Crew members aboard submarine tender USS Frank Cable (AS 40) create a living symbol of their motto: "The Navy’s only 4.0 tender." Photo by PH1 (SW) Mark D. Ball.
More brains than brawn
LCCs — nerve centers for the fleet

Capt. John Moore
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A journey through space and time

Avenger comes on line
New wooden-hulled ship commissioned

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Back Cover: Newly commissioned USS Avenger (MCM 1) is equipped with a mine neutralization vehicle. Actually a remotely piloted submersible, the vehicle hunts mines with sonar, sending back a television picture to operators on the ship, and finally detonating mines by dropping small explosive charges. See story Page 13. Photo by PH1 (AC) W. V. Breyfogle.
Active-duty dental plan

The military services’ new Active-Duty Dependents Dental Plan relies heavily on information provided by the Defense Enrollment Eligibility Reporting System to determine who is eligible for the plan.

DEERS is a computerized listing of active duty and retired military personnel and their family members. The DEERS listings are used to determine eligibility for military medical care and CHAMPUS benefits, as well as for the dental plan.

The contractor for the dental program, Delta Dental Plan of California, will be using information from the DEERS data base to make sure that any active-duty family member listed on a claim is enrolled in the plan. If the family member isn’t listed, Delta Dental Plan will hold the claim for up to 60 days, and will notify both DEERS and the active-duty family member that the claim is being held.

For this reason, it is important for all active-duty military sponsors to make sure information in the DEERS files about them and their families is accurate and up-to-date.

Any new enrollments or information will be received and processed by each uniformed service’s finance center and personnel offices. Delta Dental Plan will update their enrollment files monthly based on new information received from DEERS. Contact your personnel office for further information.

Navy astronauts honored

The newly-constructed Shepard-Glenn Command Center for Space Systems Operations, in Dahlgren, Va., was dedicated Oct. 1 by its namesakes, Alan B. Shepard Jr. and Senator John H. Glenn Jr. (D-Ohio).

Chief of Naval Operations Adm. Carlisle A. H. Trost spoke at the dedication.

Shepard and Glenn were the first two naval aviators to travel in space. Shepard, now a retired Navy rear admiral, became the first American in space with his suborbital flight on May 5, 1961. Glenn, a retired Marine colonel, flew the United States’ first manned orbital mission Feb. 20, 1962.

The 30,000-square-foot command and control center is the new headquarters for the Naval Space Command. The operations center is designed to monitor and control naval space activities into the 21st century.

Danger pay retroactive

The Navy has determined that the crews of USS Fox (CG 33), USS Kidd (DDG 993) and USS Crommelin (FFG 37) are entitled to imminent danger pay for the month of July 1987.

The entitlement is based on the on-scene commander’s determination that crew members were in danger from the mine explosion that damaged the tanker Bridgeton on July 24. The ships were on escort duty when the Bridgeton struck a mine while transiting the Persian Gulf.

Men aboard these ships July 24 and uniformed personnel aboard the tankers under escort are entitled to a payment of $110, even though the area had not yet been designated an imminent danger pay zone. On Aug. 25, the Secretary of Defense designated the entire Persian Gulf region as a zone for payment of the monthly imminent danger pay.

Beware of insurance hoax

A GI insurance dividend hoax that has, from time to time, been aimed at veterans over the past 25 years, is again plaguing the Veterans Administration, this time with a new target — the Vietnam-era veteran.

Mysterious announcements have appeared, promising dividends “whether or not the insurance is still carried,” and announcing that payment for as much as several hundred dollars are due and must be paid in order to collect the “dividend.” The announcements attribute the
bogus dividend to recent legislation passed by Congress. "There has been no such legislation," said Robert W. Carey, director of the VA's Philadelphia insurance center.

Applications are often printed in well-meaning, but misguided magazines, newspapers and newsletters. Contacted by the VA, editors are quick to publish retractions, but the interim periods are sometimes weeks or months.

The VA's legitimate dividends are eagerly awaited each year by policyholders. More than three million veterans this year are sharing in an annual dividend distribution of nearly $935 million. Payments are automatic to those who continue to pay premiums, usually on the anniversary date of the policy. No application is needed.

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**New uniform regs**

The 1987 edition of U.S. Navy uniform regulations is now in distribution to all commands.

If your command has not received a copy, you can get one through normal supply channels from: Navy Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120. The stock numbers for the uniform regulations manual and the recommended binder are: 0500-LP-276-0057 (regs) and 0500-LP-276-0050 (binder).

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**All-weather coats**

Recruit Training Commands have begun issuing Navy All-weather coats to Navy recruits in place of raincoats.

Previously authorized for wear only by chief petty officers and officers, the Navy All-weather coat is now authorized for all Navy people.

The estimated wear life of the $42.95 All-weather coat is ten years.

A mandatory wear date for the All-weather coat has not yet been established. Raincoats of previously authorized styles and fabrics, in serviceable condition, are authorized for wear until further notice.
Blue Ridge

Using the advanced communications gear and hi-tech computers aboard his flagship Blue Ridge, Commander 7th Fleet is able to accurately monitor Navy operations over 52 million square miles of open sea.

Story by JO1 Lynn Jenkins
Photo by PH2 Thomas Normandeau

There's absolutely nothing "sexy" about USS Blue Ridge (LCC 19). It doesn't have the battleship's offensive firepower nor the destroyer's sleek lines. But make no mistake, this amphibious command ship is one of the most valuable vessels in the fleet.

What this 620-foot ship lacks in racy image it makes up for with a battery of computer and communications gear. The heart of this hardware is three highly complex major computers, which, along with a sophisticated communications network and subordinate computers, allow the 7th Fleet Commander, Vice Adm. Paul David Miller, to accurately monitor all 7th Fleet air, surface and subsurface operations.

(continued on Page 6)

Blue Ridge anchors off the coast of Pattaya, Thailand.
Mt. Whitney

Being the nerve center for 2nd Fleet can be very demanding. During a recent exercise LCC 20 communications staff processed 116,000 messages.

Story by Lt. Cmdr. Tracy Connors

Aboard the USS Mt. Whitney (LCC 20) "everything has to be done right the first time," according to Master Chief Signalman Jerry Ledbetter, command master chief aboard Mt. Whitney. "As the flagship for the 2nd Fleet, we have to be right all the time. We are expected to perform, as a ship and as a crew, at the highest levels — and that means now." The flagship has a complement of 750 men and 45 officers. There are many demands made on Mt. Whitney, with up to three different flag staffs embarked at the same time, but, "we respond to meet those demands," Ledbetter said.

As command master chief, Ledbetter's job is, as he sees it, motivation. "If there is a problem at the 'deck plate' level, I take it to the captain with a recommendation on how to fix it." He relies on "good programs for the crew, good chow, good movies, entertainment and sports. All of that is involved in keeping your crew happy — and productive," he said.

(continued on Page 7)
Blue Ridge

Blue Ridge, operating out of Yokosuka, is designed to serve as the Fleet nerve center. To fill this enormous role, the flag ship’s main deck boasts such a variety of antennas and radar sensors that it takes up an area half the size of a football field. From his flag command center aboard Blue Ridge, Miller can direct, depending on the nature and area of operations, up to 80 ships, 400 aircraft and more than 60,000 sailors and marines. His area of responsibility is 52 million square miles — from the Cape of Good Hope to the North Pole.

It is no accident that LCC 19 is perfectly suited as 7th Fleet’s mobile base. Blue Ridge was designed from the keel up as a command and control center. It is the end product of four decades of Navy experience with the difficult problems of command, control and communication. These problems are tackled aboard Blue Ridge with the help of the most reliable hi-tech computers — the Navy Tactical Data System and the Amphibious Support Information System plus the latest addition, the Joint Operational Tactical System. NTDS, ASIS and JOTS use information from Blue Ridge’s radar equipment and data links from other fleet ships to build a complete tactical picture. Using NTDS, Miller is able to make the most expeditious and coordinated weapons assignments to protect the Fleet from attack. Working along with NTDS, ASIS provides the flag staff with the instantaneous logistical information needed to make the right tactical decisions.

In addition to these two major computer systems, an extremely refined communication system is also an integral part of the ship’s design. That design accommodates the embarkation of three flag staffs. Along with Commander 7th Fleet, Blue Ridge serves as a command platform for Commander, 7th Fleet Amphibious Task Force and the Commanding General of the 7th Fleet Landing Force.

As impressive as all this is, there’s more. Blue Ridge recently installed a new Tactical Flag Command Center. Among the features provided by the new center:

“I have never served with a better crew. They are 4.0 to the man.”

two large digital displays for automated, “real time” tracking of operations and intelligence; space for co-location of three operational support staffs; closed-circuit audio and video communications to key areas throughout the ship; computer-automated planning aids; and high-speed computer-to-computer communications ashore and afloat.

But as with any ship in the fleet, all the expensive equipment in the world means nothing without good men to operate it. On board Blue Ridge there are more than 800 good men. “I have never served with a better crew,” said Capt. John H. Heidt, commanding officer. “They are 4.0 to the man.”

The command center is filled with quiet intensity as five officers concentrate on the job at hand. Gathered around the long table which dominates the room, the men carefully weigh each new fact and consider all angles before making a decision. Mounds of message traffic and other paperwork, half-filled coffee cups and overflowing ashtrays give evidence of their long hours on watch.

Weary after a busy watch, the comm center messenger makes his way to the staff duty officer and hands him the latest exercise message. The officer quickly scans the message, checks his force’s position on the large digital display and then adds the message to an ever-growing pile of exercise traffic in front of him.

Exercise “players” aboard the 7th Fleet flag ship must constantly hone their skills. To do this the ship participates in several major fleet exercises every year. These can be fleet training exercises, which often involve the actual movement of 7th Fleet, Army, Air Force or allied units, or they can be command post exercises, conducted entirely on paper. All this prepares the flag ship’s crew to function flawlessly in real-life situations. “In our exercise planning we look at various situations. Primarily we look at our strategy and try to translate that into types of exercises,” said Capt. Edward Zunich, 7th Fleet assistant chief of staff for plans.

The command post exercise closely resembles the popular game “Dungeons and Dragons.” CPX players at several commands are fed information and intelligence to consider, use and act on. Like the “Dungeon Master” who controls the “D and D” game, controllers lead and direct the scope of a CPX and monitor the players’ reactions.

“The purpose of all exercise programs is to set up some cohesiveness, so that when we conduct these exercises they have relevance,” Zunich said.

Besides helping U.S. Navy personnel react correctly to every operational contingency, part of the command ship’s mission is to promote friendly relations with our allies. “We have to look at the treaties we have, have to look at our allies’ national interests and we have to look at their political situations,” Zunich said. “We also have to look not only at our relationship with these countries, but at their relationships to each other as well.” He added, “All of this information has to be fed into some sort of coherent program.

“It’s a two-way street,” Zunich said, explaining that all plans are based on mutual benefit. “We at 7th Fleet have translated those goals into things that accomplish CinCPac’s objective, as well as 7th Fleet’s.”

Jenkins is a photojournalist for All Hands. Normandeau is assigned to Blue Ridge.

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ALL HANDS
Mt. Whitney

The key to USS Mt. Whitney’s productivity is its ability to properly control combat systems and its ability to share data with other combatants. This is done through the Naval Technical Data System. NTDS is a highly sophisticated combination of digital computers, displays, and data links, which allows on-line collection, processing, storage, and presentation of information from various sensors, aircraft, and ships. The NTDS presents an instantaneous visual display of the tactical situation of friendly and enemy forces. Tactical information can be viewed on any one of 28 consoles located in various command control modules.

When Mt. Whitney is the link coordinator, other NTDS ships take their cue from LCC 20. “They key off us,” said Cmdr. Timothy Kok, Mt. Whitney executive officer. “We also provide direct input into the flag command center from which the embarked flag controls and directs the battle,” Kok said. “So it is important that we have a system that operates properly and can maintain that input of good data for the fleet commander.”

Other vital systems aboard Mt. Whitney are found in its communications department, which has virtually every type of advanced afloat communications system in fleet use. Speaking of LCCs, Kok said, “We are, in fact, the world’s largest afloat communications station.” He added that the fleet commander has “a wide range of warfare assets available to him to carry out his war-fighting efforts. The ship must be able to communicate and receive external input from various sources, literally around the globe, input that he must have to manage those assets,” Kok said.

The fleet commander agrees. “I just can’t conceive of doing my job without Mt. Whitney,” said Vice Adm. Charles R. Larson, commander of the 2nd Fleet. “Operating from an afloat command as well equipped for her mission as is Mt. Whitney, gives the fleet commander the flexibility to position his base of operations for optimum survivability, command and communications during fleet operations.”

Although the ship’s main fighting equipment is actually the electronics and communications suite, Mt. Whitney is also armed, in the more literal sense, with two rapid-fire, 3-inch, 50mm guns and the basic-point-defense missile system. The Phalanx close-in weapons system will soon be added.

Duty on board the fleet flagship can be different from duty aboard other ships. Physically, the ship is a sparkler, constantly being maintained at a high level of material readiness and good looks. According to one sailor, the

“Aboard Mt. Whitney, we really stress that damage control personnel and systems have to be in the highest possible state of readiness.”

“LCC” in the ship’s hull designation stands for “Let’s Clean Continuously.” Topside or below deck, polishing, buffing, chipping and painting go on day and night. The constant cleaning is required, in part, because of the ship’s large personnel complement, 750 crewmen, 45 officers, plus up to three embarked flag staffs.

For instance, Mt. Whitney has “one of the largest concentrations of officer berthing afloat,” according to Lt. Eric Krikorian, the ship’s damage control assistant. In addition to maintaining the spaces and equipment contained in the ship’s command and control centers, there is “the challenge of maintaining staterooms and berthing areas for hundreds of sailors. This ranges from control of the environment — heat and air conditioning — to power, telephones, and potable water. Just call us ‘repairs unlimited,’” Krikorian joked. The desk watch in DC Central handles over 30 maintenance trouble calls per day. “It’s like running the public works department for a small city — with embarked staffs, nearly 1,500 people.”

Mt. Whitney’s systems are newer and far more complex than those of most other ships. Even the firefighting system is the latest and best available in the fleet, including the installed halon system and the aqueous film-forming foam systems. “Aboard Mt. Whitney, we really stress that damage control personnel and systems have to be in the highest possible state of readiness — and they are,” he said proudly. “I really push damage control training to the letter of the law,” he said.

Service aboard the command ship is more demanding for all hands, Krikorian admitted. But he sees great motivation in Mt. Whitney sailors, “probably as a result of the high standards we set and maintain.” And higher standards mean more desirable duty, which is why assignment to an LCC is a popular choice. “It’s hard to get stationed aboard a command like Mt. Whitney,” said Krikorian, a former CNO Shore Sailor of the Year.

“Duty aboard the command ship is good duty . . . demanding duty,” Krikorian pointed out, “because of the role we play. At times it becomes almost hectic. But for those other sailors, chiefs, and officers looking for duty on a command ship, I believe it is more than a notch above similar shipboard duty elsewhere. At a command like this you can make — or break — a career. But if you want to go places, this is the place to come,” he concluded.

Because it is a flagship, however, the tempo of operations never lets up. “If you report aboard this ship,” Ledbetter said with a chuckle, “you had better be ready to work.”

Connors, a reservist with NIRA Det 206, served in the Public Affairs Office, Commander Striking Fleet Atlantic.
Since it was first published in 1898, Jane's Fighting Ships has come to be acknowledged as the premier reference work on the world's navies. Pressed between the hard-bound covers of this 800-page tome are nearly half a million individual facts on all classes of ships that make up the military fleets of all sea-going nations. For 90 years, Jane's has been an indispensable sourcebook for both the naval and civilian communities.

All Hands had the opportunity to interview Capt. John E. Moore, RN, retiring editor of Jane's and his successor, Capt. Richard Sharpe, OBE, RN, during a visit to the Pentagon.

Capt. Moore has been editor of Jane's for the past 15 years. He was selected for the position in 1972 following his retirement from the British Royal Navy.

All Hands: How has the world sea-power picture changed during your tenure as editor of Jane's?

Moore: In 15 years, I don't think there has been so much a power shift as a change of emphasis or change of capabilities. Where the U.S. Navy is concerned, the main elements have been the change to Trident and support for aircraft carriers. This has given a fair measure of substance to the fleets. I also feel that the arrival of Aegis in the fleet is very important. Although it has been criticized in many ways, I think the great strength of Aegis is that it does provide area surveillance, both surface and air.

Capt. John Moore (seated) and his successor as editor of Jane's Fighting Ships, Capt. Richard Sharpe.
John Moore

British Royal Navy Captain’s farewell tour after 15 years as editor of Jane’s Fighting Ships.

Story and photo by JO2 Michael McKinley

which has been a great savings in respect to air operations. I can’t see anything else in the world that remotely approaches it in effectiveness.

There have been many changes in the Soviet Navy. The advances they have made in submarines since 1972 have been dramatic and the extent of missile armanent in the Soviet Navy has increased a great deal. Also, they have had a philosophical change of mind and have gone to aircraft carriers.

The Chinese Navy has expanded extraordinarily. They have now moved away from using old Soviet ship designs and are producing their own designs."

"The Chinese Navy has expanded extraordinarily. They have now moved away from using old Soviet ship designs and are producing their own designs."

on the relationship between the U.S. Navy and the various administrations in the last 15 years?

Moore: When I first started with Jane’s, the U.S. Navy had somewhere in the region of 968 ships. I watched with some dismay as the whole thing was whittled down. I think that the rebuilding program that has been instituted during the present administration has put the Navy back on its feet.

But to me, the most important point was when Congress recognized the necessity of doing something about pay and service conditions. I think that the Warner-Nunn initiative has probably saved this Navy from semi-disaster. There is no point in having a 600-ship fleet if you can’t man the ships. I am rather concerned that the Navy seems to get the rough edge of the deal when it comes to recruiting. Retention and recruiting of not necessarily the highest level but certainly adequately educated people for the Navy is essential today. I think that politicians were inclined at times to get too wrapped up in discussions of shiny weapons and sleek submarines and forget the people who were behind this hardware.

All Hands: How would you comment on the relationship between the U.S. Navy and the various administrations in the last 15 years?

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All Hands: In regard to the U.S. Navy’s rebuilding program, are we covering all the bases strategically, or are there still certain weaknesses?

Moore: I think one of the greatest gaps overall, not only in the U.S. Navy but in the NATO sea forces as well, is in mine countermeasures. I think the recent episode in the Persian Gulf has proved that the warnings that have come through Jane’s over the years have not been totally irrational and there is a great need for mine countermeasures. I do think that this is an area that has been grossly underfunded in the past.

When you consider that the main bulk of the U.S. Navy’s mine countermeasure force was commissioned about 1957 and you think of the enormous area it must look after, if only in the continental U.S., then the forces are totally inadequate, in my view. The Navy must not only look after the ports, but must maintain swept channels around thousands of miles of coast. You must also take into consideration that Cuba is close to the Gulf of Mexico and does have facilities for minelaying.

All Hands: If you had complete control of the U.S. Navy for the next 20 years, what would you do with it?

Moore: First I would ask myself the
Capt. John Moore

following questions: What money and support can I expect from Congress and what do my intelligence experts forecast for the future? I remember Adm. Elmo Zumwalt saying to me when he first came into office as CNO, "If Congress is going to cut my fleet then the one thing I have to rely on and concentrate on is the intelligence I am going to get."

I would also stress research and development in anti-submarine warfare. In this area, I would like to see attempts to produce submarines of different types. It would be prudent to think of smaller submarines with particular tasks, rather than having all submarines very big and very capable in all directions. I would request increased R&D funds for Aegis and the improvement of weapons systems that are available to Aegis ships. I would certainly ask for much more for mine countermeasures.

One more thing I would try to do is to explain to people that in this century, so far, we have had about 11 years of major warfare. In the interim periods we have had an enormous amount of what is now known as low-level conflict. I would ask people to investigate whether there was not a way of providing more ships for the Navy at lower capital costs and running costs and requiring less manpower to deal with these situations. It's all very well having a ship in position A, but you have to remember that even with Aegis, the radius of contacts is comparatively limited when you consider the whole ocean. I think that in the present state of world politics and policies, that numbers of ships are very important, especially when you have such a worldwide interest as the U.S. Navy does.

All Hands: What are your thoughts on the U.S. Navy's new airship program?
Moore: I think the U.S. Navy has taken a brave move in putting money into a development program. I hope the jump from a comparatively small airship to something much larger will be achieved successfully. It's a very brave thing to do and I think there is a tremendous area that could be covered by airships. They are cheap in capital, maintenance, manpower and running costs and are available for ASW. I see a great future for airships.

All Hands: What has been one of your more outstanding experiences as editor of Jane's?
Moore: It is difficult to pinpoint one particular incident. What I have gained is a continuation of my naval affiliation. I was in the Navy for 33 years before I joined Jane's. I've been doing that for 15 years. I've kept my friends... and those that I have criticized, I am fortunate that they have remained my friends. In countries all over the world, during my naval career, it has been pleasant to keep in touch with them and watch them rise in the ranks. Many of the chaps I knew as young officers became CNOs and retired. I think my job in the Navy was a job I understood. To have a task which continues that in civilian life has been absolutely fascinating.

All Hands: Capt. Sharpe, how does it feel for you to be taking over the reins as editor of Jane's and what are your plans for the book? Are there going to be any changes or additions?
Sharpe: In answer to your first question, I think it is going to be a formidable task following in the footsteps of my extremely competent predecessor, Capt. Moore. But I do think I am quite well qualified. As to there being any changes in Jane's while I'm editor, let me say that I think it would be a very arrogant man who would say "I can do better than this." But if I was looking to fiddle around the edges and make minor changes, I would give a little more space in the book to shipboard aircraft. I would say that the importance of shipboard aircraft is now so great and they play such a major role in a maritime battle, that maybe we need to give more space to them. Of course you can't go on getting bigger and bigger, because in the end you'll need a crane just to lift the book. Yet something has got to give way to allow a little more on maritime air. I think one way to do this is to lessen the space given to lesser, noncombatant ships. This would be the only minor change I can see. But the book's format will remain consistent. This consistency has paved the way for the book's greatest compliment. Other countries producing similar reference books have tended to copy Jane's format. And, after all, being copied is the greatest compliment that can be paid.

"Cuba is close to the Gulf of Mexico and does have facilities for minelaying."

"I think the U.S. Navy has taken a brave move in putting money into an airship development program."

— McKinley is a staff writer for All Hands.

ALL HANDS
Portland to Portland

Ship and crew journey through space and time

Story by Lt. Chris Boylan

The ship rolled a bit, reminding 15 veterans of World War II that they were indeed at sea again. The invitation they'd received from the commanding officer of USS Portland (LSD 37) was real: join the ship on a three-day port visit to its namesake city in Maine.

It was a chance to swap stories and marvel over the changes in shipboard life after 40-odd years, and, at the same time, to remark on how much it remained the same. These veterans had served aboard the original heavy cruiser USS Portland (CA 33), nicknamed “Sweet Pea.”

At the end of the cruise, in Portland, Maine, the veterans participated in a memorial service honoring nineteen of their former shipmates who had been lost in battle.

In spite of those casualties, Sweet Pea was considered a lucky ship during the war years. On Dec. 4, 1941, CA 33 was detailed to escort the aircraft carrier USS Lexington (CV 2) to Midway Island, missing the attack on Pearl Harbor that sank so many ships and killed so many sailors.

Her good fortune soon ran out, however, at Guadalcanal on Nov. 13, 1942. A torpedo severely damaged Sweet Pea, but the crew still managed to fire a direct hit on a Japanese destroyer. Once repaired, Portland established an impressive record that earned it 16 battle stars from engagements at Midway, Guadalcanal, the Marshall Islands, Truk, Leyte, Okinawa and the Eastern Solomons.

But that was 45 years ago. The veterans visiting present-day Portland never expected to ride the waves on a U.S. warship again. They were impressed with the sophistication of the Phalanx anti-missile system. “It kinda looks like that Star Wars character a bit, doesn’t it?” drawled Texan Jack Fowler, a Water Tender 1st Class who admitted he’d fired more boilers than guns during his stint on Sweet Pea.

A former Quartermaster 3rd Class, Clay Ridgely, took a turn at Portland’s helm, and commented, “I did prefer the larger wheel on the old Sweet Pea. This
Portland to Portland

one doesn’t even have spokes.”

Three decks below, Marion Honaker, who had served as a Pharmacist’s Mate 1st Class, talked with Portland’s “Doc.” “There were no pre-packaged ointments or salves. We spent hours kneading certain concoctions — just as if we were making bread,” the veteran recalled.

After dinner in the mess one night, Don Martin, a former Signalman 2nd Class, recalled the radio propaganda broadcasts from Japan. “Old Tokyo Rose had us reported as being sunk four times in less than two years. It made your skin crawl when she’d send her condolences.”

Meanwhile, Omar Smith, who served as a Chief Aviation Boatswain’s Mate during the war, watched the sun set off the port quarter of Portland’s helo flight deck. He reminisced about Sweet Pea, which had four seaplanes but no flight deck. “We used to shoot ‘em off catapults at nearly sixty miles an hour and then pull ‘em back on board with a big hook.”

Looking down into the ship’s 442-foot-long well deck, graced at the forward end with a Universal weight room, another veteran, Boatswain’s Mate 1st Class Herb Roach remembered, “We hardly had enough room to do push-ups aboard the CA 33. And it got even worse when we served as a troop ship, ferrying thousands of GIs back home at the end of the war.”

The arrival in Portland brought back distinct memories to Vernon Tinsley, who recalled that as a Boatswain’s Mate 2nd Class, he manned the rails of the first Portland as it pulled into the very same pier for a Navy Day port call in 1945. Now, 42 years later, he wedged himself between two third class petty officers on the starboard wing wall and waved to the local media who had gathered on the dock. “I guess we’re gonna be famous,” he chuckled.

Invited to city hall with Portland’s commanding officer, the 15 veterans saw for the first time Sweet Pea’s silver service, held by the city since the original Portland’s decommissioning. It was donated to the first Portland by the city in 1934, and presented again to the current ship.

The journey climaxed the next day with the memorial service held to honor those who perished aboard Sweet Pea in 1942. The veterans were joined by 200 of Portland’s crew flanking the main mast, bell and shield of the old CA 33, at a site overlooking Casco Bay. A special guest, Mrs. Mary Doughty, was on hand — at the age of 12, she broke the bottle of champagne on CA 33’s bow, sending it down the ways and into the water for the first time.

The weekend visit over, Portland eased away from her mooring early Monday morning and slipped without fanfare from port. The camaraderie and emotion of the visit reached its peak as sailors of different generations manned the rails side-by-side and waved farewell to their namesake city. Once again, a ship named Portland set out to sea to continue in the proud tradition of her predecessor.

Boylan is a reservist assigned to NROI Det 102, New York.

ALL HANDS
With the commissioning of the new mine countermeasures ship, USS *Avenger* (MCM 1), a whole new chapter of mine warfare began in the U.S. Navy. With her awesome assortment of ultramodern mine-hunting and -sweeping equipment on board, *Avenger* and the rest of the ships in her class will bring a new sense of security to ship commanders in today's troubled waters.

"I think the distance between Sturgeon Bay, Wis., and the Persian Gulf is a lot shorter today than it was when we first started building this ship," said commissioning speaker Les Aspin, congressman from Wisconsin. Looking at the ship, riding lightly at pierside, he marveled at how such a small ship could nevertheless be so complex. "It is quite a piece of work," Aspin said.

Retired Vice Adm. James B. Stock-
dale, principal speaker for the day, said the new ship’s mission will be a critical one. He advised the crew to be proud of their mission. “Play well the given part,” Stockdale said. “Your work is surgical — you must be slow and cagey. Indulge yourself with pride — you are doing noble things.”

The theme for the day was set by Capt. Thomas J. Kile, Naval Sea Systems Command supervisor of shipbuilding in Sturgeon Bay, when he pointed out that in addition to receiving the latest in technology, Avenger and her crew also were heirs to a unique heritage.

“Today, you and your crew join a long, proud tradition of wooden ships and iron men,” he said.

Avenger is the first wooden ship built as a U.S. Navy combatant since the last months of the Korean War.

The Avenger-class of mine countermeasures ships represents a grand step backward and forward at the same time. While the new ship packs precision electronics and state-of-the-art mine hunting gear, it also is something of an anachronism in an era of steel- and aluminum-hulled ships.

Avenger crewmen say they wouldn’t
or couldn’t — have it any other way.

“The wooden ship is the only vessel that’s able to sail into the thick of a minefield,” claimed Electrician’s Mate Senior Chief Gerald Thorsell, the ship’s maintenance and materials management coordinator. “We have proven that it’s the way to go in mine warfare.”

Thorsell went on to explain that the new ship’s old-fashioned wooden hull and superstructure — together with widespread use throughout the ship of non-magnetic metals, including aluminum engines — gives the ship absolutely no magnetic “signature.” That lack is important, he added, because new classes of mines now in stockpiles around the world can be triggered by the magnetism given off by most ships’ steel hulls. But with the solution of some old problems come some other new problems.

Hull Technician 1st Class Paul Defibaugh, attached to the ship’s deck division, said hull technicians on board a wooden ship face some difficulties they aren’t used to.

“We do a lot of woodworking,” he said. “We do a lot of fiberglass repair.” Other than that, he added, an HT’s job remains much the same as aboard a steel-hulled ship. “It’s still damage control,” he said.

Cdr. Robert S. Rawls, the ship’s commanding officer and a veteran of other, older classes of mine-sweepers, said the new ship brought mine warfare into the modern age. “With our new capabilities — the mine neutralization vehicle, sonar, and our precision navigation system — we can sail anywhere in the world,” he said. “There has never been a class of ship with the capabilities this one has — no longer do we just go feeling about in the dark for mines — we can go looking for them.”

The shark-shaped mine neutralization vehicle — brightly painted with a shark’s eyes and gaping jaws — is the quintessence of the new ship’s capabilities. The vehicle — actually a remotely piloted submarine, can probe beneath the surface for mines and send back TV pictures to the operators above. Thus, operators can either determine the type of mines present and how to sweep for them, or they can drop small explosive charges to destroy the mines where they lie.

Thorsell pointed to the immense cable reels stowed aft on the mine warfare deck. He noted that the ship could deploy the traditional cutting cables aft to sever the mooring cables of old-fashioned contact mines, letting them float to the surface where they could be destroyed by gunfire from the ship’s twin .50-caliber machine guns.

In addition, he said that the ship could easily stream a thousand-foot electric cable aft through a minefield, and pulse a huge charge of electricity through it to detonate magnetically triggered mines.

“The old MSOs (ocean-going mine-sweepers) couldn’t do that,” he said, pride evident in his voice. He also pointed out the large, bulbous sonic transducers that could be deployed to simulate the sounds of a ship’s passage, to trigger sonically activated mines.

“This deck is definitely where the action is in mine warfare,” he said.

The ship has a unique mix of old and new technology. After marveling at the immense electric mine-sweeping cables, stowed neatly on their huge reels of the mine-sweeping deck, many visitors commented on the old-fashioned voice tubes and sound-powered phones on the ship’s bridge.

Tour guide Gunner’s Mate 1st Class Gene Paist said that was to be expected. “If something works well, you stick with it,” he said.

Avenger sailors are also uniquely aware of another tradition they can lay claim to. As members of the ship’s commissioning crew, they realize that they give the term “Plank Owner” an entirely new — or a very old — meaning.

“I really do own a plank,” said Thorsell. “But I doubt I’ll collect it. Even though I’ll be around, they expect to get a lot of use out of these ships before they’re replaced.

“We’re talking about 40 years down the road.”

Breyfogle is a reservist assigned to the Navy Office of Information, Det 713, Milwaukee, Wis.
Through cold winter nights and hot summer days, the Lone Sailor stands his watch. Like all good sailors, he's ever alert and faithful to his task. But his is not a shipboard watch. Instead, the Lone Sailor stands watch over the Navy Memorial in Washington, D.C.

A ten-year project of the United States Navy Memorial Foundation, the Navy Memorial was dedicated in October on the Navy's 212th birthday. "It is impossible not to be touched by the Lone Sailor as he looks across the oceans," said Adm. William J. Crowe Jr., chairman of the Joint Chiefs of Staff, during the dedication ceremony. "He will serve as a common rallying point for the men and women of the Navy."

In addition to the Lone Sailor, the memorial includes a 100-foot-diameter amphitheater, a granite world map stretching across the amphitheater floor, a compass rose that will be the site for wreath-laying ceremonies and two pools with fountains. "We rededicate ourselves today to the challenges of the future, in the name of all those 'lone sailors' who served us so well in the past," said Chief of Naval Operations Adm. Carlisle A.H. Trost, addressing the crowd of more than 6,000 people attending the dedication.

According to the Navy Memorial Foundation President, retired Rear Adm. William Thompson, the basic concept for the memorial was developed by several people. The originators were Capt. Walt Thomas, who joined the foundation as a staff member, John Charles Roach, an artist and Naval Reserve Public Affairs Officer, Stanley Bleifeld, the sculptor commissioned for the Navy Memorial, and Thompson himself.

"Stan Bleifeld submitted several different proposals, and one of the latter efforts showed huge waves crashing, with ships riding out the storm. Off to one side was this sailor standing all alone, looking at the creation," Thompson said. "That sailor jumped out at us. Out of the entire proposal, all we wanted was that statue of the sailor, the 'lone sailor.' The name stuck."

Thompson said the idea for the amphitheater came from Ruth Donohue, who served as the foundation's secretary.

Amidst great pomp and ceremony, the U.S. Navy Memorial's seven-foot-tall "Lone Sailor" assumes his watch over the oceans of the world.
There was really no place in Washington, D.C., where military bands could perform outdoor concerts for the public,” Thompson said. “She suggested an amphitheater, and it was the amphitheater that helped us secure the prime location for the Navy Memorial.

“When visitors approach the amphitheater,” he continued, “and see the world map showing the United States surrounded by the oceans, we hope they'll better realize our country's dependence on the Navy. But primarily, we want to honor all U.S. Navy men and women. There are numerous statues around Washington, D.C., that honor specific Navy groups or individuals, but none to honor Navy people as a whole — until now.”

Thompson said Washington, D.C., is homeport to the Navy, and the proper place to honor those who serve. But finding the exact location in the nation’s capitol for construction of the Navy Memorial wasn’t easy. “In fact, nothing about the Navy Memorial project came easy,” he said.

“After all my years in the Navy, you’d think I’d know better than to volunteer, but I wanted to help get the Navy Memorial built.”

There are certain procedures to follow to build a memorial in the capital. First, it literally takes an act of Congress. “We had to get congressional authority. It took us two years, but in 1980 President Carter signed the bill,” Thompson said.

Next came design approval. The National Capital Planning Commission, the Secretary of the Interior and the Commission of Fine Arts all had to endorse the proposal.

The third requirement was site approval, once again involving the National Capital Planning Commission. “In this case, we also needed approval from the government-chartered Pennsylvania Avenue Development Corporation,” Thompson explained. “They owned the two and one-half acres across from the Archives building on Pennsylvania Avenue where we finally constructed the memorial.”

Then there was the problem of fund-raising. “The government cannot finance the construction of memorials, so we had to get a lot of donations,” he said. “We were told corporations donate about 80 percent of the funds for such undertakings, and we are grateful for the many corporate donations we’ve received. But we’re proud of the fact that 50 percent of our donations came from Navy men and women, primarily veterans and members of the Fleet Reserve.”

The memorial was turned over to the National Parks Service for maintenance. “But the foundation will operate the visitor’s center and schedule amphitheater performances,” Thompson said.

Although the Navy Memorial is now open to the public, the best estimate for completion is 1989. Thompson said 22 bronze bas-relief wall carvings, additional statues and the visitor's center are either in production or awaiting funds.

“We don’t want to rush anything,” he said. “We want to be sure everything is right.” For example, the bas-reliefs are funded by specific groups, “... such as the first one, honoring women in the Navy. We didn’t want to hurry the work just for the sake of having it ready for the dedication ceremony.”

In front of the amphitheater are the two pools and fountains. “We’re receiving donations from other countries for the pool dedicated to allied navies,” Thompson said. “As more contributions come in, we’ll add statues to the pool featuring their old-time navies, where many of our U.S. Navy customs and traditions originated.” He said the second pool is dedicated to the modern-day U.S. Navy, and will also feature appropriate statues.

The planned visitor's center includes a 250-seat theater, a ship's store and the log room. “The ship's store will sell high-quality nautical keepsakes of the memorial,” Thompson said, “and the profits will provide the ongoing financial needs of the memorial.”

Contributions made by those who wish to enter veterans' names into the Navy Memorial Log also provide operating funds. “To encourage financial support from Navy veterans for the memorial, and to thank those who have already contributed or had contributions made in their names,” Thompson explained, “the log room will feature a continuous display of the Navy veterans’ names.”

But Thompson feels it's the statue of the Lone Sailor that will endure. “Once the sketch of the statue became public, we were flooded with letters. It really stirred people's emotions,” he said.

“Millions of Americans have served in the Navy,” said Secretary of Defense Caspar Weinberger during the memorial dedication, “but hundreds of millions of Americans have been served by the Navy.”

As the statue of the Lone Sailor was unveiled, Weinberger concluded, “This memorial immortalizes that spirit of dedication and self-sacrifice of the men and women of the Navy.”
Pittsburgh has traditionally been considered America’s steel capital and New York may think of itself as the nation’s cultural center, but no city breathes more life into steel and very few cities enjoy a richer culture than the Hampton Roads area, in Virginia. Hampton Roads offers the diversity of several cities and many cultures. It is also home to more U.S. Navy ships and sailors than just about any other place on earth.

The area takes its name from the roadstead that connects the James, Nansemond and Elizabeth Rivers. Often mistakenly thought of as simply “Norfolk,”
the Hampton Roads area is actually nine cities in southeastern Virginia that have merged into a single urban/suburban megapolis.

The rivers act as natural dividers for the two principal regions within the area. The cities of Norfolk, Virginia Beach, Portsmouth, Chesapeake and Suffolk make up the region known as “Southside.” Newport News, Hampton, Yorktown and Williamsburg are on the “Peninsula,” between the York and James Rivers.

Hampton Roads is the hub of the Navy’s East Coast activity — home for more than 100,000 sailors, 45 aviation squadrons, 64 major shore commands and more than 130 warships. The Navy in Hampton Roads makes up 20 percent of the worldwide U.S. naval forces.

In this international military center, ships and submarines constantly transit the roadstead to arrive at their home port or deploy overseas. Aircraft take off and land day and night from shore stations on missions ranging from carrier qualifications to overseas Military Airlift Command flights.

Sewell’s Point, a peninsula extending from Norfolk into the Hampton Roads waterway itself, is home to Naval Base, Norfolk (the old NOB, or Naval Operations Base) and is heavily concentrated with commands and sailors of every rank and style. Naval Station Norfolk is there, along with Naval Air Station Norfolk, the Atlantic Fleet headquarters and the Armed Forces Staff College. At nearby Virginia Beach is another Naval Air Station, NAS Oceana, which is home base for attack and fighter squadrons that deploy regularly aboard East Coast-based aircraft carriers.

Naval Amphibious Base Little Creek, between Norfolk and Virginia Beach, is 10 miles east of the commands at Sewell’s Point. Little Creek is the headquarters and primary training site for the Atlantic amphibious force, and is the largest U.S. base of its kind.

The Marine Corps amphibious forces train there to provide perimeter defense for landing beach areas. In order to carry out this mission, they learn — among other things — casualty, refugee and prisoner of war evacuation procedures.

The Sea, Air and Land Teams, or SEALs, also train at Little Creek, mastering the various disciplines of special warfare. In wartime they will be prepared to disrupt enemy forces behind their own lines, anywhere in the world.

A mobile diving and salvage unit is also located at Little Creek. It offers peacetime harbor clearing, firefighting, demolition services and underwater salvage expertise. Members from this unit most recently came into the public eye while assisting in space shuttle Challenger recovery operations in 1986.

Whether serving at sea or ashore, for many sailors, Marines and their families, Hampton Roads is the best of duty. Add the number of Navy families, retirees, reservists and Navy civilians to the active duty number and the Navy population in the area totals about 450,000. This is one third of the Hampton Roads area’s total population. Of course, all these people have to have somewhere to live, and Hampton Roads is able to accommodate them.

Homes are plentiful and fairly reasonably priced, compared to Washington, D.C., or San Diego. Although there is a wide range of prices, depending on location, homes generally run anywhere from $50,000 to more than $200,000.

As in most urban areas in the United States, there is a high demand for rental units; therefore, there is a low vacancy rate. Costs for rental units average about $365 for one bedroom, $400 for two bedrooms, $450 for three bedrooms and $500 for a four-plus bedroom unit.

Fortunately there is some Navy help available for Navy house-hunters. There are eight housing referral offices located in the Hampton Roads area. Military orders require checking with the appropriate housing office, prior to negotiating a lease or purchase. You may contact the Housing Officer at the Navy Public Works Center in Norfolk by calling 444-4694. The area code for this, and all other numbers given in this article, is (804).

If all else fails, Navy Lodges can often provide some temporary housing. Call the Norfolk Navy Lodge at 489-2656 or Little Creek, at 464-6215.

Despite the housing crunch, most new arrivals find they are glad to be in Hampton Roads. But if the many Navy men and women are glad to be in the area, the area is even gladder to have them. The Navy contributes about $3.5 billion in salaries to the local economy each year. In addition, there are about $2 billion in ships’ services and contracts.

The Navy contributes to the area culturally as well, through participation by members and their families in all aspects of community life. The Navy families bring a diversity of cultural backgrounds, and the sophistication that comes from...
Travel

Airports. Norfolk International and Patrick Henry. Norfolk is the larger of the two but both are growing. Norfolk International is located off Interstate 64, just a few miles from downtown Norfolk, eight miles from the Naval Station and only five miles from Little Creek Naval Amphibious base. Eight major airlines serve Norfolk International. Patrick Henry, located in Newport News, is mostly serviced by USAir and three commuters.

Transit systems. TRT — Tidewater Regional Transit — services Norfolk, Portsmouth, Chesapeake and Virginia Beach. The fare is 70 cents, 30 cents for a transfer and 25 cents for children under five years of age. Senior citizens pay 35 cents. Pentran — Peninsula Transit — serves Newport News and Hampton. The fare is 60 cents, 10 cents for transfers and half price for senior citizens.

Taxicabs are plentiful in the Hampton Roads area. The average fare is $1.50 for the first mile and $1 for each additional mile.

Car rental agencies are located throughout the area. The average cost per day is $30, with unlimited mileage. Military personnel in the Hampton Roads area on orders can pay as low as $23 daily with unlimited mileage.

Inclusion of Navy people, with their diverse backgrounds, into the general cultural environment of the Hampton Roads area is an especially important factor in determining the area’s unique cultural mix. There are numerous international and ethnic organizations in Norfolk that give Navy people a chance to pursue their particular interests. Many military families are members of the Tidewater Caribbean Association, the Tidewater Reggae Association, Asian and Filipino groups and many ethnic and cultural organizations.

The public schools are a source of pride to area residents. Newcomers should note that pre-school physical exams are required for all children entering the Hampton Roads public school systems. Kindergarteners must be five years old — and first-graders must be six years old — by Dec. 31 of the year they will attend.

ALL HANDS
For more information about Chesapeake schools, call 547-0153; Norfolk, 441-2237; Portsmouth, 393-8751; Virginia Beach, 427-4585; Yorktown, 898-0300; Hampton, 857-8411; Newport News, 599-8600.

Clearly, the Hampton Roads area communities contribute to the quality of Navy life through entertainment, educational and cultural opportunities; by the same token, Navy members and their dependents contribute an abundance of talent and time in the cities' wide-ranging community activities. Navy men and women are Big Brothers, Big Sisters, youth group leaders, scout officials, Chamber of Commerce members, tutors at area schools and colleges and so much more.

While Navy members do much to make the Hampton Roads area a better place to live, local communities have been making major improvements, too.

Several years ago, community leaders helped clear out the once infamous "strip" — a row of bars, tattoo parlors, locker clubs and souvenir shops, which used to be located just outside Naval Station Norfolk. The Navy was allowed to purchase the land and raze the structures. Now there's the modern Sewell's Point Dental Clinic and the Naval Medical Clinic, new warehouses and a Navy Tourist and Information Office.

The new construction hasn't been limited to the neighborhoods around the Naval Base.

Norfolk's downtown area has also benefited from a startling face-lift in recent years. The designer of Baltimore's Harborplace and Boston's Faneuil Hall, James Wilson Rouse, was also the designer of Norfolk's now-famous Waterside, a marketplace and festival area offering evening boat rides, an exotic variety of restaurants, dozens of retail stores and specialty shops, sidewalk musicians, mimes, jugglers and a park and marina.

The renovation of the Norfolk waterfront hasn't stopped with the shops and restaurants. There has been major business construction in recent years, culminating in several impressive skyscrapers. Most notable of these is the World Trade Center, which houses a trade library, conference rooms, coffee shops, a cafeteria, language and translation classes for the maritime community and commercial office space for the Virginia Port Authority, a member of the World Trade Center Organization.

But while there is much to enjoy in newly-renovated downtown Norfolk, the Hampton Roads area's real playground is a 15-minute drive to the east. Virginia Beach, home for many military families, claims to be the world's largest resort city. It offers a 28-mile beach front, restaurants and night-spots, countless souvenir and T-shirt shops, museums, theaters, bicycle rental shops, go-carting and, of course, water sports. Since the climate is generally moderate (there are four distinct seasons), with occasional light snow during the winter months and hot and
Norfolk

humid summers, millions descend on the beaches from May to September. The girl/boy-watching is said to be the best on the East Coast.

If one goes east of Norfolk to play, then to the west is where the work gets done — in the shipyards. Portsmouth, across the Elizabeth River from Norfolk, has been known for well over a century for the Norfolk Naval Shipyard.

NNSY is home for thousands of sailors whose ships are undergoing major overhauls. Last year, the shipyard completed 14 major overhauls on large combatants and 637 overhauls on auxiliary and support craft. It is the world’s largest shipyard devoted exclusively to ship repair and conversion work.

But NNSY is only the oldest shipyard in the area. The biggest is on the north bank of the James River.

Newport News Shipbuilding and Drydock Co., on the Hampton Roads Peninsula, is the largest private employer in Virginia. Although it is a civilian shipyard, it is duty for many sailors while their ships or submarines are under construction and going through sea trials.

Recently, the yard celebrated its 100th anniversary as it launched the nuclear-powered attack submarine USS Newport News (SSN 750). USS Theodore Roosevelt (CVN 71) was launched in 1986 and Abraham Lincoln and George Washington are two other nuclear-powered aircraft carriers now under construction at Newport News.

Once these awesome ships are built and launched, they have to be armed. That job is handled north, a few miles up the York River.

The only combat stevedores in the Navy are located at the Cheatham Annex, near Williamsburg. Nearby, at the U.S. Naval Weapons Station, Yorktown, some 3,000 military and civilian personnel work together to store and load virtually every weapon in the fleet’s arsenal. In the process, the Yorktown and Cheatham personnel attached to the
Far left: USS Puget Sound (AD 38) and USS Comte de Grasse (DD 974) host visitors during Norfolk’s annual Harborfest. Upper left: Elevated view of USS Baltimore (SSN 704) and USS Nathanael Greene (SSBN 636) during Nathanael Greene’s decommissioning. Lower left: Ships large and small moored at Naval Station, Norfolk. Top: Returning sailor greets wife and son. Bottom: USS Harry E. Yarnell (CG 17) moored in Norfolk.
Norfolk

Port group are often busy up and down the East Coast performing joint military amphibious and cargo delivery operations.

As with most work sites in the Hampton Roads area, there are outstanding recreation opportunities nearby.

The Yorktown Visitors' Center, commemorating the Revolutionary War battle that finally brought independence to the United States, sits on the west bank of the York River, just outside the gate to the Weapons Station. The center offers information exhibits and Revolutionary War displays. Here the sights and sounds of the American Revolution are relived.

Colonial Williamsburg is just up the road. With more than 173 acres, 88 original 17th and 18th century buildings and at least 200 reconstructed buildings, the town, populated as it is with appropriately costumed employees, recaptures the architecture and spirit of the 18th century capital of Virginia.

In Hampton Roads, much more is brought to life. Military families and civilians of all races and cultures continue to help build a vital and ever-growing community. They breathe life into the

Above: Geese grace Little Creek's Lake Bradford. Upper right: Dancers perform at Norfolk's annual Azalea Festival. Far right: Many sailors and retirees enjoy Naval Amphibious Base, Little Creek's golf course. Right: Pilot welcomed home with American flag.
huge hulls of steel that find their home here when not sailing the world’s oceans. They keep the aircraft flying. They keep the weapons systems armed and ready. They make Hampton Roads what it is: good duty.

Blankenship, now attending Syracuse Univ., was at NIRA Det 4 when she wrote this story.

Sailors enjoy an afternoon of volleyball at Naval Amphibious Base Little Creek’s Lake Bradford.

MORE INFORMATION
A very useful area guide, which provides basic information for Norfolk newcomers, called The Navy in Hampton Roads, may be available at your local public affairs office. Anyone anticipating coming to the Hampton Roads area may wish to consult that guide.

Festivals

There are numerous festivals and special events celebrated throughout the area, year-round. Among the major community events are Norfolk’s Harborfest, the Virginia Beach Neptune Festival, Ghent Arts Festival, Chesapeake Jubilee Festival, Norfolk’s Azalea Festival, Hampton’s Bay Days and The Portsmouth Seawall Festival.

Harborfest began in 1976 as the Norfolk Operation Sail, attracting 50,000 people that year. More than one million now participate in the downtown waterfront celebration of Norfolk’s maritime heritage on Memorial Day weekend.

Portsmouth’s Seawall Festival has been celebrated for more than 100 years. For the last 15 years, the Seawall Art Show and a parade have been a part of the celebration which takes place across the Elizabeth River from Harborfest on Memorial Day weekend.

The Neptune Festival celebrates Virginia Beach’s success as the largest and fastest growing city in Virginia. Boardwalk Celebration Weekend, Heritage Day, Healthfest, a tennis tournament, triathlon and a formal ball are among the festival’s summer-ending events. The Blue Angels are featured in the annual Neptune Festival airshow.

The Ghent Arts Festival takes place Mother’s Day weekend when the Ghent section of Norfolk becomes a giant outdoor art festival for the community to view and purchase their favorite art pieces.

The Chesapeake Jubilee is oriented toward family participation and over 300,000 people enjoy the three-day event held on the 13-acre site adjacent to Greenbrier Mall in Chesapeake.

Norfolk’s Azalea Festival celebrates the North Atlantic Treaty Organization, Allied Command Atlantic, in Norfolk, and the close ties between the people of the Hampton Roads area and the command’s multinational staff. Military personnel and civilians work hand-in-hand setting up festival activities.

Even with its name changed from Hampton Fair Days to Hampton’s Bay Days, this festival is still designed to improve the quality of life of Hampton citizens by promoting the Chesapeake Bay as a recreational and industrial area and by bringing economic development to the area. The celebration is held over many blocks of downtown Hampton overlooking the bay and activities include a tennis tournament, bike races and a yacht race.
Thoughts on the Norfolk/Tidewater area

Lt. Cdr. John Lloyd is a Norfolk-area native — a 1970 graduate of Portsmouth, Va.’s Cradock High School. A 13-year Navy veteran, Lloyd has been stationed aboard ships homeported in San Diego and Mayport, and reported to Norfolk in July 1987 for his first tour here. He noticed some changes.

“Right outside the naval base main gate there used to be a large number of ‘businesses’ designed to take advantage of sailors, everything from tailors and bars to dancehalls. Those were torn down and now you have a ‘clean’ street.

“What I particularly recall about the area itself, though, is that it has improved by leaps and bounds as far as things to do. It’s always been a place of historical interest — the Yorktown battlefields and Williamsburg. There’s also camping, hunting and fishing, and all sorts of other outdoor sports available.

“The cost of living is moderate, all the things to do here... it’s just so much more cosmopolitan than some smaller duty stations.

“...it’s just so much more cosmopolitan than some smaller duty stations.”

Journalist 2nd Class Thomas M. Logan is assigned to the Navy Public Affairs Center, Norfolk. Before that, Logan was stationed for three years aboard USS Saipan (LHA 2), homeported in Norfolk. He first served in Norfolk in 1982 aboard the dock landing ship USS Austin (LPD 4).

“I have found the cost of living to be high here, and wages for my wife are low. For example, a newspaper ad in Norfolk advertises for an accountant with wages of $12,000 a year. In Minneapolis, an accountant starts in the low $20,000-a-year bracket, but the cost of living there (in Minneapolis) is the same as here.

“Educationally speaking, there are good opportunities here through the master’s level, but only limited doctoral programs. Tuition rates are high, for state-supported schools.

“It is an excellent area for visiting historical sites, especially from the Colonial and Civil War periods.

“One major drawback for me is the horrendous base traffic. Parking on base is worse. Commissary shopping near paydays is an absolute ‘zoo.’

“As for setting up house — fringe areas like Newport News would be attractive places to live because of lower prices and a lot less traffic. Their major drawback is having to come to work and return home through the Hampton Tunnel, under the Elizabeth River, which in itself can be a real juggernaut.

“One drawback for me is the horrendous base traffic. Parking on base is worse. Commissary shopping near paydays is an absolute ‘zoo.’

“Overall, I’m satisfied with living here in Norfolk.”

Navy wife Dahlia G. Garcia, whose husband — Petty Officer 2nd Class Lorenzo M. Garcia — is stationed aboard the Norfolk-based aircraft carrier USS John F. Kennedy (CV 67), enjoys the area. A native of Corpus Christi, Texas, Mrs. Garcia arrived in Norfolk in April 1987 for the first time.

“I like living next to the base because of the convenience of the exchange and the commissary.

“The city of Norfolk provides numerous recreational opportunities such as tennis, softball and bowling.

“We are a Hispanic family and attend a church that provides services in our language, which is important to us.

“The school my children attend is nearby, which makes it very easy for me to discuss my children’s educational needs with their teachers and principal. It also affords me the opportunity to volunteer to assist the school whenever I want.

“My daughter has needed a lot of assistance with her math, and my son has a speech impediment and attends speech therapy twice a week — the school has offered excellent assistance in providing help in both cases.

“The availability of medical care is one aspect of living here that could stand some improvement. As for the availability of pediatric services — I’m satisfied with them in that I haven’t had to wait for long periods for pediatric care.

“Overall I’m satisfied with living here in Norfolk. Most of the people I’ve met are very nice and friendly.”

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Bicycling for those who can’t

A bicycling duo from the Norfolk-based aircraft carrier USS Coral Sea (CV 43) pedaled 640 miles through stormy weather to bring a little sunshine to the Muscular Dystrophy telethon last fall in Virginia Beach, Va.

Aviation Electronics Technician 2nd Class Mario Vittone and Aviation Fire Control Technician 2nd Class Greg Raymond left Norfolk Naval Station on their four-day bike-a-thon that raised $4,000 from Coral Sea sailors and Norfolk community sponsors. The fund drive was bolstered by a telethon held on board Coral Sea where sailors donated $1,400.

Vittone and Raymond were part of a five-member team that represented the ship. Three of their shipmates accompanied the cyclists in the ship’s van providing them with bicycle maintenance and medical assistance.

The cyclists, encountering heavy rain and strong winds during their journey through Virginia and North Carolina, still averaged 160 miles each day. As the bicycling team passed through towns along the way, telethon banners posted on the van brought cheers from local residents. “We felt great about representing Coral Sea and being close to the community,” said Raymond.

Upon reaching the Muscular Dystrophy telethon headquarters in Virginia Beach, Vittone and Raymond presented the check for $4,000.

Despite the foul weather they encountered, Raymond and Vittone are planning a second annual Muscular Dystrophy bike-a-thon. More sponsors, more riders and more money are three priorities of the team, Raymond said. He added, “More sunshine would be nice, too.”

— Story by JO3 Greg Carter, USS Coral Sea

War-of-tugs

Large harbor tugboats at Naval Station, Pearl Harbor, competed recently for awards in the YTB Efficiency Program. Modeled after the Fleet Battle Efficiency Program, the YTB competition determines which tug is best in the areas of damage control, engineering, deck seamanship and operational efficiency.

The large harbor tugboats assigned to the Naval Station undergo a continuing schedule of inspections and evaluations. Damage control requirements are the same as for fleet units; firefighting, flooding and crew completion of damage control PQS are all evaluated.

The engineering evaluation is based upon engineering casualty control exercises, preventive maintenance, engineering reliability, adherence to the oil analysis program and completion of ships’ systems PQS.

Evaluation in deck seamanship is based on graded exercises for man-over-board and abandon-ship drills. Crews are also tested for their general knowledge of their craft’s daily operations.

In addition to awarding the engineering “E,” the damage control “DC” and the deck seamanship “D” with crossed anchors, the tugboat with the highest overall score is awarded the Gold Tugboat “T.”

— Story by JO2 Diane Jacobs, Hawaii Navy News, NS Pearl Harbor

While shipmates look on, the excellence in engineering “E” award is painted on USS Waxahachie (YTB 814), awarded to the large harbor tug after six months of competition with other tugs at Naval Station, Pearl Harbor. Photo by Baron Sekiya.
Bearings

Violent peace

A memorial erected by the 1st Class Petty Officers' Association, Naval Air Facility Detroit, honors the sailors and marines who died in the attacks on USS Stark (FFG 31), the Marine barracks in Beirut, and USS Liberty (AGTR 5), which was accidentally fired on by Israeli aircraft and torpedo boats in 1967.

"I join you in pledging never to forget the sacrifice made by these men, these heroes," said U.S. Senator Carl Levin (D-Mich.), guest speaker for the memorial service. "I am honored to participate in this ceremony of remembrance."

Family members of the three Michigan sailors who died on Stark attended the service. ❑

Saving $ through reutilization

Training-related components with a value of $14 million were reutilized in fiscal year 1986 by repair instructors at Norfolk's Fleet Training Center. A civilian reutilization specialist at the base Defense Reutilization and Marketing Office noticed the components were being delegated to scrap, and a phone call to the instructors brought a quick, positive response. The components, from 155 outdated aviation computer systems, had been removed from older aircraft and replaced by state-of-the-art equipment.

"We have an ongoing need for printed circuit boards, printed wiring boards, and other electronic modules and assemblies," said instructor Rowland L. Bussler. "They provide hands-on experience for students in our miniature/microminiature repair program at Norfolk, and for similar programs in California, Colorado and elsewhere in Virginia."

Bussler and his co-instructors discovered many other items for use in their program, and soon began utilizing warehoused surplus shelving, storage cabinets, chemicals, cleaning fluids, solvents, microscopes, solder, lamps and even dental tools for use in handling small circuitry. Reutilizing such supplies satisfied many of the school's needs without out-of-pocket expenditures, saving millions of taxpayer dollars. ❑

― Story and photo by Victor Haagen, PAO, Defense Reutilization and Marketing Region, Columbus, Ohio.

High school students 'walk the sail'

High school students piloted the nuclear submarine USS Haddo (SSN 604) during an eight-hour daylight cruise off the coast of southern California as part of their award for being the top science students in the nation.

The 25 students, all Naval Science Award winners, were the guests of the Navy for 10 days in San Diego where, in addition to the submarine excursion, the young scientists were introduced to practical application of modern technology at various research and development activities.

The students toured the Naval Ocean Systems Center, talking to technicians, scientists and engineers; they visited the Coronado amphious base and the Basic Underwater Demolition School; they toured the new Navy Hospital at Balboa, examining the robotic supply system; and they visited the submarine base training center where they received hands-on training on the submarine dive simulator, training that paid off during their time aboard Haddo.

The Navy included aviation experiences for the young scientists as part of their award. They visited Miramar Naval Air Station, examining the F-14 Tomcat and taking turns on the F-14 simulator. They also made a pier-side visit to USS Ranger (CV 61) at NAS North Island.

Other tours included USS Chandler (DDG 996), for a look at the surface force of the Navy, the Navy's data processing school in San Diego, the Marine Corps Base at Camp Pendleton and its computer center, and the Scripps Institution of Oceanography in La Jolla.

The Naval Science Awards Program is a broad-based effort to recognize high-school-level scientific achievement at state and regional science fairs nationwide. ❑
Adopt-a-sailor

In a role reversal of the U.S. Navy’s “Adopt-A-School” partnership in education program, nearly 400 Florida schools from Miami to Pensacola recently “Adopted-A-Sailor” on the newest Ticonderoga-class guided missile cruiser, USS Leyte Gulf (CG 55).

Approximately 800 students participated in the adoption ceremony that took place at the cruiser’s commissioning site in Port Everglades, Fla.

According to Commissioner of Education Betty Castor, the Florida Department of Education selected public and private schools statewide to participate. Each school adopted one of the 400 crewmen aboard Leyte Gulf.

As the guided missile cruiser sails around the world, crew members will share letters, video tapes, photographs and other materials relating to the various ports of call made by the ship. Adopting schools, in return, will share information about their school and community.

Since being commissioned, Leyte Gulf is homeported at Naval Station Mayport, Fla. Students from adopting schools may now visit the ship when it is in port. During visits, representatives from the adopting schools will be introduced to the crew member they’ve adopted and will board the guided missile cruiser for a special tour.

“Since our homeport is Mayport, we can truly be considered ‘Florida’s own cruiser,’” said Captain Jette Browne, commanding officer of Leyte Gulf. “The opportunity for students from around the state to interact with my crew makes this program especially meaningful.”

“Adopt-A-School” is part of the Partnerships in Education segment of the Chief of Naval Operations’ “Personal Excellence” initiative. The program is designed for ships to adopt schools within its homeport area. In adopting the schools, Navy personnel have provided examples in self-discipline, fitness, responsibility and citizenship.

Through class visits and tutoring by Navy members and field trips and overnight stays aboard Navy ships for school children, educators and Navy leaders hope to enhance the education of the thousands of students who take part in the “Adopt-A-School” program.


Fireroom ... or ‘waterroom’?

They’re not as visible as many other departments aboard ship, and many sailors take for granted the product this department produces, but USS Proteus (AS 19) could not fulfill her mission without the fireroom crew and the water they produce.

“We all use water, a few of us use too much of it,” said Machinist’s Mate Senior Chief Dennis O. Timmins, “and it’s my crew that provides it on Proteus.”

Timmins, as the fireroom leader, is responsible for the production of up to 80,000 gallons of fresh water for the crew and feedwater for the boilers each day.

“We produce the water underway, and it goes fast,” said Engineman Paul A. Griffin. “It’s a constant job.”

The fireroom crew is also responsible for water treatment and maintaining boiler water/feedwater chemistry, as well as the equipment, such as boilers, evaporators and pumps.

The 21 men in the fireroom crew, consisting of personnel in the boiler technician, machinist’s mate and engineman ratings, must each have the ability to operate the boilers, run the evaporators and maintain the water chemistry.

“Being in the fireroom is a great challenge,” Timmins said.

“The people who work with me are knowledgeable and tough. They have made my job a lot easier.”

Fireman checks for corrosion in Proteus boiler. Photo by PH3 Drake Zabriskie.

It’s the hope of the fireroom crew that sailors will better understand the work required to produce water, and not take their water supply for granted.

— Story by JOC Frank W. Fisher, USS Proteus Public Affairs
Entomology

BUG BUSTING
in the Philippines

Story and photos by PHC Chet King

Trekking through the dense Philippine jungle is dangerous enough during daylight hours when the tropical sun is hidden by a triple canopy of foliage. Imagine trying to climb steep, rain-soaked jungle ravines in the pitch-black of night, hoping you don’t lose your footing and fall into a den of deadly cobras.

This is the working environment of Navy Lt. Robert Brian Gay, a medical entomologist and his team of “mosquito busters” as they track down the breeding areas of the elusive malaria-carrying mosquito, Anopheles Flavirostris.

“Everything comes out at night in the jungle,” Lt. Gay said, “including mosquitoes.” The Anopheles breeds in the dense foliage and the abundant streams and ponds. “It’s active from 8 p.m. to 5 a.m., so with backpack sprayers and ultra-low-volume fans, we set out through the Marine jungle training areas twice a month.

“Each of us on the team gets about two hours sleep on a bed of bamboo. The rest of the night we’re spraying,” Gay said. They have to be careful where they step. “One night I stepped on what I thought was a tree log. It squealed, jumped up and took off, scaring the daylight hours out of me.”

The 34-year-old lieutenant from Moscow, Idaho, is head of U.S. Naval Hospital Subic Bay’s Entomology Branch of the Preventive Medicine Unit at the 7th Fleet’s largest support facility.

“As one of the 36 medical entomologists in the Navy, I head a team of three preventive medicine techs and two Filipino biological technicians. Our job is to keep the Department of Defense personnel stationed here and visiting fleet sailors and Marines free from diseases carried by mosquitoes and other insects,” Gay said.

“In the Philippines, there are hundreds of species of mosquitoes plus other exotic insects and spiders which have the potential for causing big problems for us. That’s why, by being here, we feel like we’re on the cutting edge in the world of military entomology,” the six-year Navy officer said.

Petty Officer 2nd Class Steve Krysiak from Exeland, Wis., has been on the entomology team for three years.

“In 1985, 86 Marines came down with malaria they picked up at the training A tire used as a swing (left) is checked for standing water and mosquito larvae. Lt. Robert Gay (opposite page) holds two exotic but harmless beetles. Preventive medicine tech Ed Boles (far right) dips for mosquito larvae as a sprayman stands by.
areas here. We don't want that to happen again," he said. "From January to June of 1986 there were 59 reported cases, but so far this year we have had four reported cases.

"Malaria cases treated at the naval hospital require two weeks of rack time (bed rest) and the administration of the anti-malarial drug Fansidar and quinine," Gay said.

Gay and his people are working to keep the hospital workload down.

"We've designed an integrated mosquito control program strategy. We conduct research studies and jungle surveys all-year-round," Filipino bio-tech Lory Panganiban said. He has been with the entomology team for 17 years.

"Our busiest times are May and November, just before and after the rainy season, when the streams are slow," Panganiban said. "Fortunately, we have a lot of volunteers, both American and Filipino."

The team's job also takes them into the local community and villages adjacent to the Naval Facility and training areas. There they conduct medical civic action projects and take frequent blood smears for malaria. Gay dispenses drugs through the local health officials for those people whose blood tests positive for the malaria parasite. If mosquito breeding areas of *Anopheles* are found, larvaciding and chemical spraying are done.

"In May 1985, the population in the barrio of Mabayo, on the perimeter of the base, was found to be 25 percent positive for malaria. After treatment and monthly spraying the incident rate..."
Bug busting

dropped to less than one percent in October 1986,” Gay said.

Gay and his team work closely with the Naval Medical Research Unit in Manila. The unit is conducting research at a village on the naval reservation.

Manny Vinluan, another Filipino biotech, has spent a lot of time with the villagers, who provide perimeter security to the base.

“We’re looking into the possibility of malaria cases that are potentially resistant to local anti-malaria medicines,” he said.

The team also keeps a small menagerie made up of Philippine water buffalos called carabao, pigs and mosquito-eating fish.

Hospital corpsman Ed Boles from Gloversville, N.Y., has spent a few sleepless nights with a young female carabao, in a tent, collecting mosquitoes.

“We call it a CBT, or carabao baiting trap,” Boles said. “Mosquitos feed on the animal, then rest on the net we have over it. We collect the mosquitos at 10 p.m., 2 a.m. and 5 a.m. Later we take them back to the lab for identification.”

Blood samples of pigs kept at the base riding stables are collected periodically to determine the presence of the Japanese B encephalitis virus. This is another insect-borne disease marked by headaches, fever, tremors and convulsions.

“Our control program is going along smoothly,” Gay said, “We know what we have to do, and we have the personnel and facilities to do it.

Entomologists like Gay agree that the best way to protect the troops from insect-borne diseases would be inoculation. The Navy and other government agencies are working together on a vaccine for malaria.

Until a breakthrough comes, Lt. Gay and his entomology team of “bug busters” will be trekking through the jungle controlling Subic’s mosquito population.

King is assigned to 7th Fleet Public Affairs Representative, Subic Bay, P.P.

Preventive medicine technician Ed Boles collects mosquitoes at 5 a.m. in the carabao baiting trap. The mosquitos will be taken back to the entomology lab for identification. If disease-carrying species are identified, the area will be sprayed. Young female carabao observes procedure with understandable interest.
1
Navy Rights & Benefits

Survivor Benefits
Survivor Benefits

With this issue, All Hands renews its series on Navy Rights and Benefits. These articles have proved to be extremely popular with our readers, providing basic information on topics such as Educational Opportunities, Commissaries and Exchanges, Veterans Benefits, Family Assistance and many others.

The series will outline many programs that contribute to the welfare of active duty personnel and their families and survivors, as well as members of the Naval Reserve and retirees.

A limited number of additional copies of each article can be obtained from Dept. of Navy, NMPC-05, PAO, Washington, D.C. 20370.

Job security and your base pay aren’t the only benefits of your Navy career. To determine the actual value of being in the Service, you must consider a whole range of benefits available to active duty sailors, retired personnel and family members. Benefits for survivors form an important part of what you’re entitled to as a Navy member.

This article on survivor benefits outlines the Survivor Benefit Plan. It includes a table which briefly describes allowances and services for survivors of active duty personnel and retirees. Space limitations prevent All Hands from including more complete details, so it is important that you contact directly the sources listed for further information.

The final two pages provide a form that you can use to plan your family’s future. It will help you establish total survivor benefits and also give you an account of your family’s financial standing.

Survivor Benefit Plan

Sometimes the hardest things to talk about in life are also the most important. Death and the benefits available to our survivors are among those things.

When people retire from the Navy they are often secure in the belief that a retirement check will arrive in the mail each month, like clockwork, for the rest of their lives. It is sobering, however, to realize that the checks stop when the retiree dies. What about the family? How will the bills get paid? What about the children’s education? An avalanche of questions pour forth with the realization that one’s family may be financially secure now, but not necessarily later.

For many military retirees, the answers to these and other money questions can be found — at least in part — in the Survivor Benefit Plan for the Uniformed Services.

The Survivor Benefit Plan provides a limited income to the deceased retiree’s beneficiaries. The amount of that income is determined by the monthly contribution the member elects to have deducted from his/her pay. This monthly income is equal to 55 percent of the full amount of the member’s retired pay or 55 percent of any selected amount of retired pay over $300 per month. This amount is adjusted periodically by cost-of-living increases.

For example, if a typical chief petty officer receives $1,000 per month in retainer pay, the SBP monthly payment to his beneficiaries after his death would be $550 (base amount × 55 percent = annuity).

Suppose that same chief petty officer before retirement elected a lesser amount than the maximum coverage, say $300 (the minimum amount which may be designated under SBP). Then the monthly SBP annuity would be $165.

Keep in mind that the above figures represent gross amounts; annuities paid under SBP are subject to federal income taxes. SBP annuities are excluded, however, from inheritance taxes.

Military retirees will automatically be enrolled in the Survivor Benefit Plan at the maximum coverage level at the time of their retirement or transfer to the Fleet Reserve, unless they request coverage less than the maximum or decline participation in the program. Since March 1, 1986, if a member elects less than maximum coverage his/her spouse must concur with this decision.

So far, SBP is a pretty simple plan to understand. You pay money in return for a guaranteed income for designated beneficiaries after your death. But, there are a couple of things that tend to complicate the picture without decreasing the annuity paid to those beneficiaries. The two central ideas to understand are the DIC offset and the two-tiered SBP benefit system.

DIC-Offset — A surviving spouse may be eligible for Dependency and Indemnity Compensation payments from the Veterans Administration after the retiree dies. These benefits may offset or reduce the amount of SBP payments being made to the spouse under varying circumstances. First, we look at how DIC works in relation to SBP.

Suppose Senior Chief Jones suffered a service-related injury while on active duty. After retirement, Senior Chief Jones (who had enrolled in the Survivor Benefit Plan) died as a result of complications which developed from that injury. Since his was a service-connected death, his widow, any unmarried children under the age of 18 (as well as cer-
Survivor Benefits

Senior Chief Jones' widow receives a monthly DIC of $621. This $621 is deducted from any SBP benefits she receives each month, so there is no change in her monthly annuity (although that tax-free $621 will result in less overall tax on her annuity). That's the DIC offset.

(For more information about Veterans Administration Dependency and Indemnity Compensation as well as facts on other VA programs, see the pamphlet "Federal Benefits for Veterans and Dependents," available from the Veterans Administration.)

In this discussion of the DIC, the word "offset" may be a bit misleading since the total amount of money is never reduced as a result of DIC. It's simply that the money may come from a different source under different circumstances.

Two-Tiered System — The Social Security offset has been eliminated and was replaced with a two-tiered benefit system on March 1, 1986. Under the new two-tiered system the beneficiary will receive 55 percent of the base amount selected until age 62, and 35 percent thereafter. Current beneficiaries and future survivors of anyone who was eligible for retirement on or before Oct. 1, 1985, are "grandfathered." (When the survivor reaches age 62, the Navy Finance Center will compute the annuity both ways, using the two-tiered system and using the Social Security offset, and give the survivor the greater annuity of the two methods.) Former spouse elections made after March 1, 1986, are computed under the new two-tiered system.

For members who became eligible for retirement after Oct. 1, 1985, annuities will be computed using the two-tiered formula. Most survivors will receive a greater monthly benefit under the new two-tiered system. Below is an example, using a base amount of $1,000.

Under SBP, many types of coverage are available at varying costs: spouse-only coverage, former spouse, former spouse and children, spouse and children, and insurable interest coverage.

Spouse-Only Coverage — As its name says, this is coverage for a retiree's spouse only. It is important to keep in mind that an election to cover spouse-only, once effective, is irrevocable, although the cost of coverage will not be deducted in any month when there is not an eligible spouse beneficiary. Retired members whose SBP coverage is suspended because of the loss of a spouse now have the option to elect not to resume spouse participation upon remarriage.

If coverage for a spouse is declined at time of retirement, coverage for that spouse, or any subsequent spouse, cannot be provided at any later time.

If there is no eligible spouse at the time of retirement, coverage for a spouse acquired after retirement may be provided. Such an election must be submitted within one year of the marriage and the spouse must have been married to the retired military member for a minimum of one year immediately before the retiree's death (or a surviving child must have been born of the marriage) to be eligible to receive an SBP annuity.

The cost of this spouse-only coverage is 2.5 percent of the first $318 (subject to increase as active duty pay increases) plus 10 percent of any amount over $318. See the chart on page 38 for more details. For example, on January 1, 1987, this low-cost amount increased to $318 because of the 3 percent pay raise ($309 × 1.03 = $318). Premiums deducted for SBP are not subject to federal income taxation. This means that if you are in the 20 percent tax bracket and elect coverage costing $80, the "real" cost (after computing tax advantage) is only $64. Furthermore, your coverage cannot be cancelled or premiums increased because of age or if you become "uninsurable" for any reason.

Spouse and Children Coverage — With this type of SBP coverage, the monthly annuity is paid to the surviving spouse. If the spouse is not eligible (because of death or remarriage), the annuity is paid to eligible dependent children.

The cost of this coverage is calculated using the cost of spouse-only coverage plus a small charge based on the age of the retiree, spouse and youngest child.

Under this coverage, no DIC offset will be made when SBP payments are made only to children.

Children-Only Coverage — The cost of this type of coverage is computed as a percentage of the SBP base amount and varies with the age of the retiree and the age of the youngest child. For example, a 40-year-old retiree whose youngest child is 10 years old would be charged $3.10 on a base salary of $1,000. An unmarried child is covered until age 18 (22 for students) or for life, should the child become incapacitated before age 18.

Former Spouse Coverage — A voluntary election can be made to cover a

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JANUARY 1988
Survivor Benefits

Survivor Benefit Plan—Spouse Only—Monthly Amounts

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<th>Base Amount of Retired Pay</th>
<th>Monthly Payment for Surviving Spouse (under 62)</th>
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*Withheld from retired pay. Monthly premiums are discontinued if marriage is terminated by death, divorce or annulment.
**Applicable only if full retired pay is less than $300 per month.
***Remainder of Base Amount of Retired Pay.

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Computing Insurable Interest Coverage

Suppose you are 50 years old when you retire from the Navy and you wish to provide Insurable Interest Coverage under the Survivor Benefit Plan to your 30-year-old married daughter. Your monthly gross retired pay is $750. The cost of such coverage is 10 percent of full retired pay plus 5 percent of full retired pay for each full five years the designated beneficiary is younger than the retiree.

The total cost will not exceed 40 percent of retired pay.

Thus, daughter is 20 years younger: 20 \div 5 = 4; 4 \times 5\% = 20\%;
10\% + 20\% = 30\% \times $750 = $225

The annuity equals 55\% of the reduced retirement pay (gross pay less cost of coverage).

Thus: $750 - $225 = $525.
The annuity equals $525 \times .55 = $288.75.

Prospective retirees must understand each type of coverage available and its cost so they can elect the plan that best provides for their family at the lowest possible cost.

Participation in SBP is an effective, low-cost means of providing a continuing income for your survivors in the event of your death. Periodic cost-of-

ALL HANDS
Survivor Benefits

Living adjustments are made to the SBP annuity. Complete details are available from your command career counselor. Other sources of information on retirement, including your SBP coverage, can be found in the following Navy publications:

Navy Guide for Retired Personnel and Their Families, NavPers 15891 series. This booklet provides detailed information on retired rights, benefits and privileges. This should be made available to the member during preretirement processing.

Shift Colors, published triannually by the Naval Military Personnel Command, provides updated information on retirement and serves as an official line of communication between the Navy and the retired community. Members who do not receive an issue within a reasonable time after retirement (six months) should contact the Commanding Officer, Naval Reserve Personnel Center, Code 40, New Orleans, La. 70149, and request that their names be placed on the mailing list. Retired Military Almanac is an unofficial (commercial) digest of vital and factual information on military retirement rights and benefits. Mail all orders to: Uniformed Services Almanac, Department M, P.O. Box 76, Washington, D.C. 20044.

A Quick Look at Supplemental Benefits

In addition to the survivor’s benefits listed in Table 1 (page 40), there are other benefits for surviving dependents of deceased active duty members and retirees. Among these are:

Civil Service Employment Preference. Certain Civil Service preference benefits are granted to unremarried widow(ers) in connection with examinations, rating, appointment and reinstatements if they apply for a civil service position. Call or write any Civil Service employment office for details.

Fraternal Organization Benefits. Check with the nearest affiliate of any fraternal or professional organization in which the deceased held membership to learn of any insurance, burial, or other benefits which may be paid.

GI Loans. Unremarried widow(ers) of deceased military personnel may be eligible for GI Bill home loans, when death is service-connected. Contact the Veterans Administration for further details.

State Benefits. Many states provide to survivors of veterans such benefits as educational assistance, civil service preference, tax and license fee exemptions, employment assistance and bonuses. Most of the states maintain veterans’ agencies which supervise veteran and survivor benefits. The member’s survivors should contact the veterans’ agency in the state in which they intend to reside or the state in which the retired member last claimed residence. Any nationally recognized veterans’ organization will also assist in providing information about survivor benefits.

Service Academy Appointments. Each year a limited number of appointments to: the U.S. Naval Academy, Annapolis, Md.; the U.S. Military Academy, West Point, N.Y.; and the U.S. Air Force Academy, Colorado Springs, Colo., are reserved for the sons and daughters of military members who died of war injuries. Inquiries should be sent to:

Office of Candidate Guidance
U.S. Naval Academy
Annapolis, Md. 21402

The Registrar
U.S. Military Academy
West Point, N.Y. 10996

Director of Admissions
U.S. Air Force Academy
Colorado Springs, Colo. 80840

Mortgage Guarantee. The mortgage guarantee provided as part of GI Bill Loans does not pay off the mortgage upon the death of the homeowner. Those guarantees apply solely to the private lender who made the loan. The obligation to repay the loan falls to the deceased’s estate and spouse. Only if the spouse defaults may the government pay the lender to the extent of the guarantee — but the government is then obligated to recover its loss from the family.

Officers and Enlisted Messes. If facilities permit, commanding officers are authorized to extend the privileges of Commissioned Officers’ Messes (open), Senior Petty Officers’ Messes (open), and 1st and 2nd Class Petty Officers’ Messes (open) to unremarried widow(ers) or retired members of appropriate grades or rates. Such authorization may be extended to their dependents.

Contact the appropriate naval activity for more information.

Tax Relief. The income of a member who dies of wounds, disease or injury sustained in a combat zone is exempt from federal income tax for the year in which death occurred. Any tax liability outstanding against the member at time of death will be cancelled or reduced. Refunds can be made if tax on such income has already been paid. The federal estate tax is not applicable in the settlement of estates of such combat veterans.
<table>
<thead>
<tr>
<th>BENEFIT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARREARS OF PAY</td>
<td>Unpaid pay and allowances due to member at time of death.</td>
</tr>
<tr>
<td>DEATH GRATUITY</td>
<td>Designed to help defray immediate expenses, the death gratuity is six times the active duty member's monthly basic pay, to a maximum of $10,000 payable to beneficiaries, usually within 24 hours of death.</td>
</tr>
<tr>
<td>SURVIVOR HOUSING ALLOWANCE</td>
<td>Surviving family of member who dies while on active duty may: (1) remain in government quarters for the 90 days following date of death; or (2) receive up to 90 days of Housing Allowance (BAQ plus VHA). If the family vacates government quarters prior to 90 days, then the family will receive the cash balance of the 90 day Housing Allowance.</td>
</tr>
<tr>
<td>BURIAL EXPENSE ALLOWANCE</td>
<td>$255 lump sum death payment to widow(er) or eligible children of member covered by Social Security. $300 basic burial allowance plus $150 plot/interment allowance, if burial is not in a national cemetery. Service-connected deaths may receive up to $1,100.</td>
</tr>
<tr>
<td>UNIFORMED SERVICES EDUCATION AND TRAINING</td>
<td>Various scholarships are available from Navy-affiliated organizations.</td>
</tr>
<tr>
<td>Navy Relief Society</td>
<td>Education assistance loans are available to surviving dependents of Navy members.</td>
</tr>
<tr>
<td>Guaranteed Student Loan Program</td>
<td>Widow(er)s and children of members who died of service-connected causes may be eligible for up to 45 months of VA education assistance. Education loans are also available for those needing education financial assistance.</td>
</tr>
<tr>
<td>HEADSTONES AND GRAVE MARKERS</td>
<td>Unremarried widow(er)s, dependent children to age 21 (23 if attending full-time institution of higher learning) and dependent parents of a member. Dependents of another person. Surviving children are entitled to exchange and theater privileges if dependent on widow(er) for over half of their support to age 21 (23 if attending full-time institution of higher learning).</td>
</tr>
<tr>
<td>HOUSING ALLOWANCE</td>
<td>Movement of dependents who were eligible to relocate at government expense and movement of household goods allowed before the member's death are permitted within one year to any selected location at government expense, and storage in transit up to six months is allowed.</td>
</tr>
<tr>
<td>LIFE INSURANCE</td>
<td>Automatic Coverage ($50,000 unless member elected lower amount — $10,000, $20,000, $30,000, $40,000 or no coverage). A member is covered for 120 days following separation or up to one year in the case of a veteran who is totally disabled at the time of separation (or retirement).</td>
</tr>
<tr>
<td>VGLI</td>
<td>SGLI may be converted to a five-year non-renewable coverage known as VGLI (Veterans Group Life Insurance). Members on active duty entitled to full-time SGLI coverage can convert to VGLI by submitting the premium before the end of 120 days following the date of separation from service. Members with full-time SGLI coverage who are totally disabled at the time of separation, and whose service makes them eligible for VGLI, may purchase this insurance in an amount equal to or less than their SGLI if they are totally disabled, up to one year following separation.</td>
</tr>
<tr>
<td>Commercial Insurance</td>
<td>Depends upon the amounts and type of life insurance purchased by the member.</td>
</tr>
<tr>
<td>MEDICAL CARE</td>
<td>Dependents of retirees who are eligible for medical care under the Uniformed Services Health Benefits Program or for the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) remain eligible for such care after the member's death for as long as the spouse remains unmarried.</td>
</tr>
<tr>
<td>NAVY MUTUAL AID ASSOCIATION</td>
<td>A membership organization which provides death benefits of $25,000, assists beneficiaries in filing claims for government benefits and provides follow-up service as needed.</td>
</tr>
<tr>
<td>NAVY RELIEF SOCIETY ASSISTANCE</td>
<td>Provides temporary financial assistance (either a loan, a gratuity, or combination of the two) to dependents of deceased Navy members plus counseling and referral services and other assistance.</td>
</tr>
<tr>
<td>RETIRED SERVICEMEN'S FAMILY PROTECTION PLAN (RSFP)</td>
<td>Provides annuities to beneficiaries of deceased military members who participated in the program and retired before Sept. 21, 1972.</td>
</tr>
<tr>
<td>SURVIVOR BENEFIT PLAN (SBP)</td>
<td>Provides annuities to beneficiaries of deceased military members who participated in the program and retired after Sept. 21, 1972.</td>
</tr>
<tr>
<td>SOCIAL SECURITY BENEFITS (SSB)</td>
<td>SSB payments are separate from and in addition to any RSFP/SBP or monthly VA compensation. SSB provides — depending upon eligibility — (a) monthly benefits to surviving widow(er) and dependent children; (b) MEDICARE coverage; and (c) lump sum death benefits (see Burial Expense Allowance entry).</td>
</tr>
<tr>
<td>VETERANS ADMINISTRATION DEPENDENCY AND INDEMNITY COMPENSATION (DIC)</td>
<td>Payable for service-connected death only. DIC is a monthly benefit determined on the basis of member's grade and rate and authorized for widow(er), unmarried children under age 18 (as well as certain dependent children), children 18-23 (if attending a VA-approved school) and certain dependent parents of members who died in service or who died following discharge from a service-connected disability.</td>
</tr>
<tr>
<td>VETERANS SURVIVORS PENSION</td>
<td>Payable to widow(er) and children of a member whose death was not service-connected, providing their income needs do not exceed certain limitations and their net worth is within reasonable limits, as determined by the VA.</td>
</tr>
</tbody>
</table>
Mr. Chairman and Members of the Committee:

I hereby certify that the report of the Committee on the Department of Defense is being submitted for the Committee’s consideration and action.

Respectfully submitted,

[Signature]

[Name]

[Title]
What financial shape would your family be in if you died tomorrow? Suppose you got hit by a car on the way home from the ship. After the trauma of your death and funeral was past, would your family at least find comfort in the fact you'd left them financially secure? Or would your death mark only the beginning of their troubles?

The following form may help you answer these questions. Referring to the explanation of rights and benefits in the accompanying table of benefits, you can get a working idea of the amount and types of assistance your family would receive upon your death. This amount, plus your personal assets, will give you an idea of the resources your family may draw upon after you're gone.

How much they will have to draw and when can be figured in the part on Personal Obligations. Subtracting this amount from your total worth will not only tell if you will leave a financially secure family behind when you die, but may also show where and what types of additional financial security you may want.

### SURVIVOR BENEFIT

<table>
<thead>
<tr>
<th>SURVIVOR BENEFIT</th>
<th>IMMEDIATE OR ONE-TIME PAYMENT</th>
<th>MONTHLY PAYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrears of Pay</td>
<td></td>
<td>n/a</td>
</tr>
<tr>
<td>Death Gratuity</td>
<td></td>
<td>n/a</td>
</tr>
<tr>
<td>Social Security Burial Expense Allowance</td>
<td>$255</td>
<td>n/a</td>
</tr>
<tr>
<td>Veterans Administration Burial Expense Allowance</td>
<td>$300 basic allowance + $150 plot allowance¹</td>
<td>n/a</td>
</tr>
<tr>
<td>Life Insurance: NSLI/USGLI²</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Life Insurance: SGLI²</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Life Insurance: VGLI²</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial Life Insurance²</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navy Mutual Aid Association²</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retired Serviceman’s Family Protection Plan³</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Survivor Benefit Plan⁴</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Social Security Benefits</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Veterans Administration Dependency &amp; Indemnity Compensation⁵</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Veterans Survivors Pension</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL BENEFITS</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### NOTES:
1. Service-connected death may receive up to $1,100.
2. Amount and method of payment (one-time payment or monthly) dependent upon the amount and type of coverage elected by the member.
3. Applicable only to those members who retired prior to Sept. 21, 1972 and elected this coverage.
4. Applicable only to those members who retired or became eligible for retirement after Sept. 21, 1972 and elected this coverage.
5. Monthly annuity dependent upon member's service-connected disability, grade or rate.
**Survivor Benefits**

<table>
<thead>
<tr>
<th>PERSONAL ASSETS</th>
<th>IMMEDIATE OR ONE-TIME PAYMENT</th>
<th>MONTHLY PAYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Savings¹</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stocks/Bonds/Investments¹</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal Property (house, car, boat &amp; all high-value items)²</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All other assets/income</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL ASSETS</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PERSONAL OBLIGATIONS</th>
<th>IMMEDIATE OR ONE-TIME PAYMENT</th>
<th>MONTHLY PAYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rent/Mortgage³</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utilities (gas, electricity, water, sewage, telephone, etc.)</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Food and Clothing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation (car expenses, bus fare, etc.)</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Credit cards/time payments⁴</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous expenses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL OBLIGATIONS</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**

¹You may either figure the total amount available as a one-time payment or compute the interest/dividends you earn each month as a monthly payment.

²Immediate cash would be available from the sale of high-value items. You may also receive monthly rental fees from a home or other appropriate items.

³Certain types of mortgage insurance provide for payment of the remaining amount due on homes upon the death of the member. This would represent a single one-time payment. Other types of mortgage insurance guarantee the amount of the mortgage but do not release surviving members from their responsibility for repaying the mortgage upon member’s death.

⁴Many credit agreements provide for a monthly interest charge with no penalty for early payment. Other credit agreements may include a set finance charge — for which no credit is given for early payment — and/or an early payment penalty fee.

<table>
<thead>
<tr>
<th>IMMEDIATE OR ONE-TIME PAYMENT</th>
<th>MONTHLY PAYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL SURVIVOR BENEFITS: plus</td>
<td></td>
</tr>
<tr>
<td>TOTAL PERSONAL ASSETS: plus</td>
<td></td>
</tr>
<tr>
<td>TOTAL WORTH minus</td>
<td></td>
</tr>
<tr>
<td>TOTAL PERSONAL OBLIGATIONS equals</td>
<td></td>
</tr>
<tr>
<td>FAMILY SECURITY OR INSECURITY AFTER THE BREADWINNER DIES</td>
<td></td>
</tr>
</tbody>
</table>

JANUARY 1988
Priorities?

I have just read the article “Fire in the Night,” in All Hands, issue 843, June 1987, and I am disappointed. Your coverage of the USS Stark (FFG 31) bombing leaves quite a lot to be desired. I am pleased that HT1 O’Keefe and nine of his shipmates received the Navy and Marine Corps Medal for their good work, but what about all of the others? What about the other ships that helped out? These select ten men were not the only ones to work 36 hours straight, nor were they the only ones who exhibited a “quick and valiant response in damage control and firefighting.” The USS LaSalle (AGF 3) was there, as well as two other ships. I know several other Navy readers. From where I work, at Personnel Support Activity Detachment, Anacostia, we are an integral part of Naval Station Washington, D.C., and Naval Reserve Readiness Command, Region Six. This responsibility adds to our picture of the ways to become a naval officer, then may I suggest that you do a follow-up article on the school called Kings Point. It has a rich history stemming from its conception during World War II. It offers a full scholarship to all its midshipmen and requires the same congressional appointment as the Naval Academy.

For more information write, or better yet, visit the U.S. Merchant Marine in Kings Point, NY 11024.

—LT. Comdr. Bruce Truog
USNR USMMA ’71
Castleberry, Fla.

Mail Buoy

Covering the Stark story was very difficult, for a number of reasons. There was extremely close control on all information coming out of the Gulf region. That, along with the tight deadlines, All Hands worked under, and the long lead time (up to three months) for most fully-developed feature stories, meant that we had to work quickly with limited information. Overseas distribution of the magazine can take a long time, but just because you received your copy several weeks after the attack on Stark, you shouldn’t think that we had several weeks to prepare the story; we had only a few days to pull one story from the issue that was going to press and substitute Stark.

Certainly, it required hard work and support from many other units in the Gulf to help save Stark. USS Waddell (DDG 24) and USS Conyngham (DDG 17) were on scene within hours, and USS LaSalle arrived early the next morning. It is clear that the response of Stark sailors in the first moments following the attack saved a number of lives and, ultimately, the ship itself.

As to the question of story length, we simply were not in a position, given our time constraints, to redesign the entire magazine to make sure that no story was longer than the four pages we devoted to Stark. The importance of a story is a function more of placement, timing and subject matter than of length. Then too, the importance invested in a particular story varies from reader to reader; All Hands is constantly striving to provide a wide variety of news, features and other information to more than 500,000 different Navy readers.

More than one PSD

It was with great dismay that I read in your August 1987 article, entitled “Duty in D.C.,” that Crystal City houses Personnel Support Detachment, which serves all active duty and reservist personnel in Washington.

There are several other PSDs in the Washington, D.C. area. For example, Bethesda Naval Security Station, NAF Andrews and where I work, at Personnel Support Activity Detachment, Anacostia.

Located at the north end of Bolling AFB and being an integral part of Naval Station Anacostia, we are 53 active duty and civilian personnel serving over 90 active duty commands with 2,500 service records. In addition, we, not Crystal City, support the Naval and Marine Corps Reserve Center, Washington, D.C., and Naval Reserve Readiness Command, Region Six. This responsibility adds 3,000 Selected Reserve service records to our total.

Lastly, we are a major separation center for Headquarters, Naval District Washington, processing administrative, punitive, medical and overseas discharges. Over two-thirds of our monthly separations are from commands who “don’t belong to us.” Please mention us in any future story on duty in Washington, D.C.!

—PN1 L. J. Denismore
PSAD Anacostia,
Washington, D.C.

Safety last?

On the inside of the front cover of the August 1987 All Hands, the picture does no justice for Navy safety standards. None of the personnel on the platform, the vertical launch, or tending lines have safety harnesses on. If I am wrong, please advise me.

—ENC Bowerman
Greenville, S.C.

Commission with the USMMA

The article in issue Number 840, on “Paths to a Commission” appears to have omitted a source of commissioned officers at least as basic as the ROC program. I am referring to the ensign’s commission, USNR, that is conferred upon all eligible graduates of the U.S. Merchant Marine Academy.

While it is true that USMMA is not a large school, this much forgotten federal academy is the only one to have earned a battle standard. If the purpose of your article was to inform your readers of the ways to become a naval officer, then may I suggest that you do a follow-up article on the school called Kings Point. It has a rich history stemming from its conception during World War II. It offers a full scholarship to all its midshipmen and requires the same congressional appointment as the Naval Academy.

For more information write, or better yet, visit the U.S. Merchant Marine Academy in Kings Point, NY 11024.

—Lt. Comdr. Bruce Truog
USNR USMMA ’71
Castleberry, Fla.

Reunions

• USS Laffey (DD 724) — Reunion April 14-18, 1988, Charleston, S.C. Contact R. Boyce, 16749 Ticonderoga, Baton Rouge, La. 70817.

• USS Dennis J. Buckley (DD 808) — Reunion April 14-18, 1988, Charleston, S.C. Contact Charles Bill Black, P.O. Box 1301, Little Rock, Ark. 72203.

• USS Consolation (AH 15) — Reunion October 1988, San Diego. Contact R. Peckinpaugh, 480 Valley View, Barrington, Ill. 60010; telephone (312) 381-0042.
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JANUARY 1988

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Faces of Singapore

Photo essay by JO2 (SW) Greg Lewis

The Lion City, Singapore’s name in Sanskrit, seems a fast-paced, modern metropolis to the tourist’s eye. Skyscrapers reach for the clouds while expressways transport the carriers of business ever faster into the future. But take a walk down the narrow streets in quiet, almost hidden corners of the city. See the faces of the people with their timeless identities — and reflect on the dignity of life continuing for another day.