

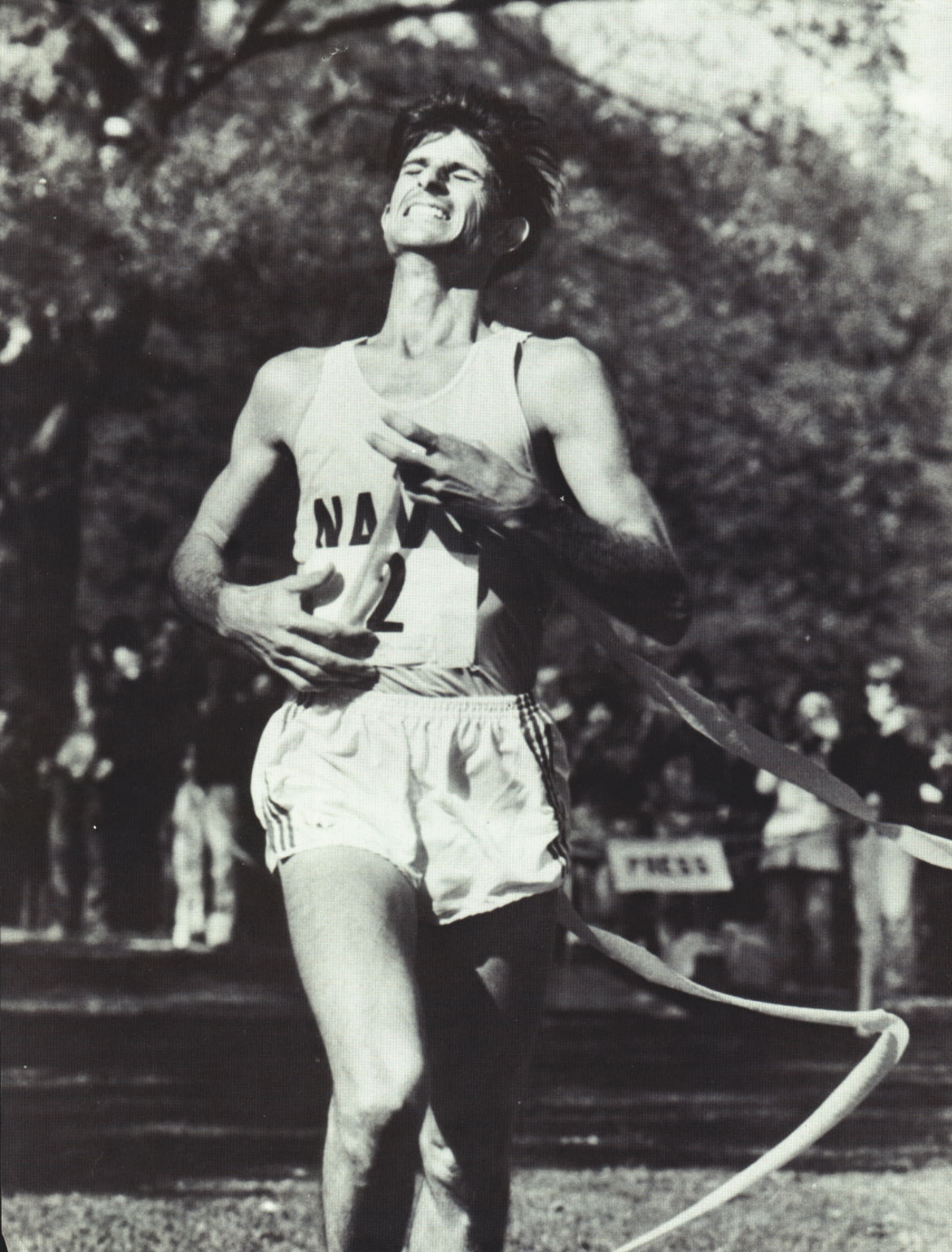
# ALL HANDS



in this issue:

Interview With  
Secretary Hidalgo

**JANUARY 1980**



# ALL HANDS

MAGAZINE OF THE U.S. NAVY — 57th YEAR OF PUBLICATION  
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## Features

- 6 **"WITHOUT LEADERSHIP, THERE IS NO GUIDANCE . . ."**  
New SecNav sees the Navy from different perspectives
- 12 **HITTING THE RAMP**  
Snowmobile champ feels at home in Iceland
- 13 **THE CELERY STUMPED THEM**  
American sailors spend seven days in Romania
- 17 **NORFOLK MAKES THE CONNECTION**  
Family Services Center phones are ringing
- 20 **"SEND THESE, THE HOMELESS, TEMPEST-TOST, TO ME . . ."**  
7th Fleet rescues Vietnamese refugees from South China Sea
- 24 **WHIPPLE'S HUMAN LINK TO FREEDOM**  
Four crewmen receive Navy and Marine Corps medals
- 26 **YOUR OBLIGATIONS**  
No. 14 in a series on Navy Rights and Benefits
- 32 **THEY'RE MORE THAN ENTERTAINERS**  
Chuting Stars perform aerial acrobatics
- 42 **ALL HANDS INDEX FOR 1979**

## Departments

2 Currents      38 Bearings      48 Mail Buoy

## Covers

Front: Old hands in new positions: SecNav Edward Hidalgo (left) and Deputy SecDef W. Graham Claytor Jr. Photo by Dave Wilson.

Inside Front: LT Phil Camp wins the Fourth Annual Marine Corps Marathon with a winning time of 2:19.35 for the 26.2 mile course. LT Camp is a flight instructor for VT-6, Pensacola, Fla. Photo by James Thresher, *The Washington Post*.

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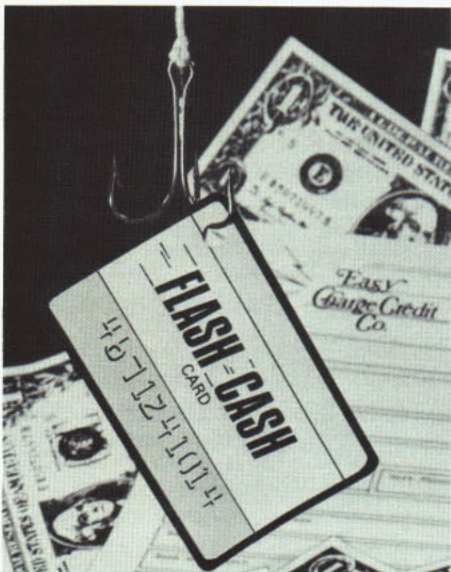
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Page 20



Page 26



Page 32

# Currents

## Here's DEERS

The Department of Defense is testing a system which will make health support facilities more available to legitimate users and provide information on which to base decisions on other human services and benefits. The Defense Enrollment/Eligibility Reporting System (DEERS)—a computerized system to verify eligibility of persons seeking health care from military medical facilities and CHAMPUS providers—will be tested in the Tidewater, Va., and North Carolina areas. The test will provide a large scale evaluation of the DOD-wide system. Army, Navy, Air Force and Marine Corps facilities, as well as several other federal agencies will be involved. The system is designed to accomplish two goals. First, it will aid medical service providers in increasing availability of services by preventing fraudulent use of support facilities. Secondly, the data gathered by the system will provide an accurate information base on which decisions can be made concerning resource planning for such facilities as housing, medical care, education, exchanges and commissaries. Zip codes in the Tidewater areas of Virginia and North Carolina to be included in the test are: (Three digit prefix codes) 224XX, 225XX, 227XX thru 241XX, 245XX, 276XX thru 279XX; and five digit zip codes 27501 thru 27511, 27514, 27520 thru 27526, 27529, 27536, 27540, 27541, 27543 thru 27546, 27549, 27551 thru 27553, 27556, 27559 thru 27560, 27562 thru 27565, 27570 thru 27573, 27576, 27577, 27581 thru 27584, 27587, 27589, 27591 thru 27594, 27596 and 27597. Active duty and retired Navy members will be enrolled automatically by computer based data. Enrollment of other persons eligible for medical care will require submission of a new application for uniformed services identification and privilege card (DD Form 1172). Active duty Navy members in the test area will submit new DD 1172 forms listing all dependents including children under 10 to their own personnel office or personnel support detachment. Retired members with dependents in the test area will submit the same forms to the Naval Reserve Personnel Center for verification and DEERS enrollment. Local Navy commands will not be able to verify forms for dependents of retirees, but may assist these persons in completing required forms. An extensive direct mail campaign will be undertaken by the Defense Manpower Data Center, Monterey, Calif., to inform retired Navy members, and by the Naval Military Personnel Command to inform survivors and other beneficiaries of enrollment requirements, and to provide forms and instructions. Military medical treatment facilities in the test area will begin random eligibility checks for a 90-day period commencing Feb. 1, 1980. Persons who have not enrolled under DEERS may experience delays checking into facilities for treatment during the test period. Tidewater area commands are currently gearing up to provide extensive information concerning the new DEERS program. NAVOP 161/79 and ALMAR 170/79 provide additional details.



## Trident Submarine Base Swaps Oil for Coal

Americans have been asked to substitute coal for oil, and the Navy is. The main support area steam plant at Naval Submarine Base, Bangor, Wash., switched from burning oil to coal on Oct. 1. The plant is now one of only three Navy steam plants fired on coal, with the other two being located at Naval Shipyard, Charleston, S.C., and Public Works Center, Norfolk, Va. The plant had been using oil before the switch, because operating on coal with a low steam output would not have been energy efficient. But with growth of the base, the boilers are called on to produce more steam—enabling the switch to coal. The two boilers in the steam plant are each capable of producing 60,000 pounds of steam per hour. Their combined production capability equals the output of 10,000 heaters of the size used in an average three-bedroom home. When the base becomes fully operational in about 1988, the steam plant will produce one million pounds of steam per day for heating and industrial uses. The switch will result in savings of \$850,000 and 1.7 million gallons of precious fuel oil annually. Using coal will not pollute the air surrounding the base either, as the plant is equipped with electrostatic precipitators which remove pollutants from the exhaust gases of the plant.

## Fewer "Pit Stops" for Navy Ships



Gasoline is more expensive. Cars are getting smaller. Speed limits are being rigidly enforced. Utility costs are soaring. Insulation and other conservation measures are being installed in millions of homes throughout the country. These responses to energy supply and price problems aren't stopping on the coasts of the United States. They are having a ripple effect throughout the Navy and its ships at sea. The *Spruance*-class destroyer USS *Arthur W. Radford* (DD 968) was recently awarded the FY 78 Secretary of the Navy Energy Conservation Award for small ships. *Radford* reduced fuel consumption by taking several steps. First, steaming with a trail shaft technique—with one screw being driven while the other was allowed to "windmill"—contributed to significant fuel savings. This method is especially useful for gas turbine power ships that can bring a power plant on line in only minutes. This fuel saving method was first demonstrated by another *Spruance*-class ship, USS *Hewitt* (DD 966), during tests off the West Coast. According to NAVSEA findings of these tests, trail shaft operation used 20 percent less fuel throughout the single shaft speed range than during normal split plant operations. As an additional benefit, trail shaft operation permits better planned maintenance in the idle engine room, contributing to a more efficient 3-M program. Other measures, such as cross connecting the fire main to the seawater service system to eliminate a 60-KW load on the gas turbine generator, and increased crew awareness of energy usage also contributed significantly to fuel conservation aboard *Radford*. The latter efforts on crew awareness allowed a 5 percent reduction in fuel usage by ship's turbine generators. USS *Radford* will receive a plaque commemorating these energy savings and proudly fly the energy conservation flag.

## Is the Next Trip Really Necessary

The FY 80 Continuing Resolution recently passed by Congress directs a reduction of \$300 million for travel and transportation by Defense Department activities. ALNAV 097/79 calls attention to these reductions saying they could dictate decreases of as much as 15 percent in travel and transportation funds. Although it will be at least another month before the effect of these reductions can be determined for every activity, the ALNAV points out that to delay restraint of travel and transportation will only aggravate the problem when its full impact is finally felt.

## FY 80 Fleet "A" School Slots Announced

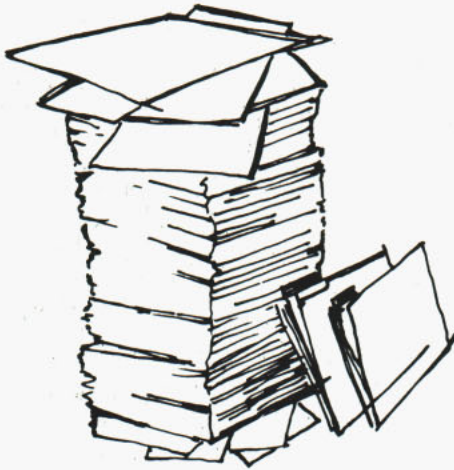
More than 7,700 assignments for "A" school seats are in addition to those designated for recruits just entering the Navy. The availability of seats varies with different ratings, and reflects the Navy's requirements for trained personnel in critical ratings. Complete details on availability of "A" school slots—broken down by ratings, months and male/female requirements—are contained in NAVMILPERSCOMNOTE 1510 of Oct. 12, 1979.

## Trident I Operational



"The USS *Francis Scott Key*... equipped with the *Trident I* missile... recently began her first operational patrol." With that announcement to the Senate Armed Services Committee by Secretary of Defense Harold Brown, it was disclosed that the 4,000-nautical-mile-range *Trident I* (C 4) missile has joined America's deterrent force of fleet ballistic missiles. USS *Francis Scott Key* (SSBN 657) is the first of 12 *Poseidon* submarines to be backfitted to utilize *Trident I*, that has approximately twice the range of *Poseidon* (C 3). The first *Trident* submarine—USS *Ohio*—that will carry 24 *Trident I* (C 4) missiles instead of the 16 missiles carried by the backfitted *Poseidon* submarines, was launched in April, and will enter active fleet service in late 1980. The Navy's fleet ballistic missiles program became operational in November 1950 when the first *Polaris* (A 1) missiles went to sea aboard USS *George Washington* (SSBN 598). Since that time the sea launched ballistic missile force has been progressively modernized by introduction of *Polaris* (A 2) (now retired), *Polaris* (A 3) and *Poseidon* (C 3) missiles. The range of the newest *Trident I* (C 4) missiles allows strategic submarines to patrol in areas 10 times the size of those available to *Poseidon* equipped submarines. Introduction of *Trident I* has been recognized by the awarding of the Navy Unit Commendation to all who served with the Strategic Systems Project Office from October 1973 to October 1979. In addition, project director Rear Admiral Robert H. Wertheim was awarded the Distinguished Service Medal. The awards noted that the *Trident's* development had been completed within 6 percent of the initial cost estimate with unit production cost below the design-to-cost figures.

## Official Personnel Record Copies Available



The Commander, Naval Military Personnel Command (CNMPC) has recently completed transfer of official paper service "jackets" to microfiche. In addition to vastly simplifying storage and retrieval problems, the new system makes it possible to reproduce copies of service members' Navy records for their personal use. Copies of the microfiche records are available to any member free of cost. The reproductions can be read either on conventional microfiche readers found throughout the fleet, or with special hand-microviewers available from CNMPC for a nominal fee (\$2.50). This service is limited to those people whose records are maintained by CNMPC in Washington—active officers and enlisted personnel of the Regular Navy, reservists serving on active duty, and participating inactive Naval Reservists up to six months after retirement, discharge or transfer to the fleet reserve. Interested persons may request copies of their records by writing to: Commander, Naval Military Personnel Command, Navy Department, Washington, D.C. 20370 (Attn: NMPC-312). Telephone and third party requests cannot be honored. The written request must bear: full name, signature, rank or rate, social security number, duty status (active, inactive), current military or civilian address, as appropriate, and, if a hand-microviewer is desired, a \$2.50 check or money order payable to the "Treasurer of the United States." Do not send cash. Requests are handled on a first-in, first-served basis, with an anticipated response time of four to six weeks. For further details, see NMPC Notice 1070 of Oct. 10, 1979.

## PACE Schools Named

Program for Afloat College Education (PACE) contracts for FY 80 have been announced by the Chief of Naval Education and Training. The schools selected will provide post-secondary education aboard U.S. Navy ships, teaching academic and vocational-technical classes. The schools named are: Florida State University, Tallahassee, Fla.—to teach academic courses for college credit aboard Atlantic Fleet ships. City Colleges of Chicago, Ill.—to provide vocational-technical courses for sailors aboard Atlantic Fleet ships. Chapman College, Orange, Calif.—for academic courses for college credit to be taught on Pacific Fleet ships. San Diego Community Colleges, San Diego, Calif.—teaching vocational-technical subjects aboard Pacific Fleet ships. Information about the PACE program is available from Command Education Service Officers (ESO), the nearest Navy Campus for Achievement (NCFA) Office, or Chief of Naval Education and Training (Code N-11), AUTOVON 922-1752.

## In Brief . . .

NAS Chase Field Tops at Conservation. . . Naval Air Station, Chase Field, Texas, has been named recipient of the Secretary of Defense Natural Resources Conservation Award for 1978. The award recognizes superior efforts during a three-year period.





# Secretary Hidalgo

“Without leadership,  
there is no guidance...”

*There is an air of confidence about him that pervades the room and touches on all present. And well there should be—fate has been preparing Edward Hidalgo for his present position for the past four decades.*

*One cannot say just when that course in his life became clear, as far as the Navy is concerned. Certainly it wasn't clear in 1942 when he entered the service as a junior officer, nor was it clear at the end of that conflict when he served under Secretary of the Navy James Forrestal in Washington.*

*Still, today he sits in Forrestal's old office with a portrait of that man behind him. Fate? Design? Who can say what brought Edward Hidalgo to his present station in life?*

All that is really clear is that this distinguished American of Mexican birth is the present Secretary of the Navy, having relieved his lifelong friend, W. Graham Claytor Jr. when Secretary Claytor was chosen recently to become the Deputy Secretary of Defense.

“I'm deeply grateful for the experience of the last two and a half years (as Secretary of the Navy for Manpower, Reserve Affairs and Logistics) because it permitted me to see the Navy, in my third visitation, from a different perspective.

“Now, I'm seeing it again from a slightly different one.”

A distinguished international lawyer who has practiced in New York, Washington, Mexico City and Paris, the new secretary states that he would like to take advantage of his experience to improve the Navy's business relationships with the private sector. Such

relationships, he said, are “critical and vitally important.”

His “aims and objectives” include making every effort to improve the general morale of the Navy. He also wants to meet with the nation's lawmakers as often as possible. “I think they have to understand our problems or else we're not doing our job.”

Secretary Hidalgo wears a bronze star lapel pin, an outward sign of the inner pride he feels toward his World War II service which he calls “an unforgettable chapter” of his life. He was 29 years old in 1942 (“I was too old to be young and too young to be old”) when nothing would do but to leave the New York law firm he was working for and don a Navy uniform.

“I thought this was something I had to do,” he said. “I had come from another country. I received a lot of benefits, along with some of the difficulties that life, in general, presents.

This was something that needed recognition for my own satisfaction.”

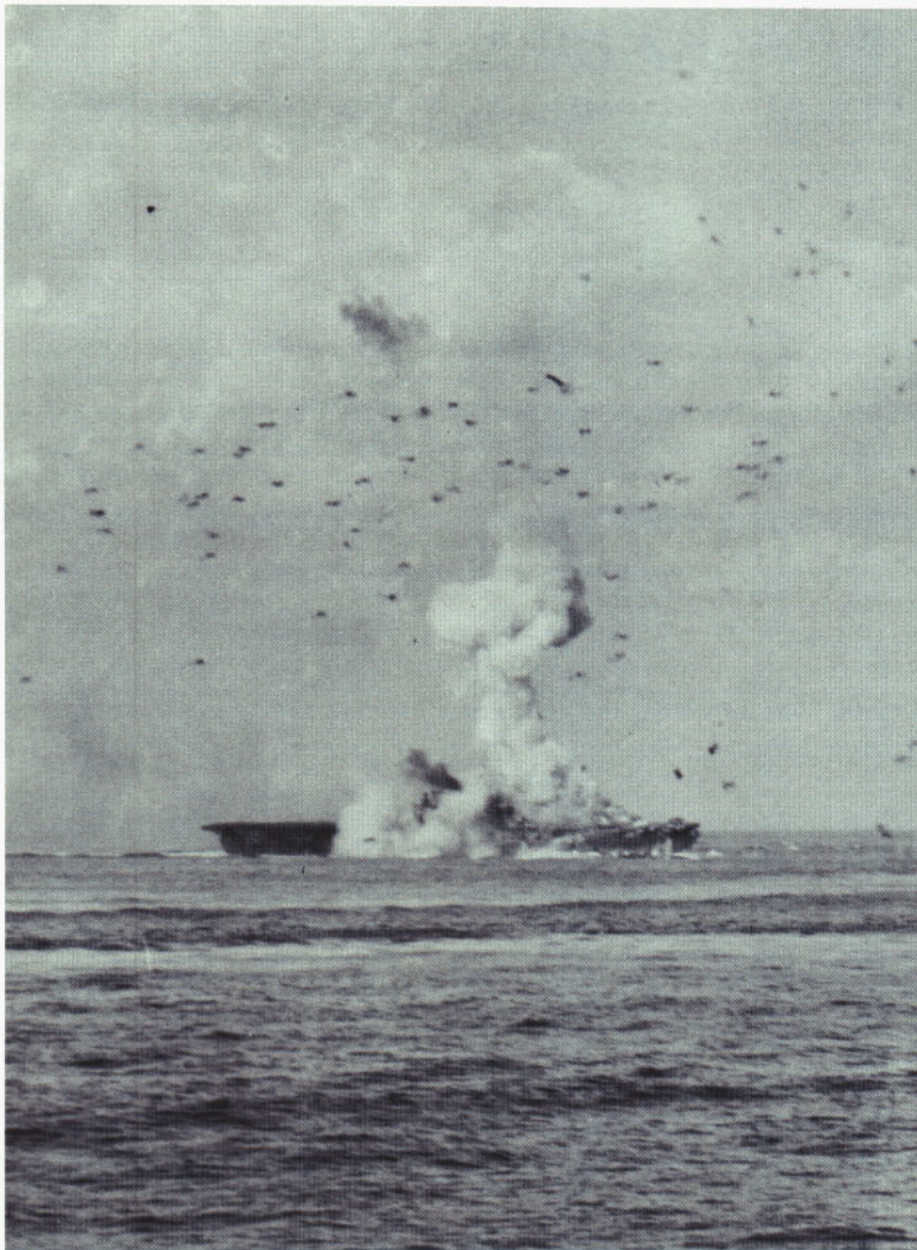
It wasn't long before he was a junior officer attending the Air Combat Intelligence School, then at Quonset Point, R.I., which he called “a superb organization.” Following completion of the course, he was assigned to a night fighter squadron and wound up at Barbers Point, Hawaii. By late 1944, his squadron joined Air Group 90 and went aboard the carrier *Enterprise*.

“We participated in the Lingayen invasion in the Philippines and then made a detour down to the South China Sea where we attacked targets in Saigon and Cam Ranh Bay.

“In early '45, we launched a strike on Tokyo and we thought we'd have huge losses—at least very substantial ones. It didn't quite work out that way.

“It was off Okinawa, supporting the invasion there on May 14, 1945, that we took a kamikaze right on number

# Secretary Hidalgo



*Above: The carrier Enterprise under attack in May 1945. Right: Secretary of the Navy James Forrestal, under whom Edward Hidalgo served as a special assistant.*

one elevator. It caused understandable havoc to the ship and to the officers and men. That was early in the morning. We were then a wounded pigeon, so we underwent many more kamikaze attacks that day but none was successful.”

Upon arrival in the States he was detached from the *Enterprise* to serve several months with the Ferdinand Eberstadt Committee. The Eberstadt Committee was commissioned to look

into the feasibility of combining the armed forces, which Secretary Forrestal was somewhat reluctant to do—based on the committee’s findings. The result, which some considered to be a compromise, was the formation of the Department of Defense. Mr. Forrestal later became the first Secretary of Defense.

Secretary Hidalgo, upon completion of the Eberstadt Committee’s work, joined Secretary Forrestal’s staff as a special assistant. “Secretary Forrestal was an inspiration to me,” he said. “I have vivid memories of many of the things he did which I considered vital

to the Navy at that time and I think they are still relevant today, in very different circumstances, of course. Peacetime is one thing, wartime is another.

“No doubt many of the things I will do as secretary will be born of the influence he exerted in my life.”

Within Navy circles, the new secretary’s name is synonymous with shipbuilding claims. Beginning in April 1977 when he took office as the Assistant Secretary, until October 1978, Secretary Hidalgo was totally involved with the problem, the solution to which had eluded his predecessors for years.

Secretary Claytor has said that the new head of the Navy “understands people” but there’s another important fact: “...he’s probably the toughest business negotiator I have ever met.”

Edward Hidalgo is modest when he speaks of his part in the negotiations. He certainly doesn’t have visions of himself as the shining white knight on a terribly swift horse.

“You know,” he said, “timing is a very important thing in life and I’m happy to state that I think I happened



to come along at a far better point of timing than my predecessors who tried to do the same thing. But this is one time where the planning—right from the beginning—seemed to come along with good fortune.”

In settling these claims that reached an unprecedented \$2.7 billion—\$2.4 billion of which stemmed from disagreements with just three major shipbuilders—the secretary took a realistic approach. “I was convinced from the outset—and said it a year before the settlements were reached—that the affected parties would have to take a very substantial fixed loss...there was no other viable solution.”

Secretary Hidalgo insisted that the negotiations be conducted “very privately and very quietly.”

He said that he was convinced that these and other essential elements in the beginning made it possible for the Navy to hold its head “pretty high” and defend the reasonableness of its action.

Of these intricate negotiations he said, “you need infinite patience, self-control. I happen to like it (negotiating) and I guess the good Lord gave me certain aptitudes for it.”

Since this 1978 settlement, what has the Navy done in the area of claims avoidance for the future?

The secretary said that when the Navy was working on the shipyard-shipbuilding settlements, it was preparing the Naval Ship Procurement Process Study. “I call it the ‘Blue Book’—almost 300 pages long and it’s a very careful analysis of what were the root causes of the claims.

“That ‘Blue Book’ is by no means a study to be put on the shelf. It’s not on any shelf. It is an active part of the thinking at the Naval Material Command today. It has been folded into our acquisition process on numerous occasions already and it will continue to be so.”

He spoke, too, of another factor in future claims avoidance: “the reasonableness of the human mind.”

Elaborating, he said, “I think, as difficulties arise—and they have arisen in the last year—there should be open

lines of communications between the supplier and the Navy...sufficiently developed mutual confidence that those things could be discussed openly, forcefully. Each side defending its own interests but mindful of the fact that, for almost everything in life (and we are all finite), there is usually a middle ground where men can find solutions.”

Concerning a continuing dialogue with the 11 main shipbuilders who do

business with the Navy, Secretary Hidalgo said that such ongoing action will continue. “Early in the year (1980) there will be another meeting with the shipbuilders.”

The secretary was born in Mexico City on Columbus Day 1912, and came

*As an assistant secretary in 1977-78, Edward Hidalgo brought about a settlement between the Navy and the shipyards for claims totaling \$2.7 billion.*



# Secretary Hidalgo

to Los Angeles with his family when he was five. He tells members of minority groups struggling to succeed, "Don't give up—keep going."

But, he adds, "We must all be realistic. Our country derives much of its strength from the fact that it is intensely competitive. You have to have the instruments with which to compete. If you have those, then just stick with it."

During his 30 months as Assistant Secretary for Manpower, Reserve Affairs and Logistics, he was involved with the problem of retention. To him, there is no quick solution. In fact, he feels there are multiple answers to the problem.

"Certainly," he said, "leadership—inspirational leadership—is one factor. But in addition to that, one must recognize that human beings are human.

"You can't ask for endless sacrifices, constantly beyond the call of duty."

To him and the Chief of Naval Operations, the *big* problem is in second-term retention, "where we're having our greatest problem, concerns the middle managers of our Navy, the chief petty officers and the like. . . .

"The Chief of Naval Operations made a statement to the effect that the Navy's manpower problem is not fully a matter of recruitment. For every man you don't retain, you must recruit many times that number in order to get a man into the middle management level."

He added, "As you know, we wrote a report to the House Armed Services Committee on our manpower problems that set forth many of the still lingering problems that we have. We simply are trying our utmost to address those things.

"I'm an optimist, I think there are many initiatives that are under way right now that I trust will lead us to at least a significant solution to the problem."

Asked what part leadership plays in the retention of people, the secretary answered: "Without leadership, there is no guidance; I think we see that in



many parts of the world today.”

He once told a Naval War College class that he strongly emphasizes the willingness and the ability to make decisions. But, he added, “If, after you’ve made a decision, you see that some adjustments are needed—or *indeed* that you’ve made a mistake, there ought to be enough humility to admit the mistake and move in a different direction.”

Sharing a common opinion, Secretary Hidalgo believes, like all the Navy’s leaders, that the service’s greatest strength is its people.

“From the visits I’ve made to the fleet and to our different bases—and I’ve been east and west—I get reports from my colleagues in uniform that there’s a general optimism. I ask about the graduating classes at our Academy

and many other schools and there’s a general report back that the quality is superb.

“Our next strength, of course, is the high technology that we have. Every day I hear of some new development. It’s just mind-boggling that we have huge talents in this area, working very closely with private industry and we couldn’t do it without private industry.

“We have some magnificent ships coming out of our yards today—frigates, the DDG-47 class, attack submarines—the 688s, the strategic deterrents—*Tridents*, *Spruance* destroyers and the LHAs. There will be other classes of ships coming along. This production will bring in more than 100 additional ships.

“However, we have to look into the late ’80s and ’90s. Unless our ship-

building rate increases in the next few years, and I mean *immediately* in the next few years, we’re going to find ourselves in a very difficult declining curve.”

Termining the U.S. Navy’s weaknesses “potential ones,” the secretary said that he—along with the Chief of Naval Operations and the Commandant of the Marine Corps—are working “closely to be sure that we don’t leave a legacy to our successors that they will be very uncomfortable with and very unhappy with.”

He summarized his thinking when he said, “It’s going to take all the wisdom of all of us to see how we combine these things to come out with the best possible result.

“The ideal result is never achievable.” —JFC

## Secretary of the Navy Hidalgo

Edward Hidalgo took the oath of office as Secretary of the Navy on Oct. 24, 1979, succeeding W. Graham Claytor Jr. who earlier had assumed duties as the Deputy Secretary of Defense. Secretary Hidalgo was Assistant Secretary of the Navy (Manpower, Reserve Affairs and Logistics) since April 25, 1977.

Born in Mexico City on Oct. 12, 1912, the new secretary was graduated from Holy Cross College (*magna cum laude*) in 1933 and from Columbia Law School in 1936. In 1959, he received a degree in civil law from Mexico.

He served as a law clerk to the Second Circuit Court of Appeals in 1936-37 and was an associate in a New York City law firm from 1937-42.

He saw active duty from 1942-46 as a lieutenant in the Naval Reserve and received the bronze star for service aboard the carrier *Enterprise* in the Pacific. He was awarded a Letter of Commendation with Ribbon for service with the Eberstadt Committee (dealing with unification of the services). He served as special assistant to Secretary of the Navy James Forrestal from 1945-46.

Mr. Hidalgo represented a New York law firm in Mexico City and, from 1948-65, headed his own law firm, also in Mexico City. For the next year he was a special assistant to Secretary of the Navy Paul H. Nitze; from 1966-72 he was in charge of the European office (in Paris) of another U.S. law firm. In 1972, he became a special assistant for economic affairs for the U.S. Information Agency and, a year later, was general counsel and congressional liaison for that agency.

He and his wife, Karen, have four grown children.

# Hitting the Ramp

BY JO2 R. D. OOSTERMAN

Scott had taken first place in all six of the snowmobile races just completed. Victory was in the air, but skepticism and perhaps a little fear was evident. Each time he victoriously crossed the finish line he looked at the six cars and ramp located at the end of the raceway and asked, "What am I doing here? How did I get involved in this?"

Scott said he could do it. Now 3,200 people had gathered in the glider field located in the shadow of the mountains north of Reykjavik, Iceland. They had paid to watch him jump 60 to 70 feet on his snowmobile and, hopefully, clear the parked cars he was jumping over.

Snowmobile jumping is not new to Scott Eilertson, an aviation structural mechanic airman attached to the aircraft intermediate maintenance department (AIMD) at Naval Station Keflavik, Iceland. He held the world record for snowmobile jumping, but he had not jumped in two years.

It was Iceland's first organized snowmobile meet; Scott had started the wheels moving months earlier. It took a lot of time and effort getting the meet

organized. There were rules to write, sponsors to be found, legal questions to answer, and publicity work to be done.

All of the proceeds were to go to the Icelandic Lions Club, a prime supporter of the Icelandic Life-Saving Association. Over \$10,000 had been collected in ticket sales, more money than had ever been raised before by the club from a single event.

With the planning over, it's time to make the jump. The crowd is silent.

Cautiously, Scott rides his snowmobile back and forth past the jump, checking and double-checking his machine and the ramp, making sure every safety precaution was taken.

After a final check from his crew chief, Machinery Repairman Second Class Lynn Burry—also from AIMD—he is ready. With one final pass he gives the crowd a thumbs up and proceeds to the ramp runway area.

After a brief pause at the beginning of the runway for one last look, Scott races toward the ramp. No stopping him—he hits the ramp, sails into the air, and clears the six cars with room to spare.

The crowd cheers again and again.

Scott and his crew are exuberant. They have been more successful than they dared to dream.

Scott was awarded a gold medal for his outstanding showing at the meet. However, he refused to take first place honors in the races, stating that he was a professional and considered himself a guest at the Icelandic meet. He was there only to support Icelandic racers and the Lions Club.

Scott, who has been riding snowmobiles since he was nine years old—started racing at 16. He made his first jump on a bet at a golf course in Minnesota. Other snowmobile enthusiasts were so impressed that they suggested he go professional. He took their advice and began booking shows at snowmobile rallies. On his second professional jump in 1975 he broke the existing world snowmobile jump record of 88 feet by jumping 110 feet.

Then again in 1977, under the sponsorship of Evel Knievel, he broke his own record by jumping 112' 3" at the Minneapolis Metropolitan Stadium.

Asked why he joined the Navy, Scott said, "Jumping was a dying sport in the United States. Knievel was no longer getting any bookings nor were many other jumpers. If they were, they were doing them for nothing.

"I realized I couldn't jump the rest of my life and airplanes have always intrigued me."

Scott enlisted in the Navy on March 14, 1978, for training in the aviation field.

"I have no regrets about joining the Navy, but if I were any place other than here I'm not sure I would enjoy the Navy as much. I love Iceland and the people," he said.

"People ask me why I organize races and jump without getting paid. I tell them I've met some of my best friends while working this," he said. "That's more important than money." ↓



# Romania Visit

## The Celery Stumped Them

Not many American sailors can say they've had liberty behind the Iron Curtain, but the men on board guided missile cruiser USS *Richmond K. Turner* (CG 20) and guided missile destroyer USS *Lawrence* (DDG 4) can.

It happened last summer when

*Turner* and *Lawrence* visited the seaport of Constanta, Romania. It was the first time either ship had ever made a port call in the Black Sea.

"I never thought I'd ever see a Communist country," said Electrician's Mate Second Class David L. Pierce of *Turner*.

When the two ships tied up at the pier, crewmen found their quarterdecks busy with visitors, among them, American Ambassador O. Rudolph Aggrey.

*A view of Istanbul, Turkey, from USS Richmond K. Turner.*



# Romania Visit

“When I went ashore I didn’t really know what to expect or how the people would treat me,” said *Lawrence* sailor Boiler Technician First Class Billy J. Earp. “As it turned out, the Romanians were really curious about our ship and our perceptions of their country.”

“At first, they were a bit standoffish and didn’t know how to approach us,” said Operations Specialist Third Class Gordon C. Jenkins, another *Lawrence* crew member. “Things were pretty controlled by the Romanian Navy and government security officials,” he recalled.

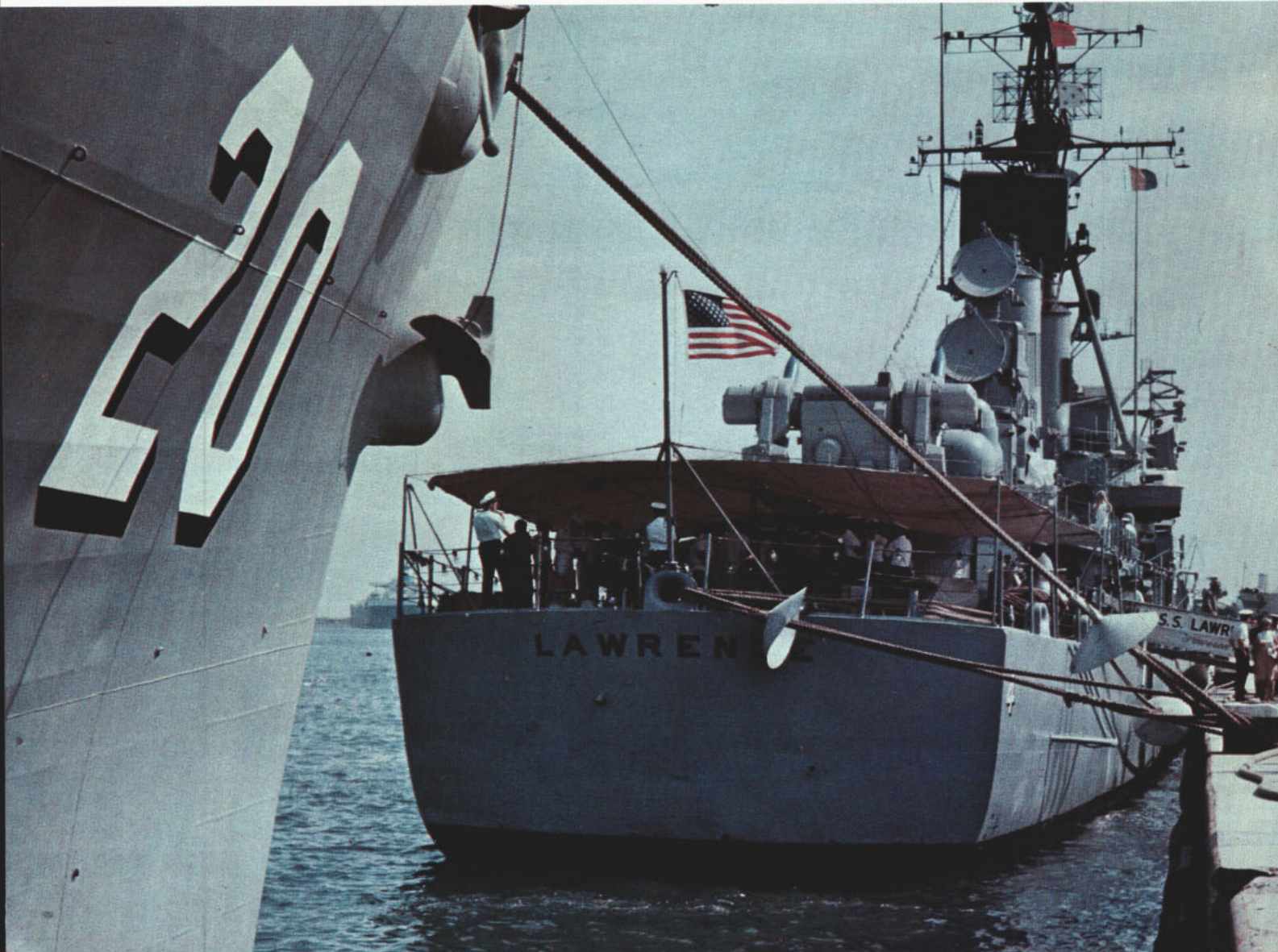
During the seven-day stay, the beautiful resort beaches of Mamaia enticed many swimmers and sunbathers. Enjoying 85-degree temperatures, the American sailors

found the beach their favorite liberty spot.

While some of the Navymen toured museums, Greek and Roman ruins, and a winery, others chose to watch a folk show, dine at tempting restaurants, and talk with English and Irish tourists at Western-style discotheques.

The resort area, state-owned and managed, attracts tourists from all over Europe. During the height of the season, the resort hotels accommodate almost 50,000 visitors. About 75 retired Americans live in Romania and, according to the American Embassy in Bucharest, about 28,000 U.S. tourists visited last year. Even with all the English-

*A Romanian Navy midshipman smiles after visiting the two American ships.*







speaking tourists, many signs and menus are printed in still other languages.

A special treat for the American visitors, and for the local people, was the arrival of the 6th Fleet band, "Diplomats," who flew to Constanta to perform at the Romanian Naval Academy and at the Constanta Regional Army Headquarters.

"Music is the international language," said guitarist Musician Third Class Bill Kirkner, "You could tell they just loved our music."

During the port visit, both *Turner* and *Lawrence* held open house for the citizens. About 2,000 guests, holding tickets distributed by the

*During the seven-day port visit Romanians toured the two ships (left) and American Navy officers presented a wreath at an honors ceremony in Constanta.*



# Romania Visit

Romanian government, visited the ships. Navy Counselor First Class Mike Foster said that they were really curious. "They asked what it was like at sea, and how the food and living conditions were," he said. "We were ready with signs and cassettes made in their language, so they could understand the exhibits."

Before their visit to Constanta ended, the Americans joined men from the Romanian Navy in soccer, basketball and volleyball games. Also, both ships hosted a formal reception for about 65 guests, with music provided by *Turner's* band,

"The Hurricanes." Dignitaries included the Mayor of Constanta, the Commandant of the Romanian Navy and other local VIPs.

"Most people ate our shrimp cocktail and the hot dogs wrapped in bacon," said Mess Management Specialist Seaman Theodore Gibbs of *Turner*. "The ladies all asked about the peanut butter spread on celery; I guess they don't have peanut butter in Romania. I overheard one officer trying to explain to the mayor's wife what peanut butter is. He was having a hard time because of the language barrier, and in fact, I don't think he

knew exactly how it's made himself. I later found out they don't have celery in Romania either," Gibbs said.

BT1 Earp, who was one of six crewmen to reenlist during the port visit, summed up his feelings: "We've always been told that sailors are ambassadors of good will for our country. When you visit a country like Romania and wear your uniform ashore, you can see just how important we really are in helping our government make friends around the world." ↓

—Story by LT Mark E. Brender and JO1 Ken Duff; photos by LT Brender.



*Music helps bridge the gap behind the Iron Curtain as a Romanian plays the accordion and the Diplomats provide the sound of the United States.*



## Norfolk Makes the Connection

BY JOANNE E. DUMENE

The United States Navy is a big operation. It's complex not just in terms of ships and weapons systems but in terms of people, too. They are people who have to be trained, fed, clothed, housed and paid. They are people who've been able to respond to the physical and mental demands of their jobs, who often give more than they're asked for. They are people who face

stressful situations on and off those jobs, who can get sick and lonely, and who often need help. They are people who sometimes don't know where to go for help.

One place Navy people can get help—and there will be many more of them—is the Navy Family Services Center (NFSC), 7920 Hampton Boulevard, Norfolk, Va. All it takes is a telephone call.

At NFSC, which opened in July, the

phones are ringing off the hook. In its first week of operation, the Center handled calls ranging from "Where's the Navy Lodge?" (across the street) to "Please tell me where I can find a babysitter for tomorrow morning" (they did). One Navy wife called not with an immediate problem but just to say it was comforting to know the

*The 1978 all-Navy Family Awareness Conference in Norfolk—where the concept of Family Services Centers originated.*



# Family Services Center

Center is there in case she does need help.

Some of the requests coming in to the Center might seem inconsequential, but the callers are serious about their needs. And serious is how the Center is treating every single call.

\* \* \*

*Where can I get care for my son? I'm going on a six-month deployment.*

\* \* \*

*My mother is coming to visit me—I need to borrow a wheelchair.*

\* \* \*

*My wife is looking for a job, but she's a foreign national and she needs a work permit.*

\* \* \*

*I just took a bottle of sleeping pills—I need help!*

\* \* \*

All day long and far into the night, the calls come in. Standing by to

answer the insistent ringing is one of the seven military people temporarily assigned to the Center. Although they're not primarily Navy or Marine counselors, all have served as counselors. Here they're known as Information and Referral Specialists.

After determining the nature of the call, the specialist makes a fast decision—and doesn't stay on the phone too long. At their fingertips is information on over 3,000 service organizations in the Tidewater area. With complete selective files on 250 agencies and a direct line telephone referral system to every one of them, the specialist can make an immediate telephone transfer with the caller still on the line. A three-way conversation is even possible so that the specialist can introduce the caller and the problem to the agency representative. Then the specialist bows out and the agency representative

takes over, freeing the center's line for yet another call.

The nature of the business—getting to the heart of the problem in a matter of seconds and being able to put the caller in touch with an agency specialist—demands that the specialists be trained, especially in crisis intervention. The counselor must be able to sense some of the problems; often the caller needs specific help but hides behind a seemingly innocent or unrelated question.

According to Chaplain (Captain) David S. Hunsicker, Deputy Director of the Center, Family Services acts somewhat like an agent—a middleman. "A Navy person has a problem but doesn't know where to get help. We know where to get help for that person—so we make the connection."

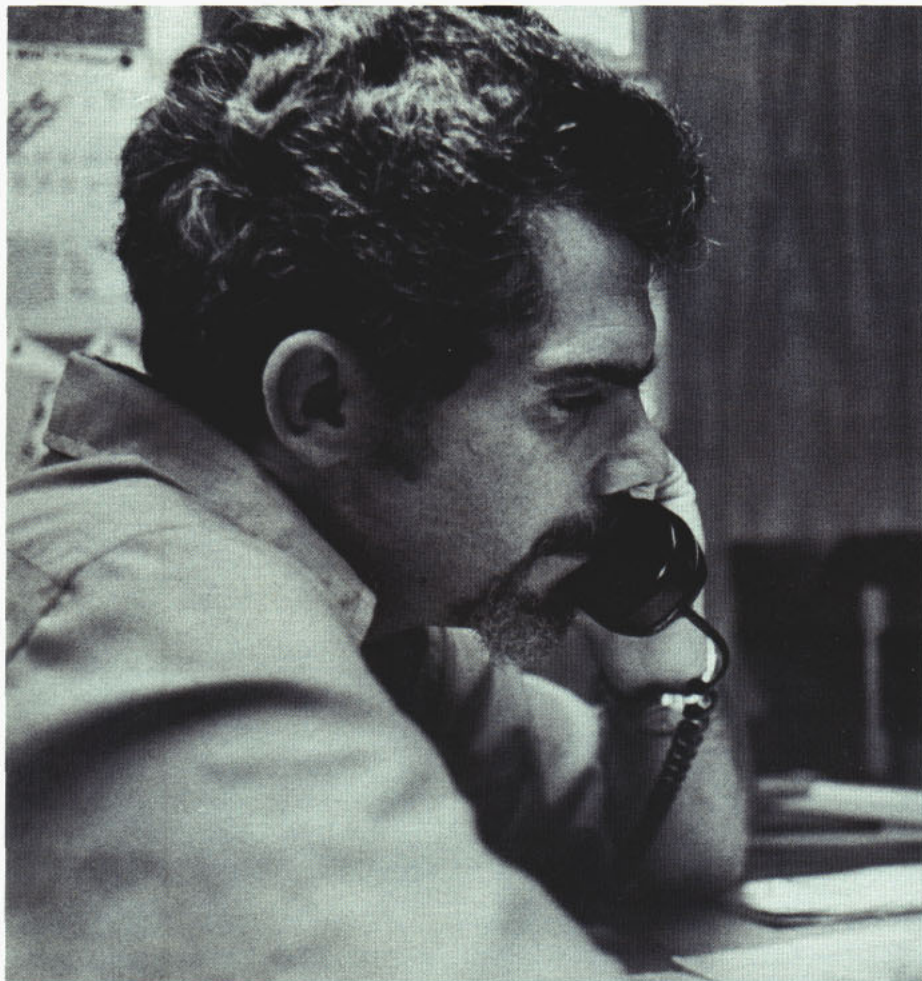
The Navy Family Services Center in Norfolk hopes to do more than just make the connection. In addition to the 24-hour, seven-day telephone Information and Referral Sub-Center, it will provide a Walk-in Client Sub-Center for short-term counseling, and a Personal Services Sub-Center which will continue to provide hospitality kits (for a small fee) and free Welcome Aboard brochures.

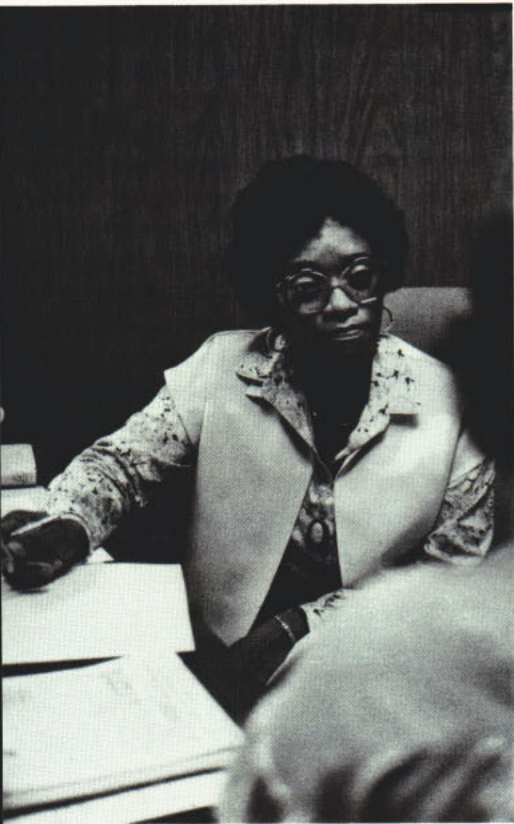
Additionally, there is legal assistance, American Red Cross representation, ombudsmen centralization, and volunteer follow-up services. Another advantage of the NFSC is that the Navy Relief Society is housed in the same building.

Short-term counseling, consisting of no more than three visits, is provided by experienced civilian social workers. Long-term counseling is referred to an appropriate agency in the community.

The volunteer follow-up services group will assure that very little is left to chance and that individuals requiring aid are referred to outside agencies and are satisfactorily assisted. According to Chaplain Hunsicker, a recent study showed that 60 percent of the people who request social services aid come away dissatisfied. People were not really concerned.

"The Navy doesn't want that to happen here," he said. "That's why there's a need for personal contact and





follow-up. Our volunteer program is essential.”

Chaplain Hunsicker is especially enthusiastic about the potential of the Center's volunteer program. He foresees a volunteer branch that eventually will be involved in six areas: case work follow-up, financial counseling, child development, relocations and emergencies, special family needs, and family enrichment. He says that a great part of the volunteer effort will be through an outreach program. “We can't operate just within the confines of these walls,” he said. “We have to move out into the area.”

The chaplain has been encouraged by the response from people in the community who have volunteered their services. With more than 18,000 retired Navy and Marine Corps people in the Norfolk area, the Center has a wealth of talent and experience on which to draw, experience which can add greatly to the value of the Center's offerings.

To the question of “Who can get

help at NFSC—who is included in the Navy family?” Captain James H. Karlen, Director, said, “We start with the Navy or Marine Corps active duty person, and then spread out from there to all the people who are somehow related to that active duty person.” He added that the door is always open to retired people.

With 34,000 military families in the Tidewater area, Captain Karlen is talking about a lot of people. But so is the Navy talking about a lot of people—more than 523,000 of them on active duty—plus the members of their families. Rather than see those numbers as cold statistics, the Navy sees them as the heart of its operation, and intends to provide the best family services it possibly can. The connection is being made in Norfolk. ↓

**In Norfolk, Dial N-A-V-Y**

**Auto: 690-NAVY**

**Coml: 444-NAVY**



# Boat People

“Send these, the homeless,  
tempest - tost, to me...”\*

*\*From the poem by Emma Lazarus, which appears  
on the base of the Statue of Liberty.*



BY JO1 JAMES R. GIUSTI

With the mass exodus of "boat people" from Vietnam, rescue at sea has taken on a deeper meaning. In ships and planes, men of the 7th Fleet have been crisscrossing the South China Sea in a wholehearted effort to actively seek out and rescue the "boat people." These search and rescue missions have been a humanitarian effort of gigantic proportions.

In 1978, U.S. Navy ships rescued 597 Vietnamese refugees in the South China Sea. Between January 1 and July 21 of 1979, they rescued 567 more. In a single three-week period last summer, 7th Fleet sailors rescued another 553 refugees. The increase began when President Carter directed U.S. military units to actively seek out and rescue the Vietnamese refugees in distress.

Since then, 7th Fleet ships and planes, either directly or indirectly, have been responsible for the rescue of almost 1,400 refugees from disabled and unseaworthy boats.

"The assistance to the 'boat people' has really been a fleetwide effort," said Vice Admiral S. R. Foley Jr., Commander U.S. 7th Fleet. "Few in the fleet have not been involved in one way or another in this unique mission, whether they are staff planners coordinating the operations, flight crews or shipboard lookouts scanning the waters . . . to pull these desperate people to safety."

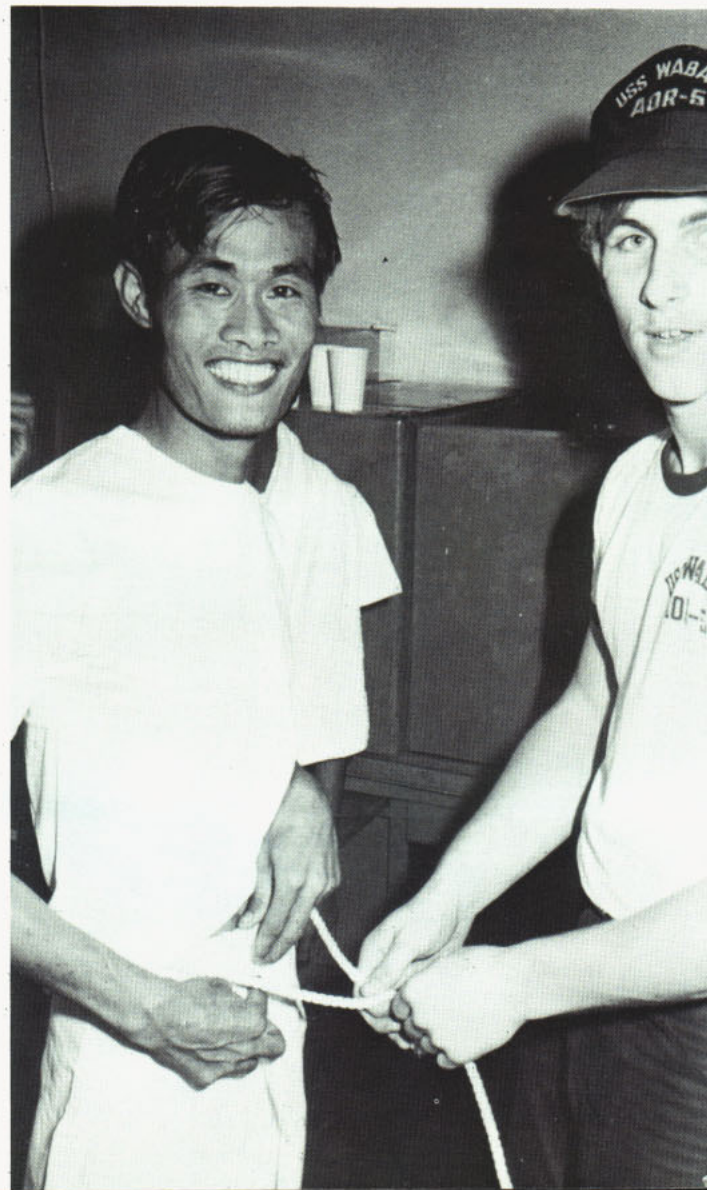
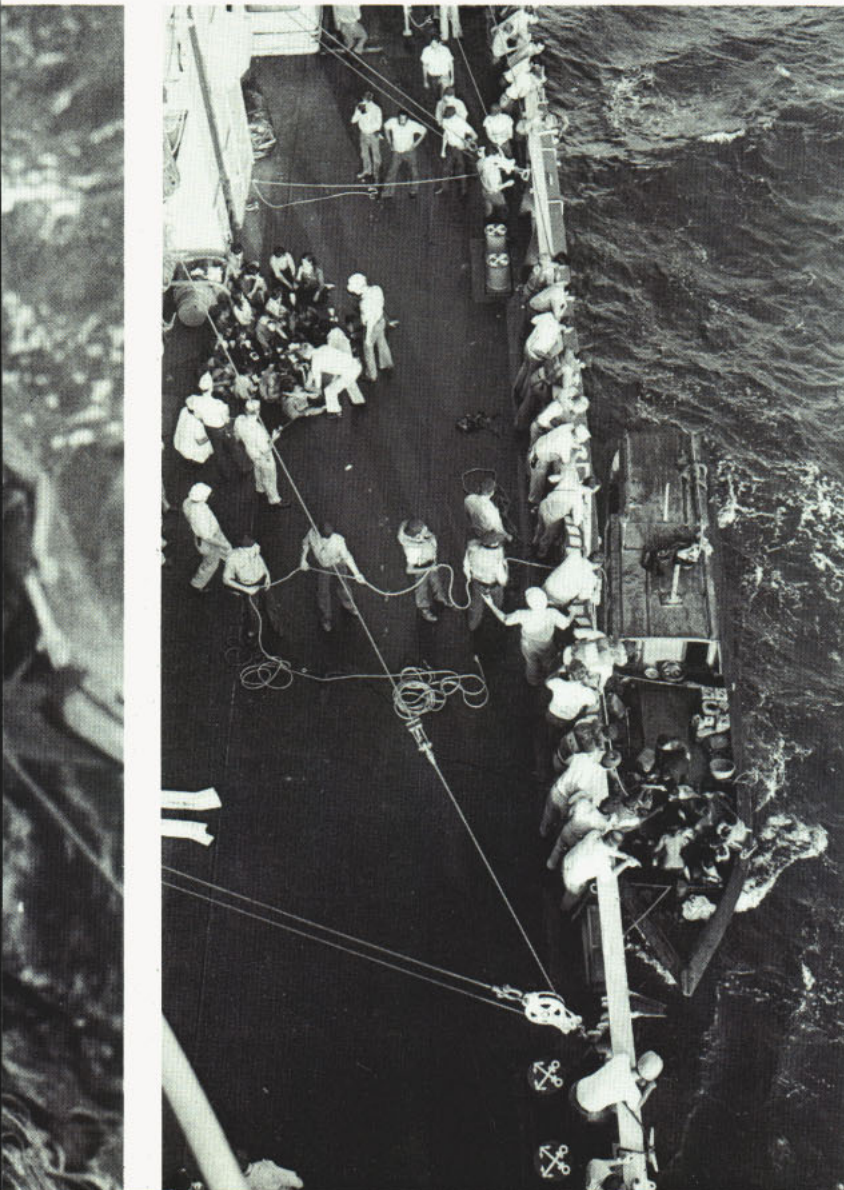
Navy P-3 *Orion* patrol planes began the search with 11-hour patrols over designated sections of the South China Sea. These naval air operations soon settled into a daily routine of two designated refugee locate flights, coordinated

by Patrol Wing One Detachment Cubi Point and Task Group 72.3 from their headquarters at the Naval Air Station, Cubi Point, R.P.

Patrol Squadron Twenty-Two (VP 22), currently deployed to Cubi Point, has flown about 75 percent of the missions. Their flights are augmented by elements of VP-50, VP-9 and VP-6.

After logging more than 1,200 flight hours in support of refugee assistance, these 7th Fleet air crews have grown proficient at spotting the 20- to 50-foot boats from half-mile high cruising altitudes. In two months of operation they identified 37 refugee boats and four shipwrecked refugees from among more than 7,000 contacts.

*Desperation and anguish on the faces of Vietnamese refugees turns to smiles with the realization of their rescue by U.S. Navy men.*



# Boat People

At times, the air crews feel they are looking for the proverbial needle in the haystack.

"Finding the boat is purely a visual task," says P-3 pilot Lieutenant Roger I. Brueckbauer. "Our radar picks up mostly metal and the refugee boats have all been wooden."

But, refugee boats are found. When they sight one, the P-3 crew air-drops a buoy with a radio transmitter, complete with operating instructions written in Vietnamese. They also air-drop survival packages of food, water and medical supplies.

If the refugees need assistance, the P-3 crew will direct a nearby U.S. Navy ship to the scene. If no such ship is available they will attempt to locate merchant ships in the area and inform them of the refugees' situation and location. Since last July, merchant

ships have rescued almost 700 refugees.

Other 7th Fleet units in the South China Sea also assumed a more active watch. Within the first two weeks of its expanded efforts, 7th Fleet ships rescued 143 refugees.

"Our lookouts call out 'refugee' every time they sight a fishing boat," said Captain W. Lewis Chathan, commanding officer of the USS *Kitty Hawk* (CV 63).

"The crew is committed to this humanitarian mission," he said. "There is something about pulling children off a sinking boat; no one can deny the feelings that go with it."

While the humanitarian aspects of the rescues are obvious, there also are morale benefits and emotional involvement.

"The most rewarding feeling for me," said Ensign Walter P. Purio, first

lieutenant on the USS *Worden* (CG 18), "was when I brought a baby girl aboard. She was all smiles, with big brown eyes. When the decision was made to rescue the refugees, there was jubilation—not only on their boat, but aboard *Worden*, too," he said.

"These 7th Fleet sailors share a special feeling," said VADM Foley. "It's reflected in their strong personal involvement in this humanitarian mission. Their response to the plight of the refugees truly exemplifies a distinctly American brand of concern and compassion, and I'm proud of them."

One of hundreds of boats to flee Vietnam since the communist takeover and brave the rough seas was a crowded fishing boat rescued by USS *Wabash* (AOR 5). The leader of the 19 refugees, a former South Vietnamese Navy chief petty officer, said he had





heard about the Carter directive and the new U.S. policy to double the monthly intake of refugees on the Vietnamese broadcast of the BBC. He said he had planned to leave for some time, but "saw the opportunity to leave now."

"Anyone disgusted with where they live and who has enough guts to get into such a little boat and cross a huge ocean deserves any help we can give," said *Worden's* Chief Hospital Corpsman Charles J. Benda. "They are a rough, gutsy people who know what they want—to live in a free society."

One group of 21, guided only by a map of Asia torn out of a school atlas, was trying to cross more than 1,000 miles of choppy seas in a 20-foot in-shore fishing boat. When rescued by USS *Parsons* (DDG 33), the refugees had drifted to within 60 miles of

Malaysia, still under the impression they were heading for the Philippines.

In late August and early September, 7th Fleet air and sea units teamed up almost daily to rescue refugees. The combined teamwork of two P-3 *Orions* and the combat stores ship USS *White Plains* (AFS 4) in one case rescued 154 refugees in two boats, one towing the other. They were first sighted by a P-3 crew from Patrol Squadron Nine which dropped a one-way radio device and two survival packages to them.

A second P-3 from VP-9 was launched to relieve the first and assist in guiding *White Plains* to the refugees' location. By 5 a.m. on September 3, all 154 refugees were safely on board *White Plains*.

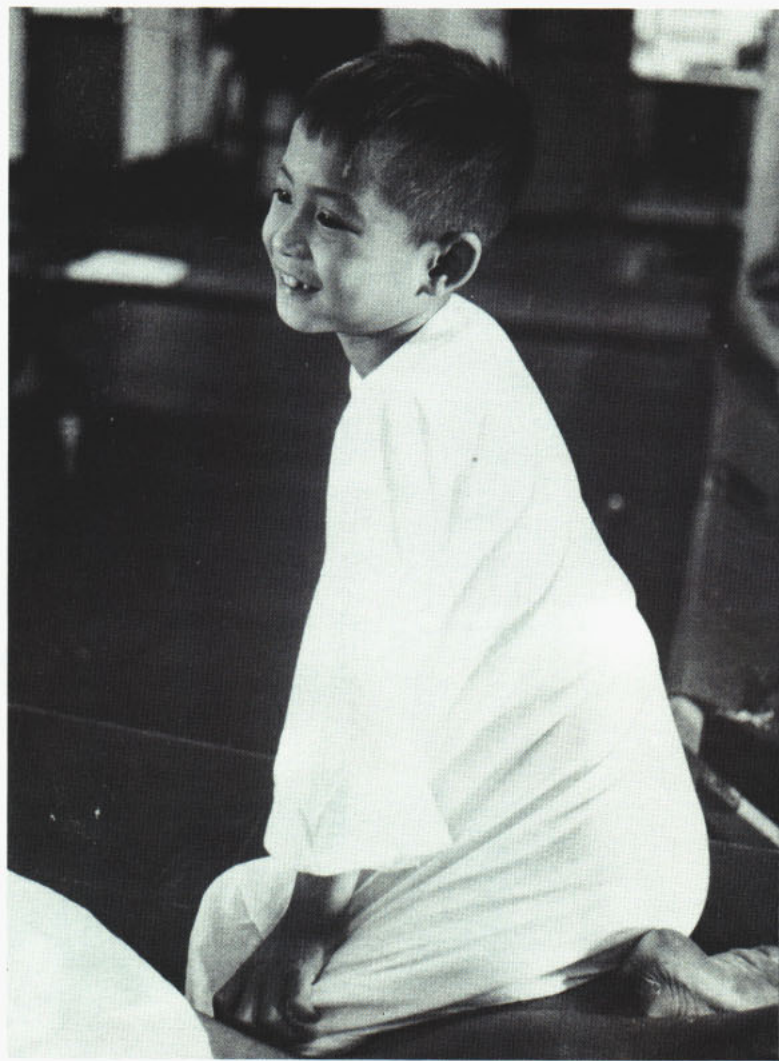
Once on board a 7th Fleet ship, the boat people are fed, showered, given a medical examination and provided

clothing and other necessities. They are then taken to the ship's next port of call for temporary asylum under a guarantee of resettlement in the United States.

Speaking to an assembly of sailors and aviators on board USS *Midway* (CV 41) in early September, Vice President Walter Mondale said, "What you're doing is America at its best.

"I personally believe," he said, "one of the best things our government has done in a long time is to simply do the humane thing and use our skilled military sailors and pilots to seek them out, find them, help them . . . we've saved a lot of lives." ↓

*The plight of the children was especially heartbreaking but their stoic silence also turned into happy laughter.*



# Whipple's Human Link to Freedom

Although the rescue at sea of Vietnamese refugees has been a joint effort of the men of the 7th Fleet, the stories of individual acts of heroism are beginning to be told.

In one instance, four crewmen from USS *Whipple* (FF 1062) were instrumental in saving the lives of 410 refugees during a storm at sea. For risking their personal safety during this rescue, Boatswain's Mate First Class Robert Renner, Seaman Kenneth Rushing, Seaman Robert Fiorino and Hull Technician Fireman Milton Smith each received the Navy and Marine Corps Medal.

The rescue took place Aug. 22, 1978,



when the frigate's lookout spotted a small fishing boat, 110 miles off the coast of Vietnam, displaying an S.O.S. flag. The men, women and children crowded in the boat had been at sea for four days; they were out of food and many were seasick.

As the wooden boat was brought alongside *Whipple*, Smith was the first to don a life jacket and, dangling over the side, he started lifting children out of the damaged boat. Smith's life jacket ripped but Renner pulled him up by his arms. After donning a second jacket, Smith went over the side again and spent *nearly three hours* dangling perilously between *Whipple* and the

small boat, picking up children and transferring them to waiting arms on the *Whipple*.

As high seas smashed the small boat repeatedly against the frigate's hull, the refugees panicked; two fell into the water but they were pulled to safety.

"It was obvious that someone had to calm them down," said Rushing.

That's exactly what he and Fiorino did as they boarded the fishing boat and attempted to keep the people calm.

*Whipple* crew members continued to lift the refugees out of the small boat as it was literally splintering apart.

Nearly three hours later, Renner was the last man to exit the craft—just

before it sank in 600 fathoms of water.

At the May 3, 1979, awards ceremony aboard the guided missile destroyer USS *Benjamin Stoddert* (DDG 22) in Pearl Harbor (*Whipple* was in drydock), another 19 members of *Whipple's* crew received letters of commendation from Admiral Donald C. Davis, Commander in Chief, U.S. Pacific Fleet, for their part in the rescue effort.

As Captain Marshall B. Brisbois, Commander Destroyer Squadron 35, said, the acts of heroism and rescue were in keeping with the age-old mariner's code of rendering assistance to those in distress on the high seas. ↓

—By JO2 Bob Cowan



*Hull Technician Fireman Milton Smith (center and right) was instrumental in a dramatic three-hour rescue of Vietnamese refugees in the South China Sea. Photos by OSSN K. R. Easton and JO2 Bob Cowan.*



# 14

# Navy Rights & Benefits

## Your Obligations

*Along with the many rights and benefits which are an integral part of your Navy career, there are other rights and benefits which you enjoy as an American citizen. Most of these are basic guarantees of the Bill of Rights and they deal with your right to privacy, your right to speak freely, your right to assemble, and your right to worship.*

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

*You also have a responsibility to obey and uphold all laws—federal, state and local—anything from registering your automobile, to obtaining a license for your pet. As a Navy member, you are expected to meet, as well,*

*your financial responsibilities and pay debts which you incur.*

*Your right to vote should be considered a special privilege. It is the means by which you help control those who make decisions which affect you as an American citizen.*

*This article then, No. 14 in our series on Navy Rights and Benefits, discusses some of these obligations and responsibilities which go hand in hand with the rights and benefits we all enjoy.*

### Voting

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

Yet, few military people exercise their right to vote. In the 1976 election, less than 40 percent of eligible military

members voted. This low voter participation is attributed in part to state laws governing absentee voting, and the fear many service people have that voting may incur added tax liability in their home states.

According to information from the Federal Voting Assistance Program office, the most frequently cited reason for not voting in the 1978 election was lack of information. Apathy on the part of military members, however, still seems to be the main reason for not voting.

A recent amendment to the Federal Voting Assistance Act of 1955 and the Overseas Citizens Voting Rights Act of 1975 should serve to simplify and standardize state voting requirements. This amendment also includes provisions that will help clarify applicable tax laws.

If you are a civilian stationed overseas, the Overseas Citizens Voting Rights Act of 1975 protects your right to vote in federal elections in the state in which you resided before going abroad, even if you no longer maintain a residence in that state. Congress recently extended voting rights to those outside the territorial limits of the United States who do not have passports or State Department ID cards, making it possible for the approximately one-half million people living in Mexico and Canada (where passports and ID cards are not mandatory) to vote in U.S. elections.

The Federal Voting Assistance Act applies to absentee voting from within and without the United States. You are still required to meet certain qualifications established by each state.

When registering by absentee, you must supply certain information to the voting officials in your home state by a deadline if you are required to register. Each state has its own procedures. For example, service members and their spouses and dependents may register and vote absentee in all 50 states and in the District of Columbia, Guam, and the Virgin Islands.

In Virginia, military dependents must register in person in local elections, but can register and vote absentee

in federal elections. As a general rule, states allow 17-year-olds to register if they will be 18 on or before the election date.

Many states recognize the registration request process as a simultaneous application for an absentee ballot. In effect, this waives the preregistration requirement while other states require a separate request by federal postcard application for first registering and second requesting an absentee ballot. However, this waiver is not always granted, and if granted, is not necessarily granted to all categories of voters in that particular state. This means you may be required to fill out a form for registration, then another form to request an absentee ballot, all by set deadlines.

Though most states allow for a request to be written in any form, the simplest way to obtain an absentee ballot is by way of the Federal Post Card Application (FPCA). This post-

age-free card is distributed by your voting officer or voting counselor for use by absentee voters. If it has been filled in correctly and mailed in time, you should receive either a registration form, absentee ballot, or both, depending upon the state. If you receive no communication from the voting officials within a reasonable amount of time, submit a second FPCA.

Some states require that the absentee ballot envelope be opened in the presence of a notary public or commissioned officer, so read the instructions on the back of the envelope carefully before you open it. If you have a question, ask your voting assistance officer or counselor before you vote. You have the right to mark your ballot in secret and it is illegal for anyone to try to influence your vote.

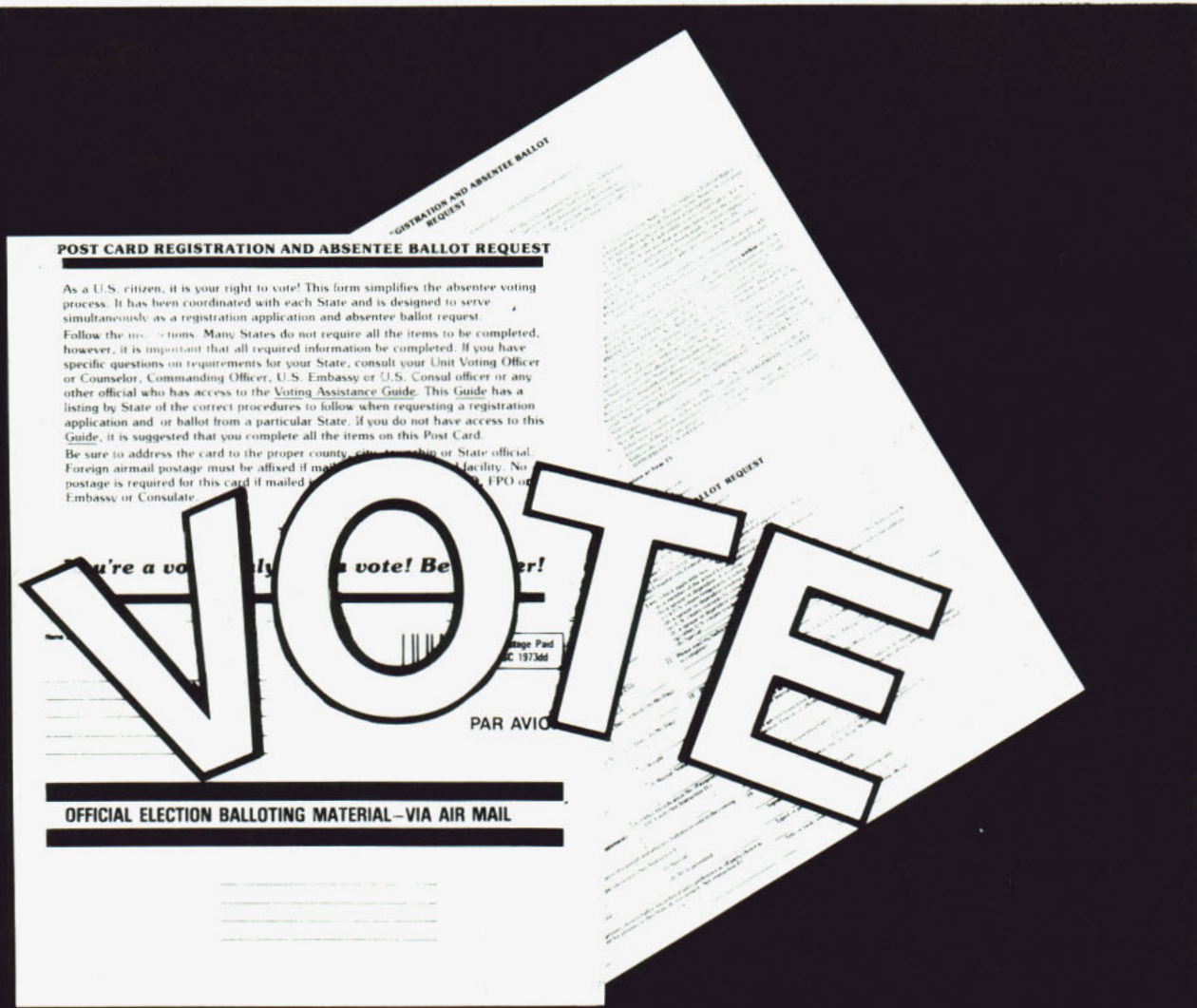
Mail the completed ballot so that it gets to your local election board before the deadline for counting ballots. Members of your family who are

qualified to vote can seek the assistance of your command's voting officer or voting counselor.

Since time spent in the Navy counts in meeting residency requirements for voting, you could establish legal residence and vote in the state in which you are stationed. However, when you change your state or residence for voting purposes, it also affects educational benefits, state taxation obligations, and other aspects that you must consider. Contact your legal assistance officer for information.

Several states allow "proxy" registration and ballot application. Depending upon the state, a proxy may be a blood relative or a person authorized by the voter to act as the agent in requesting registration forms and applying for an absentee ballot. State requirements vary—check with the voting assistance officer for more information.

If you anticipate being at your



# Navy Rights & Benefits

voting residence on election day, you should consider voting in person. This virtually assures you that your vote will be counted. Voting in person does not necessarily preclude registration by absentee ballot. In a number of states, applying for an absentee ballot will not automatically rule out voting at the polls. A few states even permit someone who has already marked and returned an absentee ballot to vote in person (in which case, the absentee ballot would not be counted).

Keep in mind that the key to intelligent voting is knowing the issues. You can keep up to date by writing home for voter information.

## Taxes

Along with the rights and benefits of citizenship, you share certain responsibilities and obligations. Paying taxes is a big part of that responsibility. You

have the same obligation to file federal, state and local income tax returns as do all residents and citizens of the United States. However, like other federal employees, you cannot exclude amounts received from any agency of the United States for services rendered in a foreign country or within U.S. possessions. This means no matter where you are stationed, your military basic pay is taxable by the federal government and your own state and local governments.

If your gross income for the year was \$750 or more, you are required to file a federal income tax return. As with any rule, there are exceptions, so you should check with the Internal Revenue Service or base legal assistance officer.

If net earnings from self-employment are \$400 or more, you must file a return with respect to self-employment tax, even if you are not liable for federal tax. Also, if you are not liable

for filing but had tax withheld from wages or made payments on a declaration of estimated tax, you should file a return to recover the withheld amount.

If you were a bona fide resident of a foreign country for an entire calendar year, or lived in a foreign country for 510 days or 18 consecutive months, you may claim only foreign tax credits. The new deductions for home leave travel, schooling expenses, qualified housing expenses and cost-of-living differential are not available if either spouse is eligible for and in receipt of tax exempt quarters or subsistence allowances. A completed Form 2555 should be attached to the tax return submitted for that year.

If you are residing or traveling outside the 50 states and Puerto Rico on the normal (April 15) due date, you are allowed a two-month extension for filing your return, but you must explain why you took advantage of the exten-

**38**

4,200	245	79	0
4,250	254	87	0
4,300	262	95	0
4,350	271	103	0
4,400	280	111	0
4,450	289	119	0
4,500	299	127	0
4,550	308	135	0
4,600	318	143	0
4,650	327	151	0
4,700	337	159	0
4,750	346	168	6
4,800	356	176	14
4,850	365	185	21
4,900	375	193	29
4,950	384	202	36
5,000	394	210	44
		219	52
			60

Continued next column

**Schedules A&B—Itemized Deductions**  
(Form 1040)  
Department of the Treasury  
Internal Revenue Service  
Name(s) as shown on Form 1040

**1040 U.S. Individual Income Tax Return**  
For the year January 1–December 31, 1978  
Department of the Treasury—Internal Revenue Service

For Privacy Act Notice, see page 3 of Instructions

Use IRS label. Otherwise, please print or type.

Your first name and initial (if joint return, also give spouse's name and initial)

Present home address (Number and street, including apartment number, or City, town or post office, State and ZIP code)

Do you want \$1 to go to the Presidential Election Campaign Fund? If joint return, does your spouse want \$1 to go to this fund?

**Filing Status**  
Check only one box.

1	<input type="checkbox"/>	Single
2	<input type="checkbox"/>	Married filing jointly
3	<input type="checkbox"/>	Married filing separately
4	<input type="checkbox"/>	Unmarried head of household
5	<input type="checkbox"/>	Qualifying widow(er)

**Exemptions**  
Always check box labeled

6a  Yourself  
b  Spouse  
c First names  
Other

**Who Should File**  
Even if you do not have to file a tax return, you should file if you have earned income credit.

**When to File**  
You should file as soon as possible, but not later than April 15, if you have to pay penalties or interest on your tax.

**Who Should File Form 1040NR, U.S. Nonresident Alien's Income Tax Return.** Also get Publication 505, *U.S. Income Tax Return for Aliens*.

The alien's tax liability is determined by the alien's status on the last day of 1978. Different rules apply to aliens who are married to a U.S. citizen or resident alien at any time during the year. See instructions for Form 1040NR, U.S. Nonresident Alien's Income Tax Return.

**Who Should File Form 1040NR, U.S. Nonresident Alien's Income Tax Return.** Also get Publication 505, *U.S. Income Tax Return for Aliens*.

**When to File**  
You should file as soon as possible, but not later than April 15, if you have to pay penalties or interest on your tax.

sion and pay interest on the unpaid tax, if any, from the original due date. If you are not traveling or living outside the United States, you can still receive a two-month extension for filing by sending in Form 4868 along with the full amount of estimated unpaid tax liability.

In case of undue hardship, you may apply for an extension of time to file by using Form 2688 or by letter sent in, on, or before the due date for filing. This application should state: reason for extension; whether returns for the past three years were filed timely and if not, why not; and, whether a declaration of estimated tax was required for the year, and if so, whether each payment was made on time. When granted this type of extension, you will be required to pay interest on unpaid tax liability.

Generally, you may use short Form 1040A if all of your income was from wages, tips, and not more than \$400 in dividends or \$400 in interest. Any deviations from the simplified form such as itemizing deductions or claiming alimony, business, or travel or moving expenses, may require use of Form 1040. To determine which form you should use, consult the guidelines in the instruction manual that accompanies your tax return form.

Federal income tax, generally determined on the basis of one exemption, is withheld from the taxable pay earned by non-resident aliens only while they are serving or working within the United States. No income tax is withheld from their pay earned while serving on sea duty or within a foreign country. Non-resident aliens should use Form 1040NR, regardless of the nature of income or the rate of tax. Form 1040 cannot be used even if the non-resident alien served within the United States during the entire tax year. If you qualify as a non-resident alien, you should file Form 1040NR with the Internal Revenue Service Center, Philadelphia, Pa. 19255.

A non-resident alien Filipino may claim credit on his Republic of the Philippines income tax return for income tax paid to the United States.

This claim must be supported by copies of U.S. federal tax return and W-2 forms. A Philippine income tax return is required if annual income is 1,800 pesos or more. Philippine income tax returns and instructions may be obtained from the Bureau of Internal Revenue, Manila, or from Philippine embassies and consulates.

For more information, non-resident aliens should obtain IRS Publication 519, U.S. Tax Guide for Aliens.

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

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

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

On Oct. 4, 1976, Congress enacted Public Law 94-455, which requires mandatory withholding for state income taxes upon the state's request. All income-taxing states are making a concerted effort to locate delinquent taxpayers, and are imposing penalties and interest for failure to file and pay appropriate state taxes.

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

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

It is important not to confuse the terms "home of record" and "state of

legal residence." There may be a difference. State of residence or domicile refers to the place where you, as a Navy member, intend to return and live after your discharge or retirement, and where you have a permanent home. "Home of record" is used to determine travel allowances upon separation from active duty.

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

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

To change your state of legal residence, certain specific actions should be taken. In most cases, you will actually have to live in the new state. You show your intentions by registering to vote in the new state, buying property, titling and registering your car in the new state, notifying your old state, preparing a new last will and testament indicating your new state as your legal residence and paying taxes to the new state.

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

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

If you have any doubt about your state of legal residence, contact your legal assistance office. If your records are not correct, get a "State of Legal Residence Certificate," DD Form 2058 from your finance officer. When you complete this form and turn it in, the

# Navy Rights & Benefits

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

## Financial Responsibilities

Just like any other citizen, a military member is expected to pay just debts and to pay them on time. Non-payment of a debt can lead to serious consequences for one's military career, even up to receiving an administrative discharge from the service.

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

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

Also, don't discount the financial management information you can obtain through the Navy Relief Society, which also might be able to grant you an interest-free loan.

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

- You may be able to arrange for your creditors to extend the contract time, thus reducing the size of the payments until you are back on your feet financially. You may be charged more interest or finance charges in the long run, but your debt will become manageable. Also, your creditors will have proof of your good faith and

intention to pay your just debts.

- Set up an appointment with a loan counselor at your credit union or bank. He or she can aid you in setting up a credit arrangement. If your creditors agree, you could arrange an allotment of an agreed sum each pay period. This allotment would be paid into the credit union where a credit union officer would pay each of your creditors an amount proportionate to the total you owe each of them.

- Another form of relief is to negotiate a consolidation loan. Again, this may cost you more in the long run, but at least it will lower your monthly payments to a more reasonable amount.

- Some people seek to solve their debt problems with a second mortgage on their homes. Since the lender on the second mortgage has less claim on the home than the holder of the first mortgage, the interest rate on the second mortgage will be higher.

When you take out a second mortgage on a home, usually you must make payments on both the first and second mortgages at the same time. Before deciding on this move, be sure you can make the double payment. A hastily arranged second mortgage you can't handle can cost you the home in which you already have substantial interest.

- Another possibility, in a severe debt situation, is the wage earner bank-

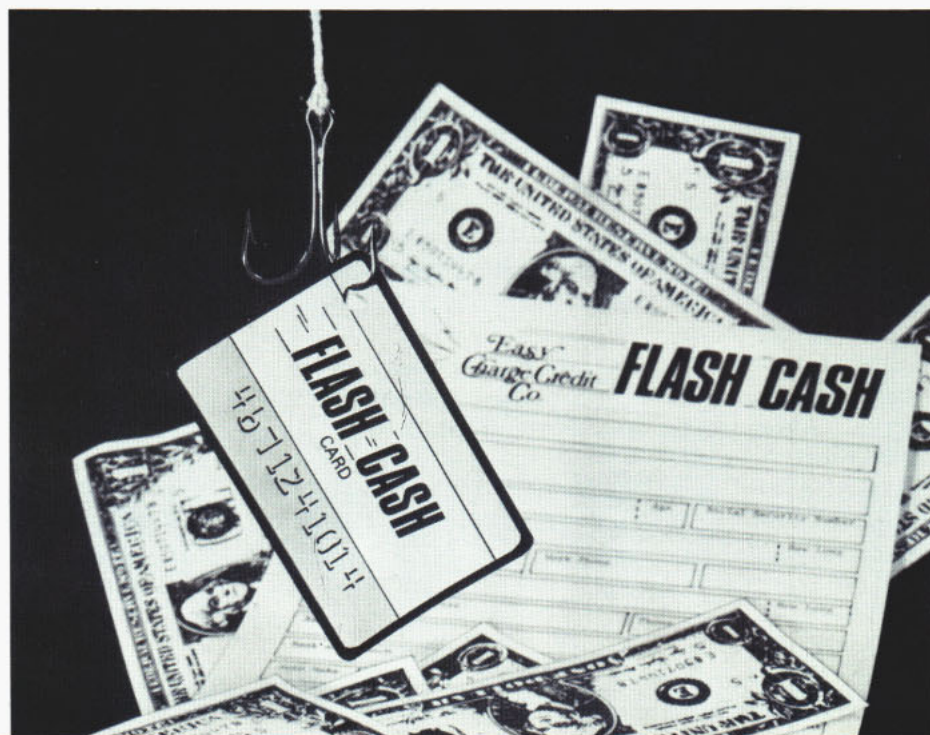
ruptcy plan. A debtor can take up to three years to pay off debts under this plan. Consult your legal assistance officer before making this move.

- As a last resort, you can file a regular bankruptcy petition; members of the armed forces have the same rights as other individuals. This action, however, could be detrimental. Consult your legal assistance officer before taking this very serious and final step.

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

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

If you notify the debt collector in writing that you refuse to pay or that you wish not to be contacted again, the debt collector is forbidden to contact you except to tell you that no further







efforts will be made to collect, or to inform you of any legal actions being brought against you.

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

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

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

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

You can dispute the amount even if the promissory note you signed is sold to somebody else. If your new car is

defective, you can still dispute the debt, even if the dealer you purchased the car from sold your note to a bank.

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

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### Legal Obligations

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

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

In many states, if your automobile is registered in the state of your domicile (home state) in your name alone, you are not required to obtain new license plates. If licensed in the state where you were last on duty, in your name alone, you usually may continue to use plates from that state until they expire; thereafter you must license your car in the state of your domicile or the state where you currently are residing. If your car is licensed jointly in your name and someone else's (such as your spouse or parent), you may be required to obtain license plates and register your car in the state in which you are residing.

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

# Chuting Stars

## They're More Than Entertainers

BY JO2 BOB RUCKER

The CH-46 *Sea Knight* helicopter shudders as it slowly circles the air station. Almost two miles below, a public address speaker crackles to life. "Good afternoon, ladies and gentlemen. I'm Senior Chief Petty Officer Bill Goines ... your narrator for this afternoon's aerial demonstration by the U.S. Navy Parachute Team, 'The Chuting Stars.'"

Naturally not a word of the narration is heard in the chopper. There, communication takes the form of hand signals and mimed words. The roar of the twin turbine engines and the twin rotors drowns all normal attempts at conversation.

It is now 1:00 p.m. Forty minutes ago 10 parachutists climbed into the chopper. Twenty-five minutes into the flight and 4,000 feet above the ground, one of the men jumped from the aircraft as part of the opening of the air show. With an American flag attached to his jump suit, he jumped as the national anthem was being played.

They reach 10,000 feet. Although the Chuting Stars accumulated 26 hours in free falls last year, each new jump is met with apprehension. Nervousness of 10 minutes ago has been replaced by impatience. They are ready.

One man peers out the side exit of the helicopter at the ground below and speaks hurriedly into a handset. He is the jumpmaster in control of today's jump, probably the most pressured man in the show. His experience determines exactly when the jumpers should exit the aircraft. He knows that no matter how well the routine goes, if the

chutists don't land directly in front of the crowd, it could be considered a bad jump. This, after all, is a spectator sport.

On the rear ramp of the chopper the assistant jumpmaster cautiously extends an arm from the aircraft. He has a Very pistol loaded with flares and intensely watches the jumpmaster for the signal.

Two parachutists stand up and one extends his arms as if being frisked by the police. His partner carefully runs down a mental checklist assuring all safety equipment is in order. Then the procedure is reversed before the two walk to the ramp and turn, facing forward.

The jumpmaster flashes a hand signal. The assistant jumpmaster fires a flare. The two chutists exchange glances, then start an abbreviated countdown—three, two, one. Igniting the smoke grenades strapped to their ankles, they exit together. If they jumped a fraction of a second apart, they could have been separated by several hundred yards in the air.

Another public exhibition of precision free falling and aerial acrobatics by the Navy Parachute Team (East), the Chuting Stars, has begun.

On the ground the crowd looks skyward. The first glimpse of smoke triggers applause. Fascinated, the spectators watch the smoke trails left by sailors plummeting at speeds up to 210 miles per hour. Literally "flying" their bodies, the sailors track toward one another, pass a baton, link and slowly turn to create a barber pole effect by employing the smoke streaming from their boots.

Separating at 3,500 feet, the jumpers open their main chutes at 2,500 feet and then land directly in front of the applauding audience.

After the team members are introduced, the chutists move through the crowd receiving handshakes and getting slaps of approval on the back. Occasionally they are asked for an autograph but they are always deluged with questions—"How do you get to be a member of the team? What is the Navy really like? Why in the world do you jump?"—and many others.

The positive answers and broad smiles show that team members enjoy their work. Later they will review the day's jump—How could they improve the routine? Did everything go as planned?—A group of professionals ask one another for helpful criticism in an attempt to refine and perfect every detail of their routine.

Particularly attentive at these critiques is Aircrew Survival Equipmentman Third Class Jonathan Price. "I'm the 'boot,'" he said. "This is my first season on the team so I'm always getting suggestions on how to improve my chuting technique—small things like foot position or tucking a shoulder. This is one sport where experience is the best teacher, so those with more experience share the things they've learned over hundreds of jumps.

"I use the sessions to improve my technique. I feel I have to do the best job possible," said Price, reflecting an attitude shared by many members of the parachute team.

Ranging in age from 22 to 43, the jumpers are more than entertainers. They are dedicated people who have



# Chuting Stars

spent many hours perfecting their art.

Becoming a parachute team member (the Chuting Stars or their West Coast equivalent, the "Leap Frogs") is not an easy process. Candidates first must be members of the Navy's Underwater Demolition Team (UDT) or SEAL (Sea, Air, Land) team (see April '79 *All Hands*). In addition to being a member of UDT or SEALs, candidates must have extensive training in free fall parachuting *before* being accepted by the team. Final acceptance rests with the team commander and includes observation of the candidate's overall parachute knowledge and ability, including spotting, relative work (joining with another free fall parachutist), tracking ability, canopy manipulation, target accuracy and overall safety consciousness on the ground, in the aircraft and during descent.

There are several reasons for requiring this training before a candidate joins the parachute team. Federal Aviation Administration (FAA) regulations require a jumper to have 75 free fall jumps before being allowed to jump in exhibition. "We have accepted candidates with as few as 50 jumps," said team leader, Senior Chief Storekeeper Bill Goines, "but we expect them to get the required 75 in training before the season starts."

The most important reason, in the eyes of the team, is safety. As a result of stringent standards and the team's extensive training program there have been no parachute fatalities during the team's existence. The only injuries have been minor, sprains and an occasional broken bone, as can be expected with any competitive sport. "Safety is paramount to all other considerations, including the routine," said Lieutenant Dave Griffin, team commander. "Our record speaks for itself."

Why is there a Navy parachute team? Why does the Navy pay men to jump out of airplanes in front of an audience? One word sums it up—recruiting.

*Packing chutes, adjusting jumpboots and doublechecking each other's gear are all part of the routine before the Chuting Stars step out into space 10,000 feet above the thousands of spectators who come to see their shows.*







# Chuting Stars

"We are able to book the Chuting Stars or Leap Frogs at small air shows, scout jamborees, county and state fairs, places that wouldn't normally get Navy exposure," said Lieutenant Commander Ted Mitchell of Navy Recruiting Command's support department.

"When the Chuting Stars go to a local air show, for example, they receive a lot of publicity through local newspapers, radio and television. This publicity, combined with cooperation with local recruiters makes the parachute teams a very effective recruiting

*Upper left: East and West teams join hands for the record 16-man jump.*

*Lower left: Crowds watch the progress of a Chuting Star who comes down to a perfect two point landing.*

*Below: Time to pack up and go home after another successful show.*

tool. They prove our point that 'It's not just a job, it's an adventure.'"

So a Navy parachutist is more than someone jumping out of an aircraft for a living. Hé's an expert in special warfare, a recruiter, a public relations man, and a very safety-conscious individual.

Still the question remains, why do people jump out of perfectly good airplanes? Team members have a standard answer, "There's no such thing as a perfectly good airplane, otherwise parachutes would never have been invented." But Quartermaster Second Class Dave Bach, in his second year with the Chuting Stars, offered a more plausible reason, "I do it because I love it."↓

*Photos by JOC James Jones, RM2 Joe Lacaze and JO2 Bob Rucker*

## The New Parachutes

Today's sport parachute bears little similarity to the canvas, umbrella-like chutes used in 1783 by Louis Sabastien Lenormand for the first successful parachute descent. As a matter of fact, sport parachutes aren't round anymore: today they're rectangular, and they resemble the cross section of an aircraft wing. Instead of simply letting a chutist descend, these ram-air type canopies actually fly, achieving a forward velocity of 28 miles per hour.

Using two steering lines, the chutist maneuvers his ram-air canopy through loops, spins, and spirals by changing the shape of the chute.

This design makes these chutes highly maneuverable. The jumper can control the rate of descent, can make the parachute go into a spin (to rapidly lose altitude), stall, slow or speed up, fly into the wind, come straight down and finally come in for a perfect two-point landing on a predetermined spot. According to one jumper, "these parachutes can do anything except go back up."

A jumper learns to trust that 35-pound pack when it has broken a fall from thousands of feet hundreds of times. However, Senior Chief Goines said, "We have more than our lives dangling in front of those chutes, we have our reputations."

While the parachutes the team uses were still in the development stage, the manufacturer asked the Chuting Stars to try them. As a result of suggestions made by the team, many changes were made in the chutes before they were put on the open market.

"Evidently we have a good reputation in the field of sport parachuting," Goines said. "Skydivers know we complete quite a number of jumps a year and they respect our expertise."



# Bearings

## Nimitz Remembered



The memory of Fleet Admiral Chester W. Nimitz was honored recently with the unveiling on board USS *Nimitz* (CVN 68) of a bust in his likeness. Sculptor and painter Felix Weihs deWeldon, internationally recognized for his works depicting historic personalities, presented the bust to the crew of the nuclear-powered carrier. Captain J. R. Batzler, commanding officer of the 95,000-ton carrier, accepted the sculpture.

"It's an honor to present the bust," said Dr. deWeldon, who served on the aircraft carrier USS *Hornet* (CVS 12) during World War II. "Nimitz had a great gift of logic and was loved and respected by all."

Fleet Admiral Nimitz, who led the Navy to victory in the Pacific during World War II, recognized early in the war that the carrier would carry the brunt of offensive naval warfare in the Pacific. Later, in peacetime, as CNO, he supported the need for larger carriers.

*Admiral Harry D. Train II, Commander in Chief, U.S. Atlantic Fleet, reviews achievements of Fleet Admiral Chester W. Nimitz at a presentation ceremony aboard USS Nimitz. Sculptor (Dr.) Felix Weihs deWeldon and Nimitz C.O., Captain J.R. Batzler, are seated behind Admiral Train.*

According to deWeldon, whose other works include the Iwo Jima Memorial in Washington, D.C., and a bronze of the late President John F. Kennedy, the Admiral's humor and kindness is depicted in the eyes of the Nimitz bust. "I hope this memorial will remind all those who see it of the attributes which made Admiral Nimitz great."

## Small Boat Regatta

For the fourth year in a row, the small boat crew of the fleet tug USS *Papago* (ATF 160) placed at the top in its class during the 1979 Warm Weather Small Boat Regatta held recently in the waters adjacent to Norfolk Naval Station and the Little Creek Naval Am-

phibious Base. This year, *Papago's* winning motor whaleboat crew earned overall top honors as well, thereby taking possession of Surface Force Atlantic Fleet's traveling trophy.

Class winners at the Naval Amphibious Base, in addition to *Papago*, were: USS *Hermitage* (LSD 34), personnel boat; USS *Boulder* (LST 1190), work boat; and Special Boat Squadron 20, using various type boats.

Class winners at the Naval Station were: USS *San Diego* (AFS 6), motor whaleboat; USS *Piedmont* (AD 17), personnel and utility boat; and USS *Vulcan* (AR 5), workboat.



The annual regatta emphasizes small boat seamanship, safety, material readiness and smartness. Before the course competition, which included landings at accommodation ladders, emergency steering drills and no-wake landings, competitors took a written test that covered rules of the road, general seamanship, emergency procedures and boat etiquette.

—JOI Gene Driggers



## Against the Odds

Winning the 1979 Edward F. Ney Memorial Award in the small mess afloat category didn't come easily for the crew of USS *Detector* (MSO 429). While the ship was under way in Long Island Sound last September, a fire broke out in the after engine room. Although the fire was extinguished in less than an hour, the ship had no electricity because of damaged wiring. Ship spaces, including the galley, were heavily smoke-damaged.

With the ship out of service and in the shipyard, *Detector's* crew worked for five days to return the galley to full service. Cleaning up and repairing the

smoke-damaged spaces and making the ship ready for its initial Ney Award inspection took another three weeks of effort.

After passing that first inspection, *Detector*—commanded by Lieutenant Commander David Van Saun—was then inspected by members of the Navy Food Service System Office, which nominated the Naval Reserve Force minesweeper as one of the semifinalists in her category.

Conducting the final inspection, Ney Award team experts examined the food service records, menus and food preparation, inventory control and sanitation, declaring *Detector* the winner in her class.

The Ney Award is given for excellence in food management service by food service personnel who prepare and serve meals in the enlisted dining facilities Navywide. On *Detector*, that team is Food Service Officer Ensign Randall Maltbie, Mess Management Specialist First Class Otis "Pete" Lambert, MS2 Steve Wood, MS3 Scott Bernier, and MSSN Neil Williams.

Other Ney Award winners afloat are USS *Lockwood* (FF 1064), USS *Duluth* (LPD 6), and USS *Kitty Hawk* (CV 63). Shore winners are Naval Communication Area Master Station, EASTPAC, Wahiawa, Hawaii, and Naval Air Station, Patuxent River, Md.

## Helping Hands

When USS *Sierra* (AD 18) put in to Mobile, Ala., last September, the crew found that Hurricane Frederic had left its mark. Frederic's devastating winds had laid waste in the city and it was in need of immediate aid.

*Sierra*, known since her 1944 commissioning as "The Ship with the Helping Hands," wasted no time in living up to her motto. Crewmen distributed food and clothing that had been donated by the Navy community in New Orleans and brought to Mobile by *Sierra*. Supplies were trucked to Mobile's domed Municipal Auditorium where they were sorted and reloaded onto rental trucks for distribution at outlying areas.

Crew members also worked with the Red Cross and spent much of their liberty helping out wherever they could. Afterwards, Mobile Mayor Gary Greenough expressed his city's appreciation to the *Sierra* and its crew.

"*Sierra* sailors have done an ex-



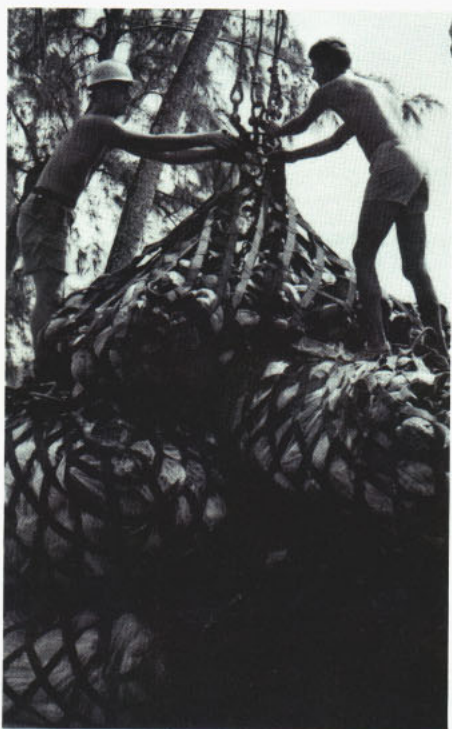
cellent job at a particularly critical time," he said. "We didn't have the manpower to do what needed to be done. I don't know what we would have done without them."

*Sierra*, now undergoing a year-long overhaul in Mobile, once again proved she is "The Ship with the Helping Hands."

# Bearings

## Coconut Shuttle

“Coconut Diplomacy” was the name given to a unique enterprise carried out recently by the 7th Fleet ship USS *Rathburne* (FF 1057) in the Indian Ocean. During a port call to Diego Garcia, *Rathburne* took aboard 3,000 seed coconuts for transport to the island of Rodrigues located east of Madagascar. The coconut shuttle was part of a joint American-British effort to assist the citizens of Rodrigues in reforestation and agricultural development of their island. The coconuts should germinate and grow into palm trees.



Abounding with coconut palms, Diego Garcia produced some of the highest grade copra and coconut oil during the late 1800s and early 1900s. The island was a world supplier of those products during a time when

coconut oil was a major source of lamp and heating oil.

## Sky Warrior

Senior Chief Aviation Machinist's Mate Doyle D. Theesen received a plaque and personal congratulations recently from Chief of Naval Operations Admiral Thomas Hayward. Attached to the Commander Reserve Tactical Support Wing Detachment at Andrews Air Force Base in Maryland,



Chief Theesen has been on active duty for 35 years and stationed at Andrews since 1965.

The CNO presentation recognized

Theesen's 8,000 flight hours and 20 years' experience in the A-3 *Skywarrior*.

## PRO-Navy

Do you know someone who might be interested in joining the Navy? You can send that person's name to a Navy recruiter just by filling out a PRO-Navy referral card like the one shown here.

PRO-Navy (Prospect Referral Operation—Navy) is a new program designed to support the Navy's nationwide recruiting effort. Also, it will help thousands of young people who could benefit from Navy education and training opportunities. By filling out the card, you can help some of these people get in touch with the Navy.

PRO-Navy referral cards are being sent to Navy commands around the world. When completed, the cards will be sent to the Navy Opportunity Information Center (NOIC) in New York. A letter and a booklet describing Navy opportunities will be mailed to each prospect and area recruiters throughout the country will make personal follow-up visits.

PRO-NAVY REFERRAL CARD	COMMAND KEY CODE <u>Q 667</u>	
	<small>FROM PERSONAL KNOWLEDGE AND/OR CONTACT, I RELIEVE THE FOLLOWING 17-27 YEAR OLD MAY BE INTERESTED IN ADDITIONAL INFORMATION AND MAY BE QUALIFIED FOR NAVY ENLISTMENT.</small>	
	NAME _____	SEX _____
	(LAST) (FIRST) (INITIAL)	
	ADDRESS _____	
	(NUMBER AND STREET)	
	_____	_____
	(CITY) (STATE) (ZIP)	
	PHONE NUMBER _____	DATE OF BIRTH _____
	(AREA CODE AND NUMBER)	(DAY, MONTH, YEAR)
SOCIAL SECURITY NUMBER _____	HIGH SCHOOL _____	
DATE OF GRADUATION _____		
PERSON REFERRING PROSPECT _____	_____	
	RATE / RANK, FIRST NAME, INITIAL, LAST NAME)	
	(ORGANIZATION) (DATE CARD FILLED OUT)	

## Oklahoma City Comes Home

“Six days shalt thou labor and do all thou art able. . . . And on the seventh, holystone the decks and chip the cable,” states an old seaman’s catechism. The deck crew of USS *Oklahoma City* (CG 5)—decommissioned last month in San Diego—was perhaps the last in the U.S. Navy to know the full force of those words.

The cruiser’s main deck was planked



almost entirely with teakwood. “Holystoning,” the method of cleaning the decks with a long stick, a piece of “firebrick” (pumice used to insulate the ship’s boilers), and plenty of scrap-

ing, is now only a memory to the some 550 officers and enlisted men who were with *Oklahoma City* during her final voyage home.

Leaving Yokosuka, Japan, where she participated in the Overseas Family Residence Program since 1968, *Oklahoma City* returned to the United States in November after conducting her last missile exercises with other Pacific Fleet units.

*Oklahoma City* was the last ship remaining of the big-gun, World War II type cruisers. She maintained a six-inch turret (the last in the Navy) and a five-inch mount forward. Her modern armament, a *TALOS* missile launcher aft, was the first such system ever installed and the last *TALOS* missile system used in the active fleet.

Originally commissioned a light cruiser in December 1944, *Oklahoma City* joined the 3rd Fleet off Kyushu in time to participate in the Okinawa Campaign and the bombardment of Japan.

In 1947, the ship was decommissioned and spent over a decade “in mothballs.”

With the introduction of guided missile cruisers, *Oklahoma City* underwent a massive reconstruction which changed her into guided missile light

cruiser (then the CLG 5) in 1960.

A year later, she became the first combatant unit of the U.S. Pacific Fleet to successfully fire a *TALOS* guided missile.

During the Vietnam War, *Oklahoma City* provided naval gunfire support and served as a missile air defense ship in support of task force operations.

In the waning stages of that war, she participated in Operation Frequent Wind in April 1975. Twelve helicopters, landing on her flight deck alternately, landed 154 U.S. and Vietnamese refugees seeking safety. This action earned *Oklahoma City* the Meritorious Unit Commendation.

Two months later, the proud ship was redesignated guided missile cruiser (CG 5), as part of a redesignation program for certain Navy ships.

As flagship of the 7th Fleet for the past 11 years, *Oklahoma City* has shown the American flag in countries throughout the Western Pacific. Her crew earned great respect with their voluntary Civic Action Projects. Painting orphanages, repairing homes of senior citizens and planting trees in Taiwan, Korea, Indonesia, Thailand and Australia were just some of their goodwill projects.

Replacing *Oklahoma City* as flagship is USS *Blue Ridge* (LCC 19).

—By JO3 Mark Gilman



# ALL HANDS

## INDEX

### 1979

#### KEY TO 1979 INDEX

Page references are by month and page. For example, 2:8,16; 5:3; 6:18 means page 8 and 16 in February, page 3 in May and page 18 in June.

FC—front cover; BC—back cover; IF—inside front cover; and IB—inside back cover.

Index is in two parts: the first concerns subjects covered; the second—ships and squadrons mentioned.

#### Subjects

##### A

##### Advancement

1:22; 2:2; 3:22; 8:4,48; 10:5; 12:42

##### Advance Pay

10:5

##### Aegis

1:6

##### Aircraft

1:30,48; 2:3,11; 3:19; 4:10,33; 6 (IB); 7:22,23,32; 8:33; 9:6; 10:32

##### Aircraft Carriers

9:3

##### Aircraft Crews

2:11; 12:4

##### Air Traffic Controllers

1:3; 7:23

##### ATC Award

1:3

##### Allotments

5:44

##### Allowances

5:37

All Volunteer Force  
10:7

Amancio, Paulino MS1  
7 (FC),12

Ammunition  
8 (IB)

Amphibs  
5:2

Anchors Aweigh  
12:41

Ancient Navies  
12:40

Antarctic  
2:3; 11:6; 12:41

Apprenticeship Training  
8:42

Arctic  
11:6; 12:29

Arleigh Burke Trophy  
3:2

Asbestos  
12:6

"A" School  
12:4

Assignment  
11:3

Australia  
4:6; 8:30; 10:43

Aviation  
8:36; 11:3,6

Aviation Programs  
7:43

Aviation Safety  
4:35; 10:25

Aviation Training  
11:32

Awards  
4 (IF); 5:5; 6:2,38; 7:2,3; 8:2,3; 10:25

##### B

Baldwin, R. B. VADM  
5:6

Bands  
2:33; 5:20; 11:27

Barnacles  
9:22

Battle E  
7:3

Battenberg Cup  
12:18

Battles  
5:28

Beneficial Suggestion  
4:2; 12:20

BEQs  
4:33

Big Brothers  
9:23

Black Chaplains  
10:10

Blacks  
2:14; 10:10

Bloodsworth Is.  
1:30

BOOST  
7:43

Bonuses  
5:2; 10:2,5,44

Brashear, C. BMCM  
8:13

British Navy  
2:43,46,47; 10:32; 12:41

Brothers  
3:48; 7:48; 9:48

Brown, S. W. HMCM  
10:17

BTs  
5 (FC),12; 8:48

BUD/S  
4:36

BuPers  
5:6

Bynum, J. CAPT  
2:14; 8:48

Byrd, R. E. RADM  
11:6, (BC)

##### C

Capri, Italy  
12:5

Career Incentives  
5:17,21; 8:47

Career Opportunities  
12:5

CBU-415  
4:33

CHAMPUS  
1:30; 3:48; 4:5; 5:48; 11:5

Change of Rating  
8:42

Chaplains  
10:10; 12:38

Charts  
7 (IB)

Chesapeake Bay  
1:30

Chewning, R. W. RADM  
10:22

Chief of the Boat  
8:16

CISM  
10:4

Civilians  
1:42; 3:10; 4:4

Civic Action Teams  
3:32

Civil War  
1:48; 12:24

Clayton, W. G. Jr.  
5:24; 10:6,40

Clothing  
8:6

CNO  
2:45; 3:4; 5:24; 8:38; 9:4; 10 (IF),36,40; 11:2,4

Comer, J. BT3  
5:12

Commissions  
7:43

Commissary  
2:3; 4:44

Communications  
4:6

Community Relations  
12:5

Coral Sea  
5:28

Couch, T. L. IC1(SS)  
10 (FC),36

CREO  
2:4; 5:21; 10:44

Crow, T. S. MCPON  
11 (FC),18

## D

Dahlgren, J. A. RADM  
12:24

DANTES  
8:42

Darby, J. N. CAPT  
8:22

Deck Gear  
12 (IB)

Defense Info. School  
8:5

Defense Personnel Supply Center  
8:6

Degree Completion Program  
8:42

Dentists  
10:21

Dep. CNO, Manpower, Personnel,  
Training (Op-01)  
5:6

Dead Horse  
1:2

Decorations  
2:47

Dependents  
1:4; 12:22

Detailing  
6:13; 7:24

Diving  
3:6; 8:13; 9:48; 11:48; 12:29

DOD Budget  
3:2

Dolphins  
12:3

Drill Team  
5:32

Dry Dock  
6:36

DSRV  
10:32

## E

Eagle, J. ABH1  
6 (FC)

Early Flight  
8:36

Ecology  
3:4

Education  
3:5; 7:43; 8:5,22,42; 9:40;  
10:44; 12:4

EEO  
6:5; 8:48; 10:9

Einstein, A.  
7:30

Ejection Seat  
2:20

EM Duty Pref. Card  
1:48

Energy  
1:24; 3:19; 5:3; 6:4; 8:4; 10:8;  
12:2,19

Energy Conservation Awards  
1:24

Enlisted Advancement System  
11:4

Enlisted Dir., Hospital Corps  
10:17

Enlisted Surface Warfare Spec.  
7:22

EOD  
5:20

Evacuations  
4:2

Evals, all  
10:2

Evals, EM  
9:5; 12:3

Exams  
3:22; 8:4,5; 12:42

Exchanges  
4:44

Exhibits  
4:14

Experimental Diving Unit  
3:6

Explorers  
11:6, (IB)

## F

F/A 18  
9:6

Family  
1:10,41; 2:22; 3:40; 10:40

Family Advocacy  
1:10

Family Awareness  
10:40

Family Services Center  
10:40

Filipinos  
5:20

Final Multiple  
3:22; 12:42

Firefighting  
2:21; 4:48

Flags  
9:48

Fleet Assets  
10:7

Fleet Introduction Team  
4:28

Fleet Reserve  
5:2

Fleet Reserve Association  
10:36

Food  
6:4; 7:2,6,12; 9:18

Football  
1:16

Fortress Gale  
12:33

Fuel  
3:19; 9:2,5; 12:19

FRAM  
8:48

Funding  
6:43

## G

Gallery, D. V. RADM  
11:48

Gas  
5:3

Gasohol  
9:2

Gay, G. H. ENS  
12:17

General Military Training  
12:4

Geothermal Energy Source  
8:4

Golden Tailhook Award  
10:25

Great Lakes Cruise  
1:28

Greene, R. M. HMC  
10:12, (BC)

Grainbelt Fleet  
6:48

Guam  
3:32; 6:32; 11:29

GUARD III  
6:5; 7:24; 10:44

Gunfire  
1:30

Guns  
12:24

## H

Habitability  
1:46

Halsey, W. F. FADM  
12:40

Harbor Clearance Unit 1  
3:6

Harold E. Holt Comm. Sta.  
4:6

Health  
12:6

Health Benefits  
1:30

Hearing  
1:22

Helicopters  
6 (IB); 7:23

Hidalgo, E.  
12:4

Hinton, W.  
8:36

Hispanics  
1:42; 9:12

Hobbies  
4:34; 5:20

Holland, J. P.  
6:14

Home Loans  
9:40

Homeward bound  
12:41

Hope, B.  
8:33

Hopkins, E.  
2:43; 6:14

Hospital Corps  
10:17

Hospital Corpsman  
10:12

Hotline 6:5	Lindbergh, C. 11:6	MS (Mess Management Spec.) 7:12	Navigation 5:5
Household Goods 2:22	<b>M</b>	Music 5:20; 8:30; 11:27	Navy Birthday 10 (IF)
Housing 2:22	Marathon 2:21,38; 9:22	<b>N</b>	NCFA 8:42
Hunting 9:24	Marines 2:21,38; 3:38,48; 4 (IF); 7:23	NAS Cecil Field 2:21; 10:23	Navy Clothing & Textile Facility 8:6
<b>I</b>	Mark 12 Diving Suit 3:6	NAS Pt. Mugu 10:24	Navy Counselor 7:2
ID Card 4:42	Married Couples 6:3,6	NATTC, Memphis 5:32	Navy Exchange 7:3; 10:5
Indian Head, Md. 1:42; 5:20	Master-at-Arms 6:3	NATTC, Pax River 1:22,24 7:20; 9:6	Navy League 5:5
Incentives 5:17,21,37; 6:31; 10:44	McGee, H. CDR 11:29	Naval Academy 1:16; 7:43; 8:22	Navy Lodges 2:22
Insignia 2:46	MCPON 9:5; 11 (FC),18	Naval Amphib. School Coronado 12:19	Navy Relief 1:13; 5:10; 11:25
Iron Man 10:24	Medal of Honor 12:40	Naval Aviation Museum 7:32	NC-4 2:48; 4:10; 7:48; 8:36
Iwo Jima Flag Raising 12:5	Medevac 2:3	Naval Aviation Pilot 9:30; 12:38	NCSC Panama City 9:22
<b>J</b>	Medical Care 1:30; 2:11,14; 4:4; 10:12,17,19; 11:5; 12:6	Naval Forces Marianas 3:32	NECs 7:24
Jane's Fighting Ships 11:3	Medical Officers 2:46; 4:4; 9:28; 10:19	Naval Reserve 2:48; 3:19; 5:2; 10:23	NETPDC Pensacola 3:22
Japan 2:14; 12:4,39	Medicine 1:30; 2:14; 9:28; 10:12,17,19	Naval Districts 2:2	Newport, R.I. 9:18
Japanese 2:10	Memorials 4:47; 5 (IF)	Naval Facility Eleuthera 8:20; 10:48	New York 1:26; 8:33
JEFF(A) 2:36	Merchant Marine 9:2	Naval Observatory 6:41; 7:30	Ney Award 7:5
JEFF(B) 2:36	MIDEASTFOR 10:22	NOSC Panama City 12:3	NMCB-74 5:20
Jones, J. P. 10 (IB); 12:38	Military vs. Civilian Pay 10:7	Naval Preparatory School 10:48	NMPC 5:6
Junior Officers 8:22	Miller, W. H. PNC 10 (FC), 36	Naval Research Lab 3:19; 7:21	Noise 1:22
<b>L</b>	Millers 12:39	Naval Reserve Force 1:28; 9:37; 11:25; 12:2	NSWC White Oak 1:30
Landing Craft 12:12	Mines 6:32	Naval Reserve Officer Programs 7:43	Nuclear bonus 10:2
Laundry 12:20	MOMAG-8 6:32	Naval Shipyard Long Beach 12:6	Nuclear Power 6:4; 10:8,26
Lawrence, W. P. RADM 8:22	Morale, Welfare, Recreation 6:2; 12:14	NROTC 7:43	Nurses 2:14
Leave 5:43,45	Monte Carlo 12:14	Naval Strength 1:5; 4:3; 5:3,24; 11:3	NWC China Lake 2:20
LeFande, G. MSSN 7 (FC), 12	Moreell Medal 8:5	Naval Unit Commendation 5:20	<b>O</b>
Liberty 12:14	Moving 2:22; 11:5	Naval War College 3:12	Oceanography 5:18; 9:22
Limited Duty Officer 7:43; 11:40			

OCS 7:43	Per Diem 5:4	Readiness 3:20	Sea Pay 9:4
Officer Promotions 7:4; 10:4; 11:40	Perry, M.C. Commodore 12:39	Recruiters of Year 4:17	Sea Power Presentation Teams 10:23; 12:37
Oil Spill 3:19	Personnel 5:6; 12:30	Recruiting 1:5; 4:14,17; 5:32; 6:20; 9:12	SecDef 1:5
Old Navy 8(IB)	PQS 2:5	Recruit Training 9:12,18	SecNav 5:24; 10:6; 12:4
Old Uniforms 2:44	Petty Officer Academy 3:47	Reenlistment 5:2; 6:5,38,39; 10:5,8,44	SecNav Mess Awards 2:4; 7:2
Olympics 7:38	PG School Monterey 8:42	Refresher Training 9:23	Security 1:3
Operation White Hat 11:25	Philippines 3:5	Rescues 2:11; 5:18,19; 8:2; 10:32	Seiberlich, C.J. RADM 5:6
Orphans 1:23; 3:38	Physical Fitness 11:40	Retention 1:5,23; 3:5; 8:2,28	Selection Boards 11:40
Outreach 1:23	Pilots 1:5; 4:10; 9:28,30; 11:3,6,32; 12:17	Retirements 5:2	Senior Executive Service 3:10
Overweight 9:3	PMTC Pt. Mugu 1:25; 7:20	Revolutionary War 2:43,44; 3:20; 12:38,41	SOC 8:42
<b>P</b>	PNA 12:42	Roadrunners 9:12	Seventh Fleet Show Band 8:30
P-3 2:11;3:19; 4:33;7:22,48; 12:5	Porpoises 5:18	Roosevelt Roads, P.R. 3:19	Shipbuilding 4:22,31; 6(IF); 7(IF)
PACE 8:42	Portland, Maine 9:38	Rose Festival 11:12	Shipyards 4:22; 7(IF)
Parker, A. EMCM (SS) 8(FC),16	Portland, Ore. 11:12	Rota, Spain 10:22	Ships, general 2:43,44,47; 4:22,28; 5:3,18, (IB); 6:36
Parham, T.D. Jr. CAPT 10:11	Posture Statement 5:24	<b>S</b>	Shoeshine 11:38
Parking 11:2	Power Plants 5:12	SacLant 2:4	Show Band East 2:33
PASS Pax River 12:30	POWs 3:12	Safety 6:39; 9:48	Signals 2:48, (IB); 3:12
Patent Award 8:3	Proficiency Pay 11:48	Sailing Ships 8(IB)	Sixth Fleet 10:6; 12:14
Patron Saint of Seamen 5:48	Promotions 7:4; 10:4	Sailors of Year 3:3; 7:5; 10(FC),36	Skulling 7:38,42
Pay 1:2;5:37;9:4;10:4,5,7;11:28, 48	Punishment 2:45	Sails 5(IB)	Silver Anchor Award 2:2
Pay Study 10:4	<b>R</b>	Satellites 5:5	Small Craft 9:33
PCS Transfer 2:22; 10:3,5; 11:5	Race 11:4	Schamberger, R.R. ENC 10(FC), 36	Smithsonian's Air & Space Museum 8:36
Pearl Harbor 4:47; 12:40	Radar 7:21	Schools, O'seas 1:4	Solid Shield 9:33,37
Pearl Harbor Naval Shipyard 1:25	Rates 4(IB); 7:2,27; 8:42; 11:48	SCORE 2:4; 8:42; 10:44	Sound Focus 1:30
Peltier Award 5:20	Rating Groups 5:21; 7:27; 8:42	Sea Battles 2:47	S. Atlantic Force 2:33
Pensacola, Fla. 7:32	Rations 7:19	Seabees 6:41; 7:20	Soviets 2:3,4,11; 3:4; 4:3; 5:3,24; 6:3; 11:3

Special Boat Unit 24 9:31	Towers Trophy 4:35	Whipple, A. 2:43	Clark (FFG 11) 7(IF)
Special Services 9:24	Training 8:42	Women at Sea 10:5	Cochrane (DDG 21) 7:21
Specialty Groups 11:40	Tuition Assistance 8:42; 10:44	Women Aviators 11:3	Concord (AFS 5) 5:12
Sports 1:16; 2:21,38; 4:32; 7:38; 9:21, 24; 10:4	Two-yr. Enlistment 4:5	Women Blacks 2:(IF),14	Cook (FF 1083) 9:23
Spruance Class 4:28	<b>U</b>	Women Enlisted 2(IF); 7:27; 8:3,5	Coontz (DDG 40) 10:24
SRB 10:5,44; 11:5	UDT-12 4:41	Women Midshipmen 8:4	Constellation (CV 64) 1:23,46; 9:23
Standing Force (NATO) 10:24; 12:21	UDT/Seal 4:36,41	Women Officers 2:14; 8:3,5; 9:11; 11:3	Coral Sea (CV 43) 1:46
STAR/SCORE 2:4, 10:44	Uniform 4:3; 6:2,48; 8:3,5,6; 10:3	Workshop, Black Chaplains 10:10	Crockett (PG 88) 6:48
Stockdale, J.V. VADM 3:12; 7:48	Uniformed Services Facilities 1:30	WWII/GI Diary 7:48; 12:17	<b>D</b>
Stone, E. LT, USCG 7:48	USHBP 1:30	<b>Z</b>	Dahlgren (DDG 43) 12:24
Submarines 2:40,45; 6:2, 4, 14; 10:26,32; 12:22	UNITAS 2:33	Zumwalt Award 4:33	DDG 47 (new class) 1:6
Subspecialty Board 6:5	Unrestricted Line Officers 11:40	<b>Ships/Squadrons</b>	Decatur (DDG 31) 4:2
Surface Warfare Spec. (EM) 2:5	USO 8:33	<b>A</b>	Denver (LPD 9) 5:2; 12:12
Surveyor TV System 3:6	<b>V</b>	AFMD-7 6:36	DesRon 7 4:2
SWOS 11:5	VA 9:40	Agerholm (DD 826) 4:35	DesRon 34 1:28
<b>T</b>	Vietnam War 5(IF)	Ajax (AR 6) 9:23	DesRon 36 2:36
Tigers 11:24	Voting 10:5	Albany (CA 123) 6:40; 12:14,18	Dewey (DDG 5) 7:12
Time 6:41	VT-19 12:20	America (CV 66) 7:23	DuPont (DD 941) 2:33
Timothy, J.M. PN2 8:28	<b>W</b>	Arizona (BB 39) 4:47	<b>E</b>
Torpedo Sqdn. 8 12:17	War College 8:42	Asheville (PG 84) 6:48	Eisenhower (CVN 69) 10:6,25
Training Centers 9:18; 12:4	War of 1812 2:46; 12:42	<b>B</b>	Evans (DE 1023) 1:48
Travel 5:4; 10:3	Warrant Officers 7:43; 11:40	Barbour Co. (LST 1195) 5:2	<b>F</b>
Trident Sub 6:4	Welsh, G. 1(FC), 16	Bigelow (DD 942) 11:26	Fanning (FF 1076) 5:5; 9:23
Trident Missile 9(IF)	White Bells 10:3	Blakely (FF 1072) 1:25	Frank E. Evans (DD 754) 1:48
Turtle 2:44	White House Fellow 9:11	Blandy (DD 943) 4:2; 10:22	Ft. Fisher (LSD 40) 3:47; 5:2; 12:33
	William Bainbridge 2:44	Bowen (FF 1079) 2:33	Foster (FF 1051) 10:43
	Wilson Reunion 2:6	<b>C</b>	Fox (CG 33) 3:20
		Capodanno (FF 1093) 9:23; 12:38	



**G**Gridley (CG 21)  
6:39Guadalcanal (LPH 7)  
7:20; 9:23**H**Haddock (SSN 621)  
8:16Hammerhead (SSN 663)  
2:40Helo. ASWRON 3  
3:2HCU-1  
12:5Hewitt (DD 966)  
3:21HMM-165  
12:21HMM-262  
12:21Hoel (DDG 13)  
4:2Hoist (ARS 40)  
8:13Howard S. Gilmore (AS 16)  
7:48HS-12  
7:23HSL-32  
2:33**I**Iwo Jima (LPH 2)  
8:33**J**Jacksonville (SSN 699)  
1(IF)John F. Kennedy (CV 67)  
1:25; 3:38John Hancock (DD 981)  
8(IF)**K**Kincaid (DD 965)  
3:21; 4:2Kitty Hawk (CV 63)  
1:46**L**La Salle (AGF 3)  
4:2; 10:22Lawrence (DDG 4)  
2:6Lexington (AVT 16)  
1:2; 11:32Luce (DDG 38)  
12:21**M**Manley (DD 940)  
5:19; 10:48Marathon (PG 89)  
6:48Midway (CV 64)  
1:23; 6:38; 12:4MineDiv 121  
9:37MOTU-5  
11:24Mount Baker (AE 34)  
10:6**N**Nautilus (SSN 571)  
10:26Nimitz (CV 68)  
1:22; 7:22NMCB-1  
10:22**O**O'Bannon (DD 987)  
2:5O'Callahan (FF 1051)  
10:12,43; 12:38Okinawa (LPH 3)  
12:21**P**Pegasus (PHM 1)  
3:3Peleliu (LHA 5)  
2:5Philadelphia (SSN 690)  
10:6PHM (hydrofoil)  
3:3Portland (LSD 37)  
9:38Preserver (ARS 8)  
5:18Proteus (AS 19)  
3:32**R**Ranger (CV 61)  
1:46Reasoner (FF 1063)  
9:23(HMS) Repulse  
10:32Ricketts (DDG 5)  
5:19Robert A. Owens (DD 827)  
1:28Reeves (CG 24)  
6:5Robert E. Lee (SSBN 601)  
12:22**S**St. Louis (LKA 116)  
5:2Saipan (LHA 2)  
1:26Santa Barbara (AE 28)  
7:22Saratoga (CV 60)  
7:23; 11:24Scamp (SSN 588)  
2:33Schenectady (LST 1185)  
5:2Skipjack (SSN 585)  
3:2Spartanburg Co. (LST 1192)  
11(IF)Spiegel Grove (LSD 32)  
2:36Stein (FF 1065)  
9:23Stump (DD 978)  
1:26SubRon 16  
2:3**T**Talbot (FFG 4)  
4:2; 10:22Tarawa (LHA 1)  
5:2; 10:19; 12:33Tripoli (LPH 10)  
12:21Truett (FF 1095)  
3:2Truxtun (CGN 35)  
6:48**U**UCT-2  
12:29**V**VA-65  
10:25VAW-115  
6:38VAW-116  
11:25VC-6  
2:33Vreeland (FF 1068)  
4:32VF-84  
1:22VP-11  
2:33VP-22  
4:33VP-44  
3:19VP-50  
7:22VR-21  
10:6VR-52  
2:33VR-57  
10:25VT-19  
4:34VX-1  
1:25VXE-6  
2:3**W**White Plains (AFS 4)  
8:28Wm. C. Lawe (DD 763)  
1:28Wm. V. Pratt (DDG 44)  
2:33Wilson (DD 408)  
2:6

# Mail Buoy

## Coral Sea

SIR: I have just read "The Battle of the Coral Sea" in your May issue. Such features reinforce our traditions that often appear to become lost in the excess of short-lived trends. We need more such articles concerning the history of our Navy. We can and must learn from the past.—CDR J. Michael Rodgers.

## BT's Re-up

SIR: I'm aboard USS *McKean* (DD 784), homeported in Seattle, Wash. We have had eight BTs ship over and expect two more in a couple of months. I think our retention of this critical rating is worth mentioning to your readers. BTs deserve a little recognition. It's no wonder *McKean* is always ready and is the best ship in DesRon 37.—BT2 Steven L. Dawson.

## F.D.R. It Is

SIR: In your article about Walter Hinton and the early days of naval aviation in the August issue I was greatly surprised at what I consider an oversight. Page 39 has a picture of the NC crews after the trans-Atlantic flight in which Walter Hinton is identified.

Not mentioned, however, in the same picture, is the gentleman in civilian clothes, first row, second from right. I'll eat my hat if it is not Franklin Delano Roosevelt in his days as SecNav. How about it?—HMSC Joe N. Rodgers.

• You're right about the photo—that is F.D.R., second from right, first row. At the time—during and just after World War I—he was Assistant Secretary of the Navy. His boss, then, was SecNav Josephus Daniels, second from left, first row.—ED.

## Navy Father Likes Us

SIR: If you will accept the compliments of a civilian on an outstanding publication—specifically your June issue that I just obtained at the local Government Printing Office—please accept mine. The whole issue, I thought, was of the highest professional quality both from a literary and photographic standpoint. Of particular excellence was the "recruiting story" (See "One Recruiter's Odyssey" June 1979 *All Hands*—Ed.). I'm sure no national magazine could improve on its quality or relevance. I should note, however, a possibility of prejudice on my part: my younger son, Rob, was recruited by the excellent Wheaton, Md., office as a member of the "Orioles Company" and is scheduled to

complete boot camp next Friday. I am proud of him as well as appreciative of the efforts of the Navy recruiter.

Keep up the good work—I'm looking forward to seeing future issues.—Scott Logan, Rockville, Md.

## Reunions

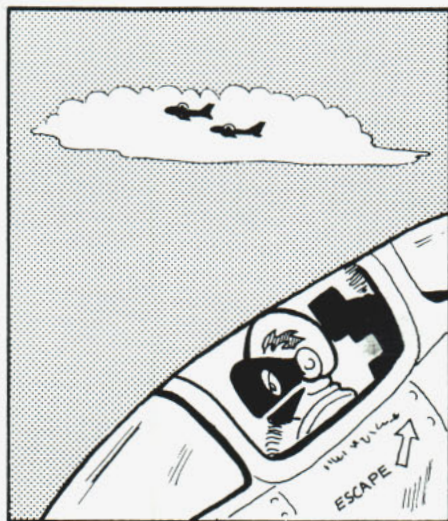
• USS *Rockwall* (APA 230)—Planning a reunion. Contact Donald J. Kusnir, 2140 S. Military Trail, West Palm Beach, Fla. 33406.

• Naval Test Pilot School—Reunion. To ensure your receipt of a Reunion/Symposium invitation, send your current address to: Administrative Officer, U.S. Naval Test Pilot School, Naval Air Test Center, Patuxent River, Md. 20670.

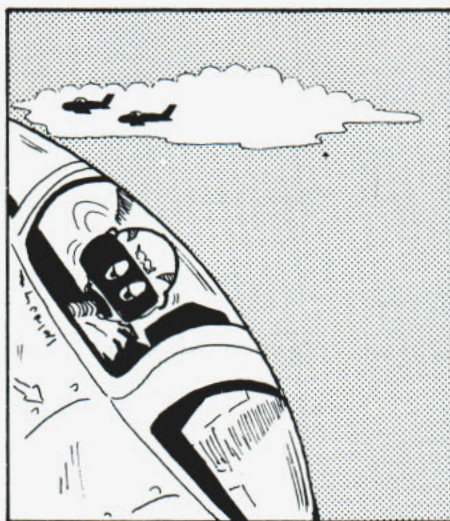
• USS *Little Rock* (CG 4/CL 92)—Reunion planned on board in 1980 at New York. Contact Al W. Krudelbach, 8412 Jericho Way, Plain City, Ohio 43064.

• Naval Supply Depot, Mechanicsburg, Pa.—Trying to locate officers and enlisteds, who served between 1944-1946 for a reunion in 1981. Contact Paul Small, P.O. Box 9874, Philadelphia, Pa. 19140.

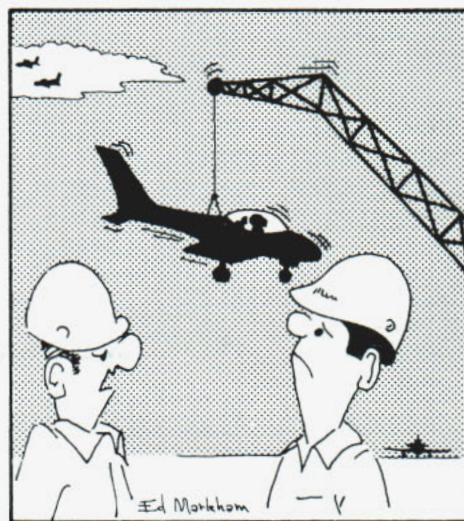
• USS *Cowpens* (CVL 25)—Reunion planned for former crew members. Contact John W. Riley Sr., RR #2, Box 27A, Clinton, Ind. 47842.



"Tango One—This is Zebra Four . . . making my attack . . ."



"Tango One—Zebra Four—Mission completed; target destroyed . . ."



"He sure has a ball when we shift the aircraft around."

# Stern Shots

Most sailors are familiar with enlisted rating badges worn on the left sleeve. Warrant officer insignia are worn on sleeves directly above the stripes, on shoulder boards, and as collar devices. Identify the warrant officer devices below.

1. Repair Technician
2. Intelligence Technician
3. Data Processing Technician
4. Operations Technician
5. Engineering Technician/Nuclear Power Technician
6. Electronics Technician
7. Ordnance Technician
8. Air Traffic Control Technician

A.



B.



C.



D.



E.



F.



G.



H.



Answers: H-8; 8-F; 7-D; 6-F; 6-F; 5-B; 4-G; 3-C; 2-A; 1-E; 1-E

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**Chuting Stars • See Page 32**