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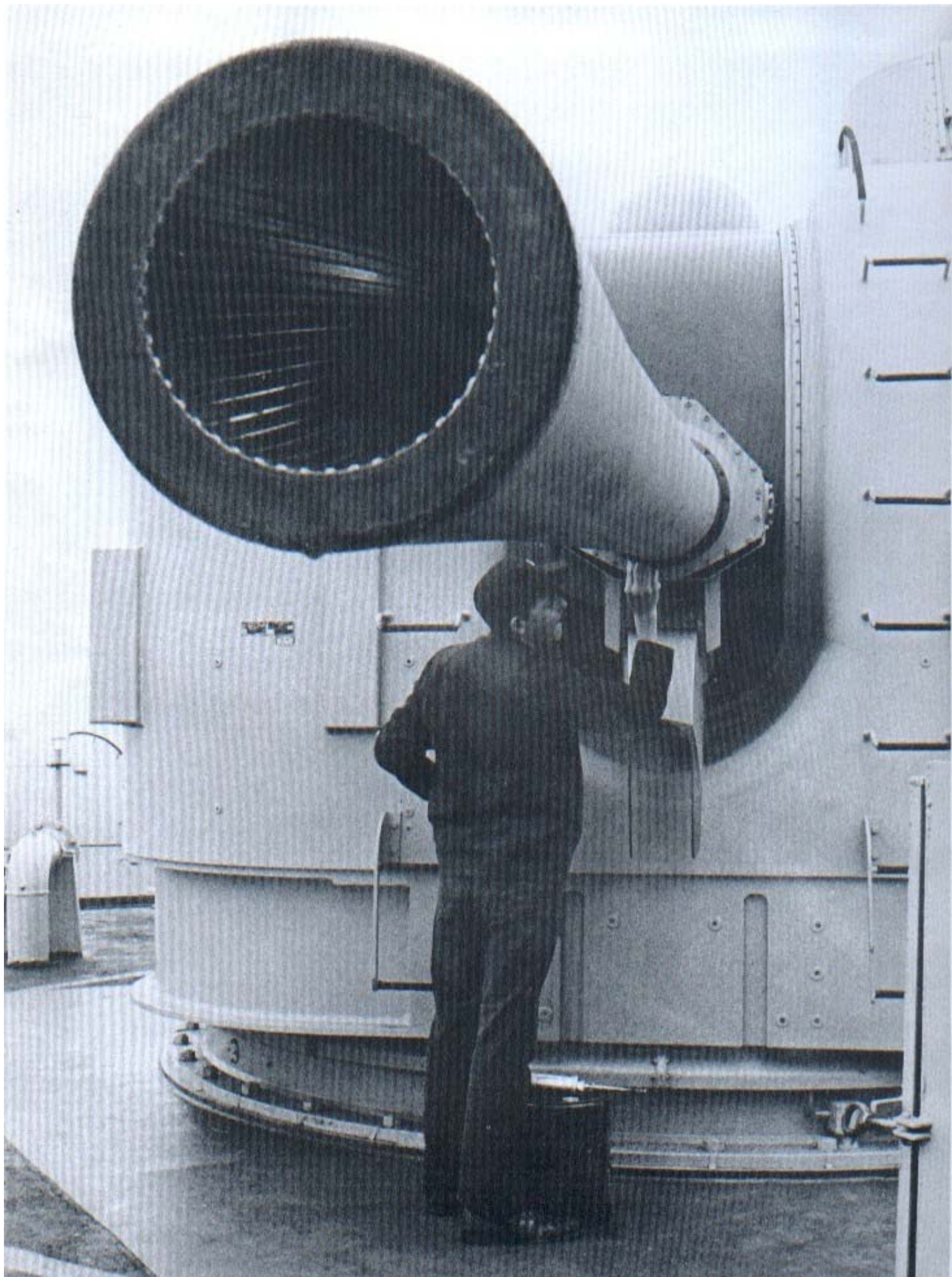
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ALL HANDS

APRIL 1978

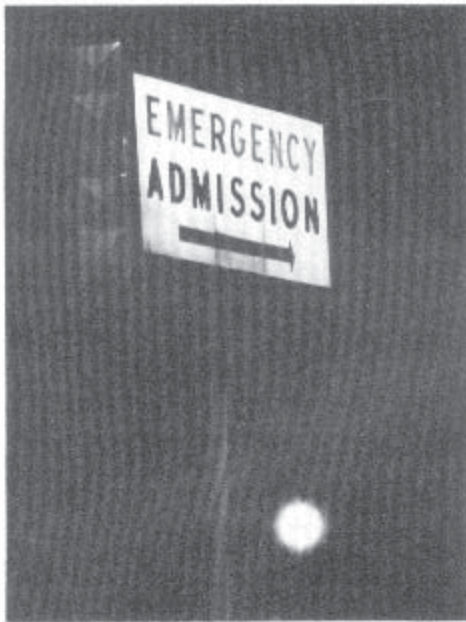


Walter Beaman



ALL HANDS

MAGAZINE OF THE U.S. NAVY — 55th YEAR OF PUBLICATION
APRIL 1978 NUMBER 735



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Front: One of the works of Navy Combat Artist Arthur E. Beaumont, first American artist to execute paintings in Antarctica. See page 13.

Left: Gunner's Mate Seaman David Jutz greases the gun barrel chase of one of the two five-inch gun mounts on the destroyer USS Hull (DD 945).

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Currents

President's Pay Commission

Makes Final Recommendations ● The President's Commission on Military Compensation recently decided on its final recommendations to President Carter for the reform of the military pay and benefits system.

Retirement

A non-contributory retirement plan will be recommended to the President with the following features:

1. Eligibility for retirement pay:

Completed years of service	Payments begin
10-19	Age 62
20-29	Age 60
30 or more	Age 55

2. Retirement pay is calculated by multiplying the base income (an average of the highest three years of basic pay) times the appropriate sum of multipliers from the following table:

Years of Service	Per year multipliers
1 to 5	2 percent
6 to 10	2.25 percent
11 to 35	2.75 percent
Example: (Member leaves upon completion of 15 years' service).	
5 x 2 percent	10 percent
5 x 2.25 percent	11.25 percent
5 x 2.75 percent	13.75 percent
	35 percent x base income equals annuity at age 62.

Comparable results for other years of service:

Years	
10	21.25 percent x base income equals annuity at age 62
20	48.75 percent x base income equals annuity at age 60
25	62.50 percent x base income equals annuity at age 60
30	76.25 percent x base income equals annuity at age 55

Social Security will be integrated with the proposed retirement plan and retirement pay adjustments will be tied to the Consumer Price Index (CPI) to protect against inflation.

Health Care, Exchanges and Commissaries

Health care, exchange and commissary benefits will be extended to former service-members who have qualified for retirement pay after 15 or more years of service. Those personnel who retire with 25 or more years of service with from 15 to 24 years of service will be entitled when their retirement pay begins at age 62 or 60.

Military/Civil Service Retirement

Under the proposed retirement plan, military annuities and civil service annuities are fully coordinated. No one may receive a military annuity while working for civil service, but annuitants have two options for old age retirement:

1. Credit military service to civil service system and receive old age annuity after leaving civil service based on combined military and civil service years of service, average high three years of civil service salary, and the civil service formula.

2. Credit civil service years to military system and receive old age annuity after leaving civil service based on combined military and civil service years of service, average high three years of military basic pay adjusted for CPI, and the military formula.

Trust Fund

A deferred compensation trust fund, separate from the retirement system, would be established under the commission's proposal to aid former servicemembers with 10 or more years of service in their adjustment to careers in civilian life. Members who die or leave active duty before eligibility would have no entitlement to payments. After five years of service, a member begins receiving trust fund credits based on percentages of basic pay indicated in the following table:

Years of Service	Percent of Basic Pay
6 – 10	20
11 – 20	25
21 – 25	15
26 – 30	5

After 10 years of service, a member has several options:

1. Withdraw credits in installments over a specified time.
2. Leave all or part of the credits in the trust fund to continue accumulating interest for later withdrawal.
3. Use all or part to establish or supplement a retirement annuity.
4. Under certain limited conditions, withdraw credits as a lump sum.

Severance Pay

Under the new system, members who are separated involuntarily after five years of service and with less than 30 years of service would receive severance pay according to the following formula: one-quarter month's basic pay per year for years of service up to 10; one-half month's basic pay per year for years of service from 11 to 30, up to a maximum of 12 months' basic pay.

A servicemember who has begun his second enlistment, or (in the case of officers) continued past an initial term of obligated service, or has entered the fifth year of service would be permitted to retire under the old rules, if the new system is enacted. All others would come under the new system.

Basic Pay

The commission decided against recommending the substitution of a salary for basic pay and allowances and will recommend an annual aggregate increase in Regular Military Compensation (RMC) equal to the average percent increase given to civil service employees, as is now the practice. The commission believes that the Secretary of Defense should have discretionary authority to propose, within RMC, differential allocations of the annual pay raise as a way to address the problems of personnel shortages or surpluses.

Bonuses and Allowances

The commission also will recommend that all differential pay (special and incentive pay as well as bonuses for enlistment or reenlistment) should be designed to prevent or alleviate manning shortages and to increase the flexibility of personnel management and that a variable basic allowance for quarters be adopted to reflect geographical variations in the housing costs.

The commission's recommendations include the awarding of longevity pay increases to individuals based on time in grade instead of time in service to enhance the pay of superior performers and the extension of travel-related entitlements to junior enlisted servicemembers.

The widespread dissatisfaction among military members, retirees and their families with the present health care system was noted by the commission. The committee recommended that a thorough study of the military health care system be conducted.

For more information about the President's Commission on Military Compensation and what SecNav and CNO told them, see the February 1978 *All Hands*.

Deputy Comptroller Talks Pay



Rear Admiral James R. Ahern, Deputy Comptroller of the Navy, was previously Commander, Navy Accounting and Finance Center and Assistant Comptroller of the Navy (Financial Management Systems). And, recently, he was selected as the first military recipient of one of the Financial Management Improvement Awards sponsored by the Joint Financial Management Improvement Program. Drawing on his many years of experience in the field of finance, the admiral talked with ALL HANDS about the Navy's pay system, pay innovations on the horizon, financial management, and retiree pay. What follows are his observations on the subject most dear to our hearts—pay.

Q: Admiral Ahern, now that JUMPS (Joint Uniform Military Pay System) has been in operation for more than a year, you have had an opportunity to evaluate it and gauge its effectiveness. Is the Navy pay system providing accurate, timely accounting data?

A: Your question goes right to the heart of the basic reason JUMPS was created: to provide more accurate and timely information with which to manage better the Military Personnel Pay Appropriation.

Before JUMPS, forecasting pay and obligating the pay appropriation was possible only on an historically based "guesstimate" since pay was both calculated and paid by more than 500 disbursing offices afloat and ashore. And since our people, particularly when deployed, prefer to let their pay accumulate, and pay records were not balanced out and were mailed in only twice a year, it was a long time before we knew how much we actually were spending.

Under JUMPS, our 500 field disbursing offices are still holding payday but now everybody's pay is being calculated at Cleveland well in advance of payday. This accrual approach permits us to obligate the MILPERS appropriation on a much more timely basis. Further, while our field DOs still make quite a few changes to reflect promotions and other pay entitlements occurring between the Cleveland calculation and payday, the next calculation by Cleveland reflects these changes.

The "bottom line" is the fact that, while we still have differences between estimated and actual amounts paid because of long mail turnaround times between Cleveland and the field, we have closed the obligation/expenditure gap from well over 180 days down to about 45 days.

Q: Does the system reduce mathematical and interpretative errors inherent in the previous type of system used since 1944?

A: In addition to closing the time gap, central pay calculation by computer has greatly increased pay accuracy. Before JUMPS, over 2,000 military and civilian disbursing clerks used desk calculators to make the many mathematical calculations required to arrive at the amount of pay due. In spite of their dedication, to err is human, and our folks are no exception. In fact, keeping a calculator on top of the desk on a rolling destroyer is hard enough, let alone trying to use it.

Of course, accuracy problems also arise when it comes to interpreting pay entitlements. For example, an inexperienced pay clerk might not remember that no more than two types of incentive pay (like demolition and diving pay) may be paid for the same period of time and, consequently,

overpay a man by posting three kinds of incentive pay. If the pay clerk forgets this rule, an overpayment occurs. Under the manual pay system, overpayments like these often continued for many months before eventually being detected. This made it really tough on our sailors who had spent money they had to pay back.

These types of errors in interpretation of the rules and mathematical errors in calculating pay are eliminated under JUMPS because of computerized computations and built-in edits and validations.

Q: Then JUMPS is an error-free system?

A: Now don't get me wrong. Some over and underpayments still occur under JUMPS, largely because military pay and allowances are based on extremely complex legislation, and it is most difficult to make timely changes to such a complex system. The net result is temporary erroneous payment forecasts for some of our service members. However, most of these errors are now corrected the following month by the automated system at Cleveland.

“. . . I believe there is less total work required of our DKs and DOs.”

Q: Does JUMPS lessen paperwork on the part of DKs and DOs?

A: The folks on the firing line may disagree, but I believe there is less total work required of our DKs and DOs. They still need to maintain a copy of the Leave and Earnings Statements (LES) and wrestle with making entitlement adjustments caused by time lags between the Cleveland calculation date and the next two paydays. And this is no small task. Over 40 percent of our servicemembers have a pay entitlement change between the monthly LES computation (which forecasts the next two paydays) and the actual paydays. Plus, it is always frustrating to be in a corrective rather than constructive mode when dealing with people's pay.

On the other hand, two major, labor-intensive processes have been taken out of the field. The semi-annual pay record transition, whereby all old pay records were closed and new ones opened every six months, has been eliminated, and the annual preparation of income earning statements (W-2s) is now done at Cleveland.

Before JUMPS, Christmas was not a holiday period for

disbursing people. Last Christmas—our first under full JUMPS—several finance offices called to express appreciation for the chance to share in the holiday leave period.

Q: Does JUMPS also provide a better financial planning tool to individual Navy members?

A: There is no doubt the monthly LES issued to our servicemembers provides a good tool to assist in financial planning since it sets forth sources of funds (pay entitlements in blocks 17 through 25) and fund uses (allotments/deductions in blocks 26 through 43). But, it doesn't or can't be expected to do the whole job. Only the servicemember has the full knowledge required to make complete financial forecasts for the months and years ahead. For example, the member has to add plans for disposing of net income (amount to be paid in block 57) for discretionary items, such as entertainment, as well as contractual liabilities, such as paying off a car or other loan.

“LES . . . is helping our people become more conscious and knowledgeable about their personal finances.”

But, the LES is a good start. I believe it is helping our people become more conscious and knowledgeable about their personal finances, and we added further information to the LES in February as part of the Navy's efforts to make our people more aware of the value of military compensation and benefits. Specifically, the remarks block on the JUMPS' LES now explains the value of the tax advantage associated with the non-taxable quarters and subsistence allowances.

Q: Sir, JUMPS has initiated beneficial changes in the pay system. Is it the “last word” in pay systems or is something better already in the planning stages?

A: In my opinion, JUMPS is far from the “last word” in pay systems. Although a big improvement, it is a labor-intensive, voluminous, hard-copy paper system employing slow mailbag communications between BUPERS, Cleveland, and more than 3,000 personnel and pay offices.

But the central pay computation capability provided by JUMPS was an excellent investment because it gives us the principal tool required to take advantage of Electronic Funds Transfer (EFT) technology. By EFT technology, I mean the capability to make direct deposits of pay through

electronic means to commercial financial institutions for deposit to the individual accounts of members. This technology will also provide the capability to pay members directly from the central site in Cleveland.

The Air Force is the front-runner in the use of EFT. However, for the Navy to reach this goal, we have to build first a personnel and pay activity network with rapid data-transmission capability. I am pleased to add, this effort is well underway.

Under the leadership of Vice Admiral James D. Watkins, Chief of Naval Personnel—under a project called PASS (Pay/Personnel Administrative Support System)—we are now consolidating and combining the 3,500 personnel offices and 150 disbursing offices ashore into less than 50 offices called Personnel Support Activities. These offices will have mini-computers with telecommunication links to Cleveland and BUPERS central computers. It is this “real time” communications linkage which will permit us to pay directly from Cleveland. The PASS project will give us quite a few additional benefits.

Q: What are some of the benefits, admiral?

A: Of primary interest to our servicemember is the “one stop shopping” aspect of PASS. Instead of being bounced back and forth between personnel and pay offices, a member will be able to get an answer by visiting the branch office nearest his or her place of work which will have an “on line” cathode-ray tube (CRT) connection with the regional Personnel Support Activity (PSA).

In fact, in addition to personnel and pay matters, we have already decided to put the passenger transportation office in the PSAs and I think other similar personal service functions will be added as we go along. For the Navy, the savings coming out of the consolidation can be redirected to the operating forces.

Q: Are there other changes in the pay system which are being contemplated at this time?

A: Of course, the big problem with going to a central pay system is servicing our sailors at sea. Obviously, if a servicemember elects to send his pay to a financial institution because of the convenience, earnings on his account, or to take advantage of features such as personal bill paying, we will have to expand our personal check cashing service afloat. Further, I can see the day when we will be using automatic teller machines aboard ship which will permit the member to draw cash when he needs it. The Naval Sea Systems Command already has a project underway to put small non-tactical computers on ships and they

are also studying the feasibility of using automatic teller machines afloat.

In short, unlike our operational areas, we continue to lag behind technologically in the design and operation of our logistics and personnel systems, but we are on the move.

Q: While the futuristic elements of the pay systems now in the mill are interesting, they would seem to require a greater awareness of personal financial planning than is now necessary. If this is true, what can the Navy do to help individuals acquire elementary knowledge about planning their own affairs?

A: We already have some indications that some of our unauthorized absence and retention problems are related to the way servicemembers handle their personal finance problems. In fact, we have just completed a study which shows there is a high correlation between unauthorized

“ . . . there is a high correlation between unauthorized absence and indebtedness.”

absence and indebtedness. So, we are evaluating what we can do to help.

We are off and running on an internal educational information program. You folks have already published articles in both March and September of last year in ALL HANDS and developed a fine follow-up program.

So, while we are generating servicemember interest in the importance of personal financial planning, there appears to be no substitution for training in the rudiments of financial planning; i.e., “how to’s” such as building a financial forecast of mandatory and optional income and expenses, reconciling checking accounts, and using credit cards.

It would be great if high schools throughout the country would recognize that when a person graduates, he, in a sense, becomes his own business and needs education in how to run that business. I understand that some high schools in the Washington, D.C., area are doing just that.

Q: Is the Navy, in general, educating its people along those lines?

A: Well, we still have to deal with the problem of how to help. Currently, one hour of boot camp is devoted to this area. But, my opinion is there is no way to do the job adequately without devoting one or two days of basic

training which is already too short to get adequate preparation for sea duty.

So we are exploring a number of other training alternatives, including development of correspondence courses, and training films for use at appropriate ships and stations. We will work with the Director of Naval Education and Training, BUPERS, and other appropriate offices of the Navy in developing the tools to get the job done.

Q: Finally, admiral, ALL HANDS occasionally receives letters from retirees who complain that sometimes their checks are not on time. They wonder what, if anything, the Navy plans to do to “streamline” its pay system, just as it has done with active duty pay?

A: I’m glad you asked this question and I wish “streamlining” was a good near term solution. For we are certainly having our problems keeping up with the growth in our retired and survivor communities.

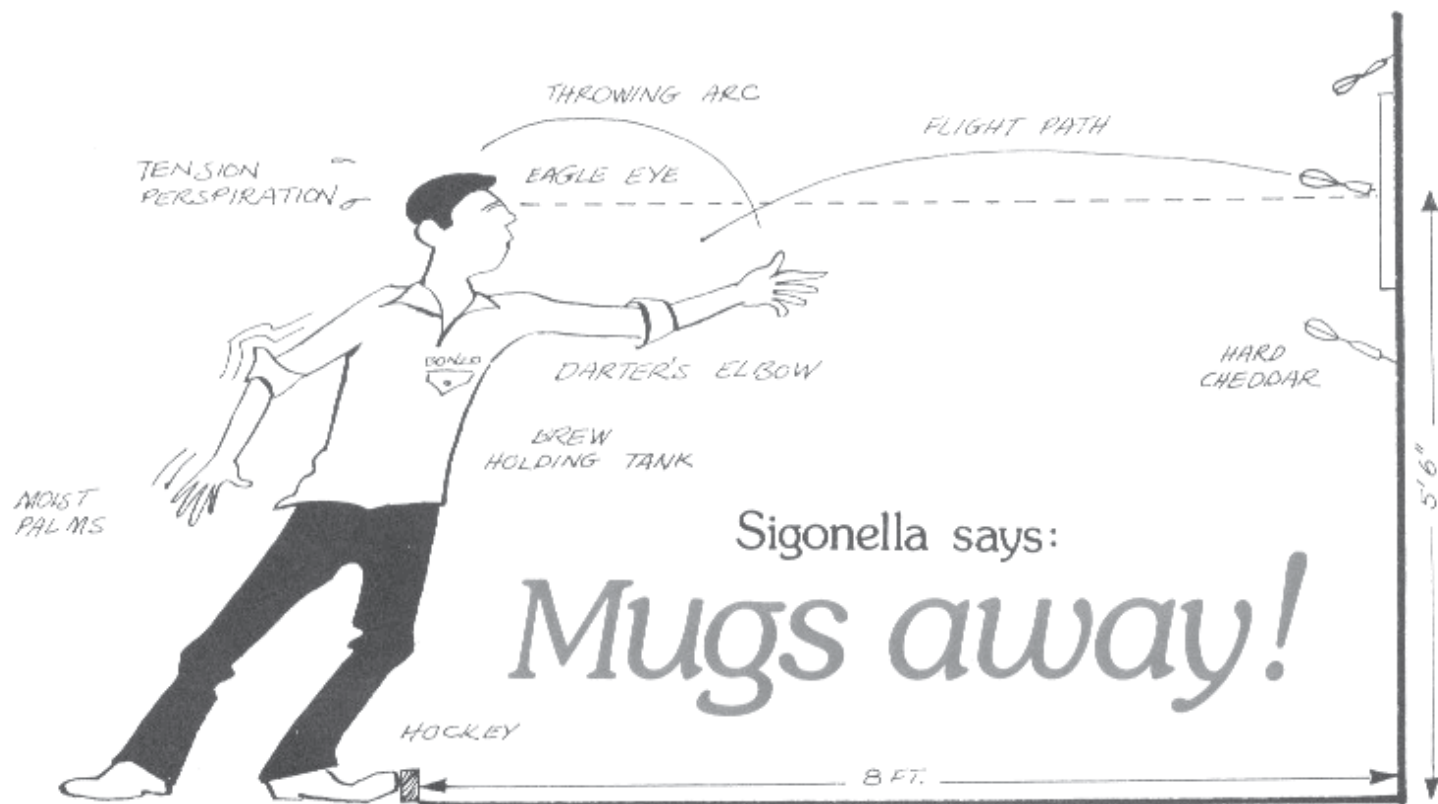
This growth, together with continued legislative change, has out-paced the personnel resources we have available. As a result, we are far too frequently late with that first retired pay check and far too slow in answering correspondence from our retired people.

We now have some DKs to help us catch up with the backlog. We are doing better. But, we still have a long way to go.

Regretfully, JUMPS does not transfer over to a modern automated retired pay system, so we are still using a 1960s era automatic data processing system to serve a 1978 market which has grown 220 percent since 1960. But, we have 18 people working away at designing a new automated system. Regretfully, though, this effort will take several years; in the meantime, retired pay processing will remain labor-intensive.

We are doing our best by working with BUPERS to speed up the papers required to open up a retired pay account, installing a customer service branch for our retired personnel, and using a quick post card reply system to let our retiree know we have at least received his correspondence and that we are doing our best to respond.

JUMPS, as with any new system, is not without its problem areas. RADM Ahern and his staff are constantly seeking ways to improve the system and correct deficiencies. You can help by contacting your disbursing officer immediately when you detect a problem in your LES. Individual cooperation is essential if the Navy is to stay a jump ahead of JUMPS. ↓



BY JOE DAN WHEELER AND
JOC TOM JANSING

Some Navy people at NAF Sigonella frequently squeeze three-in-a-bed. Others seem to have chronic cases of hard cheddar. Yet most, like darters everywhere, hurl an occasional ton, too many bed 'n' breakfasts, and not enough corks when they middle for diddle.

The 235 serious darters at the station are representative of more than four million Americans who regularly toss their arrows at sisal hemp dartboards mounted either seven feet six inches away or eight feet away, depending on local rules. Fact is, darts may be America's fastest growing sport. Conrad Daniels, an American champion, claims that darting has been growing three times faster than either tennis or golf. It's no wonder that Navy people, always ready for a challenge, have taken to the game in all parts of the world.

The Sigonella Dart Association is only one of many Navy darting clubs ashore and afloat. One sailor stationed at Navy Recruiting District One in Scotia, N.Y., not only admitted to being a darter, but also immodestly proclaimed, "When you mention this command, you're talking about the New York champions."

Naval District Washington sponsors a tournament annually to which many commands send up to 10 representatives to compete at the traditional game of "301." They toss darts at NAS Brunswick, Maine, on some ships homeported in San Diego, and all points in between. From Tokyo to Sigonella, you have only to look—and usually not too hard—to find a ton (100 points) being shot and a loser getting a bit of hard cheddar (sympathetic consoling).

"I started throwing darts about three years ago when my husband and I were stationed in Naples," said Mrs. Dee Lansford, wife of Chief Aviation Electronics Technician Charles Lansford. "When we were transferred here, we wanted to continue throwing

but there was no equipment, no apparent interest, and no place to do it. I decided then and there to form a league."

That was more than a year ago. Today, the Sigonella Dart Association boasts a growing population of darting enthusiasts, and holds tournaments regularly. Of course, Mrs. Lansford had to overcome some major handicaps before a league could be launched. There was no place to play, neither the local community nor Navy Exchange carried professional-type equipment, and potential members had to work odd hours because of operational commitments.

A less dedicated darter would have pulled off her flights in dismay. "Not me," said Mrs. Lansford. "When I go out I always carry my darts in my purse just as I do my lipstick and wallet. I want to be ready in case I come across a dartboard." With such enthusiasm, how could she have failed?

The keel was laid by making a trip to the NATO dart association in Naples to buy some professional equipment. There Mrs. Lansford bought two "bristle" boards (originally boards were made of pig's bristles, but that gave way to synthetic fibers to avoid the inevitable stench) costing about \$30 each, and a few sets of darts which range in price from about \$5 for brass barrels to about \$50 for the slimmer tungsten barrels preferred by many professionals.

"Anytime the VP squadron (VP-49, deployed at Sigonella out of NAS Jacksonville) flew to Naples," Mrs. Lansford said, "I hounded them to get *anything* they could for us. The problem was that every time the exchange in Naples got equipment, it sold immediately. If we didn't get someone there at just the right time, we missed out."

Later though, she discovered that an association member had a mother-in-law living in London. (In England, darts is second only to fishing in popularity as a national pastime, and the world's most prestigious tournament, The News of the World, is staged there annually.)

"Now whenever we need supplies, we send a list to her and she gets our supplies downtown and mails them to us," Mrs. Lansford said. "We do so much business with one London shop that it now gives us a quantity discount." Demand for darting equipment at NAF Sigonella became so great that now the Navy Exchange and the Rod and Gun Club both carry a good supply of top-quality items.

The space-to-play problem was solved when the manager of the chief petty officer's club volunteered a portion of the building for regular meetings and tourneys. Eventually it became common knowledge that Sunday afternoons at the CPO club meant darting. Arrangements were made so that participants didn't have to be chiefs to play at the club, though all did have to be 18 years or older because of club rules.

The final consideration was how to schedule tournaments so that a maximum number could compete in spite of odd working hours. It was decided to hold the jousts at the same



It's a game of skill

Scoffers sometimes claim that darts is a child's game, a gambler's game or, at best, a foolish pastime because it is purely a "game of chance." Not so, says Leeds Magistrate's Court of England. Darters the world over owe a debt to "Foot" Anakin who fought the law and elevated darts, legally, into the realm of skill. It happened like this.

Before World War I, in England, it was illegal to operate games of chance in pubs, taverns, or anywhere else for that matter. Dartboards, however, could be found in any workingman's local and every bloke worth his salt tossed a mean dart. It was a matter of national pride. No one ever considered darts a game of chance until the Leeds Magistrate's Court took its first interest in the game since the Middle Ages.

In 1908, "Foot" Anakin, a tavern owner, was arrested for presiding over a game of chance on his licensed premises and hauled into court to answer for his crime. The case had everything but "sex" and the darting populace was up in arms over this indignation.

"Foot" was prepared to answer the charges. He requested that the magistrate allow him to demonstrate with a dartboard and arrows that darts was not a game of chance but a game requiring the utmost skill. The magistrate agreed to the exhibition.

After removing his dartboard from his pub, he set it up in the court, stepped back eight feet and fired three darts into the treble-20 bed. "Foot" invited the magistrate to take a crack at it.

The bewigged worthy declined but ordered a clerk to try.

The clerk threw two darts into the ornate woodwork and the third many beds away from the 20.

"Foot" stepped up again and tossed three double-20s.

"Could you do that again?" asked the magistrate.

"Aye," said England's hottest darter, and he did.

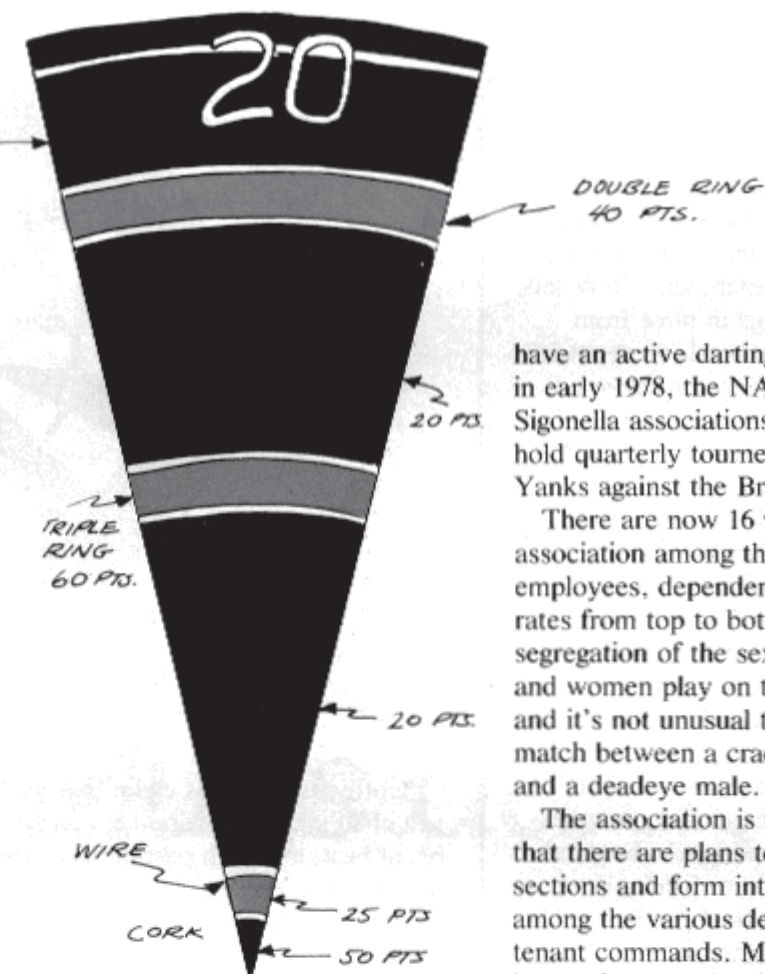
"Case dismissed," said the magistrate and darts acquired legal status as a game of skill and was legitimized under the law.

time each Sunday. In time, this allows practically everyone to participate.

Though more than 40 standard games can be played on the English board, the association opted for "301" as their tourney game. This classic, often called English Darts, is played at most major tournaments and is considered by champions to separate the men from the boys, women from the girls—for, indeed, both sexes have an equal chance at developing great proficiency since strength is no factor.

In "301," the bull's-eye, or cork, is seldom used except to decide who will be first—they middle for diddle, which means the thrower of the closest dart to the center is first. Each player then throws his darts in turn trying to place one in the board's narrow outer, or doubles ring, before he can begin to rack up points. Subtracting his score from 301 as he shoots, each player tries to reach exactly zero first. However, there is a catch. The final dart, like the first, must be thrown into the doubles ring and into a number that reduces the score to exactly zero. The entire game can be played in six tosses, but that's for experts. It takes most players 20 or more. The loser is called "mugs" and gets first shot next game. "Mugs away" is the traditional way of saying, "Go ahead, losers shoot first."

Though darts requires intense concentration and great hand-eye coordination to excel, most champions agree that with diligent practice and a will to win, most people can become



"respectable" players within three months. Championship caliber, however, may take years to reach, if, in fact, it is ever attained.

In the United States there are more than 7,000 pubs and taverns that sport dartboards, and tens of thousands of recreation rooms. The main reason darters go to a tavern to play, according to Conrad Daniels, is not to drink—though many players do sip a few beers between shots—but "to be with friends, talk, and have a good time."

That style of camaraderie has not been overlooked by the Sigonella Dart Association. Indeed, they encourage it on an international basis. There are some British players attached to NATO Headquarters in Naples who

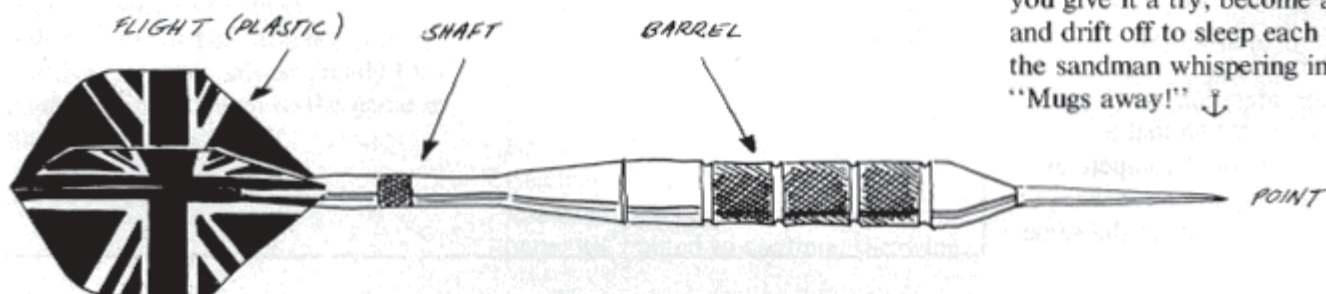
have an active darting league. Starting in early 1978, the NATO and Sigonella associations are going to hold quarterly tourneys pitting the Yanks against the Britishers.

There are now 16 women in the association among the officers, civilian employees, dependents, CPOs and all rates from top to bottom. There is no segregation of the sexes either—men and women play on the same team and it's not unusual to find a head-up match between a crackshot female and a deadeye male.

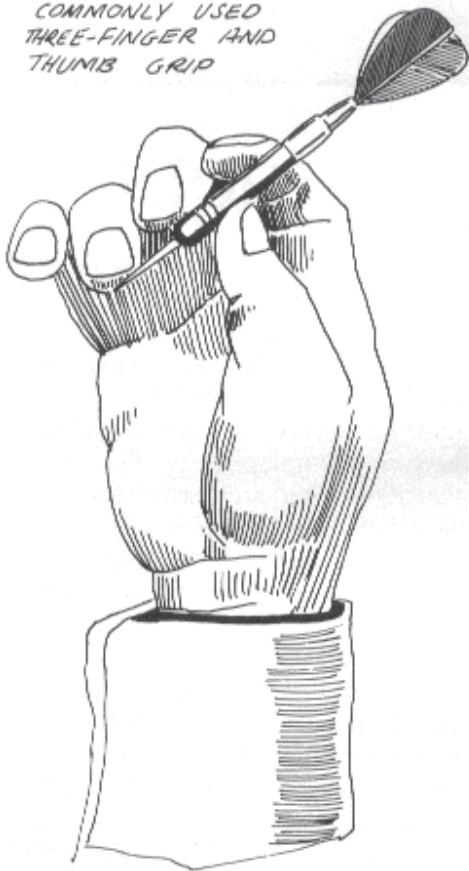
The association is now large enough that there are plans to split it into sections and form intramural leagues among the various detachments and tenant commands. Mrs. Lansford hopes that soon it will be possible to form a league for teenagers and children as well.

Things have come a long way since darddom's humble beginnings in Sigonella last winter. Now, many sailors stationed there speak "darts" almost as well as they do Italian. Drop by the chief's club any afternoon after work and you'll find a dozen or more dedicated darters tossing patiently at the treble-20, trying to beat their opponents and practice for Sunday's contest.

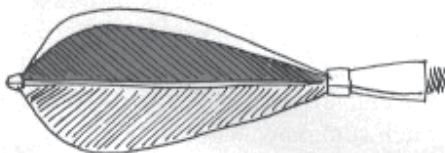
It looks easy. Simply hurl a projectile weighing about an ounce at a pie-slice-shaped section (called a bed) on a dartboard eight feet away. Leaning over the hockey (shooting line) is even allowed to shorten the distance further. But you can't imagine how really difficult it is until you give it a try, become addicted, and drift off to sleep each night with the sandman whispering in your ear, "Mugs away!" ↓



COMMONLY USED
THREE-FINGER AND
THUMB GRIP



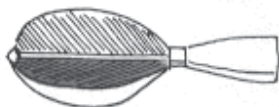
FULL FEATHER FLIGHT



LONG-FEATHER FLIGHT



STANDARD FLIGHT



'Swans on a lake'

The language of darts is a combination of hybrid Cockney slang, metaphor and phrases that "stuck" for no apparent reason except they sounded good. Darts has a formal name for every part of the board and every action in the game and a slang name for most as well. You can play without knowing the "slanguage" of darts, but it's a lot more fun to shoot the winning point "on your knees" than it is to throw a double three.

- Arrow—a dart of any make, size, color or shape.
- Away—started; if the player hit a double six on his first scoring toss, that individual has "12 away."
- Bed—any wired-in portion of the board, though most only consider a particular double or triple ring segment as being a bed.
- Bed 'n' breakfast—the number 26 when scored by hitting a 20, 5 and 1; comes from the price of a bed and breakfast in Olde England which was 2/6d, two shillings and sixpence.
- Brush—a whitewash or skunk. Beating your opponent before he/she scores.
- Chucker—a very poor darter who rarely hits the board, much less his number.
- Clickety-click—the number 66; another example of Cockney-rhyming slang.
- Clock—the most widely used style of English dartboard.
- Cork—the bull's-eye, bung, bung-hole or button. In the game's beginning stages, archers frequently threw sawed-off arrows at the

heads of barrels, the center of which was sealed with a cork.

- Dinky-doo—Cockney for 22.
- Double-in—the requirement in "301" that each player must begin with a double.
- Downstairs—the lower half of the board.
- Fevvers—number 33, from the Cockney saying: "Firty-free fousand fevvers on a frush's froat."
- "Good darts"—a compliment paid any player who throws just that; it is expected that such shots will be accorded the recognition they deserve.
- Hard cheddar—"nice try."
- Hockey—the shooting line from which all darts are thrown.
- Kelley's eye—number 1.
- Married man's side—the left-hand side of the board.
- Middle for diddle—the act of throwing for the cork at the start of a game to determine which individual or team will shoot first.
- Mugs away—"losers go first."
- Swans on a lake—number 22; so called because of the shape of "22."
- Ton—100 points; so called because of the "weight" it places on your opponent."
- Ton-eighty—180 points on one turn acquired by throwing three darts in the treble-20 ring; highest possible score on one turn.
- Top o' the house—the double-20.
- Wet feet—"Your feet are over the hockey unless you're dangling your toes in the water or wearing your father's boots."

Rights & Benefits

Putting an end to harassment

BY MAJ. JOHN T. FISHBACH,
USMCR

Harassment of servicemembers by bill collectors has been a common practice for years. This harassment is annoying, but can be particularly serious if the bill collector comes to a commanding officer in an attempt to pressure the member into paying.

This practice not only takes valuable time away from the commanding officer, but also may ruin the reputation of the person involved.

While no one should fail to pay just debts, Congress has acted to prevent some of the undesirable practices used by debt collectors, including that of badgering employers to force payment of bills. The Fair Debt Collection Practices Act, recently signed into law by President Carter, contains several provisions that should help end harassment and abuse.

Under the law, bill collectors are not permitted to contact third parties, including commanding officers, other than to ask about the identity and whereabouts of the person who owes a debt. The bill collector cannot tell a third party that the individual owes any debt or call any third party more than once, except to correct or supplement information received previously.

In contacting the debtor, bill collectors must make their calls between 0900 and 2000. If the individual has an attorney, the bill collector must contact the attorney rather than the individual.

If a person tells a debt collector in writing that he refuses to pay or that he wishes not to be contacted further, the collector is forbidden to contact



the debtor except to tell him that there will be no further efforts made to collect or to advise the debtor that he, the collector, intends to use some legal remedy such as a lawsuit to collect.

Harassing or threatening conduct, use of obscene or profane language or repeated telephone calls intended to annoy debtors are forbidden. Misrepresentation of the collector's business or of any of the remedies which might be involved is also forbidden.

Post cards that can be read by other people must not be used by collectors.

Bill collectors must, within five days of initial contact, send the debtor a written notice telling the amount of the debt, the name of the creditor to whom it is owed and a request that the debtor acknowledge the debt.

Service people who do not believe

they owe a particular debt should tell the collector in writing that they dispute it.

A Federal Trade Commission rule requires that consumers' defenses must be preserved even if a debt has been sold to a third party. That means that, even if the promissory note signed by an individual is sold to somebody other than the original lender, the debtor can still dispute the debt. For example, if a sailor or marine buys a car and borrows money from the car dealer, the fact that the car dealer sells the note to a bank makes no difference to the buyer. He can still dispute the debt if the car is defective.

The new Fair Debt Collection law, together with the Federal Trade Commission's rule preserving consumer defenses, should help end harassment by bill collectors.

For military bill payers, it should mean the end of efforts by collectors to contact commanding officers and the embarrassment that goes with it. Such communications now are violations of the law and could subject the collector to law suits for damages or fines or to administrative actions by the Federal Trade Commission. If you think you are being harassed, contact your legal assistance officer to see if this new law may help you. (MCNews).

Arthur E. Beaumont
1890 - 1978

First American Artist in Antarctica





Arthur Beaumont was the first to admit that he wasn't shy. Still, he admired a good squelch.

The telephone was nearly ringing itself off the hook one morning in his Los Angeles home as he was deep in the midst of a watercolor. Rule one in watercolors is that even a moment's interruption can undo hours of preparation.

He tried to ignore it. He asked himself, why should he answer it and spoil a masterpiece? It was probably a telephone salesman, anyway. Whoever it was, he was certainly persistent. Still, he thought, it just might be that long-awaited million-dollar commission. Angrily he grabbed the receiver.

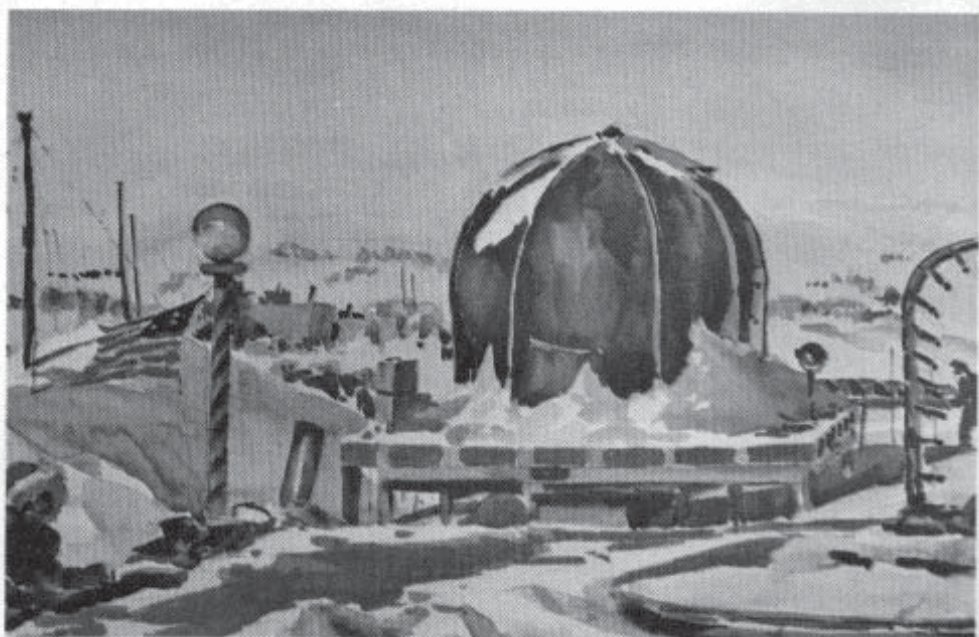
"Beaumont here," he growled.

A tiny voice asked, "Who?"

He recognized the voice of his 6-year-old granddaughter and answered, "This is the world's greatest artist and you've called at just the wrong moment."

"Oh excuse me," she said, "I must have the wrong number."

Arthur Beaumont, the Navy's first



combat artist, died this past January in his Laguna Hills home in California at the age of 87. A naturalized citizen—native of Norwich, England—he began his formal art study in 1912 at the University of California School of Art in San Francisco. Later he studied at the Mark Hopkins School of Art in Berkeley and the Los Angeles School

of Art and Design.

In 1925 he returned to England and studied art in London and Paris.

At first, he loved to paint horses and built a reputation as a cowboy painter. But his love of the sea turned him in that direction—he became one of America's foremost marine watercolor painters.

In 1932 he accepted a Naval Reserve commission as an artist. In that capacity he traveled the globe covering the Navy's story on paper and canvas.

His work with the Navy included combat art during World War II, Korea and Vietnam, and coverage of the Bikini atom bomb tests, the Northwest Passage endeavor, and the Navy's role

in the Antarctic. He became best known for his Antarctic work which began during the International Geophysical Year (1957-58) and continued through 1961.

Among his many admirers is retired Rear Admiral David M. Tyree who, as Commander Task Force 43, enticed Beaumont to go to the Antarctic with

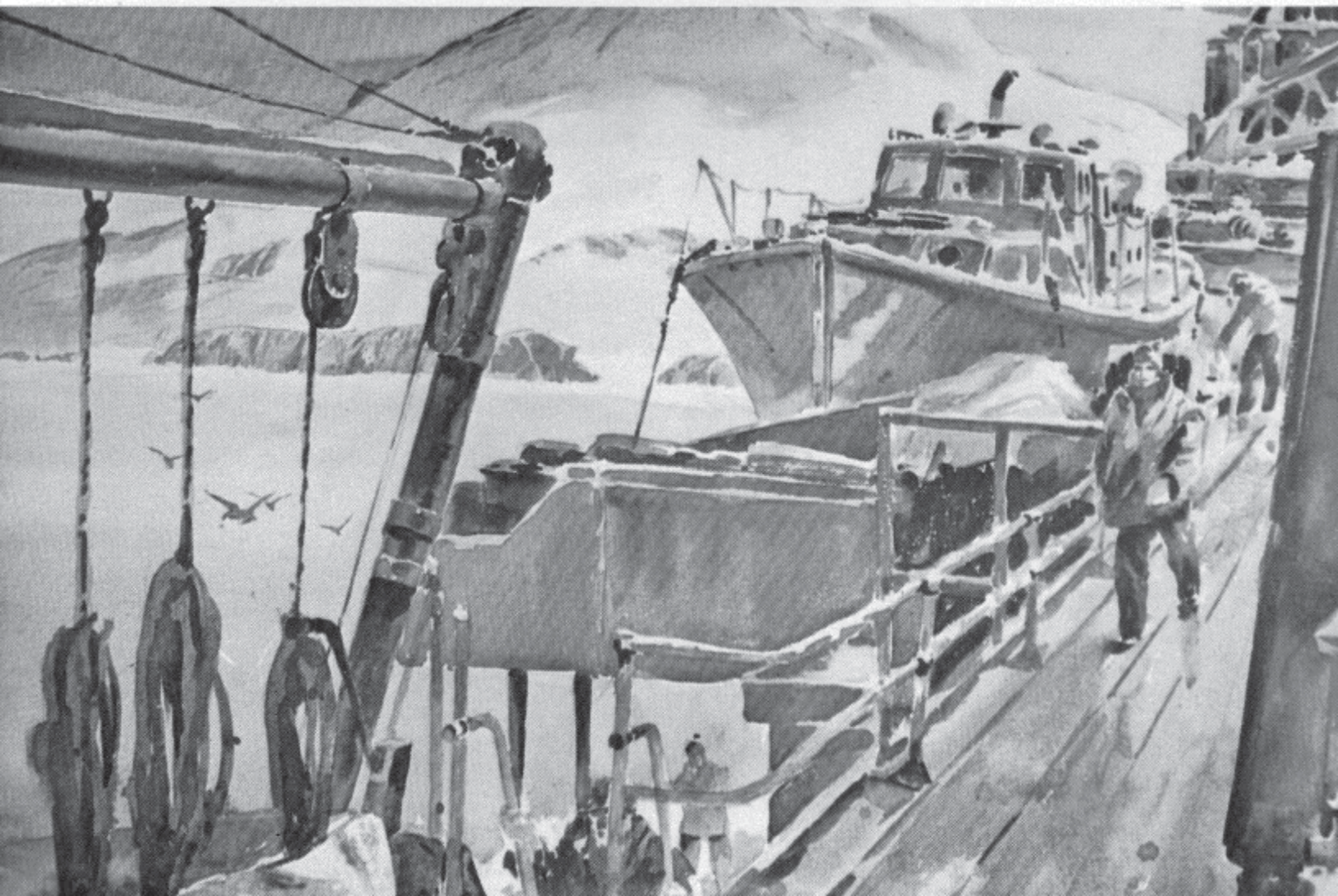
Operation Deep Freeze.

When the admiral first arrived in the Antarctic in 1958, he said he was "... astounded at the beautiful, vivid, changing colors in the Antarctic. Color photographs really didn't do it justice." The admiral wanted "... to get Beau down there because his paintings always brought out the colors so well."

Beaumont actually shared the honor of being the first artist on the ice with another—Dr. E. H. Wilson of Scott's fatal, early 20th century expedition. The doctor recorded much of Scott's efforts in sketches and some watercolors. But, as Admiral Tyree explained, Wilson's "... primary job, however, was as surgeon in Scott's early expeditions and zoologist and leader of the scientific staff in the 1910 expedition."

To Arthur Beaumont, therefore, goes the title of first American artist on the Antarctic continent.

Beaumont had a problem on the ice. One can hardly paint watercolors outdoors in -20° F. weather without having the water freeze. His answer was to mix the colors with alcohol. Tech-



nically, his works became alcohol colors more so than watercolors.

Another problem—painting while wearing mittens or gloves produces sloppy work. He left two fingers of his painting hand bare and held a hand-warmer along with his brush.

There he sat on a brightly colored camping stool, all alone in the vast wasteland of the South Pole or on McMurdo Sound's ice, painting as fast as he could with one ear cocked for the sound of the chopper coming to return him to the local station. Beaumont confessed that he didn't dare stray from the spot where the helo crew deposited him when he went to the field.

He accomplished some 20 paintings out in the open, including coverage of the icebreakers as the expedition explored the wilds of the Bellingshausen Trench area leading to the Palmer Peninsula.

Admiral Tyree said that he knew of no artist who could match Beaumont's record.

"He preferred to work in watercolors because it was a challenge," the admiral said. "He had to do it right the first time in watercolors. On the other hand, in oils, a mistake could be made and easily corrected."

Beaumont held the Navy's Citation for Meritorious Service. His paintings of Navy ships and Navy people at work can be seen in the National Geographic Museum of Art, the Combat Art Section of the Washington Navy Yard Museum, and at the Pentagon, the Naval Academy, and in the Los Angeles area.

Proving that he wasn't shy, Beaumont commented on a 1976 showing of his works at the Laguna Beach Museum of Art: "I think it's magnificent! It is a very appropriate means of expressing my enthusiasm for what

I've been doing with the Navy all these years. It is also a fitting conclusion of the Museum's bicentennial year."

Only the "Artist of the Navy" could say that in his own lifetime.—JFC

Beaumont paints an icebreaker during Operation Deep Freeze while sitting on a makeshift stool on the bay ice.



Bearings

'Decade of Dedication'

December was a month of sparkle and celebration for the Development and Training Center, Fleet Maintenance Assistance Group, Pacific (DATC FMAG).

The slogan, "DATC FMAG, A Decade of Dedication, 1967-1977," was sported on the rear bumpers of many cars at the San Diego Naval Station. A huge sign posted above the center's administration building proclaimed its message to hundreds of passing motorists.

In 10 years the center has undergone

at least three major changes. The command was originally established to provide shore billets for deprived fleet ratings while simultaneously improving their professional background through special schools. In 1972, the Chief of Naval Operations expanded the command's charter to include non-engineering ratings—the fleet Maintenance Assistance Group concept was born.

In July 1975, the charter was again altered to meet the growing needs of the modern fleet. In addition to enhancing the professional capabilities of certain fleet ratings, the command began operating as a shore intermediate

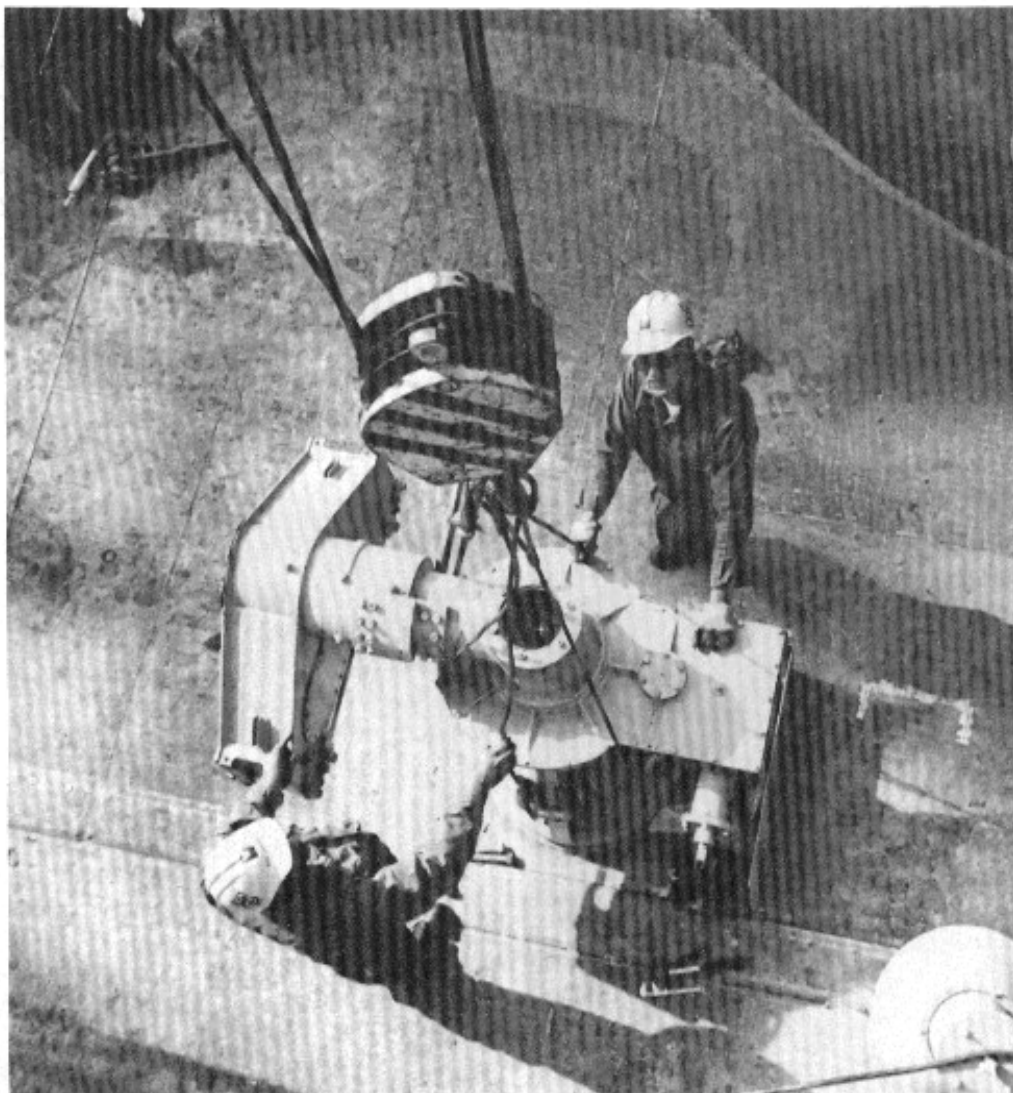
maintenance activity, providing timely repairs to ships of the fleet.

What the shore intermediate maintenance activity concept means to the Navy is obvious: timely, quality repairs to the ships of the fleet. Through training, as well, expert repairmen are returned to the fleet for their sea tours. The Navy's retention program is strongly supported by giving engineering ratings the opportunity to have meaningful shore duty.

"In theory," Commander Joseph D. Fenick, DATC's executive officer said, "DATC FMAGPAC is trying to put itself out of business by returning to the fleet sailors who are effectively trained, experienced and motivated. Most of the sailors received initially by our command are operationally oriented but possess little or no maintenance background. DATC FMAG trains them."

"The DATC FMAG concept," concludes Captain Frank C. Collins Jr., commanding officer, "is one of the most uniquely valuable concepts in the areas of maintenance, retention and morale ever conceived by the Navy. It's the best of both worlds for the engineer, and there is a maximum payback to the Navy for every day a man spends at DATC FMAGPAC."

—Story by JO2 Ken Baesler
—Photo by MM2 J. E. Mahohey



Copying the Original

In 490 B.C., Pheidippides, a Greek soldier, ran more than 26 miles from the plains of the Marathon battlefield to Athens and announced the Athenian victory over the Persians. Last October, two Navymen, Captain Eugene Finke and Petty Officer 2nd Class Kevin Setnes, were among 1,800 runners from all over the world to duplicate Pheidippides' run as competitors

Bearings

in the 9th Classic Greek Marathon Race for Amateurs.

Captain Finke, of the staff of the Commander-in-Chief, U.S. Naval Forces Europe, received a gold medal for finishing first in his class (48-59 age group) with a time of 4:24. Setnes, of the Naval Communications Area Master Station Mediterranean, took second place and a silver medal in his class with a time of 2:58:47.

The event, held each October to commemorate the run by Pheidippides, follows the original route which begins on the plains of Marathon, heads into a 10-mile hilly stretch, and ends in the Athens Olympic Stadium—a total distance of 26 miles, 385 yards.

Down East Affair

It doesn't happen often that a ship visits the hometown of the person for whom she is named, but USS *Elliot*

(DD 967) did just that when she dropped anchor outside the breakwater at Rockland, Maine. Named for Lieutenant Commander Arthur (Jack) Elliot, a Vietnam War hero killed in combat, the ship was greeted by about 40 pleasure craft carrying relatives, friends and neighbors of the Elliots. It was the affair's start.

On the day of arrival, the crew was treated to an all-you-can-eat dinner of Maine lobster, clams and fresh corn, compliments of LCDR Elliot's parents, Mr. and Mrs. Albert B. Elliot. In turn, *Elliot's* commanding officer, Commander D. L. Gurke, was honored at a joint luncheon hosted by local civic organizations. Rear Admiral Roy F. Hoffmann, Commandant, Sixth Naval District, spoke at that affair.

Highlighting the ship's weekend visit was a daylight guest cruise on board the recently commissioned *Spruance*-class destroyer for about 650 local

citizens. Rockland High School Band treated visitors and crew to an underway concert on the aft or missile deck as *Elliot* cruised calm waters off New England.

More than 2,000 Maine residents visited *Elliot* at anchor and crewmembers were received warmly ashore during "Elliot Day" at a local county fair. *Elliot's* lights, visible for miles, became an additional attraction for the weekend.

During a brief Sunday morning ceremony, *Elliot's* captain, accompanied by an honor escort of ship's company, laid a wreath at the grave of the ship's namesake in nearby Thomaston.

Elliot weighed anchor early on Monday morning, bound for the Panama Canal Zone and, eventually, her homeport in San Diego. While it is unlikely that *Elliot* will return to Rockland, it is certain that her one visit will be long remembered.



Pickup and Delivery

Two California fishermen were rescued by the guided missile cruiser USS *William H. Standley* (CG 32) when their small boat's motor stalled and they began drifting out to sea.

Dean Jacobs and Scott Brough had been adrift off Santa Catalina Island for four hours when *Standley's* lookout, Seaman Mike Leiby, reported the boat in distress. The two fishermen were standing in the boat waving a shirt tied to a pole.

Standley maneuvered near and lowered one of her boats. After bringing the small craft alongside, two members of the ship's engineering department attempted to restart the motor. When it became clear that the problem would take some work, the decision was made to hoist the boat on board and take it near shore where they would

be met by members of the Los Angeles County Department of Beaches.

"I thought *Standley* would only radio for help, which would have meant not being rescued until after dark, and we had no lights aboard," said Brough.

Jacob added, "We never expected to get this much help from the Navy."

Standley is a recent addition to the Pacific Fleet, having previously been homeported in Charleston, S. C. She is named in honor of Admiral William H. Standley, a former Chief of Naval Operations (1933-37).

Learning by Doing

Lieutenant Commander Pamela A. Kaires recently became the Navy's first woman doctor to dive to 300 feet using the 290-pound Mark V mixed gas (helium/oxygen) diving outfit.

Doctor Kaires, now studying submarine medicine at New London, Conn., previously completed an eight-week course at the Navy School of Diving and Salvage in Washington, D.C. She undertook the diving course to get a firmer understanding of the medical and practical aspects of diving.



They Make House Calls

The five TV repairmen aboard the aircraft carrier *USS Enterprise* (CVN 65) are really no different from their civilian counterparts, but they do have one thing that others can only dream about: a monopoly on the business.

"We even make house calls," says Interior Communications Electrician 2nd Class Vince Dimartino. "As soon as we get a call from a division that a set is broken, we take our tool kit and check it out. If we can't trace the problem immediately, we take the set to the shop. Unless we have higher priorities, the set is usually fixed within a couple of days."

Enterprise's 200 TV sets were purchased in 1974 when the ship converted to a new entertainment system. They are all the same model, and this

speeds up repair work since the repairmen only have to know one wiring system.

"We spend about \$2,000 a year on parts," explains Electronics Technician (Radar) 2nd Class Joe Kayser. "Most of the parts we use are 50- and 75-cent items, like capacitors and diodes. Occasionally, more expensive intermediate frequency modules have had to be replaced."

Besides TV repair, the five electricians are responsible for over 500 types of test equipment used on *Enterprise*.

There's no doubt that a properly working TV set is an important morale factor. The TV studio is inundated with phone calls when a set goes on the blink. They relay the message to TV repair, and then the crew can sit back and rest assured that a repairman is on the way.—JOI Len Churilla



Bearings

Report Praises Schools

"... as fine as any we've seen in America." "... the rapport between teachers and their students is enviable." Such were the comments directed to

the European Department of Defense Dependent Schools after a recent study by a four-member accreditation team from the North Central Association of Colleges and Secondary Schools.

The team spent a month visiting 12

Winning Touch

Seven of the Navy's best touch football teams, some coming from as far away as Europe and the Caribbean, clashed recently at the Meridian Naval Air Station in Mississippi, in the annual All-Navy East Coast Touch Football Championships.

A tough, determined Great Lakes team won the championship with a final score of 40-24 over runner-up Norfolk. According to Great Lakes Coach Virgil Lewis, flexibility and teamwork clinched the championship for his team.

"We are totally flexible," Lewis said. "We are a good ball club and we pick up what our opponents are doing and are able to adapt. That's why we won."

In addition to Great Lakes and Norfolk, teams from Meridian, Brunswick, Washington (D.C.) and composite

teams from commands in the Caribbean and Europe participated.

Great Lakes began their fight for the championship in weather that ranged from warm Indian summer days to cold rain and thunderstorms. In the first game they trounced Washington 41-0. Next, they sneaked by Meridian 28-26, followed by a 24-20 win over the team from Europe.

The final game between Great Lakes and Norfolk was played on a soccer field because of damage done to the original football field by periodic rain and three weeks of competitive football.

Although the Norfolk team had shown throughout the tournament that they are a come-from-behind team, the 18-point lead that Great Lakes mounted in the first half was too much for Norfolk to overcome. Great Lakes went home victorious—already planning for next year's championship.

high schools and one junior high in Italy, Spain and Germany and praised the diversified instructional program and relationship between teachers and students. They observed that the pupil-teacher ratios were much more favorable than in most high schools and that students seemed to have more time for academic pursuits "... perhaps because they don't have as much access to cars or to unlimited television viewing."

"Probably your greatest resource," the report stated, "is your students. In spite of a fairly rapid turnover rate, your students have as much spirit, as much sense of tradition as students do in the Midwest. The intimacy of your smaller schools especially allows for most students to get involved in extra-curricular programs—sports, drama, newspapers, clubs and other activities—a very, very healthy sign."

The accreditation team expressed some concern that many teachers were not taking full advantage of the opportunity to learn from a host, foreign environment. Their biggest criticisms centered on internal management practices. But for the most part, the NCA report was one of praise.

Obit of the Blue Tail

The legend of the "Blue Tail Fly" was born in the Korean War, while Attack Squadron 153 (then VF 831) was helping set a record for the most combat sorties flown in a single day.

Well, VA 153 is no more—it recently was decommissioned. But the story surrounding the birth of those "Blue Tail Flies" will undoubtedly go down as one more legend that the Navy will long remember.

During the Korean War the squadron was flying F9-F5 *Panthers* off USS



Princeton. Some of the planes were painted blue while—for no explainable reason—others were painted silver.

During one combat mission the tail section of a silver jet and the nose section of a blue jet were badly damaged by enemy fire. The planes, though battered, made it safely back to *Princeton* where crewmen began grafting the remnants of the two planes. Men worked day and night until one plane—possessed of a silver body and blue tail—was born of the cannibalized parts from the shot up planes.

Mechanics who switched the tails, electricians who did the wiring and metalsmiths who accomplished the re-rigging all began singing the “Blue Tail Fly”—the birth of a legend.

This single “Blue Tail” airplane returned to combat while men onboard *Princeton* composed a verse about her unusual metamorphosis.

Indeed, that plane’s fame soon became so widespread that no one bothered to use a code for it during combat missions; it was the “Blue Tail Fly.”

The combat success of both plane and squadron during that deployment pointed up to the men of VA 153 that they had a good thing going. *Voila!* Soon all planes sported blue tails and continued to do so up until recently when the squadron ended its illustrious career during decommissioning ceremonies at Naval Air Station Lemoore, Calif.

So it’s good-bye to a squadron that fought in Korea, made eight combat deployments to Vietnam and became the first carrier-based squadron to win the Arleigh Burke Award, given to the combat unit which achieves the greatest improvement in battle efficiency during any year.

It’s good-bye to a squadron whose symbol—the blue tail—was born of

combat ingenuity and resourcefulness.

It’s good-bye, finally, to a squadron that was the only Light Attack Squadron to accomplish the remarkable achievement of winning three consecutive Battle “Es.” Lucky for U.S. Navy aviation that her accomplishments will live on.

Hitching a Ride

At dawn on Nov. 3 operating in the Indian Ocean southwest of India, units of Task Group 77.4 spotted a small fishing vessel in distress. Guided missile destroyer USS *Parsons* (DDG 33), commanded by Commander W. T. Dziedzic, went to investigate.

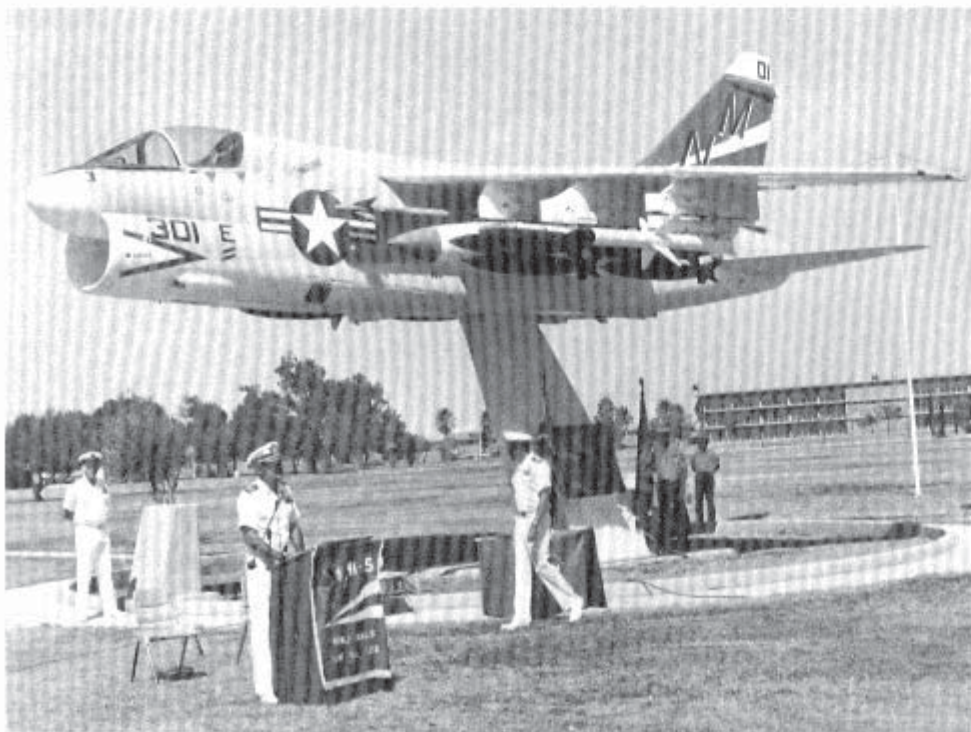
Parsons found a 30-foot fishing boat becalmed and drifting away from the fishermen’s Suvadiva Atoll home in the Maldive Islands.

Through sign language, Dziedzic found that the fishermen were using a 1925 British chart as their sole navigational aid. They believed themselves to be east of their island home, but were actually 60 miles west of it.

Under the direction of Task Group Commander Rear Admiral P. A. Peck, *Parsons* took the fishing boat in tow. The fishermen were moved aboard the ship, where they received clean clothes and their first good meal in days. One fisherman remained on their boat to help three *Parsons*’ sailors ensure boat safety during the tow.

The rescue coincided with *Parsons*’ 10th birthday as a DDG. In 1967, she had been recommissioned following conversion at the Long Beach Naval Shipyard.

Seven hours after the rescue, *Parsons* neared Suvadiva Atoll. Their original clothes freshly laundered, the Maldivians returned to their boat and home. It concluded a unique birthday celebration in the fleet. ↓



Quiet Professionalism

THURSDAY

Mrs. Ross moans and tries to move as she is wheeled into the emergency room. Charge nurse Lieutenant (j.g.) Kathy Geyer begins to take the woman's vital signs. "Don't move, hon. You've been in an accident and you're in the hospital," Miss Geyer

Below: Lt. j.g. Kathy Geyer (far right) directs ambulance crew bringing patient into the emergency room.



STORY AND PHOTOS BY
JOL (SS) PETE SUNDBERG

*(Editor's note—Patients' names
used in this story are fictitious.)*



in a Sea of Haste

Portsmouth Emergency Room

gently explains. "We're trying to help you."

For the ER staff, the situation is routine. For Mrs. Ross, it's a nightmare. She has a deep gash in her forehead, a crushed pelvis, broken bones in both arms and legs—and she's seven months pregnant.

Lieutenant Richard Armstrong, a surgical resident, takes over when the patient arrives in the operating room. He quickly examines Mrs. Ross and orders an intravenous (I.V.) and a

battery of X-rays. Specialists from the gynecology, orthopedic and neurology wards are ordered to report to the operating room to assist.

Everyone in the OR is busy—as the X-ray technician finishes the camera work, blood is drawn, oxygen is administered and vital signs are taken again. Conversation is terse.

Dr. Armstrong consults with an orthopedist. Since any I.V.s that are put into the patient's arms or legs will have to be removed later in order to repair

the damaged limbs, an I.V. will have to be inserted into a neck vein.

"Mrs. Ross, we're going to have to stick some needles into your neck," explains Dr. Armstrong. "Please try to remain as still as possible."

The area around the vein is anesthetized. A long hollow needle is inserted into the vein and then the I.V. line is pushed through the needle and into the vein. The needle is then removed and the I.V. is sewn to the woman's neck—seemingly brutal, but a precautionary procedure designed to keep it securely in place.

It will be hours before Mrs. Ross is stable enough to be moved—then it'll be up to the specialists. Meanwhile, the emergency room desk people are busy; patients occupy five of the seven examination areas and the waiting room is slowly filling up.

More than 100 people a day, with every conceivable ailment, check into the Naval Regional Medical Center (NRMC) emergency room at Portsmouth, Va. They come with broken bones, skinned knees, seizures, colds, and some with just "pains" in every part of the anatomy. There are the humorous, the minor and the serious cases. Some die; but many more, such as Mrs. Ross, are treated successfully.

The first medical person a patient sees is a nurse or corpsman who asks what the complaint is and takes pulse, temperature and blood pressure readings. People with obvious problems such as chest pains, breathing difficulties or bleeding are seen first. Patients with less dangerous conditions must wait their turn to see a doctor.

Between 0800 and 2100, minor cases are referred to the Medical Acute Care Clinic (MACC). The MACC, staffed by doctors and clinical assistants, treats the colds, coughs, headaches and other, sometimes mysterious, physical discomforts. The clinical



assistants, a corpsman specialty, are the only Portsmouth corpsmen authorized to examine, diagnose and write prescriptions for patients (with a doctor's final approval). This authority greatly reduces the number of patients who would otherwise have to be seen in the emergency room.

The efficiency of the emergency room is superb, but to many patients its reputation for treating a cold or headache really fast is considered questionable; but, then, they're the ones with the discomforts.

After the MACC closes, patients with minor problems, however uncomfortable they may be, sometimes wait a period of time to be examined; not because the corps personnel are indifferent to their needs, but simply because the emergency room staff sees emergencies first.

Lieutenant M. L. Davis, the doctor in charge of the emergency room, admits that it's possible for a potentially serious case to be missed the first time around. Dr. Davis explains that it's not because of lack of competence on the part of the medical staff. At the heart of it all is overuse by some patients, with minor ailments, of the emergency room's primary function—administering care to acute cases.

Action in the form of a Navy-wide patient education program is currently being taken to correct misuse of the emergency room and other medical facilities. The program is designed to teach active duty personnel, dependents and retirees what hospitals and clinics they should use and when. Above all, it emphasizes that people with minor illnesses should make use of regular sick call hours at the outpatient clinic and not overload the emergency room personnel.

Top: Corpsmen minister to a drug overdose victim. At right: Drs. Wayne Hess and David Randolph discuss accident victim's X-rays.



FRIDAY

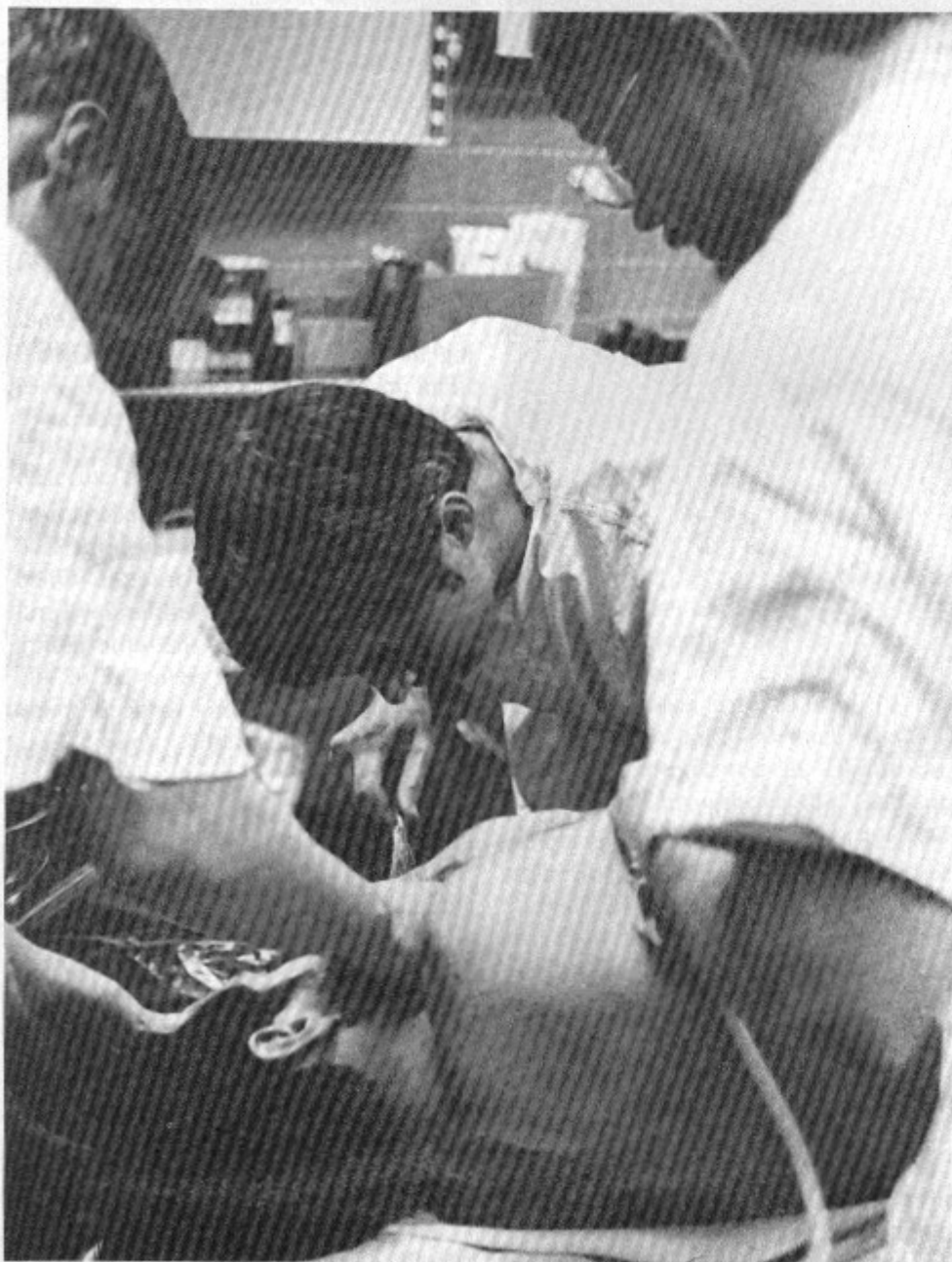
A man sits drinking and thinks of his court-martial and pending discharge. He also ponders his future—one that looks more hopeless with each drink. He comes to a decision, goes to the medicine cabinet and takes out a bottle of pills. . . .

. . . the patient is jolted out of unconsciousness by a loud voice.

"Tom, have you ever had your stomach pumped?" asks Hospitalman John Fellows.

"No," he mumbles, as he watches three corpsmen prepare for the job.

Dr. Richard Armstrong, assisted by two specialists, anesthetizes patient in preparation for insertion of I.V.



"You're not going to like it, but it's not as painful as it is uncomfortable," explains Fellows. "We're going to have to put this tube through your mouth. . . ."

The ordeal begins. The near suicide victim begins to rally, he wants to live. Day-by-day experience gained by hospital corpsmen allows a professional staff to be capable of handling many emergencies such as this one without supervision.

NEW YEAR'S EVE

The ER, with its doctors, nurses and specially-trained corpsmen are ready for anything this New Year's Eve.

The man walks into the ER seeking treatment for the blue splotches on his

neck. He is immediately ushered into an examination room to be seen by a doctor. The tentative diagnosis is cyanosis, a bluish or purplish discoloration of the skin or mucous membranes caused by a deficiency of oxygen in the blood and often present in people with congenital heart defects.

Minutes later, the man comes out of the exam room—his once blue neck now overshadowed by a red face. The doctor laughingly explains, "It wasn't cyanosis, but, 'pseudo cyanosis,' a rather rare affliction caused by putting on a new, but inferior, blue shirt."

Meanwhile, an ambulance run has to be made. Lieutenant David Randolph is explaining the case to Lieutenant Wayne Hess, the doctor who will accompany the ambulance.

A chief petty officer had been involved in a motorcycle accident earlier in the day and was now in the emergency room at an outlying hospital. The hospital had completed the initial lab studies. There were possible internal injuries along with a fractured femur and a large hemotoma on his right leg.

"We really can't afford to send a doctor out on a night like this," Dr. Randolph says. "We could be in a hurting position if we get a bad crunch out here on the highway."

"But when you've got an outlying hospital that wants to transport somebody, it may mean they don't feel their facilities are adequate to support the patient," said Dr. Randolph.

The ambulance leaves NRMC at 2130 and arrives at the civilian hospital 15 minutes later. Ninety minutes pass before Dr. Hess is satisfied the patient is stable enough to be transported.

The ride back isn't the flashing lights and wailing siren type of drama portrayed on TV, but it still is a knuckle-whitening experience. The ambulance driver anticipates how other drivers



HN John Fellows and Dr. David Randolph monitor a system which measures spinal fluid pressure.

next step for EMTs, are empowered with this responsibility.

When working away from the hospital, Cardiac Technicians (CTs) can dispense medicines to patients without having a doctor present. In addition to the EMT training, another 172 hours of instruction is required before CT certification. Until recently, NRMC had only three certified CTs, but with the installation of a Coronary Observation Radio (COR) monitoring system, the hospital found it could institute its own CT training course in order to use the system effectively. With a range of 45 miles, the system is considered a boon to the area.

"With a CT in the ambulance sending us EKG strips," says Dr. Davis, "and in constant communication with a doctor in the emergency room, we can get a coronary patient here in good shape."

Although only one ambulance is now equipped with the COR system, five more units have been ordered. Once the system has been expanded and enough CTs trained, the emergency room doctors will be relieved of the responsibility of having to accompany patients to the hospital.

will react when they see his rig appear in their rearview mirror; he expertly picks his way through the holiday revelers and delivers the patient safely to Portsmouth's emergency room.

Anything can happen and often does, but the ER staff doesn't schedule extra people just because it's New Year's Eve nor does the staff become nervous or look for corners in which to hide. Since most of the corpsmen on duty are qualified Emergency Medical Technicians (EMTs), the ER team feels confident that they can handle

whatever might occur.

The EMT training, which is voluntary and available to any person interested in patient care, spans 128 hours of instruction in everything from patient handling to driving an ambulance and the application of its related equipment. Although EMTs are qualified to do jobs similar to those performed by paramedics, they cannot independently administer medicines or act as an extension of a doctor's skills, even if a physician is directing them via radio or telephone.

However, Cardiac Technicians, the

A voice crackles over the hospital emergency phone.

"NRMC Portsmouth, this is Riverside Hospital, over."

Geyser, Fellows and Randolph hurry to the phone—"NRMC over."

"Happy New Year, Portsmouth!" answers Riverside.

Relief flows into everyone's face when they realize they had forgotten what night it is.

"Hey, we've got an M.I. (heart attack) out here," someone yells.

The three return quickly to what they do best. ↓

MCPON

"Questions and Answers"



MCPON Robert J. Walker

An important part of my job as Master Chief Petty Officer of the Navy is making official visits to Navy commands throughout the world to meet with enlisted men and women and describe the present state of the Navy as I see it. I try to do my best to answer their questions concerning any facet of Navy life.

The following are questions of a general nature I answered during a recent trip to commands in the southeast portion of the country:

Q. *Why do the selection boards always place such emphasis on sea duty?*

A. In a nutshell, sea duty is important simply because this is the naval service. By placing emphasis on sea duty in the selection process for E-7/8/9, the Chief of Naval Personnel encourages competition for this type of duty which is vital to the accomplishment of our basic mission. Additionally, sea duty rounds out an individual's overall job experience.

However, simply having had sea duty does not ensure selection over someone who lacks it. This recognizes

the fact that not all ratings have a good opportunity to receive sea duty, especially at the senior levels. The letter from the Chief of Naval Personnel which convenes the selection of boards addresses this matter.

Q. *Why did the TIS/TIR requirements change?*

A. Recent and future time-in-service (TIS) and time-in-rate (TIR) changes are the result of compliance with Office of the Secretary of Defense (OSD) directives. In an effort to improve military manpower management, OSD has established minimum normal progression flow points, that is, the minimum desired TIS point at which a given promotion may occur. TIR changes are an internal Navy management tool to accommodate TIS changes and to manage the enlisted paygrade structure.

Q. *Are the changes really necessary in the housing regulations with regard to utilities?*

A. In order to help conserve energy, Congress has approved a plan to install and test utility meters in military family housing. The test will begin this year and take approximately two years. Roughly 12,000 family housing units will be tested at 10 military activities. Throughout the test program, mock billing will be practiced and the occupant will not be required to pay for any excess usage. Congress will review the test results, and, if they agree upon the program, they will determine a "fair consumption rate."

Because families in military family housing do not pay utilities, they are often not aware of how much energy they use. Military families will continue to receive free utilities if the fair consumption rates become effective, but families who exceed those rates would pay for the extra energy used.

Q. *Will we see more women in the Navy in the future?*

A. Yes. We currently have approximately 19,000 enlisted women and 4,000 female officers on active duty. Our plans already call for an increase in the enlisted ranks to about 30,000 and an increase in female officers to about 4,600 by 1983. If the amendment to Title 10, USC, Section 6015 passes, the number of women will rise to 40,000.

Q. *Is Title 10, USC, being modified to permit women to serve aboard combatant vessels?*

A. No. Approval of the proposed amendment to Title 10, USC, Section 6015, would authorize utilization of women aboard ships classified as auxiliaries or service craft which are designed for support functions and are not required by contingency plans to participate in combat operations.

Q. *Is the Navy really serious about the weight control program?*

A. Yes, the Navy is very serious about the weight control program. BUPERSINST 6110.2B implemented a more stringent program requiring commanding officers, with the assistance of the medical officer, to identify and classify members within their commands who were overweight and to place them on a weight reduction program for a period of six months.

If the member does not demonstrate adherence to the program, administrative discharge action may be taken. However, if a member shows significant progress, yet requires additional time to meet the weight standards, the Chief of Naval Personnel will decide favorably on extension requests. Those members discharged by reason of obesity may reenlist at a later date provided the reenlistment weight standards are met. ↓

A look at Diego Garcia

BY JO3 P. M. CALLAGHAN

It is not yet dawn as Seabees eat breakfast in Diego Garcia's dining facility. Over coffee and fried eggs, crews discuss the coming day's work. Then, in fatigues and hardhats, the members of Naval Mobile Construction Battalion 62 greet another torrid day on the island which sits just below the equator in the Indian Ocean.

Day after day the Seabees work to

transform the coral reef atoll into an island naval facility. There is no eight-hour day—work continues around the clock.

During the night, trucks haul cement from an area near the lagoon to a pair of concrete plants operated by Seabees. These plants produce all the concrete used in Diego Garcia's construction projects.

"With the tremendous workload on Diego Garcia and problems we have in

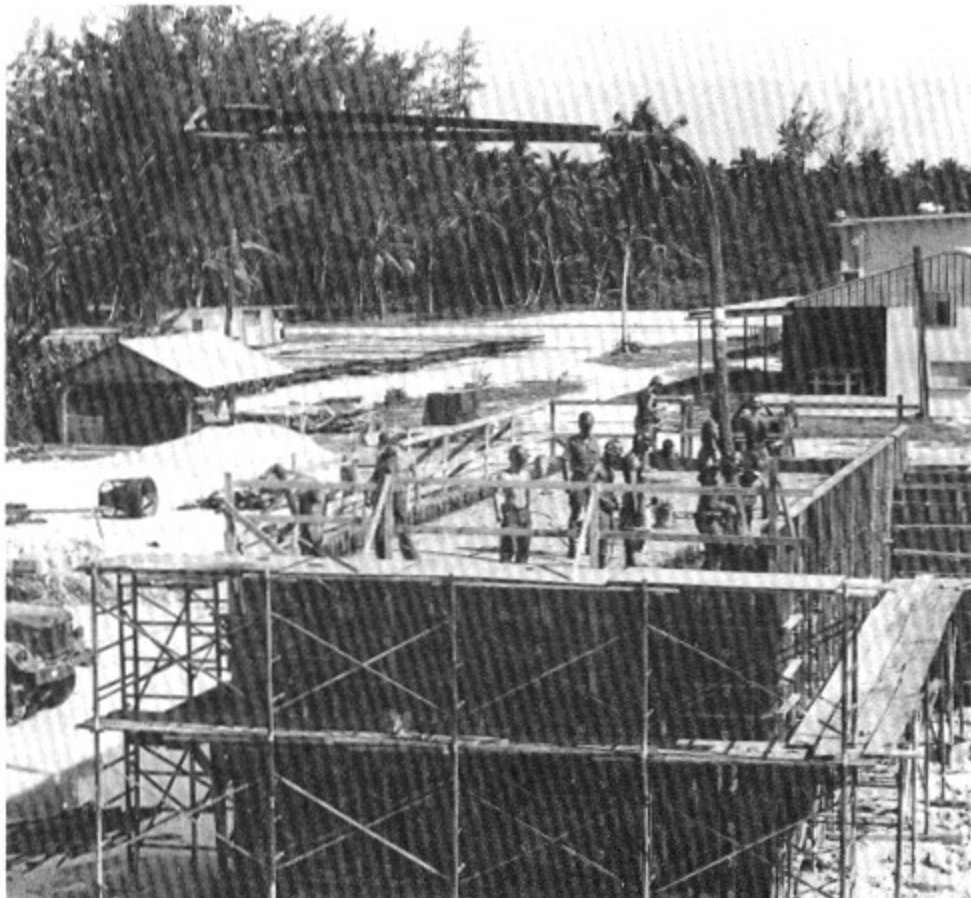
maintaining \$20 million worth of equipment," said Lieutenant Ray Pylant, Alfa company commander, "the challenge is great and demands the best from each of us."

Seabees are currently lengthening the island's runway to make it safer and capable of accommodating a wide range of transiting aircraft. A gateway to the outside world, the runway is priceless when measured in terms of morale.

A Military Airlift Command "Starlifter" C-141 flight arrives every Wednesday and Saturday bringing replacement personnel, high priority cargo and, of course, mail. Early the next day, the *Starlifter* departs carrying outgoing mail, personnel going on leave and others being transferred.

The arrival and departure of the C-141 is a welcome relief, if only for minutes, for the men working on the new runway. Even when the weather station's thermometer reads a mere 90 degrees, Seabees on the off-white coral sands, which will one day be a runway, suffer in the sun's direct and reflected heat. At times, the air seems unbreathable.

Incoming flights always receive attention, but the major event on this horseshoe-shaped island is the day a ship steams into the lagoon carrying supplies. Normal working schedules are altered as Seabees, Naval Communications Station personnel, and



Seabees lay a foundation for a two-story barracks on Diego Garcia. (Photo by PH3 Steve Frass.)



Seabees place concrete at the site of Diego Garcia's future swimming pool. The concrete is made of cement and crushed coral. (Photo by PH1 Robert Vaughn.)

specialists from Cargo Handling Battalion One board "mike" boats and barges to offload cargo from the hold. This chore goes on for several days.

Not even when Diego Garcia was one of the largest producers of coconut oil in the Indian Ocean could it boast such a constant stir of activity as when a supply ship arrives. When the ship leaves, however, she's gone—not even a wake remains. But the plantations that housed the coconut barons are still there and ready to be seen and explored.

Discovered in 1498 by the Portuguese, Diego Garcia passed through French hands before it became a British possession in 1810. During World War II, it served as a refueling and

minor repair station for Allied ships. Today, two six-inch gun emplacements still guard the lagoon—curiosity pieces gathering dust.

In 1971, the first Seabees arrived and lived in tents. Gradually, conditions improved. The station is no longer the primitive site it once was; now the 1,400 men who call Diego Garcia "home" eat in a new dining facility, work out in a gymnasium, relax in the enlisted club and will soon sleep in a new barracks. Not that facilities are necessary to enjoy some of the finer things about the island—there is always excellent fishing, sailing, swimming and softball.

General living conditions are satisfactory (after you get used to them), but certainly don't equal what one would enjoy in the states or at other overseas deployment sites. Quarters is divided into two distinct types: air-

conditioned portahuts sleeping four to six men each, and open-air Southeast Asian seahuts sleeping 12 men each.

At the end of each day, Seabees return to camp. While they crowd into the chow hall and plan the night's activities, other men are waking. They are preparing to begin their "day's work" on Diego Garcia which will end at dawn.

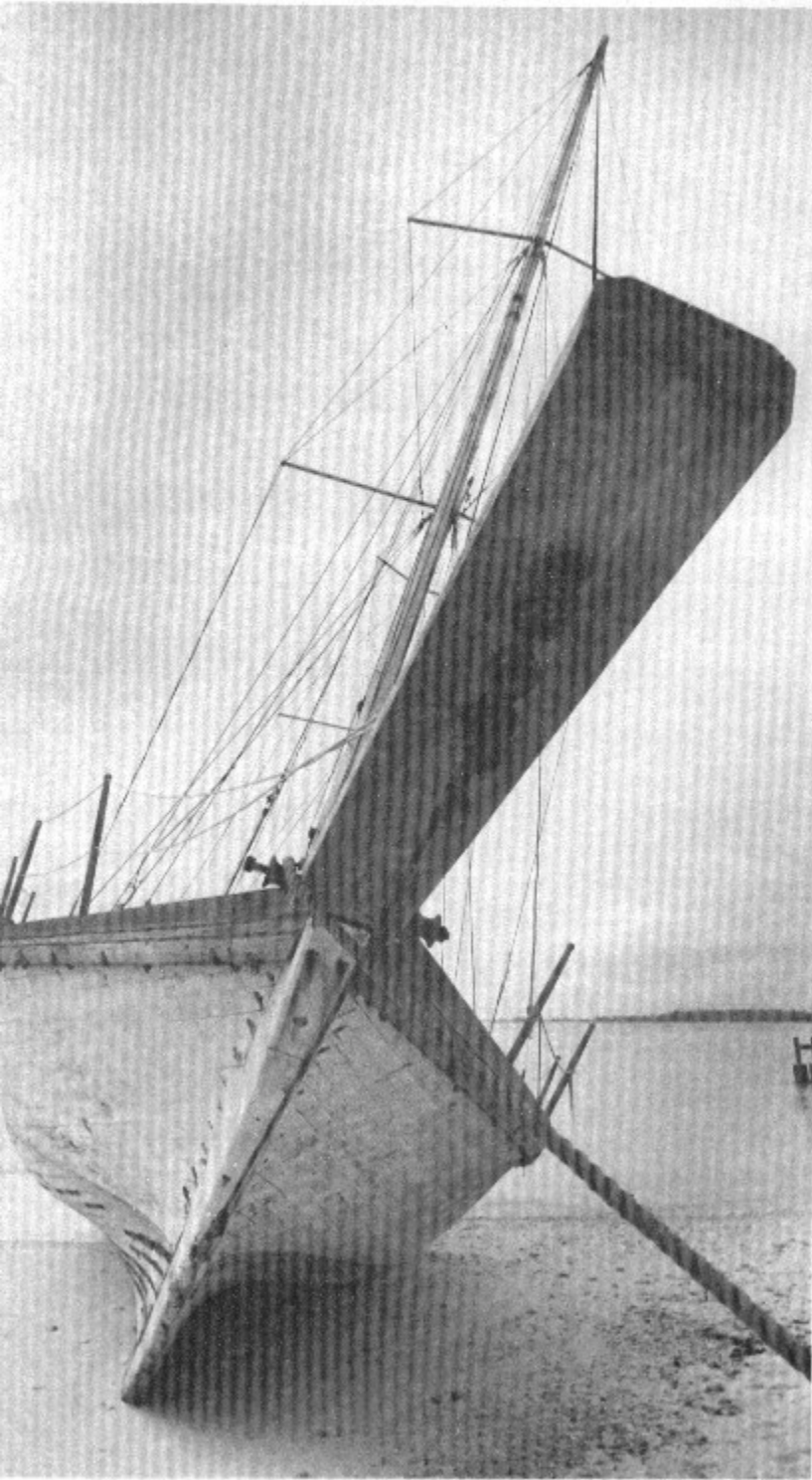
A look at Diego Garcia

The U.S. Navy Support Facility located at Diego Garcia—one of five major islands in the Chagos Archipelago—was established as a result of an agreement between the U.S. and U.K. in 1966. Transforming the coral atoll into a naval facility is a large, permanent, peacetime construction project being undertaken by Navy construction forces.

PHOTOS BY JOI KIRBY HARRISON

Top: When the nightly rains continue into the next day, the waters in many parts of the island rise to boot-top level.

Below: Benbinido Francisco is hoisted up to what will be the roof of one of the new fuel tanks; it's being constructed by Seabees and civilian construction workers.

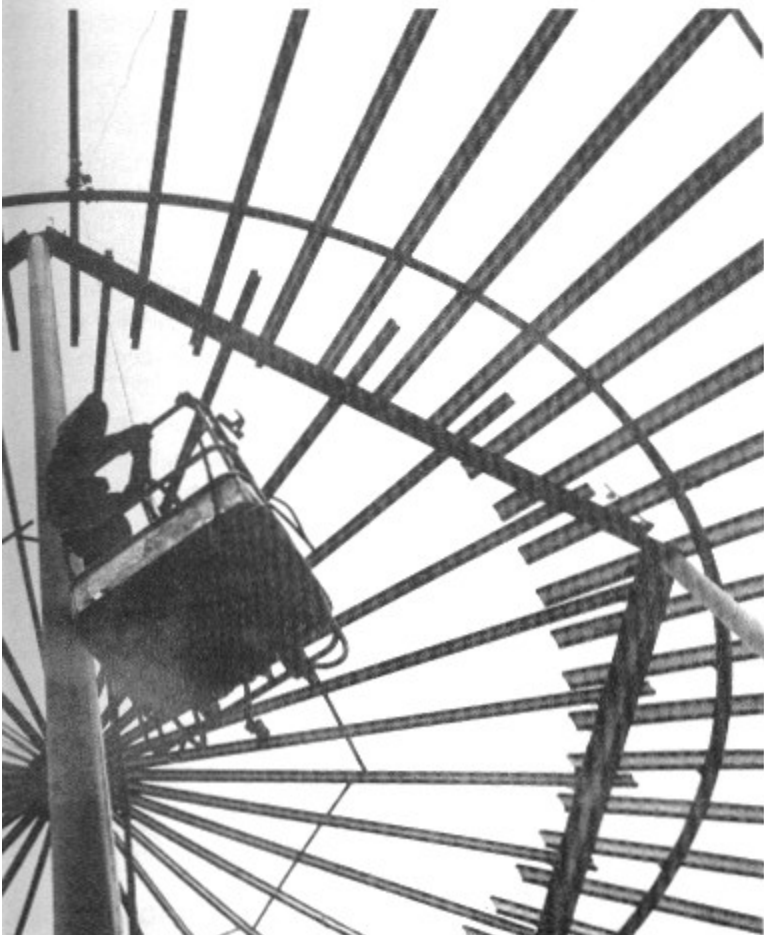


Above: A weathered sailboat lies beached in the Diego Garcia lagoon.





Below: A Seabee makes his way up the ladder which winds around the side of a large fuel tank.



To all Sailors wherever ye may be.

When you're born, you're issued a birth certificate. When—as the French say—you swallow your birth certificate, your passing is marked by a death certificate.

Between these two official documents noting the coming and going of man, most people collect a few certificates observing how they spent some of their time in life—diplomas, sheepskins, a testimonial or two certifying some sort of service or achievement. Therein lie the achievements of most people.

Not so with Navy people. By the time one retires, a den's bulkhead can be covered with citations, plaques, photos and, oh yes, certificates. There for all to see are the accomplishments

and achievements denoting one's service upon the briny deep—from the Order of the Blue Nose to the Order of the Big Ditch.

If you've crossed the equator, you're a Shellback. If you've journeyed below the 66th parallel, you're an old antarctic explorer who entered the Domain of the Antarctic. If you entered the realm of "... sea serpents, crabs, mutineers, pirates of the yellow seas, and all other derelicts of far eastern seas," you have been initiated into the Domain of the Golden Dragon.

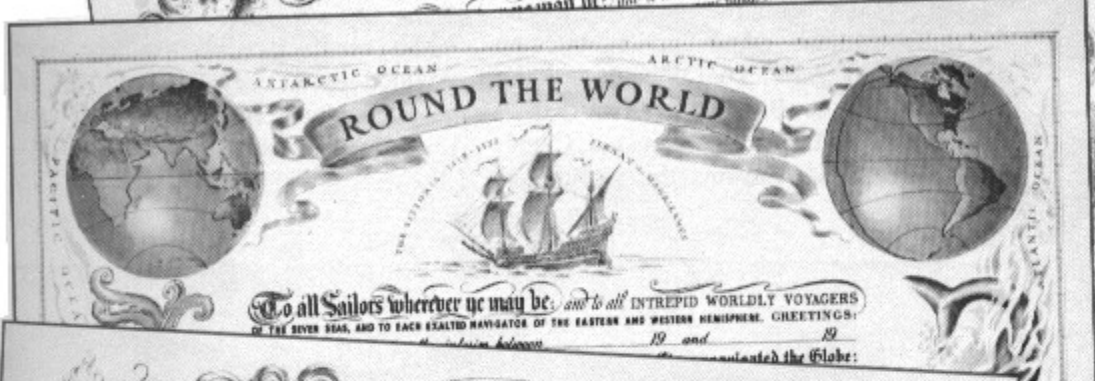
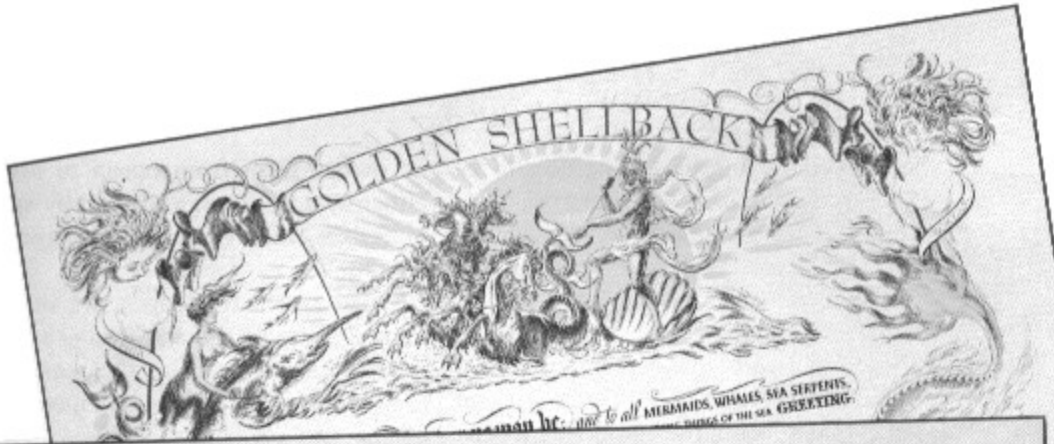
Varied are the certificates for which a sailor can qualify. Perhaps the most meaningful is that of Plank Owner, by virtue of being a member of a commissioning crew. By tradition, you actually own a plank of that ship; getting it and securing it to one's bulkhead at home may be a problem. Best to substitute the certificate which attests to the fact that the owner "... is entitled by the laws of the sea, to all the rights and privileges of a Plank Owner ..." and "... That he is entitled also to clear, free, open and unen-

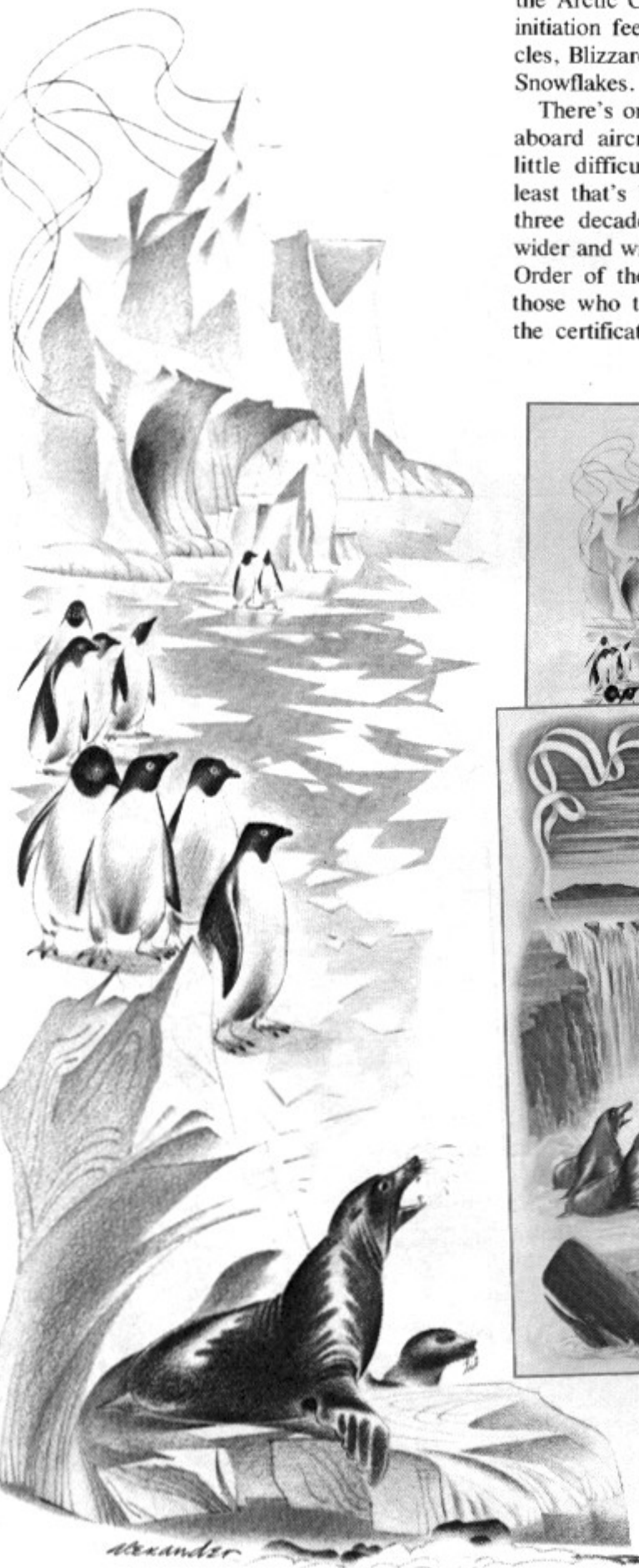
cumbered title to a single plank in the deck of the aforementioned illustrious unit."

One of the more difficult to obtain is one which honors circumnavigators of the globe—the Round the World certificate. Still, for one who can qualify, it places the owner in a special class with "... Tattooed Brethren of the deep, ye followers of the first circler of the World, Fernando Magellan."

Holders of such a certificate have one leg up on old Fernando—he didn't live through his voyage, while modern day circlers survive.

Who among you have met with "... polar bears, walrus, seals, whales, huskies, martens, foxes, reindeer ..." and what all? Why, the ones who





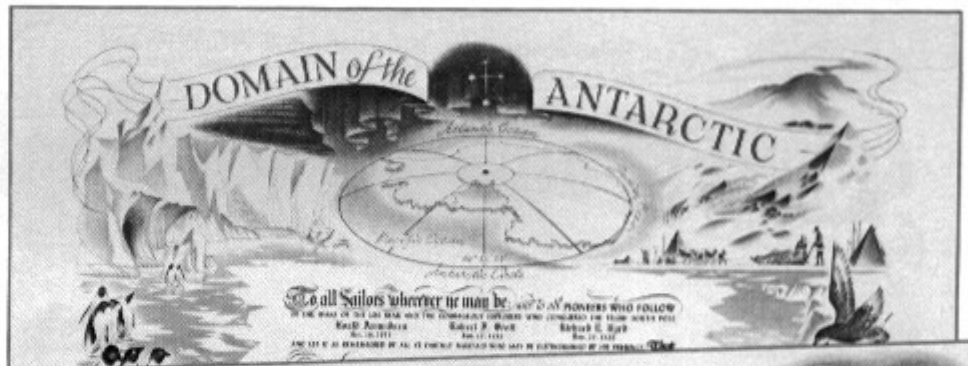
journeyed far north to the Realm of the Arctic Circle. There, one paid his initiation fee in “. . . the land of Icicles, Blizzards, Williwaws, and myriad Snowflakes. . . .”

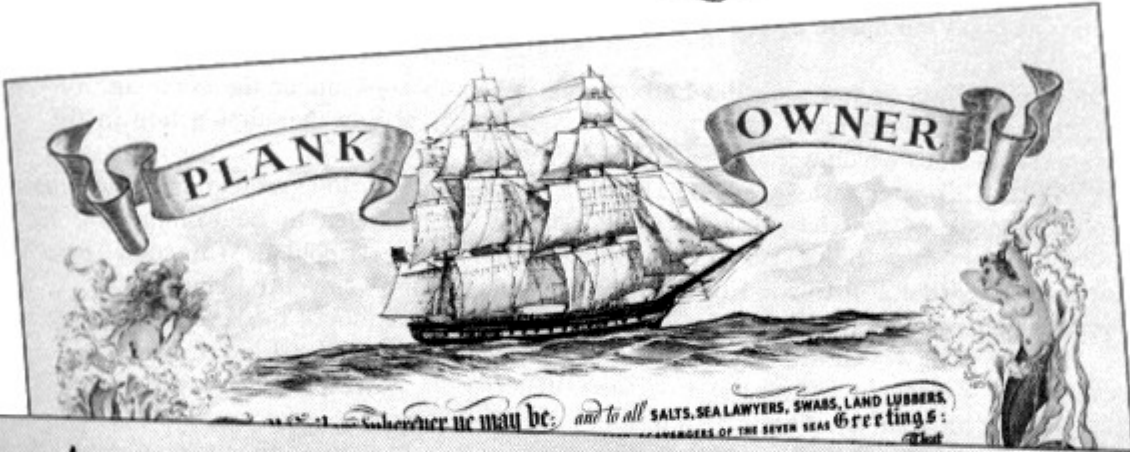
There's one certificate which sailors aboard aircraft carriers may have a little difficulty in qualifying for—at least that's been the case in the last three decades when carriers became wider and wider. That document is the Order of the Big Ditch. Awarded to those who transit the Panama Canal, the certificate informs the world that

its owner went from ocean to ocean, either east or west, and thereby saved himself a tiring (additional) journey of 7,837 miles.

On the next few pages, we've highlighted some of the certificates a Navy person can collect in a career. Certainly we haven't shown or mentioned all that are available.

The certificates shown here were provided to ALL HANDS courtesy of the U.S. Naval Institute, U.S. Naval Academy, Annapolis, Md. 21402.—J.F.C.






and to all SALTS, SEA LAWYERS, SWABS, LAND LUBBERS, and to all SHIPWRECKERS OF THE SEVEN SEAS Greetings:

ORDER OF THE DITCH

TRANSIT THROUGH THE PANAMA CANAL

BY CANAL THE DISTANCE BETWEEN THE TWO OCEANS IS ABOUT 50 MILES. IT WOULD BE 7837 MILES AROUND SOUTH AMERICA

STARTED
1904



CULEBRA (GAILLARD) CUT


Know All Men by These Presents: and to all mosquito bitten,
malarial ridden salts of the seven seas Greeting: Know ye that

That I, Robert H. Alexander,
do hereby complete the transit of the Panama Canal on the good and trusty ship
U.S. National (AT&T-18)

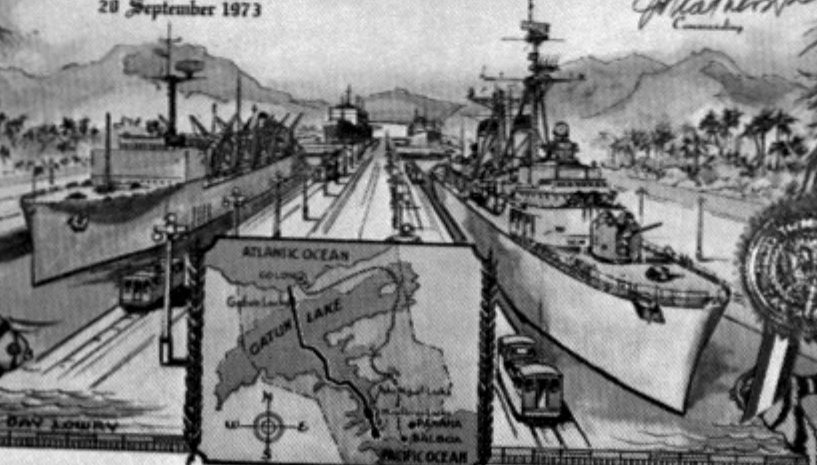
18 August 1973
28 September 1973

Matthews
Commander

OPENED
AUGUST 15,
1914



BALBOA
DISCOVERS THE PACIFIC
1517



ATLANTIC OCEAN
COLON
GATUN LAKE
PANAMA
BALBOA
PACIFIC OCEAN

A FRENCH SYNDICATE UNDER FERDINAND DE LESSEPS FAILED TO COMPLETE A CANAL 1850-59, AND A SECOND COMPANY FAILED IN 1904. PANAMA GRANTED THE CANAL STRIP TO THE U.S. FEB 26, 1904

Grains of Salt

“Eating crow” is never easy. But if that proverbial meal seems less than appetizing, “fore-’n’-aft cap a la carte” complete with gold trimmings is indigestible. Nevertheless, history does record one such meal offered to a Navy captain, and *Old Ironsides* was the maitre d’.

But more about that later.

In 1794, the United States was at war with the Barbary pirates. American businessmen were clamoring for naval protection for their merchant ships which were being pirated off the North African coast. Congress was helpless. There was no U.S. Navy to speak of and hadn’t been since shortly after the Revolutionary War. Ships had to be built.

The government authorized the construction of six frigates to fight the pirates and protect American shipping off Algiers—the main offender. The Naval Act contained the stipulation, however, that if peace were made with the Barbary States, the building program would be shelved.

Since there was no Navy Department, Secretary of War Henry Knox was charged with coordinating the building of a fleet. He made the project a national effort by recruiting volunteer workmen from every state, and by ordering timber from the Carolinas and Georgia; ordnance from Maryland, Pennsylvania, New Jersey and Connecticut; canvas from Boston; and anchors and cordage from every available source.

Next, Knox commissioned Joshua Humphreys, a Philadelphian, to design the warships. That’s when the controversy began. Humphreys had a revolutionary idea—build a frigate capable of cutter speeds and load her with heavy guns. Naval shipbuilders from the old school scoffed. The plan was clearly impossible.

No one had ever devised a way to arm a ship heavily yet still keep her light enough to attain high speeds. Speed could be attained only by sacrificing armament. The Philadelphian ignored the scoffers and designed an extra long frigate with the lines of a cutter and then added heavy timbers to support the big guns.

Construction began. *Constitution* was to be built in Boston; *President* in New York; *Constellation* in Baltimore; *Congress* in Portsmouth; *United States* in Philadelphia; and *Chesapeake* in Norfolk. Before construction was well underway, however, the project was abandoned. A peace had been made.

But with the end of one war, another began against French privateers on the high seas. Construction was again authorized and in late summer 1797, *United States* and *Constellation* were launched. On Sept. 20, *Constitution* slid down the ways at Hartt’s Shipyard—and stuck!

Americans saw the incident as a bad omen, but foreigners

thought it was a great joke. Here the “mighty” American Navy could not even launch her ships without incident. It was rumored among European countries that, in all probability, the new fleet would sail no more formidably than the Yankee ship of state.

Constitution did get underway. Rated at 54 guns and with her 400-man crew under the command of Captain Samuel Nicholson, she saw her first action in the quasi-war with France.

That was the testing ground and *Constitution* learned her lessons well enough to be Commodore Edward Preble’s flagship in the Tripolitan War soon thereafter. Still, her greatest victory was yet to come.

By 1812, freedom of the seas was again being threatened, this time by the British *Lion*. Captain Dacres, commanding officer of the British frigate *Guerriere*, claimed he had the “best fighting ship on the seas” and was itching to prove it. So confident was he of his prowess, CAPT Dacres publicly boasted that he could whip any American ship in 15 minutes or less and offered to wager his hat to all takers.

On Aug. 19, 1812, the Englishman had a taker—Captain Isaac Hull, commanding officer of USS *Constitution*. They met quite by accident on the high seas and *Guerriere* greeted the Yankee frigate with a broadside. Hull swung *Constitution* sharply and the enemy shells fell short.

Guerriere kept coming, firing as she came. Another broadside missed and *Constitution’s* crew looked to Hull for the order to return fire. The American captain shouted through his trumpet, “Hold your fire, boys. Hold your fire.”

A third broadside tore splinters out of *Constitution’s* deck and again the gunnery officer asked permission to fire. “Not yet, sir,” replied Hull. “Not yet.”

A fourth broadside bounced off *Constitution’s* side and the adversaries were but a pistol shot apart. A cannonball ploughed through the American poop deck and British marines began taking potshots at the crew. One Yankee seaman fell.

Still came the order: “Not yet! Hold your fire! Not yet!”

Another musket volley raked *Constitution’s* deck and *Guerriere* moved even closer, Dacres convinced that victory was imminent. How could the outcome be otherwise against a Yankee ship that was either afraid, or unable, to return fire?

Suddenly Hull’s ship was pushed almost within boarding range of *Guerriere* and he yelled, “Fire! Pour it into them, boys!”

When the smoke had cleared, *Guerriere* was half listing on her beam and her deck looked like a toothpick collection.



“Fire!”

Guerriere’s mizzenmast came down and fire broke out in the forecastle.

“Hull her boys!” shouted CAPT Hull.

And holes appeared at the waterline.

“Again boys!”

With that, the crew of a severely damaged *Guerriere* tried boarding *Constitution*, the ship they could whip in 15 minutes or less. American marksmen made short work of the ill-fated Britishers; none survived the Yankee onslaught.

Hull ordered another broadside at point-blank range and

then another. *Guerriere* was finished.

By then *Constitution* had been dubbed “Old Ironsides” by her crew—so many cannon balls had bounced off her thick oaken sides. Dacres boarded *Constitution* and the defeated captain offered his sword to Hull, as was the tradition. Hull, though, not caring for that sort of thing, handed CAPT Dacres back his sword. Then Hull said:

“But, if you don’t mind, Captain, I’ll trouble you for that hat!” A much humbler captain stood silent and bareheaded in the sun, not the last to “eat his hat” at the hands of Old Ironsides. ⚓



BY JOHN YONEMURA

"... Barely visible were three sampans, clustered in the jungle growth. As the PBRs approached, the sampans moved further into the undergrowth.

"The chief fired several warning shots into the trees above the sampans, hoping this would draw them out . . . but there was no response. He contacted Vietnamese authorities and requested permission to destroy the sampans if necessary. Permission was granted.

"He ordered a few exploratory rounds fired from the forward .50-caliber machine gun. One of the rounds struck the largest sampan, causing a violent explosion that ripped the sampan apart, spewing clouds of black smoke and fire above the palm

trees, and setting the other two craft afire . . . the sampans had been carrying ammunition for the Viet Cong.

"The patrol continued . . . The other sampans, all thoroughly searched, yielded nothing." (ALL HANDS, "On Coastal, Air and River Patrol," December 1966).

Today, a small segment of the Navy's Coastal Riverine Force remains. As Vietnam gave way to more current issues, the "brown water" Navy—developed especially for Vietnam—also gave way to higher priorities.

History records coastal and riverine operations as far back as America's Revolutionary War, but it wasn't until

the mid-1960s that such operations were refined as used in Southeast Asia. There, the coastal riverine force used heavily armed, shallow draft, high-speed boats to stop enemy supply infiltration and pursue and strike the enemy in coastal bays, inland rivers and waterways.

"Anything you talk about in terms of brown water Navy is automatically associated with Vietnam," said Commander Richard M. Dunbar, former commanding officer of Coastal River Division Eleven (CRD 11). "Because most delta areas are in tropical zones, you have to look at Vietnam as a comparison base. But this is rather unfortunate, because this type of warfare can be adapted anywhere in the world."

Based on Mare Island, near Vallejo, Calif., CRD 11 trains active and Reserve personnel in this type of warfare, to preserve the state of the art.

Riverine Vets



"Keeping Vietnam riverine veterans in the program has been very difficult," the commander said. It seems that only five percent of CRD 11's active crew (68 officers and enlisted men) had Vietnam riverine duty and 25 per cent of the Reserve crew (173 officers and enlisted men) had combat riverine experience.

"A lot of the men who were on the boats in Vietnam as E-5s are now master chiefs or limited duty officers and have far removed themselves from this program," CDR Dunbar explained.

CRD 11 operates under Coastal River Squadron One in San Diego. Another coastal river division, 22, trains in the Mississippi River Delta under the guidance of Coastal River Squadron Two at Little Creek, Va. CRD 11, with a fleet of 31 boats, operates in 1,600 acres of the Sacramento River Delta, which is very similar to the real Mekong Delta.

Primary among the six types of craft used is the river patrol boat—the PBR. This fiberglass 31-footer is propelled by a diesel-powered water jet system which eliminates the conventional propeller, making the boat's draft only nine inches at full speed. "Its maneuverability makes it the workhorse of the riverine force," says Lieutenant David L. Walker, CRD 11 operations officer.

It can make an emergency stop and a 180-degree turn, both at full speed and within 31 feet. It has a crew of four and is armed with twin .50-caliber machine guns forward and an interchangeable grenade launcher/M60 machine gun amidships.

Another riverine craft is the assault support patrol boat (ASPB). It is 50 feet long and has among its automatic weapons a 20mm cannon. Considered

the destroyer of the riverine force, it has a six-man crew and is conventionally powered by diesel engines.

The command and communications boat (CCB), with a crew of 11, serves as the on-scene afloat operations center. The CCB is 61 feet long, is diesel powered, and is outfitted with 40mm, rapid fire grenade launchers and 20mm guns.

The patrol boat, fast, which was used mostly for coastal patrol in Vietnam, was later incorporated into riverine operations because of its greater on-station time and firepower. It carries an over-and-under 81mm mortar and a .50-caliber machine gun.

A Navy UH-1B helicopter flies cover for PBRs on the Cho Gao canal in the Mekong Delta in 1968. (Photo by LT T. S. Storck)

Part of this enthusiasm comes from the excitement of manning the boats and heading for the Suisun sloughs. With guns loaded with blanks and helmets securely fastened to their heads, the crews learn boat tactics, practice search and seizure, provide cover for troop landings and defend their boats against ambushes in the

explained CDR Dunbar, "and we leave the area to the hunters."

An important sidelight to all this training is CRD 11's popular community relations program. During the past few years, an estimated 250,000 people have visited the command or have seen coastal riverine warfare demonstrated by



The armored troop carrier (ATC) is also a converted LCM-6 hull. In addition to its 11-man crew, it can carry 45 fully loaded troops.

On Reserve weekends or summer active duty for training, the boat crews are completely integrated with Regular Navy types. Both Reserves and Regulars serve as boat captains.

Many of the reservists are enthusiastic about CRD 11. "I like the action," said one. "We don't sit around and read books."

narrow waterways. In many of the exercises there are good guys and bad guys to add realism to the drills.

CRD 11 organizes and participates in various exercises throughout the year. The unit has worked with Marine Reserves in river assault drills, with Seabees in setting up and defending base camps, and with National Guardsmen and Coast Guardsmen in joint-service exercises. One such exercise last March was a re-enactment of the *Mayaguez* incident, the 1975 takeover of the U.S. merchant ship by Cambodians.

The river rats, as they call themselves, don't venture into the sloughs from October through January. "That's duck season,"

A PBR and PCF take part in an exercise in the Sacramento River Delta.

CRD 11. "I consider it recruiting support," said CDR Dunbar.

Some of the numerous scout and school organization visits are arranged by the 12th Naval District, but most of them are set up by local school teachers and recruiters who have learned that a visit or demonstration by CRD 11 is good for business.

High school and college ROTC units from all over the West Coast visit CRD 11, sometimes spending several days there. In 1975—as another example of its popularity—a PBR went up the Columbia River to Idaho. At various stops, arranged and



deployment of 10 boats to Seattle. "Throughout Vietnam there was never a concentrated effort to deploy a division of our boats," explained the commander. "Consequently, we developed no expertise in what it would take to deploy a certain number of boats for a certain number of days. It was a very profitable experience."

Today, the coastal riverine force is preserving the expertise that could, one day, turn out to be a decisive factor in protecting coastal or river delta areas of the free world. Added to that preparedness, CRD 11's community relations and recruiting support are proving profitable to the Navy's all-volunteer force. ⚓



publicized by recruiters, almost 7,000 persons visited the boat.

CRD 11 is not content with remaining static and is trying to extend its capabilities. For instance, little is known how these boats—especially the PBR—would perform in cold water regions. Just how would the fiberglass hull and water jet

function in icy water?

"We're hoping to put together a cold water training operation somewhere in Alaska," said CDR Dunbar. "We would like it to coincide with an unconventional warfare exercise coming up in the near future."

One recent exercise called for the

Top: Engineman 2nd Class J. F. Gibson (left) and Hull Technician 2nd Class M. G. Williams diagnose the ailment of a generator. Above: The monitor, heavily armed and armored, is the battleship of the riverine force.

Waterborne Assault

BY JOHN YONEMURA

Seabee Reserve training is not an easy jog around an indoor track. It's slogging through the mud while carrying a full pack and almost believing that the war games are for real.

While writing about Coastal River Division 11 at Mare Island, I took part in a full-scale Seal vs. Seabee Reserve training exercise. I had played at war when I was a kid and thought it would be fun to play again. It turned out to be serious business.

Late one night, I found myself creeping along a dirt road in the grassy marshland with a squad of Seals. They carried M16s, poised and ready. I clutched a cassette recorder.

Under a full moon—I felt so visible—I expected to be shot at any moment. The Seals had opaque, black camouflage smeared on their hands and faces. I didn't, and could "feel" my face reflecting moonlight. Thankfully, I knew that all weapons were loaded with blanks.

We were the aggressor force. The Seabees had set up a Mekong Delta-like base camp on a small peninsula earlier in the week. Their task was to defend the camp with strategically placed boobytraps, machine gun nests, roving patrols and coils of concertina wire.

After a 45-minute boat ride into the Suisun slough of the delta, a mini-ATC (assault troop carrier) landed us about a mile from the Seabee camp.

The Seals had "cased" the enemy camp on two consecutive nights. Now, knowing the bunker placements, they were relatively confident—but they took no chances. They anticipated the unexpected—a roving

patrol or newly placed bunker—just as they would in a real situation.

For me, everything seemed exaggerated; my senses were overreacting. I could hear every step I took, and I cursed my imagined clumsiness.

"If you give us away, I'll . . ."

one Seal vehemently had warned me

earlier. But he added, "If you don't, I'll give you a case of beer."

I didn't blame him, since I was not one of his comrades in arms. I was just an observer along for the ride. I didn't give them away—but I never did get that case of beer.

We were almost there. Then, right on schedule, the other squad of Seals





Left: Seals made themselves as comfortable as possible in the mini-ATCs for the 45-minute ride into the "delta." Below: The Seal team reviews their plan of attack one last time.

attacked from the opposite side of the triangular Seabee camp. They didn't have the element of surprise, the roar of their boats' engines prevented that. But they landed and attacked simultaneously, taking a Seabee outpost immediately.

Flares lit the sky. Percussion simulators exploded, sounding like mortar and cannon fire. M16s and .50-caliber machine guns chattered in abrupt bursts.

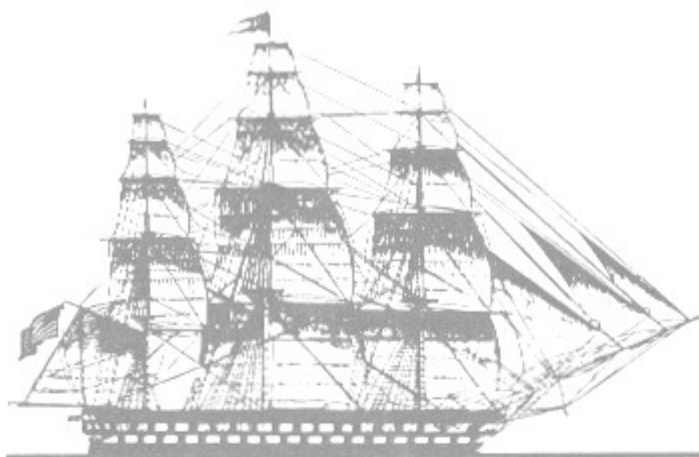
Then we attacked. We did have the element of surprise. Our point man, crouching low, scurried forward. With two quick bursts of his M16, a machine gun emplacement on one corner of the camp's perimeter was taken.

In a matter of minutes the camp was ours. The "war" was over.

As the excitement ebbed, I began to feel weary. It was 0400. I felt pain in my legs. I hadn't noticed before but thorns had lodged in my thighs, probably from jumping into the brush from the boats when we had landed. Funny what adrenaline pumping through your system does to your senses.

Several things had impressed me during the exercise. I could really appreciate the night boat tactics of the CRD 11 personnel. I could appreciate the purpose of the exercise itself: preserving expertise in all phases of riverine warfare for possible future need. Most of all, I could appreciate the abilities of the Seals, those professional warriors. All I had heard about them held true, at least in this case. I had expected no less from them, and wasn't disappointed. ↓





for the Navy Buff

Q: *What is the difference between sloops-of-war, frigates, and ships-of-the-line?*

A: During the Revolutionary War and into the 19th Century, naval vessels were grouped into these three main classes. The characteristics of each were:

- Sloops-of-war—Small sailing warships carrying 10 to 20 guns on one deck only. Gun ratings varied with the era.
- Frigates—Cruisers of their day, these were next in size. They generally rated from 28 to 44 guns which were mounted on the spar and gun decks immediately below.
- Ships-of-the-line—Battleships of the sailing days. Largest of all sailing warships, they were equipped with 64 to more than 100 guns of various sizes. Two or more gun decks located below the spar deck were their distinguishing feature.

Q: *How many submarines did the U.S. Navy have during World War II and how many were lost to enemy action?*

A: When the Japanese attacked Pearl Harbor, the Navy had 111 submarines—60 in the Atlantic Fleet and 51 in the Pacific Fleet. The number of American subs peaked at 247, of which 52 were lost along with 3,505 submariners. After the invasion of North Africa, the U.S. decided to leave submarine operations in the North Atlantic to our allies and the Pacific became the hunting ground for the American submarine force. These submarines sank 1,750 Japanese merchant ships, and more than 200 combatants—55 percent of the total Japanese tonnage sunk in the war. For an island nation such as Japan, these figures represented a fatal blow.

BY JO2 DAN WHEELER

Q: *What was "Washington's Navy"?*

A: The U.S. Navy officially began on Oct. 13, 1775, when the Continental Congress authorized the outfitting of a number of ships for defense. The first Naval Committee bought and outfitted one 24-gun ship, *Alfred*, plus the 20-gun *Columbus*, and two brigs, *Doria* and *Cabot*. They were ready for sea by December 1775. However, this fleet was predated by a little-known group of ships that came to be known as Washington's Navy.

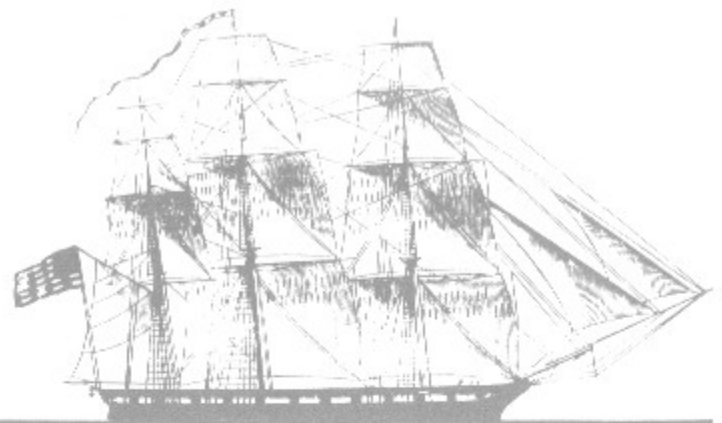
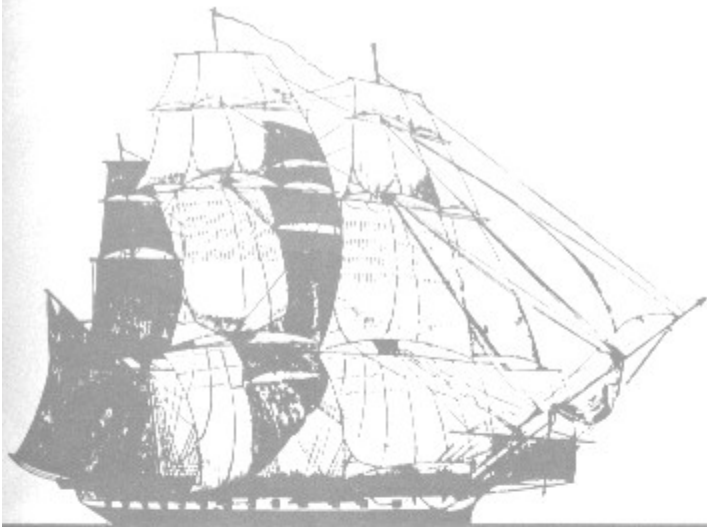
During the summer of 1775, General Washington was concerned as he saw British ships sail supplies and munitions in and out of the Boston harbor untouched. He needed supplies and ammunition for his army to carry on the siege of the British in Boston. Using funds provided for his Army, Washington painfully assembled a small fleet of eight vessels that might be powerful enough to capture some of the British supplies and ammunition. The schooner *Hannah*, first of "Washington's Navy," was in service in September 1775. Seven other ships followed: *Lynch*, *Franklin*, *Lee*, *Harrison*, *Warren*, *Washington* and *Hancock*. With the establishment of the Continental Navy, Washington released his ships and their crews from active service.

Q: *What were loblolly boys?*

A: The loblolly boy is first referred to in the American Revolutionary War. This rating then appears in the 1798 muster roll of the USS *Constellation*. Loblolly was a thick gruel served to patients in a ship's sickbay; the boys who had the task of serving it were called "loblolly boys." Loblolly eventually came to be slang for any medicine.

Q: *Old photos of Navy gunners in action always seem to catch them with their mouths wide open. Was it a coincidence or was there some reason for their dropped jaws?*

A: Gunners used to open their mouths when firing large guns, but their jaws weren't dropped in amazement. Back in the days before ear plugs and other protective hearing devices, keeping his mouth open was the only way a gunner



could protect his ear drums. When the mouth is open, air waves set in motion by the discharge of the cannon enter the throat as well as the ears. Consequently, the sudden pressure against the outside of the drums is counteracted by an equal pressure against the inside, thereby preventing ear damage.

Q: *Who was Harry Bluff?*

A: During the 1830s and early 1840s, there was a growing dissatisfaction with the way the Navy was being run and the amount of money that was being authorized for use by the Navy. The public was calling for naval reform and in 1840 and 1841 the *Southern Literary Messenger*, a Richmond, Va., periodical, ran a column entitled "Scraps from the Lucky Bag" written by a person calling himself Harry Bluff. These articles attracted a lot of attention and were even reprinted for use by Congressmen. The writer accused the Board of Naval Commissioners of waste, extravagance and bad judgment in building and repairing public vessels; of ruinous delays in fitting out ships; and of bad accounting and misstatements in making reports. According to Harry Bluff, the commissioners had "... turned out upon the Navy a nest of tubs and sent them to sea as men-of-war."

In 1842, the Board of Naval Commissioners was disbanded and Congress began taking a closer look at the management of the Navy. This led to reforms in areas where management was lax.

Q: *In what year did the first underway replenishment of a U.S. Navy ship take place?*

A: Supplying the fleet while at sea became a reality during the War with Tripoli in 1804. Commodore Edward Preble had tried but failed to maintain a continuous blockade of Tripoli. Short provisions forced his ship to leave the area and get more supplies. The ketch *Intrepid* was finally ordered to transfer fresh provisions to the ships in Preble's squadron while they were still at sea enforcing the blockade.

Q: *Is it true that the Navy had an "aircraft carrier" during the Civil War?*

A: Logic would immediately dictate that the answer to this one be "no," but, believe it or not, the answer is "yes"—with a qualifying statement. USS *George Washington Parke Custis* of Civil War days might be legitimately labeled a "carrier" since she was a balloon boat from which observation balloons were launched over enemy installations. *Custis*, 122 feet long, cost \$150 to build.

The first modern aircraft carrier could be said to have been the brainchild of a Frenchman who foresaw in 1909 "... flights over the ocean made possible by a new type of ship ... [whose] deck will be clear of all obstacles, flat and wide as possible. [It will] have the aspect of a landing field ... its speed shall equal that of a cruiser ... housing of planes will be arranged below deck and planes will have folding wings ... and to one side there will be the service personnel workshop. ..."

What had been predicted came about in November 1910 when the cruiser USS *Birmingham* was rigged with a wooden platform on her foc's'le, and a civilian named Eugene Ely flew a bi-wing off the 57-foot (canted) runway—the first takeoff from a warship by an airplane. Two months later, Ely landed a plane on a platform rigged on USS *Pennsylvania*.

Q: *What was the name of the Navy's first aircraft carrier designed from the keel up?*

A: In 1934, USS *Ranger* became the Navy's first aircraft carrier which was not built on a converted cruiser's hull.

Q: *Now that the bell-bottomed uniforms are being tested again for use by the fleet, what is the traditional explanation for each of its parts?*

A: Navy tradition explains the reason for each part of the uniform soon to be worn again by E-1 through E-4 as follows:

- **Jumper collar**—Sailors of old wore their hair braided in a pigtail which was kept stiff with tar. To protect their



clothing, they wore a piece of cloth tied around their neck—eventually this cloth was sewn to the jumper as a collar.

- **Piping and stars**—Piping was first introduced as decoration and later used to distinguish enlisted rates. The stars of the collar are purely decorative. Some sailors believe that the three stripes were adopted to commemorate Admiral Lord Nelson's three great sea victories—Copenhagen, the Nile and Trafalgar—but there is no proof to substantiate this.

- **Neckerchief**—Some say that sailors wear the black neckerchief to mourn the death of Admiral Lord Nelson, but, again, there is nothing to substantiate this idea. Actually, it was adopted after the jumper collar became part of the uniform to serve the same purpose that the unattached collar had served formerly—to protect the uniform from tar used to stiffen hair. When rules of smartness and appearance were introduced, sailors' hair was cut shorter and the pigtail was no longer necessary, nor was the tar. Today, the neckerchief is merely decoration and is worn under the collar and secured with a square knot in front.

- **Bell-bottomed trousers**—there are at least three logical reasons for these: they are easily removed if one goes over the side; they cover one's boots or shoes easily to keep rain and salt spray from running into them; and they are easy to roll up above the knees while scrubbing decks. Additionally, they can hold a lot of air when tied off at the ends, and can be used as an emergency flotation device.

Q: *How come cooks in the Old Royal Navy are so often depicted as having one leg, or, at best, some other disability?*

A: Cooks in the Royal Navy were appointed by warrant and were often one-legged pensioners from the naval hospital at Greenwich. His position didn't require him to have any knowledge or training in the art of cooking since boiling water for pea soup or salt "junk," and keeping his pots and galley reasonably clean were about the extent of his duties.

Q: *I've heard a lot of talk about how bad the food was in the "Old Navy." What, exactly, did a day's ration consist of in the days of sail?*

A: The ration varied from day to day, but what you heard about the quality and variety of food served aboard "Old Navy" ships is accurate as evidenced by this menu taken from the 1894 records of USS *Portsmouth*:

DAY	BREAKFAST	DINNER	SUPPER
Mon.	beans	bean soup	canned mutton
Tues.	cracker hash hardtack coffee	salt horse corn pone hardtack coffee	scouse molasses hardtack tea
Wed.	hardtack	salt pork	dried apples
Thurs.	prunes hardtack molasses coffee	plum duff salt horse hardtack molasses coffee	cracker hash hardtack molasses tea
Fri.	cracker hash hardtack molasses coffee	salt horse corn bread hardtack molasses coffee	scouse hardtack molasses tea
Sat.	black molasses coffee	hardtack coffee	hardtack tea
Sun.	cooked dried apples molasses coffee	plum duff salt horse hardtack molasses coffee	cracker mutton hash hardtack molasses tea

The molasses was the old-fashioned blackstrap variety, thick and heavy. As a rule, the coffee was so weak that a sailor could see the bottom of the barrel when it was full. The pork and salt horse were packed in large barrels that had to be opened to leeward because of the odor. Before eating these, the crew would generally tow them overboard in a cargo net to get rid of the smell and remove the rock

salt. This didn't create any problems since even the sharks, it is said, would not touch the meat. Scouse was hardtack soaked in leftover soup—not a popular meal.

Q: *Has a lieutenant in the Supply Corps, for instance, always been thought to be equal in rank and status to a line officer holding the same rank?*

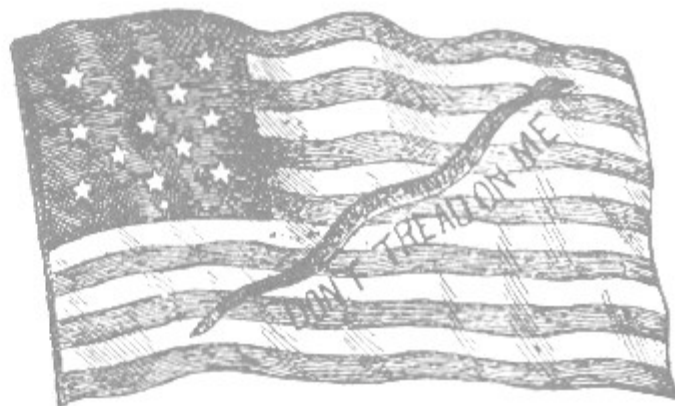
A: No. Almost from the beginning of our Navy, officers in corps other than the "military corps" of the Navy were thought to be inferior in status. Purser were first given the status of commissioned officers by an act of Congress in 1812 and from that time on a great deal of bitterness developed over the question of relative rank of supply officers with line officers. Line officers resisted the assignment of relative rank to the staff arguing that rank belonged only to the "military corps" of the sea service. They argued that granting of rank to staff would seriously undermine discipline and harmony of service as well as cause confusion among the ranks.

A respectable lieutenant of the period is reported to have said concerning the dispute: "I hold my rank dearer than life itself, and were any purser of the Navy to sign an official report above me, I would cleave him to the chin with my cutlass. I could never suffer my rank to be outraged in that way; I would rather die."

The struggle for recognition by staff officers surfaced from time to time in the Navy until 1918 when the Secretary of the Navy wrote the final general order on the subject: "The uniform of any given rank in the Navy shall be identical in every respect throughout except for the necessary distinguishing corps devices, and every officer in the Navy shall be designated and addressed by the title of his rank without any discrimination whatever."

Q: *Is it true that the privateer fleet of the American Revolutionary War was larger than the Continental Navy?*

A: Privateering was legalized by the Continental Congress in March 1776 as a means to help break the British embargo and supply needed goods to the colonists. By July 1776, the privateer fleet numbered 136 ships with 1,360 guns—far outnumbering the U.S. Navy's 31 ships and 586 guns. It is no wonder that the privateers grew so rapidly in light of the recruiting advertisements aimed at potential buccaneers. One printed in the *Boston Gazette* was typical: "All those jolly fellows who love their country and want to make their fortune at one stroke, to repair immediately to the Rendezvous at the head of Hancock's Wharf, where they will be received with a hearty welcome by a number of brave fellows there assembled and treated with the excellent liquor called grog." Those "jolly fellows" were immediately recruited into the ranks of what George Washington called "our rascally privateersmen."



Q: *The Continental Navy Jack of 1775, which was resurrected and flew from the jackstaves of U.S. Navy ships during the Navy's Bicentennial and the nation's Bicentennial, bore a rattlesnake as part of its design, along with the admonition "DON'T TREAD ON ME." Why was the rattlesnake, a deadly and despised serpent, used so often to symbolize our nation on early American flags?*

A: Back in the days of the American Revolutionary War, numerous colonial and regimental ensigns displayed many popular symbols including pine trees, beavers, anchors, rattlesnakes, or a combination of two or more. As to why the rattlesnake was chosen, one Revolutionary War writer explained that the rattlesnake's eyes exceed in brightness the eyes of any other animal. Also, it has no eyelids—an indication of eternal vigilance.

The rattlesnake also was thought of as being without guile since it never began an attack (at least, not without warning) nor, once engaged, ever surrendered; therefore, it was pictured as the personification (so to speak) of magnanimity and, perhaps, true courage. It was probably the deadly bite of the rattler, however, which was foremost in the minds of flag designers. The threatening slogan "DON'T TREAD ON ME" added further significance to the designs.

Q: *Where did the term "frocking" originate?*

A: We are not sure, but one reader of ALL HANDS offered this explanation: "... when a ship lost an officer, either through death, injury or as prize officers of captured vessels, commanding officers usually would fill these voids with midshipmen who had passed the lieutenant's exam. These midshipmen were appointed 'acting lieutenants,' wore the frock (coat) of a lieutenant, were called lieutenant, and had a lieutenant's authority. However, their commissions were pending the approval of the Admiralty, in the case of the English Navy, or Congress. Since a midshipman usually wore a short jacket, it seems he was thus 'frocked' to lieutenant but without the pay until authorized."

The explanation makes sense to us, but we are open to other opinions. ↓

Mail Buoy

Tin Can Sailors

SIR: Old Salts who have shared the experience of going to sea in destroyers can now swap sea stories and rehash old times as members of a new organization designed especially for destroyer men, Tin Can Sailors. The group will encourage camaraderie among former and current destroyer men by conducting national reunions and publishing a monthly newsletter containing items of interest to members.

Already, Tin Can Sailors has more than 500 members, and it has been estimated that there are at least 75,000 eligible destroyer men. Membership fees, which are tax deductible, range from "Normal Membership Contribution" of \$7 to "Honor Membership Contribution" of \$1,000. All members receive the publication, decals and a lapel pin.

Formed under the aegis of the USS Massachusetts Memorial Committee to replace the former League of Naval Destroyer men, the organization has a port and even a destroyer of its own—USS Joseph P. Kennedy, Jr. (DD 850), homeported in Battleship Cove at Fall River, Mass. Plans are being developed for Kennedy to house a library and museum for memorabilia of interest to destroyer men.

The organization sponsors exhibits of interest to the entire family and its "homeport" also harbors USS Massachusetts (BB 59), USS Lionfish (SS 298) and PT Boats, Inc. The area is a treasure chest of nautical artifacts; a sure hit for a family outing.

Anyone interested in joining Tin Can Sailors should write to Executive Director, Tin Can Sailors, Battleship Cove, Fall River, Mass. 02721—Edward J. Ward

Ancient Bird

SIR: I thoroughly enjoyed your article on the VS-44 Sikorsky flying boat (See "An ancient bird's one-way 'flight'" in the September 1977 ALL HANDS.—ED.). But you were incorrect in stating that the great clippers are dead.

Last year my brother and I purchased a Short Solent Mk 3 seaplane similar to the VS-44 Sikorsky flying boat. Our flying boat was owned by the late Howard Hughes. The aircraft is in good shape with

only 250 hours on the airframe and engines. It is presently in Richmond, Calif.

Our plans are to restore and modify the plane for oceanographic research. It would be an excellent tool for studying rapidly occurring and short-lived phenomena. I have already done a great deal to the aircraft during my leave periods. During the summer of '78 we plan taking a trip to the plane from Virginia with 20 or so people to paint it and remove parts for rework. Even though the project takes most of my paycheck and free time, I have no regrets. Thanks again for the article on the flying boat.—Randall Grant, AMS2, USN.

• As your letter indicates, the great clippers are certainly not dead. Perhaps, sadly though, they are no longer the mainstay of commercial aviation—they belong to another era. Good luck on your project.—ED.

Another Texas?

Sir: I read with interest your article "USS Texas (CGN 39) Commissioning" in the November '77 issue of All Hands. It should be noted, however, that more than one USS Texas was decommissioned, and remains in existence.

This questionable honor falls to the third USS Texas, noted to have been decommissioned and renamed in 1911. She was, in fact, reclassified as an armored cruiser, and named USS San Marcos.

She was finally written off after World War I, I believe. Instead of being scrapped, she was towed out and anchored off the Virginia Capes, then used as a static target by newer battleships of the Atlantic Fleet. The old girl is still there, in shallow water, and now marked as a navigational hazard.—TSgt. Douglas K. Howard, USAF

Reunions

• USS Arizona—The weekend before Pearl Harbor Day, Reunion. Contact Bill Nolte, Secretary, USS Arizona Reunion Assn., Hicksville, Ohio 43526.

• USS LSM 133—Reunion planned at Lincoln, Ill., sometime in 1980 for World War II crewmembers. Contact John B.

Kinnicutt, 405 Upper Valley Rd., Rochester, N.Y. 14624.

• Naval Air Transport Service—Third reunion for all squadrons, active Reserve sometime in 1979. Contact Capt. Alvin May Jr. (Ret.), 1015 West South Ave., Independence, Mo. 64050.

• USS General J. H. McRae (AP 149)—Reunion planned for those who served during World War II. Contact Paul Ruark, 2204 Brookdale Lane, Birmingham, Ala. 35216.

• USS Pittsburgh (CA 72)—Planning reunion in 1978. Contact J. C. Ayers, Wildwood, Ga. 30757.

• Aviation Ordnancemen—Reunion in Reno, Nev., 16-18 June. All AOs, active, retired, Navy and Marine welcome. Contact Tom Robins, 729 Buddlawn Way, Campbell, Calif. 95008.

• 302nd Seabee Battalion—31st annual reunion at Muscatine, Iowa, 13-16 July. Contact Calvin T. Rowe, 1515 Mulberry St., Muscatine, Iowa 52761.

• USS ABSD-1—7th annual reunion 28-30 July in San Diego, Calif. Contact C. E. Patterson Jr., 10226 Inwood Dr., Houston, Tex. 77042.

• USS Thorn (DD 647)—Reunion planned for fall of 1978. Contact Kaj Swenson, 2190 Allwood Dr., Bethlehem, Pa. 18018.

• USS Savannah (CL 42)—9th annual reunion in mid-1978 at Philadelphia, Pa. Contact Lt. Murray C. Flanders (Ret.), 417 West Vista Court, Mobile, Ala. 36609.

• USS Henrico (APA 45)—Reunion for crew serving in the 1940s on October 20-21. Contact Jim Etter, 119 E. 20th, Wellington, Kan. 67152.

• USS Benner (DD 807)—Reunion in July. Contact John Hile, 401 Christopher Ave., Apt. 33, Gaithersburg, Md. 20760.

• USS Wasp (CV 7)—Reunion for crew and squadrons who served from 1939 to 1942 sinking. Families invited. At Seattle, Wash., 14-16 July. Contact Larry Chute, 1330 Nile Dr., Corpus Christi, Tex. 78412.

• LST 1141—Reunion near Pasadena, Calif., 28-30 July. Contact E. H. Sallee, Bowling Green, Mo. 63334.

• USS Ranger (CV 4)—12th annual reunion in New Orleans, La., on 11 and 12 August. Contact Ralph Koberstein, 55 Magazine St., Cambridge, Mass. 02139.

• USS Seal (SS 183)—Reunion in Norfolk, Va., 2-6 August. Contact Irvin Hill, 449 Prospect st., Plantsville, Conn. 06479.

Stern Shots

The Navy has always been proud of its past as it moves into the future. Naval aviation vividly illustrates this point. Take a look at naval aviation's yesterdays and recall the names of these aircraft.



A



B



C



D



E



F



G

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Answers: A - PBV Catalina; B - FJ-3 Fury; C - FR-1 Fireball; D - F4U Corsair; E - SB2C Helldiver; F - F2H-2 Banshee; G - PSM-2 Martin

Navy
Artist

Arthur E.
Beaumont
1890-1978

