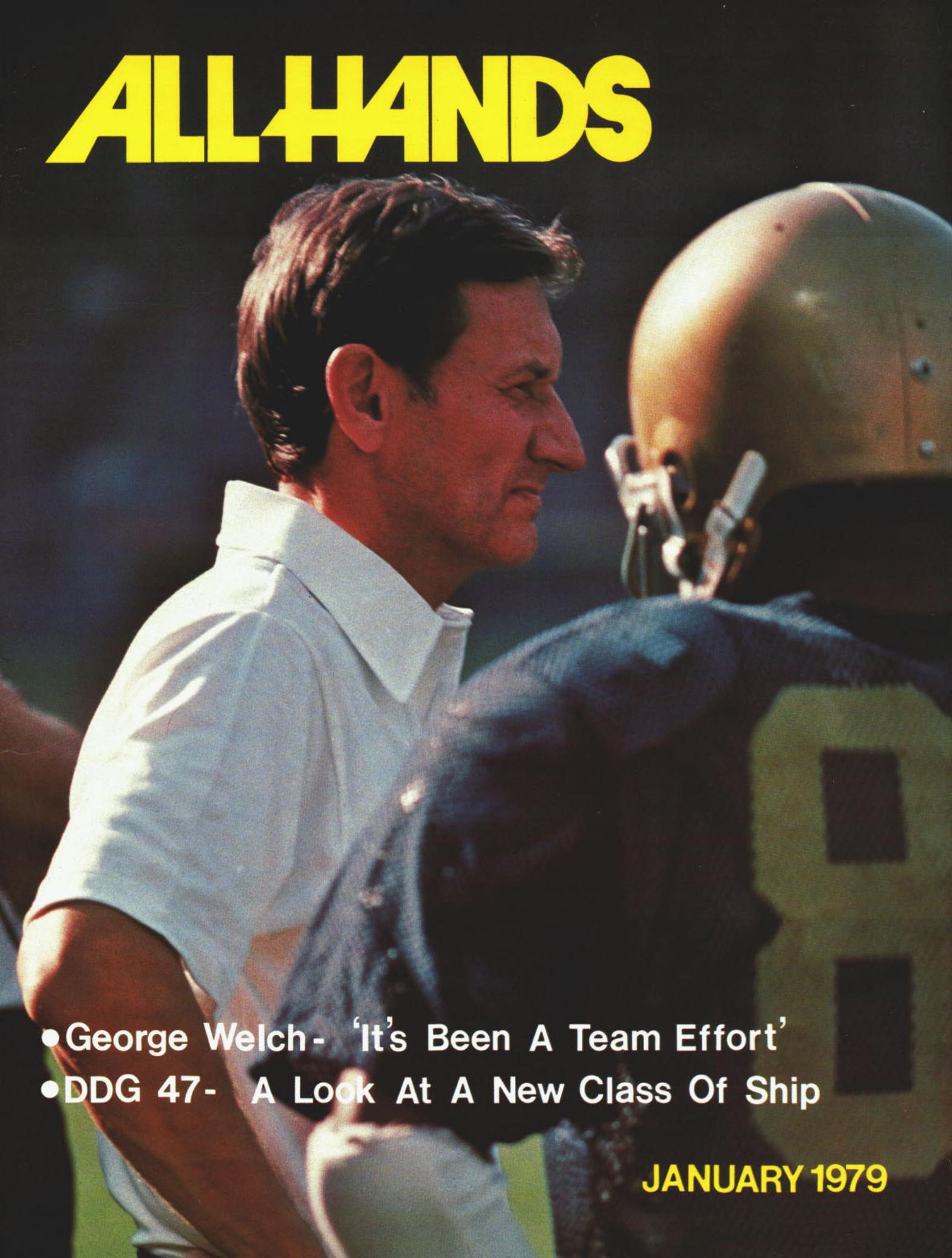
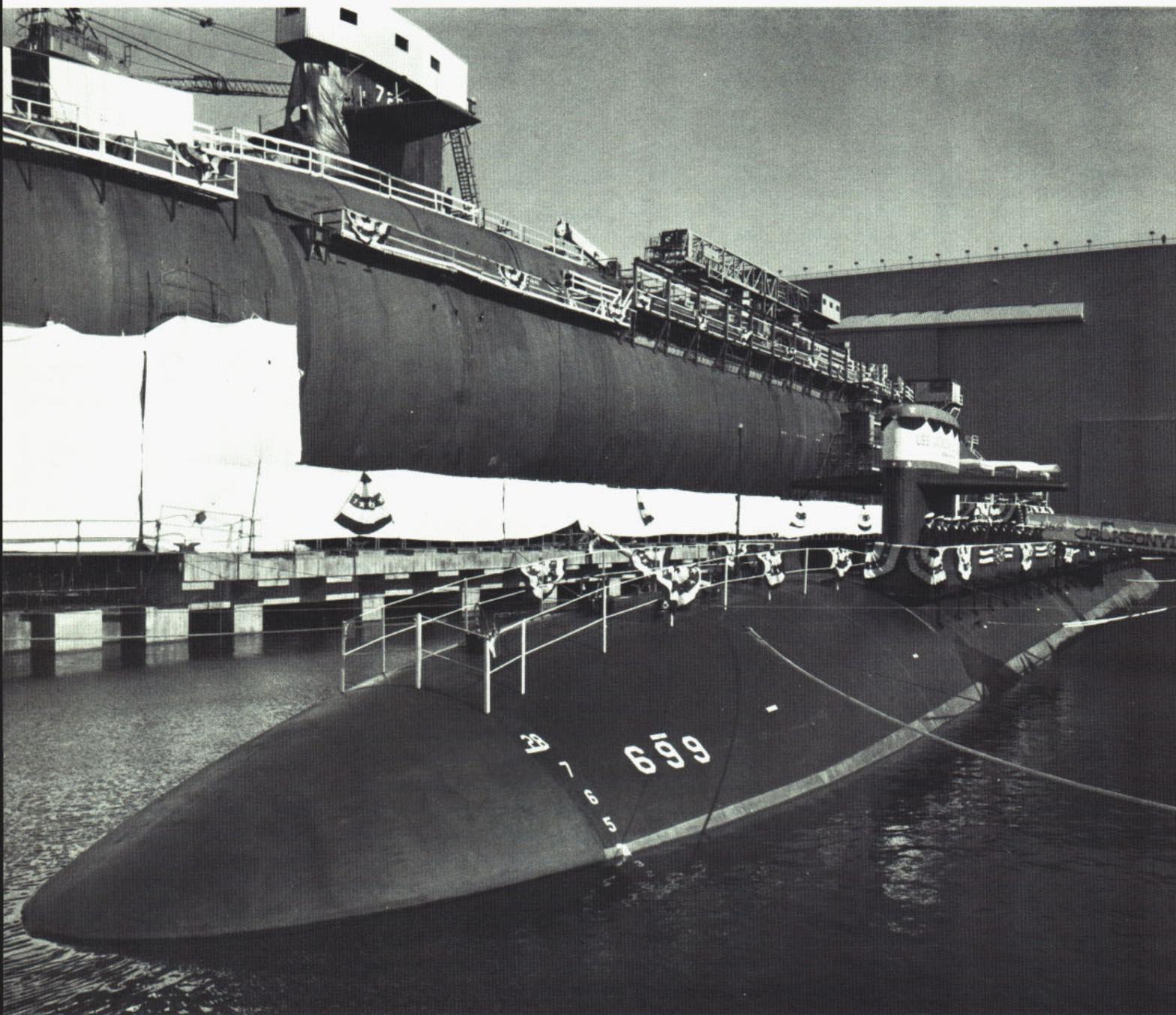


# ALL HANDS

A photograph of a man in a white polo shirt looking towards the right. In the background, a football player in a blue jersey with a gold helmet is visible. The scene is set outdoors, likely on a football field.

- George Welch - 'It's Been A Team Effort'
- DDG 47 - A Look At A New Class Of Ship

**JANUARY 1979**



*Ohio, the nation's first Trident missile firing submarine, dwarfs the SSN 688-class attack submarine Jacksonville (SSN 699) afloat in graving dock following launching in November at Groton, Conn. Ohio is scheduled for launching this year. (General Dynamics photo.)*

# ALL HANDS

MAGAZINE OF THE U.S. NAVY—56th YEAR OF PUBLICATION  
JANUARY 1979 NUMBER 744

Chief of Naval Operations: ADM Thomas B. Hayward  
Chief of Information: RADM David M. Cooney  
OIC Navy Internal Relations Act.: CAPT James E. Wentz

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Back: Sunset on Bloodsworth Island. Photo by PH2 Dave Longstreath.

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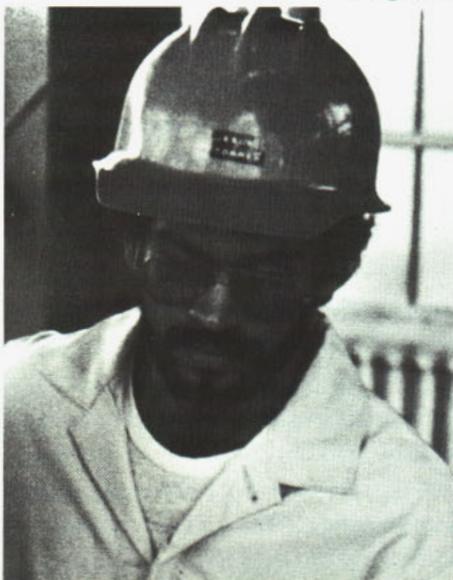
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# Currents

## DC Bound Personnel

**Have Year to Repay "Dead Horse"** ● Navy men and women transferring to the Washington, D.C., area soon may have up to a year to pay back a "dead horse." Navy people under PCS orders to duty stations in CONUS other than the national capital region continue to have six months to pay back advance pay which may be authorized under PCS orders. In the past, the 12-month payback applied only to personnel going to or between overseas duty stations. The Navy also is considering other high cost regions for the 12-month payback option. The high cost involved in setting up a household in the Washington, D.C., area is the reason for the extra six months' extension in paying back the "dead horse." Commanding officers may approve the advance pay liquidation period of 12 months incident to transfer to the Washington, D.C., area. Approval will be granted only on a case-by-case basis when the need is evident. Further information will be included in NAVCOMPT Notice 7220. The national capital region includes the District of Columbia, Montgomery and Prince Georges Counties in Maryland, and Arlington, Fairfax, Loudoun, and Prince William Counties in Virginia.

## Lexington Stays;

**No Basic Pilot Training At Corpus Christi** ● USS *Lexington*, formerly slated for retirement in mid-1979, will continue in active service and remain homeported in Pensacola, Fla. The Navy decided to extend the ship's life when it became apparent that the Navy's flight training needs are best met by a carrier with a small crew fully dedicated to training. The Navy also announced it will conduct all primary undergraduate pilot training at Whiting Field Pensacola where most of that training already is being held. Training Squadron 27 (VT 27), now based at Corpus Christi, Texas, will be disestablished with the introduction of T-34C aircraft at Whiting Field during this fiscal year. At that time all primary undergraduate pilot training will take place in Pensacola. Naval Air Station Corpus Christi will be used to conduct multiengine and advanced fixed wing maritime air training, using the T-44A aircraft. No other changes are planned at Corpus Christi. Navy and Marine Corps Undergraduate Helicopter Pilot Training, which is now held at Whiting Field, will be consolidated with the Army's Helicopter Pilot Training Program at Fort Rucker, Ala. This training will include specialized instruction required for Navy and Marine operations.

## E-8/9 Advancement

**Authorization for Second Cycle Released** ● Almost 500 chief petty officers will be advanced to E-8 and 133 senior chiefs to E-9 during the first six months of 1979, the second segment of cycle 77 E-8/9 advancements. Advancements will become effective on the 16th of the month shown. January: E-8, 117; E-9, 42. February, March, April, May: E-8, 74 each month; E-9, 19 each month. June: E-8, 77; E-9, 15. Totals include active duty regulars and reservists, chiefs in the Training and Administration of Reserves (TAR) program, canvasser recruiters and divers.

## Highlights of New

**Information Security Program** ● The familiar GDS, ADS, and XGDS downgrading/declassification system is no more. That's one of the changes made as a result of a new Navy Information Security Program placed into operation when the president issued Executive Order 12065 on Dec. 1. The program eliminates the existing system and provides for classification of information for six years, 20 years, or for declassification review after 20 years. Among the changes to the Navy's Information Security Program which are included in OPNAVINST 5510.1F are: systematic review of classified material at 20 years instead of 30 years, as required in the past; establishment of a full-time information security oversight office to monitor the program; establishment of administrative sanction for willful violations of security directives; requirement to classify information provided by a foreign nation in confidence, even if the releasing country does not classify. The markings on the last line of a classified message will change too. If the information contained in the message is being classified for the first time, the originator might put: DECL 6 JUN 95 REAS: E. That means, declassify the message on June 6, 1995. "REAS E" means paragraph "E" out of OPNAVINST 5510.1F, Section 5-107.3, is the basis for extending classification longer than six years. If the message discusses information previously classified, it is a derivative classification. The last line of a message with a derivative classification of Top Secret might read: REVW: 18 DEC 98 // DG/C/18 DEC 88. This means the message will be subject to review on Dec. 18, 1998, to determine if it still needs to remain classified. Formerly, the message might have been classified 30 years before review. In the meantime, the message will be downgraded to Confidential on Dec. 18, 1988. More particulars on how the new system works are contained in OPNAVINST 5510.1F and NAVOP 158/78.

## ACC Rodriguez Named

**Winner of Air Traffic Controller Award** ● Chief Air Controlman Robert F. Rodriguez was in a tense, potentially deadly situation. While monitoring his radar, he saw that a P-3 aircraft had overshot its final bearing for landing and was flying closer and closer to a mountain in its path. Although ACC Rodriguez saw the problem, he could do nothing about it because the P-3 co-pilot was transmitting on the radio. "I called the tower and told them as soon as the co-pilot quit transmitting, I wanted to talk to him," ACC Rodriguez said. "When he did, I gave him a climb which took him away from the mountain. The radar return at the time showed him within a mile of it." For that action, combined with his sustained superior performance, ACC Rodriguez was named winner of the Vice Admiral Robert B. Pirie Air Traffic Controller of the Year Award for 1978. In announcing the winner, Secretary of the Navy W. Graham Claytor Jr. said ACC Rodriguez' "leadership and professionalism have measurably enhanced readiness and safety in naval aviation." Chief Rodriguez, who is stationed at Naval Weapons Center China Lake, Calif., was attached to U.S. Naval Station Adak, Alaska, during the incident with the P-3. "It makes you stop and think," he said. "There's been a few instances during my career where events have taken place that I couldn't do a thing about, and I really felt helpless. It made me feel good that I was able to get him away from that situation."

## **New Benefits For**

**Dependent School Children Overseas** ● Some school-aged dependents of Navy men and women stationed overseas will soon be eligible for free or reduced-price lunches if they attend schools administered by the Office of Dependents Education. This change is the result of a new law – The Defense Dependents Education Act of 1978 – which authorizes participation by overseas dependents in the National School Lunch Program. Free round-trip transportation from home to school and back for seven-day dormitory students is another provision of the new act. Seven-day dormitories are those provided when the active duty parent is stationed too far from the school to allow weekend commuting by the student. In the past, parents had to provide transportation home for their children during the Christmas and spring recesses and to and from school at the beginning and at the end of the school year. Another provision of the law directs all schools in the Defense Dependents Education System to set up an elected advisory committee to advise the principal or superintendent of the school on school operations, and to make recommendations on curriculum and budget matters. The new law calls for an annual assessment of the quality of education provided to children attending Defense Dependents Education Schools. Results of this assessment will be reported to Congress and employees in the school system.

## **Command Advancement**

**Program Clarifications** ● Small units authorized only one Command Advancement Program (CAP) promotion are exempt from the provision of NAVOP 135/78 which requires half of the CAP advancements to be in CREO Group A or B ratings, or an NEC listed as open. In a clarification of the NAVOP which announced the program, the Chief of Naval Personnel also said time in rate and time in service should be computed to the actual date of advancement. Additionally, personnel advanced under the authority of CAP must meet all advancement eligibility requirements, except the written examination, on the date of advancement. Under CAP, limited numbers of Navy men and women serving on sea duty in paygrades E-3, 4 and 5 may be advanced to the next higher paygrade by their commanding officer without approval from higher authority. The program is designed to reward superior enlisted performance, but will not replace the Navy examination/advancement process.

## **Frocking For Some**

**Petty Officer Selectees Authorized** ● Under a new policy, some men and women selected for advancement to petty officer paygrade E-4 through E-9 may be frocked to the next higher paygrade. Only those personnel serving in a billet of the grade for which they were selected, or higher, are eligible for the frocking privilege. Frocking will be at the commanding officer's discretion and is voluntary. The reason for the change is to give commanding officers the flexibility to recognize deserving individuals by placing them into vacant billets of the next higher paygrade. Frocking, an administrative authorization to wear the uniform of a higher paygrade, does not entitle the wearer to the pay and allowances of the higher grade. Additional information is contained in NAVOP 153/78.

## SECDEF Sees

**Strong U.S. Navy in the Pacific** ● If push comes to shove in the Pacific, Secretary of Defense Harold Brown believes the U.S. Navy will come out on top. "I have no doubt that the U.S. Pacific Fleet can handle the Soviet Pacific Fleet," Secretary Brown told newsmen at a press conference in Honolulu, Hawaii, recently. "It would not be a pushover in case of a war. It will be a tough conflict, but I believe our fleet is superior." The defense secretary said everything must be counted together when gauging the strength of the Pacific Fleet. "I think the expansion of Japanese naval and naval air capabilities is a help in this regard. We would get allied contributions . . . from Australia and New Zealand." While acknowledging a decrease in the number of ships in the U.S. Navy, Secretary Brown said the same thing has been happening to the Soviet navy. He explained it was a consequence of schedule lifetimes, and past and present ship construction rates. "But the Navy has not been reducing in tonnage and, in fact, it has been increasing in capability. Right here in the Pacific, we will be introducing more F-14s to replace F-4s on a number of carriers." Secretary Brown said the Pacific Fleet would not decrease in size, and may even increase slightly. "But there's no doubt at all in my mind that the overall capability of our Pacific Fleet is increasing," he said.

## Search Is On For

**More Navy Recruiters** ● The Navy is in need of shore-eligible volunteers for recruiting duty in all recruiting districts. Although top performing career petty officers are needed in each of the 43 districts, the following recruiting districts have a significant requirement for volunteers: New York, N.Y.; Detroit, Mich.; Newark, N.J.; Washington, D.C.; Boston, Mass.; Chicago, Ill.; Cleveland, Ohio; and Los Angeles, Calif. Minority petty officers for recruiting duty are needed as follows: Black – Chicago, Ill.; Memphis, Tenn.; Raleigh, N.C.; Columbus, Ohio; St. Louis, Mo.; Pittsburgh, Pa.; and Kansas City, Mo. Mexican American – Los Angeles and San Francisco, Calif. Puerto Rican – Miami, Fla., and Newark, N.J. Native American – Detroit, Mich.; San Francisco and San Diego, Calif.; Albuquerque, N.M.; and Boston, Mass. Petty officers can volunteer for recruiting duty by submitting NAVPERS Form 1306/7 to the Chief of Naval Personnel (PERS 5021) in accordance with ENLTRANSMAN, Chapter 11.

## Naval Air Board

**Looks At Ways to Retain Pilots** ● Monetary bonuses and more operational and proficiency flying time are two possibilities top level Navy and Marine aviators are considering to increase retention rates among naval aviators. The discussions were part of a semiannual meeting chaired by Vice Admiral Frederick C. Turner, Deputy Chief of Naval Operations for Air Warfare, which was held at Marine Corps Air Station Cherry Point, N.C., recently. The purpose was to review topics of vital interest to the flying community. Retention of naval aviators and forecast reductions in pilot training rates were two areas which were discussed at length. Flight safety, especially during air combat maneuvering training, material readiness, training of enlisted technicians, and improvement of reserve aviation readiness were other items reviewed at the meeting. All areas discussed will receive further study and follow-up action as appropriate.

# DDG 47

## She may look

BY JO1(SS) PETE SUNDBERG

In 1864, a small steam launch, with one torpedo attached to its side, attacked and sunk the ironclad Confederate ram *Albermarle* in the mouth of the Roanoke River. Twelve of the 14 volunteer Union sailors were killed, but the attack was so successful it caused the Southern Navy to cancel plans for an assault on the blockading Northern fleet.

Although that attack created a stir in Navy circles and proved the effectiveness of a hit-and-run vessel, it wasn't until 1902 that the Navy commissioned its first *real* destroyer—USS *Bainbridge*. That ship, 250-feet long and displacing 590 tons, was powered by reciprocating engines and armed with 4-inch guns and two torpedo tubes. She was built to operate in coastal waters and could maneuver at speeds up to 28 knots.

In her day, *Bainbridge* was a very impressive ship. However, the Navy has

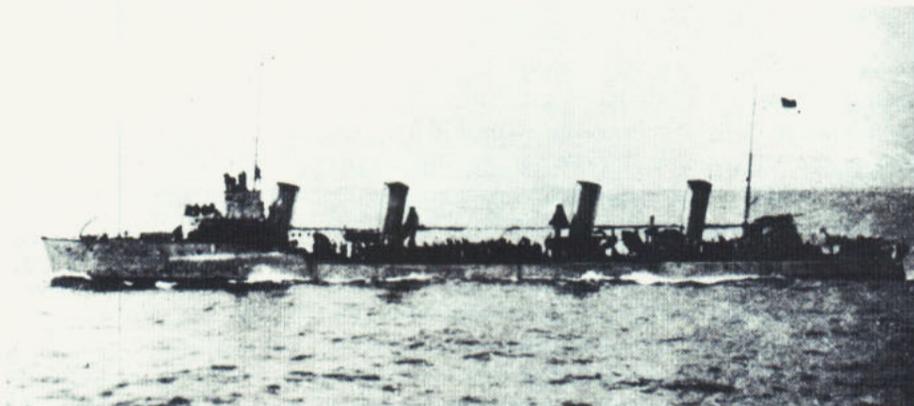
come a long way since then.

Last September, the Naval Sea Systems Command announced a contract award to Litton Industries, Ingalls Shipbuilding Division, Pascagoula, Miss., for detail design and construction of the first *Aegis*-armed guided missile destroyer of the DDG 47-class. Construction of the new ship is slated to begin in mid-1979. Delivery is expected in early 1983. During the next 10 years, approximately 16 DDG 47-class ships will be commissioned.

Rear Admiral Wayne E. Meyer, *Aegis* shipbuilding project manager, said DDG 47 will be "the most broadly capable, heavily armed and survivable destroyer the Navy has ever built."

The new ship will have a familiar look about her since she will be closely patterned after the DD 693 *Spruance*-class destroyer.

DDG 47 will have virtually the same



USS BAINBRIDGE



the same but...



hull and gas turbines to drive her at sustained speeds of 30 knots to carry out combat operations as part of an aircraft carrier battle group, amphibious group, underway replenishment group or convoy. She will also have the at-sea tested maneuverability, range, sea keeping and stability of the *Spruance*-class ship.

### Armament

Readily noticeable in the new ship are the flat, phased arrays of the AN/SPY-1A radar system—heart of one of the most important developments in fleet history—the *Aegis* combat system.

Technical aspects of the *Aegis* weapon system are sophisticated. Basically, the system consists of computer-controlled radar and fire control sys-

tems capable of detecting, targeting and downing attacking enemy missiles and aircraft. It is the nucleus of the ship's total combat system furnishing direction, commands and engagement data to other weapons systems in the ship.

The AN/SPY-1A radar, a major component of *Aegis*, scans in all directions, detects and tracks hundreds of targets simultaneously. It's also capable of picking out and disregarding phony targets (created through electronic illusions). When it locates a hostile target, it transmits firing orders automatically or manually.

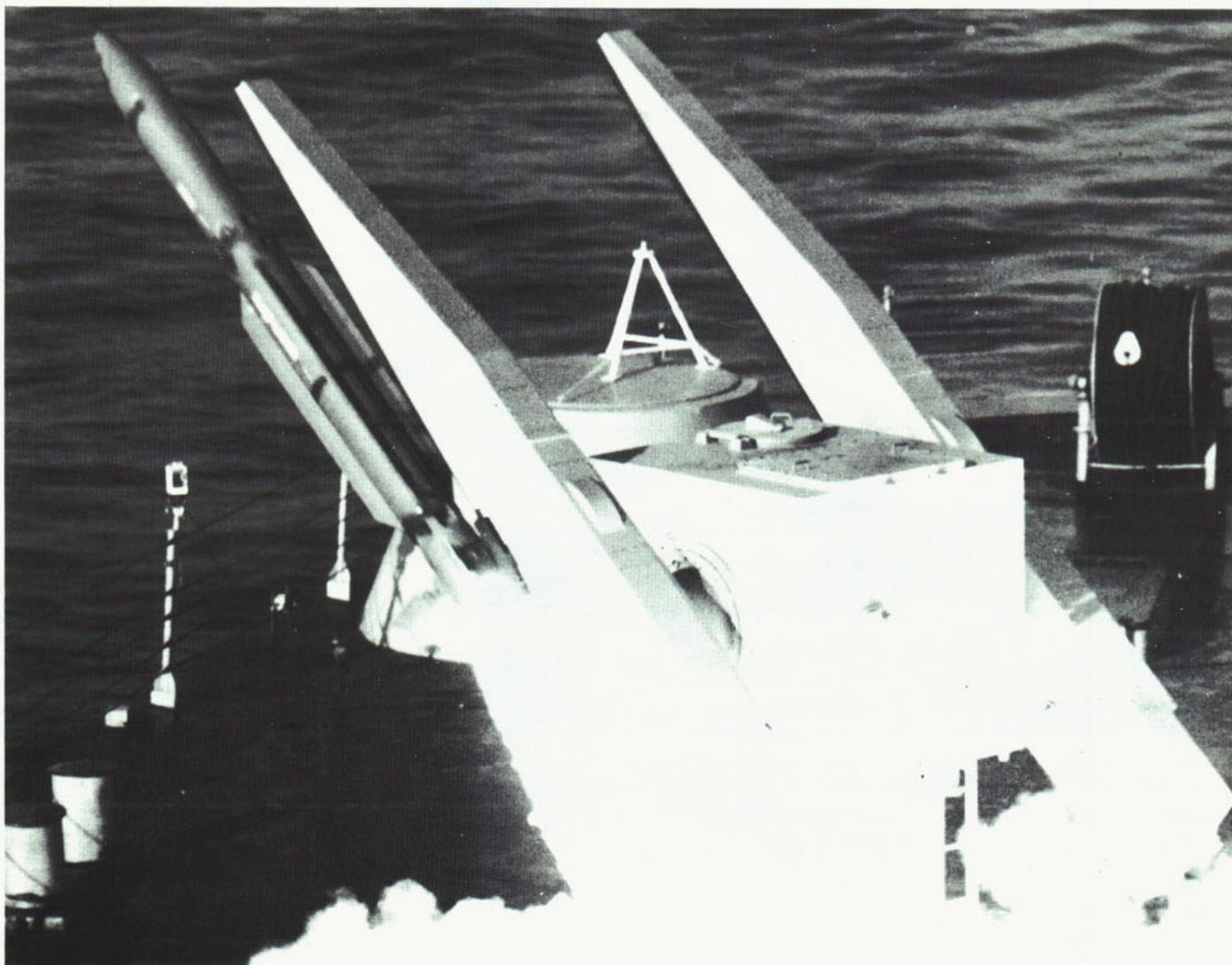
The AN/SPY-1A radar works in conjunction with guidance illumination radars. During the final, or terminal, phase of the missile's flight, one of four illuminators is automatically pointed at the incoming target and bounces radar

energy against it. The *Aegis* missiles then home in on the reflected energy and move in for the kill.

*Aegis* uses the *Standard Missile-2* (SM2) which is fired from Mark 26 launchers (located fore and aft). After firing, the Mark 26 loads another missile onto the launcher rail virtually instantaneously. The SM2 is not only effective against enemy aircraft and missiles, but can be used against ships; SM2 is also being refitted to many of our present-day ships.

In addition to *Aegis*, DDG 47 is armed with anti-submarine rockets (ASROC), guns, torpedoes and *Harpoon* missiles which are carried in, and launched from, two deck-mounted quad-canister launchers.

Two 5-inch/54-caliber guns (one forward and one aft) provide defense



against air and surface targets. DDG 47 can carry conventional 5-inch ammunition, infrared guided projectiles and extended range laser-guided projectiles now under development. The *Phalanx* weapons systems provide self-defense against low-flying missiles and aircraft.

The new destroyer fires Mark 46 torpedoes from triple tubes port and starboard and also from two assigned LAMPS III helicopters.

In addition to her many weapons systems, she is equipped with an extensive array of electronic and non-electronic countermeasures to give her offensive and defensive capabilities against targets above and below the surface.

### Propulsion

Like the *Spruance*-class destroyer, DDG 47 is powered by four marine gas turbine engines which can produce more than 80,000 horsepower to drive the ship at speeds in excess of 30 knots.

More compact and lighter than steam turbines, the gas turbine engines are easier to maintain, are more quickly repaired or replaced, and can be started cold in only a few minutes rather than the hour or more needed for conventional steam plants.

The ship has twin screws, twin rudders and staggered twin main propulsion spaces, each containing two engines. The twin screws are the reversible pitch type to give the ship a high degree of maneuverability. Besides controlling direction of the ship, the pitch of the screws can be tuned to achieve maximum efficiency for long-range cruising or maximum silence during anti-submarine warfare missions. During normal operations, the destroyer can cruise on two engines, going to three and then to four for greater speeds.

Survivability was one of the main design considerations of DDG 47. The ship incorporates many improvements in fragment and fire protection as well

as redundancy in vital equipments and systems.

### Habitability

Automation to improve the ship's efficiency combined with modern construction materials reduces the number of crewmen normally required to man a ship of the DDG 47's size and leaves room for more comfortable working and living quarters.

Ordinary ship maintenance is eased through use of an aluminum superstructure, vinyl fabrics bonded to lightweight aluminum bulkhead structures that can be wiped clean with a damp cloth, and vinyl tile and fireproof carpeting on most decks. Also, new sealants between partitions and decks to eliminate rust and odors from scrub water, and tough protective paints that resist rust, corrosion and wear do away with tiresome daily maintenance chores.

Living, eating and recreation spaces aboard DDG 47 are decorated with bright, cheerful colors and all living spaces and interior work areas are air conditioned.

Berthing and eating spaces are located in the center of the ship, reducing discomfort of roll and pitch motions.

Overall, living aboard DDG 47, with her increased space and reduction of upkeep problems, should make the sailors' lot more pleasant.

Although destroyers, with their high speed, heavy armament and sophisticated electronic equipment, have changed dramatically over the years, their role remains as it was when that first steam launch took on the Confederate ironclad—"to seek out the enemy and attack."

### Ship's Missions

- Anti-air warfare
- Anti-submarine warfare
- Anti-ship warfare
- Bombardment of shore positions
- Escort to military and merchant ship convoys.
- Amphibious assault support

Surveillance and trailing of hostile ships.

Blockade

Search and rescue at sea

### Characteristics

Length—overall ..... 563 feet  
waterline ..... 529 feet

Beam ..... 55 feet

Draft ..... 21.4 feet

Displacement ... Approx. 8910 tons  
(fully loaded)

Speed (sustained) 30 knots

Aircraft ..... Helicopters  
2 LAMPS III

Accommodations .....  
Approx. 360 total; 33  
officers, 327 enlisted  
men

Propulsion ..... 4 gas turbine engines;  
2 controllable pitch  
propellers

### Armament

2 Mark 26 guided missile systems

2 5-inch/54-caliber guns

2 ASW torpedo mounts, triple barrels

2 *Phalanx* close-in weapons systems

2 *Harpoon* missile launching systems

Electronic warfare systems

*Aegis* Mark 7 weapons system

# Family Advocacy Program

BY JO1 DAVIDA MATTHEWS

What causes a person to strike out at other family members? "Frustration," states Carla Pittman, a counselor with Fairfax County, Va., Social Services. "Aggression is a normal, healthy response to frustration—when it's channeled into solving the problem that creates the frustration. However, all too often, frustration leads to family violence. If a child is abused by one parent, the other parent is there to act as a buffer. When it's spouse abuse, there is no buffer."

The Navy has always been involved in the treatment and evaluation of abused children and their families on a needed basis. In February 1976, definite guidelines for treatment, follow-up care and reopening procedures were set forth in BuMedInst 6320.53, establishing the Child Advocacy Program "... to deal with child abuse and neglect among Navy and Marine Corps families."

This program tasked medical facili-

ties with setting up committees with the specific mission of ensuring that not only abused children but also the families received help through further medical care, psychiatric evaluations and case worker visits. In the program's first year of operation, 345 cases of child abuse and neglect were reported and the children and their abusers were helped.

During the same year, however, nearly twice as many incidents of spouse abuse—647—were reported. In 1977, after BuMedNote 6320 of Nov. 19, 1976, established procedures for reporting suspected spouse abuse, that figure jumped to over 1,000.

"We feel that the number of reported child abuse and neglect and spouse abuse cases is a very significant underestimation of the true incidence of the problem," says Lieutenant Commander Robert McCullah, MSC, specialty advisor in clinical psychology for the Bureau of Medicine and Surgery, and Program Manager for the Family Advocacy Program. "We hope to help

these people by expanding the Child Advocacy Program to include spouse abuse victims."

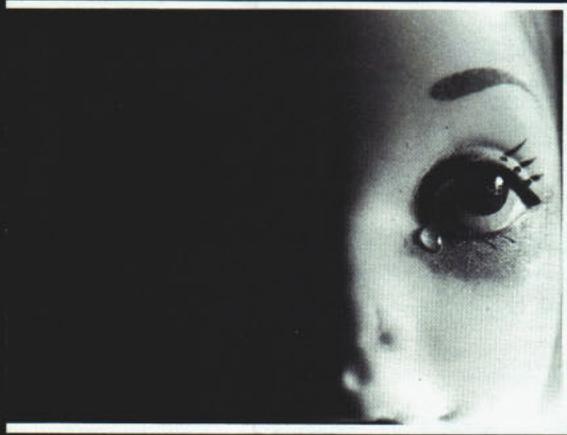
Pilot Family Advocacy Programs should be operational by FY79 at Naval Regional Medical Centers in four locations—Portsmouth, Va., Camp Lejeune, Camp Pendleton and San Diego.

"We cannot afford to duplicate available community services," Dr. McCullah explained. "What we intend to do is tap existing resources and make sure that those who need help are aware of available alternatives."

Though the program is in the developmental phase, it is still an indication that the Navy recognizes spouse abuse as a problem that must be addressed—a conclusion that many communities seem to be slow in reaching.

Dr. Harvey Taschman, coordinator for Battered Women's Project at the Center for Studies of Child and Family Mental Health, National Institute of Mental Health, reports that there are





less than 50 community shelters nationwide set up to help abused spouses. "Yet we have statistics that prove much more aid is needed," he added. "In Boston, Mass.," he continued, "police daily receive 35 wife abuse complaints. In Atlanta, Ga., 60 percent of all nighttime police calls are for domestic disputes. In one year in Cleveland, Ohio, 36 percent of all couples applying for divorce listed physical abuse as the cause. About 7,500 to 10,000 calls dealing with spouse abuse are received annually at the Washington, D.C., Citizens Complaint Center."

Why do women accept abuse on a continuing basis? (There are abused husbands but those cases are not that common and usually involve a man who is elderly, ill or of small stature.)

"Many feel that the alternatives are worse than the abuse," Dr. McCullah said. "If the wife does leave, she must have a place to go and a means to support herself. When there are children involved, her decision is even more complicated. She may accept the abuse as payment for the security provided."

Some do not accept the abuse calmly for long. As an abused spouse reviews all injuries of the past, hurting the other can be a life-affirming act. According to Dr. Taschman, husband-wife slayings are more common than any other murders, accompanied by a great deal of violence such as repeated shootings, stabbings, or beatings. It becomes important for the safety and mental

well-being of both the abused and the abuser that they seek help.

Fairfax County, with a high concentration of military families as residents, has one of the nation's better, spouse aid programs.

Pittman and Edith Herman, another social worker involved with counseling battered women, were instrumental in setting up a Law Enforcement Assistance Association-funded project called CEASE—Community Effort for Abused Spouses. In addition to immediate needs such as medical care or shelter, the program deals with long-range solutions.

"When an abused spouse—usually a woman, although we have helped a few men—calls us for help, the first thing we do is provide her and her children if need be, with a safe place to stay for a few weeks," Herman said. "Sometimes, a cooling-off period is all that's needed. The fact that she can and will leave is an eye-opener for many husbands. Usually, both will agree to counseling, and gradually, work things out.

"If a reconciliation is out of the question, we try to help the wife get back on her feet and become self-supporting. First we make sure she has applied for any benefits, such as food stamps, to which she may be entitled. If she has been out of the job market for a while, we help identify job skills and aid in the preparation of a resume. When she's ready, we help her find a place to live and will even provide temporary child care until more permanent arrangements can be made," Herman explained.

If she files legal action against her husband, the wife can request a companion, a volunteer who attends court proceedings with her, to provide moral support but not legal advice.

Throughout this transition, the wife attends group counseling sessions where she can meet and make friends with women who have faced similar problems. In one of Herman's counseling groups, five of 25 women involved are wives of active and retired military.

"I have counseled many military wives and it seems that the most dangerous times for them are when the husband returns from a long separation or

right after he retires from active duty," Herman said.

Dr. McCullah agrees. "When he returns from deployment, the husband usually finds his wife in complete control of the household. Even his children look to her for direction. He may feel out of place and be frustrated in his attempts to re-enter family life. When he retires, he no longer has the security that military life provided. In his fear and frustration at starting a new life, he may strike out at his family."

In some ways, a woman separating from a military husband may have more benefits than most wives. Until the divorce is final, the wife is entitled to military medical care, and usually the children continue to receive medical care until they lose their eligibility through adoption or by reason of age. If a husband refuses to give her court-authorized support payments, she can take steps to have it sent to her through his command.

Spouse abuse has been called the "closet crime" because it is usually shut away and hidden. A doctor, ever alert for suspected child abuse, will calmly treat a woman's broken arm—her third serious injury in a year—and never question her story of its source. Neighbors may never know the extent of the abuse because, unlike a child, a woman can hide the bruises and hurts.

"People need to know that the problem does exist and that there is help for those who seek it," Dr. McCullah said. "The Family Advocacy Program is a step toward recognizing the problem and identifying rehabilitative and, most importantly, preventive resources." ↓

# Navy Relief Hits 75

BY JOANNE DUMENE

Brass bands will not play. Nor will bells peal out in jubilation. Instead, to celebrate its 75th birthday, the Navy Relief Society will spend another year quietly helping the "Navy and Marine Corps take care of their own."

The Navy Relief Society has come a long way since 1904 when \$9,000 was donated from the proceeds of the Army-Navy football game. Organized as a self-help effort to take care of widows and orphans of Navy and Marine Corps personnel, the Society now makes interest-free loans, gives outright grants, provides financial aid for the education of dependents, and operates a layette service, thrift stores, and a visiting nurse program. Its 3,500 volunteers, many of whom have earned 5,000-hour pins, continue their service.

When we talk Navy Relief today, we're talking big money, money that's constantly in circulation, money that's helping Navy and Marine Corps families who find themselves in difficulties. Retired Vice Admiral Robert S. Salzer, President of the Society, explains: "Right now, we have more than 4,000 dependent children with interest-free loans for education. That's about \$7 million. We're also processing about 3,000 loan cases for emergency needs every month. That's a lot of money."

Despite this large amount of money, the Navy Relief Society, unlike many other relief organizations, does not have a budget for relief operations. Instead, the money is dispensed according to need and circumstances at the time.



Admiral Salzer said that establishing a tight budget guideline would be unrealistic. "We can't say we'll give so much money in interest-free loans this year and so much next year," he said. "We don't know how many people will be in need and we have to be truly responsive and flexible to the people at the time they need us."

One example of the Society's responsiveness followed the recent pay crisis when no one was sure if Navy paychecks would be delivered. The entire network of auxiliary officers and volunteers was primed for an influx of requests for financial aid. They were ready to respond immediately with one-half million dollars available for use overseas, and \$2.5 million stateside. Arrange-

ments also were made to make an additional \$5 million available to sea service personnel. The crisis was averted when Congress passed the Appropriations Bill just in time, but the Society had been prepared to go the limit.

The Society grants interest-free loans under a wide variety of circumstances. It gives financial aid to those who have suffered losses as a result of a fire or a large-scale disaster such as a tornado. It helps with basic living expenses, funeral expenses, CHAMPUS bills, and even emergency transportation in cases of serious illness or death in the immediate family.

According to the admiral, many cases involve young people with not too much experience in financial management. In

these cases, the Society grants interest-free loans only in conjunction with budgetary counseling. After the budgetary counseling is of more lasting value than the loan.

Repayment rates for interest-free loans average 85 percent. This year, possibly because of the emphasis on the allotment method, the repayment rate is running about 90 percent. "Allotment is the most painless way of paying back a loan," Admiral Salzer said.

In some cases, if repayment is impossible, the Society considers the money given as an outright grant. "Our business is helping people," the admiral said. "While we cannot encourage mismanagement, the money belongs to the people in the Navy and Marine Corps who need it. And we're not going to cause them a hardship by requiring them to repay when they can't."

#### Who can get help?

Navy and Marine Corps members, their dependents, and their survivors are eligible for Navy Relief assistance. In most cases, the service member should be the one to apply for aid. However, dependents can be granted aid on an interim basis. Permission of the sponsor will be sought in the meantime. Survivors themselves may apply directly for aid.

Verification of need is a requirement and is a protection for the majority of those who seek help from the Society. Verification can come through a command recommendation or sometimes through the American Red Cross.

This year, a monthly average of 3,000 individual cases are getting some form of financial assistance. It ranges from small interest-free loans for basic living expenses to large sums for major medical or dental care which never can be fully paid back. It also includes educational aid for dependent children.

An example of one of the bigger loan cases involves the child of a petty officer first class who is stationed where there are no adequate military medical facilities. The child has a lung problem which

requires special machines and nurses.

"Here we're talking about thousands and thousands of dollars," Vice Admiral Salzer said. "Even the 20 percent required under CHAMPUS' cost-share program is hopelessly beyond the financial capability of this man. The Society simply has to help this person until the child is transferred to a government facility."

Admiral Salzer admits that there sometimes are misunderstandings about why some requests are turned down. "People should understand that

we're here primarily to help those in need," he said. "We're custodians of someone else's money—money contributed by sailors, marines and civilian friends who make contributions at some sacrifice to themselves.

"That's why we cannot finance business ventures or provide home mortgage money or finance buying a new car," he said.

He admitted, however, that there is a value judgment which must be made as to what's essential and what's not. "If a person can't find housing close to work



*Volunteer nurse Cheryl Whymys and one of her charges — it's all part of the NRS Visiting Nurse Program. Photo by Sharon S. Brown*

and there's no public transportation, we might consider making a non-interest loan for car repairs," he said. Therefore, even though the Society has established basic rules for obtaining assistance, there always are exceptions. Admiral Salzer emphasized that "each case is considered individually on its merits, and it still takes two people to say 'no' to a request."

Because the Navy Relief Society was established to provide emergency aid for those in need, it normally will not pay expenses arising as a result of purchasing luxuries or non-essentials. It will not pay interest on loans or help to consolidate debts, nor will it pay debts incurred before a person joined the service. The Society will not help pay one's taxes or cover bad checks, will not provide bail and will not pay court fines.

Apart from direct financial assistance, the Society operates other programs. One of the biggest and most important are educational loans for dependent children.

With about \$7 million committed to this program at any one time, the Society grants loans up to a maximum of \$6,000 for educating a dependent child. The amount depends on the spon-

sor's income, number of dependents, and number of children attending college or trade school.

Repayment by the student does not have to begin until three months after graduation and could extend for as long as 80 months. The 99 percent payback rate on the program is high compared to other educational loan programs.

If you need financial help to pay for your child's education, the Navy Relief Society will consider your application which must be submitted by March of this year to be considered for the coming 1979-80 school year.

Another valuable service is the Visiting Nurses Program which currently operates at 24 of the larger or more isolated Navy and Marine Corps activities. It answers the need for the special help that nurses provide for mothers of new babies, convalescent persons, or elderly people confined to their homes. There is no charge for the services which are funded by the Society.

Other special helps are the layette program and thrift shops. Under the layette program, babies of certain enlisted members are provided a donation of clothing and supplies. Thrift shops accept donations of clean, wear-

able clothing and other items and sell them at discount.

According to Admiral Salzer, the greatest single accomplishment during the Navy Relief Society's 75 years is the manner in which the organization responded to and expanded with the surge that took place in the personnel strength of the Navy and Marine Corps during World War II.

"Keeping pace with the needs of over three million people became a tremendous challenge—we were a relatively small organization at the time," he said. "But what a response there was. All kinds of people, including war heroes, responded. Then there was the patriotic response of the civilian community which led a nationwide fund drive. The proceeds from this really were the basis for the Society's reserve funds."

From its small beginning in 1904 through the World War II years and up to the present day pressures of inflation, the Navy Relief Society has proved itself as a force which can respond to any emergency. At a young and vigorous 75, the Society is looking forward to at least another 75 years of helping "the Navy and Marine Corps take care of their own." ↓

## Eligibility

Those eligible for Relief Society aid include:

- Active duty Navy and Marine Corps personnel
- Reservists when on extended active duty
- Members of Fleet Reserve or Fleet Marine Corps Reserve
- Retired members
- Members of the Coast Guard when serving as part of the Navy during time of war
- Dependents of living or deceased members as listed above

In the event of an emergency, the Navy Relief Society can provide free loans or outright grants for:

- Emergency transportation
- Funerals

- Medical bills (the patient's share)
- Food, rent and utilities
- Necessary dental care
- Help when disaster strikes
- Personal needs when pay records are lost
- Essential car repairs
- Educational loans for dependent children

Aid is not always in the form of a loan or grant. Other forms of assistance provided by the Navy Relief Society include:

- Securing information about dependency, allowances, pensions or government insurance
- Advising about available community resources
- Budget counseling
- Listening post
- Visiting nurse for mothers and newborns
- Layettes

- Thrift shops
- Children's waiting rooms
- Vocational training for widows

To apply for help, contact your local Navy Relief Society. If there is no office in your area or your need occurs after hours, call the nearest Red Cross facility. If the Red Cross is also unavailable, the Air Force Aid Society or Army Emergency Relief can be contacted. Also, you may write or phone Navy Relief Society Headquarters at:

801 N. Randolph St., Suite 1228  
Arlington, Va. 22203

Telephone: (202) 696-4950; Auto-  
von: 226-4904

When you visit your Navy Relief Society office, or any of the offices above, bring your leave papers, leave and earnings statements, payment books and any other information which may be helpful such as dental estimates or medical bills.

# George Welsh

## “It’s been a team effort”

“Kick it,” George Welsh yelled from the sidelines. It was a fourth-and-1 situation at the Army 17 in the third quarter of the 1978 Army-Navy classic. The TV camera was on him when he called for the kick. There was no doubt what George wanted.

The resulting action was one of those sequels that one never gets tired of watching in a playback.

Placekicker Bob Tata stood ready to put in the field goal. Quarterback Bob Leszczynski couldn’t handle the high snap; it bounced away. Tata—all 150 pounds of him—blocked for Leszczynski. The quarterback scrambled for the ball, found tailback Steve Callahan opened and hit him with a pass that sent Callahan over for the game’s fourth touchdown against Army.

Leszczynski was grinning from ear to ear—George Welsh was in gravy.

Welsh said, “We practiced that play all year.” But he knew no one believed him. He amended it—“No, we really didn’t practice it, but I think Leszczynski did it on purpose so he could throw for a touchdown.”

Earlier in the season, however, Welsh had given the answer to the situation which developed in Philadelphia. “I think we’re a pretty good team... it’s been a team effort, everybody playing well. That’s the key.

“When we have breakdowns, someone covers up.”

All told, the 1978 season was a pretty good one for Navy. It had an 8-3 record going into the inaugural Holiday Bowl in San Diego against Brigham Young

University. Navy had put in its best season since 1973, when it was 9-1.

The 28-0 romp over Army was George Welsh’s fifth win over the Military Academy in six tries. Before last year’s loss, he had taken four games in a row. To add to his present laurels, Welsh’s midshipmen captured the Commander in Chief’s Trophy for the third time (they won in ’73 and ’75), beating both Air Force and Army in the same season.

The Holiday Bowl bid was icing on the cake which George Welsh looked at as “a reward.”

“Our team did a good job. It’s good for the Naval Academy and for the Navy in general.”

What kind of man is George Welsh? For one thing, he’s a man with a quiet, determined faith in himself and his team. He constantly plays down bravado—even when he’s riding high and could be boastful.

Welsh comes from a quiet background in southeast Pennsylvania. Football, however, isn’t just his life’s work, it’s his life’s style. It’s something he took to naturally, as naturally as the rest of us learn to walk.

“If you know anything about football history,” he said, “you’ve heard of the Pottsville Maroons, only 15 miles from there. They put football on the map.”

“There” refers to Coaldale, what else but a mining town.

“It’s a town of five or six thousand people,” he said. “Probably less today.

“My father worked in a colliery for 20 years. They mined anthracite, used

mostly for heating. When coal went out as a primary heating source, Coaldale became a depressed area. Still is today.”

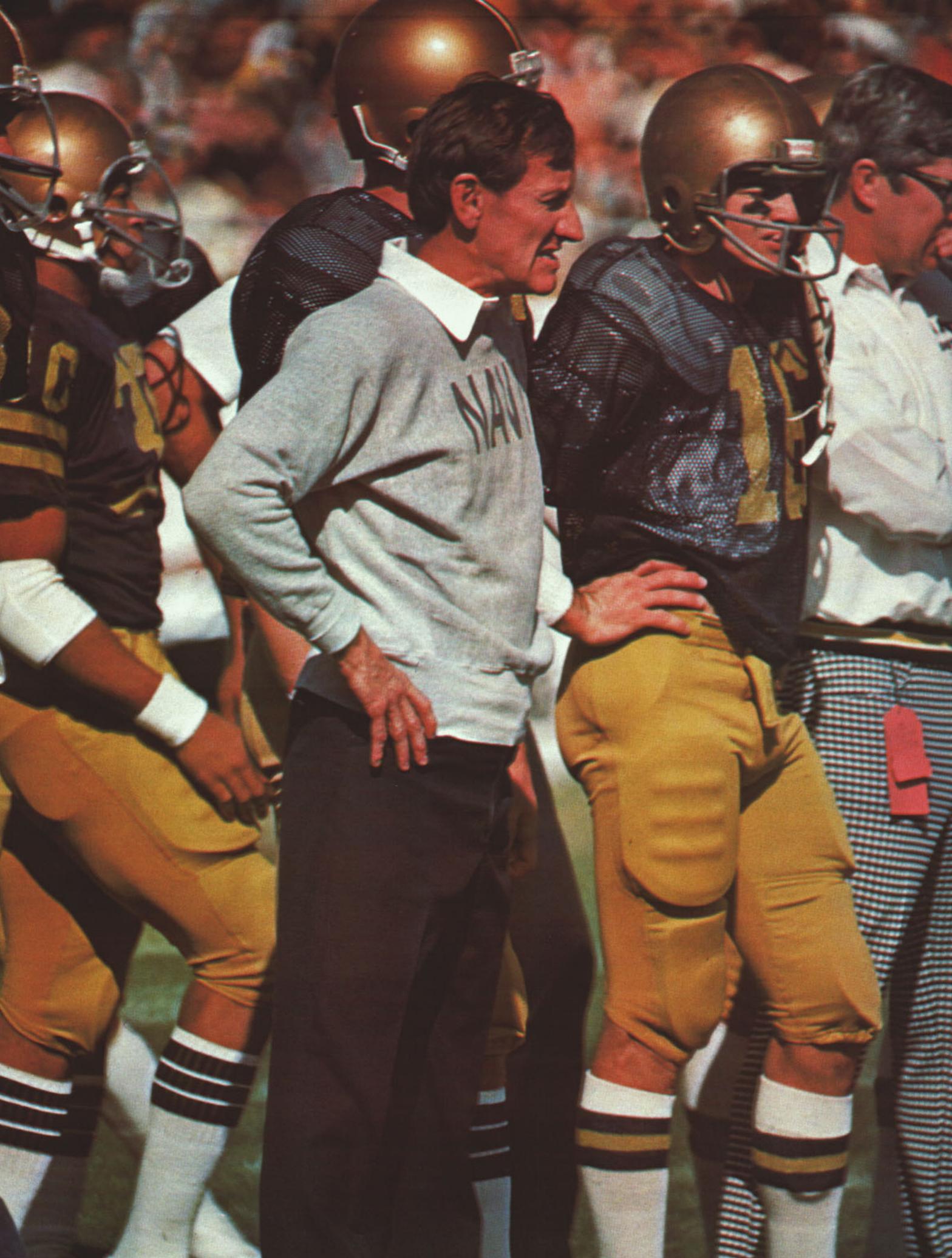
Welsh went through his various seasons with football. He played for Coaldale High and Wyoming Seminary Prep, went on to the Naval Academy in 1952 and was the Midshipmen’s starting quarterback for three seasons—1953, ’54 and ’55. He played a year with the Norfolk Naval Base Tars before torn knee ligaments in 1957 ended his active playing.

Leaving the Navy in July 1963, he joined Rip Engle’s staff at Penn State (Engle wrote saying he had an opening and “no experience was necessary”).

George had spent 10 seasons with the Nittany Lions in a very responsible—and secure—job, coaching quarterbacks and offensive backs. He was in a solid position at Penn State. There was no pressing reason why he would want to take on a chancy proposition like being head coach at the Naval Academy—a school which had been on the football skids since 1965. Navy’s two coaches before Welsh couldn’t get the blue and gold team behind them. What was to say that George Welsh would fare any better?

Before the Notre Dame loss (27-7), the failure to catch up to Syracuse (20-17), and bombing out to Florida State University (38-6)—three big ones in a row—George was playing down his seven-and-oh record. Those games

*George Welsh on the sidelines during the Notre Dame game at Cleveland.*



# George Welsh

increased the Academy's list of walking wounded.

"Look," he said, "an undefeated season is no guarantee of a bowl bid."

It isn't?

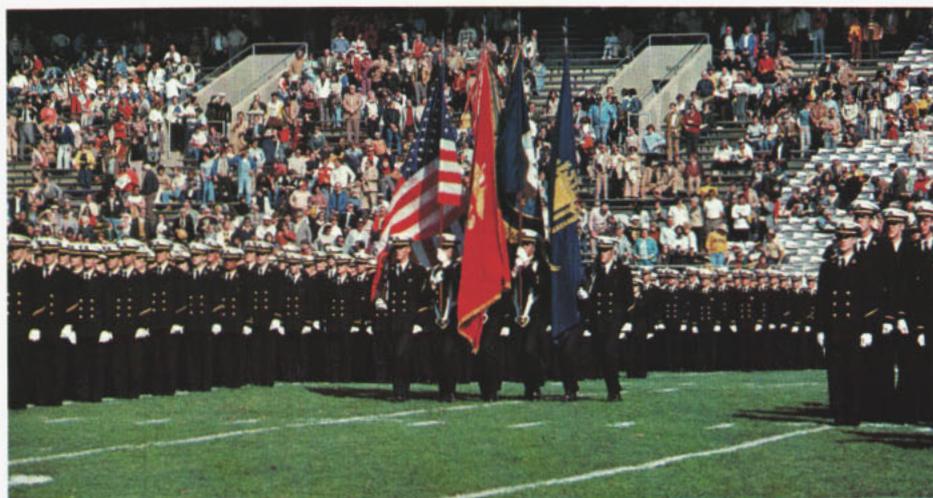
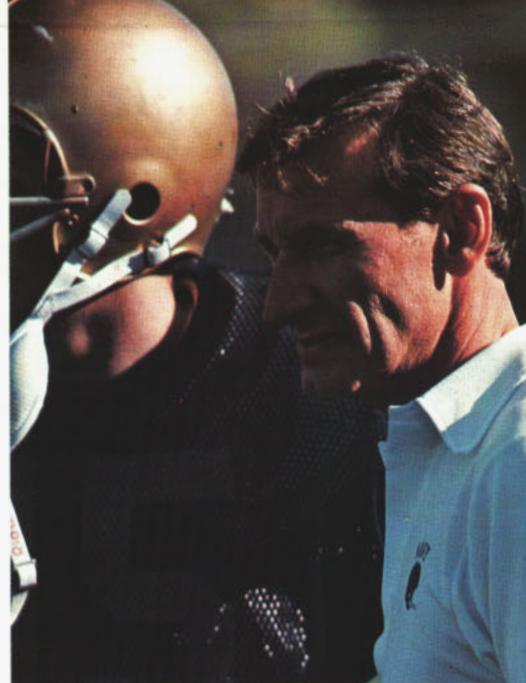
"You have to consider the schedule we play—Connecticut (30-0) doesn't help. Our schedule really started with Pitt; it's how we play the remaining games that count." (Pit fell (21-11).

About the time (in late October) that Gregg Milo, the junior rover, was being named ACC "Player of the Week," another story surfaced about Wilson, Thornton, Stephens and Miller. All had to beg for slots on the plebe team in

1975. (That coach is gone now.) Al Miller (6'1", 219), middle guard, was told pretty much the same thing. Defensive ends Charlie Thornton (6', 202) and Mark Stephens (6', 210) almost didn't get a tryout.

The four turned out to be—in Welsh's words—"blue-chippers," and he is more

*Clockwise, beginning at right: Welsh with quarterback Bob Leszczynski; Leszczynski ready to let one go; Welsh meets Notre Dame's Dan Devine; and the Brigade of Midshipmen on the home turf.*



than glad that they all had stubborn streaks.

The bio on George Welsh states that he doesn't want to do this forever. What's that really mean?

"Just that. I don't know what I want to do eventually. I have some ideas but it's not something I'm planning on now; that's five or 10 years away. Right now I'm taking things as they are."

He confesses a liking for literature and the humanities. He reads whenever he gets a chance and toys with the idea that someday he may teach. But, first, he feels he has to go back to school.

"I should have gone after post-grad

work sooner—while I was on active duty—but I kept putting it off. I regret that now, in a way. I didn't make full use of my time then. I was on sea duty, had kids, and...."

One can hardly imagine Welsh not making full use of his time.

He has a sense of humor—a quiet one—but for the most part he's an individual who bores in on the task at hand and never lets up until it's complete. That accounts for the way he tackled his role as a junior officer aboard ship and as part of a staff at sea. While in uniform, he was an assistant navigator, gunnery officer and an ops officer. He

served aboard the USS *Des Moines*, USS *Fletcher*, and with Rear Admiral Ephraim Holmes, Commander, Cruiser Division 5. He did a short stint at the Academy (1960-61) as a company officer helping Coach Wayne Hardin steer the Midshipmen to the '61 Orange Bowl.

"I didn't exercise regularly then (aboard ship). Even when the ship was in port I let the routine go by. I paid the price when I suited up with the Tars.

"That heat in August was a killer. My body wasn't ready.

"Now I run 10 to 15 miles a week. Put in some time running each day after



# George Welsh



practice. I'm about five pounds under my Academy playing weight of 165-170 and I stay off the sweets, go light on the meat and watch what I eat."

On the table was a "Spruance lunch," the kind of lunch Admiral Raymond A. Spruance forced on his wardroom in the South Pacific in World War II. The admiral, appalled at the size of the noonday meals being put away by his staff, forced his salad-soup-iced tea fare upon them. They rebelled, but they stayed awake in the afternoons.

George had soup and salad in front of him but he fudged a bit with the chocolate milk.

What's the coach do to relax? How does he get away from it all?

His weekends just don't exist during the playing season, and football, of course, burns up most of the time in fall, winter and spring.

"I get away for a month in the summer," he said. That one month a year is obviously George Welsh's season of quiet. There was a hint, however, that



*Top: Action during the Pitt game (and what appears to be a facemask foul in the making). Left: Welsh talks to quarterback Bob Powers (18). Women midshipmen now handle the Academy's cheerleading chores.*



the time involves reading, being with his wife and four children.

Almost to himself he said, "I gave up golf and I don't play tennis very well." One wonders what a poor game of tennis to George is all about.

"And I like the theater," he continued as he brightened up considerably. "I get into Washington every chance I can during the year—the Arena Stage, places like that."

Put two and two together and another detail concerning George Welsh falls into place. The 1978 Naval Academy football billboards carrying the season's schedule bore the phrase, "A Team for All Reasons." It's a certainty that "A Man for All Seasons" ranks high on his list.

With one of his sons a senior at St. John's in Washington, he probably has more reasons to make the 35-mile run from Annapolis.

Are his boys—George, 17, Matt, 11, and Adam, 8—into football? An affirmative nod, a word or two is all; his family—wife, Sandra, and children (Sally, 18)—is a private affair. George is out front each Saturday—that's enough for the Welshes.

Whom does George Welsh admire?

"Ephraim Holmes, my boss...when I was on his staff. I never met a man who knew his job—knew the Navy—so thoroughly. No matter what came up, he knew the answer and he knew all about the subject."

In a sense, Welsh was talking about himself. The Welsh thoroughness for knowing his job in, out and sideways, is his mark of success, his excellence. Those about him unconsciously refer to him with a sense of respect almost bordering on awe. His drive, his intensity, his thirst for winning filters down to the most junior member in his football complex. He's the master of the situation simply because he knows every facet of it. Springing a surprise detail on him would be an impossibility.

Looking for the heroic in this methodical man is like looking for the pot of gold at the end of the rainbow. It does not exist. He went to the Naval Academy simply because "it's a good school," a place where he could get a

good education. Still, he qualifies that by stating that he had offers from other schools to play football—Penn State and Yale for starters. (It was while trying out for Penn State that he first met Rip Engle.)

He enjoyed his time on active duty, but he reached a point when he had to make a personal decision. He really didn't know what he wanted to do by the time 1963 rolled around. He took the boards for entrance to law school and considered going in that direction. His wife was a teacher and there would be something coming in if he decided on studying for the law. But the idea never took hold.

He got off letters to some of the big companies—U.S. Steel, Campbell's and the like—and others to his former coaches. George was "putting out feelers." He saw Engle in Hawaii during the Hula Bowl and let it be known that he was searching for a billet on the outside. He got "the" letter from Engle in March; it put the cap on his decision to get out.

Ten years later, at the urging of the Academy's Director of Athletics, retired Captain J. O. Coppedge, he returned to the Navy.

Maybe George just arrived on the scene at the right time and that accounts for 1978's success, but that's a big maybe.

Notre Dame Coach Dan Devine said, "You could recognize this thing building up over the years. In 1975, they had a good team but slacked off a bit in 1976 and 1977, but they weren't 2-8 any of those years.

"Their people were steadily getting better and better and now they have it all together...Now Navy has people who can play any place and they're all well coached."

Welsh has to cope with things that many coaches aren't bothered with. For one thing, Annapolis is not like other schools.

"There's that service obligation time after graduation that scares off a lot of kids who might want to come to Annapolis," he said. "Those five years plus the four at Annapolis takes a good chunk out of their lives. No one comes

to Annapolis just to play football.

"Then, these guys have to put in four or five hours every night studying. Some might not be strong academically but they manage to keep their grades up. I never lost a first stringer."

Welsh states that the fairly recent rule limiting the number of scholarships a school can hand out has helped Annapolis. "Before that, we were up against it. The big schools were passing out scholarships like newspapers and we couldn't compete.

"Now, some of the high school kids are giving us a second look and a good many of them like what they see. And each spring practice results in a couple of more joining the squad whom we weren't counting on."

One key to Welsh's success is that he puts the best athlete on the field regardless of position and, sometimes, regardless of status. After the 1977 season he felt that he didn't play the freshmen (plebes) earlier, but well into the next season he had played them some.

Navy hasn't had such an undefeated streak (7-0) since halfback Joe Bellino went on to take the Heisman Trophy. The team hasn't had as many shutouts (four) since 1955. But what Navy needs, said Welsh, "...is 5,000 more hard-core fans. If we had a better following, we could play more at home, and we'd win more. Traveling the way we do wears a team down."

The flawless football that Navy played at Philadelphia in December only proves Welsh's point. With a good share of the 79,026 fans in JFK Stadium on their side, Navy could do no wrong. They didn't get that bowl bid for nothing.

—JFC

*Photos by D. B. Eckard and K. J. Mierzejewski*

**Inaugural  
Holiday Bowl  
Navy - 23  
Brigham Young - 16**

# Bearings

## VF-84 Has the Key

The Jolly Rogers of Fighter Squadron 84 aboard USS *Nimitz* (CV 68) contend that their personnel are the best and most qualified professionals in the fleet. They base this claim on their policy of advancement, education and training.

The key to their success seems to be a personal touch with a good helping of command support. "When a man checks in to VF-84," said Lieutenant John Stoelting, assistant personnel officer, "we let him know that we want him to advance regardless of his career intentions."

To get everyone involved, LT Stoelting keeps a running record of each person's advancement requirements. He knows what each man in the squadron has accomplished toward eligibility in

rating exams and how much each has yet to complete. Every month, division officers are informed of progress.

Commander Emory Brown, VF-84's Executive Officer, is personally involved in counseling and requires each man to submit a study plan for the exams.

The effectiveness of this policy toward advancement training is reflected in the squadron's record of advancements. During the first year and one-half, every E-4 candidate in the squadron had been advanced on his first exposure to the Third Class Petty Officer exam. After 11 exams administered for all rates from E-4 to E-9, the Jolly Rogers' advancement rate is just under 80 percent.

This system has proven to have some surprising side benefits as well. Morale among the Jolly Rogers is higher than

ever, and professionalism and productivity are outstanding.

The Jolly Rogers fly the F-14 *Tomcat*, one of the world's most sophisticated fighter aircraft, and have proven their mission capability second to none. To maintain this distinction, they believe, each man must receive the best training and most comprehensive education available. To this end, the command is dedicated in its training programs.

—LT S.E. Benson

## The Eyes Have It

Noise—that invisible threat to our hearing—can now be seen at the Naval Air Station, Patuxent River, Md.

Aviation Structural Mechanic



(Structures) First Class J.V. King, safety petty officer for Fleet Air Reconnaissance Squadron Four, has devised what he calls a *visual noise alarm*, which literally shows his shipmates the noise hazard in and around their working area.

AMS1 King fashioned his noise alarm from a sensor and light—amber beacon—and added a sign which warns



that ear protection is required when the light flashes. Any noise exceeding 90 decibels triggers the beacon.

"The acoustics of the hangar amplify the noise from engines, ground support equipment and power tools," King explained. "The noise level in the hangar often ranges from 88 to 105 decibels."

King added that the Navy, in compliance with Federal Occupational Safety and Health Act guidelines, will soon adopt 85 decibels as the highest noise level acceptable for those not wearing hearing protection. In the meantime, VQ-4 has initiated an audiogram program to ensure that everyone assigned gets an annual hearing check.

The alarm is attracting attention—a noise survey team from the Navy's Aircraft Environmental Support Office in San Diego viewed the device with favor and a neighboring Pax River squadron is planning to install a similar device.

## Tribute to Aviators

The following excerpt from the Congressional Record pays tribute to two naval aviators, Lieutenant Commander William C. Matthews and Lieutenant (junior grade) Patrick Kilcline, both lost off San Diego this past summer while on a flight from their carrier, USS *Constellation* (CV 64). The words were read into the record of July 19, 1978, by Senator S.I. Hayakawa (R-Calif.):

"...The Navy flier's job is short on glamour, but long on demands, stress, and the hazards inherent in military aviation. Flying from a large aircraft carrier, day or night, in good weather and bad, is enough challenge for any man. It takes special men in terms of intelligence, technical skill, and courage to attempt such a job. The same qualities are in great demand elsewhere in our society, where they are more

substantially compensated financially than they are on military pay scales.

What is it that makes a man want to do those things which Commander Bill Matthews and Lieutenant Patrick Kilcline and others like them choose as their life's work? They do not do it for the money, nor for the glamour, nor for praise or vainglory, all of which are in short supply in the hard practical world of naval aviation. Certainly it is, in part, a love of flying and pride in flying the finest aircraft which the skill of their countrymen and their nation's technology can produce. Perhaps it is partly in the values of duty, service, and love of country first awakened by their family upbringing and education in the early days of their youth, although you could get few of them to admit it. In each man, too, is the individual sense of purpose, known only to himself, which completes the formula....

There is not and never will be in our free society a substitute for such men or the job which they must do. Someone must always have the watch, someone must always be the sentinel, and someone must climb into the cockpit and launch into the morning sky."

## Midway Outreach

When the aircraft carrier USS *Midway* (CV 41) dropped anchor off Pusan, Korea, recently, the men, as you would expect most crews to do, went ashore for some rest and relaxation. For a handful of sailors and Marines, however, the R&R gave way to some hard work.

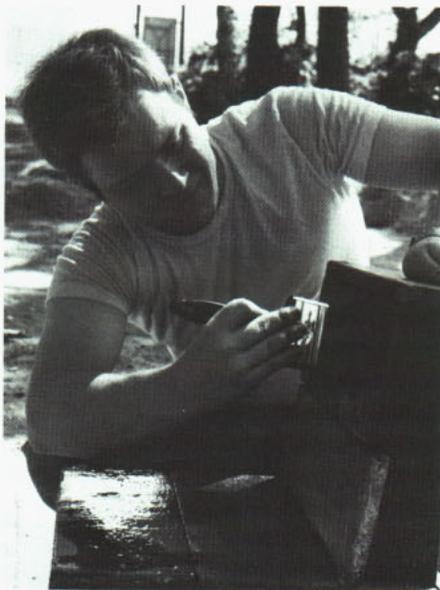
Ensign T.E. Bouquet and Gunner's Mate Technician First Class G. Dunbar organized 40 volunteers from the ship's crew and air wing to overhaul Pusan's Chung Duk Won Orphanage. For three and one-half days—12 hours per day—the men painted roofs, walls and floors,

mended furniture and made minor electrical repairs.

In the meantime, Marine Captain G.P. Turner coordinated the donation of fruits and other gifts for the Pusan Children's Hospital.

Because of poor nutrition, some children were very weak when they entered the hospital. "It was so bad," said First Sergeant J.W. Winborn, "that one little girl couldn't feed herself. We had to feed her." But the Marines made the children forget their ills by entertaining them.

When time came for the ship to weigh anchor, she left many happy children behind—the result of just a little *Midway* magic.



# Energy Conservation Efforts Reap Awards



BY JO1 RON BARKDULL

Six Navy commands and a Marine Corps Air Station were winners in the first annual Secretary of the Navy Energy Conservation Award program.

The winners—selected on the basis of outstanding accomplishments in fuel and energy savings during 1978—are: Pacific Missile Test Center Point Mugu, Calif.; Pearl Harbor Naval Shipyard, Hawaii; USS *John F. Kennedy* (CV 67); USS *Blakely* (FF 1072); Air Test and Evaluation Squadron One (VX 1); Naval Security Group Activity Winter Harbor, Maine; and Marine Corps Air Station, Iwakuni, Japan.

Awards were presented during the Navy Energy Week, October 23-27, by Secretary of the Navy W. Graham Claytor Jr. and other Navy Department officials.

Entrants competed with commands of similar size in seven categories. They were required to document energy saving programs by providing exact fuel-savings figures compared to a predetermined 1973 base.

Winners in each category demonstrated a blend of practical application and imaginative approaches toward reducing fuel consumption. For example:

- Aboard the aircraft carrier *Kennedy*, courses were generally plotted to follow ocean currents. This increased the wind speed across the deck during launching and recovery of aircraft while lessening fuel consumption as the currents helped “push” *Kennedy* through the water. These and other innovative approaches helped save the ship an estimated \$6.3 million in fuel costs during the qualification period.

- USS *Blakely*'s automatic boiler control system permitted that ship to alternate routinely the use of boilers while under way. Operating on one boiler became a common underway procedure without impairing *Blakely*'s mission requirements.

- In realizing a whopping 45 percent savings over 1973 levels, MCAS Iwakuni secured steam distribution lines to work areas during non-working hours, cut off steam to unoccupied living quar-



ters, and demolished or remodeled energy-inefficient structures on base. They also asked—and got—voluntary compliance of station energy conservation guidelines from the air station's residents.

- VX 1, at NAS Patuxent River, Md., captured the Aviation Squadron category for its vigorous aviation fuel savings programs. Their conservation techniques were so successful that they developed authoritative P-3 *Orion* and S-3 *Viking* Fuel Management Guides which are subsequently distributed to all P-3 and S-3 operators Navywide.

- Although the Navy's goal was to realize a 15 percent reduction in energy consumption, the Pearl Harbor Naval Shipyard almost tripled the savings to a 40 percent cutback over 1973 figures. They did it in big ways: replacing floodlights with energy-efficient sodium vapor lights. And they did it in small ways: A supply clerk recommended a photosensitive device to control outside security lights at a snack bar.

- And at Naval Security Group

*Above: CAPT John C. McArthur with the winning plaque for the Pearl Harbor Naval Shipyard. Facing page: CAPT T.R. Mathis accepts award from Pat Shea, local energy company president, for Seal Beach's gas-saving efforts.*

Activity Winter Harbor, Maine, heightened energy conservation awareness allowed that command to document a steady decline in energy consumed during the past five fiscal years. They achieved this reduction while continuing to maintain a high peak of readiness.

In an earlier message, Secretary Claytor said, “The winners are to be congratulated for demonstrating supremacy in all categories of energy conservation: awareness, planning, innovation, training and efficiency in use of equipment. Their hard work and dedication have helped the nation conserve critical energy resources and their efforts serve as particularly outstanding examples for the entire Department of the Navy.”

Each winning command was presented the Secretary of the Navy's Energy Conservation flag and trophy.

# A Bite of the Big Apple



BY JO2 JOE QUIMBY

It used to be that if you wanted good liberty, you would have to be on a ship pulling into Palma de Mallorca or arriving Down Under. Things have changed—now it's the Big Apple.

New York Harbor was the gathering place for thousands of sailors from around the world during the International Naval Review in July, 1976. It also was the port that USS *Saipan* (LHA 2) didn't want to leave last summer. More than 50,000 New Yorkers swamped the ship for a look-see.

New Yorkers have always had close ties with the Navy—even before 1807 when the Brooklyn Navy Yard opened. Ships of our Continental Navy pulled into the port many a time during the Revolutionary War.

Times have changed but New York is still considered the cultural and entertainment capital of the world. And it's still a Navy town with attractions by the dozens.

If you doubt it, ask any of the 250 crew members of USS *Stump* (DD 978) who visited the city recently for the destroyer's first port visit away from her homeport of Norfolk. *Stump's* visit also was the first port call to the city by a Spruance-class destroyer.

USO-sponsored bus tours of Manhattan gave the sailors a chance to take in all the sights. Some went to the "House that Ruth Built" (Yankee Stadium) to watch the Yankees and the Kansas City Royals. Others saw the New York Jets, who offered free tick-



ets through the USO, play the Buffalo Bills. Then there was a double-header at Madison Square Garden with the Knicks and Boston Celtics and, then, the Washington Bullets against the Detroit Pistons—again with free tickets.

The USO also provided play and theater tickets and other tickets at reduced prices. The New York chapter of the Navy League and Naval Support Activity Brooklyn sponsored a Saturday night dance in the ship's honor at the activity's enlisted men's club.

A contingent of *Stump* crew members marched in the city's Columbus Day Parade and their skipper, Commander Carl A. Anderson, a native New Yorker, was an honored guest on the reviewing stand. In addition to hosting a number of dignitaries aboard ship, *Stump* welcomed more than 7,000 people during the three afternoons she held open house.

On departure, the ship steamed out of the harbor escorted by several water spraying Coast Guard boats from Governor's Island. ↓

JANUARY 1979



# Great Lakes Cruise

For the first time in more than 15 years, people in the Midwest had the opportunity to see the Navy up close when three Reserve Force destroyers conducted a cruise of the Great Lakes.

The three ships, USS *Robert A. Owens* (DD 827), USS *William C. Lawe* (DD 763) and USS *Davis* (DD 937) cruised the Great Lakes during August and early September, visiting 12 cities. Their mission: to enhance the Navy's image, support Navy recruiting and provide training for the active duty and reserve crews aboard.

More than 150,000 people toured the ships that operated as Naval Reserve Force Destroyer Squadron Thirty-four under the command of Captain William D. Daniels.

The cruise took the destroyers to Ogdensburg, Oswego and Buffalo, N.Y.; Erie, Pa.; Ashtabula, Toledo and Cleveland, Ohio.; Detroit, Mich.; and Quebec, Montreal, Toronto and Halifax in Canada.

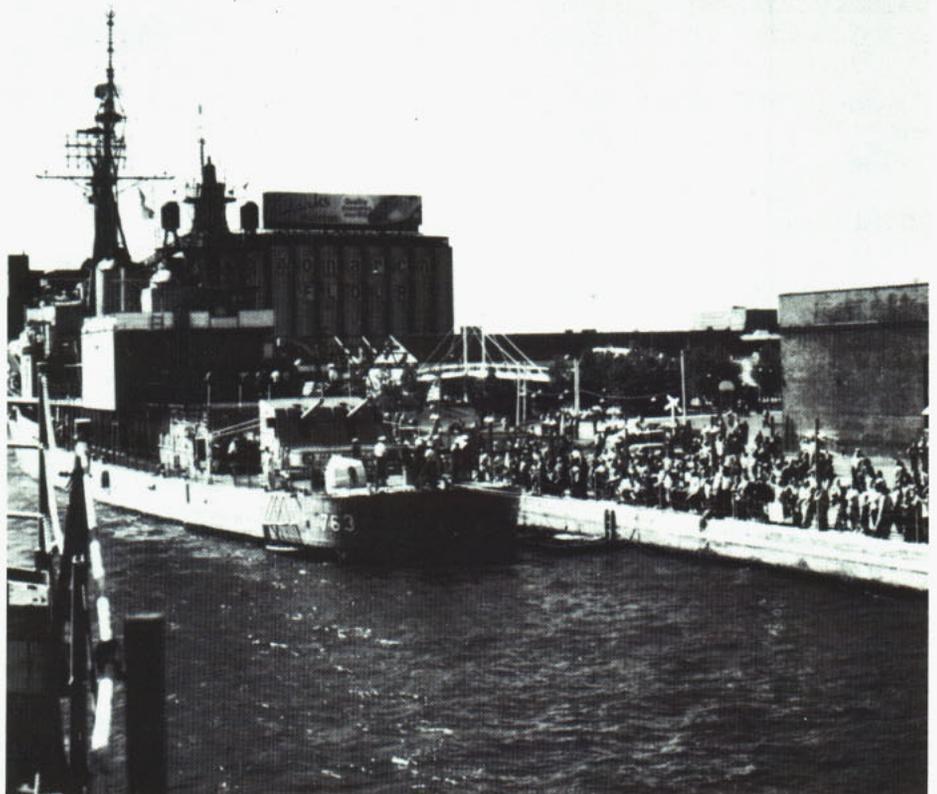
In every port, the original time planned for visitors had to be extended to give everyone a chance to see the ships. Some people waited in the rain and many drove miles for the rare opportunity to go aboard the destroyers. In Ogdensburg, 15,000 people—almost twice the town's population—visited the ships.

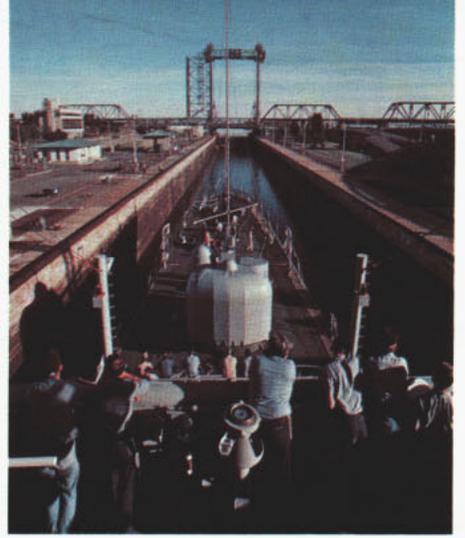
In each city, residents and crews participated in athletic matches and

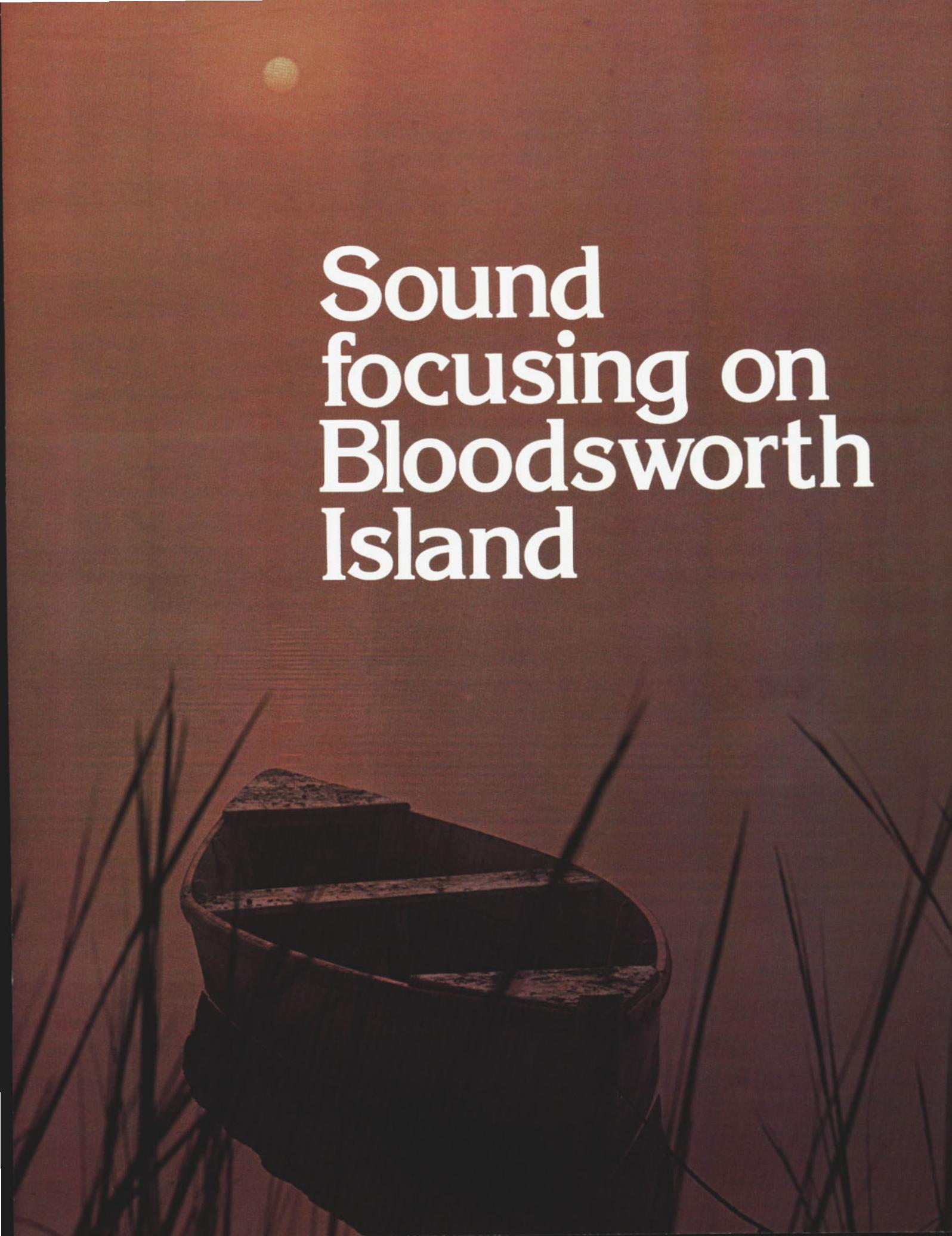
attended social and ceremonial events with civic and elected officials.

Lieutenant Dave Howard, recruiting support officer in Buffalo, said, "The benefits of this visit will last a lot longer than my recruiting duty. Those most enthusiastic about it are the kids. They are our future recruits."

*The 1978 cruise of the Great Lakes was an operation to be remembered both by the visitors and the visited—evident in the faces of the youngsters at right. Maneuvering in locks was tricky. Below, at right: USS William C. Lawe at Toronto and, above, a sailor and his girl in Detroit. Photos by PH3s G. Frederick, J. McConnell and S. Anderson.*





A photograph of a wooden boat on a body of water at sunset. The sun is a bright orange circle in the upper left. The water is a deep orange-brown. In the foreground, there are dark silhouettes of reeds or grasses. The text is overlaid in the upper right.

# Sound focusing on Bloodsworth Island



STORY BY JO1 EUGENE DRIGGERS,  
PHOTOS BY PH2 DAVE  
LONGSTREATH

The morning mist shrouding Bloodsworth Island could easily lead one to believe it to be a model of serenity—until the mist clears and reveals Bloodsworth's true characteristics.

Located north of where the Potomac River dumps into the Chesapeake Bay, Bloodsworth is an uninhabited marsh island that has been used as a practice site for aviators and gunners since the government bought the land in 1942. The island, which also forms the northern boundary of Tangier Sound, has been an important training area for our national defense preparedness since World War II.

Numerous factors have combined to make Bloodsworth Island increasingly important to the Navy. It houses the only range of its kind on the Atlantic Coast, there being no alternate uninhabited island of sufficient size with the necessary maneuvering area and water depth to accommodate Navy ships.

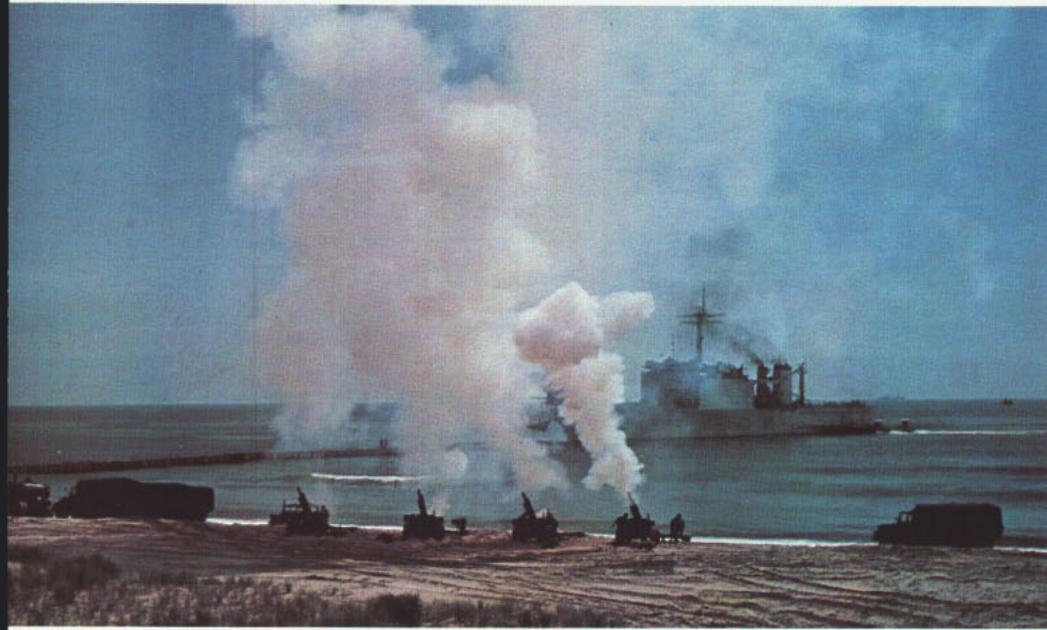
Combined with increasing fuel costs and the ever mindful need for maximum economy of tax money, Bloodsworth Island, located near several major Navy ports, is of vital interest and concern to the U.S. Navy.

Naval air units and the Air National Guard use Bloodsworth regularly. Although normally dropping reduced or dummy charges, these units occasionally drop up to 500-pound bombs for certain exercises. To reduce the noise level, aircraft are restricted from using afterburners and heavier types of ordnance.

However, the most important use of the island is as a range for Naval Gunfire Support (NGFS) training. This training, which simulates naval shore bombardment in support of amphibious landings, is an important element of overall fleet readiness. In fact, all ships that would normally provide such



*Watermen work the waters off Bloodsworth Island even though the Navy's range has been there since 1942.*



*Below: Aerial view of Bloodsworth Island where Navy conducts firing and bombing exercises. Left: A simulated amphibious assault involving Marine Corps and Navy units. Top: Peaceful scenes on Bloodsworth in the Chesapeake Bay.*



support must qualify by passing six separate exercises, five of which involve firing rounds at shore targets. Each ship must re-qualify annually, or earlier, if prospective fleet operations would carry a ship beyond its regular qualification date.

Aware of its dual responsibilities of maintaining fleet readiness and being a good neighbor, the Navy recently completed its initial phase of noise level and ground motion testing in the area surrounding Bloodsworth. The Naval Surface Weapons Center, White Oak, Md., tested explosives, fuses and explosive safety techniques.

A preliminary paper study of the detonation effects of 12 pounds of explosives (equivalent to the explosion of a single shell) was conducted first. It showed that noise levels should be low under ideal weather conditions.

Sound or blast focusing was the most interesting phenomenon examined in the preliminary study. Just as a lens in a pair of eye glasses focuses light into the retina of your eye, the atmosphere can act like a focal lens for blast waves. During a thermal inversion (reversal of the normal atmospheric temperature gradient) and when the wind is from the right direction, the blast wave from an explosion may go up into the atmosphere. It then comes down focused many miles away from the source of the explosion, and causes noise many times greater than that normally anticipated.

The first phase of tests, which took three weeks to complete and lasted until October 1978, was designed to measure the noise levels created during gunfire support and aerial bombing exercises along with the effects that local weather conditions have upon these levels. Known as *sound focus*, this unique phenomenon refers to certain atmospheric conditions which have a tendency to

intensify and channel sound waves in a particular direction away from the range area.

By collecting sound focusing data, the Navy is better able to predict the results of firing during adverse conditions.

Joseph E. Berry of the Naval Surface Weapons Center's White Oak Laboratory was the on-site director for the tests. He manned the main communications, test and monitor site on Deal Island.

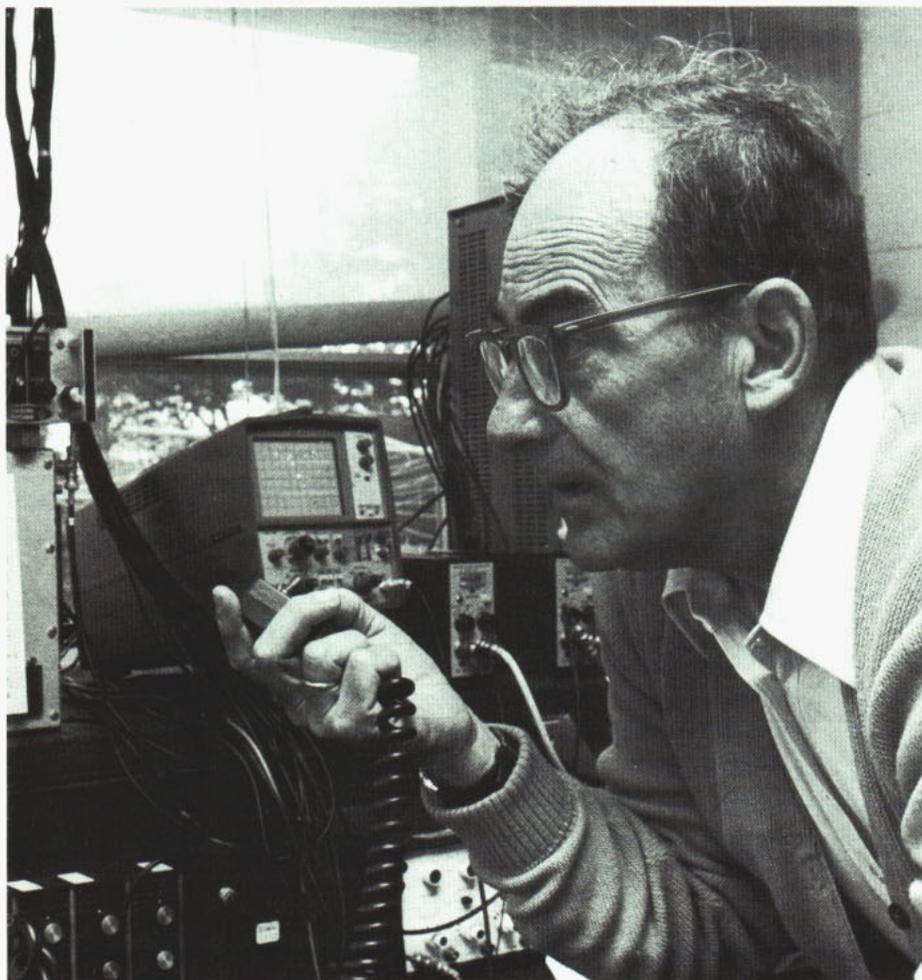
"We also should come away with a recommendation to the Navy regarding optimum locations for measuring and monitoring weather conditions for future testing," Berry said. "And I believe we will be able to establish a sound data base from which the Navy can formulate a procedure to decrease the blast noise levels in the local communities surrounding Bloodsworth Island."

The importance of Bloodsworth

Island as a bombing range was emphasized recently by Admiral Harry D. Train II, Commander in Chief, Atlantic Fleet. "The Navy relies on the island to assure preparedness to fulfill national commitments by maintaining ready, well-trained forces. But the Navy has an additional commitment to ensure the peace and comfort of local residents and to minimize their inconvenience by the Navy's presence," he said.

"The Bloodsworth Island naval gunfire range has played a vital role in the readiness and effectiveness of our military forces, and its importance has grown dramatically in recent years," the admiral continued. "Naval use alone has risen from an average of 23 ships annually to as many as 45 ships firing for training this year. The Navy, through the sound focus testing, has launched a concerted effort to solve the problems created by the Navy's activity in the area, and to allay the fears of local residents. ↓

*Joseph E. Berry monitors noise and ground motion levels during sound focusing tests on Bloodsworth Island. Berry is attached to the Naval Surface Weapons Center's White Oak Laboratory.*





# Navy Rights & Benefits

## Medical and Health Care

*This second presentation in the ALL HANDS series on Navy Rights and Benefits discusses Navy medical and health care for military members and their families. It explains the Uniformed Services Health Benefits Program (USHBP), including the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS), which provides medical and health care for retirees and eligible dependents.*

*Because of the advantages the medical and health care programs offer, Navy families should be familiar with these benefits and keep abreast of changes. This article will bring them up to date.*

### USHBP/CHAMPUS

Medical and health care are some of the most valuable benefits enjoyed by the Navy family. In terms of dollars and cents, they represent considerable savings for Navy families every year. They provide active duty members with complete hospital care, routine dental care, necessary prosthetic aids and other medical equipment, and occupational

health services. Additionally, through USHPB—Uniformed Services Health Benefits Program—dependents and other beneficiaries reap benefits they ordinarily could not enjoy in the private sector.

USHBP provides direct care from Uniformed Services medical facilities (Army, Navy, Air Force, and certain Public Health facilities) for eligible beneficiaries. Through its supplement, CHAMPUS—the Civilian Health and Medical Program of the Uniformed Services—USHBP provides a program by which the government shares with beneficiaries the cost of authorized medical care received from civilian sources.

### USHBP Eligibility

For purposes of eligibility, authorized dependents are those who bear one of the following relationships to an active duty member, a retiree, or a deceased person who, at the time of death, was an active duty member or retiree:

1. Spouse—A lawful husband or

wife, whether dependent or not upon the active duty member or retiree.

2. Widow or Widower—A spouse at the time of death of the active duty member or retiree who has not remarried.

3. Child—An unmarried individual in one of the following classes:

A. Legitimate child or stepchild.

B. Adopted child.

C. Illegitimate child whose paternity has been judicially determined, or an illegitimate child of a female member or retiree judicially directed to support the child.

D. Illegitimate child (whose paternity has not been judicially determined) or stepchild who:

(1) Is, or was at the time of sponsor's death, dependent for more than one half of his or her support.

(2) Resides with, or in a home provided by, the member parent or the parent who is the spouse of the member.

Ordinarily, a child's eligibility for USHPB benefits ends on the 21st birthday. There are two exceptions: mentally or physically disabled children, and full-time students. Certain unmarried children who cannot support themselves because of a mental or physical incapacity remain eligible for benefits regardless of age if they meet certain conditions. Also, a student pursuing an approved full-time course of study (12

semester hours or more at an accredited college or university) and is, or was at the time of sponsor's death, dependent for over one-half of his or her support, remains eligible for benefits until the student's 23rd birthday.

4. Parents, parents-in-law or adoptive parents who are or were at the time of sponsor's death, dependent on the member for over one-half of their support and reside in a dwelling provided or maintained by the member. This does not include stepparents or those who stood in *loco parentis*. (Parents, parents-in-law and adoptive parents are excluded from all CHAMPUS benefits.)

Eligible beneficiaries include dependents of:

1. Service members on active duty

for more than 30 days.

2. Retirees.

3. Members ordered to active duty for more than 30 days who died while on that duty.

4. Deceased retired members.

Retirees are members who:

1. Retired after fulfilling minimum length of service requirements.

2. Were permanently or temporarily retired for physical disability.

3. Are on the emergency officers' retired list and entitled to retired pay for physical disability.

4. Are retired reservists who have met minimum length of service requirements, who are 60 years of age or older, and who are in receipt of retired pay.

USHBP has three basic treatment categories:

1. Dependents of active duty

members can receive care at a Uniformed Services facility and under CHAMPUS (Basic and Handicapped programs).'

2. Retirees, their dependents and dependents of deceased members are entitled to medical care on a space available basis at Uniformed Services facilities and under CHAMPUS, too, but only for the Basic program and not the Handicapped program. (An exception to this is dependents receiving treatment under the Handicapped program at the time of sponsor's death. They continue to be eligible until they pass their 21st birthday or until they cease to be an eligible dependents, whichever comes first.)

3. Parents, parents-in-law or adoptive parents are eligible for treatment on a space available basis in Uniformed Services facilities only.

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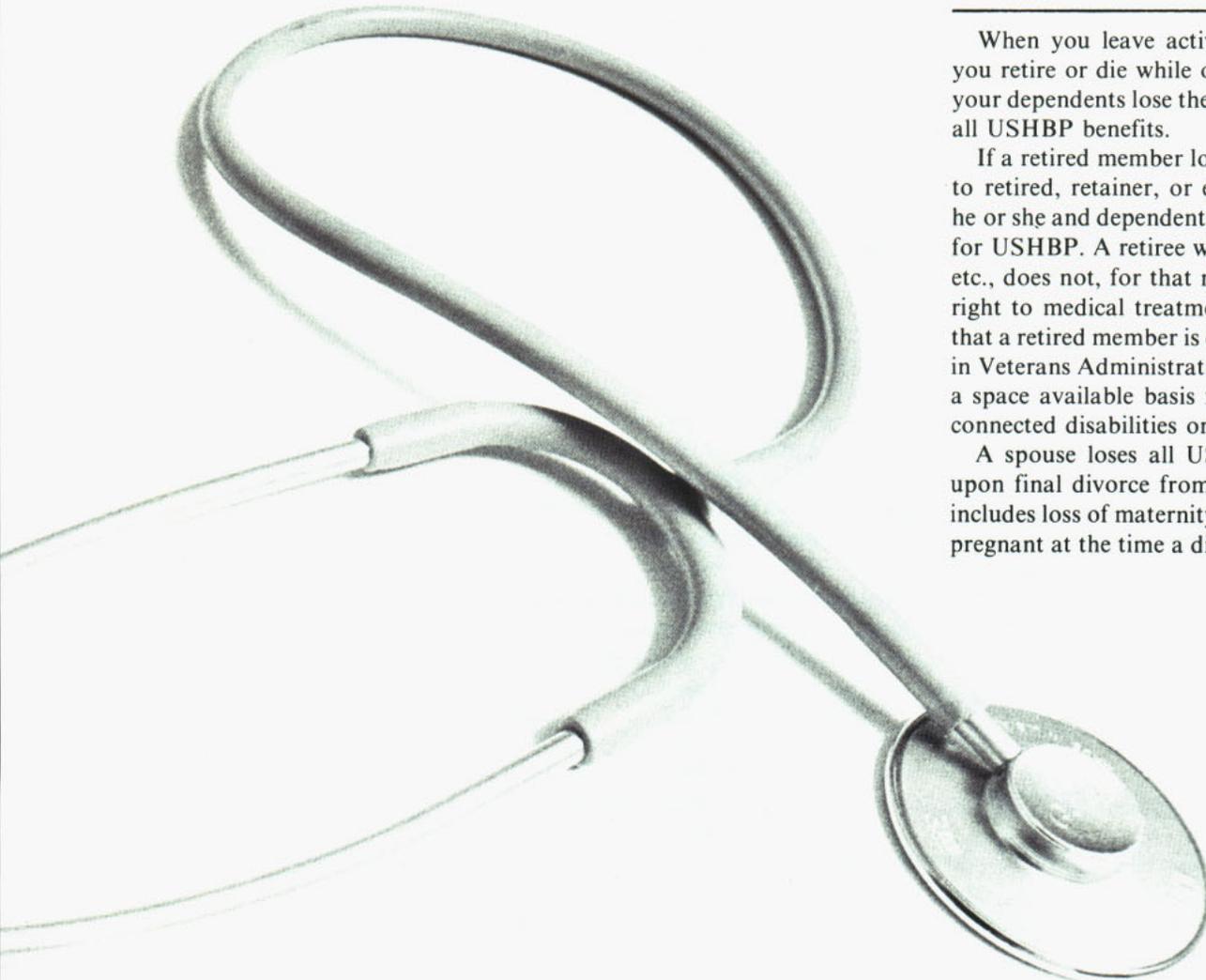
### Changes in USHBP Eligibility

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When you leave active duty (unless you retire or die while on active duty), your dependents lose their eligibility for all USHBP benefits.

If a retired member loses entitlement to retired, retainer, or equivalent pay, he or she and dependents lose eligibility for USHBP. A retiree who waives pay, etc., does not, for that reason, lose the right to medical treatment. (Also note that a retired member is eligible for care in Veterans Administration facilities on a space available basis for non-service connected disabilities or illnesses.)

A spouse loses all USHBP benefits upon final divorce from sponsor. This includes loss of maternity care for wives pregnant at the time a divorce becomes



# Navy Rights & Benefits

final. In such instances, the service member's child becomes eligible for USHBP benefits at birth.

With the exception of stepchildren, a child's eligibility is not affected by divorce or when a divorced spouse remarries. A stepchild relationship ends when a parent and stepparent divorce. For eligibility purposes, a stepchild relationship continues upon death of the member stepparent, but does cease if the natural parent remarries.

When a member dies and his or her child is adopted by a person who is not a service member or retiree, that child remains entitled to USHBP benefits. However, a child of a living member loses benefits when adopted by someone who is not a service member or retiree.

If a child marries before reaching age 21, but not to a service member or retiree, eligibility stops on the date of marriage. However, if the marriage ends, the child regains entitlement to care if otherwise eligible.

Technically, an individual who received benefits before annulment of a marriage was not eligible for these benefits because, in effect, an annulment means that the marriage never existed. Normally, repayment would then be required. However, to avoid financial hardship in this instance, USHBP treats annulment in the same manner as divorce.

A child 21 or 22 years old must be pursuing a full-time course of study to remain eligible for health care benefits. However, if the child suffers a disabling illness or injury and is unable to return to school, he or she remains eligible for health benefits until six months after the disability is removed, or until the 23rd birthday is reached, whichever comes first.

The Navy Surgeon General recommends on a case-by-case basis whether a child is handicapped to the extent that he or she is eligible for benefits beyond the 21st birthday. If the capacity of the child improves significantly or ceases after age 21, the child loses eligibility for all CHAMPUS benefits. This eligibility cannot be reinstated later if the incapacity recurs or the condition deteriorates.

By law, CHAMPUS benefits end

when any beneficiary other than a dependent of an active duty service member becomes eligible for Social Security's Medicare, Part A (Hospital Insurance). This can pose special problems for individuals living outside the United States where Medicare cannot pay for health care. Dependents of active duty service members who remain eligible for all CHAMPUS benefits yet are entitled to Medicare must use Medicare benefits before CHAMPUS payment enters the picture. If any amount remains after Medicare payments are made, CHAMPUS will pay up to the amount, and for those services that CHAMPUS would have paid if there were no Medicare coverage. A beneficiary not eligible for Medicare Part A can continue to receive CHAMPUS benefits after age 65 by obtaining a notice of disallowance from Social Security.

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## Uniformed Services Facilities

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Generally, if you live near a Uniformed Services facility, you and your dependents are already somewhat aware of the medical care available. But remember, providing health benefits to USHBP beneficiaries is a secondary function of that facility.

The primary concern of the staff must be the military member's health. Congress established that benefits provided to USHBP beneficiaries are "...subject to the availability of space and facilities and the capability of the medical staff." The medical or dental officer in charge of the facility determines the extent of such treatment. By law, that decision is final.

Within this limitation and some listed below, a wide variety of medical services are available at your local dispensary or clinic.

Retirees are entitled to the same health care as the active duty member, but on a space available basis. Some retirees on physical disability must get their care for these disabling conditions through the Veterans Administration unless facilities aren't readily available. (VA medical benefits will be covered in a future segment of this series on Navy Rights and Benefits.)

Dependents and survivors of active duty and retired Navy members are excluded from:

1. Domiciliary or custodial care.
2. Prosthetic devices, hearing aids, orthopedic footwear and spectacles. (Outside the United States and at stations where civilian facilities are inadequate, such items may be sold to dependents or survivors at cost.) In some instances, artificial limbs and eyes *may* be provided.

Generally, care is considered on an inpatient basis when a beneficiary is admitted to a medical facility and expected to stay there for at least 24 hours. All other care for which a beneficiary is not admitted to a medical facility is considered outpatient. There is no charge for outpatient care at Uniformed Services facilities.

For inpatient benefits, retired officers and warrant officers pay a subsistence charge; retired enlisted men and women pay nothing; dependents pay \$4.65 a day. No charge is made for newborn infants while the mother is also a patient in the hospital. If the mother is dis-



charged before the infant, the single, daily charge continues.

If there is a Uniformed Services facility within 40 miles of your home capable of providing the needed inpatient care you are required by law to use that facility. There are exceptions—for instance, true medical emergencies. *This "40-mile rule" applies only to inpatient care.*

If the facility within the radius is unable to provide the inpatient care you require, you must obtain a "Non-availability Statement" from the commander (or designated representative). This statement is needed before

CHAMPUS can process claims for hospitalization. In some situations, on a case-by-case basis, a commander can issue a Non-availability Statement even though the hospital could have provided the care. If you have any questions or doubts, you should check with the Uniformed Services facility before receiving inpatient care from a civilian source.

And remember, Public Health Serv-

ice hospitals are an often overlooked Uniformed Services medical facility.

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## USHBP—CHAMPUS Basic Program

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Many CHAMPUS beneficiaries mistakenly believe that the program pays the full cost of care from civilian sources. This is not the case. CHAMPUS is a cost-sharing program. The government pays a significant portion of the charges determined to be reasonable. You pay the remainder.

CHAMPUS sets a reasonable charge for every service and supply that a civilian source provides. The lowest of the following three totals determines this charge:

1. Actual billed amount; or
2. Usual charge of the provider rendering the medical service or supplies, or
3. Prevailing charge of similar providers for the same service or supplies in the geographic area.

Not every civilian source of health care participates in CHAMPUS. "Participate" means that the source of care submits a claim for you directly to CHAMPUS on CHAMPUS forms. These forms contain a statement to the effect that the claimant (source of care) agrees to accept as full payment the reasonable charge as determined by CHAMPUS. Other than your cost-share obligation, the claimant cannot collect any additional amount from either the government or you.

When a source does not "participate" and charges are in excess of those determined by CHAMPUS to be reasonable, you will have to pay not only your share of the reasonable charge, but also any amount in excess. Participation is voluntary—a civilian source of care is not bound to accept every CHAMPUS beneficiary. Before you receive any care, make sure the provider participates in CHAMPUS.

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## CHAMPUS Outpatient Cost Sharing

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If you are on active duty and your dependent receives outpatient care, you



# Navy Rights & Benefits

pay the first \$50 each fiscal year (a maximum deductible of \$100 if two or more dependents are receiving benefits) plus all changes exceeding 80 percent of the determined reasonable charge. For other beneficiaries (retirees, their dependents, etc.), CHAMPUS pays 75 percent of the reasonable charge after the same deductible has been met.

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## CHAMPUS Inpatient Cost Sharing

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Dependents of active duty servicemembers pay \$4.65 a day or \$25 for the entire hospital stay, whichever is greater. When there are less than 60 days between successive admissions, CHAMPUS considers it as one confinement in computing charges with two exceptions:

1. Successive inpatient admissions related to a single maternity episode are counted as one confinement regardless of the number of days that elapse between admissions.

2. A maternity admission and an admission related to an injury are considered separate admissions and cost-shared accordingly.

When a professional (doctor, etc.) charges separately from the hospital, CHAMPUS pays all allowable professional fees. For beneficiaries other than dependents of active duty members, CHAMPUS pays 75 percent of allowable professional fees and hospital charges.

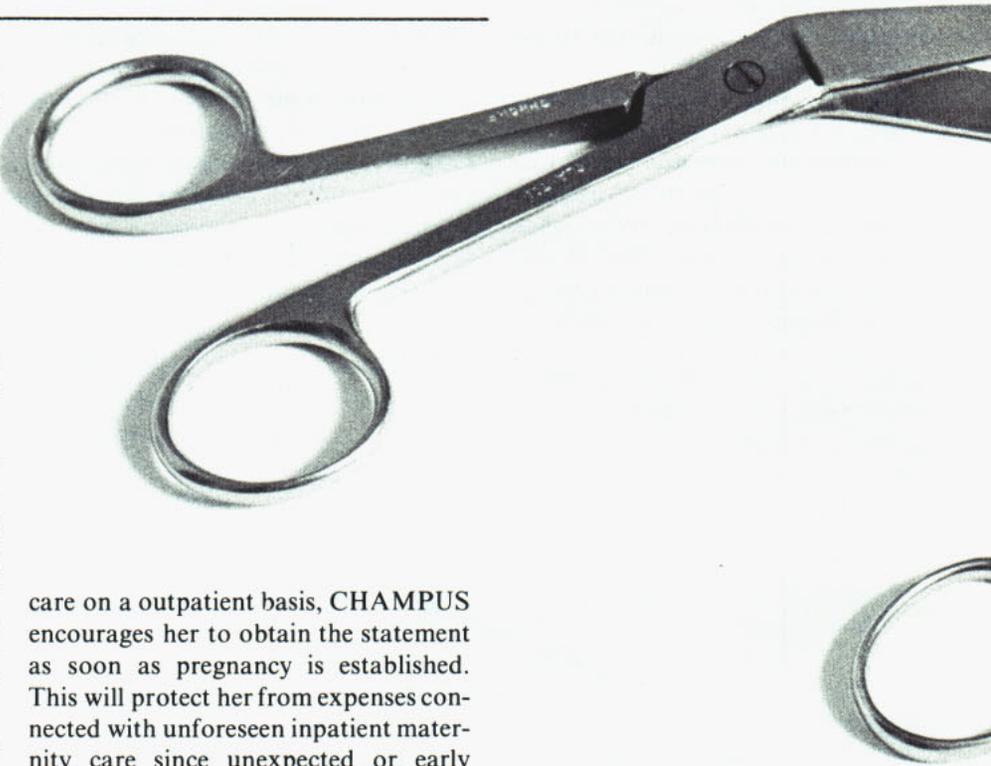
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## Champus Maternity Cost Sharing

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A maternity care episode starts when a woman becomes pregnant and continues through the end of the sixth week after the birth of her child. Special maternity care cost-sharing provisions cover this period of time only. Thereafter, regular cost-sharing rules apply.

When an expectant mother plans to have her baby at a civilian hospital or similar medical facility, CHAMPUS will share the cost on an inpatient basis as long as she has obtained a Non-availability Statement. Even if a mother plans home delivery and receives all



care on an outpatient basis, CHAMPUS encourages her to obtain the statement as soon as pregnancy is established. This will protect her from expenses connected with unforeseen inpatient maternity care since unexpected or early delivery, in itself, is not evidence of an emergency that would waive the Non-availability Statement requirement.

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## CHAMPUS Preauthorization

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Before CHAMPUS will share the cost of certain services and supplies, prior approval from CHAMPUS must be obtained in writing before the care is received. This preauthorization protects you financially in those areas of CHAMPUS with program limitations.

All benefits under the Handicapped program require preauthorization. Other areas that require preauthorization include cosmetic, reconstructive or plastic surgery; dental care; and inpatient admission to a residential treatment center, special treatment facility or skilled nursing facility.

Unless otherwise indicated by the preauthorization letter, treatment must begin within 90 days. Otherwise the letter is void. A new request is necessary for any authorized service or supply not obtained within the time limit.

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## CHAMPUS Double Coverage

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Double coverage occurs when a beneficiary has coverage under another pro-

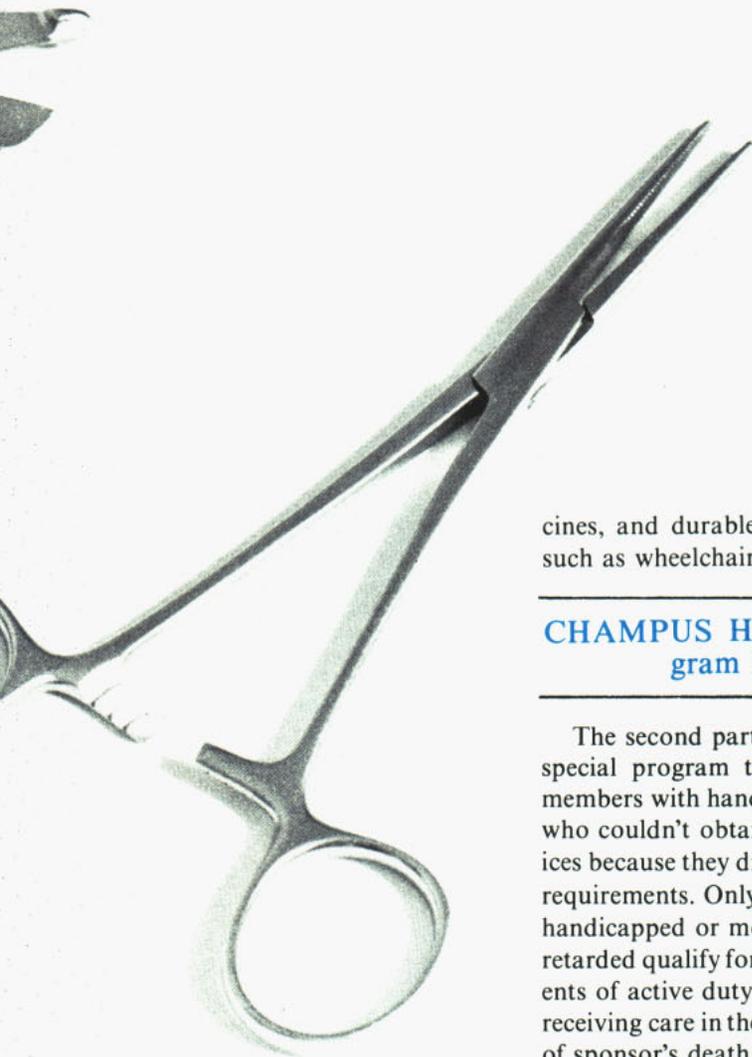
gram or plan that duplicates CHAMPUS benefits.

Rules governing double coverage do not apply to Medicaid, privately purchased non-group coverage, or any coverage specifically designed to supplement CHAMPUS benefits.

When double coverage exists, the other program or plan must pay its benefits first. When the dependent of an active duty member is entitled to Medicare, that program's benefit must be used before CHAMPUS payment enters the picture. For other double coverage situations involving dependents or active duty members, CHAMPUS officials and representatives of the program or plan determine who has primary responsibility on a case-by-case basis.

CHAMPUS benefits are not available for services or supplies provided in connection with work-related illness or injury. In such cases, you must apply for benefits under applicable workmen's compensation laws.

Retirees do not have the option of choosing CHAMPUS rather than the Veterans Administration for health care



cines, and durable medical equipment such as wheelchairs, etc.

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### CHAMPUS Handicapped Program Benefits

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The second part of CHAMPUS is a special program to assist active duty members with handicapped dependents who couldn't obtain state-funded services because they did not meet residency requirements. Only seriously physically handicapped or moderately or severely retarded qualify for assistance. Dependents of active duty members and those receiving care in the program at the time of sponsor's death are eligible.

Before an individual receives benefits, he or she must meet certain general criteria. The condition must be expected to last for at least 12 months. Because of the condition, the impaired individual cannot engage in activities of daily living expected of individuals in the same age group.

CHAMPUS then determines whether the situation warrants participation in the handicapped program.

Benefits include diagnosis, rehabilitation, training, special education, institutional care, durable equipment and certain transportation.

CHAMPUS must approve all services and supplies before they are received (preauthorization) except for the repair of, or purchase of replacement parts for durable equipment provided under the program when the cost is under \$50.

Under the program for the handicapped, the beneficiary pays a portion of the costs each month according to a

sliding scale (ranges from \$25 to \$250) based on pay grade. CHAMPUS then pays their share up to a maximum of \$350 per month for first family member. The sponsor pays any additional amount. Additional members receiving handicapped program benefits come under special provisions and are cost-shared differently.

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### Health Benefits Advisors

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Although CHAMPUS generally shares the cost for most medically necessary care, benefits are subject to definitions, conditions, limitations and exclusions. To aid you in understanding your entitlements under USHBP, most Navy and Marine Corps facilities maintain a Health Benefits Advisor (HBA) onboard.

Generally appointed by the commander of a Uniformed Services facility, an HBA serves as a point of contact in matters involving CHAMPUS or other state and federal medical programs. He or she can help you apply for CHAMPUS benefits and otherwise aid in relations with the Office of CHAMPUS (OCHAMPUS, Denver, Colo. 80240) or CHAMPUS contractors. However, the HBA is not responsible for CHAMPUS policies and procedures and has no authority to make benefit determinations or obligate government funds.

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### Filing a CHAMPUS Claim

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The two basic categories for submitting claims under the Basic program are institutional and non-institutional. Non-institutional claims (care from civilian providers such as physicians, pharmacies or ambulance companies) account for about 70 percent of all claims. Because of errors, CHAMPUS returns three out of every 10 claims. This slows payment to you. CHAMPUS personnel cannot fill in items you omit; they mail the claim back to you for completion.

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### CHAMPUS Forms

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For claims involving services or supplies provided by civilian hospitals or

of military service-connected illnesses or injuries. VA benefits must be used. CHAMPUS will recover any amount paid in error for such care.

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### CHAMPUS Basic Program Benefits

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In many aspects, the CHAMPUS Basic Program is similar to private medical insurance. Benefits fall into three categories.

1. Institutional benefits—services and supplies provided by hospitals or skilled nursing, residential treatment and certain special treatment facilities.

2. Professional benefits—services rendered by physicians, dentists, clinical psychologists, podiatrists, midwives and certain other paramedical providers.

3. Other benefits—ambulance service, prescription drugs and medi-

# Navy Rights & Benefits

institutions, use DA Form 1863-1. Non-institutional services or supplies can be claimed on DA Form 1863-2 until Feb. 1, 1979. After that date, CHAMPUS and CHAMPVA beneficiaries must use CHAMPUS form 500 for outpatient care.

For either DA Form 1863-1 or 1863-2, fill out only Section I, the first 13 items. Many mistakes occur in item 5. A key point to remember in completing this section is that "effective date" means date of eligibility, not date of identification card. Effective date for retirees is the date of retirement.

If you are using CHAMPUS Form 500, fill out the "Patient/Sponsor" section, items 1 through 18.

Submit a claim for each service received. For example, if you see two doctors, even for the same ailment, you must fill out two separate claims.

If you received care from a participating provider, the provider completes and sends the form to the organization that handles claims for that area. If you use a non-participating provider, the government sends its share of the charge directly to you after you submit a claim. Payment of the entire cost then becomes your responsibility.

When a non-participating provider is involved, fill out Section I, attach legible copies of itemized paid or unpaid bills or itemized receipts to the form, and mail it to the contractor in the area where you received care.

Identify by name and dosage, drugs and injections dispensed or administered by providers. Bills or receipts for prescription drugs must show name and address of pharmacy, prescription numbers, dates prescriptions were filled, drug name and strength, name of patient and amount charged.

After you meet your annual outpatient deductible (\$50 per person or a family maximum of \$100), CHAMPUS issues a Deductible Certificate. Attach a copy of this certificate to all claims for outpatient care so CHAMPUS won't deduct the amount again. Also attach copies of other necessary documentation such as a Non-availability Statement.

Submit all claims to the appropriate CHAMPUS contractor no later than

Dec. 31 of the calendar year immediately following the calendar year in which care was received. For example, a claim for care during calendar year 1978 must be filed no later than Dec. 31, 1979.

Send claims for care under CHAMPUS Basic and Handicapped programs to the contractor in the area where care was received. For preauthorization, send applications to Director, Benefit Services, OCHAMPUS, Denver, Colo. 82040.

Send claims for dental care and preauthorization of dental care or related institutional services to Blue Shield of California, P.O. Box 85135, San Diego, Calif. 92138.

## CHAMPUS Appeals and Hearings Procedures

You and certain providers of care are entitled to appeal CHAMPUS claim decisions. This administrative process does not replace a beneficiary's right to initiate legal action. However, a court rarely agrees to consider such a case until all other remedies have been exhausted.

If you wish to appeal a CHAMPUS claim decision, ask your Health Benefits Advisor to help you obtain a copy of CHAMPUS Fact Sheet No. 12 on Appeals Procedures.

## Dental Care

As an active duty member, you are entitled to a wide range of dental care. Under USHBP, Uniformed Services facilities offer these same services to retirees, but on a space available basis.

Other eligible beneficiaries (same requirements as for medical care) are restricted in their access to dental care at Uniformed Services facilities. Normally, dependents receive routine dental care at overseas or designated locations only, on a space available basis. When routine dental care is not available or authorized, dependents are limited to certain services:

- Emergency dental or oral care.
- Dental care deemed necessary as an adjunct to medical or surgical treat-

ment of a disease, condition or injury.

- Preventive dentistry program including, in some cases, the flouridation of water.
- Consultation, examination and diagnosis only when they are an integral

MEDICAL	
PATIENTS	
Spouse or child of active duty member	
Retired member	
Spouse or child of retired member	
Surviving spouse or child of deceased active duty or retired member	
Dependent parent or parent-in-law of active duty, retired, or deceased member	
COSTS	
Spouse or child of active duty member	
Retired: Enlisted Officer	
Spouse or child of retired or deceased member	
Dependent parent or parent-in-law of active duty, retired, or deceased member	

part of authorized dental care.

### CHAMPUS Dental Care

As such, CHAMPUS *does not* provide dental care benefits. Under very

limited circumstances, CHAMPUS covers dental care when it is adjunctive to otherwise covered medical treatment. An example of adjunct dental care is the removal of teeth or tooth fragments to treat facial trauma resulting from an

accident. CHAMPUS requires preauthorization for any adjunctive dental care except when such care involves a medical (not dental) emergency that can be documented.

# BENEFITS FOR THE NAVY FAMILY

UNIFORMED SERVICES BENEFIT PROGRAMS		CIVILIAN HEALTH AND MEDICAL PROGRAM OF THE UNIFORMED SERVICES (CHAMPUS)		
		Basic Program		Program for the Handicapped
		Hospitalization	Outpatient	
on a space-available basis		Eligible, but may need nonavailability statement	Eligible	Eligible
on a space-available basis		Eligible unless entitled to Medicare (Part A). Also, may need nonavailability statement	Eligible unless entitled to Medicare (Part A).	Not eligible
on a space-available basis		Not eligible	Not eligible	Not eligible
Hospitalization	Outpatient	Hospitalization	Outpatient	Program for the Handicapped
\$5 per day (deductible annually)	No charge	\$4.65 per day or \$25, whichever is greater (rate reviewed annually)	20% of allowable charges above the deductible (first \$50 each fiscal year — \$100 maximum per family)	Patient's share per month depends on paygrade of sponsor — \$25 for E-1 to \$250 for O-10. CHAMPUS pays remainder up to \$350 per mo.
No charge (deductible annually)	No charge	25% of the allowable medical facility charges and allowable professional fee	25% of allowable charges above the deductible (first \$50 each fiscal year — \$100 maximum per family)	Not eligible
\$5 per day (deductible annually)	No charge	Not eligible	Not eligible	Not eligible

Adapted from table in *Commanders Digest*, May 26, 1977.

# Minority Recruitment at Indian Head

When Hugo R. Lopez tackles a job—even on a part-time basis—he puts everything he has into the task. By constantly applying himself, taking into account even the smallest detail, he achieves concrete results, not just so many figures on a sheet of paper.

A native of Cuba, Lopez volunteered to head up the Hispanic Recruitment Program at the Indian Head Naval Ordnance Station in southern Maryland, not far from the nation's capital.

In four years since he began his efforts, Hugo has seen the Hispanic civilian workforce grow to 31 and still growing. Not included in the present-day figure are 12 other Hispanics who also were recruited during the same time frame but have since moved on to positions with other facilities.

Hispanic representation at the station, therefore, has increased to 1.5 percent of the total workforce, up from the 1973 figure of .1 percent. By the end of 1979, 2.2 percent of the workforce will be Hispanics, a figure that will represent 10 percent of the engineers at the station.

How did the Naval Ordnance Station at Indian Head—specifically Hugo Lopez—achieve this success? It took a complete commitment, coupled with a lot of hard work.

Armed with full information on the Hispanic community in the Washington, D.C., area, along with detailed information on specific jobs available at Indian Head and housing and transportation leads, Lopez took a new



approach. He directed a major part of his effort toward University of Puerto Rico graduates—both men and women.

Hugo began his recruiting efforts at a time when the base had a critical need for entry-level engineers. According to Commander Stephen Lowe, Indian Head's public works officer, filling engineering vacancies has always been a problem at the Naval Ordnance Station for a variety of reasons.

"Places like the Naval Ordnance Station have trouble recruiting entry-level engineers because of the stiff competition they get from private industry," he said. "After a few years with us, some of

our engineers leave because of the many promotion possibilities for them in the Washington area outside of Indian Head."

But the people at Indian Head also know that engineers are usually more attracted by the work they will do—although money's important. Hugo left for Puerto Rico armed with information about specific billets and projects being undertaken by the station for which these engineers would be working.

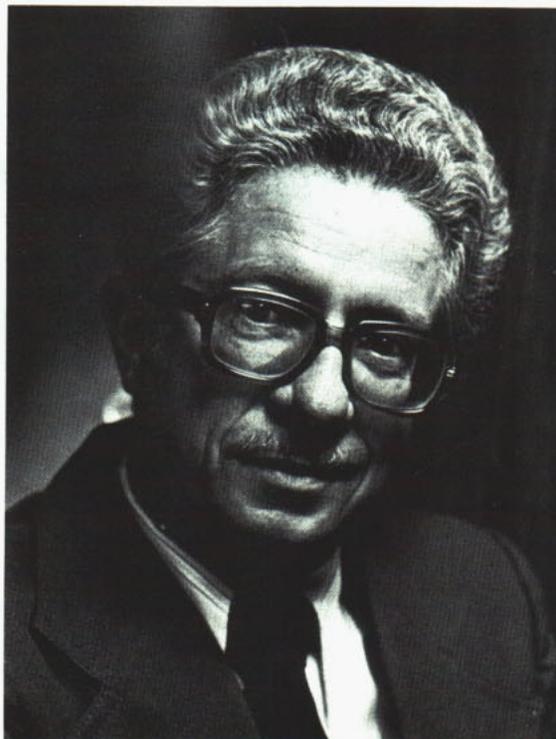
The pilot recruitment program yielded eight Hispanic engineers, two of them honor graduates: Lidia Sanchez

Morales and Norberto Almeйда. Two others—mechanical engineers Jose R. Leon and Hector N. Torres—today occupy senior project positions.

In 1974, Lopez, whose primary job is head of the station's engineering support department, was named collateral duty Hispanic Employment Program Coordinator. The command urged continued emphasis in recruiting Hispanics as well as other minorities.

It was at about this time, too, that Lopez's efforts began affecting the station in other ways than just gaining new employees. Captain Thomas C. Warren, commanding officer at the Naval Ordnance Station, explained.

"We learned very quickly that an effective recruiting program alone is not enough," he said. "You not only have to get the people here but keep them here. No matter how expert the recruiter, those recruited won't stay if the conditions of employment aren't acceptable. So you have to have a parallel program which constantly works to improve things on station overall. And that's something that benefits everybody on the station." (→)



Left and above: Hugo Lopez confers with NOS Indian Head skipper CAPT Thomas C. Warren.

It became obvious that one of the major tasks in Indian Head's recruiting program was the assistance needed by new employees in obtaining housing, transportation and initial funds to get started. It simply was not enough to tell them what was available and leave it at that.

Since most of the Hispanics were coming to Indian Head straight out of college, lack of funds, temporary housing and transportation were problems for many. Lopez took it upon himself to coordinate the availability of free room and board as well as transportation to and from work for most of the new Hispanic employees. Lopez's contribution to the effort was total. He gave his time

and money and also opened his home to the new Hispanic employees. Once settled, the new employees, in turn, provided the same assistance to other newcomers at the station.

As the recruiting program expanded, Lopez trained Hector N. Torres, a University of Puerto Rico graduate, to aid in recruiting. Together, they interviewed 81 Hispanic job seekers; 12 came to Indian Head and 32 others were referred to other naval activities in the Washington area. At that point, the Hispanic Recruitment Program was further expanded to also seek out minorities for other than professional positions.

The station's recruiters got in touch

with civic organizations and job fairs held in areas with high Hispanic representation like southwestern United States and Puerto Rico. The word was spread at EEO conferences, social functions and civic meetings that Indian Head needed people and that the station would offer them a job or help them find one. To help bridge the language barrier, Lopez translated the station's recruiting brochure into Spanish.

Today, despite the fact that housing is scarce and the cost of living high, the program continues to meet with success through the same commitment and dedication. The station's Hispanic employees, with roots not only in the U.S. and Puerto Rico, but in Mexico, Colombia, Santo Domingo, Chile, Equador and Cuba as well, are reaching out to other Hispanics.

"You must recognize that the best recruiters are the recruited themselves," CAPT Warren said. "The students we try to recruit can best relate to those who've just been out of school for a few years."

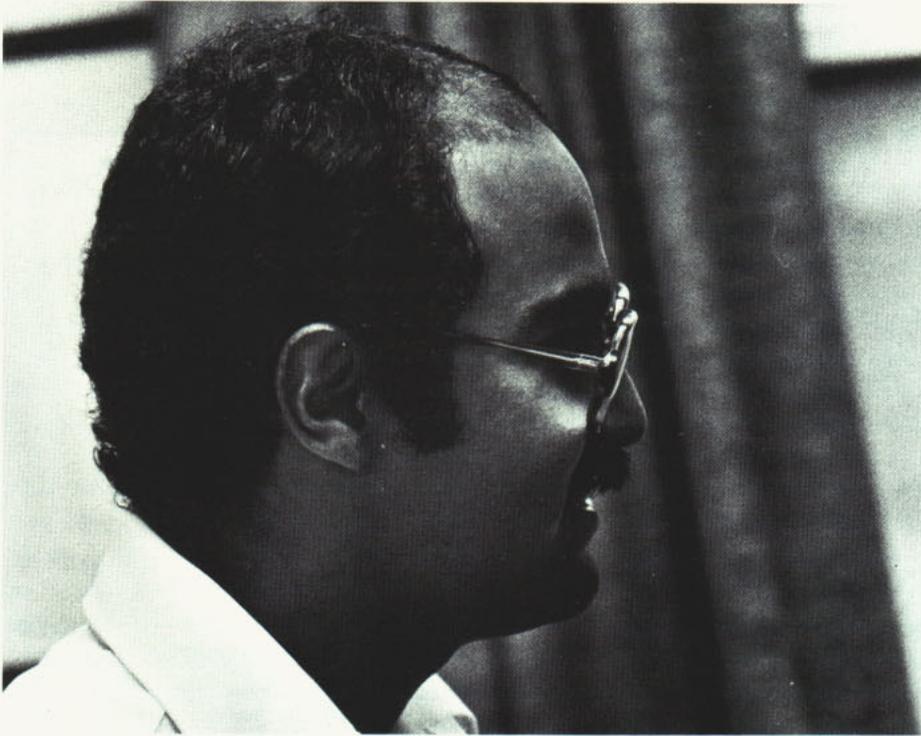
CAPT Warren also pointed out one other important aspect of the Indian Head program and how Hugo helped insure success. "It's harder in some ways to attract Hispanic people to this general area because of the lack of cultural contacts. Hugo recognized this and worked to make sure there were social opportunities as well."

Along these lines, the station established the Association of Hispanic Americans. Membership is open to anyone who wishes to foster its goals of increased understanding among the races. Far from being an Hispanic-only organization, Lopez said it's been instrumental in bringing a diverse cross-section of station employees together.

With the local credit union now lending up to 10 percent of a new employee's annual salary, with the Buddy System in operation (wherein an experienced employee assists a new employee), and with a new awareness on the part of management, it's easier for the Hispanic Employment Program at the Naval



*Left: Lidia Sanchez Morales.*



Ordnance Station to develop and retain Hispanic employees.

The efforts of people like Lopez, Torres and others boil down to one main thing for CAPT Warren: "We'd be hurting if we didn't have that pool of Hispanic employees to count on. We'd not be able to meet our commitments if we hadn't recruited them."

Luckily for Indian Head and the Navy, that's not likely to happen, thanks to the continued success of the Hispanic Recruitment Program at Naval Ordnance Station, Indian Head, Md. ↓

*Photos by JOI Jerry Atchison*

*Left: Hector N. Torres. Below: Humberto Urzua, Milton Soto and Jesus Torres.*



# Planning for tomorrow

BY JO2 DEBORAH GALLOWAY



Life on board Pacific Fleet aircraft carriers is getting better these days thanks, in part, to the Fleet Habitability and Personal Service Symposium conducted last year. Improvements in modernized food services, more inviting ships' stores, installation of electronic games and labor saving devices for the crews are a few of the improvements for entertainment.

Here's a rundown on what's new and better today on board Pacific Fleet aircraft carriers:

- USS *Kitty Hawk* (CV 63) is remodeling its enlisted dining facilities, CPO mess and wardrooms. Aluminum mural wall panels will cover pipes; new chairs, tables, curtains, and up-to-date general food service equipment will replace aging gear.

- The enlisted dining areas in USS *Constellation* (CV 64) also were upgraded by using new false overheads, colorful curtains, floor tiles, tables and chairs. The latest french fry and milkshake equipment for improved fast food preparation are on order.

- USS *Coral Sea* (CV 43) is having the same type of renovations made in her galleys during her current overhaul in Bremerton, Wash. Improvements are being made to the ship's library, CPO lounge and wardrooms, including wall paneling and new furniture. The ship's stores and barber shops are being modernized with better lighting and the latest equipment, a new dry cleaning plant is being installed and the soda fountain is being enlarged. Work is also being accomplished to increase the laundry's washing and drying capabilities.



*Electronic games (above) allow off-duty Ranger sailors an escape from the shipboard routine.*



Improving the appearance of mess decks by adding murals and covering exposed pipes (below) and installing new bunks and lockers (left) for more storage and comfort reflect the Navy's concern for better habitability.

bility during her 1979 overhaul in Bremerton, Wash. Work will include remodeling of the forward enlisted dining facilities with equipment for fast food service. Through a self-help program, most berthing and sanitation areas will be renovated with new bunks and lockers. Ventilation, to improve air circulation in these spaces, will be repaired, cleaned or replaced.

An ongoing self-help program to upgrade berthing areas, heads, locker and space availability on all carriers will be a continuing project for the next five years.

In the area of personal services, ship's barbers are being professionally trained to give better haircuts. Ship's stores are being renovated to make shopping more pleasant.

Labor saving devices are being

incorporated—*Constellation* has installed a type of vacuum cleaner/magnetic sweeper on the flight deck which is designed to pick up FOD (foreign object damage) faster and easier.

Also being tested are electronic games for use aboard *Constellation* and *Ranger*. Any resulting profits will go toward the ships' welfare and recreation funds.

In the meantime, the staff of the U.S. Pacific Fleet Naval Air Force (COMNAVAIRPAC) has made plans for deployed ships to have their vent systems cleaned at the Ship Repair Facility in Subic Bay. Deteriorated vent systems are being replaced. ↓

- Complete fast food service is scheduled for installation in USS *Ranger* (CV 61). This includes an entire new galley designed for fast food preparation, along with major improvements to the forward bakery shop and vegetable preparation room. A new, modern ship's store will replace an old one which was moved to create space for the new galley.

- Renovations being made to USS *Midway's* (CV 41) clothing and small stores and retail outlets include better lighting, counters and larger spaces. Plans include improvements to the forward galley to incorporate preparation of fast food service by summer. The dry cleaning plant has been rebuilt and an additional drycleaning unit will be installed.

- USS *Enterprise* (CVN 65) will receive extensive remodeling for habita-



# Mail Buoy

## Wrong Ship Named

SIR: In the September 1978 issue, I noted in "Recent Reels" paragraph under "I relieve You, Sir," it was stated that this film was based on the 1969 collision between the USS *Evans* (DE 1023) and HMAS *Melbourne* (21). USS *Evans* (DE 1023), fortunately, had noting to do with the collision.—Donald A. Webb, RM2, USNR

• *Naturally, USS Evans (DE 1023) was not the ship involved in the 1969 disaster; we've heard from others regarding the Melbourne-Frank E. Evans (DD 754) collision.*

—ED.

## Still Interested?

The November 1978 *All Hands* fell prey to a typographical gremlin. The article, "Interested?," on page 17, should have read:

"Duty with a precommissioning detail may be what you've been looking for. If so, the Bureau of Naval Personnel (now the Naval Military Personnel Command) is looking for you. Highly qualified and motivated sailors are always sought for this type of duty and volunteers are invited.

"For those serving on sea duty when ordered to precommissioning duty, their time creditable for sea duty rotation continues, less that period computed from date of detachment from sea duty command to date of commissioning of new command. For those on shore duty going to sea, time spent with the precommissioning detail counts as neutral duty for rotational purposes and becomes sea duty on the date the ship is commissioned. Sea duty begins with the initial builder's sea trials for nuclear ships.

"If you would like to volunteer, fill out an Enlisted Duty Preference Card (NAVPERS 1306/63 (Rev. 7-77)). In the Sea Preferences block, list 'new construction' and indicate the type of ship for which you are volunteering in the remarks section."

## Fireball

SIR: By now I am sure that a whole lot of former *Fireball* drivers have written to express their feelings about your response to PO2 D.E. Hess' letter in the September 1978 issue.

The Ryan *Fireball* was, of course, both a prop and a jet plane. The jet could, and did, provide thrust for flight while the "front" engine was shut down and feathered. So, any

of your explanations could have been true, but more likely the pilot was just having some fun with the folks who only had one sort of propulsion to motor them through the sky.

The *Fireball* flyers were a fun-loving lot



who had been known to shut down the fan in front and jet on by the conventional people causing a lot of "oh my gosh" and "gee whiz" from their airline brethren. They were not above pulling the same stunt on the VR folks either, as witnessed by this June 1947 photo in which a group of four *Fireballs* are motor-ing by a Naval Air Transport Service R-5D (C-54) with "all four feathered," the VRs, that is. Now, of course, NATOPS would preclude such activity, but nothing we now have flying could do that again anyway. All kidding aside, the guys that flew this early hybrid were among the finest. —J.R. Shackleton, PAO.

## Number of Ships?

SIR: As a long-time reader of your excellent publication, I have always enjoyed it and found it to have few errors. However, I question the historical answer in your October 1978 issue in "For the Navy Buff" regarding early steamship COs paying for their own coal.

The answer stated that, within one year of

the end of the Civil War, the Navy was reduced from 622 vessels to a paltry 30. According to the textbook *America's Maritime Heritage*, U.S. Naval Institute Press, 1975, which is used in the NJROTC program, the U.S. Navy fleet numbered almost 700 in 1866, was cut to 185 in 1871 and to 139 in 1881. It further states that by 1885 there were no more than 90 ships, with only 25 at sea.—CDR J.H. De Loach, USN(Ret.)

• *Upon rechecking our source and comparing it to other available references, we have found that you are correct—the Navy did have more than "a paltry 30 ships" immediately following the Civil War. Three of our sources list conflicting figures for various years during the Navy's doldrums, yet none cite the figure 30 until 1880. However, naval strength varied widely during that period depending on who was counting and, perhaps, the only true figure for any given period can be found in the Archives.—ED.*

## Reunions

• USS *Philadelphia* (CL 41)—Sixteenth reunion, September 1979, in New York City. Contact Frank Amoroso, 93 Dunbar St., Somerset, N.J. 08873.

• USS *Harding* (DD 625/DMS 28)—Reunion in Springfield, Ohio, July 12-15, 1979. Contact G.T. Watson, Box 13A, McDaniel, Md. 21647.

• USS *Chandeleur* (AV 10)—Reunion at Niagara Falls, N.Y., Aug. 3-5, 1979. Contact Kenneth E. Boyd, Route 4, Box 145, Culpeper, Va. 22701.

• USS *Chicago* (CA 29)—Proposing reunion of *Chicago*. Contact Donald C. Kramer, 41 Homestead Drive, Youngstown, Ohio 44512.

• USS *Ticonderoga* (CV/CVA/CVS 14)—Reunion in Charleston, S.C., May 3-6, 1979. Contact Ben C. Dantzler, Box 151, Ellore, S.C. 29047.

• USS *Maryland* (BB 46)—Reunion July 26-29, 1979, in Atlanta, Ga. Contact Wm. C. Chick Jr., 5709 N. Holly, Kansas City, Mo. 64118.

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# Stern Shots

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Here are some of the more colorful terms once in common use by sailors but seldom used today. Just for fun, try matching the following with the appropriate meanings:

- |                        |   |
|------------------------|---|
| 1. monkey drill        | A. spaces or gaps carelessly left unpainted |
| 2. spit kit            | B. Navy prison ashore                       |
| 3. prayer book         | C. corned beef in a tin                     |
| 4. stone frigate       | D. bread                                    |
| 5. Saint Nicholas      | E. retire and move ashore                   |
| 6. Jemmy Squaretoes    | F. a holystone                              |
| 7. canned Willie       | G. calisthenics                             |
| 8. cheese knife        | H. hand-operated sewing machine             |
| 9. hurdy gurdy         | I. officer's sword                          |
| 10. punk               | J. a seagoing cuspidor                      |
| 11. swallow the anchor | K. the patron saint of seamen               |
| 12. holidays           | L. the seafarer's name for the devil        |

Answers: 1 - G; 2 - J; 3 - F; 4 - B; 5 - K; 6 - L; 7 - C; 8 - I; 9 - H; 10 - D; 11 - E; 12 - A

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All Hands, the magazine of the U.S. Navy, published for the information and interest of all members of the Naval service, is issued monthly by the Office of the Chief of Information, Room 2E-329, Pentagon, Washington, D.C. 20350. Issuance of this publication is approved in accordance with Department of the Navy Publications and Printing Regulations P-35 (revised January 1974). Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted.

ORIGINAL ARTICLES and information of general interest may be forwarded addressed to the Editor, All Hands, Print Media Division, Navy Internal Relations Activity, Hoffman #2, 200 Stovall St.,

Alexandria, Va. 22332

DISTRIBUTION: All Hands is distributed to all Navy activities on the Standard Navy Distribution List (SNDL) on the basis of one copy for approximately six naval officers and enlisted personnel on active duty. Limited distribution to Marine Corps activities is effected by the Commandant.

PERSONAL COPIES: The magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Wash., D.C. 20402. The rate for All Hands is \$1.50 per copy, subscription price is \$18.00 a year, domestic (including FPO and APO address for overseas mail), \$22.50 foreign. Remittances should be made payable to the Superintendent of Documents and forwarded directly to the Government Printing Office.

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**Bloodsworth Island • see page 30**