



# ALL HANDS

MAGAZINE OF THE U.S. NAVY

MAY 1988

- 
- Duty in San Diego
  - Suicide prevention
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**AN Ann Womack-Poole, assigned to Helicopter Anti-Submarine Squadron 10 at NAS North Island, Calif., checks the rotor blades of an SH-3 *Sea King* helicopter. Photo by PH2 Judith Wilkinson.**



Secretary of the Navy  
**William L. Ball III**  
 Chief of Naval Operations  
**Adm. Carlisle A.H. Trost**  
 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**  
**JO2 David Masci**  
 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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# ALL HANDS

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Photo by PH1 Chuck Mussi

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**Front Cover:** The sailing ship *Star of India*, provides a striking backdrop to traffic along San Diego's Harbor Drive. See story Page 18. Photo by PH1 Harold Gerwien.

**Back Cover:** Visitors marvel over an elaborate entry in the sand castle competition held at San Diego's Pacific Beach. See story Page 18. Photo by PH1 Harold Gerwien.

# Navy Currents

## 'Navy World Today'

Navy people overseas and at sea began hearing Navy news daily when a new radio show called "Navy World Today" went on the air recently.

"Navy World Today" is a five-minute show produced Monday through Friday by the Navy Broadcasting Service in its Anacostia Studio in Washington, D.C. It's sent by satellite to NBS detachments and by shortwave via armed forces radio and television to ships operating around the world.

"We want to hear what's going on in the Navy from sailors who are on the scene," said Journalist Chief Eric Erickson, the show's news director. "All people have to do is pick up the phone and call us with news items. Through radio, we can get the news to the fleet faster than any other means."

"Navy World Today" has a special 24-hour phone line for filing audio reports: (202) 433-5778 or Autovon 288-5778. From 7 a.m. to 6 p.m. (EST), you can call the "Navy World Today" staff at (202) 433-5844 or Autovon 288-5844. □

## Fitness manual

Now command fitness coordinators have a reliable tool to help them whip their commands into shape. The Navy's new Command Fitness Coordinators Training Manual is in stock at the Navy Publications and Forms Center in Philadelphia.

Naval Military Personnel Command's health and physical readiness division compiled the information on physical readiness, exercise, injury prevention, nutrition, weight control, fitness testing, body composition, risk factors and health appraisal.

The manual, stock number 0500-LP-277-8450, can be ordered from: Navy Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa., 19120.

The manual also prepares command fitness coordinators for American College of Sports Medicine certification as Navy exercise leaders. Currently, a command fitness coordinator should be an E-5 or above who has current CPR certification, meets body fat standards, has

passed the most recent physical readiness test, and is recommended by his or her commanding officer.

For more information, call the NMPC health and physical readiness division at Autovon 224-5742 or (202) 694-5742. □

## Aviation Cadets return

Once a steady source of aviators, the Naval Aviation Cadet program was withdrawn in 1966 when the Navy was able to recruit enough pilots through other sources. This year, 69 men and women will be winged under the reborn NavCad program.

Recently Adm. James B. Busey, the Navy's senior NavCad and Commander in Chief U.S. Naval Forces Europe and Commander in Chief Allied Forces, Southern Europe, placed the golden wings of a naval aviator on the chests of Ens. Ralph Burile of Helicopter Training Squadron 8 and Ens. Randall Nash of HT 18 at Naval Air Station Whiting Field, Fla. Burile and Nash are the first "new" NavCads to receive their wings.

NavCads are previously enlisted Navy men and women, or civilians, who have two years of college.

The NavCad program was revived in 1986 as a result of decreasing pilot retention. NavCads complete 14 weeks of aviation officer candidate training and go on to primary and specialized training. They are commissioned as ensigns on the day of their winging. Contact your career counselor for more information. □

## CNO passes budget word

Enough people to man the Navy, fair pay and benefits for those serving in the Navy and total force readiness were at the top of Chief of Naval Operations Adm. Carlisle A.H. Trost's list as he testified before Congress on the FY89 Navy budget request.

The CNO told the fleet in NavOp 021/88 to keep in mind that, despite the publicity about budget cutting, "Nothing has changed in the real world. Today, whenever there is a requirement for U.S.

military power on station, our Navy gets the call."

Trost said no one has forgotten the global threat and that although international strategic times could get difficult, he feels the nation's investment in a strong Navy will be protected. The Navy's all-around capability "is light-years ahead of where we were," he said. "Our goal is a 600-ship Navy. We are combat-ready and we're going to stay that way."

He praised the "selfless dedication to service and strength of character" that enables Navy people to face long deployments and stressful duty. He said his top budgetary priority would be programs for Navy people such as adequate enlisted and officer end-strength, fair pay and benefits, judiciously applied selective reenlistment bonuses, sufficient permanent change of station funds and aggressive recruiting. □

## Lone-Star ports

Within three years, the sites where shovels of dirt were turned recently will be home for seven Navy ships.

Then-Secretary of the Navy James H. Webb Jr. and Chief of Naval Operations Carlisle A.H. Trost were joined by local dignitaries as they broke ground for a new home port at Ingleside, Texas near Corpus Christi. The battleship USS *Wisconsin* (BB 64) and training carrier USS *Lexington* (AVT 16) will be homeported there when the facility is completed in 1991.

The 45-year-old carrier provided the backdrop for the ground-breaking ceremony. *Lexington* pulled into Corpus Christi for the first time in 25 years with loudspeakers blaring "The Yellow Rose of Texas." More than 5,600 Navy men and women will be stationed at Ingleside when the facility is complete. About 3,500 private-sector jobs are expected to result from the homeporting.

Later, the focus moved up the Gulf Coast to Galveston, the future home of two frigates, two minesweepers and a coastal patrol ship. There, USS *Antrim* (FFG 20) was the ceremonial backdrop.

Seven hundred Navy people will serve at the completed Galveston port, creating another 700 private-sector jobs. □

## Ball sworn in as SecNav

William L. Ball III was formally sworn into office March 30 as the 67th Secretary of the Navy in a ceremony attended by President Ronald Reagan at the old Executive Office Building in Washington, D.C.

White House Chief of Staff Howard H. Baker Jr., administered the oath of office to Ball. The new SecNav told those gathered that he had just visited USS *Coral Sea* (CV 43) returning from a six-month deployment to the Mediterranean Sea and found sailors renewed by the spirit and dedication brought to the Navy by President Reagan.

The group applauded when Ball told President Reagan, "As befits a ship that so reflects the accomplishments of this President in office, the nickname given to the *Coral Sea* is the 'Ageless Warrior.'"

The President announced his intention to nominate Ball for Secretary of the Navy on Feb. 23. Ball was confirmed by unanimous Senate vote March 23.

Ball had served as assistant to the President for legislative affairs, the chief of White House liaison with Congress, for the past two years.

A native of Belton, S.C., Ball attended public schools in Spartanburg, S.C., before enrolling at the Georgia Institute of Technology. Following graduation in 1969, he was commissioned as a regular Navy officer. He served three years aboard USS *Sellers* (DDG 11) followed by three years at the Navy Department in Washington.

In 1975, Ball was released from active duty and began service on the senate staff in the office of Senator Herman Talmadge of Georgia. From 1975 to 1976, he served as legislative assistant for national security affairs to Senator John Tower of Texas and later served as a professional staff member on the Senate armed services committee.

In 1978, Ball was appointed administrative assistant and staff director for Senator Talmadge, chairman of the Senate agriculture committee. In 1981, Ball became chief clerk to the Senate armed services committee and later served for three and a half years as Tower's administrative assistant. □

# Iowa strong man

Story and photos by PH2(SW) Robert Sabo

Some people on board USS *Iowa* (BB 61) may call Seaman Scott Johnson a "deck ape" — but never to his face.

Johnson is a 6-foot-2-inch, 230-pound body builder.

One of *Iowa's* crash and salvage proximity suitmen, Johnson is responsible for rescuing helicopter pilots in distress. Wearing a silver suit that deflects high-intensity heat, men like Johnson, referred to as "hot suitmen," may have to brave fire to pull people out of a downed helo.

"I was picked to be a hot suitman mainly because of my size," said Johnson, who hails from Mason City, Iowa. "It takes a big man to carry people from a helo crash."

Johnson wasn't naturally muscular — he's had to work at it. Body building became an obsession with him in 1982, when, as a high school sophomore, he and some friends went to see the *Mr. Iowa* body building contest, held annually in Des Moines. Johnson was so impressed with the program that he decided then and there to become a body builder, with the goal of one day claiming the title of *Mr. Iowa*. He's been pursuing that goal ever since.

When he enlisted in the Navy, Johnson requested duty on board *Iowa*, the ship his father served on during the Korean War.

Johnson spends nearly two hours each night working out in *Iowa's* weight room. His specialty is powerlifting. But Johnson admits that he is not the strongest man on board the ship. He said that he doesn't lift for the strength. "I lift for the look — I'm a body builder."

Seaman Robert Shunk, a close friend of Johnson, noted that John-

son is both a lifter and trainer. "If he sees someone doing an exercise wrong, he'll help out," said Shunk.

"He's a trainer of champions," quipped Seaman David Fulmer, Johnson's weight lifting partner. Fulmer credits Johnson with helping



SN Scott Johnson

him get into weight lifting. "I never lifted a weight before I met Scott," Fulmer said. He added that training with Johnson helped him pass the vigorous physical tests needed to become explosive ordnance-qualified.

According to Shunk, Johnson is also a big eater. "One time Scott and I went over to a friend's house for Thanksgiving dinner," said Shunk, "and Scott ate six times. He would have eaten more but he didn't want to be rude!" Johnson admits to a big appetite. "When I eat," he said, "I like to eat a lot."

So far, hot suitmen haven't been needed on *Iowa*, but Johnson and his

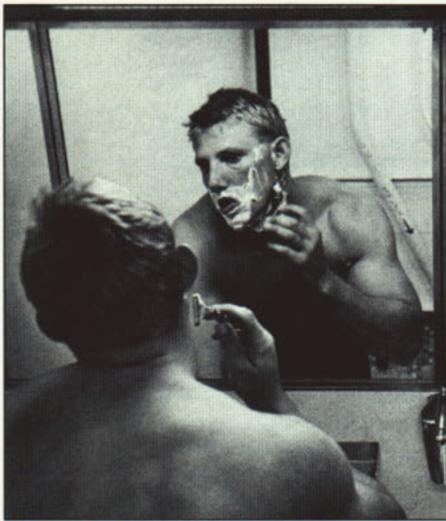
partner, Boatswain's Mate Seaman Bob Cartwright, are prepared. With training received at the firefighting school in Norfolk, Johnson and Cartwright are aware of the hazards and know the proper methods for getting personnel out of a crashed helo. "We would get in whichever way we could," Johnson said confidently, "and my partner and I would grab people and bring them out."

Although Johnson hopes his physical prowess and expertise as a hot suitman will never be needed, he *has* used his strength to save a life before. Once, while at home, Johnson went to the aid of a next-door neighbor who was pinned beneath a car he was working on when it slipped from its jackstand. Seeing what happened, Johnson immediately phoned for an ambulance. Then, racing to his neighbor's aid, Johnson lifted the car from the injured man and placed it back on the jackstand!

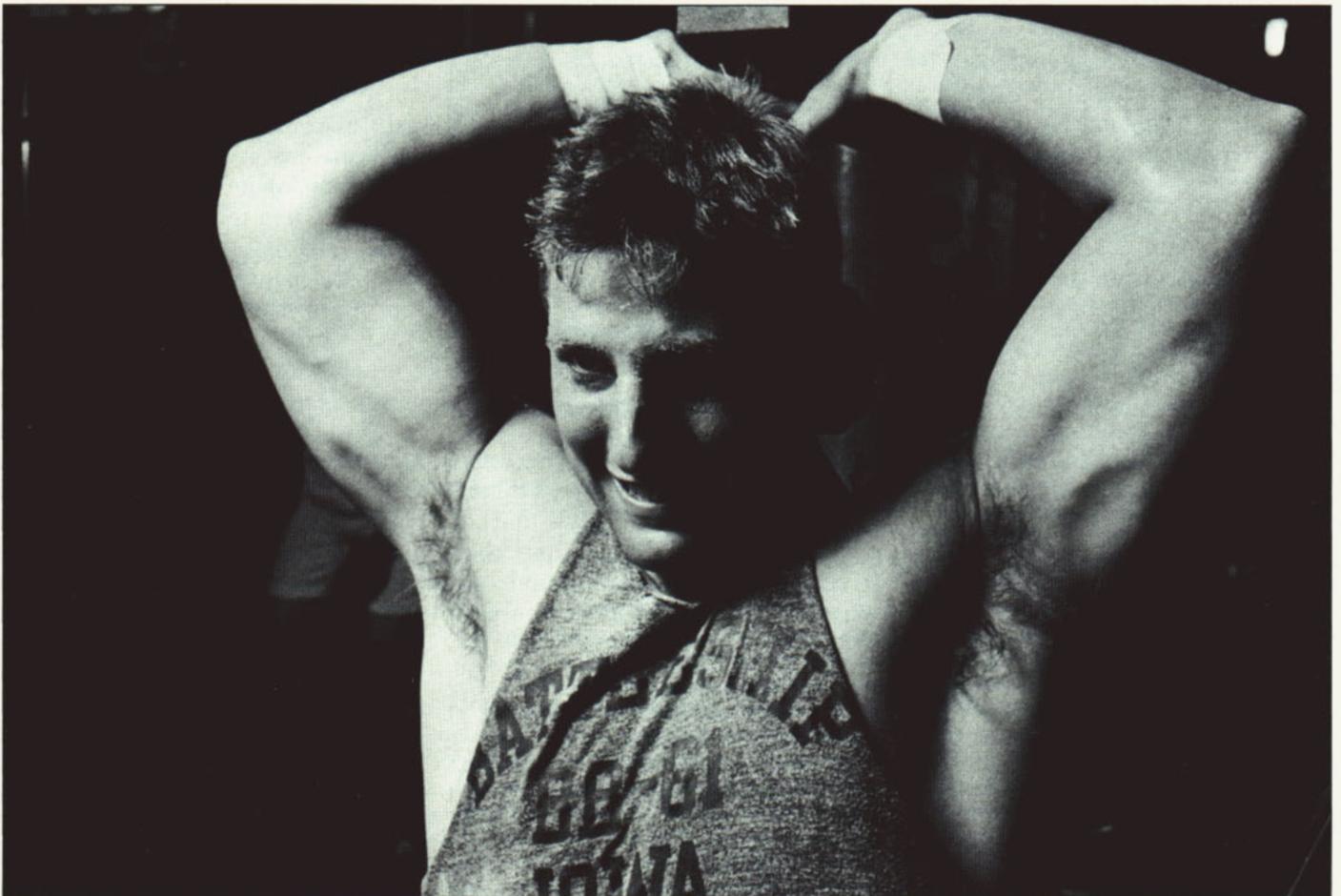
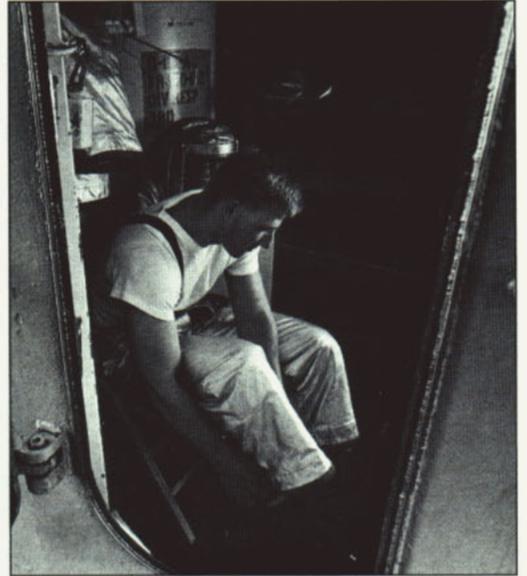
Being a hot suitman isn't Johnson's only job. He is also a part of *Iowa's* Third Division deck force. "I wouldn't want to work in the interior deck spaces on the ship," said Johnson. "I like the outdoors and deck gives me a chance to see where the ship is going." As a hot suitman during flight quarters, Johnson can watch dignitaries flown in to visit the ship. "I get to see more of the world because I'm out on deck."

Johnson's perseverance and dedication to body building have not only been assets to the Navy, but have taken him to the point in his life where he wants to be — a future contender for *Mr. Iowa*. Both Johnson and the Navy have benefitted from that schoolboy dream. □

*Sabo is assigned to USS Iowa.*



Up before reveille, Johnson, who eats enough for two men, puts in a long day with his division, ending with a two-hour workout.



# Defector joins Navy

## *Composer swaps piano for typewriter*

Story by Lt.j.g. Pamela R. Durrant

Whether it's at the keys of a typewriter in the administrative spaces of a *Coontz*-class destroyer, or at the keys of a concert grand piano in Carnegie Hall, Seaman Cristian V. Coban is equally at home. But it wasn't until 1980 that "home" could have been either of these places; eight years ago, Coban was living behind the Iron Curtain in the Socialist Republic of Romania.

A gift for music was Coban's ticket out of Romania. His talent was spotted early by Romanian officials, who enrolled him in special music schools from the time he was five. He eventually earned degrees in piano, music education and composition from the Romanian Conservatory of Music in Bucharest. As the top student at the conservatory, Coban held the key to a privileged way of life reserved for only a few members of Romanian society.

But Coban quickly learned that privilege had its price when government officials tried to force him to join the Communist Party — a move he refused to make.

"Romania is not a free country, and I am a person who puts freedom on the highest level. I think it is the most precious commodity that one has," said the 33-year-old personnelman, who is currently assigned to USS *Dewey* (DDG 45).

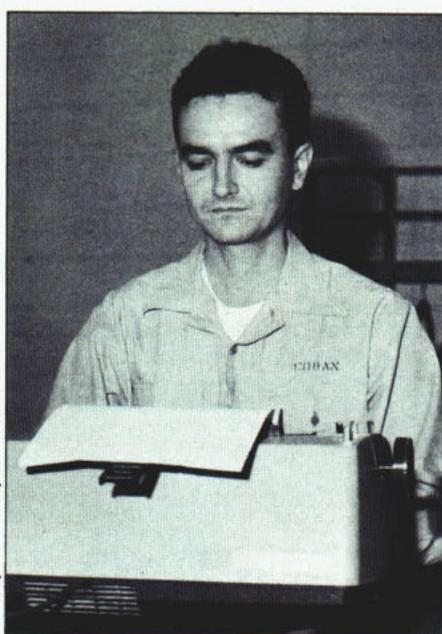


Photo by PHAA Terry J. Jones

**PNSN Cristian V. Coban**

"For a while, I thought that there was a way of changing things there," he added. "Then you realize that too few people are willing to put their lives at stake for others and that changes are not possible. You then decide to seek freedom elsewhere." "Elsewhere" for Coban became the United States, and he set his sights on defecting.

The seed for Coban's odyssey from the Black Sea nation to the United States was planted in 1979 when he won the international Uwharrie Duo Composition Contest. The contest's

sponsors invited him to New York City to assist in preparing for the premier performance of his work at Carnegie Hall. Knowing this would probably be his best opportunity to defect, Coban began to make plans as he waited for the Romanian government to issue his passport.

He and his wife developed a code system to communicate between themselves and were careful not to talk about their intentions. "The only messages we really exchanged we wrote down on paper — not even at home were we sure we were safe. You write it down, and then you burn the paper. It was like in the (spy) movies, but it was real."

After arriving in New York, Coban immediately applied for asylum. Although given every indication that it would be granted, he was informed that it would take a short period of time; until then, it would have to appear that nothing was unusual. Because of this, he was still expected to fulfill the requirements of his passport, one of which was to deliver a music lecture at the Romanian library, a building owned by the Romanian government.

"I knew at the time that I was going to defect, and I had friends come with me and sit in the audience (during the lecture) in case I happened to vanish," Coban said. Although the lecture went

smoothly, there was a tense moment for Coban when Romanian officials, perhaps sensing something out of the ordinary, attempted to detain him during his departure from the building.

As the officials approached, Coban's friends surrounded him and avoided confrontation by pulling him away, explaining that they were all extremely busy and had to be on their way. Although Coban was supposed to leave for Romania the following Monday, it never happened, since his asylum request was approved.

Coban has never regretted his decision to leave Romania.

"From the first moment (after the defection), I felt so good," he said. "I felt this was home. I felt no cultural shock. It was everything I imagined, plus a lot more. I wasn't disappointed about anything."

A year later, his wife Gabriela, after extensive negotiations between the U.S. Department of State and the Romanian government, joined him in the United States, arriving on Valentine's Day. The reunited couple eventually moved to East Lansing, Mich., where Coban earned a Ph.D. in music composition from Michigan State University in 1983.

"I got to the point where I wondered, 'Do I really want to spend the rest of my life writing esoteric music that few people understand?'" he said. "I wasn't very attracted by the idea of going back into the academic world behind those walls and staying there for the rest of my life. I want, at this stage in my life, to get out and do things and not talk about things. That's why I wanted to try something else."

Coban subsequently started his own business, a consulting firm to help individuals realize their potential and become more productive in areas such as time management and goal-setting. But he still wasn't satisfied. It was a desire to serve the



country that took him in that drove Coban to seek yet a different path.

"I thought for a long time that I wanted to give something back to this country — I didn't know exactly how or when or where," Coban said. "I had an adopted family in Michigan — some very nice people who helped me get on my feet. The head of that household was an ex-Navy pilot and he told me a lot of Navy stories, so I guess that was a seed. Then I moved to Orlando and got a job, and the people in the office were again ex-Navy people, and they told me a million stories about the Navy. Early last year I was thinking about my life, because I have all my options and can do whatever I want, and I just threw the question to my wife, 'What if I told you I wanted to go into the Navy — would you think that I am totally crazy?' and she said, 'No.'"

Before year's end, he enlisted.

Because Coban lacked U.S. citizenship, he was unable to qualify for a security clearance, and there were only a few ratings available to him. He naturally considered the musician rating but since he was determined to try his hand and succeed at a different career field, he finally opted for personnelman.

His Navy career, which began only last November, has already been marked by high achievement. Coban was awarded the "outstanding recruit" award upon completion

of training at Recruit Training Command Orlando, Fla., and was designated the "honor recruit" of his company. He duplicated this feat at Naval Technical Training Center Meridian, Miss., where he attended "A" school, and was recommended for early advancement to petty officer third class via the Navy accelerated advancement program.

Coban attributes his success to his ability to apply skills acquired during his years of musical training and working in private industry to the situations he now encounters.

"It has been a tremendous change for me, from being a musician, having my own business, and then joining the Navy. But I realized that I could adjust because I am a very disciplined person. I feel very at home in the Navy, very comfortable," Coban explained. "I think I have the self-discipline — definitely I have the motivation. I get motivated for the same reason that the Navy exists — freedom. I think I am a little old-fashioned and idealistic, but that is the way I am."

Although Coban hasn't decided if he'll pursue a career in the Navy, he's set his sights on advancing as far as possible during his current enlistment. □

*Durrant is assigned to NATC Meridian, Miss. JO2 F.X. Kelley, NavResCom, Chicopee, Mass., contributed to this story.*

# Suicide

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## *Preventing self-destruction*

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Story by JO2(SW) Gary Ross

**T**he number "one" is a small number. But mention suicide, and "one" becomes big — one of the biggest issues facing the Navy today.

A sailor, despondent over the loss of a girlfriend, puts a gun to his head and ends his life. Another Navy person gets into financial trouble in addition to problems at work, and decides there's no reason for living.

These scenarios are all too real.

In 1987, 58 Navy people killed themselves. This is more than 10 percent of all active duty Navy deaths last year. Yet, it's difficult to be sure how bad the situation really is. Before 1980, good, reliable statistics about suicide in the Navy weren't readily available.

The collection of suicide statistics is difficult, according to Cmdr. Douglas Dennett, head of psychiatric outpatient services at Bethesda Naval Hospital. "When you have an

organization as geographically diverse as the military," Dr. Dennett said, "you really do have a problem in reporting suicide. Who gathers the statistics, how do they gather them and how reliable are they?"

"There is no indication, throughout the Navy and Marine Corps combined, that the suicide rate is growing," Dennett said. "Whether or not it may be growing within individual sub-groups — white males 25 to 29, or black females 19 to 24, for example, — I think we have to look at that more closely. It's very difficult."

But, despite the difficulty in collecting comprehensive statistics, Chief of Naval Operations Adm. Carlisle A.H. Trost has set out to establish a program to prevent suicides.

In September 1987, Trost sent a message to all Navy commands stressing the importance of suicide

prevention. In that message, the CNO directed Navy Family Service Centers to conduct education and training of the fleet in the prevention of suicide. The CNO also encouraged commands to make more counseling available to any Navy person with personal, professional or family problems. The Naval Medical Command directed clinical psychologists and psychiatrists to support the FSCs in their mission.

Counselors can make good use of publications such as the *Suicide Prevention Training Manual*, *Suicide and How to Prevent it* and *Will They Be with Us Tomorrow?* available through the chaplain resource board and local FSCs.

A sailor's life is challenging and sometimes tough — real tough, for some. Lengthy deployments, coupled with trouble at home or on the job, a feeling of uselessness or general depression, can drive some indi-



viduals to the edge. There usually is no single, simple reason people choose to kill themselves. But whatever the cause, or combination of causes, their emotional upset is so great they just want to end it all.

"The best way to prevent suicide is to educate people about the signs of serious personal distress," Dennett said. "The key is to get every-

body to a higher level of awareness so that there are a lot of people who can act quickly if necessary.

"There's a very good role model to follow and that's the Red Cross Basic Lifesaving course, CPR," Dennett said. "You can't inoculate people from heart disease and prevent them from having heart attacks. What saves lives is that so many people

know the fundamentals of CPR, that if any random person drops on the street, somebody in the crowd will know what has to be done. I think that's how we should combat suicide. People are going to have to know what to do. That's the direction the Navy is taking."

Bad days come and go for most of us, but for someone thinking of tak-

# Dealing with suicide

## Myths and Facts

An encounter with a suicidal person is a deeply emotional experience. The fear which results from not knowing what to do, or fear of doing the wrong thing, can inhibit timely intervention. The following myths about suicide can keep us from becoming involved in a constructive way. Having the correct information about suicide can enable us to act in time to save a life.

*Myth: People who talk about suicide rarely actually commit, or even attempt, suicide.*

**Fact:** Nearly 80 percent of those who attempt or commit suicide give some warning of their intentions. When someone talks about committing suicide, he or she should not be ignored.

*Myth: Talking to someone about their suicidal feelings will cause them to commit suicide.*

**Fact:** Asking someone about their suicidal feelings usually makes the person feel relieved that someone finally recognized their emotional pain, and they will feel safer talking about it.

*Myth: Suicide is an act of impulse*

*with no previous planning.*

**Fact:** Most suicides are carefully planned and thought about for weeks.

*Myth: Suicidal persons are mentally ill.*

**Fact:** Studies of hundreds of suicide notes indicate that, although the suicidal person is extremely unhappy, he or she is not necessarily mentally ill.

*Myth: Because it includes the holiday season, December has a high rate of suicide.*

**Fact:** Nationally, December has the lowest suicide rate of any month. During the holiday season, the depressed person feels some sort of belonging and feels things may get better. As spring comes and the depression does not lift, the comparison of the "newness and rebirth of spring" and the individual's personal situation can result in self-destructive behavior.

### What to do

If you believe someone may be suicidal, it is important to remember to:

- Take threats seriously. Trust

your suspicions. It is easy to predict suicidal behavior when a person shows warning signs. However, the warning signs from many people are very subtle. Something like telling loved ones "goodbye" instead of "good night" may be the only clue.

• Answer cries for help. Once you are alerted to the clues that may constitute a cry for help from a loved one, friend or co-worker, you can help in several ways. The most important thing is not to ignore the issue. It is better to offer help early than regret not doing it later. The first step is to offer support, understanding and compassion, no matter what the problem may be. The suicidal person is truly hurting.

• Confront the problem. If you suspect that a person is suicidal, begin by asking questions such as, "Are you feeling depressed?" "Have you been thinking of hurting yourself?" And lead up to the question, "Are you thinking of killing yourself?" Be direct. Don't be afraid to discuss suicide with the person. Getting him or her to talk about it is a positive step. Be a good listener and a

ing his life, every day is a bad day. Determining if such a person is suicidal is difficult. It's not just *one* thing that's going to indicate the possibility a person will commit suicide.

"It's a constellation of things," Dennett said. "A triad for spotting potential suicide that's been used for a long time is that a person feels

hopeless, helpless and worthless. The person feels like there's no hope, and if they feel that no one can help them and they feel they can't help themselves, and they feel they're inadequate, then it's not hard to see how a person can get from there to thinking, 'What's the sense of living?'"

That's when a shipmate can help.

It's very important to recognize that just telling someone "I care about you" communicates the existence of hope and help.

"The best thing to do if you know someone who's contemplating suicide, is to approach the individual," Dennett said. "You've got to show in some way that you are concerned and willing to help. You must then

good friend. Don't make moral judgments, act shocked or make light of the situation. Offering advice such as, "Be grateful for what you have," or, "you're so much better off than most," may only deepen the sense of guilt the person probably already feels. It is more important to show concern and to listen. Active listening may help lead the person away from self-destruction by providing a feeling that someone really cares.

- Tell them you care. Persons who

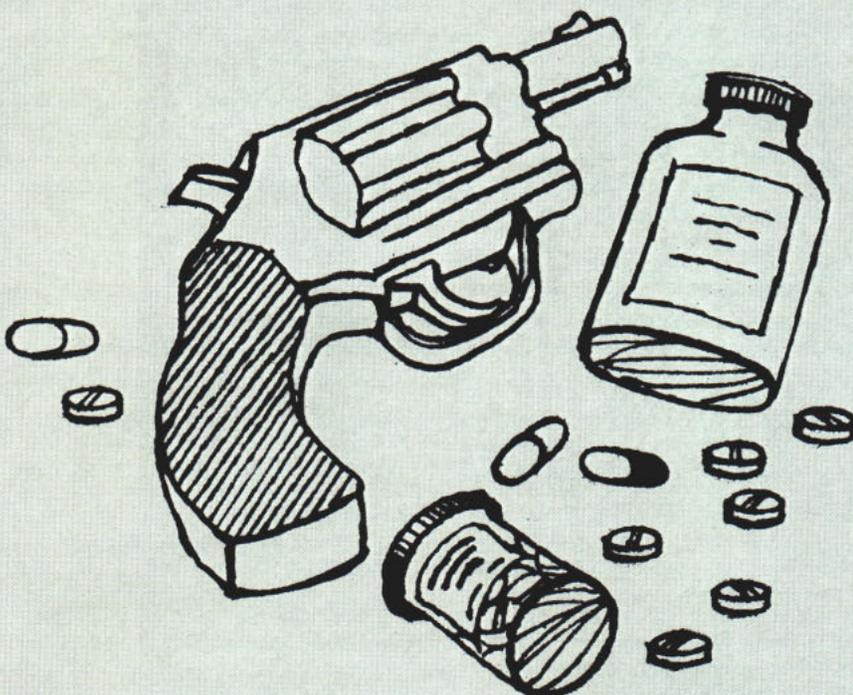
attempt suicide most often feel alone, worthless and unloved. You can help by letting them know that they are not alone, that you are always there for them to talk to. Tell loved ones how much you care about them, and offer your support and compassion. By assuring suicidal people that help is available, you are literally throwing them a lifeline. Remember, although a person may think he wants to die, he has an innate will to live and is more than likely hoping to be rescued.

- Get professional help. The most useful thing you can do is to encourage the person who is considering suicide to get professional help. If necessary, offer to go with them or take them to help. The mental health clinics or hospital departments of psychiatry, psychology or social services should be considered first in looking for help. After duty hours, the hospital emergency room would be the best source. When the danger is less immediate, the chaplain offers compassionate counseling services. Other sources of help include the alcohol and drug counseling center and the chain of command.

#### What not to do

- Don't leave anyone alone if you believe the risk of suicide is imminent.
- Don't assume the person isn't the suicidal "type."
- Don't act shocked at what the person tells you.
- Don't debate the morality of self-destruction or talk about how it may hurt others. This may induce more guilt.
- Don't keep a deadly secret. Tell someone what you suspect.

Remember, the potential suicide victim must receive qualified help. Above all, don't ignore your own perceptions. A mistake on the safe side is much less costly than a failure to act. □



# Suicide

encourage the individual to let you help them. Sounds simple, but it's very hard sometimes."

Knowing what to say and what not to say is what makes it so difficult.

"Failure to empathize or take the person seriously is a 'no-no,'" he said. "You really have to empathize, and by empathize I mean you have to appreciate that the person is very troubled. Whether you would feel the trouble in the same situation is a different story. Don't be judgmental, but also don't just say, 'This will pass, your troubles will get better.'"

In slightly more than one-third of all suicide cases, there is a problem with a love relationship. There's fighting, disappointment, conflict, some kind of discord between the victim and a person they have a relationship with.

Problems in the workplace also contribute to a substantial number

of Navy suicides. "That means they're experiencing some anxiety, some worries about being able to do the job," Dennett said.

At the same time we talk about actual suicides, we also have to remember there are many people who make suicide attempts.

"For the person who makes suicide attempts, there's a fight within one's self between wanting to live and die," Dennett said. "Most suicide attempts are nowhere near as lethal as the kind of act when someone kills himself. Taking an overdose of pills or slitting your wrists is not the same as putting a gun to your head, or putting a noose around your neck and jumping off of a chair." Suicide attempts, Dennett said, are cries for help from people who can still be helped.

But for many others, there is no help. More than 60 percent of Navy

and Marine Corps suicides are the result of a gunshot wound to the head or chest.

In the fight within the suicidal individual, the loser isn't the only victim — suicide affects everybody.

"A suicide is a devastating thing to a family," Dennett said. "People can react in a lot of different ways. Sometimes people react in very identifiable ways. These people are troubled to begin with, and maybe think about suicide but don't choose it as the answer to their problems. Then, when someone they know commits suicide, they lean in that direction too, and identify with that. It's a very dangerous thing. These people need our help."

Psychiatrists, psychologists and social workers are trained in helping the potential suicide victim. Navy FSCs provide counseling, written information and guidance, and if it's an emergency, FSC social workers are a phone call away. They'll be more than willing to listen. Hospital emergency rooms also have trained professionals who are there to listen and provide support 24 hours a day, seven days a week.

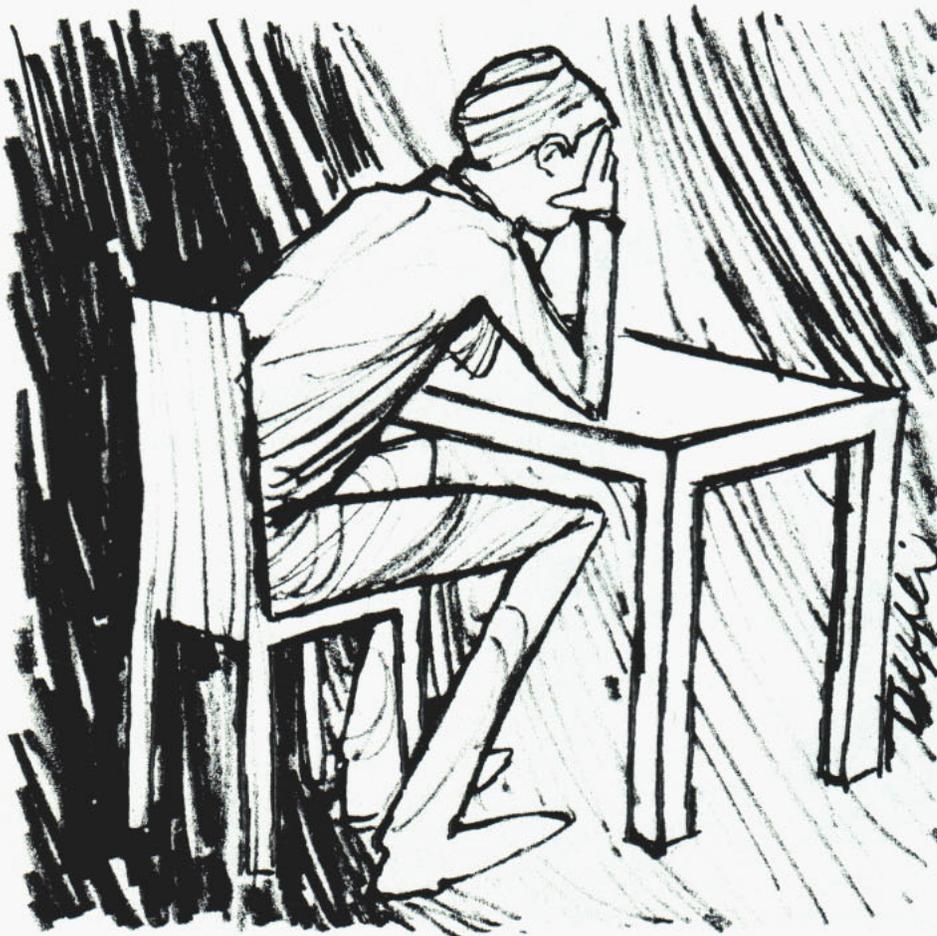
The feeling of wanting to kill one's self doesn't always have to be there. Suicide isn't some sort of fatal disease.

"Suicide can't be 'cured,' so to speak," Dennett said. "Suicide is a behavior that results from the mental states of anguish, despair, rage and many other emotions. The actual mental state itself can be altered.

With proper, effective treatment, most individuals who at one time or another contemplated or attempted suicide can be successfully helped and can be free of life-long suicidal impulses."

People are the Navy's most valuable asset. We all have to look out for number "one." □

*Ross is a staff writer for All Hands.*





*Following a call to serve God*

# Navy Chaplain

Story and photos by PH1 Chuck Mussi

**T**hey share evening prayers with us at sea, help us pay homage to our fallen shipmates around the world, and minister to us at our local chapel. Whenever those of us in uniform are in need, Navy chaplains are there for us.

They are also there in our hospitals, where our life-and-death struggles make us so vulnerable, there during our greatest times of need — our times of grief.

"My feeling is that God has called me to this. I want to minister," said Lt. Wendy Bausman, one of eight chaplains assigned to Bethesda Naval Hospital. The

type of ministry she found at Bethesda — clinical pastoral care — was not new to her.

Bausman interned away from her California seminary, at a hospital in her home state of Pennsylvania, later serving as acting director of pastoral care.

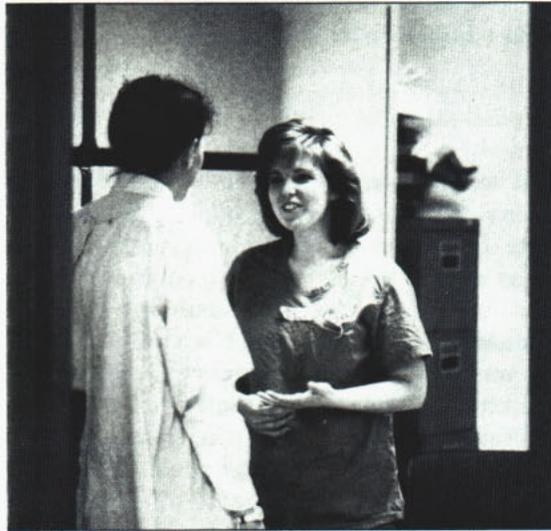
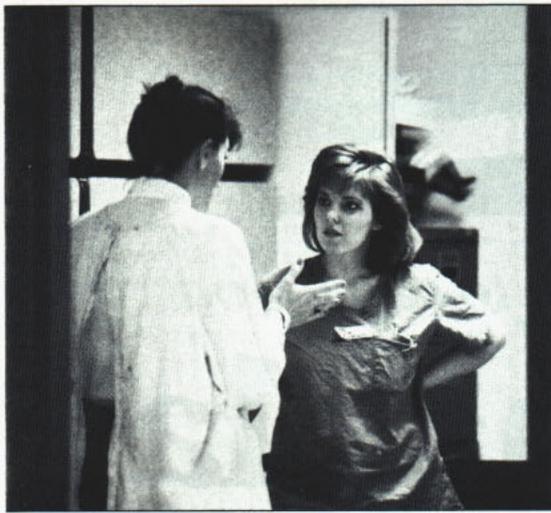
Following her graduation from seminary, Bausman was waiting to be called to a church. She had talked to a Navy recruiter about opportunities in the Chaplain Corps. It seemed promising, but seeing the movie "Private Benjamin" on TV made her wonder about a career in the military.

It was a discussion with a former patient she had ministered

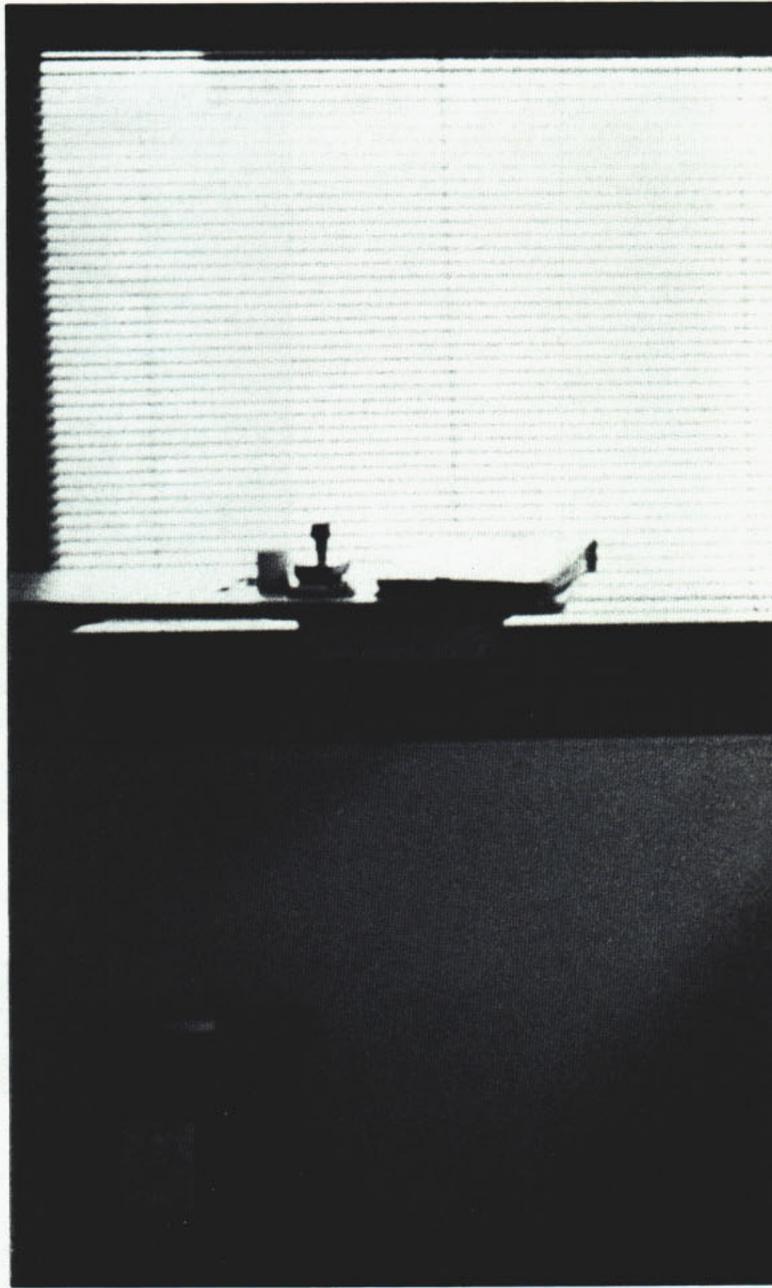
to during her summer hospital work that helped lead her to pursue a commission in the Navy Chaplain Corps.

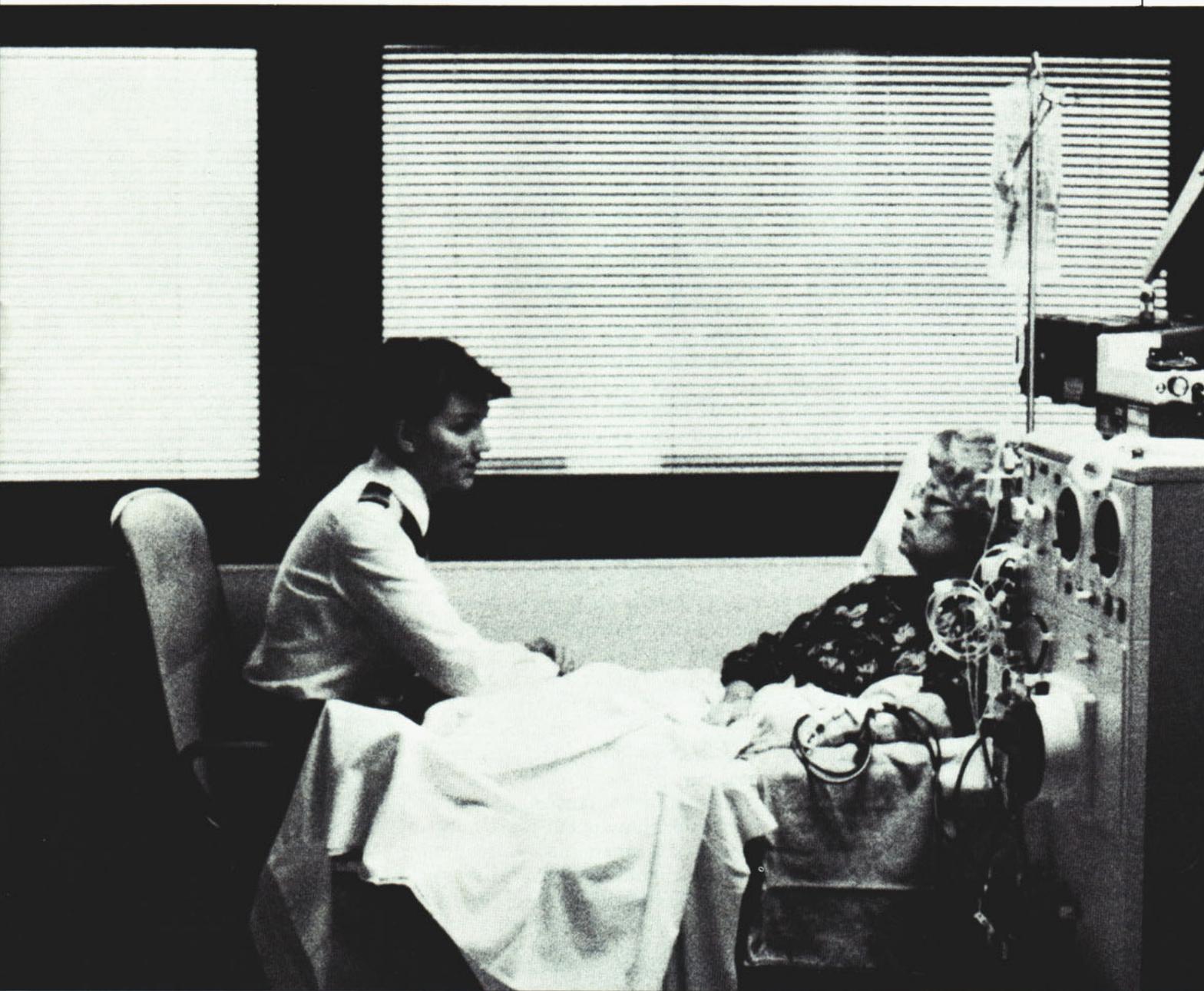
"I was telling him my misgivings about joining the Navy, when he broke down and started to cry," said Bausman. "He told me he had retired with 30 years of military experience, and he said to me, 'I can't tell you how much it meant to me to have you there in my time of need.'"

The strong emotional experience was enough to help quiet her doubts about joining the military. She believed that the Navy's call was also God's way of opening a door for her to minister.



**A hospital chaplain ministers to a transient congregation — staff members, infants in intensive care, patients on dialysis.**





There were hurdles to overcome: being ordained, getting commissioned, and completing chaplain school. But the Navy wanted her as a chaplain, and she was following her call.

Her deep love for God would be needed in serving God in uniform, especially as a chaplain at Bethesda Naval Hospital.

The different wards at the hospital are separate ministries for the Bethesda chaplains, so chaplains have a variety of duties: reaching out to patients, their families, and the staff.

"My goal is to meet people wherever they are in their relationship with God, not to have a planned agenda for reaching them," she said. "Being there for people, but being there at the right time — a time when the greatest need exists — a time when they are vulnerable because of their great trials. I want to be God's presence among those who are hurting and in need."

The hospital environment is not always a warm, personal place where there are signs of people making great recoveries, espe-

cially in areas like intensive care, the emergency room and the cancer wards. The hospital staff works hard at curing both the mind and body. The chaplains minister to the patient's spirit.

As a new chaplain, Bausman quickly learned a valuable lesson for ministers. "You've got to pace yourself emotionally," she said. "You've got to manage your emotions as well as your time. You're working on a sermon, making rounds, building a rapport with people, so that they can be aware or sensitive enough to call when

you might be needed . . . then you have two heavy sessions back to back, someone in intensive care and someone in neurosurgery, ministering to them during the time of their greatest trials, and you're drained emotionally."

There are days when they, as chaplains and as human beings, get tired, days when they get "peopled out." They crawl into the turmoil of a person's life and walk alongside that person and really give of themselves. They get physically drained — their throats get dry from talking. Yet, as tired as they are there are times when they can't sleep through the night, knowing the beeper could go off any minute.

Emotionally, chaplains can be hit hard when they share a history of emotional ups and downs with a patient.

"You rejoice when a person's cancer goes into remission. But then, he's back in the hospital — he's not responding to chemotherapy — the doctors tell him he has a less than five percent chance of survival," said Bausman. "Then the patient tells you that other chaplains have come by but that he wants *you* to come back and minister to him, because you've walked beside him.

"You give of yourself — I mean you really feel God using you in people's lives."

Bausman knows the seriousness of a patient's medical condition, but as a chaplain she knows the spiritual person, as well as the medical patient.

"You are hurting, but you are able to go in and minister. You are able to put aside your hurt and to listen — what troubles them, where do they stand at this time in their lives? You convey to them your support, God's love for them."

Sometimes ministering is just letting people know that a chaplain is there. The chaplains of

Bethesda try to see every patient every day.

"A lot of times you just make small talk. But then there is that one time when you are there at the right time — a time when someone is really vulnerable," Bausman said, "like right before surgery or just after getting bad news."

It happens a lot in a hospital.

Bausman continued, "A patient had a poor diagnosis. Nothing could be done for him by the staff. He had only recently been married and didn't know how to share his feelings about his imminent death with his wife. As a minister, I had to open their channels of communication. It wasn't easy, because I had to be forceful and direct, but sensitive in meeting them where they were at in their relationship with each other and with God. It was a moment of healing when the walls came down, when they embraced and said their goodbyes. He died the next day.

"Sometimes as chaplains we try to be superhuman, but we're not. We cry," Bausman said. "Patients' situations put our own situations in perspective. When someone is facing a life-and-death situation, it's hard to feel our problems are all that monumental."

Her problems may not be "monumental," but the hospital is still a hard place to minister. "Yet, there are good, dedicated people wherever I go," she said. "And it's so nice when someone asks how I'm doing.

"When you are a chaplain you're going to hurt alongside people," Chaplain Bausman said. "Those days when we are tired we pray to recuperate later. But when we've given of ourselves, those are the moments that we come closer to God."□

*Mussi is assigned to All Hands.*





# San Diego

*The Navy town that is known as  
'America's Finest City'*

Story by JO2 David Masci

**I**t calls itself "America's Finest City." And apparently there are plenty of people who agree, because most residents are from somewhere else. Since California's first mission, San Diego de Alcalá, was founded in 1769, the area has attracted its residents from all over the world.

Judging by the numbers, San Diego is a Navy town. Active duty, retired and Navy civilian families make up one-sixth of all residents in San Diego County. Of all sailors and Marines on active duty servicewide, one in five is stationed here. Overall, the federal government contributed more than \$7 billion to the San Diego economy in 1986.

More than 100 ships and submarines are homeported here. The drone of takeoffs and landings coming from Naval Air Stations at Miramar and North Island is a 24-hour-a-day reminder of the hundreds of fixed- and rotary-wing aircraft based within 15 miles of downtown. Each year, tens of thousands of sailors and Marines attend Navy schools here. Students range from recruits at boot camp to prospective commanding officers.

The city hosts eight major Navy commands, ranging from special warfare to medicine. At the top of

**USS Cushing (DD 985) is overshadowed by one of San Diego's modern high-rises (left). The San Diego-Coronado Bay Bridge (right) is one of two routes for commuters to NAS North Island and the Naval Amphibious Base.**

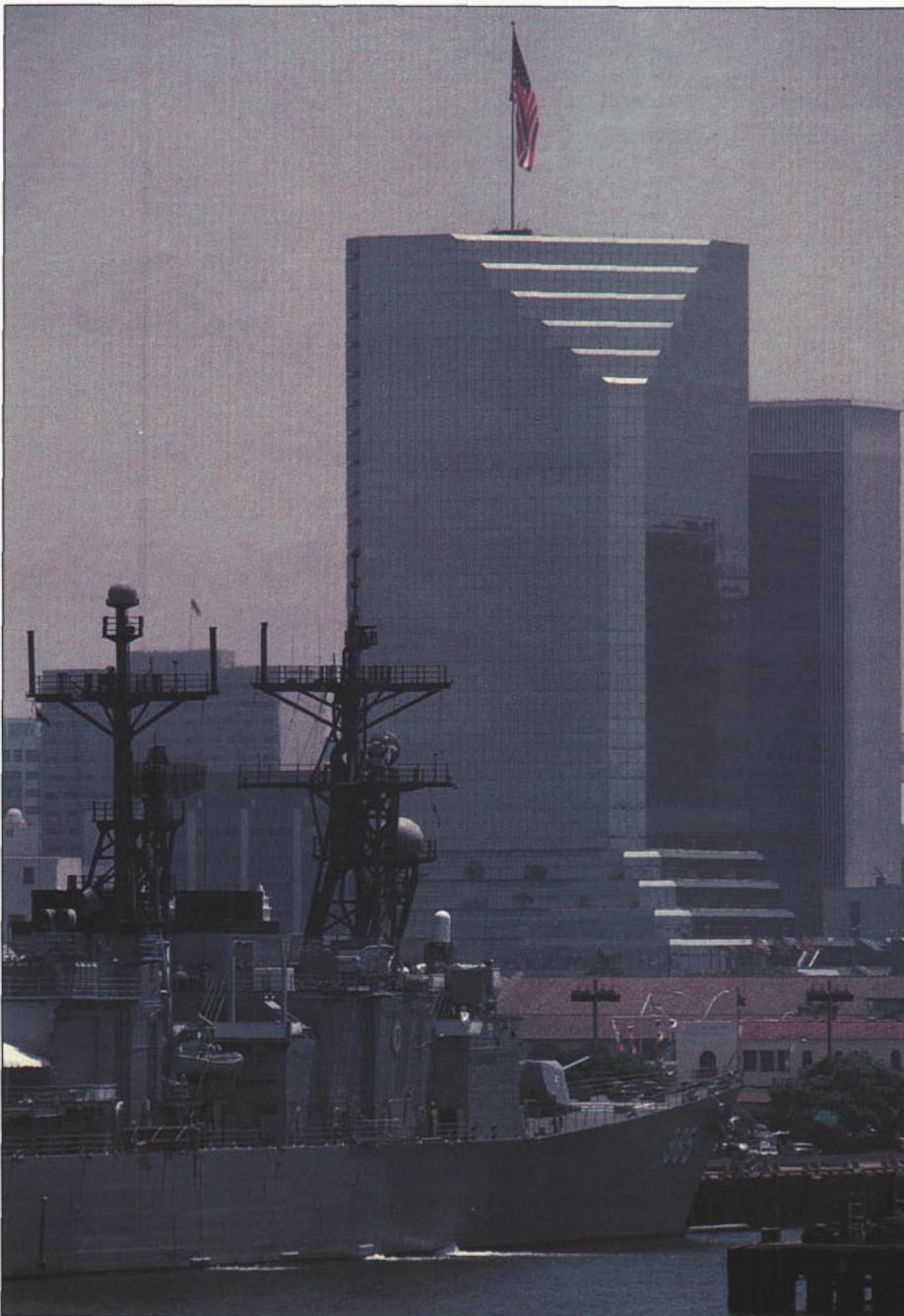


Photo by PH1 Harold Gerwien

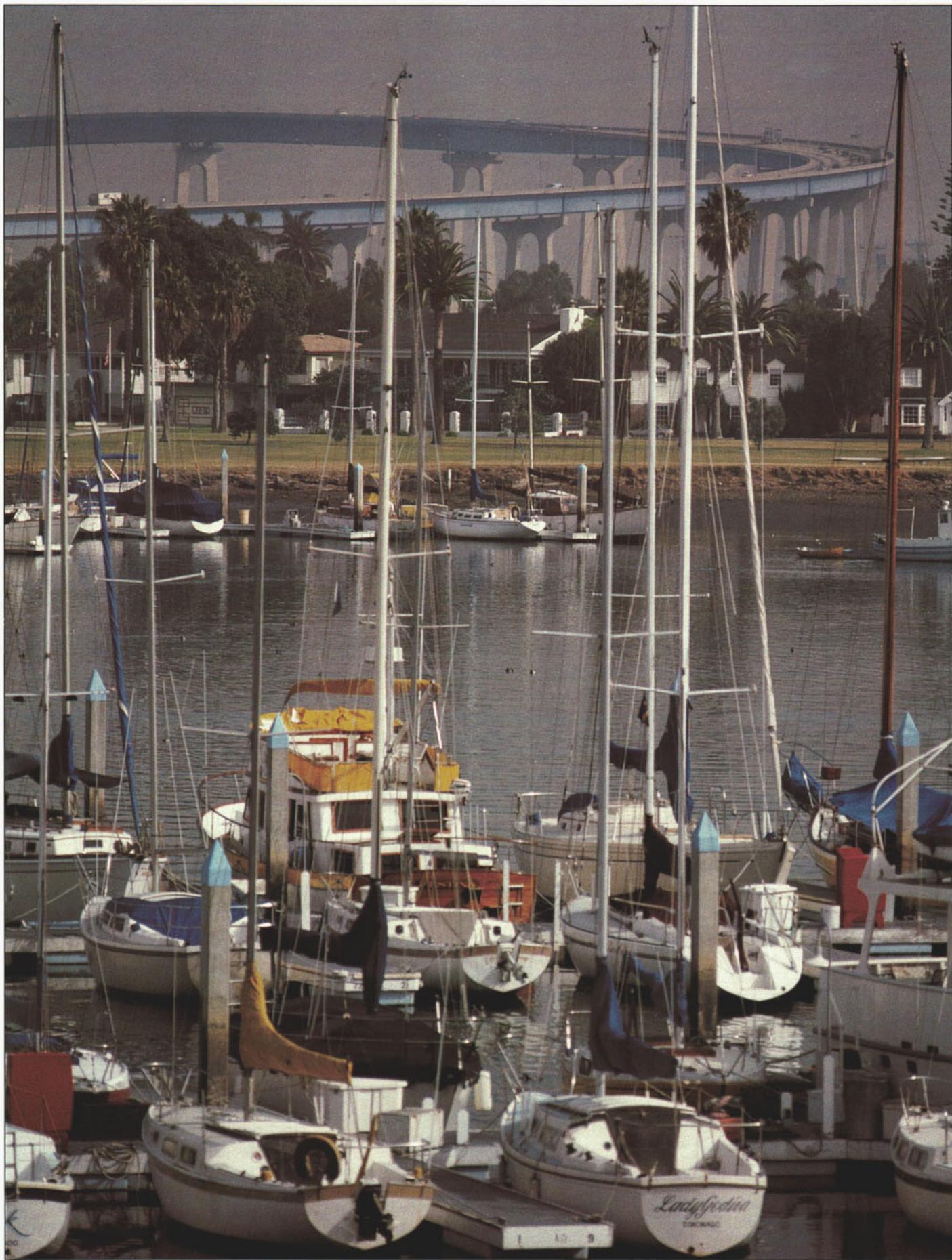


Photo by PH1 Michael Flynn

# San Diego



Photo by PH1 Chuck Mussi



Photo by PH1 Harold Gerwin



Photo by PH1 Robert Shank



Photo by PH1 Chuck Mussi

the list are the commanders of naval air and surface warfare for the Pacific fleet.

The Navy is an integral part of the San Diego community, and most residents take the comings and goings of sailors, Navy ships and aircraft for granted. The visitor, however, notices how prominent the Navy presence is in San Diego.

The showpieces of San Diego's surface fleet are the aircraft carriers that moor across the bay from downtown, at NAS North Island. But the frigates, cruisers and amphibious ships that enter and exit the harbor several times a day always draw a crowd on the boardwalk at Seaport Village, a popular shopping and restaurant spot. Tourists stand atop Point Loma and marvel at the heli-

**Another day of flight ops at NAS Miramar, "Fightertown U.S.A." (upper left). A Navy pilot hones his skills at a simulator (middle). New recruits smile for the camera at San Diego's recruit training center (left). BUDS trainees at Coronado Beach (above).**

copters and fighter jets banking out to sea from North Island.

The transient nature of Navy life meshes well with the on-the-go San Diego lifestyle. An organization made up of mobile young men and women looking for something fun to do in their time off is a perfect match for this youth- and leisure-oriented city.

Adding to what is already available, the Navy has built bowling alleys, gyms and recreation centers on-base that rival the best civilian facilities in town; but what the Navy can't build is readily available in the community.

Do you like beaches? Pick one from the miles of public shoreline between Imperial Beach and Camp Pendleton. There are beaches for horseback riding, sand castle building, romping dogs, scuba diving and, of course, all the beaches are for surfing. There's even one beach for people who don't like tan lines on their bodies.

To the west, San Diego is the essence of California. The farther east



U.S. Navy photo

**A Navy tug maneuvers to assist USS Long Beach (CGN 9) while USS La Jolla (SSN 701) heads out to the open ocean.**

you go, however, the more San Diego County resembles Texas. Palm trees give way to manzanita brush, sandals become cowboy boots, and VW buses with surfboard racks are replaced by American-made pickup trucks with gun racks.

The real San Diego lies somewhere in between, encompassing a melting pot of backgrounds and lifestyles. Much like the Navy itself, the city is not always fully understood by people who have never experienced it. Only the people on the inside know how good it really is.

In the 1880s, a series of events led to San Diego taking second-place standing in the Southern California civic pecking order. The city's early leaders resented being "cheated" out of what they believed to be its rightful destiny when that-place-won't-mention-but-whose-initials-are-L.A. became the rail and shipping hub of the Pacific Southwest.

One hundred years later, the prevailing sentiment concerning the enormous growth of "The City of the Angels" is more one of relief.

The problems "that place" has because of its sheer size are safely contained beyond a buffer zone known as Camp Pendleton. In fact, the vast Marine Corps base is the only thing that stops San Diego from becoming the southern tip of greater you-know-where.

Still, world-class status *has* crept up on San Diego in the last 30 years. Now seventh-largest in the United States, this city is on the move more than ever, with civic leaders putting the city in the spotlight at every opportunity.

The 1988 Super Bowl kicked off a campaign to promote San Diego around the world as a place where everyone wants to be. The efforts to bring an Olympic training center here, plus preparations for the 1991 America's Cup defense, will put "America's Finest City" on television screens in every continent.

So, like the Navy, San Diego has invested heavily in the future, improving its image and retaining the best of its traditions while looking forward to the next century.

But even with the future at hand, the vestiges of the past are all around. From the Spanish colonial twin towers of the old Balboa Naval Hospital administration building at the southern end of Balboa Park, the view in all directions gives a true picture of what San Diego is about.

To the west, multi-colored, mirrored-glass windows of modern high-rise hotels and office buildings jut into the downtown skyline.

Out of those windows, if the timing is right, you can see, all at one time: a cruise ship berthed at the terminal, an Amtrak train making the hourly run north from the historic Santa Fe depot, a jetliner skimming over Interstate 5 into Lindbergh Field, the San Diego trolley returning from the Mexican border, a Navy destroyer anchored in the bay, a dense forest of sailboat masts in the marinas, and, silhouetted against a perfect Pacific sunset, a formation of S-3 *Viking* submarine hunters coming in to land on the runway at NAS North Island.

Turning south, past the Coronado Bridge and the Naval Station at the foot of 32nd Street, the industrial waterfront along San Diego Bay through National City and Chula Vista fades into scrub-topped hills that roll across the border to Tijuana.

East, across the maze of canyons and mesas that traverse the suburbs of Spring Valley, La Mesa and El Cajon (that's "Ell Kah-Hone"), the horizon stops at the foothills of the barren, boulder-studded Inko-pah Mountains.

Set in this dry locale is the jewel of San Diego's cityscape, a square of green space one and one-third miles on each side: Balboa Park.

Most of the buildings at the heart of the park were constructed for the

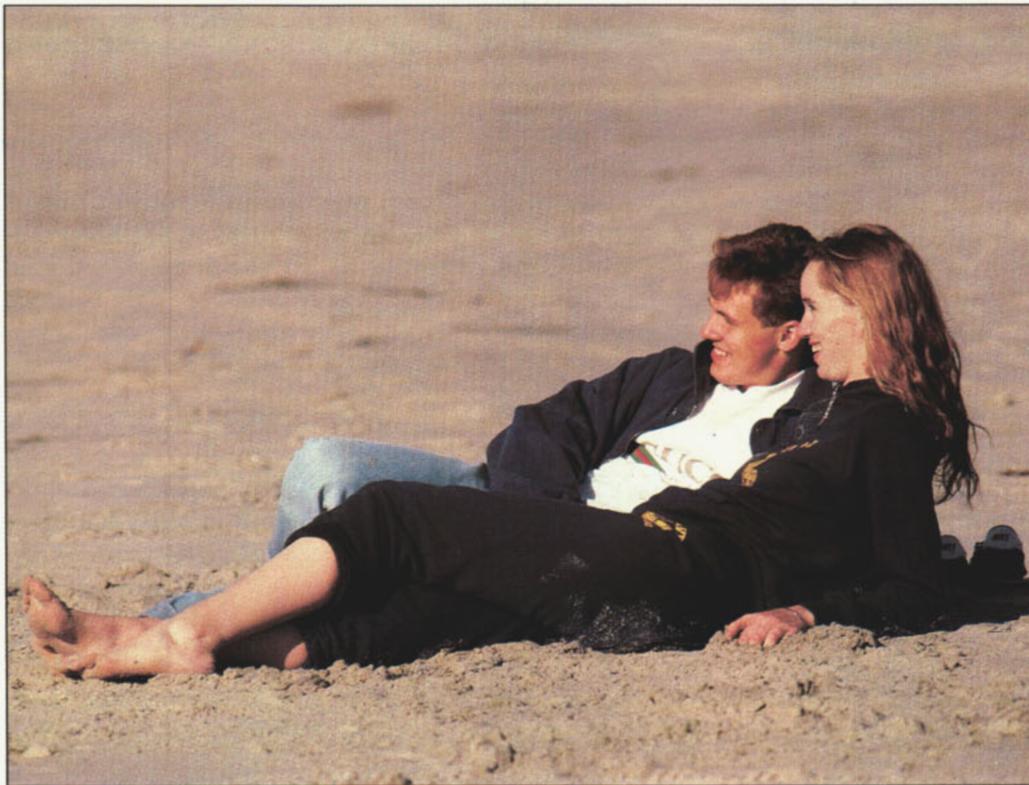


Photo by PH1 Michael Flynn



Photo by PH1 Michael Flynn

**The fast pace of big city life slows during a quiet moment at one of many area beaches (above), or during a leisurely walk among the sea gulls.**

1915 Pan-American Exhibition, and the ornate towers and pavilions are representative of the best of that era's American architecture.

From the high-tech marvels of the Reuben H. Fleet Space Theater and the Aerospace Museum, to the classically refined Museum of Man, from the celebration of the arts at the organ pavilion and the Old Globe Theater, to the glory of wild animals in their natural habitat at the San Diego Zoo, Balboa Park showcases San Diego's range of cultural and recreational offerings.

After a morning round of golf, without leaving the park, it's a brisk walk from the clubhouse to the municipal pool for an afternoon swim, followed by an evening tennis match under the lights at Morley Field.

Adjacent to Balboa Park is the Naval Hospital. During World War

II, the Navy's patients overflowed the hospital into some park buildings. Following the war, the Navy confined its medical operations to the 60-building complex that served as Balboa Naval Hospital for many years. Almost all the old hospital buildings are now out of service, and the West Coast center for Navy medicine opened in a new location in the park Jan. 23, 1988.

Not too far from the new hospital is arguably the most scenic drive in the city. It's the four-lane, divided Highway 163, which winds north from downtown through the park. Nestled in a canyon, the highway is flanked on both sides by lush, tree-covered slopes.

Especially in light fog, common in this part of the city, the rest of the world disappears for a couple of minutes as you slide through easy turns and hills and under the multiple arches of the Cabrillo Bridge before plunging downhill into the reality of Mission Valley and Interstate 8.

On the subject of freeways — each

major freeway in San Diego has a name in addition to a number. This is news to most new arrivals because numbers, not names, are used to refer to freeways in most other parts of the country.

So if you tell your out-of-town friends to take the Montgomery Freeway at 8th Street north to the Escondido Freeway, cross under the Helix Freeway and merge onto the Inland Freeway past the Mission Valley Freeway and cut across on the Cabrillo Freeway until it rejoins the Escondido Freeway, you'll get a blank stare.

But if you substitute the numbers, novice San Diego drivers quickly recognize the easiest way to get from, say, the 32nd Street Naval Station to NAS Miramar, the West Coast home port for the Navy's fighter and airborne early warning squadrons.

NAS Miramar, a.k.a. "Fightertown U.S.A.," lies at the southeast corner of the Golden Triangle, a burgeoning cluster of medium-rise hotels and of-



Photo by PH1 Michael Flynn



Photo by PH1 Harold Gerwien

fice buildings bounded by the Inland, Soledad and San Diego Freeways . . . oops, that's I-805, State Highway 52 and I-5.

The reason the buildings are only medium-rise is that they lie under the departure pattern from Miramar's runways. The F-14 *Tomcat* and E-2C *Hawkeye* jockeys have already adjusted by flying past the base and hanging a spectacular, banking U-turn over Interstate 15, causing much rubbernecking among drivers.

Located 15 miles north of downtown, Miramar is in the desert. Really, San Diego *is* a desert. There are four seasons here: two rainy weeks in March; a long warm, dry spell; two rainy weeks in October; and a long cool, dry spell. The only thing that keeps San Diego green is imported water from a collection of reservoirs stretching east to the Cleveland National Forest in the Laguna Mountains.

An old photograph of the city shows a small country town with one large windmill and no paved

roads at the edge of the San Diego River delta, surrounded by barren, dusty hills. The river was the town's life blood.

Since then, the windmill (and most everything else) burned down, the rebuilt Old Town has become a tourist attraction, the business district moved south into the harbor, and the river has become a "flood control project."

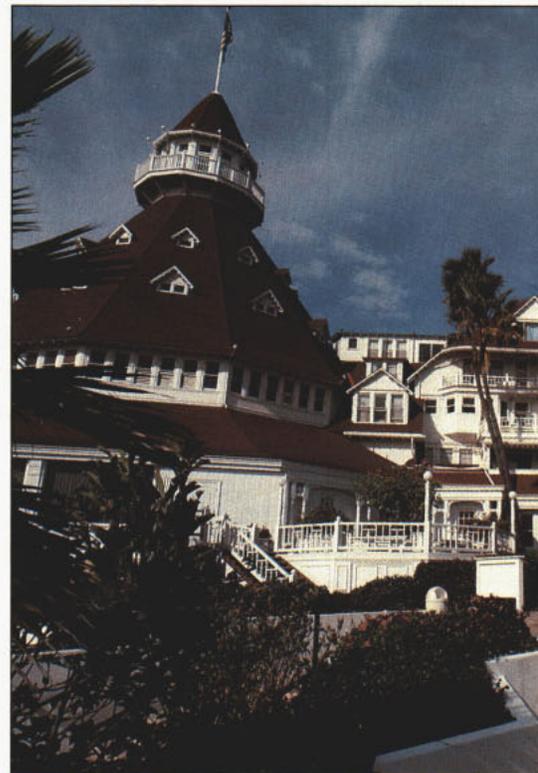
The eternal axiom that "nothing is constant, except change" rings especially true here. San Diego is growing up and out.

For those who can't or won't pay inner-city rents, 20-mile commutes each way are accepted as a fact of life. Formerly run-down urban neighborhoods are giving way to multi-story condo developments. It

**A cyclist (upper right) gets in her daily exercise. Acres and acres of a variety of flowers provide a colorful backdrop for a hotel in northern San Diego County (middle). San Diego Harbor bustles with sailboats and naval vessels (right).**



Photo by PH1 Harold Gerwien



**The San Diego Zoo aviary (left) houses one of the largest collections of birds in the world. The historic Hotel Del Coronado (above) is a prominent San Diego landmark.**

seems like every square foot of real estate that is not a canyon wall has some sort of building on it.

Sailors fortunate enough to live in one of the 6,005 government housing units around the county don't have to contend with the rents or utility bills, which are among the highest in the country. However, depending on paygrade and area requested, the wait for Navy housing ranges from one month to three years. On the plus side, variable housing allowance rates are high enough to encourage sailors to bring their families to San Diego with them and find homes.

In the heart of the city, the headquarters of Commander Naval Base San Diego and the Naval Supply Center stand across Harbor Drive from the B Street Pier, sandwiched

Photo by PH1 Michael Flynn

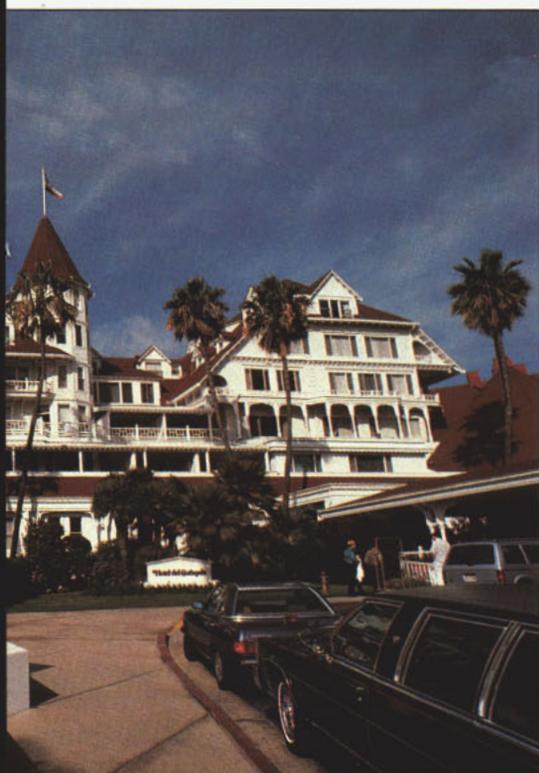


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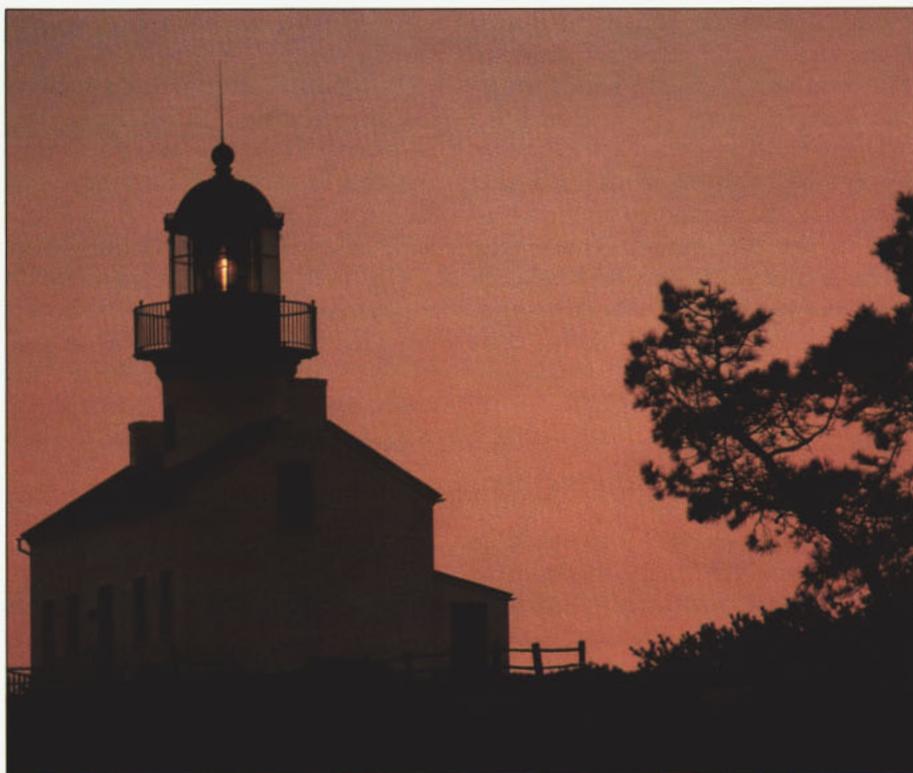


Photo by PHT Michael Flynn

between the cruise ship terminal and Seaport Village.

Not far away, Navy and Marine recruits drill under the blast of commercial jets taking off from Lindbergh Field. The Naval Training Center and the Marine Corps Recruit Depot together occupy one and one-half square miles along the bay's edge. Real estate listings for this neighborhood offer a "cozy cottage" for \$195,000.

Atop the Sunset Cliffs that face

out toward the Pacific Ocean, the former Fort Rosecrans is now home to a national cemetery, the submarine base and the Naval Oceanographic Systems Command.

So San Diego and the Navy are bumping elbows from Camp Pendleton, at the Orange County line, to the Auxiliary Landing Field in Imperial Beach, just north of Mexico. The city and the Navy have been working and growing together since the city deeded the Naval Station land to

**The beacon of the Point Loma lighthouse (above) welcomes ships entering San Diego Harbor at night.**

the Navy, almost 70 years ago, in 1919.

As each faces the turn of the century, the intertwining past and present forge a common bond neither could break if they wanted to — San Diego, a Navy town. □

*Masci is attached to NIRA Det. 5, in San Diego.*

## Off-duty in San Diego

From the ocean to the mountains to the desert, San Diego is a jumping-off point for an exciting range of off-duty activities.

Sailors on liberty can start downtown, where Balboa Park houses art, history and science museums as well as the Old Globe off-Broadway theater and the *Centro Cultural de*

*la Raza*, which hosts Mexican-American cultural events.

Balboa Park also offers sports such as tennis and lawn bowling and, of course, is home to one of the world's largest zoos. Admission to the zoo is free for military members in uniform.

On the shores of Mission Bay,

Shamu the killer whale has been thrilling locals and tourists for more than 20 years at Sea World. The park has expanded to include a baby whale, a dolphin petting pool, the Captain Kidd's World giant playground and an ongoing outdoor musical party called "City Streets."

Although Old Town caters to

tourists, that doesn't keep the tiny neighborhood from being fun and interesting. Early city buildings offer insight about the region's first European inhabitants, and patio dining gives visitors the pleasures of Mexican food and mariachi bands under the stars.

Equestrian enthusiasts can rent horses at stables from Imperial Beach, at the seashore, to Pine Valley, in the mountains. Those who prefer a motor in their off-road conveyances flock to Anza-Borrego Desert State Park each weekend. The desert is also a haven for nature enthusiasts and rock hounds.

## South of the border

For most of us, travel to a foreign country involves extensive planning and costly arrangements — or an arduous overseas deployment with a ship or squadron.

But in San Diego, a visit to a foreign land — in this case, Mexico — is both easy and inexpensive. Whether you take your own car across the border, cross on foot, take the trolley, taxi, or some combination, Tijuana is a must-see for visitors to San Diego.

Your best bet for entering Mexico is the trolley. The Pacific Fleet trolley station stands across Harbor Drive from the Naval Station's main gate. For \$2.50 (round trip), the trolley whisks bargain hunters and thrill-seekers to the San Ysidro border crossing every 15 minutes. The trolley is clean and always on time. The trolley's advantages over a car are considerable, because U.S. insurance companies don't cover your vehicle in Mexico. (If you do take your car, be sure to buy Mexican insurance at the border.)

One-way cab fare from the border to the shopping and entertainment district along the *Avenida Revolucion* costs about three or four dollars, depending on how busy the drivers are. Cab fares are negotiable, so it's advisable to agree on the fare before you start your ride.

The haggling that starts at the

If a quiet weekend in a cabin on the beach sounds appealing, Camp Pendleton has such cabins for rent year-round, at a very reasonable price. Be sure to make your reservations early.

Two hours north of San Diego lies the magic kingdom of Disneyland and Knott's Berry Farm is just around the corner. Another hour's drive up Highway 101 (if the traffic isn't too bad) is the Universal Studios tour.

One note — allow at least one day for each of the parks. They're big and crowded. Many hotels within sight of Disneyland offer military discounts and free shuttle buses.

border continues in each of the district's dozens of open-front souvenir shops. Most have hawkers on the sidewalk urging passers-by to browse and compare prices. Shopkeepers speak English and quote prices in dollars.

When bargaining, remember that the marked price is a starting point. No reasonable offer is refused — well, maybe the first time. But if you state your final price and start to walk away, the shopkeeper knows your dollars will end up in his competition's cash drawer, so he usually relents.

Authentic bargains in "TJ" include leather goods, blown or stained glass, woodcarvings, clothes (check the stitching — some items fall apart soon after purchase) and blankets.

Among the items to avoid are so-called "sterling silver" jewelry — if you can't believe the price, don't believe it's sterling silver. Also avoid designer-label products sold outside major department stores. They could be forgeries.

A stroll down *Avenida Revolucion* is a lot like being in Olongapo City in the Philippines — without the bar girls and jeepneys. The sidewalks teem with shoppers and partygoers. Top 40 music blares from balconies and darkened bar entrances, and each colorful shop vies with the

California's 65 mph speed limit has cut the drive up Interstate 15 to Las Vegas, Nev., from six hours to five. All major hotels offer large discounts on Mondays through Thursdays. The rooms are just as nice on those four days as they are the other three (when they rent for upward of \$100).

Of course, the list here is not all-inclusive. In each neighborhood of San Diego County are secrets that can only be found by visiting. For more information on attractions and discount tickets, call the Naval Station San Diego Tours and Ticket Office at (619) 239-0324 or 235-0889. □

next to lure free-spending Americans in for a look.

Children with eyes like sad puppies tug at the sleeves of passers-by, trying to sell packages of Mexican chewing gum. Teen-age boys scurry to open the passenger doors of arriving taxis, hoping for a tip.

"Zebras," actually spray-painted burros, are harnessed to brightly colored wooden carts that serve as an instant backdrop for a take-your-own souvenir photo.

To help make sure sailors don't get hurt in Tijuana, the shore patrol enforces an 8 p.m. to 5 a.m. curfew. They don't patrol the city, but sooner or later all sailors must come back across the border. U.S. Customs agents know that short hair or DoD decals on your car mean armed forces, and they will refer violators to the border SPs.

Farther down the Baja California coast lie tourist beaches such as Ensenada and Rosarito that cater to sun worshippers and seafood lovers. The lobster fishing village of Puerto Nuevo, just south of Rosarito Beach, is home to several restaurants where a lobster dinner runs under \$10.

Only 15 miles from the naval station, Tijuana offers San Diego sailors a chance to enjoy bargain shopping and entertainment in a different culture — without the hassle of going on WestPac to find it. □

# Thoughts on San Diego

**Lt. j.g. Richard Fox** is the communications officer for USS *Ogden* (LPD 5). Fox was stationed in San



Photo by JO2 David Masci

**Journalist 1st Class Al Holston** is assigned to the Navy Public Affairs Center and is a lifelong San Diego resident. He and his wife, Betty, have a 10-year-old daughter, Mary.



Photo by JO2 David Masci



Photo by JO2 David Masci

Diego as an enlisted sailor in 1980-83 and returned for Surface Warfare Officer School in 1986. He recently shared his feelings about the city during *Ogden's* four-day port call to San Diego.

*On liberty in San Diego:* I've always found Balboa Park relaxing. I enjoy going to the museums, and on Sundays there are organ concerts at the pavilion. It is a restful, quiet place to get away from everyone.

I was really happy when San Diego built the trolley. I used to spend five hours waiting for buses.

*On liberty in Mexico:* After you've bought so many blankets and paint-

*On growing up in San Diego:* The San Diego I knew in high school no longer exists. The peaceful Mission Valley farms of my youth have been replaced by concrete skyscrapers and asphalt parking lots.

*On San Diego-Navy relations:* I helped coordinate a successful Rent-a-Sailor campaign for the Thanksgiving holiday. We got more requests from families than we had sailors to dine with them.

When we have a ship visit at the Navy pier downtown, the line sometimes stretches several blocks.

*On housing:* I looked at a three-bedroom, two-story house in North Park in 1972. It was going for \$40,000. The seller wouldn't take VA points, so I couldn't buy. Today the same house is valued at more than \$125,000. As a result, I'm still a

**Yeoman Seaman Carol Craddock** is assigned to Commander in Chief Pacific Fleet's Propulsion Examining Board in San Diego, her first duty station.

*On liberty:* For me, San Diego is a very expensive tourist attraction. The best thing is the weather — it's always sunny. Being from Chicago, I tripped out on the surfers.

Being without a car forced me to use the trolley and stick close to the base. San Diego has a lot to offer, but I'm looking forward to seeing other parts of California now that I have a car. I'm going to the "Club Mud" spa

ings on black velvet, what's to do? Then I discovered Rosarito Beach. It's very beautiful and the shopping is much nicer.

*On returning to San Diego after being away for three years:* One of the first things I did was get on the phone and ask the operator for a number. She said, "Hello, welcome to America's Finest City." At first I chuckled, but it does make an impression on you. I'm getting to the point where I believe this is, if not the finest, one of the finest cities in the United States. I would like to come back to San Diego to be homeported here.

San Diego renter, not a San Diego owner.

With the high rate of transiency here, the schools face a real challenge. On the positive side, San Diego has many fine teachers who are drawn to the Southern California lifestyle. My daughter is able to attend a "magnet school" which offers individualized learning programs, giving her the attention she needs with her learning disability that she might not get elsewhere.

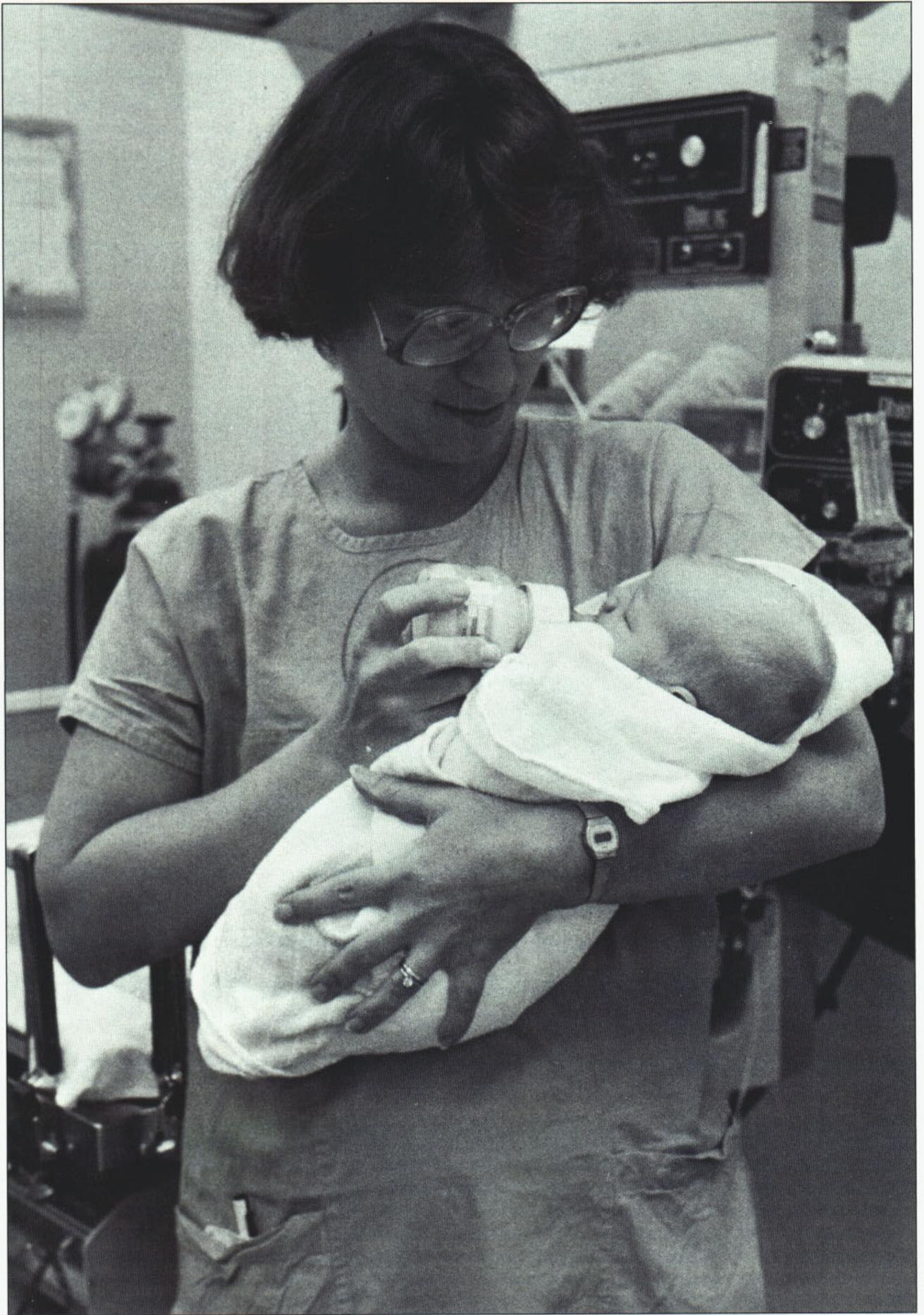
*On comparing duty in San Diego with duty elsewhere:* Moving to Puerto Rico from San Diego required minimal adjustment to the new climate and the Hispanic heritage.

San Diego is like "Alice's Restaurant." You can get anything you want. The only thing I can't get here is Puerto Rican coffee.

in Corona (two hours north), then I want to take the ferry to Catalina Island. I also can join the flying club at NAS North Island and learn to skydive.

*On downtown:* Some parts of the city, like Horton Plaza, have very interesting architecture. But downtown San Diego still has a long way to go as far as trying to bring life back to it.

*On Navy recreation facilities:* I like the women's gym here at the Naval Station, the color scheme and the equipment. I also like the privacy.



# Life begins in Ward C

Story and photos by JO3 Cyndi Reilly

Becoming a new mother can be exhausting, but with the help of a dedicated group of doctors, nurses and corpsmen at the hospital at Naval Air Station Lemoore, Calif., new moms and their babies get off to a gentle start.

Ward C, the maternity ward, handles an average of 40 deliveries a month. Staffed with eight Navy nurses and 18 hospital corpsmen, the ward is also responsible each month for approximately 40 important prenatal exams called "non-stress tests."

NSTs are ordered by a doctor for high risk pregnancies, such as women who have high blood pressure, diabetes, gestational diabetes (which occurs only during pregnancy), or have had problems with previous pregnancies. "The test monitors the heart rate of the baby during movement and shows the doctor how the baby will handle the stress of birth," said Lt. Maurice Gregory, a nurse on the maternity ward. The monitor is the same one used during actual labor to monitor the child's heart rate and the mother's contractions.

Patients requiring NSTs generally have the tests done once or twice a week during the last three months of pregnancy. The test takes about 45 minutes, with Ward C staff monitoring the progress. If the baby doesn't happen to be moving at the time, juice with sugar in it is given to the mother — this stimulates the fetus and makes it move.

Corpsmen and nurses assist doctors during deliveries and are respon-

sible for the aftercare of the mother and child, who must stay in the hospital a minimum of 48 hours.

"The first hour after birth is one of the busiest for the newborn," said Lt. Maureen Rogers, another nurse on the ward. "Babies must be bathed, weighed and measured. In addition they must have ointment placed in their eyes and be given a vitamin K



shot. First feedings are also done within the hour, either from the mother or from us, if the mother is not able to feed her newborn."

The newborn's vital signs are watched closely in the first 24 hours and then taken every four hours. A daily record is kept of the baby's weight, body functions and amount

**Lt. Diana Holmes (left) feeds a newborn. A baby's hand is so small, yet so full of strength (above).**



**A proud Lori Bell (left) admires daughter Brandy. Toddler Kevin Kiser (below) gets acquainted with baby sister, Amber Jade.**

of food eaten. This is passed on to each shift during the "changing of the guards" briefing. The mother's recovery progress is also recorded.

"Forty-eight hours after the first milk feeding, a phenylketonuria (PKU) test is administered to the infant," said Lt. Emily Baughman. "This determines if the baby is compatible with the protein in the milk, bottle or breast."

During the first week of life, about 50 percent of babies born at full term and 75 percent of premature infants, develop a condition called physiologic jaundice. This occurs when bilirubin — a pigment formed in the normal breakdown of red blood cells — accumulates in the body.

If the bilirubin level is higher than normal or remains elevated for a prolonged period, an infant may require phototherapy. The infants are placed under bright lights to change the bilirubin to a water-soluble form that is easier to excrete, cleansing the baby's system.

One woman's baby girl required this therapy.

"When I first saw my baby in the incubator under bright lights I was worried," the mother said. "But I'm thankful that it wasn't as serious as it looked and I would like other mothers to know this could happen to their babies."

But babies are not the only ones Ward C helps to get started on the right foot. Corpsmen and nurses instruct mothers in bathing procedures, diapering, care of the umbilical cord and circumcisions and offer helpful hints on feeding schedules.

When it's time for the patients to go home, a corpsman takes the infant in a car seat to the car and secures both baby and seat in place for the trip home.

Then it's up to mom, dad and baby. □



*Reilly works at the PAO at Naval Air Station Lemoore, Calif.*

# Bearings



AT2 Terry McClain



AME1 (AW) Timothy McClain



AE2 Tom McClain

## Brothers make it three-of-a-kind

It's not uncommon for members of the same family to serve in the same location while in the Navy. But it is unusual for three brothers to be in the same squadron together.

The McClain brothers are assigned to Patrol Squadron 47, based at Moffett Field, Calif.

Tom, 29, Timothy, 28, and Terry, 25, sons of retired Chief Photographer's Mate Thomas and Judith McClain of Pensacola, Fla., make the unusual a reality.

The three brothers arrived at the squadron at different times. Tom, a 2nd class aviation electrician's mate, reported aboard November 1985. Terry, a 2nd class electronic's technician, reported in November 1986, and Timothy, a 1st class aviation structural mechanic (safety equipment), reported to VP 47 in April 1987.

"Being stationed with my brothers, Tim and Terry, is a wonderful experience for each of us," said Tom. "I feel we are lucky to be together in the same squadron because I can experience world travel with both of them.

"We have many of the same interests, like soccer and snow skiing,"

Tom added. "Being able to do these things with Tim and Terry makes the experience that much more enjoyable for me."

Before they arrived at VP 47, the McClain brothers had varied duty stations. Terry was making his second deployment with the 7th Fleet. His first tour was aboard USS *Kitty Hawk* (CV 63) with Attack Squadron 115. He visited Africa as well as making stops in the Philippines, Sri Lanka and Japan. "I enjoy Japan," Terry said. "The people are friendly and the country offers a lot to see."

Tim served aboard USS *Constellation* (CV 64) in 1985. "Australia was my favorite port-of-call," Tim said.

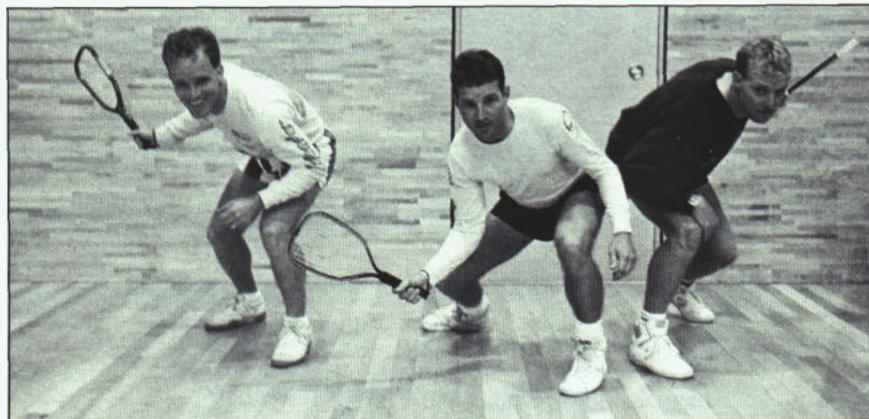
"The people open up their homes to the American sailors."

Tom has made two western deployments with VP 47. During that time, he visited Diego Garcia, Singapore, Oman, Korea, Japan and the Philippines.

He agrees with brother Terry that Japan is his favorite country to visit. "I like the natural beauty, and the Japanese are friendly, traditional people," Tom said.

The McClains are enjoying their jobs, comradeship and the opportunity to sightsee together. ■

—Story and photos by PHCS Ron Bayles, 7th Fleet Public Affairs Representative, Subic Bay, R. P.



# Bearings

## A century of naval engineering

One hundred years ago, 20 officers in the U.S. Navy's engineer corps decided their field needed a professional society, one where they could explore new ideas and share experiences in naval engineering.

Although regular membership was restricted to naval officers, American Society of Naval Engineers realized the important contributions made to naval engineering by those in the civilian sector and established associate memberships.

The distinction between civil and military memberships was dropped in 1972 and civilians became eligible

to be president of ASNE. Now the roster of past presidents includes civilians from government and industry, as well as Navy and Coast Guard officers.

ASNE's technical director, retired Coast Guard Capt. James E. Grabb, said today's society of 8,500 members includes "people in all engineering disciplines involved with design, construction and support of naval ships."

Grabb stressed the word "naval," saying, "This includes Navy, Coast Guard and merchant marine ships. We have military, retired, and civil-

ian members. The requirement for membership is that you be involved in the profession of naval engineering."

This year's annual meeting, May 3-7 in Washington, D.C., celebrates ASNE's centennial. Technical sessions at the 1988 ASNE Day will include: *The advent of the paperless ship, Patrol boat habitability noise control, Advanced damage control system and Navy ship design—Evolution or revolution?* ■

—Story by Liz Noland, Navy Editor Service.

## Lieutenant earns extra cash from suggestion

It was a problem that begged for attention. It frustrated air crewmen and supervisors alike, and cost the Navy thousands of dollars each year. But, with a bit of ingenuity and some help along the way, a solution resulted in the largest cash award given in recent years for a beneficial suggestion.

Lt. Jeff Stenzoski, assigned to

Force Warfare Aircraft Test Directorate at Naval Air Station Patuxent River, Md., received \$5,000 for his efforts in designing a control panel for P-3 *Orion* avionics gear.

Air crews were having trouble with a type of avionics control plasma panel. Panel operators had difficulty pressing the buttons, and at times were using ballpoint pens

instead of their fingers.

But Stenzoski, with the help of several people at the naval air test center, came up with a solution — a plastic cover sheet with "bubbles" corresponding to each switch that made it easier to press.

After careful planning, developing and cost analysis, Stenzoski and several other people involved calculated that each bubble sheet would cost \$2. And the cost savings got bigger.

It cost only \$20 to replace a sheet on a panel and it could be done at the squadron level. With the old panels, the entire unit had to be removed from the aircraft and sent to the manufacturer. The total first-year savings for the Navy is projected at \$195,000. The idea will be adopted at all Navy active and reserve P-3 squadrons. ■

—Story by Mike Kolenick, Public Affairs Office, Naval Air Station Patuxent River, Md.

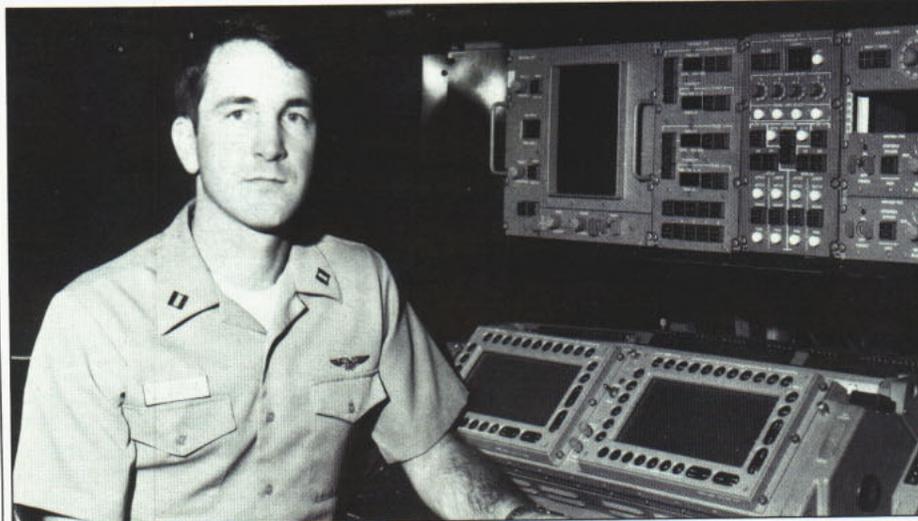


Photo by PH2 Bryan Peppers

## Florida museum honors Navy SEALs

No barbed wire, booby traps or bunkers block the beach on North Hutchinson Island near Fort Pierce, Fla. But years ago, during World War II, it was a different story.

Back then, the beach was the site of a top secret base that trained the nation's first frogmen. From 1943 to 1946, more than 3,000 men learned how to scout enemy coastlines, make booby traps, set explosives and clear enemy beaches of invasion obstacles.

Today, the commandos of World War II and present-day Navy special

warfare men are remembered by a museum that sits on the same beach where early frogmen went through their training.

In displays both inside and outside the museum, the role of the special teams is told in a variety of ways. A movie shows the teams at work both underwater and on shore. Photos and mementos of the old Fort Pierce naval training base are mounted on the museum's walls.

Some of the exhibits include vintage underwater demolition team equipment, ranging from black rub-

ber boats and special knives, to explosive devices and depth gauges.

Some devices were ingenious.

The Pirelli dry suit allowed frogmen to re-breathe their own air, mixed with fresh oxygen. Among the displays are the silent-running underwater propulsion units used to bring the frogmen to the enemy coastline. Four of the units are displayed outside the museum. Captured equipment is also displayed. ■

—Story by Jay Clarke, reprinted by permission of Miami Herald.

## 'Smiley-face box' has sailors, Marines beaming

The military men and women at the Naval Technical Training Center at Pensacola, Fla., are given a chance once a week to show their appreciation, or lack of it, for the food at the enlisted dining facility.

The "smiley face box" — known formally as a receptacle food survey — is a box marked by a row of five bright yellow faces, with expressions ranging from sad to happy. The box, part of the Measured Excellence Program being tested by the chief of naval education and training, serves as a ballot box for customers at the full-service galley at NTTC.

Once a week, the galley master-at-arms hands a plastic chip to every 10th customer and requests that it be dropped into one of the five expression slots.

The intent of the Measured Excellence Program is to provide CNET commander, Vice Adm. N.R. Thunman, with information for measuring such areas as enlisted, officer and family housing, maintenance and repair, personnel services and child



U.S. Navy photo

care facilities. The feedback is used to evaluate how well CNET activities are doing in meeting missions and day-to-day operating goals.

"Measured Excellence will give us information that will assist in preparing future budgets," Thunman said. "The purpose of the Measured Excellence Program is to instill a

**A patron of the NTTC dining facility "chips in" to vote on a galley meal.**

sense of pride and achievement among naval education and training command activities." ■

—Story by Lt. Cmdr. Dennis Hessler, CNET Public Affairs, Naval Air Station Pensacola, Fla.



# A whale of a rescue

Story and photo by JO3 Mike Moran

A 40-foot female sperm whale was rescued from certain death recently, thanks to a helo crew from USS *Enterprise* (CVN 65) and men of USS *Truxtun* (CGN 35).

While operating in the Indian Ocean, two helicopter pilots of Anti-Submarine Squadron 6 flying off *Enterprise*, Cmdr. Bradd Hayes and Lt. Tim Elliot, spotted the whale entangled in a large fishing net. The whale was floating listlessly on the surface of the North Arabian Sea, with hundreds of feet of net trailing behind her. One helicopter crew member, Petty Officer James Cox, said, "We thought the whale was dead until I noticed water spouting from its blowhole."

*Truxtun*, a guided missile cruiser operating 30 miles away, was summoned to help untangle the whale.

Arriving at the scene, *Truxtun* picked up the net with grappling hooks and eased the helpless mammal alongside the ship's bow.

After carefully weighing the risks, *Truxtun's* Operations Officer, Lt. Cmdr. Craig Cowen, decided to begin operation *Whale Rescue*.

Under the direction of Cowen and Chief Boatswain's Mate Thomas Howell, several deck crewmen lowered Boatswain's Mate 3rd Class Curtis Michitsch into the water to cut the whale free.

Michitsch went to work quickly, but cautiously, cutting hundreds of feet of net lines while the obviously exhausted whale apparently waited patiently to be freed.

After almost an hour of cutting most of the net off the whale's head and mid-section, Michitsch was pulled back onto the ship to rest. Seaman Gerald Samples was lowered down the side of the ship and continued the tiring work, cutting more net lines toward the whale's tail.

During this period, the major concern was that the whale might decide it was sufficiently freed to swim off, and extra care was taken to be sure Samples wouldn't be trapped in the net if the whale dove.

After another hour of exhausting work, enough of the net was cut loose to allow the whale to drift clear of the ship, encumbered only by

parts of the net hanging from her mouth and wrapped around her tail, forward of the flukes.

Capt. Clinton J. Coneway, *Truxtun's* commanding officer, dispatched a boat crew with two fresh swimmers, Lt.j.g. James Syvertsen and Signalman 2nd Class Adam Webber, to overtake the whale.

When the boat crew caught up with the whale, Syvertsen dove into the water and continued the job Michitsch and Samples had begun. The scene resembled something of a rodeo as Syvertsen straddled the 30-ton whale, severing the netting around her mouth and flukes.

Webber, relieving Syvertsen after about a half-hour, managed to cut the remaining cords and the relieved whale was liberated at last. Slowly at first, and then picking up speed, the freed whale swam away into the vast ocean, leaving the men of *Truxtun* something to feel good about and a memory to last a lifetime. □

*Moran is attached to USS Truxtun.*

# Reunions

• **USS Metivier (DE 582)**—Reunion May 6-7, 1988, Boston. Contact Dick MacDonald, Box 582, Malden, Mass. 02148; telephone (617) 665-7140.

• **USS Salute (AM 294)**—Reunion June 4-7, 1988, Indianapolis, Ind. Contact James D. Johnston Rural Route 1, Ainsworth, Iowa 52201; telephone (319) 657-2263.

• **USS LST 640, World War II**—Reunion June 6-9, 1988, Virginia Beach, Va. Contact Ray Bowers, 115 Rohrer Heights Dr., Osawatomic, Kan. 66064; telephone (913) 755-4763.

• **USS Tennessee (BB 43)**—Reunion June 8-10, 1988, Portland, Ore. Contact Bud Galow, 743 Penn Ave., Glenside, Pa. 19038; telephone (215) 884-1640.

• **USS Utah (BB 31/AG16)**—Reunion June 10-12, 1988, Salt Lake City, Utah. Contact Frank Camperell, P.O. Box 6744, Albuquerque, N.M. 87197.

• **Association of Aviation Ordnancemen**—Reunion June 16-18, 1988, Reno, Nev. Contact Gerald Gannon, 1245 Cunningham Ave., St. Charles, Mo. 63301; telephone (314) 946-0503.

• **Naval Weather Service Association**—Reunion June 22-25, 1988. Contact Will Gould, 6450 Bairwood Drive, Huntingtown, Md. 20639.

• **USS Winged Arrow (AP 170)**—Reunion June 23-25, 1988, Denver. Contact Ray Meyer, 206 N.E. Elm St., Greenfield, Iowa 50849; telephone (515) 343-7130.

• **USS Whipple (DD 217)**—Reunion June 22, 1988, Post Falls, Idaho. Contact Walter Knight, 5555 S. Keystone, Indianapolis, Ind. 46227.

• **USS Whitehurst (DE 634)**—Reunion June 23-25, 1988, Knoxville, Tenn. Contact Roy Graham, Route 12, Box 258, Morgantown, W.V. 26505; telephone (304) 594-1986.

• **U.S. Navy Bomb Disposal, Mine Disposal and Explosive Ordnance Disposal**—Reunion June 24-26, 1988, Las Vegas. Contact James Tucker, 2509 Calico St., Las Vegas, Nev. 89108; telephone (702) 646-0006.

• **USS LST 1016, World War II**—Reunion June 24-26, 1988. Contact Lyle N. Trowbridge, West Mountain Road, Road 2, Box 205, Glens Falls, N.Y. 12801.

• **NMCB Nine**—Reunion June 25, 1988, Port Hueneme, Calif. Contact Richard Casoli, Box 88, Hanson, Mass. 02341; telephone (617) 293-7212.

• **USS PC 542**—Reunion June 26-18, 1988, Des Moines, Iowa. Contact J. Dur-

ham, 3921 Maybreeze Road, Marietta, Ga. 30066; telephone (404) 926-7430.

• **USS Achomawi (ATF 148)**—Reunion June 1988, Orlando, Fla. Contact Howard Poverly, 2055 Scranton Ave., Orlando, Fla. 32826; telephone (305) 282-0565.

• **USS Ingersoll (DD 652/990)**—Reunion July 6-11, 1988, Seattle. Contact Charles Bass, 560 Cypress Lane, St. Marys, Ga. 31558; telephone (912) 882-5630.

• **USS Pennsylvania (BB 38)**—Reunion July 8-10, 1988, Memphis, Tenn. Contact Jess Dennis, (901) 357-0263.

• **USS James O'Hara (APA 90)**—Reunion July 8-10, 1988, West Point, N.Y. Contact Jasper Shupe Jr., P.O. Box 94, Beacon, N.Y. 12508.

• **USS McGowan (DD 678)**—Reunion July 8-10, 1988, San Francisco. Contact Don Rogers, 30 Hurd St., Lynn, Mass. 01995; telephone (617) 595-1137.

• **USS LST 655**—Reunion July 8-10, 1988, Perrysburg, N.Y. Contact Adrian Westlund, Wardtown Road, Perrysburg, N.Y. 14129; telephone (716) 532-2550.

• **USS Damato (DDE 871)**—Reunion July 9-12, 1988, Dubuque, Iowa. Contact Dennis Williams, 108 East Grant, Lisbon, Iowa 52253; telephone (319) 455-2555.

• **USS Converse (DD 509)**—Reunion July 13-17, 1988, Great Falls, Mont. Contact Jim Thompson, 2824 4th Ave. South, Great Falls, Mont. 59405; telephone (406) 452-8800.

• **1st Prov. Marine Brigade (Rein)**—Reunion July 13-15, 1988, San Diego. Contact Brigade Committee, 1506 Thornridge, Austin, Texas 78758; telephone (512) 836-0458.

• **USS Callaghan (DD 792)**—Reunion July 26-30, 1988, Muskegon, Mich. Contact O.W. Fitzgerald, 2695 McArthur St., Muskegon, Mich. 49444.

• **115th Naval Construction Battalion Veterans, World War II**—Reunion July 27-30, 1988, Medford, Ore. Contact Edward Plummer, 5023 East Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

• **USS Twining (DD 540)**—Reunion July 27-31, 1988, Minneapolis, Minn. Contact Bruno Campagnari, Road 2, Dugan Road, Olean, N.Y. 14760; (716) 372-1780.

• **USS Taussig (DD 746)**—Reunion July 1988, New York. Contact Vincent Esposito, 7 Astronomy Lane, Levittown,

N.Y. 11756; telephone (516) 579-4449.

• **25th Naval Construction Battalion, World War II**—Reunion Aug. 10-14, 1988, La Crosse, Wis. Contact Alfred Don, 62014 Vicksburg Drive, Pensacola, Fla. 32503; telephone (904) 476-4113.

• **126th Navy Seabees**—Reunion August 1988, La Crosse, Wis. Contact Lenno Johnston, Star Route, Box 27, Pineville, Mo. 64856-9602; telephone (417) 223-4666.

• **USS President Jackson (APA 18)**—Reunion Aug. 4-7, 1988, Norfolk. Contact John Finnegan, 62 Kuhl Ave., Hicksville, N.Y. 11801; telephone (516) 935-3711.

• **USS Brinkley Bass (DD 887)**—Reunion Aug. 4-7, 1988, Orlando, Fla. Contact Paul Jones, Rd. 1, Box 138B, Rochester Mills, Pa. 15771; telephone (412) 286-9919.

• **USS Ranger (CV 4)**—Reunion Aug. 5-6, 1988, San Mateo, Calif. Contact George Pyle, 8629 Oakleigh Road, Baltimore, Md., 21234; telephone (301) 668-0260.

• **USS Eaton**—Reunion Aug. 10-14, 1988. Contact Barbara Gorvin, Rural Route 1, Box 165, Oxford, Iowa 52332.

• **USS Topeka (CL 67)**—Reunion Aug. 11-13, 1988, Indianapolis. Contact James Wilson, 1022 W. Abbott, Muncie, Indiana 47303; telephone (317) 288-3949.

• **USS Poole (DE 151)**—Reunion Aug. 24-28, 1988, Norfolk. Contact Donald Macchia, 259 Spruce St., Bloomfield, N.J. 07003; telephone (201) 748-0731.

• **U.S. Submarine Veterans of World War II**—Reunion Aug. 31-Sept. 3, 1988, Milwaukee, Wis. Contact Walter Heiden, 705 Riverview Drive, Thiensville, Wisconsin 53092; telephone (414) 242-3705.

• **USS Colorado (BB 45)**—Reunion Sept. 12-15, 1988, Mobile, Ala. Contact Chris A. Barker, 709 Apache Dr., Independence, Mo. 64056; telephone (816) 257-0280.

• **USS Nevada (BB 36)**—Reunion Sept. 22-26, 1988, Carson City, Nev. Contact Roy Johnson, 3826 Knoxville Ave., Long Beach, Calif. 90808; telephone (213) 429-5392.

• **USS Kimberly (DD 521)**—Reunion Sept. 29-Oct. 1, 1988, Orlando, Fla. Contact Arthur Forster, 2312 Nela Ave., Orlando, Fla. 32809.

• **USS Wainwright, Vietnam**—Reunion planned. Contact J.C. Carlson, 325 W. 19th St., Holland, Mich. 49423.

# Reunions

• **Veterans of Guadalcanal Campaign**—Reunion Aug. 7-9, 1988, Kalamazoo, Mich. Contact Gene Keller, 4043 Stan-dish, Kalamazoo, Mich. 49008.

• **USS Dayton (CL 105)**—Reunion Aug. 26-28, 1988, Niagara Falls, N.Y. Contact L.G. Davis, 785 Little Neck Road, Virginia Beach, Va. 23452; tele- phone (804) 340-0143.

• **USS Cony (DD 508)**—Reunion Aug. 31-Sept. 4, 1988. Contact Howard Heyn- iger, 20315 Audetter, Dearborn, Mich. 48124; telephone (313) 562-8710.

• **USS Plymouth (PG 57)**—Reunion Sept. 2-4, 1988, St. Louis, Mo. Contact Leonard Berry, Route 4, Box 379-B, Bur- lington, N.C. 27215; telephone (919) 584-4539.

• **USS Marsh (DE 699)**—Reunion Sept. 2-7, 1988, St. Louis, Mo. Contact John Cullinan, 2920 Karen Drive, Chesapeake Beach, Md., 20732-9585; telephone (301) 257-6322.

• **USS Zellars (DD 777)**—Reunion Sept. 2-4, 1988, Portland, Ore. Contact Harold C. Buck, P.O. Box 377, Troutdale, Ore. 97060; telephone (503) 666-2843.

• **USS Clay (APA 39) and USS Eliza- beth C. Stanton (PA 69)**—Reunion Sept. 2-5, 1988, Knoxville, Tenn. Contact John Brass, 403 East 330, Willowick, Ohio 44094-2829; telephone (216) 943-2079.

• **USS Chandeleur (AV 10)**—Reunion Sept. 7-11, 1988, Vicksburg, Miss. Con- tact Kenneth Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.

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

• **USS Mobile (CL 63)**—Reunion Sept. 8-11, 1988, Lake Tahoe, Nev. Contact George Trenchard, So. Parlman Road, RD2, Box 34, Lagrangeville, N.Y. 12540.

• **USS Card (CVE 11) and VC 1,8,9,12 and 55**—Reunion Sept. 8-11, 1988, Balti- more. Contact Joe Macchia, 8290 Melrose Road, Melrose, Fla. 32666; tele- phone (904) 475-1279.

• **USS Jeffers (DD 621/DMS 27)**—Re- union Sept. 8-11, 1988, Norfolk, Va. War- ren Hilton, 209 S. Hall St., Morrison, Ill. 61270; telephone (815) 772-2422.

• **USS Alcor (AR 10/AD 34)**—Reunion Sept. 9-10, 1988, Milwaukee, Wis. Con- tact Edward Fleischman, 7220 S. Howell Ave., Oak Creek, Wis. 53154; telephone (414) 762-7818.

• **USS Saratoga (CV 3-CV 60)**—Re- union Sept. 9-10, 1988, San Diego. Con- tact John Dahl, 12728 Rancho Penas- quitos Blvd., Apt. 92, San Diego, Calif. 92129-4005; telephone (619) 484-2995.

• **USS Bon Homme Richard**—Reunion Sept. 9-11, 1988, Pensacola, Fla. Contact Ralph Pound, P.O. Box 1531, Tupelo, Miss. 38802; telephone (601) 842-8247.

• **USS Thornhill (DE 195)**—Reunion Sept. 9-11, 1988, Tannersville, Pa. Con- tact Henry Cetkowski, Box 531, Rural Route 2, Titusville, N.J. 08560; tele- phone (609) 737-1727.

• **USS Warrington (DD 383)**—Reunion Sept. 11-13, 1988, St. Louis, Mo. Contact E.E. Archer, 110 East Willow Drive, San- esville, Ohio 43701.

• **USS Lyon (AP 71)**—Reunion Sept. 14-18, 1988, Estes Park, Colo. Contact W.E. Truitt, 1411 Cheairs Court, Ster- ling, Colo. 80751; telephone (303) 522-2924.

• **USS West Virginia (BB 48)**—Reunion Sept. 14-18, 1988, Seattle. Contact Lou Grabinski, 1625 Appleton St., No. 2F, Long Beach, Calif. 90802; telephone (213) 432-4382.

• **295th Joint Assault Signal Co.**—Re- union Sept. 15-18, 1988, Lancaster, Pa. Contact Clayton Thomas, 418 W King St., Lancaster, Pa. 17603.

• **USS Aquarius (AKA 16)**—Reunion Sept. 15-19, 1988, Norfolk, Va. Contact Larry Pelletier, 2530 Evergreen Ave., Ti- tusville, Fla. 32796; telephone (305) 268-8572.

• **USS Smith (DD 378)**—Reunion Sept. 15-18, 1988, Myrtle Beach, S.C. Con- tact Bob Michaels, 6220 Blynn Drive, Apt. A, Myrtle Beach, S.C. 29582; telephone (803) 449-0683.

• **USS John W. Weeks (DD 701)**—Re- union Sept. 15-18, 1988, Downingtown, Pa. Contact Hal Gross, 29 Shoreview Drive, Yonkers, N.Y. 10710; telephone (914) 779-4879.

• **All ships from the Battle of Ormoc Bay, Philippines**—Reunion September 1988, Schaumburg, Ill. Contact Gene Bickers, 7805 Hwy. 98 N., Box 23-B8, Lakeland, Fla. 33809; telephone (813) 859-3224.

• **USS Madison (DD 425)**—Reunion Sept. 20-23, 1988, Wildwood Crest, N.J. Contact Richard Stier, 85 Fornelius Ave., Clifton, N.J. 07013-1846; telephone (201) 472-0045.

• **USS Shannon (DM 25) World War II**—Reunion Sept. 20-22, 1988, Virginia

Beach, Va. Contact Robert J. Martin, 7008 Cresthaven Drive, Glen Burnie, Md. 21061; telephone (301) 761-4625.

• **VP-VPB 44 "Black Cats" (1943-45)**—Reunion Sept. 22-25, 1988, Minneapolis, Minn. Contact L.E. Lo- winske, 323 North Garden, New Ulm, Minn. 56073.

• **USS Belknap (DD 251-APD 34)**—Re- union Sept. 22-25, 1988, Charleston, S.C. Contact Paul Eisenman, 540 E. Portage Terr., Apt. 103, Cuyahoga Falls, Ohio 44221; telephone (216) 928-4415.

• **USCGC Ingham**—Reunion Sept. 26-30, 1988, New London, Conn. Con- tact R.M. Carter, 1061 Woodview Drive, Flint, Mich. 48507.

• **USS Fletcher (DD 445-DDE 445)**— Reunion Sept. 29-Oct. 2, 1988, San An- tonio, Texas. Contact Edward Horsman, 313 Deers Head Blvd., Salisbury, Md. 21801; telephone (301) 742-0276.

• **USS Craven (DD 382)**—Reunion Sept. 29-Oct. 2, 1988, Sioux Falls, S.D. Contact William Hurley, 916 Churchill, Sioux Falls, S.D. 57103; telephone (605) 332-8560.

• **Naval Cryptologic Veterans Associa- tion/Ex NACSECGRU**—Reunion Sept. 30-Oct. 3, 1988, San Francisco. Contact Gil Cheeseman, 3637 Gilbert Court S., San Francisco, Calif. 94080; telephone (415) 878-1637.

• **USS John Hood (DD 655)**—Reunion Sept. 30-Oct. 1, 1988, Lebanon, Pa. Con- tact Joe Mc Craw, 384 Green River Road, Chesnee, S.C. 29323; telephone (803) 578-0470.

• **USS Bagley (DD 386)**—Reunion Sept. 30-Oct. 2, 1988, San Antonio, Texas. Contact Walter S. Morley, P.O. Box 608, West Dennis, Mass. 02670; tele- phone (617) 398-8553.

• **USS Leary (DD 158) and USS Schenck (DD 159-AG 82)**—Reunion Sep- tember 1988, Baltimore. Contact Albert Knapp, 20 Park Ave., Framingham, Mass. 01701; telephone (617) 877-0299.

• **USS Allen M. Sumner (DD 692)**— Reunion September 1988, Chicago. Con- tact Roy W. Ferguson, 145 NE Fatima Terrace, Port St. Lucie, Fla. 34983; tele- phone (305) 878-3422.

• **USS Flint (CL 97)**—Reunion Oct. 6-9, 1988, Chicago. Contact Robert Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503; telephone (804) 587-1840.

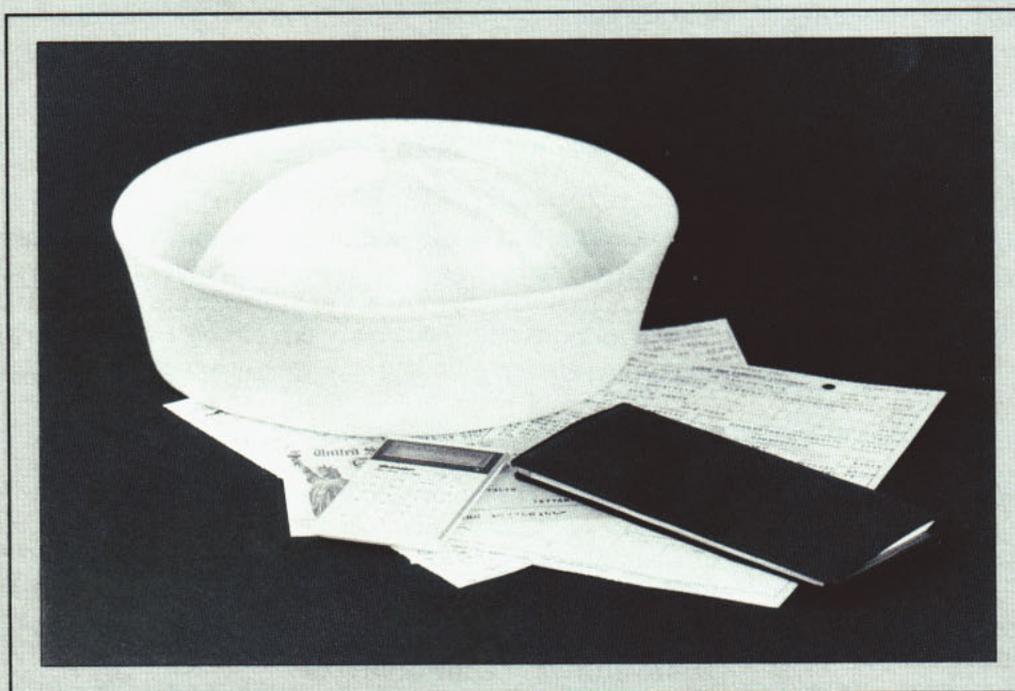
• **USS Torrance (ADA 76)**—Reunion planned. Contact Bernard Borkin, 1919 Ruxton Road, Baltimore, Md. 21024.

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## Navy Rights & Benefits

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# Pay and Allowances

# Pay and Allowances

*Military compensation is composed of pay, allowances, retired or retainer pay, and benefits such as medical care, commissary and exchange privileges, and leave. This article will cover only active duty pay and allowances which consist of regular military compensation, special and incentive pay and other allowances.*

Each element of the entire military compensation package is authorized by specific legal authority, generally in Titles 37 and 10 of the United States Code. These elements are either legal "entitlements," earned by the member or are discretionary under the law, meaning that the secretary of the Navy has the option of payment. Most bonuses, because they are generally designed to address specific manning or retention and incentive pays, are discretionary. Whereas all elements of pay are fully taxable, most allowances are not because they are treated as reimbursements for certain expenses (housing, subsistence, travel, etc.).

Regular military compensation is important for two reasons. First, RMC is considered the equivalent of a military salary, applicable to all members of the uniformed services. Secondly, RMC is the basis for comparing the levels and adequacy of military pay with civilian pay levels.

The elements of RMC are basic pay, basic allowance for quarters (including the variable housing allowance authorized for members living in high-cost locations), basic allowance for subsistence and the tax advantage that results because BAQ, VHA and BAS are not taxable.

## Basic pay

Basic pay varies according to a member's paygrade and time in service. The amount is prescribed by law. Navy people receive longevity increases at various times throughout their careers.

Each member's annual salary is divided into 12 equal installments,

one-half of each installment payable on the 1st and the 15th of every month. Each installment represents the pay for one calendar month. The daily rate is one-thirtieth of the monthly rate.

The allowances which make up the rest of RMC are basic allowance for quarters, variable housing allowance, and basic allowance for subsistence.

Whenever possible, the government provides service members with quarters and subsistence. When quarters and subsistence are not provided, a monthly allowance may be paid to the service member to help meet the cost of those needs. In almost all cases, eligibility for allowances and special and incentive pays is first contingent upon eligibility for basic pay. Thus, a member not entitled to basic pay is generally not entitled to any other pay or allowances.

## Basic allowance for quarters

A member is entitled to BAQ when adequate government quarters are not available or not assigned. The amount of BAQ varies with paygrade and dependency status.

The BAQ entitlement for two service members married to each other is extremely complex. The law prohibits a service member from being considered a dependent for allowance purposes. Therefore, each member of a service-married couple is considered "single," a member without dependents for BAQ purposes, in the absence of other qualifying dependents such as children or parents.

In this case, each member is enti-

tled to BAQ in his or her own right.

For service-married couples with children, whether by the current or a former marriage, the comptroller general of the United States has ruled that, unless separated by military orders, only one member may receive BAQ at the "with-dependents" rate. The other will be considered a member without dependents for BAQ purposes.

The rationale behind this decision is that the natural children of one member of a service member marriage are also eligible as stepchildren to be considered dependents of the other member; hence, the comptroller general has determined that all children will be considered the dependents of only one member of the service-married couple. This applies regardless of the location of the dependents. However, when the two service members are separated by military orders, each member may be eligible for BAQ at the "with-dependents" rate in his/her own right, if he/she has dependent children from a former marriage.

The law also permits a member without dependents who is in paygrade E-7 or above to elect not to occupy government quarters appropriate for his/her grade and receive BAQ and VHA, as applicable. This includes shipboard quarters. Eligible members who elect not to occupy shipboard quarters can now retain private quarters and receive BAQ for the entire duration of deployments. Members in paygrades E-6 and below, assigned to shipboard sea duty and without dependents, are presumed to be assigned to adequate quarters and are not entitled to BAQ.

# Pay and Allowances

A partial rate of BAQ is payable to members without dependents when they are assigned to government quarters. The reason is to avoid penalizing them for reallocation of basic pay increases into BAQ.

**Variable housing allowance** — A variable housing allowance is paid to service members residing in high-cost areas in the United States. VHA is usually based upon the service member's paygrade, dependency status and duty station location. The secretary of the Navy has the authority to pay VHA based on location of dependents in certain circumstances. VHA rates are established based upon service members' reported housing expenses in the VHA survey. These expenses include rent (or rental equivalency for homeowners), insurance, utilities and maintenance expenses. The accuracy of the rates for VHA depends upon the data received from service members in the VHA survey. VHA is paid in a locality when the local median housing cost exceeds 80 percent of national median housing costs. VHA provides 65 percent of the national median housing cost, while the member pays (out of pocket) an amount equal to 15 percent of NMHC. However, VHA fund freezes in FY87 and 88, coupled with BAQ changes that have lagged behind housing cost increases, have increased the member's share to more than 20 percent of NMHC.

**VHA offset** — On March 1, 1986, the VHA Offset program became effective. As directed in the FY86 Authorization Act, the member's housing allowances for BAQ and VHA are compared to the member's housing expenses. If the allowances exceed the expenses, the member's VHA will be reduced by an amount equal to one-half of the difference not to exceed the total VHA. All VHA may be lost but no BAQ can be lost.

## Special and incentive pay

Special and incentive pay is in addition to the RMC to compensate members for acquiring and/or possessing certain skills or performing duties considered unusually arduous or hazardous. Special and incentive pay is taxable, and normally paid monthly, although most bonuses are paid on an annual basis. A rundown for the more common types of special and incentive pay follows.

**Optometrists and veterinarians** — These officers receive special pay of \$100 monthly, provided they are on full-time active duty for a period of at least one year.

**Physicians** — Depending on their particular medical specialty, these officers may receive up to four different types of special pay when they serve on active duty for a period of at least one year. All physicians receive monthly variable special pay at rates from \$1,000 to \$10,000 per year, depending on years of creditable service. If the physicians possess a medical specialty in which they are board certified, they are entitled to additional monthly pay at the rate of \$2,000 to \$5,000 per year. Medical officers who execute an agreement to extend for a period of one year are entitled to additional special pay in the amount of \$9,000 or \$10,000 if they have 10 or more years of creditable service. If they possess a skill designated as critically undermanned, they may receive up to an additional \$8,000 as an incentive for executing a one-year extension agreement. Payments for one-year extension agreements are made annually at the beginning of the agreement.

**Dentists** — The FY86 DoD Authorization Act established a dental officer special pay structure similar to that for physicians. All dental officers are entitled to receive monthly variable special pay at rates from

\$1,000 to \$6,000 per year depending on the years of creditable service. If they possess a specialty in which they are board-certified, an additional monthly payment at annual rates from \$2,000 to \$4,000 is authorized. A dental officer who executes an agreement to extend for at least one year is entitled to a lump sum payment of additional special pay in amounts ranging from \$6,000 to \$10,000, depending on years of creditable service.

**Foreign duty pay** — Foreign duty pay is payable to enlisted members assigned to duty at specified places outside of the continental United States. The list of such duty stations is lengthy; a copy is in the *Military Pay and Allowances Entitlement Manual*. Foreign duty pay is not authorized for Navy people who are residents of Alaska, Hawaii, U.S. possessions or foreign countries during any period they are serving within their home state or country.

## Monthly rate of payment for foreign duty

E-9	\$22.50
E-8	22.50
E-7	22.50
E-6	20.00
E-5	16.00
E-4	13.00
E-3	9.00
E-2	8.00
E-1	8.00

**Career sea pay** — This pay is designed to compensate eligible members for the arduous nature of shipboard sea duty. As such, it is payable to enlisted members in paygrade E-4 and above and officers who have accumulated more than three years of sea duty at monthly rates ranging from \$50 to \$520, depending on paygrade and years of cumulative sea duty. Cumulative sea duty only

## Pay and Allowances

applies to shipboard sea duty and should not be confused with sea duty for rotational purposes.

The rules and regulations for payment of career sea pay are contained in SecNavInst 7220.77B. In general, CSP is paid to eligible members on a continuous basis when they are assigned to and serve in ships whose primary mission is accomplished under way (category A). It is payable to crew members of ships whose primary mission is accomplished in port (category B) only when those vessels are at sea or at a port at least 50 miles from the ship's home port.

In determining the years of consecutive sea duty, time in service prior to Oct. 1, 1978, in units whose enlisted crew members were eligible for the former sea pay, is creditable. After Oct. 1, 1978, only time actually served in category A or CSP-qualifying category B ships may be counted. For members assigned to the off-crews of two-crewed submarines, off-crew time is fully creditable from Oct. 14, 1981.

**Special duty assignment pay** — This pay replaced proficiency pay in FY85. It is monthly pay used first to help obtain high-quality personnel for designated special-duty assignments involving demanding duties or an unusual degree of responsibility and then to sustain adequate manning levels. People serving in the designated skills may receive an additional \$55 to \$275 per month. Details of the SDAP program are contained in OpNavInst 1160.2 series and OpNavNote 1160.

**Selective re-enlistment bonus** — SRB is retention incentive special pay awarded to members serving in certain selected ratings/NECs who reenlist or extend their enlistments for at least three years. The purpose of the bonus is to increase the number of reenlistments in those ratings/NECs having insufficient retention.

SRB amounts of up to \$30,000 per bonus may be paid to enlisted members who are serving in critically undermanned ratings. A member may receive up to three bonuses, one for each eligibility zone — Zone A (for those with at least 21 months but no more than six years of service), Zone B (at least six but no more than 10 years of service) and Zone C (at least 10 but no more than 14 years of service). Details of the SRB program are contained in OpNavInst 1160.1 series.

**Hostile fire/imminent danger pay** — All members serving ashore, aboard a ship, or in an aircraft within an area designated as a hostile fire or imminent danger zone are eligible to receive this pay at a rate of \$110 per month. Designated areas are specified in the DoD *Military Pay and Allowances Entitlement Manual*.

**Special pay for nuclear-qualified officers** — This pay has three categories:

**Nuclear officer accession bonus:** Naval officers or prospective naval officers, accepted for training for duty in connection with the supervision, operation and maintenance of naval nuclear propulsion plants, are entitled to an accession bonus of \$4,000 when they meet all requirements listed in the entitlement manual and SecNavInst 7220.65 series. Upon completion of training, the nuclear career accession bonus payment is an additional \$2,000.

**Nuclear officer continuation pay:** Nuclear-qualified naval officers are entitled to continuation pay when they elect to remain on active duty after completion of their initial obligated service. They will receive \$10,000 for each year of additional obligated service. Multiple agreements for three, four or five years (not to exceed 26 years commissioned service) are available.

**Nuclear career annual incentive bonus:** Nuclear qualified officers

who have completed initial obligated service and who are not serving under a continuation pay agreement, receive an annual incentive bonus of \$7,200 for unrestricted line officers and \$3,600 for limited duty officers and warrant officers.

**Incentive pay for submarine duty** — There are two types of submarine duty incentive pay — operational and continuous. Operational sub pay goes to both submarine-designated and non-submarine-designated personnel when assigned to and serving in submarines, if not otherwise entitled to continuous submarine pay. Continuous sub pay is paid to active-duty personnel who engage in and remain in submarine service on a career basis. Submarine career screening gates are established at the 12th and 18th year of submarine service to verify members are still eligible for continuous sub pay based on total years of service.

The monthly rate of incentive pay for enlisted members ranges from \$75 to \$355; for warrant officers, \$235 to \$355; and for officers, \$175 to \$595. Each rate of pay is determined by paygrade and years of service based upon pay entry base date.

**Command responsibility pay** — To recognize the unusual responsibilities of operational commanders relative to their peers of the same grade, the Navy pays \$50 to \$150 per month responsibility pay to officers in operational command of fleet units in paygrades O-3 through O-6.

**Aviation career incentive pay** — This is incentive pay for aeronautically rated/designated officers and warrant officers (pilots/naval flight officers). Rates range from \$125 to \$400 monthly and are based on years of aviation service, until the 18th year of commissioned service. At that point, rates begin decreasing for officers only, to \$250 per month during the 25th year of commissioned service. Rates for warrant officers re-

# Pay and Allowances

main at \$400 per month.

Aviation career incentive pay may be paid on a continuous basis if the aviator passes certain milestones at the 12th and 18th years of aviation service. To receive ACIP on a continuous basis, through the 25th year of commissioned service, the aviator must have served 11 of the first 18 years of aviation service in operational flying billets. Aviators not eligible for continuous ACIP (and flight surgeons) may receive conditional ACIP if they are assigned to an operational flying billet and fly at least four hours per month. All aviators and flight surgeons must be physically qualified to receive ACIP and are required to undergo annual flight physicals within 30 days of their birthdays. Failure to take an annual flight physical within the prescribed period may cause suspension of ACIP, regardless of primary duty.

**Aviation officer continuation pay** — AOCIP is a continuation pay payable to certain naval aviators, in critically undermanned aviation communities, who execute extension agreements for three, four or six years of additional service. Normally, aviators who execute an AOCIP agreement receive a lump-sum annual payment of \$4,000 for a three-year contract, or \$6,000 for a four-to six-year contract. Eligibility criteria for AOCIP are announced annually and are based on a minimum number of years of aviation service, a maximum number of years on active duty and specific aviator qualification designator codes determined by the secretary of the Navy.

**Special pay for diving duty** — Officers and enlisted members who are qualified divers and assigned to billets requiring the performance of diving duty and who actually perform diving duty are eligible to receive diving pay in amounts ranging from \$110 to \$300 per month. Rates of diving pay are determined by the

type and degree of diving qualifications the member possesses. A member who receives diving pay is restricted from receiving more than one hazardous duty incentive pay.

**Hazardous duty incentive pay** — There are six different types of hazardous duty incentive pay. HDIP is paid at the rate of \$110 per month for both officers and enlisted members which is designed to compensate members for participating in duties considered unusually hazardous.

- **Non-crew member flight pay**— Payable to members required to fly to perform their duties (not as passengers), but who are not designated as crew members.

- **Parachute duty pay**— Payable to members when parachute jumping is required as an essential portion of their duties. An additional \$55 per month is payable to members required to perform high altitude, low opening parachute jumps as an essential part of their duties.

- **Demolition duty pay**— Payable to members required to perform demolition of live explosives, including during training, as a primary duty.

- **Flight deck duty pay**— Payable to members required to participate in flight deck operations, from an air-capable ship, on a frequent and regular basis. A member who receives flight deck duty pay may not receive any other hazardous duty incentive pay.

- **Experimental stress pay**— Payable to members required to perform any of the following duties: as the subject in thermal stress experiments; duty in high or low pressure chambers as a human test subject in thermal stress experiments, inside instructor or observer, or research technician.

- **Toxic material pay**— Payable to members performing primary duties involving frequent and regular exposure to: highly toxic pesticides; live,

dangerous viruses and bacteria in laboratory work; certain highly toxic fuels or propellants used in aircraft or missile systems; and certain chemical munitions.

An additional type of hazardous duty incentive pay for Navy members is crew member flight pay. This is for both officer and enlisted personnel, designated as crew members, who are required to fly on a frequent and regular basis. Rates vary by paygrade and range from \$110 to \$250 per month.

**Overseas duty extension pay** — Enlisted personnel who agree to extend their tours of duty at certain overseas locations may be eligible to receive special pay at the rate of up to \$80 per month. Instead of this pay, the member may elect to receive a rest and recuperation absence or transportation at government expense during the extension period. Details of this program are found in OpNavInst 1306.1.

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## Other allowances

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Allowances are paid to help Navy people meet expenses incurred while on active duty. Allowances may be paid monthly or on an occasional basis, or in a one-time lump sum payment. Some are paid automatically, others require application to be made. Allowances are not taxable.

**Enlisted clothing allowances** — Members receive an initial clothing allowance when they enter the service or are recalled to active duty; after six months of active duty, they receive a replacement allowance. There are several types of clothing allowances, based on the actual cost of clothing and situations in which special clothing may be needed. Clothing allowances are usually revised on an annual basis with new allowances effective Oct. 1 of each fiscal year. The amounts of the al-

# Pay and Allowances

allowances are listed in the annual update to DoD Directive 1338.5.

- **Initial clothing monetary allowance**— ICMA generally reflects the cost of a complete sea bag for recruits and for enlisted men and women, and is usually paid “in kind” in the form of a full sea bag issued at recruit training commands.

- **Partial initial clothing monetary allowance for enlisted members of the Naval Reserve below E-7 (male and female)**— This allowance reflects the cost of completing a sea bag for reservists upon reporting for active duty.

- **Basic replacement allowance**— This is an annual allowance paid in a lump sum on the member’s anniversary after six months of active duty and until completion of three years of active duty.

- **Standard replacement allowance**— This annual allowance is paid after three years of active service, in a lump sum, on the member’s anniversary month.

- **Special initial clothing monetary allowance**— This allowance is for those who must wear clothing of a type not required by the majority of Navy men and women. It goes to men and women upon advancement to chief petty officer, for instance. Rates vary depending on the situation, and payment is made in a one-time lump sum.

- **Civilian clothing monetary allowance**— Certain Navy people who are required to wear civilian clothing in performance of their duties, such as people serving in politically sensitive areas overseas where the appearance of a military uniform could be a source of disruption, receive this allowance. The lump sum payment depends on the seasonal civilian clothing involved. Additional payments may be made for extended tours of duty.

- **Special enlisted supplementary clothing allowance** — This allow-

ance is paid to certain enlisted members whose duties require the purchase of additional uniform items. The amounts of this allowance and the duties for which it is payable are specified in the DoD *Military Pay and Allowances Entitlement Manual*.

- **Officers’ uniform and equipment allowance** — Initial uniform allowances for officers range from \$100 to \$300 depending on source of procurement (OCS, Navy ROTC, etc.) and are payable: upon first reporting for active duty — other than training — for a period of more than 90 days; upon completing 14 days active duty or active duty for training; or, when an officer is commissioned in a regular component upon Navy ROTC graduation or enters on active duty as a regular naval officer. Officers are also authorized a clothing allowance to offset the expenses of mandatory civilian clothes when they are permanently stationed in certain overseas locations.

- **Family separation allowance** — This allowance is payable only to members with dependents. There are two types of FSA — Type I and Type II. A member may be entitled to both types simultaneously.

FSA Type I is designed to pay a member for added housing expenses caused by enforced separation from dependents. It applies when Navy people must maintain a home for their dependents and another home for themselves when on permanent duty outside the United States. It is not payable to a member permanently assigned to a duty station in Hawaii (but is payable to members serving in Alaska) or to any duty station under permissive orders (orders taken at no cost to the government).

To qualify for this allowance, which is equal to one month’s BAQ at the without dependents rate for the affected paygrade, the following general conditions must be met:

transportation of dependents to the permanent duty station is not authorized at government expense; dependents do not live at or near the permanent duty station; adequate government quarters are not available for assignment to the member and the member is not assigned to inadequate government quarters or housing facilities.

FSA Type II is designed to compensate Navy people for added expenses incurred because of enforced separation from dependents due to permanent change of station, duty aboard ship, or temporary duty away from the permanent command.

Any member may receive \$60 per month when any one of the following general requirements is met: transportation of dependents is not authorized at government expense and dependents do not live at or near the new permanent duty station or home port; the member is on duty aboard a ship which has been away from its home port for more than 30 consecutive days; the member is TDY or TAD away from his or her permanent station for more than 30 consecutive days and dependents do not live at or near the temporary duty station.

- **Dislocation allowance** — Navy members may be entitled to a dislocation allowance equal to one month’s BAQ when transferred under PCS orders.

To receive DLA, members with dependents must actually relocate their families with the intention of establishing a bona fide permanent residence at the BAQ rate for members with dependents. Members without dependents, or members who do not relocate their dependents, are entitled to this allowance at the without-dependents rate if they are not assigned government quarters at the new permanent duty station. Dislocation allowances are not automatically paid —

## Pay and Allowances

members must apply at the disbursing office.

**Station allowances** — When assigned to duty overseas, members may become eligible for station allowances, depending on a variety of factors such as location of assignment, nature of orders, dependency status and the overseas housing and cost-of-living situation. Station allowances are paid to those on duty outside the continental United States to offset any loss of purchasing power that occurs when stationed overseas.

**Overseas housing allowance** — OHA is not payable in Hawaii and Alaska to service members reporting for duty after Nov. 8, 1985. Members stationed in Hawaii or Alaska receiving OHA or temporary lodging allowance before Nov. 9, 1985, are grandfathered under the Overseas Housing Allowance Program. (Newly reporting personnel are covered by the variable housing allowance system.)

The allowances are authorized by the Per Diem, Travel and Transportation Allowance Committee, based on costs reported in overseas areas as compared to costs in the continental United States. *Joint Federal Travel Regulations, Volume 1*, contains specific instructions concerning the payment of station allowances. Application for these allowances is required, and, in view of varying conditions and rates, members should check with their disbursing officers to determine entitlement. Station allowances are reviewed at least yearly and are subject to change at any time. Generally, the station allowances are as follows:

- Overseas housing allowance and cost of living allowances — These help with the excess housing costs members face while on permanent duty overseas or serve to maintain the purchasing power of military discretionary income. OHA provides

an allowance based on the difference between the member's BAQ or the family separation allowance (Type I), whichever is applicable, and the actual rent established for each area. In addition, there is a supplemental payment, consisting of average utility and initial/terminal occupancy costs for each area concerned. The monthly utility costs are determined by averaging the utility expenses for members in a particular location. The monthly initial/terminal occupancy expense is determined by prorating the average "moving in" and "moving out" expenses for members in a particular location over the average length of time they reside in civilian housing at their location. COLA is based upon the location of the member's permanent duty station, the member's rank and years of service, and the number of dependents authorized to be present at the overseas duty station.

- Interim housing allowance — An IHA may be paid when a member assigned overseas is required to contract for non-government, family-type housing before dependents arrive. An IHA is an amount determined by location, which may be paid for 60 days or until the member's dependents arrive in the vicinity of the member's permanent duty station, whichever is earlier.

- Temporary lodging allowance — TLA partially reimburses members for extra expenses incurred when living in hotel-type accommodations while awaiting permanent housing after reporting overseas. It may also be paid to members awaiting transportation back to the United States after receipt of PCS orders. Although there are provisions for extensions of TLA, the allowance is not usually paid for periods of more than 60 days after reporting to a foreign duty station or for more than 10 days when leaving an overseas station. Daily TLA rates are determined by multi-

plying a given area's travel per diem allowance by a percentage factor based on the number of dependents accompanying a member to the overseas duty station.

**Travel allowances** — There are a number of travel situations a member might face while on active duty for which the Navy will pay expenses or will, in most cases, reimburse the member with appropriate travel allowances up to the limits permitted by law. Generally, any time a member travels under orders (other than leave orders), the Navy pays for transportation. If a member has dependents, the member's family may travel at government expense when under PCS orders. Dependents may also travel at government expense when a member receives orders in connection with schooling for more than 20 weeks.

The member's dependents, while traveling in connection with a PCS move, are entitled to per diem. Dependents 12 years and older receive per diem of three-quarters the amount a service member would receive per day, while dependents under 12 receive one-half of the service member's amount per day.

A PCS mileage allowance is available for the member and/or dependents traveling in a privately owned conveyance on a permanent change of station move. The rate is 15 cents per mile for one person traveling in the POC, 17 cents for two persons, 19 cents for three persons, and 20 cents per mile for four or more persons.

Because travel allowance computations are complex and the number of allowances authorized varies with each situation, Navy people should check with their personnel and disbursing offices each time they receive transfer or travel orders. Personnelmen and disbursing clerks are experts in the computation of travel

# Pay and Allowances

allowances and will help members file their travel claims.

**Temporary lodging expense** is designed to partially reimburse lodging and subsistence expenses of the members and/or dependents in connection with moving out of permanent quarters in the continental United States, before detaching from the old station and before moving into permanent quarters after reporting to the new station. TLE will pay up to \$110 per day for up to four days. Specific rules are contained in the *Joint Federal Travel Regulations, Volume 1*.

**Lump sum leave payments** — Upon discharge, transfer to the Fleet Reserve or retirement, members may receive cash for accumulated leave, up to 60 days. Settlement for leave accrued before Aug. 31, 1976, commonly referred to as "saved leave," will include basic pay, BAQ, BAS, and personal money allowance as appropriate. Settlement for leave accrued after that date will include basic pay only. Effective Feb. 10, 1976, a military member can be paid no more than 60 days' accrued leave during an entire military career. Payment for accrued leave made before Feb. 10, 1976, is excluded from this limitation. A member eligible for an accrued leave settlement may elect to receive payment for a portion of the accrued leave, not to exceed 60 days, and have the remaining accrued leave carried forward to a new or extended enlistment.

**Personal statement of military compensation** — At congressional direction, each service member should receive a PSMC annually. The PSMC details the value of the entire military compensation package accruing to the member. In addition to regular military compensation, the PSMC includes special and incentive pay and allowances and provides the member with the ability to estimate the monetary value of

certain non-monetary benefits. In addition to providing a clearer picture of the entire military compensation package, the PSMC provides the member with a document to assist in establishing eligibility for loans or mortgages, and in comparing his or her compensation to private sector wages.

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## Allotments of pay

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Allotments are big business in the Navy today. Thousands of civilian and Navy disbursing clerks around the world ensure that Navy member's allotments do what they're designed to do. Currently, there are 12 types of allotments in general use.

It is important for Navy people to realize that their dependents, or others to whom allotments have been made, do not receive allotments immediately after application has been made. The allotment is not sent until the end of the month for which it is payable. When requesting an allotment, members should ask their disbursing clerks when the allotment will take effect.

In March 1987, the Navy changed the method of delivery for savings and dependent allotments sent to financial institutions. All savings and dependent allotments are sent via electronic funds transfer, "allotment DDS." A Navy member who wishes to start an allotment to a financial institution must provide the disbursing office with a DDS Standard Form 1199A. Allotment checks are still mailed to a home or business address for dependent and other types of allotments.

Each month the Navy Finance Center receives a number of letters from dependents who report they did not receive a scheduled allotment check. In almost every instance, failure to receive an allotment check on schedule can be traced to the failure

of an active-duty member to notify the center of a change of address. Navy men and women should remember that when they move and wish to receive a check at the new address, they must notify NFC before the 16th of the month.

The center suggests members use the regular change of address cards sent periodically to allotment payees for this purpose. To be on the safe side, it is also suggested that a change of address notice be filed at the local post office so the allotment check will be forwarded.

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## The Finance Center's job

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Maintenance of all Navy military pay accounts and operation of the military pay systems for active, retired and reserve personnel are the main missions of the Navy Finance Center in Washington, D.C. NFC performs the following tasks:

- Maintenance of all Navy master military pay accounts under the joint uniform military pay system.
- Payment of Navy retired and Fleet Reserve personnel.
- Payment of drill pay to Naval Reservists.
- Payment of allotments and issuance of savings bonds for all Navy members.
- Payment of federal and state income taxes withheld from Navy members' pay.
- Collects Navy's out-of-service debts.

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## Joint uniform military pay system

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JUMPS has been in operation fleetwide since 1977. It provides accurate and timely fiscal information with which to better manage the military personnel pay appropriation.

Before JUMPS, forecasting pay and obligations for the pay appropriation

## Pay and Allowances

was only a historically based "guess-timate," since pay was calculated and paid by more than 500 disbursing offices afloat and ashore. Because many of the Navy people who are deployed prefer to let their pay accumulate "on the books" and pay records were closed out only twice a year, it took months for the Navy to determine how much it was actually spending on personnel costs.

Under JUMPS, the Navy's 500 field disbursing offices still hold payday twice a month, but everyone's pay is calculated in Cleveland well in advance of actual payment. This accrual approach permits the service to obligate the MilPers appropriation on a more timely basis. Disbursing offices in the field continue to make pay record changes to reflect promotions and other pay entitlement changes occurring between Cleveland's calculation and the actual payday, but the next NFC calculation reflects those changes in each member's new leave and earnings statement.

The LES is issued monthly to each Navy member and is an up-to-date tool for managing personal finances. The LES provides complete information concerning pay entitlements, taxes, allotments and other deductions to pay, as well as the status of the member's leave account.

A recent redesign of the LES gives pay information in a more easily understood format. All entries are simplified, eliminating complicated codes and remarks. Each statement reflects the sailor's master pay account at the Navy Finance Center at the time the LES is produced. See Page 46 for an example of the new LES format.

On the LES, earnings and deductions are presented in columns. The net pay for the month is displayed as the difference between the total earnings and total deductions. In addition, the LES shows all payments

made to the sailor that were posted to the master pay account since the last LES.

The LES also includes a forecast for the next month's pay period. This forecast reflects longevity increases, allotment starts/stops, or any other entitlement changes expected in the following month.

Forecast amounts are rounded off to the nearest dollar and may occasionally differ from the actual pay received. The "remarks" section of the LES provides amplifying information on any change in pay, as well as periodic administrative remarks (such as listing allotment addressees).

### Direct deposit system

DDS is a pay delivery method that allows Navy members to voluntarily elect to have their net pay deposited electronically into a checking or savings account at a financial institution. Available Navywide, two enhancements to DDS make this pay delivery method more attractive than ever to sailors:

- "No-surprise" DDS eliminates deductions of greater than \$100 from a member's next net pay, when those deductions go to pay a Navy debt. The system delays collection of a retroactive adjustment for two months and enables the sailor to work out a payback arrangement.

- "Dual advisory" allows a deployed sailor to have a copy of his monthly DDS statement sent to his home address. This enables sailors in deployed units to provide payment data to their spouses back home.

Personnel who use DDS have a number of additional benefits, including accurate, timely pay regardless of whether the member is on leave, deployed or TAD. The DDS participant doesn't have to stand in line to cash paychecks or make bank

deposits, which eliminates potential for lost or stolen paychecks and reduces the threat of cash theft. Also, a toll free number, 1-800-346-3374, provides sailors with DDS deposit information while TAD or between duty stations.

To start DDS, a "Direct Deposit Sign-up" (Standard Form 1199A) must be completed by the member and the financial institution that will receive the deposit and returned to the disbursing office. Sign-up forms are available at most financial institutions and at all disbursing offices.

### Pay/personnel administrative support system

The PASS program was initiated to provide Navy personnel with one-stop pay, personnel and Navy-sponsored passenger transportation services and improve pay and personnel administration between the headquarters and field activities.

When fully implemented and automated, PASS will be the mainstay in the field for support of the overall personnel and pay systems. The PersPay initiative is an ongoing effort to consolidate all headquarters pay and personnel data bases for naval personnel into a single consolidated data center and serve as one source for all pay and personnel systems within the Navy. The PASS Program is a three phased effort:

- Phase I: *Consolidation and collocation of the pay, personnel and transportation offices in the shore establishment.* With the exception of some personnel offices supporting inactive reserves, consolidation is complete for the shore establishment. There are 25 Personnel Support Activities with 159 Personnel Support Activity Detachments in the PASS network.

- Phase II: *Automation of PASS with the Source Data System.* Cur-

# Pay and Allowances

U S NAVY LEAVE AND EARNINGS STATEMENT										PERIOD COVERED	PAY UTC	
DISBURSING OFFICE COPY										01-31MAR88	21389	
I D	NAME (LAST, FIRST, MI)		SSN	PAY GRADE	YRS	LEAVE ACCOUNT						
						REG LV BAL	LV EARNED	LV USED	END LV BAL	BAL TO EADS	PAID LV	
						01E1504251	501	200	435			
P A Y C O M P U T A T I O N S A N D R E M A R K S	EARNINGS					DEDUCTIONS						
		BASIC PAY	2009.10		DEPENDENT DENTAL						7.86	
		BAQ WITH DEPENDENTS	350.10		INDEBTEDNESS						106.42	
		BAS	114.90		SGLI FOR 50,000						4.00	
		CAREER SEA PAY	195.00		FEDERAL TAX						146.40	
		VHA WITH DEPENDENTS	266.46		FICA TAX						150.88	
					CHARITY ALLOTMENT						2.00	
					DEPENDENT ALLOTMENT						1000.00	
		<b>TOTAL EARNINGS</b>	<b>2935.56</b>		<b>TOTAL DEDUCTIONS</b>						<b>1417.56</b>	
			=====								=====	
		<b>NET PAY (2935.56-1417.56)</b>			<b>1518.00</b>						<b>=====</b>	
		PAYMENTS POSTED SINCE LAST LES:										
			15MAR88	758.85	DDS, DSSN 8522, NPR 00501							
			01APR88	759.15	DDS, DSSN 8522, NPR 00560							
		BASED ON CURRENT INFORMATION AT THE NAVY FINANCE CENTER YOUR PAY IS EXPECTED TO BE:										
		15APR88	758.00									
		30APR88	758.00									
	REMARKS:											
		TOTAL INDEBTEDNESS	5,321.00	REMAINING BALANCE DUE	3,831.12							
		ORDINARY LEAVE 3 DAYS TAKEN FROM 29FEB88 TO 02MAR88										
		STATE TAX OVERRIDE	.00									
		STATE TAX OVERRIDE OF	.00	EFFECTIVE APR88								
		1987 STATE TAX FOR PA: WAGE 24001.10 TAX	.00									
		1987 FEDERAL TAX: WAGE 24001.10 TAX	1776.60									
		1987 FICA TAX: WAGE 23637.60 TAX	1690.09									
		SAVINGS ALLOTMENT FOR 240.00 STOPPED/DEDUCTED IN FEB88										
		DAILY NORM EFFECTIVE 01APR88 IS	50.59									
		"LET'S POLL TOGETHER AMERICA - VOTE."										
PERSONNEL AND PAY INFORMATION												
B	ANT DUE END OF LAST PAY PERIOD	TOTAL EARNINGS	TOTAL DEDUCTIONS	PAYMENTS SINCE LAST LES	ANT DUE END OF CURRENT MONTH	PAY METHOD	DEBT TO U.S. GOVERNMENT	MEMBER USC	DATE PREPARED			
A		293556	141756	151800		DDS		21389	24MAR88			
T	FEDERAL TAX WAGE THIS PERIOD	FEDERAL TAX WAGE YEAR TO DATE	FEDERAL TAX WAGE YEAR TO DATE	FICA TAX WAGE THIS PERIOD	FICA TAX WAGE YEAR TO DATE	FICA TAX WAGE YEAR TO DATE	STATE TAX YTD (CURRENT STATE)	STATE TAX YTD (CURRENT STATE)	SC			
A	M06	220410	661230	43920	200910	602730	45265	661230		PA		
S	PAY ENTRY DATE	END ACTIVE OBLIG SERVICE	OTHER PAY ENTRY DATE (OPEN)	OPEN	OPEN	SEA SERVICE QUANTER YES	NOISE	DATE				
V	15NOV72							07 04 23				
F O R P I E L D U S E O N L Y	ENTITLEMENTS		DATE	AMOUNT	DEDUCTIONS		DATE	AMOUNT				
		PAYMENTS		DATE	AMOUNT							
NOTATION OF AMOUNT DUE												
NAVCOMP 2285 (7-87)												
(IF YOU HAVE ANY QUESTIONS - SEE YOUR DISBURSING OFFICER) FOR OFFICIAL USE ONLY												

rent and accurate data are the basic ingredients for providing quality customer service. SDS allows the serving PSD to report gains, losses and other events with a single entry that updates the master data bases at NMPC and NFC.

These master data bases then continuously update the local data bases so that the PSD can provide an up-to-date status of a member's official records. In addition, SDS has an inquiry system that provides the means for a PSD to compile and extract information in the local data base for immediate response to customers' inquiries instead of performing a time-consuming records search by hand. SDS has been installed in Hawaii and most of the ConUS PASS network. Upon completion of ConUS installation in FY89, efforts will focus on installing SDS in the overseas PASS network.

- Phase III: *Bring mobile and afloat units into PASS.* This phase is under way. It involves bringing approximately 65,000 Navy personnel under the automated pay/personnel support umbrella of PASS who are currently assigned to units without the shipboard non-tactical automated data processing program, called SNAP.

The majority of these personnel are assigned to mobile and afloat communities such as submarines, Seabee units, aviation squadrons and the Fleet Marine Force, MSC ships, etc. Note: the shipboard non-tactical ADP program, SNAP I and II, is installing systems aboard all but the smallest Navy ships. The source data system afloat is being developed and tested as part of the SNAP system. SDSA will perform the same functions for personnel assigned to SNAP-equipped ships as SDS performs for PASS ashore.

The PASS program manager (OP-01B5/NMPC-08) provides pol-

# Pay and Allowances

icy guidance to the seven designated PASS major claimants which are NavCompt, CNO, CinCPacFlt, CinCLantFlt, CinCUSNavEur, CNET and ComNavResFor.

These major claimants are responsible for PASS in the field. They provide the funding and material support for the operation of PASS by the Personnel Support Activities and their personnel support detachments within assigned geographical areas.

Each PerSuppDet is responsible for providing pay, personnel and Navy-sponsored transportation services for activities and individuals in an assigned geographical area. The PerSuppDet performs for the customer command such functions as:

- Receipts/transfers processing
- Separation/re-enlistments/retirements processing
- Personnel accounting/diary preparation
- Issuing I.D. cards/DEERS eligibility applications
- Updating records of emergency data/Service Group Life insurance changes
- Educational services/advancement examinations
- Payday processing/supplemental payments
- Transportation management/travel processing
- Travel claims processing
- Passport/visa processing
- Pay and service record maintenance
- Command rosters/management reports
- Process TemAc and Fleet Reserve recall to active duty

Each customer command supported by the PerSuppDet assigns a PASS liaison representative to serve as the command coordinator for pay, personnel and Navy-sponsored, transportation-related matters. Many of the administrative functions performed by the customer

command require some processing through the PerSuppDet and/or service and pay record entry, such as:

- Leave requests
- Enlisted performance evaluations
- Non-judicial punishments/return of naval deserters
- Miscellaneous pay and service record entries for Naval air crewman designation/disqualification, diver designation, NEC assignments, hazardous duty assignments, etc.

In addition to PersPay and SDS, other automated systems have been instituted at various PerSuppDets to assist PASS in providing more timely and accurate accounting of pay, personnel and transportation functions.

The majority of these are interim systems and will ultimately be incorporated into SDS.

• Computer-aided documentation originated system: The CADO system was initially implemented to provide word processing support to the PerSuppDets. However, it has been enhanced to include a local data base and some ADP features to assist with pay processing. SDS replaces CADO.

• Officer assignment information system/enlisted assignment information system: The OAIS/EAIS systems are being developed and implemented to automate the officer and enlisted distribution network and will standardize all officer and enlisted orders into one common format. These systems will function as part of SDS and will distribute permanent change of station orders directly to the PerSuppDets.

• Standard transfer directive module/availability reporting and tracking module: These systems have enhanced the enlisted availability order-writing systems to assist in moving students along the pipeline at training commands.

• Microcomputer claims processing systems: This system has resulted in increased accuracy and faster processing of service members' travel claims.

• Uniform microcomputer disbursing system: A set of computer programs built to aid PerSuppDets in the quick, easy computation of payrolls and reduce the day-to-day chores of maintaining Navy members' pay accounts and assist with payday processing. UMIDS is primarily used at overseas PSDs, and is scheduled to be replaced by SDS.

• Defense enrollment eligibility reporting systems/real time automated personnel identification system: The DEERS and RAPIDS systems were developed to assist in preventing fraud, waste and abuse. When fully implemented, they will provide computer-based means to maintain a central data base to be used in validating entitlements. The RAPIDS system will be used to issue identification cards and greatly increase control over those who receive them.

The PASS program, with its automated SDS support, is making major improvements in the way we conduct day-to-day pay and personnel administration.

These improvements, in turn, are resulting in better service to Navy people. □

## 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.

# Mail Buoy

## Why "it?"

I recently subscribed to *All Hands* in order to remain in touch with what is happening in the U.S. Navy. Your June issue had an article I very much looked forward to reading. It concerned the reactivation of USS *Wisconsin* (BB 64). I served aboard USS *Colorado* (BB 45) during World War II as an enlisted fire controlman.

The article was interesting and well-written. But one thing struck me as odd. Has the Navy stopped calling ships "her" or "she"? Throughout the article, the author, a PH1 reservist, kept referring to *Wisconsin* as "it."

I know the Navy has many traditions, but it seems to me that calling a ship "it" is like calling bulkheads "walls."

—Frank Marolt USN (ret.)  
Chatham, N.J.

• *Official All Hands policy in this matter is to follow the Associated Press Stylebook, which says, "Do not use 'she' in references to ships or nations. Use 'it' instead." —Ed.*

## Facts need checking

I am presently serving on board USS *Yellowstone* (AD 41). In your January 1988 issue, you printed a statement in your magazine made by an EMCS regarding the "old minesweepers." The statement refers to the ability of the *Avenger*-class minesweepers to stretch a cable out the aft end of the ship and pulse it with a high charge of electricity. The article states, "that's something the old minesweepers could not do."

If you will research this, you will find that the USS *Fidelity* (MSO 443) came from the shipyards in the mid-fifties with four Packard V-12s. All four of these engines were used during normal under way periods.

When the ship went into minesweeping mode, two of the engines were taken off main propulsion. They were then used as the prime mover for the two generators which provided the large current that would flow through the cable that was being towed astern in the water.

This high current flow produced a large magnetic field which would then

be detected by the magnetic mines, thereby setting them off. Also, a 300 KVA, hydraulically driven, variable speed generator was available. I was upset that *All Hands* would print such things without checking them out.

—MM3 Daniel L. Williams  
USS *Yellowstone* (AD 41)

## Old MSOs still kicking

While sitting on the fantail watching three "old mine sweepers" hunt the Southern Mine Line here in the northern Persian Gulf and reading the January 1988 issue of *All Hands*, I felt compelled to write this letter.

I am referring to the article, "Avenger comes on line." I guess the old saying "better late than never" would have fit somewhere in the article, but that's another story. The part that disappointed and angered me was the way you talked about "old MSOs." Please, don't put us to rest yet, at least let us stick around until one of the new "state of the art" MCMs paint 10 mines on its bridge wing. I guess we just got lucky while we were "out feeling about in the dark."

I was glad to read that the new MCMs have the capability of deploying the traditional cutting cables (sweep wires, as old sweep sailors affectionately call them) to sever the mooring cables of those old-fashioned mines. These old mines have sure slowed down modern shipping here in the Gulf.

I guess if something works well you stick with it. That could also be the reason for the "old MSOs" being here. What do you think? As far as "absolutely no magnetic signature," they probably don't use any old-fashioned tools like hammers, wire cutters, marlin spikes or a swedge machine.

The modern capabilities of the mine neutralization vehicle will add new dimensions to mine hunting. At least it did for "old MSOs" when we tested the ROV Trail Blazer about a year ago.

One more thing, to the E-8 electrician's mate — by any chance could that 1,000-foot electric cable be a mag cable? If it is, the "old MSOs" have been streaming and pulsing them for a good many years, even though some people still think the "old MSOs" couldn't do that. It was the "old MSOs" that cleared

the way for the new MCMs.

—BM1(SW) Kevin LaFleur  
USS *Inflint* (MSO 456)

I have just read the article on USS *Avenger* (MCM 1) in the January 1988 *All Hands* and as a former MSO sailor, I feel that this ship is a positive step in the long-neglected field of mine countermeasures. I am very impressed with the ship's capabilities, but I must take very strong exception with Senior Chief Thorsell's statement that the "old MSOs" were not capable of sweeping magnetic mines. The MSOs that I served in during the 1960s were equipped with a 1,000-foot "magtail" which was used to detonate magnetic mines in precisely the same manner as *Avenger*. Some of these superb little vessels are still in commission and while it has been a number of years since I've seen one, I can't imagine magnetic minesweeping capabilities being removed from them.

—ETCS(SW) Timothy Fox  
USS *Arthur W. Radford* (DD 968)

There is some mistruth in your January issue of *All Hands*. The article written on USS *Avenger* (MCM 1) has statements that degrade *Avenger's* predecessors.

I am stationed on board USS *Exploit* (MSO 440). I have plenty of minesweep knowledge and can tell you that every ship in the water produces a magnetic signature. The trick to a sweep is to make it as little as possible. The other statement on page 15, third column, second and third paragraph, "No other minesweep could pulse an electrical charge to detonate magnetic mines." That, sir, is a lie. USS *Exploit* was for 1987, the only sweep that could do it on the East Coast. All sweeps have the capabilities to the same.

I'm not sure, but has *Avenger* ever put her gear in the water? I think your journalist should have done some research on sweeps before he went to *Avenger*. Stop and see *Exploit* for the real "sweep" story.

—ENC(SW) Robert Leppert  
USS *Exploit* (MSO 440)

• *See the March 1988 All Hands for coverage of the current exploits of the "old MSOs." — Ed.*



# What's in the U.S. Constitution?

This is a survey designed to help you assess what you know about the U.S. Constitution, including its amendments. For each section, check "yes" if the item is in the Constitution or permitted by it or "no" if it is not.

*Which of the following phrases are included in the Constitution?*

- |   | Yes | No  |
|---|-----|-----|
| 1. "We the People of the United States"   | ___ | ___ |
| 2. "We hold these truths to be self-evident, that all men are created equal"                                      | ___ | ___ |
| 3. "We mutually pledge to each other our lives, our fortunes, and our sacred honor"                               | ___ | ___ |
| 4. "That government of the people, by the people, for the people, shall not perish from the earth"                | ___ | ___ |
| 5. "Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof" | ___ | ___ |

*Does the Constitution permit the Congress to:*

- |   |     |     |
|---|-----|-----|
| 6. Pass a law without the president's approval?                           | ___ | ___ |
| 7. Remove a president from office?  | ___ | ___ |
| 8. Raise and support armies?  | ___ | ___ |
| 9. Declare Christianity to be the official religion of the United States? | ___ | ___ |

*Does the Constitution permit the President to:*

- |  |     |     |
|--|-----|-----|
| 10. Declare war against a foreign nation?            | ___ | ___ |
| 11. Pass a statute without the approval of Congress? | ___ | ___ |
| 12. Remove members from the Supreme Court?           | ___ | ___ |
| 13. Make valid treaties with foreign nations?        | ___ | ___ |

*Does the Constitution permit the members of the Supreme Court to:*

- |  |     |     |
|--|-----|-----|
| 14. Have jurisdiction over controversies between two states? | ___ | ___ |
| 15. Suspend the Bill of Rights during time of war?           | ___ | ___ |
| 16. Hold office for life?                                    | ___ | ___ |

Key: "Yes" responses are 1, 5, 6, 7, 8, 14, 16





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