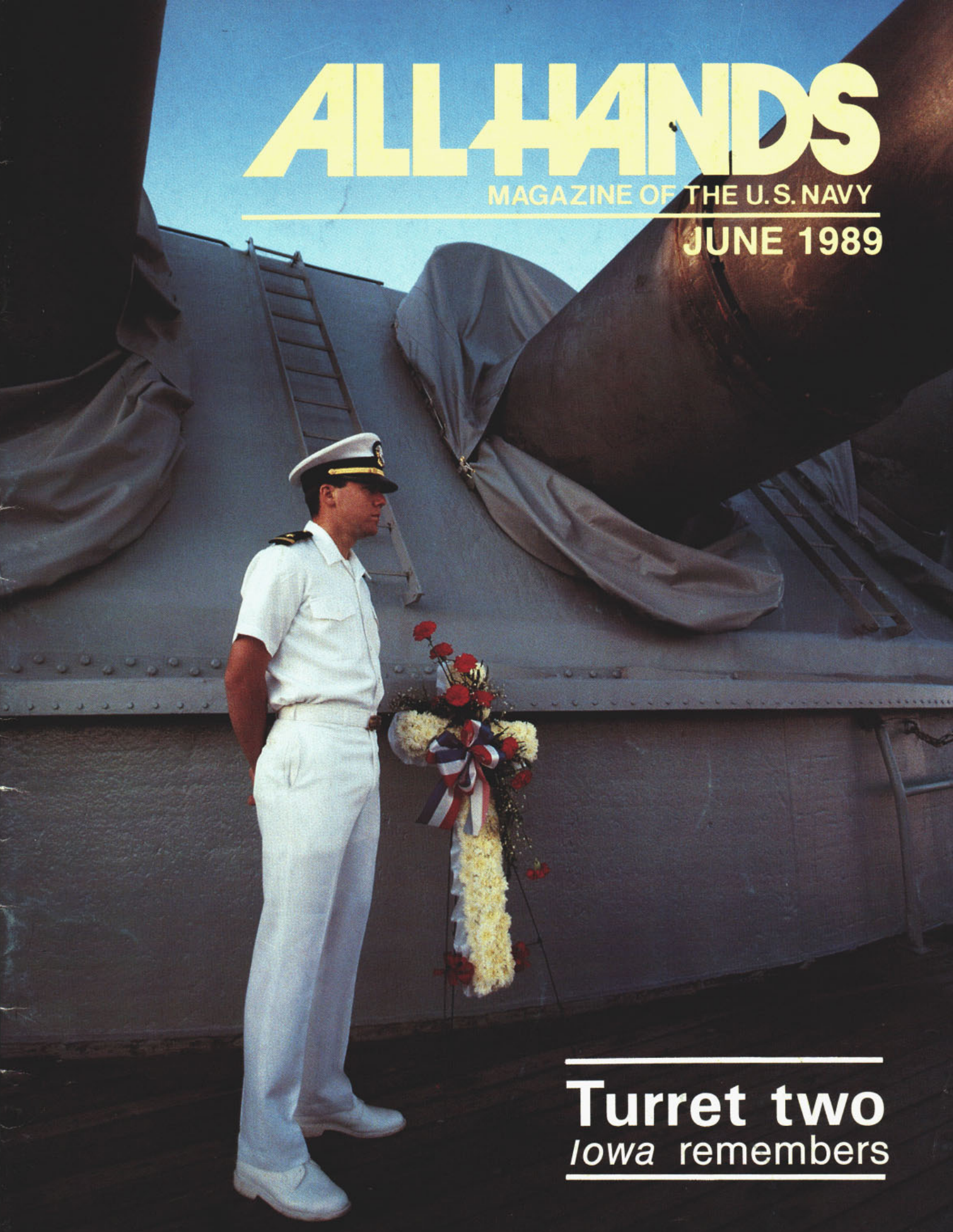
ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 1989



Turret two
Iowa remembers

ALL HANDS Photo Contest

The *All Hands* photo contest is open to all active duty, reserve and Navy civilian employees. NIRA personnel are not eligible.

All entries must be Navy related. The photo need not be taken in the calendar year of the contest.

There are two categories: single-image feature picture and picture story (three or more photos on a single theme). Each category has three groups. Black-and-white print, color print and color transparencies. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories that are presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views in the picture story.

Minimum size for single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three 11-inch by 14-inch mount boards taped together, excluding photo stories entered in transparencies.

Please include name, rank, present command, complete mailing address, title for the photograph and complete cutline information on a separate piece of paper taped to the back of the photo or slide mount, or use entry form (below).

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the six groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

DEADLINE: ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1989.

For each entry, please indicate in which category and group you are entering the photograph. Attach this entry form to your entry.

Single-image feature	**Photo story**
☐ Black-and-white print	☐ Black-and-white print
☐ Color print	☐ Color print
☐ Color transparencies	☐ Color transparencies

Name: _____

Command: _____

Address: _____

_____

_____

Phone: _____

Send entries to: *All Hands* magazine
Photo Contest
Navy Internal Relations Activity
601 N. Fairfax St., Suite 230
Alexandria, VA 22314-2007

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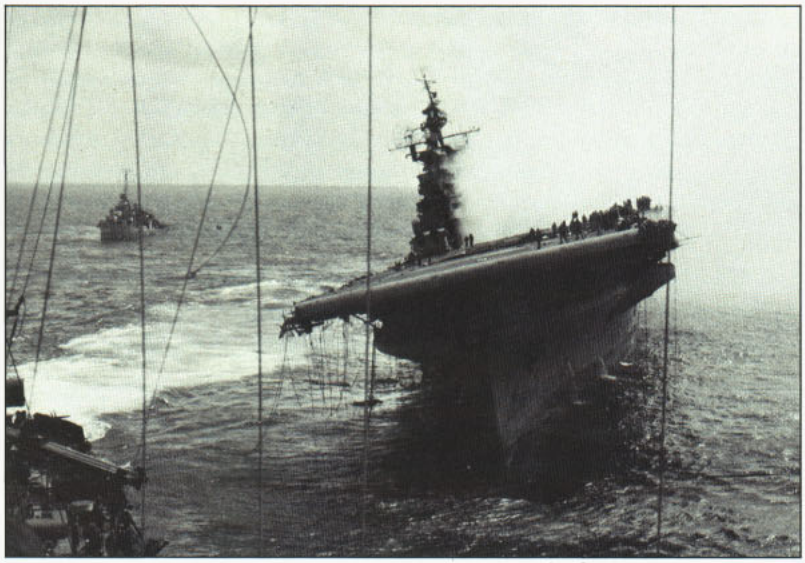

U.S. Navy photo

USS *Franklin* (CV 13) — Page 26

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Front Cover: Following the loss of 47 shipmates in turret two's explosion, USS *Iowa* (BB 61), the Navy and the nation were in mourning. See story, Page 4. Photo by PH1(AC) Scott M. Allen.

Back Cover: Naval history comes alive at the Patriots Point Naval and Maritime Museum where visitors can dine and sleep aboard USS *Yorktown* (CV 10). See story, Page 22. Photo by PH1(AC) Scott M. Allen.

News You Can Use

Medical notes

In-house hospital care

According to the Navy's Surgeon General, VADM James A. Zimble, Navy family members prefer to receive their health care in Navy facilities and from Navy providers. "However, the likelihood of our beneficiaries' continued access to the system they prefer is fading," Zimble said before the Congressional subcommittee on defense. "We are having ever greater difficulty attracting and retaining high-quality people. Our shortage of health care personnel is worsening," he said.

Between 1985 and 1988, Navy outpatient visits decreased 21 percent and admissions have decreased 17 percent, Zimble stated in his testimony. At the same time, CHAMPUS outpatient visits increased 78 percent and admissions increased 48 percent.

"Not only has the active-duty population grown in size," said Zimble, "but its composition has changed. Active-duty personnel are more likely to have family members and the retired personnel and their families are becoming increasingly older — requiring more intensive and extensive health care for illnesses of longer duration."

Other factors contributing to the shifts in patient care include the increasing costs to deliver health care and operational requirements. "Fully 14 percent of all Navy physicians and 28 percent of all hospital corpsmen are assigned to afloat Navy or deployed Marine Corps units," said Zimble.

The shift from in-house treatment to CHAMPUS created some difficulties and other problems developed due to fiscal and policy decisions. "As a result," said Zimble, "we have experienced extraordinary medical recruiting problems, other personnel problems, skill training shortfalls, obsolete equipment and poor facility utilization."

The Navy also faces the same type of financial pressure faced in the private sector. The inflation rate for medical costs is significantly greater than increases in the consumer price index. Higher inflation causes a restricted in-house workload

Family support matters

Housing, child care budget

"If the current Navy budget request is approved, Navy housing and child care programs will receive more than $300 million to improve or add more facilities for sailors and Marines." So said RADM Benjamin F. Montoya, Commander Naval Facilities Engineering Command and Chief of Civil Engineers, during a recent Senate appropriations hearing.

"We will continue to emphasize the quality of life of our people with $358 million of the request being for troop housing and community facilities." Montoya said the current budget request includes almost $85 million for construction of 795 new family housing units and support facilities in six locations in the United States and two locations overseas. Montoya also said $16 million will be allocated to build 13 child care centers at facilities where services are urgently needed.

Plans are also underway to alleviate the critical shortage of child development centers under the FY90 program. □

Financial

Savings bonds

Savings bonds in the $50 and $75 denominations are now available to sailors and Marines as part of the 1989 savings bonds campaign.

The minimum denomination available through the payroll savings plan is usually $100. But smaller denomination bonds are now also available through payroll deduction. Savings bond allotments may be authorized at any time.

For information, contact your local campaign representative or call the program administrator at (202) 694-3248. □

capability, and advancing medical technology requires a continual investment in state-of-the-art equipment and techniques.

To counteract some of these problems, the Navy has developed a long-range medical strategy to improve the use of existing facilities through operational peacetime contracts, more NavCare clinics and new fleet surgical teams to minimize disruptions caused by operations. According to Zimble, last year's Blue Ribbon Panel study of Navy medicine will go a long way toward improving the service's health care system.

"The Panel has put in motion many actions that will improve access to Navy health-care facilities, reduce medical costs and revitalize graduate medical education," said Zimble.

Zimble told committee members that the problems faced by Navy medicine are treatable.

"While we still face serious problems," Zimble said, "I am optimistic about our ability to solve them. . . . [But] we will need your [Congress'] commitment to work with us for the long haul." □

PCS information

Relocation assistance

Sailors can get a financial break on realtor services when they are transferred.

A new Navy initiative provides mortgage and relocation assistance to Navy members at no cost to the government.

The program was developed in cooperation with local and national realtors to establish programs to cut costs for transferring naval personnel.

The initiative allows realtors to send brochures with information on their programs to Navy housing referral offices. Then, depending on the realtor, service members may pre-qualify for loans, receive discounts on loan origination fees or receive house-hunting and rental locator services.

For more information, contact your local Navy housing referral office. □

Health

"Back" month

June is back injury prevention month. Many back injuries can be avoided by losing excess fat, maintaining a physical fitness program, lifting objects properly and keeping correct posture.

Looking ahead, don't forget July is summer fitness and recreation month. Vacations can be great for your physical health as well as your mental and emotional well-being, if you incorporate physical activity into your daily vacation schedule. □

Personnel issues

Engineering duty officers

The Chief of Naval Operations received the findings of a study of the engineering duty officer community. Those findings will result in career path changes as well as guidance on the size of the community and promotion opportunities.

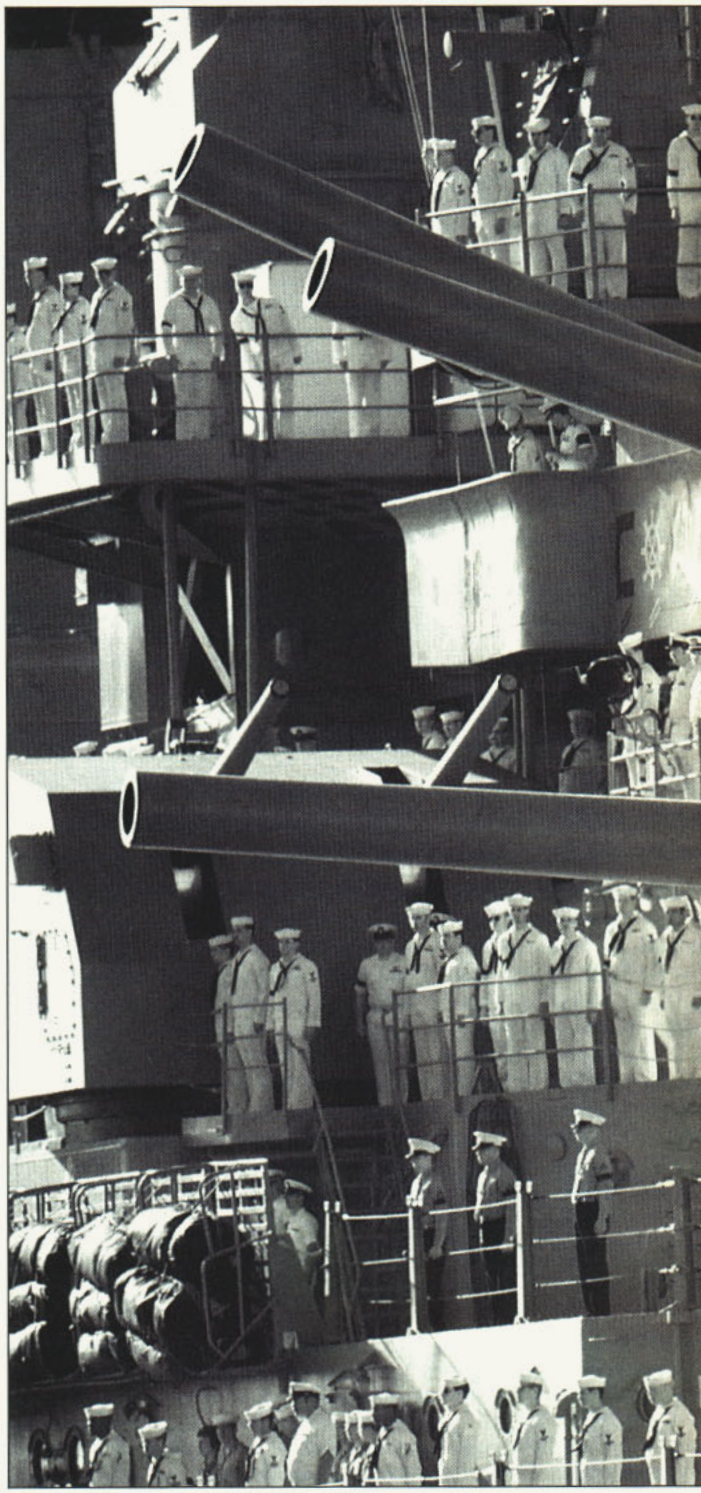
The ED community will have 1,225 billets, and basic sea experience will be increased to a minimum of two sea tours. The lieutenant commander promotion opportunity has also been increased to 95 percent.

Officers selected are expected to complete or have completed their master's degree. Eligible officers may apply for lateral transfer to ED.

Information for the ED officer program may be obtained from ComNavSea, Office of ED Plans and Policies (SEA 00PZ), Washington, D.C. 20362-5101, Autovon 222-8503/4 or commercial (202) 692-8503/4 or ComNavMilPersCom ED Assignment Office (NMPC-445), Washington, D.C. 20370, Autovon 224-3914 or commercial (202) 694-3914. □

Remembering turret two

Iowa *sailors, families and friends mourn 47 shipmates.*



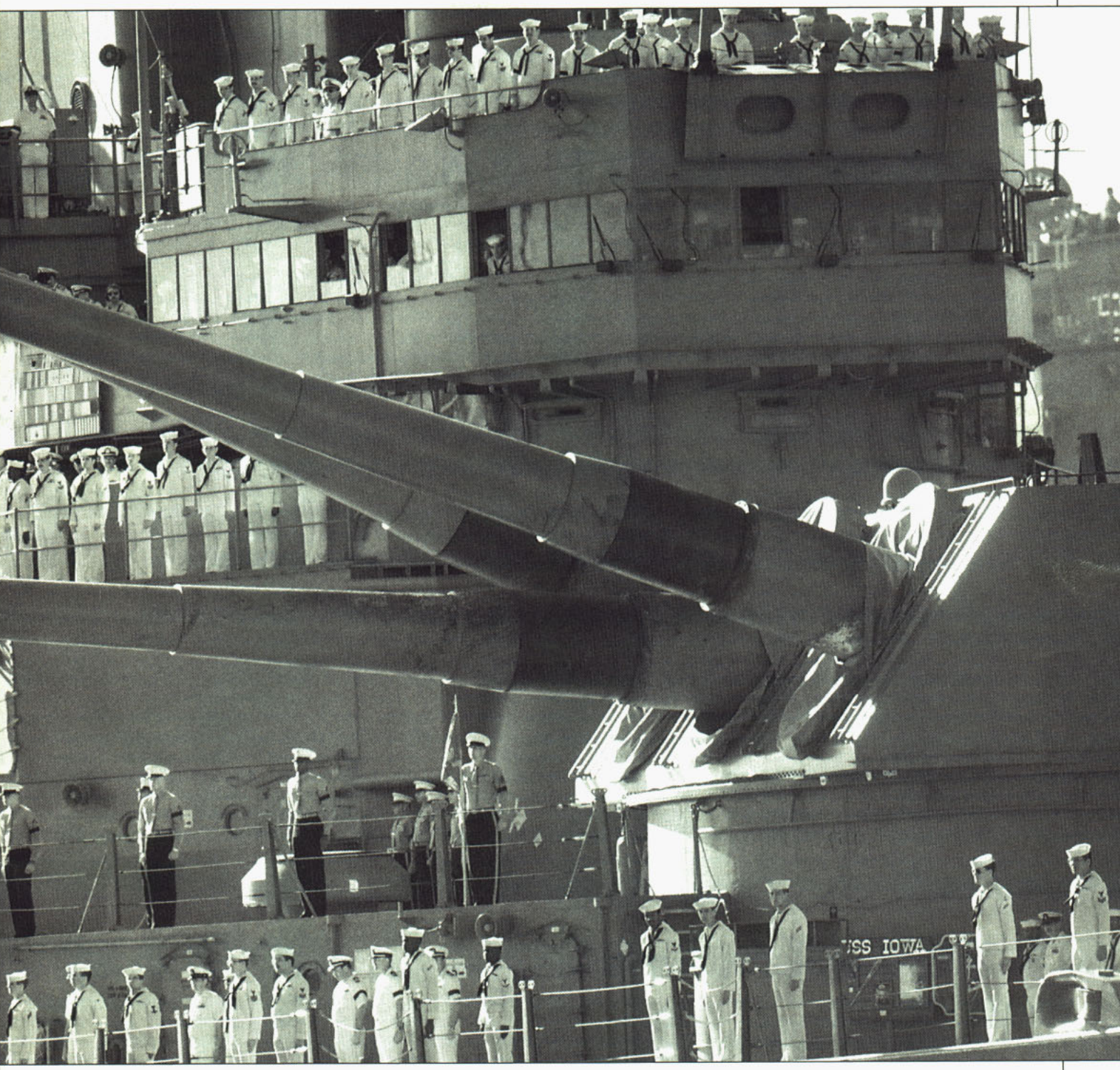
Story by W. W. Reid, photos by PH1(AC) Scott Allen

"She is the most powerful warship ever built."

When USS *Iowa* was launched in August of 1942, Secretary of the Navy Frank Knox described BB 61 simply and accurately. *Iowa* bore the mantle of the entire class of battleships that was to follow, and she bore it proudly. "The Big Stick" earned nine battle stars in the Pacific campaign during World War II. By taking her awesome 16-inch guns into battle at the Marshalls, the Marianas, Tinian, Okinawa and Leyte and by firing some 4,500 16-inch rounds during two winter operations in Korea, *Iowa* took her proper place in naval history.

Since being recommissioned in 1984, *Iowa* has continued her march through the history books; earlier this year, she put three out of six 16-inch rounds on target at a range of 48,000 yards. By hitting the bull's-eye at 27 miles, BB 61 made strike warfare history.

But at 9:55 on the morning of April 19, *Iowa* was again touched by



history — this time not because of prowess in battle but because of a stunning tragedy in the midst of training for battle.

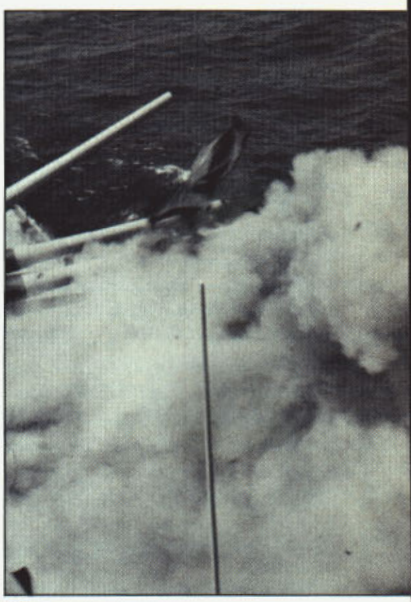
A massive explosion ripped through the number two turret, killing 47 sailors.

No rounds had yet been fired from turret two. The commanding officer, CAPT Fred P. Moosally, gave the order to load all three barrels, "batteries released." Once the guns had been loaded with 1,900-pound shells backed with 550 pounds of powder in five silk bags, the order "Shoot!" could be passed to the gunner. But that order was never passed.

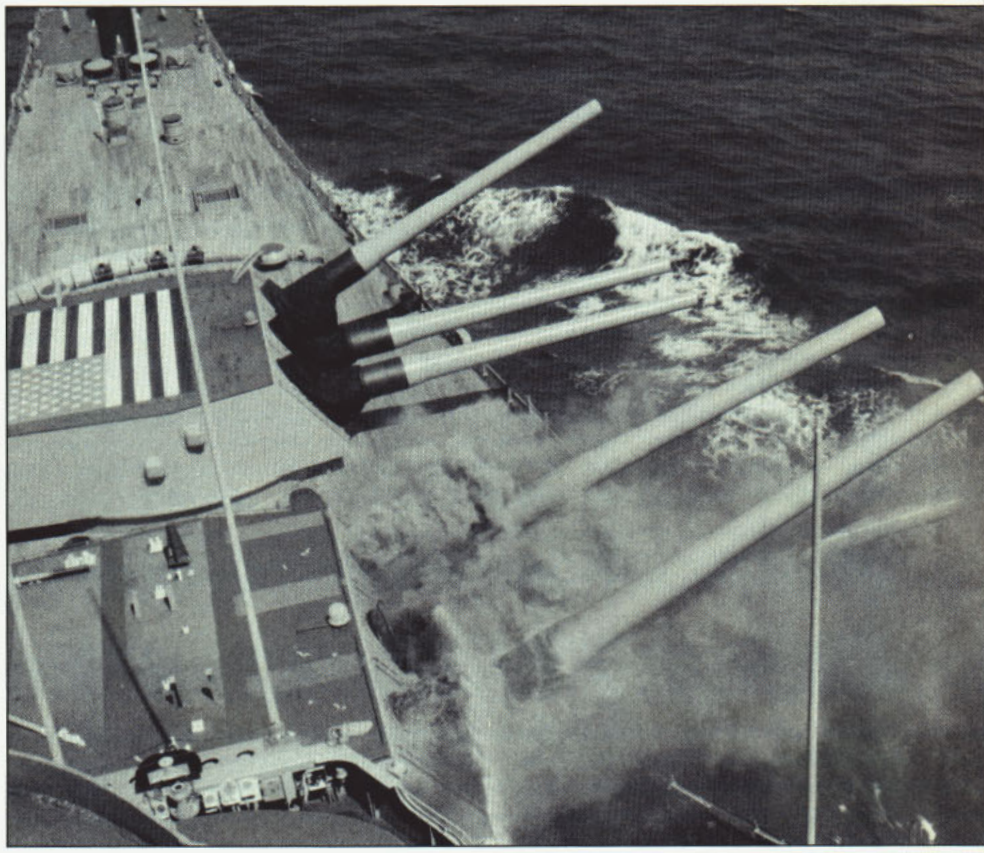
The two outboard guns were loaded and the breeches closed, but before loading of the center gun was completed, a shuddering explosion rocked the great ship, blasting the weather gaskets from around the barrels, sending thick, gray smoke billowing from the base of the guns and scorching the teak decks under the turret.

"It was instantaneous — just in-

Remembering turret two



Seconds after the catastrophic explosion, *Iowa* damage control and firefighting teams were hard at work, fighting to save their ship. After a 90-minute battle, the fire was out. Though 47 men had been lost, more than 1,500 had been saved.



stantaneous," said VADM Jerome L. Johnson, Commander, 2nd Fleet, observing the guns from *Iowa*'s bridge. The blast appeared to have originated in the turret's gun deck, then swept down through four of the decks below. All the sailors on those levels were killed almost instantly — in the explosion and ensuing fire.

Eleven sailors working in the turret's lowest level magazines were the only survivors.

Every official's immediate impulse was to set in motion the machinery to find out what happened. The Chief of Naval Operations, ADM C.A.H. Trost, first suspended all firing of the 16-inch guns by the other *Iowa*-class warships. The new Secretary of Defense, Dick Cheney resolved publically to discover the cause of the blast. But he also pointed out the obvious obstacle to any quick solution: "We have no eyewitnesses to what happened," he said.

Clearly, the six-man investigative team, led by RADM Richard D. Milligan, Commander, Cruiser/Destroyer Group Two, in Charleston, S.C., would have its work cut out for it. In a matter of hours, that team was assembled, heloed to the stricken ship and had begun its difficult work.

At almost the same time, even more difficult work was being undertaken: transporting 47 bodies home. The fallen shipmates were flown by helicopter into Puerto Rico. From there, they were airlifted to Dover Air Force Base in Delaware. The dozens of flag-draped aluminum caskets were arrayed on the tarmac for a ceremony presided over by Secretary of the Navy William Ball. The SecNav recalled his recent visit to *Iowa*.

"I met a number of these men," Ball said. "I had sailed with them and crawled around their turret, shaken their greasy hands, felt the strong, sure grip that only a gunner's mate can give, seen the ready grin on their faces and watched the steady and rough way they went about their work."

As the technically difficult and emotionally harrowing task of positively identifying remains was

Photo by LT Thomas Jarrell

Photo by LT Thomas Jarrell

Photo by PH2 William L. Holck

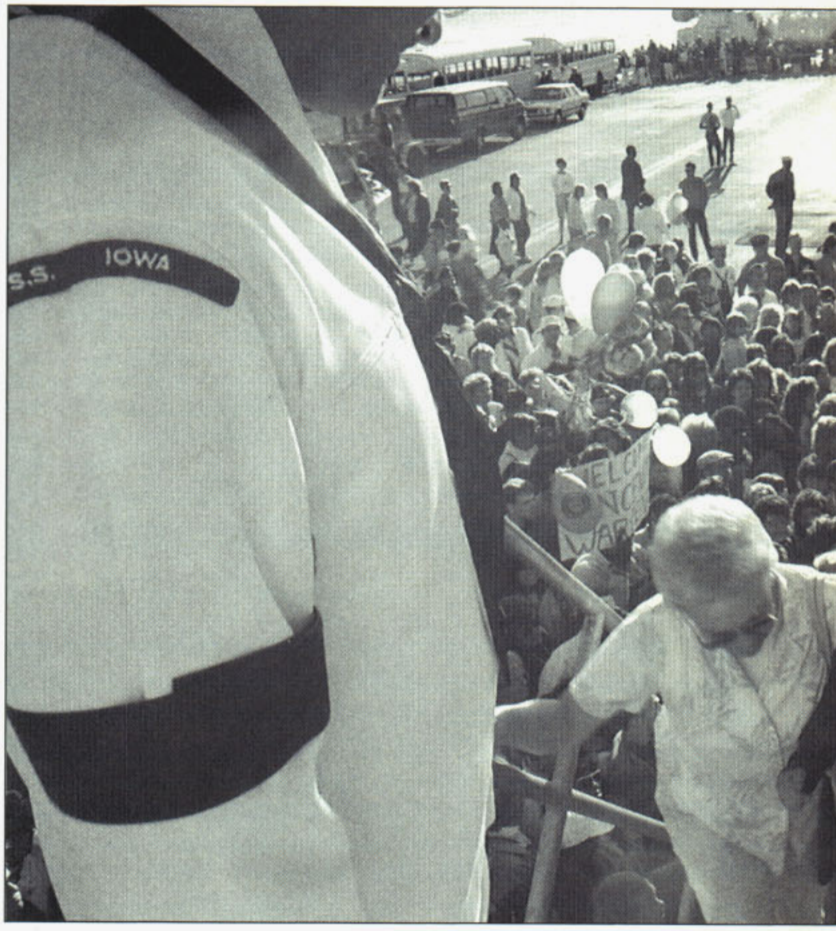
carried out at Dover, preparations were being made for the most difficult task of all: notifying and then supporting the families of the dead sailors.

CDR Doug Palmer, senior chaplain coordinating the family support organizations in Norfolk, summarized the effort. "We have an army of highly qualified people here on scene to do everything we can for these families," he said. At the same time he acknowledged the obvious difficulties: "There's no easy way to do this."

Support for *Iowa* families in the Norfolk area went beyond the formal effort of the Navy organization there, indeed into the very fabric of the city itself. Norfolk is a vast and varied metropolitan area, but it is still — first, last and always — a Navy town. And when Navy people are hurting, the whole Tidewater area is a sadder place.

The community sought to overcome its sorrow by rallying to the aid of the stricken families. There were offers of free rental cars, free long-distance telephone calls, free room

Remembering turret two



After the stricken battleship came home, President Bush led a grieving nation in a memorial for the fallen 47 and sorrowful sailors mourned their shipmates.

and board, even a hastily assembled pool of free baby sitters, organized by a local grade school PTA.

The pre-commissioning detail of the amphibious assault ship *Wasp* (LHD 1) provided rides between the airport and hotels.

As the Navy family supported its stricken members, Navy leaders spoke out in support of the battleship-reactivation program. Past critics of the program renewed that criticism immediately following the accident.

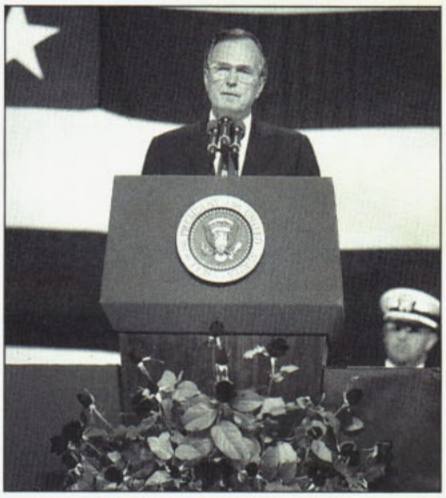
In his response to an editorial in the *Baltimore Sun*, the Chief of Naval Operations pointed out that assertions the Navy's four battleships are antiquated are unfounded, noting that the ships have had very few years of sea life and that their modernization prior to recommissioning was extensive.

CAPT Larry Seaquist, former commanding officer of *Iowa*, also spoke in defense of the renovated battleships, particularly their big guns. In a press conference the day after the accident, Seaquist said, "This gun, the Mark 7 16-inch, 50-caliber gun, remains the finest naval gun in the world. It was the pinnacle of gun design art," he added, "and it is still a frontline system."

But on Monday morning, five days after the disaster, attention shifted from debate about battleships to mourning for battleship sailors.

All 47 stricken families were represented in a special memorial service held in a large hangar at Norfolk Naval Air Station. Some 370 family members were present.

Iowa's commanding officer, CAPT Moosally was one of the first memorial speakers. Saying, "I remember turret two," he recalled watching the "energy of youth channeled to the defense of freedom." He called for remaining crew members and their families to continue *Iowa*'s mission proudly. "We must go on," Moosally said, "for we are the crew

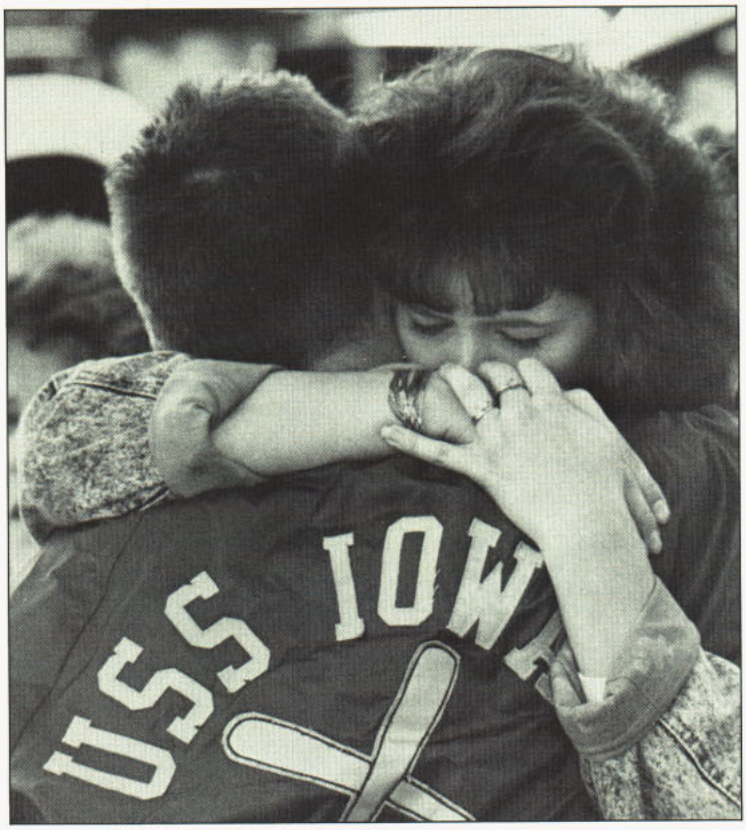


of *Iowa* — our course is set."

President George Bush addressed the gathering. Bush, a Navy veteran, recalled "the confidence the presence of *Iowa* inspired in U.S. sailors in the Pacific" during World War II.

The President also promised to discover the cause of the explosion.

To children of the lost sailors, Bush said, "Your father was America's

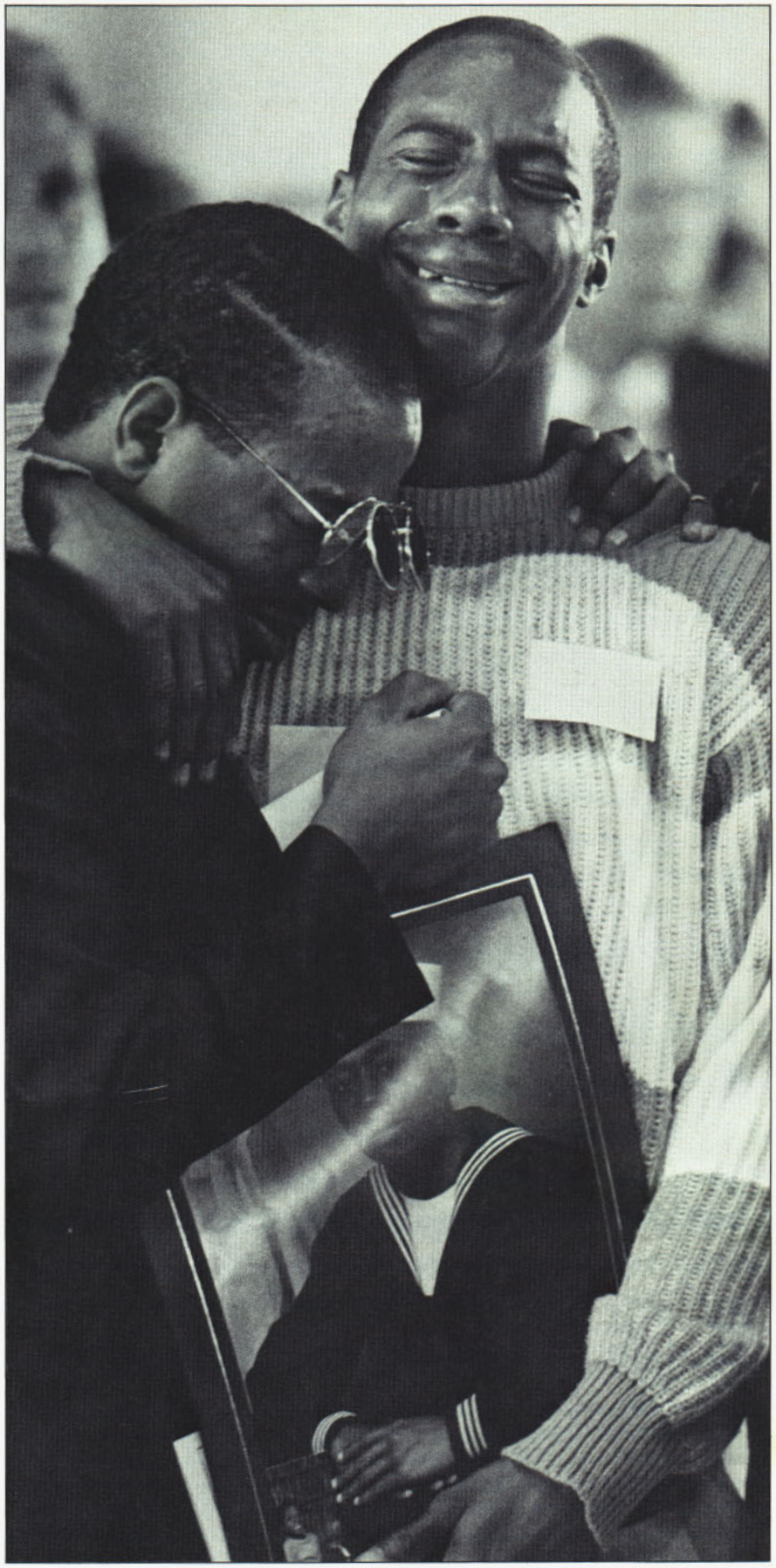

USS IOWA

USS
IOWA

Remembering turret two

Photo by JOSN Oscar Sosa

Though the dignity of time-honored memorial services was comforting, the grief was still overwhelming.



pride." To the Navy wives who lost husbands he said, "You have always been strong. Now you must be heroically strong."

In a press conference following the service, CAPT Moosally again paid tribute to the 47 men killed April 19. But he also had praise for the living, those fast-acting sailors who fought the fire following the explosion. "Yes, we lost 47, but at the same time, God gave birth to about 500 heroes," he said. "Many more of our shipmates could have died in that fire."

When asked if he still had confidence in *Iowa*'s 16-inch guns, Moosally looked forward to the day when turret two is repaired and operational again. "Yes," he said, "I have confidence. I'll be in that turret when the next shot is fired." ◻

Reid is editor of All Hands. *Allen is a photojournalist for* All Hands.

In memoriam
USS *Iowa* (BB 61)

ADAMS, Tung Thanh
Fire Controlman 3rd Class
Born: 20 JUN 63
Home: Alexandria, Virginia

BACKHERMS, Robert Wallace
Gunner's Mate 3rd Class
Born: 1 DEC 59
Home: Ravenna, Ohio

BATTLE, Dwayne Collier
Electrician's Mate Fireman Apprentice
Born: 26 JUN 67
Home: Rocky Mount, North Carolina

BLAKEY, Walter Scot
Gunner's Mate 3rd Class (SW)
Born: 17 JUN 68
Home: Eaton Rapids, Michigan

BOPP, Pete Edward
Gunner's Mate 3rd Class
Born: 21 APR 67
Home: Levittown, New York

BRADSHAW, Ramon Jerel
Seaman Recruit
Born: 31 OCT 69
Home: Tampa, Florida

BUCH, Phillip Edward
LTJG
Born: 4 JUL 64
Home: Las Cruces, New Mexico

CASEY, Eric Ellis
Seaman Apprentice
Born: 23 NOV 67
Home: Mount Airy, North Carolina

CRAMER, John Peter
Gunner's Mate 2nd Class
Born: 22 JUN 60
Home: Uniontown, Pennsylvania

DEVAUL, Jr. Milton Francis
Gunner's Mate 3rd Class
Born: 20 JUN 67
Home: Solvay, New York

EVERHART, Jr. Leslie Allen
Seaman Apprentice
Born: 16 SEP 57
Home: Cary, North Carolina

FISK, Gary John
Boatswain's Mate 2nd Class
Born: 5 DEC 65
Home: Oneida, New York

FOLEY, Tyrone Dwayne
Seaman
Born: 30 JAN 62
Home: Bullard, Texas

GEDEON III, Robert James
Seaman Apprentice
Born: 3 OCT 66
Home: Lakewood, Ohio

GENDRON, Brian Wayne
Seaman Apprentice
Born: 22 NOV 68
Home: Madera, California

GOINS, John Leonard
Seaman Recruit
Born: 3 AUG 68
Home: Columbus, Ohio

HANSON, David L.
Electrician's Mate 3rd Class
Born: 2 DEC 66
Home: Perkins, South Dakota

HANYECZ, Ernest Edward
Gunner's Mate 1st Class
Born: 8 AUG 61
Home: Borenton, New Jersey

HARTWIG, Clayton Michael
Gunner's Mate 2nd Class
Born: 29 DEC 64
Home: Cleveland, Ohio

HELTON, Michael William
Legalman 1st Class (SW)
Born: 16 JUL 57
Home: Louisville, Kentucky

HOLT, Scott Alan
Seaman Apprentice
Born: 6 JUL 68
Home: Ft. Myers, Florida

JOHNSON, Jr. Reginald L.
Seaman Recruit
Born: 31 JAN 69
Home: Warrensville Heights, Ohio

JONES, Jr. Nathaniel Clifford
Seaman Apprentice
Born: 10 AUG 67
Home: Buffalo, New York

JONES, Brian Robert
Seaman
Born: 17 OCT 68
Home: Kennesaw, Georgia

JUSTICE, Michael Shannon
Seaman
Born: 13 OCT 67
Home: Matewan, West Virginia

KIMBLE, Edward J.
Seaman
Born: 7 SEP 65
Home: Ft. Stockton, Texas

LAWRENCE, Richard E.
Gunner's Mate 3rd Class (SW)
Born: 22 NOV 59
Home: Springfield, Ohio

LEWIS, Richard John
Fire Controlman Seaman Apprentice
Born: 14 MAY 65
Home: Northville, Michigan

MARTINEZ, Jr. Jose Luis
Seaman Apprentice
Born: 4 NOV 67
Home: Hidalgo, Texas

McMULLEN, Todd Christopher
Boatswain's Mate 3rd Class (SW)
Born: 31 JUL 68
Home: Manheim, Pennsylvania

MILLER, Todd Edward
Seaman Recruit
Born: 19 DEC 64
Home: Ligonier, Pennsylvania

MORRISON, Robert Kenneth
Legalman 1st Class (SW)
Born: 26 JAN 53
Home: Jacksonville, Florida

MOSES, Otis Levance
Seaman
Born: 6 JUN 65
Home: Bridgeport, Connecticut

OGDEN, Darin Andrew
Gunner's Mate 3rd Class
Born: 12 NOV 64
Home: Shelbyville, Indiana

PETERSON, Ricky Ronald
Seaman
Born: 22 JAN 67
Home: Houston, Minnesota

PRICE, Matthew Ray
Gunner's Mate 3rd Class
Born: 28 AUG 68
Home: Burnside, Pennsylvania

ROMINE, Jr., Harold Earl
Seaman Recruit
Born: 22 JUL 69
Home: Bradenton, Florida

SCHELIN, Geoffrey Scott
Seaman
Born: 10 AUG 68
Home: Costa Mesa, California

STILLWAGON, Heath Eugene
Gunner's Mate 3rd Class
Born: 13 APR 68
Home: Connellsville, Pennsylvania

TATHAM, Todd Thomas
Seaman Recruit
Born: 29 APR 69
Home: Wolcott, New York

THOMPSON, Jack Earnest
Gunner's Mate 3rd Class
Born: 17 JUL 66
Home: Greeneville, Tennessee

WELDEN, Stephen J.
Gunner's Mate 2nd Class
Born: 28 SEP 64
Home: Yukon, Oklahoma

WHITE, James Darrell
Gunner's Mate 3rd Class (SW)
Born: 12 APR 67
Home: Norwalk, California

WHITE, Rodney, Maurice
Seaman Recruit
Born: 31 JUL 69
Home: Louisville, Kentucky

WILLIAMS, Michael Robert
Boatswain's Mate 2nd Class (SW)
Born: 27 OCT 67
Home: South Shore, Kentucky

YOUNG, John Rodney
Seaman
Born: 18 SEP 67
Home: Rockhill, South Carolina

ZIEGLER, Reginald Owen
Gunner's Mate Senior Chief (SW)
Born: 14 JUL 49
Home: Port Gibson, New York

Helping others help themselves

Navy personal excellence partnership program helps young people stay on track for success.

Story by JOCS Jeannie Campbell, photos by PH1(AC) Scott M. Allen

Every Thursday afternoon, LT Synthia S. Jones leaves her office and heads down the hall to the cafeteria to spend the rest of the workday helping solve problems of an elementary nature.

One hour each week, Jones helps 12-year old Talia Washington understand the sometimes confusing and complicated solutions to adding and subtracting fractions and the abstract concepts of sixth-grade geometry. Talia is a student from an inner-city school in Washington, D.C., that is participating in a partnership in education managed by the Naval Military Personnel Command.

"It's rewarding. I like giving some of myself to others," said Jones. "I come from a family of 12 kids so I know how much it means to get individualized attention once in a while. I get a lot out of watching Talia become interested and seeing her face glow when she understands the concepts that I'm trying to teach."

"We find thousands of kids a year who show up at boot camp unable to read . . ."

Jones, and Talia's alternate tutor, LT Ruth G. Thompson, are both assigned to NMPC and are two of the thousands of Navy men and women who have committed themselves to a renewed emphasis on personal excellence through helping others. The personal excellence program was first announced two years ago by then- Chief of Naval Operations, ADM James D. Watkins.

By making an investment in today's youth, the Navy and the nation hopes to "sustain a proper defense of America tomorrow," said Watkins. "With higher levels of achievement and standards, the country as a whole will be the beneficiary. We in Navy blue today believe we have something special. We see this as an opportunity to prove it to others, whether or not they elect to serve with us in uniform."

Navy leaders expect that personal excellence within the Navy organization will translate to achieving each sailor's full potential as a whole person — mind, body and spirit. The Navy's personal excellence program aims at providing each person with opportunities to improve his or her education, health and physical readiness and personal values. This commitment to being the best one can be is intended to help build a smarter, fitter and more professional fighting force.

Along with an emphasis on individual initiatives in personal excellence, the Navy encourages Navy men and women to reach out and help individuals in the civilian community. This initiative is the personal excellence "partnership" program. Partnerships are voluntary arrangements among individual commands, schools and other organizations in both public and private sectors that work together with local communities to help young people develop to their full potential.

Today there are more than 400 Navy partnerships nationwide that in some way affect over 100,000 youths in pre-school through 12th grade. Navy personal excel-

LT Synthia Jones helps Talia Washington learn to add and subtract fractions.

lence partnerships are unique in emphasizing a "whole person" approach to education, health and fitness and citizenship.

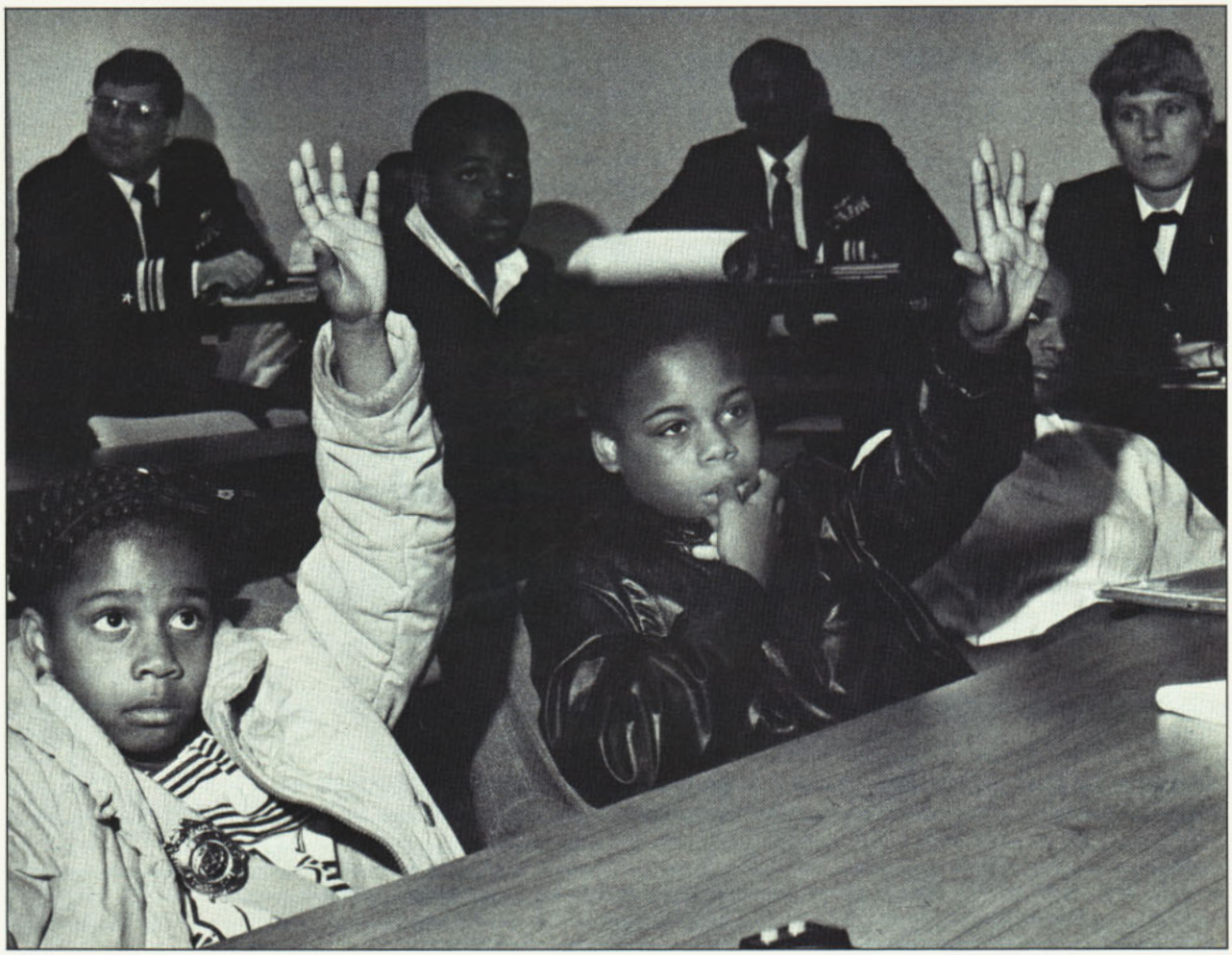
By working with other Navy commands, government agencies, businesses, labor groups, foundations and various community groups, Navy men and women play an important part in developing the personal excellence of American youth.

The Chief of Naval Operations, ADM Carlisle A.H. Trost, has said that the "Navy's readiness to fight and *win* depends on the professionalism and high standards of excellence among all hands, both uniformed and civilian." The CNO maintains that with the continuing decrease in the birth rate, coupled with society's problems of substance abuse, deficiencies in the academic skills of high school graduates and the alarming high school dropout rates, the Navy must be in the forefront of trying to turn around some of the problems facing our young men and women.

According to CAPT Frank G. Horn, Naval Military Personnel Command special assistant for personal excellence, national security is the main reason the Navy is involved with partnerships. "There is a direct link between personal excellence and national security. We have kids who are graduating who can't read at the sixth grade level," said Horn. "We find thousands of kids a year who show up at boot camp unable to read, who we give remedial reading to so that they can read at the eighth grade level."

Operational readiness and mission effectiveness of Navy ships and aircraft relate directly to the quality of people in the Navy, Horn said. For more than 200 years Navy leadership has been concerned about the quality of individuals who man its ships and aircraft. John Paul Jones said that "Men mean more than guns in the rating of ships," and that kind of commitment to people is even more important in today's highly sophisticated and technical Navy.

"We've taken a demographic look at the quality of the recruits coming out of the high schools," said Horn. "We've found we're going to have a significant problem unless we utilize what we call the Navy's pride and professionalism and set a good example," he added. "Navy people need to take their pride and professionalism out



Children from a Washington, D.C., inner-city school ask questions after a slide show on the sinking of *Titanic*.

into the civilian sector and see if we can help turn around some of these high school students who are having problems in reading, writing and math, particularly those students living in large cities.

"If we help ten kids in one school get a better education, then IBM and other big corporations, *and* the Navy, will have better people to pick from. Of course the larger the pool of good people you have to pick from," said Horn, "the more the Navy, Air Force, Marines and Army will benefit. More importantly, the whole nation benefits."

The Navy has been involved in community projects for many years, Horn said, but the difference now is the emphasis on national security. The partnerships with schools emphasize the "whole person" approach, much like the Navy's internal personal excellence initiatives. This means assisting school kids in the areas of education, health and physical readiness and citizenship, according to Horn.

The Navy hopes that through personal excellence partnerships with schools and youth groups a number of objectives will be met that will have a direct impact upon the naval forces of the future.

These objectives include increasing the number of youth able to meet entry-level standards in the workforce and a decrease in illiteracy, dropout rates, teen-age pregnancy and suicide. The program is also designed to help increase academic performance, particularly in math and science.

Training on nutrition and weight control, exercise, stress management, prevention of drugs and alcohol abuse and smoking, along with motor vehicle safety are also part of the program. In addition, some partnerships address self-esteem, self-responsibility and community service among the nation's youth.

Cooperative agreements among Navy commands, schools, youth groups and other organizations take many

forms. Most common initiatives include "adopt-a-school," math and science initiatives,"Saturday scholars" and drug and alcohol peer counseling.

According to some studies, one out of every four freshmen in high school will fail to graduate. Of those who do graduate, many will still lack basic skills required to survive. Business, industry, the military and colleges often must conduct wide-scale remedial courses to supplement skills.

Studies also show that one in every five adults lacks the reading and writing skills needed to handle the minimum demands of daily living.

Poor performance by students in reading, writing and math are not the only reasons the Navy is trying to help school kids. In 1976, approximately only 15 percent of U.S. high school students qualified for the President's Youth Fitness Award in a nationwide fitness test. National youth surveys indicate that 50 percent of today's youth do not regularly participate in appropriate physical activities necessary for minimal fitness. In addition, more than half the nation's schools do no physical education testing at all, while elementary schools teach physical education on the average of only 20 minutes, one day a week.

These problems of society as a whole already have had an effect on the Navy. Surveys of Navy recruits indicate that 24 percent of the Navy's high school graduates tested below the ninth grade reading level, the minimum required to master Navy technical manuals.

Aside from helping to ensure a strong defense for the future of our nation, partnerships produce an important added benefit to Navy men and women.

"The first thing you see when people get involved in partnerships is that everyone thinks pretty highly of themselves and the job they are doing in the Navy and they want to convey that to the kid," said Horn. "They want the kid to understand that he or she is an important person, too."

CDR Terry Thornton, deputy director for the Navy's personal excellence partnership program, agreed. "By participating in a partnership, the individual sailor is learning how to be a better leader. He's learning how to prepare a lesson plan and getting experience in talking in front of groups. He's also learning problem-solving and one-on-one counseling." Horn agreed. "The benefits gained by the Navy individual are obvious. Any person who wants to go out and 'do good,' in addition to doing their job well, is going to be a better person," he said.

"The more sailors we have volunteering in the program, the better off the sailors are, better off that individual they are trying to help is going to be, and better off the Navy will be," Thornton added.

For 12-year old Talia Washington, having someone to give her the individualized attention she needs to succeed makes all the difference in the world. □

Campbell is assistant editor of All Hands. *Allen is a photojournalist assigned to* All Hands.

BM3 Daniel Felkins helps Yadira Flores with her multiplication through the USS *Cape Cod* (AD 43) Adopt-a-School program.

Photo by HT3 C.M. Abell

Third generation beneath the sea

A family tradition in the 'silent' service

Story by JO1 Lee Bosco

LTJG J. Alex Will saw his assignment to USS *Silversides* (SSN 679) not as an ordinary set of Navy orders but as an extraordinary opportunity to continue a Will family tradition.

In years past, carrying on a family occupation was a normal, easy thing to do. The sons of policemen often became policemen, and the children of farmers grew to live and work on farms. But today, specialized training and advanced technology have offered young men and women so many options that it has become increasingly difficult to carry on the family tradition.

But, in one of the highest technical areas imaginable, LTJG Will is carrying on his family's naval tradition and he may be the only third-generation submariner the Navy has ever known.

The Will family's relationship with submarines started with John Mylin Will, Alex's grandfather. John Will commanded diesel subs before the start of World War II. He spent a career in the submarine service and saw his own son, John Jr., enter the Navy and begin a career on submarines. John Sr. retired from active duty with the rank of Admiral.

The tradition was kept alive by John Mylin Will Jr. After a tour of duty with the surface Navy, he gave up destroyers for the diesel-powered subs his father had loved. In the following years, submarines evolved and John Will Jr. adapted. He became the first Will to ride a nuclear-powered submarine and soon after took command of one. John Will Jr. retired, after a distinguished career in the submarine service, in 1982. He retired from active duty while holding the rank of Captain.

The current keeper of the family flame is LTJG J. Alex Will. The 26-year-old reactor control assistant on *Silversides* is happy for the chance to be part of the tradition.

U.S. Navy photo

LTJG J. Alex Will

"I spent time aboard the Navy's surface ships, and while they are part of every sailor's life, I was always curious about subs," he said. "I'd always heard my dad and grandfather talk about them, so I wanted to find out for myself."

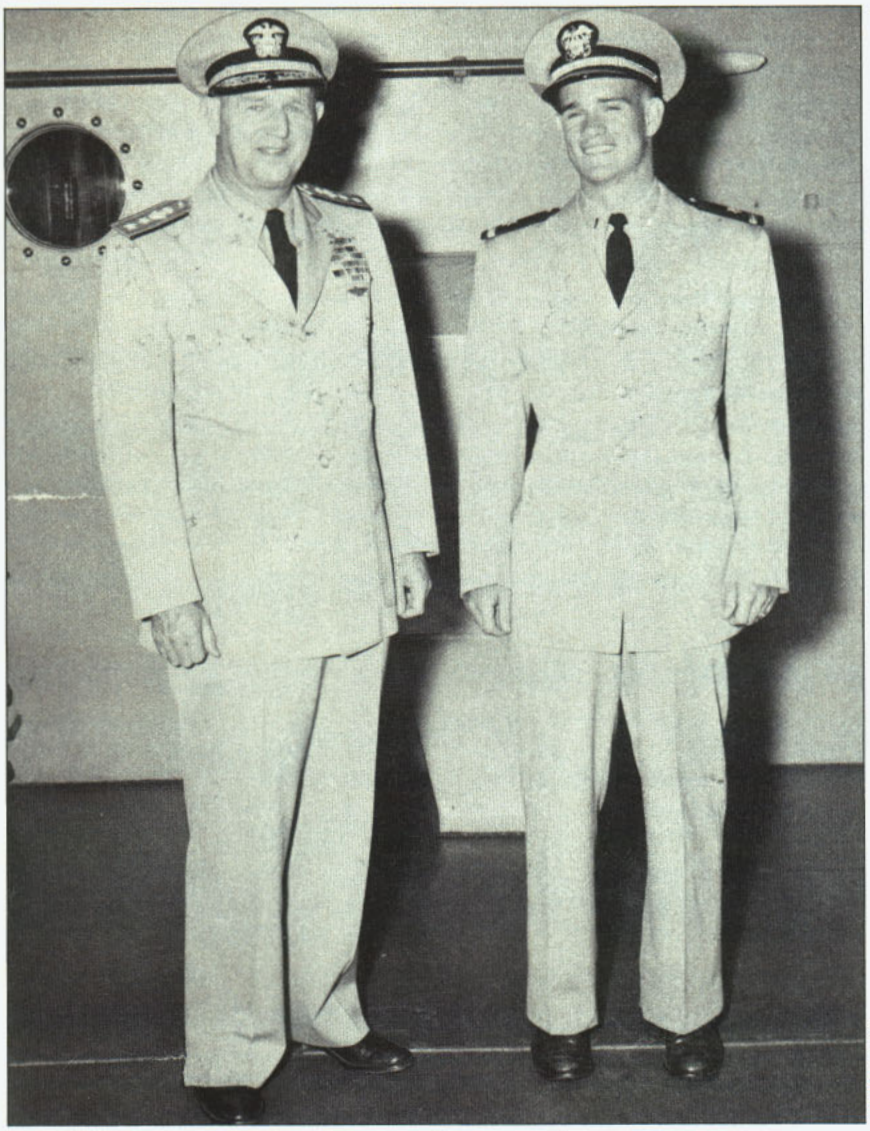
Aboard *Silversides* Alex was to receive the symbol of his family's dedication to the Navy and to the silent service. During a time-honored ceremony somewhere beneath the Atlantic Ocean, Alex received his dolphins from the submarine squadron's Commodore, Captain Jerry Ellis. Every submariner's dolphins are special, but Will's dolphins pin carried a more personal sentiment. "I wear the same dolphins that my father wore and his father wore before him," he said.

"I didn't choose submarines just because of my family," Will said. "After graduation from the University of Michigan, when I was commissioned into the Navy, I just wanted to be a part of a specialized group. There aren't many submariners in the world and I wanted to be a part of that. My dad says he was never pressured to go into subs and he never pushed me toward them. It just felt like the right thing for me to be doing."

Alex is looking forward to the challenges that are ahead of him. "Subs are always changing and improving," he said. "When my grandfather rode subs they were diesel-powered and pretty noisy. My dad watched the sub force go to sleek, quiet nuclear subs.

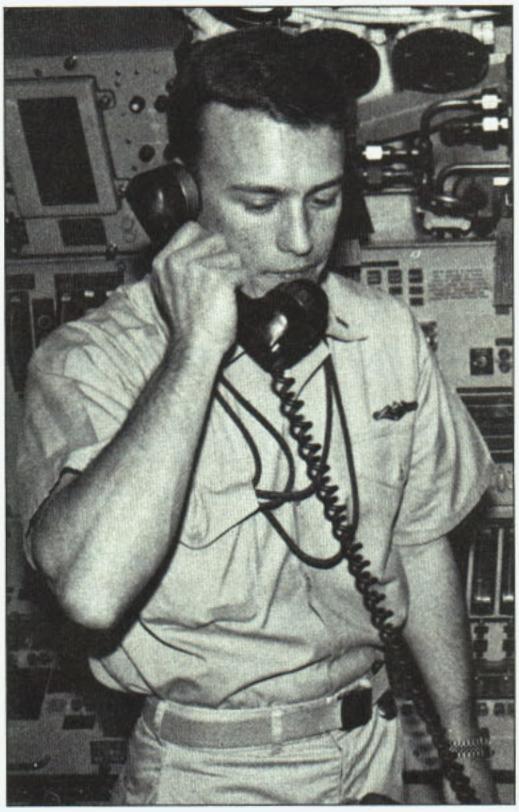
"I want to see what kinds of advancements we can make during my time in submarines." □

Bosco is assigned to SacLant, Norfolk.



U.S. Navy photo

Left: RADM John M. Will Sr. and his son, ENS John M. Will Jr., the first two generations of submariners, in 1955. Below: Communications are an important part of LTJG Will's job. Bottom: USS *Silversides* (SSN 679) underway.



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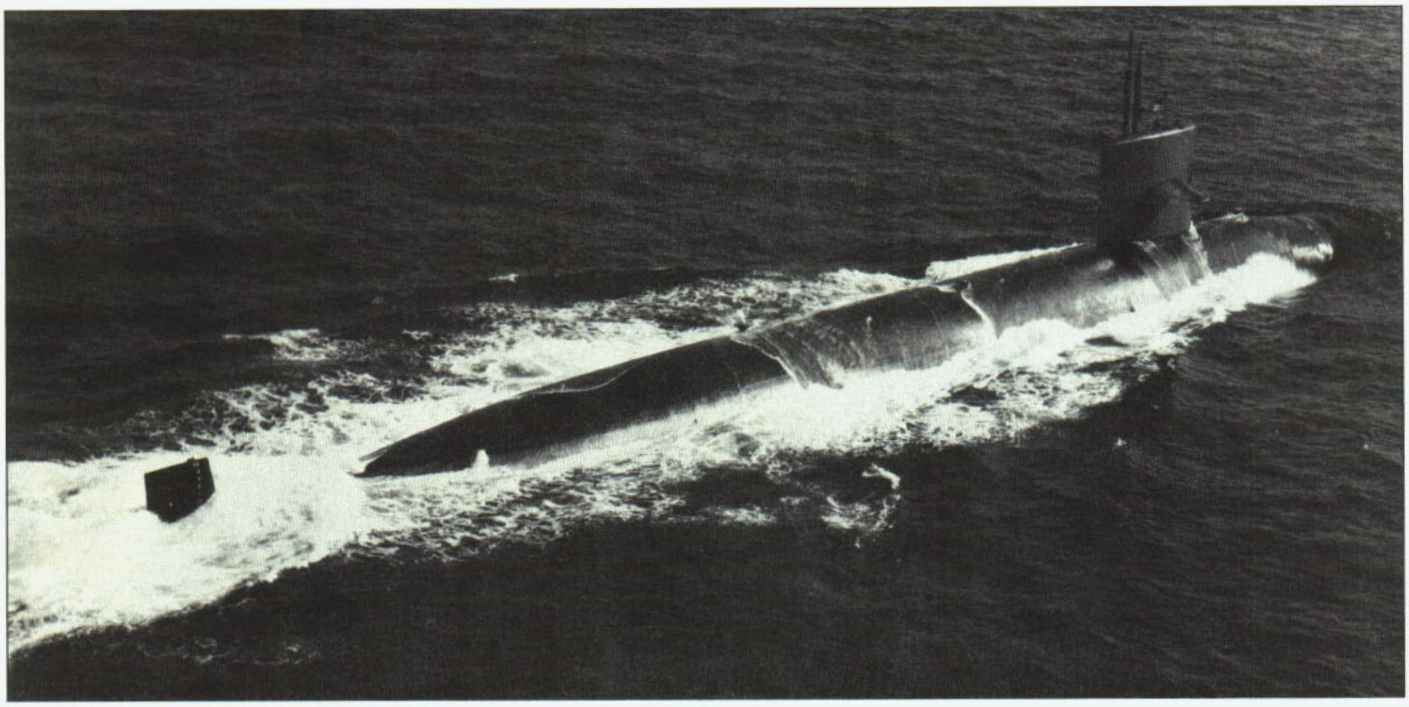


Photo by J.R. Andrews

The art and science of Detailing

The world of detailing can get very complicated. An open sharing of accurate information is the best way to keep things simple.

Story by CDR Louis Fair Jr. Photos by JO3 Ralph Radford

Detailing has been described as many things. It seems that every sailor in the fleet has a different notion of what detailing is. Navy men and women within the detailing community itself seem to consistently agree upon a good working definition: Detailing is the continuing attempt to match the needs of the Navy with the desires of the individual sailor.

Opinions vary about exactly how successful that attempt is, but the fact is, the success rate of that matching process rarely falls below 80 percent. That means eight out of 10 Navy men and women get the duty assignment that they want. That hypothetical two out of ten who don't get the job they want are usually the only available people of the correct rating whose rotation dates meet the "must-fill" time constraints of a high-priority billet.

And who makes these complex decisions to match the precise needs of the Navy with the exact wants of the sailor? Why, "they" do, of course.

Detailers are often referred to as "they," but that non-referential pronoun does not begin to tell who these important men and women really are.

For starters, detailers are generally at the very top of their chosen Navy field. There are a few as junior as E-4, but for the most part, the enlisted detailers are sailors at the E-8 and E-9 level. Officer detailers are typically O-3 through O-6.

The Naval Military Personnel Command uses a rigorous screening process to identify the very best sailors available to meet the demanding challenges of detailing.

The detailer selection process places extra value on patience, for prospective detailers must deal with a great deal of conflicting and erroneous information about their job.

Every unit has at least one "sea lawyer" who "knows what the detailer is up to" and who claims to have inside information on who is going where in the Navy world, how to manipulate the detailing process, etc.

Such "inside information" usually needs to be taken with a grain of salt.

The Master Chief Petty Officer of the Navy, Master Chief Avionics Technician (AW) Duane R. Bushey, offered some guidance on resolving differences with one's detailer. "I would advise sailors with questions about detailing to take the matter up with their Navy counselor before discussing the issue with the detailer," Bushey said. "Counselors are the people who know the programs and units and how they have to be staffed."

Bushey also warned against "ganging up" on the detailer. "The command career counselor ought to be the spokesman when talking to detailers—you can get too many in a command talking to a detailer," Bushey said. "If only key people in the command talk to the detailer it makes it easier for the detailer, easier for the command and easier for the sailor seeking help."

Detailers also point out that calls from the CO to the detailer tend to slow the process down rather than speed it up.

One detailer, Master Chief Legalman Marty Cleghorn talked about the number of telephone calls that she receives. "I may have 20 calls a day from various commands. These calls should be directed to someone else in the chain of command. The caller invariably wants to know 'where is my legalman?' But you can't respond to that," she said. The criteria is: 'best person for the right job,' not 'which CO has the most time to spend on the phone.'"

CAPT Robert Stankowski, deputy director for surface warfare detailing, gave similar advice: "The key is to listen a lot and talk a little," Stankowski said. "Listen to everyone — your CO, the XO, other senior officers, even sea lawyers. But after you've *listened* to everyone else, *talk* to your detailer. Tell your detailer what you've heard and then listen very carefully to the response, because detailers are not about to make up an answer, nor are they going to ignore your request for information."

Accurate and honest exchanges of information are the key to keeping things square between you and your detailer. One of the most important information instruments the detailer works with is your "dream sheet," the duty preference sheet.

One detailer, Master Chief Air Controller Gerald Procopio, talked about the assistance the detailers get from the duty preference sheet. "There is a great deal of information on the DuPref," Procopio said, "and it's not just where the member wants to go next. There is invaluable info about household goods, whether the spouse is working, whether the spouse is in the military, the number of dependent children, their ages, and so on. Plus there are 140 character spaces for the member to include personal comments." The information that goes in the "personal comments" section can often make a major difference in the detailer's selection, Procopio pointed out. "It's too bad that a lot of sailors don't fill that part out."

Bushey concurred on the importance of the duty preference sheet. "Keep those DuPrefs up to date," he said. "If anything changes, call, write or go and see your detailer as soon as possible. Get that up-to-date information in there." The MCPON said sailors shouldn't worry about calling the detailer too often, as long as valid information is being passed. "You are not being a pest," he said. "You are in fact helping your detailer help you."

CAPT Stankowski echoed that advice, noting that detailers sometimes have to act fast. "Detailers are often forced to go with the information that is in your record at the time they *must* make a decision." If that decision is based on out-of-date information, it could mean the sailor will get an assignment that no longer reflects his or her experience or capabilities, or that doesn't take into account changes in one's personal situation.

Another detailer, Master Chief Gas Turbine Technician Joseph Fiorillo, guaranteed a response to any input that effects assignment prospects. "Make sure your career counselors do their job — discuss your concerns and questions with them first and then let your detailer know. If you've got something to tell me, put it in writ-

RPC(SW) John Hammer and NCCM(SW) John Hall cross-check a sailor's record before a final assignment is made.

"When the CO does a good job of evaluating people, then the detailer is presented with a complete picture. . . "

ing. I *will* respond — detailers do not leave questions unanswered."

Many questions to detailers center on "homesteading" — the attempt to string duty assignments together in a particular community area. Most detailers will support homesteading when they can, but Bushey provided an important caution. "Homesteading is not for everyone — many sailors are in critical career fields that force the detailers to move those individuals from ship to shore on a regular basis and they are rarely able to do this in the same port." One detailer, Master Chief Career Counselor John Hall said, "More sailors seem interested in homesteading today than when I first came in the Navy. Lots of sailors own property earlier in their careers and they want to be able to maintain that ownership," he said. "I wasn't worried about owning *anything* when I was a young sailor."

CAPT Stankowski discussed how the Army works homesteading. "Army detailers use a system that allows them to send a soldier to an area rather than to a specific duty assignment. Then the member is assigned to, say, a company-level job. From there he could be assigned to a brigade staff position, then on to the headquarters staff, etc. All of these moves would have been made in the same geographic area."

Stankowski continued, comparing the Army's detailing practices to, in this case, the Navy's approach to homesteading in the Norfolk area. "Right now," he said, "I have three officers in Tidewater who truly can't leave Norfolk, now or in their next assignment, for compelling personal reasons.

"It gets tougher and tougher," Stankowski said, "and there is an added factor: seniority. These senior officers, mostly captains, are eligible for retirement. It doesn't happen every day, but there *are* those who have retired because their personal situations had gotten to the point where they were no longer 'worldwide assignable,' as the junior enlisted people say."

Stankowski cited another classic detailer headache: geographic bachelors. "I have one case with an officer here in Washington — he is in a very responsible position and had decided to leave his family in San Diego. He's been here for two years and really needs to get back to San Diego. Guess what?" Stankowski said. "I don't have any appropriate captains' billets in San Diego. So the officer has been pleading with me to take him out of his successful career progression and list him as 'excess.' This is a move that would serve neither the Navy or this officer well."

But, even though it is often true that many sailors, especially later in their careers, seek to keep their moves to a minimum, a fundamental aspect of Navy life is, nonetheless, moving from place to place and from ship to shore duty.

Just after he became MCPON, Bushey managed to visit every one of the Navy's air stations. The visit took him around the world. And when he returned to Washington, he stated quite proudly, "People still join the Navy to see the world and to grab a piece of adventure that simply isn't available anywhere else."

To be sure, seeing the world has its advantages, but so does staying put. Cleghorn noted that one of the biggest advantages to homesteading was the fact that the Navy could save money by not having to pay for expensive moves. The downside of homesteading is that it means staying in one place for an extended period. Thus, homesteading sailors often lack diversification and broad experience.

That lack of diversification can be a drawback for the Navy man or woman appearing before a selection board.

Selection boards are made up mostly of senior personnel who have "paid their dues" by going anywhere in the fleet they were needed. Such sailors may question whether another sailor — one who spent most of his or her career in one geographic area — can be as effective as the sailor with the more broad-based experience.

Homesteading is good for some sailors, personally, but bad for other sailors, professionally. Which sailors should try to homestead and which should make the effort to go wherever in the world the Navy needs them, is a question best answered by sailors themselves and the detailers, working in full cooperation.

Another key player in the detailing system — besides the sailor, career counselor and detailer — is the CO.

The commanding officer helps drive the detailing process through accurate fitness reports and evaluations. FitReps and evals that clearly document sailors' strengths and weaknesses and make recommendations for duty that relates to career development are an important factor in fair and effective detailing.

When the CO does a good job of evaluating people, then the detailer has a complete picture of the member and will know best how to serve that member, and the Navy, in making

the member's next assignment.

Even though long-established information tools such as FitReps, evals and dream sheets are indispensable to effective detailing, there are some techniques coming on line in the future that promise to improve detailing information bases.

LNCM Cleghorn talked about the new nomination system that she said is going to do a great deal of the initial assignment work, with the detailer able to override the computer whenever necessary. The computer would simply look at the coded information, taking into account: the level of experience and the rating needed, the number of people that are set to roll at the time there is a need, and from all that information, make a nomination. Cleghorn said she felt that the computer will make some mistakes that an individual would in most cases be able to avoid. So it is important that the system never be fully automated.

Other improvements have been made, not just in information systems, but in policy as well.

Bushey said that the most positive changes in the detailing system since his first encounter with a detailer in 1968 include: extending the order-writing window from seven to nine months, being able to write the orders on site and encouraging new homesteading activity where appropriate. "But most important of all," said Bushey, "is having detailers meet with the sailors of a battle group *before* deployment. I think that move is the best thing that the Navy has done in a long, long time."

So detailing is working better all the time, for sailors and for detailers. Still, there will always be problems.

The most persistent problem most detailers complain about is not being able to give the individual sailors what they want. NCCM Hall had a variation on that. "My most difficult problem is trying to give spouses the duty they want. For example, it's very hard trying to get two Navy counselors in the same area, on sea and shore, with opposite rotations, the way they are supposed to be," Hall said. "No problem getting the person going to sea in a certain area, but it's hard to get the spouse going to shore in a certain area."

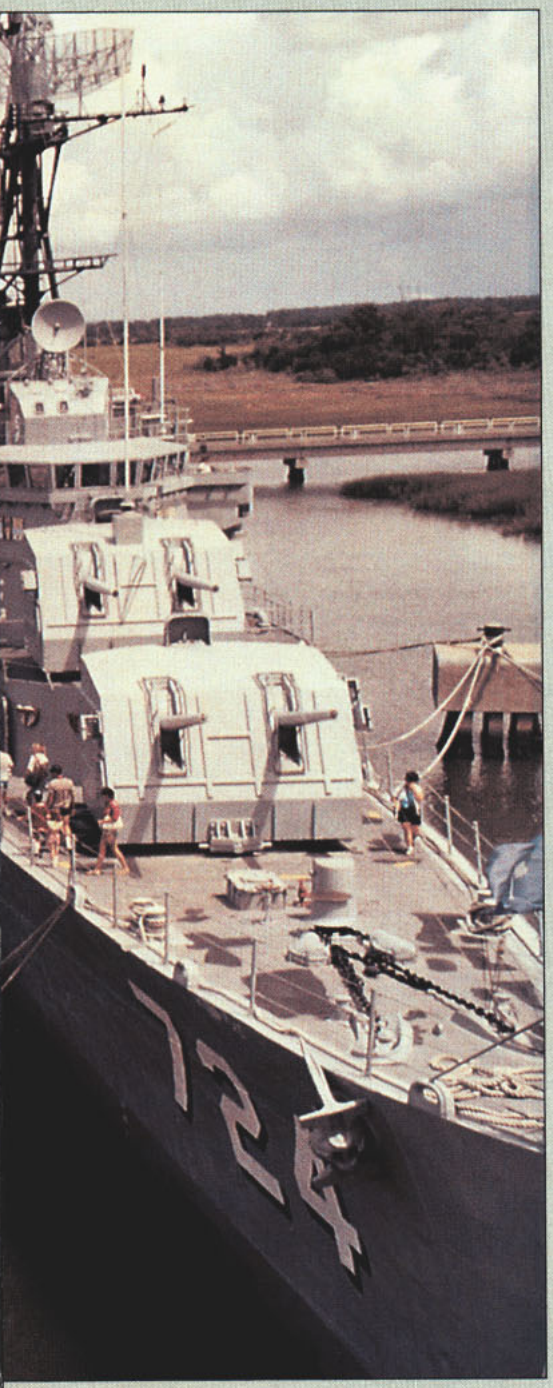
GSCM Fiorillo said that his most difficult task was, "getting the sailor to trust me and my dedication to working on his behalf. For example, I recently had a sailor who had just completed a sea tour in Charleston, which happened to be his hometown. He had just reenlisted and he wanted to stay in the area. He asked, 'What do you have for me?' And my response was: recruiting or instructor duty in Newport or Great Lakes — in short, some really good, career-enhancing billets. But it was hard to get this sailor's mind-set off the notion of how great it would be to be able to live at home, even in a non-career-enhancing billet," Fiorillo said. "You know you've started to gain their trust when they start to question you about your own career progression. In this particular case I was able to tell the sailor about how I had taken an instructor billet at Great Lakes under circumstances similar to his and I had made Chief right after my tour as an instructor. Then I told him that if he would do the three years at Great Lakes, I would almost certainly be able to move him back to Charleston."

What is the essence of detailing? Clearly, it is not done with smoke and mirrors, as "sea lawyers" often suggest. It is done with *information*. That means information sailors need to share about themselves, their careers, their family lives and personal needs — while *always* keeping in mind the needs of the Navy. □

Fair is a reservist assigned to OI Det. 1304, Philadelphia. Radford is a reservist assigned to OI Det. 1222, Seattle.

LNCM Marty Cleghorn, like most detailers, depends on the phone and the computer to stay on top of her job.

YORKTOWN



***Yorktown* (CV 10), *Clamagore* (SS 343) and *Laffey* (DD 724) are major attractions at the Patriots Point Naval and Maritime Museum.**

Patriots Point

The naval and maritime museum with a difference

Story by JOC Robin Barnette, photos by PH1(AC) Scott M. Allen

Does the word "museum" conjure up thoughts of musty, dusty artifacts in semi-dark rooms? Does the suggestion of spending a day at a museum make you yawn?

A visit to the Patriots Point Naval and Maritime Museum in Charleston, S.C., could change your mind about museums forever.

"Last year 300,000 people visited the museum, and there's a steady increase in the numbers every year," said Henry Chandler, director of public relations for Patriots Point. "Plus, 14,000 Boy Scouts and Girl Scouts came last year for the camping program," he added.

Camping program? At a museum?

"We also have our own catering — we can hold a seated dinner on the flight deck for up to 1,000 people," Chandler continued, "and serve anything from hot dogs to lobster."

Flight deck? Lobster dinner? At a museum?

The Patriots Point Naval and Maritime Museum is a museum with a difference. It's more than a collection of historic objects — although there are plenty of those. This museum lets you explore history, walk around it, climb on it, and if you're a Scout or a member of some other organized youth group, it lets you sleep and eat surrounded by it.

The focal point of this waterside museum is the aircraft carrier *Yorktown* (CV 10). Decommissioned in 1970, *Yorktown* has been on "permanent loan" from the Navy to the museum since it was established by the state of South Carolina in 1974.

On board the ship are World War II memorabilia, collections of models, a display of the history of mine warfare, plus a range of artifacts from the Civil War to the present. Also aboard *Yorktown* are 18 vintage aircraft, including fighter planes, jets, torpedo bombers, a helicopter, anti-submarine

A visitor plays on *Yorktown*'s anti-aircraft guns. The museum encourages hands-on discovery of the Navy world.

aircraft and a B-25 bomber.

"The Scouts stay here Friday and Saturday night," explained Chandler, "eating on board the ship and sleeping in bunks on board." The weekend visit also includes a boat trip in Charleston Harbor, a trip to a museum in downtown Charleston and a viewing of the movie, "The Fighting Lady," about *Yorktown* and released in the winter of 1944/45.

But there's lots more for Scouts — and other visitors — to do at the museum. Other ships open for exploration include *Laffey* (DD 724), one of the most celebrated destroyers of World War II. The diesel submarine *Clamagore* (SS 343) is also on display, along with the nuclear-powered merchant ship *Savannah* and the Coast Guard cutter *Comanche* (WPG 76).

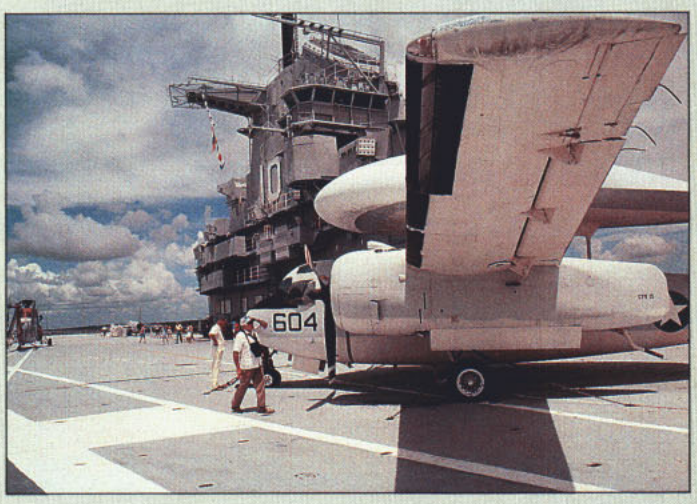
"We plan to continue growing," Chandler said. "We have two more aircraft currently being restored for the museum, and we'll be getting a 327-foot Coast Guard cutter — the USCGC *Ingham* (WMEC 37) — this summer."

Although the majority of people who visit the museum at Patriots Point are from the southeastern United States, Chandler said tourists come from far and wide. "We get visitors from all over the country," he said, "and even from Germany, England, France and Australia."

Charleston's involvement in naval and maritime affairs began in 1798 with the construction of warships built in private yards. Later, the Confederate navy built and operated four ironclads in Charleston Harbor during the Civil War. The U.S. Navy established its first facilities there in 1901, when the Charleston Navy Yard was begun as a major repair facility. The Navy closed the yard from 1922 to 1931, but it was reopened in 1933. The Charleston Naval Base was established in 1945 and the Navy has been an integral part of the Charleston area ever since.

According to Chandler, the idea for the museum developed when a group of people suggested that, because of the naval and maritime history of the Port of Charleston, an appropriate

Aircraft representing decades of naval aviation are displayed on *Yorktown*'s flight deck and hangar deck.



memorial should be built.

"The legislature set up a committee that studied it and decided on a maritime museum," Chandler said. Subsequently, the South Carolina state legislature created the Patriots Point Development Authority in 1973, which continues to operate the development. "It is one of the few state agencies that is self-sustaining," Chandler pointed out. "The money made from ticket sales, catering on board *Yorktown* and the camping program is put back into the development for capital improvements."

Dining aboard *Yorktown* is one of the most popular activities the museum offers. "This summer the national conference of mayors is scheduled to be held in Charleston, and they're planning a dinner on *Yorktown*'s flight deck," Chandler said. It seems that word is getting around — the Patriots Point museum flight deck catering is used by the local chamber of commerce, a variety of state agencies and veterans' groups holding reunions.

In addition to the museum, the Patriots Point development includes a nearby 18-hole public golf course, which borders scenic Charleston Harbor. A hotel and a 400-slip marina are under construction.

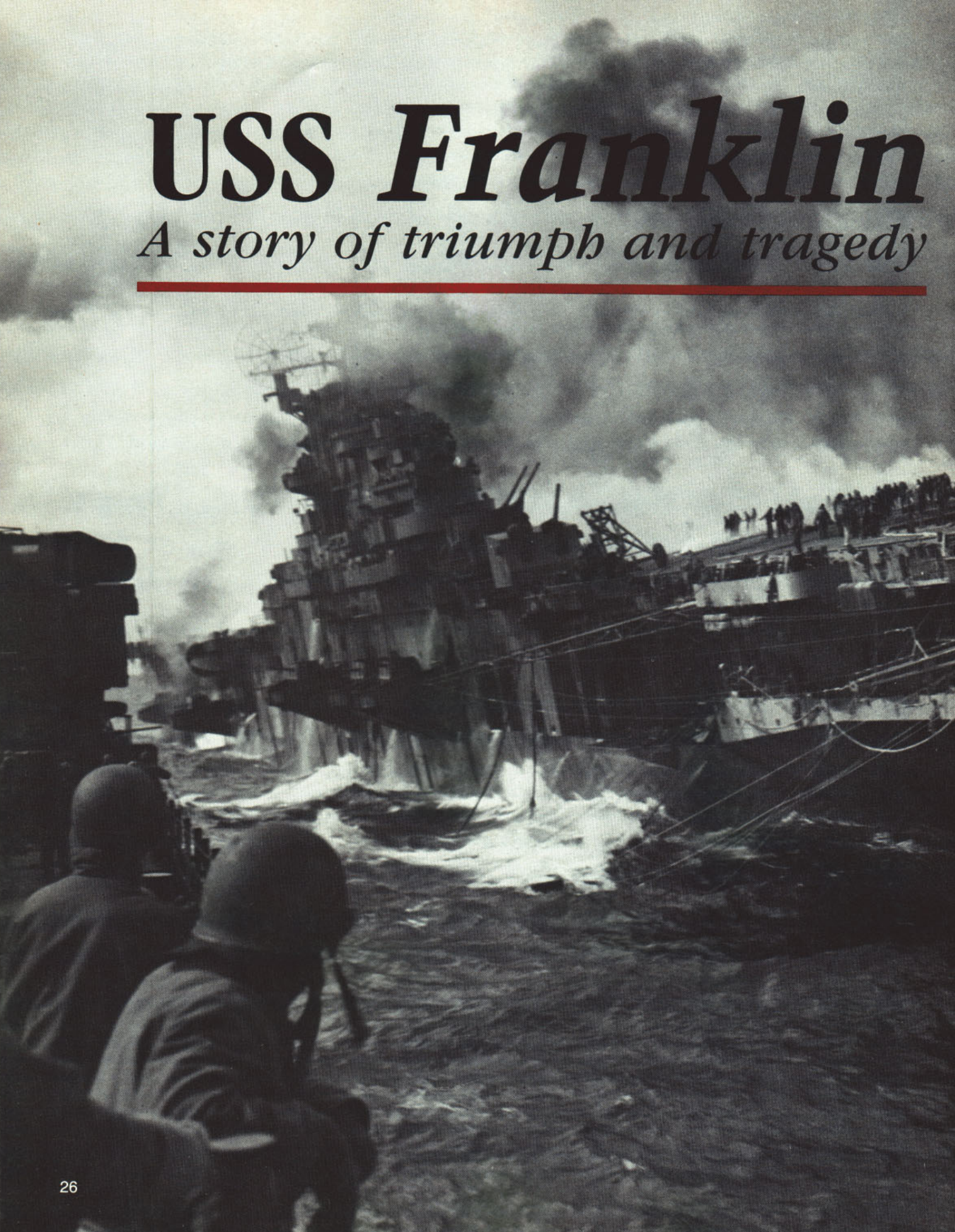
South Carolina's Patriots Point Naval and Maritime Museum is a far cry from the dim rooms full of musty objects that typify so many museums.

Patriots Point is a living tribute to naval and maritime history — history that won't put you to sleep, but will awaken you to the adventures of the Navy's past. □

Barnette is the senior writer for All Hands. *Allen is a photojournalist assigned to* All Hands.

USS *Franklin*

A story of triumph and tragedy



Story by CDR Frank E. Evans

The new day of March 19, 1945, was not an hour old. Black seas and ominous skies circled the bulk of the aircraft carrier USS *Franklin* (CV 13) as she stuck her nose into the long, greasy swell only 50 miles off the coast of Japan.

After three years and three months of savage fighting, America's forces were closing in on the Japanese homeland. *Franklin* was closer to Japanese soil than any carrier had approached throughout World War II.

U.S. Navy photo

***Franklin* explodes after an attack by a Japanese dive bomber on March 19, 1945.**

The men had been at battle stations until nearly midnight, although *Franklin* had flown in her planes at sunset. The crews had been beating down Japanese air strength on southern Kyushu, a necessary preliminary to the coming attack on Okinawa.

When the watch changed at midnight some men had turned in, fully dressed. Others had a night's work ahead of them, fueling and arming planes for the first strike, due to take off at 5:30 the next morning.

The weary gun crews got less than an hour's sleep before the alarm blared through the ship's loudspeaker system, calling for "torpedo defense." A flood of sleep-dazed men climbed up the steel ladders to cluster again around the cold gun mounts.

At 3 a.m., the call for general quarters brought all hands to battle stations. At 5:30, *Franklin* swung into the wind and launched 30 *Corsairs* armed with special heavy rockets — "Tiny Tims" — to attack Japanese naval units at Kure.

The carrier USS *Hancock* (CV 14), a thousand yards away, was also launching her first heavy strike. Astern was the light carrier USS *Bataan* (CVL 29), ahead was USS *San Jacinto* (CVL 30). At 7:03 a.m. came a radio message from *Hancock* . . . "Enemy plane closing on you from ahead . . . "

CAPT Leslie Gehres, commanding officer of *Franklin*, quickly alerted all lookouts and gun control stations.

Seconds later, as *Franklin*'s crew was winding up the seventh plane of the launch, a Japanese twin-engine *Judy* hurled down from the clouds on a low-level bombing run. Two bombs spun down as the *Judy* — hardly 50 feet above the deck — pulled up and climbed away.

The first bomb exploded on the hangar deck and blasted a great hole in the three-inch armor plate, setting fire to the planes. The second bomb struck aft, crashing through two

U.S. Navy photo

A mantle of fire envelops one of *Franklin*'s 5-inch gun mounts. *Santa Fe* later extinguished the flames.

U.S. Navy photo

CAPT Leslie F. Gehres

decks and exploding on the third, near the chief petty officers' quarters.

Flames a hundred feet high shot up past the island; the roar of exploding shells was deafening. A column of smoke rose a mile high above the clouds.

At 7:25 a.m., hardly 20 minutes after disaster struck, RADM Ralph Davison conferred with Gehres on the bridge. The admiral advised the captain to pass the word to prepare to abandon ship.

Gehres, a determined skipper, told Davison that if he would provide air and surface support, *Franklin* could be saved. The admiral agreed.

Meanwhile, *Franklin* listed lower and lower in the water.

USS *Santa Fe* (CL 60), passed lines to steady the stricken carrier.

At 9:30, as steam ceased to flow from the boilers, the great screws were stilled and "Big Ben" lost steering control.

Franklin lay dead in the water. *Santa Fe*, unable to hold her position, backed away rapidly, snapping the lines that held her. CDR Joe Taylor, *Franklin* executive officer and two-time Navy Cross winner, was already hurrying forward to assemble the equipment and lay out the lines for a tow by the cruiser USS *Pittsburgh* (CA 72), an incredibly difficult task amidst the confusion on the crowded forecastle.

When "Big Ben" lay on a steady heading, drifting with the current, *Santa Fe* boldly came in again.

CAPT Harold C. Fitz brought his cruiser into actual contact with the galley deck of *Franklin*, now close to the water, as the carrier listed heavily. He held *Santa Fe* there by the force of her engines, using the forward gun turrets as fenders against the overhanging decks.

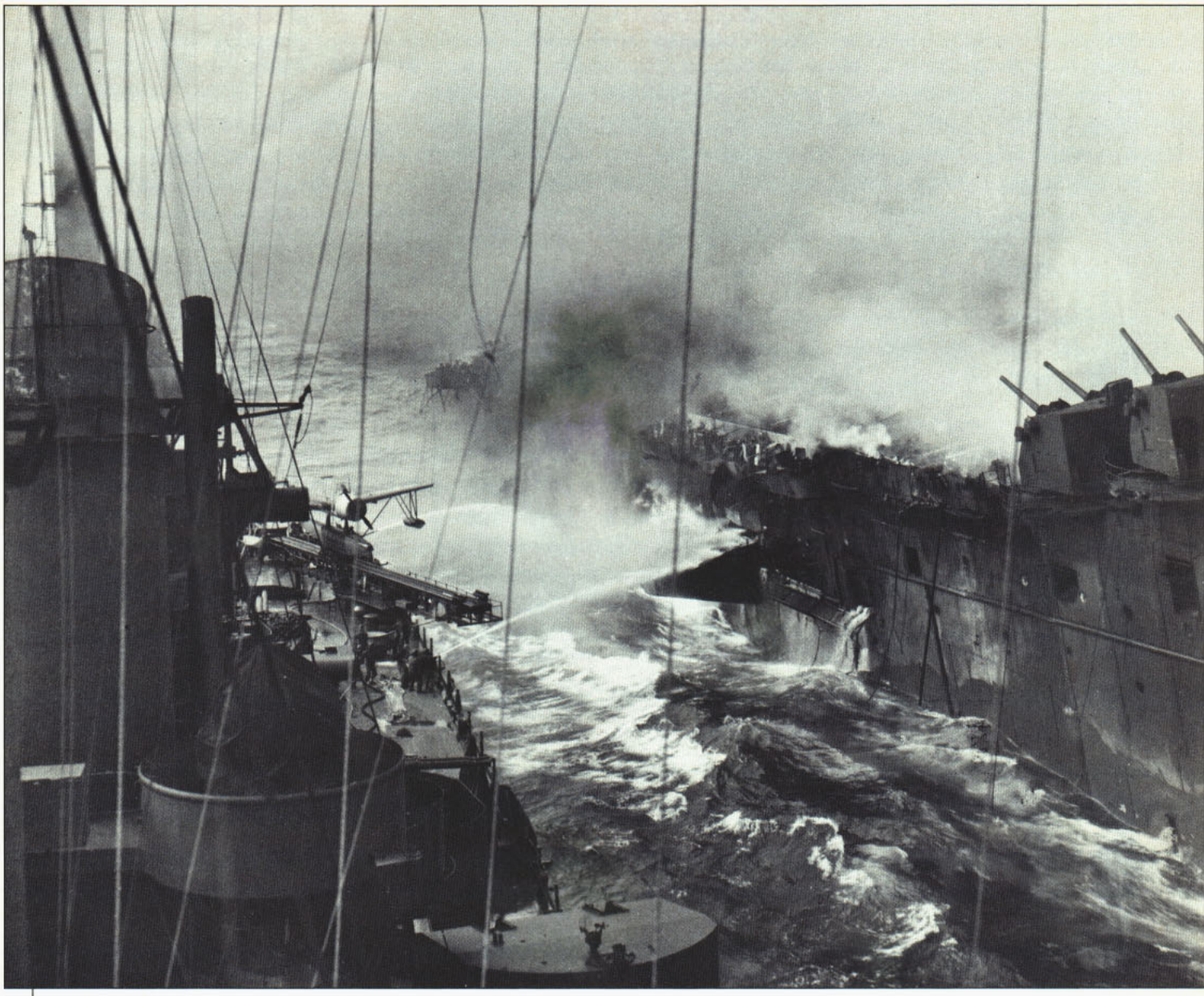
CDR Henry Hale, air officer aboard *Franklin*, had orders from the captain to evacuate the wounded, the men of the air group and highly trained personnel from any department who would not be needed to save the ship. Destroyers pushed through the icy water, picking up men swimming or on rafts. The chill March air made exposure an ordeal. Men on the ship were soaked to the skin from tending fire hoses and shivered under blankets while they rested.

The little group of warships was almost immobile, *Pittsburgh* was stopped, busy with her boats over the side, passing a messenger line to *Franklin*; *Santa Fe* was alongside the blazing *Franklin*, fighting her list. The five destroyers of Division 104, USS *Hunt* (DD 674), USS *Hickox* (DD 673), USS *Marshall* (DD 676), USS *Miller* (DD 535) and USS *Tingey* (DD 539), steamed slowly in a circle around the heavy ships, picking up survivors as they went, ready to defend the group.

Enemy planes were again approaching the formation and there were alarms, but as yet no attacks. Being less than 100 miles from major Japanese air bases, it was considered only a matter of time until enemy bombers would return. *Franklin* had one 40 mm squad forward, manned by a volunteer crew and it could fire under local control.

During this desperate time many sailors acted heroically. LT Donald Gary, trapped five decks below with 300 men in the doomed messing compartment, exhibited remarkable leadership and courage.

For nearly two hours the trapped



***Santa Fe* lays alongside *Franklin* to render assistance after the Japanese attack.**

crewmen had been packed in, expecting every moment to be their last. But Gary suddenly thought of a possible means of escape.

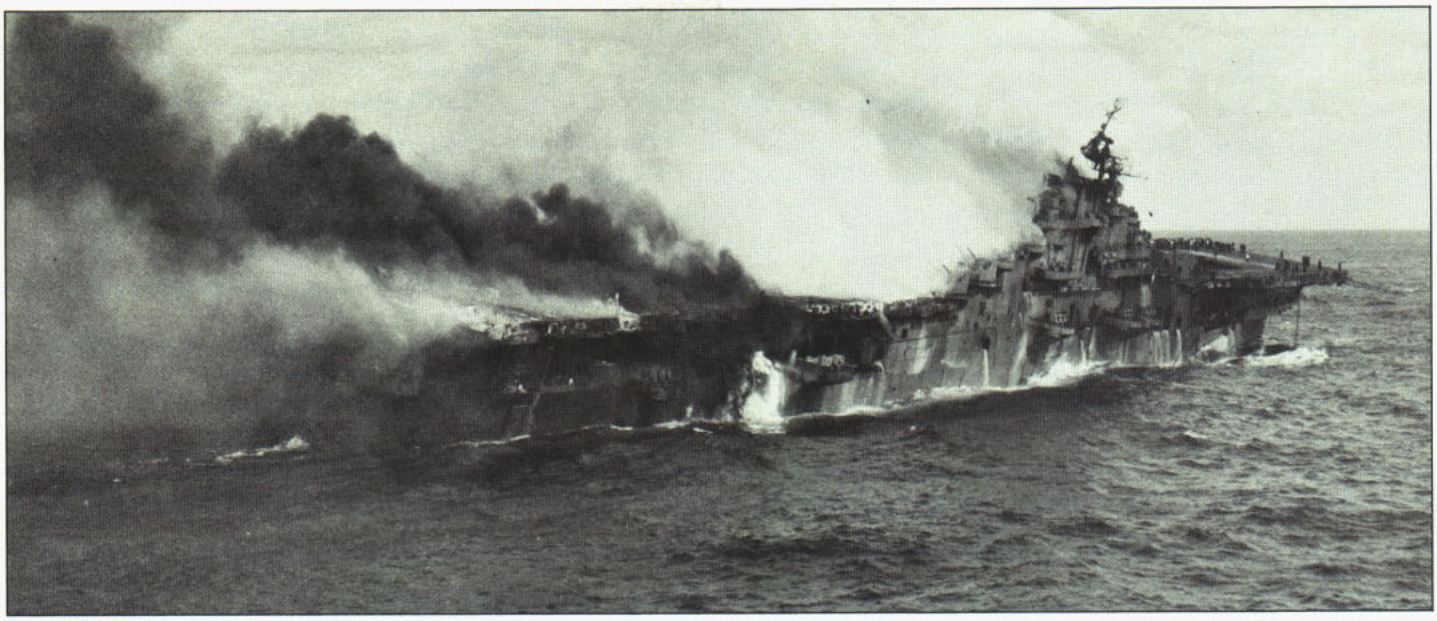
Through smoky murk that the strongest light could not penetrate, stumbling over rockets and bombs, relying on an almost exhausted rescue breathing device, Gary began his search for the door to the air intake space leading up to the stack structure.

Groping through intense heat, where the bulkheads burned even through his thick gloves, Gary soon located the entrance to the space surrounding one of the huge smokestacks leading up from the boilers, through which fresh air passed for the fires. By painfully climbing up five decks, then through a hole blasted in the stack uptakes, Gary found light and air. By dropping down on the outside, he could reach a gun platform and make his way forward to safety.

But Gary did not go forward, or even ask for aid for the men trapped below. Knowing that momentarily the bombs might explode and that the men could not live much longer in the smoke, he descended back into the hole, where the slightest slip meant death, to bring his shipmates out.

"I broke my flashlight knocking on the compartment door as a signal to the men outside," Gary said later. "When I stepped through the door, there was a look of hope and anxiety on each man's face that I shall never forget. All were oblivious to the sound of exploding ammunition, waiting for me to speak. I explained that I had found a way out, and, although they would have to breathe some smoke, it wouldn't hurt them if they kept their heads and followed instructions."

Slowly, painfully, Gary guided the men to safety. He made three trips, each a little faster than the last, knowing the bombs and rockets were close to the flames, spurring his ef-



U.S. Navy photo

Seven hundred and twenty-four men were lost in the flames that ravaged *Franklin*.

U.S. Navy photo

CAPT Joseph T. O'Callahan

forts. Gary and the *Franklin* doctor, Dr. Fuelling, were the last to leave.

On the flight deck, Navy Chaplain Father Joseph O'Callahan moved cautiously, through the fires and smoldering bombs, reassuring wounded men, administering the last rites and lending a hand at fire-fighting.

Not only did the priest help in tossing "hot" shells overboard, but he gave aid and comfort to the dying on the flaming flight deck, calmly ignoring the explosion and confusion.

Order was coming out of that confusion; men forward on the flight and hangar decks had halted the flames. As they fought fires aft on the hangar deck, they bypassed white-hot fires where magnesium bombs glowed on the armor plate in the ashes of the planes that had borne them. Men below on the second and third decks, or trapped on the hangar deck aft, were making their way to safer zones. Dozens had been blown over the side; others, hopelessly trapped, were forced to leap over the side, many without life jackets. For hours, little groups struggled to the fantail, where they fought the fires with every means at their command, leaping into the water only when their position became unbearable.

For some reason, *Franklin* didn't sink. Gradually, her fires were brought under control. Escort ships took off her wounded and picked up the men who had been blown or jumped overboard.

It was Sunday, March 25, 1945, when the torn, fire-blackened flattop anchored in Ulithi. There was a mass of thanksgiving on the flight deck by Father O'Callahan and a Protestant service lead by Charles G. Weldon Gatlin. Most men attended both services; some wept openly during the humble, sincere prayers. This was followed by a memorial service for the dead.

On the flight deck, in the fitfully falling rain moving across the harbor in sheets, the men of *Franklin* assembled to the mournful strains of a dirge softly played by the surviving bandsmen. The priest recalled to the men that their comrades had died on Saint Joseph's Day — Saint Joseph, the patron saint of a merciful death — that their death, though tragic, had been in merciful circumstances, with every man having a brief moment for a last prayer.

A psalm was read and men bowed and prayed for the souls of their 724 shipmates who lost their lives on the decks of *Franklin*.

The Marine squad fired three volleys and men stood in salute, honoring their fallen comrades.

The following day, accompanied by two destroyer escorts, *Franklin* and *Santa Fe* were underway at sunset for Pearl Harbor. After five days in Pearl Harbor, on April 9, *Franklin* sailed east for Panama and passed through the Canal on the 17th. On April 19, with airplanes overhead to watch for submarines, she was underway from Panama for New York, steaming through the Caribbean for the Windward Passage.

U.S. Navy photo

The crew of the battered *Franklin* stands at attention on the flight deck as the carrier nears the Brooklyn Bridge, New York City, after sailing halfway around the world from the scene of her heroic battle.

On April 28, 1945, proud but battered, *Franklin* stood by the Statue of Liberty, all hands at salute, and sailed into Brooklyn Navy Yard for repairs.

The stricken carrier had sailed halfway around the world bearing her battle scars to her journey's end — 13,000 miles from the coast of Japan.

There were so many heroes — enlisted, chiefs, officers — who saved *Franklin* — that it's impossible to mention all their names. Their deeds and courage are known, remembered and cherished by their shipmates.

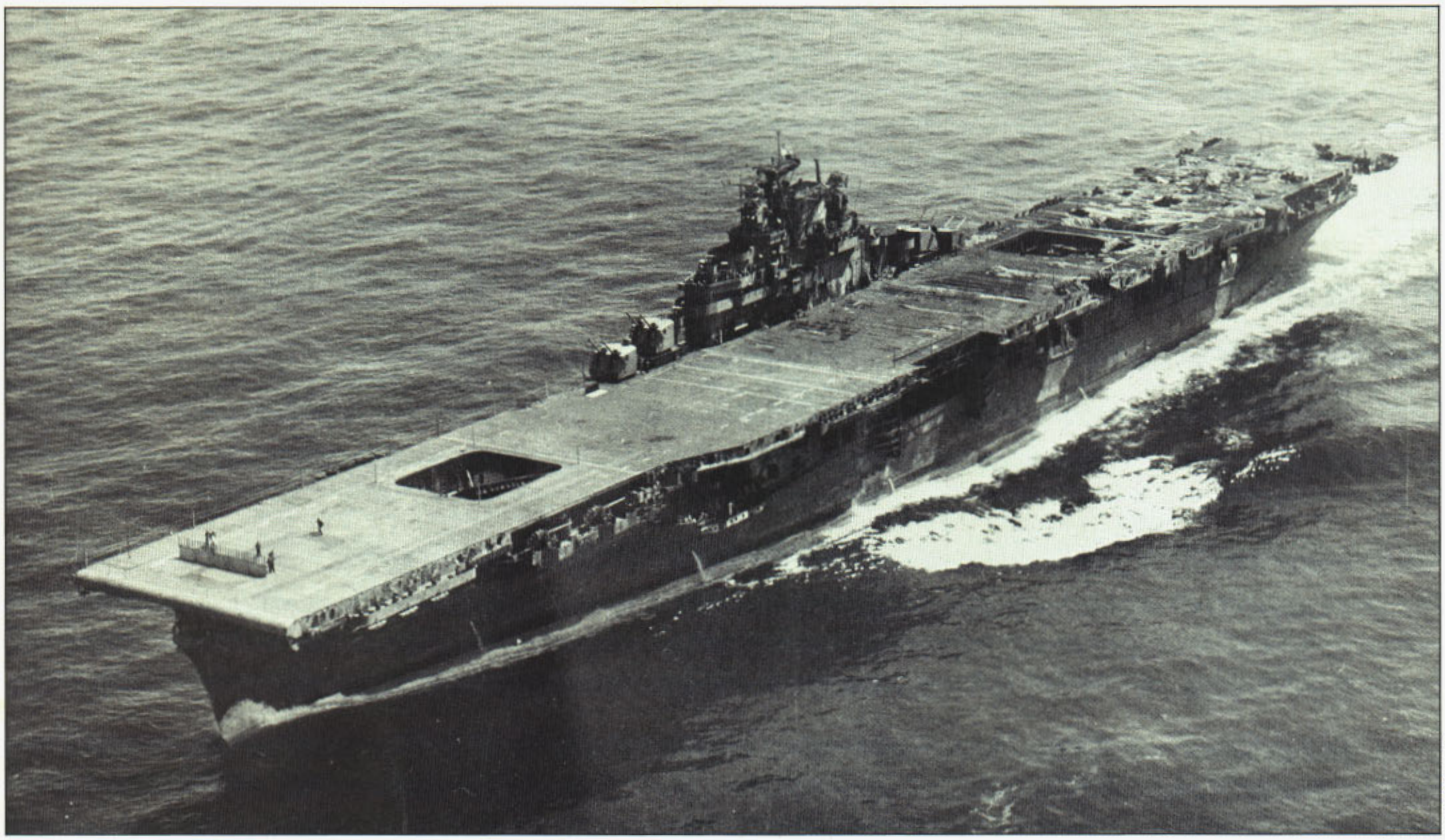
On Memorial Day, May 31, 1945, *Franklin*'s crew stood at attention in Rockefeller Plaza by the model of the Fighting Lady — an *Essex*-class carrier similiar to *Franklin* — while Father O'Callahan, on a nationwide radio broadcast held memorial services for the gallant men who would not come back from the war.

Three hundred new men had been assigned to take over ship's duties while many men took leave. As "X" division, these youngsters worked hard through the summer, and held some promise of being real sailors when "Big Ben" returned to action.

But *Franklin* never fought again.

On June 30, 1945, CAPT Gehres was detached to become commander, Naval Air Station in San Diego. CDR Taylor was detached to be the Commanding Officer, Naval Air Station Brunswick, Maine and CDR Hale became the new commanding officer of *Franklin*.

For his courage and devotion to his shipmates, LT Gary received the Medal of Honor. In 1984, the Navy commissioned USS *Gary* (FFG 51), in memory of his heroic deeds aboard *Franklin*.



U.S. Navy photo

Photo by Hy Gomez

Above: Badly damaged, but steaming proudly, *Franklin* returns to her home port to be rebuilt. Left: Although heroic efforts went into her repair, she never saw action again. *Franklin* waits for repairs in her berth at the Brooklyn Navy Yard.

Father O'Callahan was also awarded the Medal of Honor, the first chaplain in the history of the Navy to be awarded the nation's highest award.

In July 1968, the Navy commissioned USS *O'Callahan* (FF 1051), homeported in San Diego.

In July of 1945, as the Navy Yard worked ceaselessly, and *Franklin* began to look like her trim self again, the men of the ship were hard at work preparing for their next cruise. Hundreds of men were away at damage control school and at fire-fighting school.

The war ended in August 1945 and a year later, *Franklin* was transferred to the inactive fleet.

On Nov. 1, 1946, when the last hatch was sealed tight and the last line was made secure, a skeleton crew of 70 men and six officers took over the watch. In the summer of 1969, *Franklin* was sold to a civilian ship company in Portsmouth, Va. She was moved out of the Brooklyn Navy Yard and towed to Portsmouth to be dismantled for scrap.

As *Franklin* anchored within view of where her keel was laid 27 years before, CV 13 awaited her fate.

Sailors who had served with the fleet stared out at the gray ship, silhouetted against the evening sunset, and they felt compassion for her.

The hearts of the sailors went out to *Franklin*, so they let her drift — alone — one more night at sea — out of respect for a noble ship and her heroic crew.

All night long, the men on watch looked out at *Franklin*; her island loomed dark and grim against the sky.

Some recalled her war record and others heard of her gallant fight for life off the coast of Japan, and the 724 crewmen who gave their lives on her decks.

The next morning, they brought her into Portsmouth. Complete dismantling only took a few weeks. □

CDR Frank Evans is assigned to Naval Reserve Readiness Command Region 18, Olathe, Kan.

In search of
Role models

Navy commander succeeds by following in others' footsteps.

Story by JO1 Christine Caldwell

On a hot Sunday afternoon in 1963, a 14-year-old Mexican boy stared at his hands in a somewhat fascinated trance. They were scarred from a year of picking cotton. New wounds resulting from that day's pickings were already beginning to heal.

Holding his hands up, he said to himself, "These are my trophies." His forehead furrowed in deep thought. "Trophies? Is that the right American word?" He gave it some more thought, before answering, "Yeah, that's right: trophies. My hands are my trophies." That ability to see objects of pain and make them symbols of accomplishment would serve the boy well later in life.

As the boy grew up, he acquired many "trophies" in his life. His hands did play a part in his future successes, but what really worked for Jose L. Betancourt, now a Navy commander and the special assistant for minority affairs at Naval Recruiting Command, was that he always searched for, and found, excellent role-models.

"I've always done that, and I continue to do that. If I were to stop," said Betancourt, 40, "I would stagnate and stop being productive. And that would be the day I would start to be unhappy in what I do."

Sometimes he would tell his wife, Angie, about a new role model he had just found, but even when he didn't tell her, she knew anyway. "I could just tell by the way Jose treated that person . . . or by the way Jose would try to live up to what that person must have gone through to accomplish what he did."

Betancourt's definition of a role model is simple and basic: "The person is successful in his or her job and as a leader."

Betancourt's role models included the high school teacher who fought to get him a scholarship to pay for his college tuition and the Navy recruiter, who symbolized the Navy as an adventure. Then there was his first commanding officer, CDR Ken Nider, who, in Betancourt's eyes, embodied the role of a naval officer and convinced him to make the Navy a career.

"I admired that man so much that I patterned everything I did after him," Betancourt recalled. "I imitated the way he dressed to the point of shining my shoes like he did. I started a jogging program so I could be as physically fit as he was.

"If it hadn't been for Ken Nider, I would've been out of the Navy after my first tour. No question about it."

There's also "no question" in Betancourt's mind, that without the encouragement and support of his parents he wouldn't have finished high school.

"My parents knew how difficult it was for me to learn English," said Betancourt, a native of Tamaulipas, Mexico. "And although they could speak very little English, they recognized the fact that I had to learn it if I ever hoped to be successful in the 'land of opportunity.' In the course of two years, I was able to learn enough English to catch up to my contemporaries. It took a lot of practice and a lot of encouragement from my mother and father."

His family immigrated to the United States when Betancourt was 13 years old. They settled in Brownsville, Texas, where his father worked as a truck driver and laborer, and his mother worked as a maid. To help supplement the family income, Betancourt and his brothers and sisters worked in the cotton fields around the Brownsville area during the school months and traveled with the family during the summer to pick strawberries in Salinas, Calif.

"It was a tough life," said Betan-

Photo by Army Sgt. Maj. Rudi Williams

CDR Jose L. Betancourt's 1972 recruiting poster, taken when he went to OCS, now hangs in the Pentagon.

court, the oldest of eight children. "After we got out of school each day, we would go out in the cotton fields and work until it was too dark to continue. On the weekends, it wasn't uncommon for us to work all day Saturdays and a half a day on Sundays. After we finished work, we would wash up and help with all the family chores. Then, we would put in whatever time we had left to do homework. There wasn't a whole lot of time to study, but there was enough to manage to do well.

"My parents were very insistent that we go to school faithfully and not miss any days. Their dream was for all their children to finish high school." Betancourt said with noticeable pride, "Everybody in my family finished high school. In the Hispanic families in my neighborhood *that* was a real accomplishment. That's something my parents are real proud of."

It was also generally expected, according to Betancourt, that if a Hispanic kid *did* graduate from high school, he or she would then go directly into the work force or join the military.

"I was fortunate because I had a couple of very good teachers who were my role models. They took an interest in me and thought I had the potential to go to college. One of my high school teachers was able to get me a scholarship to help pay for my college tuition. It was a very small scholarship, but I couldn't have gone to college without it."

Betancourt enrolled at the Texas Outpost Junior College in Brownsville. He worked full time at a local discount store and attended college at night. At work, he met Angie Garcia. They were married a year later, when they were both 19, and Betancourt was a sophomore in college.

In two years, he earned 70 semester hours at the junior college. He finished his bachelor's degree in English and Spanish a year-and-a-half later at the Pan American University, Edinburgh, Texas.

While Betancourt was attending the university, Angie stayed in Brownsville, about 60 miles from Edinburgh, and continued to work. With holding down the job, attending the university and all the driving, Betancourt's next two years were pretty hectic.

"It was hard on him, but then he's *always* worked hard," Angie said. "The money was tight — he was earning hardly anything, because he couldn't work that many hours, but it was enough to earn what he needed for school. What I was earning went for food, utilities and the regular bills.

"I didn't consider it a hardship, but then we were just married, and you're always on a honeymoon when you're first married." By the time Betancourt graduated from the university, he and Angie had been married three years and had a one-month-old son, Jeffrey.

"I was very lucky that I had a good wife who stood by me," said Betancourt. "We're a good team."

"That's what *he* calls it. I call it 'marriage,'" said Angie, with a laugh.

Every day for three and a half years,

Betancourt went to school and went to work so that he could earn a college degree. A college degree meant everything to Betancourt. It was a way for him to achieve his future successes.

Like all college students, he looked forward to his graduation day. On that magic day Betancourt — dressed in his cap and gown — walked across a platform, shook the dean's hand and turned proudly to show his diploma to his wife, who wasn't there!

Photo by JO1 Christine Caldwell

CDR Jose L. Betancourt

"We didn't make it to his graduation. We were all ready to go and then, half-way down the road from Brownsville, the car broke down." Angie laughed before adding, "But, we have pictures of him in his cap and gown."

Betancourt's degree allowed him to achieve his life's ambition to become a teacher. "I absolutely love the teaching profession," he said. He taught high school English and mathematics in an economically depressed area of Los Fresnos, Texas.

"In spite of the fact that I was very young — I was only 21 years old at the time — I had already had a lot of experience from the school of 'hard knocks.' And one of the things I wanted to do as a teacher was be able to tell these kids, 'Hey, each one of you has the potential to achieve many wonderful things in life.' And, I wanted to be an example for them, telling them about my background and the successes I was able to achieve."

Betancourt had planned to teach for two to three years and earn enough money to get a master's degree, but that was before the Navy recruiter walked into his classroom.

"He was a very sharp young man. He had made chief in six or seven years. He was another one of my role models. He would come to high school and talk to counselors, teachers and students about the Navy. He told me sea stories and got me fascinated with the sea. That's what got me in."

In 1972, Betancourt, who was one out of two Hispanic students attending OCS in Newport, R.I., was told to have his picture taken. Unknown to Betancourt, the picture was used in a poster that would appeal to Hispanics to become naval officers.

The poster, which now graces the walls of the Pentagon along with several other recruiting posters, was the first step in Betancourt being the 'role-model' for Hispanics and junior officers.

"His name is well-known not just in the Hispanic community, but also throughout the Navy," said Ms. Nancy E. Frey, who was recently promoted to assistant for Hispanic affairs and who has worked for Betancourt for over two years. "I've seen him help so many junior officers. He spends hours on the phone and writes many letters to help steer them in the right direction."

One of the junior officers he helped to steer in the right direction is LT Adlin H. Sanchez, the assistant head for college programs branch at recruiting command. "What really sets him apart from other senior officers is that he really cares. He keeps track of you from the time he meets you. He has put me in contact with the right people and has pushed me in the right direction," said Sanchez. "He's the first senior officer who really showed concern for my career and for me, personally."

"I hope that I am a good role model," said Betancourt, "especially in this position as the special assistant for minority affairs. I hope that by my ambitions or by my successes, those junior officers with whom I come into contact will be influenced in a positive way. I have a responsibility to make sure that I am a positive role model and not just for minorities, but for any other junior officer I might have a chance to influence."

Another important part of role modeling for Betancourt is to set a good example for his children, Jeffrey 18, Richard, 13, and his "pride and joy," Jennifer, who is two and a half years old.

"I'm fortunate that I have good children. Again, I think that's what they see in Mom and Dad — role modeling. Ultimately, the best thing you can do as a parent is to provide a good example for your children."

Role modeling has been very good to Betancourt. He has "racked up" many trophies in his life: high school diploma, college degree, a close-knit family and a successful Navy career. And, he's not through yet. He has recently received another trophy.

When he decided to make the Navy a career, Betancourt's goal was to command a ship. Next year, Betancourt will be the commanding officer of *USS Merrill* (DD 976), homeported in San Diego. □

Caldwell is assigned to the Public Affairs Office at Naval Station Rota, Spain.

Bearings

Love and patience bridge gap of silence

To look at the path of Aviation Structural Mechanic (Safety Equipment) 1st Class (AW) Dave Herron's life, one probably wouldn't find anything unusual.

Herron was born and raised in Atlanta, Ga., in the '50s, with an older brother and younger sister. He joined the Navy in 1968, leaving home for boot camp in January, 1969. Herron is now married and is continuing his Navy career as an instructor for the naval air reserve aviation training division at Naval Air Station Whidbey Island, Wash.

But there is one thing that set Herron's upbringing apart from the norm: he was born to, and raised by two completely deaf parents.

"My dad had already learned to talk before he lost his hearing, and he still does pretty well," Herron said. "Mom was too young to learn. She can talk, but it's not always clear."

Although Herron recalls few difficulties during his childhood, there are a couple of genuinely frightening memories.

There's the memory of the time Dave, then a curious five-year-old, crawled into the refrigerator and panicked when the door slammed shut behind him.

"Luckily, my mom glanced at the fridge and remembered that she'd been airing it out, and saw something was out of place."

Sometimes Dave's parents had to face the fear that can come with raising a child in a silent world.

"Dad had taken my brother and me with a tour group to some famous caves in Atlanta," Herron recalled. "At the end of the tour, there was this really big cavern, where the tour guide told us he was going to show us how the first explorers saw it. Then, he turned off the lights. "Of course, my dad had no idea what was going on," he continued. "All he knew was that he had two young boys with him, and he didn't know where they were because he couldn't hear — *or* see us. It just terrified him."

AME1(AW) Dave Herron teaches sign language to his 6-year-old son Dave, whose grandparents are deaf.

But, those occasions were few and far between. In general, Herron said he had a very happy — if not completely normal, upbringing.

"It's funny because, in most households, the parents are always yelling 'Be quiet!' at their kids," Herron said. "We didn't have that problem."

Communication in the Herron household was never a problem. His father has always been proficient at lip-reading and would also translate for Herron's mother if help was needed.

Herron was 23 years old before he learned formal sign language. He quickly went from learner to teacher.

"When my wife's friend wanted me to teach her to sign, I said I'd be willing, if she could get more people together," said Herron.

She did. Herron soon found that he enjoyed the teaching enough to do it regularly. He applied to Skagit Valley Community College as a sign language instructor, and was quickly hired. He said he finds it an educational experience for himself as well as the students.

"I'm always more than happy to teach people to sign, because I know we'll both come away from it with a mutual gain," said Herron. "Especially when it comes to educating others on the deaf — because that's something I feel you can never learn enough about." ■

— Story and photo by JOSN Damon Hammer, USNR-TAR of Naval Air Station Whidbey Island.

Bearings

Sailor's name gets 'high ratings'

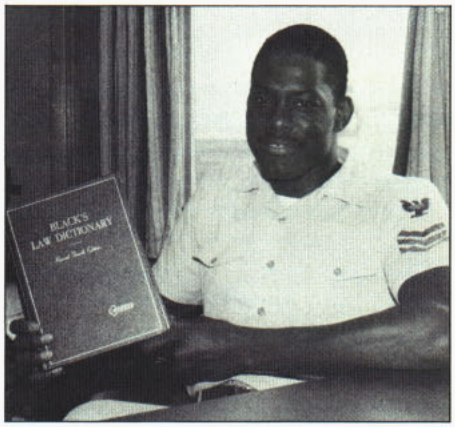
A popular TV program has changed the life of Aviation Boatswain's Mate 1st Class Lawrence Arthur Law. He is "L.A. Law" to those who know him — and to those who don't. He signs checks, applications and documents "L.A. Law" and receives comments such as, "Are you for real?"

"I've been around a lot longer than the TV series," said Law, who is enjoying the popularity his name now brings. He had Virginia license plates for two years that read "1 L A LAW." He hated giving them up when he recently started leasing a car.

Law is assigned to Naval Air Station Oceana's field support division of air operations.

A 12-year Navyman, Law has been at the East Coast master jet base a year and is the division career counselor and the supply and training petty officer. How old is L.A. Law? He's "thirty something," of course. ■

— Story by Annette Hall, editor, Jet Observer, *Naval Air Station Oceana, Virginia Beach, Va.*



AB1 L.A. Law

SEALs: You are what you eat, so eat right

The men who attempt to become part of the special operations forces of their respective services realize they must put the absolute maximum effort into everything they do. Their physical training is recognized around the military world as some of the toughest ever devised.

It's no wonder then that the attrition rate — those who do not complete the training — is very high.

The Navy Sea, Air, Land — SEAL — training program managers turned to the Human Performance Laboratory at the Uniformed Services University of the Health Sciences to help them improve their training and nutrition programs to increase performance and reduce attrition rates.

"There are only a few avenues for people to increase physical performance," said Patricia Deuster, an assistant professor with the school's Department of Military Medicine. "One is with drugs, which are not an option for SEAL trainees. Another is with changes in training, but that's very limited in programs of such enormous difficulty."

The next obvious avenue to examine, reasoned Deuster, was what the trainees were eating. "We found that the typical SEAL diet was notoriously high in sodium and saturated fats," she said, and thus may not be appropriate for the type of training the SEALs are engaged in.

Deuster recommended that the trainees be put on a diet containing 60 to 70 percent carbohydrates, 15 percent protein and the rest fat. SEAL trainees began eating more rice, baked potatoes, vegetables, granola bars, oatmeal and pasta. They ate less bacon, sausage, eggs and fried foods.

Results are still not in on the effect the new diet has had on attrition rates (the new diet began only a few months ago), but researchers are hopeful results will be positive. Other research shows that people who eat nutritionally balanced meals perform better both physically and mentally.

The field of nutritional enhancement of human performance is relatively new.

"Human performance is an important research goal in the military," said Deuster. "So much of what we do on the battlefield will stretch military members to the limit. If research can identify ways to help them perform more efficiently their chances of surviving and winning will be increased."

Although much information on human performance is widely available, Deuster said much is still to be learned. "It is really very individual; what is good for one person may not be good for someone else," she said.

Research currently under way at the laboratory includes developing further dietary regimens for specific missions and determining what benefits are derived from "sports beverages" and the effects of over-the-counter drugs (such as cold medicine and diet pills) on personnel performance during operations.

Deuster said studies of human performance in future years will include the impact of nutrition on the immune and endocrine systems to gain a better understanding of the impact of nutrition in response to stress. ■

— Story by Tom Joyce, American Forces Information Service, Washington, D.C.

Jack Williams sailor makes his mark in rodeo

What do sailors enjoy doing with their valuable time off? Some enjoy leisure activities such as fishing, cycling, sailing or golfing. Torpedoman's Mate 3rd Class Ross Matthews of USS *Jack Williams* (FFG 24) has a rather unusual hobby which he would someday like to pursue as a career: Matthews is a professional bull rider.

He's quite successful at his hobby. In fact, recently he placed fourth overall in the first competition of the 1989 Professional Rodeo Series sponsored by the Professional Rodeo Cowboy Association.

The two-day competition was held in Davie, Fla., approximately 400 miles south of Mayport, Fla. Matthews received $260 for finishing fourth out of 44 competitors, most of whom compete full time. Most of Matthews' winnings were consumed by expenses, including a $57 entry fee.

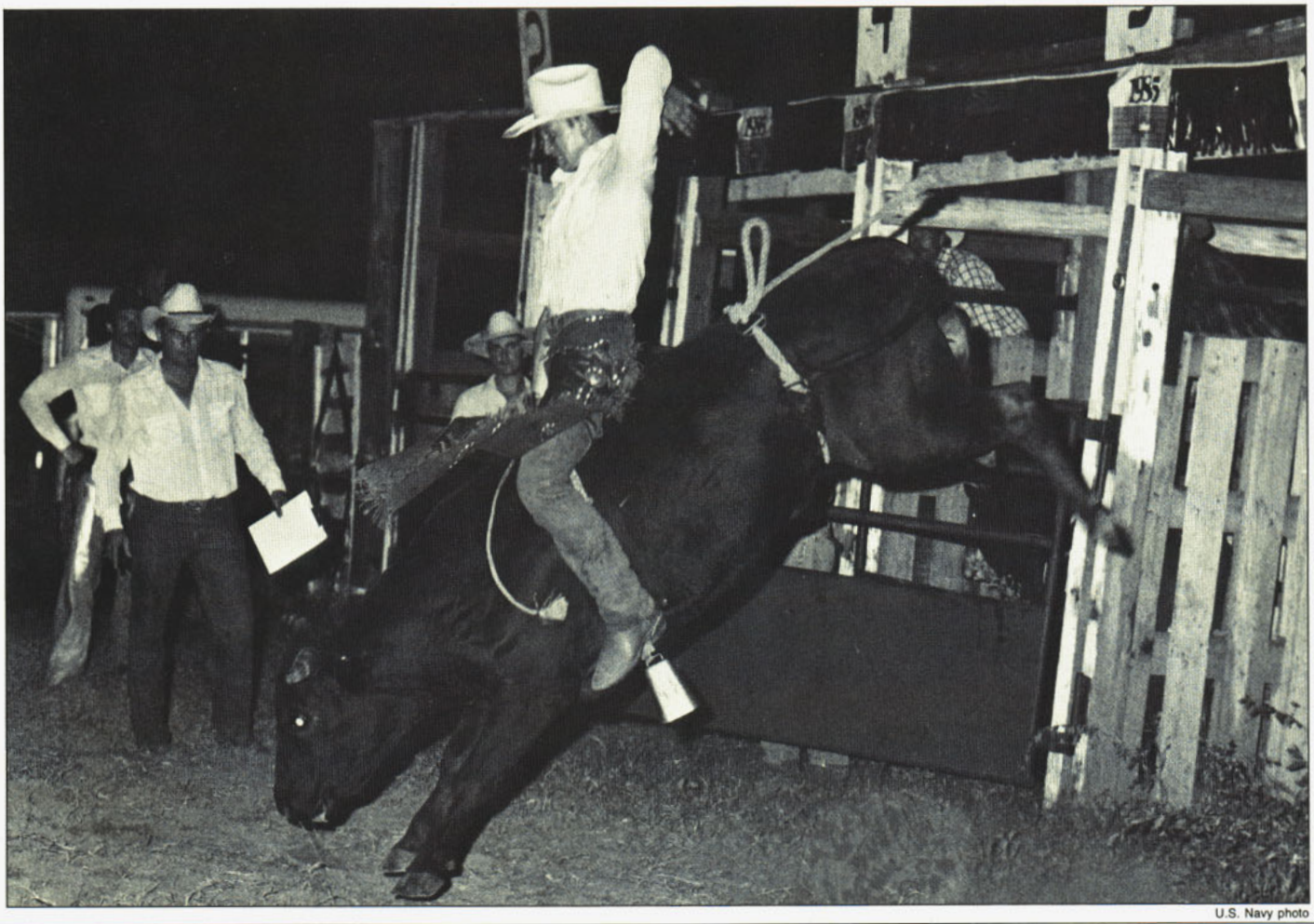
Matthews grew up in Hobbs, N.M., and has been bull riding since he was five years old.

Why would anyone drive 800 miles on his free time to barely break even for their efforts?

"The standing ovations I received made the entire weekend worthwhile. It's hard to explain how great that feeling is," said Matthews. "I enjoy participating against full-time professionals because they respect me for my efforts when they learn I'm in the Navy." ■

— Story by LTJG Dennis Moynihan, PAO, NavSta Mayport, Fla.

TM3 Ross Matthews of USS *Jack Williams* (FFG 24) rides in a recent bull rodeo, in which he took fourth place out of 44 riders.



U.S. Navy photo

Bearings

Navy bachelor's quarters get 'four star' rating

If you're going to be in Gulfport, Miss., Bangor, Wash., or the nation's capital soon, you're in for a nice stay. Bachelor's quarters in these three areas were recently given "four stars" by the Navy for management excellence.

The bachelor's quarters at Navy Construction Battalion Center, Gulfport; Naval Communications Unit, Washington, D.C.; and Submarine Base, Bangor, won the 1988 ADM Elmo R. Zumwalt award for having the best-run BEQ/BOQ facilities.

The Gulfport facility won the large BEQ category, the D.C. facility won the small BEQ category, and the Bangor facility won the BOQ category. Also recognized for outstanding management were:

Naval Communication Area Master Station, Guam, and Naval Medical Command, Bethesda, Md. in the large BEQ category; Naval Air Facility, Misawa, Japan, and Naval Support Facility, Antigua, in the small BEQ category; and Naval Air Station, Whiting Field, Fla., and Naval Postgraduate School, Monterey, Calif., in the BOQ category. ■

McMurdo Station dedicates Chapel of the Snows

McMurdo Station gained a new chapel during the 1988-89 summer support season. The Chapel of the Snows was dedicated Jan. 29, 1989.

Presiding over the ceremony was Chaplain (LT) Mark B. Yorton, U.S. Naval Support Force Antarctica.

At just over 2,000 square feet, the new chapel (the third since 1956) offers a considerable size increase over the previous one. As Yorton noted, "The main structure is made entirely of used materials, but even in view of that fact, the craftsmanship is tremendous."

The chapel features carved wooden railings and a hardwood altar. According to Yorton, plans for next year include installing two stained glass windows at the front and rear of the building.

The three month building project employed 27 construction personnel from Antarctica Services, Inc. When construction was completed, local volunteers assisted in the move from the former chapel to the new one.

The chapel provides Roman Catholic and ecumenical Protestant services. Personnel of the Mormon faith also use the building for worship.

The structure offers a larger worship area and a more aesthetic one as well.

"This building stands out — the old chapel seemed to be lost in a row," said Father Gerard Creagh of the Hoon Hay Parish, Christchurch, New Zealand. Creagh assisted Yorton in the dedication ceremony, along with Father David Tobin of the Rosary House Spiritual Life Center, Christchurch.

"The old chapel wasn't a building you wanted to go into, it didn't invite you in," said Yorton. "I've talked to several people who've told me that in here in the new building they can almost forget they're in Antarctica." ■

— Story by JOSN Kevin Lavery, PAO, Naval Support Force Antarctica.

Photo by PH3 Craig Peterson

Father Gerard Creagh, Ron La Count, Chaplain Mark Yorton and Father David Tobin preside over the chapel dedication.

Doctor leaves 27-year civilian practice to join Navy

A 62-year-old World War II Army veteran recently graduated from Officer Indoctrination School at the Naval Education and Training Center, Newport, R.I.

LCDR Jack U. Hudson is not your typical U.S. Navy commissioned officer, he is one of the oldest people ever to graduate from OIS.

OIS provides a six-week basic naval indoctrination course for newly-commissioned physicians, nurses, medical service officers, lawyers, dentists, nuclear power program instructors and physician assistants.

"There is a push for more physicians in the Navy, and they're waiving the age requirements in certain specialty areas," said LCDR Alice M. Cahill, deputy director of OIS.

Hudson decided to join the Navy after reading an article by VADM James A. Zimble, Surgeon General of the Navy.

"VADM Zimble said, 'We need surgeons,' so I said, 'Heck, let's give it one more go,'" Hudson said.

Hudson said he quit his own practice of 27 years to join the Navy because he was "doing the same things over and over again," in Grand Prairie, Texas.

Hudson looks forward to sharing the valuable skills and knowledge he has gained over the years.

"I've taught medical students and interns — general surgery, that's one thing I know quite well," he said. ■

— Story by JO3 Michael Dean, Naval Education and Training Center, Newport, R.I.

Father and son trade Navy honors

Like father, like son — you know the story. But what about the reverse: father taking after son? That was the case at Naval Air Station Alameda, Calif., when Parachute Rigger 1st Class (AW) Jerry Chiles presented the Enlisted Aviation Warfare Specialist insignia to his father, Thomas, in an award ceremony recently.

Jerry was repaying the honor to his dad, who had pinned on Jerry's EAWS insignia two years earlier.

When Chief Air Traffic Controller Thomas Chiles and his son, who was assigned to VAQ-134, embarked on USS *Carl Vinson* (CVN 70), they both decided to qualify as air warfare specialists.

During one of their deployments together, Jerry attended courses given by the air wing and his father went to ship's company classes. But, because of his busy schedule as division leading chief, Chief Chiles had to put EAWS on the "back burner." While priorities changed for the father, the son persevered and was awarded the air warfare insignia by his dad aboard ship.

Photo by PH2 Jim Schultz

PR1(AW) Jerry Chiles pins the enlisted aviation warfare specialist insignia on his father, ACC Thomas Chiles.

Not one to quit, Chief Chiles got back into the program and completed his qualifications after reporting to NAS Alameda in December 1987. And he chose his son to pin on his wings.

"It was a big honor just for him to ask me," said Jerry.

"There aren't many father and son teams in the Navy," said Thomas. "Having my son pin my EAWS on me gave me the same feeling I had when my father, who was in the Air Force, pinned on one of my anchors when I made chief." ■

— Story by JO2 Steve Moos of NAS Alameda Public Affairs Office, Alameda, Calif.

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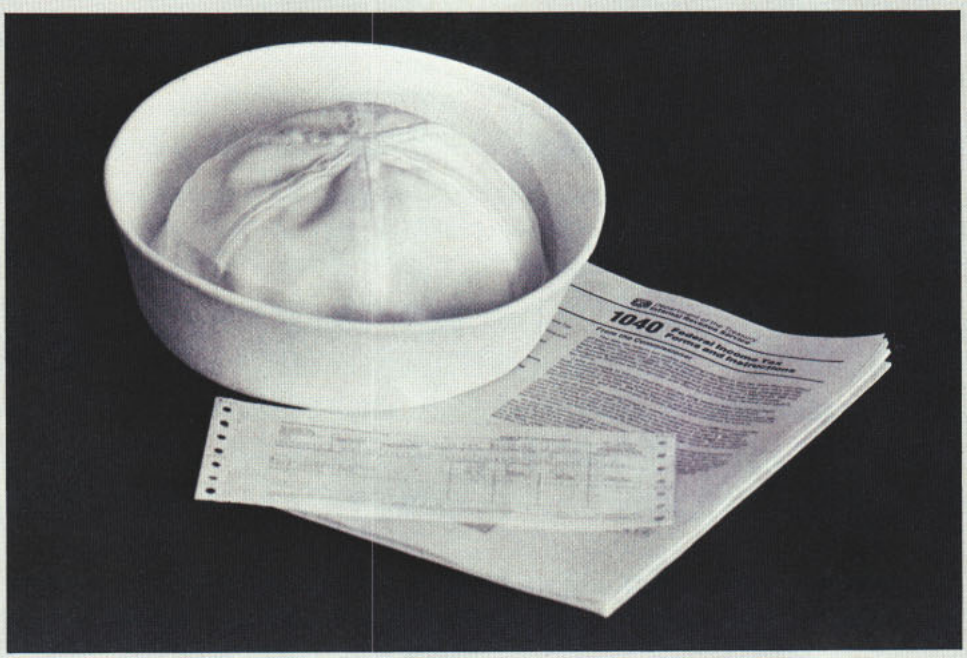
Navy Rights & Benefits



Your Obligations

Your Obligations

Along with the many rights and benefits that are an integral part of your Navy career, there are other rights and benefits that you enjoy as an American citizen. Most of these are basic guarantees set forth in the Bill of Rights and they deal with your right to privacy, your right to speak freely, your right to assemble and your right to worship. This month's Rights and Benefits article discusses some of the obligations and responsibilities that go hand in hand with the rights and benefits we all enjoy.

Your rights and benefits carry implicit obligations and moral responsibilities which you owe to yourself, to the members of your family and to your country. You are bound, for example, to share in the expenses of the government by filing federal, state and local tax returns and by paying the taxes imposed, according to your income.

You also have a responsibility to obey and uphold all laws — federal, state, and local — everything from registering your automobile to obtaining a license for your pet.

As a Navy member, you are also expected to meet your financial responsibilities and pay debts that you incur.

Your right to vote is especially important, because this vital right is also one of your most important obligations. In most instances, special privileges have been granted to military personnel to enable them to exercise their right to vote.

Your vote gives you a means to help choose those who make decisions that affect you as an American citizen.

Taxes

Along with the rights of citizenship, come certain responsibilities; paying your taxes is one of your most important responsibilities. You are obligated to file federal, state and local income tax returns as are all residents and citizens of the United States. However, like other federal employees, you cannot exclude amounts received from any agency of the United States for services rendered in a foreign country or within U.S. possessions. This means no matter where you are stationed, your basic military pay is taxable by the federal government and your own state and local governments.

If your gross income for the year was above certain established levels ($4,950 for a single member, $8,900 for a married member filing jointly), you are required to file a federal income tax return. As with most requirements, there are exceptions, so you should check with the Internal Revenue Service or with a legal assistance attorney if you are not sure whether you must file.

If net earnings from self-employment are $400 or more, you must file a return with respect to self-employment tax, even if you are not liable for federal income tax. Also, if you are not liable for filing but had tax withheld for wages or made payments on a declaration of estimated tax, you should file a return to recover the withheld amount.

Navy personnel (both military and civilian) are often affected by establishing residences overseas. For complete information on how living abroad affects your taxes, consult IRS publication 54.

If you actually reside, and have your "tax home," outside the 50 states and Puerto Rico on April 16, you are allowed an extension for filing your return until June 15, but you must explain why you took advantage of the extension and pay interest on the unpaid tax, if any, from the original due date of April 16.

The extension also applies to military personnel assigned or deployed outside the U.S. and Puerto Rico on April 16. The assignment, which may be either PCS or TAD, must include all of April 16. If you start or end an overseas assignment on April 16, you are not eligible for the extension. If you are on an overseas assignment on April 16, you qualify for the extension even if you are in the U.S. on leave on April 16. If you are living outside the United States you can still receive a two-month extension, in addition to the automatic two-month extension for filing (for a total of four months), by sending in IRS Form 4868 by June 15, along with the full amount of unpaid tax liability.

If you know you will need an extension and want to avoid paying interest, file Form 4868 by April 16.

In case of undue hardship, (regardless of where you may be living or working on April 16) you may apply for an extension of time to file by using IRS Form 2688 or by a letter sent on or before April 16. This application should state: reasons for extension; whether returns for the past three years were filed in a timely manner and if not, why not; and whether a declaration of estimated tax was required for the year, and if so, whether each payment was made on time. This type of extension is not an extension of time to *pay* tax. If you

don't send payment of your unpaid tax liability for 1988 with the form, you will be charged interest and may be charged a penalty.

Generally, you may use short Form 1040-A if all of your income was from wages, tips, taxable scholarships, unemployment compensation, dividends and interest, and your taxable income less than $50,000.

Any deviations from the simplified form such as itemizing deductions, claiming alimony, business, travel or moving expenses, requires the use of IRS Form 1040. IRS Form 1040EZ can be used by single individuals (with no dependents) who have taxable income under $50,000, and only wages, salaries, tips, taxable scholarships and not more than $400 in interest income. If you have dividend income, you may not use Form 1040EZ.

Note that "dividends" include interest from money market mutual funds and bond mutual funds but *not* credit union "dividends," which are actually considered interest. To determine which form you should use, consult the guidelines in the instruction manual that accompanies your tax return form or IRS Publication 17.

Navy members who are, or are related to, non-resident aliens, often have special tax considerations. For more information, non-resident aliens should obtain IRS Publication 519, *U.S. Tax Guide for Aliens*.

Your tax-paying responsibilities don't stop at the federal level. Depending upon where you call home, you may be liable for state or local tax (city or county).

The Soldiers' and Sailors' Civil Relief Act protects your military pay against taxation by a state in which you are not a legal resident, but are residing in by virtue of military orders. Income derived from a business, rental property, or civilian employment can be taxed by the state in which it is earned.

Your spouse or child are *not* protected by the act and may be subject to income tax by two or more states. If this occurs, contact your local legal assistance office to aid in resolving the matter.

Federal law requires withholding for state income taxes upon the state's request. All income-taxing states are making a concerted effort to locate delinquent taxpayers and are imposing penalties and interest for failure to file and pay appropriate state taxes.

Although several states impose no personal income tax, or exempt military pay, you may still have to file a return for record purposes even though you may not owe tax. Filing a return also shows intent to retain legal residence in that state, thus protecting yourself against claims by other states.

Members from cities and counties which impose income taxes should correspond directly with the authorities of those jurisdictions to find out if there is a tax liability.

It is important not to confuse the terms "home of record" and "state of legal residence." There may be a difference. State of residence or "domicile" refers to the place where you intend to return to and live after your discharge or retirement, and where you have a permanent home. "Home of record" is used to determine travel allowances upon separation from active duty.

Enlisted people may change their "home of record" any time they sign a new enlistment contract. Officers may change theirs only to correct an error or after a break in service.

Your state of legal residence does not change so easily. It usually stays the same wherever you go. This protects you from having to pay taxes in a state in which you live only because you are in the military.

To change your state of legal residence, certain specific actions should be taken. You will actually have to live in the new state. You show your intentions to become a legal resident by registering to vote in the new state, by titling and registering your car in the new state (notifying your old state of the change), by preparing a new last will and testament (indicating your new state as your legal residence) and by paying taxes to the new state. Buying real property in the new state will also reinforce your claim. It is a good idea to write a letter to the tax authorities in the old state informing them that you are changing residence and have moved to a new state.

Unless you show such clear intentions, your state of legal residence probably will not be changed. If you don't make certain it has been changed, you may find you are not entitled to certain privileges which depend on legal residence, such as eligibility for lower resident tuition rates at state universities or eligibility to vote and hold public office. Also, you may find that *both* states want to tax your pay.

Particular care should be taken to ensure your pay records are up to date concerning your state of legal residence. If they are not right, you may wind up paying taxes to the wrong state, or paying taxes and penalties in more than one state.

If you have any doubt about your state of legal residence, contact your legal assistance office. If your records are not correct, get a "State of Legal Residence Certificate," DD Form 1058 from your finance officer. When you complete this form turn it in and

the state currently shown on your records will be notified of the change.

Financial responsibilities

Just like anyone else, a military member is expected to pay just debts and to pay them on time. Non-payment of a debt can lead to serious consequences for one's military career, even up to receiving an administrative discharge from the service. Failure to pay just debts *is* an offense under the Uniform Code of Military Justice. However, the failure must be judged to be characterized by deceit, evasion, false promises or other circumstances indicating a deliberate non-payment or grossly indifferent attitude toward one's just debts.

The armed forces do not have legal authority to make you pay private debts, nor can they act as a collection agency by taking part of your pay to settle a debt. (Under Public Law 93-647, part of your wages can be garnished for court-ordered alimony and child support payment.) Yet the Department of Defense is required by law to provide to your creditors certain information about you that may aid in locating you for purposes of collecting the debt. For example, information that must be made available to anyone who requests it includes your name, rank, date of rank, salary, present and past duty assignments, future assignments (that are final), military phone number and address.

If you find you can't meet payments, go to your legal assistance attorney right away. The legal assistance attorney normally can't represent you in court but can tell you what your legal rights are and may be able to suggest a workable plan for saving your credit standing and your military career.

Also, don't fail to take advantage of the financial management and budgeting information you can obtain through the Navy Relief Society or Family Service Center. The Navy Relief Society may also be able to grant you an interest-free loan.

There are several other avenues open to you that could ease your financial problems:

- You may be able to arrange for your creditors to extend the contract time, thus reducing the size of the payments until you are back on your feet financially. You may be charged more interest or finance charges in the long run, but your debt will become manageable. Also, your creditors will have proof of your good faith and intention to pay your just debts.
- Set up an appointment with a loan counselor at your credit union or bank. The counselor can aid you in setting up a credit arrangement. If your creditors agree, you could arrange an allotment of an agreed sum each pay period. This allotment would be paid into the credit union where a credit union officer would pay each of your creditors an amount proportionate to the total you owe each of them.
- Another form of relief is to negotiate a consolidation loan. Again, this may cost you more in the long run, but at least it will lower your monthly payments to a more reasonable amount.
- Some people seek to solve their debt problems with a second mortgage on their homes. Since the lender on the second mortgage has less claim on the home than the holder of the first mortgage, the interest rate on the second mortgage will be higher. When you take out a second mortgage on a home, usually you must make payments on both the first and second mortgages at the same time. Before deciding on this move, be sure you can make the double payment. A hastily arranged second mortgage you can't handle can cost you the home in which you already have substantial investment.
- Another possibility, in a severe debt situation, is the wage earner bankruptcy plan. A debtor can take up to three years to pay off debts under this plan. Consult your legal assistance attorney before making this move.
- As a last resort, you can file a regular bankruptcy petition; members of the armed forces have the same bankruptcy rights as other individuals. However, this action could be detrimental. Consult your legal assistance attorney before taking this very serious and final step.

If, for one reason or another, you do fall behind in your payments, you still are protected against certain harassment procedures sometimes used by debt collectors. Under the Fair Debt Collection Practices Act, debt collectors are defined as those collecting debts other than debts owed to them personally and are not permitted to contact third parties, including your commanding officer, other than to ask about your identity and whereabouts. The debt collector cannot tell a third party that you owe any debt or call any third party more than once, except to correct or supplement information.

In attempting to contact you, debt collectors normally must make their calls between 8 a.m. and 9 p.m. If you have an attorney, the debt collector must contact your attorney rather than you.

If you notify the debt collector in writing that you refuse to pay or that you wish not to be contacted again, the debt collector is forbidden by law to contact you, except to inform you that no further efforts will be made

to collect, or to inform you of any formal legal actions that are being brought against you.

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

Post cards, which can be read by other people, cannot be used by debt collectors.

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

If you don't feel that you owe the debt, you should immediately tell the debt collector, *in writing*, that you dispute the debt.

You may be able to dispute the amount even if the promissory note you signed is sold to somebody else. If your new car is defective, you may be able to dispute the debt, even if the dealer you purchased the car from sold your note to a bank.

If you feel you are being harassed in any way, contact your legal assistance attorney. He or she can advise you of your right to bring legal action against the collector.

Legal obligations

When you change duty stations, more than likely you change states or even countries. Being in the Navy does not excuse you from obeying the laws of that state or country. It is your responsibility to learn the laws of the area in which you are stationed.

If you bring your car with you to your new duty station, you must inquire about regulations regarding registration, licensing, taxes, title fees, inspection and insurance. Usually, your welcome aboard package will contain such information. If it doesn't, find out for yourself.

If your automobile is registered in the state of your domicile (home state) in your name alone, you are not normally required to obtain new license plates. If a state requires local registration, only a nominal fee may be charged. If licensed in the state where you were last on duty, you normally must license your car in the state of your domicile or the state where you are currently residing. If your car is licensed jointly in your name and someone else's (such as your spouse or parent), you will probably be required to obtain license plates and register your car in the state in which you are currently residing. You could also owe personal property taxes in both states.

Each state differs and it's important that you find out about any laws that may affect you and your family. These can include: handgun laws, pet licensing, traffic laws and real estate and personal property tax laws. Remember, ignorance of the law is no excuse. You will be held accountable for your actions.

Voting

Congress determines salary levels, benefits and the very nature of life in the military. But you have a fundamental right to choose those who will represent you and make the decisions that affect your life and career. That right does not diminish as the distance from the voting booth increases.

On Aug. 15, 1986, Congress passed The Uniformed Services and Overseas Citizens Absentee Voting Act. This bill consolidates previous federal acts affecting U.S. military personnel and civilians overseas and provides for a federal write-in absentee ballot for use in general elections for federal offices only. To be eligible to use the federal write-in ballot, voters must be overseas (all FPO addresses are eligible) and must have made timely application for their state absentee ballot.

Overseas citizens have the right to vote in federal elections in the state in which they resided before going abroad, even if they no longer maintain a residence in that state. Military personnel and family members eligible to vote may vote absentee from within and without the United States. Most states allow 17-year-olds to register and request an absentee ballot if they will be 18 years of age on or before the election date.

Each state accepts the Federal Post Card Application form as a request for registration and ballot. The FPCA form is familiar to local election officials throughout the country. It is distributed to overseas corporations, organizations, military installations, U.S. embassies and consulates that have U.S. citizens.

The timely receipt of absentee ballots continues to be a major problem among military members, their family members and overseas civilians attempting to vote. Ideally, election officials should mail absentee ballots to overseas addresses 45 days before the election to insure the ballot's timely return, or 45 days before the deadline for the receipt of voted absentee ballots if the deadline is other than election day. This 45-day transit time derives from information obtained from the U.S. Postal Service, military postal authorities and post-election surveys conducted by the Federal Voting Assistance Program office.

Some states have enacted legislation enabling ballots to be mailed earlier; others have extended the deadlines for the receipt of voted ballots to a specified number of days after the election. Check the *Voting Assistance Guide* to see if your state is one of these. Whenever possible, voters are advised to have the voting envelope hand stamped to ensure a date appears on the envelope.

Fourteen states have authorized special, blank, absentee ballots for military members and others who have difficulty voting with regular absentee ballots. The states are: Alaska, Arizona, California, Connecticut, Delaware, Georgia, Iowa, Louisiana, Maine, Nebraska, New Hampshire, Oregon, South Carolina and Washington. In these states, absentee ballots are available from local election officials 60-90 days before the election. Check the *Voting Assistance Guide*, because each state's statute varies.

A federal write-in ballot has been authorized to provide an alternative to overseas voters, civilian and military, who do not receive the regular state absentee ballot. To be eligible for this ballot, voters must have made timely application for the regular absentee ballot. The write-in ballot would be submitted and processed in the manner provided by law for absentee ballots in the state involved. A voter must make an application for a regular absentee ballot which must be received by local election officials not less than 30 days before the general election. If overseas voters don't receive the regular state ballot in time, they may use the write-in ballot and write in the name of the candidate or write in the name of a political party (in which case the ballot shall be counted for the candidate of that political party).

An overseas voter who submits a federal write-in absentee ballot and later receives a state absentee ballot may submit the state ballot, but will have the responsibility for informing the appropriate local election official that he or she has submitted more than one ballot.

Questions most often asked

Do I have to be overseas to get a ballot? No. Members and dependents expecting not to be present in the state in which they vote on election day may request an absentee ballot.

How do I get an absentee ballot? The Federal Post Card Application form is accepted by all states as either a request for registration or an absentee ballot. In most states, the FPCA form will both register you and serve as a request for an absentee ballot. The FPCA form *must* be filled out correctly and legibly.

Where do I get the FPCA form? Your voting assistance officer or voting counselor has the FPCA form and also the *Voting Assistance Guide* which provides detailed information on your state and its requirements.

When do I request my absentee ballot? States may differ on their deadline for receiving the FPCA form, but a good rule to follow is mail in your FPCA in time to reach the local election official at least 30 days before the election if you are stationed in the continental United States. But, if you are stationed overseas, allow 45 to 60 days before an election. Keep in mind that your FPCA must be processed by the local election official; your ballot must be mailed to you; you must receive and vote the ballot; and finally, you must return the ballot to the election official in time to be counted.

How do I determine my legal residence? In most cases, your legal residence is where you lived before entering the service. Even if the house you lived in has been torn down and is now a parking lot, then that's where you lived and that's the address you use.

Why is legal residence important? Because the local election official must place you in a voting district. Information on determining your voting residence may be found in the *Voting Assistance Guide* under the title, "Voting Residence."

During submarine deployments, our mail deliveries are few and far between. How will I receive my ballot? If you're from a state that's authorized the special blank, write-in ballot (not to be confused with the new federal write-in ballot), you may apply for the ballot 60 to 90 days before an election and vote before your deployment. The state write-in ballot, sometimes referred to as the "submariner's ballot," was originally authorized to permit submariners to vote before deployment. However, these ballots aren't just for submariners' use. They are available to others who are in remote areas with limited mail service.

The state ballot differs from the federal write-in ballot in that voters may specifically apply for the state write-in ballot where a need exists. The federal write-in ballot is available only to overseas voters or deployed units, and then only when the voter has requested, but not received, the regular state ballot.

Do I have to complete every block on the FPCA form? No, only those required by your state. Be sure to use the *Voting Assistance Guide*. Open the guide to your state. A sample FPCA form has been shaded on those blocks to be completed. Be sure to write legibly and don't forget to sign the FPCA. □

Mail Buoy

Omission on commission

The article in the February 1989 issue of *All Hands* on "Paths to a commission" is a very useful reference, and well done, except for one omission. As they say, "a picture is worth a thousand words," and looking at the photo of a male officer's hat on Page 42 does not convey the "message" that all the programs mentioned are also open to women. In fact, it might convey the message that they are only open to men. Where is the woman officer's hat? Please give "equal photo opportunity" to our Navy women the next time you run one of those articles.

— CAPT K.M. Bruyere
Special Assistant for Women's Policy
Washington, D.C.

Common ground

As a member of the LMET Mobile Training Team at Naval Air Base Coronado, San Diego, I was very impressed with your article in the March 1989 issue, "LMET revisited."

"BZ" to JO1 Lefler and JO1 Bosco for their superb coverage and presentation of this article.

The comments by the MCPO (VanRoekel) are similar to many I have heard from students. In almost every case the parting comment on graduation day has been "I wish I had gone to LMET sooner in my career."

I concur with the remarks about the obstacles people are experiencing in being able to attend the LMET, for whatever reason — funding, lack of support, etc.

Thank you for your fine article.

— ASC Harry L. Jensen
NPS LMET MTT NAB
Coronado, San Diego

Reunions

•**USS Birmingham (CL 62)** — Reunion Aug. 7-13, Charleston, S.C. Contact MaryAnn Jeffreys, 122 John Drive, Chester, Ill. 62233.

•**123rd Seabee Battalion** — Reunion Aug. 10-12, Arlington, Va. Contact Ed Widmayer, 13307 Foxhall Road, Silver Spring, Md. 20906; telephone (301) 942-8988.

•**USS Cochino (SS 345)** — Reunion Aug. 13, Reno, Nev. Contact Lester B. Robertson, 1711 Dixon Drive, Colorado Springs, Colo. 80909; telephone (719) 596-0058.

•**USS Enterprise (CV 6) and air group** — Reunion August 16-20. Norfolk. Contact Howard W. Childress, 4143 Ewell Point, Virginia Beach, Va. 23455; telephone (804) 464-1970.

•**USS Independence (CVL 22)**— Reunion August 17-19. Reno, Nev. Contact C.J. Horth, 200 West San Bernardino Ave., #117, Rialto, Calif. 92376; telephone (714) 874-6849.

•**USS Thomas J. Gary (DE/DER 326)** — Reunion Aug. 17-20, West Virginia. Contact Ron Day, Route 1, Box 82, Heuvelton, N.Y. 13654; telephone (315) 344-8823.

•**USS Cortland (APA 75)** — Reunion Aug. 18-20, St. Louis. Contact Alvin E. Miller, 3425 Center Point Road N.E., Cedar Rapids, Iowa 52402; telephone (319) 393-8152.

•**USS Helena, USS Benham (FG 9, CL 50, CA 75, SSN 725, DD 397)** — Reunion August 23-27. Helena, Mont. Contact Bill Bunker, 596A West Huntington Drive, Arcadia, Calif. 91006; telephone (818) 446-7361.

•**USS Topeka (CL 67)** — Reunion Aug. 24-26. Contact James W, Wilson, 1022 West Abbott, Muncie, Ind. 47303; telephone (317) 288-3949.

•**USS Eaton (DD/DDE 510)** — Reunion August 24-27. Coralville, Iowa. Contact Barbara Gorvin, Rt. #1 Box 165, Oxford, Iowa 52322; telephone (319) 628-4964.

•**USS LST 49** — Reunion August 24-27. Pittsburgh. Contact Frank W. Reeves, Rt. # 4, Box 204A, Ava, Mo. 65608; telephone (417) 683-2440.

•**USS Ranger (CVA 61)** — Reunion August 25-27. San Diego. Contact John Muzio, P.O. Box 49, Round Top, N.Y. 12473

•**Nebraska Korean War Veterans** — Reunion Aug. 25-27, Grand Island, Neb. Contact Lyle McMindes, P.O. Box 1346, Grand Island, Neb. 68802.

•**USS Guam (CB 2)** — Reunion August, Buffalo, N.Y. Contact J. L. LoDestro, 19 Homestead St., Falconer, N.Y. 14733.

•**USS Voge (FF 1047)** — Reunion to accompany decommissioning, August. Contact Public Affairs Officer, USS *Voge* (FF 1047), FPO Miami 34093-1407; telephone (904) 246-5487 or (autovon) 960-5487.

•**USS McDermut (DD 677)** — Reunion August 31- Sept. 2. Nashville, Tenn. Contact C.H. Pippitt, 2156 University Court, Clearwater, Fla. 34624; telephone (813) 461-2904.

•**USS Clemson (DD 186, APD 31)** — Reunion August. Pittsburgh. Contact Fred W. Haag, 92 East Steuben St., Pittsburgh, Pa. 15205; telephone (412) 921-5425.

•**USS Arided (AK 73)** — Reunion in August. Sarasota, Fla. Contact Richard Baker, 1002 Catherine Ave., Kinston, N.C. 28501.

•**USS LST 266** — Reunion August. Norfolk. Contact Edward J. Dyar, 6075 Darramoor Road, Birmingham, Mich. 48010; telephone (313) 626-7732.

•**USS Hollister (DD 788)** — Reunion proposed August. Contact John Mills Jr., 1329 Walker Drive, Soledad, Calif. 93960; telephone (408) 678-3285.

•**USS Garrett County (LST 786)** — Reunion August. Contact Patrick C. Sandoval, 939 Avant Ave., San Antonio, Texas 78210.

•**USS Hutchins (DD 476)** — Reunion proposed. Contact Edward Bishop, 1748 Rolling Ridge Lane, Toms River, N.J. 08755; telephone (201) 244-0682.

•**USS Pitt (APA 223)** — Reunion proposed. Contact George Langr, 17 West Main St., P.O. Box 306, Johnstown, N.Y. 12095.

•**U.S. Navy Radiomen** — Reunion proposed. Norfolk. Contact W. A. Clendenin, P.O. Box 15432, Norfolk, Va. 23511; telephone (804) 853-9108.

•**USS Juneau (CLAA 119)** — Reunion proposed. Contact Kenneth R. Cook, 63 Fort Royal Ave., Charleston, S.C. 29407; telephone (803) 556-8102.

•**University of Washington NROTC Unit** — Reunion proposed. Contact Commanding Officer, NROTC Unit, University of Washington, Seattle, Wash. 98195; telephone (206) 543-0170.

•**USS Conway (DD 507), 1942-1970** — Reunion proposed. Contact Carl Shand, RD 3, Ware Road, Fulton, N.Y. 13069; telephone (315) 592-7891.

•**USS Salem (CA 139)** — Reunion proposed. Contact Bob Daniels, P.O. Box 34303, Indianapolis, Ind. 46234; telephone (317) 271-6850.

•**Boston University NROTC Unit** — Reunion proposed. Contact Boston University NROTC Alumni Officer, Boston University, 116 Bay State Road, Boston, Mass. 02215; telephone (617) 353-4232.

Crew members play a fast game of volleyball during a recreation period aboard the aircraft carrier USS *Kitty Hawk* (CV 63). U.S. Navy photo.

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