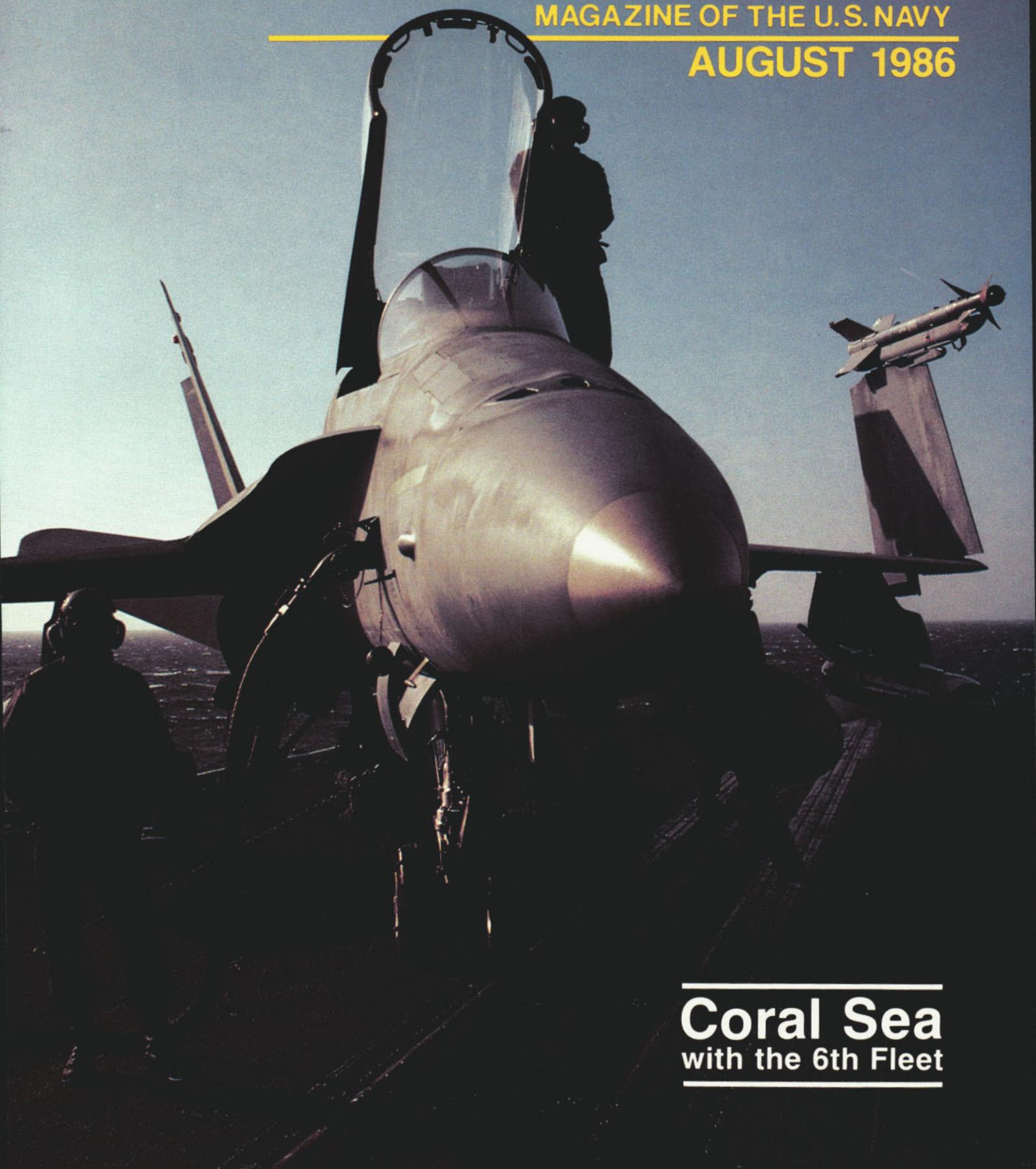


# ALL HANDS

MAGAZINE OF THE U.S. NAVY

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AUGUST 1986



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**Coral Sea**  
with the 6th Fleet

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# The men at the helm



Eight former chiefs of naval operations joined the current CNO and his predecessor at the dedication of an oak-paneled Pentagon corridor that contains memorial portraits of all former CNOs. From left to right are Admirals James L. Holloway III, Carlisle A. H. Trost, Robert B. Carney, Thomas B. Hayward, James D. Wat-

kins, Elmo R. Zumwalt Jr., George W. Anderson Jr. (seated), David L. McDonald, Arleigh A. Burke and Thomas H. Moorer. Together they represent 33 years at the Navy's helm. A synopsis of their individual impacts on the fleet begins on page 14. Photo by PH1 Chuck Mussi.

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

AUGUST 1986 — NUMBER 833

63rd YEAR OF PUBLICATION



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**Front Cover:** Crew members tend to one of Coral Sea's F/A-18 Hornets. Photo by PH2 Roy Knepp.

**Back Cover:** "Destroyer Man," an oil painting by Walter Brightwell, depicts a Navy enlisted man aboard USS Theodore E. Chandler (DD 717) in March 1960. From the Navy Art Collection.

# Navy Currents

## SEALs seek volunteers

The Navy is looking for qualified volunteers to fill projected increases in manning requirements for its diver, explosive ordnance disposal and SEAL programs.

Any diving, EOD or SEAL command/detachment will provide prospective applicants with information about these programs. They will also give screening tests and assist applicants in preparing their training application packages.

Application instructions and requirements for all three diving programs are outlined in MILPERSMAN 1410380.

Volunteers should forward, via their commanding officer, an Enlisted Personnel Action Request (NAVPERS-1306/7) to: Commander, Naval Military Personnel Command (NMPC-401D), (NMPC-407C for hospital corpsmen), Washington, D.C. 20370. □

## Naval Reserve videotape

"The Naval Reserve: A Force on the Move," a 19-minute color videotape, is being distributed to Naval and Marine Corps Reserve Centers nationwide.

The videotape highlights progress of the Naval Reserve since its beginning in 1916, pointing out the rapid upgrading of readiness and operational capabilities. Use of the latest aircraft and ships and assignment of new missions are described in the presentation.

Point of contact for reserve centers is Ed Orniski, Joint Visual Information Activity, Tobyhanna Army Depot, Pa. 18466-5102; auto-von 795-6543. □

## Military families and stress

Despite all the pressures placed on military families, they have surprisingly few psychological and social problems, according to a survey by a group of child psychiatrists, cited recently in the *Washington Post*.

Faced with combat stress, long absences of

the father and frequent moving from assignment to assignment, these families might be expected to have more problems than other families, but the study shows otherwise.

The divorce rate is apparently lower than average in military families. The occasional separations that are built into the military system may "defuse" stressed marriages, the study suggests.

Frequent moves may seem stressful, but may actually represent growth opportunities for military families, helping children learn to cope.

The authors attributed the strength of military families to the fact that people with severe psychological problems are not permitted in the military and to a supportive military network. □

## Survivors' housing allowance

If you die on active duty, your family now will receive a death benefit of 90 days' housing allowance.

This allowance, effective since last December, allows the family to remain in government housing for up to 90 days following the death of a service member, or to receive BAQ and VHA for the same period.

If the family leaves government housing before the 90 days are up, they will receive the cash balance of their housing allowance. □

## Automatic insurance coverage

Active duty members of the Armed Forces, and most reservists, are now automatically insured up to \$50,000 under the Serviceman's Group Life Insurance program.

This insurance program costs you 8 cents a month for each \$1,000 of coverage, or \$4 a month for the full \$50,000. The full coverage amount is automatically deducted from your pay each month, unless you indicate a desire for less coverage.

Reduced coverage is available in \$10,000 increments. Those who want less than full coverage must submit an SGLI election form

indicating their preferred level of coverage.

Your personnel office will help you fill out forms and provide you with any additional information needed to make a change to your coverage. □

## OB/GYN surgery changes

Obstetrical/gynecological (OB/GYN) and general surgery services are being temporarily reduced or discontinued at certain naval hospitals in the continental United States in order to correct staffing shortages at overseas and isolated medical facilities.

The changes will not prevent eligible military patients from receiving care. In areas where services have been reduced or discontinued, the Navy will continue to provide OB/GYN care for active duty women at civilian or other military facilities at the Navy's expense.

There will be a temporary discontinuation in OB/GYN service at the naval hospitals in Newport, R.I., and Long Beach, Calif., and the medical clinic in Pearl Harbor, Hawaii.

Naval hospitals in Lemoore, Calif., and Great Lakes, Ill., will experience a temporary reduction in their OB/GYN services. OB/GYN physicians from these locations will be reassigned to overseas and isolated U.S. hospitals where the current number of doctors is inadequate to meet demands, and where alternate sources of OB/GYN care are not available.

Call your naval hospital for more information. □

## We've moved!

By the time you read this, *All Hands* (and the entire NIRA organization) will have moved to Arlington, Va. Our new mailing address is:

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Our new telephone numbers are: (202) 696-6874; Autovon 226-6874. □

# ALL HANDS

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# VC 6

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## Keeping the Navy on target

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It looks like war, but it's only a carefully-created illusion.

Although gunner's mates and aviators are scoring direct hits, they're not at war. They're at target practice.

Fleet Composite Squadron 6, headquartered at the naval air station in Norfolk, Va., gives Navy and Marine Corps shooters the chance to sharpen their skills against moving targets.

Squadron members travel throughout

the Atlantic and Caribbean to provide this important training to the fleet.

"We get the targets to where the shooters are," said Cmdr. Rich Richards, VC 6 commanding officer. "We have five East Coast detachments of aviators and surface ship sailors. They deploy to combatant and support ships and to remote sites around the world to perform their 'orange mission'."

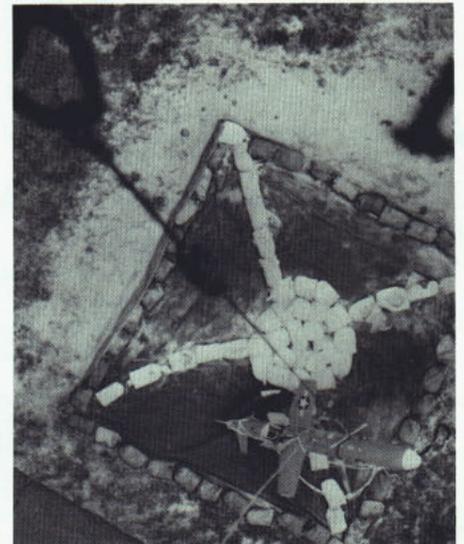
"Orange," because the target drones

and boats are painted orange. Squadron members maintain, control, launch, and decontaminate these reusable targets.

"We need members from both sides of the house—air and surface—to do this," Richards said. "We have 20 officers and 186 enlisted—most of whom are trained in drone operations and maintenance on aircraft *and* boats."

At the Dam Neck, Va., detachment, the squadron maintains the aerial targets and the aerial launch site. Because of this, East Coast ships and air squadrons frequently practice off Dam Neck's shores.

After an aerial target is launched, it is controlled electronically by the computer mounted in its fuselage. A squadron pilot sends messages to the target through a



computer bank, located in the site's control tower.

"Although you're in the tower controlling a target, it's just like flying," said Lt. Ray Tranchant, a squadron pilot.

"The controls are much like those you would find in a jet," Richards added.

"We have an approximately 100-mile range off the coast and we have a monitor that tracks the targets and enemy fire. We fly the target around the range against the simulated enemy's live fire just like we would fly an aircraft under enemy fire," continued the commanding officer.

Normally, the pilot flies the target for about 45 minutes or until it gets hit. Once hit, radar tracks the target's location. The squadron's Little Creek, Va., detachment then retrieves the drone.

They use one of the Navy's few remaining World War II patrol boats, which was converted for drone retrieval. Helicopters are used to pick the target out of the water and take it ashore for maintenance and re-use.

In addition to the aerial targets, detachment members maintain and operate two types of powered, seagoing, radio-controlled targets called *Septars*. These flashy orange speedboats have electronic reflectors so aircraft and ships' radar can locate, track and fire at them.

During exercises, petty officers from

VC 6, using remote controls, maneuver both types of target boats from a control tower. The larger of the two *Septars* is used against combatant ships. The other is used against F-4 *Phantoms*, F/A-18 *Hornets*, A-6 *Intruders*, and other Navy and Marine Corps aircraft.

"The F-18s stay on us," Richards said. "It's a real challenge for the petty officers trying to maneuver out of the line of fire.

"It's like a giant video game—all the glitter, graphics and intensity," Richards added, "But, it's not a game. It's invaluable training to the fleet."

As with the aerial targets, the squadron retrieves and repairs these target boats. This saves the Navy millions of dollars and allows more training for the same cost.

The squadron participates in exercises that last from one day to six months.

"We are always providing training to the fleet," Richards said. "And we even provide British pilots with the same training our pilots receive. They complete their schooling at Point Mugu, Calif. Then they complete their on-the-job training here, prior to assignment at a target squadron, much like ours, in the United Kingdom."

Training to the fleet—the orange mission—has always been the squadron's

primary responsibility. However, a tactical mission soon will be added to the squadron's jobs.

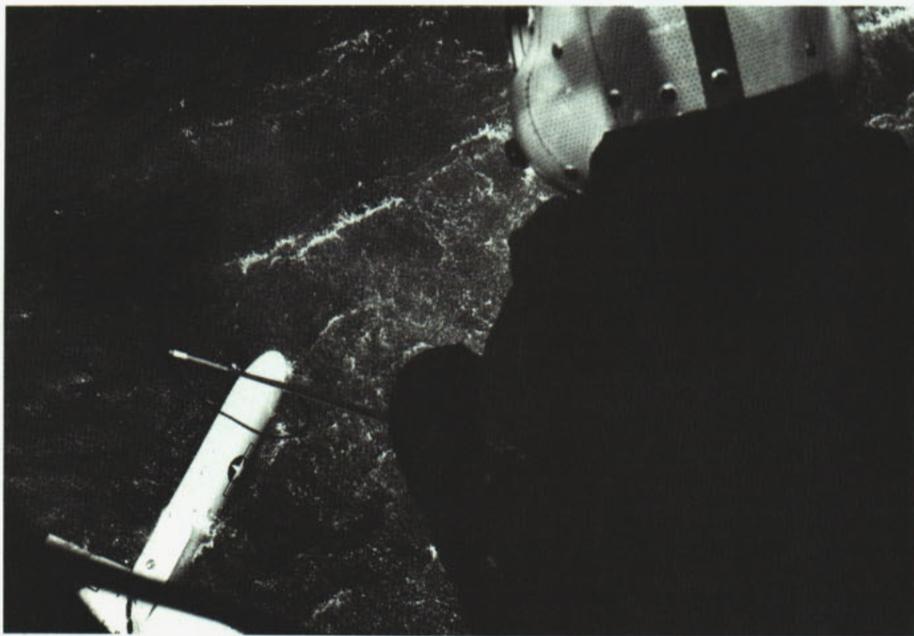
The remote-piloted air vehicles will be fitted with a camera, tactical sensors, and other information-gathering equipment. The vehicle can then be employed in a variety of surveillance roles.

"This mission is just being introduced, but it will definitely be on line soon at our Patuxent River, Md., detachment," Richards continued. "And we're excited about it."

VC 6 members find their exercises in illusion an exciting way to train the fleet for the real thing. □

—Story and photos by  
JO2 Jodelle Blankenship  
NIRA Det. 5, Norfolk, Va.

**Fleet Composite Squadron 6 maintains and operates drones and other reusable targets so that members of East Coast ships and air squadrons can sharpen their skills against moving targets.**





# Flight engineers

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## 'Humility can be good for you'

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John Sablyak wanted more of a challenge out of his aviation machinist's mate rating than just working in the maintenance department. So he decided to become a flight engineer. He never realized, though, how humbling the experience could be until he had spent a few weeks at the flight crew training school, Naval Aviation Maintenance Training Group Detachment, at Patrol Squadron 30, NAS Jacksonville, Fla.

"You can't be afraid of failure because here you're going to find out you're not perfect. You may have been the best in your other job in maintenance, but when you come here and realize you're not going to be No. 1, *that's* humbling."

One reason becoming a flight engineer is so demanding is that the specialty actually combines three specialties into one job: aviation machinist's mate (AD),

aviation electrician's mate (AE), and aviation structural mechanic (AM). And if that weren't tough enough, the AM rating requires additional expertise in three more areas: hydraulics (AMH), emergency equipment (AME) and structures (AMS). After 19 weeks, Sablyak is a systems expert; a genuine jack-of-all-trades for P-3 *Orions* and has been assigned to VP 8 in Brunswick, Maine. But the expertise hasn't come easily.

"So much information is shoveled into you at one time that it becomes intimidating," said Sablyak. "The instructors are very demanding about how much they want you to know and how soon they want you to know it. But as the training goes on and you start flying and putting your knowledge to use, it clicks in more and more."

Before things start to click though, potential flight engineers must survive some strictly structured training. Students train in three phases for the 19 weeks.

First comes five weeks in phase A—

ground school at VP 30's training facility for flight crews to learn the basics of a P-3 system. The remaining 14 weeks are divided between phase B and phase C in the classrooms on the flight crew side of NAMTraGruDet. In phase B, students fly with VP 30 pilots, and phase C has the flight engineers train with other P-3 crew members to master tactics for the P-3's anti-submarine, search and rescue, and mining missions.

"When I came here after the first five weeks, I really felt like I was sinking, because the material was so much more in-depth. But as the studying and training continued, it started coming together and it got to be fun. You have to work hard to make it fun, though."

Flight engineers become immersed in the Naval Air Training and Operating Procedures Standardization manual, the "bible" of naval aviators. Since so much information must be covered in a fairly short period, study time is compressed. What might normally be a typical two-day discussion of a section of NATOPS

After completing the 19 weeks of training required to become flight engineers, students have expertise in all of an aircraft's vital systems.

# Flight engineers

becomes a 35-40 minute reading session.

Instructors give some relief to the fast-paced training routine with one-on-one instruction to students. Each student is assigned to an individual instructor who can provide special assistance that may

**Flight engineer students are graded on performance in classrooms and under simulated and actual flight conditions.**

be needed. Other instructors' names and home phone numbers are on a corner of the blackboard, for help after class hours; every effort is made to help students succeed. But extra assistance from instructors doesn't mean flight engineer school is a free ride.

As Sablyak said, "You won't get anything for free here."

AE2 Rich McGuire agreed. In his

phase B training, McGuire found his frustration level starting to rise whenever he asked questions. "The instructor never gave me a specific answer. He started to pick my brain on what I knew all *around* that subject. Then all of a sudden, something would click. I always ended up answering my own question because he prompted me to think in different directions." The training tech-



niques of individual instructors may vary, but the results have to be constant: students must learn the same curriculum and advance to graduation to stay in the program.

Students are required to maintain an 80 percent grade on every testing evolution—classroom, simulator and flight—throughout the 19 weeks.

Instructors ensure students learn quick

but accurate reactions in the simulated cockpit. "During a test on scanning the gauges, the instructors may pull a gauge to zero and you have to find it in a hurry," said Sablyak. "There are so many to look at, you have to make sure you find the right one, find out what the problem is and fix it fast. At the same time, they're distracting you by asking you other questions, so you have to be accurate in what you're doing. My hands, brain and mouth couldn't function properly as a team at first, but I eventually got it down."

Students learn by their mistakes and the instructors emphasize and re-emphasize trainees' weak areas. Sablyak said the instructors are totally committed to turning out good flight engineers; they know how badly the fleet needs them.

Flight engineer school graduates leave VP 30 with a Navy Enlisted Classification code (8251) and are assigned to squadrons for sea duty. But the combination of the ratings and skills that have been mastered means the flight engineer has to wear two hats—one as a flight engineer and the other in his rating. Next come duty assignments.

For their sea duty, flight engineers are assigned to maintenance billets. Since they are all second class or above, they usually become shift supervisors or work center supervisors. With their background of training in the other rates, flight engineer chiefs are chosen as maintenance control chiefs at most squadrons.

But wearing two hats may present some training problems after graduation, according to AFCM Jim Burris. Flight engineers have to keep up with their NATOPS studying as well as keeping up with their own ratings. This extra study load means that flight engineers spend much of their own time hitting the books. Besides all the qualifications difficulties, flight engineers usually draw tough duty assignments.

Since their job is to fly with the P-3s on six-month deployments, there are a limited number of shore duty billets, and non-deploying duty for flight engineers. "That's why we have such a high turn-

over," said ADCS Charlie Bolduc. "At the end of their tour, some guys prefer to go back to their rating because they can't find shore duty at a convenient place."

Despite the various drawbacks and extra qualifications, flight engineers have the sort of responsibilities and challenges that can make it all worthwhile. The flight engineer's role in the P-3 mission starts with signing for the plane with the aircraft commander. The engineer will check the past 10 flights of the aircraft for its maintenance work. His pre-flight responsibilities include computing the amount of fuel needed for the flight and computing the weight and balance of the P-3 before takeoff. During the flight, he monitors the fuel, pressurization, air-conditioning, hydraulics and electrical systems.

But the flight engineer's responsibilities go beyond knowing the technical requirements of the plane; he also is responsible for the performance of the other enlisted people.

"The flight engineer is the senior enlisted leader in that group due to his position. The relationship between the pilots and the flight engineer is critical because he sets the mood for the rest of the enlisted guys," said Cmdr. George Hodermarsky, VP 30's training officer.

Instructor-under-training AE1 Michael Nancarrow agreed. "You have to set the precedent for what's going to happen to the rest of the guys. How well flight engineers get along with the officer pilots up front will determine how well they get along with the enlisted crew members in the back." Nancarrow was assigned to VP 16 at NAS Jacksonville, Fla., for his sea duty tour.

Burris says flight engineer students tend to go through a transformation of personality—a maturing—when they go through VP 30's flight crew training. "It's like watching them from kindergarten to college graduation in 19 weeks. This program can be a very humbling experience. But then again, humility can be good for you." □

—Story and photos by Candace Sams



# Hells afloat

## Revolutionary War prison hulks

The Jersey, a 64-gun ship of the line, was condemned by the Royal navy and became a rotting prison hulk in New York Harbor.



September 19 is National POW-MIA Recognition Day. All Hands is noting this commemoration with an account of some of the first American POWs.—Ed.

During the American Revolution, nearly 11,500 American service men died as prisoners of war. They were trapped aboard the notorious British prison ships anchored in New York Harbor's East River between Manhattan and Brooklyn. Referred to as "floating hells" by the POWs, these filthy, verminous, disease-ridden hulks claimed more lives than were taken by British guns.

Most infamous of the prison hulks was the *Jersey*. Once a proud and stately 64-gun ship of the line, *Jersey* was in bad shape at the beginning of the war. The ship was condemned by the Royal navy and consigned to spend its last days as a rotting prison hulk in New York harbor's Wallabout Bay.

*Jersey's* hull had been stripped of all masts and other fittings and the rudder

had been removed. The flagstaff and bowsprit were all that remained. A spar amidships supported a derrick for hauling in supplies. Gun ports were nailed shut and along the hull two tiers of holes, 20 inches square and 10 feet apart, let in a little light and air. At the break of the quarterdeck was a 10-foot barricade with loopholes for muskets. There were cabins aft for the officers and separate spaces provided for the guards and crew. The crew was made up of two mates, a dozen seamen, a unit of Marines and a contingent of 30 British and Hessian soldiers.

For the POWs, life in the *Jersey* was a constant torment. Crowded conditions, poor food, filth and disease shaped their miserable existence.

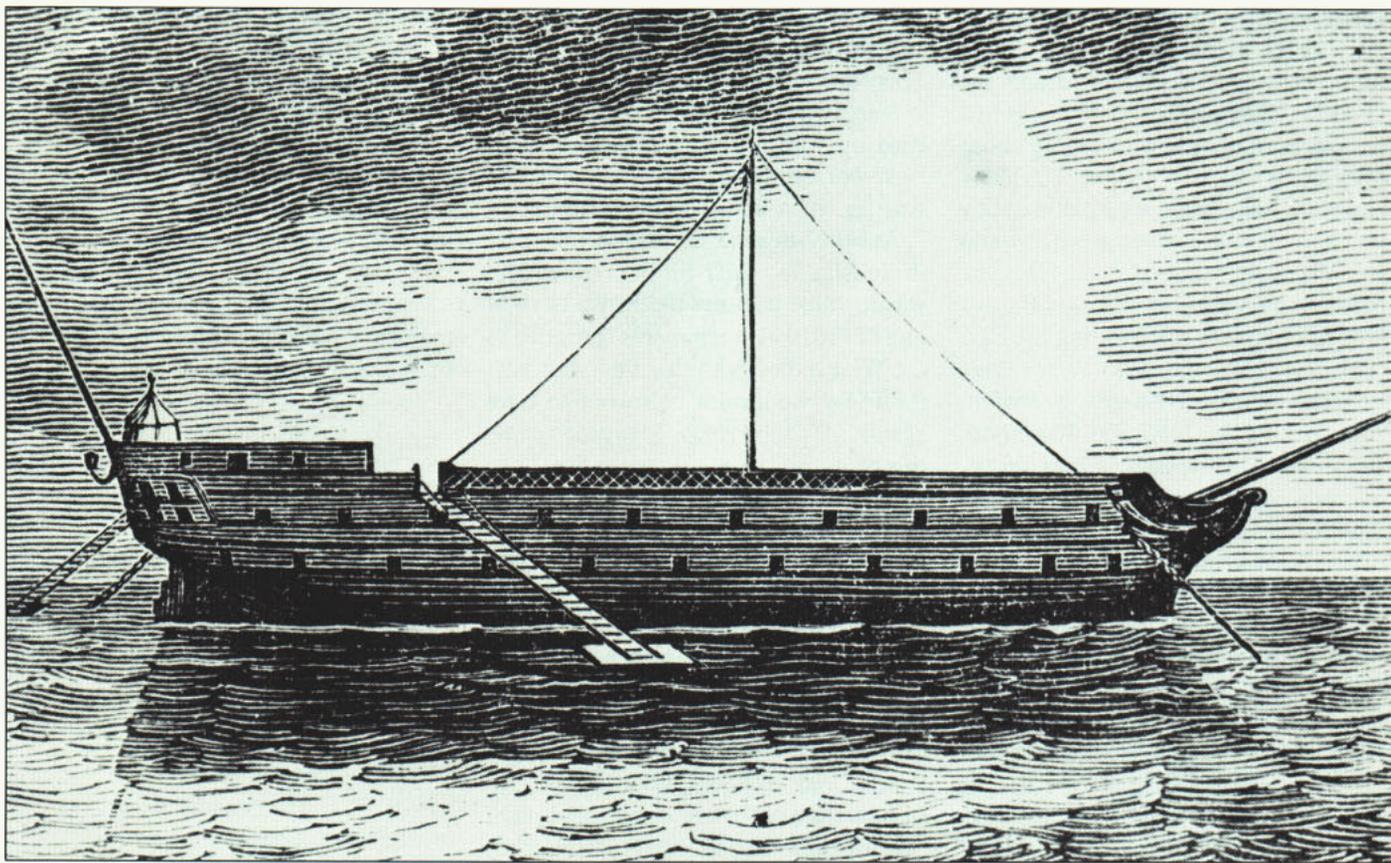
Ebenezer Fox, a young American seaman captured by the British and sent to the *Jersey*, described the prisoners already on board as being "covered with rags and filth; their visages pallid with disease, emaciated with hunger and anxiety and retaining hardly a trace of their

original appearance. They were shriveled by a scant and unwholesome diet, ghastly with inhaling an impure atmosphere, exposed to contagion, in contact with disease and surrounded with the horrors of sickness and death."

Although the prisoners were allowed on deck during the day, at sunset they were sent below to the crowded holds. The hatches were covered with gratings, sentries were posted at each hatch. No lights were allowed and movement in the total darkness below was a precarious undertaking.

Below decks, the POWs slept in hammocks if they were fortunate enough to have them. Otherwise, bare raised planks or the cold wooden deck had to serve. The prisoners shared their dark quarters with rats, lice and other vermin.

With hundreds of men packed into each dungeon-like hold, the stench was dreadful and especially so during the warmer months. The dead often shared the spaces of the living until they were



# Hells afloat

removed for burial on the mud flats of the bay at low tide.

One of the POWs described the air below decks as being so foul that “a lamp could not be kept burning . . . by reason of which three boys were missed until they had been dead for 10 days.” Another survivor related how men fought for air, “some crying, praying and wringing their hands and talking about ghosts and apparitions, others delirious . . . raving and storming; some groaning and dying—all panting for breath . . .”

The prisoners were formed up, six to a mess, to receive their rations each day. Their meager fare was set at two-thirds of the normal British navy ration and consisted of worm-filled ship biscuit, decayed salt beef and pork, suet and once a week, a watery oatmeal gruel. Some of the salt pork and pickled beef was so tough that prisoners carved little trinkets out of the extra hard chunks.

The drinking water on board also left much to be desired. Prisoners related that the water sat so long in the casks that it had to be strained before drinking.

Weakened by putrid food, unpotable water, and general malnutrition, the POWs had little physical defense against the ravages of disease which hung about *Jersey* like a malevolent cloud. Each day at low tide, small groups of pallid, sickly prisoners, under heavy guard, would carry the night's toll of dead from the holds and bury them in the mud flats or in the salt marshes surrounding the bay.

Occupying the bay with *Jersey* were five other hulks, *Whitby*, *Scorpion*, *Prince of Wales*, *John* and *Stromboli*, with three other vessels, *Good Hope*, *Falmouth* and *Hunter*, designated as hospital ships. Some of the most seriously ill POWs were transferred to these hospital ships. Yet, these ships were little more than hulks themselves, providing few of the comforts normally expected of such vessels. As one survivor recalled, “The *Hunter* had been very newly put to use as a hospital ship. Her decks leaked to such a degree that the sick were deluged with every shower of rain. Between decks they lay along, struggling in the agonies

of death, dying of putrid and bilious fevers, lamenting their hard fate to die such a distance from their friends; others totally insensible and yielding their last breath in all the horrors of light-headed frenzy.”

The nurses on these hospital ships were male civilians, hired primarily because they were Loyalists and had no liking of rebels or their cause. Many were said to be sadists and drunkards, untrained and uncaring and more skilled at rifling dead men's pockets than providing medical aid. The sick were often forced to sleep two men to a bunk, and if one man should die in the night, his living bunkmate remained with the body until it was removed to the mud flats the next morning.

There were many escape attempts made from *Jersey* and its sister hulks. Some of them were successful. There was one escape by about 35 men, who, while taking the air on the main deck, rushed the sentries, disarmed them and seized a little schooner lying alongside and managed to get away. Others managed to escape by wrenching out the window bars and lowering themselves to the water. This form of escape required a swim of at least two miles by men already weakened by hunger and confinement, and, even worse, the shore was patrolled by sentries for a considerable distance.

Another avenue of escape taken by those who had their fill of confinement was to enlist in either the Royal navy or one of the British regiments stationed in the West Indies, with the stipulation that the POW would not be forced to fight against his countrymen. Many men chose this route, including Ebenezer Fox, who enlisted in a British army regiment stationed in Jamaica. Fox did so with the idea of deserting when the opportunity arose and somehow getting back home—which eventually he did.

Not all captured seamen were sent to the hulks in New York. Some were confined in England's Mill and Forton prisons and in prisons in Halifax, Nova Scotia, and Antigua, West Indies. Although the conditions at these and other prisons were indeed disgraceful, they

didn't come close in approximating the horrors found on *Jersey* or other prison ships. For example, at Mill Prison in Plymouth, England, prisoners were allowed to govern themselves and set up their own rules of conduct. They slept dry and always had enough blankets. Some of the prisoners made odd bits of carving (not from chunks of beef) and fashioned ship models that were sold for them on the outside by the guards. But this was the exception and not the rule. Nearly all prisons were grim, but the death rates were low compared to the New York prison hulks.

There were sporadic attempts to treat the prisoners on the hulks more humanely. One prisoner, captured in June 1779, wrote of *Jersey*, “There was nothing plundered from us, we were kindly used by the Captain and others that belonged to the ship. Our sick were attended to by physicians who appeared very officious to recover them to health. Our allowance for subsistence was wholesome and in reasonable plenty, including the allowance by the Continental Congress sent aboard . . . on the whole we were as humanely treated as our condition and the enemy's safety would admit.”

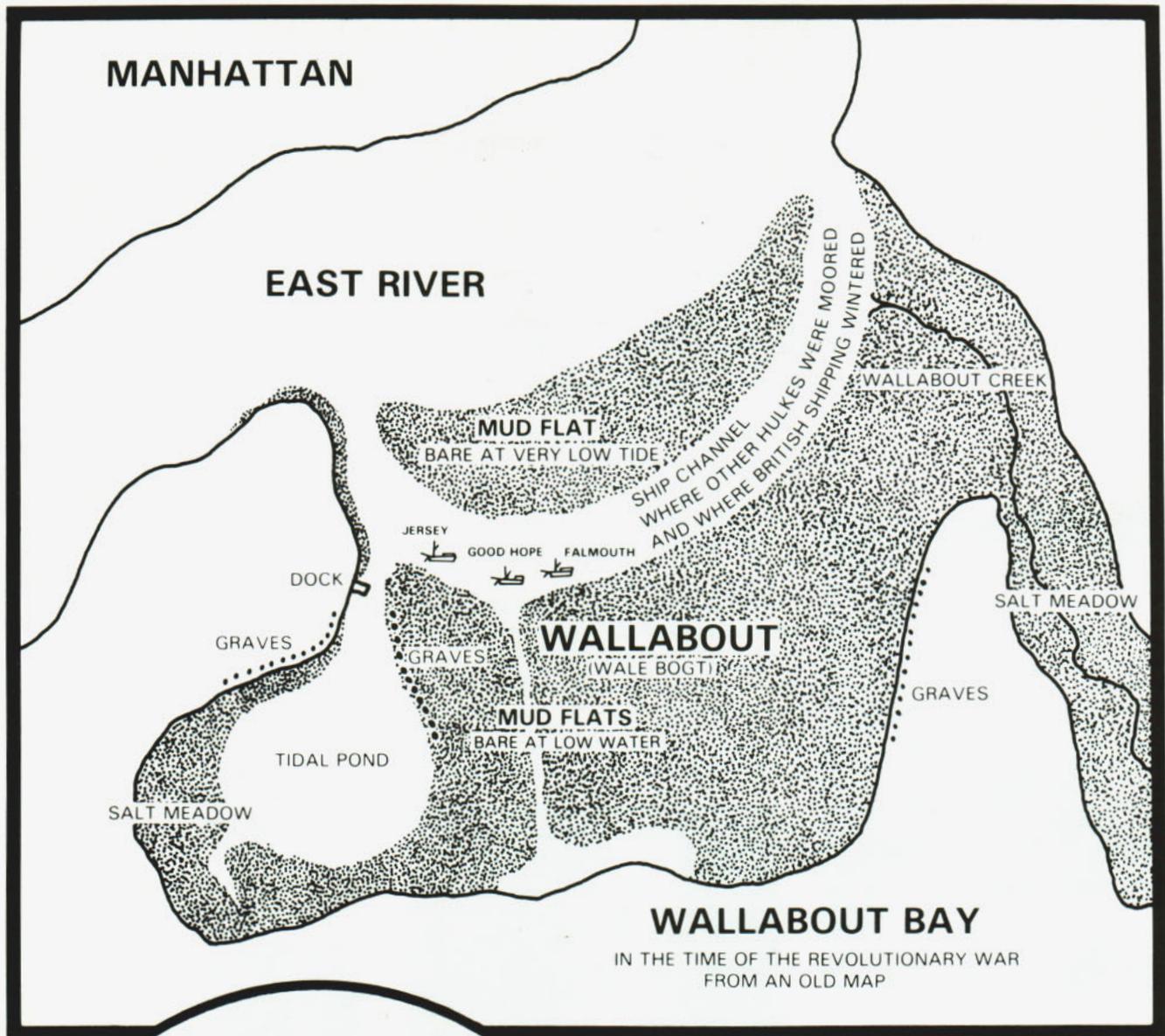
Still, the dreaded hulks had an irrefutably sinister reputation that makes up one of the darkest chapters in Revolutionary War history. For privateersmen and sailors of the Continental Navy, the fear of capture and confinement on a hulk may have well out-weighed their concern of facing British guns at sea. □

—Story by JO2 Mike McKinley.  
Lt. Cmdr B. Richard Lively contributed to this story.

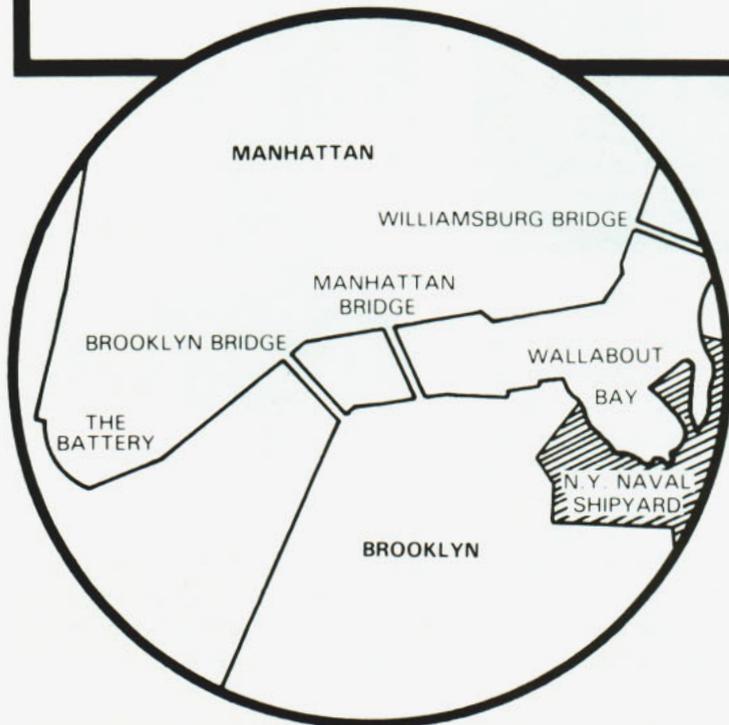
## Prison Hulk Bibliography

Coggins, Jack, *Ships and Seamen of the American Revolution*, Stackpole Books, 1969.

Carse, Robert, *The Seafarers-A history of Maritime America 1620-1820*, Harper and Row Publishers, 1964.



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No longer an 18th century slough that was the site of misery and death for thousands of American POWs during the Revolutionary War, the modern Wallabout Bay is surrounded by the New York Naval Shipyard, Brooklyn and Manhattan.

# The men at the helm

## The last nine CNOs and their portraits



Portrait by Bjorn Egeli

### **Adm. Robert B. Carney, USN** 17 August 1953—17 August 1955

Adm. Carney led the Navy through a period of great technical and scientific progress. The nuclear age and hydrogen bomb became realities. The submarine USS *Nautilus* (SSN 571), the first nuclear-powered ship in the world, was commissioned on Sept. 30, 1954.

Also in 1954, Navy ships carried thousands of Vietnamese refugees to the safety of South Vietnam as Communist forces took control of North Vietnam.

A fleet modernization and new construction program was underway during this period, and in 1955 the first post-World War II carrier, USS *Forrestal* (CVA 59), joined the fleet.

### **Adm. Arleigh A. Burke, USN** 17 August 1955—1 August 1961

Adm. Burke held the office of CNO for an unprecedented six years. Few actions have had such dramatic impact on the balance of power as Burke's decision to move forward with the *Polaris* missile. He ordered the organization of the Special Weapons Task Force that led to the



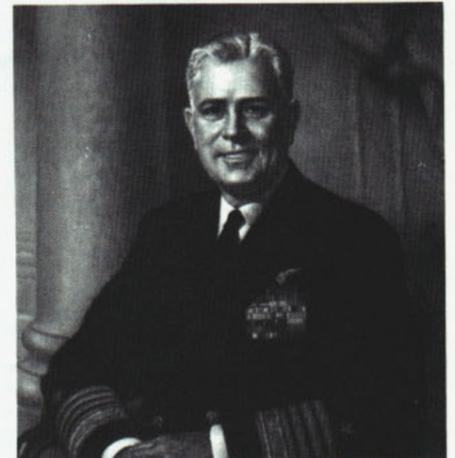
Portrait by Henry A. Nordhausen

launching on July 20, 1960—from the nuclear submarine USS *George Washington* (SSBN 598)—of a *Polaris* missile. International tension continued during the late '50s with explosive situations in Suez, Syria, Jordan, Quemoy and Matsu. The Navy played an important stabilizing role during this period by providing ready on-scene sea power. In 1958, the 6th Fleet, at the request of the government of Lebanon, landed Marines there to assure that country's freedom.

In the spring of 1960, the nuclear-powered submarine USS *Triton* (SSN 586) circumnavigated the earth while submerged.

### **Adm. George W. Anderson Jr., USN** 1 August 1961—1 August 1963

Under Adm. Anderson's direction, the Navy continued to modernize. The first nuclear powered surface ships, the carrier USS *Enterprise* (CVN 65) and the cruiser USS *Long Beach* (CGN 9) were commissioned in 1961, bringing about the new reality of a surface nuclear Navy.



Portrait by Henry A. Nordhausen

The Cuban missile crisis of October 1962 was peacefully resolved in large part because of a measured naval response. Other crisis situations, from the Caribbean to the eastern Mediterranean and Southeast Asia, kept the Navy always on the alert during Anderson's tenure.

**Adm. David L. McDonald, USN**  
**1 August 1963—1 August 1967**

Foremost among the challenges facing Adm. McDonald was the rising Communist aggression in South Vietnam. In 1964, North Vietnamese patrol boats attacked the 7th Fleet destroyers USS *Maddox* (DD 731) and USS *Turner Joy* (DD 951) in the Gulf of Tonkin. Air strikes from 7th Fleet carriers against



Portrait by Raymond E. Kinstler

North Vietnamese bases quickly followed.

As U.S. involvement increased in South Vietnam, Communist-inspired riots broke out in the Dominican Republic in April 1965. U.S. Marines of the Atlantic Fleet Ready Amphibious Force were landed, at the request of the Dominican Republic President, to help restore order.

By early 1966, the steady buildup in Vietnam of naval river patrols, anti-infiltration coastal blockades, amphibious operations, gunfire support and carrier air strikes were being successfully blended into the South Vietnamese defense effort. U.S. armed forces were supported from the sea by an 8,000-mile lifeline. The first nuclear-powered surface task force, consisting of the carrier *Enterprise* cruiser *Long Beach* and frigate USS *Bainbridge* (DLGN 25) went into combat action off

Vietnam in 1966. The last of 41 *Polaris*-equipped nuclear submarines, USS *Will Rogers* (SSBN 659) was commissioned on April 1, 1967.

**Adm. Thomas H. Moorer, USN**  
**1 August 1967—1 July 1970**

During Adm. Moorer's tour as CNO, the Vietnam War continued and Navy technology reached under the sea and into space. In 1968, the burgeoning strength of the Soviet navy became apparent with the appearance of a large Russian task force in the Mediterranean. Soviet cruiser/destroyer squadrons operating in the Red Sea and Indian Ocean on show-the-flag missions signaled the Soviet Union's intention to establish a permanent naval presence. While this challenge gave new urgency to the American seapower effort, the Cold War in Europe flared again with the Russian invasion of Czechoslovakia.



Portrait by Albert K. Murray

On the other side of the globe, the Navy adapted to new developments in Vietnam. When bombing of North Vietnam was halted, offshore strike forces moved south to concentrate support for allied forces in South Vietnam and along the Demilitarized Zone. Navy Riverine Forces and their support units kept open allied supply channels in country and

consolidated government positions in the Mekong Delta. At home, the CNO called for modernization of aging naval forces and advanced the "multiple-buy" system, assuring a steady, yearly input of destroyers, frigates and other new ships for the fleet.

**Adm. Elmo R. Zumwalt Jr., USN**  
**1 July 1970—29 June 1974**

Upon becoming CNO, Adm. Zumwalt took command of "a fleet fast approaching obsolescence and one whose maintenance had been too long put off in favor



Portrait by Albert K. Murray

of the expediency of fighting a war." With the cessation of United States military involvement in Vietnam in March 1973, Zumwalt decided to take the calculated risk of cutting overage ships and aircraft from the fleet in order to create enough savings to build for the future. As a result, the fleet was cut almost in half, from 976 ships in 1969 to 512 in 1974.

Zumwalt is remembered for his personal efforts to "humanize" the Navy. He developed people programs designed to improve the quality of life of Navy personnel and issued policy directives through a series of "Z-grams." During the latter part of his term, he focused on

the growing strength and potential threat of the Soviet navy in light of an apparent reduction in the capability of the U.S. Navy to keep sealanes open.

Zumwalt gained Congressional approval for a fourth nuclear carrier, USS *Carl Vinson* (CVN 70), for the *Trident* submarine and missile program, and for the F-14 *Tomcat*. The lead ship of the *Spruance*-class destroyers, DD 963, was launched. The sea control ship, surface effect ship, patrol frigate and patrol hydrofoil programs were all initiated, and the Navy's first cruise missile was developed.

**Adm. James L. Holloway III, USN**  
29 June 1974—1 July 1978

When he became CNO, Adm. Holloway cited goals of improving fleet readiness and reducing personnel controversies. Due to his personal attention, the percentage of ships "fully ready for any assign-



Portrait by Albert K. Murray

ment" increased dramatically, while those "not ready" substantially decreased. Operational readiness of Navy aircraft also increased. Retention of first-term personnel reached the highest rate since World War II, and 100 percent manning of fleet units was achieved. Other personnel initiatives included es-

tablishment of the Senior Officers Material Maintenance course and formulation of new leadership, management and training philosophies. The first women were enrolled at the U.S. Naval Academy and legislation was introduced to permit the assignment of women aboard ship.

A number of new ships and aircraft joined the fleet, including 14 new *Spruance*-class destroyers, the first *Oliver Hazard Perry*-class guided missile frigate, the first LHAs and the F-14 *Tomcat*. The *Harpoon* missile became operational in surface ships and submarines, and the *Tomahawk* cruise missile reached the successful test-launch stage. Construction began on *Trident* submarines, and the *Trident* missile was successfully test-launched. Development began on the F/A-18 *Hornet* and contracts were awarded for the LAMPS MK III helicopter. The *Aegis* combat system was approved for deployment in the first CG-47 class cruiser, USS *Ticonderoga* (CG 47).

During Holloway's tour, the Navy participated in a number of significant operations, including the evacuations of Cyprus, Lebanon, Phnom Penh and Saigon, recovery of the crew of SS *Mayaguez* and the show of naval support for Kenya.

**Adm. Thomas B. Hayward, USN**  
1 July 1978—30 June 1982

Adm. Hayward approached the CNO office with three broad goals: increase the attractiveness of a Navy career; improve the management of Navy resources; and foster increased officer and enlisted professionalism.

As tensions increased in the Middle East, the operating tempo in the Indian Ocean often exceeded that of the Vietnam War era; eight-month deployments were common, as were 50-60 days of continuous steaming without shore leave.

The frustration and disappointment surrounding the taking of hostages at the American Embassy in Iran and the failed rescue attempt eventually gave way to a

re-awakening of national pride and an increased U.S. role in international affairs. A new maritime strategy matched that increased international role. From a low of 490 ships in 1979, the strategy called for maritime superiority through a 600-ship Navy, including 15 carrier battle groups.



Portrait by Albert K. Murray

New ships entered the fleet. The nuclear aircraft carrier USS *Eisenhower* (CVN 69) made its first deployment, USS *Carl Vinson* (CVN 70) was commissioned, and the keel was laid for the USS *Roosevelt* (CVN 71). The first *Ohio*-class *Trident* submarine was introduced as well as the *Ticonderoga*-class *Aegis* cruiser. The *Pegasus*-class patrol missile hydrofoils came on line, the keel was laid for the LSD 41 amphibious ship, the reserves received the new *Knox*-class frigate and the battleship USS *New Jersey* (BB 62) entered the activation process.

The most notable naval air development was the successful testing and deployment of the F/A-18 *Hornet*. Some of the new avionics and weapons systems were successfully tested when, in 1981, two F-14s shot down two Libyan SU-22 jets over the Gulf of Sidra.

On the personnel side, Hayward warned of a "hemorrhage of talent" and watched as experienced petty officers left the service for better pay and working conditions on the outside.

Hayward emphasized the ethical side

of naval service and called for a return to "Pride and Professionalism." Countering one of the clear threats to a professional Navy, he instituted a vigorous drug abuse program. This new emphasis was best described by the slogan, "Not in my Navy."

**Adm. James D. Watkins, USN**  
**30 June 1982—30 June 1986**

Taking command of a resurgent Navy, well on its way to leaving behind the malaise of the post-Vietnam era, Adm. Watkins called his tour "the Navy's Golden Age," when a new spirit of patriotism caught fire in America and the nation renewed its commitment to maintaining a strong national defense.

Watkins sought to inspire and foster a "Naval Renaissance"—a revitalization of strategic and tactical thinking and a reinvigoration of naval warfare professionalism with the development and publication of the Maritime Strategy. The Maritime Strategy's clear statement about



Portrait by Peter E. Egell

the intended use of the nation's renewed sea power laid the foundation for growth in naval development, operations and exercises during Watkins' tour.

The period between 1982 and 1986 was marked by serious challenges to U.S. na-

tional security and world peace. A new crises in the Middle East required U.S. naval presence off the coast of Lebanon, which included deployment of the newly recommissioned battleship USS *New Jersey* (BB 62) to the eastern Mediterranean. In October 1983, when President Reagan ordered U.S. forces to restore democracy on the Caribbean island of Grenada and rescue Americans living there, naval units again responded to the nation's call.

Watkins called the 1980s an era of "violent peace." The growing spectre of international terrorism around the world required frequent use of naval forces and re-examination of the nation's defense capabilities. In 1985, after terrorists hijacked the Italian cruise ship *Achille Lauro* and killed an American passenger, F-14 *Tomcats* from USS *Saratoga* (CV 60) intercepted the airliner ferrying the hijackers, enabling the terrorists to be brought to justice. In April 1986, President Reagan ordered Navy and Air Force aircraft to strike terrorist headquarters and support organizations in Libya in response to Libyan-sponsored terrorism. Naval operations in response to these and other crises continued at a pace far greater than at the height of the Vietnam War.

During Watkins' tour, the Navy's goal of building a Navy of 600 ships by the decade's end began to come to fruition. The nuclear-powered aircraft carrier USS *Theodore Roosevelt* (CVN 71) was christened and orders were let for USS *George Washington* (CVN 72) and USS *Abraham Lincoln* (CVN 73). Several *Ohio*-class *Trident* submarines were commissioned, and many *Los Angeles*-class attack submarines joined the fleet. The recommissioning of three battleships reintroduced the concept of battleship battle groups and several *Ticonderoga*-class *Aegis* cruisers added their unique defense capabilities to the fleet. Planning for the *Arleigh Burke*-class *Aegis* destroyers continued, and the Navy began looking beyond the turn of the century with plans for the *Seawolf*-class of attack submarines.

Many improvements were made in the aviation community as more F-14 *Tomcats* reached the fleet, replacing the venerable F-4, and the F/A-18 *Hornet* strike/fighter made its first operational deployments.

The many new ships that were completed on time and under budget were the result of a new emphasis by Watkins on the proper management of defense construction and procurement programs. Watkins challenged Navy men and women to defeat waste and develop a business-like approach to budget matters. These efforts included the development of the Material Professional Program, which established a career field for select senior officers to specialize in business skills related to naval construction and procurement.

During his years as CNO, Watkins signed a Memorandum of Agreement with the Chief of Staff of the Air Force, fostering closer interservice cooperation and joint interoperability during exercises and operations. In addition, maritime sealift became a formal naval mission, and a crucial area of support to the U.S. Army.

Watkins initiated the "Personal Excellence and National Security" program, his most dramatic and far-reaching initiative. This initiative brought together existing and new Navy efforts in education, fitness and health, and ethical conduct. By working closely with other government agencies, state and local governments and interested parties in the private sector, Watkins also showed that the Navy could work with all levels of society to meet the challenges of a demanding future. □

*Portrait reproduction of Anderson, Burke and McDonald courtesy of Navy Art Collection; Hayward, Holloway, Moorer, Watkins and Zumwalt courtesy of U.S. Naval Institute; Carney courtesy of Naval Historical Center.*



Story by JOCS James R. Giusti and photos by PH2 Roy Knepp

# CORAL SEA

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The 'Ageless Warrior's' new sting

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**T**he familiar silhouette of Naples faded as one of the oldest active duty U.S. aircraft carriers steamed out to sea following a holiday port visit. The boatswain's mate of the watch sounded reveille with his shrill pipe, stirring life into a crew still recovering from some of the best liberty in the Mediterranean. From the skipper on the bridge to the fireman on watch down in the hole, another day came too early.

On the flight deck and hangar deck, many had spent the night preparing aircraft for the day's sorties.

Plane captains gave canopies a final touch before pilots began their pre-flight. The "Air Boss" called over the 5MC to clear the flight deck. Jet engines exploded to life and shattered the morning silence. The "Ageless Warrior" was awake.

An F/A-18 *Hornet* strike-fighter rolled onto Catapult One. Troubleshooters made final checks and the launch bar lowered into the shuttle. Thumbs up, engines revved, and a salute; the catapult officer's acrobatic launch ritual ended with his hand touching the deck. The *Hornet* hurtled down the deck and was

# Coral Sea

airborne. As quickly as one group launched, another was recovered. The cycle continued into the night and the next morning. Another 18 to 20 hours would pass before anyone in flight ops could sleep again. There were catnaps for the lucky ones; quick meals, cold meals, forgotten meals, and gallons of coffee to fight off the Mediterranean winter's surprising cold and general bone weariness. In the middle of all the action, there were stolen moments to write home or to read a three-week-old letter that just arrived.

Their life is marked with a contagious pride—pride in their mission, pride in their ship. That ship has many nicknames throughout the fleet, but the most popular is the “Ageless Warrior.”

USS *Coral Sea* (CV 43) steamed into the Mediterranean on Oct. 13, 1985. Capt. Robert H. Ferguson and his 3,700 officers and crew were of a different generation than those who manned her the last time she was in the Mediterranean, but one thing hadn't changed upon her return to this volatile area after a nearly 30-year absence: heightened tensions in the Middle East. On her last Med cruise, in 1957, it was the Suez Canal Crisis. Now it was the escalation of terrorism. Historically, *Coral Sea* often has been the first in and the last out of dangerous world situations where U.S. national interests have been threatened. However, unlike 1957, today's *Coral Sea* steams with a buzzing nest of *Hornets* from Carrier Air Wing 13 (CVW 13) making their first Mediterranean deployment.

*Coral Sea's* return to the 6th Fleet brought along an added responsibility. Bringing the high-tech, multimission combat superiority of the Navy's F/A-18 into operational reality was the job of the *Coral Sea*/CVW 13 team. With its ability to easily shift between fighter and attack roles, the *Hornet* gives the battle group commander greater flexibility than he has with a conventional air wing.

Having been a 6th Fleet unit for less than 48 hours, *Coral Sea* was out to prove her age didn't matter. The *Coral Sea*/CVW 13 team conducted what is possibly the longest strike mission by

U.S. Navy tactical aircraft in the Mediterranean. From a point west of the island of Sardinia, three F/A-18s launched on a long-range air strike to Turkey's Konya bombing range in support of NATO exercise *Display Determination '85*. Flying more than 3,000 nautical miles, they scored direct hits on their first run on the target. This mission demonstrated the striking power the *Hornet* gives a battle group, while enabling the group to retain defense in depth. *Coral Sea* and Air Wing 13 brought a unique defensive and offensive combination punch to the 6th Fleet.

“The Navy certainly never before designed in the system capabilities the F/A-18 has,” said Rear Adm. Jerry C. Breast,

commander, Carrier Group 2, embarked in *Coral Sea*. “We have a unique machine going for us, and it's very interesting to watch it work off the *Coral Sea*.”

Following the Konya range mission, the ship/air wing team worked to incorporate *Coral Sea's* capabilities into the multimission NATO environment. As they developed the capability to project power into high-risk areas, they also disproved the claims of the F/A-18's critics. A new philosophy of operations evolved around an aircraft that possesses increased survivability.

“We have the potential to project power into areas where in the past the risk was too high,” said Cmdr. Rick Fessenden, CVW 13 operations officer.



PH1 Ben Powers

“We’ve learned that the multirole theory of a strike-fighter can in fact be put into reality.”

Like their predecessors, *Coral Sea*'s sailors took on the challenge of showing the Mediterranean that they packed a lead-pipe knockout punch. The Navy wanted improved ability to project power ashore, to control the sea, and to respond to threats any time of the day or night; the men and machines of *Coral Sea* were ready to deliver.

“When we put 18 strike-fighters across the beach at speeds in excess of 540 knots, it caught a few people by surprise,” said Cmdr. Byron Duff, commander, CVW 13. “I don’t think our people expected to see the F/A-18’s full capabilities this

soon in the European Theater. The strike-fighter concept is an up-and-coming thing. An air wing is the strength of its various parts,” added Duff. “Whereas the F/A-18 fulfills the fighter and light attack roles, we rely very heavily on the all-weather A-6 *Intruder* for its attack and tanker capabilities, the E-2C for its battle management and early warning, and the SH-3H helicopter for the anti-submarine warfare capability. It’s a ship and air wing team.”

The war-seasoned carrier and the new

kid on the air-ops block hit the Med running and were ready to step into the middle of a world-class street fight, if called on, as they eventually were.

In exercise after exercise, the *Coral Sea*/CVW 13 team has won more and more believers. A veteran of Korea, Vietnam, and more than 20 Western Pacific and Mediterranean deployments, the World War II-vintage aircraft carrier fulfilled the same commitments held down by today’s larger carriers. While the ship has limitations, she has all the systems to get the job done and the ability to sustain high-tempo operations.

By the time *Coral Sea* turns 40, she will have completed another Mediterranean deployment, with two more scheduled before she becomes the Navy’s training carrier. Today, she has already lasted far longer than her designers planned, and has served longer than all of the men who serve in her. The “Ageless Warrior” underwent an extensive 15-month overhaul and modernization in which she was refitted with state-of-the-art hardware to support the strike-fighter air wing.

In early 1985, *Coral Sea* teamed up with CVW 13 and became the first East

**Coral Sea’s return to the 6th Fleet was marked by a series of high-tempo operations that kept watch standers on their toes and squadron aircraft in the sky.**



PH1 Ben Powers

# Coral Sea

Coast carrier to deploy with a fully integrated F/A-18 air wing showcased by four *Hornet* squadrons—two Navy and two Marine Corps. Now when one talks about the “Ageless Warrior,” the words “strike-fighter” come automatically to mind, for this dual-mission, high-tech aircraft provides the gallant lady with not only a knockout punch but increased operational survivability matching that of the super carriers.

Despite having the smallest flight deck of any fleet carrier, *Coral Sea*, with this weapon, continues to be a vital performer and a battle group centerpiece. Aboard even this older carrier, the F/A-18 handles just as the designers intended. It fits on the smaller deck and, in effect, creates a very modern warfare environment aboard a platform that is nearly 40 years old.

Nowhere is *Coral Sea*'s age more apparent than in her engineering spaces, where 90 percent of the main propulsion plant is original equipment. Unlike newer carriers, *Coral Sea* has 28 main propulsion spaces, 12 boilers (each with its own fireroom), four engines and eight generators. The propulsion plant provides steam for nearly every facet of carrier life, from hot water for showers to catapults for launching aircraft.

In this engineering environment there are few signs of space-age technology and no place where men can escape the heat and noise. *Coral Sea*'s main spaces have no air-conditioned control rooms and little automation. The equipment, like the sailors, is pushed hard everyday. The boilers were making steam to launch airplanes before most of the flight crew were born. In fact, much of the equipment is twice as old as the sailors working on it.

Nevertheless, *Coral Sea*'s engineers regard all this as a challenge rather than an obstacle. To them, the lady is “a '57 Chevy”—when something breaks, they just fix it—they can't buy new parts because there aren't any. Most often they rely on plain old Bluejacket imagination and innovation.

“They're miracle workers—we can't

pay them enough. The actions of our people every day show great enthusiasm and pride,” said Cmdr. Edmund L. Pratt, *Coral Sea*'s chief engineer. “We get more from them than we should expect for the hours they have to work and the conditions under which they work.”

Secretary of the Navy John F. Lehman Jr., during his November 1985 visit to the carrier, said, “She continues to set new standards throughout the fleet. *Coral Sea* is of great interest to everyone because of her years of service. To be a front-runner that long takes a special blend of qualities, the principal one being the quality of people that she seems to attract and maintain.”

“The advent of the F/A-18 was the

savior of old deck carriers like the *Coral Sea*,” said Rear Adm. Breast. “Hand in hand with a 38-year-old carrier,” he added, “comes tired and old equipment. *Coral Sea* is not going to last forever, but while the Navy keeps her running, the F/A-18 is the best weapon system for her.”

The *Hornet*, like its namesake, combines agility, speed, maneuverability and a powerful sting in a small package. The strike-fighter represents the newest technology that the Navy has yet been able to develop. It combines “Star Wars” caliber avionics with the old-fashioned characteristics required of carrier aircraft: strength and stamina. The single-seat, twin-turbofan F/A-18 was designed



with operational reliability and ease of maintenance in mind. That's important when you consider the expensive real estate of a carrier's flight deck. "Every airplane on deck is scheduled to fly," said Duff. "We can't afford to have down airplanes taking up needed space."

The other key *Hornet* trait is mission flexibility. With more operational configurations than ice cream has flavors, the aircraft performs not only the strike and fighter mission on the same flight, but a number of other missions, as well. Depending on tasking, *Coral Sea* can launch up to 53 strike aircraft or 40 fighters, a number that cannot be duplicated in the fleet today with a conventional carrier loadout. Twenty-one F/A-18s are rou-

tinely in the air during exercises. "When you take a more experienced ship and combine it with the Navy's newest aviation concept, it can be nothing but exciting from the standpoint of exploring how a new aircraft melds into the carrier environment," said Duff.

For a ship that was supposed to retire five years ago, *Coral Sea* is very much alive and her crew plans to keep her that way. The "Ageless Warrior" has come through the Mediterranean deployment meeting challenge after challenge, from secured liberty boats to 30 days of around-the-clock flight operations. In exercises, ship and crew worked the full spectrum of air, surface, and anti-submarine warfare. On April 15, *Coral Sea*

played a key role in Operation *El Dorado*, the retaliatory strike against Libyan terrorism (see *All Hands*, June 1986).

Many feel *Coral Sea* will sail into the 1990s backed by the Navy's ability to keep her afloat with technological advances. But like any piece of Navy equipment, it is the crew who keep her operating. What would seem to be an overwhelming goal has become daily routine because of the crew's dedication. Capt. John Lockard, *Coral Sea* executive officer, said what many feel. "The pride is infectious. It's great to be a crew member of the *Coral Sea*. It's a very special position serving on her."

"Our strong point is our people," added Duff. "With a smaller CV, you have a closer relationship between the squadron and ship personnel. It's a very viable combat-ready team and we're proving that every day." □

*Giusti and Knepp are assigned to USS Coral Sea (CV 43).*

**With the addition of four squadrons of F/A-18 Hornets to its arsenal, Coral Sea was able to continue its role as a battle group centerpiece, despite having the smallest flight deck of any fleet carrier.**



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# 183 years later

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## Barbary War sailor honored

Story by Cmdr. Charles Cragin  
and JOC John Keahey

A small-time tyrant in Tripoli rants defiance at the United States. American ships are fired upon and American sailors are taken hostage. Can the United States defend its citizens and enforce the right of innocent passage on the high seas?

That was the critical question in 1801 when President Thomas Jefferson and Congress had to decide how to respond to the demands for tribute and ransom from the Bashaw of Tripoli and his Barbary pirates.

Since 1785, the fledgling United States, along with various European powers, had been paying protection money to the leaders of the Barbary provinces of northern Africa—Morocco, Algiers, Tunis and Tripoli—to keep their roving gangs of pirates, known as Barbary Corsairs, from preying on American shipping in the Mediterranean. Whenever these ruthless extortionists wanted more tribute, they would make the point by turning their seagoing thugs loose to capture ships and seamen, keeping the ships and cargo and demanding ransom for the sailors.

Although the two previous administrations had adopted the policy of tribute for immunity, Jefferson did not approve. In response to the Bashaw of Tripoli's high-handed tactics and tacit declaration of war against the United States, the President dispatched warships to the

Sailors and Marines honor Purser James Deblois who died in 1803 aboard Constitution during the Barbary War.



Mediterranean to blockade the Tripolitan coast.

For four years, ships of the U.S. Navy stayed in the waters off Tripoli, keeping pressure on the Bashaw through intermittent blockades and bombardment, and eventually brought about peace terms and the release of nearly 300 American hostages in 1805.

During the Tripolitan War, the U.S. Navy performed feats of valor that brought prestige to the country and the Navy. And one of the mainstays of the Navy's blockading force between 1803-1805 was the U.S. frigate *Constitution*, flagship of Commodore Edward Preble.

A little-known participant of that blockade was honored in Memorial Day services held this year in a cemetery 40 miles south of Naval Air Station Sigonella, Sicily. James Smith Deblois, purser of *Constitution* and a native of Boston, died aboard the ship while it was laying at anchor in Siracusa harbor. A wealthy Sicilian landowner volunteered the use of his garden at Villa Landolina as a grave site. That was on Nov. 30, 1803.

In the years immediately following, four other naval officers from U.S. Navy ships plying the Mediterranean also were buried in the garden.

Capt. William Spearman, NAS Sigonella commanding officer, led ceremonies in which Deblois was memorialized by the flying of a U.S. flag which flew from his old ship, *Constitution*. *Old Ironsides*, berthed at Boston Navy Yard, is the oldest commissioned warship in the world and still is on the U.S. Navy rolls.

Accompanying the flag was a letter from Lt. Cmdr. J.Z. Brown, *Constitution's* 61st commanding officer. Brown wrote that the flag would serve as a memorial to Deblois and "all of his departed shipmates who have willingly gone in harm's way and met death in the service of their country."

In his remarks at the grave site, Spearman said that the American military expressed "gratitude to the people of Italy for providing this perpetual resting place and other similar places throughout their great country to American men and

women who have died in the cause of freedom."

"It is entirely fitting that we symbolically honor all our dead, especially those members of the Navy and Marine Corps, by saluting James Smith Deblois, buried here in a relatively forgotten grave in a foreign land," Spearman said.

He pointed out that 1803 was a year in which the Navy and Marines were performing a mission "very similar to the mission which we now perform. The Navy was in the Mediterranean establishing a U.S. presence, maintaining the freedom of the high seas and protecting American civilians. Today, 183 years later, we have been engaged with other people in Tripoli over the same basic issues: maintenance of freedom on the high seas and protection of U.S. citizens."

Spearman also said that *Constitution's* flag signalled that ship's symbolic return to Siracusa and Sicily in memory of one of its departed crew members. "We know little of the personal exploits of James Smith Deblois," said Spearman. "We do know, however, that he served his country and died providing that service. We can ask no more of any citizen."

Following honors rendered by a Navy and Marine Corps color guard, a Marine firing detail and the Commander-in-Chief, U.S. Southern Forces Band, Spearman presented *Constitution's* flag and an accompanying letter to a representative of a new archeological museum adjacent to the cemetery. The flag will become a permanent exhibit at the museum. □

*Cragin and Keahey are both assigned to NAS Sigonella*



A Marine Corps honor guard prepares for a gun salute at Deblois' grave site near Naval Air Station Sigonella.

# PERTH

## The people make the place

Story and photos by  
PH2 Alexander C. Hicks Jr.

Some sailors and Marines who visit Western Australia may have a hard time absorbing the bewildering array of sights and sounds by themselves, but with a little help from some local friends of the Navy, it can be done. When 7th Fleet ships USS *Okinawa* (LPH 3) and USS *Cleveland* (LPD 7) docked in Fremantle, Western Australia, recently, Aussie hospitality made their visit unforgettable.

The ships sailed into Fremantle's harbor to find homemade banners saying "God Bless America" and "Love to Your Families" lining the pier while local residents waved Australian flags.

"We were not off the ship 10 minutes before people were inviting us to their homes or out sightseeing," said Hospital Corpsman 3rd Class Robert Rickey, of *Okinawa*. "The folks here make a real effort to make sure visitors enjoy themselves."

Fremantle is a quiet little town located about 25 miles from Perth. Traveling between the two cities is easy—the train station is a two-minute walk from the pier. The train ride costs one Australian dollar (about 70 cents in U.S. currency), but servicemen in uniform ride free. The train lets visitors off in downtown Perth.

As they stroll along the cobblestone streets that lead away from the train station, the first view visitors enjoy is of the stately old Victorian buildings that give the "old England" feeling to the area. But in contrast to the 19th century Eng-



lish architecture is Perth's modern skyline, which rivals any of the great modern cities of the world.

Perth truly has something for everyone. The restaurants offer everything from hamburgers to caviar. The downtown stores showcase the three best buys in Perth: sheepskins, opals and clothing. Since the country has a strong European influence as well as large Asian communities, the latest clothing styles from both continents are available.

The sights range from famous Langley Park, overlooking the harbor, to museums of fine art, and historic architecture. At the zoo, the main attractions are kangaroos, koala bears and the Tasmanian devil.

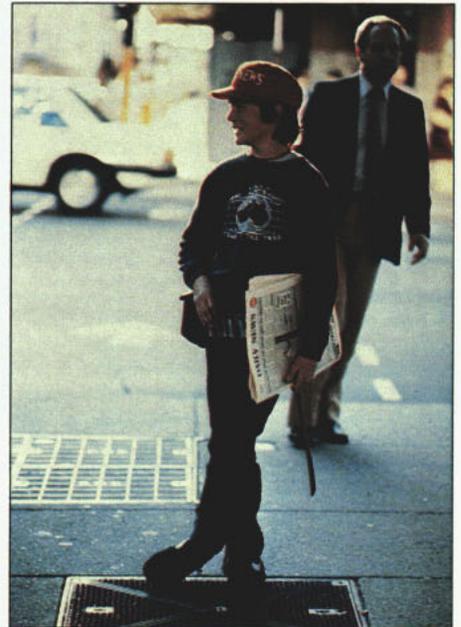
In sports, Australians consider "Aussie rules" football their most popular pastime. "Tour de France" style bicycle races are sweeping the country. The multi-colored shirts of cyclists are a blur as the racers whiz around the city. To keep the races interesting—some continue for several hours—fans offer small cash prizes for sprint races during slow periods in the contest.

If an Aussie asks you to go out "raging," don't be confused. It's their way of asking if you want to "paint the town red." The nightclubs are clean and easy to find. Most are a few minutes' walk from the heart of downtown.

What do Aussies think of the American visitors? "I think they are some of



Crew members of two 7th Fleet ships found that Australia has something for just about every taste and, with help from some local friends of the Navy, they sampled as much as they could.

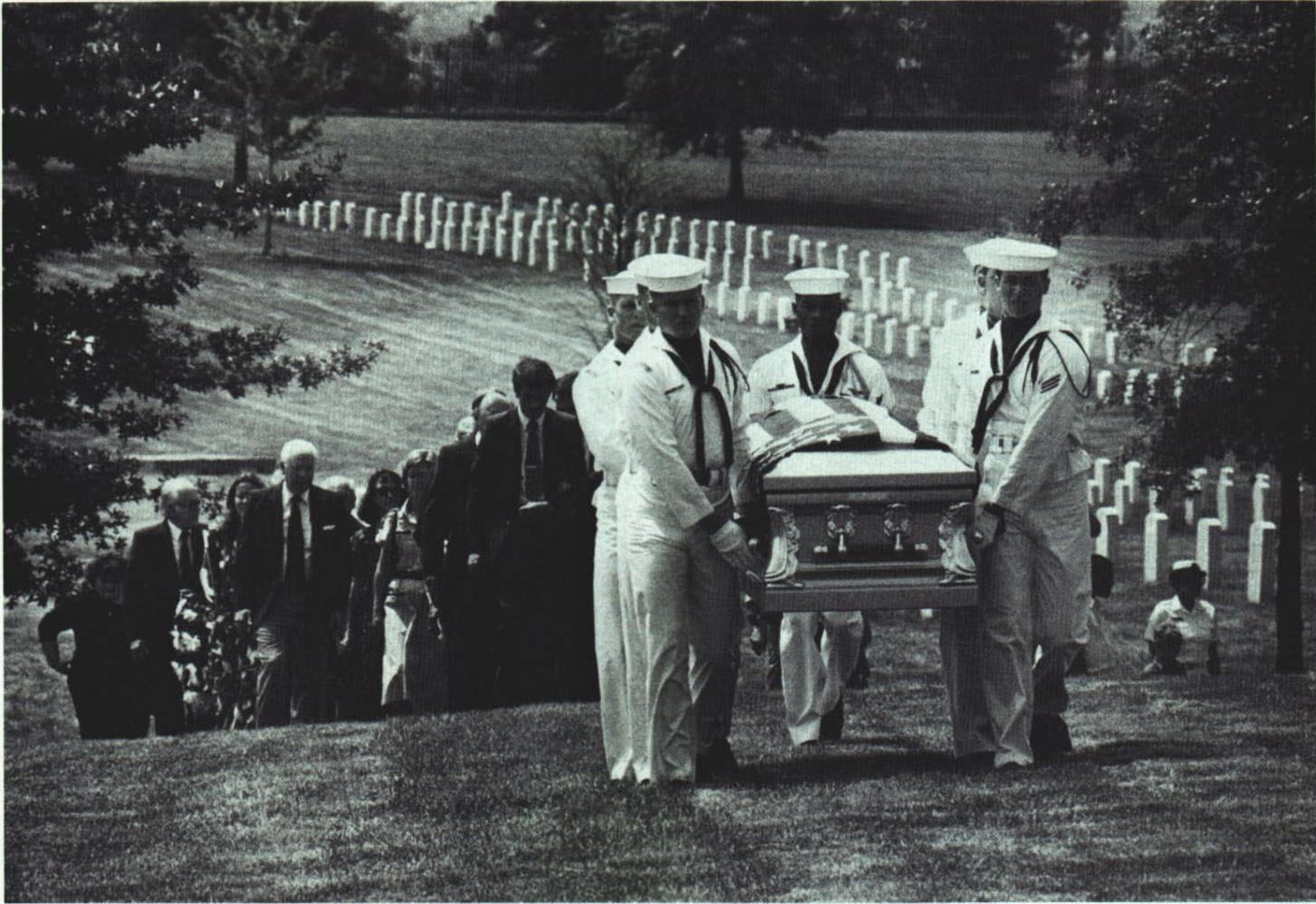


the best people I've ever met," said 19-year-old Jeanie Lynch. "They treat the city and its people with respect, yet they know how to go out and have a good time. Most of the Americans that come here are very open people—they are not afraid to become your friend."

"The people made the visit worthwhile," said Boatswain's Mate 3rd Class Andre Ziegler, of USS *Cleveland*. "It's not often that strangers walk up to me and ask me if I would like to go out and see the city with them. They just want to be your friend, no strings attached." □



*Hicks is assigned to the 7th Fleet PA Rep., Subic Bay, R.P.*



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# Navy hero honored

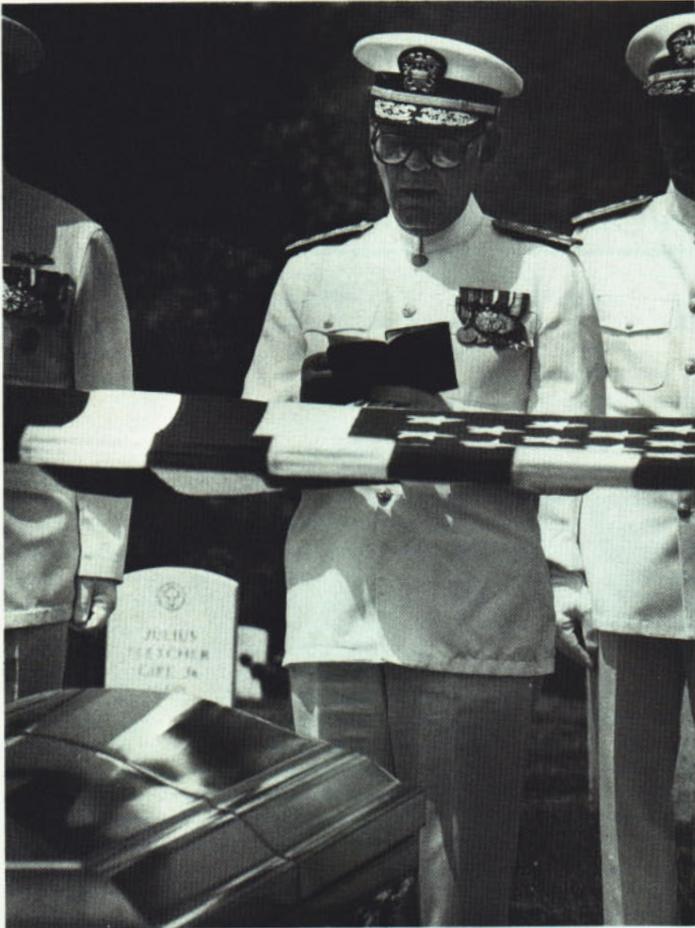
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With the rendering of full military honors, the remains of Captain of the Forecastle James Smith, a nearly-forgotten Civil War naval hero and Medal of Honor recipient, were laid to final rest during ceremonies held May 30 at Arlington National Cemetery. Awarded the Medal of Honor for “gallant and intrepid action” during the Battle of Mobile Bay in 1864 while serving aboard USS *Richmond*, Smith, who died in 1881, was inadvertently buried in an unmarked, common grave in Calvary Cemetery, Queens County, New York. There, for over a century, the man and his deeds remained unhonored and unsung.

But recently, Smith’s descendants, working with Representative Norman F. Lent of the 4th Congressional District of New York, received the full support and cooperation of the U.S. Navy in removing their ancestor’s remains from Calvary Cemetery to Arlington for re-burial with appropriate military honors. At the National Cemetery, members of the U.S. Navy Ceremonial Guard, followed by Smith’s descendants and their guests, escorted his flag-draped coffin from a horse-drawn caisson to the gravesite, where committal services were conducted by Rear Adm. John R. McNamara, the Navy’s chief of chaplains. Following the

benediction, a Navy firing squad fired three volleys in tribute to Smith, and a Navy bugler played Taps, as the last echoes of gunfire receded in the distance.

Master Chief Petty Officer of the Navy, RMCM William H. Plackett, presented the flag to family members on behalf of the United States government and a grateful nation. Vice Adm. James Metcalf, III, deputy chief of naval operations for surface warfare, read a replica of James Smith’s Medal of Honor citation that recognized Smith “For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving as Captain of a gun



A nearly-forgotten Civil War hero received full military honors when his remains were laid to final rest at Arlington National Cemetery.



on board USS RICHMOND during action against rebel forts and gunboats and with the ram Tennessee, in Mobile Bay on 5 August 1864. Despite damage to his ship and the loss of several men on board as enemy fire raked her decks, Captain Smith fought his gun with skill and courage throughout the prolonged battle which resulted in the surrender of the rebel ram Tennessee and the successful attack carried out on Fort Morgan. By his extraordinary courage, resolute fighting spirit, and loyal devotion to duty, Captain Smith reflected great credit upon himself and upheld the highest traditions of the United States Naval Service.”

Vice Adm. Metcalf presented the citation replica to Smith family members, thus bringing to a close a fitting memorial to an American hero rescued from obscurity. □

—Story by JO2 Mike McKinley  
—Photos by PH1 Chuck Mussi



## Adm. Hyman G. Rickover, 1900-1986

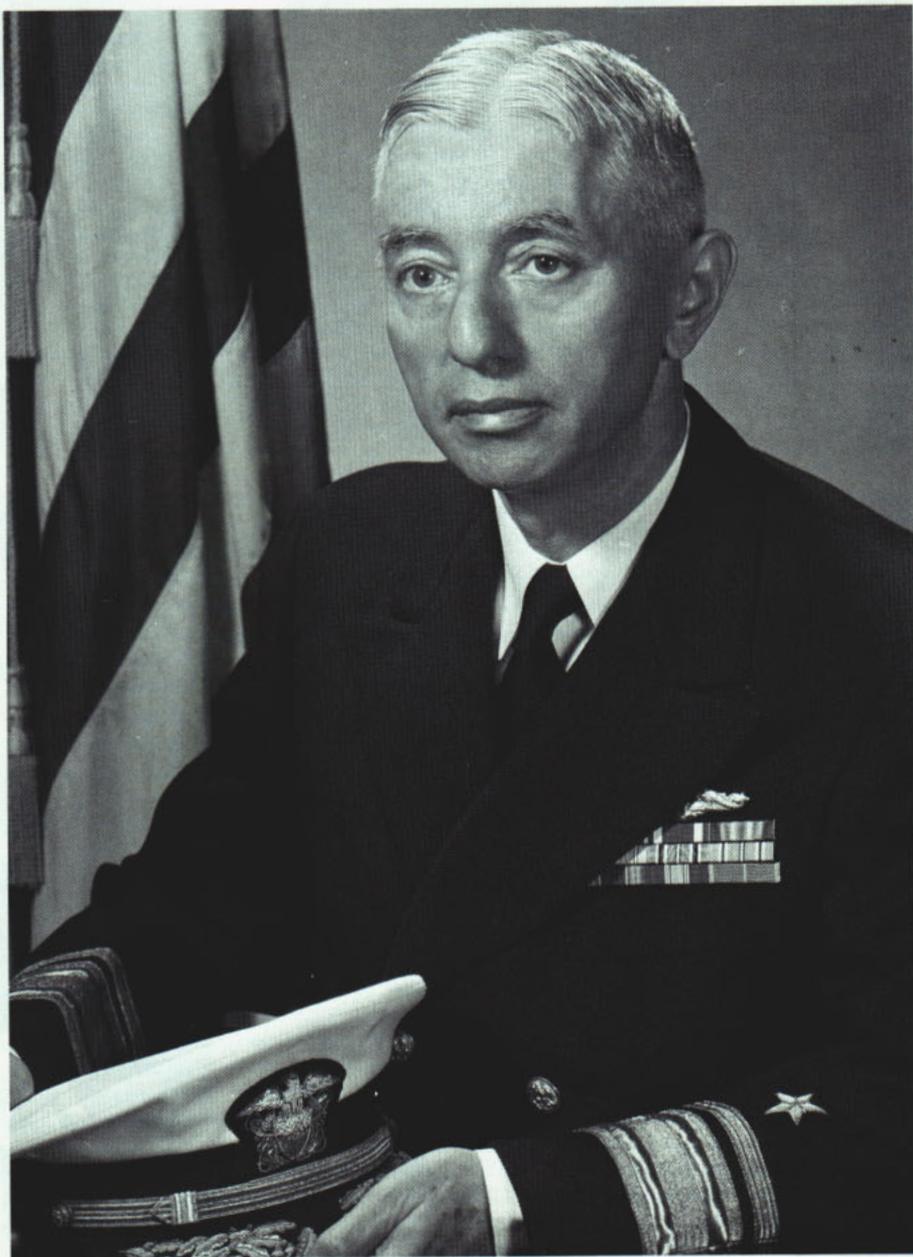
# Father of the nuclear Navy

“Even his critics applauded him,” former Chief of Naval Operations Adm. James D. Watkins said during memorial services at the Washington Cathedral, in the nation’s capital for Hyman G. Rickover. The 86-year-old admiral, often called “the father of the nuclear Navy,” died in Arlington, Va., July 8.

Praising Rickover as a modern Renaissance man, Watkins said, “He knew how to take a vision well beyond existing technology and bring it to effective fruition, despite the hurdles consistently thrown into his path.”

In one of his many articles, Rickover wrote, “The deepest joy in life is to be creative. To find an undeveloped situation, to see the possibilities, to decide upon a course of action, and then devote the whole of one’s resources to carrying it out, even if it means battling against the stream of contemporary opinion, is a satisfaction in comparison with which superficial pleasures are trivial. But to create, you must care. You must be willing to speak out.”

And Rickover spoke out often. During his 64 years of naval service, he maintained an often stormy but successful relationship with 13 presidents and 26 secretaries of the Navy. His outspoken style made him as many enemies as



Rickover received many awards during the 35 years he spearheaded the Navy’s nuclear power program. Nautilus fulfilled his dream of using atomic energy to propel ships and submarines.

friends, but neither could help but respect his achievements as he built a nuclear Navy for the United States.

Born in Makow, Russia, Jan. 2, 1900, Rickover immigrated with his parents to the United States during his early childhood. He entered the U.S. Naval Academy in 1918 and was commissioned an ensign in June 1922, a year in which, because of peacetime cutbacks, nearly one-third of his classmates did not receive commissions.

For the next 25 years, Rickover's tours



of duty included several surface ships, two submarines, various staff assignments ashore, advanced electronics training, and postgraduate schooling. With the outbreak of World War II, Rickover became the senior naval officer for the Washington, D.C.-based engineers assigned to the "Manhattan Project"—code name for the operation to develop the atomic bomb.

Following the war, the Navy began to investigate the possibility of nuclear-powered submarines, and in 1947 Rickover was assigned as the senior naval officer for the newly-formed Atomic Energy Commission at Oak Ridge, Tenn.

Rickover spearheaded the Navy's nuclear power program for the next 35 years. His goal was to use atomic energy to propel surface ships and submarines, doing away with the range restrictions of vessels burning conventional fuels.

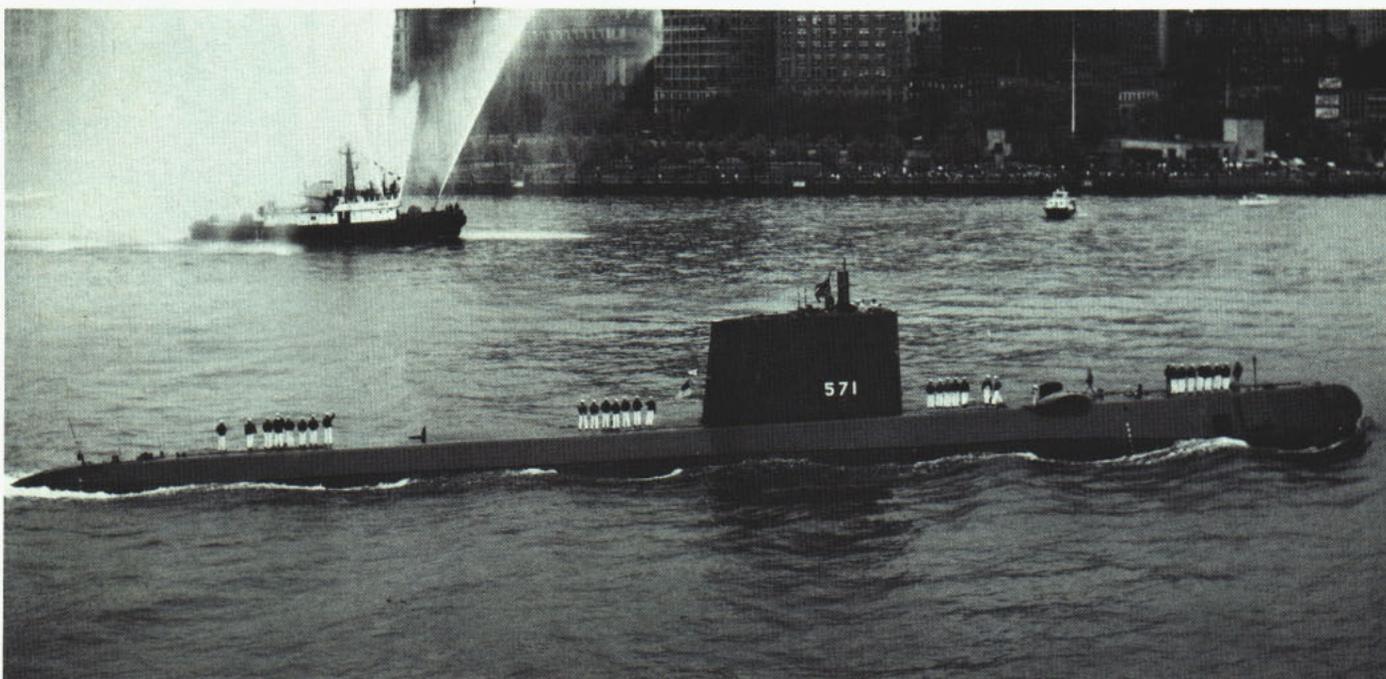
His dream came true on Jan. 17, 1955, when the U.S. submarine *Nautilus* (SSN 571) sailed down the Thames River in Connecticut and sent the message: "Underway on nuclear power." Its first nuclear fuel core carried *Nautilus* through 62,000 miles of ocean, and in 1958 *Nautilus* became the first submarine to pass under the North Pole icecap. In 1960, USS *Triton* (SSN 586) was the first sub-

marine to circumnavigate the globe under water.

Rickover received many medals and decorations during his career, including the Distinguished Service Medal, Legion of Merit, Navy Commendation Medal, Army Commendation Medal, World War I Victory Medal, and China Service Medal. He also was awarded the Order of the British Empire (Honorary Commander).

Congress twice presented him with a gold medal for exceptional public service. In 1980, President Jimmy Carter, a former student of Rickover's, presented him with the Presidential Medal of Freedom for his contributions to world peace. The Presidential Medal of Freedom is the nation's highest civilian honor.

Much has been said and written about Rickover's controversial style, unorthodox methods and abrasive personality, but according to a *Washington Post* article by T.R. Reid, a former staff member of Rickover's, "Those of us who had the good fortune to spend our military careers in Naval Reactors . . . knew that this hot-tempered old curmudgeon was in fact an inspiring leader who found a way to get the best possible performance out of every individual in his worldwide command every day."



# Rickover

Always a tireless worker, Rickover continued to put in long hours, seven days a week, right up until his forced retirement at the age of 81.

“Here is a man who could have made millions in early retirement. Instead he



has served with an unselfishness I have yet to see in history. He is unique,” the late Sen. Henry M. Jackson (D-Wash.) said during the controversy that surrounded Rickover’s retirement. One of Rickover’s strongest supporters in Congress, Jackson called the admiral “a national asset, a treasure.”

About 1,200 friends and family members attended the memorial service at Washington Cathedral. The service featured the Navy Band playing Bach chorales, the presentation of the U.S. and Navy flags and the singing of the Navy Hymn by all in attendance.

“With the death of Adm. Rickover, the Navy and this nation have lost a dedicated officer of historic accomplishment,” said Secretary of the Navy John Lehman. “In his 64 years of naval service, Adm. Rickover took the concept of

nuclear power from an idea to the present reality of more than 150 U.S. naval ships under nuclear power. All Americans owe him a debt of gratitude, and all sailors mourn his passing.”

Chief of Naval Operations Adm. Carlisle A.H. Trost said, “Never satisfied with mediocrity, Adm. Rickover and his undaunted spirit have served, and will continue to serve, as an inspiration and legacy for both present and future generations. While we mourn his passing, the practices, procedures and disciplined objectives he has left behind continue to help us build a better world and a Navy second to none.” □

—Story by JO2 Lynn Jenkins

During his 64-year career, Rickover served 13 presidents and 26 secretaries of the Navy, and helped launch today’s nuclear Navy.



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## MU1 Susan M. Bender

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# Navy vocalist sings at the Met

Story by JOC Ed Thomas

Musician 1st Class Susan M. Bender earned first-place honors in the Middle Atlantic Regional Finals of the Metropolitan Opera National Council's Open Auditions at the National Gallery of Art in Washington, D.C., this spring. She then went on to compete in the national finals in New York City.

Bender is soprano soloist with the U. S. Navy Band in Washington, D.C., and a member of the band's "Sea Chanters" chorus.

The regional finals were judged by opera star Anna Moffo; Andrew Litton, associate conductor of the National Symphony; and Margaret Hoswell, a vocal coach from New York.

Bender and 23 other regional winners received one week of coaching in vocal technique and stage presence. At the national competition, judged by several opera notables, including Luciano Pavarotti and Placido Domingo, she was one of 10 vocalists selected to perform at a public concert at the Metropolitan Opera House.

Following her performance at the Met, where she performed the music of Donizetti and Richard Strauss, she said, "I was flabbergasted. It wasn't until I was called back to perform another aria that I realized that I was actually there, singing in one of the world's outstanding halls. It seemed like a dream."

A native of Keswick, Iowa, Bender earned a bachelor's degree in music from the University of Iowa where she studied with Dr. John Vancura and Albert Gammon. Currently, she studies at the University of Maryland with Dr. James

McDonald. Last year she earned first place in an operatic aria competition sponsored by the Beethoven Society of Washington. She also has won state competitions in Maryland and Iowa.

Bender was selected for the Navy Band in 1985. As the Navy's premier musical organization, the band performs frequently at the White House and Pentagon, and presents public concerts in the nation's capital and throughout the United States.

Bender said that several people have suggested that it might be a let-down to

return to the Navy after performing at the Metropolitan Opera. "I couldn't disagree more," she said. "I'm very lucky to be a part of this organization. Many of those who performed with me at the Met went home to very limited singing opportunities." □

*Thomas is assistant public affairs director, U.S. Navy Band.*

Opera notables liked Bender's singing so much that they selected her to perform at the Metropolitan Opera House.



# Quality Deficiency Report

## We can't fix it if we

By Michael Nusbaum

Defective components.

Premature failures.

Material not conforming to specifications.

Bogus parts.

Anyone in the Navy who has supply responsibilities has probably, at one time or another, been on the receiving end of poor quality material obtained via the supply system. We've all heard of "catastrophic failures," "weapons systems CASREPs," and "not-mission-capable situations" caused by faulty parts or materials.

The last time you were faced with this problem, what did you do about it? Probably gripe, complain to one of your fellow workers, throw away the part and order another, or fix the deficient part and go on with your business. That's fine, but did you also follow up and submit a QDR (Quality Deficiency Report)? Probably not.

Statistics and studies show that the operations and maintenance communities often neglect to report material discrepancies. This should be done via the approved, formal procedure established just for that purpose. There are many corrective actions that can be taken to resolve a quality-control problem, but without timely and accurate feedback from the supply system customers, it is unlikely that any corrective action will take place. In fact, without adequate feedback, it is almost certain that the

problem will continue.

This is an area where one cannot remain neutral: You are either part of the quality control solution or you are part of the quality control problem.

Standard Form 386 is not the most complicated form you will ever fill out. It's nowhere near as complex as the IRS forms we all deal with every year. In fact, it's rather concise and to the point. There are some key blocks, however, which are particularly essential for the customer to complete so that effective action can be taken.

The first block reveals where the QDR is from and who is reporting the problem. This is a very important block, for questions could develop during a subsequent investigation and you might need to be contacted for additional information.

Naval Supply Systems Command Instruction 4440.120E provides clear instructions on where to send QDRs. The information essential for acting on the QDR is in blocks 5 through 10. Without full information—including the items NSN (National Stock Number), proper identifying nomenclature, manufacturer's part number, and contract number—action to resolve the problem is difficult or impossible.

The remaining blocks on the form provide additional inventory information as well as end item application. The more accurate the information provided, the easier it will be to respond to the QDR and fix the problem. All the necessary in-

formation may not be available in one department. A joint supply/maintenance research effort is sometimes necessary to supply all the information needed. Ensure that the QDR you submit is accurate and complete; the more detailed information you give, the easier it is to correct the problem.

Block 22 on the SF 368 is your chance to blow off some steam. As clearly and concisely as possible, describe the nature of the failure, how it was discovered, what you think caused the problem and what you suggest to correct it.

What happens to your QDR after it is sent? Several things. First, the QDR arrives at a designated screening point. For most consumable items, that means the Navy Fleet Material Support Office. There, technicians review your QDR for completeness and validity, establish a case history and forward it to the appropriate inventory control point. This is where the real action begins. The inventory manager starts an investigation that may involve the contracting officer, the responsible government engineering command, the contractor, the local government quality assurance representative and, if necessary, the legal staff. As you would expect, an investigation of this scope takes time.

If you don't get an immediate response, you may think your QDR has entered the paperwork black hole, but that's not the case. Once you submit a QDR you have just started the ball rolling. A case history is established for the

# don't know it's broken



QDR and it is not closed until the investigation is complete and corrective action has been taken.

Some of the typical actions that can occur as a result of your QDR are: modifications to procurement specifications, changes in government inspection levels, corrections to contractor manufacturing techniques, contract refunds and, in some cases, a decision not to award future contracts to nonresponsive vendors. Emergency buys might also be made to replenish the stock system with quality material.

Once a determination is made that the defective material you received was not an isolated, one-of-a-kind instance, the Navy Fleet Material Support Office notifies everyone of the defective material through their defective material summaries. This causes supply centers, afloat stores and shop stores located worldwide to screen their inventories for discrepant material, purge it from the system, and reorder quality stock.

A QDR is a lot like a vote. If you don't vote, you can't complain about who wins the election. If you don't submit a QDR when you receive discrepant material, then you have only yourself to blame when another defective part arrives later.

Remember, if you are not part of the quality-control solution, you are part of the quality-control problem. □

*Nusbaum is assigned to the Naval Supply Systems Command, Washington, D.C.*

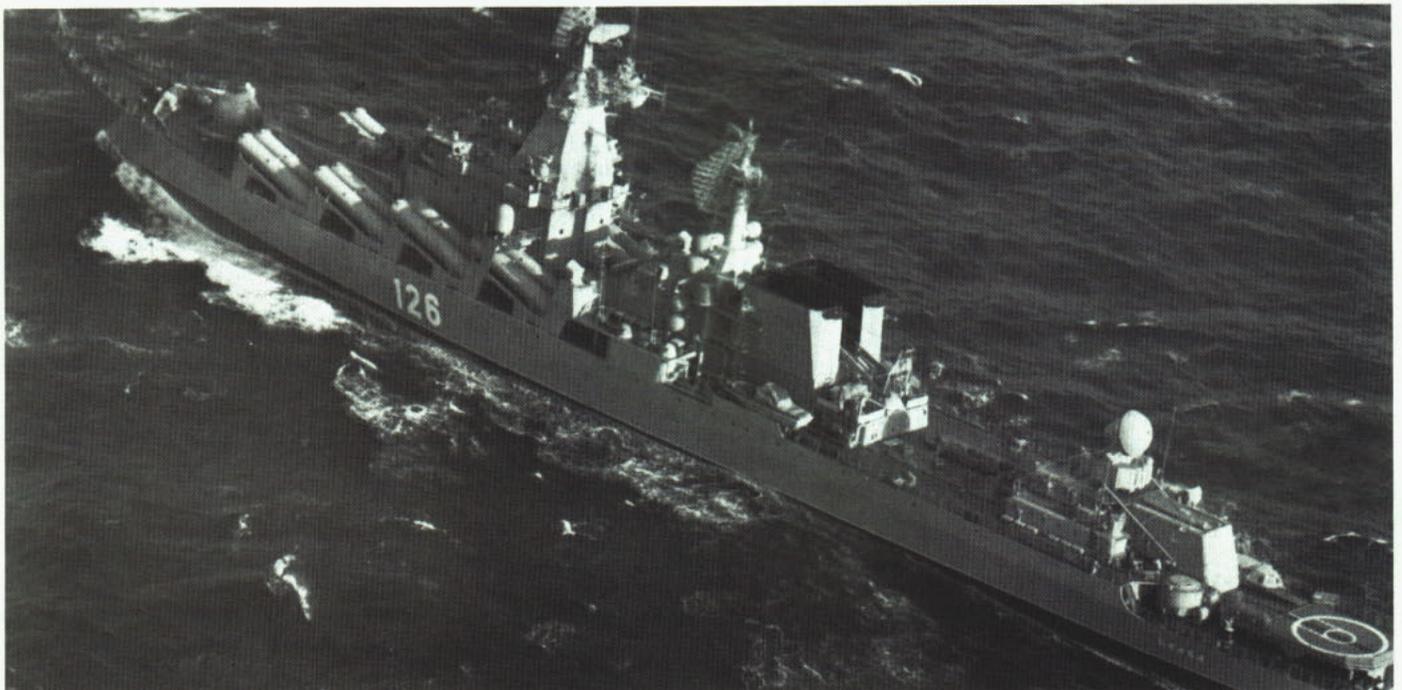
# Soviet Guided Missile Cruiser

## SLAVA Class

SLAVA CG



**Displacement:** 12,500 tons full load  
**Length:** 185 meters (615 feet)  
**Propulsion:** Gas turbines  
**Main Armament:** 16 SS-N-12 SSM 1 launchers  
Eight SA-N-6 vertical SAM launchers  
Two SA-N-4 SAM launchers  
One twin 130-mm DP gun mount  
Six single 30-mm Gatling guns  
**Aircraft:** One HORMONE/HELIX helicopter



The first SLAVA-class missile cruiser became operational in 1982. Although most of the weapons on this large ship are older, proven systems, the numbers and variety installed are impressive. No reloads are carried for the SS-N-12 mis-

sile launchers, but the fact that there are 16 of them minimizes that problem.

The eight SA-N-6 vertical launchers are installed flush with the deck, aft of the twin stacks, and each consists of a revolving magazine containing eight of

these high speed SAMs. ASW rockets and torpedoes are also included in the armament. Construction and fitting out of other units of the class continues. □

# The Log Book

“What’s past is prologue.” To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, *All Hands* presents a short review of articles that appeared in previous issues.

## 10 YEARS AGO— August 1976

- Queen Elizabeth II and Prince Philip, the Duke of Edinburgh, stepped aboard *Old Ironsides* during their Boston Bicentennial visit. As the Royal couple stepped aboard the oldest commissioned ship in the U.S. Navy, they were greeted by Secretary of the Navy, J. William Mendenhall II; Rear Adm. Roy D. Snyder, commandant of the 1st Naval District; and *Constitution*’s captain, Cmdr. Tyrone Martin.

- Personnel at the White Sands, N.M., missile range recently fired a Navy 5-inch, laser-guided projectile from an Army 155mm howitzer and scored a direct hit on a stationary target more than eight miles away. The test was the first in a five-part evaluation of the projectile, developed to enable Navy gunners to have “first round hit” capabilities.

## 20 YEARS AGO— August 1966

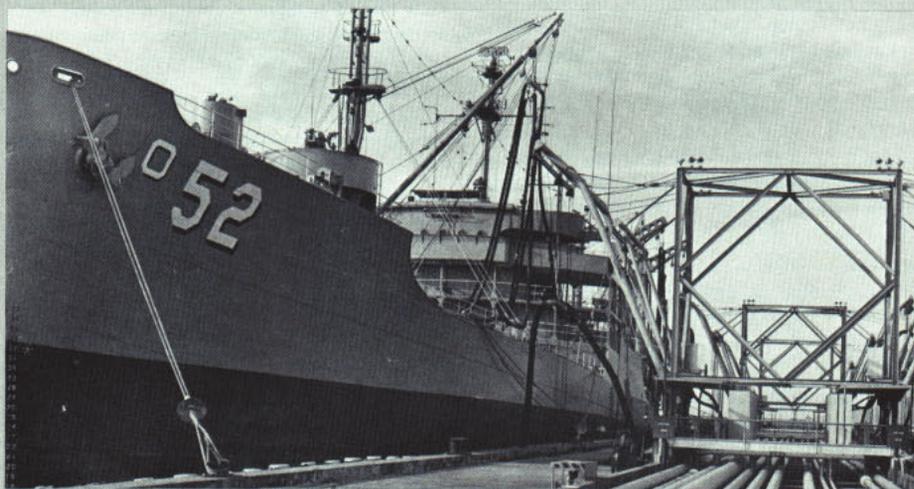
- USS *Cacapon* (AO 52) lost the use of its radar as it was steaming to provide refueling services for amphibious forces engaged off the coast of Vietnam. The drive motor, which should have kept the antenna turning, didn’t. Needing radar, the ship rigged a hand-crank, consisting

of a pulley with a shaft extension, and for several days and nights the ship’s radar gang took turns climbing to the platform 100 feet above the main deck to turn the radar antenna by hand. Hard work, but *Cacapon* had radar.

## 40 YEARS AGO— August 1946

- Another branch of the expanding air program of the Navy, Squadron VX-3,

was put in commission on July 1 at Floyd Bennett Field, New York City. The squadron, composed entirely of helicopters, will operate and evaluate new planes of this type. The helicopter, while still in an early stage of development, proved useful as a spotting plane and as a drone target. Possibly the most important development of all may be the use of helicopters on anti-submarine patrols. This type of plane is considerably less visible to submarines than blimps. □



Right: The Navy accepts a new HRP-1 helicopter. Above: *Cacapon* needed old fashioned manpower to operate its high-tech radar.

# Mail Buoy

## Rights and Benefits

I enjoyed the "Educational Opportunities" article featured in the Navy Rights and Benefits section of the April 1986 *All Hands*. I would like to add that administering non-traditional education programs is only one of five taskings that the Defense Activity for Non-Traditional Education Support (DANTES) executes for the secretary of defense. Our mission also includes managing specific contracts for educational services, providing educational and informational materials, conducting special projects and developmental activities, and performing other management and educational support tasks.

Since Oct. 1, 1985, DANTES test control officers at Navy Campus offices are authorized to administer the General Education Development (GED) test, free of charge to Navy personnel, in all states except Alabama, Arkansas, Colorado, Delaware, Kansas, Missouri, North Carolina, Massachusetts, and Texas. In these states, GED testing of military personnel will continue to be administered through local state GED testing centers.

Other examinations which are available through the DANTES testing program (funded by the individual) are the Graduate Management Admission Test (GMAT), the Law School Admission Test (LSAT), the National Teacher Examination (NTE), and the California High School Proficiency Examination (CHSPE).

A limited number of guidance and interest inventory tests are funded through DANTES. Some tests which are available are: the Comprehensive Test of Basic Skills (CTBS), the Strong-Campbell Interest Inventory, the Career Assessment Inventory (CAI), and the Kuder Interest Inventory.

Experiential Learning Assessment (ELA) provides another non-traditional approach to earning college credits. ELA is the process by which participating students describe and document their college equivalent learning during a college course that is usually called an ELA seminar. A copy of the ELA handbook, published by DANTES, should be available in each Navy Campus office reference library.

The non-traditional approach is an alternative method to earning a college degree. I know, because I received my baccalaureate from the University of the State of New York, Regents External Degree Program, in 1983. The degree was earned entirely through the use of non-traditional credits. There are many educational paths and opportunities available to the service member today. I sincerely hope

that our Bluejackets will take advantage of these different programs, since education is one of their benefits. Keep the educational articles coming. I appreciate the excellent job that you are doing in passing the word.

—EWCM Donald J. Carunchio,  
DANTES special enlisted advisor,  
Pensacola, Fla.

## Motorcycle safety

I have been an avid reader of the *All Hands* magazine for some time and find most articles to be informative and the photos to be well done.

The photos accompanying the April 1986 article on motorcycle safety portray violations of the Navy's new traffic safety program (OpNavInst 5100.12C). The violations are: no face shields attached to the helmets of pictured riders; two riders are seen not wearing leather gloves; two of the motorcycles pictured are equipped with windshields. However, the 12C makes no exceptions when such devices are used. Also noted is the rider going through maneuvers with safety goggles on top of the helmet.

Had there been some mention of the Navy's dress code for motorcycle riders, the article could have been more valuable.

—G.R. Lamb,

U.S. Naval Communication  
Area Master Station, WestPac.

I was pleased to see that the folks at the Naval Safety Center (Nevil Moore) were conversant with the new OpNavInst 5100.12C concerning motor vehicle and motorcycle safety. Apparently no one connected with your story on "Motorcycle Safety" (April 1986) bothered to read that instruction closely, however. Enclosure (1), paragraph 3f(2), requires operators of motorcycles to wear "face shields attached to the helmet." Virtually all of the riders shown in the pictures accompanying your story seem ill-equipped.

—Lt.Cmdr. Brian D. Robertson,  
Springfield, Va.

• *OpNavInst 5100.12C does indeed require that certified helmets, with full-face shields be worn when riding motorcycles, not to mention long-sleeve shirts, long-leg trousers and full-finger gloves. For complete information on motorcycle and all other safety regulations and interpretations, contact the Naval Safety Center at (804) 444-1481, AV 564-3344.*—Ed.

# Reunions

• **USS Bonhomme Richard (CVA 31) 1957-60**—Reunion planned. Contact Dawn Logan, P.O. Box 338, Lumberton, N.C. 28358; telephone (919) 738-6792.

• **USS Hurst (DE 250)**—Reunion Aug., 4-8, 1986, Philadelphia. Contact Chuck Laird, No. 6 Bresluis Ave., Hoeldonfield, N.J. 08033; telephone (609) 429-3783.

• **USS Catskill (LSV 1), World War II**—Reunion September 1986, Denver, Colo. Contact R.L. Beckius, 7136 Inca Way, Denver, Colo. 80221.

• **USS Cincinnati (CL 6)**—Reunion Sept. 17-19, 1986, San Diego. Contact G.D. Christmas, 4510 Nantucket Blvd., Apt. 7, Austintown, Ohio 44515; telephone (216) 792-1281.

• **Training Squadron 3, "Red Knights"**—Reunion Sept. 19, 1986, Pensacola, Fla. Contact Training Squadron 3 Public Affairs Office, NAS Whiting Field, Milton, Fla. 32570-5100; telephone (904) 623-7116/7580, (A) 868-7116/7580.

• **OceanDevRon 8 (VXN 8), Blue Eagle/World Traveler Officers**—Ball Sept. 27, 1986, NAS Patuxent River, Md. Contact Lt.Cmdr. C. Williams, NAS Patuxent River, Md. 20670; telephone (301) 863-4766/4711, (A) 356-4766/4711.

• **USS Arkab (AK 130)**—Reunion October 1986, New Orleans. Contact Tom Murray, P.O. Box 525, Sun City, Calif., 92381; telephone (714) 679-5905.

• **USS Pringle (DD 477)**—Reunion October 1986, Charleston, S.C. Contact William L. Herman, 1427 Woodbridge Road, Baltimore, Md. 21228; telephone (301) 788-5829.

• **USS LST 292**—Reunion October 1986, Orlando, Fla. Contact L.W. Brown, P.O. Box 26, Starkville, Miss. 39759; telephone (601) 324-3621.

• **USS LST 706, World War II**—Reunion October 1986, Louisville, Ky. Contact Jack Thompson, 163 Fender Road, Melbourne, Ky. 41059; telephone (606) 635-4327.

• **25th Naval Construction Battalion, World War II**—Reunion Oct. 1-5, 1986, Gulf Breeze, Fla. Contact Alfred G. Don, 6204 Vicksburg Drive, Pensacola, Fla. 32503; telephone (904) 476-4113.

• **USS Chondeleur (AV 10)**—Reunion Oct. 1-4, 1986, Memphis, Tenn. Contact Mrs. Kenneth E. Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.

• **USS Metcalf (DD-595)**—Reunion Oct. 1-7, 1986, Honolulu. Contact John M. Chittum, 350 South Walnut St., Huntington, W.Va. 25705; telephone (304) 523-6963.

# Reunions

- **USS Galveston (CLG 3)**—Reunion Oct. 1-5, 1986, Galveston, Texas. Contact Morris R. Butcher, 4754 Bill Knight Ave., Millington, Tenn. 38053; telephone (901) 872-4071.
- **USS Nicholas (DD 449) 1942-66**—Reunion Oct. 2-4, 1986, Jackson, Miss. Contact Jack Stuart, P.O. Drawer 428, Morton, Miss. 39117.
- **USS Phelps (DD 360)**—Reunion Oct. 2-5, 1986, Charleston, S.C. Contact Harold Placette, 3336 Roanoke, Port Arthur, Texas 77642; telephone (409) 962-1348.
- **USS Crowley (DE 303)**—Reunion Oct. 2-5, 1986, Dearborn, Mich. Contact Charles LaNoue, 15615 Harrison, Allen Park, Mich. 48101; telephone (313) 383-8992.
- **USS Butler (DD 636/DMS 29)**—Reunion Oct. 3-5, 1986, Cleveland, Tenn. Contact Bill Ewing, P.O. Box 3782, Cleveland, Tenn. 37311; telephone (615) 476-3805.
- **USS Jeffers (DD 621/DMS 27)**—Reunion Oct. 3-5, 1986, White Haven, Pa. Contact Warren Hilton, 209 South Hall St., Morrison Ill. 61270; telephone (815) 772-2422.
- **USS Foss (DE 59), 1943-57**—Reunion Oct. 3-5, 1986, Fort Lauderdale, Fla. Contact Robert M. Allen, 200 N.W. 22nd St., Fort Lauderdale, Fla. 33311; telephone (305) 566-7155.
- **USS Frybarger (DE 705)**—Reunion Oct. 3-5, 1986, Myrtle Beach, S.C. Contact Alex W. Boyd, 5107 Bryce Lane, Richmond, Va. 23224; telephone (804) 233-0581.
- **NAS Grosse Ile**—Reunion Oct. 4, 1986, Grosse Ile, Mich. Contact Harry A. Barriger, 27250 Wyly Drive, Mt. Clemens, Mich. 48045; telephone (313) 466-5550.
- **USS Chevalier (DD 451)**—Reunion Oct. 5-7, 1986, San Antonio, Texas. Contact Kurt W. Bocian, 24853 96th Ave, S. No. 1, Kent, Wash. 98031-4802; telephone (206) 854-5190.
- **USS Omaha (CL 4)**—Reunion Oct. 6-9, 1986, New Orleans. Contact Frank L. Vito, 1409 Indiana N.E., Albuquerque, N.M. 87110; telephone (505) 256-1321.
- **USS Plunkett (DD 431)**—Reunion Oct. 7-9, 1986, San Diego. Contact George A. Schweis, 18 Spruce Dr. Marshallton, R.D. 4, West Winchester, Pa. 19382; telephone (215) 436-9761.
- **USS Haven (AH 12)**—Reunion Oct. 8-10, 1986, Reno, Nev. Contact Joe Messina, 1680 Oak Vista Ave., Chico, Calif. 95926; (916) 343-6105.
- **Marine Corps Aviation Association**—Reunion Oct. 9-12, 1986, Dallas. Contact MCAA P.O. Box 296, Quantico, Va. 22134.
- **USS Yorktown (CV 5)**—Reunion Oct. 9-12, 1986, Daytona Beach, Fla. Contact Bob Good, P.O. Box 1187, Thonotosassa, Fla. 33592; telephone (813) 752-9479.
- **USS Morris (DD 417)**—Reunion Oct. 9-12, 1986, Peoria, Ill. Contact Tom Traweek, 8605 Queensmere Place, No. 5, Richmond, Va. 23229; telephone (804) 270-1674.
- **USS LST 325, World War II**—Reunion Oct. 10-12, 1986, New Orleans. Contact Dick Scacchetti, 6 Nutting Place, West Caldwell, N.J. 07006; telephone (201) 226-4465.
- **USS Uvalde (AKA 88)**—Reunion Oct. 10-11, 1986, Uvalde, Texas. Contact Cindy Taylor, P.O. Box 706, Uvalde, Texas 78802; telephone (512) 278-3361.
- **USS Paul Hamilton (DD 590)/USS Twigg (DD 591)**—Reunion Oct. 10-11, 1986, Orlando, Fla. Contact Walt Tucker, 2437 Two Oaks Dr., Charleston, S.C. 29404.
- **USS Consolation (AH 15)**—Reunion Oct. 10-12, 1986, Norfolk, Va. Contact Dr. T. C. Deas, 421 Wister Road, Wynnewood, Pa. 19096-1808.
- **USS Pensacola (CA 24)**—Reunion Oct. 12-16, 1986, Las Vegas, Nev. Contact C. J. Tibado, P.O. Box 425, Wofford Heights, Calif. 93285; telephone (714) 971-5126.
- **USS Wharton (AP 7)**—Reunion Oct. 12-16, 1986, Reno, Nev. Contact George Howlett, 110 Central Ave., Malden, Maine 02148; telephone (617) 324-6121.
- **Army 148th Ord. M.V.A. Co., World War II**—Reunion Oct. 15-18, 1986, Louisville, Ky. Contact Jerome K. Paulson, 2903 E. Willis Ave., Perry, Iowa 50220; telephone (515) 465-5462.
- **Enlisted Pilots/Navy, Marine, Coast Guard**—Reunion Oct. 16-19, 1986, Norfolk, Va. Contact Jack Hayes, 2434 Amber Ave., Norfolk, Va. 23513; telephone (804) 853-8883.
- **VP 14/VB 102/VPB 102, World War II Pacific**—Reunion Oct. 16-19, 1986, Washington, D.C. Contact Allan R. Dresner, 7026 Wyndale St. N.W. Washington, D.C. 20015; telephone (202) 966-5054.
- **Navy Special Weapons Units**—Reunion Oct. 17-19, 1986, Tulsa, Okla. Contact C. Berger, 1839 S. 13th, McAlester, Okla. 74501; telephone (918) 423-4509.
- **USS Taney CG (WHEC 37)**—Reunion Oct. 17-19, 1986, Arlington, Texas. Contact Harold F. Maybeck, 1508 Arbor Town Circle No. 1025, Arlington, Texas 76011; telephone (817) 469-7289.
- **USS Zellars (DD 777)**—Reunion Oct. 17-19, 1986, Houston. Contact D.E. Warner, 420 Palomino Lane, League City, Texas 77573; telephone (713) 332-1358.
- **World War II, Korea, Vietnam U.S. Troop ships crews**—Reunion Oct. 18, 1986, Kings Point, N.Y. Contact David Ficken Sr., C/O American Merchant Marine Museum, U.S. Merchant Marine Academy, Kings Point, N.Y. 11024; telephone (516) 482-8200, ext. 304.
- **VPB 44 "Black cats of green Ireland" 1944-45**—Reunion Oct. 22-25, 1986, San Diego. Contact G. S. Bogard, 3009 Stevenson Dr., Pebble Beach, Calif. 93953.
- **USS Rocky Mount (AGC 3), Flag, Army, Marines and wounded personnel**—Reunion Oct. 23-26, 1986, San Antonio, Texas. Contact John Vreeland, 3710 Armstrong St., San Diego 92111; telephone (619) 277-0689.
- **Banana Fleet Marines**—Reunion Oct. 23-26, 1986, Savannah, Ga. Contact Hank Thalgot, P.O. Box 95, Oxford, Fla. 32684; telephone (904) 748-2587.
- **USS St. LO (CVE 63)/VC 65**—Reunion Oct. 23-26, 1986, San Diego. Contact E.H. Crawford, 1910 Windsor Way, Reno, Nev. 89503; telephone (702) 747-0884.
- **USS St. Paul (CA 73)**—Reunion Oct. 28-30, 1986, Clearwater Beach, Fla. Contact Bill Shaw, Lot 214, 2112 Belle Chasse Hwy., Gretna, La. 70053; telephone (504) 392-3851.
- **USS Monrovia, (APA 31) 1942-78**—Reunion Oct. 28-Nov. 2, 1986, Cocoa Beach, Fla. Contact Hilton P. Dana, 3799 So. Banana River Blvd. No. 507, Cocoa Beach, Fla. 32931; telephone (305) 783-1320.
- **USS Edison (DD 439)**—Reunion Oct. 31-Nov. 2, 1986, Kissimmee, Fla. Contact Larry Whetstone, 8083 Whetstone Dr., Linden, Mich. 48451.
- **12th Evac Hosp., Army**—Reunion Oct. 31-Nov. 2, 1986, San Antonio, Texas. Contact D. Harder, 9542 Millers Ridge, San Antonio, Texas 78239; telephone (512) 657-3526.
- **USCG L.C.I. (L) Flotilla**—Reunion November 1986, Memphis, Tenn. Contact Ralph Gault, 14733 Clark St., Dolton Ill. 60419.
- **Navy Mats VRs 3, 6, 7, 8, 22 and NAT-Wing Pac**—Reunion Nov. 6-8, 1986, Reno, Nev. Contact Monte "Red" Umphress, 1348 Hanchett Ave., San Jose, Calif. 95126; telephone (408) 295-0218.
- **USS Cabot (CVL 28) Air crews and ships company**—Reunion Nov. 6-9, 1986, Pensacola, Fla. Contact Ray Miller, 318 Milan Place, Anaheim, Calif. 92801; telephone (714) 828-1851.
- **Guadalcanal Campaign Veterans Aug. 7, 1942, to Feb. 17, 1943, Army, Navy, Marine, Coast Guard, Air Force and C.B.S.**—Reunion Nov. 13, 1986, Pensacola Fla. Contact Richard R. Hennig, 2630 St. Andrews Blvd. Tarpon Springs, Fla. 33589.
- **USS Jo Breckinridge (TAP 176)**—Reunion planned. Contact A.L. Clarke, 254 Getchell St., Santa Cruz, Calif. 95060.

# Bearings

## Office of Naval Research

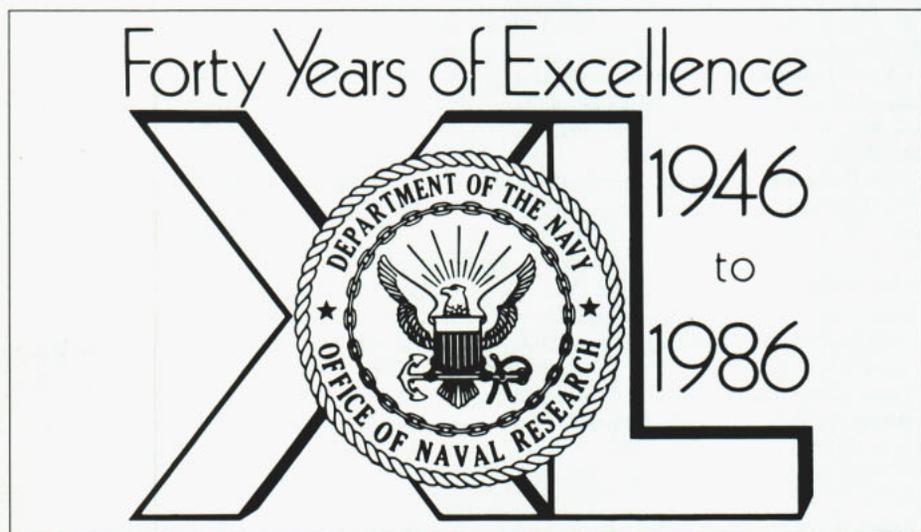
The Office of Naval Research is celebrating its 40th anniversary. On Aug. 1, 1946, President Harry Truman signed Public Law 588 which established ONR. The office was tasked with encouraging and promoting naval research and was given authority to write contracts for basic research programs conducted by scientists at universities and other research centers across the country.

ONR often has led the nation and the world in the advancement of science and technology, and some of that technology has become a part of day-to-day living: the digital computer, nuclear battery, laser research, new ceramic and adhesive materials, frozen blood products, corrosive-resistant paints, fiber optics, plastic wrap, toothpaste, firefighting foam and many others.

With more than 590 research scientists and military officers and 386 support staff members, ONR is comprised of seven major directorates, four laboratories, two overseas detachments and the new Institute for Naval Oceanography. The office also hosts six special programs which contribute to the development of the nation's scientists and engineers.

A wide range of celebration activities will be highlighted by a special "Research to Readiness" exhibit at the Pentagon and the National Science Foundation in Washington, D.C. A 40th Anniversary Science Symposium also is scheduled for October 21-22 at the National Academy of Sciences in Washington, D.C. Among several Nobel laureates expected to attend is Dr. Jerome Karle of the Naval Research Laboratory who won the 1985 Nobel prize for Chemistry.

Dr. Marvin K. Moss, director of ONR, said, "We want the American public to know that, although ONR's first priority is to support the needs of our future Navy, much of the technological development which enriches our day-to-day lives is a result of basic research supported with Navy funding." ■



## One person can make a difference

There are times when a single person can be the catalyst for a program's success, and Torpedoman's Mate 1st Class David L. Scarbrough was the spark that ignited participation in the new Military Cash Awards Program—MilCAP—at Naval Air Station Keflavik, Iceland.

The station's beneficial suggestion program started in May 1985. A short publicity campaign brought immediate results. Scarbrough, who had participated in the suggestion program at Naval Weapons Station, Charleston, S.C., submitted a design for a portable shower to protect people who work in a high risk, hazardous waste environments. The shower design saved the Navy \$67,000, and Scarbrough received a cash award of

\$2,750. His award presentation was widely publicized at Keflavik. Eleven months after Keflavik's MilCAP program began, submissions had averaged nearly one per month, excluding those submitted by Scarbrough.

The publicity surrounding Scarbrough and the station's suggestion program also prompted other activities at Keflavik to initiate their own programs.

Scarbrough became interested in MilCAP at the Charleston weapons station and was encouraged by his supervisor to submit his ideas. His suggestions have saved the Navy more than \$250,000 and have earned him nearly \$5,000 in cash awards. He also has received three non-cash awards, including a letter of

recognition from Rear Adm. E.K. Anderson, commander, Iceland Defense Force, for his participation in MilCAP over a three-year period.

Since 1979, Scarbrough has submitted more than 40 suggestion forms with ideas for: improvements in quality, methods and procedures of operations; inventions (new tools); decreased manpower and man-hours; and improved work spaces.

Scarbrough, a 14-year Navy veteran, has been recommended for a Navy Achievement Medal for his participation and accomplishments in MilCAP. His participation and the media coverage of his award ceremonies have created a sustaining impact on all beneficial suggestion programs at Keflavik. ■

Story by JOC William T., Johnson, OPNAV

# 6

## Navy Rights & Benefits



# Family Assistance

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# Family Assistance

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

*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 get a variety of Navy-sponsored and Navy-related organizations for assistance.*

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## Navy Family Service Centers

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Navy Family Service Centers (FSC) are designed to assist personnel, their families and single service members with a variety of support services.

What do FSCs do? They address practically every area of Navy family life. They provide a comprehensive information and referral service on a wide range of programs and services, including resources which are available in 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 provides assistance and support to existing command-sponsored efforts such as command Sponsor Programs, command ombudsmen, 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 communications skills, and many others.

When an individual comes in with a request or a question, the FSC can readily refer him or her to the appropriate military or civilian resource. FSCs offer hospitality kits and information about rec-

reational facilities, how to get a passport before going overseas, child-care centers, Navy Lodges and other services. FSCs are ready to help in obtaining legal aid, voting registration information or help with a "special needs" child. They have a reference library 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.

Each FSC offers a wide range of personal and family enrichment programs to interested people. FSCs are natural, helpful, everyday resources which can be of real benefit to "everyday" people who have everyday needs as well as an occasional crisis.

There are currently 63 fully operational FSCs at installations throughout the United States and overseas. When another seven FSCs come on line in fiscal year 1989, 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 come up with just about any kind of information or help needed—and if they don't have it, they know where to find it. Navy FSCs stand ready to assist, as a symbol that the Navy truly does take care of its own.

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## Sponsor Program

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

Upon receipt of change-of-station orders, the service member should request assignment of a sponsor. The individual's commanding officer forwards the request to the receiving commanding officer for action. (See MILPERS Manual 1810580.)

The sponsor should then take all steps

necessary to ensure that the incoming service member receives information about the area well in advance. The sponsor also should make arrangements to assist the new member and his/her family upon arrival at the new duty station.

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## Legal Assistance Program

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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, part of the professional help provided under the Navy Legal Assistance Program, 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 personnel in connection with their personal legal problems.
- Preparing legal correspondence on behalf of eligible clients, negotiating with another party or their lawyer, and preparing various types of legal documents including wills and pleadings.
- In some limited cases, providing full legal representation including in-court appearances on behalf of eligible personnel.
- Advice to persons with discrimination complaints under the Civil Rights Act of 1964 and SecNavInst 5350.5 series.

Services which do not fall under the Navy Legal Assistance Program but which are provided by the Naval Legal Service Office include:

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

## Family Assistance

- Advice concerning a member's privately owned business or private income-producing activity is not authorized or provided by the Navy Legal Assistance Program.

### Chaplains

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

They provide religious ministry 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.

Pastoral care is another way chaplains assist the Navy family. The chaplain visits work areas, hospitals and homes, and is in the field expressing care for people and their adjustment to military life, interpersonal relationships or troublesome problems.

In pastoral care, the chaplain can bring reconciliation and hope to those in need.

A chaplain can also assist Navy people and their families by working closely with Navy Relief, Red Cross and other community agencies. The chaplain can help make appropriate referrals to those channels of assistance which are needed, whether it be for financial, health, marital or emergency leave problems.

A spiritually oriented program of personal growth and spiritual development, called CREDO, is another program in which chaplains are deeply involved. It was started in San Diego, Calif., in 1971 by the Chief of Naval Personnel, and chaplains have been continuously assigned to CREDO to conduct weekend workshops, discussion groups and to foster family relationships at CREDO centers. CREDO also operates in Norfolk, Va., Great Lakes, Ill., and Naples, Italy.

### Alcohol and Drug Abuse Treatment Programs

The objective of the Navy Alcohol and Drug Abuse Program (NADAP) is to prevent drug and alcohol abuse and to return eligible former drug and alcohol 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 treatment involves local command programs coordinated by the command Drug and Alcohol Program Advisor (DAPA). Programs involve awareness and education (such as General Military Training) and the more formal Navy Alcohol and Drug Safety Action Program (NADSAP). Thirty-three primary NADSAP offices with more than 100 ancillary 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 NADSAP.

Counseling and Assistance Centers (CAAC) are Level II treatment facilities. There are 80 CAACs Navywide—28 of these aboard ships. CAACs perform screenings, non-residential individual, group and family counseling, education programs and community outreach.

Level III treatment is performed at four residential Alcohol Rehabilitation Centers (ARC) in Norfolk, Va.; Jacksonville, Fla.; San Diego and Miramar, Calif.; and Pearl Harbor, Hawaii. Treatment is also performed at 27 Alcohol Rehabilitation Departments (ARD) located in naval hospitals. Counseling,

individual and group therapy, education, and family help are part of the residential program offered at the ARCs and ARDs. CAACs, ARCs and ARDs are staffed with Navy-trained counselors.

OPNAVINST 5350.4 series gives complete Navy drug and alcohol abuse policy, treatment availability and eligibility, and procedural information.

Uniformed Services Health Benefits Program (USHBP) beneficiaries (dependents, retirees, dependents and survivors of retirees, etc.) can enter any of the Navy's rehabilitation programs on a space-available basis. A backlog of active duty patients forces most facilities to refer applicants eligible for CHAMPUS or VA benefits to those programs.

CHAMPUS shares the cost for up to seven days of inpatient hospital care required for detoxification during acute stages of alcoholism. Such detoxification usually takes from three to seven days. Benefits extended beyond this stage include inpatient rehabilitation in the hospital or other type of authorized institution.

CHAMPUS reviews each rehabilitative stay to determine if an inpatient setting is required. CHAMPUS will help pay for up to 21 days of rehabilitation (this is included in the 60 days of inpatient mental health care allowed per calendar year.) It is limited to one inpatient admission per 365 days, and only three inpatient admissions during a person's life. This treatment is only covered in a hospital or special treatment center whose alcohol rehabilitation facility has entered into a participation agreement with CHAMPUS. Before getting care, check with the CHAMPUS claims processor to make sure the hospital or center is approved by CHAMPUS.

Outpatient care for alcoholism is covered by CHAMPUS for up to 60 visits over a year, beginning the day the person starts receiving the rehabilitation phase of treatment. Family therapy is covered for up to 15 visits per year, also beginning the day the therapy starts.

## Family Assistance

**VA Alcohol, Drug Abuse Programs—** Eligible veterans are admitted to each of the Veterans Administration 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 dependence treatment.

The VA has 94 Alcohol Dependence Treatment Programs (ADTP) and 42 Drug Dependence Treatment Programs (DDTP), with a total of 4,125 available beds. Each ADTP and DDTP is expected to provide comprehensive individualized services to include pre-bed crisis intervention support activities, emergency medical services including detoxification, clinical and vocational assessment, consultative/liaison, ambulatory/outpatient and after-care services.

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### Navy Relief Society

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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 or budgetary counseling in time of need. In addition, it sponsors a Guaranteed Student Loan (GSL) program for dependents, provides layettes to new mothers who need such help, and operates such activities as a visiting nurse program and thrift shops.

Navy Relief financial assistance may be provided for a variety of valid needs ranging from the costs of setting up a household after a PCS move to disaster relief. However, Navy Relief does not assist with the purchase of non-essentials or car payments, nor does it supplement the income of persons who habitually live beyond their means. Details on assistance policy are set forth in a pamphlet, "Fun-

damentals of Navy Relief Assistance." If not available on your ship or station, it may be obtained on request from 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 at a convenient rate. If repayment causes real hardship to the service member, assistance is 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 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.

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### Navy Mutual Aid Association

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The Navy Mutual Aid Association was formed in July 1879, more than 100 years ago. It is a mutual, non-profit, tax exempt, voluntary membership association of sea service personnel and their families.

The basic purpose of the association is to provide a substantial monetary sum in the form of benefit plans to designated survivors of members at the lowest possi-

ble cost and to assist them in obtaining, without cost, all the federal benefits to which they are legally entitled.

Navy Mutual Aid is presided over by a board of directors comprised of representatives of the five sea services. The Chief of Naval Operations is traditionally the president of the association.

In keeping with its original objective, Navy Mutual Aid offers life insurance plans designed to meet the needs of sea service personnel at the lowest possible net cost when measured as recommended by authoritative sources.

The association maintains facilities and a staff at the Navy Annex in Washington, D.C. The staff is capable of aiding and advising members and beneficiaries of federal benefits, claims, insurance matters and financial counseling. The staff will assist families of deceased members in securing all federal benefits and allowances to which they are legally entitled and insurance claims from all other insurers. In case of an unfavorable decision by the Veteran's Administration against a member's survivors, Navy Mutual will provide an accredited representative to assist in an appeal from such decision and will follow through until an equitable decision has been rendered. The association provides secure storage space at its headquarters for the safe-keeping of vital personal documents for ready reference by members and to facilitate the processing of survivor claims.

Navy Mutual Aid is designated as an approved financial counselor by Secretary of the Navy instruction, and, as such provides commanders of sea service commands with briefings on government programs such as social security, dependency and indemnity compensation and the Survivor Benefit Plan.

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

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## Family Assistance

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and for a period of 120 days after release from active duty. Membership privileges and obligations are not affected by subsequent separations, reserve status, or retirement from active duty—once a member always a member. Our members consider Navy Mutual Aid a valuable fringe benefit.

For further information about Navy Mutual Aid, call toll free (800) 628-6011. In Virginia, call collect (202) 694-1638.

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### Fleet Reserve Association

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Chartered in 1924, the Fleet Reserve Association (FRA) is a career organization made up of active duty and retired enlisted personnel, and commissioned officers with prior enlisted service, of the Navy, Marine Corps and Coast Guard. The association strives to support the sea services in matters of national defense, promotes and safeguards the rights of enlisted members, and encourages worthy young men and women to seek careers in the sea services.

The association has 350 branches worldwide, and there are more than 165,000 members on its rolls. The FRA assists enlisted personnel in career matters but does not attempt to influence the sea services in military decisions involving personnel. The association represents active duty and retired members on military personnel legislation and policies before congressional committees.

The FRA is accredited by the Veterans Administration and other government agencies on behalf of members; it administers the original CHAMPUS supplement health insurance program; awards and administers scholarships for dependent children of naval personnel, living and deceased; and aids survivors in obtaining benefits and aids them in times of disaster.

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### The American Red Cross

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The Red Cross, in addition to its reciprocal agreement with the Navy Relief

Society, conducts a program of social welfare which includes budget counseling for naval personnel, medical and psychiatric case work and recreation services for the hospitalized.

Red Cross counselors help veterans obtain benefits. In addition, they offer courses in health and safety and provide volunteer activities for people with extra time. They also assist service members in gathering information for emergency leave and leave extensions, dependency or hardship discharges or humanitarian transfers.

The worldwide communication network of the Red Cross helps military families contact service members overseas and at sea when emergencies warrant immediate notification.

For further information see MILPERS Manual 3450150.

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### Ombudsman Program

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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 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**—Communication between the Navy family and the parent command or base, other than the ombudsman program, are 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 dependents 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. Dependents can address questions and offer opinions directly to the commanding officer whose reply can benefit the entire command.

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### Navy Wives Clubs of America

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Navy Wives Clubs of America (NWCA) is a national federation of wives of Navy, Marine Corps and Coast Guard enlisted personnel. It recognizes the importance of the sea service wife. The organization, chartered in 1936, is dedicated to improving life in the Navy.

Active clubs throughout the United States and overseas promote supportive relationships among wives. The clubs extend assistance to needy members and other 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 special scholarship program for children of enlisted personnel (see section on Dependents' Scholarship Program.)

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### Wifeline Association

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This volunteer Navy wives organization serves as a clearinghouse for Navy families. Experienced volunteers aid those wives new to the service and serve as channels of communication for all Navy wives. The association reaches out to all Navy families in an effort to inform them, solicit opinions, and share solutions to problems inherent in Navy life.

Membership is both automatic and free for all wives and widows of officers and enlisted men anywhere in the world.

Wifeline Association has been asked to advise in such areas as financial aid,

## Family Assistance

legal counsel, moving household goods, survivor benefits and information on permanent duty stations. Any Navy wife can get answers to her questions by writing or calling the association. It operates an around-the-clock telephone answering service.

Wifeline Association provides new Navy spouses with bride's kits containing publications of special interest. These also are available through the association upon request at little or no cost. A non-profit organization, Wifeline Association depends solely on contributions.

### Other Organizations

Many other organizations and government agencies stand ready to assist your family 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 USGLI, NSLI and SGLI.

**Veterans' Organization**—The following organizations also provide information concerning claims and help process them: Disabled American Veterans (DAV), American Veterans of World War II (AmVets), Jewish War Veterans (JWV), Non-Commissioned Officers Association (NCOA), American Legion, Veterans of Foreign Wars (VFW), Blinded Veterans Association (BVA), 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, Dis-

abled Officers Association, Military Order of the World Wars, Regular Veterans Association, and United Indian War Veterans.

**State Veterans Commissions**—Most states maintain veterans' organizations which supervise their particular programs. They can help with federal and state employment assistance, state bonuses (if any), 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.

**Casualty Assistance Division, Naval Military Personnel Command**—This division coordinates the Casualty Assistance Calls Officer (CACO) program which notifies 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 funeral; and also arranges for immediate funeral assistance to surviving spouse or if none, to eligible parent(s).

Family assistance is an obligation which the Navy must fulfill in caring for its own. It is the foundation for the existence of all of these organizations whose sole mission is to help you.

### Department of Defense Dependent Schools (DODDS)

Unique is an apt description of the

Department of Defense Dependent Schools (DODDS), the only U.S. school system which has schools located around the world rather than around the county and state.

The DODDS system ranks as the ninth largest U.S. school system, counts 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 and Schools (NCA). 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 permit students a much easier transition period when they return to stateside schools from the DOD 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 which have no school facilities.

Dormitory facilities are available at eight of the 57 secondary schools. These schools are staffed with dormitory counselors who are fully qualified instructors and offer substitute-parent supervision to the high school students.

When the students' homes are more than one hour's commuting distance from the schools, students live in the dormitories Monday through Friday. If the students' homes are more than two hours away from the schools, the students live in the dorm for the seven-day week and have vacation breaks at Easter and Christmas.

# Family Assistance

## 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) 433-2333  
Autovon: 288-2333

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

**Department of Defense Dependents  
Schools (DODDS)**  
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-122)  
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. 20370-5066  
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-121)  
Department of the Navy  
Washington, D.C. 20370-5121  
Commercial: (202) 694-3355  
Autovon: 224-3355

The quality of education at DODDS is often reaffirmed through individual student achievements, teacher recognition for accomplishments in education, and students' test results. Test results consistently indicate that, as a group, DODDS students score higher on achievement tests than a sampling of public school students in the continental United States.

### Dependents' Scholarship Program

More than 30 Navy-oriented organizations currently sponsor scholarships or offer aid for study beyond the high school level. Dependent sons and daughters of Navy, Marine Corps and Coast Guard

members and former members are eligible for these scholarships or aid.

The Naval Military Personnel Command (NMPC-121) administers the Dependents' 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 Dependents' Scholarship Program including requirements for eligibility. The pamphlet and applications are available upon request. Information

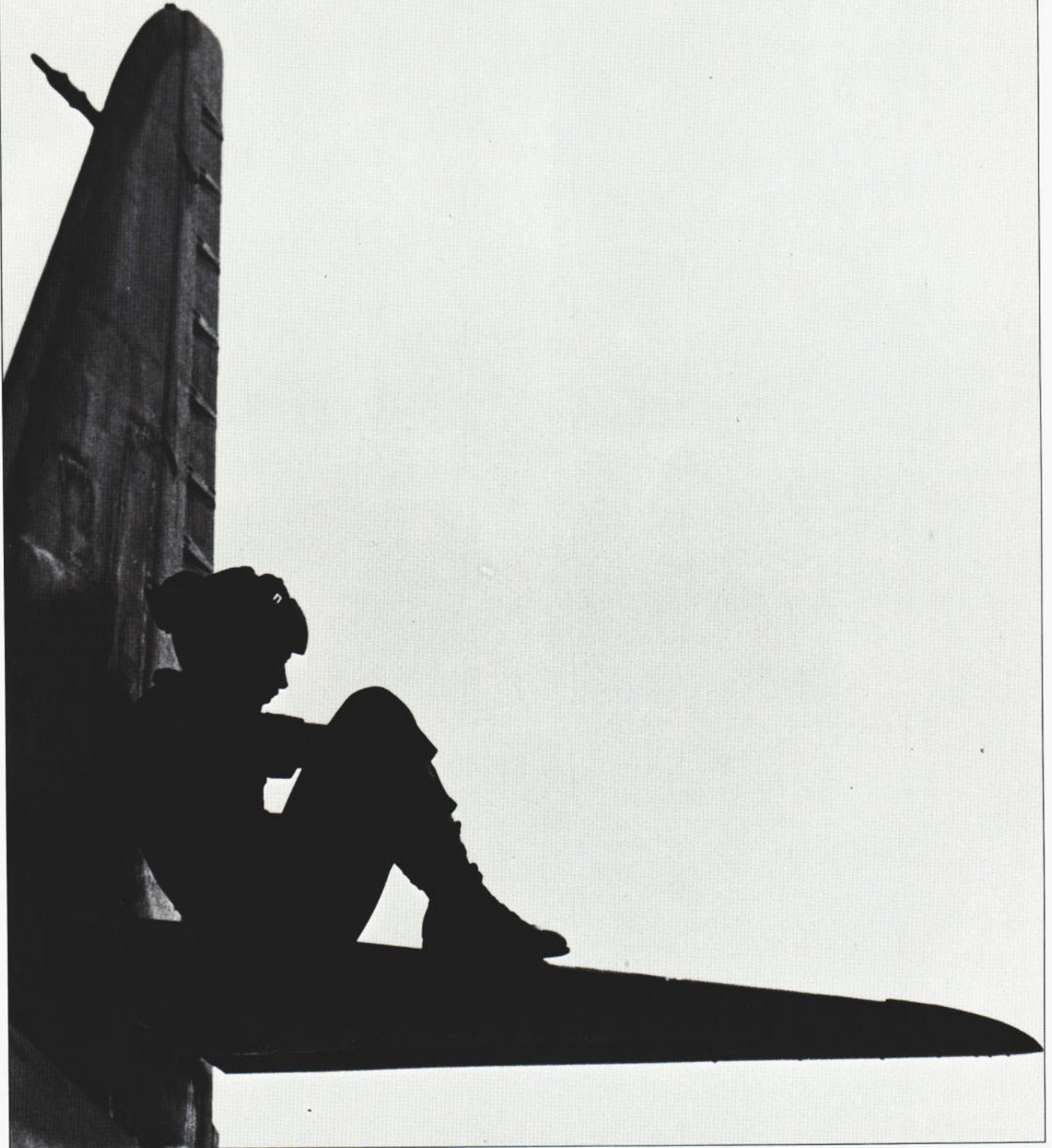
about the following year's program is usually available in December and the application deadline is April 15.

Another source for educational aid is the Navy Relief Society sponsored Guaranteed Student Loan (GSL). Loans up to \$2,500 per year (\$12,500 total) are provided for undergraduate study or vocational training. Graduate study loans can be made up to \$5,000 per year (\$25,000 total or a maximum of \$25,000 if loan is undergraduate and graduate combined.) Information, eligibility requirements and applications are available from the Navy Relief Society.

For further information see MILPERS Manual 6210110.



A member of Fleet Composite Squadron 5's line crew waits out a Subic Bay rain squall on an A-4 Skyhawk. Photo by PHC Chet King.





**"Destroyer Man" by Walter Brightwell**