate, while Frank, who has obligated himself for six years, has been promoted to petty officer third class and is also receiving advanced training.

Why did Joel join the Navy? "Dad got me to look into it, and when I did,



*MMFA R. Joel Keeley (left) and his father, BT3 Frank Keeley, joined the Navy together and hope to stay together as a Navy team.*

the Navy seemed to offer the best travel and school opportunities," he said.

Frank, definitely the more opinionated Keeley, reported, "I looked at all the services. In the Air Force, only one in 13 fly while the rest only get to watch. I didn't need to be any more macho, so the Marine Corps was out. I also figured that if, God forbid, we go to war and I have to die, at least I'll have slept in a bed and had a warm meal before I go. Those poor guys in the Army eat their meals cold out of a cardboard box," he concluded with finality and a wink.

Frank and Joel are both satisfied with the Navy to date. Joel said, "I've had \$2,000 worth of dental work done since I came in. All it cost me was some pain."

"And even a civilian dentist would have hurt him," Frank added.

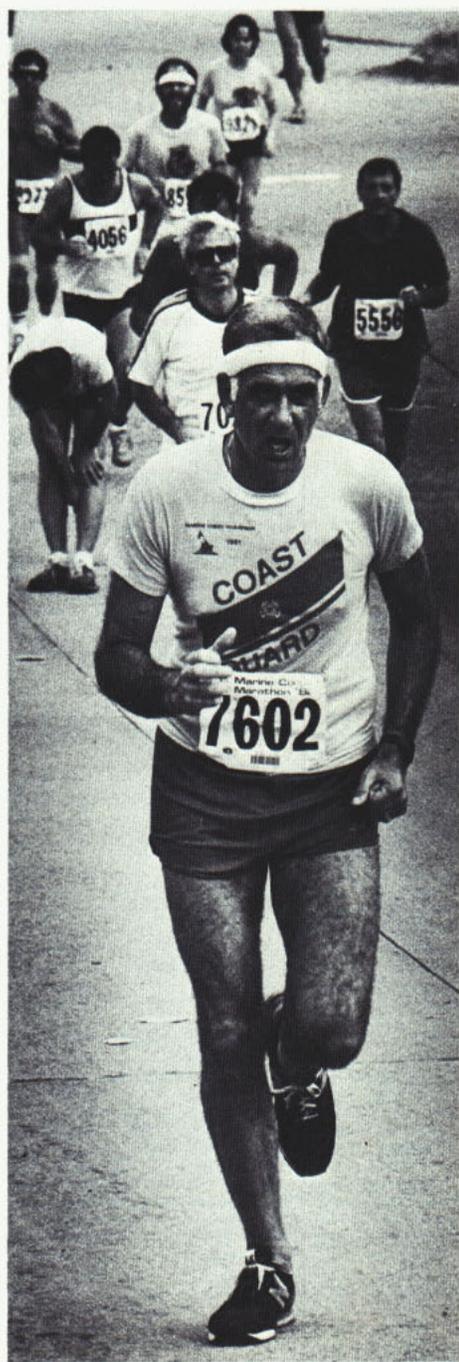
From Great Lakes, the Keeleys will report aboard the Charleston, S.C.-based guided missile destroyer USS *Dewey* (DDG 45).

"I'm looking forward to being able to tell Joel that I have 1,200 pounds of steam on the way and that he'd better be ready," Frank said. "I'll just jerk the 'Old Man' off the line when he does," Joel retorted.

The Keeleys have long-range goals in the Navy, and, not surprisingly, they coincide. "We want to be boot camp commanders together," Joel said. "There'd be some incredible competition between those two companies," he added. "I don't know if the boots could take it, but they'd be in two of the best companies in the Navy," Frank concluded.

*—Story and photos by Lt. Alan Dooley*

# Marathon '81





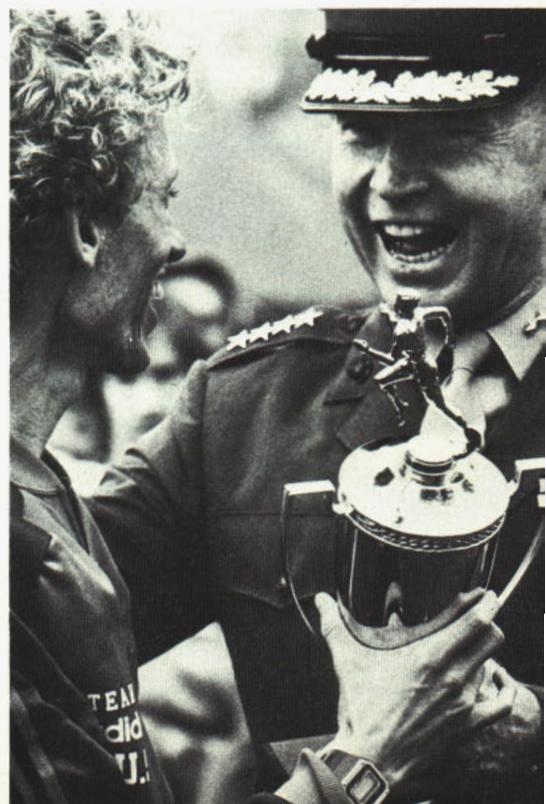
A 26-year-old sales representative from Atlanta, Dean Matthews, led a field of 8,200 runners for most of the 26.2 miles to win the 1981 Marine Corps Marathon in November. His time of 2:16:31 set a new record for the 6-year-old marathon.

The largest number of entrants—9,761—in the marathon's history registered for the 1981 run, according to Marine Captain Richard W. Goodale, race coordinator. Eleven percent of the field were women, and 62 percent of the field's total were first-time marathon runners. Twenty-seven countries were represented.

"Everything went exactly as planned," said Goodale. "This year's race was a tremendous success."

An estimated 80 percent of the runners who lined up at the start of the race crossed the finish line, but hardly any could be called losers in this year's marathon. General P.X. Kelley, Assistant Commandant of the Marine Corps and presenter of the winner's trophy, said every contestant ran with a winning spirit.

—Photos by JOI Lon Cabot  
and PHI Jim Preston



## A One-Navy Ship

The ship rose and fell, rhythmically, effortlessly. Like an old gray workhorse it moved through the crests and troughs of the Northern Pacific, never breaking stride.

The ammunition ship USS *Pyro* (AE 24) was 40 miles off the coast of Canada, heading for Alaska. Riding it were 48 Selected Reservists and 200 Regular Navy officers and men who made up the ship's nucleus crew.

Topside, seamen and petty officers checked the lines that secured deck gear. Below decks, activity increased as officers and crewmen took part in training and a myriad of daily chores.

The entire atmosphere of the ship was charged with a quiet sense of confidence. Negative attitudes were conspicuous by their absence whether on the bridge or in the boiler room. The reservists and regulars aboard meshed like the gears of a finely-tuned machine.

The top man in this sea-going workhorse is no stranger to getting the job done. Commander Sai Manning, a veteran of more than 40 years of naval service, is the man controlling the steady beat that keeps the ship alive.

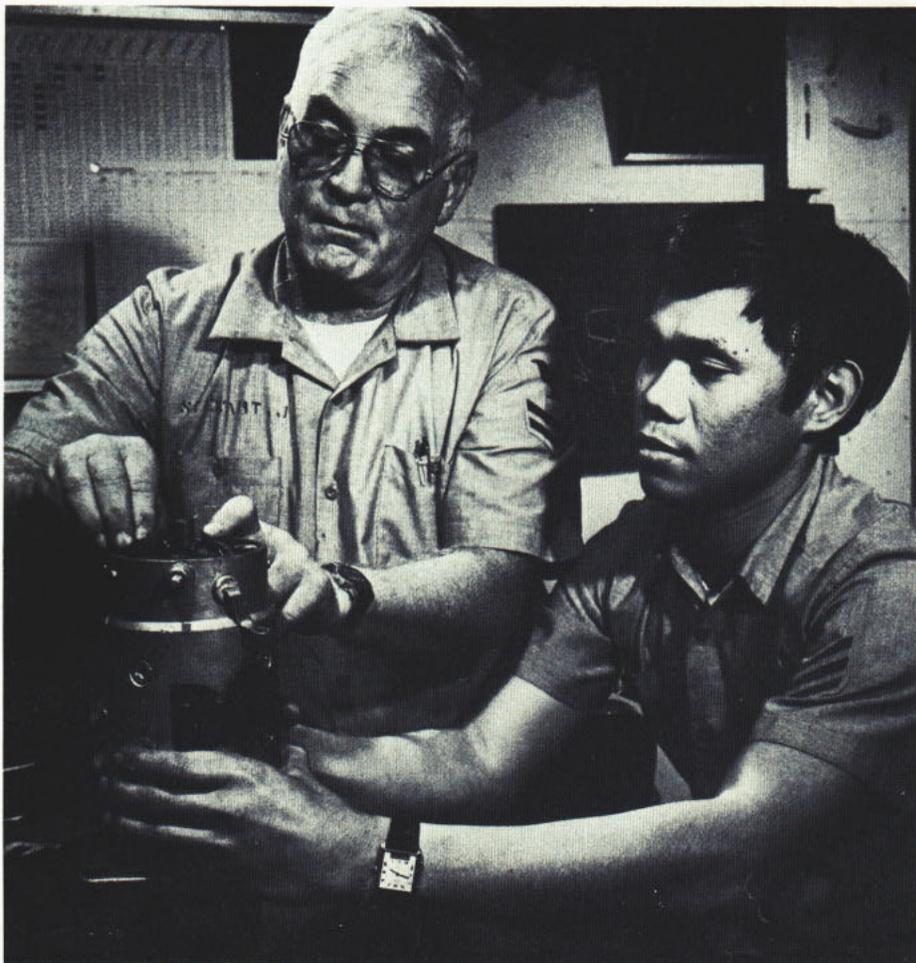
Something of a legend in his own right, Manning has served more than 35 years of his naval career at sea. His officers and crew call him the best

commanding officer in the fleet; the respect he commands is in a large way the reason *Pyro* continues to be a proven performer.

Even before Manning took command, the ship's outstanding reputation was established over 22 years of war and peace. It has been on 14 West-

ern Pacific deployments and has conducted hundreds of underway replenishments, breaking numerous performance records while proving its motto, "Nobody does it better."

From May 1965 to August 1966, *Pyro* broke underway replenishment records no less than six times. Working



*Right: EM2 James Stewart and EM1 Albert Macaraeg work on a whaleboat starter motor in Pyro's electrical shop. Far right: USS Pyro under way during its Alaska port visits.*



# USS Pyro

with various carriers, cruisers and destroyers off Vietnam, the ship built up its supply and munition transfer rate from 141.8 tons per hour to more than 312 tons per hour—a gigantic increase of 220 percent.

As an ammunition supply ship, its primary mission is to transfer hot stuff—missiles, bombs, gun shells, mines and pyrotechnics and any other munitions needed by forces afloat. The ship is capable, as well, of transferring fuel to other ships at the rate of 70,000 gallons an hour.

In 1974, when its role was expanded to include providing fuel besides ord-

nance, the ship set more records while operating with Seventh Fleet ships. Two Navy Unit Commendations, one Meritorious Unit Commendation, two Battle Efficiency Es and numerous departmental excellence awards attest to *Pyro's* effectiveness.

That past can-do spirit is present today even though the ship no longer deploys to foreign seas. In October (1980), *Pyro* was assigned to the Naval Reserve Force and its mission expanded to include on-the-job training for members of Naval Reserve. The ship will serve in that role until June, when, after an extended yard period, it is ex-

pected to return to duty with the fleet.

Its present capacity as a Naval Reserve Force ship is limited to coastal operations. Unlike some Reserve Force ships, the reservists in *Pyro's* crew don't serve as a backup to the regular crew; they are a part of the ship's crew. Each reservist has a specific job to do, and when reservists are not on board in active reserve status, the work is usually picked up by the Regular Navy component of the crew.

"In other words," Manning explained, "we are operating with two-thirds of a crew. One-third of the crew is made up of Selected Reserves who



are chosen by a reserve coordinator. They come on board and train as a regular part of the crew.”

The concept of an NRF ship manned by a joint crew of regulars and reservists has a dual purpose. Besides putting reservists into their actual mobilization billets and giving them hands-on experience, the practice provides an economic benefit. Part-time reserve crew members cost less than full-time regulars.

After a port call to Seattle last May—where the ship and crew participated in that city’s Armed Forces Day celebrations—*Pyro* transited Puget



Sound and the Strait of Juan de Fuca to the open ocean off Vancouver Island. For the next five days regulars and reservists aboard worked together to become an effective, well-trained crew.

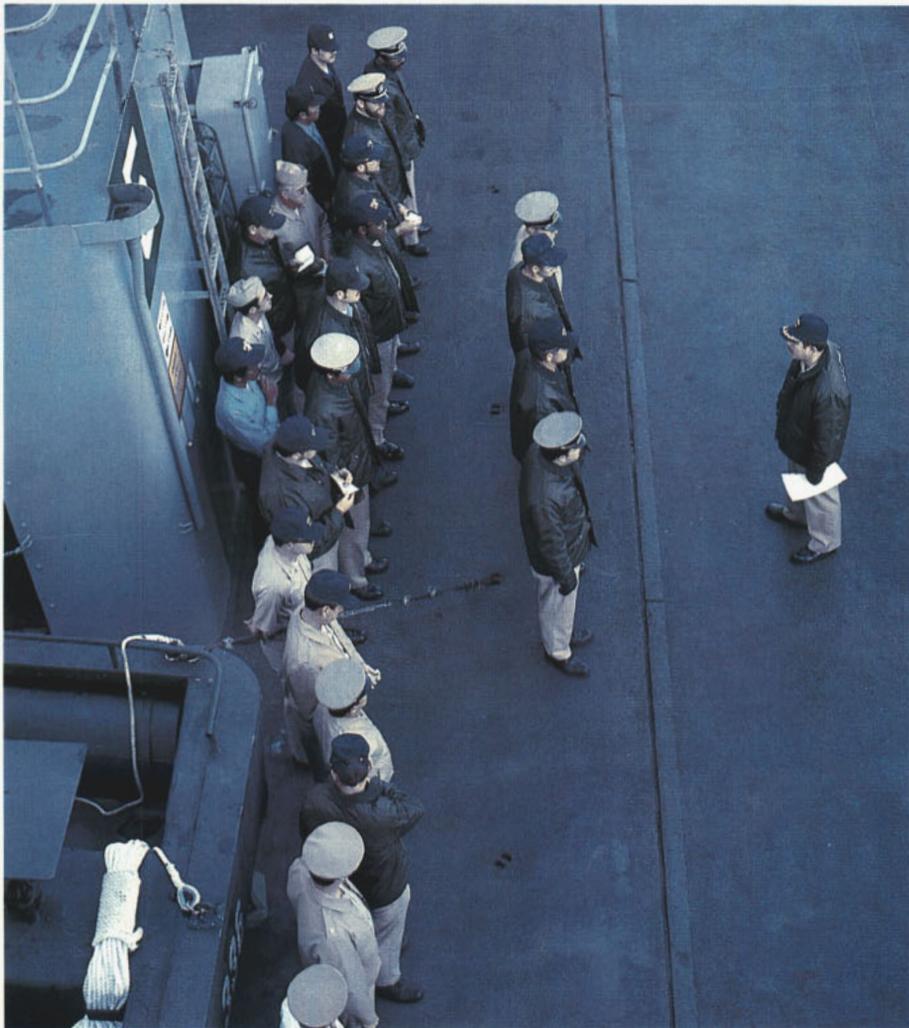
The tasks they undertook were not easy. Along the 512-foot main deck are 12 transfer stations, six on each side. A transfer station is complicated, with mechanical, electrical and hydraulic equipment that is used to send or receive ammunition, fuel or a combination of both.

Four STREAM (Standard Replenishment Alongside Method) stations with 50-foot high kingsposts and equally long booms dominate the main deck. Under the skilled direction of the

*As flight deck personnel (bottom left) watch a helo make touch and go landings aboard Pyro, Cmdr. John Sirebel (below), SelRes coordinator, takes a break from a busy day at sea. Boatswain's mates (left) prepare to moor the ship as it approaches Kodiak Island.*



# USS Pyro



man in the “hot dog stand”—a small control room above the main deck—these automated rigs pick up pallets of ammo weighing as much as 6,000 pounds each.

Pallets take a roller coaster ride as they are jerked high off the main deck, sent screaming down the steel cables to a low point over the open water, then sent climbing back up the cables to a sponson deck on the receiving ship where the pallet is unloaded.

*Pyro's* well-trained crew can transfer about four loads every five minutes. Some ships may need only a load or two, but others—carriers and other large combatants—may require the transfer of hundreds of loads during a four- or five-hour period.

For the trip to Alaska, the ship carried none of its normal 12-million pound cargo of ammunition. Even without ammunition aboard, though,

*Officer's call (left) aboard Pyro—as in any Navy ship—is an important line of communication for each day's shipboard activities. Bottom: Pyro heads for Kodiak Island and its first Alaskan port call. Right: SR Craig Strong stands an indoctrination watch in Pyro's after steering.*



the crew was kept busy. Gear still needed maintenance and repair; training lectures, drills and hands-on experience were included in each day's busy schedule.

During the cruise, reservists were cycled into the watch bill along with the regular crewmen and officers. Each day the Selected Reservists continued to learn. Everyone took advantage of the time at sea to gain additional expertise in their areas of responsibility. The reservists' contribution was noted in many critical areas such as the chow line.

Mess Management Specialist First Class Donald Starr, a supervisory cook at California's Correctional Facility in Soledad, is one who carries over his civilian skills to his Navy job. "I not only get a chance to lend a hand in the galley, I also get a chance to share what I know with other mess management specialists and pick up new techniques along the way," he said.

A shortage of manpower is one of the harsh realities that accompany implementation of any new concept. Manning sees that as a problem that will be resolved in the future.

"We're a little shorthanded right now," he said. "But our SelRes component will expand once people get back to their reserve units and start talking about the training and travel that's available to them here on *Pyro*."

"At first I didn't like the SelRes concept," said Lieutenant Jerry Spillers, the first lieutenant. "My attitude has changed, though. Once the SelRes had been worked into the training cycle and learned the ship, they really proved themselves. Now they're a productive part of the ship. The reservists have a place here, and we need them."

Lieutenant Doug Pulley, the ship's main propulsion assistant, is another convert to the SelRes crew concept. "Six months ago it was two navies. But as the reservists get qualified, there's a gradual acceptance. The One-Navy concept does work, and I believe the ship will benefit from its reserve component."

Pulley is responsible for the ship's boiler room, where the power to drive

the 15,000-ton *Pyro* up to speeds of 20 knots is generated. His domain starts at the ship's keel and works its way upward through six levels of insulated steam pipes, catwalks and ladders.

On an average day under way, *Pyro* burns between 12,000 and 15,000 gallons of fuel while steaming at about 15 knots. Consumption at top speed reaches almost a thousand gallons an hour.

Above the roar of the engine room blowers, B division members shouted their opinions of the One-Navy concept.

"The reservists are part of the crew, and we're glad to have them here," said Boiler Technician First Class John Dawkins.

"They take up some of the slack and do things we haven't had time to get to. The reservists were instrumental in improving the material readiness of the ship by the work they did for us."

Chief Gunner's Mate Donald McDowell speaks highly of the opportunity afforded the reserve component. "We have to prove ourselves every day, but we're doing it. All four of the reserve chiefs on board have qualified for the enlisted surface warfare badge. That's a lot of training and work that wouldn't have been possible if we



weren't drilling as a part of ship's company."

Added Commander John Strebelt, the SelRes coordinator, "The message *Pyro* is sending is that we are all part of the same crew. When you look around, and you can't tell the reservists from the Regular Navy people, then the One-Navy concept is working. Here, we're all part of the same crew."

The captain's views on the extensive training offered aboard are not limited to reservists. He places a great deal of emphasis on each man in his crew achieving the highest level of professional advancement. To meet that goal, he instituted a tutoring system so that weaker performers can receive personal instruction from senior petty officers. As a result, the ship boasts an advancement ratio of 90 percent during advancement cycles.

"I don't expect a great deal more than a man is capable of," Manning said. "But I certainly expect him to function at his optimum; I fault him if he doesn't try to better himself."

Once *Pyro* was safely moored at the longest wooden pier in Kodiak, liberty call was announced, and the ship emptied quickly as the crew headed for the excitement of the Kodiak Crab Festival. After a five-day visit in Kodiak, they would head back to sea and on to Anchorage. There the ship's reserve component would leave the ship and fly back to their civilian jobs in California.

"Travel is what the Navy is all about—seeing other people, visiting new places. Our reservists are getting a cruise that would cost many hundreds of dollars if they did it as civilians, and they're getting paid for it," said Manning. "When these men get back to the Bay area, they're going to spread the word about this cruise, the training they've received and about *Pyro*. That's extremely profitable to the Navy."

"Our reservists have found a home. When a cruise like this is over, we'll miss each other."

—Story by JOI Lon Cabot  
and Cmdr. R. Danner Graves

—Photos by JOI Cabot

# Honey of a Hobby



*Above: EWC John Hartley uses a "smoker" to calm the bees as he opens a hive. Right: A honeybee draws nectar from a kiawe tree blossom.*

Many people have hobbies. They collect stamps or rocks, sail, scuba dive, dabble in photography or enjoy any of a dozen other avocations.

Chief Electronics Warfare Technician John Hartley of Navy Submarine Base Pearl Harbor, Hawaii, is a bit different from the typical hobbyist. He keeps bees.

Nearly every day Hartley can be found in a remote area at Hickam Air Force Base, Hawaii, dressed in an outfit that looks like a cross between a surgeon's operating gown and a hunter's safari outfit. He dresses in this hybrid garb for his own protection while tending his nearly 70 beehives.

Hartley's interest in bees goes back a few years. He built his first hives about two and one-half years ago but has been working with bees since he was a youngster.

"Back home when I was a kid," he said, "I knew where there was a colony of bees in the woods, and I knew some beekeepers. I've had a basic understanding about bees from an early age."

The bees that Hartley keeps are the reasonably docile honeybees. Yet even with the protective outfit he wears, he still gets stung occasionally.

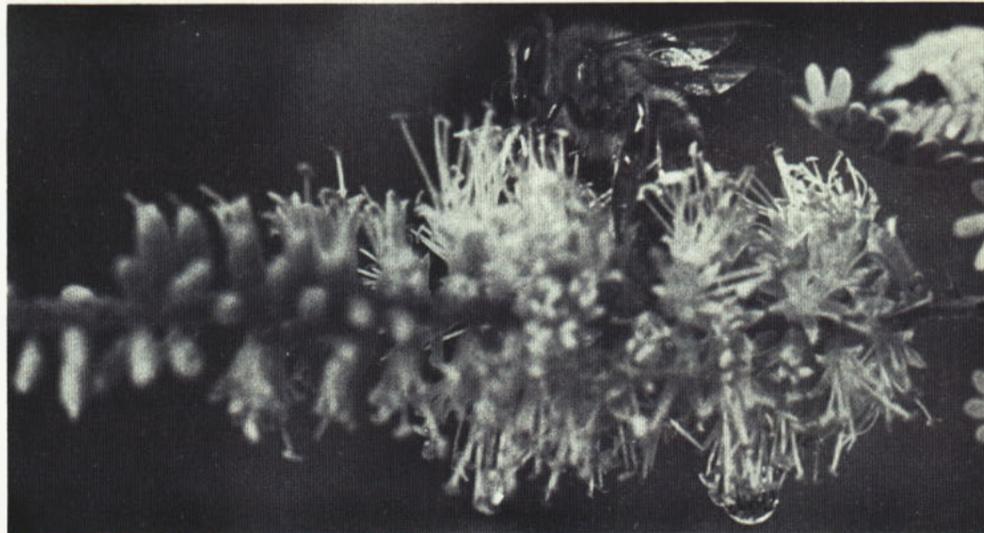
"That happens sometimes if you block a bee's flight path from the hive to the source of nectar or pollen," he explained. "That tends to get a bee a little angry."

But beekeeping isn't all pain and no pleasure. Plenty of patience rewards Hartley with some of the sweetest and most nutritious honey that can be found.

"One hundred percent pure, natural honey is the best honey to eat," he said. "Pollen is one of the highest sources of natural protein found on earth, and beeswax contains antibiotics."

According to Hartley, commercially produced honey is sometimes not pure; sugar or sulfur powder is sometimes added. "It seems unfair to the bees to do anything to their honey when you realize how hard they work to produce it. The bees are busy working as soon as they're hatched.

"New bees are like seaman recruits in



the Navy," Hartley said. "They're kind of low on the totem pole in the general order of things. When the bees are newly hatched, they do all the work in the hives because they aren't able to fly for a few weeks. Then clean the hives and secrete the wax that's used to build up the honeycomb. Then they actually build it. When the bees can fly, they begin gathering nectar and pollen."

Hartley explained how the adage "busy as a bee" originated: "During the hottest part of the day, the bees are coming and going continuously. During the spring, when everything is in bloom and they're gathering so much nectar and pollen, they'll last maybe two weeks, possibly three. They'll just literally burn off their wings flying. Their wings will start to break down and wherever they happen to be—in the hive or out in a field—the bees will drop to the ground when their wings give out."

As vice president of the Hawaiian Bee Keepers' Association, Hartley often gets

calls about bees in the housing areas or sometimes helps solve problems for the Public Works Center's pest control section.

"Usually, when I get a call, the bees are swarming. When they're like that, they have so much honey in them they're actually kind of drunk on it. They don't really get mad when they're like that and normally won't sting.

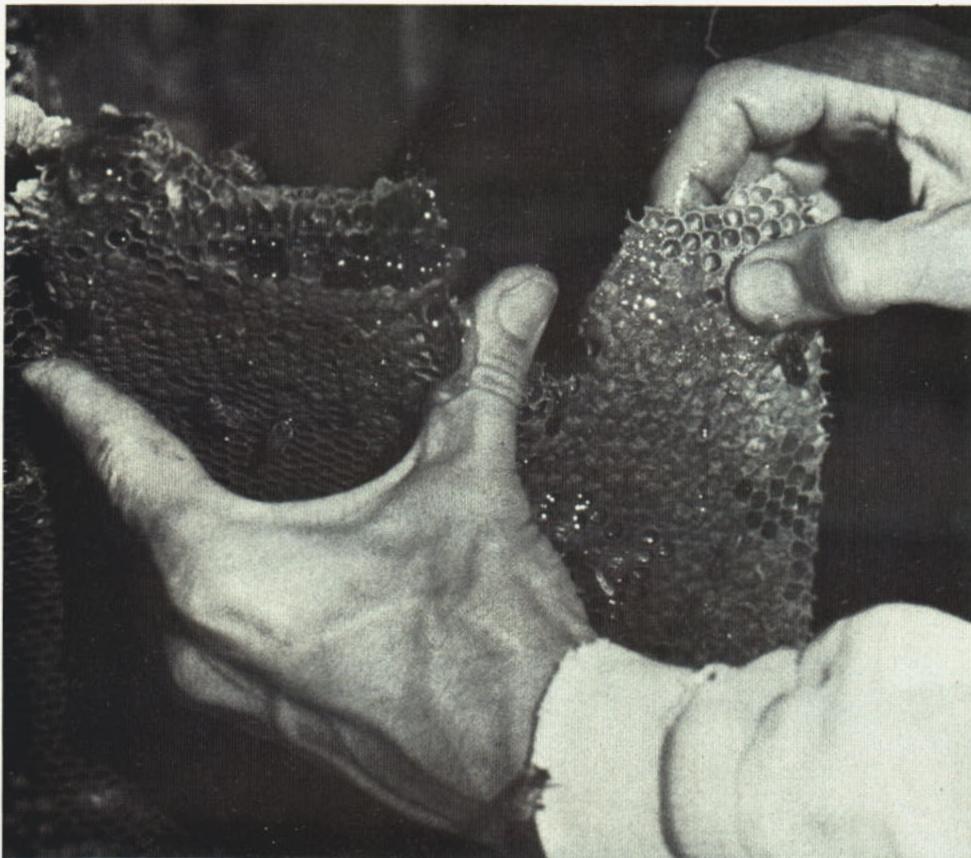
"One time a captain in Navy housing had a bee problem. I went over and found the bees in an umbrella tree. I cut an opening in the bottom of the tree and cut the honeycombs out. I tied the combs onto wood frames, put them in a hive, and that was it."

Hartley does draw some stares as he crawls around trees and shrubs in his surgeon-safari outfit, but he doesn't mind. He's just enjoying his favorite hobby.

*Story and photos  
by J02 Gary Hopkins*



*Left: Hartley removes a section of honeycomb from a hive. Top: On the job in the Sub Base Antenna Repair Shop. Above: Free, unrefined, natural honey is the final product.*



# The Battle

Private Charles Mann, dressed in the white hunting frock common among the local militiamen, peered over the top of the redoubt and waited for the order to fire at the distant British stronghold.

On command, Mann and the other men of Gaskins' Battalion raised their muskets and fired a volley at the enemy.

"Reverse ranks!" came the next order. Gaskins' line fell back to reload while the second line moved up to fire another volley.

It was siege warfare, slow and formal as 18th century tradition dictated. It was not the 18th century; however, and Mann knew this war would cease in four days. He could then pack his musket and Colonial uniform away and return to real life as a chief gunner's mate (GMTC) at the Naval Supply Center at Norfolk, Va.

Looking like brightly-painted wooden soldiers from some long-forgotten antique toy chest, the

*Right: Troops, re-enacting the Battle of Yorktown 200 years later, fire a volley at approaching Redcoats. Below: Private Charles Mann.*



# of Yorktown



# Yorktown

men of Gaskins' Battalion were among more than 4,000 men, women and children who took a step into the past recently and re-enacted the 1781 siege, battle and subsequent defeat of the British at Yorktown, Va.

The participants from 23 states and Canada, who assumed Revolutionary War roles, became the largest group of British and Colonial troops, complete with camp followers, to occupy the Yorktown fortifications since England released its hold on the Colonies 200 years ago.

Mann is no stranger to the hardships endured by history's soldiers—he's also a sergeant in the present-day Confederate Army.

He took part in a 14-mile trek from

*Right: Men of the Southern Brigade march from Williamsburg to Yorktown, Va. Below: Colonial artillerymen trade gunfire with British troops.*



Williamsburg, Va., to Yorktown; a brisk October wind threatened to demolish his flimsy tent. And—at night—the 19-year Navy veteran slept on a straw pallet.

In spite of the inconveniences of 18th century soldiering, authenticity was strictly adhered to. Each uniform, saber and musket was historically correct. Even the mess equipment, cooking utensils and recipes used by the men and their female camp followers were identical to those used in 1781. In fact, according to Captain Eric Wells

of the Second South Carolina Regiment Afoot, such exhaustive research went into the re-enactment that a soldier of that bygone era would have felt right at home had he decided to pay a ghostly visit to the battlefield.

Wells (an interior communications technician second class assigned to the Shore Intermediate Maintenance Activity at Charleston, S.C.) added that being religiously authentic has its advantages.

“When I first got into Revolutionary re-creation, our regiment tried using

modern polyester materials for our uniforms,” said Wells. “We discovered that the modern materials didn’t wear well and caused skin rashes. So we began making our uniforms from linen and cotton—they’re more durable and practical.”

The material which goes into the making of the uniforms worn by the re-created units is purchased privately and hand-sewn by the participants or someone in the unit. Gaskins’ Battalion is the exception, however.

“We’re unique because we’re the only unit that is completely outfitted by the U.S. Army,” said Gaskins’ commanding officer, Colonel John Davis.

“Our weapons, tents, uniforms... everything except certain personal items, are issued,” added Davis (a yeoman first class assigned to the Military



*Left: The success of the Americans’ attack against redoubt nine eventually spelled disaster for Cornwallis. Below: A British soldier surveys the battlefield.*



# Yorktown

Management Branch Office, Naval Air Station Norfolk).

Though Davis has been active in Revolutionary re-creation since 1975 and has participated in such historic events as the re-enactment of Washington's Delaware crossing, he has been with Gaskins' Battalion only since April 1981.

"It was a dormant quasi-official unit housed at Fort Eustis, Va.," explained Davis. "When I expressed interest in reactivating the battalion, the Army was elated—they didn't want to see the unit become obscure."

Like his Revolutionary predecessors, Davis began recruiting men for the unit, and by October he had outfitted and prepared his battalion for the largest, longest and last of America's Bicentennial events.

James Sheats, a missile technician

*The combination of French Hussars (below) and Colonial soldiers (bottom right) led to the defeat of the British. In the re-creation of surrender ceremonies, British troops (right) await word to lay down their weapons.*



submarine first class assigned to Dam Neck, Va., was one of the men Davis recruited. Sheats, a Colonial lieutenant and Gaskins' Battalion's second in command, joined the unit because of his interest in military history.

"History is a tremendous hobby, but *doing* it is so much more satisfying than simply studying the subject," said Sheats.

Sheats was quick to add, however, that being a history buff is not a requirement for participation in a re-created unit.

"If you do join," explained the sailor-soldier, "you can't help but become involved in the historical aspect. We teach you everything you need to know—it's almost like going to boot camp."

Mark Laret (Colonial private and a builder construction apprentice from NAS Norfolk) was taught how to use black powder weapons safely when he joined Gaskins' Battalion.

"Some of the people at the command think we're rather strange for giving up our free time and soft beds to live in a tent on a battlefield, but it's really an experience," said Laret.

Although Laret agrees that playing soldier might seem strange to some people, he said it's a hobby that he's become totally involved in and takes seriously.

"When we're on the battlefield trading musket and cannon fire with the

British, attacking their positions and winning, I experience an immense feeling inside...it's real to me, and I'm glad to be a part of it."

Davis echoed Laret's feelings.

"When I'm out in those trenches—the same trenches that Lieutenant Colonel Thomas Gaskins' men dug 200 years ago—it's very emotional."

For Davis and Laret, it's an emotional feeling. For Sheats, however, it's a feeling of pride—one that is carried over from his naval profession.

"It may sound hokey," said Sheats, "but the pride in this command is unequalled by anything I've seen in the military. Maybe it comes from developing an understanding for the hardships our ancestors withstood to allow our country to become what it is today...."

"In any event, we do have that *esprit de corps*. Modesty prevents me from saying we're the best unit at Yorktown, but when we're marching and looking good, everyone says 'that's because we're Gaskins'.'

"When some other unit does something wrong, everyone says 'that's because they're *not* Gaskins'...."

—Story and photos

by JOI (SS) Peter D. Sundberg



Left: Drummers from the Southern Brigade, Second South Carolina Regiment Afoot. Below: A British soldier and friend.



# Bearings

## Wings of Gold

Former Navy Blue Angel Gary "Bear" Smith is experiencing new thrills these days flying over the ocean in his 30-foot Schiada power boat, "Wings of Gold."

The October issue of *Trailer Boats* magazine presents a profile on Bear Smith, an ardent Navy supporter. A lieutenant commander in the Naval Reserve and test pilot for McDonnell Douglas, Smith still finds time to participate in offshore powerboat racing. Bear, a name he picked up while in the Navy, is pro-Navy all the way. "Go Navy" and "Fly Navy" slogans are prominently placed on "Wings of Gold."

Smith saw eight years of Navy duty, serving as a landing signal officer on the aircraft carrier *Bon Homme Richard* (CV 31) and USS *John Hancock* (DD 981). He served two 10-month tours in Vietnam where he flew 300 missions in the A-4 and, later, flew with the Blue Angels.

With his two crew members, former Navy buddy Bob Shorb and Glenn Gill, an 18-year veteran of offshore powerboat racing, Smith hopes to attain a good enough performance record in the Pacific Offshore Power Boat Racing Association



to move into the pro-stock class and race on the national circuit which begins in New Orleans. This is of special signifi-

cance to Smith as New Orleans is the home of the Naval Reserve headquarters.

—Photo by Al Muckerheide



## Running the Atlantic

Have you ever heard of anyone running across the Atlantic? The crew of USS *Luce* (DDG 38) did just that.

The Mayport, Fla.-based guided missile destroyer claimed the record after logging 3,297 miles as the crew jogged the decks of the ship during the 10-day westward crossing of the Atlantic.

*Luce* began the relay in Rota, Spain, after completing a five-month deployment with the U.S. Sixth Fleet. The sailors ran

*Lt.j.g. Kim W. Grothaus (cap) leads Luce runners (left to right). Lt.j.g. Peter A. Olynick, Capt. W. O. Stubbs Jr., commanding officer, and Cmdr. R. W. Moore Jr., executive officer, around the ship's main deck. Photo by STGSN John P. Reed.*

sunrise to sunset every day except for a five-hour period one day when *Luce* encountered 60 mph winds. Distance was calculated on the basis of the fact that 5.9 laps around the main deck equaled one mile.

Seaman Jimmy L. Curtis led with a total of 63 miles, including 20 consecutive miles in one day.

Outside interest in *Luce's* run built as the mileage total ballooned. The men of the ships that came alongside during the transit and aboard helicopters delivering mail and supplies to *Luce* kept asking, "How many miles so far?" Daily sitreps were sent by message to radio stations in Jacksonville, Fla.

*Luce* crew members now wear T-shirts bearing the message, "I ran the Atlantic."

—Story by JO2 Phil Espinosa

## Small Decision Nets Large Results

USS *Prairie* (AD 15) is more than a ship—it's a floating classroom. Crewmen have been earning high school diplomas in record numbers while they're at sea.

Since 1979, Len Spector has helped more than 700 *Prairie* crewmen complete a basic educational skills program and has also aided another 122 to graduate from the St. Louis High School program. The latter includes the latest group of 55 who recently received their diplomas at the Honolulu-based campus while the ship was in Pearl Harbor, Hawaii, for a stopover at the end of a Western Pacific deployment.

Spector's involvement in seagoing education began four years ago when he answered a classified ad calling for an experienced English instructor to teach classes on ships at sea.

The Navy, through Central Texas College, was looking for a basic skills instructor to help sailors with the fundamentals of reading, English and mathematics.

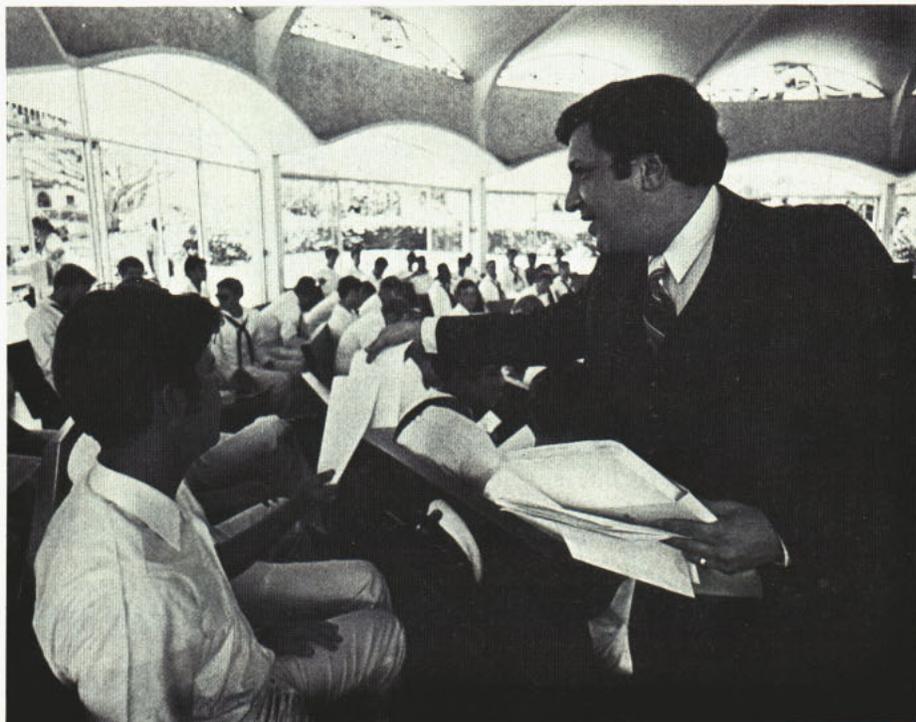
Spector, who had previously taught high school in Ohio and adult education in San Diego, saw the ad as an opportunity to do something vastly different. "How many teachers do you know who can say their classrooms get under way and deploy to the Western Pacific? With this job, I've not only had to be the teacher but the principal and the PTA all at once!"

Spector had never used a resume when applying for a job, so he sent a telegram that read: "If you are looking for a good resume, I am sure you will receive many. But if you are looking for a good English teacher, contact me."

The telegram helped get him hired.

His assignment aboard *Prairie* was to last three months, but the crew's response to the program was so overwhelming that by the end of the cruise there was a long waiting list for training. So, he stayed aboard. Then the St. Louis program was added to allow crewmen to earn high school diplomas.

"The response was very positive," he



said. "For instance, I taught one young sailor who had dropped out of high school. By attending our classes, he was able to get his high school diploma before his classmates back home got theirs.

"I can attribute our success to the support given me by *Prairie's* officers and enlisted," Spector added. "They have treated me like one of the crew and always with respect."

Spector isn't resting on his accomplishments. He already has 42 new

*Len Spector hands out diplomas to the most recent graduates of St. Louis High School—55 crew members of the destroyer tender USS Prairie (AD 15).*

*Prairie* students who have finished their courses. When they pass the General Education and Development test — an equivalency exam for high school accreditation — they will join an unusual alumni association with an alma mater that boasts a classroom at sea, a school ashore and a rare seagoing teacher.

—Story and photo by PH1 Harold J. Gerwien

## Is Listening the Answer?

Since last year, when Chief Navy Counselor Robert Demint and his assistant, Mess Management Specialist Second Class Dave Orlof, arrived at Fleet Combat Training Center Atlantic in Dam Neck, Va., they have more than doubled the center's re-enlistment rate.

In fact, the training center has set a new record for re-enlistments for Norfolk, Va.-area commands — more than 200 since fiscal year 1981 began. Demint's secret for such a high retention rate (74 percent of first termers and 84 percent

second termers) is simple.

"I listen. I make it clear to everyone who comes here that my door is always open. I don't have all the answers, but I make it a point to get something back on every question within 24 hours. Dave and I try to stay low-key and personal."

Demint and Orlof give much credit to the command retention program and the divisional career counselors: "The guys in the shops are doing a super job. They start at the divisional level and make retention here a real team effort."

# Bearings

## On Trial at Sea

Detecting and tracking enemy submarines through more than 90 million square miles of Pacific and Indian ocean waters is no small undertaking. It takes the latest in Navy electronic technology and the newest of ships. Even so, a ship is nothing more than a mass of gray steel—in short, a ship is only as good as its sailors.

So it is with USS *Ingersoll* (DD 990), one of the Navy's newest *Spruance*-class destroyers and the most recent addition to the anti-submarine warfare effort.

The crew is now testing their ship's worthiness in the business of anti-submarine warfare; the destroyer departed on its first deployment this fall. It's a seven-month trial for both crew and vessel—the ship and its capabilities.

How well these sailors perform could mean the difference between mission complete or an unscheduled in-port period for repairs. For Machinery Repairman Second Class Gary W. Criglow, the only machinery repairman aboard *Ingersoll*, the deployment will be the ultimate test of his ability to perform his job.

"As a machinery repairman, I work on a lathe and a milling machine. Anything that breaks I fix. I'm my own supervisor, so I can't go to another guy and ask for advice. I have to apply my own knowledge," said the six-year Navy man. "If I can't do it, it's not going to get done on this ship. I'll have to be more diligent with my work because—in the middle of the Indian Ocean—there won't be a tender we can call on."

Maintaining sonar equipment and supervising the torpedo section is up to Christopher J. Zaller, a sonar technician second class who says the dual jobs are directly included in the ship's mission because sonar detects while torpedoes destroy.

"The challenging part of my job was taking over the torpedoes and then qualifying to maintain the system. Keeping the system going by good preventive maintenance is the key."

Working with Zaller is Data Systems



Technician First Class Dale R. Paige, who handles the ship's computer for operating all fire control solutions. His job is anything but routine, even if *Ingersoll* is almost totally automated.

"It could run without me and the seven other data systems techs, but as far as being functional for anti-submarine warfare, the ship would be severely limited." His analogy is simple—without the computer it would be "like firing a shot in the dark."

Apolonio B. Amor won't be firing torpedoes, much less tracking subs, but as a storekeeper first class he, along with other storekeepers, will be responsible for about \$120,000 worth of supplies which come aboard every three months; \$85,000 of the total goes toward repair parts.

"It's an important job," he said, "because if we don't have the parts that are needed immediately, the ship can't completely fulfill its mission. Being a storekeeper aboard *Ingersoll* is a challenge because getting repair parts at sea isn't always easy."

Ship's Serviceman First Class Steven G. Woodall knows the problems Amor has when it comes to keeping items in stock. He supervises six ship's service-

men in the overall operation of the laundry, barber shop, store and vending machines.

"The rewarding thing is knowing that I'm providing a service to crew members," he said. "A well-run ship's service operation adds to the morale of the entire crew." Woodall and his crew are doing something right: They totaled more than \$55,000 in sales in just one quarter aboard *Ingersoll*.

When *Ingersoll* pulled out on the first leg of its deployment, the man at the helm was Lieutenant Junior Grade Peter A. Johnstone, the navigation officer.

"Transiting harbors, making sure we make all our turns in time and that we stay in the center of the channel and avoid other ships is a challenge," he said. "We have sophisticated electronics and satellite navigation systems on board, but I still use the methods of Prince Henry and Magellan."

"I picked being on a ship and going to sea right out of the Naval Academy. I could have been a helicopter pilot or a submarine officer, but I chose this. It's an occupational hazard—you go to sea and that's the way it is," Johnstone said.

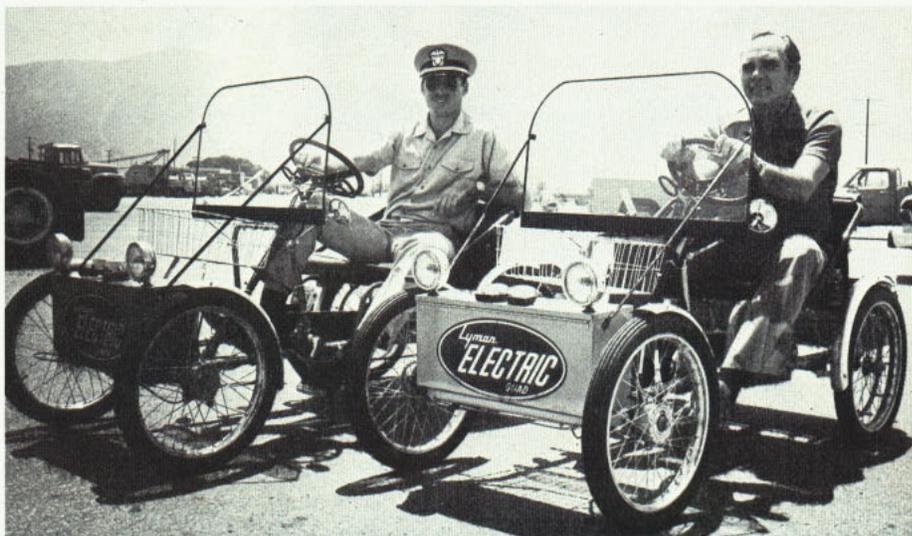
—Story and photo by PH1 James H. Wallace

## Getting Around at Point Mugu

Powered by two 24-volt electric motors and capable of speeds up to 25 mph, Point Mugu, Calif.'s "quads" are saving money and energy for the Pacific Missile Test Center.

As part of its program to increase transportation efficiency, the center purchased seven "quads" at \$2,000 each. The vehicles are being leased to departments on an unlimited use basis for \$50 a month — a much better deal than the fuel and mileage charge for standard vehicles.

Besides, if the power gives out, there's still a way of getting the "people-movers" going: good old pedal power, as



illustrated by Ensign Jim Power (left), energy program manager, and Bob Worford, transportation director.

—Photo by Nick B. Herrera



**At Sea Once More.** Wilbur Leifhelm (center), who served on the diesel-powered fleet submarine *Tunny* (SS 282) in World War II, recently spent a day aboard the nuclear-powered submarine USS *Tunny* (SSN 682). Leifhelm served on the old *Tunny* through four Pacific campaigns and was a crew member when the sub was mothballed in February 1946. Accompanying him on the one-day voyage in the waters off Hawaii was his son John (right), a civilian technician at the Pearl Harbor Naval Shipyard. At lunch, the Leifhelms swapped sea stories with Master Chief Torpedoman David Follo, *Tunny*'s chief of the boat.

—Photo by JOCS John D. Burlage

## Gray Eagle Schoultz



Vice Admiral Robert F. Schoultz (left), Commander Naval Air Force Pacific Fleet, was recently named the Navy's 33rd Gray Eagle. He won the honor of being "the most ancient naval aviator on active duty" when he was recognized as the active duty naval aviator with the earliest day of designation. The Gray Eagle trophy, which recognizes "a clever eye, a stout heart, a steady hand, and a daring defiance of gravity and the law of averages," was presented by Lieutenant General Andrew W. O'Donnell, USMC, named the Gray Eagle in October 1979.

## Mark XII Diving Rig

# Brunswick



The two divers sitting on stout wooden stools on the stern of the salvage and rescue ship USS *Brunswick* (ATS 3) looked as if they were ready for a laser battle in outer space. Their blue outer dive suits trimmed with yellow piping and the sleek, bright-yellow "hard hat" helmets weren't exactly typical of the image that comes to mind when speaking of hard hat or deep-sea divers. But these new Mark XII diving rigs are now being used throughout the Navy.

On *Brunswick*, divers tried out the Mk XII during a day's guest cruise and a week of diving operations in Kona Bay, Hawaii. It was a week filled with hard work and good liberty for the crew — a week that helped the divers learn a little more about the Mk XII and the teamwork required for diving operations. It also gave families a close look at the work their Navy member performs aboard ship.

At the diving officer's command, each diver, assisted by two tenders, clumped across deck toward the diving stage. The weighty boots, the outer dive suit and the one-piece neoprene wetsuit worn beneath it slightly restricted the divers' movements, making them appear to move in slow motion.

Each diver trailed three lines — his only link with the topside world after entering the water. Once the diver was on the stage and squared away, a winch lowered him 100 feet to the sandy bottom.

This same scene was repeated over and over until all 18 divers aboard *Brunswick* were requalified and familiar with the new equipment.

The Mk XII is a streamlined rig with improvements that make it less awkward than the older Mk V, which is characterized by 60 pounds of brass configuration. The new rig weighs in at only 35 pounds.

The Mk V is a good rig and probably one of the safest that the Navy has, according to the ship's executive officer

# Divers on Stage

Lieutenant Kenneth D. Harvey. A diver himself, Harvey says the turnaround time for suiting and unsuited with the Mk V is slow. That's not the case with the Mk XII.

"It's lighter, more comfortable and easier to control," said Senior Chief Machinist's Mate Coy W. Payne, a master diver. "Everything on the Mk XII is interchangeable. When a diver comes up from the bottom, you can bring him out of the water, sit him down, take his helmet off and put it right on the standby diver."

"If a man wearing the Mk XII has an embolism, gets a case of the bends or just passes out, he could be in a recompression chamber in two minutes — it only takes 30 seconds to pull off the helmet."

One problem with the Mk V is that it has 12 nuts around the breastplate and a threaded helmet. Before a diver wearing it could be placed in a recompression chamber, the helmet, breastplate and suit would have to be removed. Because it is a complete unit, undressing could take from three to five minutes — extremely precious time in an emergency.

Underwater, the Mk XII is very maneuverable — another big improvement. The old suit has 80-pound weights on the diver's chest, making operations clumsy both on deck and in the deep. The Mk XII's weights are in the legs of the outer suit. This means greater mobility above the waist, allowing divers greater freedom for work.

Even with the Mk XII's noticeable improvements, the Mk V isn't being phased out yet. It still will be used for mixed gas dives — which usually surpass depths of 190 feet — or on shallower dives if the diver will be on the bottom for an unusually long time. The Mk XII will be used for air dives.

According to Payne, the Navy is evaluating the safety of the Mk XII for mixed gas dives as well as for air dives. He sees the Mk V being completely

phased out in a few years. The versatile Mk XII will enhance divers' abilities to provide the Navy with sophisticated ship salvage operations, extensive diving capabilities, and emergency repairs and rescues.

Teamwork and safety are stressed aboard *Brunswick*. There are two tenders on deck for each diver — and there are always two divers, never one. A man on the console watches the diver's depth, and another man on the phones keeps contact. Another person keeps a diving log on each dive, and one works the winch controlling the lowering and raising of the diving stage. About 80 percent of the crew supports the diving mission.

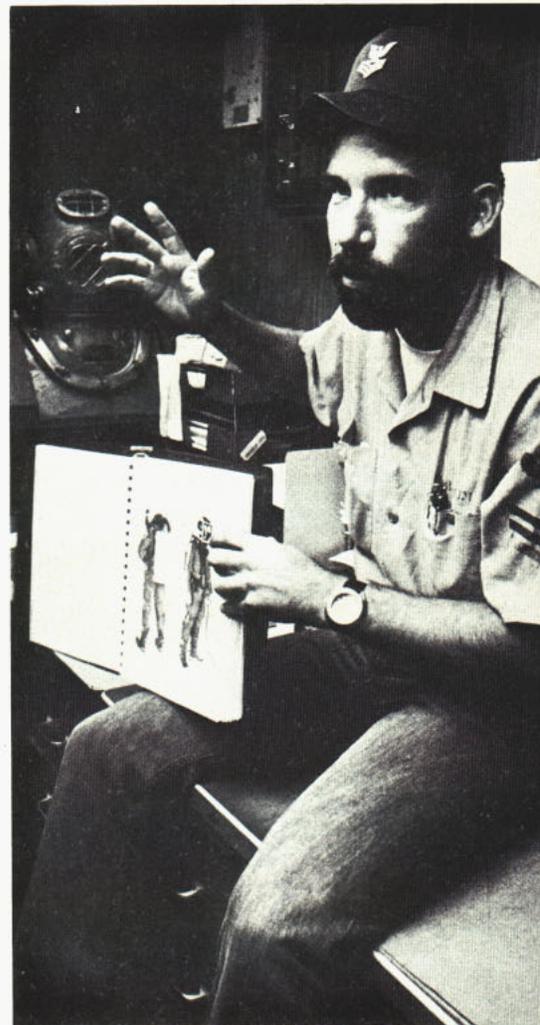
Lieutenant Commander John R. Drucker, *Brunswick's* commanding officer, sees the importance of the diving operation in Kona Bay in terms of how it affected the crew. It was an unusual session in that it was also a guest cruise. Families and friends of crewmen boarded the ship in Pearl Harbor and got underway at 7 a.m., spending nearly the entire day aboard the ship.

"I think it's important that others get to see what these ships do," Drucker said. "They don't know about them. That was obvious by the hundreds of people who visited the ship while we were at anchor in Kona Bay."

"Then there's getting the crew together. I think once you come back from a deployment and get back to home port, the married guys all go in one direction and the single guys go another."

"I think it's important that every couple of months, whatever the time frame allows, we do something like this and get together as a crew just as we were on deployment. Since we've got a good crew — and they really are great — we keep it going."

*Brunswick's* week-long trip to Kailua-Kona paid off handsomely in the way of successful diving operations, a



HT1(DV) Landon Bloomer points out the improvements in the new Mk XII diving rig. A Mk V helmet is in the background.

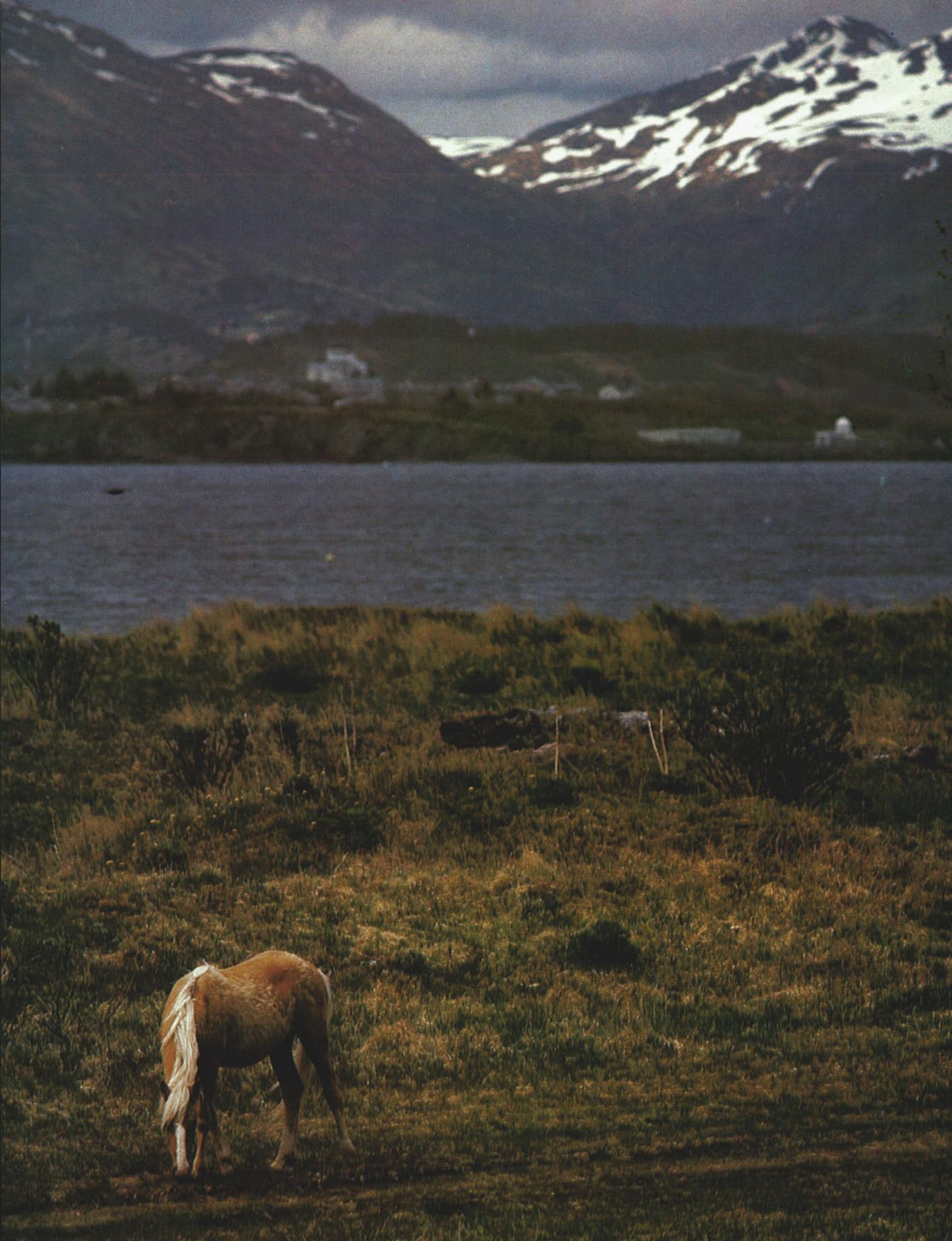
chance for the crew to get together and for their families and friends to visit Hawaii's beautiful Kona coast. And it was an opportunity for visitors and residents of Kailua-Kona to see what a Navy ship is really like.

—Story and photos by JO2 Gary Hopkins

# Alaska Liberty

*The land of the midnight sun and the great north, home of the kodiak bear and the king crab, the highest point in the United States and a vast unexplored wilderness—that's Alaska.*



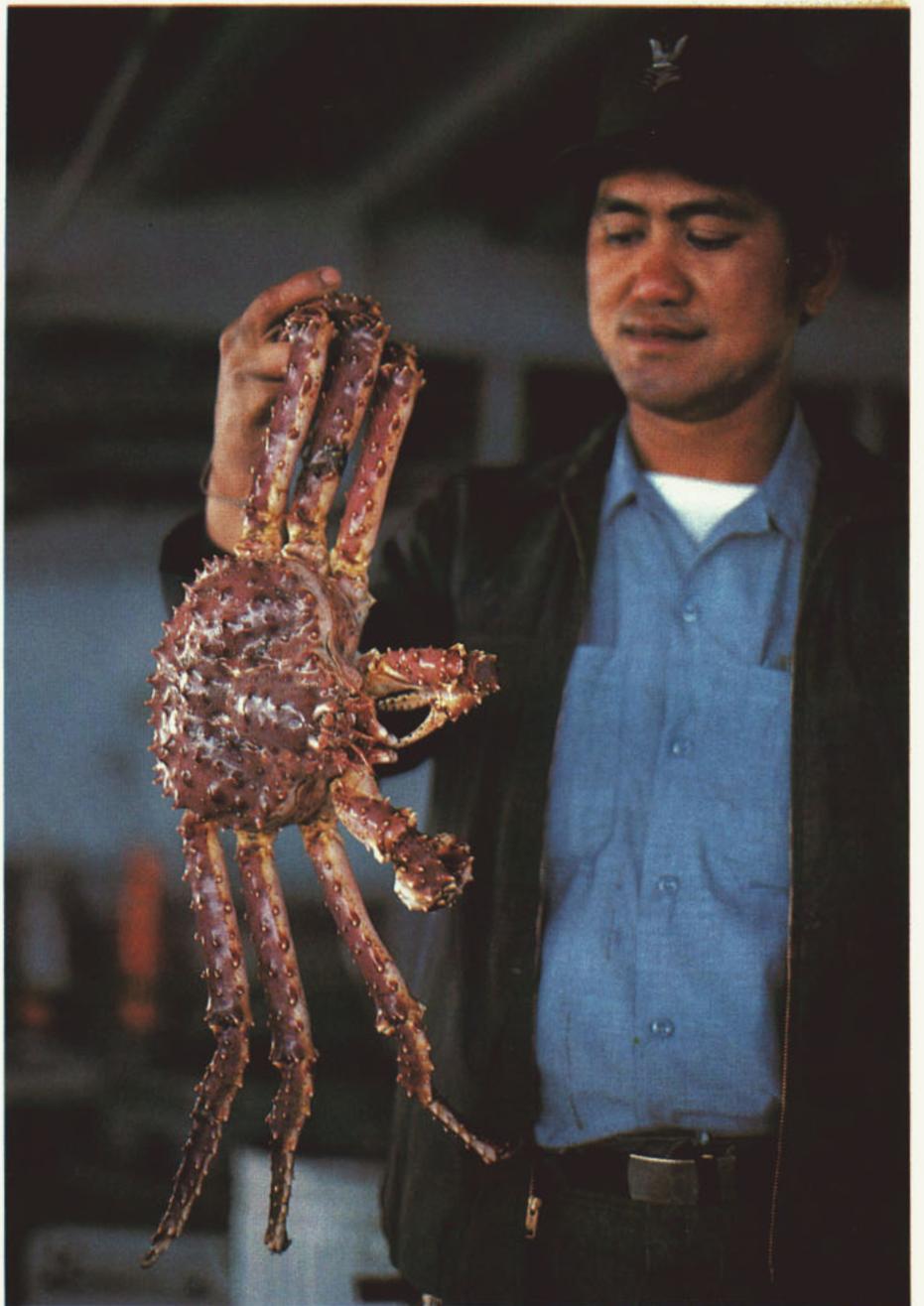


# Alaska Liberty

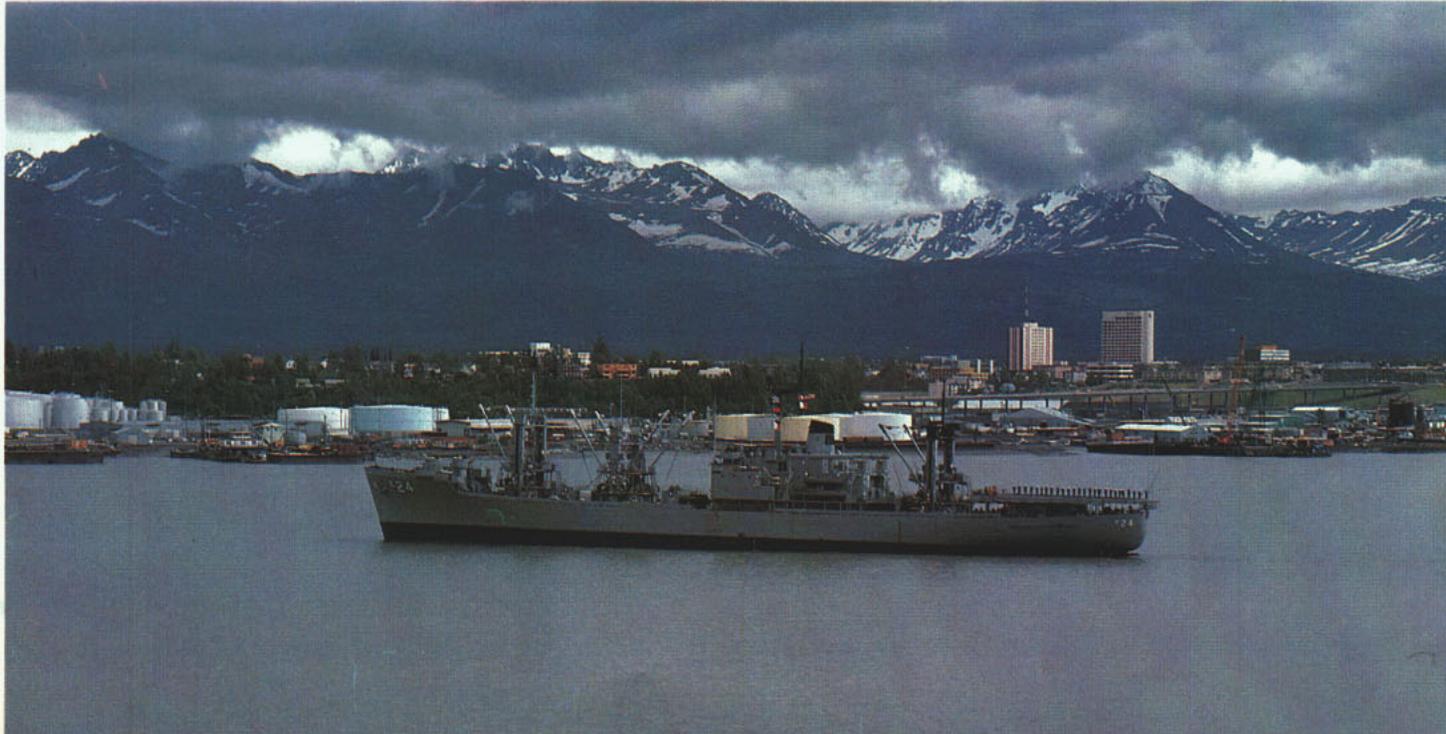
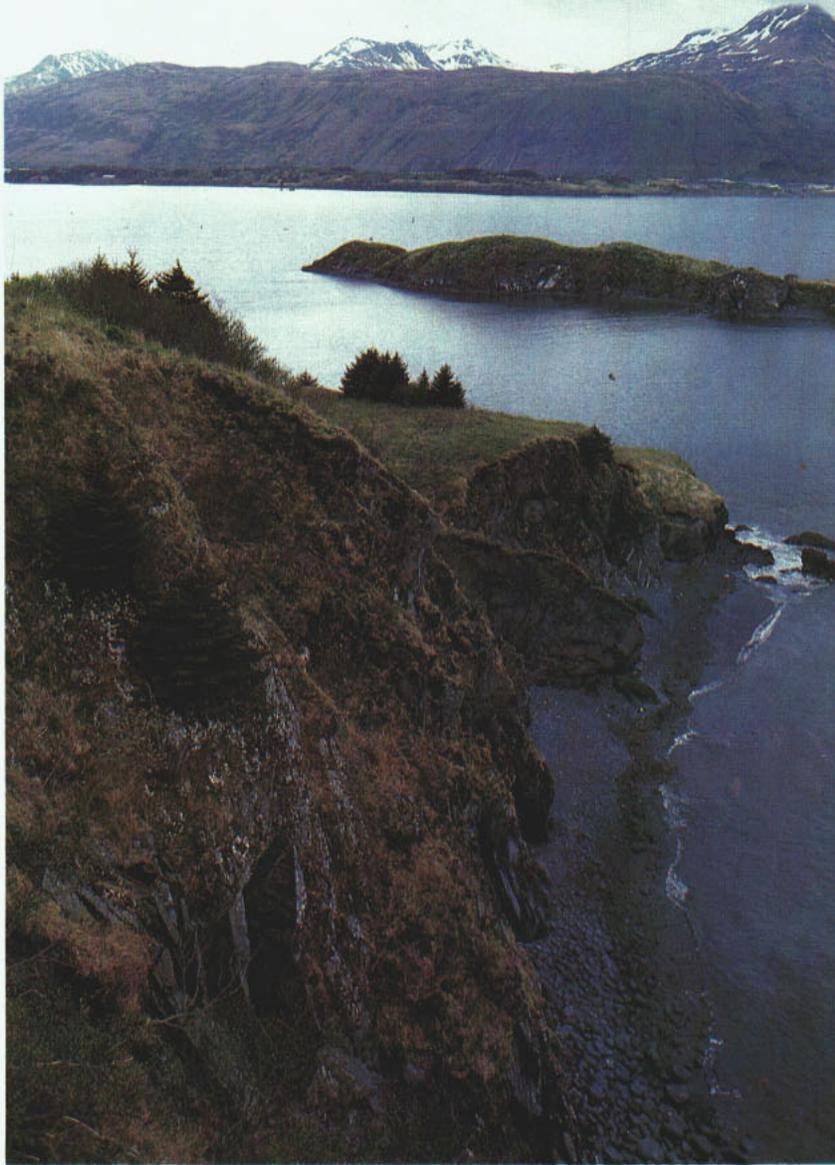
*Right: Seaplanes are a common means of transportation in many parts of Alaska. Below: Kodiak harbor is the base for the island's fishing industry. Opposite page: EM1 Edgardo Javier displays a king crab he snagged—legally—while fishing in the waters off Kodiak Island. Javier caught the king crab, 10 flounder and two trout in one hour, giving credence to residents' claims that their island offers some of the world's best fishing.*



*Agriculture in all parts of Alaska is limited by the lack of available markets and somewhat by weather. So fishing has become one of Alaska's main industries and a major source of income for communities like Kodiak. That same industry has also become a common bond among the residents.*



# Alaska Liberty



*Although Mount McKinley, at 20,320 feet, is Alaska's best-known mountain, other snow-capped peaks are as prevalent in Kodiak and Anchorage as are skyscrapers in most small cities.*

Natives and residents of Alaska claim their state's beauty is unmatched. Visitors are awed. Everyone is impressed by some aspect of the largest state in the union.

Purchased from Russia in 1867 for less than 2 cents an acre, Alaska has been called our nation's best land deal since the 17th century purchase of Manhattan from the Indians. More than 586,000 square miles in area, Alaska is considered our largest natural resource by many environmentalists.

When the Naval Reserve Force ammunition ship USS *Pyro* (AE 24) made two port visits there last year, its active duty and Selected Reserve crew had the unique opportunity to see why the largest state in the country lays claim to being the most beautiful.

During the Kodiak and Anchorage visits, crew members sampled the state's fabled beauty and culture. In Kodiak, the annual king crab festival provided ample entertainment and food, while tours and special events afforded the ship's people an opportunity to see Alaska—truly a natural wonderland.

—Text and photos by JOI Lon Cabot

*Opposite page top left: Hundreds of visitors toured Pyro in Kodiak and at Anchorage. Top right: Alaska's rocky coastline and snow-capped mountains provided scenic views for Pyro's crew. Center left: Capt. Sai Manning, commanding officer of Pyro, served as a reviewing judge for the annual Kodiak Crab Festival Parade. Bottom: Pyro enters Anchorage, the final Alaskan port of call. Right: Smiling faces were common during the festivities on Kodiak Island.*





# A Different

USS *Kinkaid* (DD 965) pulled away from its berth, turned and steamed into the channel. A smooth evolution, the sea and anchor detail was unusual in that the officers aboard were “unofficially restricted” from their regular duty.

On that particular morning, all officer watch stations aboard the destroyer were manned by chief petty officers and one first class petty officer.

Although such exercises are rare, they occasionally are conducted aboard Navy ships. The unusual manning on the San Diego-based *Kinkaid* was inspired by an incident which involved a former CNO, retired Admiral Arleigh Burke.

In 1939, Burke, then a lieutenant commander and skipper of the Pearl Harbor-based destroyer USS *Mugford*, was accused by a senior officer of having an overly vociferous crew who were bragging on the beach of “not needing officers.” The senior officer said the crew was even laying bets that they could take the *Mugford* to sea without the help of a single commissioned officer. Burke argued it was fact and proved it by letting his men take *Mugford* to sea, which they did with competence and professionalism, just as they had boasted.

Recently, a naval historian asked *Kinkaid*'s commanding officer, Commander Gordon Riggle, if this could be accomplished on a modern-day destroyer, larger and more sophisticated than the ships of Burke's day.

“I told (the historian) of course we could do it,” said Riggle. “We have chief petty officers qualified in every officer watch station, and our command master chief is a qualified fleet officer of the deck, which is very rare.”

When the day arrived to take *Kinkaid* to sea, the officers were temporarily replaced by others suited for their jobs. They turned in flawless performances.

“I knew doggone well we could do it,”

said Master Chief Quartermaster Tom Kirchgessner, command master chief. He was officer of the deck during sea and anchor detail. “I had total confidence in the chiefs. In fact, I was very comfortable knowing the chiefs were on station,” he said.

Kirchgessner qualified two years ago as a fleet officer of the deck, a position few enlisted men achieve. “Simply, when I'm on watch as OOD, I'm responsible to the captain for the running of the ship and its crew at that time,” he said. “To me, it's as high as you can go as an enlisted man, and the fact that I've made it is very exciting.”

*Kinkaid*'s commanding officer shares Kirchgessner's pride. “The master chief is one of the best shiphandlers on this ship,” he said. “Because he was able to fill that position, we were able to perform this evolution. For me to turn my ship over to him proves that I have the utmost confidence in him.”

Chief Operations Specialist Matt Lawless was the combat information center navigator during sea and anchor detail. Lawless is normally the leading chief in the 18-man CIC Gang. “What I did on the detail is exactly what I do normally,” he said. “The only difference this time was that there wasn't an officer in there.”

“All of us chiefs knew we could do it,” said Chief Gas Turbine Systems Technician Robert F. Zebler, who was in charge of the engineering spaces. He is the ship's oil and water king, responsible for the testing of fuel and water for everything from contamination to flashpoint. “When I'm not working in the oil lab, though, I'm working as the engineer,” he said.

Chief Gas Turbine Systems Technician Tom Howser was at the propulsion auxiliary control console during the detail. Howser's job aboard *Kinkaid* is basically the same as his assignment on the special



QMMC Tom Kirchgessner, officer of the deck during USS *Kinkaid*'s sea and anchor detail, takes a reading off the pelorus. The signal flags being hoisted by SM2 Kerry Mills tell the world that a chief petty officer is in charge.

# Kind of Duty

chiefs on any ship have the ability to take the ship out but aren't given the opportunity. We were fortunate that our captain had enough confidence in us to let us

prove that we could," he said.

Deck division was the responsibility of Boatswain's Mate First Class Larry Childress, the only non-CPO in charge. Childress was in charge of all lines, the anchor and small boat recovery. "We really didn't do anything different than we normally do. We just didn't have the officers stand there while we did it.

"Everybody did his job," he concluded. "And maybe the crew did a little more in support of us. It was a good example of teamwork and everyone pulling together — the way a ship should be run."

—Story and photos  
by JOI Cheryl May Campbell

sea and anchor detail. He works at the control console in the after-engine room and, as work center supervisor, directs the work on the engines, auxiliary equipment, reduction gear and air compressors.

"The chiefs thought this detail was a pretty good deal. It showed that the captain put trust in us," Howser said. "But for me, it was my same old job — just getting the ship under way. The guys who really deserve the credit are the chiefs up on the bridge and in CIC. They had the tough part."

The navigator for the special detail was Chief Quartermaster Brad Boals, leading chief of the 20-man navigation department. "I guess it's a matter of professionalism," Boals said. "I think most

*OSC Matt Lawless (top), BM1 Larry Childress (upper right) and GSC Tom Howser (right) take over with true professionalism during the sea and anchor detail.*



# Currents

## *Navy to select first space subspecialists*

A new Navy space subspecialty was announced by Chief of Naval Operations Admiral Thomas B. Hayward at the recent Naval Space Symposium held in Monterey, Calif. An OpNav Notice, to be issued this spring, will cover details of the program; the first space subspecialists will be selected in the fall.

The Naval Postgraduate School is developing a master's degree program in space sciences. Admission requirements will be published in a revision of the Postgraduate School catalog.

Sponsored by CNO and the National Academy of Sciences, the Naval Space Symposium addressed the implications of space for future naval operations and the developing space programs in the Navy. Admiral Hayward and Dr. Eberhardt Rechtin of the National Academy of Sciences delivered keynote addresses. More than 700 people from the Navy, aerospace industries, academic institutions, DOD and other government agencies attended the three-day conference.

## *Newly rated petty officers get special training*

A special indoctrination course has been developed by the Naval Education and Training Program Development Center to help prepare newly appointed petty officers to perform more effectively in their leadership roles. A 22-hour study course, it consists of an instructor guide (NavEdTra 10821), a student journal (NavEdTra 10820) and a case-studies video cassette.

Distribution to ships and commands of the instructor guide and student journal has begun, as has initial distribution of the video presentation

to SITE ships and selected shore commands.

The Petty Officer Indoctrination Course was developed at the request of the CNO, who believes that newly rated petty officers should be better prepared to assume the supervisory, managerial and military tasks of a petty officer. If you are a newly rated petty officer and have not benefited by the program, check with your education officer. Supplemental video cassettes may be requested from either the Atlantic or Pacific Training Support Center.

## *New tax law softens blow for two-earner families*

To reduce the marriage penalty on two-earner families, the 1982 tax legislative package allows a 5 percent deduction of the first \$30,000 in earnings for the spouse with the smaller income in 1982. It also allows a 10 percent deduction of the first \$30,000 from 1983 up to a maximum of \$3,000 in deductions.

For example: Assume an E-6 and spouse both work. Their gross income is \$30,000—\$15,000 from the E-6, \$14,000 from the spouse, plus \$1,000 from other sources. Taxable income on their 1981 joint return totals \$22,000 after standard deductions (mortgage interest, non-taxable

entitlements, charitable contributions, etc.). Therefore, they owe \$3,730 in taxes.

In 1982, however, the couple can reduce their gross taxable income to \$21,300 by deducting \$700—5 percent of the \$14,000 the spouse earns. Tax on this amount will be \$509 less than for the same gross income in 1981.

In 1983, the couple can deduct \$1,400—10 percent of the \$14,000 the spouse earns—to give a taxable income of \$20,600. The couple will pay a tax of \$2,700 on this amount—\$980 less than the 1981 tax and \$466 less than they paid in 1982 on the same amount.

## Are you in DEERS?

The Defense Enrollment Eligibility Reporting System, set up to protect medical benefits to qualified people and to aid medical service providers in increasing availability of services, is now two years old. Program implementation is about 50 percent complete.

As DEERS becomes effective in each area of the country, local personnel offices will enroll active duty and retired people. Military people will be counseled on procedures to enroll their dependents. Survivors (unremarried widows, etc.) not receiving annuities and their dependents will be notified through local civilian and military

media concerning DEERS enrollment.

Until implementation is complete, no one will be denied treatment at military hospitals or clinics solely because his or her name does not appear in the system. Anyone later proven ineligible will be billed for services or legal action may be taken.

A DoD-wide centralized data base, DEERS confirms eligibility for health care. The data also will provide information for planning facilities such as housing, medical care, education, exchanges and commissaries.

## Worth mentioning . . .

The Naval Communications Station Keflavik, Iceland, passed a major milestone in its retention efforts when it exceeded goals set by Commander, Naval Telecommunications Command for re-

tention for fiscal year 1981. Targets set by ComNavTelCom were 40 percent gross first term reenlistments, 60 percent second term and 75 percent for all career eligible personnel.

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Ships tie for gunnery award . . . USS *Leftwich* (DD 984) and USS *Harry W. Hill* (DD 986) are co-winners of the annual James F. Cheze Memorial Gunnery Award. The competition involves all facets of naval gunnery, and only one ship is

normally claimed to be the winner. During 1981, however, both *Leftwich* and *Harry W. Hill* scored perfect marks on all exercises. Thus, Commander Naval Surface Forces, U.S. Pacific Fleet awarded the prize to both ships.

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Retired Admiral Arleigh "31-knot" Burke, a former CNO and a highly decorated World War II destroyer man, became an honorary naval aviator recently. At ceremonies at NAS Pensacola, Fla., the 80-year-old admiral was honored at a banquet held in conjunction with the dedication

of the Naval Aviation Museum Hall of Honor. Admiral Burke earned his nickname from Admiral William F. Halsey after Admiral Burke's destroyer squadron steamed all night at 31 knots to reach an assigned position during the Pacific campaign.

\*\*\*

Space-A procedures change . . . Passengers signing up for space-available travel on Military Air-lift Command flights do not have to be at the terminal for every scheduled flight or meet any space-A call. They are required to revalidate their flight intentions only every three days. Would-be passengers sign up for the flight of their choice and may list up to five destinations. At least ev-

ery three days they *must* return to the terminal to revalidate their travel intentions or be removed from the list. People leaving from commercial gateways such as St. Louis must revalidate travel intentions only every seven days because of infrequent-scheduled flights. Call Autovon 638-5309 or commercial (618) 256-5309 for more information.

# Bridging Minority Barriers

In March 1944 the Navy commissioned the first group of black officers — 12 line and one warrant officer — following their graduation from officer training school at Great Lakes, Ill. The “Golden Thirteen,” as they were called, inspired pride within the black community; each became a model for other blacks to follow.

Today, 37 years later, the Navy’s black officer ranks have grown to nearly 1,700, and they serve in the entire spectrum of positions in the Navy up to the flag ranks.

To ensure that this progress continues, the Navy has commissioned campus

liaison officers, solid professionals who serve exclusively as role models at their college campuses and in their minority communities.

The CLOs range from college program directors and coordinators, counselors, assistant and full professors to deans and chancellors. No matter their field, their goals are the same — to provide students and graduates with information about career opportunities in the Navy.

The positions of campus liaison officers are not limited to blacks, however. There is also a large population of His-

panic CLOs who actively work to increase the number of Hispanic naval officers, which now number 443 in the Navy.

To date, 15 CLOs have reached the rank of commander. One of those recently selected, Commander Henry B. Lopez, is on a two-year leave of absence from California State University at Northridge; he is teaching national security studies at the Naval Academy in Annapolis, Md.

“I volunteered to become a campus liaison officer because minorities were under-represented, particularly in the of-



ficer ranks," said Lopez, who holds a doctorate. "I think there are tremendous opportunities available for minorities in terms of professional development, adventure and contributions to the country."

Liaison officer Lieutenant Commander Jose Folch serves as an instructional developer at the University of Puerto Rico. He said he joined the program for a change of pace and to gain new experiences. Folch previously served in the Navy — as an electronics technician and radioman.

"In fact," he said, "I was acting as a CLO unofficially since I left the Navy in 1960. My goals are to try to attract talented young Puerto Ricans, especially from my university, where we have a school of engineering. The Navy needs people in the engineering field."

One of the first officers commissioned under the CLO program is Commander Eugene D. Stevenson, who served in the Navy's enlisted ranks from 1943 until 1945. He first became aware of the Navy's campus liaison program in 1969 when he came in contact with a Navy recruiting officer visiting Fisk University in Tennessee, where he was dean of men.

"A group of students were perplexing this officer," said Stevenson. "Well, I became very upset and corrected the students. Later, I explained to the officer why the students were so angry and felt alienated.

"I happened to have gone to Great Lakes when the seamanship branch was opened to blacks. Many of the black people who entered this branch then were college graduates.

"The Navy felt they had done a big thing, but blacks felt that there was no real opportunity. After all, a person with a master's degree or a Ph.D. should qualify not only as a seaman but also to become an officer."

"I think the Navy has made tremendous improvements, and many of those improvements have been due to the CLO program," he added. "The CLOs have come from the minority communities they

strive to help, and they are in direct contact with the students on the campuses. They have a perfect pipeline to the young people who might be interested in the Navy or the military."

Another liaison officer, Commander Roosevelt R. Wright Jr., an assistant professor at Syracuse University in New York, said that the CLOs are now reaching a large number of people who would never hear about the Navy.

"The campus liaison officer is working on the college campus with a population of potential Navy people of the age and type that we are looking for," Wright explained.

He added, "Of course, we have the Naval Academy, which has been the front line preparation for naval officers. And, we have the NROTC program. But, on many campuses there are no NROTC units. At Syracuse, for instance, I seldom saw a Navy person on campus. Since my appointment as CLO, however, I've had the opportunity to bring a number of Navy people on board. And simply seeing a person in uniform walking across the campus has done a lot."

Wright also said that the Navy offers the challenge of quickly assuming responsible roles in high technology jobs, but the Navy "has to beat the bushes because we're in competition with industry and a lot of other opportunities that are available in this day and time."

Commander Ralph J. Patrick, CLO from Cheyney State College in Pennsylvania, voiced similar feelings about the opportunities that are available. "If information about the modern Navy is conveyed to young people, they can make an occupational choice that will benefit them for the rest of their lives.

"Part of my work as a professor in technical and applied science is that my office is set up with displays for disseminating Navy information; so we've gone one step further than merely accepting the CLO program on campus. Over the past few years, I've seen a greater involvement of blacks in the Navy."

For Lieutenant Commander E. T. Metivier, CLO at the University of New Mexico in Albuquerque, the decision to become a CLO grew out of a desire to

give something back to the country which had given her so much.

Besides being a member of the black minority, Metivier is also a female officer.

"I'm very pleased with the progress that has taken place in the Navy since World War II. The future looks bright for minorities," she said. "Now you can be honest about who and what you are and still have an opportunity to move to the top."

Lieutenant Commander Charles L. Means, CLO at Bowling Green State University in Ohio, agreed on the bright outlook for minority groups: "The Navy today is simply saying, 'We are somewhat different than we were earlier; indeed, we're a new Navy with opportunity for everybody to exercise leadership'."

—Story and photo by JO2 Walter A. Rekoski



While SN Clarence Wesley steers and SN Lenise J. McCants instructs, Lt. Cmdr. Charles L. Means, a campus liaison officer, controls the propulsion system of USS Oldendorf (DD 972), homeported in San Diego. Means and other CLOs, in San Diego for a conference, took time out to tour a few of the Navy's newest ships.

*Campus Liaison Officers LCDRs Roosevelt R. Wright Jr. (left) and Leon J. Carter III (right) discuss the Oldendorf's position with QM3 Dave Wylie.*

# ALL HANDS

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# Mail Buoy

## CPR Technique

SIR: A picture on page 41 of the September 1981 All Hands depicts Mr. R.S. Schweiker doing CPR on a Resuscitator mannequin.

It should be noted that he is performing the technique not only incorrectly, but dangerously as well. While studying CPR during my Emergency Medical Technician class, one of the first things I was taught was to keep the fingers off the body to avoid damage to the ribs of the victim.—YN2 Asher M. Plotkin

• *The photo was supplied by the American Red Cross, and information received with it did not mention positioning of the hands while administering CPR.*—ED.

## Plane Shadow

SIR: On page 44 of the September 1981 issue there is a photograph of an icebreaker and the shadow of an aircraft passing overhead. The shadow is identified in the caption as that of a P-3 Orion but is, in reality, that of a C-130 Hercules.—James Zumbro

• *Distortion is the name of the game—the photo (or the shadow on the ice) is of a P-3 and not a C-130. It was taken by Chief Gil Wagi during a 1981 flight, as stated in the story.*—ED.

## Second Thoughts

SIR: Thank you very much for printing YN2(SS) Robert D. Milleville's letter in the September 1981 issue.

I've been in the Navy for a year and two months. In a couple of months I'll be off to Rota, Spain (a dream come true).

I have usually been quick to say that when my four years are up I'm getting out. And I've been saving every penny for a college education and to become successful in civilian life.

But Milleville's letter made me realize that a college degree doesn't guarantee happiness, health or wealth. Neither does the Navy, but it does guarantee a place to stay,

food to eat and a job that pays, not to mention friends and fantastic duty places.

I'll definitely reconsider my decision to get out, and I'll still consider going to college. I'm 19 years old and a YN3. Right now, I'm proud to be a member of the Navy, and I'm proud of myself. I'm glad I chose the Navy. I think we look good, and it's getting better every day.—YN3 Jackie D. Rockwell

## Prairie States a Case

SIR: Any time an absolute is stated, one runs the risk of challenge: Your October 1981 edition, page 30 (Vulcan Stays In) states that "...of all the ships in active naval service, only USS Dixie (AD 14) of the Pacific Fleet has served longer." Wrong again! The crew of USS *Prairie* (AD 15), a proud PacFlt ship, demands her rightful place in history. She was commissioned 5 August 1940 and has been in continuous service since that time. That makes her 10 months older than *Vulcan*.

To paraphrase a famous humorist, your prediction of *Prairie's* demise is premature. She is currently in overhaul in preparation for more years of useful service.

Other than that, you run a pretty good magazine.—Capt. G.A. Archambault

• *You're absolutely right—an absolute does nothing but get us into trouble. Usually we modify such statements by saying a ship, person, etc. "is believed to be," and that usually softens the blow.*—ED.

## Proud Parents

SIR: I am writing to say how delighted my wife and I are with the article "Going Home Navy" in your November issue. This article featured our son, David, and other young Navymen from the area. We have a sense of pride and thanksgiving that David is doing well in the Navy and is being recognized for his effort and enthusiasm. He is completing all his schools at Memphis on schedule and has recently filled out his "dream sheet."

I also want to comment on the profes-

sionalism and fine example your writer, Lon Cabot, displayed while he was in our home and with David doing the story. We think he is directly responsible for another of David's friends joining the Navy.—James W. Mintz

• *Thanks for your thoughts concerning our staff member, JO1 Lon Cabot, author of the piece. Lon put a lot of hard work into that story. Seldom do we hear such positive words from a parent regarding the enthusiasm displayed by an offspring's naval service. Your pride in your son, David, leaps out of the letter; I'm glad that All Hands had an opportunity to report on David's pride in the U.S. Navy. Too many people these days are prone to knock the old values and to look with skepticism on the institutions—and the people involved—who continue to safeguard our nation.*—ED.

# Reunions

• **First U.S. Naval Construction Battalion**—40th reunion March 26-28, 1982, in Port Hueneme, Calif. Contact Charles E. Mischler, 29 Sanford Ave., Emerson, N.J. 07630.

**March of Dimes and the Navy—Hand in Hand.** Richard Wagner, the 1982 March of Dimes Poster-Child, recently paid a visit to Admiral Thomas B. Hayward, Chief of Naval Operations. Richard, 5, born with spina bifida and hydrocephalus, is visiting many parts of the country to call attention to the more than 250,000 children born each year in the United States with physical or mental handicaps. Richard walks with the aid of crutches and lower braces, and he plays wheelchair basketball with his three brothers. He is from Vancouver, Wash.

—Photo by Dave Wilson

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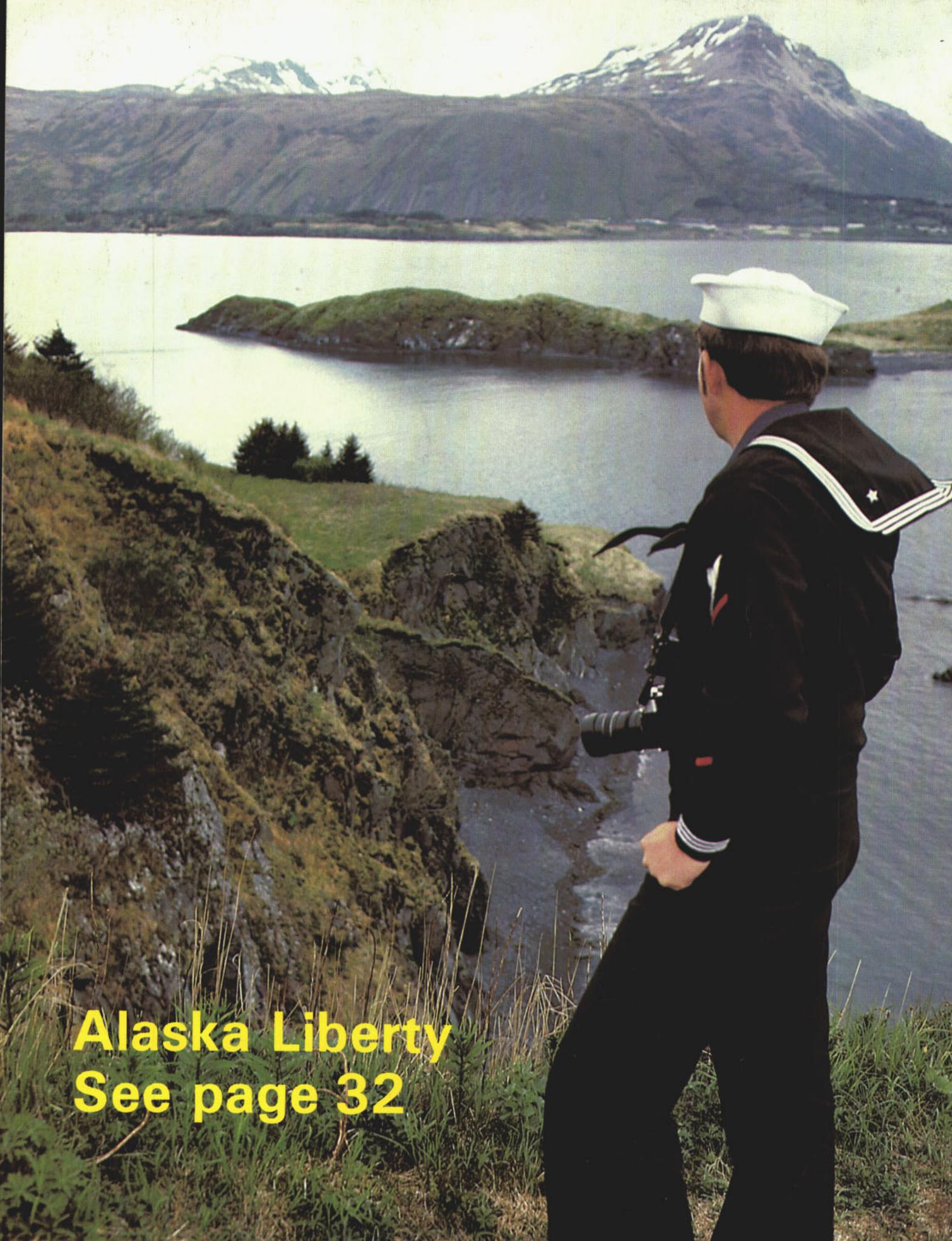
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**Alaska Liberty**  
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