

ALL HANDS

MAGAZINE OF THE U.S. NAVY

JULY 1988

-
- Navy baseball
 - War posters
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Destroyer tender USS *Prairie* (AD 15) is still going strong after nearly a half-century of distinguished service to the fleet. Commissioned in 1940, *Prairie* celebrates its 48th birthday in August. It is the oldest Navy ship on continuous active duty. U.S. Navy photo.

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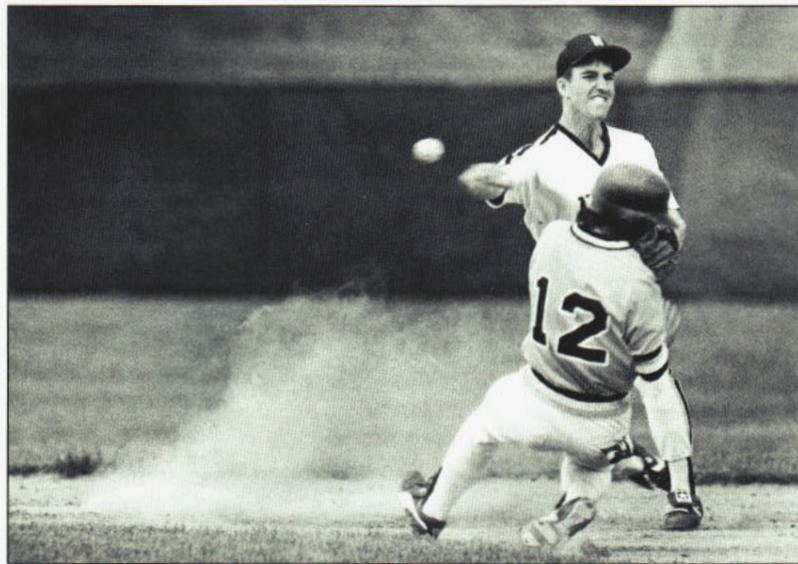


Photo by PH1 Chuck Mussi

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Front Cover: A Naval Academy midshipman at bat for a winning team. See story, Page 24. Photo by PH1 Chuck Mussi.

Back Cover: A World War I recruiting poster encourages men to enlist in the Navy. See story, Page 18. Art by H. Retuerdahl. NH66561KN

Navy Currents

Code of Conduct revised

Service members will be "American fighting men" no more, according to the newly revised Code of Conduct, which describes them simply as fighting Americans.

An executive order signed by President Ronald Reagan March 28 removes the gender-specific phrase "American fighting man" from the wording of the Code of Conduct.

The order is the result of a letter sent to the Secretary of Defense in 1985 by Hospitalman Stephanie Augustine, a Naval Reservist. Augustine submitted the letter through her chain of command because she felt that the code did not incorporate women service members.

Amended are Articles I, II and VI of the six-paragraph code originally written in 1955 to provide guidelines for service members who may become prisoners of war.

The wording of the "old" code described a service member as:An American fighting man; ... I will never surrender my men....; and, ... I will never forget that I am an American fighting man,"

The code now reads: "I am an American; ... I will never surrender the members of my command...; and, ... I will never forget that I am an American...."

It is intended that the code will retain its full meaning and effect with the changes. □

'Plain English' orders

Because of a new format, enlisted orders should be easier to read and understand.

The new format for permanent change of station transfer orders features "plain English" with very few codes, abbreviations or acronyms.

Under NavMilPersComNote 1320, dated May 27, 1987, permanent change of station orders will take the place of the enlisted personnel action document/standard transfer order. The change is being done in phases that began with orders written after April 19, 1988.

Besides using plain English, specific items that were required on the standard transfer order, such as leave address, advance pay, advance travel, etc., will still be a requirement but will be

typed on the reverse side of the person's PCS orders. The new format also requires the member to sign the certified original orders and the commanding officer or other designated official to sign the reverse side to authorize pay, travel and entitlement.

The new format for enlisted orders has been in use for officer orders for more than a year. □

Some deductions not allowed

The amount Navy people can deduct for contributions to individual retirement accounts is restricted by the tax reform act of 1986. Navy members are covered by an employer's pension plan, although the 1987 Internal Revenue Service W-2 form for Navy and Marine Corps people doesn't indicate it.

AINav 32/88 advises that if you have filed your 1987 taxes and you have erroneously deducted IRA contributions in excess of the amount allowed, contact a legal assistance attorney for information about amending the tax return.

This applies to those on active duty and reservists who served on active duty for more than 90 days during 1987. □

High marks for *Trident II*

The Navy's *Trident II* (D-5) missile program recently earned praise from the House Armed Services Committee.

"It's important that we point out Pentagon success stories as well as the horror stories that always seem to dominate media reporting," said Rep. William L. Dickinson (R-Ala.), describing the committee's report.

Rep. Les Aspin (D-Wis.), chairman of the committee, said the D-5 program is well-managed and credited the Navy's strategic systems program office with making it successful by maintaining a sound management team whose members serve tours averaging six years and are tasked with following the program through all phases of research and development.

Ten of the 11 D-5 tests have met test objectives. The missile is expected to go to sea in

December 1989 in *Ohio*-class submarines.

Each *Trident* submarine can carry 24 of the new missiles. Pentagon sources said the *Trident II*'s mission is "to deter nuclear war by means of assured retaliation in response to a major attack on the United States." □

Some 'can do,' some can't

What's the difference between commands that "can do" and those that can't? According to a Navy command effectiveness study, the best fleet units are combat ready and accomplish their missions but also have strong safety records and high morale and retention.

The study, incorporated into a "model for command excellence," was conducted over a two-year period at aircraft squadrons and on ships and submarines.

The model is part of a two-day leadership management, education and training program for Navy officers, lieutenant commander and above, who are in or anticipating command.

The course is one of many officer and enlisted seminars offered by LMET training teams from Naval Amphibious Base Little Creek, Va., and NAB Coronado, Calif.

For more information on LMET courses, contact Capt. Huling or Lt. Gault at Naval Military Personnel Command's leadership division, at Autovon 224-2563/2608 or commercial (202) 694-2563/2608. □

Bogus Persian Gulf medals

There have been recent reports of an "unofficial Persian Gulf medal" being sold by commercial sources. One Norfolk newspaper even described informal presentations using this medal. Such actions undermine the status of genuine and hard-won service medals and discredit the awards system. Navy people should not participate in such mock presentations.

The Secretary of Defense approved the Armed Forces Expeditionary Medal for forces operating in the Persian Gulf after July 24, 1987. A listing of eligible ships and units is being compiled and will be published by OpNav. □

Sea/shore policy revised

Sea/shore rotation patterns have been revised to increase sea duty opportunities for the growing number of Navy enlisted women.

In 1991, enlisted women in the Navy will increase from the current 9 percent to 9.6 percent of the force. This means that more women will serve at sea to ensure fair rotation for all Navy people.

NavOp 37/88 establishes a rotation pattern for women that is consistent with their ratings. This new policy cancels NavOp 65/87.

All women in place or under orders written on or before March 31 will be "grandfathered" to the rotation pattern in effect before October 1987.

A briefing on this revised sea/shore rotation policy will be provided at specific fleet sites by a CNO briefing team and detailer field trips. For more information concerning the briefings and changes to the rotation policy, see NavOp 37/88, or consult your detailer. □

Academy needs applicants

The U.S. Naval Academy is concerned with the declining number of enlisted people applying for admission.

According to Capt. Harry A. Seymour, director of candidate guidance, the reason for the decline is that young enlisted people are unaware of the opportunities for them at the Academy.

"Some of the enlisted feel that they are not qualified to attend the Academy and could not succeed," Seymour said. "Or they don't know that the Naval prep school exists."

The Naval Academy Preparatory School provides additional courses of instruction in academics, physical fitness and military training for Academy applicants who exhibit traits of a future officer, but did not receive a direct appointment that year. Most graduates go on to attend the Naval Academy the following year.

The Secretary of the Navy can name 85 regular Navy enlisted people and 85 reservists to the Academy, but the nominations are not being filled.

For further information on enlisted appointments to the Academy, see OpNavInst 1531.4E. □



Vice Adm. Leon A. Edney

Photo by PH1 Chuck Mussi

People come first

Story by JOC Robin Barnette

If you, the "average sailor," were asked to list the top three priorities of the Navy today, what would you include? You might name such things as the goal of 600 ships, further development of anti-submarine warfare technology and better weapons systems. No doubt about it, these are all important.

But on a day-to-day basis, your personal worries are about paying the bills, having a decent place to live and reaching your career goals. Your personal "top three" includes those issues — and you may wonder if Navy leadership in Washington, D.C., feels the same way and is carrying that message to Congress.

Well, the Navy's top three priorities *do* include your worries.

"These are the real 'top three,' which make possible true readiness," said the Chief of Naval Personnel, Vice Adm. Leon A. "Bud" Edney. Edney sees people as the key to the Navy's success today and tomorrow, and to him that means quality of life for those people is essential. "For someone to tell you, five years from now, that the Navy is as good, as strong, as high in morale, and is as responsive as it is today, will depend on how successful we are in protecting our quality-of-life issues," he said in a recent interview with *All Hands*.

Edney said that the Navy's top leaders agree with him that quality-of-life issues are vital. "I would like to assure the American sailor that Adm. Trost, Secretary Ball and myself are all working to keep the people programs number one on our priority list."

We need more pay and VHA

Edney said the first stop on the road to sustaining and improving the quality of life for sailors is to "make sure that they are paid properly. The top priority that we have this year is to do everything we can to get the

4.3 percent pay raise. That's a pay raise across the board — we're talking about base pay, basic allowance for subsistence, and basic allowance for quarters. In addition, we urgently need a variable housing allowance increase."

He explained that VHA was set up by Congress in response to the rising cost of living: It was necessary to attract people to the all-volunteer force and keep them in. "The commitment was that basic allowance for quarters would cover 65 percent of the housing cost, another 20 percent would be covered by VHA and 15 percent would be shared by the sailor," he said. "But because the cost of living has gone up and the Congress hasn't increased VHA or BAQ, the sailors are taking on an extra burden. So I believe we need the pay raise *and* a variable housing allowance increase."

The admiral also said that continuing support for selected reenlistment bonuses is vital, "so that those people with special talents and the special knowledge that is required to run a technically complex Navy are retained within the force."

Support of welfare and recreation activities is another important issue, according to Edney, as is the issue of child care. "I've been visiting our child care centers and I am *impressed* with the quality, I'm *impressed* generally with the facilities, but there are just not enough of them." He said the Navy is not meeting the increased demand for quality child care, and this affects both quality of life and readiness. "To get adequate child care at a price you can afford is very important in the Navy, so child care is an important issue to me."

Signing up and staying in

One reason that the Navy's quality of life is so important is its affect on recruiting. Edney said recruiting is currently going well. "We're get-

ting the numbers and quality of people we need," he said. "The difficulty that we recognize is that we've been on a declining male population growth. That lack of sufficient numbers is coming into the age group where we recruit, the 17- to 21-year group." That means that in the next six to seven years the military will need to recruit one in every three males in that age group. "It's going to get more challenging. But we will continue to get a high quality force as long as we maintain that commitment to quality of life."

Retention is also affected by quality-of-life issues. "Keeping our quality sailors in for the long haul is where we have to put the most emphasis," Edney said. "We've been doing reasonably well in the last two to three years. But we've got a very thin margin in some of the highly trained specialty areas that we need to keep the Navy operating. Retention is our biggest concern." He mentioned that the most troublesome difficulties are with retaining doctors and nurses, pilots — there is increasing competition with the airline industry — and both officers and enlisted in the nuclear power field.

"One Navy" and equality

But quality of life is more than tangibles like pay and allowances and centers for child care and recreation. Edney also named human relations as an important issue. "We need to make sure that in the total one-Navy concept, we have our priorities straight when it comes to human relations and equality," he said, "and that we are a force that recognizes the dignity of the individual."

He wants to focus attention on both affirmative action and issues concerning women. "I'll tell you, I don't get very comfortable when somebody tells me we've 'put equal opportunity back in the chain of command where it belongs.' The chain of command can be pretty

crusty, pretty insensitive to majority/minority issues," he said.

"If you ask most of the majority, affirmative action is looked at as being tokenism, or giving favoritism in advancement. And that's absolutely not what affirmative action is," Edney continued. "Affirmative action is recognizing that you've got people of all make-ups and all education backgrounds coming into the Navy, and in the one-Navy concept we have an obligation to make sure that those who enter with less of an educational opportunity — not ability, but opportunity — have an equal opportunity to grow and develop and get advanced. Left on its own, the system doesn't do that very well." He said the CNO has made upgrading the quality and effectiveness of command-managed equal opportunity programs a priority.

The emphasis on training in sexual harassment is part of Edney's majority/minority concerns. "We've got 54,000 women in the Navy," he said, "and the force has outstanding quality. We *can't* do our mission without the women. We need to raise the sensitivity level — our women should expect to be treated with dignity. I'm talking about the abusive verbal harassment that is the insensitivity of the majority with the feelings of the minority. And we're getting that message out loud and clear."

Paying the bills

But it's one thing to talk about people programs being a top priority, and it's another to make them happen. The biggest stumbling block is, as you might expect, money.

"We have to communicate these issues to Congress," Edney said, "to make sure that if they authorize programs in support of people, then they appropriate the funds to go along with them."

Congress did *not* fund all programs they authorized. That fact

contributed to this year's "early outs" and delays in promotions and permanent change-of-station orders. "Congress increased the bonuses for submarine pay — a 35 percent increase that was desperately needed — but they didn't appropriate the money to go with it. The two percent pay raise — they authorized the pay raise, and said take 13.2 percent of it 'out of hide,'" he explained, saying that the Navy had to provide part of the pay raise out of existing funds. Similarly, Congress approved imminent danger pay for sailors in the Persian Gulf, but failed to appropriate the money. The Navy took funds from other programs to provide the extra pay.

Edney pointed out that the budget is the subject of intense debate in Congress, and that the budget and economy are of prime concern to the American people. This year, Congress did not authorize the federal budget for FY 88 until January, three months into the fiscal year. "We operated under what we call a 'continuing resolution,'" he said. "That means you spend for this year at last year's rate until you find out what this year's rate really is." When the budget was finally approved, the Navy found itself with additional expenditures authorized — such as the two percent pay raise — but no additional funds. Edney compared it to a checkbook: you plan to write checks based on a certain balance in the bank, but then discover there's less money than you thought in the account. "Unless you want your checks to bounce, and go to jail, you have to make some adjustments. That's what we were doing this year. They were totally unpalatable, but, unfortunately, necessary actions," he said.

Money-saving tactics

It was this situation that resulted in the "early outs." By the time Congress identified the budget, Edney said, the halfway point of the fiscal

year was approaching. It left little room to maneuver within the tight budget allotted to the Naval Military Personnel Command. "We looked at all of the options we had available to us — we had several, and not one of them was good. So we went to the fleet and asked sailors to make an early decision to stay with the Navy. We were *not* asking people to leave the Navy," he said. Theoretically, all the sailors who got out early could have reenlisted, in which case, Edney said, the Navy would have reevaluated the budget and had no other choice but to ask Congress for more money. But realistically, some would choose to leave the Navy, and that's what has happened.

Edney expects this program to save approximately \$47 million. The exact figure won't be known until it's determined how many stayed in and how many elected to get out of the Navy. The predicted amount of savings was based on standard reenlistment rates, which Edney said indicated "that 45 percent of the sailors who had an EAOS coming up would go home, and we wouldn't have to pay their salaries. That's how you save the money."

Other money-savers included delayed promotions for E-1s and E-2s, and a delay of all promotions from lieutenant junior grade to captain for the remainder of the fiscal year. Delays in PCS orders of four to six months were also necessary, due to cutbacks in the funds appropriated to move people.

Communication is the key

Edney recognizes the impact these money-saving programs have had on Navy people. "The individual sailor looks at it as a detriment to his quality of life, and we have to fight very hard to preclude those things from becoming the norm," he said. "We certainly don't want these actions repeated. We'll have to wait and see how the next budget cycle develops,

but I think we've learned some lessons."

The Chief of Naval Personnel also said telling sailors what is happening is essential to keeping up morale. "Say you call in from the fleet from sea duty and say to your detailer, 'Hey, what's going on — I'm ready to go to shore.' And the detailer kind of hems and haws and says, 'I really don't know what I can do for you.' 'Well, if *he* doesn't know,' the sailor says, 'who the hell *does*? That's Washington I'm talking to!'" Edney said, "I decided that's worse than going out and saying, 'Look — until we find out what the budget is, you can expect a delay in your orders.' They don't like the message, but at least they know what's going on. I think it's very important that we listen to the sailor and communicate with the sailor, and that's what I'm trying to do — provide straight talk to the fleet and the sailor on the deckplate."

Congress mandates cuts

The Navy faces more than budget cutbacks: serious cuts in the numbers of officers has also been mandated by Congress. A 1986 law required the Navy to cut officer strength one percent in FY 87, two percent this year, and three percent in FY 89. The Navy has made a two percent cut already, but is resisting further cuts.

"We have thinned out over the last two years to the point that I don't think we can thin any further," Edney said. "Further cuts would be devastating to readiness and to morale and retention issues." His concern springs from the fact that the growth to a 600-ship Navy is still authorized. "The Navy is always going to man those ships, so what we've done is thin out the shore establishment. There is a perception that the shore establishment is kind of fat — but my experience is that most people don't understand the

complexity of keeping those ships at sea." Although serving aboard ship at sea is what the Navy is all about, ships require the support of shore stations to operate.

"We have bled the turnip dry drawing down our shore and support staffs to keep fleet manning high," Edney said. "Further reductions will have an even greater adverse effect on readiness."

The Navy's not alone

The Navy isn't alone in facing cutbacks. According to Edney, the Army and Air Force are dealing with the same issues. He said the services will be equally affected, but the cuts will be applied from different starting points. During the build-up of the armed services over the past eight years, the Army and Air Force were able to take in more personnel in 1981 and '82 than the Navy. "When you commit yourself to building a ship in 1981, and it doesn't come on line until 1989, you're not allowed to have the people waiting around for that ship," he said. So when the other services were directed to continue to cut back on personnel recently, it appeared the Navy was not. "What we were doing was giving up approved growth — planned growth to meet ships and squadrons coming on line downstream. Our people had not come on board yet."

So, despite appearances, there has been a pronounced impact on the Navy. "The planned growth to meet the 600-ship requirement, and the need for a shore establishment to maintain and repair those ships, was a total of 618,000 to 620,000 people. We're leveling off in the Navy at 593,000 people. So that's 25,000 to 27,000 fewer than what we had planned on," Edney explained. Fortunately, it appears the Navy has made its case for avoiding further across-the-board officer cuts directed by Congress for next year.

What about the future?

The future budget situation for the Navy isn't bright. In order to begin bringing deficit spending under control, the Navy's share of cuts for FY 89 was \$12.3 billion dollars. That's bound to have impact on personnel issues. "The difficulty is that there hasn't been any reduction in operational requirements, which are generated by circumstances beyond the Navy's control," the admiral said. "In fact, if anything, the requirements are increasing."

It would be easy if the Navy could reduce the number of ships and people *and* there were also fewer trouble spots in the world. Instead, the Navy faces a growing number of commitments.

"That's where the rubber hits the road, so to speak. That's why we have to fight so hard against reducing our force levels, because if we reduce our number of ships and keep the commitments the same, we're going to further strain that quality of life and burn out our people," said the Chief of Naval Personnel.

No easy fixes

These developments will have direct impact on the personnel tempo of operations and operations tempo programs. "We are still committed to maintaining the PersTempo/Op-Tempo that says a sailor should expect to have no more than six-month deployments and he or she should be able to spend two months in port for every one month deployed," he said. "We have met it with 80 percent of our ships, but when we start reducing our ships and increasing or even staying the same with the operational requirements, there's no give left."

There are no easy fixes to these problems — the budget will continue to be tight and operational commitments high. "There's an obligation on Navy leadership to recognize and get the message out to the

American people and to Congress," Edney said.

There must be limits to the budget and personnel cutbacks Congress makes. "The responsibility of Congress, in my judgment, is that if you draw down far enough then you should tell us which requirements around the world aren't important — tell us where you no longer expect Naval forces to be forward-deployed to as part of our national interest. We just have to keep pressing and reminding Congress of that.

"We learned the folly of undiminished requirements and reduced force structure back in the '70s and we're determined to do all we can to prevent a repetition today. We simply must not run our sailors into the ground."

Standing with pride

The 31-year Navy veteran said there are rough budgetary seas ahead. To weather the storm, sailors need to assess where we've come from and where we are today. "When they do that I think Navy people will feel good about themselves and what they're doing in making a contribution to this country's defense. Sailors need to remember the gains that have been made in the last eight years," he said, "including increased pay, new and upgraded ships, and availability of spare parts." And sailors need to look at themselves. "I think the quality of our sailors today is higher than it's ever been. Today we have a modern, capable, new Navy that I think stands with pride. And we have proved that the adversary, whoever it may be, will *not* win on the seas that this nation sails.

"American sailors are the best bargain in America today," Edney said. "You can bet your life on them. They are better than they ever were. And properly led, they will do things better than it has ever been done." □

Barnette is assigned to All Hands.

Navy blue at the Olympics

Story by Russell W. Ramsey, Ph.D.

The first Olympic Games were held nearly 3,000 years ago. Some of the athletic contests were held in honor of Poseidon, god of the sea. Many of the athletes who participated were sailors and seagoing soldiers who fought ship-to-ship in the Mediterranean wars.

The modern Games, begun in 1896, have also included many sailors. In fact, sailors — U.S. sailors — set the tone for the Olympic Games.

The cruiser USS *San Francisco* (C 5) was in the harbor at Athens, Greece, for the 1896 Games. The sailors attended the competition wearing their uniforms and joined a large, friendly Greek crowd sitting near a cluster of American college students. When James B. Connolly of Boston appeared likely to win the triple jump, called the “hop, step and jump” in those days, the sailors showed the Europeans what organized cheering can do for an athletic team.

“U! U! U-U-U! — S! S! S-S-S! — A! A! A-A-A!” they shouted. “CONNOL-LY, HEY-HEY, U-S-A!” Jim Connolly won the first modern Olympic championship, recognized by a silver medal in the 1896 Games, and the American crowd went wild. The Greeks had never heard anything like it. But they joined in the cheering when another American —

Robert Garrett — upset the two Greek favorites for the discus championship. From that day on, there have been national groups doing organized cheers at the Olympic Games.

At the 1912 Stockholm Games the modern pentathlon event was introduced, a competition composed of swimming, steeplechase horseback riding, pistol shooting, cross-country running and fencing with the competition saber. Military men dominated these events until well after World War II.

But it was the great pre-Olympics athletic matches in 1918 among the soldiers and sailors from the victorious Allied powers — Britain, France, the United States, Belgium and the British Dominions — that put sailors into the Olympics on a large scale. In those matches at the World War I Allied Expeditionary Force Inter-Service Championships, U.S. Navy cutter races, marksmanship competitions, fencing matches and wooden cutlass drills paid off in a big medal harvest. The U.S. Olympic Committee got the message, and to the 1920 Olympics at war-torn Antwerp, Belgium, came a huge contingent of Naval athletes aboard USS *Frederick* (ACR 8).

The U.S. Navy contingent passed in review before King Albert, then shifted from navy blue to athletic

regalia and went to work. The results were staggering.

Lt. Willis Lee won five gold, a silver and a bronze in the rifle events, a medal harvest at a single Games that was only tied by one American (Mark Spitz, in 1972), and finally exceeded by a Soviet Union gymnast in 1980. Lee became both the most highly decorated American Olympic champion and the highest ranking champion. During World War II, Admiral Lee’s force sank all the Japanese capital ships at the Battle of the Solomon Straits, for which he was awarded the Navy Cross.

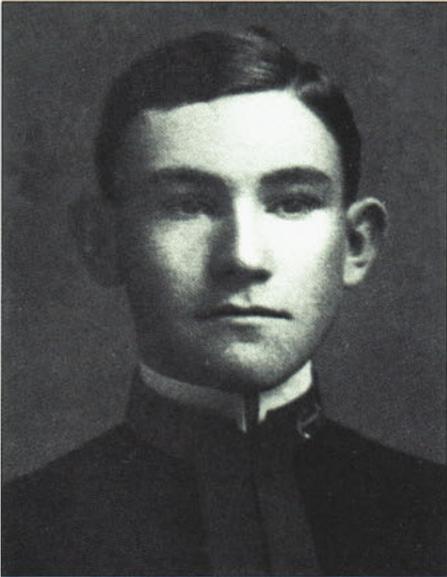
Willis’ teammate, Lt. Carl Osburn, had already won Olympic gold, silver, and bronze medals in rifle shooting at the 1912 Games. At Antwerp, Osburn snared four golds and two silvers. His career medal count tied him with another American — super swimmer Mark Spitz — as America’s top holder of career Olympic medals: 12.

Ens. Virgil Jacomini came to Antwerp with the fabulous Annapolis eight-oar rowing crew. They not only won the gold medal against Europe’s most exclusive rowing club “8s,” but left the opposition farther astern than any “8” in rowing history, to that date.

To the fabled Paris Olympics of 1924 came sailors aplenty aboard a battleship. The ship’s band and the



Naval Academy cadets Willis Lee (below left) and Carl Osburn (below right) won 13 medals between them in the 1920 Olympics. Left: The United States' International Free Rifle Team of 1923 included Lt. Carl Osburn (3rd from the right) and Lt. Walter Stokes (far right).



sailors' cheering added much to the hoopla, depicted in the 1981 film *Chariots of Fire*.

Lt. Walter Stokes, a varsity wrestler, swimmer and rifle shooter at Annapolis, garnered a gold and a bronze in the 1924 Olympic marksmanship competition. Walter went on to receive medical and law degrees and, during his graduate student days, coached championship shooting teams for George Washington University in Washington, D.C.

At the 1924 Games, Annapolis boxing coach Spike Webb established America's tradition of Olympic ring excellence. Spike served as U.S. Olympic boxing coach four times between the two World Wars, and many of his proteges went on to service and professional championship titles.

In 1932, Lt. George Calnan won his third Olympic bronze medal in

fencing at the Los Angeles Olympics. He was America's first world-class swordsman, and competed in Olympiads. Calnan was nominated for president of the Amateur Fencers League of America, the governing body of the sport, but never received his final honor. He was killed in April 1933 off the New Jersey coast, when the U.S. Navy dirigible *Akron* crashed and burned. The Calnan Trophy, since 1934, has been the superbowl prize of amateur fencing.

In later Olympics, Naval swimmers were a major athletic force for America. Backstroker Adolph Kiefer was the first ever to break the one minute barrier for 100 yards. He was 100-meter backstroke champion in Berlin at the 1936 Games, and he held the world's record for over a decade.

When World War II broke out, the U.S. Navy needed water survival

training on a mass scale for its ships' crews. Kiefer became a chief petty officer, then was commissioned and served as officer-in-charge of the water survival facility at Bainbridge Naval Training Center, R.I.

Freestyle champion Alan Ford grew up in the pre-World War II Panama Canal Zone, where both competitive swimming and the U.S. Navy were prominent. In 1943, Ford took down Johnny Weissmuller's 17-year-old world record for the 100-yard freestyle, and the following year he was the first swimmer in history to break the 50-second barrier for the 100-yard distance.

Ford followed a group of friends into the U.S. Navy in World War II. By 1948, there was a whole new crop of competitive swimmers; yet he was still good enough for the silver medal in the 100-meter freestyle at the London Olympics.

Does Poseidon, god of the sea, reign at the Olympic Games? Ask the athletes in blue who brought home the gold, the silver, and the bronze as they covered themselves in glory on the high seas.

The U.S. Naval Academy ranks seventh in the overall production of American Olympians, a remarkable achievement considering the size of its student body in comparison with the huge state universities and their focused athletics resources. The fleet has sent dozens more athletes to compete, and from the very first modern Games there were American sailors cheering on the American athletes. That's the Navy way! □

Ramsey is a professor of national security affairs at the Air Force Command and Staff College, and a lieutenant colonel in the Army Reserve.

Flying high

Perseverance pays off for Navy test pilot turned Academy aerospace instructor.

Story by JO2(SW) Gary Ross

Look up the word “perseverance” in the dictionary and you just might see the name Beth Hubert.

During Hubert’s 10-year Navy career, she’s broken into a world that most of us only dream of. It’s a world of “turnin’ and burnin’,” supersonic speeds, gut-wrenching aerial maneuvers, and most of all, a world where men have always dominated. Enter a woman who breaks into that male-dominated world — Lt. Cmdr. Beth Hubert, U.S. Navy jet pilot.

Hubert, now an aerospace engineering instructor at the U.S. Naval Academy, had to overcome many obstacles to get into the Navy flight program. She encountered her first obstacle while a student at Washington State University — only male candidates were being accepted for flight training, she was told.

But Hubert was persistent, and after several trips to the recruiter, she learned that some women would be admitted into the aviation field. “After the recruiters told me that, I tried to make myself as likely to get accepted as possible,” Hubert said.

She said she had not taken her education too seriously, changing her college major several times, but when she found there was a chance at flying in the Navy, she buckled down.

“I majored in engineering and got some private flying lessons when I

could afford them,” Hubert said. “I even got some jobs that made me stand out, working at the university’s nuclear reactor, for example. I managed to earn a nuclear reactor operator’s license, which was very rare. Only eight women in the United States had such licenses at the time.”

After graduation, Hubert went to Aviation Officers Candidate School in Pensacola, Fla., in the fall of 1977. Then after a year and a half of flight training, Hubert was designated a Naval aviator and received her pilot’s wings June 1, 1979.

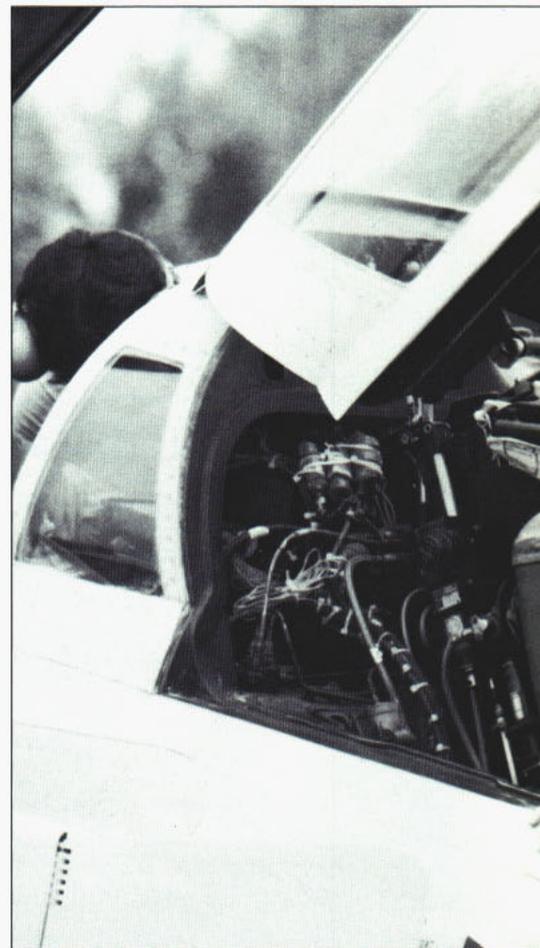
“I had very good flight grades during training,” Hubert recalled. “I told my detailer I was interested in flying jets. They found me a fleet composite squadron out of Naval Air Station Oceana, in Virginia.”

Hubert’s detailer sent her to VC 2, but not before she received six months of training in the A-4 *Skyhawk*. This, then, was Hubert’s big break into the jet world.

Hubert’s next assignment was flight training in the A-6 *Intruder*.

“It really caused a big stir, because I was the first woman to fly the A-6,” Hubert said. “I was breaking into a big fraternity.”

Hubert flew the A-4 and A-6 from January 1981 to October 1982 and, because she had had extensive prop training, occasionally flew as co-



pilot in P-3 *Orions*, E-2C *Hawkeyes*, C-12 transports and several different types of helicopters.

“It was a good opportunity for me,” Hubert said. “It ultimately helped me get into test pilot school because it showed that I was adaptable and could be trained in many different types of aircraft.”

Hubert’s next goal was to become a Navy test pilot.

“I was turned down initially because I didn’t have the fleet experience,” Hubert said. “Since a carrier tour is a warfare specialty and I couldn’t get that specialty in a tactical jet, the test pilot school selection board was telling me that I didn’t qualify. They finally said ‘OK,’ but I would have to get carrier-qualified and do a tour with a squadron that dealt with tactical flight scenarios before I went to test pilot school.”

So Hubert completed two months of carrier qualifications at Meridian, Miss., and reapplied to test pilot school in 1982. She was accepted for training and following a short tour



Whether it's in the cockpit or behind a desk at the Naval Academy, Lt. Cmdr. Hubert contributes to Naval aviation excellence.



U.S. Navy photo

U.S. Navy photo

with VX 5 in China Lake, Calif., she completed a year of study at the Naval Postgraduate School in Monterey, Calif. and was then assigned to Naval Air Test Center in Patuxent River, Md.

"Mostly what you do as a test pilot is check specifications compliance," Hubert said, "making sure the contractor is giving you what he says he did. I flew a lot of older aircraft; the A-4, F-4 and the Marine Corps OV-10 *Bronco*, testing ordnance systems.

"As a test pilot, all of your work isn't in the air," Hubert said. "There's a lot of paper work, planning and lab tests. I would say on the average, for every hour of flight time, there's 20 hours of paper work."

But paper work isn't what being a test pilot is all about — flying is. And there is always the inherent danger that something can go wrong while piloting an aircraft.

On one of her flights, Hubert was transporting an A-4M *Skyhawk* from one base to another when, on

takeoff, the canopy blew off.

"I was travelling at 150 knots and all of a sudden, boom!" Hubert recalled. "I couldn't see at all because of the wind and dust blowing in my face. I immediately retarded the throttle to idle and put my drag shoot out, but it didn't work. So I used my brakes, put the tail hook down and snagged the long-field arresting gear. Fortunately, I didn't blow any tires and the plane stopped near the edge of the runway."

Hubert isn't the only one in her family who flies. Her husband, Marine Corps Capt. Joe Rooney, assigned to Marine Air Group 41 at the Naval Air Facility, Andrews Air Force Base, Md., is an F-4 pilot. The couple met during carrier qualifications in Meridian.

"It's tough now because he's flying and I'm not!" Hubert said. "We'll go home at night and he'll tell me how beautiful it was up there."

But Hubert said she owes a lot to her husband. "A lot of what I learned about the F-4, I learned from Joe,"

Hubert explained. "He had a lot more experience than I did. We've figured out that we are the only husband/wife *Phantom* flying team in the world."

One of Hubert's options when she leaves the Academy is going back to a flying job to pilot A-7 *Corsairs* at one of the VAQ squadrons.

Hubert's advice to other women wanting to pursue a flying career is to "keep your head low and perform well."

"The old axiom that you have to be twice as good as a man is absolutely true in Naval aviation," Hubert said. "If you think you'll be able to walk in the door and fit right in with the guys, you're wrong. It's tough, real tough."

But according to Hubert, the rewards are tremendous.

"There's nothing like strapping yourself in the cockpit, closing it up and going flying." □

Ross is a staff writer for All Hands.

Super Stallions

Workhorses of the Mediterranean, CH-53Es pull their own weight... and then some.

Story by Lt. Cmdr. E.H. Lundquist

It's awesome. One of the largest rotary-winged aircraft in the world, it's just over 99 feet long. With a maximum gross weight of 73,500 pounds, it can carry 55 combat-ready troops almost anywhere. It has three turbo-shaft engines and a seven-bladed rotor system — when it's turning, the rotors drive 130 knots of wind.

There's nothing else quite like the CH-53E *Super Stallion*.

Six of these helicopters are based at the busy U.S. Naval Air Station in Sigonella, Sicily, and operated by the "Black Stallions" of Helicopter Combat Support Squadron 4. Although the Navy has other squadrons that operate the *Super Stallion*, HC 4 is the only squadron that flies the CH-53E exclusively.

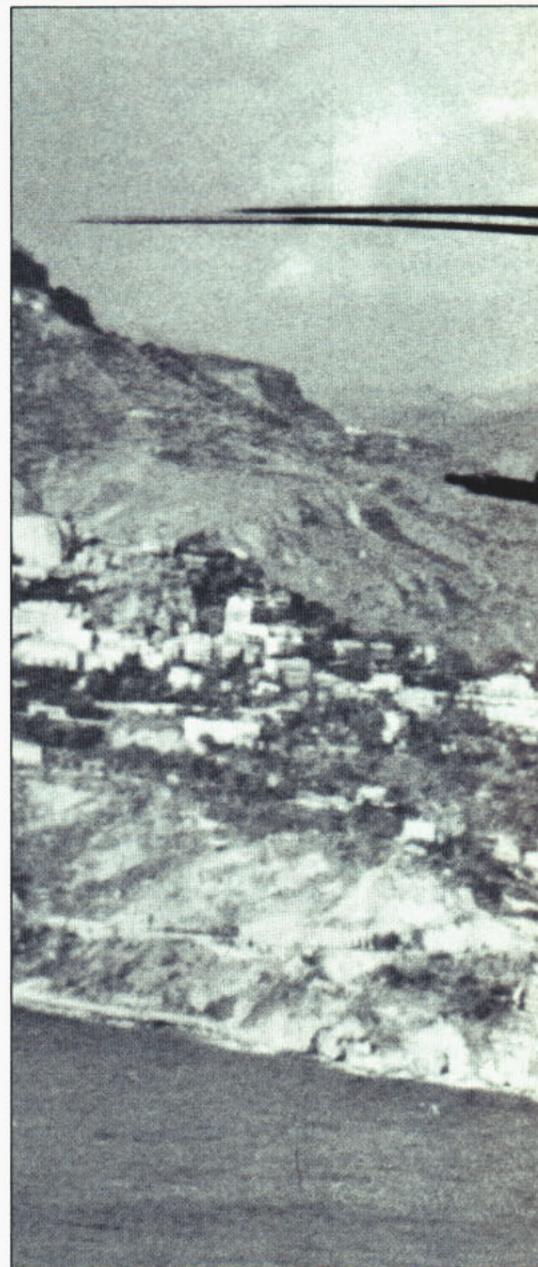
HC 4 gives heavy lift support to U.S. 6th Fleet aircraft carriers and other air-capable ships. And accord-

ing to Cmdr. Robert L. Payne Jr., commanding officer of HC 4, the CH-53Es (or "Echoes," for short) are real workhorses.

"Our utilization rate is about 45 hours per month per airframe," Payne said. "The fleet average for the Echo is just over 30 hours, so we're getting 50 percent better utilization than the rest of the fleet."

Even though the Marine Corps operated CH-53Es a full two years before the Navy, the top three Echos for flying time in the entire inventory are HC 4 birds. "We had the first 2,000-hour CH-53E aircraft," said Payne, "And we have two others close behind."

Payne has flown CH-46s, H-3s, H-2s, H-1s, H-57s and H-34s, but likes flying the *Super Stallion* best because of its power, long range and flexibility. Its huge size means the pilot must take special precautions



whenever flying, however.

"You have to plan ahead for landings so you can get the thing slowed down in time to prevent overshooting the landing spot," Payne said.

The *Super Stallion's* refueling capabilities are a major advantage. "You can fuel the aircraft while flying, either by helicopter in-flight refueling from a ship's deck, or by air refueling from a KC-130 *Hercules* aircraft," he said. "We've flown this helicopter non-stop from Sigonella to Rota, Spain, more than 1,000 nautical miles away. It is smoother and goes farther than any other helo I've flown."

Payne said the *Super Stallion's*



U.S. Navy photo



A CH-53E *Super Stallion* from HC 4 flies along the eastern Sicilian coast. Left: A sailor gives landing signals to a hovering *Super Stallion*. A ground crewman will attach the cargo load to the helicopter's external hook for a single-point lift.

U.S. Navy photo



flexibility is especially useful on long cross-country flights. "In a *Sea Knight* (CH-46), you'd better know where your next tank of gas is coming from — you have to gas up every 260 miles. In a *Super Stallion*, you can travel over 500 miles on a full tank. With aerial refueling it can go even farther."

CH-53Es are neither armed nor armored, but they are equipped with an airborne countermeasures system so the *Super Stallions* can defend themselves with chaff, flares and jammers. The Navy has 15 *Super Stallions*, operated by various squadrons. The normal crew has a pilot, co-pilot and two enlisted air crewmen.

HC 4 often sends detachments of several aircraft to remote operating locations throughout the Med to

support the fleet wherever it may be. There were 28 such detachments in 1986 and 35 in 1987.

In 1987, HC 4 carried 7,956 passengers during 2,768 mishap-free flight hours, a substantial increase from 1986. The Black Stallions moved 2,936 tons of internal cargo and over one million pounds of mail, as well as another 195 tons of cargo carried in the external mode. In addition, the squadron completed 17 medevac missions in 1987.

"The accumulation of more than 2,768 hours of mishap-free flying this year is loud testimony to their strong safety program," said Rear Adm. S. Frank Gallo, Commander, Fleet Air Mediterranean.

The CH-53Es based at Sigonella have consistently proved their worth and demonstrated their versatility.

One mission was an external lift of a crash-damaged UH-1 helicopter in the mountains of Turkey. Another external lift moved a priceless ancient Roman statue (see *All Hands*, September 1986), while still another carried multi-million dollar sound and video vans for a TV show televised worldwide.

The heaviest lifts so far include a 24,000-pound boat dolly, and a heavy equipment lift of 26,500 pounds. No other aircraft could have done the job.

As the HC 4 Black Stallions' calling card says, "Have *Stallions*, will travel." □

Lundquist was the Public Affairs Officer at NAS Sigonella when he wrote this story. Lt. Mary Hanson, current PAO at NAS Sigonella, contributed to the story.



Photo by PH1 Chuck Mussi



Photo by PH2 (AC) Ken Bates

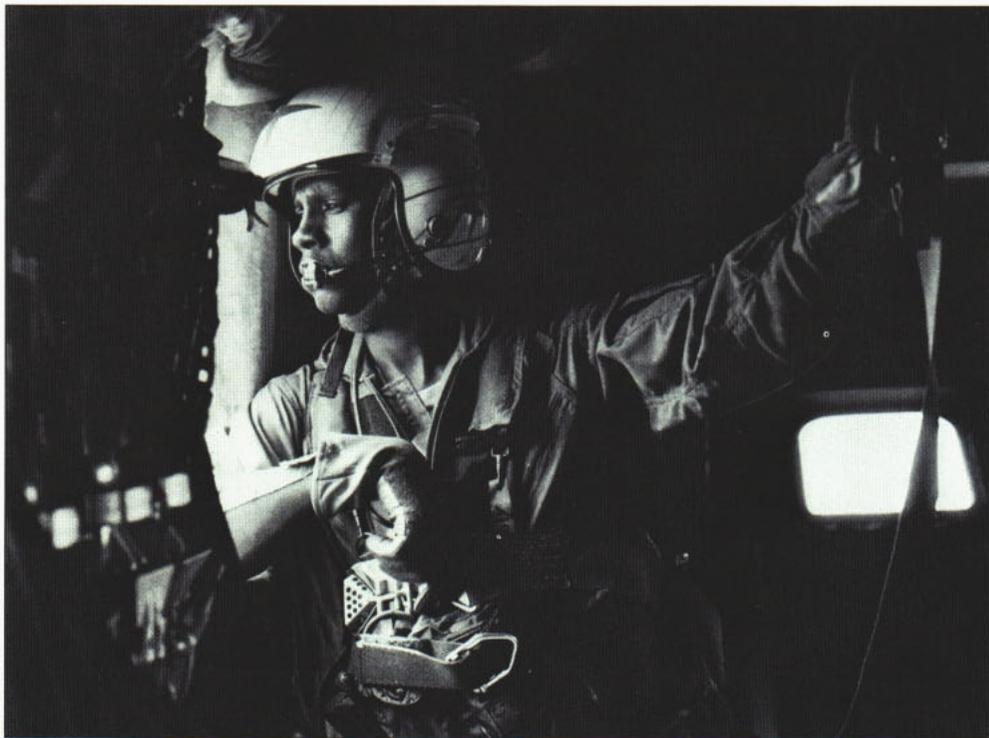


Photo by PH1 Chuck Mussi

Top left: Even on the ground, the CH-53E helicopter is awesome. Above: A *Super Stallion* approaches the landing area at the stern of the battleship USS *Iowa* (BB 61). Left: An HC 4 air crewman enjoys his aerial window looking out on the Mediterranean world below.

A fiche story

You could get lost in the big Navy personnel pond if your microfiche records aren't in order.

Story by Candace Sams

Did you ever think a 4-by-6-inch microfiche card could help your career?

It can, if it goes to the selection board with all the correct information on it. But the responsibility is *yours* to make sure all that information is correct.

The micrographic information system division at the Naval Military Personnel Command in Washington, D.C., helps keep microfiche files up-to-date. This division houses the microfiche records for more than one million Navy officers and enlisted members, including active duty, reserve and recently retired. More than 3.6 million microfiche cards are stored in special fireproof spaces of NMPC.

The division's biggest job is the daily production of thousands of new microfiche records. But the people working in production form only one part of the team that makes accurate microfiche files possible. The other essential part of the team is the service member, who must ensure that there's a correctly spelled name and correct Social Security number on each page of the service record. Otherwise, documents won't get on the microfiche and won't make it to the selection board.

Making a fiche is no snap. Once a person's service record is sent in for



microfiche, it goes through one of three NMPC branches. The branches, with a total of 64 Navy civilian and military workers, split up the compiling chores. NMPC 32 is responsible for officer fitness reports and enlisted evaluations, and NMPC 31 takes care of other papers relating to such matters as education, personal background and qualifications data. The personnel branch decides what goes in and what doesn't. Then the accumulated papers are carried down the hall to the contractor who maintains the microfiche records system.

This system is operated out of offices on the third floor of the Navy Annex by 265 people from a local

contractor working in different areas of the microfiche process. The process includes such tasks as sorting, filming, data entry, processing, quality control, mounting, fiche inspection and master file maintenance. The workers in these and several other departments produce 46,000 new microfiche records every day. The contracted workers operate three shifts a day to meet production requirements.

The division became automated in 1974 and put one million service records on microfiche instead of storing them on paper. The updated system uses bar-coded fiche and binary-coded microfilm that makes the filming process more efficient.

Your microfiche record is stored here while you're on active duty or in the reserves. Six months after you leave the Navy, your record is sent to St. Louis, Mo., and is filed away with millions of other records of former Navy men and women.

So, if you're up for advancement, check your microfiche to make sure everything is there — especially the correct spelling of your name and your correct Social Security number. If, in the "ocean" of Navy fiche, yours is one with accurate info, it will improve your chances of being "caught" for advancement. □

Sams, formerly a writer for All Hands, is an editor with Analytic Services, Inc.

Fiche-ing tips for sailors

To submit information for your microfiche record, check NavMil-PersComInst 1070.1, "Retain/Delete Document Lists for the Microfiche Military Personnel Records System." This instruction tells what documents should and should not be forwarded to be included in microfiche personnel records. It also tells you how, when and where documents should be submitted.

If you find there is something missing from your record, and you are able to fill that hole from your personal files, forward two copies of the missing document to:

Commander, Naval Military
Personnel Command
NMPC Code 312F
Department of the Navy
Washington, D.C. 20370-5312

These copies should be forwarded with a cover letter from your command stating that one copy is to be microfilmed for your record and the other copy is for the selection board.

Evaluation information should be submitted to the same address, but a different code: NMPC 322.

Submit originals or high-quality photocopies. Ensure that your correct name and Social Security number are on each page.

Don't send in letters of commendation or personal documents, such as birth or marriage certificates.

Other reminders:

- Your microfiched personnel service record is updated at the end of your enlistment. Exceptions to this are: pages 2, 6, 7, and 11, including E-5 and above evaluations and SGLI beneficiary designator forms. These are updated as often as you update your service record at your command.

- Pages 4, 5, 9 and 13 are filmed only at the end of an enlistment.

- Enlisted members going before a selection board can submit current information (other than pages 2, 6, 7, 11 and E-5 and above evaluations) to the board. This is done by forwarding the materials to the president of the board, in care of NMPC 221.

- When you send information to a selection board, submit only photocopies of your documents. Keep

copies for yourself of everything you forward. Submitted documents cannot be returned.

Getting a copy of your microfiche service record by mail is easy. Send in your request, including your complete name, Social Security number and return address. Be sure to *sign* your request. Requests take six weeks, but will take longer without this required information.

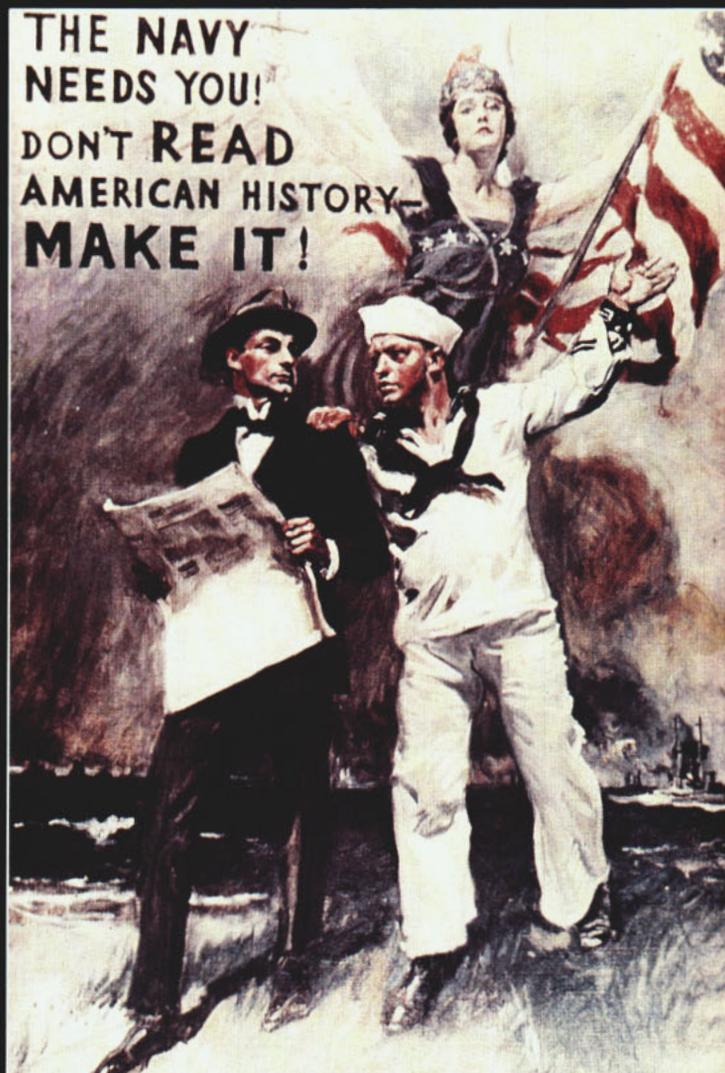
Send your request to:

Commander, Naval Military
Personnel Command
(NMPC 312)
Attn: Mailout Section
Department of the Navy
Washington, D.C. 20370-5312

If you're in the Washington, D.C., area, you can call ahead to have your record waiting for you to review it. Call Autovon 224-2858 or commercial (202) 694-2858. Visit the record review room (room 3036) in the Navy Annex, Washington, D.C., to pick up the fiche record. Walk-in requests at the annex take about 45 minutes.

Remember, NMPC's fiche keepers can do their job better if you do *your* job and keep your service record up to date. □

Below: Wesley poster, World War II, NH76335KN. Right: Flagg poster, World War I, NH63411KN.



War posters

Story by JO2 Mike McKinley

During both World Wars posters played a vital role in boosting morale and mobilizing all segments of society behind the war efforts. These eye-catching posters helped to give the American public a sense of national purpose and unity.

Vividly illustrated, war posters focused on three essential themes: patriotism in general, specific support of the war effort on the home front and, especially during World War II, internal security. These posters urged young men and women to

enlist in the armed forces and encouraged increased war material production and the buying of war bonds. They raised the spirit of national security, urging citizens to be ever mindful that the enemy may be anywhere and that "loose lips sink ships."

War posters were first used on a wide scale during World War I. For many Americans, the reasons for becoming involved in the "war to end all wars," were unclear. Thus, the government launched a poster cam-

paign to help "sell" the war and convince Americans of the righteousness of the cause and the urgent need to rally behind the flag. Relying heavily on emotional impact, the artists often invoked God in the posters' appeals to duty. Many portrayed the enemy as villains without a shred of humanity or decency. In contrast, American boys and the ideals they were fighting for "over there" were depicted in heroic images.

Conspicuously displayed on sides

SOMEONE



TALKED!



INVEST IN THE VICTORY LIBERTY LOAN



the five Sullivan brothers
"missing in action" off the Solomons

THEY DID THEIR PART



Top left: Siebel poster, World War II, NH76337KN. Top right: Shafer poster, World War I, NH66570KN. Above: Roberts poster, World War I, NH76334KN. Bottom left: WWII poster NH67048KN.

of buildings and on fences, on walls in offices and factories, and on store fronts and billboards, these graphic and colorful broadsides were inexpensive, easily distributed and could reach a large audience.

During World War II, posters again helped to keep the war before the people. Although there was no real need to sell *this* war, with Pearl Harbor making the reasons for fighting very clear, posters visually inter-

Below: Barclay poster, World War II, NH78884KN. Right: Grant poster, World War I, NH63778KN. Bottom: Leyendecker poster, World War I, NH93745KN.

DISH IT OUT
with **THE NAVY!**



CHOOSE NOW WHILE YOU CAN



GO TO YOUR NEAREST NAVY RECRUITING STATION TODAY



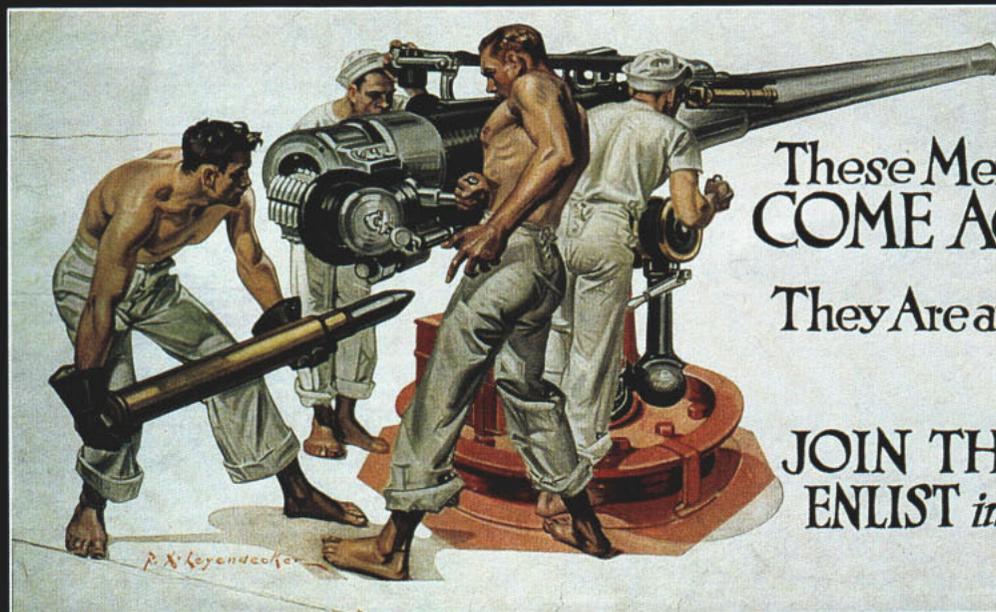
Will **YOU** supply
EYES for the **NAVY?**

NAVY SHIPS NEED BINOCULARS AND SPY-GLASSES.

Glasses will be returned at Termination of War, if possible.
One Dollar will be paid for Each One Accepted.

Tag each Article with your Name and Address and express or Mail to
Hon. Franklin D. Roosevelt, Asst. Secy. of Navy,
% Naval Observatory - Washington D.C.

WILL YOU HELP US "STAND WATCH" ON A DESTROYER?



These Men Have
COME ACROSS

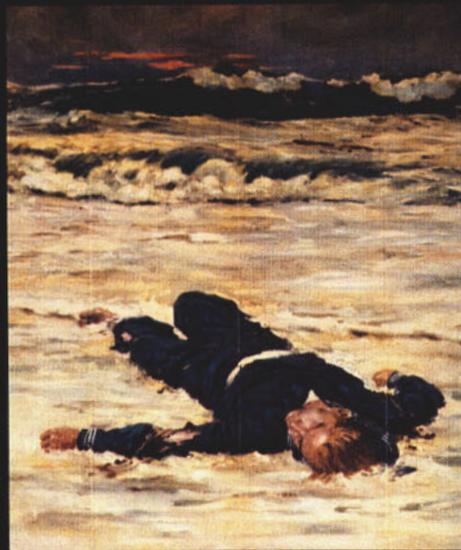
They Are at the Front
NOW

JOIN THEM
ENLIST *in the NAVY*



Produce for Your Navy
VICTORY BEGINS AT HOME!

Left: Navy Department poster, World War II, NH76342KN. Below: Fischer poster, World War II, NH67049KN. Lower left: Barclay poster, World War II, NH95875KN.



a careless word...

A NEEDLESS LOSS



"ARISE AMERICANS"

Your Country and Your Liberty
 are in grave danger.. Protect
 them now by joining the—

UNITED STATES NAVY
of the **U.S. NAVAL RESERVE**

preted the key events on all fronts. They never let the country forget why the war was being fought.

Also, the World War II posters, like their World War I counterparts, simply but forcefully reminded people that victory on the battle front depended on the loyalty, dedication and hard work of those on the home front. Posters helped to create a feeling of personal involvement in the war for those not in uniform and impressed upon them that they, too, were key players with a major part in the "big picture."

At end of World War II, patriotic posters were mustered out of service. But they didn't pass from the American scene completely. Today, descendants of the war era posters are used as recruiting tools, touting the skills, training, travel and adventure that are a part of military serv-

ice. Like their predecessors, they are a useful and attractive means of communication.

Reproduction of the posters appearing in this article are available through the Naval Imaging Command, Washington, D.C., which will provide 35mm color slide reproductions for \$5 each; 8x10 color reproductions are \$11 each; 11x14 color reproductions are \$17 each; and 2 3/4 x 3 1/2 70mm copy color negatives are \$7.50 each. To order, please indicate the negative number(s) and subject(s) of the poster(s) desired and send your order with a check or money order made payable to the Department of the Navy, to: Comptroller, Naval Imaging Command, Bldg. 168, Naval Station, Washington, D.C. 20374-1681. □

McKinley is assigned to All Hands.



Davy Navy Cobra Gold

Story by JO3 Paul R. Floyd

In Hawaii, arm wrestling is *big*. Fans turn out in scores to cheer on their favorite arm-bending stars. If you can stop some of the enthusiastic fanatics long enough to ask them who the dominant force is in Hawaii, they'll emphatically tell you it's the team of Davy Navy Cobra Gold.

The Davy Navy Cobra Gold is a team made up exclusively of USS *Davidson* (FF 1045) sailors. They've built a reputation for organizing, promoting and winning Hawaii's biggest and best arm wrestling tournaments.

"Look, see this?" snarls Lt.j.g. Harold Pittman as he drops a hundred pound dumbbell and flexes his fist into a ball. "'Davy' stands for our ship the USS *Davidson*, 'Navy' is our service, 'Cobra' is the deadly arm wrestling lock we use, and 'Gold' is what we win. I don't think there's any ship in the Navy with a competitive team like ours."

But lest you think Pittman is promoting a "barroom brawler" image, rest assured he isn't. "Arm wrestlers

are not loud, obnoxious rowdies," says Quartermaster 1st Class Miles T. Leader. "Arm wrestling is an organized sport. It's not a barroom brawl."

About three years ago Pittman, a former collegiate national arm wrestling champion, organized an all-military arm wrestling tournament at Pearl Harbor. *Davidson* sailors pitched in to assist with announcing, refereeing and administration of the tournament. The ship's crew members have been involved in arm wrestling ever since.

Pittman has served as the Hawaii state director for the American Arm Wrestling Association since 1986. He estimates that more than 15,000 fans have attended 15 *Davidson*-promoted events. The ship's team has wrapped up five military team championships, and captured more than 50 individual awards in state, regional and national competitions.

The team's community involvement reaches far beyond the arm wrestling arena. During the past two years the team members have volun-

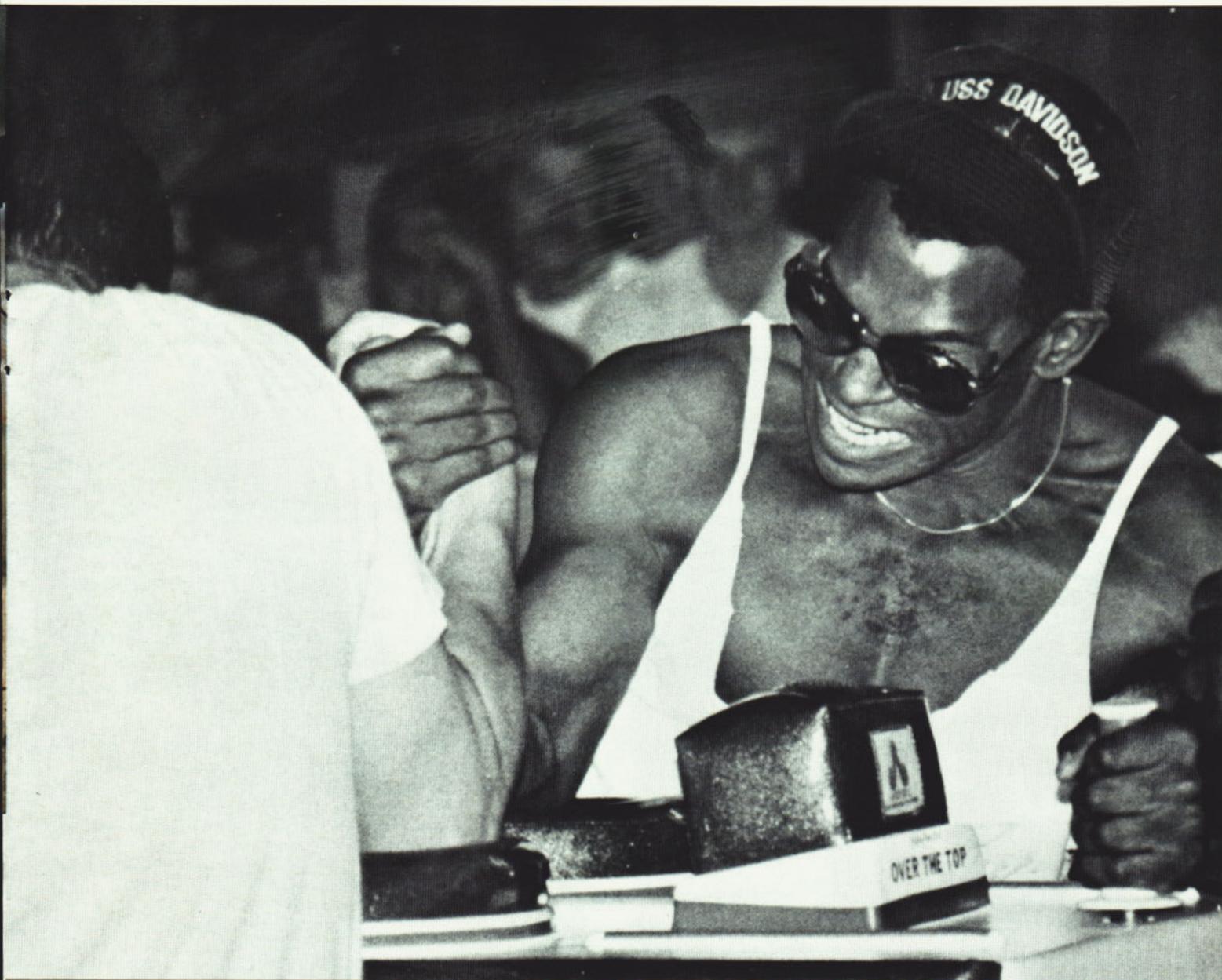


Photo by William Bickerstaff

teered their time and celebrity status to help the Hawaii Special Olympic Games. The team has also visited Honolulu's Shriners' Hospital for Crippled Children, where they autographed photos and visited with the children and their parents.

The *Davidson's* team is a leader in Hawaii's arm wrestling world through its good sportsmanship and tough competitive spirit. Their dedication to excellence has won the hearts of many loyal followers, and for them, that's as good as gold. □

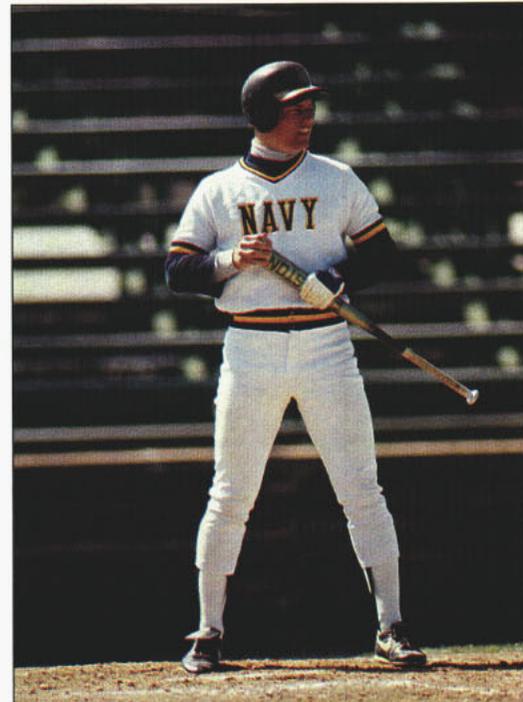
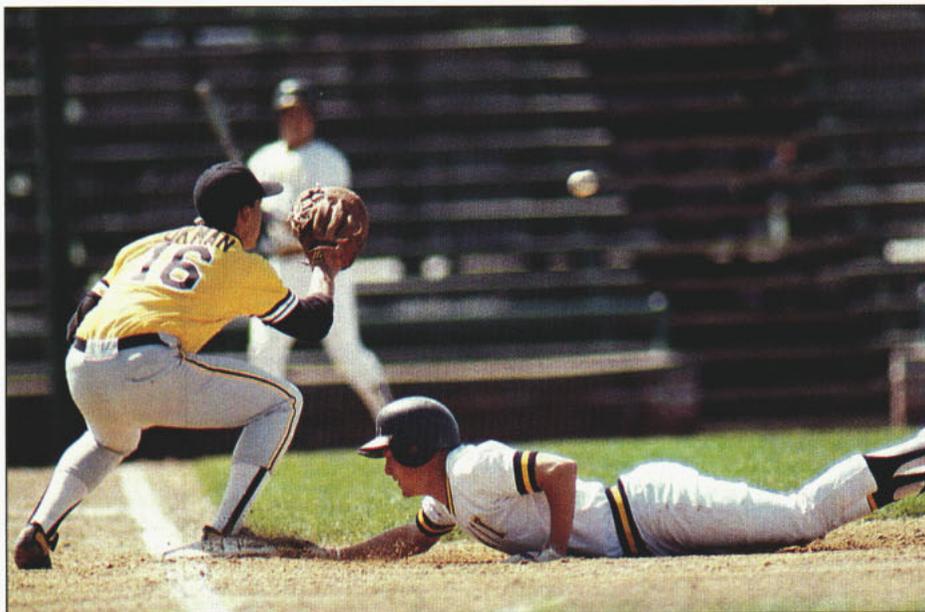
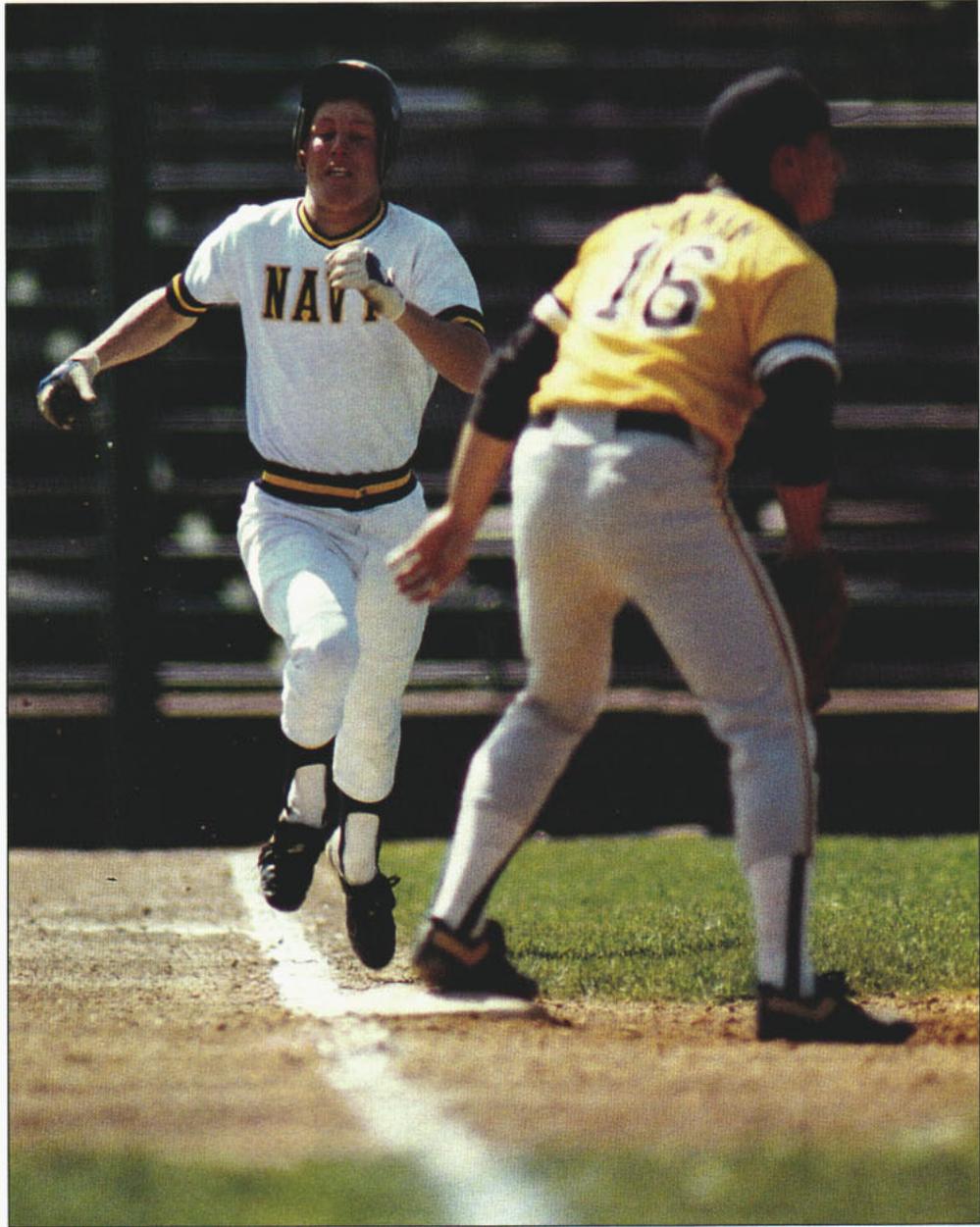
Floyd is assigned to Naval Base Pearl Harbor's Public Affairs Office.



Above: OS2 Gerry "Jammz" Johnson competes in the Hawaii Arm Wrestling Championships. Left: The arm benders and strong contenders of USS Davidson.

Photo by J03 Paul R. Floyd

Far right: Scoring runs can be dirty business. Right: Hustling to beat the throw to first. Below: A player, wearing ballfield war paint, tracks the game from the dugout. Below left: *Safe!* A runner easily beats a pick-off throw to first. Below right: A Navy slugger steps up to bat.





Playin' hardball

U.S. Naval Academy coach racks up 500th win

Story and photos by PH1 Chuck Mussi

For many, spring is the time that turns the hearts of young and old alike to love — the love of baseball.

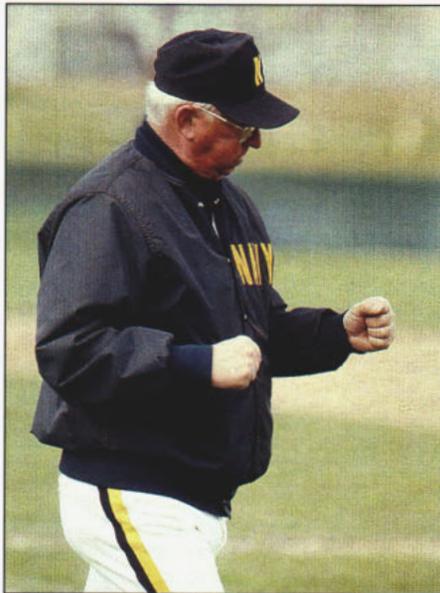
When the umpire cries out "Play Ball!" across ball fields around the country, loyal fans gather to talk about their favorite teams, the best players and the most memorable seasons.

The players gather to play hard ball.

Baseball at the U.S. Naval Academy attracts just such attention. The proud parents of midshipmen, loyal fans, and Navy old-timers brave the chill of early Annapolis spring days to come out and cheer on the Navy team.

This year, Academy baseball fans were on hand for more than cheering. Fans were also there to help recognize an

Right: Oh, that winning feeling. Below: Playing the outfield may be a test of patience, but fielders stay vigilant. Below right: Coach Duff, after notching his 500th win, autographs a baseball for a fan.



outstanding performance — a performance done mostly from the dugout by the head coach, Joe Duff.

Coach Duff, in his 27th year as head coach, notched his 500th win when the Academy midshipmen beat Princeton University 1-0 April 16.

But winning isn't Duff's primary goal.

"There are two important things I try to accomplish," said Duff about his coaching style. "One, I want the players to have enjoyed it. And two, I hope that players get something out of it that they can apply later on in their lives."

A four-year veteran of Duff's coaching, team captain Mike Shultz, described baseball at the Academy as "top notch."

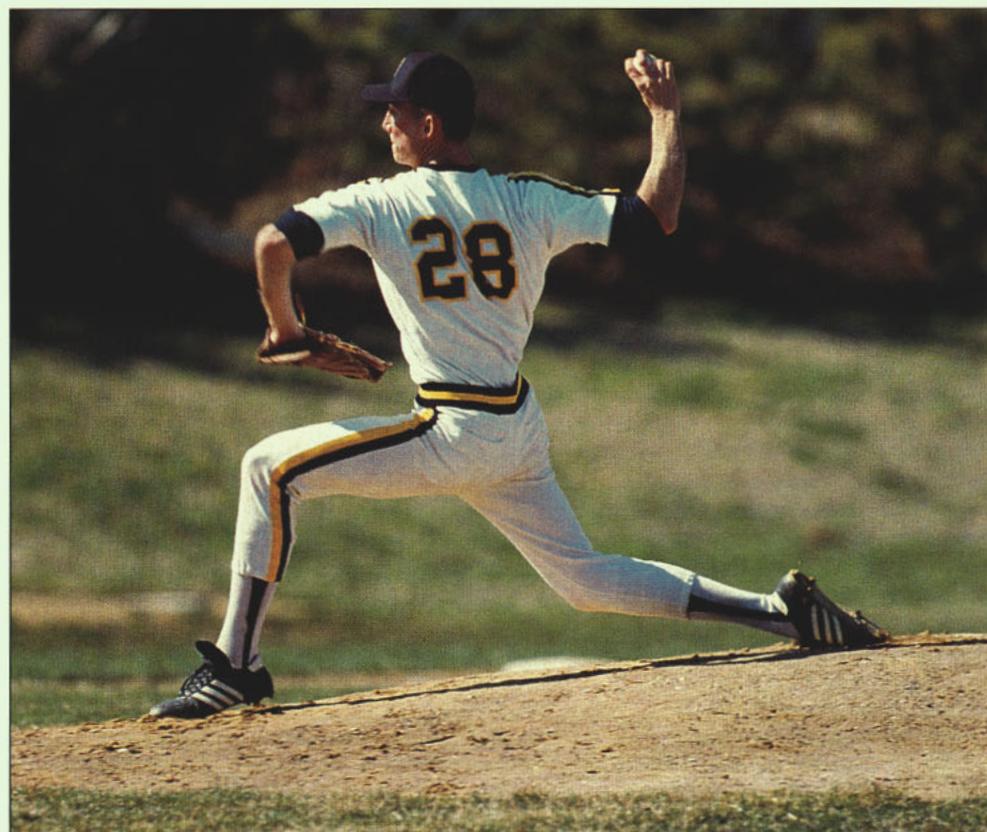
"Coach Duff is a tough man who de-



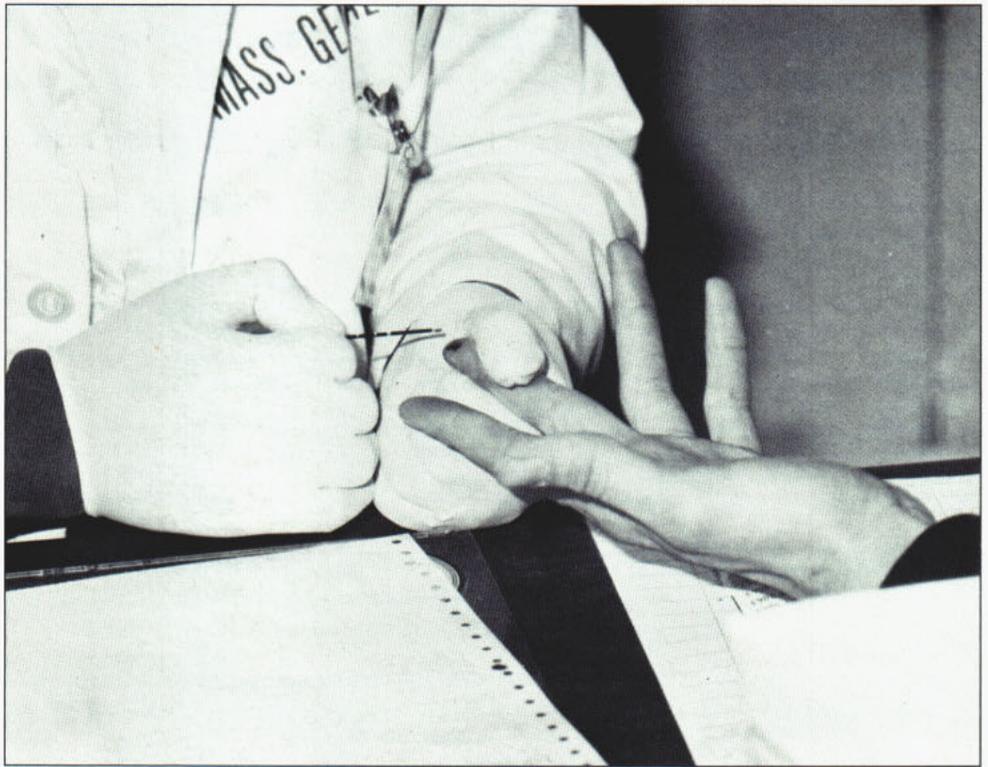
mands a lot, but he wins," he said.

It is a winning discipline for the Academy and the Navy. Navy closed its 1988 season with a 23-16 record. □

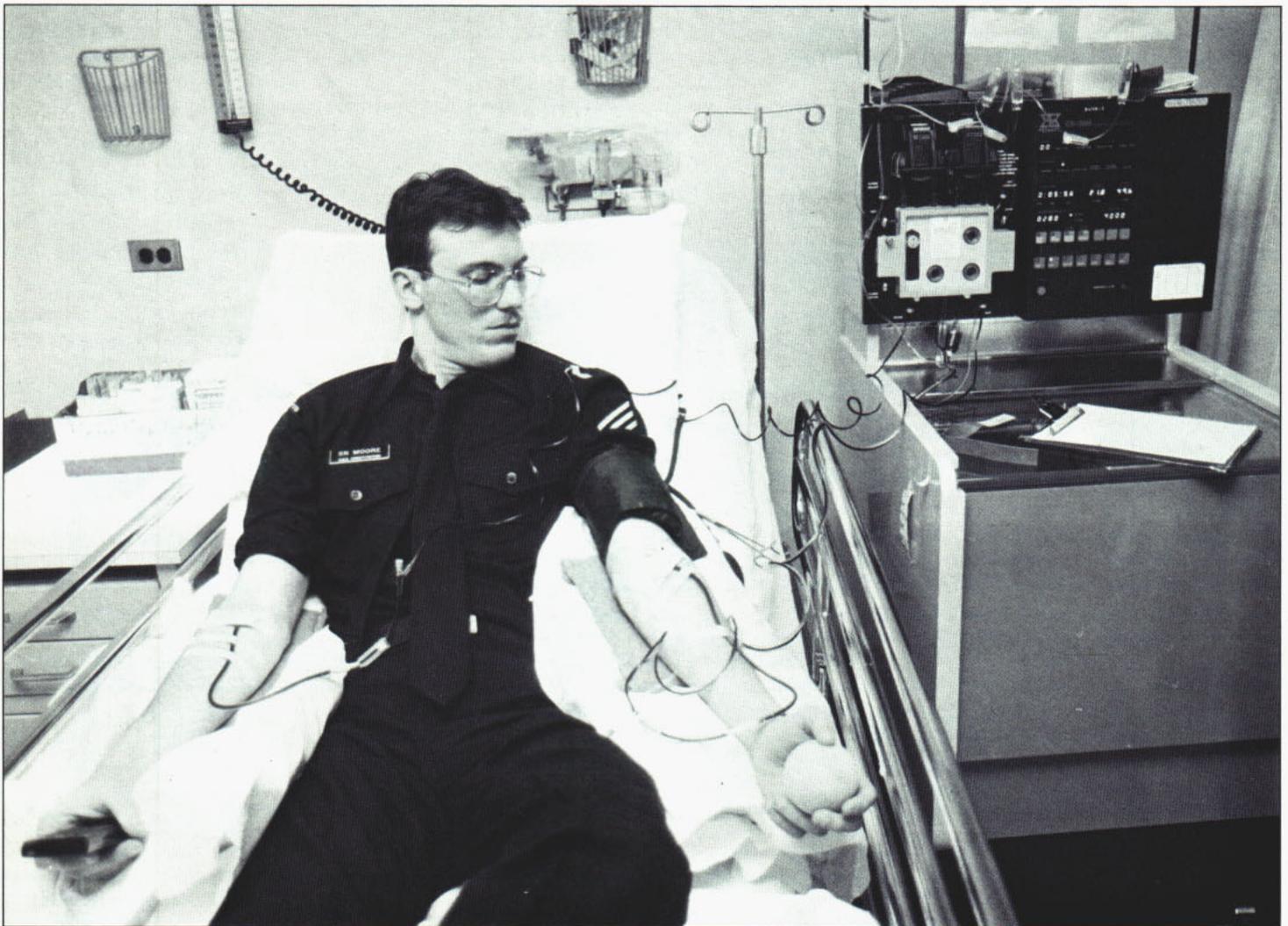
Mussi is a photojournalist assigned to All Hands.



Top: You be the umpire for this close call. Above: A midshipman stands by to assist fans who brave the chilly early Annapolis spring to support the Navy team. Left: The classic angles of a pitcher's winning form.



Seaman Eric Moore (below) undergoes a procedure that removes platelets from his blood. Before making a blood donation (right), a donor's blood is carefully screened for blood type.



In it for life

Story by JO2 Dave Sawyer, Photos by PH2 Mike Eppolito

A black limousine glides to a stop in front of a brick building. Uniformed men emerge from the entrance and the chauffeur quickly opens the door for them.

A short drive to another building and the men undergo a brief interrogation: they know all the right answers. Each in turn passes to the next room where a nurse waits with a needle....

It's not a spy novel or horror story. The brick building is a barracks at Boston's Charlestown Navy Yard, and the men are sailors from USS *Constitution*. The sailors are donating blood to help the local community.

Crew members from *Constitution* have been involved in the Massachusetts General Hospital donor program for more than 10 years. "It was a modest beginning, about 30 pints a year," recalled Rita Flaherty, the program's community liaison officer. "Now they're up to 80 to 85 pints a year."

According to Cmdr. David Cashman, *Constitution's* CO, the crew's percentage of participation in the donor program — 40 to 50 percent — is due to their sense of community responsibility. "They recognize the

importance of community involvement and that they are helping their neighbors by contributing to the blood donor program," he said.

"Mass. General" gives groups incentive to donate blood by supplying limousine service. "To get people to be volunteer donors, you have to ask them nicely, make it quick and convenient — a pleasant experience — and then thank them for it," said Dr. Charles Huggins, director of the hospital's blood transfer service.

The regular donations by crew members are valued by Mass. General. "The national trend in blood donations is down," said Dr. Huggins, "and the need for blood stays remarkably constant throughout the year." However, advancements in surgical technology have helped. "We are now using approximately 25 percent less whole blood than we did five years ago."

Huggins explained that surgery patients who 10 years ago would have required five or six units of whole blood from a blood bank can now have the required surgery using only their own "recovered" blood. Another program allows people to open their own blood bank accounts in advance of scheduled surgery.

"When somebody donates their own blood," Huggins said, "they obviously can't get hepatitis, AIDS or any other complication from blood transfusion."

However, these programs can't help in an emergency situation — a reliable blood bank is necessary. And that's why having a regular corps of donors is so important. More than 50 percent of the blood given in Mass. General's program comes from corporate and organizational donors.

Huggins, who is a commander in the Naval Reserve, stressed the importance of group donors like *Constitution's* crew. "To have groups that you can call on and get help when you are short of whole blood supplies can make the difference between life and death," he said. During *Constitution's* decade of involvement in the program, the ship's personnel have responded several times to emergency calls.

Advancements in blood separation technology have been as important as those in surgical technology in reducing the amounts of whole blood needed. Blood donations are used more efficiently. "We value people donating blood," said Huggins, "and I think we have to ensure

that the blood is used in the most effective possible way."

It's now possible to give patients only the particular element of blood that is most needed. For example, patients can get white blood cells to combat infection, and leukemia victims can receive blood platelets to re-establish blood clotting capability destroyed by radiation treatment.

Several *Constitution* crew members participate in Mass. General's program for recovering blood platelets. They settle into a bed for a process that lasts about two hours. A tube in the donor's right arm removes whole blood and transfers it to a large machine that removes the platelets. The remaining blood components are returned to the donor. This process is known as "platelet pheresis."

According to Huggins, it is vitally important to limit the number of

donors to which a leukemia victim receiving platelets is exposed. Utilizing the platelet pheresis process, a single donor could give two or three times a week. "If a patient needed 20 units of platelets a week as part of the treatment program, the same donor could conceivably supply all 20," he explained.

The hospital is fortunate to have found platelet donors who show a deep commitment to the program. This group includes Seaman Eric Moore, a *Constitution* crew member who often remains at Mass. General an extra two hours, so that platelets can be extracted from his blood. Moore's motivation for giving is simple. "If you've got something to give, you should. Other people should have it if they need it."

Another sailor said that he has given blood regularly for nearly two years. Although some might con-

sider it an inconvenience, Fireman Apprentice Ronald Holbrook takes it in stride. "It's during my normal working hours. They don't wake me up during the middle of the night for it," Holbrook said, after giving USS *Constitution's* 311th pint of blood.

During the limousine ride back to the barracks Holbrook said, "I found out how much they really need blood. I never gave blood until my brother got hurt in an automobile accident and he needed blood. From that day on, I've been giving blood regularly."

The limo eased to a stop in front of the barracks and the sailors exited the vehicle, talking about their latest expedition.

Then the driver closed the door and left on his next run. □

Sawyer is assigned to NavInfo New England. Eppolito is assigned to NRD Boston.

Blood circulates among sailors

If you were injured aboard ship and lost a lot of blood, would there be blood available for you?

The answer is yes. The Navy blood program, directed by the Naval Medical Command in Washington, D.C., ensures the adequacy and quality of blood and blood products aboard ships and at Naval hospitals.

The individual blood programs of the Navy, Army and Air Force are coordinated by the Armed Services Blood Program Office. Blood banks outside the United States are coordinated by joint blood program officers within unified commands.

Navy blood banks manage distribution of blood through a nationwide system. Blood must be used within 35 days or be discarded. The Navy system ensures that excess supplies are shipped to areas where there are shortages. The result is that the Navy uses almost all (97.5 per-

cent) of the blood it collects.

Navy blood banks are now able to freeze blood and store it for up to 21 years using a procedure developed by the Naval Blood Research Laboratory, Boston. Frozen blood is held aboard some ships, is being considered for placement aboard others and is used at shore-based hospitals.

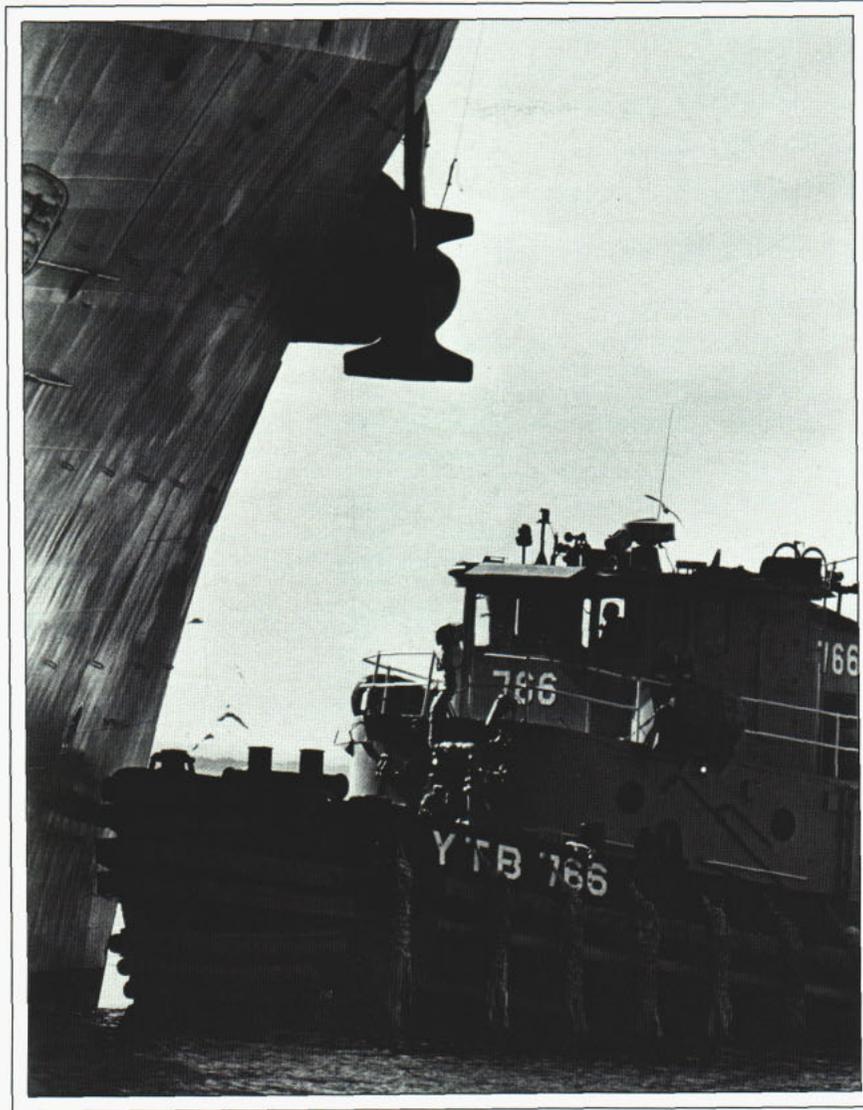
Where do Navy blood supplies come from? They come from you and your shipmates. A DoD directive says that military blood donor centers may draw blood only from active duty personnel, their dependents and DoD civilians. That means the Navy cannot set up a blood drive at the local shopping mall to obtain blood from the general population.

However, civilian blood collection agencies are allowed to conduct blood drives on military installations. In many cases, if the Navy has need of this blood later, it must pay

for it at costs of up to \$75 per unit. Before you decide to donate to a civilian blood collection agency, talk to your command's donor coordinator to see if the military blood donor center needs blood or has a blood drive scheduled in the near future. The blood you donate to the Navy blood program earns you the credits that may later be used by you or your immediate family. In most cases, these blood credits are easily transferred to a civilian hospital.

Another way to contribute is to volunteer to serve as your command's blood program coordinator. You will coordinate blood drives and encourage your shipmates to donate blood to a program that will benefit them — and their families.

For more information, you can call the Navy Blood Program Office at Autovon 294-1086 or commercial (202) 653-1086. □



Navy tugboats

Story and photos by JO2 Jodelle Blankenship

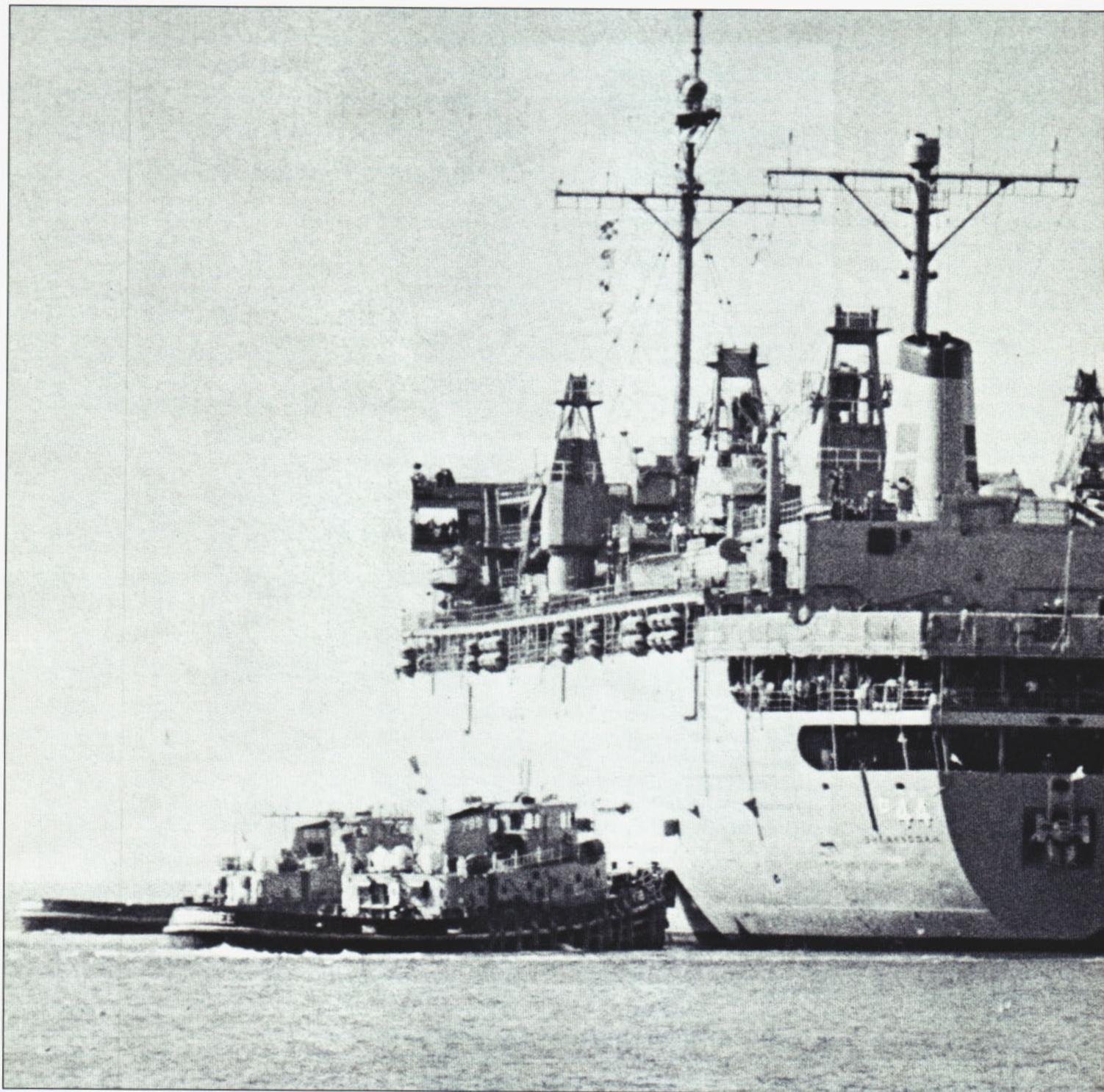
It's 3 a.m. and all is quiet. Suddenly, a radio message blares, alerting the control tower.

A warship has an engineering casualty and needs a tow back to port.

The control tower watch starts calling the crew. Sailors jump from bed, grab their gear and head for the piers at Naval Station, Norfolk, to muster, "light off" and get under way.

Temperatures with a wind chill factor averaging ten below zero make wearing foul weather gear a must. The lines are heavy, soaked with icy rain.

So begins another day for Naval Station Norfolk's Port Services tugboat crews. The crews often work 70 hours a



week to support ships' movements. There's an average of 150 movements monthly, at this, one of the largest naval installations in the world. The tugs' help includes getting ships to their berths pierside, getting them under way and transferring barges.

The job is tough, but crews are upbeat about their work.

"'Tough' is putting it lightly," said Engineman Patty Clore. "The hours are long, the work hard and I often miss my family — but somebody has to do it.

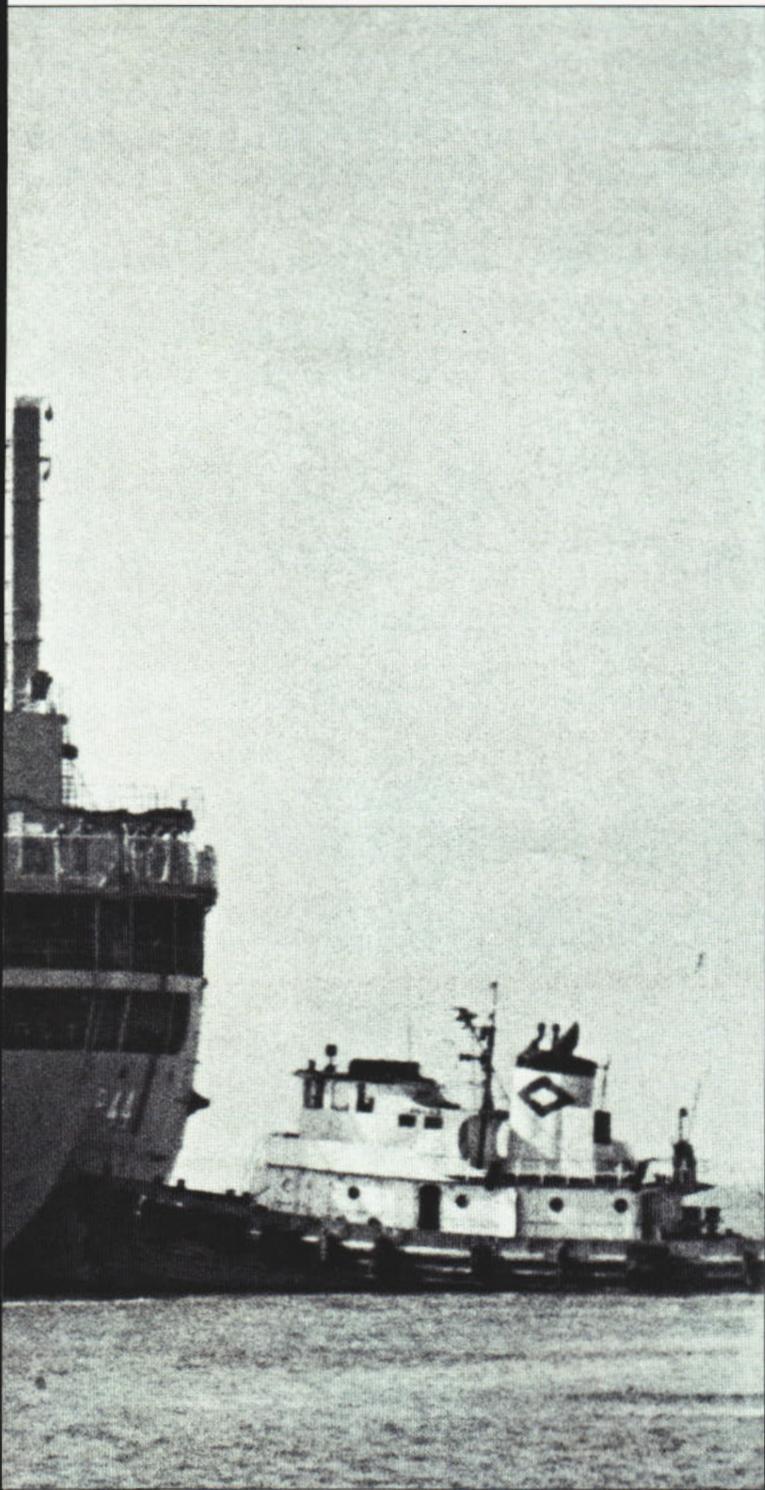
"There are nine in our crew and with the hours we

work, it's like having a second family. We all have mood swings and we all learn to deal with them."

Among the crew are boatswain's mates, engineers, a mess management specialist and others, who perform general duties.

"Everyone falls into place," said Senior Chief Boatswain's Mate Charles Robb, YTB 791's tugmaster. "We're a team. We work as a team and we work with other tugboat teams to move some of the larger ships.

"I depend on my crew to get the lines in place while I steer the tug into position," Robb continued. "It's a



Tugboats move ships in and out of port (previous page), but have other duties, as well. Naval Station Norfolk tugs (left) assist USS *Shenandoah* (AD 44). Line handlers (below) for YTB 791.



tugboat duty. Tugs also move barges carrying material ranging from weapons to sewage. A manned tug is available around-the-clock in case of an emergency. And each tug is also capable of fighting shipboard fires.

"It takes a special person to be on the water, working 15 and sometimes 18 hours a day, handling heavy lines in extreme weather," Robb said. "On top of all that comes the normal work, stripping and painting the decks and keeping the boat in top shape.

"It's an especially big adjustment for the sailors who are just out of high school and boot camp," Robb said.

"I listen to the sailors. I care about them. And most of all, I make it a point to pay attention to the entire crew. Some even call me 'dad.'

"Although it's better than being deployed on a cruise, it's rough duty — even if it is considered shore duty," Robb added.

"Some of our jobs make the long hours worthwhile," said Engineman Adeline Williams, line handler and engine room trainee. "We see sailors come home after long deployments and their families waiting on the pier — that's exciting."

"We see happy times and sad times for thousands of sailors," said Clore. "Pushing the aircraft carrier USS *Nimitz* [CVN 68] down river from our pier en route to its new home port in Washington state was a very emotional time for me. I hated to see *Nimitz* go.

"But it's nice to be a part of things like that. We're raised to believe in the American hero and somehow, I feel like one." □

Blankenship was assigned to NIRA Det. 4, Norfolk, when she wrote this story. She is now assigned to the Icelandic Defense Force, Keflavik, Iceland.

high-pressure situation — maneuvering a ship several times your size."

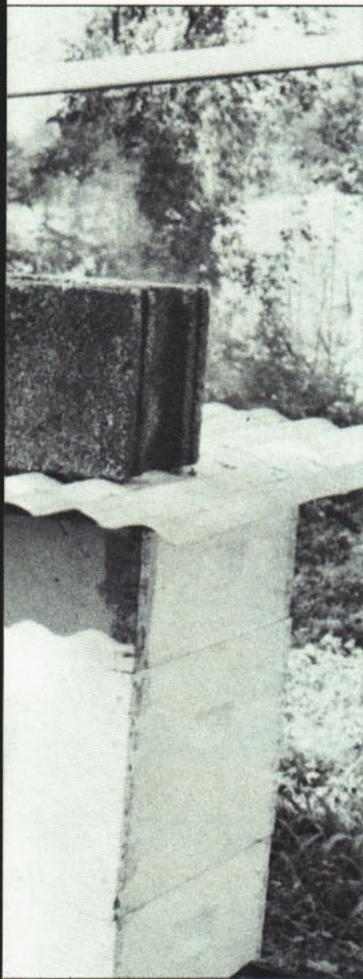
Tugmasters are similar to commanding officers — it's their boat, their crew and their responsibility. Although civilian harbor pilots direct tug personnel as to which mooring lines to throw where and when to accelerate during maneuvering operations, the tug is ultimately the responsibility of the tugmaster.

"It can give you gray hairs," said Robb. "If I plow into a ship, it's my you-know-what."

Moving ships in and out of port is only one facet of



Top: DP1 Long checks one of his many beehives. Above: Long points out a male bee, called a drone. Right: Honeybees produce enough honey to fill many eight-ounce jars.



A real sweet hobby

Sailor hits the jungles of Guam in search of honeybees.

Story and photos by JO2 Tim Snodgrass

Petty Officer 1st Class John M. Long can be found deep in the jungles of Guam during his off-duty hours. To find him, you have to drive down narrow, muddy roads covered with a natural roof of banana and mango trees, which cast eerie, dark shadows all around.

When you find him, he'll be surrounded by 300,000 bees and he'll be acting as though he doesn't have a care in the world.

The 36-year-old data processing technician, stationed aboard the submarine tender USS *Proteus* (AS 19), grew up in Monte Vista, Colo., where his aunt introduced him to the world of raising honeybees.

The sandy-haired Long moves easily and calmly as he fills his bee smoker with dry pine needles. The smoker is used to calm the bees before opening the hive.

"When smoke is blown into the hive, the bees sense the danger of fire and immediately start eating as much honey as they can hold. This

calms them because, just like a human, they don't want to be too active on a full stomach," Long said.

With bees flying everywhere, Long opens the hive to expose thousands of bees. He moves with slow, methodical movements to keep from alarming the working insects.

He soon discovers a comb filling with new worker-bee eggs; new life is growing and maturing in his hives. He explains the role of honeybees in crop production and pollination.

Long almost seems to be immune to bee stings as he gets stung and then explains the correct way to remove a bee stinger.

"Bees are feared by most people because they have stingers. It's not really the honeybee that stings most people, it's the bumblebee or the wasp. They can sting you several times, whereas a honeybee can only sting you once because her stinger is left in the skin. If you get stung by a honeybee, don't pinch the stinger to pull it out because you'll squeeze the

poison sack on the end of the stinger, injecting all of the venom into your body. Simply scrape the stinger at the base with your thumbnail and it comes right out," he explained.

Long has beehives at various locations on the island, including a few hives in his back yard. He also has a portable beehive which he takes to schools to display to children. "It's a good learning experience for the kids and with the glass coverings over the hives, the bees can't get out in the classroom," Long said.

"I harvest the honey twice a year and package it in eight-ounce jars to sell or give away to friends. My wife uses honey in place of sugar in cooking also," he said.

"I plan to continue raising honeybees the rest of my life because just about anywhere I'm stationed," Long concluded, "there'll be honeybees there." □

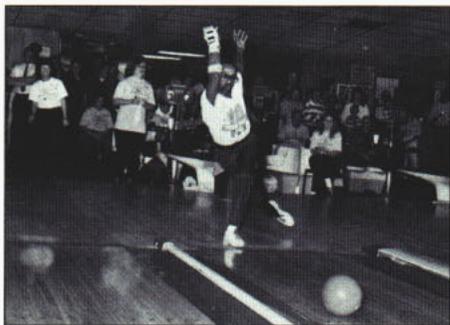
Snodgrass is stationed aboard USS Proteus.

Bearings

Sailor bowls for missing, abused children

Despite a swollen knee, lane breakdowns and blistered hands, Equipment Operator 3rd Class Richard C. King Jr. managed to complete 14 consecutive days of bowling to help raise money for missing and abused children.

King, assigned to the staff of the Chief of Naval Education and Training, Pensacola, Fla., raised \$6,000.



U.S. Navy photo

Most of the money was donated to the Ninety & Nine Boy's Ranch in Gonzalez, Fla., and will be used for youth rehabilitation programs.

At the end, the exhausted Detroit native said, "I wanted to do it for the kids. If I can help kids, even just one, then I know my life has not been in vain." King hopes to raise more money to help children next year.

While rolling 53,423 balls, 6,022 of which were strikes, King went from a size eight and a half shoe to a size 11. The fingers and thumb of his right hand were bandaged to protect cracked blisters. Still, King rolled 2,863 games, an average of 9.1 games an hour. The physical effort hit hard at the end of the fourth day.

"The lanes seemed to wobble, and pins were dancing from lane to

lane," King explained. "But once I started taking naps, I felt better."

King started his bowling marathon fitted with an apparatus by the Stanford University Sleep Disorder Clinic to monitor his brain, heart and eye activity. However, it was removed after five days. Kate Feilbusch of Stanford University, who was conducting the test, explained, "We wanted total sleep deprivation for this test, but Richard was sleeping too much." King was allowed to sleep about 90 minutes a day.

Although he did not set a record, King said his main goal — awareness of the plight of missing and abused children — had been accomplished. ■

—Story by JO2 Trish Montgomery, Public Affairs Office, NAS Pensacola, Fla.

Navy Campus counselor saves sailor thousands

When Parachute Rigger 1st Class James Manuel signed up to take classes for a truck driving license at a local school, he was unaware he was spending \$2,938.75 more than he had to.

In fact, it took a visit to the Navy Campus office at Naval Air Station Cecil Field, Fla., for Manuel to realize he had made a big mistake.

"I went to Navy Campus to talk with counselor Windel Mabry, and when Mabry found out what I had done, he couldn't believe it," Manuel said.

"I think I had four heart attacks when Manuel told me how much he was spending," Mabry said. "They pay me to ensure that Navy people get the best education at the best available price. The decision Manuel made was obviously the wrong choice."



Photo by JO2 Doug Gabos

With a little work, Mabry was able to get Manuel out of his contract and enrolled in the vocational school nearby. The school offered much

better classroom instruction and after the Navy paid its share of the costs, the course only cost Manuel \$56.25.

Fortunately for Manuel, the story had a happy ending. For many other people though, the story ending isn't the same. According to Mabry, one sailor at Naval Air Station Jacksonville, Fla., saw the truck driving advertisement on television, paid the money and took the course. He was not able to get his money refunded.

The moral of the story is to check with Navy Campus before you begin any kind of educational program. "I'm here to protect the interest of my Navy clients," Mabry said. ■

—Story by JO2 Doug Gabos, staff writer for The Airwinger, Public Affairs Office, NAS Cecil Field, Fla.

Reasoner's visit to India a 'labor of love'

The red carpets were rolled out. Decorative plants adorned the pier and a band played as the frigate USS *Reasoner* (FF 1063) pulled into the Indian port of Madras in late February.

The special welcome marked the first time in nearly two decades that a U.S. Navy ship visited Madras. During *Reasoner's* stay, the officers and crew had a busy schedule filled with goodwill projects, sporting events, shopping and seeing the country on guided bus tours.

Cmdr. S.P. Marvil, *Reasoner's* commanding officer, said, "The most rewarding and satisfying part of the port visit was the involvement in three goodwill projects."

Reasoner crew members repainted the YWCA building and the playground equipment that belonged to the YWCA's nursery school. "It was a labor of love," said the secretary general of Madras YWCA.

Reasoner men also repaired chairs and performed other carpentry work at the Christian Science Institute

School of the Deaf, and repainted interiors of several other buildings.

In the sports events, *Reasoner's* volleyball and soccer teams faced tough competition from teams fielded by the Indian Navy and the Madras police. Both games were played before capacity crowds and an awards ceremony was held afterward with each team exchanging gifts.

The Indian Navy and *Reasoner* crew members each hosted receptions on board ship to note the visit and get better acquainted. ■

Japanese fisherman rescued at sea

A high seas drama unfolded in the western Pacific Ocean recently as a 35-year-old Japanese man fought for his life after being seriously injured aboard a fishing boat.

USS *Enterprise* (CVN 65) answered a distress call from the Japanese fishing boat, *Yahata Maru*. The boat's engineer, Sachio Sasaki, was bleeding severely from a compound fracture of his left leg. He had been in serious condition since an accident four days earlier.

One of *Enterprise's* crew members, Aviation Electrician's Mate 3rd Class Javier Rosales, stepped in as interpreter. He helped communicate with *Yahata Maru* through the U.S. Coast Guard in Hawaii, Commander 3rd Fleet and Commander Cruiser/Destroyer Group 3. After locating the fishing boat, USS *Truxtun* (CGN 35) was dispatched to find the vessel, approximately 800 miles away.

Crew members from Anti-Submarine Squadron 6, along with several medical officers, were also dispatched to help *Truxtun* in the rescue effort. The seas were rough and



Photo by PH3 Ken Robinson

made a dangerous landing zone for Aviation Anti-Submarine Warfare Operator 3rd Class Eddie Dion, who was lowered onto *Yahata Maru*. Once aboard the fishing vessel, Dion placed a splint on Sasaki's crushed leg before his transfer to *Truxtun*.

Aboard the ship, a doctor found that Sasaki also had a ruptured spleen and collapsed right lung. *Truxtun's* medical department was unable to provide the extensive care the injured man needed, so he was flown by helicopter to *Enterprise*. Sailors aboard the carrier donated

USS *Enterprise* crewmen attend to an injured Japanese fisherman.

blood for Sasaki and he was soon undergoing needed surgery.

After several days of recuperation aboard *Enterprise*, Sasaki was transferred to a hospital in Manila, Republic of the Philippines, looking forward to regaining use of his injured leg. ■

—Story by JOC Jeff Curtiss, USS *Enterprise* (CVN 65).

Bearings

Bagley chiefs add touch of warmth to CPO mess

The chief petty officers aboard the San Diego-based USS *Bagley* (FF 1069) added a "touch of home" to their CPO mess recently by installing the only known fireplace aboard a U.S. Navy ship.

Designed by Master Chief Machinist's Mate (SW) Lawrence A. Gorski (*Bagley's* command master chief) the fireplace was built and installed by the chiefs in their spare

time. "I always thought it would be kind of neat to have a fireplace at sea," Gorski said.

Cmdr. Keith P. Bersticker, *Bagley's* commanding officer, said, "To my knowledge, we are the only frigate in the fleet to have an operating fireplace."

The fireplace, complete with simulated logs, detailed brickwork and electric "flames," is a high point

during VIP tours and ship's visits.

"It definitely adds an aura of class to the mess," said Gorski, "and at the same time, creates a homestyle atmosphere wherever we may happen to find ourselves." ■

—Story by YN1(SW) Carlton Nelson and MMCM(SW) Lawrence Gorski, USS *Bagley*.

Saving Navy's money pays off for sailors

Suggestions submitted to the military cash awards program by Navy members during FY 87 resulted in nearly \$26 million in savings. That's the largest in MilCAP's 22-year history, according to Capt. J.D. Anderson, the head of the military personnel management branch, Office of Naval Operations.

The FY 87 program also received 2,734 suggestions, and paid out a record-setting \$434,890 in cash awards. The "top ten" award winners combined for a savings to the Navy in excess of \$1.5 million.

Chief Warrant Officer Leopoldo F. DeCardenas and Data Systems Technician 1st Class Brian S. Allard, both aboard USS *John L. Hall* (FFG 32), saved the Navy \$393,653 and shared \$5,170 with a suggestion to modify ship radio headsets to minimize broken wires and pins.

Chief Fire Control Technician Norman G. Hendley, Naval Underwater Systems Command, Newport, R.I., suggested an addendum improving production of ship system manual illustrations, which cut production costs. The Navy saved \$244,959, while Hendley was awarded \$4,424.

Fire Control Technician 2nd Class

Leonard A. Berry, USS *Stephen W. Groves* (FFG 29), recommended that part components be made available for purchase by the government instead of purchasing the entire part. He saved the Navy \$364,701 and earned a cash award of \$3,885.

Master Chief Engineman Gilbert L. Hartlove, Naval Amphibious Base, Little Creek, Va., received a \$3,885 award for saving the Navy \$250,000 by suggesting the installation of an electric lube oil pump which increased the life span of all internal engine parts on the LST 1182-class generator.

Lt. Cmdr. James M. Cain, Naval Surface Force Atlantic, Norfolk, was awarded \$3,805 for saving the Navy \$120,838 by introducing a standardized software package for use by the combat logistics force and amphibious warfare community to accomplish automated accountability and reporting.

Lt. Norman G. Graham, Naval Supply Corps School, Athens, Ga., earned \$3,190 for his suggestion to convert standard classroom desks into multi-function computer desks, saving the Navy \$83,000.

Lt. Cmdr. James H. Fletcher, U.S. Naval Forces Europe, designed a

breakaway tool which allows sailors to disconnect the cotter pin from a pelican hook in a safer manner. Fletcher received a \$2,500 bonus.

Aviation Electronics Technician 1st Class Michael L. Richardson, Air Anti-Submarine Squadron 35, Naval Air Station North Island, San Diego, developed and built a computer memory stack test set for the S-3A anti-submarine warfare aircraft. He received a \$1,858 award, while the Navy saved \$21,940.

Aircrew Survival Equipmentman 2nd Class Larry W. Carroll, Helicopter Anti-Submarine Squadron 16, North Island, Calif. saved the Navy \$16,500 and earned \$1,600 for suggesting that SH-3 thermal barriers be manufactured at the intermediate level instead of at depot level.

Aviation Storekeeper 2nd Class Thomas H. Mercer, Fleet Material Support Office, Pensacola, Fla., discovered that a government contractor was overcharging for services. The contractor voluntarily refunded \$25,750 to the Navy. Mercer was awarded \$1,472. ■

—Story by Lt. Cmdr. Andrew V. Finley, MilCAP coordinator, Office of the Chief of Naval Operations.

Navy FSCs also for single sailors

Single sailors have a misconception about Navy Family Service Centers. That misconception is brought about by the word "family." Single service members think that FSCs were established to provide services only for spouses of active-duty sailors and their children.

True, programs are available through FSCs for family assistance, family education, family advocacy, special needs for family support and spouse employment, but the list of

services doesn't stop there.

Single service members, and in the case of overseas commands, Department of the Navy civilians, are entitled to use the services of Navy FSCs.

Single Navy people are welcome in the centers and are *encouraged* to walk in the door just to inquire about available programs. In fact, some FSCs have programs targeted directly to single sailors.

Navy FSCs cover a wide spectrum

of programs that are available to *you*, a member of the Navy family. Every service member and service family can benefit from programs originating in Navy FSCs.

Navy FSCs currently operate in 65 locations throughout the world and offer the benefits of a caring and helping organization. Give them the chance to help *you*. ■

—Story by Lt. Patrick A. Hunter, CinC-USNavEur.

Sailor contributes to 'smoke-free' Navy

Standing in front of a group of would-be converts, Hospital Corpsman 1st Class Bob Coy quickly dispels the rumor that quitting smoking means instant death. "I'm living proof that life goes on," Coy said.

Coy has been successful in getting his message to sailors. In the three years he's been running the smoker's free clinic during his off-duty time at Naval Air Station Glenview, Ill., there has been a 38 percent success rate.

The program Coy uses is called "Fresh Start." It's sponsored and completely funded by the American Cancer Society. "The beauty of the program," Coy said, "is that it's not science fiction and it's not scare tactics. There are no vitamin shots, just basic reasoning. The program allows you to make an intelligent decision to quit smoking or not."

For 10 years, Coy forced himself to enjoy smoking. "It's funny, but I remember the first drag I took on a cigarette," Coy said. "It tasted terrible. I forced myself to like it." Finally, Coy gave up the habit.

"When quitting, you have to reverse the process — teach yourself

not to like it," Coy said. "Recently, I took a couple of puffs on a cigarette and thought I was going to throw up. I haven't regretted it."



U.S. Navy photo

Coy's four day, one hour sessions are open to civilians, reservists and active-duty personnel. He's also extended his program to the local civilian community. Last summer, Coy received a letter of appreciation from an insurance company for a class he offered to their employees. Fourteen people quit during Coy's clinic.

As a member of the Board of Di-

rectors, Glenview chapter of the American Cancer Society, Coy is involved in many projects. "It means giving up liberty time, but that's the kind of importance I place on the program," Coy said.

Chief Warrant Officer John Adams, a physician assistant at the Glenview clinic and an ex-smoker, has joined Coy in his project. "Doc Adams has been a tremendous asset," Coy said. "I think having a one-two punch has significantly contributed to our high success rate. People know Doc fixes them in sick call. His presence really increases our credibility."

Coy and Adams agreed that recent social trends have aided their campaign. Newspapers are printing articles about the hazards of smoking and increasingly, smoking is prohibited in public places.

But Coy said the real secret to his success is support. "We've been through smoke withdrawal — we can identify with those familiar symptoms and reach out." ■

—Story by JO1 Linda Creesy, Naval Air Station Glenview, Ill.

Mail Buoy

Safety first, military or civilian

The feature on Norfolk in the January 1988 *All Hands* has two pictures on page 21 with captions that read: "Naval air rework facility employees work on F-14 Tomcat" and "A freshly painted A-6 Intruder is towed out of the paint locker." In both of these photographs Naval aviation safety standards are violated. The two individuals working on the F-14 are not wearing protective head gear (cranials). In the photograph of the A-6 being towed, the brake rider is not wearing a cranial.

In the Mail Buoy column of the same issue, ENC Bowerman questioned the safety standards in a picture from the August 1987 issue. Your response was that the personnel pictured were civilians and that civilians have different standards than Navy personnel.

In the same Mail Buoy column, the editor responded to the question concerning the coverage of the USS *Stark* incident stating that, "*All Hands* provides information to more than 500,000 readers." In the *All Hands* masthead it states that the Secretary of the Navy has determined that *All Hands* is necessary in the transaction of business required by law of the Department of the Navy.

My point is, if *All Hands* is an authorized Navy publication for Navy personnel, then why depict civilians who are not conforming to Navy standards? Promoting good safety is difficult enough without an official publication like *All Hands* showing bad examples.

—Lt. Cmdr. C.M. Handley
VA 52 Safety Officer

• *Safety considerations are a high priority with the magazine and we submit questionable images to safety professionals for review. Despite our best efforts, our sharp-eyed readers usually find areas for improvement.—Ed.*

Safety first, work or play

In your February 1988 issue of *All Hands*, the back page featured a photo essay entitled, *Subic jumper* by JO2 Greg Lewis. As an avid horse fancier, I was surprised and delighted to see the article. However, at a closer glance of the photos, I was dismayed to discover that

Lt. Cmdr. Stone is not wearing a jumper's hard hat, an essential part of any riders protective gear.

With the serious, hardcore attitude that the Navy takes toward preventive safety measures and regulations, I would hope that all Navy members would carry these habits over into off-duty pursuits as well. If a member is injured in an off-duty endeavor, it has the same impact of lost manpower that a Navy-related incident would have. If a person is out, they're out, regardless of how it happened.

It may be difficult to understand and to some seem unimportant that the lieutenant commander was not wearing headgear and why she should, so think of it this way: would you walk onto a flight line of turning jets without hearing protection, paint without a mask, or take off in a jet without oxygen and a parachute? I hope not.

I would just like to point out the importance of SAFETY! To all fellow shipmates out there, please, before you take on a new sport or hobby in your off-duty time, check it out. Make sure you have received proper instruction and are taking all of the proper safety procedures. We want you back at work the next day! I think that 1,500 pounds of horse throwing you on your head can hurt you just as badly (if not worse) as getting hit with a baseball flying at 60 mph or being smacked by a stray surfboard.

Please be careful out there — I don't relish the thought of having to pull someone else's workload or going to their funeral just because they thought that safety ended at work.

—AO3 Robin L. Meador, USNR-TAR
Ambler, Pa.

Don't forget the Marines

Having served on embarked staffs on both LCCs, I read your January article on the LCC class ships, "More brains than brawn," with interest. On both ships, the presence of at least three embarked flag staffs (Fleet Commander, CATF and CLF), offers a unique opportunity to clearly demonstrate the power and "jointness" inherent in the combined Navy-Marine Corps amphibious team. However, I feel that your article fell far

short of presenting an objective report of the missions, their history and the personnel that work together on these ships.

Originally designated as Amphibious Force Flagships (AGC), they were redesignated Amphibious Command Ships (LCC) on January 1, 1969. The key word here is "Amphibious." Naval planners (USN and USMC) properly understood the complexities of amphibious operations and specifically designed a ship that could control amphibious landing operations — an exercise that can easily become unguided chaos, without proper control. Adding the fleet commander and his staff to these ships only serves to confirm the well planned communication capabilities of the LCC class.

However, the absence of reference to the amphibious role of the LCC is conspicuous and objectionable to Marines and sailors of the "Gator Navy." Your article completely ignores the role of the Marine Corps on the LCC and only makes a brief reference to the ship's amphibious role (the word amphibious only appears twice in the *Blue Ridge* article and not at all in the *Mt. Whitney* article). The presence of a permanently manned Marine detachment on both ships is not mentioned, nor is a reference made to the Marine Corps contribution to the funding of the LCC-class ships.

This story presented an excellent opportunity to recognize the strength and mutual relationships of our Navy-Marine Corps team. It is important for all of us, from seaman to general officer, to look at our common heritage and draw from it.

Amphibious operations continue to be an important capability of our forces and no one does it better than our Navy-Marine team.

Presenting information on this mission and the sailors and Marines that accomplish it, would have given strength and credibility to the story.

—Major C. E. M. Kelly Jr., USMC
FPO N.Y.

• *The Navy-Marine Corps team is indeed a crucial element in the U.S. military organization. For documentation of this undisputed fact, see All Hands, May 1987 ("3rd Fleet goes north") and watch for August 1988 All Hands ("Team Spirit '88").—Ed.*

7

Navy Rights & Benefits



Family Assistance

Family Assistance

Out of concern for the total welfare of Navy members and their families, the Navy has gone beyond the primary considerations of medical and health care, housing and survivor's benefits to offer assistance in many other areas.

This installment of Navy rights and benefits has information on where Navy family members can get special kinds of family-related assistance. From guaranteed student loans available through the Navy Relief Society, to the free care provided under the alcohol and drug abuse treatment programs, Navy people can go to a variety of Navy-sponsored and Navy-related organizations for assistance.

Navy Family Service Centers

Navy Family Service Centers assist personnel, their families and single service members with a variety of support services.

FSCs provide a comprehensive information and referral service on a wide range of programs and services, including resources that are available in both the military and local civilian communities. FSC staff members and volunteers work to coordinate people-oriented support and assistance programs, and assist with personal or family problems.

Each FSC offers assistance and support to existing command-sponsored efforts such as command sponsor programs, command ombudsmen and pre-deployment and deployment support services. FSCs have information to help ease the relocation process and offer programs on subjects of interest to military families, such as budget stretching, finding a new job after a family move, parenting classes, helping families improve their communication skills and many others.

FSCs offer hospitality kits and information about recreational facilities, child care centers, Navy Lodges, and how to get a passport before

going overseas as well as other services. FSCs are ready to help in obtaining legal aid, voting registration information or help with a "special needs" child. They have reference libraries of brochures and other information about continental and overseas duty stations, or will refer individuals to the Overseas Duty Support Program for more detailed information about overseas duty stations.

There are currently 65 FSCs at installations throughout the United States and overseas. When another seven FSCs come on line in FY 89, services will be available to more than 85 percent of all Navy personnel and their families. Each FSC is staffed with a combination of military and civilian personnel who will do their best to provide any kind of information or help needed — and if they don't have it, they know where to find it.

Sponsor program

Knowing what to expect at your new duty station and having a specific contact person there can make the difference between a good move and a bad move. The Navy sponsor program can help make that difference.

When you receive change-of-station orders, you can request assignment of a sponsor. Your commanding officer will forward the request to the receiving commanding officer for action. (See MilPers Manual 1810580.)

If you are assigned to be a sponsor, you should ensure that the incoming service member receives information about the area well in advance of the move. You also should make

arrangements to assist the new member and his or her family upon arrival at the new duty station.

Legal assistance program

From helping Navy men and women understand an installment contract to writing a will, Navy legal assistance is available in many forms.

This free service is intended primarily as a benefit for active duty Navy members. It is also extended to dependents and, on a limited basis, to retirees and their dependents, survivors of eligible members, and to civilians employed overseas by the armed services.

Services provided under the Navy legal assistance program include:

- Advising and assisting you with personal legal problems.
- Preparing legal correspondence on your behalf, negotiating with others or their lawyers, and preparing various legal documents including wills and pleadings.
- In some limited cases, providing full legal representation, including in-court appearances on your behalf.
- Providing advice if you have a discrimination complaint under the Civil Rights Act of 1964 and SecNavInst 5350.5 series.

Services that do not fall under the Navy legal assistance program, but are provided by the Navy legal service office include:

- Assigning defense counsel for members charged with criminal conduct under the Uniform Code of Military Justice.
- Offering professional advice involving UCMJ Article 15 proceedings (captain's mast).

Advice concerning a member's

Family Assistance

privately owned business or private income-producing activity is not authorized.

Chaplains

Navy chaplains are qualified ministers, priests or rabbis endorsed by their respective religious bodies to provide appropriate ministry to military personnel and their families.

They minister according to the tenets and teachings of their respective religious bodies. Those who desire particular religious rites (baptism, bar/bas mitzvah, wedding, etc.) should contact their local chaplain. He or she will assist them personally or refer them to a chaplain of their particular faith.

Chaplains visit work areas, hospitals and homes, expressing care for people and easing their adjustment to military life, smoothing interpersonal relationships and helping with other problems.

A chaplain can also help Navy people and their families by working closely with Navy Relief, Red Cross and other community agencies. The chaplain can help make appropriate referrals for financial, health, marital or emergency leave problems.

Alcohol and drug abuse treatment

The objectives of the Navy alcohol and drug abuse program are to prevent abuse and to return eligible former abusers to full duty status as soon as possible. A major element of NADAP is detection and deterrence of drug and alcohol abuse at all levels. This approach emphasizes firm, constructive use of discipline, the rehabilitation of men and women who are responsive and the expeditious processing for separation of those abusing individuals clearly possessing no potential for future service. Treatment is offered

at one of three levels, depending on the severity of abuse or dependency.

Level I involves local command programs coordinated by the command drug and alcohol program advisor. Programs involve awareness and education (such as general military training) and the more formal Navy alcohol and drug safety action program. Thirty-four primary NAD-SAP offices with more than 100 other classroom sites offer a 36-hour course. Participants may attend voluntarily for their own education, or may be referred by their command because of a drug or alcohol abuse incident. All convicted DWI offenders are required to attend NAD-SAP.

Counseling and Assistance Centers are Level II non-residential treatment facilities. There are 85 CAACs — 26 of these aboard ships. CAACs perform screenings, individual, group and family counseling education programs and community outreach.

Level III treatment is performed at four Naval Alcohol Rehabilitation Centers in Norfolk, Jacksonville, Fla., San Diego, and Pearl Harbor. Treatment is also performed at 21 alcohol rehabilitation departments located in Naval hospitals. Counseling, individual and group therapy, education, and family help are part of the residential program offered at the alcohol rehabilitation centers and departments.

Both Level II and III facilities are staffed with Navy-trained counselors.

OpNavInst 5350.4 series gives complete information about Navy drug and alcohol abuse policy, treatment availability and eligibility procedures.

Uniformed services health benefits program beneficiaries (dependents, retirees, dependents and survivors of retirees, etc.) can enter any of the Navy's rehabilitation programs

on a space-available basis. However, a backlog of active duty patients forces most facilities to refer applicants eligible for CHAMPUS or VA benefits to other programs.

CHAMPUS shares the cost for up to seven days of inpatient hospital care required for detoxification during acute stages of alcoholism. Detoxification usually takes from three to seven days. Other benefits include inpatient rehabilitation in authorized institutions.

VA alcohol and drug abuse programs — Eligible veterans are admitted to any of the VA medical centers for the treatment of alcohol or drug dependence or associated medical conditions. If specialized care for the veteran's alcohol or drug dependence is required and it is not available at the admitting medical center, the veteran may be transferred to the nearest medical center which has a specialized medical program for alcohol and/or drug dependency treatment.

The VA has approximately 94 alcohol dependence treatment programs and 42 drug dependence treatment programs. Each ADTP and DDTP provides services that include intervention support activities, emergency medical services including detoxification, clinical and vocational assessment, consultative liaison, ambulatory/outpatient and after-care services.

Family advocacy program

FAP addresses family problems such as physical or emotional abuse and sexual assault among Navy families. Through intervention, the program minimizes the incidence of family violence and its impact on the Navy and Navy families.

Efforts such as parent education and family support services help prevent child and spouse abuse. But when violence occurs, the FAP re-

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sponds through problem identification, crisis intervention, treatment and follow-up.

Under OpNavInst 1752.2, the base commanding officer ensures that FAP services are provided through the cooperative efforts of the medical treatment facility and base FSC. The treatment and case management components of FAP are handled by the family advocacy representative appointed at each medical treatment facility while the FSC can provide limited counseling.

Families with abuse problems are encouraged to seek assistance from their local family advocacy program.

Overseas duty support program

This program helps Navy members and families going overseas through intercultural training and area orientation workshops as well as formal training courses such as the overseas deployer coordinator course. The support program also offers pocket guides, language cards, and "survival kits" for overseas living. In addition, it offers the overseas transfer information service described below.

OpNavInsts 5352.1 and 1300.14 set out the specific programs and procedures.

Overseas transfer information service

OTIS has up-to-date information on living conditions overseas; shipments of household goods, automobiles and pets; clothing needs; and recreation and base facilities. It can also give information about the availability of on-base housing, cost of off-base housing, passport requirements and much more.

Call OTIS at (202) 694-8392/3 (collect calls from within ConUS are accepted), on Autovon 224-8392/3, or

toll-free 1-800-327-8197. OTIS is open from 8 a.m. to 4:30 p.m. EST weekdays. After hours and on weekends, calls are recorded on an answering machine and will be returned the next business day.

Spouse employment assistance program

The SEAP is located at Navy FSCs worldwide. The program helps Navy spouses find employment and plan careers.

More than 50 percent of Navy spouses are currently in the work force and by 1990 it is estimated that more than 75 percent will be employed. Frequent moves make it difficult for a spouse to find a satisfactory job and to progress in a career. Some spouses find that they have to start all over again with each relocation. The SEAP helps with general job-search information, tips on education opportunities, career guidance, employment workshops, resume and SF-171 assistance and computerized job listings for the local area.

The computer can be linked with other FSC locations worldwide so that spouses will be able to review job possibilities at the next duty station before they move.

Also eligible for SEAP services are other Navy family members, retirees and their spouses, and active duty personnel preparing for retirement. For more information on the SEAP, contact your local FSC.

Navy Relief Society

The Navy Relief Society is a private, non-profit corporation which is the Navy and Marine Corps' own self-help organization. Its primary purpose is to provide active and retired service members, their dependents and survivors with financial assistance and budget counseling.

In addition, it sponsors a guaran-

teed student loan program for dependents, visiting nurse programs, thrift shops, and provides layettes to new mothers.

Navy Relief financial assistance may be provided for a variety of valid needs ranging from the costs of setting up a household to disaster relief. However, Navy Relief does not assist with the purchase of non-essentials, nor does it supplement the income of persons who habitually live beyond their means.

Details on Navy Relief's assistance policy are set forth in the pamphlets, "Which Way to Turn" and "Fundamentals of Navy Relief Assistance." If not available on your ship or station, you can get them at the closest Navy Relief field activity.

Application for assistance may be made to any auxiliary, branch or office of the Navy Relief Society or through American Red Cross, Army Emergency Relief, Air Force Aid Society or Coast Guard Mutual Assistance. If a command has found it necessary to advance assistance for emergency leave from its welfare and recreation fund because an individual is unable to visit a Navy Relief Society office, the society will reimburse the command.

Financial assistance is provided for dependents solely because of their relationship to service members. Therefore, whenever possible, the service member should present his or her family's request for assistance at a Navy Relief office. When the service member can afford it, financial assistance is provided as an interest-free loan, which is normally repaid by allotment. If repayment is a hardship, assistance may be provided as a grant.

Those who are interested in helping the society carry on its work can do so either by supporting the annual fund drive, which is one of the Navy Relief Society's major sources of

Family Assistance

funds, or by serving as a volunteer. The great majority of Navy Relief activities are staffed by volunteers, most of whom are dependents or retirees. For additional information, see MilPers manual 3450150.

Navy Mutual Aid Association

The Navy Mutual Aid Association is a mutual, non-profit, tax-exempt, voluntary membership association of sea service personnel and their families.

The association's purpose is to provide a substantial monetary sum through low-cost insurance plans to designated survivors of members. It also maintains facilities and staff at the Navy Annex in Washington, D.C. The staff helps families of deceased members to secure all federal benefits and allowances to which they are entitled and settle insurance claims from all other insurers. In case of an unfavorable decision by the VA against a member's survivors, Navy Mutual Aid will provide an accredited representative to assist in an appeal and follow through until an equitable decision has been made.

The association provides secure storage space at its headquarters for the safekeeping of vital personal documents for ready reference by members, and to facilitate the processing of survivor claims. Other than the cost of membership insurance plans, there is no additional charge for services or representation made by the association on behalf of the member or family.

Navy Mutual Aid is designated an approved financial counselor by SecNavInst 1740.2 series and can provide COs with informative presentations on government programs for the survivors of military personnel, such as the integration of social security benefits, VA dependency indemnity compensation and the survivor benefits plan.

Officers and enlisted personnel, regular or reserve, of the Navy, Marine Corps and Coast Guard, and officers of the U.S. Public Health Service and National Oceanic and Atmospheric Administration may apply for membership in the association at any time while serving on active duty.

Membership privileges are not affected by subsequent separation or retirement from active duty.

For further information, call toll-free at 1-800-628-6011. In Virginia, call collect at (202) 694-1638, or write Navy Mutual Aid Association, Arlington Annex, Rm. G-070, Washington, D.C. 20370-0001.

Fleet Reserve Association

The FRA is an organization of active duty and retired career enlisted personnel, and commissioned officers with prior enlisted service of the U.S. Navy, Marine Corps and Coast Guard.

The association is pledged to maintaining an adequate Naval defense for our country and to encourage worthy young men and women to seek careers in the sea services. It provides its members two practical services:

- Representation on behalf of military personnel legislation before Congress.
- Individual assistance in the protection of their rights and career benefits.

The FRA has 340 branches located worldwide and its membership numbers 150,000. The FRA is accredited by the VA and other government agencies on behalf of members; it administers the original CHAMPUS supplemental health insurance program; awards and administers scholarships for dependent children of Naval personnel, living and deceased; and aids survivors in obtaining benefits.

The American Red Cross

The American Red Cross provides a total program of assistance to members of the armed forces and their families. Through its worldwide communications network, available 24 hours a day, 365 days a year, the Red Cross can help with emergency leave requests and other emergency messages on behalf of Navy and Marine Corps personnel and family members. Also, when regular communication is disrupted, the Red Cross can help by obtaining reports on the welfare of individuals.

In addition, the Red Cross has a program of emergency financial assistance, offers information and referral services, and provides health, safety and lifestyle courses. A variety of volunteer opportunities are available with the Red Cross.

A reciprocal agreement with the Navy Relief Society also enables Navy and Marine Corps members and their families to apply for financial assistance through the Red Cross where there is no NRS office available. If Navy Relief authorizes, the Red Cross will advance funds on their behalf.

For further information, see MilPers manual 3450150.

Ombudsman program

The Navy family ombudsman program is designed to provide better, faster communication between Navy families and Navy officials. Commanding officers select ombudsmen from among the Navy spouses in their commands. The ombudsman is the official representative of the command's families and serves as liaison between them and command officials.

Spouses, especially, should become acquainted with the local ombudsman. They should understand

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that the ombudsman is not a counselor or a social welfare worker and cannot offer specific advice. The ombudsman does, however, take a direct route toward finding solutions by bringing problems to the attention of the proper officials.

Staying in touch — In addition to the ombudsman program, communication between the Navy family and the parent command or base is by means of the familygram, telephone tree and CO's action line.

The familygram is a regular newsletter from the commanding officer to family and friends of crew members, offering information and news about the command and its people.

The telephone tree is an informal network of family members who pass on important information such as last-minute changes to a ship's operating schedule.

The CO's action line is a two-way communication line which may appear as a column in the command newspaper. Family members can address questions and offer opinions directly to the commanding officer whose reply can benefit the entire command.

Navy Wives Club of America

NWCA is a national federation of spouses of Navy, Marine Corps and Coast Guard enlisted personnel. It recognizes the importance of the sea service spouse. The organization is dedicated to improving life in the Navy.

Active clubs throughout the United States and overseas promote supportive relationships among spouses. The clubs extend assistance to needy members and Navy, Marine Corps and Coast Guard families, assist Navy chaplains, participate in blood donor programs and in Navy Relief Society projects.

The NWCA also sponsors a spe-

cial scholarship program for children of enlisted personnel (see section on dependents' scholarship program).

Navy Wifeline Association

This organization offers information and assistance to Navy and Marine Corps spouses. Every spouse is automatically a member of NWA with no registration requirement or membership fee.

NWA solicits views, shares solutions, and supplies information about military life to help spouses cope with separations from loved ones, shifting roles of responsibility and changing environments. By serving as a point of contact for military spouses, the association enables spouses to join together and help each other, fostering a sense of belonging.

The organization is deeply involved in supporting the ombudsman program, and can help spouses find the right source of help in time of need. NWA also has a variety of informational pamphlets available to spouses. For information, write NWA, Washington Navy Yard, Bldg. 72, Washington, D.C. 20374. The commercial phone number is (202) 433-2333; Autovon 288-2333.

Other organizations

Many other organizations and government agencies stand ready to assist Navy families in time of need.

Veterans Administration — In addition to the drug and alcohol rehabilitation help already mentioned, the VA maintains hospitals to care for veterans who cannot afford hospital treatment or whose injuries are a result of military service. The organization handles dependency compensation for service-connected deaths, provides burial flags for veterans and administers life insurance programs for veterans. The August

1988 *All Hands* will feature detailed information on veterans benefits.

Veterans' Organizations — The following organizations also provide information concerning claims and help process them: Disabled American Veterans, American Veterans of World War II, Jewish War Veterans, Non-Commissioned Officers Association, American Legion, Veterans of Foreign Wars, Blinded Veterans Association, Congressional Medal of Honor Society of the U.S., Legion of Valor of the U.S.A., Marine Corps League, Military Order of the Purple Heart, Paralyzed Veterans of America, Inc., United Spanish War Veterans, Veterans of World War I of the U.S.A., Inc., American Veterans Committee, Army/Navy Union of the U.S.A., Catholic War Veterans of the U.S.A., Coast Guard League, Disabled Officers Association, Military Order of the World Wars, Regular Veterans Association and United Indian War Veterans.

State veterans commissions — Most states maintain veterans' organizations that supervise their particular programs. They can help with federal and state employment assistance, state bonuses, education assistance, land settlement preference and other benefits. These organizations can usually be found under the state government listings in the telephone directory.

Social Security Administration — Social Security provides continuing financial assistance to survivors of deceased members. Retirees drawing military retirement also are eligible to draw Social Security at the appropriate age. Your local Social Security office can provide you with details.

Decedent Affairs Branch, Naval Medical Command — Provides for the interment of deceased members and the transport and escort of the remains to the burial site. This service is usually coordinated through Navy regional medical centers.

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Casualty Assistance Branch, Naval Military Personnel Command (NMPC 642) — This branch coordinates the casualty assistance calls officer program which notifies the next-of-kin of service members who are reported missing or deceased; provides assistance, guidance and counseling on matters relating to survivor benefits; arranges travel for immediate family members to and from the funeral; and also arranges for immediate funeral assistance to the surviving spouse or eligible parent(s).

DoD Dependent Schools

The Department of Defense Dependent Schools make up the only U.S. school system that has schools located around the world. It ranks as the ninth largest U.S. school system, with a student population of approximately 140,000 and has 273 schools located in 23 countries.

Although the schools are located in many parts of the world, the quality of education exceeds the standards set by the North Central Association of Colleges. All 57 DoDDS high schools are accredited by the NCA. Some DoD elementary and middle schools are now accredited by NCA, and others will be processed for accreditation over the next few years.

The NCA accreditation of DoD schools and a standard curriculum plan permits students a much easier transition period when they return to stateside schools.

Many dependents' schools offer special education classes for physically or educationally handicapped children, including those with visual and hearing impairment. Remedial reading specialists are assigned to schools to aid teachers in improving student communication skills. DoDDS also provide correspondence courses for those students who live

in remote areas with no school facilities.

Dormitory facilities are available at eight of the 57 secondary schools. When a student's home is more than one hour's commuting distance from the school, the student lives in the dormitory. Dormitory counselors, who are fully qualified instructors, offer substitute-parent supervision to the high school students.

Dependents' scholarship program

More than 50 Navy-oriented organizations currently sponsor scholarships or offer aid for study beyond the high school level. Dependent children of Navy, Marine Corps and Coast Guard members and former members are eligible for this assistance.

The Naval Military Personnel Command (NMPC 641) administers the scholarship program. However, applications are mailed directly to the appropriate scholarship sponsor.

The scholarships, which are funded by sponsoring groups, are usually awarded on the basis of scholastic achievement, character and financial need. Selection committees of the sponsoring groups select and notify the recipients.

The "Scholarship Pamphlet" (NavPers 15003 series) contains a wealth of information on the scholarship program, including requirements for eligibility. The pamphlet and applications are available from NMPC 641. Information about the following year's program is usually available in December and the application deadline is April 15.

Another source for educational aid is the Navy Relief Society-sponsored guaranteed student loan. Loans up to \$2,500 per year (\$12,000 total) are available for undergraduate study or vocational training. Graduate study loans can be made up to \$5,000 per year, or \$25,000 total. Information, eligibility requirements and applications are available from the Navy Relief Society.

For further information, see MilPers manual 6210110. □

Where Navy People Can Get Help

Chief of Chaplains (OP-09G)
Department of the Navy
Washington, D.C. 20370
Commercial: (202) 694-4043
Autovon: 224-4043

Navy Mutual Aid Society
Department of the Navy
Washington, D.C. 20370
Commercial: (202) 694-1638

Fleet Reserve Association
1303 New Hampshire Ave., N.W.
Washington, D.C. 20036
Commercial: (202) 785-2768

Navy Relief Society Headquarters
801 N. Randolph St., Room 1228
Arlington, Va. 22203
Commercial: (202) 696-4904
Autovon: 226-4904

Decedent Affairs Branch
Naval Medical Command, Code 332
23rd & E St., N.W.
Washington, D.C. 20372-5120
Commercial: (202) 653-1345
Autovon: 294-1345

Navy Wives Clubs of America
P.O. Box 6971
Washington, D.C. 20032

Navy Wifeline Association
Washington Navy Yard, Bldg. 172
Washington, D.C. 20374
Commercial: (202) 433-1721
Autovon: 288-2333

Navy Family Support Program
OP-156/NMPC-66
Department of the Navy
Washington, D.C. 20370-5000
Commercial: (202) 694-1006
Autovon: 224-1006

Department of Defense Dependents
Schools
Hoffman 1, Room 152
2461 Eisenhower Ave.
Alexandria, Va. 22331

American Red Cross
National Headquarters
17th & D St., N.W.
Washington, D.C. 20006
Commercial: (202) 737-8300

Casualty Assistance
Naval Military Personnel Command (NMPC-642)
Department of the Navy
Washington, D.C. 20370-5122
Commercial: (202) 694-2926
Autovon: 224-2926

Dependents Education (CONUS & Overseas)
OP-156/NMPC-66
Department of the Navy
Washington, D.C. 20370-5000
Commercial: (202) 694-1006
Autovon: 224-1006

Navy Family Ombudsman Program
OP-156/NMPC-66
Department of the Navy
Washington, D.C. 20370-5066
Commercial: (202) 694-1006
Autovon: 224-1006

Dependents' Scholarship Program
Naval Military Personnel Command (NMPC-641)
Department of the Navy
Washington, D.C. 20370-5641
Commercial: (202) 694-3355
Autovon: 224-3355

Reunions

- **USS William R. Rush (DD 714)**—Reunion Aug. 5-7, 1988. Savoy State Park, Western Massachusetts. Contact Jim Kelly, 12120 Asbury Chaple Road, Huntersville, N.C. 28078; telephone (704) 875-1274.
- **USS Saint Paul (CA 73)**—Reunion Aug. 23-25, 1988, San Diego. Contact Joe Caramona, P.O. Box 841, Palm Harbor, Fla. 34273-0891.
- **USS Sussex (AK 213), ship members during Korean War cruises**—Reunion Aug. 27-28, 1988. Contact Donavon English, P.O. Box 20968, Portland, Ore. 97220; telephone (503) 252-4601.
- **PT boaters**—All hands who served in PT boat squadrons, bases, tenders, supply, communications, FEMU, medical or were in any way connected with WWII PT boat operation; friends, 2nd, and 3rd generation PT boaters—Reunion Sept. 1-5, 1988. Stouffer Orlando Resort, Orlando, Fla. Contact P.T. Boats, Inc., P.O. Box 109, Memphis, Tenn. 38101; telephone (901) 272-9980.
- **USS Pecos (AO 65)**—Reunion Sept. 9-11, 1988. Contact Johnny Sellers, 700 Orchard Lane, A-5, St. Clairsville, Ohio 43950 or W.J. Price, Star Route; Box 43, Portsmouth, Ohio 45662.
- **USS LST 829, Coast Guard-manned**—Reunion Sept. 9-11, 1988. Anaheim, Calif. Contact Albert J. Ryzner, Star Route 1, Box 206, Lewis Run, Pa. 16738; telephone (814) 362-1810.
- **USS Houston (CA 30/CL 81)**—Reunion Sept. 13-18, 1988. Holiday Inn, Fairlane area, 5801 Southfield Service Drive, Detroit, Mich. 48228. Contact Don G. Michalek, 12441 N. Allison St., Thornton, Colo. 80241; telephone (303) 457-9382.
- **USS Cushings (DD 376/DD 797/DD 985)**—Reunion Sept. 14-18, 1988. Williamsburg, Va. Contact Bill Johnson, 1237 Dare Rd., Yorktown, Va. 23692; telephone (804) 898-5156.
- **USS Norton Sound (AV 11/AVM 1)**—Reunion Sept. 14-18, 1988. Port Hueneme, Calif. Contact Robert Hovestadt at (805) 485-6144, Clyde Taylor at (805) 642-1413, or USS Norton Sound Association, P.O. Box 487, Port Hueneme, Calif. 93041.
- **USS Foreman (DE 633)**—Reunion Sept. 15-17, 1988, Cleveland. Contact William S. Holley, 58P Village Green, Budd Lake, N.J. 07828; telephone (201) 691-2380.
- **USS Russell (DD 414)**—Reunion Sept. 15-17, 1988. San Diego. Contact W. Singletery, 4544 62nd St., San Diego, Calif. 92115; telephone (619) 582-1337.
- **USS Blackhawk (AD 9), and assigned Destroyers**—Reunion Sept. 15-18, 1988. Omaha, Neb. Contact G.H. Mason, 2212, 122nd Ave. E., Puyallup, Wash. 98372; telephone (206) 863-8666.
- **USS Mansfield (DD 728)**—Reunion Sept. 15-18, 1988. Norfolk. Contact R.E. Schools, 3955 Monza Dr., Richmond, Va. 23234; telephone (804) 271-1551.
- **USS Foote (DD 511)**—Reunion Sept. 15-19, 1988. Clarion Hotel, Cincinnati. Contact Floyd Shelton, 2889 Sheldon Drive, Cincinnati, Ohio 45239; telephone (513) 931-0042.
- **USS Massey (DD 778)**—Reunion Sept. 16-18, 1988—Minneapolis. Contact Jack Zagaros, 3656 Newton Ave. North, Minneapolis, Minn. 55412; telephone (w) (612) 344-1518, (h) (612) 529-5840.
- **Naval Mine Warfare Association**—Reunion Sept. 20-25, 1988. New Tower Inn, Omaha, Neb. Contact Herb Stettler, 3604 Greenleaf Dr., Santa Rosa, Calif. 95401; telephone (707) 545-8626.
- **USS Cooper (DD 695)**—Reunion Sept. 22-25, 1988. Chicago Marriott, Schaumburg, Ill. Contact James F. "Gene" Bickers Sr., 128 Piney Bend, Portage, Ind. 46368; telephone (219) 762-7999.
- **USS McDermut (DD 677)**—Reunion Sept. 23-24, 1988. Norfolk. Contact C. H. Pippitt, 2156 University Ct., Clearwater, Fla. 34624; telephone (813) 461-2904.
- **USS Eberle (DD 430)**—Reunion Sept. 23-24, Charleston, S.C. Contact Robert M. McKenzie, 309 Catawba Ave., Newfield N.J. 08344; telephone (609) 697-1587.
- **Commissioning Crew of USS David R. Ray (DD 971)**—Reunion Sept. 23-26, 1988. Contact Steve Korpall, 949 Big Dalton Ave., La Puente, Calif. 91746; telephone (818) 810-2741.
- **Waves and Women of the Navy, and their British Commonwealth counterparts, the WRENS**—Reunion Tour. Sept. 26- Oct. 21, 1988. Australia/New Zealand. Contact Ann Collins, 3346 Runnymede Pl. N.W., Washington, D.C. 20015; telephone (202) 362-2315.
- **USS Pensacola (CA 24)**—Reunion Sept. 28- Oct. 1, 1988. Cincinnati. Contact Ray V. Snapp, 3705 Heathwood Dr., Troy, Ohio 45373; telephone (513) 339-3217.
- **USS Kanawha (AO 1)**—Reunion Sept. 29- Oct. 1, 1988. Edgewater Hotel, Seattle. Contact Tom McNamara, 4209 SW 98th, Seattle, Wash. 98136; telephone (206) 937-4849.
- **Odin Group (VP 11 (F)/VP 51/VP 54/VB 101/VPB 101/Patsu 1-2)**—Reunion Sept. 29- Oct. 3, 1988. Hanalei Hotel, San Diego. Contact G. H. Martin, 123 Forest St., Dover, Mass. 01923.
- **USS Ludlow (DD 438)**—Reunion, Sept. 1988. Contact Bob Javins, 537 Clark's Run Rd., La Plata, Md. 20646; telephone (301) 934-8955.
- **USS LST 49**—Reunion, Sept. 1988. St. Louis. Contact Frank Reeves, R#4-Box 204A, Ava, Mo. 65608; telephone (417) 683-2440.
- **VMF 218**—Reunion, Sept. 1988. Anaheim, Calif. Contact Richard B. Robinson, 2162 Wellington Ave., Santa Ana, Calif. 92701; telephone (714) 542-2818.
- **Crew of the USS Trinity (AO 13), from 1939-45**—Reunion planned. Contact Henry F. Holmes, 5005 Faraon St., #111, St. Joseph, Mo. 64506; or contact Ed Jaqua, 524 W. College, Aurora, Mo. 65605.
- **Naval Hospital Oakland**—Reunion planned. Personnel who were staff or patients 22 July 1942-22 July 1988. Contact Naval Hospital Oakland Birthday, Oakland, Calif. 94627-5000; telephone (415) 633-5324.
- **USS Kennison (DD 138/AG 83), and LSMR 402**—Reunion planned. Contact Edward L. Sheeler, 1617 Tulane Dr., Lufkin, Texas 75901.
- **Malta convoys of WWII**—Reunion planned. Contact Fred Plenty, 43 Sydenham Rd., Bridgwater, Somerset TA6 4QD, England; telephone (0278) 424641.
- **USS Conway (DD/DDE 507), from the years of 1942-1970**—Reunion planned. Contact Carl Shand, RD#3, Ware Rd. Fulton, N.Y. 13069; telephone (315) 592-7891.
- **USS Philippine Sea (CV 47/ CG 58)**—Reunion planned. Contact USS Philippine Sea Association, Post Office Box 597, Levittown, Pa. 19057; telephone (215) 946-3836.
- **VB 305, serving in the Solomon Islands from Feb.-June 1944.**—Reunion, fall of 1988, San Diego. Contact Bob Rice, 1978 Bucklin Hill Road, Bremerton, Wash. 98310; telephone (206) 692-8734.
- **Orphans of the Pacific (MBP 1)**—Reunion considered. Contact James Pressley, 1318 Washington, Fredonia, Kan. 66736.



AO2 Tony Graham inspects a World War II Japanese bomb found near a busy roadway on Guam to determine if it can be safely removed. This photo, by PH1 Raymond L. Mitchell, won first place, news category, in the Military Pictures of the Year contest.

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