

ALL HANDS

MAGAZINE OF THE U.S. NAVY

MARCH 1988

A man in a white t-shirt is painting a pattern on a ship's hull. He is using a spray can and a stencil. The pattern consists of repeating circular motifs with a pointed bottom, resembling stylized flowers or leaves. The man is wearing a watch on his left wrist. The background shows the ship's structure and a large white cylindrical object.

Persian Gulf



Photo by PH1 Terry Cosgrove

SN Lee Richardson writes home from a quiet spot on the 16-inch projectile deck of USS *Missouri* (BB 63), where ammunition is stored for use in the ship's 16-inch guns. Richardson stands duty in the number two turret.

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MARCH 1988 — NUMBER 852

65th YEAR OF PUBLICATION



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Front Cover: RMSN John M. Joyce, aboard USS *Inflict*, records the discovery and destruction of another mine in the shipping lanes of the Gulf. See story, Page 18. Photo by PH1 Chuck Mussi.

Back Cover: The Navy's only white-hulled ship, USS *La Salle* is forward-deployed to the Gulf on a permanent basis and is painted white to reflect the sun's scorching rays. See story, Page 4. Photo by PH1 Chuck Mussi.

Navy Currents

Gulf commands consolidated

The Navy's Middle East Force was absorbed by the Joint Task Force Middle East in February.

Based on lessons learned since JTFME was established in September, Secretary of Defense Frank C. Carlucci III made the organizational change to improve economy and efficiency and strengthen command and control within the U.S. Forces.

Rear Adm. Anthony A. Less assumed command of U.S. operations in the region in February, relieving both Rear Adm. Dennis M. Brooks, commander, Joint Task Force Middle East, and Rear Adm. Harold J. Bernsen, commander, Middle East Force. The consolidated command will continue to report directly to the Commander in Chief, U.S. Central Command, Marine Corps Gen. George B. Crist. □

DoD cuts

The U.S. military will see a 10 to 12 percent cut in funding over the next five years, which will affect the size of the active-duty forces as well as the number of civilian employees.

Deputy Secretary of Defense William H. Taft IV said in a news conference Dec. 8, 1987, that DoD will cut the projected budget for fiscal years 1989 through 1994 by 10 to 12 percent.

Taft said that no program would be exempt from cuts, including force structure — the number of men and women on active duty.

"There would certainly be some force structure reductions and (the Secretary of Defense's) statement of his priorities indicates that will happen," Taft said. He did not say exactly how much the reduction would be but indicated the military would be a smaller force by 1994 and said there would also be civilian cutbacks.

Taft reiterated the plan outlined by Secretary of Defense Carlucci in his recent testimony before the Senate Armed Services Committee.

"We prefer to end programs in order not to stretch out all programs or larger numbers of

programs," Taft said. He added that DoD planners want to keep the buying of systems at efficient rates, and to go to a somewhat smaller force, if, for the same price, they could have a larger force but a less ready one. Taft said DoD "considers force structure as a lower priority than readiness and sustainability."

After the services submit cutback plans, DoD will review them and formulate reductions during the next several months. □

Election news

As the big elections of 1988 draw near, the Department of Defense reminds all DoD employees of restrictions on campaigning for political candidates.

DoD Directive 1344.10 sets forth the political activities of members of the Armed Forces and DoD Title 5, Part 733, Code of Federal Regulations, outlines the permissible campaign activities of civilian DoD employees.

Base commanders are reminded that base clubs, auditoriums or other facilities cannot be used by politicians, either incumbents or challengers, or their staffs, for political meetings, press conferences or fund-raising dinners or parties. Neither can support be given to candidates in the form of military bands, color guards or speakers.

Candidates may tour installations, but cannot tape political advertisements aboard or invite reporters to cover the visit. In short, the visit cannot be used as a political vehicle.

Base newspapers cannot run ads from political candidates, a recent change in DoD Instruction 5120.4, "DoD newspapers and civilian enterprise publications." Newspapers are also prohibited from carrying partisan articles or cartoons, or conducting straw polls for any election.

If you have any questions about rules and regulations governing campaigning, call Chief of Information, plans and policies division at Autovon 227-3290 or commercial (202) 697-3290. □

Early outs

Enlisted men and women and active-duty reserve officers who complete obligated duty before Oct. 1, 1988, can be released from the Navy up to 90 days early. The early out is contingent on the commanding officer's judgment that an individual's release will not adversely impact readiness.

Because of reduced levels of congressional funding to the Navy's pay account, the Navy must reduce the number of people on active duty in the current fiscal year.

Regular officers who submitted their resignations to the Naval Military Personnel Command before Jan. 1, 1988, may also now request early separation.

Relief for people leaving the Navy early will normally arrive at the original projected rotation date.

Pilots, TARS, those scheduled to retire or those on medical or administrative hold are not eligible for the early release program.

For complete information on early separation, consult NavOp 116/87. □

Striker opportunities

The Navy needs qualified petty officers. NavOp 117/87 outlines the status of ratings for qualified non-designated seamen who are preparing to take the March 1988 Navywide advancement exam.

Strikers are encouraged to enter ratings with the greatest advancement opportunity. Although some ratings require "A" school to enter, and others are controlled or closed, many ratings are open to both men and women.

Non-designated strikers who passed the September exam but were not advanced, may take the March test without Naval Military Personnel Command approval for the same rating even if it is now controlled or closed.

NavOp 117/87 also lists rating entry for TAR general apprentices. □

ALL HANDS

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Chief of Information

Rear Adm. J.B. Finkelstein

CO Navy Internal Relations Activity

Cmdr. David W. Thomas

XO Navy Internal Relations Activity

Cmdr. A. Mike Cross

Director, Print Media Division

Lt. Cmdr. J. Morgan Smith

All Hands Editor

W.W. Reid

All Hands Assistant Editor

JOCS Jeannie Campbell

Writers

JOC Robin Barnette

PH1 Chuck Mussi

JO1 Lynn Jenkins

JO2 Michael McKinley

JO2 (SW) Gary Ross

Associates for Art and Layout

Richard C. Hosier

Michael David Tuffli

Graphics and Typesetting

DM2 Mike Rodrigues

DM3 P.V. Whitehurst

William E. Beamon

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In harm's way

U.S. sailors, keeping Persian Gulf sea lanes open, are 'ready for anything.'

Story by JO1 Paul Froehlich

Iran and Iraq have been at war in the Middle East for going on eight years. That war spilled into Persian Gulf waters three years ago when Iraq fired on Iranian tankers and oil facilities in an effort to cripple Iran's economic ability to carry on the war. Iran countered with attacks of its own against ships flying flags of nations sym-

pathetic to Iraq. U.S. Navy ships quickly started protecting U.S.-flagged vessels from attacks by either combatant in what came to be known as the "tanker war" and have escorted those vessels through the Gulf ever since. Last summer, Kuwaiti tankers started flying the Stars and Stripes and are now given full protection by U.S. warships of the Middle

East Force. The tanker escort operation is code-named *Earnest Will*.

"The principle mission," said Middle East Force Commander, Rear Adm. Harold J. Bernsen, "is the protection of U.S.-flagged shipping. It's a job that's definable, real and fairly easy to understand."

But guarding tankers against attack is only part of it. "There is a broader mission in the Gulf," Bernsen said, "one that I consider to be, on the whole, more important. We use the term 'presence' to characterize that mission."

U.S. forces have remained visible in this vital, oil-rich region since 1949, operating in the Persian Gulf, Gulf of Aden, Gulf of Oman, the Red Sea, Arabian Sea and the western Indian Ocean. The countries in the region, and the waters surrounding them, are of significant economic, geopolitical and military interest to the United States and other nations of the Western world, who, together, consume nearly three-fourths of the world's petroleum products.

"Our presence is important because it is the instrument whereby we project our military capability and the credibility of our government's commitment to peace in the area," Bernsen explained. "It's the means by which, on a daily basis, we show the Iranians they cannot continue to act in contravention of international

Vigilance as a way of life: a USS Fox (CG 33) lookout scans the horizon in the Gulf for potential dangers.



Photo by PH2 G.L. Pixler



Photo by PH2 G.L. Pixler

law without paying some costs.”

As the U.S. displayed its resolve to keep oil flowing freely through the Straits of Hormuz, the number of Middle East Force ships more than doubled over the summer, from five to 12. USS *Ranger* (CV 61) and USS *Missouri* (BB 63) battle groups, mine countermeasures teams and special warfare units joined fixed assets in the area in what became America's largest deployed naval presence since the Vietnam era.

Also, what had historically been a Navy job began to take on a definite inter-service aspect. Saudia Arabia-based U.S. Air Force planes provided highly accurate AWACS radar plots to the Navy's surface units. U.S. Coast Guard officials coordinated the legal documentation procedures necessary before Kuwaiti tankers could hoist the Stars and

Stripes. U.S. Army and Marine Corps helicopters patrolled suspect waters.

The British, French, Italians, Belgians and Dutch eventually joined their American counterparts in the Gulf. Working independently, those other navies displayed their own colors, protected their own shipping and helped sweep mines from shipping lanes.

But even though the protective forces have grown, there still remains the constant threat of attack, from fighter aircraft of both sides, from Iranian *Silkworm* anti-ship missiles, from Iran's "Revolutionary Guard" suicide boats, and, of course, from mines.

It's a dangerous place to serve.

"You have to be razor-sharp all the time," said Lt. Cmdr. Bradley J. Kaplan, executive officer of USS *William H. Standley* (CG 32). Kaplan was refer-

***Bridgeton* and other supertankers are vulnerable to mines and attacks from fighter aircraft and small boats in the Gulf. That's where the U.S. Navy comes in.**

ring to the difficult job of not only keeping a watchful eye out for foes, but also the tricky business of telling friend from foe in such a busy part of the world.

It's no easy task, identifying and sorting hundreds of commercial air flights and civilian helicopters from belligerent jet pilots flying in search of surface targets.

"As hard as it is to keep your guard up all the time, you have to be on your toes," said Operations Specialist 1st Class Jim Duren, combat information center leading petty officer aboard USS *Hawes* (FFG 53). "We have to be first, quick and professional."

Said Cmdr. James W. Speer, *Hawes*

In harm's way

commanding officer, "There's an extra pump of adrenalin, because you know it's for real."

No second chances

Duty in the Persian Gulf has justly earned its reputation for being arduous. It requires constant vigilance, marked by continuous Condition III steaming, and a realization that the next call to general quarters may be for real. The flagship USS *La Salle* (AGF 3) is the only permanent fixture in the Gulf. East and West Coast ships share patrol duties, with an average on-station time of about four months. It's a region where is it so consistently hot that a sailor can fall victim to heat exhaustion in little more than a half hour. "Our summer nighttime lows are equivalent to the summer months' highest daytime temperatures across most of the United States," explained Aerographer's Mate 1st Class Carlo Lombardo, Middle East Force meteorologist. "During July and August of this year, the mercury did not drop below 100 degrees Fahrenheit."

"We were drenched in sweat every day," said Boatswain's Mate Seaman David Ray Montoya, of USS *Guadalcanal* (LPH 7). "But as time goes on, your body adjusts to the conditions."

Said Capt. Frank M. Dirren Jr., commanding officer of *Guadalcanal*, "The young men on the flight deck and in the engineering spaces probably acclimated to the weather better than the equipment did."

The dust of area sandstorms, or *shamals*, can persist for days, projecting ghost-like images that dance across radar scopes, reducing visibility to near zero and playing havoc with electronic gear. "It takes big gulps from the ship's limited fresh water supply to clean off our helos," said Lt. Cmdr. Frank Gallic, officer in charge of Anti-submarine Helicopter Squadron Light 44, Detachment One, embarked in *Hawes*.

But dust is a problem that's easily brushed aside, compared to the more complex pressures that come with the

knowledge that an individual job performance can mean life or death. "You have to do everything right the first time," Gallic said. "There are no second chances out here."

It's a challenge that even the youngest sailors recognize clearly and accept readily. Quartermaster Seaman Jason Maniewicz serves on *Standley*, under instruction as quartermaster of the watch. He lays down navigation tracks, carefully avoiding suspected mine zones. Maniewicz wants to avoid the mines, not the responsibility: "If we pulled out now," he said, "it would be backing down from a commitment and cause national embarrassment."

Standley XO Kaplan summed up. "Obviously, things are demanding over

here. But we feel we're doing something worthwhile. Our morale has never been higher."

Recent history

Morale may never have been higher, but most Persian Gulf sailors remember when it was considerably lower. The days following the Iraqi attack on USS *Stark* (FFG 31) in May were a time for re-examining policy and rededication to U.S. objectives. That rededication, coupled with a clarification of rules of engagement for Navy forces in the Gulf, enabled sailors to go forward and achieve some noteworthy successes.

The success in the *Iran Ajr* operation (in which an Iranian minelayer was captured and sunk), the repelled attack by

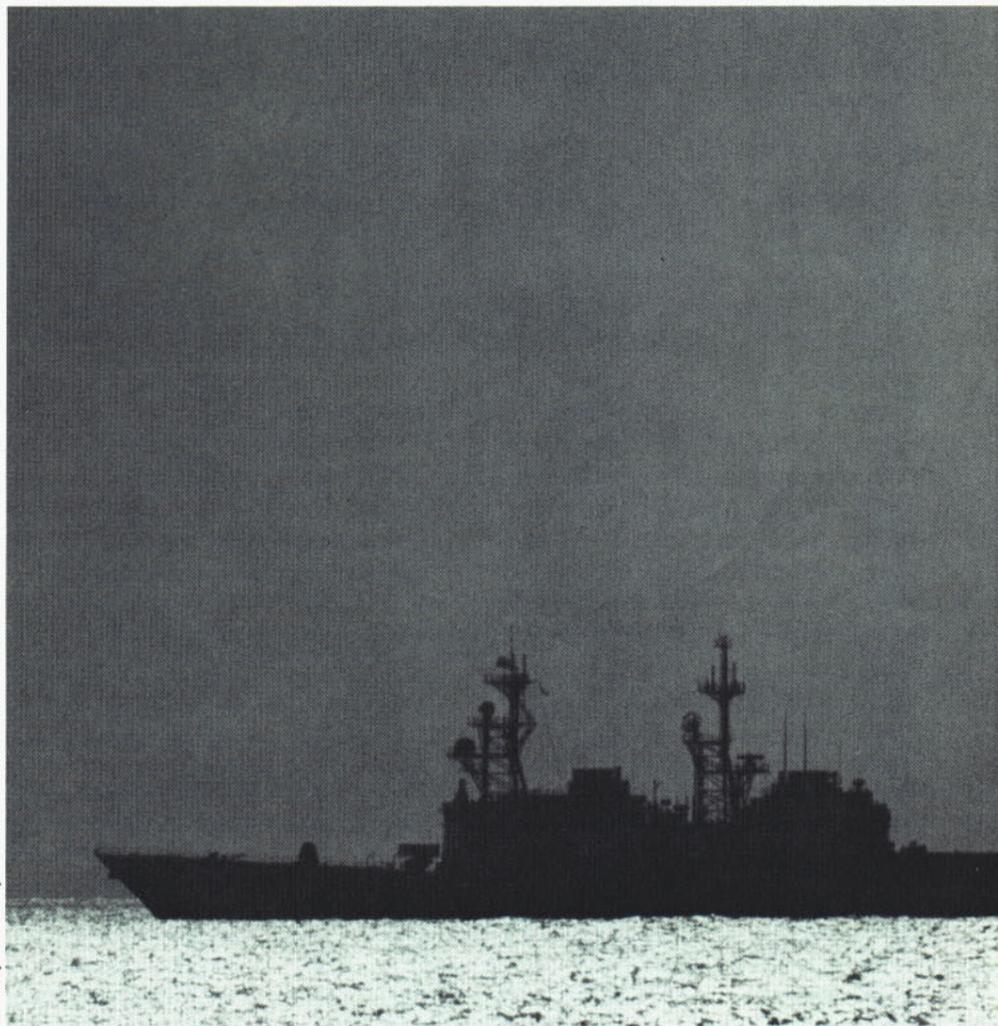


Photo by PH3 Henry Cleveland

Iranian speedboats against U.S. helicopters (a "Revolutionary Guard" attack boat was sunk), and Operation *Nimble Archer* (the destruction of the Rostam oil platform by U.S. naval gunfire, in retaliation for an Iranian missile attack on a U.S.-flagged tanker) were the operational high points of a summer characterized by Iranian posturing, measured allied response and media speculation.

American sailors in the Gulf didn't rely on speculation; they knew, first hand, what was happening. "The crew is made up of intelligent young men," said Capt. Harry T. Rittenour, *La Salle* commanding officer. "They realize that the perspective of Washington or the perceptions of the media can be significantly

different from what's actually happening over here."

"What's happening" is escort duty — *Earnest Will*.

Hump Day in the Persian Gulf

The Middle East Force cruiser *Standley* was half-way through its 90-day tour in the Middle East. As "Alpha Whiskey," *Standley* teams up with the Saudi Arabia-based AWACS radar planes in daily picket operations — radar/data coverage linking all Middle East Force units. "For *Earnest Will* transits, the ship provides missile support, the umbrella for both the merchants and Navy escorts," said Kaplan. During one escort operation, *Standley* coordinated CH-53E *Sea Stallion* helicopters as they cleared

a mine-free path for the convoy.

"To a man, we were excited about coming to the Gulf," said Kaplan. "It meant being on the front lines with the possibility of some action." Some crew members, he said, saw a unique chance. "There were people who'd been in the Navy for 25 years and had never had an opportunity to go in harm's way."

That includes 51-year-old Hull Maintenance Technician Master Chief (SW) Peter E. Bragg, command master chief, whose original enlistment began three days after his 17th birthday — June 25, 1945. Serving in the Gulf, Bragg said, "adds a perspective that's different from normal patrols. We don't just go out and splash around in the ocean for six months and come home. These guys understand the need to be here. There is a constant potential for hostilities — ships *are* being shot up. That's made a big difference in this deployment for us."

But the Master Chief is careful to point out that, after 38 years in the Navy, there were still butterflies in his stomach. "I think the person who says he isn't apprehensive is fibbing a little — or lying a lot."

"There were some apprehensions," Kaplan agreed. "But once we started training, working up and got here in the Gulf with a solid foundation of confidence, those apprehensions disappeared rather quickly."

For Operations Specialist Seaman Michael A. MacDonald, the Persian Gulf assignment is the first extended deployment. News accounts of ship attacks, small boat assaults, anti-ship missiles and waters full of mines painted a dangerous picture for him. "I didn't know what to expect," he admitted. During the transit from the ship's San Diego home port, his perception became clearer. "When we got out here and actually started tracking, plotting, and evaluating on a day-to-day basis, we

Iranian platforms were shelled by Navy ships Oct. 19 in response to Iranian missile attacks on a U.S.-flagged tanker.



developed confidence in ourselves, one another and in our equipment.”

Mankiewicz summed up crew members' sentiments. “This ship will undoubtedly be able to defend itself. But we all know that, under certain circumstances, anything can happen.”

Reality check

Diverted suddenly from its *Saratoga* battle group duties in the Mediterranean Sea, USS *Hawes* passed through the Suez Canal on the way to becoming one of *Earnest Will's* workhorses.

On its first-ever extended deployment, the two-year-old ship served primarily as Navy point — the lead ship or just behind the first merchant vessel — in seven of the first 10 *Earnest Will* missions, controlling the convoy's navigational track and directing mine countermeasures assets.

After more than 150 total hours of general quarters — averaging two-and-a-half hours per day for two months — *Hawes* sailors developed a different perspective of Gulf duty. “Every morning we have a reality check,” said Speer. “You wake up and what you see for ten miles is all the reality there is.”

Bearing the brunt of the Gulf grind, *Hawes* subtly modified routine procedures in order to stay fresh. When expected to enter zones designated as general quarters areas, *Hawes* shifted to “action stations.” Speer explained that the term “GQ” is used only in imminent danger situations. “In the Persian Gulf, there are no drills.”

Crew members feel *Hawes's* ability to perform well on the front lines is due in large part to a strong *esprit de corps* and frequently exercised lines of communication.

“The captain established an open-door policy in CIC,” said OS1 Duren. Different people can come into Combat — engineers, boatswain's mates — anyone who wants to see how things are going. They're interested in what's going on,

The JOOD checks the radar scope on the bridge of USS *Fox* during an escort mission.

Photo by PH2 G.L. Pixler

and they know we'll provide solid answers to their questions."

"It's a relatively easy team to coach," said Speer. For 90 percent of his crew, this Gulf operation is a first deployment. Still, "the troops are well aware of the dangers," Speer said. "They know what it takes to give us the edge. To their credit, they're giving us that 110 percent."

It's a reputation the crew is proud of.

"I reenlisted specifically for this ship, because of its reputation," said Duren. "I'm glad I did."

On the pitcher's mound

Because of the ship's enormous size and extensive operational capabilities, the arrival in the Gulf of amphibious assault ship *Guadalcanal* was seen by many media experts and regional analysts as a symbol of America's strength and commitment to the region. But to the men aboard merchant vessels and U.S. Navy ships in the Gulf, it was a signal that help to detect and destroy mines was on the scene.

Directed by the Joint Chiefs of Staff, *Guadalcanal* was designated as primary medical facility and standby amphibious support unit during Gulf of Sidra operations in April 1986. The ship cut away from Mediterranean Sea operations to join the Middle East Force and become minesweeping headquarters in the Persian Gulf in August 1987.

"It was a surprise to me — it was a surprise to everybody," said BMSN Montoya. "I never thought I'd be at general quarters for real." His first taste of ops in hostile waters was coming through the Straits of Hormuz, passing threatening Iranian *Silkworm* missile batteries. As Capt. Dirren noted, when *Guadalcanal* came through the Straits at 22 knots under cover of darkness, "there were lots of anxious moments."

That was several months ago. *Guadalcanal* sailors now are less anxious, but just as alert. "The gun crew is ready for anything," said Montoya, a key gun crew member who trains and elevates one of the ship's three-inch, .50-caliber gun

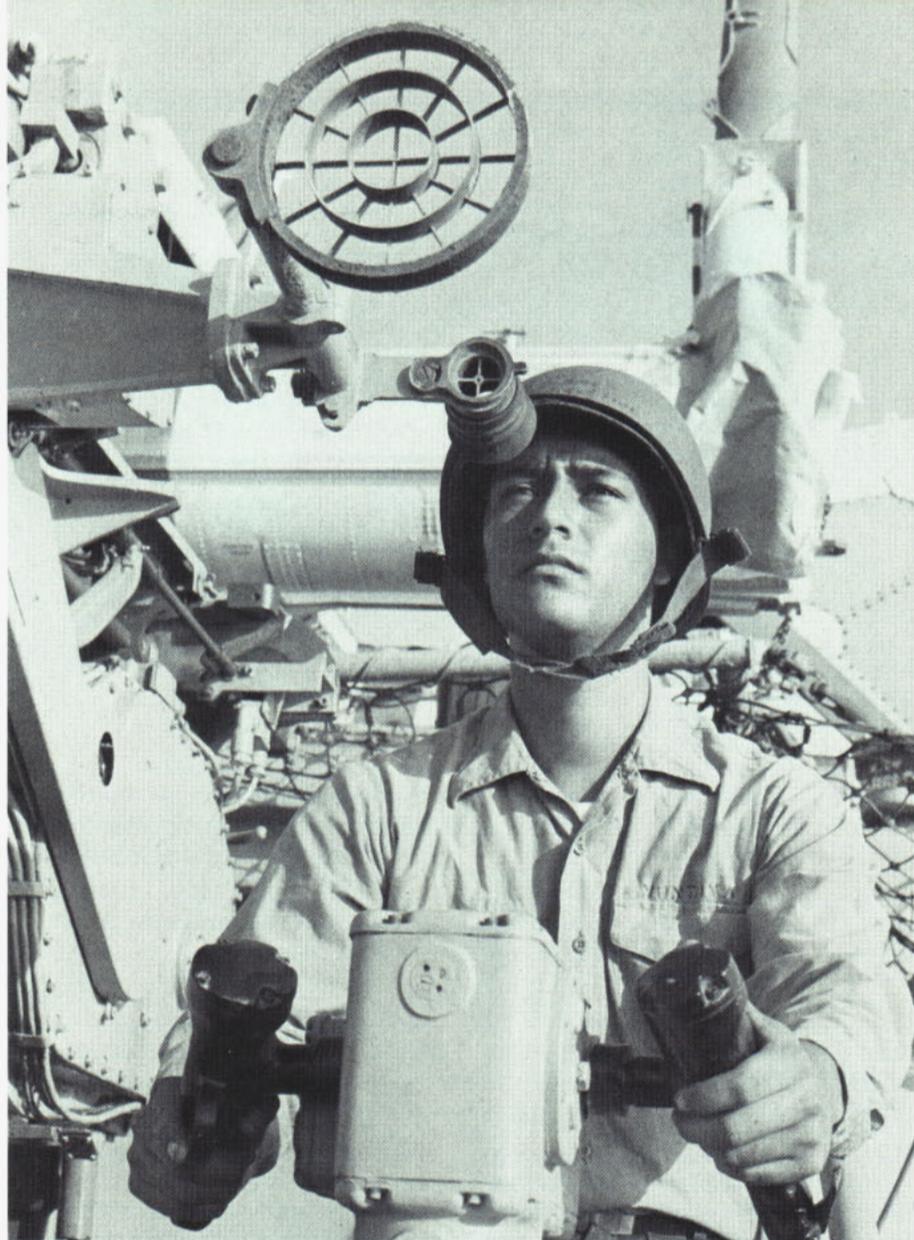


Photo by JO1 Paul Froehlich

mounts. "They call 'general quarters,' and we're manned and ready in less than three minutes."

"Here, we're on the pitcher's mound," explained Dirren. "People are now asking for help from us. You get a lot of job satisfaction out of helping somebody."

For "hole snipes," down in the engineering spaces where main space temperatures regularly surpass 130 degrees, it's a challenge keeping boilers on the line. Even so, *Guadalcanal* shut down its propulsion plant only twice, for a total of 18 hours, in six months. During the dog days of August and early September, Boiler Technician Fireman Jeff Rabe, and the three dozen other sailors who man the boilers, split their time in the "hole," limiting watches to three-hours-on, six-hours-off.

BMSN David Montoya mans USS *Guadalcanal*'s three-inch, .50-caliber gun.

Rabe said the challenge of working in the heat in the hole, coupled with the challenge of operating in the Gulf, actually worked to the division's advantage. "We've definitely come together," he said. "When the bridge calls down and tells us to fire up the other boiler, that's when you start thinking, 'What's going on up there?'" he said. "That's when the adrenalin — as well as the boilers — begin pumping."

The pressure of finding the "needle in the haystack" falls on the shoulders of Aviation Electronics Technician 1st Class George Ford and the hundred or so men of Helicopter Mine Countermeasures Squadron 14. Flying CH-53E *Sea Stallion* helos, Ford and the eight-heli-



copter squadron hunt for the moored, mechanical, contact-type mines sown in international shipping lanes.

Sea Stallions comb suspected mine zones, lowering by wire rope mine-sweeping equipment complete with controlled explosive charges designed to cut mines free from their tethers. When the mines float to the surface, they're detonated by EOD experts. "We don't know for sure whether there are any mines in an area until we cut one," Ford said.

Whether sweeping in lead of *Earnest Will* missions or in international shipping lanes that are suspected to have been mined, Ford knows that thousands of men on Navy ships, U.S.-flagged merchant vessels and mariners on commercial ships of other nationalities depend on him and his skills for their very lives. As Rear Adm. Bernsen said, "The knowledge that there may be a mine out there with your ship's name on it has to give you pause."

The challenge is one that HM 14 has squarely met. "It's rewarding to contribute," Ford said. "I've been training to do this for the past nine years, and to be doing it for real is exciting."

Facilitas Ad Mare

The forward-deployed status of *La Salle* keeps it in the Gulf on a permanent basis. As command platform, the flagship is intimately involved in every aspect of operations of the Middle East Force. From hosting U.S. and foreign diplo-

mat, to battling blazes aboard the missile-damaged *Stark*, to detaining Iranians caught sowing mines, *La Salle* lives up to the ship's motto daily, "*Facilitas Ad Mare*," or "Versatility At Sea."

Capt. Rittenour arrived in the Persian Gulf at a very ominous time. During his change-of-command ceremony, the crippled *Stark* was alongside, its stunned crew recovering aboard his new command. Cleanup teams from *Stark* and *La Salle* removed torn, twisted rubble that was still smoldering.

"My first impression was that the crew of *La Salle* was a very capable group of individuals," Rittenour said.

The next several months proved him right.

Known as the "Great White Ghost of the Arabian Coast," *La Salle* is the only ship in the Navy painted all white to reflect the searing rays of the Middle East sun. Because of the challenging nature of Gulf duty, *La Salle* sailors and the embarked staff usually serve one-year, unaccompanied tours in return for double sea duty credit. That makes for a very high turnover rate — about half of the sailors are cycled out every six months. Because of the combination of high personnel turnover and the need to follow an extremely flexible schedule, Rittenour stresses standardized training, with regularly scheduled operational, damage control, weapons systems and seamanship instruction included in all daily routines. "Certainly, there are things that

These mines aboard *Iran Ajr*, destined for Gulf shipping lanes, were captured before the Iranians could lay them.

you would train for differently out here than you would back in the States," Rittenour said.

Apparently, that training approach is paying off.

Shortly before summer, the 23-year-old ship shifted gears. No longer wearing the primary hat of regional diplomatic and American showpiece, *La Salle* transformed, virtually overnight, into an operational tender. With its large helo deck and ability to quickly launch LCM-8 boats, the reconfigured amphibious transport dock was often called upon to refuel and resupply other units, since the Middle East Force is without afloat logistical support. Its special capabilities also made it an ideal platform for search and rescue missions, as well as other, less familiar operations.

La Salle was the base from which assault teams and prize crews (teams trained to take charge of captured vessels) worked to secure the captured Iranian minelayer, *Iran Ajr*. Armed ship's self-defense force members manned around-the-clock watches in guarding the detained Iranians.

Shortly after the Iranian minelayer was declared safe for boarding, Electrician's Mate 2nd Class Howard Lewis found himself riding a boat, with seven other prize crew members, enroute to *Iran Ajr*. He was instructed to assess the extent of



electrical and engineering space damage and report the feasibility of using the minelayer's cranes to offload mines. What he found, though, was a ship incapable of lighting off its electrical plant.

"There was only one place on that ship that didn't have bullet holes," recalled Lewis. "That was in a head in the middle of the ship."

The prize crew remained aboard overnight, standing security and sounding watches and manning the 50-caliber machine guns the Iranians left behind. Five days later, *Iran Ajr* lay at the bottom of the Gulf.

Paying the price

Experts have long known the effect morale has on combat readiness. So it is no surprise that the stress and fatigue factors of those serving in the Gulf are being closely gauged. Commanding offi-

cers have been encouraged to provide breaks from a tempo of operations that can quickly drain a crew. With a few port calls, talent shows, bingo nights, special meals, flight deck picnics and occasional days off supplementing shipboard libraries, weight rooms and TV lounges, COs strive to keep the crews fresh.

They are also striving to keep their people informed. With frequent 1-MC messages, Captain's Calls and open-door policies reinforcing the chain of command, Gulf skippers are talking to their troops. "The crew asks tough questions of me because they have a need to know the answers," Capt. Dirren said.

It seems to be working.

Said BMSN Montoya, "Right now, I'm calm as could be."

Ready but relaxed, expectant but business-like — men in the Middle East Force monitor movements throughout

Armed and on the alert for trouble, Navy personnel board *Iran Ajr* from a Navy landing craft.

the Gulf region day and night. And, when conditions warrant, they react.

It was through "good intelligence, forethought, imagination and use of rules of engagement that the *Iran Ajr* seizure and other operations were possible," said Rear Adm. Bernsen. "It probably won't stop them from perpetuating acts of terrorism. But what it does show them is that there are costs to their activity. It does, I think, give them pause."

The *Iran Ajr* operation sent a message, loud and clear, said OSSN MacDonald: "If they're doing something wrong, we're going to nail them." □

Froehlich is assigned to Commander, Middle East Task Force, aboard USS La Salle.

Kidd, Fox win Sterrett Award

On Feb. 2, 1916, Marjorie Sterrett, a 13-year-old schoolgirl from Brooklyn, sent a dime to the editor of the *New York Tribune*. In her accompanying letter, Marjorie wrote, "I read in your paper every morning about preparedness. . . . I want to do what I can to help. Mama gives me a dime every week for helping her. I am sending you this week's dime to help build a battleship for Uncle Sam. I know a lot of other kids would give their errand money if you would start a fund."

A fund *was* started, but since there wasn't quite enough to pay for a battleship, the money that has accumulated over the years has been given out as an annual morale fund award to ships displaying a high level of readiness.

The award is made to one Navy ship in both the Atlantic and Pacific Fleets from a particular type command chosen by the chief of naval operations. This year the type was surface combatants and the winners were USS *Kidd* (DDG 993) in the Atlantic and USS *Fox* (CG 33) in the Pacific.

The commanders of the Atlantic and Pacific surface fleets made the announcements a few days after both ships returned to their home ports (Norfolk for *Kidd* and San Diego for *Fox*) from the Persian Gulf.

"*Kidd* has demonstrated her combat readiness from Arctic operations in the Norwegian Sea, to the desert climate of the Persian Gulf," said Commanding Officer, Cmdr. Daniel J. Murphy.

"We've been 'Top Gun' — scoring highest in gunnery exercises — and took the 'Battle E' for DDGs in DesRon 10 for 1986."

"We won something like \$900," said *Kidd*'s auxiliary equipment officer, Lt. (j.g.) Pete Braccio. "Not bad at all — pads out the welfare and rec fund very nicely." It hasn't been decided how the money will be spent. "We do have some very active sports teams," said Braccio. "We have basketball hoops set up on the helo deck. But we had a helo deployed with us in the Gulf, so we couldn't use them."

Kidd sailors may not have had an opportunity to play much basketball while cruising the Gulf, but they were able to keep busy. *Kidd* joined *Leftwich* (DD 984), *John Young* (DD 973) and *Hoel* (DDG 13) in firing on the Iranian

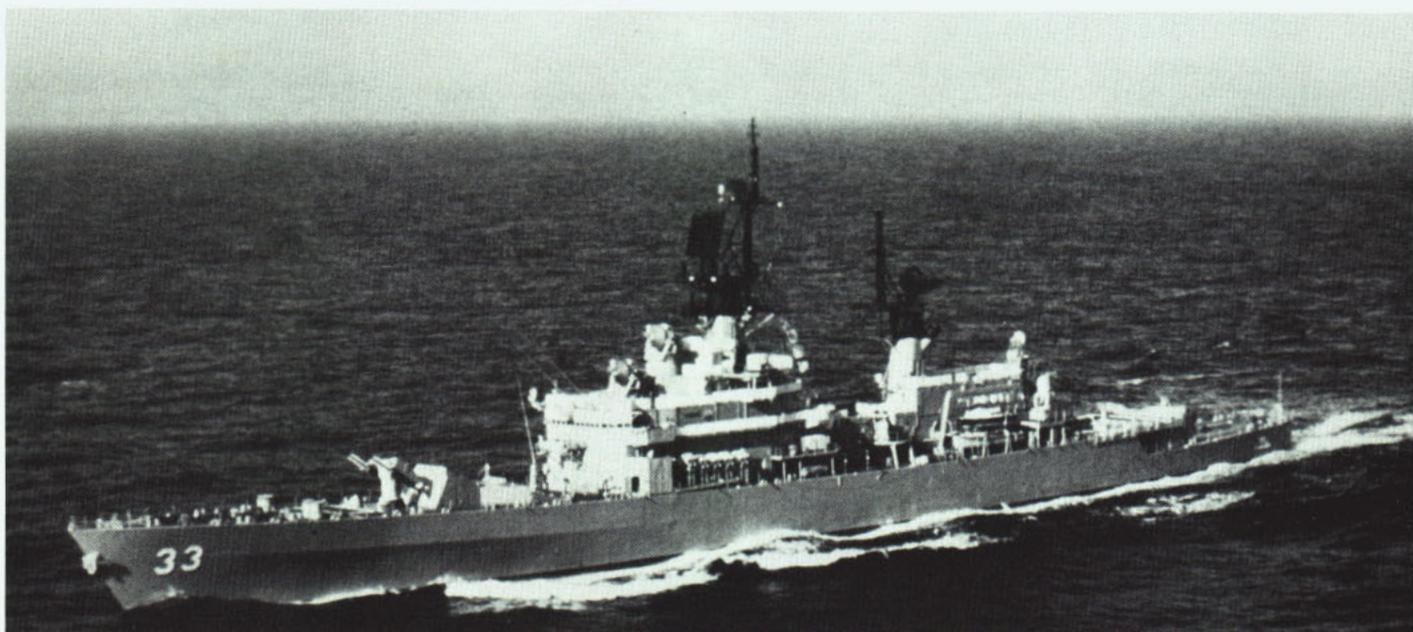
Rostam platform, which served as a command center for the Iranian "Revolutionary Guards." The firing was in response to an Iranian missile attack on a U.S.-flagged tanker. When asked how effective the firing was, Murphy replied, "Our mission was to utterly destroy the Rostam site and that's exactly what we did."

Navigators on USS *Fox* plot a course in the Persian Gulf. Both USS *Kidd* (right) and *Fox* served in the Gulf.



Photo by PH2 G.L. Pixler





U.S. Navy photo

“I’m very proud of the officers and men of *Kidd*,” Murphy concluded. “They have performed in a 4.0 manner, not just in the Gulf, but during my entire tour as CO.” The Sterrett Award came in the last days of Murphy’s command. On Jan. 15, he was relieved by Cmdr. Philip M. Balisle.

“We were delighted to be selected for

what we consider to be the most prestigious award in the Navy,” said *Fox* Executive Officer Lt. Cmdr. Charles S. Hamilton II. “It’s an appropriate salute to the men, who served with distinction in the Persian Gulf.”

The XO went on to list CG 33’s accomplishments in the Gulf. *Fox* was called on to escort USS *Acadia* (AD 42)

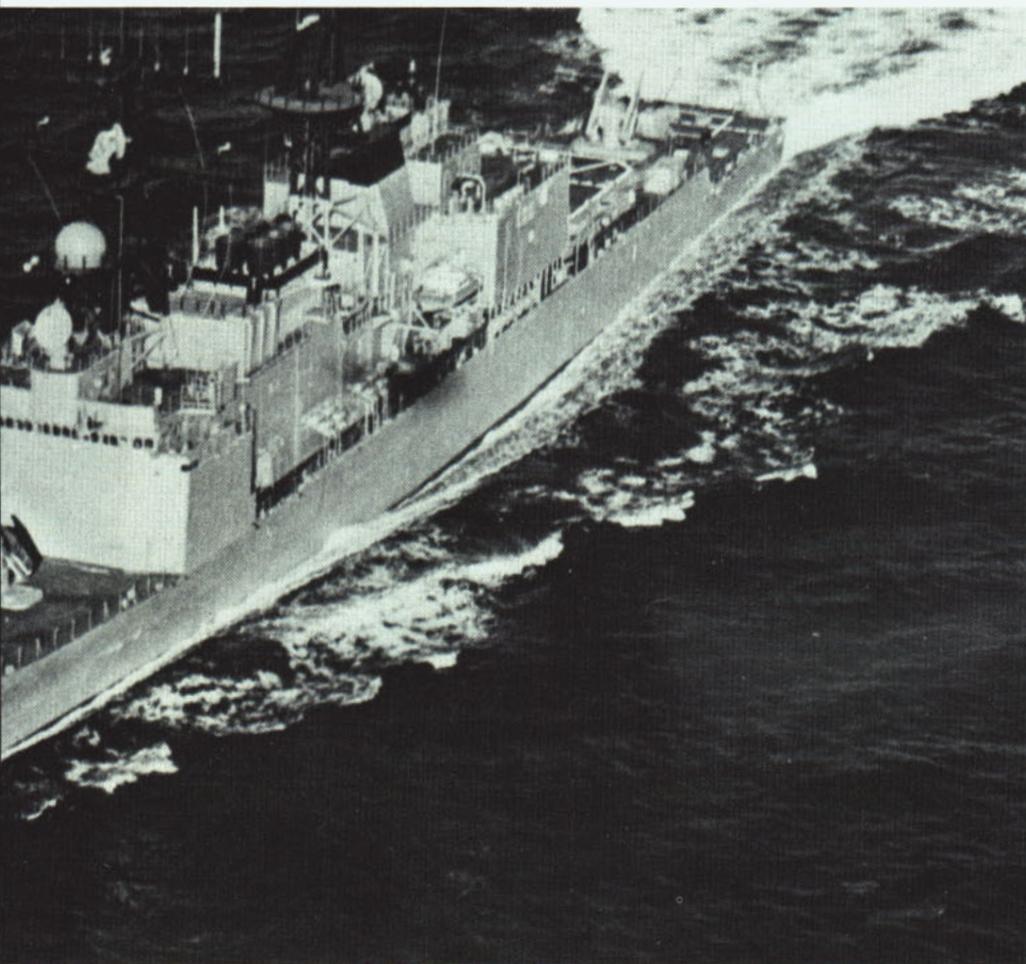
Crewman of USS *Fox* (above) will benefit from an award started by a Brooklyn schoolgirl in 1916.

when it had to go into the Gulf to aid USS *Stark* (FFG 31). *Fox* was with the first *Earnest Will* missions, guarding tankers as they sailed the Gulf. *Fox* escorted MSC ships on their missions in the Gulf and CG 33 was there standing watch as USS *Guadalcanal* (LPH 7) came into the Gulf. When representatives of the House Armed Services committee toured the Persian Gulf, they were hosted by *Fox*.

“Proper planning is the key to readiness,” said Capt. William W. Mathis, *Fox* CO. “We work hard, as a team, and anticipate what needs to be done, rather than waiting and reacting.”

How will *Fox* spend the award money? Hamilton laughed. “As proud as we are of our planning and preparedness, I’m afraid this one caught us off guard — we haven’t made plans for the extra rec fund money. It’ll be well-spent though, I can assure you.”

And *Kidd* and *Fox* personnel can rest assured that their ongoing efforts to maintain the highest levels of operational readiness are recognized and appreciated. “The sustained professionalism and persistent, dedicated effort that led to this award has set a benchmark of excellence to which we all should aspire,” said Chief of Naval Operations, Adm. Carlisle A.H. Trost. □



U.S. Navy photo

'Desert Ducks'

Deliverymen of the Persian Gulf

Story and photos by PH1 Chuck Mussi

They are known as "Desert Duck Airlines," but officially they're Helicopter Combat Support Squadron Two, Detachment Two. Around the Persian Gulf pond, the Ducks are a well-known aviation unit.

They're renowned for their crucial logistical support of Persian Gulf forces, for their friendly attitude, for always

having a cold soda in the mess, and for their commitment to Persian Gulf sailors.

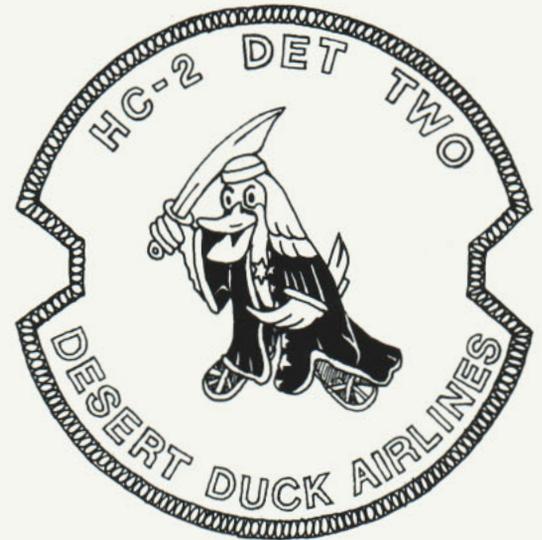
It's an important morale factor to the Ducks that they feel they keep those sailors going by providing them with whatever support they can. Ducks try to be flexible.

However, the word "flexibility"

doesn't get a lot of use around the Ducks' nest. "Here, we say 'fluid motion,'" explained Aviation Maintenance Administrationman Thomas "Leaky" Faucett.

"Fluid motion" is the term the Ducks use to describe their approach to accomplishing their mission. "Our flying schedule gets put in ink at the close of business





Opposite page: Air crewmen conduct a preflight check of their aircraft prior to takeoff. The noses of the helicopters are marked with Arabic numbers as a low profile measure. Left: A last minute item is hauled out to the helicopter.

the evening before the fly day, but it always seems to go through five, ten, or twenty changes throughout the day," Faucett said.

"Leaky" discussed the theory of fluid motion as he tried to solve the eighth change of the day's flight schedule. Two thousand pounds of eggs due to be delivered for the first flight of the day had just shown up — two hours late. So he juggled the flight schedule, but not the eggs.

"The pilots and the air crewmen love to fly, and everyone loves the mission," said Lt. Cmdr. Roderick M. McQueen. "They get more flight hours. They have to make more decisions on a daily basis."

The Ducks are well-known in the Persian Gulf because they are the delivery men for the area. Ninety percent of the Ducks' tasking is mail, supplies, and airline service for the Gulf sailors.

Before the Persian Gulf build-up, the detachment flew an average of 68 hours a month. Now the number varies from 125 to 150 hours a month.

Increased flying hours also means increased maintenance, and closer atten-

tion to detail. "Inspections that would be performed at the 50- or 100-hour point are done at the 25- and 50-hour point. Corrosion is a never-ending battle here," Faucett said.

Maintenance planners must consider not only the increased flight hours and the aircraft flying environment, but also the area where the maintenance is being performed.

"When it's 115 degrees, and a guy is out on the tarmac working on an aircraft," Faucett said, "your concern shifts from getting the aircraft fixed to keeping the guy who's fixing it alive."

The extreme heat is not just a factor for those who work on the aircraft, but also for those who must fly them.

"The intense heat was my first shock when I got here," Lt. Chuck A. Farrell said. "There were days when it was 123 degrees by 9 o'clock in the morning. When you're in the cockpit, you just have to drink a lot of water."

Because of the intense heat, the modified attire of the maintenance and administrative Ducks is khaki shorts and white T-shirts with the "Desert Duck Airlines" logo. The flight crew members

still wear their full flight gear.

Dealing with Bahrain's intense heat is not the only shock. There is also culture shock. "Bahrain is unlike any other place," Farrell said. "There is the adjustment of getting used to living in a totally different country."

The Ducks adjust to the new conditions and different climate in true naval aviator fashion. The Ducks also have to adjust to rotating in and out of the detachment every six months. HC-2 is homeported in Norfolk.

"The great thing is, from my job as OIC down to the youngest airmen we have, you're asked to do more here because we're basically a squadron on our own," McQueen said. "It is a detachment, but we have to do everything that a squadron does, and the Ducks invariably rise to the occasion. They learn quicker, they learn more, they accomplish more, and they have more pride as a result.

"They enjoy being the Ducks and they try to make everyone proud of the Ducks," McQueen said. □

Mussi is assigned to All Hands.

CNO extends 'bravo zulu' to Persian Gulf sailors

By Adm. Carlisle A.H. Trost

I am very pleased with the efforts of all Navy personnel involved with the current operations in the strategically important Persian Gulf. Navy people have been remarkably responsive and are performing superbly—performing in a dedicated professional manner that we have come to expect of our Navy men and women.

Whether in the Persian Gulf, the Mediterranean, or the world's oceans, Navy people are out doing a great job, and they're proud of themselves. I repeatedly make the comment to people, and especially to our Congressional leaders, that the Navy people of today—men and women alike—are better than any others I have seen since I've been

in the service. Their performance in the Gulf, in spite of working in some of the most demanding environmental conditions in the world, simply reinforces that feeling.

What the Navy is doing is keeping relative stability in the region and ensuring freedom of the sea lanes for U.S.-flagged ships. Oil continues to flow to our friends and allies, and that is testimony to our performance.

To critics who contend we don't have the right force structure for operations such as those ongoing in the Persian Gulf to meet the threat, I say they are wrong. The Navy does have what it needs to do the job. We have impressed a lot of people with our ability to react very rapidly

with highly ready forces and sustain that presence to whatever level required. That's a very positive indicator about the Navy's flexibility and overall readiness.

Our presence in the Persian Gulf is going to continue as long as it is required to maintain stability in the region. We hope that the Iran/Iraq war will come to a suitable termination and that long-term stability will be restored in the Gulf. In the interim, there will be a continuing role for necessary forces that serve to protect our national interests and enable diplomatic efforts to proceed, which may bring peace to this area of the world. □

Trost is chief of naval operations.

A sailor aboard USS Bunker Hill (CG 52).



Photo by PHT Terry Casgrove

Volunteers for danger

Naval Reservists volunteer for temporary active duty in the Gulf to work with regular Navy personnel in meeting tough challenges.



"We have 28 reservists on minesweepers... That's one of the most crucial jobs in the Gulf, and one that has been handled primarily by reserves in recent years."

The Naval Reserve has played a key role in U.S. operations in the Persian Gulf. So far, 85 reservists — officers and enlisted, ashore and afloat — have served in the Gulf region since the Navy began its buildup in May of 1987.

"The reservists' response to our call for volunteers has been outstanding," said Cmdr. John Schalk, head of the operations branch, Naval Reserve Force. "We put out the word, Navywide, for specified reservists to apply — through Naval Military Personnel Command — for temporary active duty. We got all the people we needed, and very quickly. As personnel requirements in the area change, we continue to advertise. We expect reserve requirements to continue through the duration of our Persian Gulf presence."

In addition to the TemAc personnel, the Navy saw the need for significant reserve support during that period — May through July — when the growth of Navy forces in the Gulf was greatest. Most of those reservists received special active duty for training orders.

"We have 28 reservists on minesweepers — 17 Special Active Duty and 11 TemAc — all enlisted. That's obviously one of the most crucial jobs in the Gulf, and one that has been handled primarily by reserves in recent years," said Schalk.

In addition, there currently are 16 TemAc reservists serving on special

shallow water patrol boats — PBs.

On Jan. 6, 1988, USS *John A. Moore* (FFG 19) arrived in the Gulf with 22 selected TemAc reserve volunteers on board as part of the crew. These volunteers are also all enlisted.

"You can find Navy reservists at the very center of the activity that brings the U.S. into the Gulf in the first place," said Schalk. "I'm talking about the re-flagging of Kuwaiti oil tankers. We've had 17 Navy reserve officers on-scene as representatives of Naval Control of Shipping, advising Commander, Middle East Force.

"Some of those officers have been riding the re-flagged ships."

The Administrative Support Unit in Bahrain is always busy, but as the Christmas holidays approached, the volume of mail threatened to overwhelm the facility. "There was some thought of seeking emergency transfers of regular members to help out with the crunch," said Schalk, "but Commander, Naval Reserve Force was able to provide adequate numbers of people for a long enough period of duty — and those reserve postal clerks were on a plane in only a matter of days.

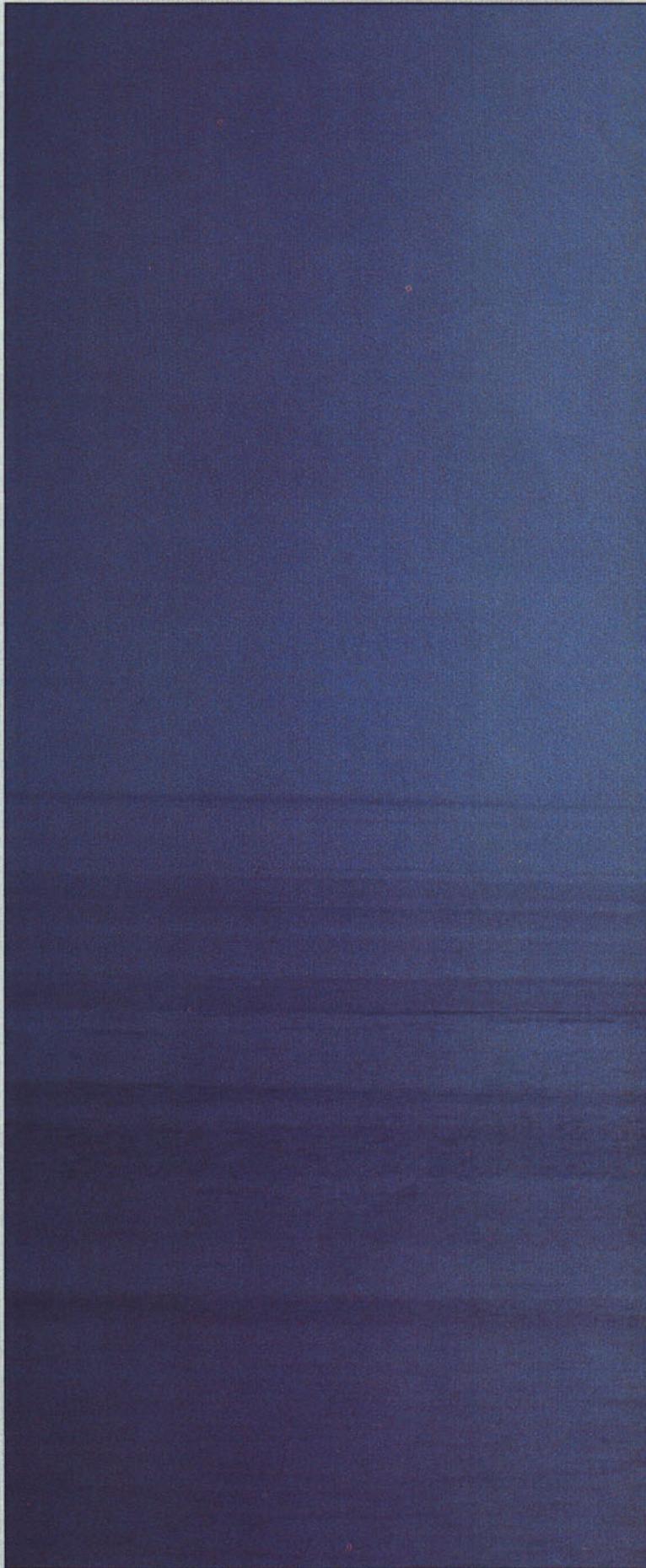
"The entire U.S. Navy community can be extremely proud of both the speed and the quality of the reserve response," said Schalk. "They've really come through." □

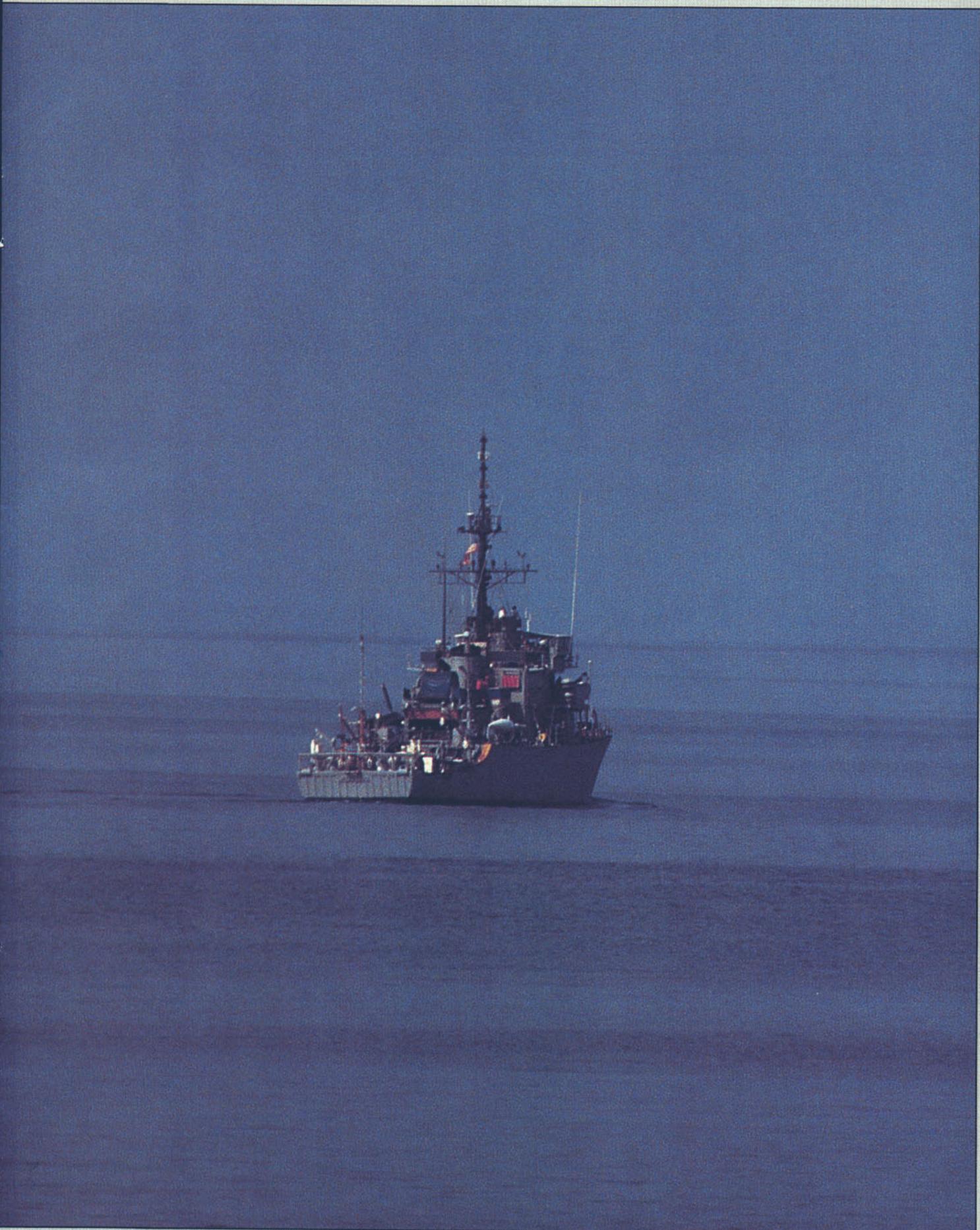
At war with mines in the Persian Gulf

Story and photos by PH1 Chuck Mussi

Minesweepers of the U.S. Navy are at war in the Persian Gulf. The enemy is not a nation; the Navy is at war with mines.

“It really doesn’t matter who laid them or why. The fact is that they are there. And we’re going out and clear them,” said Cmdr. Francis D. Demasi, commanding officer of USS *Inflict* (MSO 456). “A lot of people didn’t think that the U.S. mineforce could detect and destroy mines in the Gulf. It’s a good feeling to know that we can.”







Preceding page: Mine countermeasures in the Gulf is a lonely job. Left: USS *Enhance* returns to USS *Mount Vernon* through early morning mist from the Farsi mine fields. Below: USS *Inflict* crewmen shift mine-sweeping equipment on the fantail, preparing to receive *Mount Vernon*'s brow.



Demasi is speaking from experience. *Inflict* was the first oceangoing minesweeper to discover and destroy a mine by use of high-frequency sonar. "A sonar screen is filled with clutter all the time. But a good sonar technician is able to pick out a little blip that is a mine from all the other crap that is cluttering the scope," Demasi said.

Inflict discovered the first mine on its first day in the sweep area. Over the next seven days, *Inflict* found ten more mines. It got to be a habit.

"Once we found the second and third mines, there was no way to mistake them," said Sonar Technician 1st Class Barry R. Hamilton.

After a mine is detected, a two- or three-man team in a Zodiac raft maneuvers cautiously, closing in on the submerged mine. The mines are usually moored at depths from five to 20 feet, and are powerful enough to sink small ships and severely damage large ones.

Guided by visual and radio signals from the MSO, the Zodiac team slowly moves to within 10 feet of the mine. Then they're ready to toss the "clump." This 185-pound chunk of concrete has a line and buoy attached, clearly marking the mine's location. Explosive Ordnance Disposal divers will then be able to go down and attach a charge to counter-explode the mine.

"The mine hardly blows up and they're out painting another mine symbol on our side," Demasi said.

Mines can be so common in the Persian Gulf, that even the support ships get into the act. USS *Mount Vernon* (LSD 39), standing by to resupply the minesweepers, was also seeing a bit of action.

"This is the Captain," *Mount Vernon*'s Commanding Officer, Capt. Brian F. Boyce, announced. "For the information of all hands, a mine was spotted floating on the surface yesterday, just 10 miles from our current position."



Crewmen (above) watch as USS *Enhance* joins USS *Inflict* alongside USS *Mount Vernon*. Fresh fruits and vegetables (right) are a luxury for ships in the Gulf. Opposite page: A rare moment of relaxation aboard *Mount Vernon*, as a sailor mans his fishing pole instead of a machine gun. Far right: Mail may be a burden to haul, but is never a burden to receive.





The news of the loose mine reminded the already vigilant crew that every ship in the Gulf is in danger. That danger does not keep the LSDs from routinely resupplying the minesweepers. Ship-to-shore services, laundry, groceries, fuel, and — perhaps most importantly — mail, all continue without interruption.

When a minesweeper is moored alongside, the *Mount Vernon* resembles a busy pier. It is a time for the crews of the minesweepers to go to the ship's store or to a gedunk shack and buy T-shirts, cigarettes or candy bars.

The *Mount Vernon* crew members stand aside for the minesweeper sailors, giving them head-of-the-line privileges for check-cashing, money orders, and the ship's store.

Just as on a minesweeper, life aboard a support ship in the Gulf is not easy.

“Every department aboard *Mount Vernon* gets busy when a ship moors alongside — deck division, engineering, supply, everyone,” said Mess Management Chief Wilfredo A. Tutol. “We try to give them what they want.”

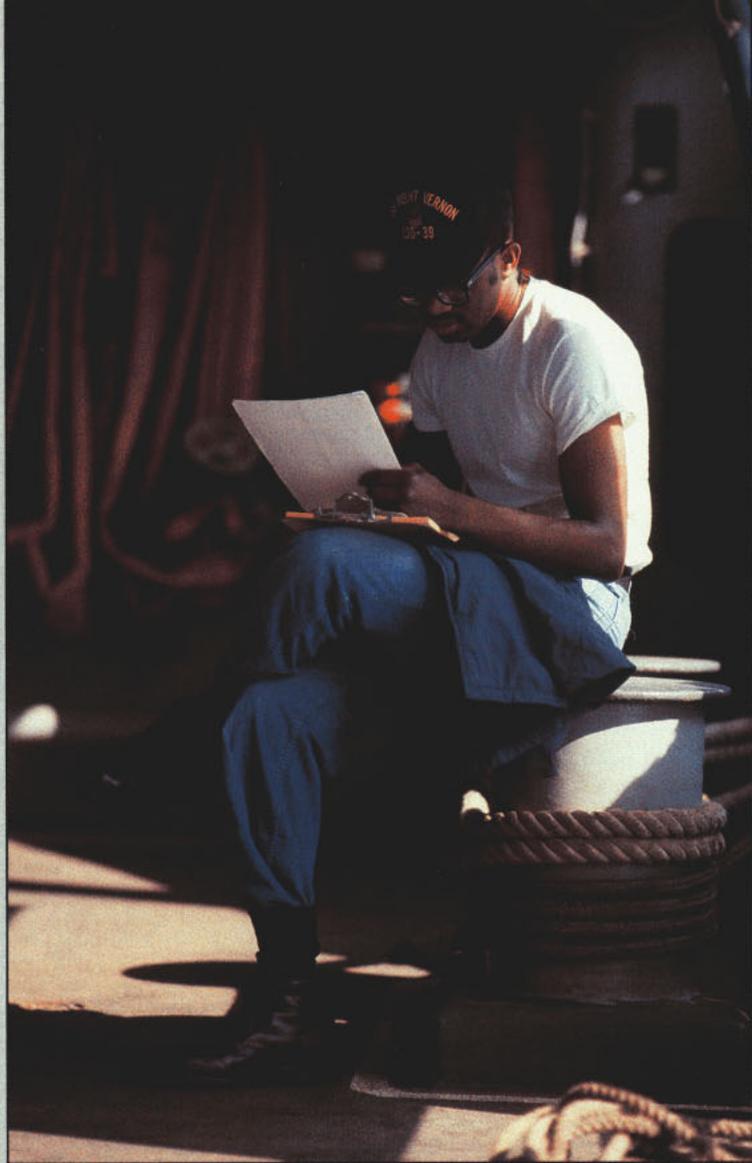
That can be easier said than done. A minesweeper's grocery list typically includes items like ice cream, crab legs, steaks, and — of course — fresh vegetables and milk. Such items are likely to be on any afloat unit's shopping list, but they are especially in demand (and particularly difficult to keep fresh) in the Persian Gulf.

All activities, operations or support, contribute to everyone's two basic goals: getting the job done



Above: When not in use by helos, USS *Mount Vernon*'s flight deck is the Gulf sailor's substitute for a running track. Right: MSOs operating in the Gulf are equipped with *Stinger* missiles for air defense.





A *Mount Vernon* sailor catches up on paper work outside his office, but stays ready, with his pant legs in his socks.

the minesweepers rock and roll so much.”

The minesweeper may be the ship with the roughest ride, but all the sailors of the Gulf have to put up with another area nuisance: constant sand and dust. It gets into electronic gear, making for a continuous battle.

“The Planned Maintenance System is more important to us now than it was when we were State-side,” said STG1 Hamilton. “You can’t go ahead and do the PMS with the thought of ‘if it breaks down we’ll go ahead and fix it later.’ Here in the Persian Gulf it’s your life! If you’re out in a mine field and your sonar or radar breaks, you’re a sitting duck.”

“Sometimes it’s like pulling teeth to get a system shut down so we can do PMS,” said Fire Control Technician 1st Class Alan F. Shain, of *Mount Vernon*. “Sometimes we just have to wait till we get into port. But we also have to make sure it works while we’re out here, and keeps on working.”

The sailors of *Mount Vernon* were going to General Quarters three, four, five times a day, or whenever an Iraqi jet came too close. During this same period, *Inflict* was finding one or two mines a day. “The environment is different from anything I’ve ever been in before,” Cmdr. Demasi said. “It is a changing environment from one day to the next.”

“We have to depend on each other because of the environment,” said Sims. “If one person doesn’t know his job, or doesn’t do his job, it affects somebody else’s job.”

“It is a good learning experience for petty officers, but on the other hand it is hard for them,” said Engineman Senior Chief (SW) James C. Beck, command senior chief for *Inflict*.

“The more we accomplish, the better we feel and the closer we get to going home,” said Hamilton. “I’m doing one job — it’s kind of like I have tunnel vision — just finding mines, that’s all I’m interested in. We don’t care who lays them. All we want to do is find them, and do the job the best way we can, so that nobody gets hurt and everybody goes home in one piece.” □

Mussi is a photojournalist assigned to All Hands.

right and getting out of the Gulf alive.

Boatswain’s Mate 3rd Class Anthony L. Walker and Engineman 2nd Class Glenn L. Smyers are a two-man Zodiac team for *Inflict*. “There is a lot of danger out here,” said Smyers. “But I don’t think about it. I just think about doing my job. I have faith in my crew members,” he said.

“It is difficult not to think about the danger,” said Walker. “I could be throwing the clump on top of a mine. Let’s just say that I pray every night, and my girlfriend at home prays every night, too.”

The physical environment of the Gulf is as demanding as the operational environment. It is extremely hot both during the day and at night.

On board a minesweeper these conditions are often aggravated by the rolling of the ship. The Gulf, though sometimes placid, can get quite rough. “The biggest thing I have to deal with, as a corpsman, is sea sickness,” Chief Hospital Corpsman (SW) George E. Sims said. “It can be a problem, because



Earnest Will

Tanker escort duty in the Gulf is just what you'd expect: hours of boredom interrupted by moments of terror.

Story and photos by PH1 Chuck Mussi

The call comes over the bridge-to-bridge channel. A fishing *dhow* is headed toward a tanker.

Not exactly climactic news, until you consider the fact that you are cruising in the oil-rich Persian Gulf, where the environment is also "threat-rich," especially

if you are on tanker escort duty.

Responding to the call, the warship USS *Thach* (FFG 43) rushes to investigate the situation.

Arriving quickly on the scene, *Thach* immediately confronts the *dhow*. From the ship's loudspeakers, a tape recorder booms out a warning, in Farsi: "This is

an American-protected ship!"

The presence of *Thach* and its firepower enforces the message. Crew members aboard the *dhow* promptly wave white rags; one member holds aloft a gasoline can. Not entirely convinced, *Thach* machine-gunners and their look-outs keep a sharp watch on the *dhow's*



Top: USS *Thach* escorts the tankers of *Earnest Will* 87018. Left: *Thach*'s bow watch keeps a sharp look out for floating mines, which can be laid even by lowly dhows.



slow progress away from the tanker.

Gunners and lookouts begin to relax as the *dhow* moves to a safe distance from the tanker, then jump again to full alert as a lookout reports the *dhow*, no longer under the close scrutiny of the warship, is throwing objects over its side. "Mines?" a gunner asks. "No, just bales or something," the lookout replies over his sound-powered phones. It appears the *dhow* is lightening its load, to ride out the rough seas more easily. As everyone relaxes again, the .50-caliber bullets are pulled out of the chambers.

The momentary tension is perhaps not an auspicious beginning for the upcoming cruise, but, nonetheless, *Earnest Will* mission 87018 is about to commence.

It will be the 18th escort mission of reflagged tanker ships, and will begin ceremoniously when the tankers and their escorts form up into a single-line convoy to begin their southbound trek. But already, the *dhow* incident has set the tone of the mission for the crew of *Thach*: Be ready and able.

Slowly, the tankers — often referred to by the crew of the smaller and faster *Thach* as "fat gals" — form up and the procession gets under way.

Stretching six miles, the convoy was made up (in sailing order) of: two mine-sweeping tugs contracting their services to the Navy, *Hunter* and *Striker*; the tanker *Chesapeake City*; *Thach*; tanker *Surf City*; tanker *Glacier Bay*; tanker *Bridge-*

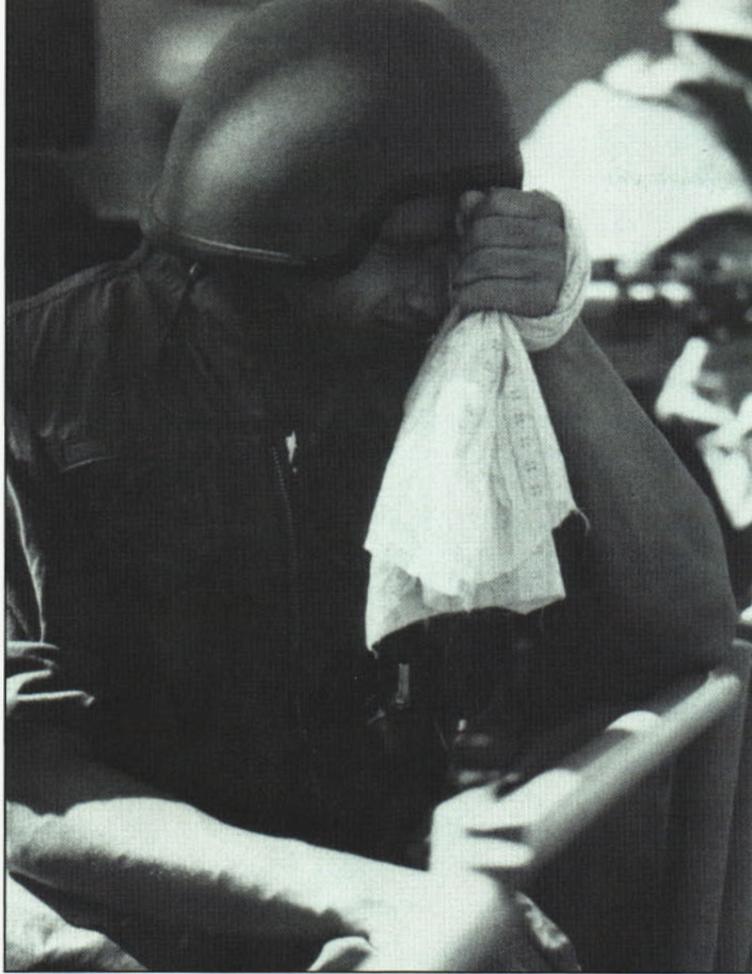
ton; and *USS Carr* (FFG 52). The tanker *Bridgeton* had just completed repairs from mine damage that put an 18-foot hole in its steel hull.

Bridgeton had "found" one mine; the Navy has found many more in recent weeks, but the problem doesn't go away.

"We're still finding mines," says Fire Control Technician 2nd Class Charles S. Hamm. "When we first got here, we looked and worried about mines. Now with the sweepers here, we still worry and look, but we feel a lot better."

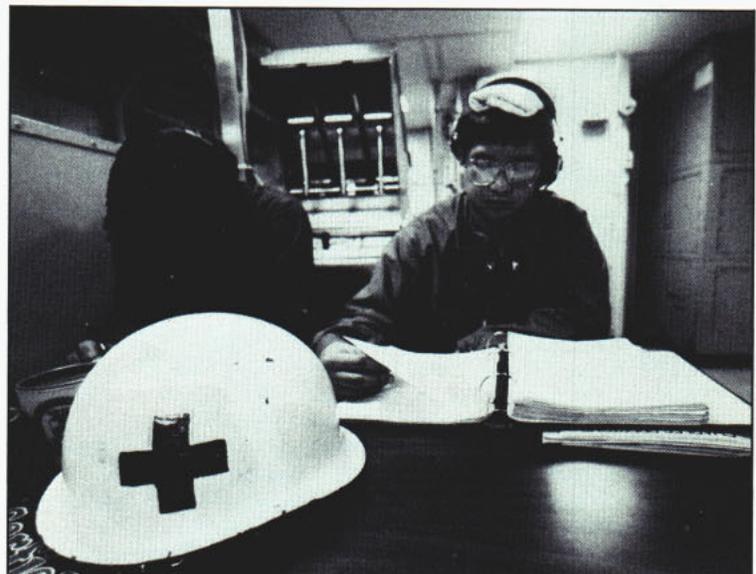
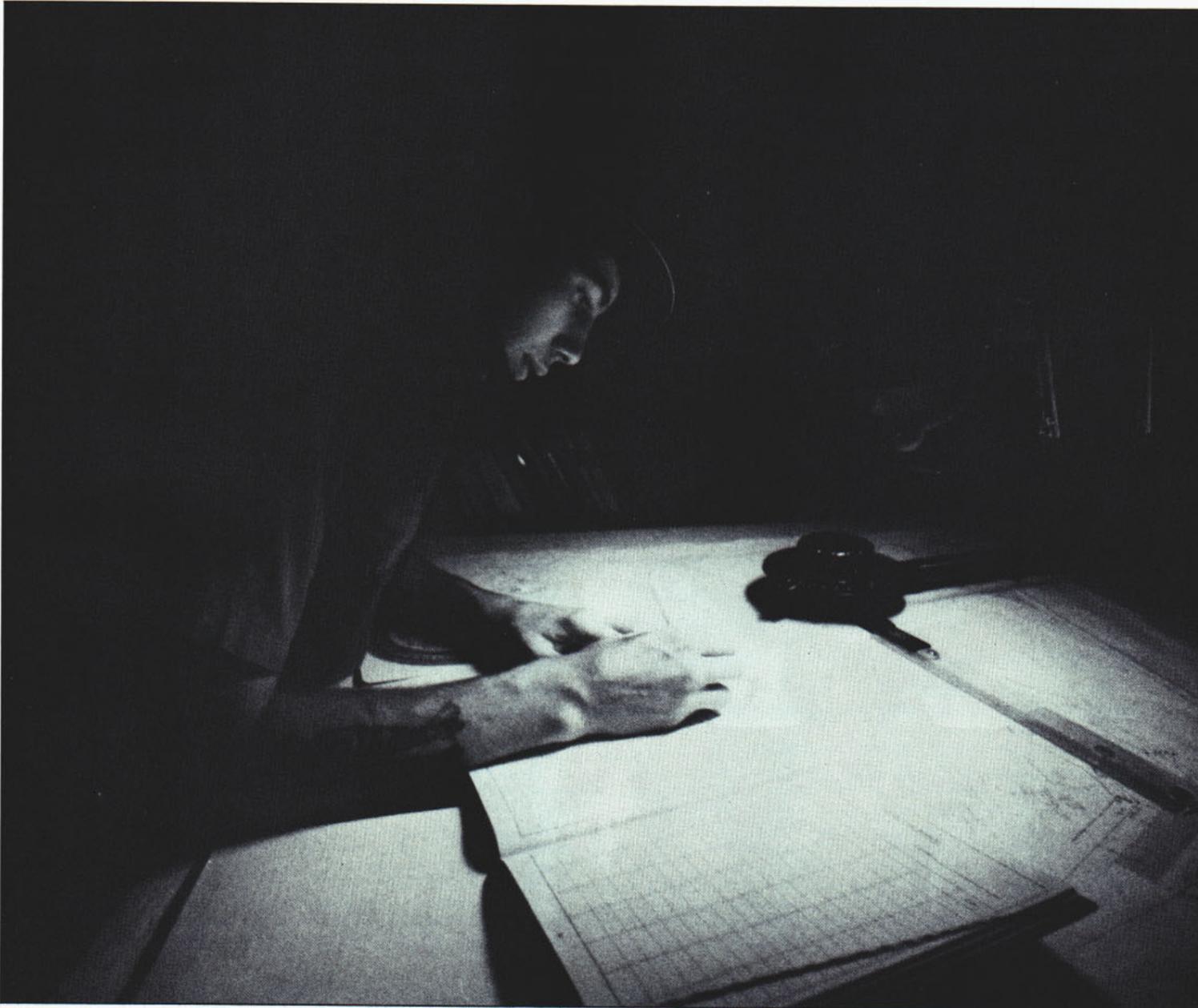
"General quarters! General quarters! All hands man your battle stations!"

The convoy is nearing Abu Musa Island — the home base of Iranian speed boats.

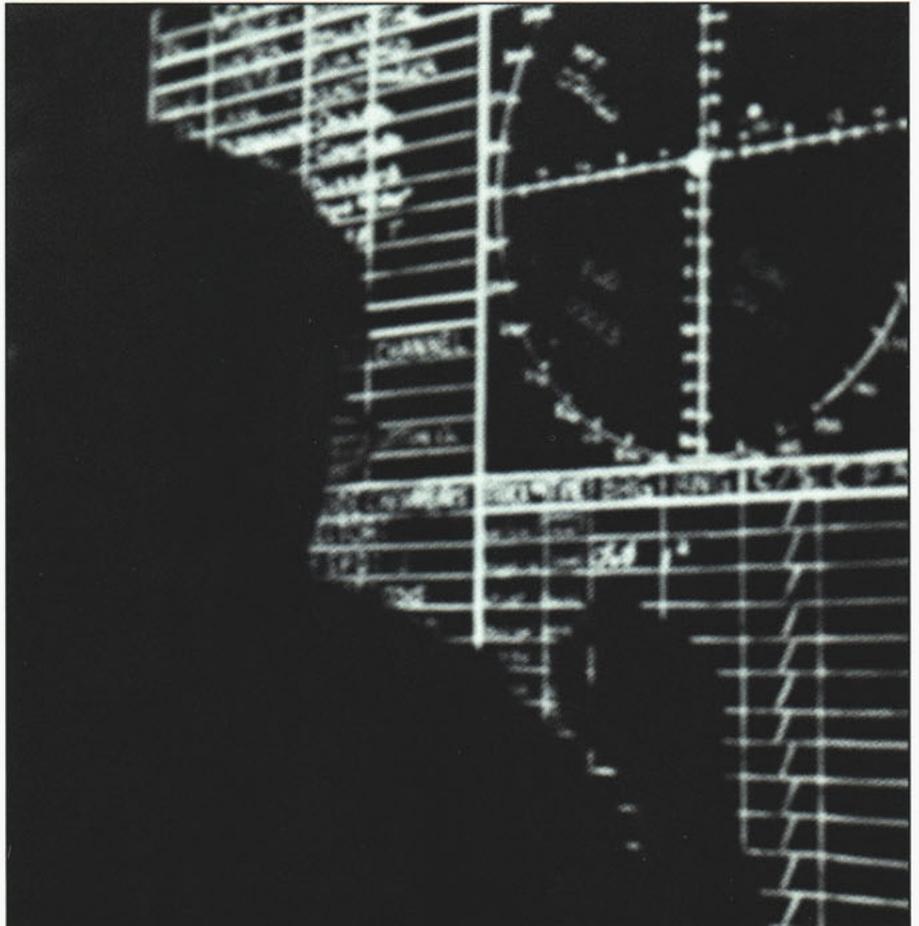


Far left: Crew members at general quarters watch for high-speed boats. Left: Heat is a constant adversary for Gulf sailors, especially during the stress of general quarters. Below: A *Thach* air crewman from the ship's helo detachment (HSL 43) mans a machine gun as the helicopter rushes off to investigate a suspect vessel. Bottom: *Thach* crewman idly crushes a soda can as he waits to secure from general quarters.





Left: A ship's log is always kept meticulously, but duty in the Gulf requires particularly careful record keeping. Below far left: It is always night in the Combat Information Center, and long hours of duty are helped along with a cup of coffee. Below left: On the ship's mess deck members of a firefighting team wait to be called to action during GQ, but hope they aren't. Below: A status board is updated as *Thach* makes its way south.



“Are you ready for some action?” Cmdr. G.J. O’Donnel, *Thach*’s commanding officer, asks a machine gunner on the bridge wing.

“Yes sir,” replies the sailor. The tension level throughout the ship increases as *Thach* moves into waters that have been the scene of Iranian speed boat activity in the past.

Then the CO lightens the mood, suggesting that the helicopters carrying newsmen in the Gulf are a bigger nuisance than the Iranians.

Like scuttlebutt about the next liberty port, the CO’s remarks are reported throughout the ship, and help set a mood of easy vigilance, which replaces the white-knuckled tension.

Suddenly, out of the Gulf haze, a high-speed boat appears off the starboard bow. Machine gun crews go from code white, to yellow, to red (ready to fire) in a matter of seconds. The speedboat is headed straight toward them.

The speedboat enters the optimum range of *Thach*’s .50-caliber machine guns, and as if sensing the deadly scrutiny, abruptly turns off its direct heading for *Thach*. It turns instead toward a tanker.

Lookouts scan the approaching craft for weapons. Machine gunners keep a bead on the craft. *Thach*’s LAMPS helicopter races to intercept the boat. Suddenly, the boat makes a daring maneuver and darts between *Thach* and the tanker,

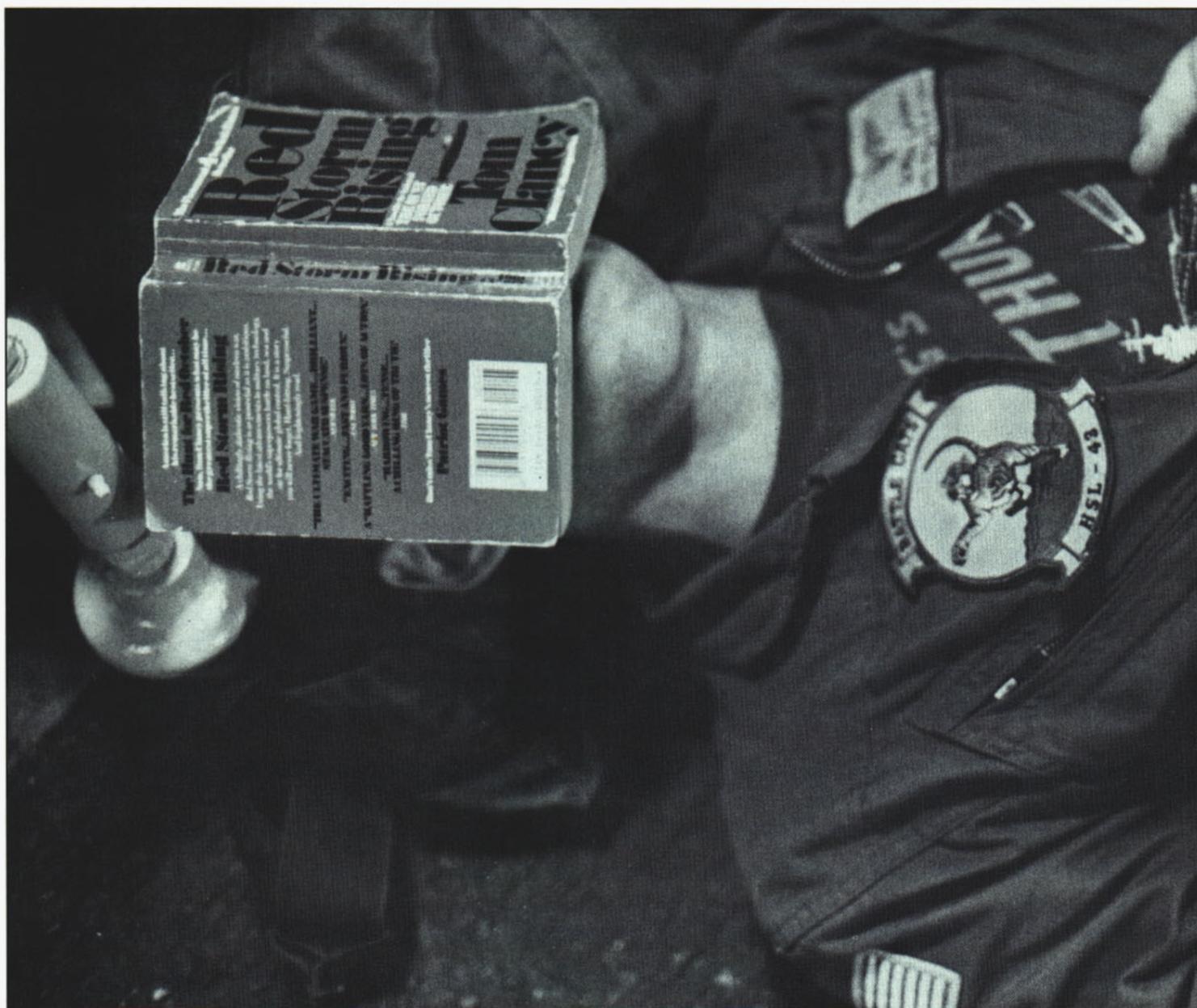
Surf City. *Thach*’s helo shadows the speedboat until it is well away from the convoy.

“I haven’t had an escort trip yet where we didn’t have a speedboat do that to us,” says O’Donnel. “Last escort, it happened twice.”

Gun crews defuse as the tense moment passes.

“You see a lot of wild stuff out here,” says Torpedoman Seaman Stacy S. Graham. “I don’t just mean like sea snakes, turtles and sharks and such. You experience what people see on the news. It’s a chance of a lifetime.”

“A lot of guys would be worrying about the next mail call, and ‘What b.s. do I have to put up with today?’ if we



weren't so occupied with our mission," says Gunner's Mate (missiles) Chief (SW) Stephen L. Turner. "We feel we're out here doing something important."

"Secure from general quarters, dinner for the crew." *Thach* is through the first day and into the first night of *Earnest Will* mission 87018.

Under a blanket of stars, the warship makes its way south through the warm, placid Persian Gulf waters.

Running without topside or deck lights, the only telltale sign of the warship's presence is the phosphorescent jellyfish that twinkle softly as *Thach* cuts through the still waters. It's a beautiful night to be above decks, but men on watch stand stoically around their

machine gun emplacements. Both men and weapons are poised and ready.

Suddenly, the calm of the night is broken by a sharp order: "General quarters! General quarters! All hands man your battle stations!" The already-alert crew springs into action. Machine gunners don flak vests and helmets, while throughout the ship other men dog down hatches for watertight integrity.

Under the cover of darkness, the convoy prepares to make its way through the Straits of Hormuz.

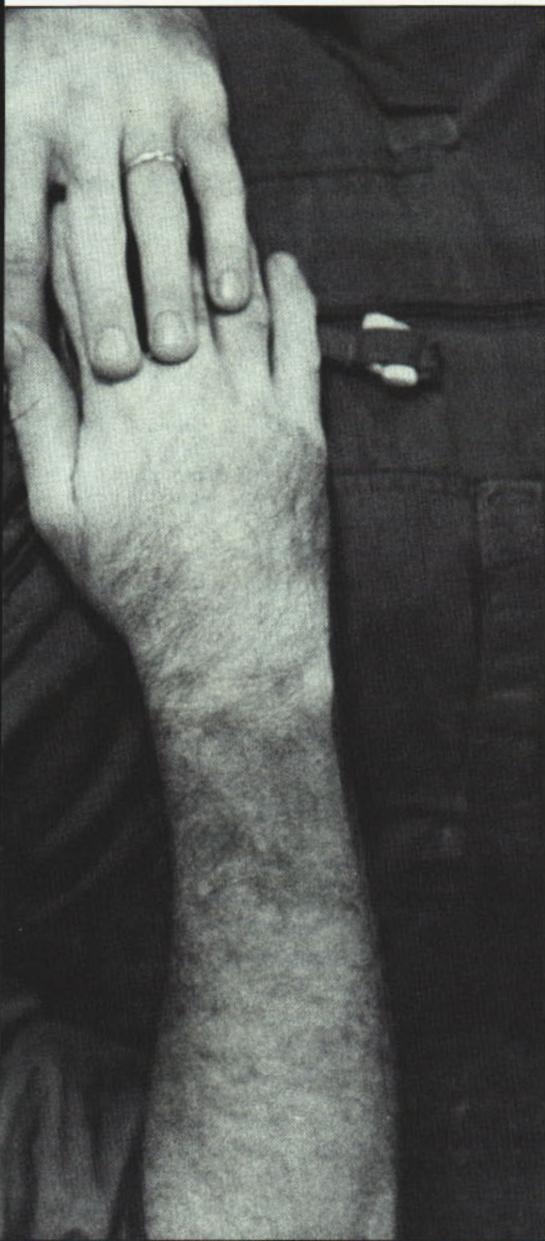
There is no sign of danger, but the tension builds nonetheless.

On the darkened bridge wing, someone speaks softly: "Without a moon out, it's a beautiful night for a speedboat

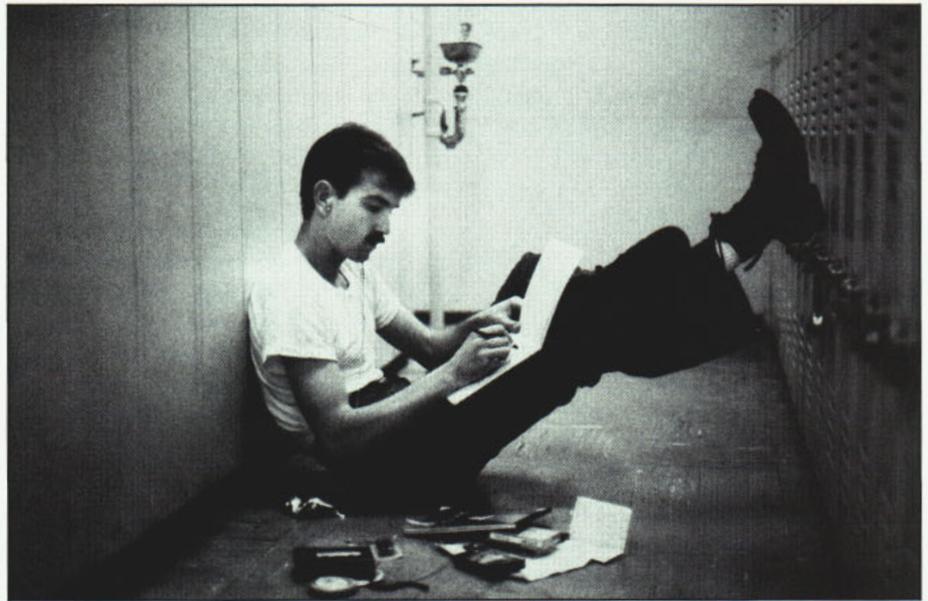
attack." Then another thought: "I wonder if the *Silkworm* missile guys are out there tonight."

In the Combat Information Center, men behind consoles watch the electronic picture of the convoy's passage. They also see two new players in the *Earnest Will* mission. Joining the convoy in the Straits to help keep a close watch on the Iranian *Silkworm* missile sites, are the U.S. warships *Missouri* (BB 63) and *Aegis* cruiser *Bunker Hill* (CG 52). They are providing additional protection against the potential Iranian missile threat as the convoy makes its way through the missile sites' firing envelope.

"You feel a lot safer having the support of ships like *Missouri* and *Bunker*



Far left: The "Red Storm" may be rising, but this HSL 43 "Battle Cat" is down for a catnap while he waits for his next call to action. Left: Time off watch is a chance to get in a few hands of solitaire. Below: At the end of a long day a sailor kicks back in his berthing area to recount his day's experiences in a letter home.



Hill," says Operations Specialist 1st Class Wendal A. Brun.

"We're more or less here in case something happens," says Fire Control Technician 1st Class Joseph B. Granieri of the battleship *Missouri*. "We're the offensive posture — the muscle flex for the convoys. We're ominous, big, powerful — you know, 'strength for freedom.'"

The minutes at GQ turn into an hour. Then the hour turns into two, then three, then four, and then some more. On the escort ships, the men in the CICs monitor the convoy's careful passage to open water.

Aboard *Bunker Hill*, the passage through the Straits is recorded on videotape and filed in a library, to be re-

played and compared with other escort missions.

Thach can stand down, the convoy is through the Straits. "Secure from General quarters. Set the normal underway watch."

The crew relaxes, or at least daydreams about relaxing. "I could go for a beer, a cigarette, and a phone call," says Gunner's Mate 3rd Class Jay R. Stihler, "not necessarily in that order."

"Today was the halfway point of our deployment — the 'hump day,'" says Fire Control Technician 2nd Class Charles S. Hamm. "I'm counting down days, hours and minutes. My wife is due to have our baby on December 31st. That's mostly what I think about while

I'm off watch, and have time to kill. This was our third *Earnest Will*. The routine gets easier, but we stay on our toes. We have to. The *Stark* is in the back of everyone's mind. It could happen."

The sun rises on an unharmed convoy as it makes its way southward into the North Arabian Sea. The history of the events of the mission will find their way into letters to worried sweethearts and Navy wives. Down through the convoy comes a message, from some of *Thach's* nearer 'dependents': "Thanks for a safe escort. To the officers and men of *Thach*."

Earnest Will 87018 is over. Safely. □

Mussi is assigned to All Hands.

ASU

*For the Administrative Support Unit in Bahrain,
there's no weekend at the end of the week.*

Story by PH1 Chuck Mussi

It's 1 p.m. on a Sunday afternoon in Manama, Bahrain. For some, it's just another day of a seven-day, twelve-hours on/twelve-hours off (if you're lucky) work week. But for those people assigned to the Administrative Support Unit in Bahrain, it's not only another workday, it's not even "really" Sunday.

You see, in the Arab world Thursday and Friday are considered the weekend, so our Saturday and Sunday are actually their Monday and Tuesday. Easy, right?

The change in the work week is not the only thing that personnel assigned to the ASU have had to get used to. Since the attack on USS *Stark* (FFG 31), the role of the ASU in supporting Persian Gulf operations has increased drastically, as the U.S. presence there has grown.

"When I called my detailer, he said, 'Bahrain,' recalled Yeoman 1st Class Frank Pontore, of ASU's administrative division. 'Who'd ever heard of Bahrain — before *Stark*? I didn't know the place existed. I said, 'Bahrain? Where the heck is that?' He said, 'The Middle East.' I said, 'All right, send me.'"

"I requested Bahrain," said Legalman 2nd Class Christy Gray. "I thought it would be different than any other part of the world." She wasn't disappointed. "My previous duty stations were *completely* different — we have to be much tighter as an organization. That's why I like it here," Gray said.

The ASU is made up of a bit more than one hundred people.

"You have to have a good attitude to work here," said Pontore. He pointed

out that all the personnel in ASU work extra hard and take on extra duty, because of the obligation they feel to support the sailors who are in harm's way.

"No one says 'no,' because of those guys out there in the Gulf. There are no ifs, ands, or buts about it. They say you get paid for 24 hours a day, right?"

"Supply is on call 24 hours a day, seven days a week," said Storekeeper 3rd Class Chuck Rinesmith. "We have to be. We have to make the deliveries *whenever* ships come in. If a ship just happens to come in on a Friday," (which would be ASU's Sunday, right?) "or will be within helicopter range after midnight, then we have to accommodate them, because that may be the only time that we can get them their supplies. We *have* to make the deliveries," said Rinesmith. "Everyone's commitment, to those sailors in the Gulf, is to do our best — to put out."

One ASU division that reflects the attitude of "putting out the best" is the command's postal service. The postal service processes mail for all the ships, or for "any sailor in the Gulf," as some of the mail comes addressed.

Prior to the *Stark* attack, the ASU normally handled 2,000 pounds of mail a day. Now the average daily weight is 10,000 pounds, with peak days that go as high as 34,000 pounds. That's a lot of mail for just a few people to handle.

"We never feel like we're caught up," said Postal Clerk 2nd Class Warren Price. "But I think of the guys out there in the Gulf. I was off the coast of Beirut — spent 88 days out there at one span

without coming into port, so I know what it feels like. I've seen the change in the crew's morale that mail makes. Mail is something that makes you feel good."

Mail may make you feel good, but it's ASU's security staff that ensures you feel safe.

Ninety percent of what is done in the security department is related to the physical security of the ASU site. There is very little law enforcement work. This can create boredom for the security staff.

But complacency about security can be deadly, especially in the Middle East.

"We have to always be aware of the importance of the security job," Master at Arms Chief John Chase said. "This can be done by looking over the newspaper message traffic. See, this happened in Beirut, that happened 50 miles off the coast. This part of the world dictates that we maintain full alertness at all times. There can be no slacking off," he added. "The Middle East is the birthplace of terrorism."

The role of the ASU in supporting the fleet — with a new I.D. card, supplies, or a letter from home — may not grab front page headlines, but that's OK with the people at the ASU.

After all, "support" is their middle name. □

Mussi is assigned to All Hands.

Bearings

Path to the stars

Lying on his bed, staring out the window at the evening sky, a young boy dreams of the stars, the planets and the vast unknowns of space. For most boys, the dream is forgotten in time. The faded posters of the solar system are discarded. The model rockets are boxed and stored in the attic. The boys become men and the men take jobs as state troopers, plumbers or postal clerks. They do not go into space.

But for Lt. Cmdr. Mario Runco Jr., an oceanographer at the Naval Western Oceanography Center, Pearl Harbor, Hawaii, the dream is very much alive.

Runco was recently chosen to enter the astronaut training program at Lyndon B. Johnson Space Center, in Houston. For Runco, acceptance into the astronaut program was just a matter of finding the

right path. The Navy put him on that path.

"Many times you don't know what a certain field entails or even how to go about getting familiar with a field. I think that's been the case — not being familiar with the exact requirements for becoming an astronaut," he said.

"Once I was in the Navy, I saw a notice in 1979 and I thought, 'OK, great! I'll put in an application. I'll go for this.'" The notice, NavMilPersComInst 1401.2, outlines the requirements for applying for the astronaut program.

Although he met both the educational and physical requirements for the program, there was only one requirement he couldn't meet in 1979. He had to have served at least five years on active duty. After several tours of duty, Runco reap-

plied in 1984 and in 1985. Each time he was selected by the Navy, but was not invited by NASA to the Johnson Space Center for an interview.

In 1986, he applied again and was finally interviewed by NASA, along with 117 other applicants selected from a field of approximately 2,000 applicants.

Of the 117 interviewed, 15 applicants were chosen. Runco was among them.

Runco feels his education and experience came into play, but credits his success to perseverance. He advises others to "be persistent, keep trying, and eventually it will come your way."

Even the stars are not out of reach. ■

— Story by JO3 Lorraine A. Frazzini, CinCPacFlt

Mess Specialist specializes in humor

When USS *Arthur W. Radford* (DD 968) crew members pick up their Plan of the Day, many of them anxiously look to see the wit and wisdom of "Scuttle N Butt."

"Scuttle N Butt" are cartoon characters and the creation of Mess Management Specialist 3rd Class Bruce Chaney.

Chaney, who has been aboard *Radford* since July 1986, got the idea for the cartoon characters while looking at some of the Navy's safety posters.

"I thought that 'Scuttle N Butt' could possibly be for Navy safety what the 'Half Hitch' cartoon character is to Navy recruiting," Chaney said. "Humor can be a great way to get the Navy's message across."

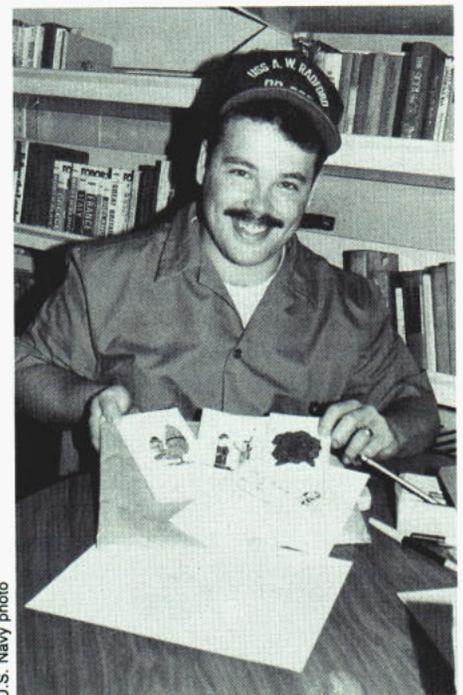
Chaney came up with the name "Scuttle N Butt" from the naval term for drinking fountain, "scuttlebutt." Scuttlebutt is a slang term for rumors and gossip.

Chaney's hope when coming up with the cartoon idea was to help relieve a little tension by giving his shipmates an opportunity to laugh at themselves and the situations they sometimes find themselves in. "In my drawings I try never to single out any particular individual," Chaney says, "but often I overhear people saying, 'Is that me?'"

Chaney hopes to convert from the mess management specialist rating to the draftsman rating. "I'm looking at the Navy as my career but a lot depends on my getting into the draftsman rating," Chaney said.

Whether he remains a mess management specialist or becomes a draftsman, Chaney's cartoon characters "Scuttle N Butt" will continue to be an important element of *Radford's* Plan of the Day. ■

— Story by Lt. K. Wensing, USComSoLant



MS3 Bruce Chaney displays samples of the many greeting cards he prepares for shipmates during his off-duty time.

Bearings

Uniform Center suits the Navy

It's the "Sears mail order" of the military, says Walter "Ron" Reinhart, manager of the Navy Uniform Support Center. "Whether you're large or small, a Fleet Admiral or seaman recruit, there's a uniform or accessory here for you."

The Navy Uniform Catalog is available at all Navy Exchanges around the world. It allows customers to order merchandise not normally carried at their local exchange.

"Our number one concern is service,"

Reinhart says. "We'll bend over backward to get what our service man or woman needs. Uniforms, uniforms — that's what we're all about. If you want standard issue, they're here. But if you want to go a step further than required, there are other uniforms to fit your budget and fashion sense."

The Uniform Center, in Norfolk, pays the full cost of shipping, air mail or UPS. In the past, emergency orders have been shipped on MAC flights as far as Rota,

Spain, and Naples, Italy. Deliveries outside ConUS take between 10 and 12 days, while domestic requests can be filled as quickly as seven to 10 days.

Uniforms may be ordered over the phone by calling toll-free: in ConUS, except Virginia, 800-368-4088; Virginia, 800-552-3115; Alaska, Hawaii, Puerto Rico, and the U.S. Virgin Islands, 800-368-4089; or from overseas, Auto-vo 689-8586. The center accepts MasterCard and Visa. ■

Crusader resurrected

The once proudly maintained Navy F-8 *Crusader* looked as if it had been lying in the field for an eternity.

Several years after being placed in a San Francisco park as a shining example of the city's military pride, the F-8 had become a not-so-impressive eyesore.

The *Crusader* no longer resembled the first operational carrier-based aircraft capable of speeds in excess of 1,000 mph nor did it resemble the proud aircraft that hurtled John Glenn across the United States in record-breaking time.

Restoration seemed almost impossible. But the men of *Carl Vinson* (CVN 70) were willing to challenge the impossible.

Vinson's commanding officer, Capt. George D. O'Brien, became interested in the dilapidated aircraft following a report by a local Navy League member, and repair was initiated.

A crew from the ship's aircraft intermediate maintenance department was dispatched to examine the plane. The crew discovered torn and corroded sheet metal, worn-off non-skid walk strips, and faded and peeling paint.

Once the job had been defined, the AIMD crew was assigned to make the F-8 the best-looking and safest piece of playground equipment in San Francisco.

There would be many obstacles. The crew worked miles away from their equipment, reconditioning supplies and compressed air sources needed to drive their sanding, grinding and cutting tools.

Then there was the condition of the *Crusader* itself.

"The plane was a mess," said Petty Officer 1st Class Douglas J. Maloney, who was in charge of the repair detail. "The biggest thing we did was make the plane safe again. Kids were getting cut on the holes and rough edges. Throughout the project, my biggest concern was making it safe. The (cosmetic) repairs were secondary," he added.

According to Maloney, the painting was a standard Navy aircraft maintenance job. But, because the plane was in the middle of a public park and used as playground equipment by the area's children, special measures had to be taken to ensure the work and materials met city and state safety regulations.

Carl Vinson received permission from the City of San Francisco Parks and Recreation Department, as well as detailed paint specifications and possible sources, before work got started.

"Navy aircraft paint has lead in it," Maloney explained. "We decided that

wouldn't be safe for kids. So instead, we used common latex paint, just like the paint you would use on your home. But other than that, it looks just like any other active-duty Navy aircraft squadron bird."

Another challenge Maloney and his crew faced was fixing an aircraft that had been filled with concrete. "We had to smooth all the rough areas and fill in all the holes," said Petty Officer 3rd Class Gilbert P. Garvey. "We used about a hundred square feet of sheet metal and about 500 rivets. It took about three days' preparation before we were ready to paint it."

In all, Maloney estimated that it took his crew of five Navy men about 12 hours each of steady work per day to complete the project in a week.

"I think it was worth it," said Petty Officer 2nd Class Pete J. Fisher. "It's a good community project, and it makes the playground look better. "Not to mention a Navy 'bird' that, although it will never fly again, can host its young visitors with pride. ■

— Story by JO3 Lonnie Brodie, USS Carl Vinson

Spacing out in 1991

A DoD oceanographer has been selected as a member of the *Topex/Poseidon* science team, which will make the most extensive study ever undertaken of the world's oceans. Dr. Jimmy Mitchell, the only DoD scientist named to the team, works with the Naval Ocean Research & Development Activity.

Mitchell devised an experiment dealing with the dynamics of ocean currents.

His was one of 39 experiments selected by NASA and the French space agency, Centre National d'Etudes Spatiales, for the mission.

The team, made up of more than 40 scientists and engineers from around the world, will place and manage experiments aboard the international oceanographic satellite *Topex/Poseidon*, scheduled for launch aboard a European

Ariane rocket in December 1991.

The satellite will carry the instrumented experiments in orbit around the earth to measure the ocean's circulation and its variations in detail.

Other nations represented on the science team include Great Britain, France, West Germany, and others. ■

— Story by Jim Sullivan, *NORDA*, Miss.

Routine heroes

The spinning blades of the E-2C *Hawkeye* aircraft were inches from their heads. The noise was deafening. Blasts of air pelted their bodies as the blades got closer. One wrong move would be fatal. With only seconds to react, the two men had to forget the danger to themselves and get the situation under control before the blades struck the A-6E *Intruder* aircraft, sending shattered pieces of metal and fiberglass exploding in all directions.

It sounds like a scene from an adventure movie but was actually a real-world, life-threatening situation. The heroes of this story are Aviation Structural Mechanic 3rd Class Oscar Martin and Airman Glaudenio Cruz of Carrier Airborne Early Warning Squadron 125 (VAW 125), stationed aboard USS *Saratoga* (CV 60).

It happened several months ago when *Saratoga* was conducting night flight operations in the Mediterranean Sea. A *Hawkeye* had both engines running and tiedown chains removed in preparation for launch, when *Saratoga* turned into the wind to begin flight operations.

The hard turn, combined with choppy seas and a deck wet with oil and rain, caused the aircraft to slide out of control across the flight deck. Despite the pilot's efforts to stop the plane from sliding, the *Hawkeye* continued to slide

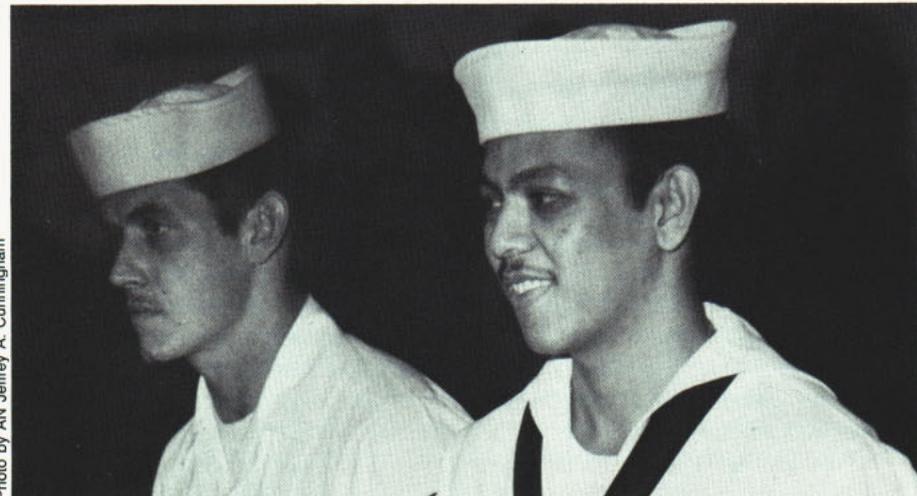


Photo by AN Jeffrey A. Cunningham

toward the *Intruder* that was parked nearby.

Unknown to the pilot, ground crew members were already coming to his rescue.

Cruz and Martin knew what had to be done. They quickly grabbed tie-down chains, ran around the massive spinning propellers and chained the aircraft to the deck. The *Hawkeye* jolted to a halt when the slack came out of the chains, stopping just feet from the A-6 aircraft.

"I didn't think of the danger until after I had secured the aircraft," Cruz said.

"I consider it my plane when it's up on the flight deck," Martin said. "We are responsible for aircraft movements and see dangerous situations everyday.

AMS3 Martin and AN Cruz received the Navy Achievement Medal for their heroic actions.

After a while, you don't think about the danger."

Cruz and Martin were awarded the Navy Achievement Medal for their actions in saving lives and millions of dollars worth of aircraft.

"I was extremely pleased that I had two such fine men as Cruz and Martin on the flight deck the night of the incident," said Cmdr. William Sisley Jr., commander of VAW 125. "They probably saved the Navy close to 10 million dollars in damages." ■

— Story by JOSN James Dillbeck, *USS Saratoga*

Bearings

Avionics Center an 'Employer of the Year'

Naval Avionics Center, Indianapolis, Ind., was named an Employer of the Year for 1987 by the President's Committee on Employment of the Handicapped.

As the outstanding large employer (over 200 workers) in the public sector, the avionics facility was noted for providing one-on-one orientation for severely disabled new employees. This orientation assists the employees to become successful in the workforce. There are

continuous counseling opportunities for all disabled employees.

The center also has equipped its restrooms with emergency pull cords and has installed windows in its passageway doors to allow individuals to see through before opening them.

In addition, Purdue University engineers are studying some of the center's equipment in modeling mechanized wheelchairs for children.

The mission of the President's com-

mittee is to provide leadership and to achieve maximum employment of people with disabilities through year-round information and educational programs. Each year, the committee recognizes employers who have been outstanding in their efforts to hire, train and provide greater opportunities for the disabled. ■

— Story by Juanita Campbell, President's Committee on Employment of the Handicapped.

Saturday school

Most children (or adults, for that matter) would rather spend their Saturday mornings sleeping in or watching cartoons. But for Navy cryptologic students, and a group of 4th and 5th graders from Edgewater Elementary School, Saturdays are another day for school — and they all love it!

"It's fun," said many of the students and teachers who are taking part in the Saturday Scholars Program started at Navy Technical Training Center, Corry Station, Pensacola, Fla.

The program originated in 1985 as a means to provide additional education to local school children.

"I was nervous when I first met my partner," said Airman 1st Class Thomas Miller. "But we hit it off so well on our first meeting, I feel like I'm helping my little brother. I'm really looking forward to the next several weeks with him."

Tutors try to help improve their students' reading, writing, and math skills. During an initial meeting, partners interview each other, then both write a short paragraph about their new friend. During the second week they write down what makes them happy and what makes them sad.

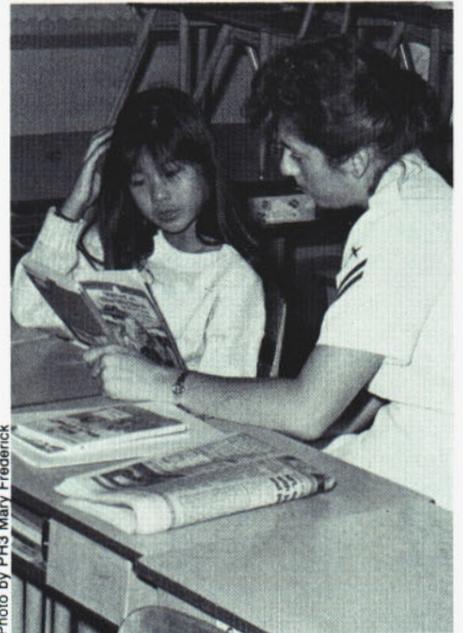
"Each week we have different objec-

tives," said Seaman Apprentice Kelly Brown. "This week we're distinguishing between fact and opinion by going over newspaper articles." Students are participating in Saturday Scholars to learn more. Thuy, a 10-year-old Vietnamese girl, doesn't mind coming in on Saturdays. "I'm helping myself and my family," she said, "and I've made a new friend." Thuy's mother speaks no English and her father speaks very little.

"My mother encourages me to come to Saturday Scholars because it is really helping me get ahead. I enjoy coming in so I can read to my partner and do Math Superstars." Math Superstars is a math skills game the children enjoy each Saturday.

"I love seeing how smart Thuy is," said Thuy's partner, Seaman Apprentice Susan Toth. "I look forward to coming here every Saturday morning."

Petty Officer W.J. D'Arcangelo, a program supervisor, explained why Saturday Scholars is important. "One, we're providing additional education for students. Two, we're getting these kids into school, and that's important. Some day these students are going to be our leaders. Three, this is good community relations for the Navy and for Corry Sta-



A young student goes over her reading assignment with her military tutor.

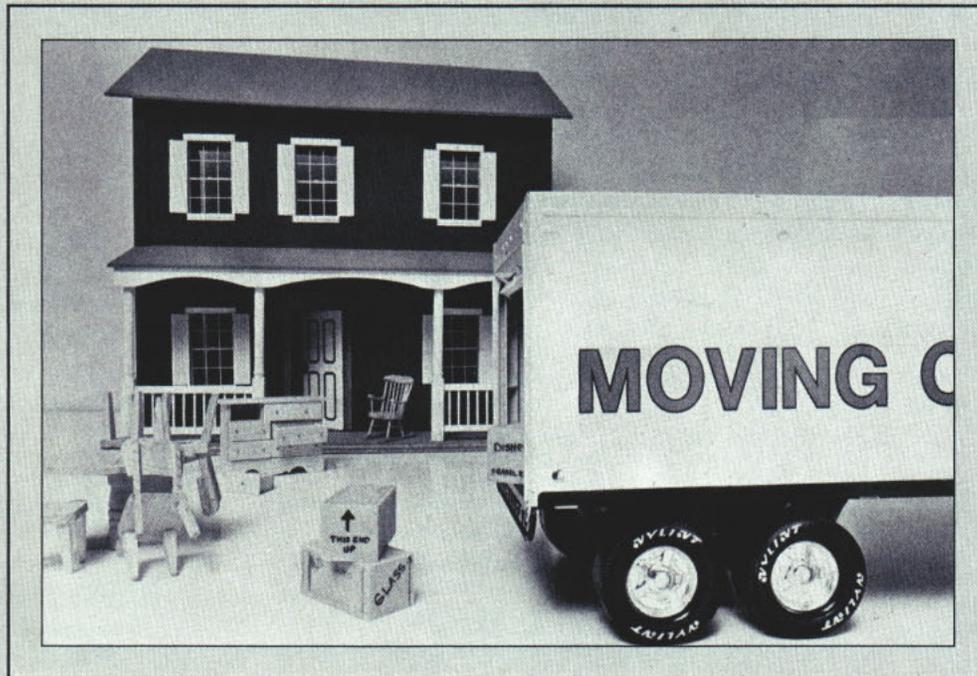
tion. Maybe the most important aspect of the program is that we are providing role models for these students."

Saturday Scholars is part of the Navy's Personal Excellence program. ■

— Story by JO2 Tim Abbott, NTTC Pensacola, Fla.

3

Navy Rights & Benefits



PCS Transfers and Housing

PCS Transfers and Housing

In the Navy, transfers are inevitable. However, just knowing the transfer will come doesn't make the move any easier. What will make it easier is knowing what information you need, where to get the information and what the Navy's policy is regarding PCS moves and housing.

This article discusses those specific topics. It gives you tips on renting, signing a lease, buying a home, and borrowing mortgage money.

Executing permanent change of station orders and finding affordable housing at your new duty station can be one of the most complex and disruptive times in your Navy life — but it doesn't have to be.

The first and most important step to take when arranging your household goods shipment is to go to the expert — your command's Personal Property Transportation Officer — for the facts.

Each branch of the armed forces operates Personal Property Transportation Offices — in some cases they might be jointly staffed offices. Regardless of which branch serves you, you will have experts working for you.

Upon receipt of orders, immediately make an appointment with the PPTO.

Time limits

It's especially important to remember that personnel assigned to overseas duty stations, and those retiring or being released from active duty, may have different options open to them. Therefore, those people should consult the nearest PPTO for details on their move.

Since moving affects the entire family, both you and your spouse should attend the interview with the PPTO. This is especially true when the member with orders must leave for a new duty station before dependents can be moved. Besides, when it comes to asking questions, two heads are better than one.

You must take to the interview a set of at least seven copies of your orders for each shipment you intend to make. For

example, if you plan to ship household goods and unaccompanied baggage, you will need at least 14 copies of your orders. If required for an overseas area, also take your entry approval or delayed entry approval.

If you cannot visit the PPTO personally, your spouse or someone else can act as your agent. As such, your agent must have written permission from you to act on your behalf in arranging shipment of your personal property. A power of attorney is the preferred document.

When you arrive at the PPTO, you will be interviewed by a personal property counselor and be required to fill out the appropriate forms. The forms pertaining to shipment and storage of your personal property are very important. If filled out incorrectly, your shipment could be delayed.

During the interview, you will select a packing date, a pickup date, and a required delivery date at destination; you'll be given a copy of each document prepared during the interview, and you'll be given ample opportunity to ask questions. If you know the answers before your move is made, chances are no unpleasant or costly surprises will be waiting for you at your new duty station. Therefore, you should discuss the following topics.

What can I ship?

You can ship items considered to be household goods. These include furniture and furnishings or equipment, clothing, unaccompanied baggage, personal ef-

fects, professional books, papers and equipment and all other personal property associated with your home and yourself.

You also can include small spare parts for your privately owned vehicle — extra tires and rims, tire chains, tools, battery chargers, accessories and the like.

Certain items such as live plants, perishable foods, aerosol cans, flammables and acids are not authorized as personal property for shipment. Your personal property counselor will provide you with a complete list of unauthorized items.

Weight limitations

Two factors govern the weight allowance for household goods and personal property you can ship at government expense: your paygrade and the location of your new duty station. Some items — professional books, papers and equipment that you use on the job — are not counted as part of your personal property weight allowance. However, you must separate these items so that the movers can weigh, pack and mark them individually, so that they won't be charged against your authorized allowance.

Items that are required by you and your family right up to moving day, and then needed immediately upon arrival at your destination, are considered unaccompanied baggage.

In general, the following kinds of items may be included: clothing, linens, dishes, cooking utensils and articles

PCS Transfers and Housing

needed for the care and comfort of an infant; small radios and tape recorders, portable sewing machines, portable phonographs and similar items; other articles necessary for your family's health and comfort; professional books, papers and equipment urgently needed in the performance of your official duties.

Remember, however, that although these items may be packed and shipped separately from your household goods shipment, with the exception of professional equipment, they still are charged against your total prescribed net weight allowance. (See Table 1 on page 41.)

Number of shipments

After reviewing your orders, the personal property counselor will explain the number of shipments and place or places you are entitled to ship to and from. Normally, you can make a shipment of your household goods and, particularly in the case of overseas transfers, an unaccompanied baggage shipment.

Storage of property

The government will pay for two different types of storage — temporary and

non-temporary storage.

Temporary storage up to 90 days is authorized in connection with a PCS shipment of household goods. An additional 90 days may be granted, providing it is properly requested and justified. The maximum temporary storage is 180 days, except when written authorization extends that period due to TDY, deployment more than 90 days that which prevents withdrawal, or other extenuating circumstances.

Non-temporary storage generally is for a longer period of time and usually is authorized only with certain types of orders. Your counselor will tell you if you're entitled to this type of storage.

Table 1. Net weight allowances (pounds)

Rank or Rate	Temporary change of station weight allowance	Permanent change of station weight allowance
Admiral	2,000	13,500
Vice admiral	1,500	13,500
Rear admiral (upper half)	1,000	13,500
Rear admiral (lower half)	1,000	13,500
Captain	800	13,500
Commander	800	13,000
Lieutenant commander and warrant officer (W-4 paygrade)	800	12,000
Lieutenant and warrant officer (W-3)	600	11,000
Lieutenant (junior grade) and warrant officer (W-2)	600	10,000
Ensign, officer graduate of USNA, officer graduate of the Coast Guard Academy and warrant officer (W-1)	600	9,500
Enlisted personnel:		
E-9	600	9,500
E-8	500	9,000
E-7	400	8,500
E-6	400	8,000
E-5	400	7,000
E-4 (with over 2 years' service)	400	7,000
E-4, E-3, E-2 and E-1 with 2 years' service or less	225	5,000* 1,500**
USNA midshipman	225	225
Aviation cadet	400	400

*With dependents **Without dependents

Shipment of cars

The government assumes the expense of shipping your personal vehicle from a port near your old duty station in connection with overseas orders to home port changes.

Some overseas locations have entry requirements on vehicles. Check with your PPTO for details.

After your interview, the PPTO will make all the arrangements with the moving company to pack, load and move your property. But your job doesn't end with the interview — it's important that you know both your own and the carrier's responsibilities in handling and moving your property.

You and the packers

Dismantle TV antennas and outdoor play equipment such as swing sets. Disconnect and remove window air conditioners. Disconnect all major appliances. Dispose of perishable foodstuffs, opened food containers, which might spill or spoil, and worn-out or no-longer-wanted

PCS Transfers and Housing

articles (this includes, of course, emptying, defrosting and cleaning your refrigerator and freezer). Segregate high-value or easily stolen articles you intend to carry with you, or those to be inventoried and packed separately. Remove all pictures and mirrors from the walls.

Once again, your PPTO will provide you with a specific list of your responsibilities during the packing, inventory and loading process. Some important things to remember are:

- Don't sign the inventory or any other document not completely filled in. Verify the number of cartons the carrier claims to have used, and verify that all stated services have been performed.
- Never argue with the packers or movers; call the PPTO. As the government's representative, the PPTO has the expertise and the legal authority to identify and, usually, solve any problems that may arise during the move.

The carrier's responsibilities

The signed contract spells out the carrier's responsibilities. Therefore, it is to both your own and the government's advantage to see that each duty is fully carried out. Since the list is long and specific, be sure to obtain a copy from the PPTO.

After the move, fill out the form evaluating the carrier's performance (DD Form 1781). Within 10 days of completing the move, you should return the form to the destination PPTO. This form grades the performance of the mover and is used in awarding future government moving contracts to that carrier.

Each move is different and you will undoubtedly have other specific questions about your shipment. Chances are good that your PPTO will answer questions you never thought to ask.

Do it yourself

What if you just can't bring yourself to turn your belongings over to strangers? You do have an alternative to a commercial move — the Do-It-Yourself program.

The personal benefits of the DITY program combine favorably for both the member and the Navy. These include:

- Simultaneous arrival of a member's property and family at the new duty station.
- Because the member is handling his own goods, damage is sharply reduced. This helps reduce the Navy's annual \$2 million bill for damage claims on shipments moved commercially.
- To accommodate an individual's particular needs, a DITY move can, in many instances, be made in conjunction with a regular commercial move. For example, if you have valuable antiques, you might want to move the regular goods commercially, but handle the antiques by yourself.

Because a member drives to a new duty station in a rental truck does not mean that travel allowances are forfeited. Dependents, although they ride to the new duty station in the truck, are still authorized a mileage allowance.

Your PPTO will assist you in determining a cash advance operating allowance for anticipated expenses.

Shipping a mobile home

You're entitled to an allowance — equivalent to the cost of shipping your maximum weight of household goods for the distance authorized by your orders — to have your mobile home moved from one duty station to another within the continental United States. The costs of preparing the mobile home for shipment,

repairs en route (other than labor for tire replacement), and the cost of parts purchased en route are not authorized at government expense.

Normally, your PPTO will make arrangements to have your mobile home moved on a government bill of lading. The carrier bills the government, and the service member pays the difference between the total cost and the cost to which he or she is entitled.

In the case of a mobile home, that difference can be very expensive. In fiscal year 1987 the average excess cost exceeded \$700 per move.

If you don't contact the PPTO or if you elect not to use the arrangements available through the PPTO to move a mobile home, the Joint Travel Regulations prescribe payment of out-of-pocket "road costs" only, such as gas, oil, tolls, parking fees and permits.

If the PPTO cannot obtain commercial services, or in unusual instances where you have the capability and the need, you will be provided with a certificate allowing you to make arrangements with a licensed commercial transporter to have the mobile home moved.

In this case, you may draw an advance and you then must submit a claim immediately upon completion of the move, supported by the PPTO's certificate, to liquidate the advance.

Before you decide to move your mobile home, you should ensure that:

- You are able to forfeit your right to a separate, full-weight allowance shipment of your household goods.
- You have reserved, or can reserve, a lot on which to set up your mobile home when you arrive at your new location.
- You are financially able and prepared to pay those costs which the government is not authorized to pay.

Housing for Navy people everywhere

Housing always has been a primary concern of Navy people regardless of duty assignment.

The principal objective of the Department of Defense military housing program is to ensure that all military personnel, their spouses and dependents have adequate quarters. To do this, members are provided with either a basic allowance for housing in the civilian community or are assigned to adequate government housing.

The basic policy is to rely on the local civilian housing market in communities near military installations as the primary source of family housing. New construction is programmed for military personnel only when community support is limited or inadequate due to cost, distance or quality.

Each year, certain military installations conduct surveys to determine whether a local community's housing market can meet the Navy's needs. All existing military housing units, units under construction, and congressionally approved construction programs are listed. The rental assets in the area then are evaluated for suitability.

Several criteria are used to evaluate the rental units before they are determined suitable and usable by military members. First, a unit must be within 30 miles of the base. Second, the unit must be in good condition. For example, it must be a complete dwelling with a private kitchen. Third, and possibly most important, it must be affordable.

If a unit passes all three tests, it is added to the total of military housing units — all such units add up to the grand total of units available for use by military families in any particular area. This grand total then is compared with

the number of military families projected to be in the area to ascertain if the total units available are sufficient to house the eligible military families within the planning cycle (generally five years). If there are not enough units, there is justification to request additional construction to be programmed by the Navy. All Navy housing requests will be prioritized and the highest priority locations incorporated into the overall Family Housing Construction program presented to Congress annually.

The normal span for identification of a housing need for a high priority project, congressional approval of construction and actual construction, is three to five years.

Base housing

As popular as living in the civilian community is, base housing still is the choice of many, as evidenced by long waiting lists. There are several reasons for this: perceived savings (residential heating costs for gas, fuel oil and electricity are constantly increasing); convenience to commissaries, exchanges and maintenance facilities; and sharing the military experience with neighbors.

Military family housing falls into two categories — adequate quarters and substandard quarters.

The Navy currently manages about 72,000 adequate family housing units, which are available to service members in lieu of the housing allowance. These quarters normally are unfurnished, with the exception of a stove and refrigerator, and all the utilities — except the telephone — are paid for by DoD.

To give everyone equal treatment in the assignment of these quarters, the

Chief of Naval Operations has established the following guidelines:

- Control of housing assignments is centralized whenever possible.
- All Navy personnel with accompanying dependents, whether assigned afloat or ashore, are eligible to obtain housing.
- There is to be no discrimination because of race, color, creed, national origin or sex.
- No more than 25 percent of the public quarters at any installation may be designated for officers without the specific approval of the CNO.
- Assignment shall be made to units with specific numbers of bedrooms, based on family composition, only for personnel 0-3 and below.

Navy families usually are assigned to military family housing that was built for the respective paygrade. Sometimes, however, local conditions permit assignment of a family to housing normally designated for sponsors one grade senior or junior.

Adequate family housing is designated as:

- Junior and senior enlisted quarters.
- Company grade officer quarters (0-3 and junior).
- Field grade officer quarters (0-4 and 0-5).
- Senior officer quarters (0-6).
- Flag quarters.

Adequate quarters may be assigned to Navy families whose sponsor is in lower grades (E-3 and below) when housing requirements of all higher grade personnel in the area and families of E-4 and higher personnel on unaccompanied tours have been satisfied.

Lower grade enlisted personnel may be

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authorized adequate quarters when a severe hardship is involved, or when it is otherwise considered to be in the best interest of the government.

The Navy manages approximately 4,000 substandard quarters, which are available to all Navy members, giving priority to junior enlisted personnel.

These substandard units are similar to adequate units except that they have been declared substandard, normally because of floor space limitations. Members assigned to substandard quarters pay either the fair market rental or 75 percent of their BAQ, whichever is less.

Substandard quarters are retained only as long as they can be economically maintained in a safe and sanitary condition. Members residing in substandard quarters may remain on waiting lists for adequate family housing.

Transient family accommodations

Transient family accommodations are substandard quarters that have been removed from the family housing inventory and are for use by accompanied personnel of all grades assigned to ships undergoing overhaul or repair.

Naval shore installations authorized to operate TFA and the number of units at each are: Norfolk Naval Shipyard (73), Puget Sound Naval Shipyard (347), Naval Station Mare Island (240), and Naval Station Long Beach (142).

The units are furnished and offered at minimum rental rates as approved by the Commander, Naval Military Personnel Command. Personnel taking advantage of TFA still may draw Basic Allowance for Quarters or retain government housing at their regular home port.

There are two ways in which the Navy satisfies the housing needs for personnel without dependents and for transients. BQs have been constructed at 174 installations around the world. When ade-

quate housing for unaccompanied personnel is not available, service members normally are eligible for compensation, either their allocated housing allowance or *per diem*. Permanent party members are entitled to BAQ at the without-dependent rate, and transients are entitled to the quarters portion of *per diem*.

Navy installation commanders plan the utilization of on-base BQ so that housing requirements of each group listed in Table 2 are fulfilled in order. This ensures that service members with a greater need for Navy BQ are accommodated on base. Of course, in areas with housing shortages, all eligible groups cannot always be accommodated. To provide adequate housing to as many residents as possible, assignment priorities have been established and implemented by OpNavInst 11103.3.

Once assignment to quarters for unaccompanied personnel has been made, or a reservation for personnel in any of the first eight priority categories has been confirmed, the accommodations are committed. Normally, no resident will be directed to involuntarily vacate quarters in favor of a resident in a higher priority category, except when directed by the installation commander for reasons of military necessity.

For each paygrade, DoD has specified what is to be considered adequate housing for involuntary assignment. Residents should receive no less than what is specified when they are mandatorily assigned to BQ, except in cases of military necessity. At some commands with housing shortages, housing may be fully assigned to residents in higher priority categories.

When there are not adequate BQs available for assignment, Navy members may volunteer to live in substandard BQs. (See Table 2).

At some locations, rapidly rising civilian housing costs and shortages of BQs

on base combine to make adequate quarters unavailable.

Table 2. BQ standards

Minimum standards of adequacy for involuntary assignment of permanent party personnel and PCS students.

GRADE	MINIMUM STANDARDS
O-3 and above	400 sq. feet net living area. Living room, bedroom, private bath, access to kitchen or officers dining facility receiving appropriated funds.
W-1 - O-2	250 sq. feet, net living area. Combination sleeping/living room with private bath.
E-7 - E-9	200 sq. feet, net living area. Private room with private bath.
E-5 - E-6	90 sq. feet, net living area. Room with no more than two people and central head facilities.
E-1 - E-4, except E-1 recruits and trainees	85 sq. feet, net living area. Room with not more than four people and central head facilities.
E-1 recruits and trainees	72 sq. feet, net living area. Open bay and central head facilities.

Minimum standards of adequacy for involuntary assignment of temporary duty and transient personnel.

GRADE	MINIMUM STANDARDS
All officers and warrant officers	250 sq. feet, net living area. Private room with bath shared by no more than one other.
E-7 - E-9	100 sq. feet, net living area. Private room with central head facilities.
E-5 - E-6	90 sq. feet, net living area. Room with not more than four people and central head facilities.
E-1 - E-4, except E-1 recruits and trainees	85 sq. feet, net living area. Open bay (minimum) and central head facilities.
E-1 recruits and trainees	72 sq. feet, net living area. Open bay and central head facilities.

Civilian market housing

In addition to providing base housing or housing allowances, the Navy also helps members find a place to live in the civilian community.

When you receive PCS orders, you are directed to report to the Housing Referral Office at your new duty station.

The HRO can ease the trauma that sometimes is associated with moving to a new area. Among the services offered by the HRO to help newcomers are:

- Maintaining non-discriminatory rental and sales listings for housing within commuting distance of the installation.
- Assisting in determining the vacancy/availability of specific units before the service member leaves the office.
- Investigating all complaints of discrimination.
- Maintaining a restricted sanction list of all landlords/housing complexes practicing discrimination.
- Acting as a mediator in tenant/landlord disputes when requested.

The HRO is available to all Navy members and can save you time and money as well as cut down on some of the inconvenience of relocation.

Renting

When you choose to live in the community, the rent you pay — in spite of your quarters allowances — will represent a sizable portion of your income. Therefore, you should be aware of some of the legal and financial obligations.

When you've found the place you want, you may be asked to sign an application for a lease and to pay a deposit. This document isn't the actual lease. So before you sign it, make sure it includes

a statement indicating that the money you've deposited to hold the unit will be refunded if the unit does not become available within a stated time limit. Make sure you get a receipt and a copy of the application.

Before you move in, you may be asked to pay a security deposit that usually is equal to one month's rent. The deposit is to cover the cost of any repairs you may be responsible for when you vacate. If you vacate your apartment or house in good shape, so that no repairs are necessary, your deposit should be returned. Be sure to keep the receipt for your security deposit or, if you pay by check, be sure to note on the face of the check, "security deposit."

The lease itself is a contract that defines the rights and obligations of both the landlord and tenant. When you sign a lease, you are legally bound to observe its terms. Don't take the rental agent's word that it is just a standard form and that everybody signs it. Read it over, make sure you understand it, and consult your HRO or legal assistance officer if you have any questions. Military personnel have special problems, and leases should be written to protect their interests as well as those of the landlord.

Every military tenant should insist that a military clause be included in the lease. This clause generally states that the member can terminate the lease if PCS orders are received. The clause does not usually allow the termination of the lease just because on-base housing becomes available. There is no standard military clause. The wording is a matter of negotiation between you and your prospective landlord.

Most leases are for 12 months, but if you can't stay for the entire term, you

may exercise the military clause. However, you still may be required to give a proper vacate notice, usually 30 days. In any case, any payments you would be required to make for early termination should be spelled out in the lease.

Laws and customs regarding the landlord/tenant relationship may vary widely from state to state. So, before you sign any lease, you should consult the legal assistance office of your housing referral officer.

Buying

Since buying a home requires a considerable outlay of money, there must be an advantage to buying rather than renting. Those who pay rent only have the use of the premises they occupy. Those who buy, however, have the potential increase in equity, as the market value of their home increases over the years.

In addition, the portion of your house payment that is applied to interest can be claimed as a deduction on your income tax return. If you itemize your deductions, you may save money in this way.

Mortgages

If you decide to buy a home and, like most of us, you don't have enough money to pay cash, you must borrow the funds. Loans on homes require a mortgage or deed of trust.

Unless the seller is willing to loan you the money at or below the interest rate you can get elsewhere, you must take out a loan with a commercial bank, credit union, savings and loan association, life insurance company, mortgage company, or some other financial institution that specializes in lending money for the pur-

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chase of real estate. The amount these organizations are willing to lend will depend on the location, the current interest rate on mortgage loans, the appraised value of the property you want to buy and your ability to repay the loan.

The standard types of mortgages involve conventional mortgage loans, mortgage loans guaranteed by the Federal Housing Administration and mortgage loans guaranteed by the Veterans Administration.

Over the past several years, new types of "creative financing" have been developed as alternatives to traditional mortgages. Some of these may involve variable rate mortgages, where the interest rate constantly changes to keep pace with the market place, thereby requiring either the monthly payment or the duration of the loan to change. Others involve reduced monthly payments during the first few years of the mortgage when a young couple is least able to afford high payments. Some of these types may require

a large "balloon" payment around the fifth year to make up for the smaller initial payments, while other types may recoup the difference through higher payments after the fifth year. Be alert for still other forms of "creative financing" that may become available.

Anyone may apply for a "creative financing," conventional, or FHA mortgage loan. FHA mortgages differ from the other two mortgages in two ways. First, the lender is insured by the Federal Housing Administration against losing money on the loan. Second, the percentage of the appraised value that can be lent, and other terms of the mortgage loan, including prepayment provisions, are more closely regulated by federal law.

The VA has been guaranteeing home loans for veterans and service members for years. The benefit of the guarantee program is that it meets the requirements for investment protection demanded by commercial lending institutions through substantial down payments. Because VA-

guaranteed loans require no down payments (because VA protects the lender), it's easier for young couples, and those who have been unable to save enough for a conventional mortgage loan, to purchase their first home through the VA.

If you are an eligible veteran or an active-duty member seeking to enter the housing market, contact the nearest VA office, commercial lending institution or a service representative of any national veteran's organization for more information and applications.

Reminder

A limited number of additional copies of this article and of each *All Hands* issue containing "Navy Rights & Benefits" are available from: Public Affairs Office, Naval Military Personnel Command (NMPC-05), Department of the Navy, Washington, D.C. 20370-5005.

Navy Lodges

There are more than 1,500 Navy Lodge units at 42 locations in the United States and overseas. Navy Lodges, varied in size, offer motel-type facilities at \$13-\$30 per night for the entire family. All profits earned remain in the Navy Lodge program and are used for renovation, expansion and construction of additional units.

The Navy Lodge mission is to provide military personnel, accompanied by their dependents under permanent change of station orders, with clean, comfortable, temporary lodging facilities while they are in the process of acquiring a permanent residence. At the Navy Lodges located at the Naval Hospital Bethesda,

Md., and Oakland, Calif., priority accommodations are given to members of the immediate family of inpatients who are seriously or critically ill, and to sponsors of children who are undergoing or convalescing from serious surgery.

Other categories of authorized personnel who may use Navy Lodge facilities are listed in OpNavInst 11107.2 series. Some of these include: non-PCS active-duty military and their dependents; retired military and their dependents; Dept. of Defense civilian employees and their dependents assigned to overseas areas for duty who are temporarily without permanent housing, and official guests/visitors of the installation, as determined

by the commanding officer.

A Navy Lodge central reservation office has been established to assist military families in obtaining accommodations. To make a reservation for a Navy Lodge in the United States, call toll-free 1-800-NAVY INN or Autovon 565-2027. Accompanied military personnel on PCS orders may make reservations up to 90 days in advance of the date that lodging is desired. Other personnel may make reservations up to 21 days in advance.

To get a listing of Navy Lodges worldwide, write to: Commander, Navy Resale and Services Support Office, Ft. Wadsworth, Staten Island, N.Y. 10305, Attn: Navy Lodges. □

Frigate (FF)

Riga Class

Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.

Displacement:

1,500 tons full load

Length:

91 meters (298 feet)

Propulsion:

Steam turbines, 28 knots

Main Armament:

Three single 100-mm DP gun mounts;
Two twin 37-mm AA gun mounts; One
twin or three-tube torpedo mount.

An estimated 64 *Riga*-class frigates were built from 1952 through 1958. The approximately 35 units still active in the Soviet Navy (others in reserve) have been given improved anti-submarine capabilities with the addition of ASW rocket launchers. Ships of this class have been transferred to Bulgaria, East Germany, Finland, and Indonesia. □

RIGA FF



Mail Buoy

Aircraft squadron is alive and well

I am writing in reference to your *All Hands* magazine issue of September 1987 article dealing with the U.S. Navy in Japan.

This article was informative and up-to-date. However, one mistake was made. Strike fighter squadron 195 was not included on your listing of ships and squadrons homeported in Japan. I must protest. VFA 195 is the finest strike fighter squadron embarked on board USS *Midway* and all hands desire to see this glaring error corrected.

—PN2 Mitchell Ewing
VFA 195

MSC, Far East — come on down!

In your recent article on U.S. forces, Japan, you missed one — Commander, Military Sealift Command, Far East. Located in Yokohama, this command, headed by Capt. R.F. Walters, performs a vital mission throughout the Far East, working with both USNS vessels and military charters.

Each of your issues is looked forward to here on the cutting edge of freedom! Keep up the good work.

—BMC (SW) Heald
COMSCFE FPO Seattle

Work first, appearance second

In regards to HMC (SS) Joseph A. Coppola's letter (November 1987), which suggested that the Navy Memorial statue is out of uniform, I can only suggest that Chief Coppola has been on land or underwater too long.

Squared away uniforms are a small part of what Naval service is all about. What this statue bespeaks, most eloquently, is the solitude of a sailor's life.

There's a place for spit and polish, but as we start another day of flight operations here in the Med, I can see that that's not what it is all about for these men now.

—IC2 Mark J. Hyer
USS *Coral Sea*

Seabees first, Beachmaster second

In regard to M. E. Moffat's "Misleading Term" letter in your November issue, I cannot believe, for a constructionman or an equipment operator, that earning the stand-alone title of "Beachmaster" could ever be more important than the title of "Seabee."

Occupational Field 13, which encompasses all Seabee ratings, has only 10,800 professionals. Seabees serve in battalions, battalion units, NavFacs, NavStas, Antarctica, school commands and public works. We serve the president at Camp David and the nation through the Department of the State.

Seabee *esprit de corps* and "can do" attitude are world famous. We are a small part of the Navy, however we are the "Best of the Best" and just being a Seabee will always mean more than any other title which can be bestowed on an OF-13 individual.

—UTC D. G. McIntosh
MCAS, Iwakuni, Japan

Reunions

• NEW REUNION INFO SERVICE:

Military reunion information has jumped into the electronic age. A new electronic information center for the listing and accessing of Armed Forces' reunions is now available to all interested parties. All that is required is a computer, a modem and a telephone line. Originally started by Herbert W. Reith to list U.S. Coast Guard reunions, the listing has been expanded to cover all the uniformed services (including the U.S. Public Health Service's Commissioned Officer Corps). The sponsor is the USS *Merrill* (DE 392) Reunion Association, a group of Coast Guardsmen who had served on the *Merrill* in both the Atlantic and Pacific during World War II.

To access the data base, which is on line 24 hours a day, dial (704) 667-8021. The baud rate can be between 300 and 1200. Modem settings are: no parity, eight data bits, one stop bit and full duplex. First-time users may scan the various service branches to see if their outfit is having or has had a reunion. The listings contain information on whom to contact for further information. A first-time user may not leave reunion information directly but can leave what is known as "E-Mail" at time of sign-off and Reith will add any reunion information to the appropriate reunion category.

Callers will be validated after the first call if they wish and will then be able to post reunion notices directly on the electronic bulletin board service. Reunion coordinators who do not have access to a computer may mail reunion information to USS *Merrill* Reunion Association, P.O. Box 681, Enka, N.C. 28728-0681. If a reply is requested, a stamped,

self-addressed envelope should be sent with the notice.

• **All PBY crews** — Reunion April 6-10, 1988, Jacksonville, Fla. Contact J. Thompson, 1510 Kabel Drive, New Orleans 70131.

• **USS Dennis J. Buckley (DD/DDR 808)** — Reunion April 13-17, 1988, Charleston, S.C. Contact Harold Ferguson, 1604 Bert Drive, Wichita Falls, Texas 76302; telephone (817) 322-1437.

• **USS Lafayette (SSBN 616), visitors and former crew members** — Reunion April 22, 1988, Norwich, Conn. Contact Commanding Officer, USS Lafayette (SSBN 616) (Blue), Attn: MMCM John M. Harlach, FPO N.Y., N.Y. 09577-2001.

• **USS Augusta (CA 31)** — Reunion May 19-22, 1988, Seattle. Contact E.L. Dixon, 1075-275 Space Parkway, Mt. View, Calif. 94043; telephone (415) 968-5172.

• **Yangtze River Patrol Association** — Reunion May 23-26, 1988, Seattle. Contact Roy W. Ferguson, 145 NE Fatima Terrace, Port St. Lucie, Fla. 34983; telephone (305) 878-3422.

• **USS Gearing (DD 710)** — Reunion May 1988. Contact Leo Dougherty, 26 Mobile Parkway, Newark, N.Y. 14513; telephone (315) 946-5897.

• **Kubasaki High School, Okinawa — all graduates** — Reunion July 1988, Dallas. Contact Mary Clugh ('71), 10588 Stone Canyon No. 242, Dallas, Texas 75230; telephone (214) 369-8934.

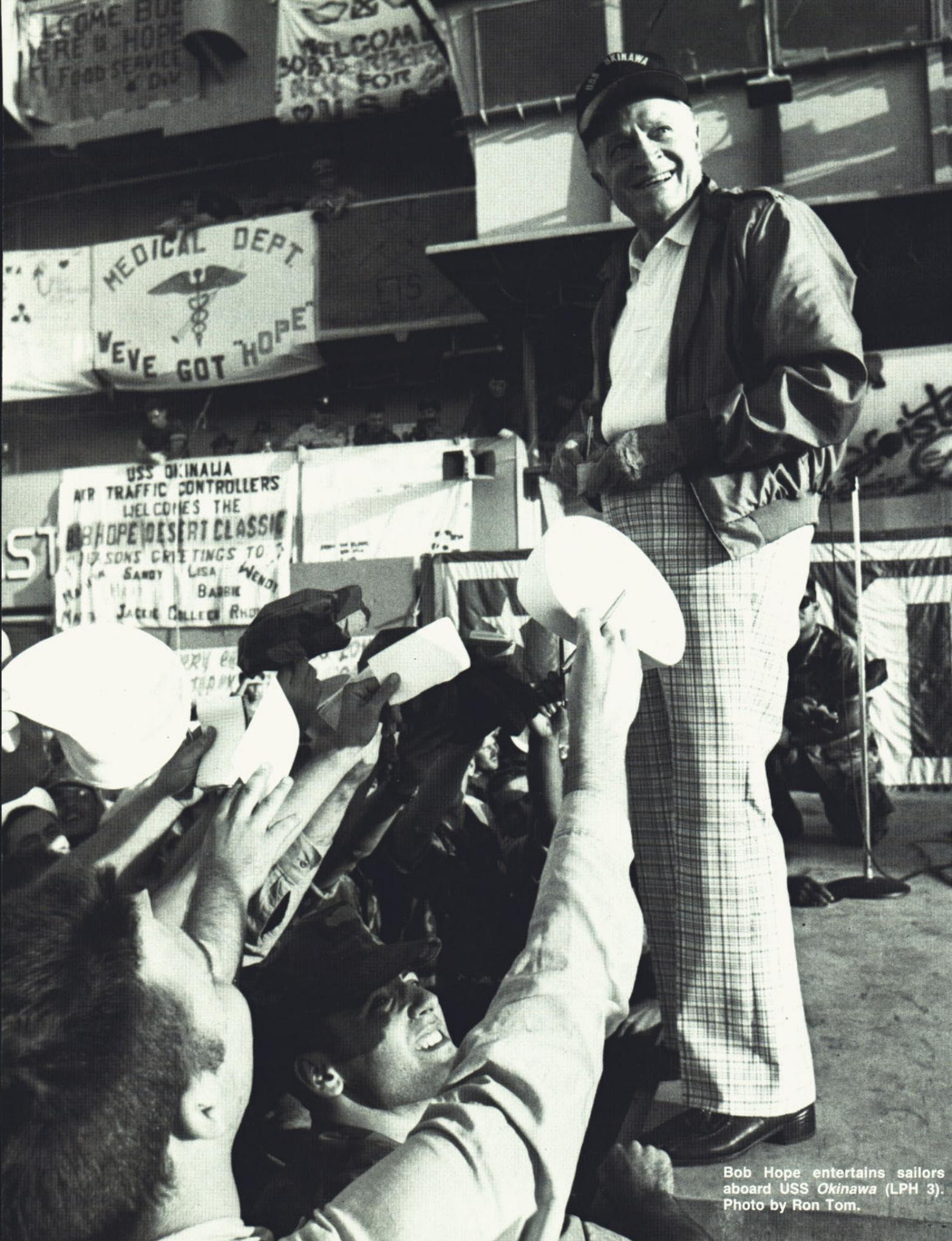
• **USS Chantrelure (AV 10), World War II** — Reunion Sept. 7-11, 1988, Vicksburg, Miss. Contact Kenneth E. Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.

• **USS Rodman (DD 456/DMS 21)** — Reunion Sept. 8-11, 1988, New Hampton Beach, N.H. Contact Gordon Webb, King Road, Hampton Falls, N.H. 03814; telephone (603) 778-8820.

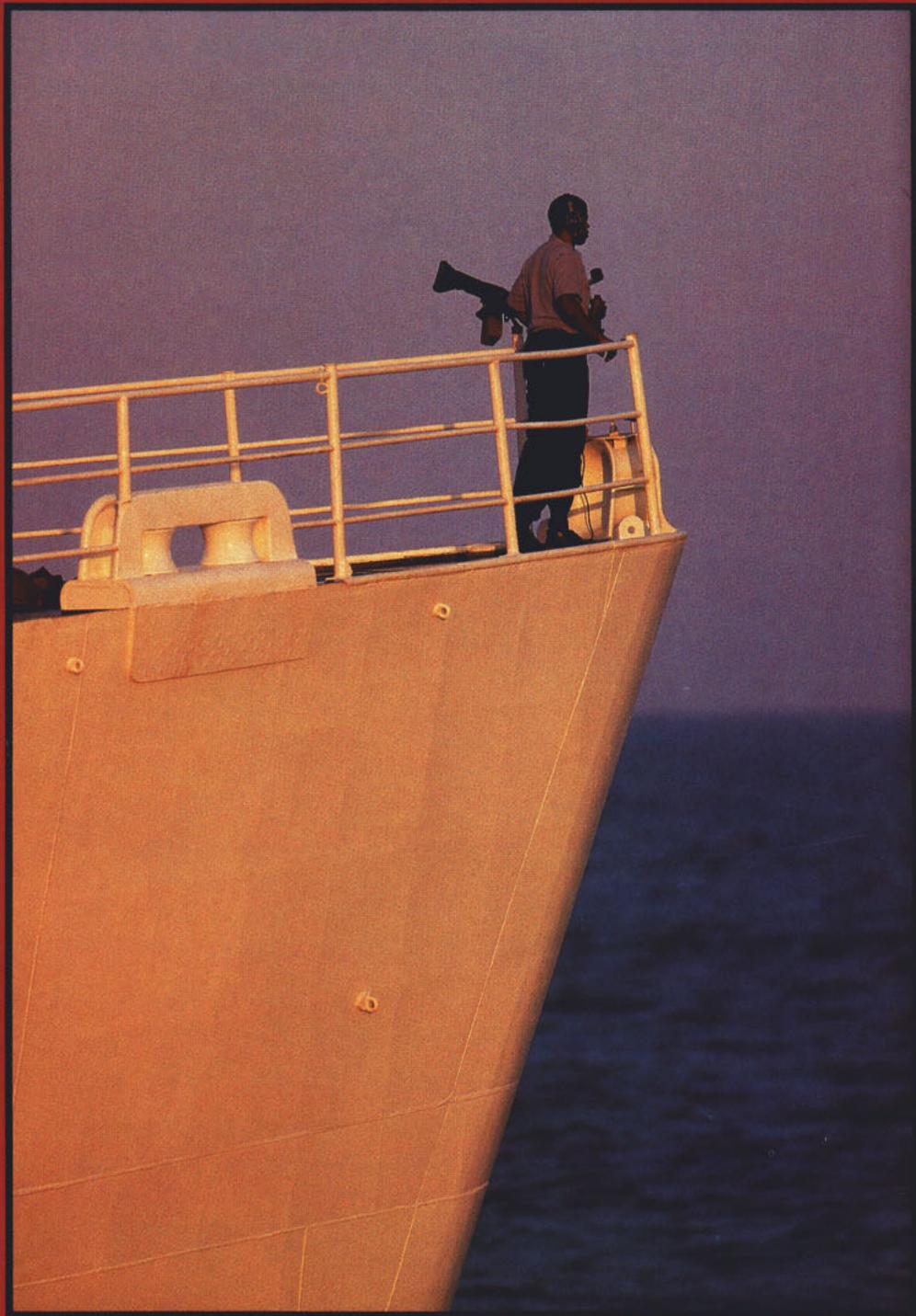
• **Northwestern University Midshipmens' School (1940-45)** — Reunion August 26-27, 1988, Chicago. Contact William Lewis, 253 Santa Barbara Circle, Palm Desert, Calif. 92260; telephone (619) 346-7626.

• **USS Monrovia (APA 31)** — Reunion Sept. 22-25, 1988, Sacramento, Calif. Contact Francis Drummond, 1316 Charleston Ave. Apt. 200, Matton, Ill. 61938; telephone (217) 234-6471.

• **Military Photojournalism Program, Syracuse University** — 25th anniversary reunion, April 8-9, 1988, Syracuse Univ. Contact Prof. Fred Demarest, c/o Photography Dept., Newhouse School of Photography, 215 University Place, Syracuse, N.Y. 13244-2100.



Bob Hope entertains sailors aboard USS Okinawa (LPH 3). Photo by Ron Tom.



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