

ALL HANDS

MAGAZINE OF THE U.S. NAVY

- Seaman to CNO
- From the Sea ... 1944
- Port of Call: Jamaica

JUNE
1994

BUREAU OF

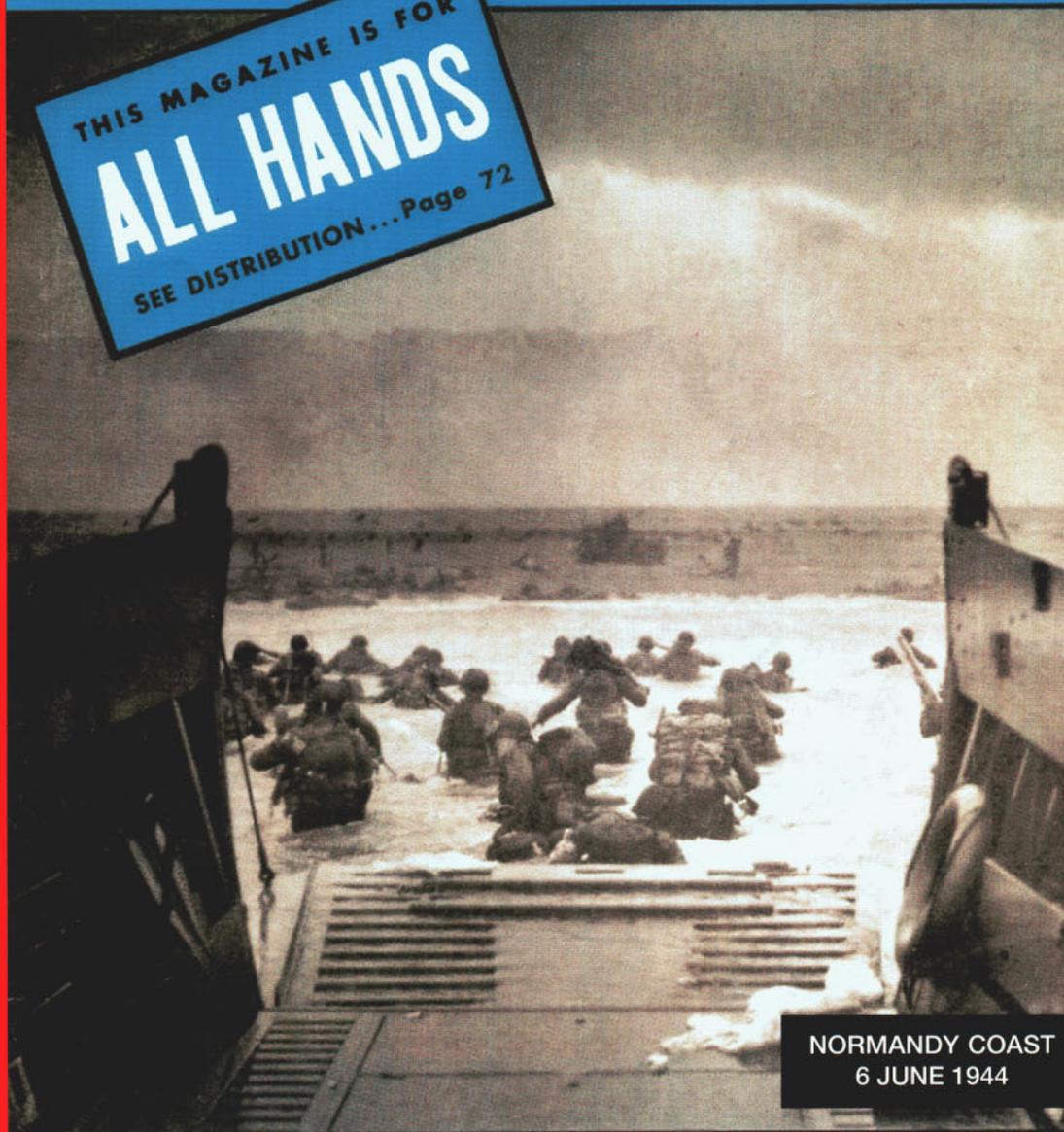
JULY 1944

NAVAL PERSONNEL

INFORMATION BULLETIN

NAVPER-0

THIS MAGAZINE IS FOR
ALL HANDS
SEE DISTRIBUTION... Page 72



NORMANDY COAST
6 JUNE 1944

→ PASS THIS COPY ALONG

WARDROOM ETIQUETTE



DON'T ENTER OR LOUNGE IN WARDROOM OUT OF UNIFORM



DO GET TO MEALS ON TIME. IF UNAVOIDABLY LATE, MAKE APOLOGIES TO PRESIDING OFFICER



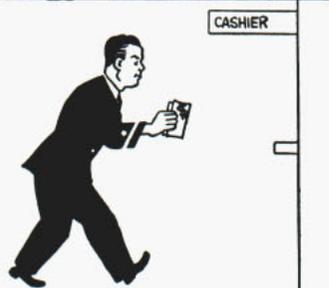
DON'T SIT DOWN TO MEALS BEFORE PRESIDING OFFICER SITS DOWN (EXCEPTION: BREAKFAST)



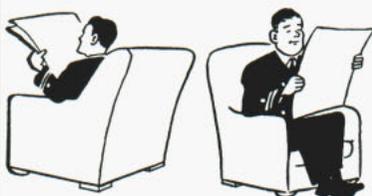
DO ASK TO BE EXCUSED IF YOU MUST LEAVE BEFORE MEAL IS OVER



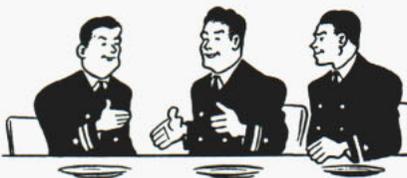
DON'T LOITER IN WARDROOM DURING WORKING HOURS



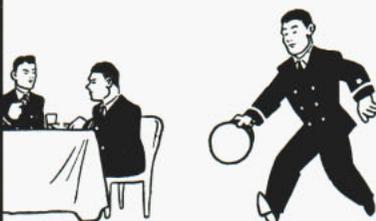
DO PAY MESS BILLS PROMPTLY



DON'T BE BOISTEROUS OR NOISY IN WARDROOM



DO AVOID DISCUSSION AT MESS OF RELIGION, POLITICS, LADIES



DON'T WEAR A CAP IN WARDROOM (ESPECIALLY WHEN YOUR SHIPMATES ARE EATING)



DO BECOME KNOWN, NOT FOR "STICKING YOUR NECK OUT" BUT AS "A GOOD LISTENER"

Reprinted from the July 1944 "All Hands" magazine.



Remembering D-Day

It was the largest amphibious operation in military history and the turning point for the Allies in Europe during World War II. The assault from the sea at Normandy, made 50 years ago this month by our fathers and grandfathers, is the basis of the Navy-Marine Corps team's strategy for the 21st century. See Page 8.

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Next Month: Caribbean Maritime Intercept Operations

Have you seen the latest Navy-Marine Corps News? If not, you are missing some good gouge! Contact your PAO for viewing times.

If you have a story idea or comment about Navy-Marine Corps News, call their Hotline at (202) 433-6108. You'll get an answering machine, but please leave a message — they'll listen to each one.

Charthouse

HEALTH

New DoD smoking policy



A new far-reaching, smoke-free workplace policy banning smoking of tobacco products in all DoD work places worldwide

began April 8. The Navy banned smoking in Navy-controlled work areas, effective Jan. 1, 1994, (AINav 131/93 of Oct. 21, 1993).

Smoking will be allowed, under limited conditions, in military barracks, family housing, prison quarters, clubs, recreational areas and restaurants. The new DoD instruction allows for designated outdoor smoking areas that are accessible to workers and provide some measure of protection from the weather.

The Navy's policy also restricts smoking in living areas with shared ventilation systems. Designated smoking areas must be away from air supply intakes and building entry ways so that smoke will not be recirculated. Smoking policies for submarines and ships are addressed in the AINav.

Additional details on the new policy can be found in DoD Inst. 1010.15.

TRANSITION

Troops to Teachers program gets underway

Secretary of Defense William Perry recently announced the implementation of the Teacher and Teacher's Aide

Placement Assistant Program. This program, more commonly called "Troops to Teachers," will help finance teacher certification training for separated servicemembers, terminated DoD and DoE civilians and certain displaced defense contractor employees. They in turn, will be placed as teachers and teacher's aides in schools who serve children from low-income families and are experiencing teacher shortages.

To be eligible for the program, military members must have served at least six years on active duty prior to release from the service, have a service record that will lead to an honorable discharge and apply no later than one year after release from active duty. Civilian employees of DoD must be facing termination as a result of the drawdown or base closure and may apply no later than 60 days after termination of employment.

Applicants must have a bachelor's degree to qualify for the teacher portion of the program. Military personnel who do not meet the education requirement at the time of discharge have five years to earn their degree.

Interested individuals may apply at base education centers and at offices handling transition assistance. Additional information may be obtained from: Defense Activity for Non-traditional Education Support (DANTES), 6490 Saufley Field Road, Pensacola, Fla. 32509-5243, or (800) 452-6616.

Six month early out offered to enlisted personnel

As part of the Navy's efforts to reduce end strength without affecting readiness, six month early outs are offered to enlisted personnel in FY95.

The program is part of the Navy's manpower strategy to reduce force structure using only voluntary separation, and authorizes commanding officers (COs) to grant up to six months early separation without monetary incentive.

Personnel must have an End of Active Obligated Service (EAOS) date before Jan. 1, 1996. COs have final approval authority for all requests from personnel. Requests for separation from servicemembers with more than six months remaining on active duty, and from personnel with a current extension, must be forwarded to the Bureau of Naval Personnel.

Personnel assigned to decommissioning units or change of homeport can request early separation regardless of EAOS.



More information is available in NavAdmin 031/94 or from command career counselors.

Officer selective early retirement plans to be announced

The Bureau of Naval Personnel (BuPers) will soon release a NavAdmin message about the future of the Officer Selective Early Retirement (O-SER) program to assist SER-eligible officers. The O-SER board for FY95 is tentatively scheduled to convene in



December 1994.

O-SER boards, examine the personnel records of all SER-eligible officers, and follow procedures that mirror those used by promotion boards. There were nearly 1,600 commanders and 900 captains eligible for SER during FY94. Of those, 209 commanders and 149 captains were selected for early retirement. Officers selected receive full retirement benefits commensurate with their rank and years in service.

CAREER

Enlisted detailer call-back policy

To facilitate access to detailers for those in the PRD window, the Bureau of Naval Personnel (BuPers) enlisted assignment division has implemented the following procedures:

Switchboard operators are managing the number of calls on hold per detailer to minimize waiting times. If your detailer has calls waiting, you will be questioned by the switchboard operator on the nature of the call. Calls that can be handled by another detailer will be transferred to an available detailer.

All calls from outside the United States will be routed to an available detailer or rating assignment officer. If you must talk directly with your detailer, the switchboard operator will ask for your name, social security number, phone number and request. The detailer will try to return your call the same day between 2:30 and 3 p.m. (EST).

If your detailer has reached their call-holding limit and has call-back messages scheduled, you will be told when to try again.

Calls from the Western Pacific, Indian Ocean, Mideast or Mediterranean regions will be routed to an

available detailer or rating assignment officer. If they are not available, a message will be taken and the call will be returned during the designated period. If this time is not convenient, a return call will be made during the next night detailing session or at a specifically negotiated time.

If you need to get in touch with your detailer and you are not in the PRD window, try calling during the afternoon in Washington, D.C., of the week following the new requisition week or during night detailing sessions.

BuPers Access (electronic bulletin board) is another option. Items include advancement results, rating specific bulletins, electronic mail boxes for notes to detailers and general information.

Navy family members acknowledged

The importance of the military family to overall readiness and the well-being of service members was recently recognized by Assistant Secretary of Defense Edwin Dorn by directing all services to replace the title "dependents" with family members, spouse, parent or child whenever possible.

The Secretary noted that the title "dependents" is perceived as derogatory by many military family members and doesn't accurately reflect the many important contributions made by family members on the military team.

PRD windows

Use this chart to plan order negotiations. Requisitions are posted about every two weeks and list vacancy projections for the current PRD window — six months for most orders, nine months for overseas and spouse co-location assignments. Match your PRD with a fresh requisition and a corresponding Night Detailing date, when detailing sections will be manned until 10 p.m. (EDT)

If your PRD is:	Take Advantage of New Requisitions Posted:	Night Detailing is Scheduled:
December 1994	June 6, 1994	June 8, 1994
<i>March 1995</i>	June 20, 1994	June 22, 1994
January 1995	July 5, 1994	July 13, 1994
<i>April 1995</i>	July 25, 1994	July 27, 1994
February 1995	Aug. 8, 1994	Aug. 10, 1994
<i>May 1995</i>	Aug. 22, 1994	Aug. 24, 1994
March 1995	Sep. 6, 1994	Sep. 14, 1994
<i>June 1995</i>	Sep. 26, 1994	Sep. 28, 1994
April 1995	Oct. 11, 1994	Oct. 12, 1994
<i>July 1995</i>	Oct. 24, 1994	Oct. 26, 1994
May 1995	Nov. 7, 1994	Nov. 9, 1994
<i>August 1995</i>	Nov. 21, 1994	Nov. 23, 1994
June 1995	Dec. 5, 1994	Dec. 14, 1994
<i>September 1995</i>	Dec. 19, 1994	Dec. 28, 1994

PRDs indicate a six-month window. *Italicized* PRDs reflect a nine-month window for overseas and spouse co-location assignments.

The new CNO on ...



ADM Mike Boorda

Becoming CNO

"I'm happy. I think anybody would be happy to be able to serve our Navy men and women in another tour. This means I'll be serving the Navy for another four years and I have to be excited about that. I have all kinds of mixed emotions, but I'm going to do the best job I can."

Now what?

"I need to hear from people. I'm going to go out and listen to people carefully – I've been doing that all the time – and make up my mind then. I've been in the Navy for 38 years and I was enlisted for a long part of that in the beginning. One of the things I've learned over time is that I remember how things *used to be*. And I need to be sure I'm working on

the way things *are*. Those are two very different things."

His reputation as a "sailor's admiral"

"I think we have a lot of sailor's admirals. I think we have a lot of sailor's captains, and a lot of sailor's chiefs. I like to think, and I believe it's true, that people are first in everything I think about. If you don't think that way you really don't get the job done. That's because happy people — people who are happy with their working conditions, their standard of living — do a better job. And they're happier and they stay with us."

Nov. 26, 1938	February 1956	April 1956	July 1956	October 1956	June 1957	May 1958	May 1960	August 1962	January 1964	January 1966	February 1970	July 1974	August 1980
Born - South Bend, Ind.	Enlisted	SA	PNSA	PNSN	PN3	PN2	PN1	Commissioned from PN1 to ENS	LTJG	LT	LCDR	CDR	CAPT



The secret of my success

“I’ve had really good bosses. Throughout my career I’ve been blessed by working for really good people. Sure you make mistakes, and I’ve made more than my share, particularly in the beginning. But they were the kind of people that wanted to help you succeed. So I got success kind of ‘bred into me’ by my leaders. I was coached along the whole time. I’ve also been lucky to work with good people. When you work with peers who are really good and really dedicated, they tend to bring you up to their level. That’s what happened to me.

Over the years, as I got more and more senior, I’ve been blessed by having in my commands some of the finest people you’d ever want to meet. So the commands were pretty successful, but I think that had less to do with me and more to do with them.”

Leadership

“I went to this command and I asked the skipper ‘How many people do you have working for you?’ And he said, ‘None.’ And I said, ‘Come on ...’ The XO was standing there and I said to her, ‘Really, how many people work for you?’ and she said, ‘We don’t have any people who work for us here.’ I said, ‘OK,’ because I didn’t get it yet. And then the skipper said, ‘Now, the XO and I work for about 600 people.’

I really like that. There were a CO and XO who felt they worked for their people as the people did the work of the command. I’d like to foster that in the Navy. That’s kind of how I think of myself and that’s how I think leaders ought to think of themselves.”

Goals

“I would like to tell you I had a goal of being the

Chief of Naval Operations, but that would be a lie. I’ve always taken every job one at a time — and tried to do a good job in that job. My initial goal in the Navy was to become a third class petty officer, and then to be a good one. I always wanted to advance, but it wasn’t driving me to do something different. My father, my leaders in the Navy, all gave me the feeling that the right thing to do is do the job you have really well and the rest will take care of itself.

Since I’ve been kind of senior and eligible to retire, I’ve made a conscious decision to always treat every job like it was my last one. I’ll give you a good example. I was Chief of Naval Personnel for about 3.5 years. I really got up every morning and said ‘OK, this is my last day in this job. How do I want it to be?’ I still think that’s the best way to go.”

Navy pride

“If you’re not proud of yourself and your unit, and you don’t feel good about it, it’s pretty hard to do a good job. We have an awful lot to be proud of in our Navy. We are the first team. If you were a football player and you won the Super Bowl, you’d feel great wouldn’t you? Well, we’re the Super Bowl champs of navies in the world.

We ought to be proud of ourselves. We tend to focus sometimes on our problems, but we need to focus on our victories, too. And there have been one right after the other. We do good stuff. We do it through people, so there’s a lot to be proud of.

The reason we can be proud of ourselves is because we’re truly professional. We go out and do exactly what we say we’re going to do, and we do it well. How could you not be proud to be in this Navy?” †

January 1985	January 1987	July 1988	October 1988	November 1991	March 1992	April 1994
Designated Rear Admiral (Lower Half) while serving in billets commensurate with that grade	Promoted to Rear Admiral (Lower Half)	Designated Vice Admiral while serving in billets commensurate with that grade	Promoted to Vice Admiral	Designated Admiral while serving in billets commensurate with that grade	Promoted to Admiral	CNO

Stand up and be counted

Story by JO2 Ray Mooney

Democracy — it's an amazing process. Every eligible voter can influence the course of their community and their country. But that only happens if you exercise your right to vote.

Just because you're on a deployed ship or stationed in a foreign country doesn't mean you can't vote, though it may make the process a little tougher than going to the nearby elementary school to stand in a voting booth. Go see your command's voting assistance officer and ask for a Federal Post Card Application (FPCA).

Procedures for filling out the FPCA vary from state to state, so it's important to have the voting assistance officer help you fill it out. Then your local election officials can get you properly registered and send you absentee election ballots. Some states will even fax them to you.

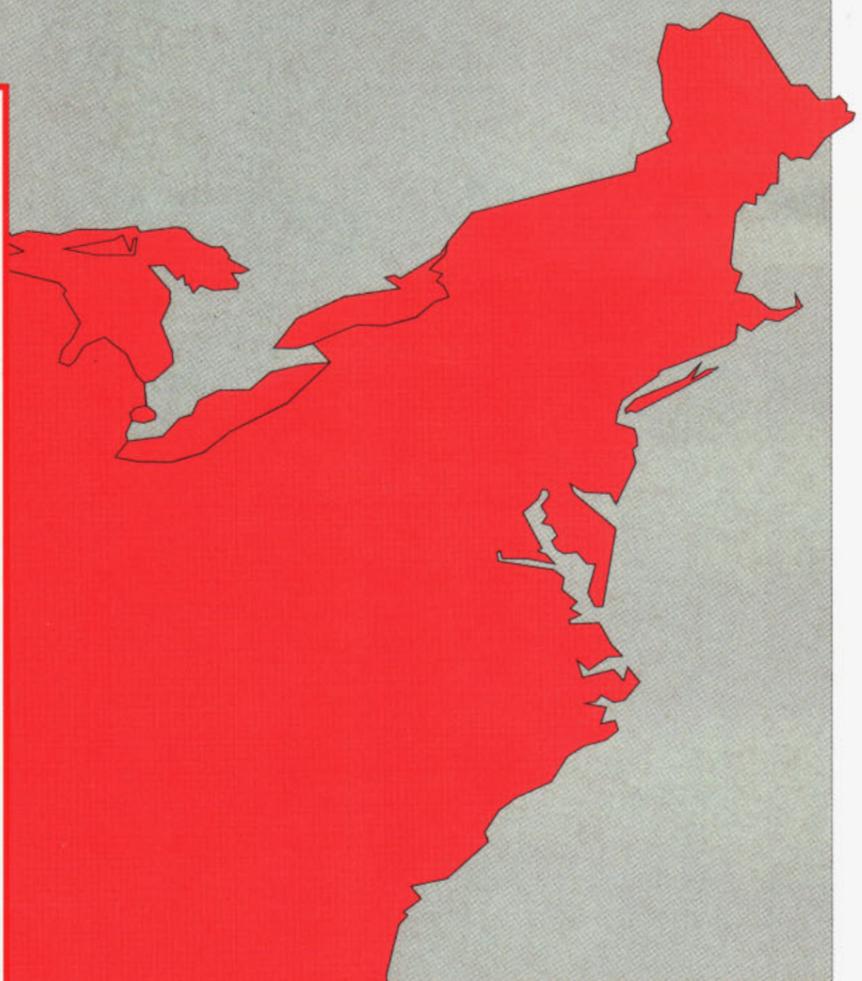
Once you get your ballot, study it! Talk to your family at home to find out how issues may affect you. Then decide for yourself and vote! It's one way your voice can be heard from around the world. †

You can call the Federal Voting Assistance Program at the numbers below for answers to any concern that cannot be resolved locally.

Dial these numbers exactly as they appear below, with no internal prefixes or codes attached. There is no charge to the caller for using them.

Toll-free in the United States 1-800-438-8683

Antigua	1-800-326-0220
Australia	0014-800-128-509
Bahamas	180-995-09-20
Bahrain	800-621
Barbados	800-534-2104
Belgium	078-111-455
Bermuda	800-623-0077
Brazil	000-800-926-5585
Canada	800-995-0920
Chile	00-020-3071
Colombia	980-12-0896
Costa Rica	001-800-892-5446
Denmark	800-10-169
Dominican Rep.	800-751-7131
Finland	9800-156-284
France	059-00-156
Germany	013-081-9277
Greece	008-001-22-586
Hong Kong	800-6984
Hungary	00-800-11-158
Ireland	1-800-557-083
Israel	177-102-4012
Italy	1-678-72-444
Indonesia	00-800-1-923-3685
Japan	0031-11-2429
Liechtenstein	1-155-4514
Luxembourg	0-800-2499
Malaysia	800-2170
Mexico	95-800-010-1438
Monaco	0-59-00-156
Netherlands	06-022-2499
Neth. Antilles	001-800-753-0767
New Zealand	0-800-44-0799
Norway	050-12093
Portugal	0501-8-13-035
San Marino	1-678-72-444
Singapore	800-5710
South Korea	0078-14-800-0203
Spain	900-93-1108
Sweden	020-793-503
Switzerland	155-4514
Taiwan	0080-10-3153
Thailand	001-800-1-1-923-6685
Trinidad and Tobago	1-800-934-7340
United Kingdom	0-800-895-7403
Uruguay	000-411-923-7985
Vatican City	1678-72-4444



Absentee Ballots make a difference

In case you think your vote won't make a difference, read on.

In the November 1991 race between David Sanders and James M. Scott for the 58th legislative district seat of the Virginia House of Delegates, a 17 vote loss for Scott on November 5 turned into a one vote victory after counting the absentee ballots.

In Nevada, absentee ballots from 122 members of the Armed Forces and citizens overseas determined the outcome of the State Senate race in the eighth district. Before the absentee votes were received, only 24 votes separated Mark James (20,709 votes) from Sandi Krenzer (20,685 votes). When the absentee votes were counted, James won by 32 votes. Not only did these absentee voters determine the outcome of the race, they also determined which party held the majority in the State Senate.

Source: Federal Voting Assistance Program

FROM THE SEA ...

Fifty years ago, Allied forces came from the sea to the beaches of Normandy to complete the liberation of Europe from Nazi terror.

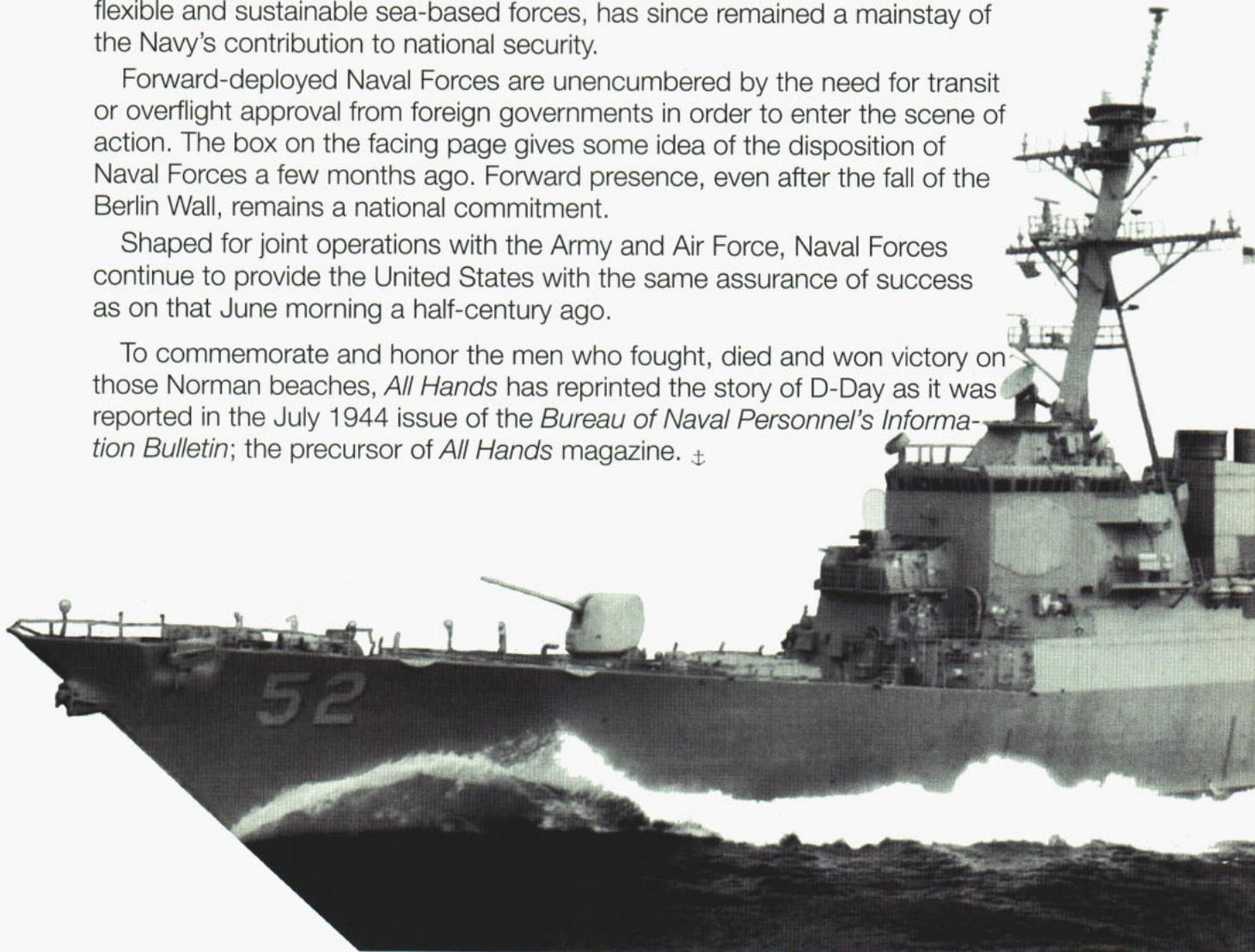
The Allies' sea-borne invasion is an operation that still remains without equal. But one lesson from that day stays with us: the need for the requirement of Naval Forces to "kick the door down" on the beach, and establish a presence upon which other forces can build.

Our experience building power from the sea and projecting it ashore during World War II has remained a guide for operations since then. Forward presence, or the ability to contain crises through forward operations with flexible and sustainable sea-based forces, has since remained a mainstay of the Navy's contribution to national security.

Forward-deployed Naval Forces are unencumbered by the need for transit or overflight approval from foreign governments in order to enter the scene of action. The box on the facing page gives some idea of the disposition of Naval Forces a few months ago. Forward presence, even after the fall of the Berlin Wall, remains a national commitment.

Shaped for joint operations with the Army and Air Force, Naval Forces continue to provide the United States with the same assurance of success as on that June morning a half-century ago.

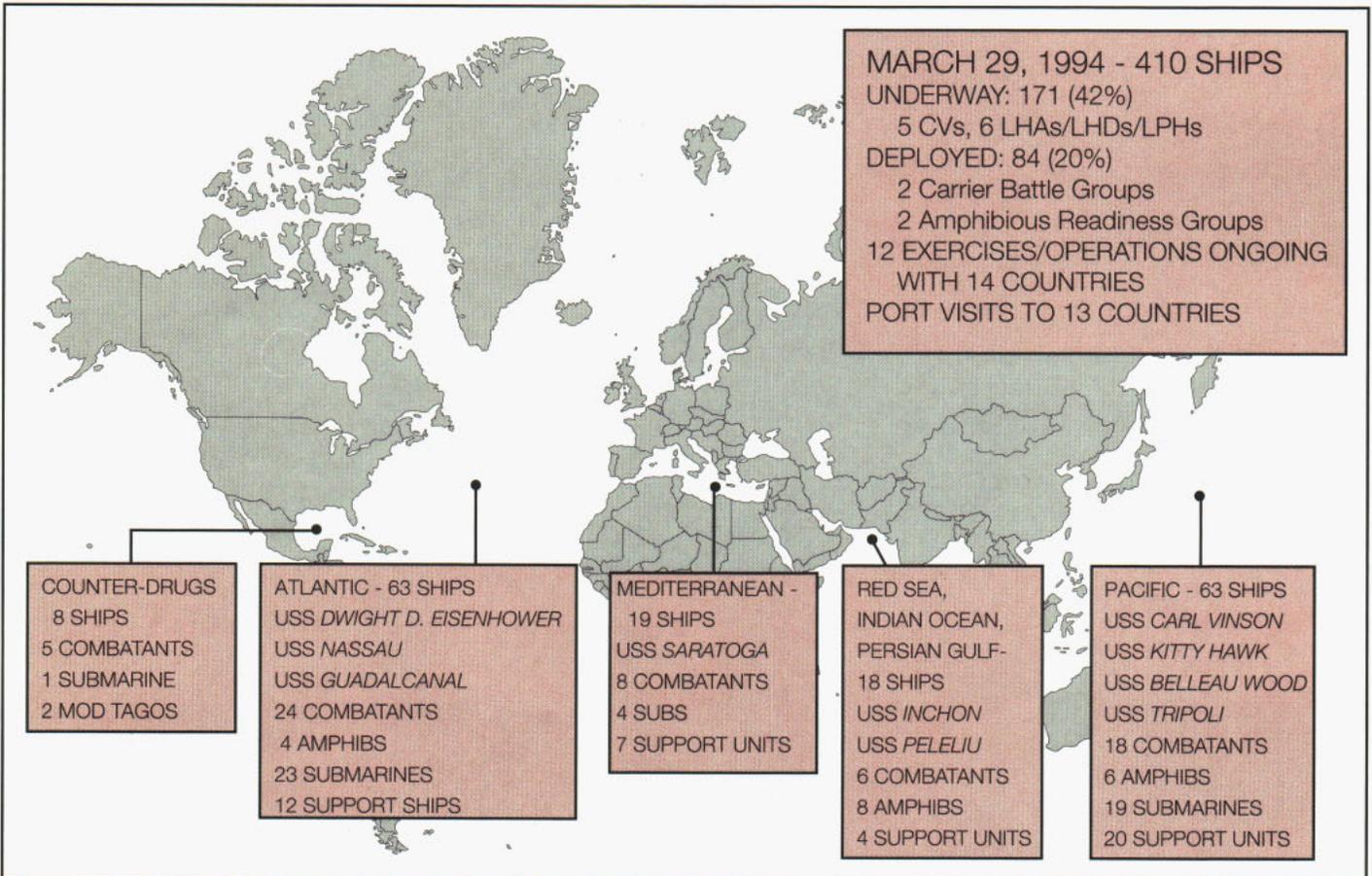
To commemorate and honor the men who fought, died and won victory on those Norman beaches, *All Hands* has reprinted the story of D-Day as it was reported in the July 1944 issue of the *Bureau of Naval Personnel's Information Bulletin*; the precursor of *All Hands* magazine. †



USS Barry (DDG 52) c. 1994



FORWARD PRESENCE



USS Barry (APD 29) c. 1944

Digital imagery merged the photos of the present day USS Barry (DDG 52), with her predecessor, USS Barry (APD 29). APD 29 took part in the invasion of Southern France in August 1944.

AMPHIBS HIT FRANCE

4,000 Ships, Thousands of Smaller Craft Land Allied Troops on Coast of Normandy

Transported by a record amphibious armada and under cover of the greatest sea and air bombardment in the history of warfare, thousands of American, British and Canadian soldiers swarmed ashore 6 June on the coast of Normandy. The Nazi's "impregnable" Atlantic Wall was breached.

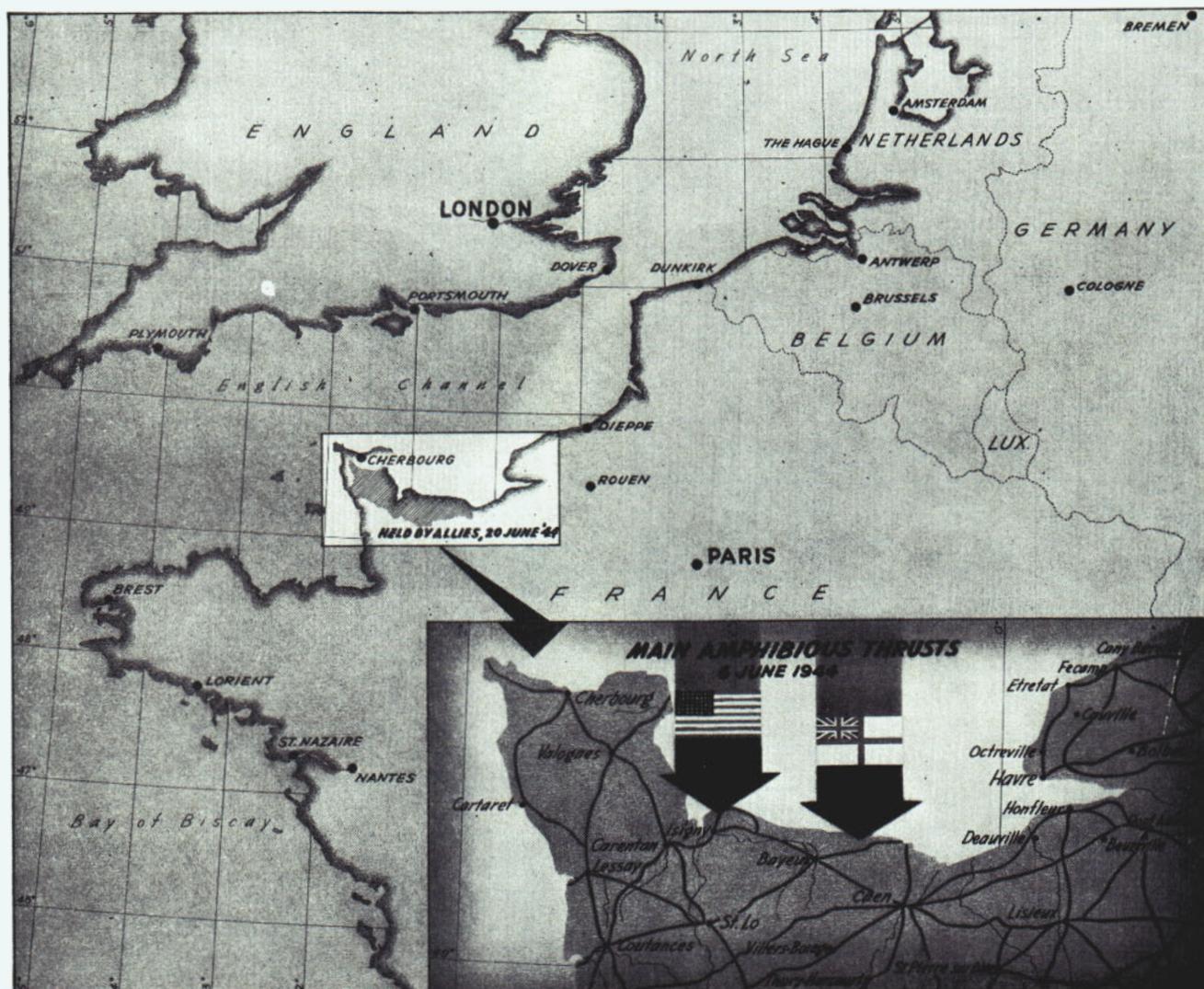
Two weeks later the beachhead had been consolidated and Allied troops had fanned out inland on a 116-mile front—some of them already 23 miles inside Hitler's European Fortress. Cherbourg peninsula was cut off and 25,000 German troops on the lower tip were faced with death or capture. Already the Allies had taken more than 15,000 prisoners, some of them mere boys of 14.

All this was not accomplished without some very tough fighting. The battle to cut off Cherbourg peninsula was savage. And around Caen, especially, the Germans were still putting up a stout resistance. British forces had cut two of its five railroads and four of its eight highways, but the Germans still held the town.

In many towns it was block-by-block fighting, with snipers operating from behind thick masonry walls. Opposing gunfire and German demolitions left some towns mere patches of blackened rubble. At Montebourg, Americans of the 4th Division fought man-to-man and house-to-house before they evicted the Germans. At all points the Nazis were making the most of natural or man-made strongpoints.

U. S. Army casualties during the first 10 days totaled 3,283 dead and 12,600 wounded, it was announced by Lt. Gen. Omar N. Bradley, commander of U. S. ground forces, who pronounced the beachhead "absolutely secure." Casualties on the central beachhead were higher than anticipated, he said, but losses on the Cherbourg peninsula were lighter than expected.

An Allied fleet of 4,000 ships and several thousand smaller landing craft transported the invasion army to the beaches, where warships stood off shore and pounded German coastal defenses with 640 naval guns before the doughboys scrambled ashore. It was the Allied navy's responsibility to get the troops across the Channel



and onto the beaches, and in this task it was "100% successful," declared Admiral Sir Bertram Ramsay, RN, Allied naval commander-in-chief.

"We have enabled General Montgomery's troops to fight a land battle," he said.

A few days later General Montgomery revealed that success or failure in one sector had hung in the balance, but that the situation was retrieved by three factors:

"First, by the gallantry of the American soldier, who is a very brave man.

"Second, by the grand supporting fire given from the sea by the Allied navy.

"And third, by the support given from the air by the fighter-bombers, who knew the situation and came down low to shoot up Germans at close range."

SecNav Forrestal announced that about 1,300 ships—one-third of the invasion fleet—were furnished by the U. S. Announced D-day losses were two destroyers, one LST and one large landing barge. Secretary Forrestal said it was significant that none of the expected enemy counterblows materialized during our initial crossing of the Channel.

"It was expected that the German air force, light surface craft and submarine fleets would launch their heaviest attacks in an attempt to frustrate our offensive efforts at sea," he declared. "When they didn't, they lost one of the greatest opportunities of the war."

D day and H hour were set by General Eisenhower and his aides in a tented, sylvan camp deep in the heart of the English countryside after examining weather reports. The "big push" had been postponed 24 hours because of unfavorable weather conditions, but now the word went out that 6 June was THE day. The vast machinery of men, ships and planes was set in motion.

Two hundred British minesweepers, starting from England before darkness fell on 5 June, led the way and swept the Channel free of mines in the greatest minesweeping operation in history. They preceded the invasion armada and swept a path to the very shores of Normandy, working in the shadow of the big German coastal batteries.

Plans for the invasion provided for four separate preparatory phases: landings by airborne troops and paratroopers in the rear; a tremendous full-scale night bombing by the RAF on the landing beaches; a sea bombardment by more than 600 battleships, cruisers, monitors and destroyers, and finally a daybreak bombing attack by the full strength of the U. S. 8th and 9th AAF just after dawn and just before the initial landings.

The first airborne troops hit the ground in France early in the morn-



Official U. S. Navy photograph
USS Augusta steams close to Normandy coast as landing craft go in.



Official U. S. Coast Guard photograph
Grim Coast Guardsmen ferry American troops to invasion coast.



Official U. S. Navy photograph
Troops wade ashore to reinforce initial assault wave as LSTs unload.

ing, and the last were on the ground two hours later. Flying out of bases in Great Britain, the airborne army was transported in planes nine abreast. The formation stretched nearly 230 miles from end to end, and took almost an hour to pass over the target area. Some of the planes carried paratroopers; others towed gliders. More than 1,000 troop-carrying aircraft were used.

The RAF heavy bombers began their attack on the invasion coast about midnight. One thousand of them concentrated on the target area, and for the first time in this war some bombers made two and even three sorties in one day.

Just before dawn, at 0535, the warships of the two task forces moved in and began a furious bombardment of the coastal batteries. The Western Naval Task Force, commanded by Rear Admiral Alan G. Kirk, USN, escorting the American part of the invasion fleet, attacked some 28 German batteries prior to, during and immediately after H hour. German

batteries of many calibers, ranging from French 75s up to 280-mm. guns, commanded all the coast around and the approaches to the beaches.

It was estimated that more than 120 enemy guns would have to be dealt with. Of these, the most dangerous battery, because of its strategic location, was on a jutting cliff well above the sea. It consisted of six French model 155-mm. guns with a range of 25,000 yards. The second most dangerous battery was judged to be four 280-mm. turret guns with 49,000 yards' range.

The American warships had larger guns than the Germans and more of them. The USS *Arkansas*, oldest battleship in the fleet, with twelve 12-inch guns, steamed up to within 6,000 yards of the shore and at point-blank range peppered the beach defenses and pillboxes. The stout old USS *Texas*, with ten 14-inchers, stood off at 12,000 yards so as to get the proper elevation to reach the batteries on top of the cliff and fired with everything she had. The USS *Nevada*, which the

'We Are Getting Into a Fight'

Rear Admiral Alan G. Kirk, USN, commander of the U. S. Naval Assault Forces, issued the following statement to his command on the eve of the invasion:

We of the Western Naval Task Force are going to land the American Army in France. From battleships to landing craft, ours is in the main, an American force. Beside us will be a mainly British force, landing the British and Canadian troops. Overhead will fly the Allied Expeditionary Air Force. We all have the same mission—to smash our way onto the beaches and through the coastal defenses, into the heart of the enemy's fortress.

In two ways the coming battle differs from any that we have undertaken before: It demands more seamanship and more fighting. We must operate in the waters of the English Channel and the French coast, in strong currents and 20-foot tides. We must destroy an enemy defensive system which has been four years in the making, and our mission is one against which the enemy will throw his whole remaining strength.

These are not beaches held by an apathetic enemy or defended by hasty fortifications. These are pre-

pared positions held by Germans, who have learned from their past failures. They have coastal batteries and minefields; they have bombers and E-boats and submarines. They will try to use them all. We are getting into a fight.

But it is not we who have to fear the outcome. As the German has learned from failure, we have learned from success. To this battle we bring our tested methods, with many new weapons and overwhelming strength. Tides and currents presents a challenge which, forewarned, we know how to meet. It is the enemy who is afraid.

In this force there are battleships, cruisers and destroyers. There are hundreds of landing ships and craft, scores of patrol and escort vessels, dozens of special assault craft. Every man in every ship has his job. And these tens of thousands of men and jobs add up to one task only—to land and support and supply and reinforce the finest army ever sent to battle by the U. S.

In that task we shall not fail. I await with confidence the further proof, in this, the greatest battle of them all, that American sailors and seamen and fighting men are second to none.

ships of the United States Fleet, pounding out a heroic part in a battle that could hardly have been conceived of when they were built.

Cruisers stood close inshore and sent 6- or 8-inch shells screaming toward the beach. Among these were the USS *Augusta*, the USS *Tuscaloosa* and the new USS *Quincy*, tasting battle for the first time.

Destroyers moved in almost as close as the depth of water would permit and poured out a hail of fire from their 5-inchers. The shelling was so intense that a British destroyer, the HMS *Tanatside*, had exhausted all her ammunition by 0800. It was estimated that 2,000 tons of shells were fired by supporting warships in the first 10 to 20 minutes of the attack.

A number of British warships were in the Western Task Force, including the famed battleship HMS *Warspite* and the new British cruiser, HMS *Black Prince*.

As the invasion armada approached the coast of Normandy, three German destroyers stuck their noses out of the Bay of Biscay with a fleet of mine-sweepers riding ahead, but this did not divert even one ship from the Allied force. Instead, word was flashed to the RAF Coastal Command and in a few minutes rocket-firing Beau-fighters with a Mosquito escort were out to handle the situation. Before long rockets were seen crashing into hulls and through superstructures. All

Japs "sank" at Pearl Harbor, opened up with her ten 14-inchers. She and the British monitor *Erebus*, with her two 15-inch guns, duelled with some

of the enemy's heavy batteries commanding the westernmost landing beach.

Here were the three oldest battle-

WESTERN EUROPEAN INVASION COMMAND



GEN DWIGHT D. EISENHOWER
Supreme Allied Commander,
Allied Expeditionary Forces.



AIR CHIEF MARSHAL SIR ARTHUR TEDDER
Deputy Supreme Allied Commander,
Allied Expeditionary Forces.

GROUND



GEN SIR BERNARD L. MONTGOMERY
Commander Allied Ground Forces.

NAVAL



ADMIRAL SIR BERTRAM H. RAMSAY
Commander Allied Naval
Expeditionary Forces.

AIR-TACTICAL



AIR CHIEF MARSHAL
SIR TRAFFORD LEIGH-MALLORY
Commander Allied Tactical
Air Forces.

AIR-STRATEGIC



AIR CHIEF MARSHAL
SIR ARTHUR HARRIS
Commander RAF Bomber Command.



LT GEN CARL SPAATZ
Commander US Strategic
Air Forces in Europe.



LT GEN OMAR N. BRADLEY
Commander US Ground Forces



NOT YET ANNOUNCED
Commander British Ground Forces



REAR ADMIRAL ALAN G. KIRK
Commander US Naval
Assault Forces



REAR ADMIRAL SIR PHILIP VIAN
Commander British Naval
Assault Forces



LT GEN LEWIS H. BRETON
Commander U. S.
3rd Air Force



AIR MARSHAL
SIR ARTHUR CONINGHAM
Commander 2nd Tactical
Air Force



LT GEN JAMES DOOLITTLE
Commander US
8th Air Force



Official U. S. Army Air Forces photograph

Allied bombers—smoke pouring from one—drop explosives on Nazi installations in support of troops.

three destroyers were in flames as they fled.

Shortly after daybreak a force of 1,300 Fortresses and Liberators swept down on the invasion coast and delivered thousands of tons of explosives on the coastal defenses, followed by the mediums and fighter-bombers of the 9th AAF. The American and British heavy bombers plastered the beaches with 10,000 tons of explosives between midnight and 0800, and Allied planes made 7,500 sorties in this period.

At about 0630 assault boats moved in past the iron obstacles which the Germans had planted offshore. Infantrymen stormed ashore, followed by tanks. At some points Nazi machine guns wiped out some of the troops as the doors of their landing craft swung open. At other points the bombardment had so pulverized the defenses that there was little opposition. When the tide went out some of the small boats were stranded high and dry atop the iron barriers. Some mines in the water and on the beach exploded before they could be rendered harmless by demolition parties.

War Correspondent Ernie Pyle sent back this graphic description of the underwater obstacles:

"The Germans had masses of those great six-pronged spiders made of railroad iron and standing shoulder high in places just beneath the surface water for our landing craft to run into. They also had huge logs buried in the sand, pointing upward and outward, their tops just below the water. Attached to these logs were mines. In addition to these obstacles, they had floating mines in the beach waters, land mines buried in the sand beach and more mines in checkerboard rows in the tall grass beyond the sand. . . .

"The first crack in the beach defense finally was accomplished by terrific and wonderful naval gunfire which knocked out the big emplacements. They tell epic stories of destroyers that ran right up into shallow water and had it out point-blank

with big guns in those concrete emplacements ashore."

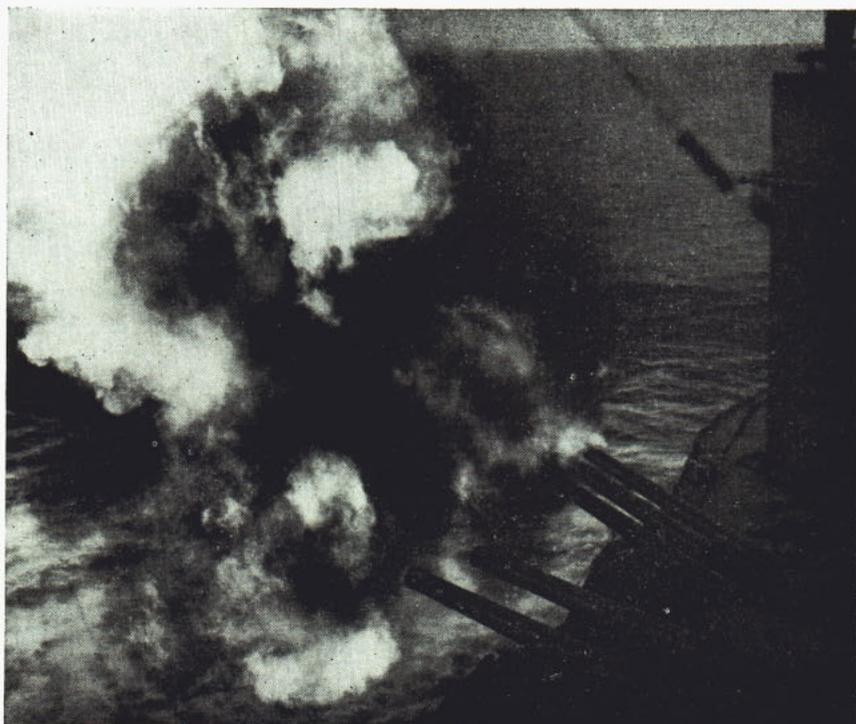
Once on the beaches, the soldiers crouched behind jeeps or tanks, or any cover they could find. Rangers scaled cliffs and attacked prearranged targets. One detachment climbed up a tall cliff and had captured gun positions 15 minutes after it landed.

Small, wooden 83-foot Coast Guard cutters patrolled about a half mile off the invasion coast, picking up survivors from sunken vessels. They rescued at least 444 soldiers and sailors during the first two days. One cutter alone picked up 126 survivors from three stricken ships.

Warships often were called upon to assist troops ashore when a particularly tough battery was encountered. Military experts estimate that one de-

stroyer has the firepower of an artillery regiment, while battleships firing at point-blank range were able to pulverize the most powerful gun emplacements the Nazis had.

Along the Cherbourg peninsula a British battleship, assisted by the USS *Quincy* and several destroyers, pounded away for 36 hours to level some especially troublesome fortifications. The battle wagon, anchored out about three miles, hurled shells from two and sometimes three turrets from midafternoon until late evening. Its targets were wireless stations on a hill, and a nest of German 88-mm. guns about five miles from the American positions. The hill was ploughed with giant furrows and not a thing on it was left standing. Even the trees disappeared.



Official U. S. Navy photograph

Big guns of U. S. S. Nevada batter Nazi positions in France.



British Official Photograph

British naval Commandos creep across Normandy shores, removing mines and other obstructions.

The USS *Tuscaloosa* "took on" the town of Montebourg on 8 June to pave the way for its subsequent capture by ground forces. The Nazis were well dug in around Montebourg, their important gun positions casemated with walls of earth and concrete 12½ feet thick. Their big guns used very fine smokeless powder that made it impossible to spot gun sites unless a spotter happened to see muzzle flashes. The Nazis also used the trick of sending out billows of smoke every time a gun fired, from a position safely removed from the actual battery.

However, officers on the *Tuscaloosa* were able to get the guns by watching the splashes as shells hit the water and started "walking" toward the cruiser. They were in a straight line, and by following them back it was possible to eventually land shells on the guns and knock them out.

Even the *Tuscaloosa's* heavy guns could not completely knock out the well-protected gun emplacements. A direct hit would not destroy the guns but the concussion killed some of the Germans inside and deranged some of the sensitive equipment, such as range finders. Therefore a direct hit would neutralize a battery for 10 to 30 minutes while the Germans replaced equipment and rushed in new cannon fodder.

A destroyer alongside the *Tuscaloosa* joined in the battle and used a few tricks of its own. As German shells began falling closer, the destroyer began belching black smoke, as though about to move. The Germans swung their guns and straddled perfectly the position the destroyer would have occupied had it gone forward. But the destroyer had reversed its engines and gone full speed astern. Thus, the Germans had exposed their

gun position without touching the tricky tin-can.

The aerial pre-invasion softening up process, which started months ago, had gradually increased in intensity until, in May, more than 118,940 tons of bombs were cascaded over Germany and the occupied countries. Allied planes made 94,000 sorties and dropped bombs at the rate of two and one-quarter tons per minute. Only occasionally did the Luftwaffe rise to give battle, but on these rare occasions it suffered heavy losses. During May, 1,877 enemy aircraft were destroyed in the European theater of operations. The Allies lost 1,517 planes in operations from British and Italian bases.

Our 8th AAF, going into action 27 days during May, completed more than 30,600 sorties—over 16,400 for the bombers and 14,200 for the fighters. The 9th AAF made more than



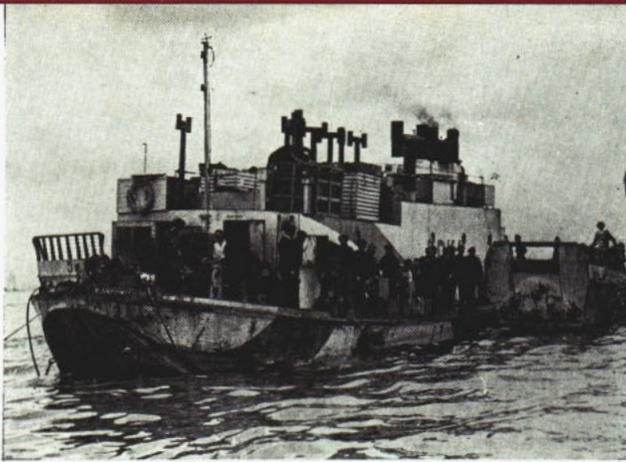
Official U. S. Navy photograph

NAZI SECRET weapon: U. S. Navy men dismantle miniature robot tank packed with high explosives.



Official U. S. Signal Corps photograph

FRENCH GIRL in bobby socks (left) comes out of ruins of Isigny as Yanks mop up snipers.



British Official Photograph
British landing barge, kitchen, feeds invaders.



Safely up beach, troops take "breather"—then push on.

30,000 sorties into enemy territory to attack 100 different targets.

The 9th, operating against tactical or semi-strategic objectives—primarily rail, road and canal traffic in northern France and Belgium—dropped over 20,000 tons of bombs, an increase of 60% over the April figure.

Although its operations were directed against traffic over every navigable river in northern France, they were concentrated on the Seine and Meuse. In the last 10 days of May, Marauders and Havocs dropped more than 4,000 tons of bombs on 10 bridges crossing the Seine. This might have tipped off the Nazis to the point selected for the invasion, except that bombs were falling everywhere with almost equal intensity.

Long-range Fortresses and Liberators of the 8th AAF made 48 attacks during May on marshalling yards in France, Belgium, Luxembourg and Germany, 36 attacks on airdromes

and hangars, 11 attacks on aircraft factories and 11 attacks on synthetic oil plants. Twelve industrial works, including three shipyards, were damaged in Berlin and five other German cities. One of the most important single targets attacked was the German Army's tank and armored vehicle depot at Konigsborn, which was almost totally destroyed.

In all these operations, the 8th's B-17s and B-24s shot down 428 Nazi planes and lost 310 bombers, less than 2% of the number dispatched. The 8th fighter pilots destroyed 475 enemy planes in the air, many others on the ground, and we lost 171 fighters, less than 1% of those sent out.

The Navy had begun its invasion preparations by expanding naval bases and establishing others in the British Isles. Several large bases, particularly the one at Londonderry, Northern Ireland, have been used since shortly after the U. S. entry

into the war. Soon after the Quebec conference last September, Admiral Harold R. Stark, USN, Commander, U. S. Naval Forces, Europe, commenced a great expansion of the base and of training facilities throughout the British Isles. In less than one year naval stations and base facilities of various kinds were secretly built, and through them have been "processed" thousands of officers and blue-jackets.

Crews were trained in the special techniques of amphibious warfare; officers and men were taught protective measures against gas; thousands of Seabees practiced the construction of docks, causeways, jetties, barges and ferries; and in cooperation with the Army, many actual landing exercises and full dress rehearsals were held.

The mere assembly of the vast fleet of landing craft used in the invasion

(Continued on Page 52)



LIBERATED French villagers tell Americans how civilian at right killed German sprawled on ground.



Official U. S. Army Signal Corps photographs
CAPTURED NAZIS spend their time behind barbed wire while Allied troops continue their drive inland.

Amphibs Hit

(Continued from Page 11)

was a matter of months. Most of the landing craft and smaller naval units employed were built in the U. S. The small craft had to be transported across the Atlantic on the decks of tankers or cargo ships, many LCTs, for instance being carried on the decks of cargo vessels in three sections and reassembled in Britain.

The LCVPs and other small craft were all brought across the ocean "piggyback" on the decks of the larger ships. Only the larger landing craft types—seagoing LSTs, LSDs and LCI(L)s—made the crossing under their own power.

The LSTs had no trouble crossing the ocean. And the LCI(L)s, while small—and somewhat lively when the sea gets rough—all crossed the ocean under their own power, some without escort and many manned by officers and crews who had never made the crossing before.

Admiral Royal E. Ingersoll, USN, commander of the Atlantic Fleet, was responsible for keeping the sea lanes open for this flow of traffic across the Atlantic. He reported that since 1 January 1942 the Atlantic Fleet has escorted more than 7,000 ships across with the loss of 10. None of these was a troop ship. There were other

ship losses in the Atlantic, but these occurred among ships not escorted by the fleet.

It was expected that U-boat packs

would return to the Atlantic when the invasion started, but this threat is "not yet in evidence," Admiral Ingersoll said.

Big Days in the War in Europe

From the Invasion of Poland to the Invasion of France

1939

- 1 Sept.—Germans invade Poland.
- 3 Sept.—Britain and France declare war on Germany.
- 4 Sept.—New Zealand and Australia declare war on Germany. Fighting begins on Maginot Line.
- 10 Sept.—Canada declares war on Germany.
- 27 Sept.—Warsaw surrenders.

1940

- 9 April—Germans invade Norway and Denmark.
- 15 April—British land troops in Norway.
- 10 May—Germans invade Belgium, The Netherlands and Luxemburg.
- 14 May—Dutch army capitulates.
- 28 May—King Leopold orders Belgian forces to surrender.
- 29 May—British troops begin evacuation from Dunkirk.
- 10 June—British evacuate Norway.
- 14 June—Germans march into Paris.
- 22 June—French sign armistice with Germany.
- 12 Aug.—500 German planes raid Britain.
- 3 Sept.—U. S. announces trade of 50 over-age destroyers to Britain for leases on naval and air bases in Western Atlantic.
- 7 Sept.—Heavier night raids on London begin.
- 28 Oct.—Italians invade Greece.
- 20 Nov.—Hungary joins Axis.
- 24 Nov.—Slovakia follows Hungary and Rumania into Axis alliance.

1941

- 1 March—Bulgaria signs Axis pact, Germans march in.
- 6 April—Germany attacks Yugoslavia and Greece.
- 27 April—Germans take Athens.

- 12 Dec.—British chase Italians from Egypt.
- 31 May—British withdrew from Crete.
- 22 June—Germans invade Russia.
- 24 Nov.—Russians begin first winter counterattack.
- 11 Dec.—U. S. declares war on Germany and Italy after they declared war on us.

1942

- 14 Jan.—First ship is torpedoed off U. S. Atlantic coast.
- 26 Jan.—First American troops arrive in Northern Ireland.
- 30 May—First 1,000-plane RAF raid drops 3,000 tons of bombs on Cologne.
- 20 June—Germans capture Tobruk, push on toward Egypt.
- 1 July—Germans capture Sevastopol.
- 4 July—U. S. Army bombers make first raid on Western Europe.
- 19 Aug.—Allied troops raid Dieppe.
- 17 Sept.—Nazis penetrate Stalingrad.
- 23 Oct.—British break through Axis line at El Alamein.
- 7 Nov.—American and British forces land in Africa.
- 11 Nov.—Americans capture Casablanca and Oran, ending French resistance; Germans occupy all France.
- 27 Nov.—Most of French fleet scuttled at Toulon.

1943

- 18 Jan.—Russians break siege of Stalingrad, drive westward.
- 23 Jan.—British capture Tripoli.
- 27 Jan.—Heavy bombers make first all-American assault on Germany.
- 7 May—Allies take Tunis and Bizerte.
- 9 May—All Axis resistance ends in North Africa.
- 17 May—RAF blasts two Ruhr dams.
- 11 June—Italians surrender Pantelleria.

How Casualties From Beach Were Handled

Amphibious warfare calls for new medical techniques, and the Navy was ready on D day with its own complex organization to handle the flow of casualties from the beaches. Because of lessons learned at Sicily, Salerno and the South Pacific, the Navy had a higher ratio of doctors and hospital corpsmen than ever used before in any military operation.

While working as a team without any stars, the Army and the Navy had their responsibilities clearly allotted in order to avoid conflict of authority. The Army medics take care of their men until they are embarked. Then the Navy looks after the soldiers until they reach the high-water mark on the invasion shore. On the beach, however, both Army and Navy medical personnel give first aid as needed and collect the wounded for evacuation.

The Navy's heaviest responsibility is, in the very heat of battle, to fill evacuation ships with injured men and get them back to the embarkation point, giving all possible medical or surgical treatment while un-

der way. Here is the system used on the Allied beachhead:

At 20 or 30 minutes after H-hour, the Army sent ashore battalion landing teams, composed of two medical officers and 32 enlisted men. They tagged the wounded (men of the first waves were given aid by their own comrades) and marked their positions for later collectors.

The Navy sent ashore medical section shore parties, composed of one medical officer and eight hospital corpsmen. They set up a beach evacuation station, received cases sent or brought to them by the Army's collecting teams, gave additional first aid and prepared the casualties for evacuation.

Small craft were obtained through the beachmaster to transfer the casualties from the evacuation station to ships off shore. Army "ducks" were very useful for this purpose because they are as much at home at sea as on land. They would take a load of eight or ten litter cases from the beach, put out to sea, and drive up the bow-ramp of a waiting LST.

The roomy LSTs were found most efficient craft for the journey across the Channel. They had previously been stocked with an abundance of medical supplies and surgical equipment, and LST crews were specifically trained to do their share in embarking the wounded. After the tanks had roared ashore, litters were lowered to the tank deck which has brackets fitted along the bulkheads to receive the litters, three deep.

Going back across the Channel, doctors check their patients' tags, on which were recorded name and number, rough diagnosis and report of treatment. Operating rooms were set up on the after part of the tank deck or in the crew's mess hall for emergency operations. Since LSTs are notorious rough-riders, and the Channel was very choppy during the first few days, both surgeon and patient sometimes had to be lashed to the operating table.

When the casualties were on dry land once more the Army resumed responsibility for its soldiers.

- 10 July—Allied forces invade Sicily.
- 25 July—Mussolini resigns.
- 1 Aug.—175 U. S. Liberators from Middle East blast Ploesti refineries.
- 3 Aug.—RAF makes ninth attack on Hamburg in 10-day, 8,000-ton record-breaking blitz.
- 17 Aug.—Conquest of Sicily completed.
- 3 Sept.—British 8th Army invades Italy.
- 8 Sept.—Italy surrenders.
- 9 Sept.—American-British 5th Army lands at Salerno.
- 10 Sept.—Germans seize Rome.
- 11 Sept.—Most of Italian fleet escapes to Allies.
- 19 Sept.—Italians seize Sardinia for the Allies.
- 25 Sept.—Smolensk falls to Russians.
- 1 Oct.—5th Army takes Naples.
- 13 Oct.—Italy declares war on Germany.

- 6 Nov.—Russians retake Kiev.
- 9 Nov.—U. S. Britain announce 150 U-boats sunk in six months.
- 28 Nov.—President Roosevelt, Prime Minister Churchill, Marshal Stalin meet at Teheran, plan three-way attack on Axis Europe.
- 24 Dec.—Gen. Eisenhower named to lead invasion of Europe.

1944

- 4 Jan.—Red Army smashes across Polish border.
- 21 Jan.—Red Army lifts siege of Leningrad.
- 22 Jan.—Allies land behind Nazi lines at Anzio.
- 7 March—800 U. S. heavy bombers make first big daylight raid on Berlin.

- 31 March—U. S. bombers from Mediterranean area begin heavy raid on Balkans.
- 3 April—Red Army sweeps into Rumania.
- 10 April—Red Army retakes Odessa.
- 21 April-13 May—Allies' planes drop 130,000 tons of bombs on Europe.
- 9 May—Red Army recaptures Sevastopol.
- 11 May—Allies begin big offensive in Italy.
- 18 May—Cassino falls to Allies in Italy.
- 20 May—Allies resume pre-invasion bombing on huge scale.
- 2 June—Flying Fortresses establish shuttle-bombing service between European theater and U. S. bases in Russia.
- 4 June—5th Army captures Rome.
- 6 June—Allies begin invasion of Western Europe.

Navy Department Communique No. 523 Atlantic

1. The escort carrier *USS Block Island* was sunk in the Atlantic during May 1944, as the result of enemy action.
2. The next of kin of casualties, which were light, have been notified.

PEARL HARBOR, *Pacific Fleet announcement*—Several enemy patrol-type vessels were sighted west of Truk Atoll on 2 June (West Longitude date) and attacked by a single search plane. One was probably sunk and all were heavily strafed. On 3 June another search plane sighted the disposition and made an attack which resulted in the sinking of one of the auxiliaries and severe damage to another.

Liberators of the 11th AAF bombed Ketoi Island in the Kurils before dawn on 4 June. No opposition was encountered. A single search plane of Fleet Air Wing 4 bombed Paramushiru Island before dawn on 4 June.

All of our planes returned from these operations.

CHUNGKING, *11th AAF communique*—Warhawks shot up river craft on Tungting Lake. Liberators on a river sweep over the Yangtze from Wuhu to Kichun bombed and sank three large barges. Other B-24s attacked an enemy vessel in the South China Sea with unobserved results. P-40s on a sweep over the Gulf of Tonkin strafed junks off the coast of French Indo-China.

LONDON, *Admiralty communique*—His Majesty's submarines, continuing the offensive against the enemy and enemy-controlled shipping in the Mediterranean and Aegean, have sunk another two large supply vessels, two of medium size, 22 small supply ships and five naval auxiliaries. In addition, seven supply ships including two of medium size have been damaged.

During the course of these operations His Majesty's submarines successfully bombed a number of shore targets including an oil refinery on the Italian coast, a railway goods yard and a seaplane hangar on the south coast of France and a radio station in Crete.

6 JUNE

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 1*—Under the command of General Eisenhower, Allied naval forces, supported by strong air forces, began landing Allied armies this morning on the northern coast of France.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Announcement*—After a night of heavy air bombardment, incessant attacks against the invasion coast and effective cover for our troops and naval forces were maintained throughout the morning. Air opposition has so far been slight.

Air attacks began shortly before midnight when well over 1,000 heavy bombers of the RAF Bomber Command opened up on German coastal defenses. During the night, troop carriers and gliders of the U. S. 9th AAF and the RAF flew paratroops and airborne infantry into the zone of operations while light bombers of the 2nd Tactical AAF attacked road and rail junctions and bridges.

At daybreak, more than 1,000 heavy bombers of the U. S. 8th AAF and waves



A self-propelled pontoon known as a "Rhino Ferry" moves much-needed equipment across the English Channel during World War II. The ferries could be linked together to form docks, convoys or ramps on enemy shores.

of U. S. 9th AAF medium bombers took up the air bombardment of gun emplacements and defensive works in support of landing operations.

Fighter-bombers have made repeated attacks during the morning on gun batteries and communications in and behind the assault front. Fighters have been out in large numbers, supporting the heavy bombers and covering land and sea operations.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 2*—Shortly before midnight on 5 June 1944, Allied night bombers opened the assault. They attacked in very great strength and continued until dawn.

Between 0630 and 0730 two naval task forces commanded by Rear Admiral I. R. Philip Vian, flying his flag in HMS *Scylla* (Capt. T. T. M. Brownrig, CBE, RN) and Rear Admiral Alan G. Kirk, USN, in the *USS Augusta* (Capt. Edward H. Jones, USN) launched their assault forces at enemy beaches.

Naval forces which had previously assembled under the overall command of Admiral Sir Bertram Ramsey made their departure in fresh weather and were joined during the night by bombarding forces which had previously left northern waters. The channels had to be swept through large enemy minefields.

This operation was completed before dawn, and while the minesweeping flotillas continued to sweep toward the enemy coast, the entire naval forces followed down and swept the channels behind them toward their objectives.

Shortly before the assault three enemy torpedo boats with armed trawlers in company attempted to interfere with the operation and were promptly driven off. One enemy trawler was sunk and another severely damaged.

The assault forces moved toward the beaches under cover of a heavy bombardment from destroyers and other support craft while heavier ships engaged the enemy batteries which had already been subjected to bombardment from the air. Some of these were silenced.

The Allied landings were effected under cover of air and naval bombardments and the airborne landings involving troop-carrying aircraft and gliders carrying large forces of troops were also made successfully at a number of points.

Continuous fighter cover was maintained over the beaches and for some distance inland, and over naval operations in the Channel. Our night fighters played an equally important role in protecting shipping and the troop-carrier forces and intruder operations.

Allied reconnaissance aircraft maintained a continuous watch by day and night over shipping and the ground forces. Our aircraft met with little enemy fighter opposition or antiaircraft gunfire.

The naval casualties are regarded as being very light, especially when the magnitude of the operation is taken into account.

PEARL HARBOR, *Pacific Fleet announcement*—Truk Atoll was bombed during the night of 3-4 June (West Longitude date) by Liberators of the 7th AAF. The airfields at Moen and Paran Islands were hit. Four enemy fighters were airborne but did not attack our force. Antiaircraft fire was meagre and inaccurate.

Ponape Island was attacked on the night of 3 June by 7th AAF Liberators and on 4 June by 7th AAF Mitchells. Installations on Langar Island and antiaircraft batteries were hit.

Nauru Island was bombed by 7th AAF Mitchells during daylight on 3 June, and by Ventura search planes of Fleet Air Wing 2 on 5 June. Gun positions were the principal targets. Antiaircraft fire was intense.

Enemy positions in the Marshalls were bombed and strafed on 3-4 June by search Venturas of Fleet Air Wing 2, Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing and Navy Hellcat fighters. Gun positions and runways were hit. Antiaircraft fire was meager.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Halmahera*: Our night air patrols bombed and sank an enemy destroyer and damaged two other vessels in waters to the east of Morotai Island. . . . *Manokwari*: Our night air patrols scored two direct hits on an enemy destroyer, leaving it dead in the water and probably in a sinking condition. Our attack planes struck enemy shipping and supply areas, sinking a small freighter and starting large fuel fires. . . . *Numfor Island*: Our medium units in a low-level attack destroyed two enemy troop-laden barges and damaged another.

NORMANDY... A PERSONAL REMEMBRANCE

To the USS Frankford crew,

It is only natural that you recall where you were and what you were doing during the early hours of June 6, 1944. But I don't believe that you are aware of the results of that terrific bombardment that you poured into Omaha Beach when you came in oh so close.

I landed on Omaha Beach with the first waterborne assault wave (H-hour) plus three minutes. I was a member of a special demolition team of the 299th Combat Engineer Battalion, and our mission was to blow eight 50-yard gaps in all three rows of obstacles in front of the 1st Infantry Division's eastern half of Omaha Beach.

Casualties ran nearly 50 percent the first few hours, but more than 1,000 men managed to survive and reach the dune line where they were pinned down by such murderous machine gun, sniper and mortar fire that any movement meant almost

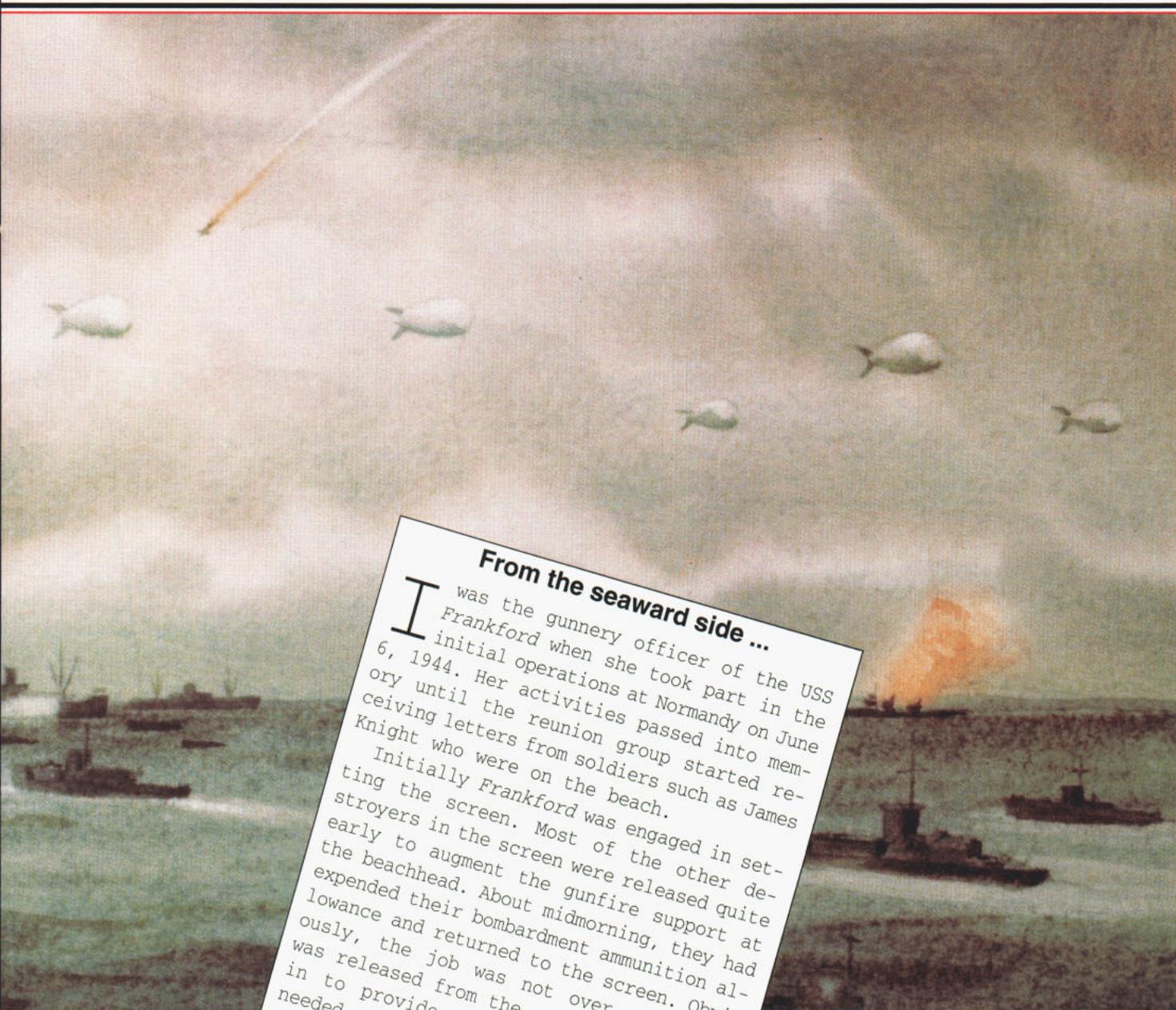
(Continued on Page 20)

The two letters above recall the same event at Omaha Beach on D-Day, June 6, 1944. The first letter was written by a U.S. Army soldier who was pinned down by enemy fire on that fateful morning.

However, as he recounts, the U.S. Navy destroyer, USS

Frankford (DD 497) came in close to provide needed gun support.

The second letter was written by the gunnery officer on board *Frankford*, describing the events from the sea, 50 years ago this month.



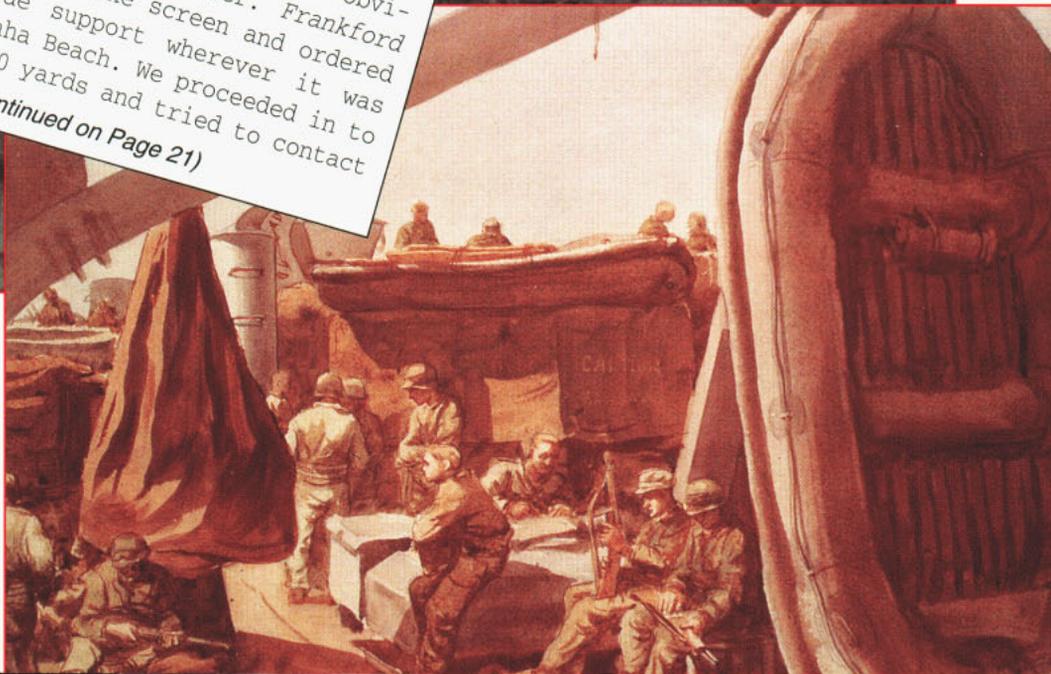
From the seaward side ...

I was the gunnery officer of the USS *Frankford* when she took part in the initial operations at Normandy on June 6, 1944. Her activities passed into memory until the reunion group started receiving letters from soldiers such as James Knight who were on the beach. Initially *Frankford* was engaged in setting the screen. Most of the other destroyers in the screen were released quite early to augment the gunfire support at the beachhead. About midmorning, they had expended their bombardment ammunition allowance and returned to the screen. Obviously, the job was not over. *Frankford* was released from the screen and ordered to provide support wherever it was needed on Omaha Beach. We proceeded in to probably 1,000 yards and tried to contact

(Continued on Page 21)

Above: Painting "Morning of D-Day from LST" by Mitchell Jamieson.

Right: Painting "Rubber boat and men cleaning rifles" by Mitchell Jamieson.



certain death. The situation looked hopeless when, all of a sudden, at about 10 a.m., a destroyer loomed out of a sea swarming with dozens of landing craft and amphibious vehicles. Even though she wasn't listing or smoking, my first thought was that she had either struck a mine or taken a torpedo and was damaged badly enough that she was being beached.

While I was coming up with my reason for the destroyer to head in, she started to turn right and before she completed the turn to be parallel to the beach, all her guns opened fire. At the same time I saw smoke leave the gun barrels, shells landed a few yards above us.

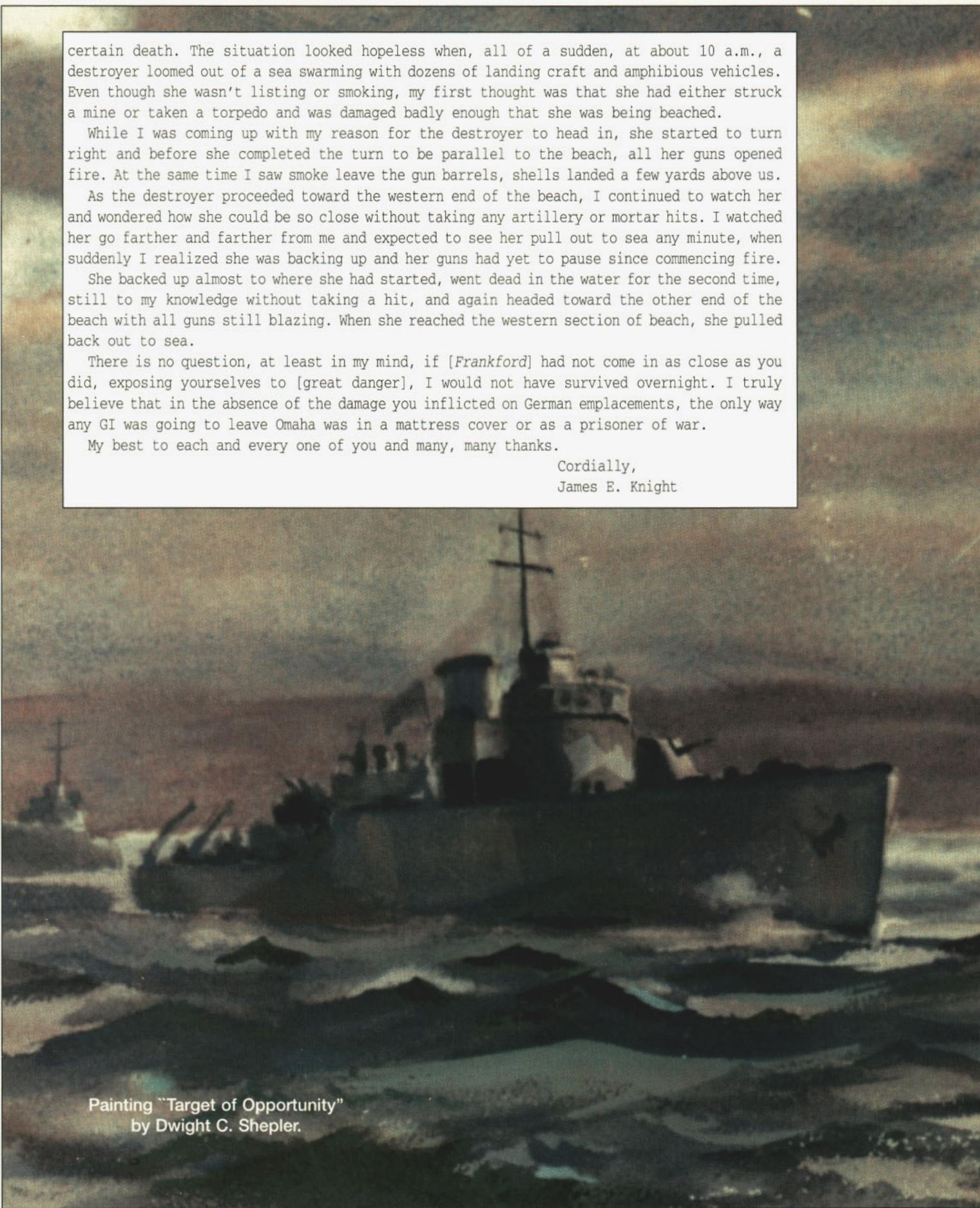
As the destroyer proceeded toward the western end of the beach, I continued to watch her and wondered how she could be so close without taking any artillery or mortar hits. I watched her go farther and farther from me and expected to see her pull out to sea any minute, when suddenly I realized she was backing up and her guns had yet to pause since commencing fire.

She backed up almost to where she had started, went dead in the water for the second time, still to my knowledge without taking a hit, and again headed toward the other end of the beach with all guns still blazing. When she reached the western section of beach, she pulled back out to sea.

There is no question, at least in my mind, if [Frankford] had not come in as close as you did, exposing yourselves to [great danger], I would not have survived overnight. I truly believe that in the absence of the damage you inflicted on German emplacements, the only way any GI was going to leave Omaha was in a mattress cover or as a prisoner of war.

My best to each and every one of you and many, many thanks.

Cordially,
James E. Knight



Painting "Target of Opportunity"
by Dwight C. Shepler.

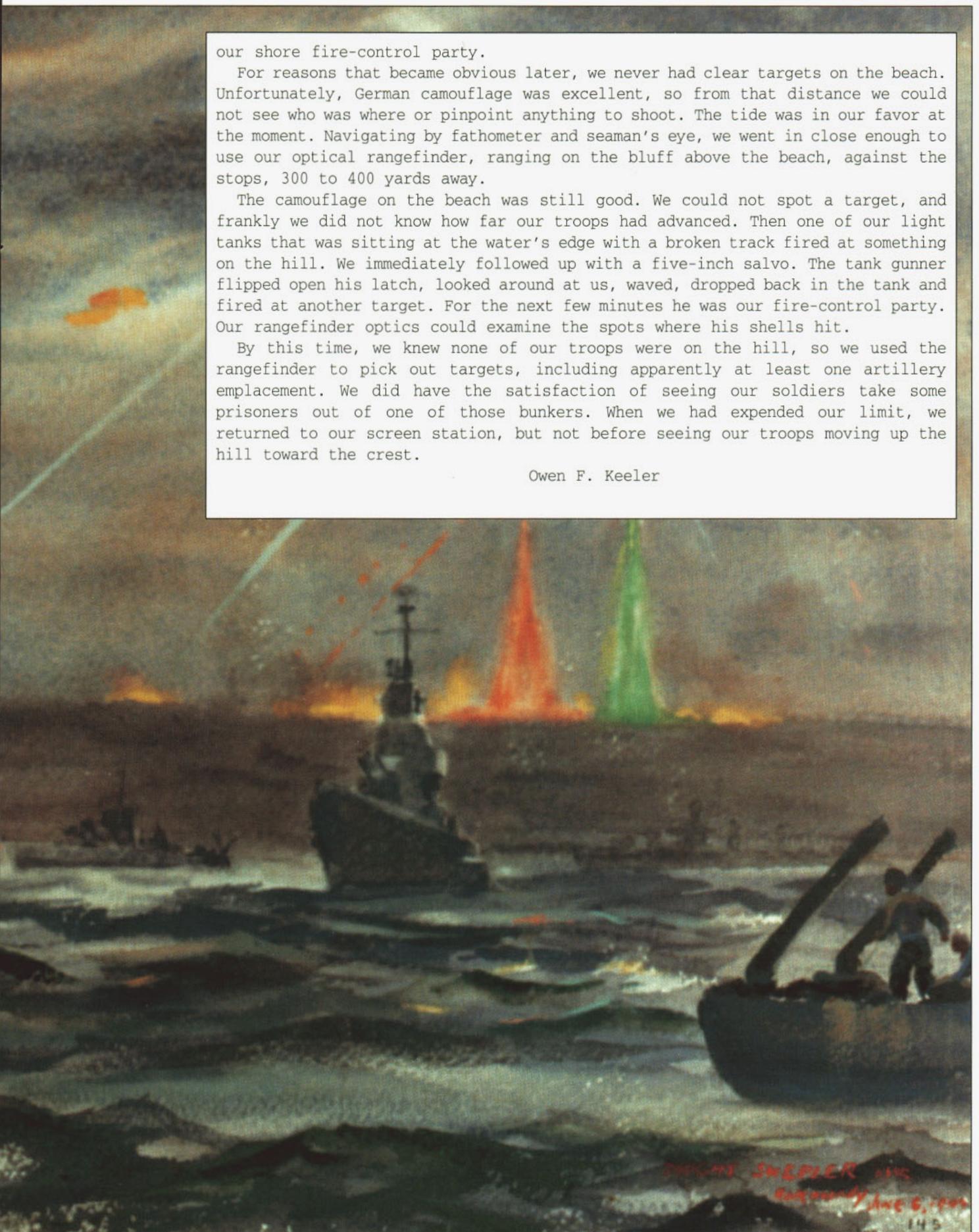
our shore fire-control party.

For reasons that became obvious later, we never had clear targets on the beach. Unfortunately, German camouflage was excellent, so from that distance we could not see who was where or pinpoint anything to shoot. The tide was in our favor at the moment. Navigating by fathometer and seaman's eye, we went in close enough to use our optical rangefinder, ranging on the bluff above the beach, against the stops, 300 to 400 yards away.

The camouflage on the beach was still good. We could not spot a target, and frankly we did not know how far our troops had advanced. Then one of our light tanks that was sitting at the water's edge with a broken track fired at something on the hill. We immediately followed up with a five-inch salvo. The tank gunner flipped open his hatch, looked around at us, waved, dropped back in the tank and fired at another target. For the next few minutes he was our fire-control party. Our rangefinder optics could examine the spots where his shells hit.

By this time, we knew none of our troops were on the hill, so we used the rangefinder to pick out targets, including apparently at least one artillery emplacement. We did have the satisfaction of seeing our soldiers take some prisoners out of one of those bunkers. When we had expended our limit, we returned to our screen station, but not before seeing our troops moving up the hill toward the crest.

Owen F. Keeler



Combat divers

Story and photos
by JO2 Kevin Stephens

Marine Cpl. Jason J. Mook couldn't see his buddy right behind him or his hand three inches from his face. It was that dark. He had to be at a specific place at a specific time, but of course there was the dark thing which meant he couldn't see where he was going. If that wasn't enough to get his adrenaline pumping, he was also surrounded by wild animals. Sure, most of them were pretty small and harmless, but he was painfully aware that some of them weren't. And one more thing, he was underwater.

A few weeks before Mook found himself at the bottom of St. Andrew Bay off Panama City, Fla., looking at the dark and listening to the sounds of sea critters, he had exactly zero experience as a diver. But that was OK with him.

For Mook and his fellow Marines going through the combatant diver course at the Naval Diving and

Right: Cpl. Anthony J. Cardinale, a student in the Marine combat diver's course at the Naval Diving and Salvage Training Center in Panama City, Fla., emerges from the sea on a reconnaissance mission. Cardinale and his classmates are training to clandestinely enter a hostile area from beneath the ocean's surface.



Right: Sgt. M.S. Shea keeps watchful eyes on the surrounding woods while his fellow Marines cache their gear during a training patrol near St. Andrew Bay in Panama City, Fla.

Below: Having completed their assigned patrol, Marine combatant dive students must swim to their pickup point nearly a mile away. The Marines use a LAR V bubbleless underwater breathing device that allows them to remain virtually undetectable while submerged.



Salvage Training Center, learning to dive is one means to an end, not their final objective. "For us, this is just a way of getting to work. Our primary mission is to insert into an area from the water, go on a patrol and gather information, and report that information back to our commanders," said Mook.

Any learning experience can be intimidating, but the pressure dive students face is especially high as a simple mistake could result in serious injury. "The way the instructors present the material is very professional. They start you from the basics, and sure, a lot of it's trying and difficult, but that's what it's all about. They work you up and you always feel safe," said Mook.

According to instructor Marine Staff Sgt. Richard W. Ashton, the seven-week course, a little more than a year old, was developed with the unique duties of Marine reconnaissance divers in mind.

"It's an idea that's been around for a long time that's finally being implemented," said Ashton. "Marines used to go to Navy scuba school. There they learned how to work wrenches and things like that underwater. So when they came back to a Marine unit they still had to be trained to be combatant divers. Before this we never had a formal school."

The school is part of a series of courses Marine combatant divers face. "These students' need to have certain skills before they come here that compliment what we teach, surface swimming, for example.

Right: Cpl. Jason J. Mook checks his gear moments before he and his fellow Marine combatant diver students roll out of their 10-man *Zodiac* and into the dark waters of St. Andrew Bay near Panama City, Fla.

They've also been to amphibious reconnaissance school, where they learn their recon skills. We don't re-teach them how to do a patrol, but we require them to do that here," said Ashton.

Teamwork also plays an important part in the school's training philosophy. "You never do anything alone," said

Mook. "When you're underwater, you always have a buddy. The biggest thing I've learned here is teamwork — working together. Nobody would survive in this line of work alone." †

Stephens is a photojournalist for All Hands.

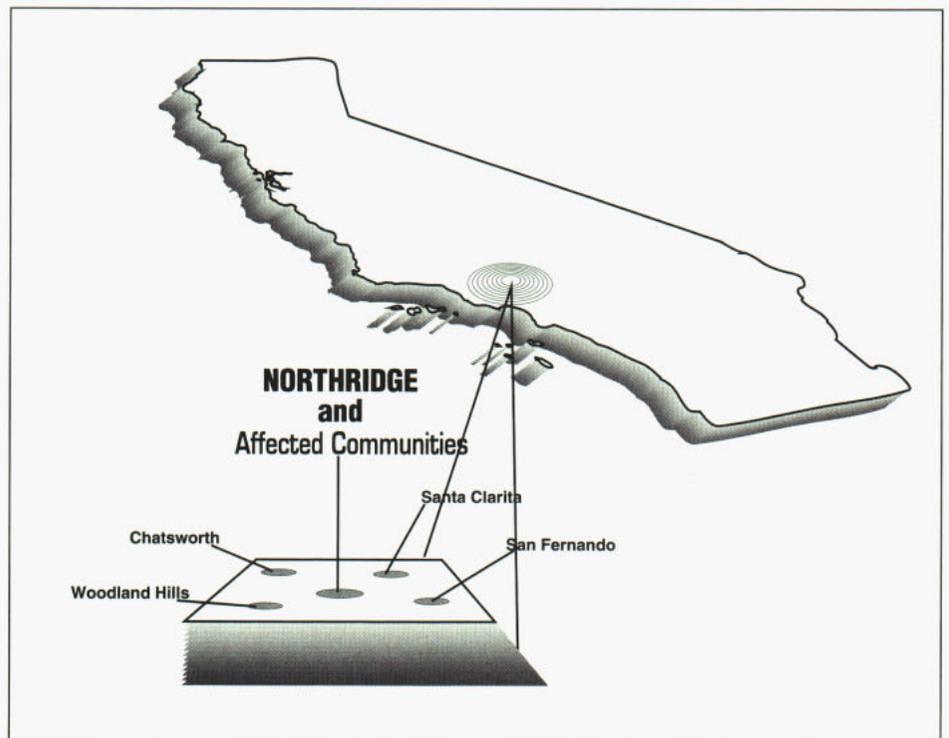


Navy responds to city's crisis

Story and photos
by JO2 Ray Mooney

One clear message was sent when the Los Angeles area was rocked by an earthquake in the pre-dawn hours: People needed help. When the call came, thousands responded, including the United States Navy.

In a town that's infamous for its traffic, having a major highway interchange succumb to the forces of nature only makes things worse. The 6.6 temblor knocked out several stretches of highway, including the I-5/114 interchange that took commuters to points north of the city.



Earthquake!



Photo by PH1 Charles Abell

Above: Navy Recruiter SH2 Stacey Butler, wife Vivian and daughter Brittaney were one of many families left homeless by the earthquake. Every wall of Butler's apartment, located one mile from the epicenter, was cracked. The family was given only 72 hours to pack and move from their damaged residence.

SeaBees from Naval Mobile Construction Battalion 40 in Port Hueneme, Calif., helped ease commuters' pain by putting in a commuter rail platform and parking lot in the small community of Vincent. This opened Metrolink, the commuter rail service that shuttles passengers to and from Los Angeles, but hadn't reached far enough to serve those communities north of the damaged highway interchange. Using existing track, the commuter rail system presented a transportation option.

It took the SeaBees four days to put the 1,000-foot platform and parking lot in place. Now commuters will be able to park and ride instead of confronting highway detours that can take hours to navigate.

Part of the SeaBee's mission is disaster recovery. Braving the rain, snow and wind in the mountainous area, the Navy's construction workers were happy to help at home.

"I think it's great to work in the States for a

Below: Working sun-up to sundown, Seabees from NMCB 40 stripped the topsoil and vegetation off of five acres, then levelled the site to construct a 1,000-foot train platform parallel to Metrolink tracks to provide alternative transportation in an effort to relieve traffic congestion.



change," said Equipment Operator 2nd Class Glen Bachman, who hails from Pittsburgh. "To help out in the community shows people here what we do overseas."

As the Seabees were building, eight sailors with supply credentials were busy in another part of town. These storekeepers, mess management specialists and ship's servicemen volunteered to

“If I’m going to be a part of this community, I may as well be a part of this effort to help out.”

— SK2 Hector D. Gorospe



help the American Red Cross inventory and distribute emergency food and medical supplies from a warehouse in Van Nuys, Calif.

When we first get here in the morning there are orders to fill,” explained Storekeeper 3rd Class Annetta Day, from Ship’s Intermediate Maintenance Activity (SIMA) Long Beach. “The orders come in, we fill them and take them out to

the trucks and load them. That usually goes until about 9 a.m. Then the rest of the day we help with whatever else comes up,” said the St. Albans, W. Va., native.

The orders for supplies come in from shelters and schools throughout the area. All food and medical supplies were donated by companies and private citizens.

Navy supply personnel are well-suited to this type of job, according to SK1 Eric E. Lindembak, from SIMA Long Beach. “It’s the same job we do every day. They send in the orders, we get the sheet, we fill out the orders and give it back,” said the native of Poteau, Okla.

But it’s more than just a chance to use their supply expertise. It’s also a chance to help someone in need. “I live five miles from the epicenter,” said SK2 Hector D. Gorospe. “If I’m going to be a part of this community, I may as well be a part of this effort to help out.”

Disaster brings out the best and worst in us. It may rock people back on their heels, but it can also stir plain people into greatness. †

Mooney is a San Diego-based photojournalist for All Hands.

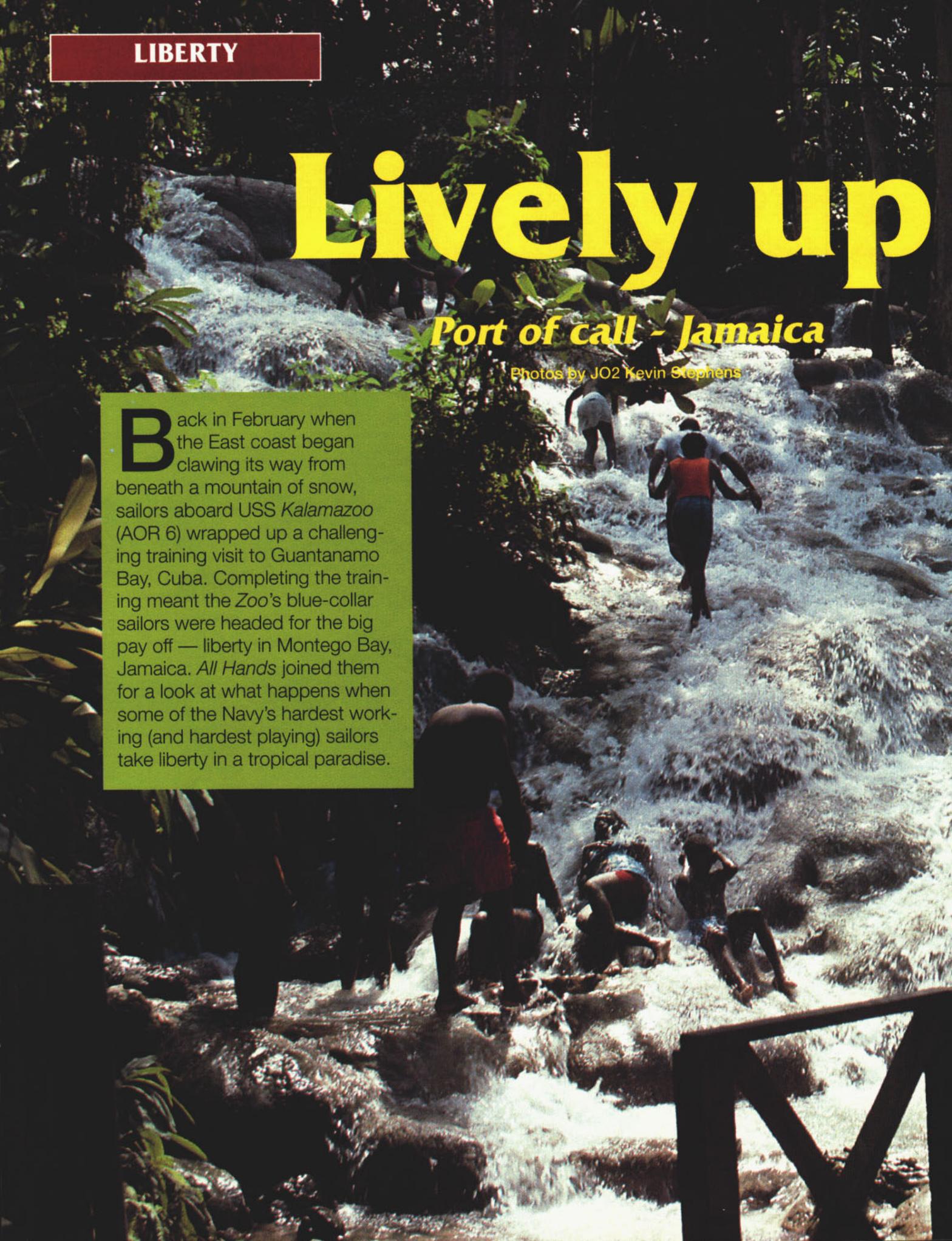
LIBERTY

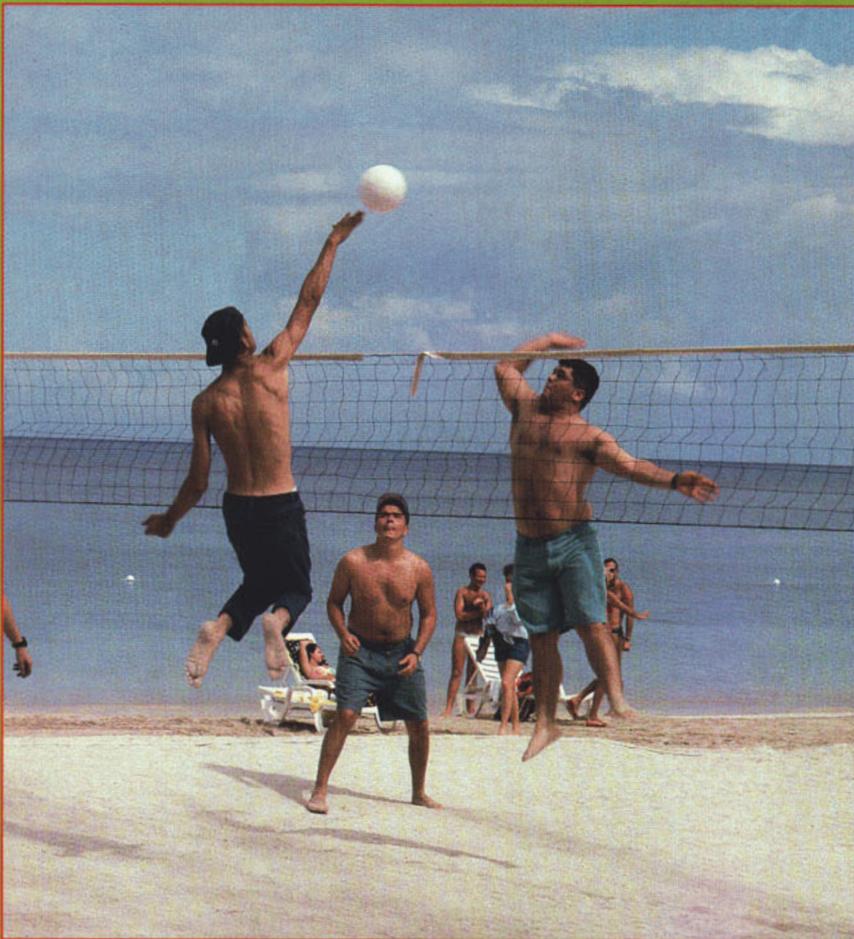
Lively up

Port of call - Jamaica

Photos by JO2 Kevin Stephens

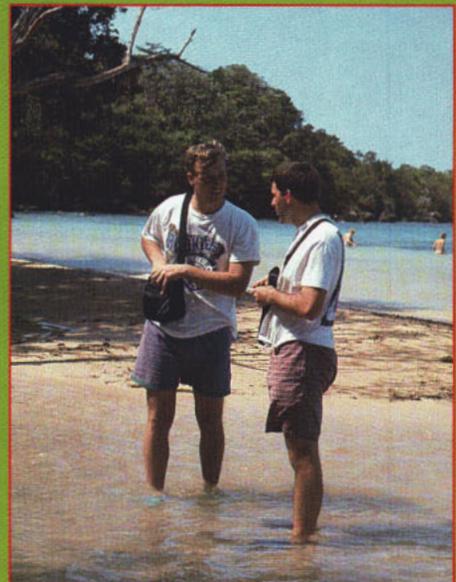
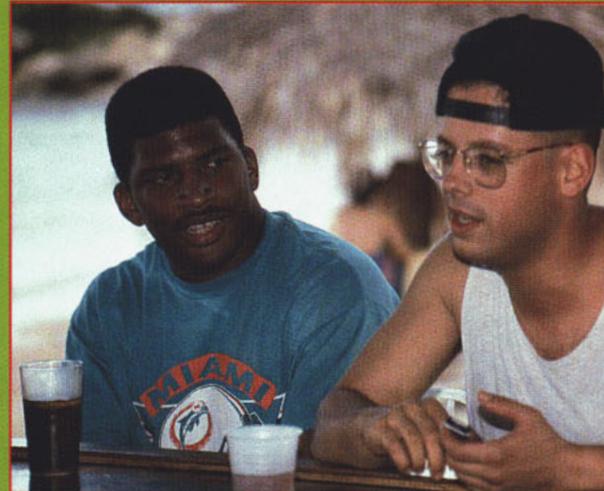
Back in February when the East coast began clawing its way from beneath a mountain of snow, sailors aboard USS *Kalamazoo* (AOR 6) wrapped up a challenging training visit to Guantanamo Bay, Cuba. Completing the training meant the Zoo's blue-collar sailors were headed for the big pay off — liberty in Montego Bay, Jamaica. *All Hands* joined them for a look at what happens when some of the Navy's hardest working (and hardest playing) sailors take liberty in a tropical paradise.





Above: Zoo sailors give 100 percent to a game of beach volleyball. There was no shortage of players and *Kalamazoo's* sailors enjoyed competing with other visitors from around the globe.

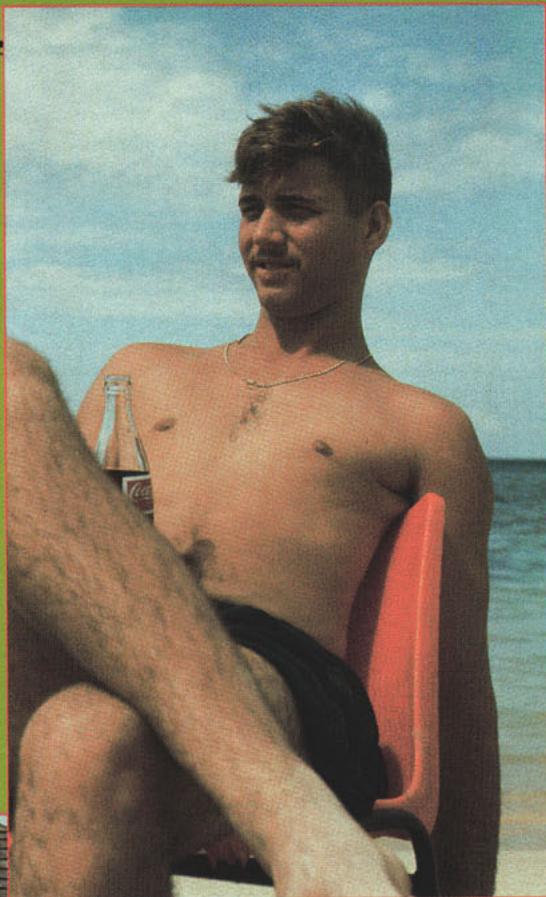
Below: BT3 Kelvin Fleming (left) of Grand Rapids, Ill., and his shipmate BT3 Marcos Mondy (right), of Washington, D.C., unwind at a beachfront cafe.



Above: YN2 Terry Joe Wright (left) of Witheville, Va., and GMG3 Steve Randall (right) from Seattle, get set to climb Dunn's River Falls. For *Kalamazoo's* port visit, a local tour company set up several outings to Jamaica's most popular attractions.

Prior page: The cascading water of Jamaica's Dunn's River Falls draws visitors from all over the island. The falls' beauty is matched by its lush surroundings. Tourists often scale the falls, which are easily climbed by even the least hearty.





Left: Beach boy MM3 William Kuczenski from Panama City, Fla., takes in the view while relaxing in the Jamaican surf. Montego Bay offered dozens of beaches, crystal waters and gorgeous weather.

Below: Montego Bay's beach resorts drew sailors like a magnet. They felt right at home with the island's other visitors who enjoyed hearing sea stories. The ship was just as hospitable, allowing sailors to bring guests aboard for tours.

Stephens is a photojournalist for All Hands.



OPERATION

Sailors get a live history lesson

Story and photos by JO3 Jon S. Cupp

Time has silenced the gunfire that 50 years ago reverberated throughout a South Pacific atoll. However, emotional echoes could still be felt by the sailors and Marines who recently visited the site of the bloody Battle of Tarawa, which was fought Nov. 20-24, 1943.

The dock landing ship USS *Germantown* (LSD 42) recently made a port visit to Betio Island, which is now part of the nation of Kiribate, to participate in Operation *Remembrance*, a series of commemorations on the 50th anniversaries of significant World War II battles and operations.

The *Germantown* sailors, embarked sailors of Assault Craft Unit 5 of Camp Pendleton, Calif., and Marines of 3rd Combat Engineer Battalion, based in Okinawa, participated in several commemorative activities and community relation projects.

Ceremonies began the first day at 5:30 a.m., with *Germantown* firing a saluting battery and lighting flares to mark the precise moment the battle began half a century ago. Later, Navy and Marine Corps drill teams and color guards along

Below: Kiribati locals gathered in large groups to observe the memorial ceremonies.





REMEMBRANCE



“It was a scary time and yet it was also one of the most exciting memories of my life.”

with members of the 3rd Marine Expeditionary Band took part in a parade. A memorial service, including the laying of wreaths at a monument, was held in front of the Betio Town Council Office.

More than 50 Marine survivors flew at their own expense to the island to pay tribute to lost comrades. The trip brought back many memories.

“It was a scary time and yet it was also one of the most exciting memories of my life,” revealed battle survivor John O’Brien, who was wounded in his shoulder during the battle. “We were lucky to survive it, many of us didn’t.”

“When I put myself in the place of the soldiers and imagine the heavy shelling, the feeling I get is one of unrelenting fear,” said SN Rickell Getfield, who was able to view first hand the ruins of gun turrets and other battle remnants. “It’s shocking to learn the men who fought here were very young and that for many of them it was their first time away from home.”

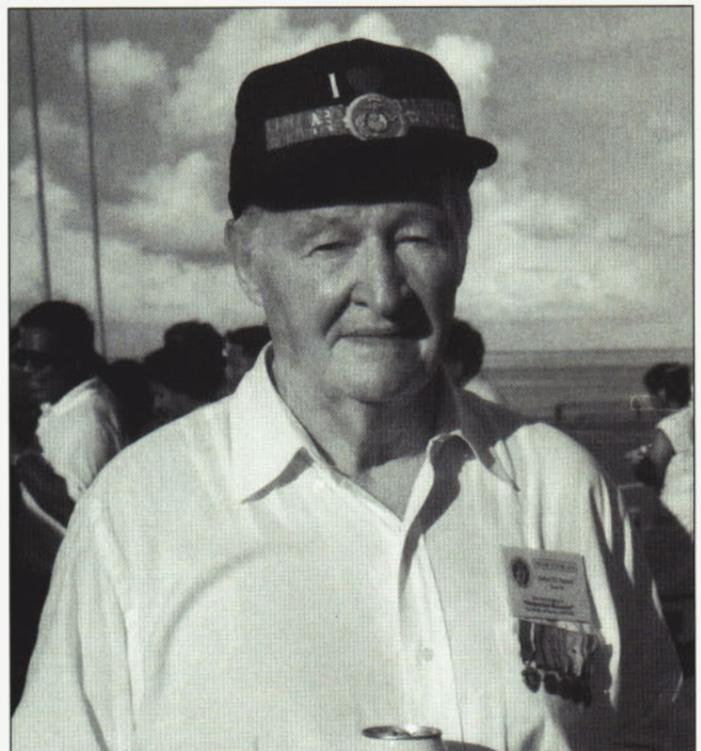
The ceremonies concluded with a feast sponsored by the citizens of Betio. Dancers in traditional garb entertained while the celebrants dined on native dishes.

“*Germantown* sailors and Marines left the Tarawa Atoll with a better understanding of the Navy and Marine Corps’ glorious past as seen through the eyes of World War II veterans,

Above: *Germantown* sailors and embarked Marines compete against Kiribati athletes during a race, just one of many competitions held during the festivities.

Left: John O’Brien, a former Marine who was wounded in his right shoulder during the battle of Tarawa, came to the commemoration to pay tribute to his lost comrades.

and also left with a feeling of appreciation for the people of Kiribati,” said Navigation Officer LT William Harber. “It’s almost like visiting a graveyard, especially when you’re looking at an old sunken tank or ship. In many ways, it was a very solemn experience.” †
*Cupp is assigned to USS *Germantown* (LSD 42).*



Let the good times

Reservists turn-to for Mardi Gras

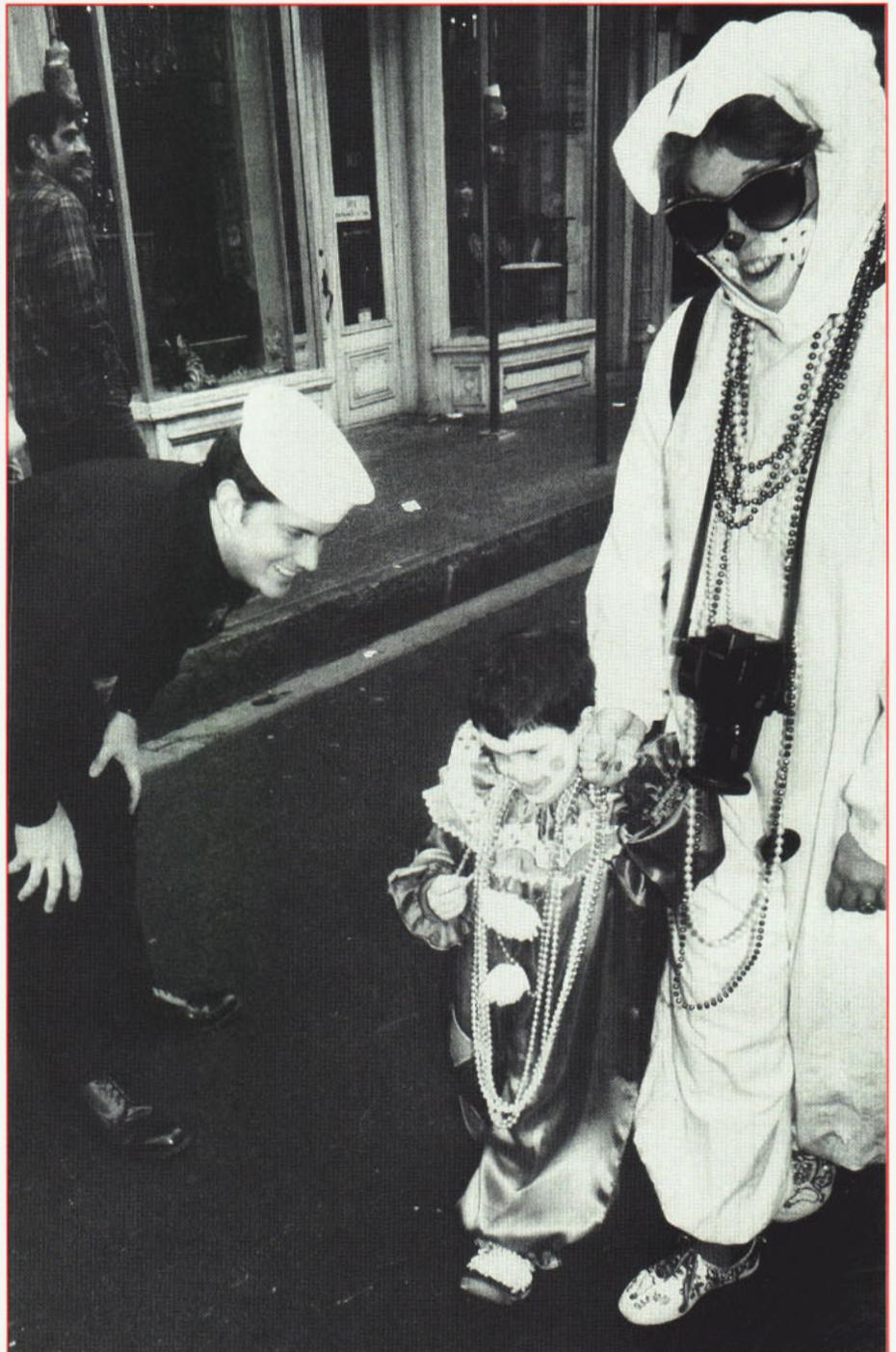
Story by JO1 Andrew F. Thomas,
photos by Bill Cook

In New Orleans, “carnival” season brings millions of people into the city for the revelry of Mardi Gras. But a much smaller group of men and women come to Mardi Gras to work. They are Naval reservists assigned to shore patrol (SP), and who patrol the French Quarter along with their civilian counterparts in the New Orleans Police Department (NOPD).

“Our guys go out in teams, walking the streets. When they spot trouble, they radio in to NOPD,” said Senior Chief Master at Arms Walter Dindlebeck, chief of police at Naval Support Activity New Orleans, who coordinates the Mardi Gras Shore Patrol.

All of the reserve SPs are police officers in the civilian world. Many expressed disbelief at what they saw during Mardi Gras — acts they said would warrant a citation or arrest back home. “The size of the crowds

Right: MA2 Bob DeAndria, a deputy sheriff from St. Petersburg, Fla., on patrol in the French Quarter, checks in with a young man who is enjoying Mardi Gras.



roll

is amazing,” said MA2 Tony Nicassio, a deputy sheriff in Los Angeles. “Back in L.A., this would be considered a riot. I can’t believe how well-mannered the crowds are. Everyone seems to get along. We’ve had very little trouble.”

This was MA1 Ralph Johnson’s first Mardi Gras, and it was an opportunity he appreciated. “I really feel I am working in my rate,” said the Riverside County, Calif., deputy sheriff. “Plus, I feel I am benefiting my fellow servicemen.”

Operations Specialist 2nd Class Neil Ross, an environmental conservation police officer in New York, had been to Mardi Gras before, but this was the first one he worked. “In 1970 the crowds were much smaller and the people were older. Now,

Above right: MA2 Tony Nicassio pauses to chat with two revelers. Besides assisting the New Orleans Police Department the MAs were good ambassadors for the Navy.

Right: MA1 Ralph Johnson (right) gives directions to two sailors off USS *Nassau* (LHA 4). *Nassau* was the visiting ship for Mardi Gras, berthing more than 1,600 ROTC unit members who marched in various parades.

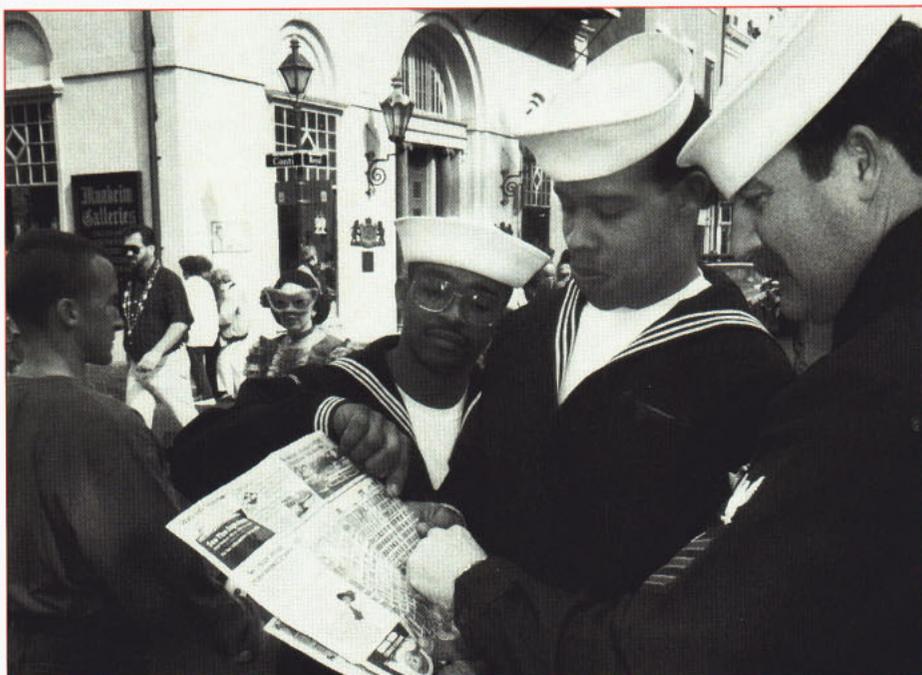


the crowds are huge and almost everyone is very young,” Ross said.

“Most of the [reservists] who come to the district are anxious to return,” said Sergeant John Alesich Jr., a 44-year veteran of the NOPD, who’s in charge of

the French Quarter beat. “Not only do they serve the military by coming here, but they like Mardi Gras. They are a good group of men and women.” †

Thomas and Cook are both with the public affairs office, Naval Support Activity, New Orleans.



Letters from home

Story by JO2 Charles Achord

A sailor who goes to sea will be the first to tell you how important it is to get mail from home. Whether from a friend, a spouse or a mother, mail is important.

But how does a letter from Omaha, Neb., or Los Angeles get to the other side of the world to a ship on deployment?

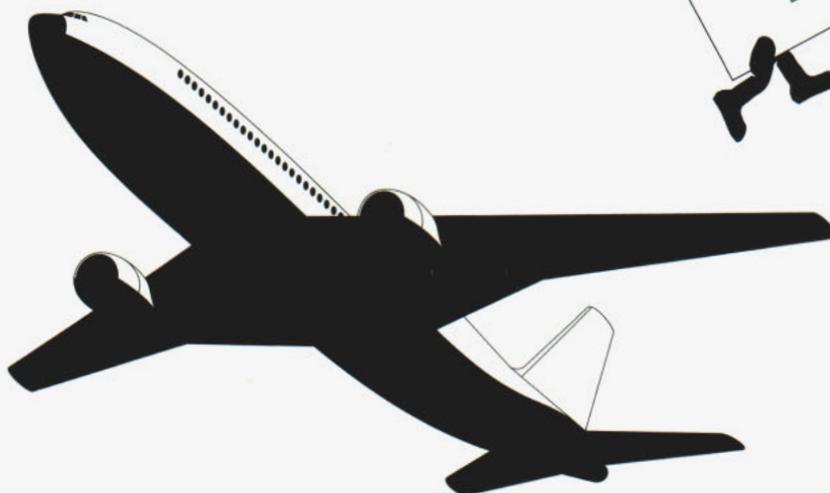
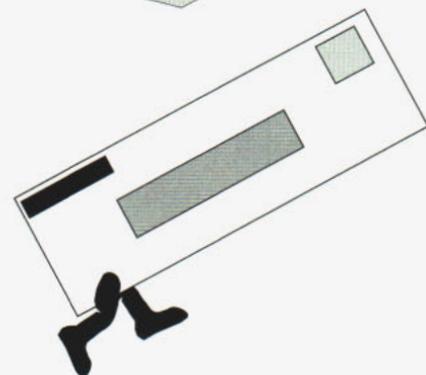
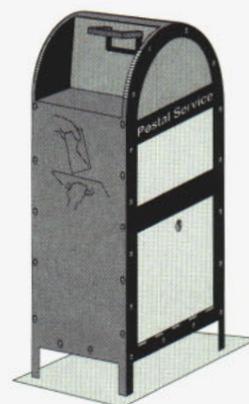
First the sender drops it in a local mail box. It then goes to a fleet post office (FPO). For USS *George Washington* (CVN 73) crewmembers, their mail goes through the New York FPO. Just like civilian post offices, FPOs move a staggering amount of mail. FPOs handle more than 30,000 tons per year.

Once the letter leaves New York it travels to Europe, via a commercial airline, arriving in Madrid, Spain. There it's placed on a truck and shipped to Rota, Spain. Depending on the ship's position, a letter could even go from New York to Rome and then on to Sigonella, Italy.

Once in Rota or Sigonella, the well-traveled letter makes its way to the ship either by plane or helicopter.

Although this process is lengthy, you would probably be surprised to learn it averages around four days to get from the New York FPO to *George Washington*. Add that to the standard domestic time from the original mailbox to the FPO, and it's realistic to expect a complete delivery time of five to seven days.

There will be times when mail service is interrupted, such as the ship's crossing the Atlantic at the beginning and end of the deployment. Occasional operational commitments could delay the flow of mail, but all-in-all, a one-week delivery should be the norm.





By using the following example as a guide, you can make sure your mail is correctly addressed:

JO2 John W. Doe

**Box 4*

USS George Washington (CVN 73)

FPO AE 09550-2873

** If you don't know the box number, put the sailor's department and division.*

To ensure the quickest delivery, there are some things you can do to help keep your mail from being delayed: ensure friends and relatives have your correct address, and "Be sure the address is right on the letter or package," Postal Clerk 2nd Class Jason LaCross said.

"Some people want to put Norfolk on the address because the ship is homeported here," LaCross added, "The letter will probably get here only if we're in port, but it's definitely going to be delayed."

Simple service? "GW's post office said incorrect addresses are one of their biggest examples of problem mail. Another simple, yet correctable problem is legibility. Sometimes the writing on the envelopes is just not clear.

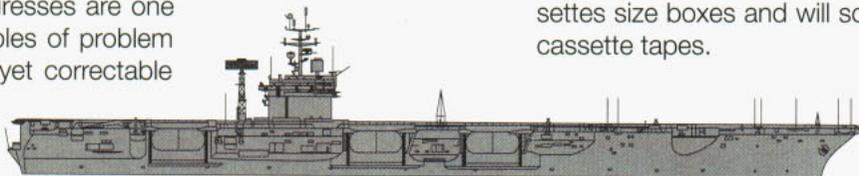
Rest assured, the postal clerks put a lot of hard work into properly routing the hard-to-identify letters. They search through computer files, printed alpha rosters and card files to find the missing pieces of a puzzling letter. Because of this extra effort, only about one of 10 "mystery" letters have to be returned. Plus, it takes



a full 30 days before the famous words "return to sender" can be stamped on a rejected letter.

In a continuing effort to ensure mail gets safely from the crewmember to back home, GW's post office continues to expand services. They currently sell stamps, money orders and provide two-day priority mail service. They also sell mailing supplies such as: three sizes of padded envelopes, two sizes of bulk boxes, shipping tubes and bubble wrap.

For people who like to send tapes, they sell audio cassettes size boxes and will soon have boxes for video cassette tapes.



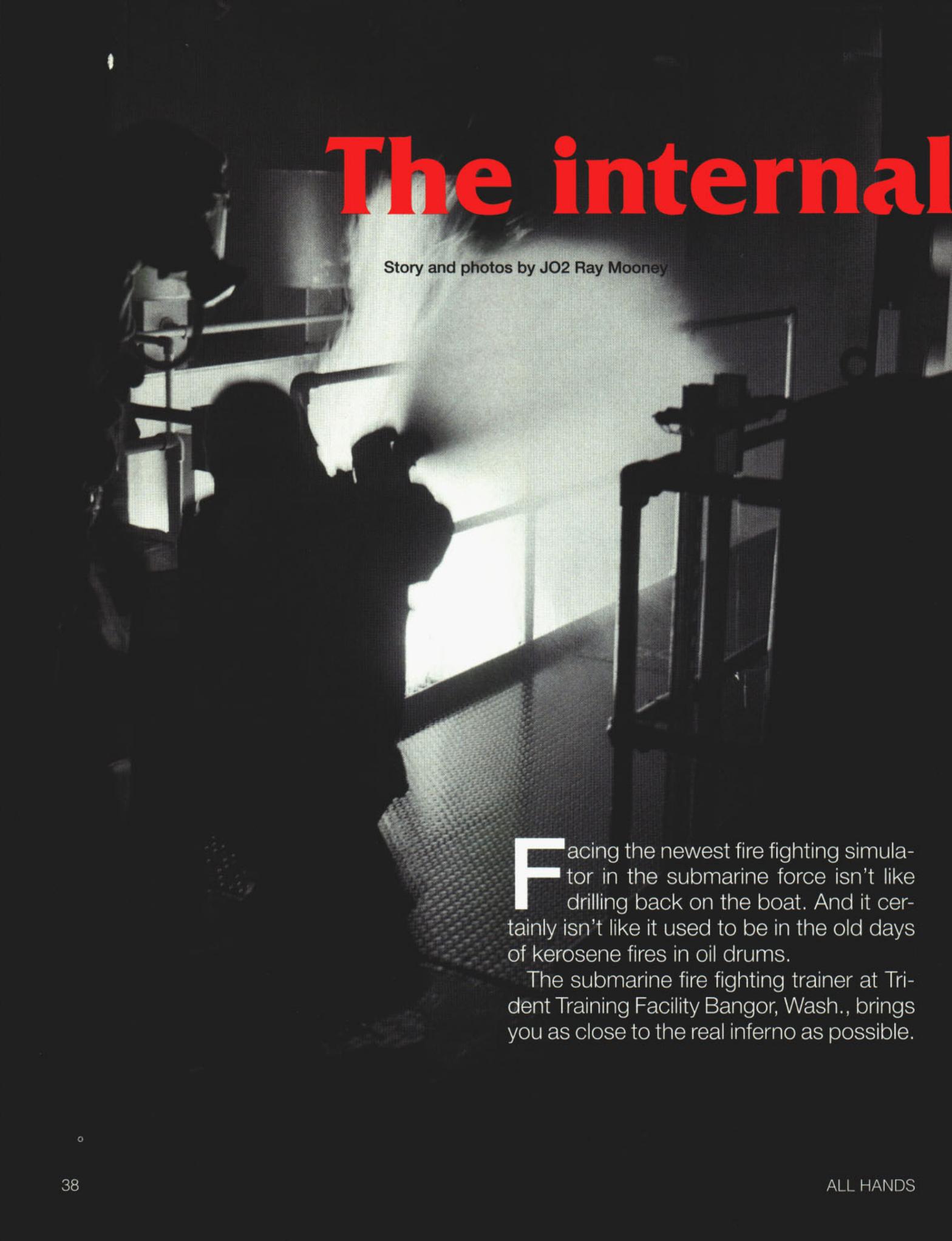
"We're selling our shipping supplies at cost to save the crew money, and we offer priority mail boxes and envelopes at

no cost," said LaCross.

Although the mail has a long way to go, it's in good hands. Just remember, before you consider spicing the envelope up with perfume or cologne, it must have an accurate address that's easy to read. †

Achord is editor of "The Guardian", public affairs office, USS George Washington (CVN 73).





The internal

Story and photos by JO2 Ray Mooney

Facing the newest fire fighting simulator in the submarine force isn't like drilling back on the boat. And it certainly isn't like it used to be in the old days of kerosene fires in oil drums.

The submarine fire fighting trainer at Trident Training Facility Bangor, Wash., brings you as close to the real inferno as possible.



inferno

“With this facility, the first time someone sees a real fire, it’s not life or death.”

–STS1(SS)

Mark Creswell

Clean-burning butane provides the flames as fire fighting teams attack three kinds of blazes: bilge, hull and electrical panel. A computerized control panel in a separate room monitors every aspect of the evolution, including what agent is applied to the fire, how long it has been applied and how much longer it will be before the fire could be extinguished by that agent. There is also a button, identical to buttons inside the trainer itself, that can shut the entire system down, kick ventilation up to 100 percent and clear the atmosphere in less than a minute.

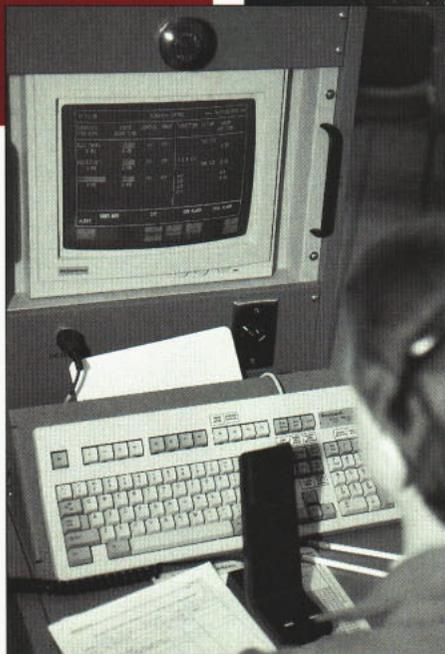
The idea is to provide safe, effective training while giving students a taste of the real thing, according to Senior Chief Machinist’s Mate (SS) Lance Hagele, division officer for the new fire fighting trainer. “It’s as true to real life as obtainable, while maintaining safety.”

“It’s a pretty realistic trainer as far as the length of the fires and the physical exertion it requires to put them out,” said Sonar Technician (Submarine) 1st Class (SS) Mark A. Creswell, from Kansas City, Mo., stationed aboard USS *Nevada* (Blue) (SSBN 733). “I think it gives everybody a better understanding of what they’re going to have to go through in a real casualty situation.” Creswell and some of his USS *Nevada* shipmates were undergoing a one-day advanced



Opposite page and above: USS *Nevada* (Blue) crew members undergo a one-day class in advanced fire fighting techniques.

Left: MM1(SS) Wesley M. Morrell, from Riverside, Calif., mans the simulator’s instructor operation station.



fire fighting class in the trainer.

“I went through the course they used to teach here,” said Radioman 1st Class (SS) Douglas Martens, from Cedar Rapids, Iowa, also stationed aboard USS *Nevada*. “This is much more realistic.”

“The other one was really small. You could only get one hose team in at a time. In this new one you can attack the fire just like you do on the boat, with two hose teams.”

Whether fire fighting students tackle the basics, advanced techniques or undergo team training, they leave prepared to face a deadly enemy.

“I think it’s great,” Creswell added. “With this facility, the first time someone sees a real fire, it’s not life or death.” †

Mooney is a San Diego-based photojournalist for All Hands.



Left: HM1 Robin M. Hassell-Brooks, from Orangeburg, S.C., keeps a close eye on the students going through the fire fighting simulator.

Dollars and \$ense for \$ailors

Story by MM1(SS) Brent Brooks



Petty officer second class John Doe bought a new home-entertainment system "on sale" for \$2,000. He used a credit card that charges 18.5 percent interest. His minimum monthly payment (like most credit cards) is based on 2 to 3 percent of the outstanding balance, and will be readjusted as the balance drops by \$500 increments. So John only has to pay \$40 a month until the balance comes down to \$1,500, and then his payment will drop to \$30 a month. And it's only going to take him 11 years to pay it off ... that's right, 11 years. And the interest added to the sales amount will bring the total price of the unit to almost \$4,500 -- maybe not such a bargain after all.

Debt is one of the nastiest four letter words in financial management, and the cause is often mismanaged credit.

Credit is actually a very important part of any financial plan and, used properly, is a valuable tool. It can relieve you of the responsibility of carrying large amounts of cash, and help you get a quick loan in an emergency. You can

use a credit card to order items over the phone and take advantage of bargains when you're low on cash. Good credit enables you to get a loan for a new automobile or a mortgage for a new home. Good credit can help you reach your goals.

Bad credit, on the other hand, can create havoc with your financial goals and can impact your personal and professional life. Inability to make timely payments or defaulting on accounts can cause far-reaching effects (such as loss of your security clearance) and can become extremely demoralizing. For these reasons, everyone should understand how credit works and how it is controlled.

When determining whether to extend credit, lenders look for three things:

\$4,500

Credit Card
18.5%
11yrs. to pay off

1. Character -- are you reliable and do you pay your bills?

2. Capacity -- do you have enough income to pay your debt and other expenses?

3. Collateral -- do you have enough assets? (This is only necessary for secured loans.)

If you are consistently late with payments or are overextended on expenses, you will probably be denied credit.

There are many ways to build your credit. The best place to start is with a savings plan, and good management of your checking account goes a long way toward establishing good credit. You can apply for a credit card and purchase some items you would normally buy with cash, and then pay the bill when it comes due. You could even try getting a small loan and putting the money in savings to earn a little interest, and make regular payments for several months. After making a few months of regular payments, pay off the balance in a lump sum.

Bottom line: Control your spending so that debt doesn't control your life. If you think (or know) you already have debt or credit problems, consult your command financial specialist, call the family service center or talk to your supervisor. †

Brooks is the command financial specialist for Submarine Base, Pearl Harbor, Hawaii.

The best way to determine if you are over-extended is to determine your debt to income ratio:

1. Add up all your monthly bills (excluding your rent/mortgage, utilities or insurance payments). Include car payments, charge accounts, advance pay and over pay.

2. Divide that total by your take-home pay (after taxes and excluding your BAQ/VHA if you get one).

3. If the answer is less than .15 (15 percent), you're in good shape. If the answer is .15 to .20, you're still okay, but be cautious before taking on more debt. If your answer is a number higher than .20, you're already in trouble and may need help to bring your finances under control.



There are also some civilian, non-profit organizations that can help military and civilians alike to plan a financial come-back. These organizations don't charge for their services, and will help establish a payment plan and act as a liaison with creditors. Creditors know reputable credit counseling organizations and often will accept smaller monthly payments or find other ways to help an individual get out from under debt load when contacted through them.

Beware of any organization that promises to "clean-up your credit rating" or alter records in order to help you get more credit. These companies charge customers for their services, and can sometimes arrange for "a bill consolidation" loan, often at high interest, which only makes things worse.



Gulf War illness: what we know

Story by LCDR Tim O'Leary



Commonly Reported Symptoms

- Fatigue
- Weakness
- Joint aches/pains
- Muscle aches/pains
- Skin rashes
- Insomnia

Active Duty

If you have an unexplained illness, your doctor should refer you to the Navy's registry. Each military hospital has a Gulf War coordinator to help you answer any questions.

Non-Active Duty

Contact your nearest VA hospital for a screening and examination.

Although some Gulf War veterans have reported various physical complaints that have yet to be diagnosed, the vast majority of the 650,000 service members who participated in Operation *Desert Shield/Storm* have not reported the chronic symptoms (see left) that have come to be known as Gulf War illness.

Because some veterans are reporting medical problems since their return from the Gulf, an interagency board from the Departments of Defense, Veterans Affairs (DVA) and Health and Human Services has been formed to coordinate research. The DVA has established a registry to act as a clearinghouse and data base on the veteran population.

You don't have to be sick to register with the DVA; if you served during *Desert Shield/Storm* you are eligible. In fact, you can register if you are still on active duty. So far, more than 16,000 veterans are registered.

It is not known if there is any single source of the illness some vets are complaining of, but nothing has been ruled out. Because attempts to determine the causes of Gulf War illness have been, to date, inconclusive, additional research and clinical resources are being used to investigate the problem. †

O'Leary is head, publishing division, Naval Media Center.



U.S. Navy photo



Dog Watch

Dog watch is the name given to the 4 to 6 p.m. and the 6 to 8 p.m. watches aboard ship. The 4 to 8 p.m. four-hour watch was originally split to prevent the crew from always having to stand the same watches daily. As a result, sailors dodge the same daily routine, hence they are dodging the watch or standing the dodge watch.

In its corrupted form, "dodge" became "dog" and the procedure is referred to as "dogging the watch" or standing the "dog watch."

BOAT ETIQUETTE

<p>ENTERING BOAT, JUNIORS GO FIRST LEAVING BOAT, SENIORS GO FIRST</p>	<p>ALWAYS STAND WHEN A SENIOR ENTERS OR LEAVES A BOAT</p>	<p>WHEN A SENIOR OFFICER IS PRESENT, DO NOT SIT IN STERN SHEETS UNLESS ASKED TO DO SO</p>
<p>SENIORS ARE ACCORDED THE MOST DESIRABLE SEATS</p>	<p>ALWAYS OFFER A SEAT TO A SENIOR</p>	<p>GET INTO BOATS BEFORE LAST BOAT GONG DON'T MAKE LAST-MINUTE DASH</p>
<p>IF BOAT IS TOO CROWDED AND YOU ARE JUNIOR, CATCH NEXT BOAT</p>	<p>HAUL CLEAR OF LANDINGS AND GANGWAYS WHILE WAITING</p>	<p>DON'T CROSS BOWS, CROWD, OR IGNORE PRESENCE OF A SENIOR</p>

Bearings

Reservist recognized by president

Washington, D.C., with its many parks, museums and monuments is a virtual tourist wonderland. One naval reservist recently received an unexpected trip to Washington, but he wasn't there to enjoy the sights. He was there as a guest of President Bill Clinton.

Master-at-Arms 3rd Class Kevin Jett, a New York City police officer and reservist who drills with Naval Control of

the U.S. Capitol for the address, where the president talked about Jett in relation to his new Crime Bill.

After the speech, Jett met the president and rode with him to the White House in the president's limousine.

"It was quite an honor," Jett said. "He treated me like a son, and wanted to know all about my job.

"When I met the president after his State of the Union address," said Jett,

"he was happy he finally met me — like I was the president."

The article and President Clinton's speech propelled Jett into celebrity status. He's done interviews for TV, radio, newspapers and magazines. Although he's honored by the personal attention, he's most satisfied being a positive image for the Navy and the nation's hundreds of thousands of police officers.

Story by LCDR Carl Rusnok, a reservist assigned to NavInfo East Unit 102. Photos courtesy of the White House.

Navy reservist MA3 Kevin Jett was hailed as an outstanding police officer by President Bill Clinton during the state-of-the-union address.



Shipping Mediterranean Unit 202, Fort Schuyler, N.Y., was at the president's State of the Union address, where the commander-in-chief referred to Jett as one person who is making a difference.

His notoriety began when he was selected from the city's 2,700 officers in the community policing program to be highlighted in the *New York Times* magazine article.

Jett's story and "community policing" were both recently highlighted in a 12-page cover story in the *New York Times* magazine. The president was so impressed by Jett that he invited him to





Navy pilot weathers the storm

Navy pilots are used to pushing the envelope, but LT Todd Carlson pushed it at a much lower altitude than normal. He spent 11 days in December fighting gale force winds while sailing a 38-foot ketch from Florida to Bermuda.

Carlson says he developed a passion for the sport along the New Jersey coast with his grandfather, which led him to Florida in December where he bought his sailboat. Getting it back to Bermuda, 900 miles northeast of Florida, proved to be a challenge. The seasoned sailor, who teaches sailing back in Bermuda, said he wanted to sail alone but his insurance company wouldn't allow it. To meet insurance requirements, he invited Lithographer 3rd Class Scott Ross who worked in the admin department at Naval Air Station Bermuda, to sail with him. In Florida Carlson met Bruno Heff, also a seasoned sailor and gourmet cook. Heff also sailed with them.

Carlson, who is assigned to the operations department at NAS Bermuda, and his two crewmen sailed through 35- to 40-foot swells during the 11-day crossing. Meanwhile, his wife, Marianne, and shipmates back in Bermuda spent some anxious days wondering about the 30-year-old mariner's fate.

News of another sailboat crew plucked out of the stormy ocean near Bermuda added to Carlson's friends and family's anxiety. Finally, friends spotted Carlson and his crew off St George's Island, Bermuda.

The Paramus, N.J., native said the weather was so clear and calm the first four days out, they had to motor sail. As they got closer to Bermuda, the winds picked up. "When you get into gale conditions, a skipper hopes he's prepared,"

Carlson said. Everyday Carlson, who's been sailing since he was eight years old, got weather updates from 'Southbound 2,' a ham radio operator back in Bermuda. When they got into gale conditions, they radioed him twice a day.

Southbound 2 gave the crew daily weather reports, and their current con-



LT Todd Carlson celebrates with sailboat enthusiast Bruno Heff and LI3 Scott Ross after successfully traveling from Florida to Bermuda aboard Carlson's 38-foot sailboat.

ditions based on their location. That information gave Carlson and his crew an opportunity to prepare for the weather conditions they faced. The ham operator also relayed messages to Carlson's wife.

With a major storm coming, Carlson shortened the length of each watch to keep his crew from tiring out too quickly. Carlson said he worried a lot, and admits he didn't feel too good the day he saw debris from another sailboat float by. To prepare for the gale force winds the crew shortened the sails and tied extra rope around them.

Carlson said sailing can be dangerous if not done properly. He also says it takes experience and a certain amount of confidence in your crew. The toughest job, according to Carlson, is the captain's. "A captain has a lot on his shoulders. He's responsible for the crew's

welfare and the safety of the boat. Your leadership role means that no matter what condition you're in, your crew doesn't see your fear."

Carlson said he's proud of what they did. "I feel good about this accomplishment, especially knowing a boat next to us rolled over. I pushed my crew and the boat to its limits. In Palm Beach, Fla., someone asked if I was taking the boat for a shakedown cruise. I said, 'Yeah, all the way to Bermuda.'"

The winds did some serious damage to the boat, but still the eight-year Navy pilot says he'd do it again. "Before I die, I plan to sail around the world." For now, the fixed-wing pilot has to be happy with flying the Atlantic.

Story and photo by JO1 S.D. Powell, assigned to Naval Air Station, Bermuda.

Bearings

Seabees go green

For more than seven years, residents of California have suffered through a severe drought that's led to water shortages and rationing. Watering the lawn could mean no fresh water to drink tomorrow. In Port Hueneme, Calif., the staff of Naval Construction Battalion Center's Bachelor Quarters (BQ) may have found a solution to the dry landscape blues in the forms of "Xeriscaping," also known as waterless gardening.

According to CWO3 E.B. Trinidad, BQ officer and developer of the CBC waterless garden, the idea of developing the xeriscaping to meet the needs of CBC

came on a trip through Arizona where he noticed how the people who lived there adapted the landscaping to the arid desert climate of the state. "I noticed the landscaping was made up of a lot of desert and drought tolerant plants," he explained. "I brought the idea back to California with me where I got together with a botanist who explained the waterless idea to me. From there I read a lot on the subject and sought out advice from experts. I started researching the project in July and it took me about four months to finish."

While the term "waterless garden" implies that no water is needed, the system does use water, but a lot less than traditional landscaping uses. Instead of using a sprinkler system that soaks the ground throughout the day, the waterless system uses a drip tube that snakes

its way across the topsoil of the garden sandwiched between layers of mulch and gravel covering the earth. The drip tube is connected to a computer in back of the BQ that controls the system's water times, usually 20 minutes a day. By utilizing plants that are drought toler-



Workers install "xeriscaping" in front of the main bachelor quarters, as part of the Port Hueneme Navy community's attempt to become more earth friendly.

ant and the layers of mulch and gravel that hold in moisture, the system drastically reduces the amount of water needed.

"The first day we turned on the system we used 11 gallons of water for the entire day," said Trinidad. "The old system used 77 gallons a minute for an hour at a time. Sometimes during the worst part of the drought we were using the sprinklers two or three times a day.

In terms of dollars and cents, the system will pay for itself many times over in terms of maintenance, labor and water costs. "Because there is no grass to mow there is no need for labor and no greenwaste to haul away and dispose of," said Trinidad.

"We should all be environmentally conscious," he said. "I want the BQ staff to be recognized for the waterless garden and all the work that went into it."

Story and photo by JO3 Sarah E. Burford, assigned to Naval Construction Battalion Center, Port Hueneme, Calif.

Fleet Composite Squadron 8 wins 1993 Golden Anchor award

Fleet Composite Squadron (VC) 8 has created a winning career counseling team. Command career counselor Aviation Machinist's Mate 1st Class (AW) Victor Marrero and divisional counselors guide the futures of



AD1(AW) Victor Marrero, career counselor with VC-8, gives career advice to YN1 Anna Hartman.

more than 180 enlisted sailors and 30 officers.

"Basically, we take care of our people. We help them shape their career, assist them in making the best decision, and keep them informed," said Marrero.

"In the Navy, timing is everything," he continued. "If you make a request at the right time, you have a good chance of getting what you want. We had 100 percent approval on all extensions and 'A' school requests and 96 percent approval of ENCORE requests."

Because of their efforts, the anchors outside the squadron were recently painted gold, signifying capture of the 1993 Golden Anchor award. VC-8 took top honors in the shore command category for keeping sailors in the Navy. "your career if you put your mind to it."

Story and photo by JO1(SW) Kevin Gaddie, assigned to Naval Station Roosevelt Roads, Puerto Rico.



Lincoln career counselors succeed through teamwork

Navy Counselor 1st Class (AW) Ricky Young and Aviation Boatswain's Mate 1st Class (AW) Paul Rutkowski have a couple things in common besides their paygrades: They both work in the command career counselor's office, they both recently completed their air warfare qualifications (within two days of each other) and to top it off, they will both be attending the same five-week recruiting school in Pensacola, Fla.

"We pushed each other," Young remarked. "I started out in this program to be more competitive, but then I found the added knowledge to be its own reward. It opens the door."

Navy counselors are made, not born. Nobody can become one straight out of boot camp. Only those who are in paygrade E-6 (and E-5s eligible for E-6)



NC1(AW)Ricky Young (left) and ABF1(AW) Paul Rutkowski (center) work together to counsel a young sailor about his naval career aboard *Abraham Lincoln*.

are considered for conversion to Navy counselor.

Both Young and Rutkowski plan to become a part of the Navy Career Recruiting Force, a program designed for managing and training Navy recruiters.

Story by YN3 Greg Maragos, photo by PHAN David Stephenson, both assigned to USS Abraham Lincoln (CVN 72).

Kitty Hawk embark an E-ticket

For most 7-year olds, a trip to Disneyland or Six Flags would be the ultimate wish come true. Chris Olsson is not most 7-year-olds. For him, the ultimate wish was to land on an aircraft carrier and get an "up close" look at jets launching off a flight deck. Thanks to the Make-A-Wish Foundation and USS *Kitty Hawk* (CV 63), Olsson's wish came true.

After an arrested landing aboard a C-2 *Greyhound* at noon, *Kitty Hawk's* skipper wasted no time in outfitting Olsson with an official Navy flight jacket and *Kitty Hawk* ball cap. After that, it was off to the flight deck where Olsson observed some "traps" at the landing signals officer platform and then moved between the bow catapults to watch some launches.

"My first thought was, 'Geez, I hope I don't get blown off the carrier,'" he said excitedly. When asked to describe what it was like, Olsson summed it up with one word — loud.

After hearing an explanation on how each pilot is graded on his approach and landing onboard the ship, Olsson had no problem with equating the grading system to the third grade.

"So," he said matter-of-factly, "If they get the three wire they get a B or a B+, one or four wire is a C- or D and the two wire is a C" he said.

From the flight deck it was up to primary flight control where the air boss,

CDR Russ Plappert, sat Olsson in his chair and explained how the ship is able to rapidly launch and recover aircraft. Then it was over to the navigation bridge where he took the helm for a few minutes and sat in the captain's chair to take in more flight ops.

The rest of Olsson's itinerary includ-



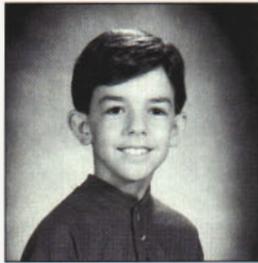
ABE3 Larry Saxton of Blackwood, N.J., gives 7-year-old Chris Olsson a lesson on the intricacies of USS *Kitty Hawk's* flight deck operations. The youngster came aboard the carrier thanks to the Make-a-Wish Foundation.

ed a stop in the combat direction center for some time on the various radar consoles (a lot like Nintendo, Chris explained), a first-rate Navy haircut at the *Kitty Hawk's* barber shop, dinner with the XO and watching night flight ops from the LSO platform.

A pretty full day for a very special little boy and a heckuva lot more fun than Disneyland. After all, Olsson said, "anybody can go there."

Story and photo by USS Kitty Hawk (CV 63) public affairs.

Shipmates



Tony Mendez, 9-year-old son of Juan Mendez, a Navy civilian employee in San Diego, recently protected a young neighbor from sniper fire in El Cajon, Calif. According to Tony, "I turned around and saw the guy with the gun. I just covered [her]." Wounded by bullet fragments in his head and chest, Tony took the girl to his apartment, laid her on the kitchen floor so she wouldn't get shot, then crawled to the phone and dialed 911.



Aviation Structural Mechanic 3rd Class Aaron Bholramsingh, a Fighter Squadron 142, sailor embarked aboard USS *George Washington* (CVN 73), was awarded a Navy Achievement Medal for alerting the chain-of-command to a series of defective life preserver inflation assemblies. The Brooklyn, N.Y., native's squadron informed the Navy Safety Center of the problem for Navy-wide release.



Storekeeper 1st Class Curtis Harris, formerly of Navy Recruiting District, Cleveland, was named Support Person of the Year by Commander, Navy Recruiting Command. Harris, a native of Cincinnati, then an SK2, coordinated the logistical aspects of closing NRD Cleveland, ensuring everything was accounted for when responsibility was transferred to NRD Columbus. Harris is now assigned to USS *Trenton* (LPD 14).



Chief Aviation Maintenance Administrationman (AW) Kim L. Taylor-Fields was recognized as Counselor of the Year as acting director at the Naval Air Station Keflavik, Iceland, Counseling and Assistance Center. Taylor-Fields' dedication, compassion and knowledge of domestic problems in relation to substance abuse were praised. The Fillmore, Utah, native is assigned to Puget Sound Naval Shipyard, Bremerton, Wash.



BM1(SW) George B. Sasse was recently selected as Naval Air Station Pensacola's Sailor of the Year. The Springville, N.Y., native is one of the chief dockmasters for the base, arranging all the services for visiting ships then acting as the ship's liaison with the base. His advice is to "take the time and learn everything you need to, so you can do your job right."



Your shipmate's face could be here! Does your command have a sailor, civilian employee or family member whose accomplishments deserve recognition? Send us a short write up and photo showing their full face. Black and white, color, print, slide or Polaroid will work. Our address is *All Hands* magazine, Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080.

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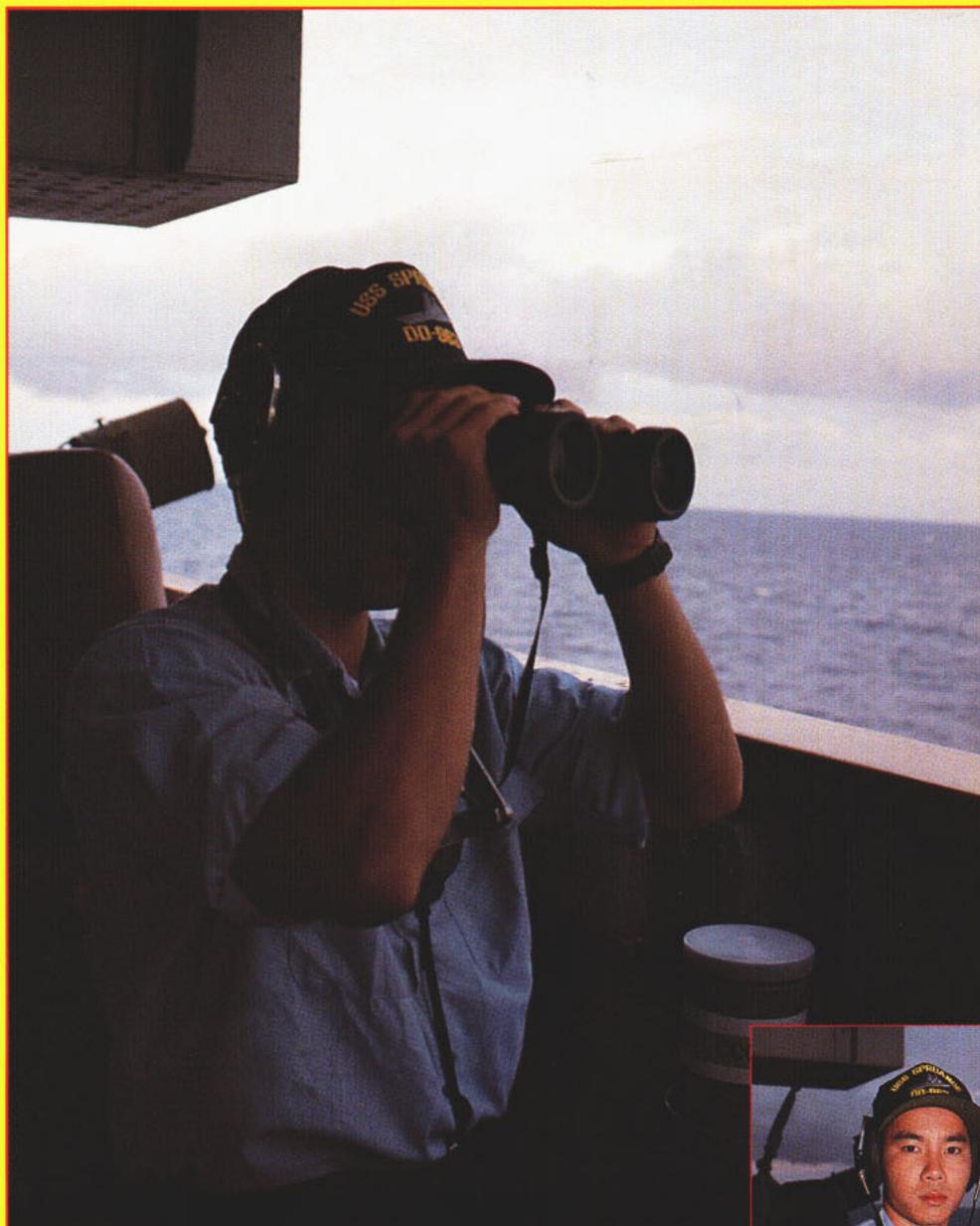
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July 1994

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					U.S. Naval School Annapolis renamed Naval Academy (1850) Marine Corps Reserve established (1925)	1 Commissioning: USS <i>John S. McCain</i> (DDG 56)
Decommissioning dates provided by NavSea Surface Ship Programs Division (PMS 335) and are subject to change.						
3	4 Independence Day	5	6 Board convening: CRF #3 John Paul Jones born (1747)	7	8	9 Commissionings: USS <i>Rhode Island</i> (SSBN 740; USS <i>Port Royal</i> (CG 73)
10	11 Boards convening: Aviation Dept.Head NavRes E-7	12 Board convening: LDO Continuation First women complete submarine escape tests (1943)	13 Board convening: Test Pilot #2	14	15	16 Rank of RADM created by David G. Farragut (1862)
17 Letter symbols (BB, DD, etc.) first used to classify Navy ships (1920)	18 Board convening: O-4 Continuation Material Prof	19	20 First underwater <i>Polaris</i> launch (1960) President activates 274,563 reserves for Korean conflict (1950)	21	22	23 Commissioning: USS <i>Heron</i> (MHC 52)
24	25	26	27 Korean conflict Armistice signed (1953)	28	29 Decommissioning: USS <i>Implicit</i> (MSO 455) NASA created (1958)	30 Decommissionings: USS <i>Cayuga</i> (LST 1186; USS <i>Truett</i> (FFT 1095) WAVES established (1942)
31 Fitness Reports: Active-duty, TAR and NavRes O-6/O-7/O-8	Board convening: Active O-3 Line					



Lookout Watch onboard USS *Spruance*

Name: SN Hoang Do

Hometown: San Jose, Calif.

Watch responsibilities: Report every surface or air contact.

Job description: Deck Seaman - Daily job involves basic seaman work.

Best part of job: "Planned Maintenance System (PMS), because I am assigned a job and it's up to me to get it done."

Hobbies at sea: Reading and working-out in the weight room.

Countries visited while in the Navy: Egypt, France, Spain, Italy, Jamaica, Puerto Rico, Greece and Jordan.

