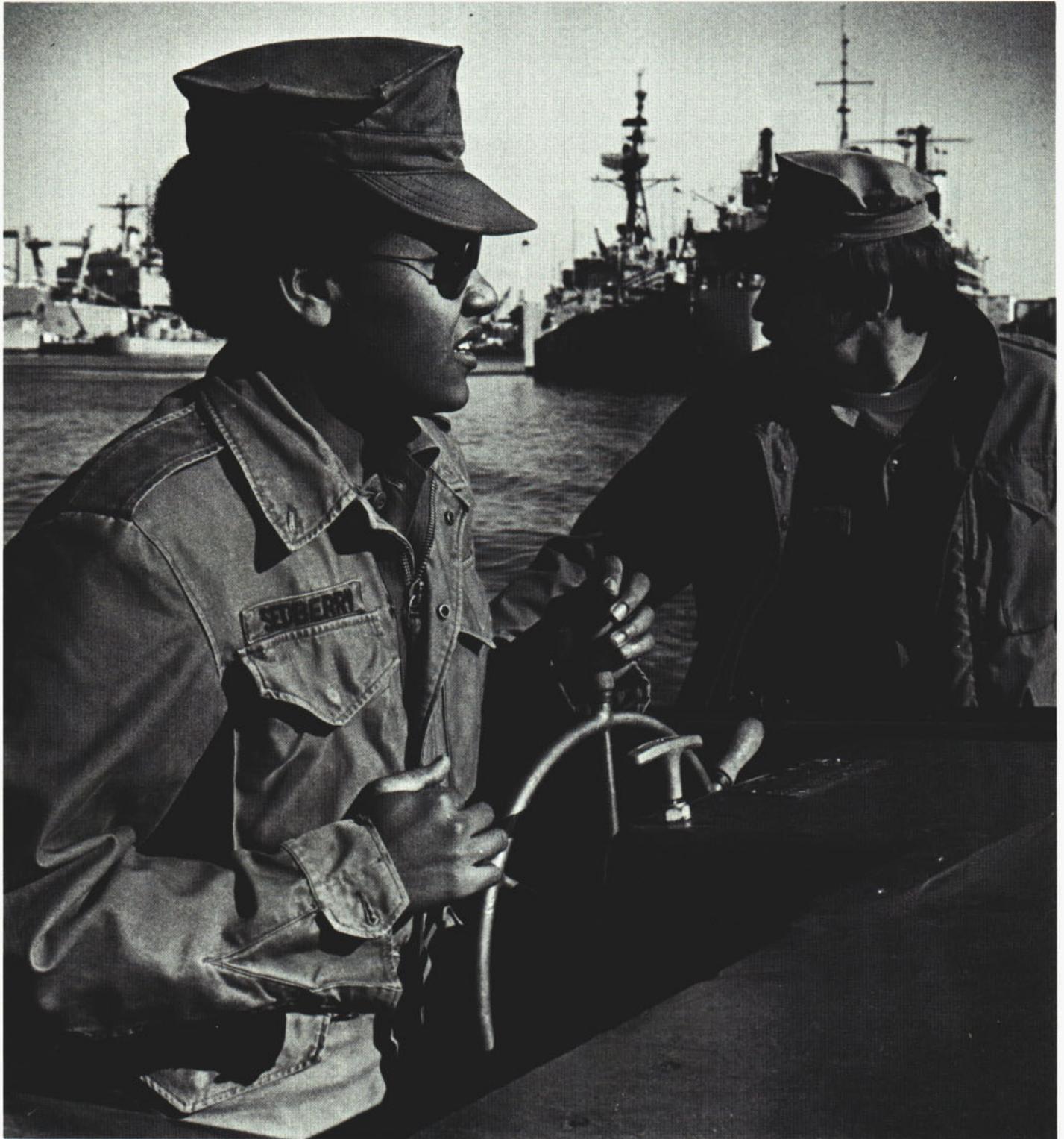


# ALL HANDS



- Captain Joan Bynum-A matter of setting goals
- In this issue-The total housing picture

FEBRUARY 1979



*Seaman Gail Sedberry at the helm of a 36-foot LCPL in San Diego harbor. Sedberry is attached to Special Boat Group 12. Originally designated as "Higgins Boat" in World War II, current LCPLs are used as landing guide and control craft. (Photo by J. H. Scott.)*

# ALL HANDS

MAGAZINE OF THE U.S. NAVY — 56th YEAR OF PUBLICATION  
FEBRUARY 1979 NUMBER 745

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

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## Covers

Front: CAPT Joan Bynum, NC, USN, pediatrics nurse at Yokosuka, Japan, is this month's cover subject. See page 14. Photo by JO1 Jerry Atchison.

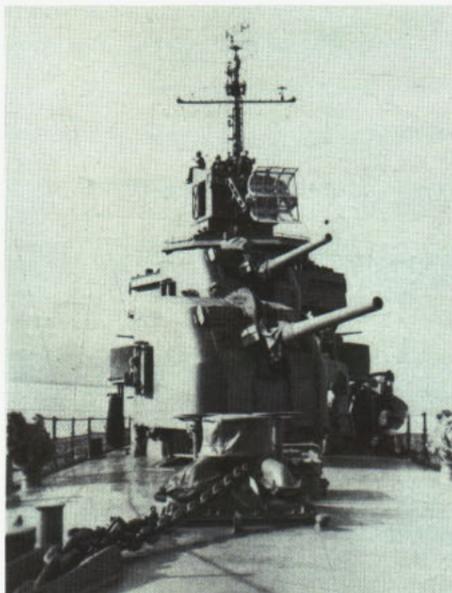
Back: Sailor aboard USS *William V. Pratt* (DDG 44) salutes ship carrying Venezuelan president during UNITAS XIX review. See page 33. Photo by PH2 Albert Matthews.

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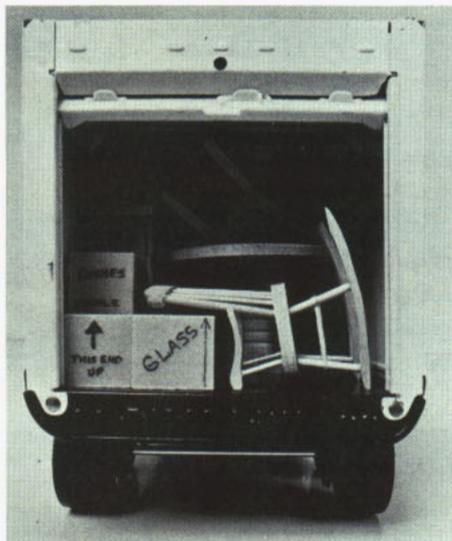
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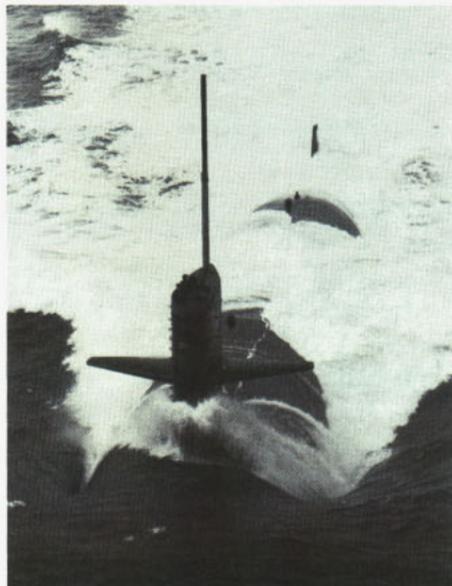
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# Currents

## **E-7 Advancement Authorizations**

**for Second Segment Released** ● More than 2,000 first class petty officers will be advanced to chief petty officers from March through August this year in the second segment of FY 79 E-7 advancement authorizations. Advancements will become effective on the 16th of the month: March, April, May, June, July: 367 each month; August: 388. Totals include active duty personnel and reservists, personnel in the Training and Administration of the Naval Reserve (TAR) program and canvasser recruiters.

## **Ninth and Fourteenth**

**Naval Districts Disestablished** ● Effective June 30, the Ninth and Fourteenth Naval Districts will be disestablished. The decision is the result of budgetary reductions and a congressional recommendation to reduce the number of naval district headquarters. The Ninth Naval District, headquartered at Great Lakes, Ill., is now the area coordinator for Navy matters in 13 Midwestern states. Those states will be redistributed among other naval districts after June 30, as follows: Kansas, Missouri, Iowa, Illinois, Minnesota and Wisconsin will be assigned to the Eighth Naval District, headquartered in New Orleans, La. Indiana and Michigan will become part of the Fourth Naval District, Philadelphia, Pa.; and Wyoming, Nebraska, South Dakota and North Dakota will be included in the Thirteenth Naval District. Colorado and New Mexico will become part of the Eleventh Naval District, headquartered in San Diego, Calif. New Mexico is now part of the Eighth Naval District. The area coordination role of the Fourteenth Naval District, which includes Hawaii and Midway Island, will be assumed by Commander in Chief, U.S. Pacific Fleet.

## **COMNAVAIRLANT Establishes**

**Silver Anchor Award – Announces Winners** ● COMNAVAIRLANT has announced the winners of the newly established Silver Anchor Award which recognizes positive retention efforts of NAVAIRLANT units. This annual award will be determined and awarded during the selection process for the coveted CINCLANTFLT Golden Anchor Award. The Golden Anchor, the highest award given to fleet commands, indicates the best in retention in the Atlantic Fleet. The Silver Anchor Award affords broader recognition and commends excellence in this critical and challenging area of retaining quality personnel in the Navy. Winners of the FY 78 COMNAVAIRLANT Silver Anchor Award are: RVAH-7; VA-34; VF-32; VA-66; VAW-124; NAS Key West; VC-2; VAQ-33; HSL-32; HS-5; VS-31; NAS Brunswick; NAF Lajes; VP-26; VP-49; USS *John F. Kennedy*; USS *America*; FASO Det Jacksonville; and NAS Guantanamo Bay.

## Submarine Squadron 16

**Withdraws from ROTA** ● Submarine Squadron 16 began moving from its homeport in Rota, Spain, on Jan. 1. The move is the result of the 1976 Treaty of Friendship and Cooperation between Spain and the U.S. and will be completed by July 1, this year. Submarine Squadron 16 is one of three squadrons of fleet ballistic missile submarines in the Atlantic Fleet and includes 10 submarines, the submarine tender USS *Canopus* (AS 34) and assorted service craft. After July 1, SUBRON 16 will be homeported in Kings Bay, Ga., with USS *Simon Lake* (AS 33). *Canopus* will be shifted to Charleston, S.C., where *Simon Lake* now is homeported. The 10 fleet ballistic missile submarines assigned to SUBRON 16 will refit in Kings Bay on a periodic basis in the same way they conducted refits in Rota.

## Commissary Store Shoppers

**Enjoy 20 Percent Savings** ● Shoppers at Navy commissaries continue to enjoy a better than 20 percent savings over commercial prices, with the greatest savings in produce and meats. In June, 15 commissaries took part in a survey where their prices were compared to local commercial prices on 85 "market basket" food products. The results showed an average savings of 21.3 percent to Navy commissary store customers. Savings compared to commercial stores were 34.3 percent for produce, 22.3 percent for meat and 19.2 percent for groceries. The commissary at NAS New Orleans, La., showed the greatest comparative savings with 24.3 percent. NAS Patuxent River, Md., with 23.3 percent was second and NAS Whiting Field, Fla., was third with 22.9 percent.

## Navy MEDEVACs Soviets

**Injured In Antarctic Plane Crash** ● Five Soviets injured in a plane crash at Molodezhnya, the main Soviet station in Antarctica, were flown to a medical facility in New Zealand by an aircraft from the Navy's Antarctic Development Squadron Six (VXE 6) at McMurdo in December. Three Soviets were killed and 11 others injured in the crash of a Soviet transport on Jan. 2 during takeoff from Molodezhnya, 1,825 miles from McMurdo. A message from the leader of the Soviet Antarctic expedition at Molodezhnya requested assistance from the U.S. Naval Support Force at McMurdo to evacuate five of the more seriously injured Soviets. The five needed special attention for concussions, possible brain damage, fractures and lacerations received in the crash. Two refueling stops at the South Pole were required for a ski-equipped LC-130 *Hercules* aircraft to complete the 4,500-mile rescue mission. An interpreter from McMurdo told the Soviets to have the patients ready for boarding upon arrival in Molodezhnya due to the critical fuel factor. The aircraft took off from McMurdo at 1:30 p.m. on Jan. 4 and was back at McMurdo on Jan. 5 at 7:15 a.m. Navy personnel at McMurdo volunteered to stand by at the station's dispensary to donate blood if needed. An hour later, the aircraft departed McMurdo for Dunedin, New Zealand, where neurosurgical facilities are available. This medical evacuation marks the second time in two years that the U.S. and the Soviet Union have coordinated a vital medical rescue operation of international scope.

## **New SACLANT Cites**

**Soviet Naval Threat** ● U.S. Navy Admiral Harry D. Train II, Supreme Allied Commander Atlantic, said during a visit to Oslo, Norway, recently that the most important problem he faced as SACLANT was having an insufficient number of ships with which to carry out his tasks. ADM Train, who is also Commander in Chief, U.S. Atlantic Fleet, described the numerical imbalance between the Soviet and the Warsaw Pact navies and the navies of the NATO Alliance as "a very serious problem." He said, "This is particularly true in the case of the Soviet submarine force." He explained that the Soviets already have "considerable numbers of submarines" and "are building a new nuclear attack submarine every six weeks." ADM Train believes the threat is increasing. "... It is important for us to bear in mind that numbers of ships are as important as the quality of the individual ships. There is no question that the quality of ships available to the alliance is good. But we need those ships in greater numbers." The admiral believes U.S. Navy aircraft carriers "provide a balance between our lesser numbers and the greater numbers possessed by the Soviets," but warned that "... It is important not to rely on the aircraft carrier as the sole capability that tips the maritime balance in our favor." He said this is "particularly true" since "several of our aircraft carriers in the United States are nearing the end of their useful lives. We will have to replace them or make do with fewer carriers in the future." ADM Train visited Norway as part of his first official calls to capitals of NATO nations since assuming his position as SACLANT on Oct. 2, 1978.

## **Eligibility for SCORE**

**Program Expanded** ● Eligibility for SCORE – Selected Conversion and Re-enlistment Program – has been modified to give those men and women serving in undermanned ratings an opportunity to change ratings. It works like this: personnel in career re-enlistment objectives (CREO) groups B and C may apply for SCORE if they seek transfer to an undermanned rating. In other words, conversions from B to A ratings, or from C to B or A ratings, may now be authorized. The current list of ratings by CREO groups as well as more information concerning the new policy are contained in change one to BUPERS Instruction 1133.25D.

## **SECNAV Mess**

**Awards Program Announced** ● Plans have been announced for the Secretary of the Navy Mess Awards Program for CY 78. The program, co-sponsored by the International Military Club Executives Association (IMCEA), recognizes the best open mess in each of five categories: officers, chief petty officers, petty officers, enlisted and consolidated. Winners selected in each category will have demonstrated outstanding service to their patrons, sound financial controls, and effective management throughout the year. Three messes in each category will be selected from nominations submitted by immediate superiors in command and major claimants. Commencing in March 1979, the SECNAV Mess Awards Committee will visit the commands and recommend finalists to the Secretary of the Navy. Awards will be presented to the winning managers at the annual IMCEA Conference in May 1979. Chief of Naval Personnel Message 141649Z of November 1978 provides detailed guidance.

## O'Bannon and Peleliu

**Christened** ● An unusual dual christening of a *Spruance*-class destroyer and a *Tarawa*-class amphibious assault ship took place in Pascagoula, Miss., on Jan. 6. *Peleliu* (LHA 5), the fifth and last *Tarawa*-class amphibious assault ship currently under construction, and *O'Bannon* (DD 987), the 25th of 30 *Spruance*-class destroyers, were christened in the dual ceremony. Mississippi Senator John C. Stennis, Chairman of the Senate Armed Services Committee, was principal speaker at the event. Admiral Thomas B. Hayward, Chief of Naval Operations, delivered the remarks at the *Peleliu* site, and General Robert H. Barrow, Assistant Commandant of the Marine Corps, spoke at the *O'Bannon* christening. Mrs. Thomas B. Hayward sponsored *Peleliu* and Mrs. Robert H. Barrow was the sponsor for *O'Bannon*. *Peleliu* is named to honor the World War II assault and capture of Peleliu, an island in the Palau group of the Caroline Islands. *O'Bannon* is the third ship to be named in honor of Marine Corps First Lieutenant Presley N. O'Bannon, a hero of the Barbary Wars. *Spruance*-class ships, the Navy's newest destroyers, are designed primarily for anti-submarine warfare, and operations with carrier strike groups and amphibious assault groups. *Tarawa*-class ships, the newest amphibious assault ships, are able to embark, deploy, and land a fully equipped Marine assault force by helicopter, landing craft, or a combination of the two.

## Enlisted Surface Warfare

**Specialist Program OK'd** ● A silver breast insignia, similar to the gold surface warfare officer pin, soon will be the mark of the enlisted surface warfare specialist (ESWS). The recently approved ESWS qualification program will give special recognition to enlisted sailors who acquire specific surface ship skills beyond that expected in the normal course of duty. The new silver breast insignia is now under development and will be available in Navy exchanges. It will look like a silver surface warfare officer insignia, except cutlasses will replace the swords. Details of the ESWS program will be included in a forthcoming OPNAV instruction. Some of the standards for participation are:

- Be a petty officer with at least 24 months' duty afloat in surface ships.
- Maintain an overall performance mark for the last 24 months of top 30 percent for CPOs and SUL (superior to most, lower) or 3.4 for all others.
- Demonstrate effective leadership and supervisory ability.
- Complete damage control, damage control petty officer, 3M system and repair party leader personnel qualification standards (PQS).
- Be qualified for those inport and underway watch stations to which personnel of the particular rating and paygrade would normally be assigned.
- Display general knowledge of the ship's overall mission, engineering plant capabilities, main battery and basic deck equipment during an oral quiz.
- Be recommended for ESWS by the chain of command and approved by the commanding officer.

Participation in the program is voluntary. Any petty officer, regardless of rating, who serves in a surface ship is eligible to participate. However, petty officers assigned ashore who have service record documentation showing ESWS standards have been met will have six months to apply for designation. After six months, qualification must be accomplished while embarked in a surface ship or afloat staff.

# Going three months

BY JOC MIKE MCGOUGAN

When World War II ended, 250 crewmen crossed USS *Wilson's* brow for the last time.

They trudged off to homes across America to pick up where they had left off when the war began. They were just cocky youngsters in their late teens or early 20s.

Three years later, USS *Wilson*, their unsinkable destroyer, was towed out into the Pacific near Kwajalein after participating in the Bikini atomic bomb test; unceremoniously, she was sunk as a target ship.

Although she rests today at the bottom of the Pacific, she has not been forgotten by her World War II crew. How could they forget 11 invasions, shooting down 12 planes, sinking an enemy submarine, rescuing fellow sailors from bombarded ships and plucking pilots of downed planes from an inflamed sea?

No, they did not forget. Recently, after 33 years, 94 of them got together in Norfolk. They came from every corner of the nation and from all walks of life to remember a bygone era and to drink a toast to their "tin can."

When placed in commission on July 5, 1939, *Wilson* (DD 408) was the luxury ship of her type. Dark red linoleum covered the decks in large, airy living spaces. The mess decks featured individual places and table service for all hands. But, from 1942 to 1945, there was no luxury for *Wilson* and her crew when they engaged the enemy in the Pacific.

Time has changed many things. Once, the *Wilson's* crewmen were featured in a *Life* magazine pictorial of sailors feted at a Hawaiian luau at war's

end. Today they're distinguished citizens serving prominently in communities across America.

Among *Wilson's* destroyer men are dentists, doctors, a district judge, a con-

vention center builder and engineers in several fields. Some remained in the Navy to bolster the officer and enlisted ranks. *Wilson's* captain from late 1943 to early 1944, Charles K. Duncan, rose



Above: *Wilson* crewmen board USS *Lawrence* (DDG 4) for a tour.

Right: World War II photo of USS *Wilson* (DD 408).

# without a “stop” bell

to four-star rank. Admiral Duncan was Supreme Allied Commander, Atlantic; Commander in Chief, Atlantic, and Commander in Chief, U.S. Atlantic Fleet before he retired from the Navy in October 1972.

*Wilson's* destroyer men remember that twice—once in late 1944 and again in the spring of 1945—the ship barely

*Wilson* shipmates reminisce — L-R: Ed States, Harry Hruniak, Tom Stanton, Robert Gordon, Morris Wiederhold.

escaped a fate some of its counterparts suffered—death at the hands of a Japanese kamikaze.

In the second incident, the suicide plane missed *Wilson* but a 250-pound bomb didn't. Three crewmen were blown over the side when the bomb's tail fuse exploded as it crashed through the destroyer's deck. The three were quickly recovered from the water. However, the tail fuse mechanism penetrated the *Wilson's* number three magazine, where the explosion set off four 5-inch

powder cases. Five crewmen were killed.

Luckily for the remainder of the *Wilson's* crew, the 250-pound bomb was a dud. If it had exploded, the ship may have bowed out of the war and no reunion would have been held 33 years later.

Plans for the reunion were begun in the summer of 1976 when one of the destroyer men, Julius Slaughter of Huntsville, Texas, visited Eddie Werner of Warren, Mich.

Slaughter and Werner each had a



# WILSON REUNION

couple of current addresses of *Wilson's* shipmates. They wrote to them asking for still more shipmates' addresses.

Like determined detectives, Slaughter and Werner sought every available clue. Relatives, former neighbors and postmasters were contacted in an effort to track down the remaining men. At last, over 100 current addresses were collected, and the renewal of friendships began.

Satisfied they had done their best to compile a complete muster of their shipmates, the two former machinist's mates began making formal preparations.

Finally the big weekend arrived. To bridge the gap, each *Wilson* destroyer-man wore a name tag with a World War II vintage photograph of himself so his shipmates could match his "then" and "now" face. It didn't take too long for old shipmates to become reacquainted.

Not all the three-day reunion was lighthearted. It was a particularly solemn group when Episcopal priest, the Rev. Joseph Koci of Haddonfield, N.J., a lieutenant who served as gunnery officer aboard *Wilson*, conducted a memorial service honoring deceased shipmates. As the crewmen and their wives bowed their heads in silence following a prayer, names of shipmates killed during the war or who have died since were remembered.

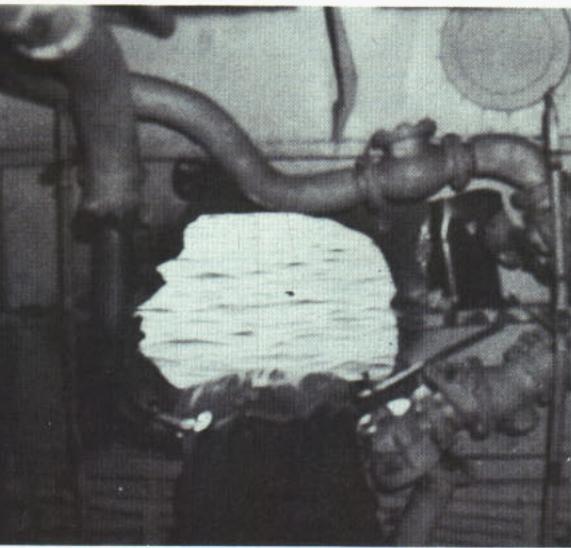
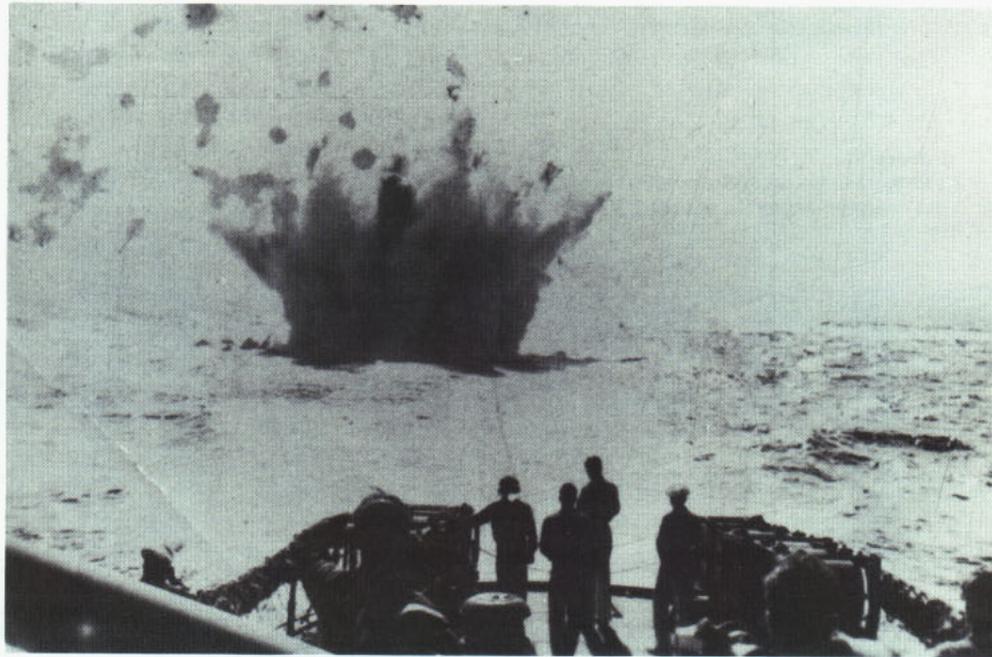
They remembered shipmates and they remembered their wartime life aboard *Wilson*. "It seems impossible that we could have survived for three years, virtually sleeping on top of each other, pulling duty four hours on and four off, going as long as three months without getting a "stop" bell, and enduring almost daily mental strain from combat situations—and still come out with any sanity at all," Werner said.

"I actually wore out a pair of shoes

without even setting foot on land," Slaughter added.

Robert Jackson of San Antonio, Texas, a radioman third class aboard *Wilson* and now retired from the Air Force, said the men survived because "there were no cliques aboard... We were all one team. We were doing every-

*Setting off depth charges during a sub attack was a daily routine for USS Wilson in 1944.*



*A 250-lb. bomb dud crashed through *Wilson's* deck and left a gaping hole in the hull (above).*



thing under the sun; I think we had more damn battle scars than any other ship, except the aircraft carrier *Enterprise*. We had to pull together or go under.”

Jackson said today’s military people are better trained and equipped than those during World War II. And, he added, the quality of food and the way of getting it to the people are much improved.

Jim Beuke, a ship’s cook second class aboard *Wilson* and now a butcher in Washington, Mo., agreed. “I can remember feeding the crew beans and cornbread or Spam and rice three meals a day for weeks at a time,” he said.

Joe Sigman of Vancouver, Wash., a fireman first class aboard *Wilson*, recalled one close call the ship had with a kamikaze.

“It was December 1944 and we were alongside another destroyer off Mindoro in the Philippines,” he said. “We were getting ready to go to general quarters when a kamikaze came over a hill and dove for us. Our executive officer—I think his name was Mayfield—gave a hard left rudder and full speed ahead. He turned the ship sideways, away from the other destroyer. The kamikaze consequently dove into the other destroyer amidships and many of the men aboard were killed.”

*Wilson* was credited with shooting down 12 enemy planes. The destroyer also shot down one American plane. The crewmen recalled that the incident occurred near Truk Island during the “Marianas Turkey Shoot” in June 1944, when the Japanese sent 500 of their best pilots in an aerial assault on the American fleet. According to several crewmen, a Japanese kamikaze made a run and the destroyer took it under fire with most of her guns. As the Japanese plane dove toward the *Wilson*, it was chased by an American plane, a *Wildcat*, which followed close on the kamikaze’s tail with all guns blazing.

Although *Wilson* brought the Japanese plane down, the destroyer also unintentionally caught the closely pursuing *Wildcat* with its gunfire. It was a happy ending for the American pilot and the ship’s crew, however, as the destroyer raced to rescue the aviator after he had ditched.

“While we fought hard, we played hard,” Slaughter said. “You must remember we were only a bunch of young boys. One of our skippers was only 27. With this age group, more than the usual number of pranks and tomfoolery took place.”

When former Seaman Claude Mills of Swannanoa, N.C., greeted his ship-

mates at the reunion he asked: “Was I worth two sacks of rice?” His shipmates answered that “yes” he was.

Mills, now an industrial mechanic for the Defense Construction Supply Center in North Carolina, and then-Carpenter Third Class Bill Flowers of Columbus, Ohio, decided to jump ship in the Philippines and join the Filipino guerrillas.

Mills and Flowers improvised a raft using five empty powder holders (waterproof metal containers) and swam to shore late one December night in 1944. They were taken to Tacloban on the island of Leyte. “They didn’t have a place to put us,” Mills said, “so they took an enemy prisoner out of jail and put us in it. When the Filipinos found out who we were, they contacted *Wilson* and negotiated for our release. The guerrillas agreed to turn us back over to *Wilson* if the ship would give them two 200-pound sacks of rice. The ship agreed and we were exchanged for two sacks of rice.”

When they got back to the ship they were greeted by a one-week confinement in the destroyer’s carpenter shop.

As the war came to an end, *Wilson* went from island to island in the Iwo Jima chain accepting surrenders from the Japanese entrenched there.

James F. (“Jimmy”) Keene of Fort Pierce, Fla., a machinist’s mate first class, was one of the last original crew members aboard before it was used as a test ship in the Bikini atomic bomb test.

“Most of the postwar crew did not know her like I did,” Keene said. “I knew her inside out, so the new skipper relied quite a bit on me. The night before the Bikini test, the captain gave me the run of the ship. He told me: ‘The ship is yours, you have the conn.’ I slept in the captain’s bed that night and the next day I got *Wilson* under way for the last time.”

It won’t be the last time *Wilson*’s crew have a chance to toast their “tin can” or swap sea stories about her. “The reunion was so successful,” Slaughter said, “that we decided not to wait another 33 years. We plan to meet again in three years at Lake Tahoe.” ↓

*Some members of Wilson’s crew – as they were back then.*



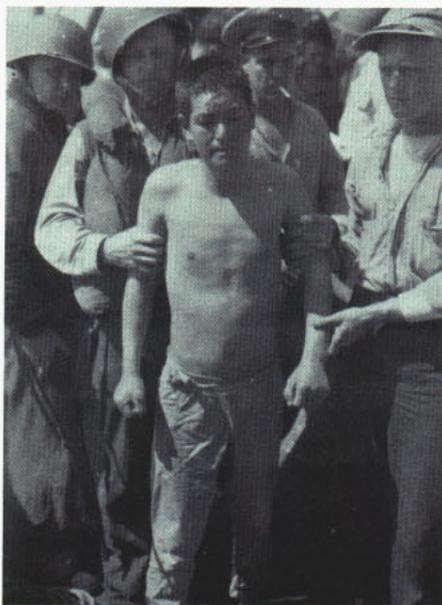
# He knew where to put Colorado

There is one Japanese pilot *Wilson* crewman Marvin Lederman will never forget. Lederman, the builder and former owner of one of Denver's convention centers, recalled that *Wilson* shot down three Japanese bombers the night of March 31-April 1, 1945, near Okinawa. The following morning a pilot from one of the downed bombers was found floating in the sea, alive but unconscious. Lederman, a radioman third class, was one of several crewmen assigned to guard the prisoner during the next four days.

"During the four days we had the pilot aboard *Wilson*, I was able to converse with him using sign language," Lederman said. "He knew a little English, but I didn't know any Japanese. But he knew about our country. When I told him I was from Colorado, he drew a map of the United States, almost perfect, and then put Colorado's map inside the United States. Inside that map of Colorado he put a cowboy on a horse and asked, 'That you?' I said, 'That's me.' His name was Ariama."

The two men exchanged addresses and agreed that after the war each would contact the other, should the opportunity arise.

Fifteen years after the war, Lederman and his wife were in Japan. They tried to find the pilot in Kyoto, his hometown, but a man told them that the address they had was incomplete. The man suggested they contact a Japanese newspaper and ask for help in locating Ariama.



After reading a newspaper article about Lederman's search, the Ariama family contacted the Ledermans.

"The next day Ariama's two brothers and a sister came to see me," Lederman said. "However, the pilot was not with them. They explained he had died five years after the war as a result of his war wounds.

"More reporters came," Lederman said, "and the story got kinda blown up. But this is the interesting part about it. One reporter was very upset about the whole situation. I asked why this reporter seemed to be angry. An interpreter told me the reporter felt that Ariama—and his family—were getting too much attention for a guy who was a prisoner.

"I said, 'Hey, let me correct this. That

man was not taken a prisoner voluntarily. He was unconscious and had no idea he was being taken prisoner... or perhaps he wouldn't have allowed it. Not only that, he was one helluva pilot. This guy made several strafing runs on our ship, dropping bombs very close, but we were just a little bit too quick for him and shot him down. Otherwise, he wouldn't have been a prisoner.'

"This made the Ariama family very happy," Lederman said. "They started to rejoice, laughing and crying at the same time. The next day, to show their appreciation, the Ariama family brought us a beautiful Japanese porcelain doll. We still have that doll." ↓

*Japanese bomber pilot Ariama (left and below) on Wilson after his plane was shot down.*



## P-3 Crew Recovery

# Destination Yokota

BY J01 GARY L. MARTIN

A crowd gathers and camera lights cut through the misty night. An Air Force C-141 *Starlifter* lumbers off the runway toward the receiving area. A voice is heard, "Thank God, they're back."

Aboard the *Starlifter* are the 10 survivors and the bodies of three crewmen of a Navy P-3 patrol plane that ditched in the northern Pacific Ocean in late October, because of a crucial propeller failure and multiple fires in the engine, during a patrol. Two other crewmen were missing and presumed dead.

The stop at Yokota Air Force Base in

Japan would be for two days only, while survivors received physical examinations, administrative processing and a chance to pull their thoughts together before going home to their families in the states.

The base was a welcome sight after spending 12 hours on a rubber raft in the cold ocean, two days on the Soviet trawler that picked them up and four days in Russian hospitals.

After the C-141 aircraft stopped, a large cargo hatch at the rear opened to reveal three, flag-draped caskets. A Marine Corps honor guard rendered full military honors as the caskets were transferred to waiting hearses.

When the transfer was complete, the silence was broken as the surviving crew members appeared at the hatch. The waiting crowd broke into cheers. The welcoming party included Lieutenant General George G. Loving Jr., Commander U.S. Forces, Japan, and Rear Admiral Lando W. Zech Jr., Commander U.S. Naval Forces, Japan.

After a brief statement by the P-3 pilot, Lieutenant Edward Caylor, the crew members were taken to the base hospital. (→)

*Surviving crewmen of the Navy P-3 patrol plane that ditched in the Pacific are greeted at Yokota AFB upon their arrival.*





Once at the hospital, the men were on telephones calling family and friends in the states. As they completed their calls, an atmosphere of relief could be felt emerging from the group.

The crew then went to the hospital dining room for a steak dinner with all the trimmings. Although they had eaten well in the Soviet Union, a good, old-fashioned American meal was what they needed to make them feel at home.

Each survivor was in excellent health and spirits, and physical exams early the next morning confirmed their health status. One crewman said, "We received good medical care while we were in the Soviet Union. They did everything they could to make us comfortable.

"The only thing that surprised me were the facilities. They are not as modern as I expected, but the dental facility seemed up to date.

One of the younger crew members did admit that the ditching was frightening.

"We were strapped in our seats," he said. "We knew we were going down and were waiting for it to happen. I had a seat next to a window and kept looking at it from the corner of my eye. All of a sudden we hit the water and all I saw out the window was white.

"I remember bouncing twice, but the other guys said we hit three times. When we stopped, there was fire and smoke. There wasn't any water in my area until I opened the hatch. I really couldn't say how long it took for the plane to sink, but I bet it was only a couple of minutes."

He spent the next 12 hours on the rubber raft being sick from swallowing some fuel. The water was about 40 degrees F and the waves were high.

They were picked up by the Soviet fishing vessel *Senyavina* and were on the trawler for two days until she docked at the Siberian port of Petropavlovsk. Everyone agreed that the

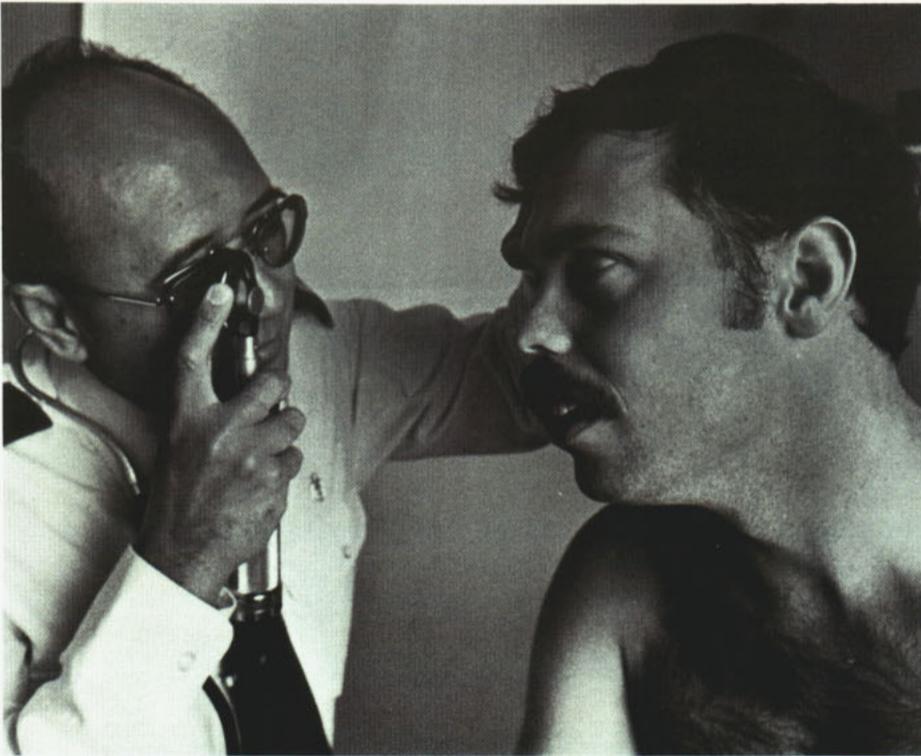
*Crewmen of the P-3 held a press conference at NAS Moffett Field, Calif. — (l-r) AOAN D. Reynolds, AX3 H. Moore, LTJG B. Forshay, LTJG J. Gibbons, and LT. E. Caylor talked about their 12 hours on a rubber raft, two days on a Soviet trawler, and four days in Russian hospitals.*

Russian officials and hospital staff members were very friendly.

"At first I was a little suspicious, but I found the Russian people to be just as friendly as anyone else, and it seemed genuine to me," one man said.

He also pointed out that the Russian diet is a little different. There is much more starch in Russian diets. Several found it a bit difficult to eat sour cream in the morning and one crew member put a lot of sugar in it, trying to convince himself it was yogurt.

After two days in the hospital at



Petropavlovsk, the men were transferred at night to Khabarovsk, a major Soviet city in the Far East. They left Khabarovsk on Japan Air Lines' weekly flight and flew to Niigata Airport on Honshu. From there they took the *Starlifter* to Yokota.

The flight to Yokota was quiet. One man said that when the plane landed and he stepped out to the welcoming cheers, he could only think about the three who had died. ↓

*Left: Each crew member received physical examinations at Yokota. All were found in good health. Below: The U.S. Marine Honor Guard rendered full military honors for the three crash victims.*



# Captain Joan Bynum...



## A matter of setting goals

STORY BY JO1 JERRY ACTHISON  
PHOTOS BY JO1 JERRY ACTHISON  
AND JO1 GARY MARTIN

Language experts tell us certain Polynesian people have many different words for our single word "ocean." That's because the ocean—with all its subtle forms shaped by the weather is the dominant element in their lives.

Captain Joan Bynum also has a single word that is dominant in her life. But it is a word that has many definitions in her personal experiences.

CAPT Bynum's word is "pride": pride in being a woman, a nurse, black and a Navy captain. The roots of her pride, by the way, make her a "first" in the Navy. Last year, she became the Navy's first black woman captain.

She considers her "first," though, merely an interesting aside that landed her in Navy record books, but really says little of herself, her profession and the Navy. And those are subjects for which she feels quite strongly.

While on leave from her job, recently, as Assistant Director of Nursing at Naval Regional Medical Center Yokosuka, Japan, CAPT Bynum was at her



mother's Gary, Ind., home; she talked of one black woman's experiences in the Navy.

"During World War II, when I was 9 or 10 years old, my uncle was a first class petty officer in the Navy. He would write and tell us about his ship, the people he worked with and his job. He really liked the Navy and would send us pictures of his buddies and the WAVES he knew.

"From then on, that became my goal: to join the Navy when I grew up," she said.

That goal became one of many the captain was to set for herself through the years—goals that once set were later attained. She believes setting goals and then going after them are the only way

anybody will succeed, even a 9-year-old girl from Gary.

In short order, she went to college, received a Bachelor of Science degree in nursing, passed her state licensing board examinations and joined the Navy.

She says of those early Navy years, first at San Diego then at Great Lakes, that the Navy gave her a chance to mature, to figure out just what it was she wanted to do with her life and how she would do it.

"When I first joined, I felt a little bit homesick. I thought about getting out after my two years and going on to graduate school. But then I got orders to Great Lakes, near my home, and I grew up just a bit more. I decided I didn't

*CAPT Joan Bynum, a dedicated nurse who considers her "first" to be merely an interesting aside that landed her in the Navy record books. At right: CAPT Bynum relaxes with her mother at her mother's home in Gary, Ind.*





have to get out, go home and go to school. So I stayed and suddenly the years just rolled by....”

As it turned out, she got her graduate school anyhow, thanks to the Navy. She applied for one of the Navy scholarships in graduate training and was accepted. She then enrolled in a pediatric nursing program at Indiana University with the Navy paying her tuition, fees and, of course, her salary as a Navy nurse.

Those early years were not all easy, though. The subject of discrimination is brought up and CAPT Bynum is quick to respond.

“There was a kind of institutional discrimination against women then. Women couldn’t have dependents under 18. So if you wanted to get married and have a family, the military wasn’t the place for you. That caused women—both black and white—to leave the Navy.

“But that’s all changed now and if you want to have a family that’s great. There’s a place for you and your family in the Navy. And that’s one reason why—particularly in the Nurse Corps—you see more and more women staying in beyond their initial two-year or so obligation.”

What of discrimination?

“I’ve been very lucky in that respect. In medicine and nursing you tend to see people as people, nothing more or less. Their skin color or religious preference has nothing to do with healing them.

“Today, the main thing is to convince people we’ve grown beyond the stage of setting quotas for minorities. Now we need to get the message across that we’re looking for people who can produce, people with ability regardless of their skin color.”

At Yokosuka, CAPT Bynum’s days are spent scheduling staff working hours and performing administrative functions. It takes her away from patient care on the wards (which she regrets) but also includes her biggest and most rewarding job: teaching and counseling those on her staff.

“One of my jobs is teaching our corpsmen, particularly those just out of ‘A’ school who still have a lot to learn.

“I teach them those little tricks that take years to develop; things like how to do things a little bit easier or a little bit faster.”

Of her counseling role, CAPT Bynum says she encourages nurses and corpsmen to do as she does: first set goals and then go after them. Her method has



worked for her and can work for others for a variety of reasons.

“It’s important you start today’s young people—even while in grade school—at setting goals. Then they’ve got something to work at and look forward to,” she said.

“Say you decide you want to be a nurse when you’re very young. Now it doesn’t necessarily mean that you’ve got to be that nurse when you grow up. But at least you’ve got something to work towards.

“It makes the time fly. It makes your studying just a little bit easier to take because you’re studying for a reason and not just to be studying to get out of school.”

For those people who can’t set goals because they’re not sure what they want to do, CAPT Bynum has a suggestion.

“When young people come to me and say they’re not really sure what they want to do, I say consider the military because you’ll get a chance to mature and to think about your future without rushing into anything you’re going to be unhappy with.

“In addition, you can go to school in the military which is another enticement for young people. They get the chance to go to school on their off-duty time (in addition to formal Navy schools) with the Navy often paying up to 60 percent of their tuition for that training.

“So the military offers educational benefits or a chance to go to school while learning a particular trade. During all this, you get paid, have a place to stay and live in an environment that produces a special kind of closeness.

“It’s not like you’re with your real family but with your Navy family—and that makes for a good place to mature—you make some decisions and come up with what you want to do with your life. That’s a whole lot better than being just ‘out there’ drifting around.

“As for my corpsmen who come to me and say they’ve not made up their minds, I encourage them to stay in and many do so. I have had corpsmen who came to me with this decision to make who are now Navy chiefs, MSC (Medical Service Corps) officers and even Navy doctors. That’s a great reward for me.”

CAPT Bynum also tells people that the military helps a person develop self-discipline, a trait she already had when she entered the Navy because, “Although you have to develop disci-



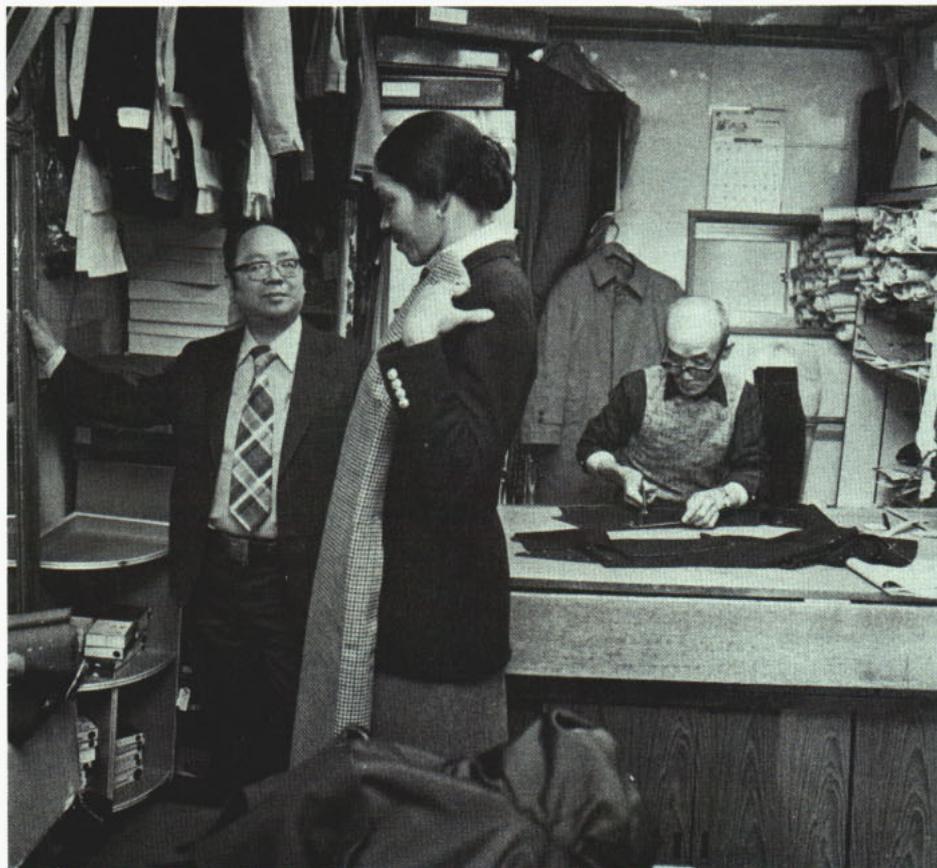
pline, I didn't have any problems because I went to a Catholic school and—with no disrespect to the nuns—they *do* have their ways of disciplining.”

But if goal setting was the only key to her success, there'd be a whole lot more Navy captains than there are. Instead, she credits her selection, for a rank so few achieve, to the people she has worked with and for throughout her Navy career.

“I think the real reason I am a captain today is I've had the ability to get along with my corpsmen. They have enjoyed working with and for me, and I have enjoyed working with them. I think that showed in my work and, as a result, I ended up with some pretty good evaluations.”

Enjoying both her work and the people are traits that have come easily to CAPT Bynum. It is so, she says, because of the high caliber of people found in Navy medicine.

“Since we've got a group of pretty smart people in the Navy, professionalism is high. It's also high because the



*CAPT Bynum looks over the wares of a street vendor. Left: Selecting material in a tailor shop.*

Navy expects their nurses, for example, also to be leaders. So if you are a nurse and a naval officer that means you have an example to set. That's definitely an advantage over civilian nursing where, if you are a charge nurse, that's probably all you do.

“A Navy charge nurse might be responsible for one ward, but she also rotates through a period where she has to do supervision. So from the beginning we're building leadership principles in our nurses.

“Navy nurse training is also broader, primarily because of your rotation. In civilian nursing, you may get to work in one area of nursing or medicine and you stay there. You might work medicine for awhile, or surgery, or pediatrics or the operating room.

“In fact, I chose pediatrics as my specialty after rotating through practically

every phase of nursing. So even though I am a pediatric nurse, I would feel comfortable in any phase of nursing. That's true of most Navy nurses who've been around awhile."

A Navy nurse's ability to adapt to the situation explains, at least in part, why CAPT Bynum would enjoy serving aboard ship.

"We're not apprehensive about going into something new. I would like to go to sea so I could go into the different ports they visit. As a nurse it wouldn't be any different for me. I'd just go into the sick bay and work with the corpsmen and doctors there."

But, since the Navy presently has no sea going billets for senior Navy nurses, she's not likely to get that chance. While she's returned to a personal note, though, CAPT Bynum says her Navy

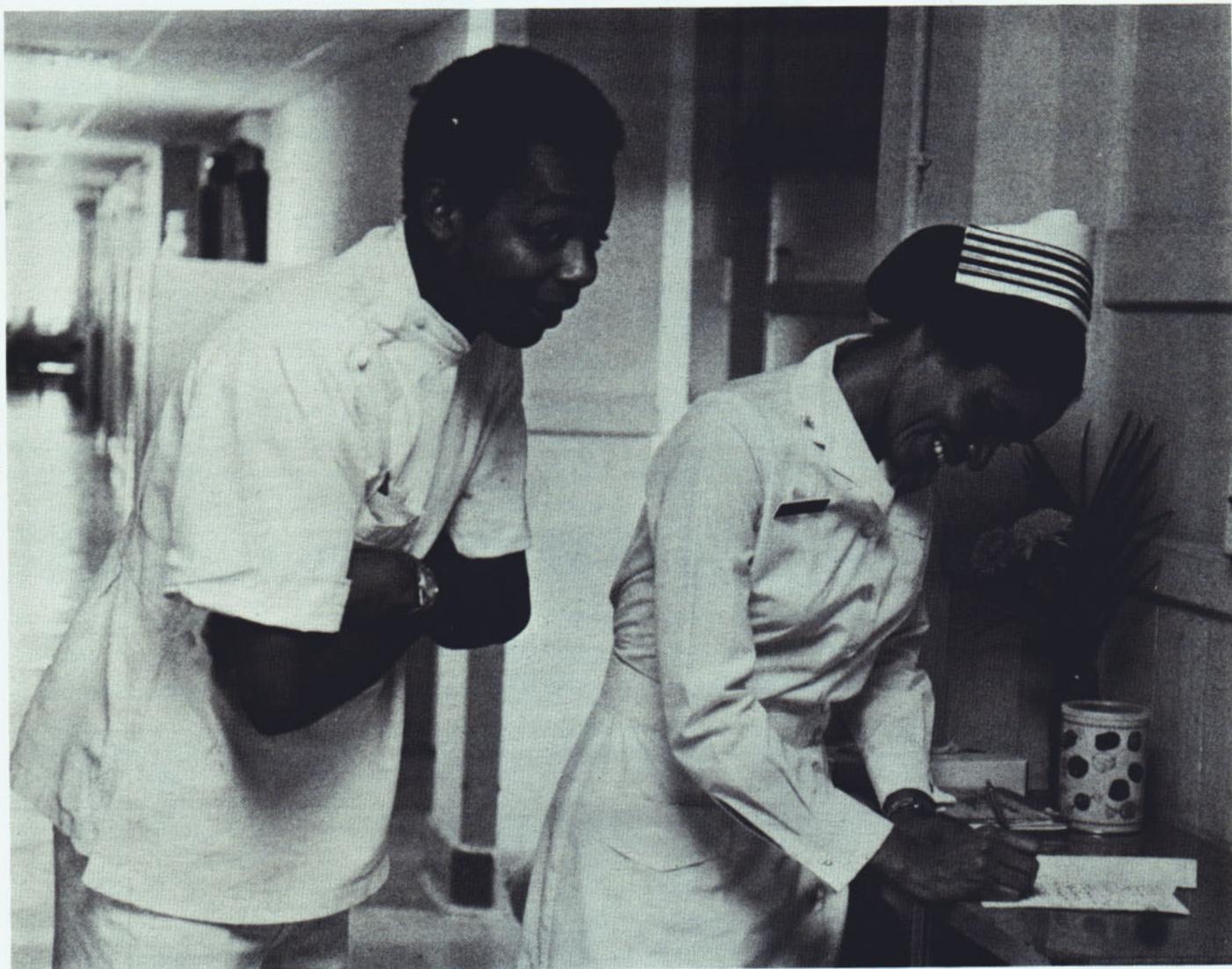
experiences have not only contributed to her professional growth, but to her outlook on human relations as well.

"The Navy has been helpful to me in improving and increasing my human relations skills because of the moving-around nature of the military. I have been forced to come in contact with people from other countries. I think I'm probably more sociable than I would ordinarily be if I hadn't been forced into such contact."

Today, CAPT Joan Bynum represents the best of women in the Navy. While being black is one source of her pride, she makes it clear it is secondary to her being a woman of ability—a woman who knew what she wanted in life, went after it and, most importantly, has had a thoroughly enjoyable time along the way.

No, CAPT Bynum is not one of those who treat the word "pride" as a trite expression. Rather, she's one of many these days who are lending broader—and more credible—definitions to the word. That's why the Navy values her efforts no less than she values her career as a Navy nurse. ↓

*Below: CAPT Bynum enjoys working with her corpsmen and nurses. Right: She is a member of the Catholic choir at the base chapel and enjoys golf in her free time. Below, right: Japan's modern and efficient transportation makes shopping trips a pleasure.*





# Bearings

## New Ejection Seat

Ejection from an aircraft flying upside down at 50 feet above the deck is a situation every pilot hopes to avoid—especially since the survival rate for Navy ejections is just under 80 percent.

In addition, if a pilot has to eject over water, he has to contend with extricating himself from his parachute—a difficult task in rough seas; impossible if the pilot is unconscious. According to the Navy Safety Center, between 1969 and 1976, 59 out of 387 aviators who ejected

over water drowned because they were unable to free themselves from their parachutes.

The Navy, aware of the ejection system and parachute dangers, is constantly re-evaluating and testing equipment that will help save pilots and crewmen who have to abandon their aircraft.

The Naval Weapons Center at China Lake, Calif., is currently testing a new ejection system called the vertical-seeking ejection seat (VSS).

During recent testing, an upside-

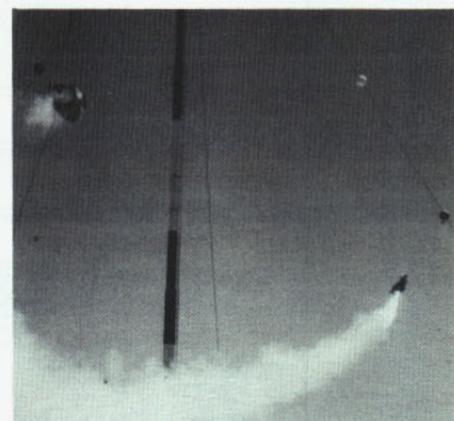
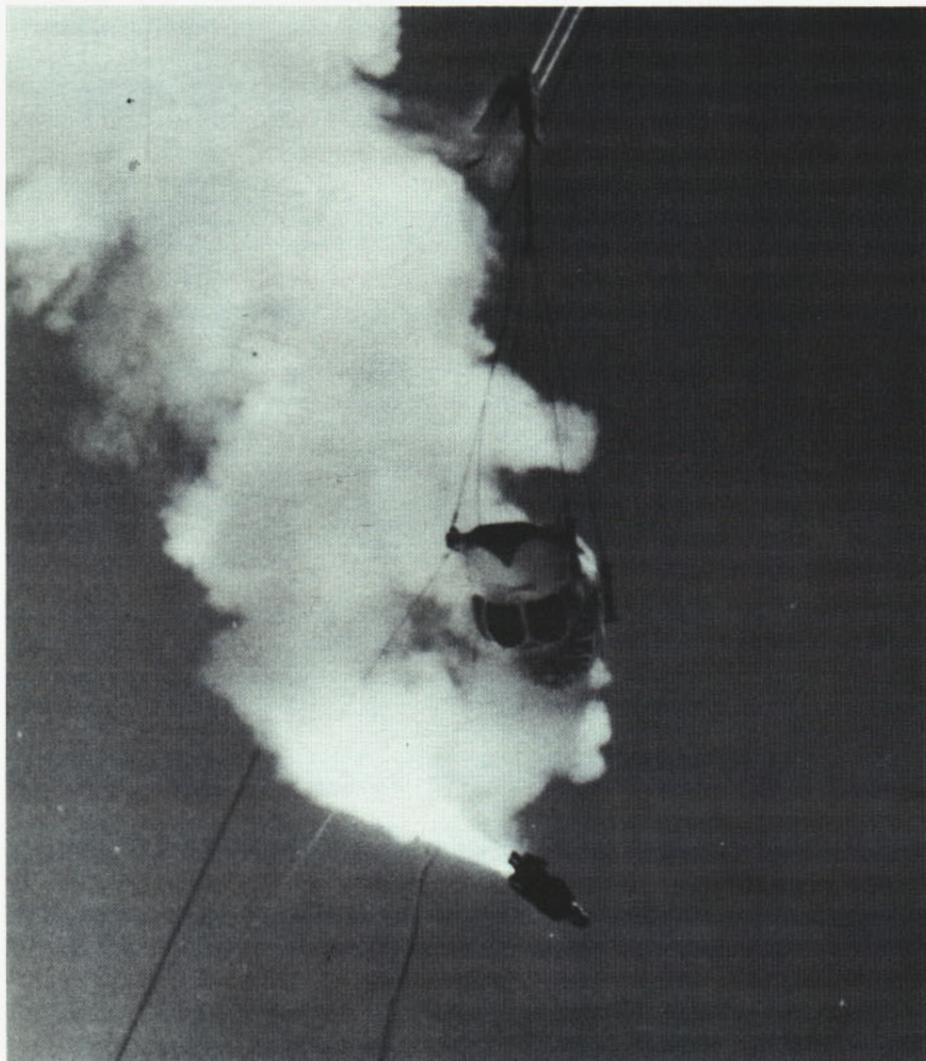
down cockpit was suspended 100 feet above the ground. The seat, carrying a dummy, was ejected earthward. After traveling straight down less than 45 feet, the seat reversed direction and carried the dummy crew member skyward, and then parachuted it safely to the ground.

The test demonstrated that the VSS will recover a pilot from a low altitude. Equally important, it showed that safe ejections will be possible from an aircraft that is rolled 90 degrees, even when the lower wingtip is just above the ground.

Another benefit of VSS is the elimination of severe neck and back injuries caused by rapid parachute openings. The altitude-gaining feature of the VSS and the relatively long period of stabilized flight permits a delay in the opening of the chute.

As the Navy continues to test and perfect the VSS, engineers at Vought Corporation in Dallas, Texas, are preparing for tests on a new safety device designed to protect Navy pilots once they are downed at sea.

The new safety device, called SEAPAC (Sea Activated Parachute Automatic Crew Release), is designed to free a downed pilot automatically from his parachute harness upon immersion in saltwater. Within one and one-half to two seconds after the SEAPAC units



are submerged, the parachute release fitting opens, preventing the pilot from being dragged through the water by his parachute. SEAPAC will be tested under several harsh environmental conditions such as shock vibration, humidity, rain, salt, fog, sand and dust.

The Vought tests will be followed by a Navy test program, and by late 1979 the Navy will begin fitting all its A-7 aircraft with SEAPAC. Eventually all aircraft that have ejection seats will be equipped with the escape mechanism. Actual incorporation of the device will be done by Navy personnel at naval air stations and on aircraft carriers.

Although Navy pilots will continue to face the hazards of their profession, VSS and SEAPAC will enhance their chances of survival if it becomes necessary to abandon their aircraft.

## Run-a-Thon

Running 138 miles over roads built by the Roman Empire nearly 1,900 years ago, U.S. Marines from NATO's Allied Southern Europe (AFSOUTH)

headquarters at Naples carried an age-old message, "We care."

Thirteen Marines, running in the two-day, AFSOUTH, Naples to Rome Run-a-Thon, raised \$3,000 in pledges for an Italian boys' orphanage, The House of Disabled People, located near Naples.

Sergeant Ronald J. Rohrbach, who admits to having a "soft heart" for children, originated the idea for the Run-a-Thon. "I wanted to help children who are less fortunate than we," he said. "They can't run and we can."

The runners were accompanied by Chief Hospital Corpsman Jerry Turner and escorted through the historic countryside by Italian *carabinieri*.

After they reached Rome, the runners went to Saint Peter's Square, where Father Dennis Volmi, representing the Vatican Secretary of State, congratulated the Marines and gave them a personal tour of the Vatican.

The founder of the orphanage for handicapped boys, Father Santo Longo, said the \$3,000 raised by the Marines will enlarge his facility.

## Just Another Night

Responding recently to a call for help from the town of Starke, Fla., firemen from Naval Air Station Cecil Field raced 35 miles through the night to reach a blaze that threatened to destroy a petroleum tank farm.

Dressed in aluminized crash firefighting suits, the Cecil Field firefighters, including some who were off duty at the time, arrived on the scene with two MB-5 crash trucks and immediately set about organizing other responding fire departments.

Under constant threat of more explosions from heated liquid petroleum storage tanks, the firemen advanced to within 12 feet of the roaring flames. They attacked the blaze with a chemical solution invented by the Naval Research Laboratory for fighting liquid petroleum (LP) fires. Using techniques they had learned at propane school, run by the Florida Gas Co., they brought the fire under control in about 20 minutes.

A one-mile area around the liquid petroleum tanks had been cleared by police. When the blaze was extinguished, the area was found to be littered with debris from exploding gas cylinders.

"We found one gas cylinder 2,000 feet away. The tops had blown off small gas cylinders like rockets," fireman Billy Lloyd said. Some cylinders went through windows and one left a hole in a curb. Damaged were an 18,000- and a 30,000-gallon tank, a small building, a tractor-trailer and about 125 gas cylinders.

The Cecil Field firemen remained at the scene for about two hours to make sure the tanks had cooled. Their work done, one fireman said, "It was just another night for us." —ENS L. Rutledge





# Navy Rights & Benefits

## PCS Transfers and Housing Picture

*In the Navy, transfers are inevitable. However, just knowing the transfer will come won't make the move any easier. What will make it easier is knowing what information you need, where to get the info and what the Navy's policy is regarding PCS moves and housing.*

*This third presentation in the All Hands series on Navy Rights and Benefits discusses those specific topics. It gives you tips on renting, signing a lease, buying a home, and borrowing mortgage money. It also lists Navy Lodges you can use when you're involved in a PCS move.*

*The help you get in moving, plus all the legal advice (free), is a significant part of the Navy family's total benefit package.*

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Executing permanent change of station (PCS) orders and finding affordable housing at your new duty station can be one of the most complex and disrupt-

ive times in your Navy life—but it doesn't have to be.

There are a number of things you should know, steps you should take and responsibilities you should be aware of to guarantee a smooth and trouble-free transition to your new duty station. Let's begin with the move.

### Moving Your Household Goods

Moving people and their household goods is a complex business. It involves knowledge of contracts with commercial carriers, varying entitlements, regulations and charges. Therefore, the first and most important step to take when arranging your household goods' shipment is, go to the expert—your command's Personal Property Transportation Officer (PPTO)—for the facts.

Each branch of the armed forces operates Personal Property Transportation Offices—in some cases it might

be a jointly staffed office. Regardless of which branch serves you, you will have experts working for you.

Upon receipt of orders, immediately make an appointment with the PPTO. The more time you give yourself and the PPTO to arrange your move, the smoother it will go. Waiting until the last few days before departure may prevent moving on the date of your choice. This is particularly true during the summer months, when most moves—civilian as well as military—take place.

### Time Limits

It's especially important to remember that personnel assigned to overseas duty stations, and those retiring or being released from active duty, may have different options open to them and, therefore, should consult the nearest PPTO for details.

Since moving affects the entire family, both you and your spouse should attend the interview with the PPTO. This is especially true when the member with orders must leave for a new duty station before dependents can be moved. In addition, when it comes to asking questions, two heads are better than one.

You must bring to the interview at least four copies of your orders for each shipment you intend to make. For example, if you plan to ship household goods and unaccompanied baggage, you will need at least eight copies of your orders.

If you cannot personally visit the PPTO, your spouse or someone else can act as your agent. As such, your agent must have written permission from you to act in your behalf in arranging shipment of your personal property. A power of attorney is the preferred document.

When you arrive at the PPTO, you will be interviewed by a personal property counselor and required to fill out the appropriate forms. The forms pertaining to shipment and storage of your personal property are very important. If filled out incorrectly, your shipment could be delayed.

During the interview, you will select a packing and pickup date, and a required delivery date at destination; you'll be given a copy of each document prepared during the interview; and you'll be afforded ample time to ask questions. If you know the answers *before* your move is made, chances are no unpleasant or costly surprises will be waiting at your new duty station. Therefore, you should discuss the following topics.

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### What Can I Ship?

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You can ship items considered to be household goods. They include furniture and furnishings, or equipment; clothing; unaccompanied baggage; personal effects; professional books, papers and equipment and all other per-

sonal property associated with your home and yourself.

You can also include *small* spare parts for your privately owned vehicle—extra tires and wheels, tire chains, tools, battery chargers, accessories, and the like.

Certain items such as live plants, perishable foods, alcoholic beverages, aerosol cans, and flammables and acids are *not authorized as personal property* for shipment. Your personal property counselor will provide you with a complete list of unauthorized items.

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### Are There Weight Limitations?

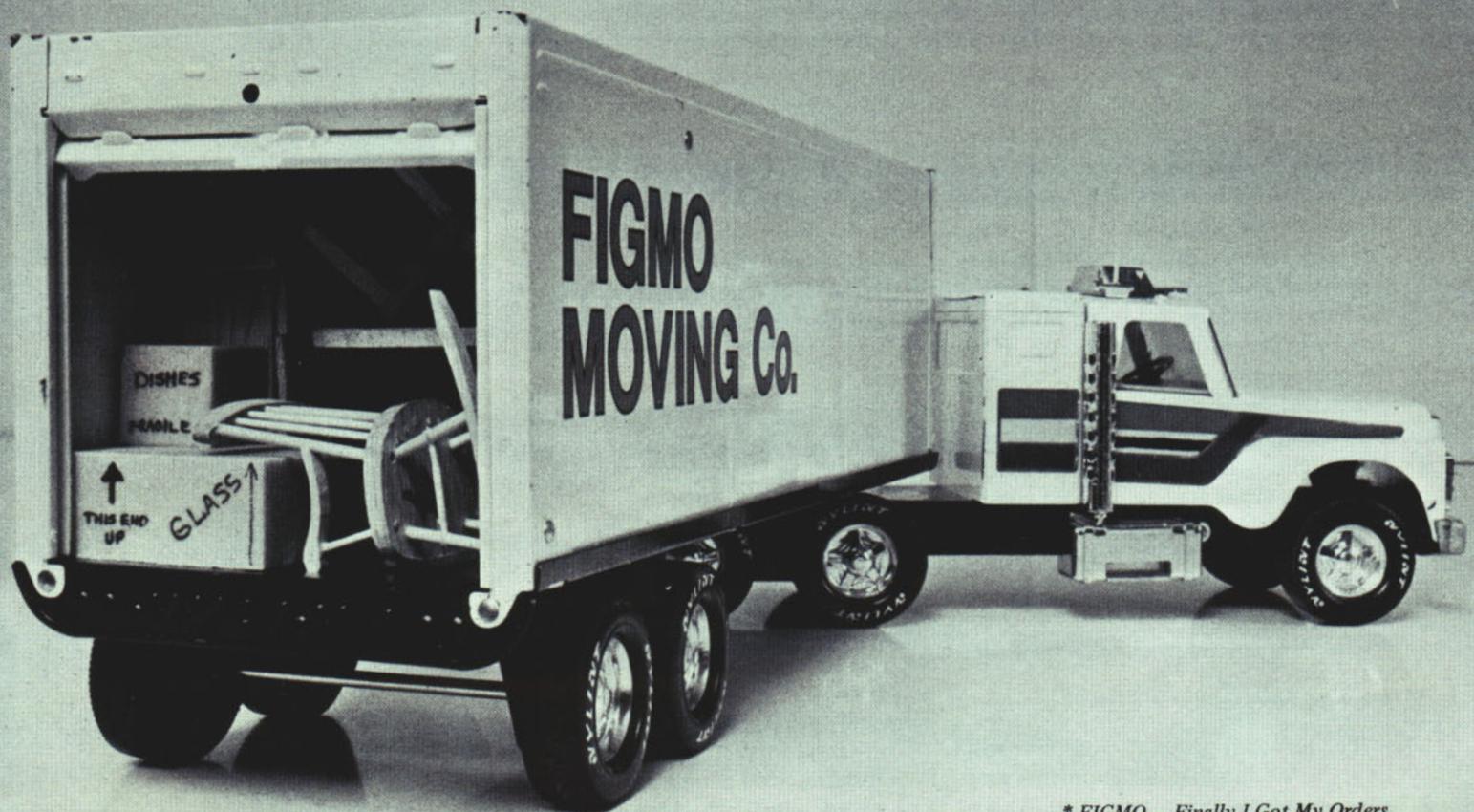
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Two factors govern the weight allowance of household goods and personal property you can ship at government

expense: your paygrade and the location of your new duty station. Some items—professional books, papers and equipment which you use on the job—are not counted as part of your personal property weight allowance. However, you must separate these items so that the movers can weigh, pack and mark them individually to preclude their being charged against your authorized allowance.

Items which are required by you and your family right up to moving day, and needed immediately upon arrival at your destination are considered unaccompanied baggage.

In general, the following kinds of items may be included: clothing, linens, dishes, cooking utensils and articles needed for the care and comfort of an



\* FIGMO — Finally I Got My Orders

# Navy Rights & Benefits

TABLE OF NET WEIGHT ALLOWANCES (POUNDS)

Rank or Rate	Temporary change of station weight allowance	Permanent change of station weight allowance
Admiral .....	2,000	24,000
Vice admiral .....	1,500	18,000
Rear admiral (upper half) .....	1,000	14,500
Rear admiral (lower half) and commodore .....	1,000	13,500
Captain .....	800	13,500
Commander .....	800	13,000
Lieutenant commander and warrant officer (W-4 paygrade) .....	800	12,000
Lieutenant and warrant officer (W-3 paygrade) .....	600	11,000
Lieutenant (junior grade) and warrant officer (W-2 paygrade) .....	600	10,000
Ensign, officer graduate of USNA, officer graduate of the Coast Guard Academy and warrant officer (W-1 paygrade) .....	600	9,500
Enlisted personnel:		
E-9 .....	600	9,500
E-8 .....	500	9,000
E-7 .....	400	8,500
E-6 .....	400	8,000
E-5 .....	400	7,000
E-4 (with over 2 years' service) .....	400	7,000
E-4, E-3, E-2 and E-1 with 2 years' service or less .....	225	1,500*
USNA midshipman .....	225	225
Aviation cadet .....	400	400

\*Overseas only.

infant dependent; small radios and tape recorders, portable sewing machines, portable televisions, portable phonographs and similar items; other articles necessary for your family's health and comfort; and professional books, papers and equipment urgently needed in the performance of your official duties.

Remember, however, that although these items may be packed and shipped separately from your household goods' shipment, with the exception of professional equipment, they are still charged against your total prescribed weight allowance.

## Number of Shipments

The personal property counselor will explain the number of shipments and place or places you are entitled to ship

from and to after reviewing your orders. Normally, you can make a shipment of your household goods and, particularly in the case of overseas transfers, an unaccompanied baggage shipment.

## Storage of Property

The government will pay for two types of storage—temporary and non-temporary storage.

Temporary storage up to 90 days is authorized in connection with a shipment of PCS weight allowance of household goods. An additional 90 days may be granted, providing it is properly requested and justified. In no case can temporary storage exceed 180 days.

Non-temporary storage is generally for a longer period of time and is usually authorized only with certain types of

orders. Your counselor will tell you if you're entitled to this type of storage.

## Shipment of Cars

The government usually assumes the expense of shipping your personal vehicle from a port near your old duty station to a port near your new duty station.

Some overseas locations have entry requirements on vehicles. Check with your PPTO for details.

After your interview, the PPTO will make all the arrangements with the



moving company to pack, load and move your property. But your job doesn't end with the interview—it's important that you know both your own and the carrier's responsibilities in handling and moving your property.

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### You and the Packers

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Dismantle TV antennas and outdoor play equipment such as swing sets; disconnect and remove window air conditioners; disconnect all major appliances; dispose of perishable food-stuffs, opened food containers which might spill or spoil, and worn-out or no-

longer-wanted articles (this includes, of course, emptying, defrosting and cleaning your refrigerator and freezer); segregate high-value or easily pilferable articles you intend to carry with you, or those to be inventoried and packed separately, and remove all pictures and mirrors from the walls.

Once again, your PPTO will provide you with a specific list of your responsibilities during the packing, inventory and loading process. Some important things to remember are:

- Do not pack anything yourself, unless you are willing to assume the responsibility for any damage that may

result from an improper packing job.

- Don't sign the inventory or any other document not completely filled in. Verify the number of cartons the carrier claims to have used, and verify that all stated services actually have been performed.

- Never argue with the packers or movers; call the PPTO. As the government's representative, the PPTO has the expertise and the legal authority to examine and, usually, solve any problems that may arise during the move.

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### The Carrier's Responsibilities

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The carrier's responsibilities are spelled out in the signed contract. Therefore, it is to both your own and the government's advantage to see that each duty is fully carried out. Since the list is long and specific, be sure to obtain a copy from the PPTO.

After the move, if it was made within the continental United States, fill out the form evaluating the carrier's performance (MT Form 235). Within 10 days of completing the move, you should return the form to the destination PPTO. This form grades the performance and is used in awarding future government moving contracts to that commercial carrier.

Each move is different and you will undoubtedly have other specific questions about your shipment. Chances are good that your personal property counselor will answer questions you never thought to ask.

Moving is a specialized—and costly—business. That's why each of the military services has hired and trained experts in the field. That's also why you should turn to those experts for help in making a successful move.

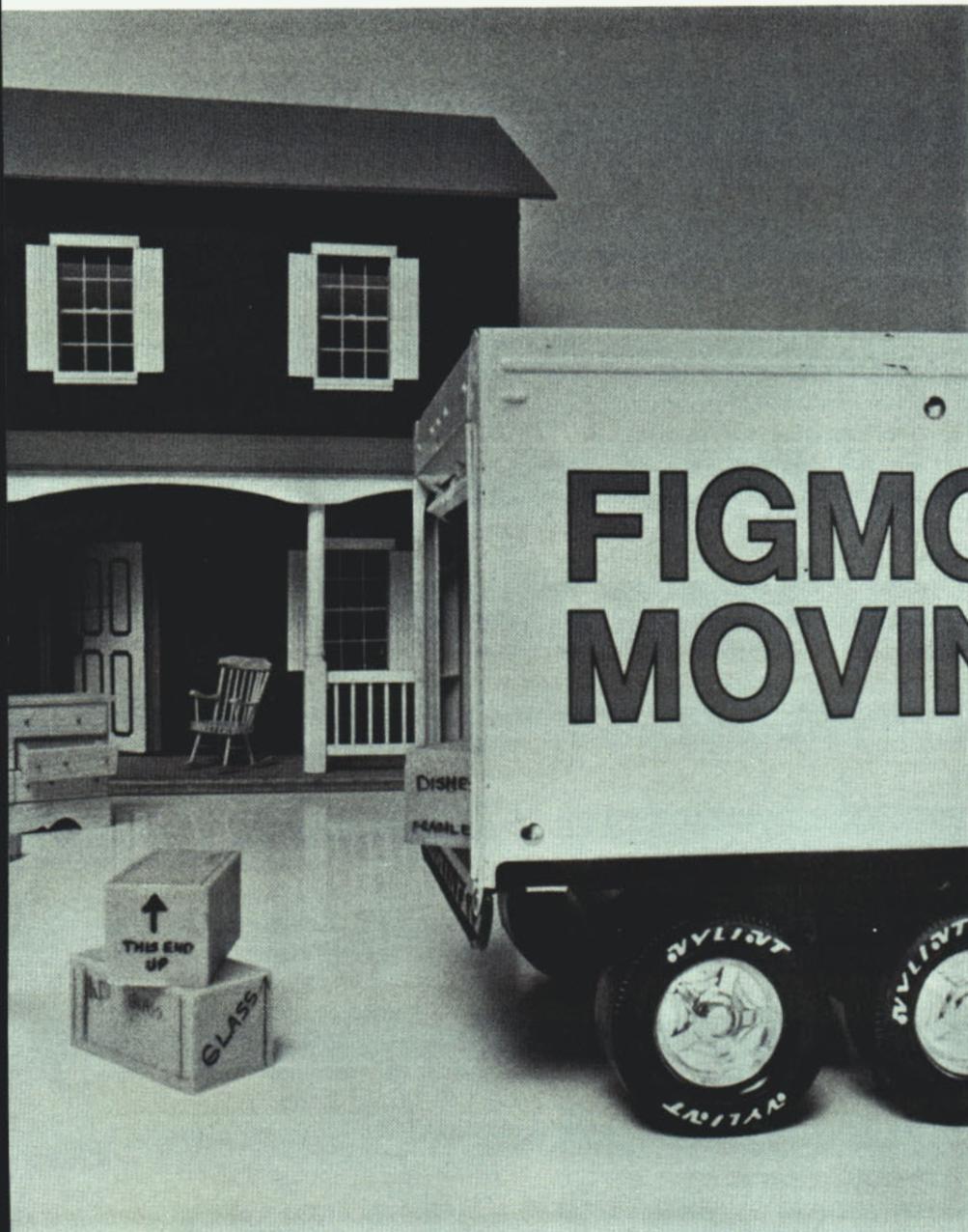
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### Do It Yourself

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What if you just can't bring yourself to turn your belongings over to strangers? You do have an alternative to a commercial move—the Do-It-Yourself (DITY) program.

Still considered in its infancy, the DITY program (pioneered by the Navy



# Navy Rights & Benefits

in 1971) is beginning to show marked growth as more officers and enlisted personnel become aware of the monetary and personal benefits of the program.

In the fiscal year that ended Sept. 30, 1978, over 6,700 officers and enlisted members made DITY moves and earned average incentive pay of \$167. At the same time, the Navy saved an estimated \$136 per move.

The personal benefits of the program combine favorably for both the member and the Navy. These include:

- Simultaneous arrival of a member's property and family at the new duty station.
- Because the member is handling his own goods, damage is sharply reduced. This helps reduce the Navy's annual \$2 million bill for damage claims on goods moved commercially.
- A DITY move can be made in conjunction with a regular commercial move, in many instances, to accommodate an individual's particular needs. For example, if you have valuable antiques, you might want to move the regular goods commercially, but handle the antiques by yourself.

Because a member drives to a new duty station in a rental truck does not mean that travel allowances are forfeited. Dependents, although they ride to the new duty station in the truck, are still authorized a mileage allowance.

Your PPTO will assist you in determining what size rental truck you need, arrange for packing materials and obtain an advance from the contractor for gas, oil and tolls.

For more information, talk to your PPTO.

## Shipping a Mobile Home

You're entitled to an allowance—limited to 74 cents per mile—to have your mobile home moved from one duty station to another within the continental United States. Your PPTO will make arrangements to have your mobile home moved on a government bill of lading. The carrier bills the government and the service member pays the difference. In the case of a mobile home, that difference can be very expensive.

For example, if you have a 12-foot by 60-foot mobile home and have it moved from Arlington, Va., to Long Beach, Calif. (about 2,600 miles), you'd be allowed \$1,924 (74 cents per mile). But your actual cost is likely to be over \$3,500—and that will not include the cost of unblocking and reblocking your home, disconnecting and connecting utilities, packing and locating contents in preparation for the move, or unpacking at the destination. This \$3,500 obviously would vary according to the number of charges required for flagging and escort services, tire changes, etc.

If you do not contact the PPTO or elect not to use the arrangements available through the PPTO to move a mobile home, the Joint Travel Regulations prescribe payment of 11 cents per mile.

If the PPTO cannot obtain commercial services, you will be provided a certificate allowing you to make arrangements to have the mobile home moved. In this case, you must then sub-

mit a claim supported by the PPTO's certificate to collect the 74 cents per mile allowance.

If you claim the 74 cents per mile allo-

## Housing

Housing has always been a primary concern of Navy people regardless of duty assignment. The Navy has always placed great emphasis on the welfare of its people and is doing everything possible to improve housing conditions as budgetary constraints permit. In fact, the principal objective of the Department of Defense military housing program is to ensure that all military personnel and their dependents have adequate quarters. To do this, members are provided with either a basic allowance for quarters (BAQ) or assigned to adequate government housing.

Basic policy is rely on the local civilian housing market in communities near military installations as the primary source of family housing. New construction is programmed for eligible (E4 and above with over two years' service) military personnel only when community support is limited or inadequate due to cost, distance or quality.

At the beginning of each year, certain military installations conduct surveys to determine whether a local community's housing market can meet the Navy's needs. All existing military housing units, units under construction, and approved construction programs are listed. The rental assets in the area are then evaluated for suitability.

Several criteria are used to evaluate the rental units before they are determined suitable and usable by military members. First, a unit must be within one hour's driving time of the base during rush-hour periods. Second, the unit must be in good condition—it has to be a complete dwelling unit with a private entrance, private bath and private kitchen. Third, and possibly most important, it must be affordable.

If a unit passes all three tests, it is added to the total of military housing units—all such units add up to the



wance to have your mobile home moved, you forfeit your right to a dislocation allowance and usually to a separate shipment of household goods.

If you don't have a lot on which to set up your mobile home when you arrive at your new location, you'll have to store it—and you'll have to pay for the

storage. Unlike a regular household goods' shipment, the government will not bear the expense of storing a mobile home.

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## for Navy People Everywhere

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grand total of units available for use by military families in any particular area. This grand total is then compared with the number of military families in the area to ascertain if the total units available are sufficient to house at least 90 percent of the eligible military families expected to be in the area within the planning cycle (generally five years). If there are not enough units, there is justification to request additional construction to be programmed by DOD. If DOD determines that the survey results are accurate and the Navy's conclusions valid, then the Navy housing request will be incorporated into the overall Family Housing Construction program and presented to Congress.

The normal span for identification of a housing need, congressional approval of construction, and actual construction is three to five years.

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### Public Quarters

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As popular as living in the civilian community is, base housing still is the choice of many as evidenced by long waiting lists. There are several reasons for this: perceived savings (residential heating costs, gas and fuel oil are constantly increasing); convenience to commissaries, exchanges and maintenance facilities; and commonality with neighbors.

Public quarters fall into three categories—*adequate public quarters*, *inadequate public quarters* and *transient family accommodations*.

The Navy currently manages about 67,000 adequate public quarters which are available to service members in lieu of BAQ. These quarters are normally unfurnished with the exception of a stove and refrigerator, and all the utilities—except the telephone—are paid by DOD.

To give everyone equal treatment in the assignment of these quarters, the Chief of Naval Operations (CNO) has established the following guidelines:

- Control of housing assignments is centralized whenever possible.

- All eligible Navy personnel with accompanying dependents, whether assigned afloat or ashore, are given equal opportunity to obtain housing.

- Every effort is made to allow each member to assess accurately the chances of being assigned to military family housing at some time during his or her tour.

- There is no discrimination because of race, color, creed, national origin or sex.

- No more than 25 percent of the public quarters at any installation may be designated for officers without the specific approval of the CNO.

- Assignment shall be made to units with specific numbers of bedrooms based on family composition only for personnel O3 and junior.

Navy families are usually assigned to military family housing which was built for those in the breadwinner's paygrade. Sometimes, however, local conditions permit assignment of a family to housing normally designated for sponsors one grade senior or junior.

Adequate public quarters are classified as:

- Enlisted quarters.
- Junior officer quarters (O3 and junior).
- Field grade officer quarters (O4 and O5).
- Senior officer quarters (O6).
- Flag quarters.

Housing eligibility is limited to E-4 and above with more than two years' active service. However, adequate quarters may be assigned to Navy families whose sponsor is in lower grades *only* if

the housing requirement of all eligible personnel in the area and families of eligible personnel on unaccompanied tours elsewhere have been satisfied.

Exceptions may be authorized when severe hardship is involved, or when it is otherwise considered to be in the best interest of the government.

The Navy manages approximately 6,000 inadequate public quarters (IPQ) which are available to all Navy members, regardless of rank or rate, on a first-come, first-served basis.

These units are similar to adequate public quarters except that they have been declared inadequate, normally because of floor space limitations. Members assigned to IPQs pay a set percentage of their BAQ, up to 100 percent, as necessary, to allow the quarters to be operated on an essentially break-even basis.

The quarters are retained only as long as they can be maintained in a safe and sanitary condition. Members residing in IPQs may remain on waiting lists for adequate public quarters.

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### Transient Family Accommodations

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Transient Family Accommodations (TFA) are inadequate public quarters which have been removed from the family housing inventory for the use of accompanied personnel of all grades assigned to ships undergoing overhaul or repair. Members eligible for TFA must be regularly homeported over one hour's commuting distance from the overhaul port.

Naval shore installations authorized to operate TFA and the number of units at each are Portsmouth Naval Shipyard (21), Norfolk Naval Shipyard (73), Puget Sound Naval Shipyard (347), Naval Support Activity, Mare Island

# Navy Rights & Benefits

(240), and Naval Support Activity, Los Angeles (142).

The units are furnished and offered at minimal set rental rates approved by the Chief of Naval Personnel. Personnel taking advantage of TFA may still draw basic allowance for quarters (BAQ) or occupy government housing at the regular homeport.

## Navy Bachelor Housing

At all levels of the chain of command, continuing emphasis is placed on the improvement of housing ashore. Every man and woman reporting to a naval shore installation for duty are interested in obtaining an attractive, comfortable place to live. The Navy makes bachelor quarters (BQ) as desirable as possible.

Bachelor quarters have been constructed at 210 installations throughout the world. When adequate bachelor quarters are not available, service members are eligible for compensation, either basic allowance for quarters or per diem. Permanent parties are entitled to BAQ and transients are entitled to the quarters portion of per diem.

To accommodate properly Navy men and women with a greater need for housing, priorities for assignment have been established:

- First priority is for personnel in billets required to be on the station to ensure accomplishment of the activity's mission, for contingency operations, to meet a training requirement, or for the maintenance of a disciplined force. These individuals must be berthed in a government facility and will be housed in adequate accommodations before any others.

- Second priority is for crewmembers from ships made uninhabitable by overhaul, crews of one-crew submarines, crews of ships of less than 1,000 tons gross weight displacement, and afloat staffs not aboard ships. These Navy members, under law, cannot be paid BAQ so they are placed in second priority.

- The next priority includes permanent party without dependents, students without dependents on permanent change of station orders, service

members in CONUS and Hawaii who are not entitled to travel of dependents and transportation of household goods, and those unaccompanied by their dependents in Alaska and areas outside the United States.

- If adequate bachelor quarters are available after the first three priorities

Minimum standards of adequacy for involuntary assignment of permanent party personnel and PCS students:

<i>Grade</i>	<i>Minimum Standards</i>
O 3 and above	400 square feet, net, living area. Living room, bedroom and private bath, access to kitchen or officers dining facility receiving appropriated fund support.
W 1-O 2	250 square feet, net, living area. Combination sleeping/living room with private bath.
E 7-E 9	200 square feet, net, living area. Private room with private bath.
E 5-E 6	90 square feet, net, living area. A room with not more than two people and central head facilities.
E 1-E 4 (except E 1 recruits and trainees)	90 square feet, net, living area. A room with not more than four people and central head facilities.
E 1 recruits and trainees	72 square feet, net, living area. An open bay and central head facilities.

Minimum standards of adequacy for involuntary assignment of temporary additional duty and transient personnel:

<i>Grade</i>	<i>Minimum Standards</i>
All officers and warrant officers	250 square feet, net, living area. Private room with bath shared by no more than one other.
E 7-E 9	100 square feet, net, living area. Private room with central head facilities.
E 5-E 6	90 square feet, net, living area. A room with not more than four people and central head facilities.
E 1-E 4 (except E 1 recruits and trainees)	90 square feet, net, living area. An open bay (minimum) and central head facilities.
E 1 recruits and trainees	72 square feet, net, living area. An open bay and central head facilities.

are assigned, then those on temporary duty are assigned to quarters.

- Next, any adequate bachelor quarters remaining must be assigned to permanent party and PCS students without dependents who would rather live off base and draw BAQ. This must be done to avoid wasting the taxpayers' money by building and maintaining empty bachelor quarters and paying BAQ at the same time.

- After all requirements in the first five groups are satisfied, service members in CONUS and Hawaii who are entitled to dependent travel but voluntarily house their dependents elsewhere and continue to receive their housing entitlement as BAQ at the with dependents rate may be housed on a space available basis. The installation commander may assign priority three in well-documented cases of hardship. This sixth priority allows Navy members flexibility in housing dependents. At the same time, it reduces the taxpayers' expense in giving the same people bachelor quarters and BAQ.

The Department of Defense (DOD) has specified, for each paygrade, what is to be considered adequate quarters for involuntary assignment. All bachelor quarter residents must be provided no less than what is required when they are assigned to live in bachelor quarters, except in cases of military necessity.

At some commands, quarters may be fully assigned to residents in higher priorities. When there are no adequate quarters available for assignment, Navy members may volunteer to occupy inadequate quarters.

A room with stated square feet is not all that's necessary to create a decent place to live. Throughout the Navy, actions have been taken to make bachelor quarters more livable:

- The management of bachelor quarters has been designated for personnel in the mess management specialist (MS) rating. As more MSs are assigned to quarters management, Navy quarters will become more professionally managed.

- To fulfill training requirements and improve management techniques of quarters managers, a formal training

course in bachelor quarters management is offered at NATTC Memphis, Tenn. A manual which contains comprehensive procedures and information about managing quarters will be published this year. Also available is a team of highly trained senior MSs to provide all commands with bachelor quarters on site review of management procedures and training.

- Commanding officers are ensuring that bachelor quarters are well managed and have put into action local procedures to get senior command personnel involved in the operations of quarters and concerned about the welfare of residents.

- Without reducing the effectiveness of the operational Navy, higher priorities have been placed on obtaining

funds for maintenance and construction of bachelor quarters and the repair and replacement of furnishings. More than \$186 million will be devoted for new construction and modernization of quarters during the next five years.

Additional information concerning your entitlement to adequate quarters may be obtained from the Bachelor Quarters Officer at your command.

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## Civilian Market Housing

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In addition to providing base housing and housing allowances, the Navy also helps members find a place to live.

When you receive PCS orders, an item is included which directs you to report to the Housing Referral Office (HRO) at your new duty station. The HRO can ease the trauma that is sometimes associated with moving to a new city. Among the services by the HRO to help newcomers are:

- Maintain rental and sales listings for all housing within commuting distance of the installation.

- Assist in determining the vacancy/availability of specific units before the service member leaves the office.

- Investigate any and all complaints of discrimination.

- Maintain a listing of all landlords/housing complexes who practice discrimination.

- Act as a mediator in tenant/landlord disputes when requested.

The HRO, available to *all* Navy members, can save you time and money and minimize some of the inconveniences of relocation.

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### Renting

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When you choose to live in the community, the rent you pay—in spite of your BAQ and BAS allowances—will represent a sizable portion of your income. Therefore, you should be aware of some of the legal and financial obligations.

When you've found the place you want, you may be asked to sign an *application for a lease* and to pay a deposit.

This document isn't the actual lease. So before you sign it, make sure it includes this point: the money you've deposited to hold the unit will be refunded if the unit does not become available within a stated time limit. Make sure you get a receipt and a copy of the application.

Before you move in, you may be asked to pay a security deposit which is usually equal to one month's rent. The deposit is to cover the cost of any repairs you may be responsible for when you vacate. If you keep your apartment or house in good shape so that no repairs are necessary, your deposit should be returned. Be sure to keep the receipt for your security deposit or, if you pay by check, be sure to note on the face of the check, *security deposit*.

The lease itself is a contract which defines the rights and obligations of both the landlord and tenant. When you sign a lease, you are legally bound to observe its terms. Don't take the rental agent's word that it is just a standard form and that everybody signs it. Read it over, make sure you understand it, and consult your Legal Assistance Officer before signing. Military personnel have special problems and leases should be drawn to protect their interests as well as those of the landlord.

Every military tenant should insist that a *military clause* be included in the lease. The clause generally states that, subject to the payment of a specified amount, the tenant can terminate the lease. It provides the military tenant a way to end a lease prematurely for reasons connected with military service. There is no standard military clause.

The wording is a matter for negotiation between you and your prospective landlord.

Most leases are for 12 months. But if you can't stay for the entire term, you may exercise the military clause. However, you probably will have to forfeit a certain amount of money called liquidated damages. This compensates the landlord, to some extent, for the sudden break in tenancy.

If you stay for less than six months of a 12-month term, it is not out of line for you to pay an extra month's rent. If you terminate the lease any time after six months, it's not unreasonable for the landlord to demand half a month's rent. In any case, whatever payments you would owe for early termination should be spelled out in the lease.

Laws and customs regarding the landlord-tenant relationship may vary widely from state to state. In some communities they are rather informal. In larger communities the legal arrangements are detailed and precise.

Before you sign any lease, you should consult your Legal Assistance or Housing Referral Officer.

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### Buying

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Since buying a home requires a considerable outlay of money, you probably suspect that there is an advantage to buying rather than renting. In some cases, there is. Those who pay rent receive nothing but the use of the premises they occupy. Those who buy, however, have a portion of their monthly payment applied to equity.

# Navy Rights & Benefits

Each time a payment is made, a little more of the loan is paid off until you own a considerable chunk.

The part of your monthly payment which is not applied to equity is applied to the payment of interest on the loan and sometimes to taxes and insurance if they are included in the payment. The portion of the payment which is applied to interest can be claimed on your income tax return to reduce your taxable income. If you itemize your deductions, you can save some money in this way.

## Mortgages

If you decide to buy a home, the chances are you won't have enough money to pay cash, so you must borrow. Loans on homes require a mortgage or deed of trust.

Savings banks, savings and loan associations, life insurance companies and mortgage companies all specialize in lending money for the purchase of real estate. The amount these organizations are willing to lend will depend on the locality, the current interest rate on mortgage loans, the appraised value of the property you want to buy and your ability to repay the loan.

Existing mortgages fall into three general categories: conventional mortgage loans, mortgage loans guaranteed by the Federal Housing Administration (FHA) and mortgage loans guaranteed by the Veterans Administration (VA).

Anyone is eligible to apply for a conventional or FHA mortgage loan. For those who have the down payment and financial standing, the conventional mortgage loan is usually the easiest to place.

The reason is that since the lender takes the full risk that accompanies any kind of loan transaction, he charges the highest legal interest that the market will support; his credit examination of the borrower is likely to be stricter than in the case of FHA and VA loans; and, because he has more flexibility in raising his interest rates to meet the current market level, the lender is more likely to accept a conventional mortgage in times of high interest rates than he is to accept

an FHA or VA mortgage on which interest is limited.

FHA mortgages differ from conventional mortgages in two ways. First, the lender is insured by the Federal Housing Administration against losing money on the loan. Second, interest rates, the percentage of the appraised value that can be lent and other terms of the mortgage loan, including prepayment provisions, are much more closely regulated by federal law.

The Veterans Administration has been *guaranteeing* home loans for veterans and service members for more than 30 years. During the same period, VA has co-signed more than 10 million mortgages totaling more than \$155 billion.

A *guarantee* is simply that amount for which VA co-signs on your mortgage. If, for example, VA guaranteed \$17,500 of a \$37,000 mortgage on a

home, and the borrower later defaulted causing the lender to foreclose, Uncle Sam would have to pay the guaranteed portion of the loan and subsequently bill the borrower for VA's net loss after the home was resold. (VA usually assumes the entire note and resells the home itself. Occasionally, a purchaser can get a bargain by checking VA listings first when searching for a home.)

The readily apparent benefit of the guaranty program is that it meets the requirement for investment protection demanded by commercial lending institutions through substantial down payments. Because VA-guaranteed loans require no down payments (because VA affords the lender protection), it's easier for young couples and those who have been unable to save enough for a conventional mortgage loan to purchase their first home through the VA.

Other advantages are that the VA:



(Doll house — courtesy of  
Walmer Doll Houses,  
Alexandria, Va.)

- Inspects homes and requires sellers to meet minimum quality standards, thereby ensuring that VA purchasers get value for their home-buying dollars.

- Is ready to work with a purchaser who finds himself in temporary financial straits after purchasing a home. Often the administration acts as a liaison between the service member and the lender to prevent foreclosure and effect a mutually acceptable agreement temporarily lessening payments, if necessary.

- Polices builders to ensure they follow building codes.

- Continually works with lenders, encouraging them to lend to service members and veterans under the guaranty program.

- Works closely with potential purchasers to ensure they are aware of hidden costs in home ownership and they are not buying a home which they may outgrow.

The maximum guaranty for VA-backed home loans is \$25,000. Certain severely disabled veterans may obtain a grant of up to \$30,000 to buy or adapt a residence to meet their special needs. In addition, the VA can guarantee loans for energy-related home improvements, including installation of solar heating and cooling systems and loans for condominium conversions. (Condominium conversions take effect July 1, 1979.)

Housing prices have risen so rapidly during the past years that many Navy members have been priced out of the home-buying market. For some, an alternative to buying traditional housing or a condominium is purchasing a mobile home.

The VA has set a \$17,500 loan maximum (or 50 percent of the loan, whichever is less) on mobile home guaranteed loans. Allowable repayment periods vary according to factors such as whether the home is new or used. The loan may be used to purchase either:

- A mobile home unit, double or single width.

- A land lot for an already owned mobile home.

- A mobile home unit and a lot for installation.

- For preparation of a lot on which a

mobile home will be installed.

Eligibility for a VA-guaranteed loan requires that you either be on active duty or a veteran, and qualify under the following guidelines:

- World War II and Korean conflict veterans who served on active duty on or after Sept. 16, 1940, and were separated under other than dishonorable conditions (or are still on active duty), are eligible.

- Unremarried spouses of members who served on or after Sept. 16, 1940, are eligible if the member died as a result of a service-connected disability.

- Vietnam era veterans who served at least 90 days of active duty—provided that at least one day was served between Aug. 5, 1964, and May 7, 1975—are eligible.

- Peacetime veterans who served after July 25, 1947, and were on active duty at least 181 days are eligible.

Another requirement states that if a

veteran or service member has previously used a VA guarantee, that loan must have been paid in full or assumed by another VA purchaser before the member is eligible for a second guaranty loan.

There are more than 30 million veterans, not including active duty members, living in the United States. Many of them are eligible for the VA home guaranty program. If you are one, or are an interested active duty member seeking to enter the housing market, contact the nearest VA office, commercial lending institution or a service representative of any national veterans organization for more information and applications.

Buying a home is an important step in your life and unless you're an old hand at real estate transactions, it's a good idea to obtain legal advice from your Legal Assistance Officer or an outside attorney.

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## Navy Lodges

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There are more than 1,000 Navy Lodge units at 37 locations in the United States and overseas. Navy Lodges, although varied in size, offer motel-type facilities at \$8-\$19 per night for the entire family. Most lodges offer limited maid service, coin-operated washers and dryers, assorted vending machines, telephones, kitchenette, air conditioning, color television and one-day laundry and dry cleaning services.

In addition, since most lodges are located on or near naval bases, facilities such as the Navy Exchange, commissary store, recreation activities, and clubs are readily accessible.

Although the main function of the Navy Lodge is to provide accommodations for Navy families on PCS moves, other authorized military personnel may use lodges on a space-available basis. They include:

- Other active duty personnel and their dependents.

- Retired military personnel and their dependents.

- DOD civilian employees assigned

to overseas areas for duty purposes.

- Official guests and visitors of the command.

- Visiting relatives and guests of assigned military members in isolated areas where civilian accommodations are not available.

PCS reservations can be made as early as 90 days in advance of the date that lodging is desired. When accommodations are not available, a standby reservation will be taken and if accommodations become available, the PCS standby reservations will be confirmed in the order in which they were received.

Several Naval Regional Medical Centers have lodges to provide accommodations for authorized members of the immediate family of hospitalized patients. Other authorized personnel may use these facilities if space is available and higher priorities have been satisfied.

The activities supporting Navy Lodges, the number of available units and daily rates of each are shown in the table on the following page.

# Navy Rights & Benefits

LOCATIONS	UNITS	DAILY RATES	LOCATIONS	UNITS	DAILY RATES	LOCATIONS	UNITS	DAILY RATES
ADAK, AK (Navy Lodge, Naval Station, FPO Seattle, WA 98791. Phone: 907-579-3387)	16	\$11	LAKEHURST, NJ (Navy Lodge, Naval Air Engineering Center, Lakehurst, NJ 08733. Phone: 201-323-2445)	10	\$12	OAKLAND, CA (Navy Lodge, Naval Regional Medical Center, Oakland, CA 94627. Phone: 415-639-2051)	16	\$9
ALAMEDA, CA. (Navy Lodge, NAS Alameda, CA 94501. Phone: 415-869-3206)	70	\$15	LEMOORE, CA (Navy Lodge, NAS Lemoore, CA 93245. Phone: 209-998-5791)	46	\$15	ORLANDO, FL (Navy Lodge, Naval Training Center, Orlando, FL 32813. Phone: 305-646-5722)	35	\$8-\$19
BETHESDA, MD (Navy Lodge, National Naval Medical Center, Bethesda, MD 20014. Phone: 301-654-1795)	22	\$14	MAYPORT, FL (Navy Lodge, Naval Station, Mayport, FL 32228. Phone: 904-246-5554)	19	\$15	PENSACOLA, FL (Navy Lodge, NAS Pensacola, FL 32508. Phone: 904-456-8676)	16	\$15
BRUNSWICK, ME (Navy Lodge, NAS Brunswick, ME 04011. Phone: 207-921-2206)	17	\$11	LITTLE CREEK, VA (Navy Lodge, Naval Amphibious Base, Little Creek, VA 23521. Phone: 804-464-6215)	90	\$14	PHILADELPHIA, PA (Navy Lodge, Naval Regional Medical Center, Philadelphia, PA 19145. Phone: 215-334-5107)	6	\$10
CECIL FIELD, FL (Navy Lodge, NAS Cecil Field, FL 32215. Phone: 904-771-3211, ext. 8119)	8	\$13-\$15	MECHANICSBURG, PA (Navy Lodge, Naval Ships Parts Control Center, Mechanicsburg, PA 17055. Phone: 717-790-2608)	9	\$10-\$15	PORT HUENEME, CA (Navy Lodge, Naval Construction Battalion Center, Port Hueneme, CA 93043. Phone: 805-486-2614)	22	\$15
CHARLESTON, SC (Navy Lodge, Naval Station, Charleston, SC 29408. Phone: 803-747-7676)	16	\$15	MEMPHIS, TN (Navy Lodge, NAS Memphis, TN 38054. Phone: 901-872-0121)	20	\$13	SAN DIEGO, CA (Navy Lodge, Naval Station, San Diego, CA 92136. Phone: 714-234-6142)	45	\$14
CHASE FIELD, BEEVILLE, TX (Navy Lodge, NAS Chase Field, Beeville, TX 78103. Phone: 512-354-2523)	5	\$14	MIRAMAR, SAN DIEGO, CA (Navy Lodge, NAS Miramar, San Diego, CA 92145. Phone: 714-271-7111)	90	\$14	SUBIC BAY, RP (Navy Lodge, Naval Station, FPO San Francisco, CA 96651. Phone: 884-9500)	25	\$10-\$15
CORPUS CHRISTI, TX (Navy Lodge, NAS Corpus Christi, TX 78419. Phone: 512-937-2052)	22	\$15	NEW LONDON-GROTON, CT (Navy Lodge, Naval Submarine Base New London, Groton, CT 06340. Phone: 203-446-1160)	68	\$14	WASHINGTON, DC (Navy Lodge, Naval District Washington, Washington, DC 20032. Phone: 202-563-6950)	49	\$13-\$14
EDZELL, SCOTLAND (Navy Lodge, U.S. Naval Security Group Activity, FPO. New York, NY 09518)	8	\$16	NEW ORLEANS, LA (Navy Lodge, Naval Support Activity, New Orleans, LA 70146. Phone: 504-366-3266)	22	\$15	WHITING FIELD, MILTON, FL (Navy Lodge, NAS Whiting Field, Milton, FL 32570. Phone: 904-623-6364)	9	\$10-\$12
EL CENTRO, CA (Navy Lodge, National Parachute Test Range, El Centro, CA 92243. Phone: 714-352-2478)	10	\$12	NEWPORT, RI (Navy Lodge, Naval Education and Training Center, Newport, RI 02840. Phone: 401-849-4500)	67	\$14	YOKOHAMA, JAPAN (Navy Exchange Branch Manager, Fleet Activities, Box 9, FPO Seattle 98761. Phone: 232-6143)	87	\$8-\$18
FALLON, NV (Navy Lodge, NAS Fallon, NV 89406. Phone: 702-423-5161, ext 2400/2403)	3	\$13	NORFOLK, VA (Navy Lodge, Naval Station, Norfolk, VA 23511. Phone: 804-489-2656)	90	\$14	YOKOSUKA, JAPAN (Navy Exchange Officer, Fleet Activities, Code 700, FPO Seattle 98762. Phone: 234-6708)	62	\$9-\$17
JACKSONVILLE, FL (Navy Lodge, NAS Jacksonville, FL 32212. Phone: 904-772-2549)	28	\$15	NORTH ISLAND, SAN DIEGO, CA (Navy Lodge, NAS North Island, San Diego, CA 92135. Phone: 714-435-0191)	90	\$14			
KEFLAVIK, ICELAND (Navy Lodge, Naval Station, Box 10, FPO New York, NY 09571. Phone: 2210-7594)	31	\$10-\$18						



# International Training Afloat- UNITAS XIX

BY PHC JOHN FRANCAVILLO

For the 19th consecutive year, ships and aircraft of the U.S. Navy joined naval and air force units of South American nations in a series of exercises off South America called UNITAS.

"The purpose of UNITAS," said Task Group Commander Rear Admiral John Ekelund, Commander, South Atlantic Force, "is the development of a high state of preparedness and cooperation between different naval and air forces. The participating navies learn to coordinate their objective, which is the free and continued use of the sea."

During the 24,000-mile exercise, U.S. ships operated with the navies of Brazil, Chile, Columbia, Ecuador, Peru, Uruguay and Venezuela.

Although anti-submarine warfare training was the primary focus of UNITAS XIX, exercises in anti-aircraft warfare, surface gunnery, communications, seamanship and ship handling were also conducted.

U.S. ships participating were USS *William V. Pratt* (DDG 44) (RADM Ekelund's flagship); USS *Du Pont* (DD 941) (with Commander, Destroyer Squadron 36 embarked); USS *Bowen* (FF 1079); and USS *Scamp* (SSN 588).

Aircraft from Patrol Squadron 11 (VP-11), Fleet Logistics Support Squadron 52 (VR-52), Helicopter Anti-Submarine Squadron (Light) 32 (HSL-32) and a drone detachment from Fleet Composite Squadron Six (VC-6) also participated.

UNITAS XIX offered not only international training afloat but also intercultural exchanges ashore. This year, U.S. Navy crews visited 20 ports in eight different countries—ports like Rio de

*Above: Pomp and circumstance at Montevideo, Uruguay. Below: Sailors aboard USS William V. Pratt (DDG 44) render honors to passing Venezuelan navy ship.*





Janeiro, Brazil; Cordoba, Argentina; and Valparaiso, Chile. Ship open houses in several ports allowed many South Americans to see our Navy firsthand.

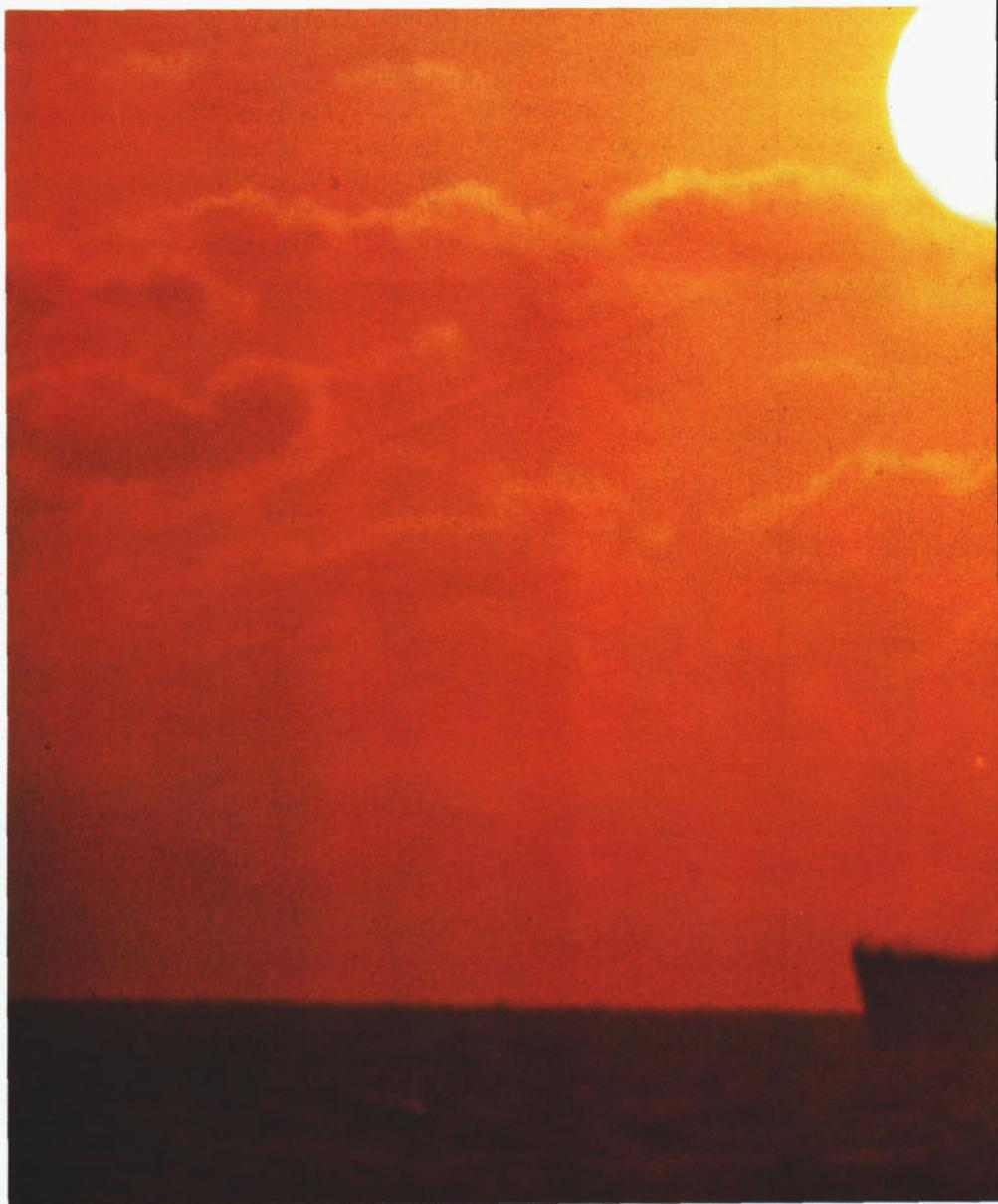
Food, surgical equipment and other items were distributed through Project Handclasp, a people-to-people program by which donated goods are delivered to needy or charitable organizations in many foreign countries.

The U.S. Navy Show Band (East) created good will ashore while the ships and aircraft operated at sea. Chief Musician John Pastin and his 15-member troupe were well received at each concert. "I've always found the people in South America warm and responsive, not only to our music, but to North Americans as well," he said.

UNITAS XIX again gave sailors of the U.S. and South American navies the opportunity to work together, strengthening cooperation that is important for defense of the Western Hemisphere. ↓

*Photos by JO1 James Jones, PH2 Albert Matthews, PHAN George Bruder, and PHC Francavillo*

*Top (l-r): A young girl in Fortaleza, Brazil; LAMPS helo from USS Bowen (FF 1079) lifts off from USS William V. Pratt (DDG 44); and Brazilian marine presents arms during ceremonies in Rio de Janeiro. Right: Sunset scene shot from the deck of USS William V. Pratt.*





# *JEFF (B) Passes Fit(ness) Test*

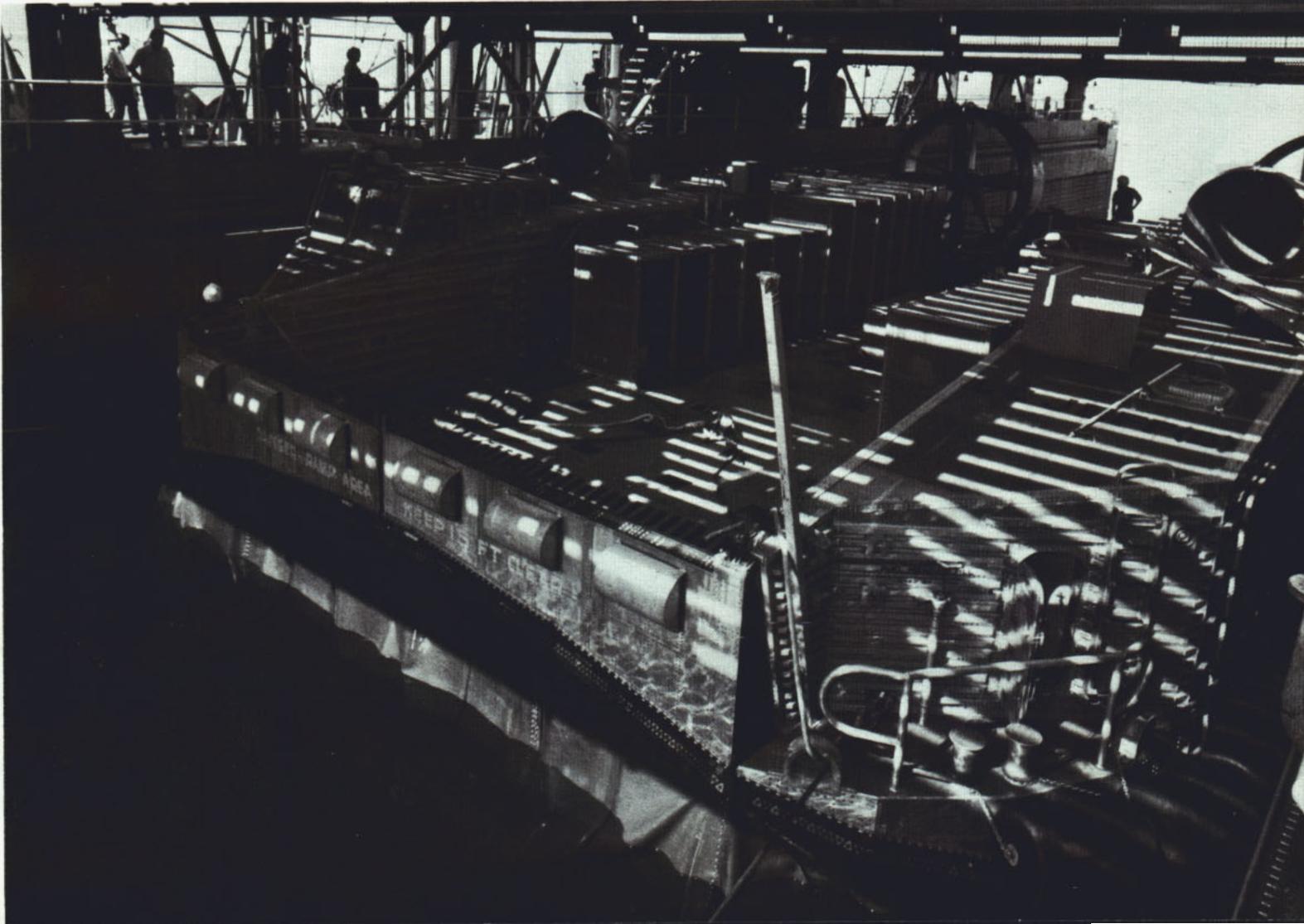
BY JO2 JACK McISAAC

Working in support of the Amphibious Assault Landing Craft Experimental Trials Program, USS *Spiegel Grove* (LSD 32) recently landed an experimental air-cushioned vehicle in its well deck.

The 160-ton, air-cushioned vehicle, JEFF (B), was helped aboard *Spiegel Grove* with the Amphibious In-Haul Device (AID)—an electronically controlled chain pulley system installed on the walls of the well deck.

Tests of the JEFF craft and the AID system were conducted to provide information for the design of the new LSD 41-class of ships. These ships will someday carry the fleet's air-cushioned landing craft.

One of the first tests was to determine if JEFF could actually fit into the well deck. Sixteen feet of catwalk along the forward part of *Spiegel Grove's* well deck had to be dismantled to enable JEFF to "cushion up." Other tests were



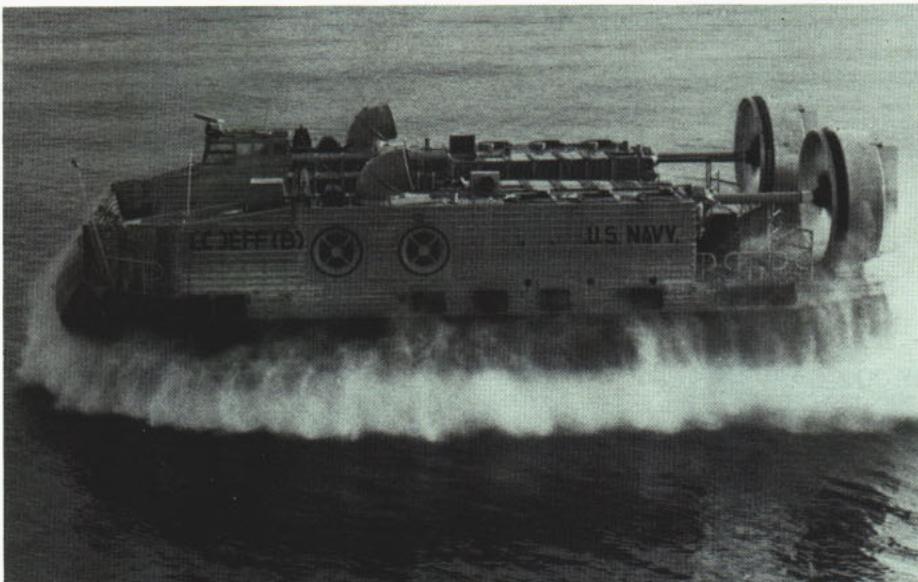
conducted to provide data on heat and chemical exposure, noise and ventilation of exhaust fumes.

The tests ended with a series of operations in which the JEFF crew successfully piloted the craft directly into the well of *Spiegel Grove* without the use of the AID.

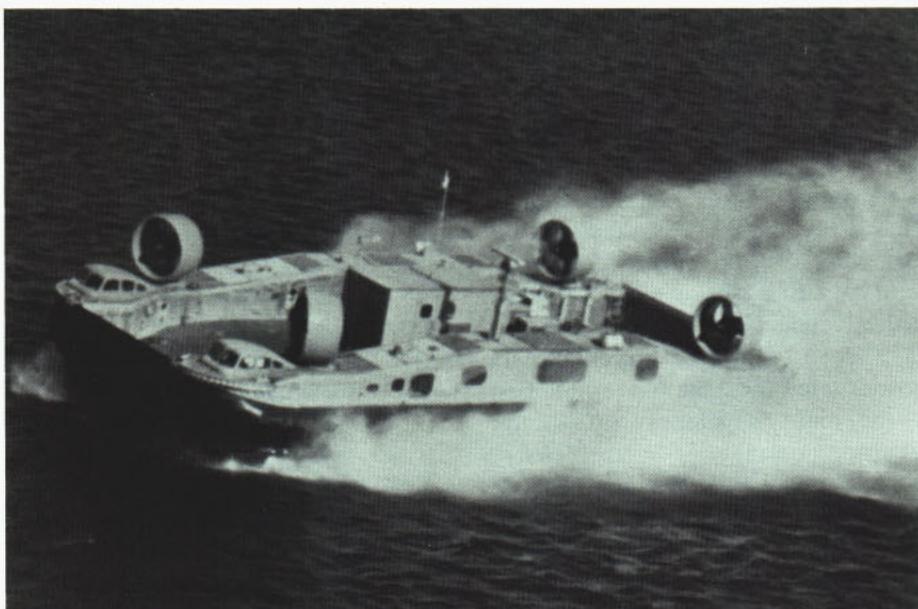
With a design gross weight of 325,000 pounds, JEFF (B) has achieved a 62 knots over water speed in the Gulf of Mexico's test range. It can travel over the beach with a 60-ton payload of military vehicles and heavy artillery. Riding on a cushion of air a few inches above the surface of water or land, the craft will be able to move directly from the sea through the surf and across the beach to offload cargo—men, vehicles and equipment—on firm ground.

Another experimental air-cushioned craft, JEFF (A), recently completed its initial test voyage at Panama City, Fla. The 96-foot-long craft flew down the Naval Coastal Systems Center ramp into St. Andrew Bay and accelerated to 40 knots in the main channel.

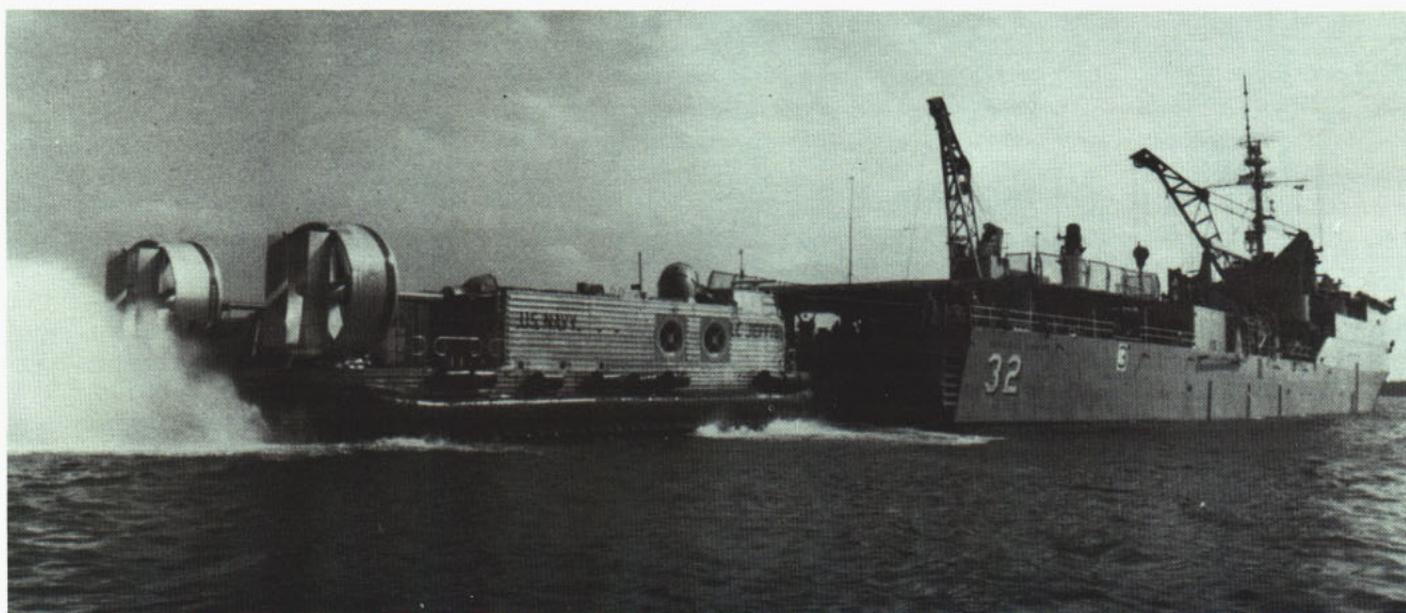
The results of a final test involving JEFF (B), the AID system and *Spiegel Grove* next summer will determine if the air-cushioned landing craft will be constructed for fleet use. Those tests will include landing JEFF—carrying a full load of Marines, trucks and tanks—in *Spiegel Grove's* well deck while she is under way. ↓



JEFF (B)



JEFF (A)



# Little Creek holds its own in Marine Corps Marathon

BY JO2 GARY MILLER

The marathon was finished—all 26 miles 385 yards of it—and the runners were feeling the strain. Wrapped in metallic thermal blankets, some lay on cots or on the ground, tended by friends. Others, while still on their feet, moved slowly and painfully. But they were all winners.

As entrants in the Third Annual Marine Corps Marathon held on Nov. 5 in Washington, D.C., 6,000 men and women had run past the Capitol, the Lincoln Memorial and the White House. They had run in unseasonable heat. Many would have preferred rain.

First to finish was Duke University medical student Scott Eden with a time of 2:18:12. Fourteen minutes, six seconds later, the 22nd runner, but first in the master's category (40-44 age group), Commander J.S. "Rusty" Lamade, completed the course. His position assured his team, the Little Creek Naval Amphibious Base gold team, second place in the military team competition.

CDR Lamade, executive officer of the Naval Material Transportation Office at Norfolk Naval Station, was joined by two other gold team members, Lieutenants Chris Carey and Tim Holden. Carey finished 75th with a time of 2:41:12; Holden came in 86th with a time of 2:42.

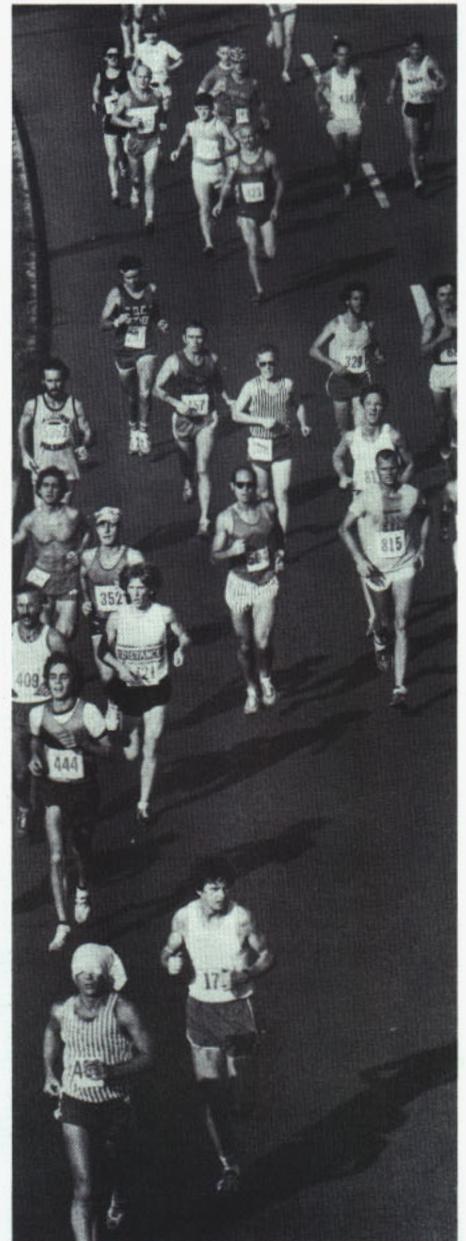
Other gold team members were Majors Thomas Siggins and Dave Noble, and Torpedoman's Mate Third Class Stanley Olszeski. Olszeski finished 104th in this, his first marathon.

Running for the Little Creek bronze team were Senior Chief Hospital Corpsman Robert Clark, Captain Norman Olson, Quartermaster Second Class George Yates, Lieutenant Dennis Worley, Seaman Gunner's Mate Roger Kaval, Commander Robert Gormly, Lieutenant Craig Stevenson and Chief Musician John Kite.

For the members of the Little Creek teams, preparation for the marathon had begun long before the race. CDR Lamade had finished the 1977 Marine Corps Marathon in 25th place with the same time as this year (2:32:18). Chief

Clark had competed in several races, including the 1977 Boston Marathon.

The Little Creek Marathon Team has participated in four races. They won three first places, including first place overall and in the military category of the 1977 Marine Corps Marathon. The British Royal Navy team took first in





this year's Marine Corps Marathon.

The night before the race, team members limbered up by running in the vicinity of the Iwo Jima Memorial, the starting point of the marathon. The next morning most runners ran a few miles before reporting to the starting line. Some runners crowded the late registration desk. Many did stretching exercises. But sometimes no amount of exercise can help a runner when he hits the "wall," a condition long distance runners sometimes develop after having run 18 to 22 miles. At that point, runners experience nausea, dizziness and pain. To combat it, they try to think of other things. Some, however, actually concentrate on the pain.

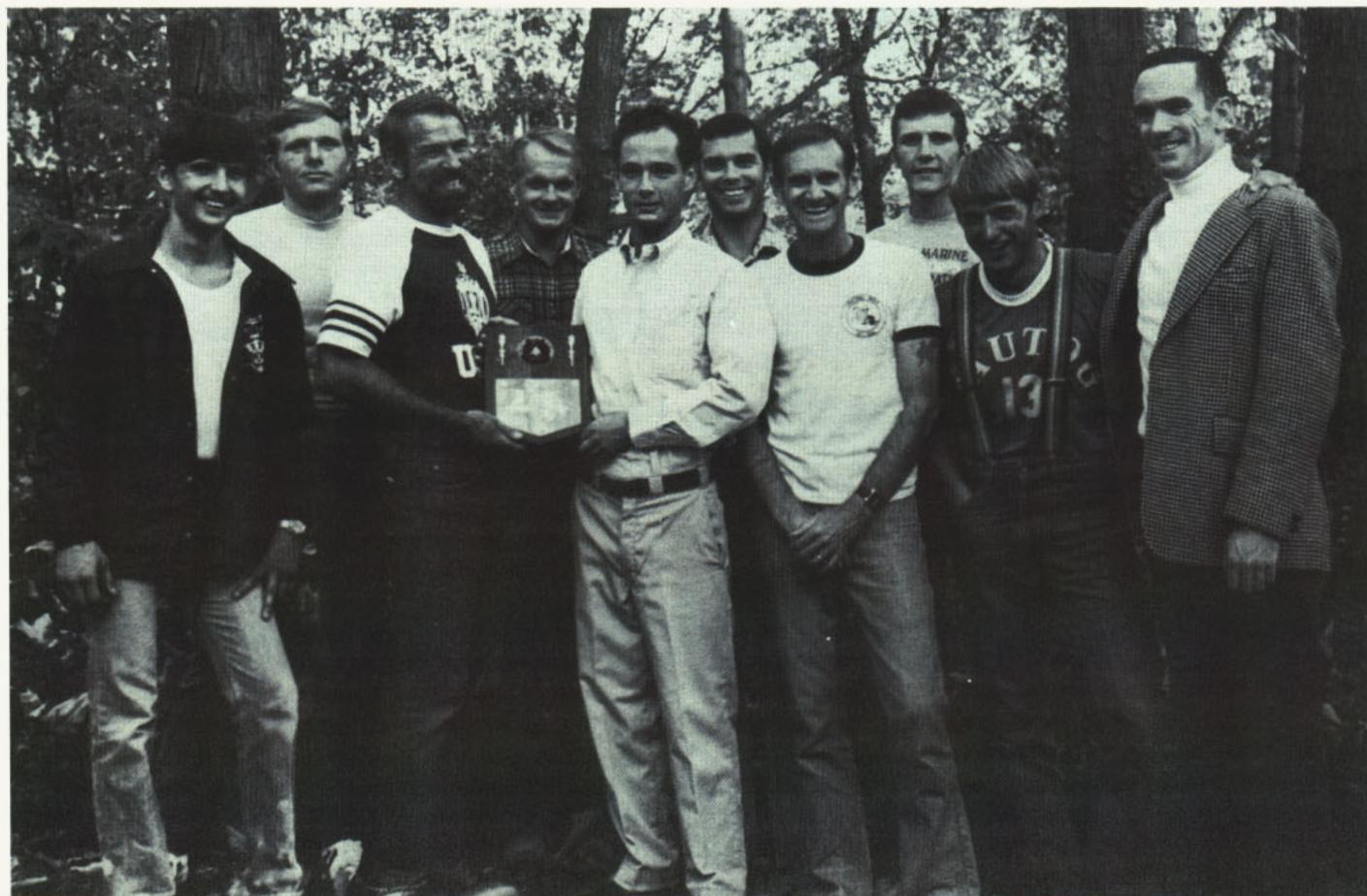
Chief Clark encountered the "wall" more than 23 miles into the marathon. "I was running a three-hour pace until I was crossing that last bridge (the George Mason). I got a cramp in my leg and when I leaned up against the bridge

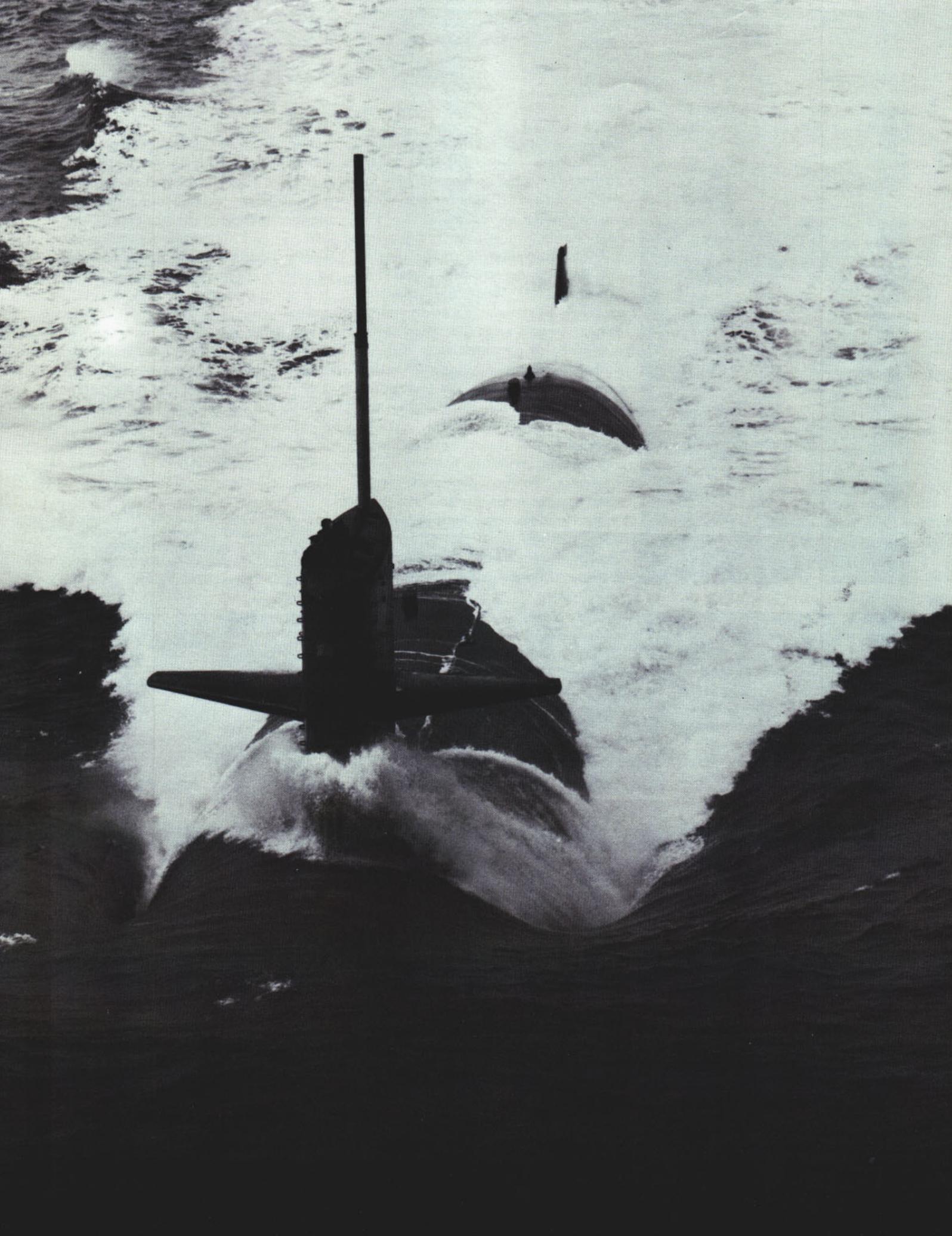
railing to stretch it out, three other runners almost tripped over me."

LT Worley's run proved to be even more difficult. "About four miles into the race my legs started to cramp," he said. "I never thought I'd finish. I guess it seems kind of stupid that I kept on running, but I think it's the result of the determination I learned in the Navy."

Although most members of the Little Creek team finished the marathon, it wasn't without difficulties. "I saw the finish line and started to speed up," said CAPT Olson. "Then I realized I had to run the 400 yards around the memorial...I thought I was going to die." ↓

*Little Creek Marathoners: (front l-r) Robert Kavalor, J. S. "Rusty" Lamade, Chris Carey, Robert Clark, Stanley Olszeski, Thomas Siggins; (back l-r) George Yates, Norman Olson, Robert Gormly and Dennis Worley.*





# Hammerhead has a corner on the market

BY CDR TONY De MARCO  
PHOTOS BY JO2 GARY MILLER  
AND PH1 MIKE McCABE

Somewhere in the depths of the Mediterranean, the fast attack submarine USS *Hammerhead* (SSN 663) silently patrols.

Super quiet, deep diving and swift, *Hammerhead* is lethal to hostile surface shipping. It also is a killer submarine which can deny the effectiveness of an enemy underseas fleet. The 292-foot *Hammerhead*, loaded with highly sophisticated electronic equipment, can fire both conventional torpedoes and the anti-submarine missile (SUBROC) at distant targets.

Commander Virgil Hill, a seasoned submariner with 17 years' experience, is commanding officer of *Hammerhead*. He talked about his mission, his men and his ship shortly before leaving Hampton Roads for his ship's current five-month deployment.

"On a fast attack submarine, we think of ourselves as being on the front line whenever we deploy. Of course, if the

balloon goes up, we'll be right in the middle of the action.

"In the submarine force, we have been traditionally known as the 'Silent Service' because we're not that visible. We maintain a low profile. Just believe me, the need for our presence in the Med is great."

Hill, *Hammerhead's* skipper since March 1976, was not hesitant to boast about his crew.

"My men are superb. They're smart, more mature and seem more concerned about their professional careers than I was at their age. However, by the time I get them they've survived the weeding out process and they've been through some pretty tough Navy schools. They really are the cream of the crop."

Hill said that the ideal submariner must have a high degree of technical ability, be independent, self-reliant and, above all, responsible.

"It takes a special type of sailor to operate aboard a sub in a hostile environment at high speeds, and hundreds of feet under water."

According to the skipper, he's got a

"corner on the market" with a red-hot boat and a super crew.

Others echo the captain's comments. In the nuclear reactor spaces, Electrician's Mate First Class Randy Lawson said, "This has been my home for over 53 months. I've seen people come and go; this crew has always been great and still is."

Lawson feels that to be a good submariner you have to be adaptable. Living in close quarters with 120 other men for 60 to 90 days at a time can be trying.

He noted that nuclear power-trained Navy men are highly skilled—a result of their intensive schooling. They go through a six-month school where they must complete a curriculum loaded with nuclear theory, college level math, chemistry and physics.

Upon being graduated, they are assigned to nuclear power prototype for six months of hands-on training, to become either nuclear propulsion plant operators or engineering officers of the watch.

As an engineering watch supervisor, Lawson monitors the ship's propulsion system and power distribution. The senior enlisted watchstander of a 12-member team, he makes sure that the submarine has an ample supply of electrical power for propulsion and for auxiliary and lighting purposes.

Although everyone on board *Hammerhead* is not nuclear-trained, they all have received advanced education in their technical specialties.

Fire Control Technician Second Class Juan Morales said he enjoys putting his extensive schooling to good use.

"I operate and maintain the finest underwater fire control system in the fleet," he said. "I work with various elec-



Opposite page: *Hammerhead*-class sub operates in the Atlantic.

Left: *Hammerhead's* CO, CDR Virgil Hill, at the periscope.

tronic sensors and computers to develop the best possible data for a successful fire control solution.

"I enjoy torpedo shooting exercises more than anything else we do. It gives one a good feeling to know *Hammerhead* has the ability to accomplish her mission."

In a corner of the control center, Joe Hadley was worrying about his SINS. He confessed that he's heavy into SINS and the Navy made him do it.

Actually, he's an electronics technician second class, not a chaplain or religious lay reader. SINS stands for the Ship's Inertial Navigational System installed in *Hammerhead*. "In addition to SINS," he said, "we have other means of determining where we are. We have a satellite tracking system, long-range radio navigation (LORAN), and, of course, we accomplish celestial navigation by shooting the stars.

"Still, SINS is best. We don't have to come near the surface to determine our

position. It's also one of the most accurate."

As chief of the watch at the ballast control panel, Chief Torpedoman's Mate Bob Ingebretson controls most of the major hull openings, raises and lowers antenna masts and pumps water back and forth to keep the boat in trim. As senior enlisted member of *Hammerhead's* weapons department, the chief ensures that torpedos and all ordnance equipment are properly maintained and ready for instant use.

"In an all-out situation, *Hammerhead's* function is to search out and destroy enemy submarines. We'd be front-runners out there," he said.

A veteran of 15 years' naval service, Chief Ingebretson recalled his first time aboard a submarine. "I was amazed at how technical everything looked. I knew that if I wanted to stay and earn those 'silver fish,' it was going to be quite a challenge."

Naturally, all nuclear-powered sub-

marines are self-supporting units. They produce their own oxygen and fresh water and dispose of carbon dioxide. While conventional submarines are limited by their fuel supply, the nuclear submarine is limited only by the amount of food she can carry.

Although submarines are noted to be excellent feeders, both Ingebretson and Lawson pointed out that during long trips, "You run out of fresh milk, fruit and salad makings and it's hard to adapt.

"You can't imagine how great it is to have an ice cold glass of fresh milk after a long patrol," he said.

Meanwhile, *Hammerhead* and other submarines of her kind continue on patrol—a long period of silent watching and listening in the Mediterranean and the other seas of the world. ↓

*Below: ETC Dick Meiser (center) takes the watch as diving officer, aided by crewmen using Hammerhead's sensitive equipment.*



# for the Navy Buff

BY JO1 DAN WHEELER

Here again, especially for those who are incurably hooked on nautical trivia, is another installment of *For the Navy Buff*.

**Q.** When was the first amphibious landing made in U.S. Navy history?

**A.** March, 3, 1776, by 200 Marines and 50 sailors under the command of Esek Hopkins. Hopkins had been chosen by the Continental Congress to command the newly formed fleet of eight vessels, and given orders to “attack, take or destroy” the armada of Lord Dunmore which was lurking in the Chesapeake Bay. Instead of following orders and without reporting his intentions to the Congress, Hopkins led his fleet to New Providence (now Nassau in the Bahamas) to capture or destroy the British stockpile of powder and arms.

En route, Hopkins lost two ships, the *Hornet* and the *Fly*, and, once having arrived at Great Abaco about 50 miles from New Providence, he seized two island vessels and loaded them with Marines and sailors. He planned to send these two ships into New Providence to take the fortifications by surprise

*First amphibious operation.*



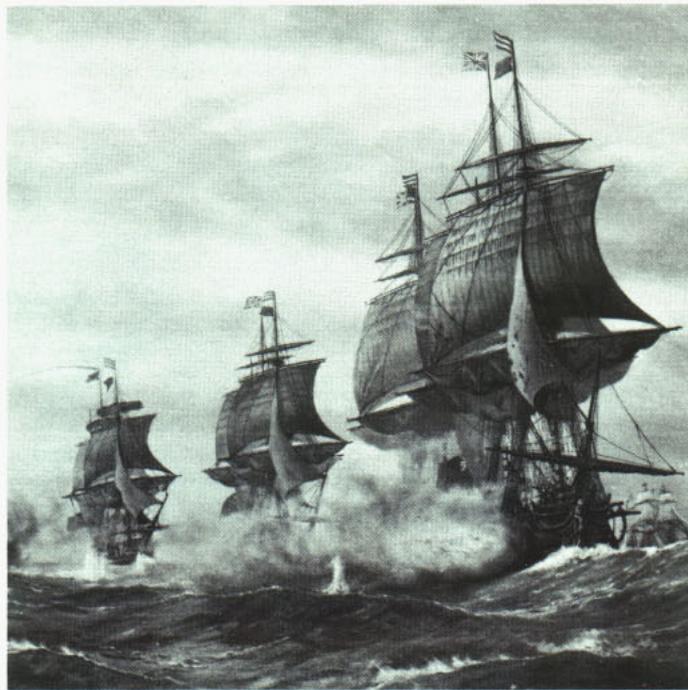
while the remainder of the fleet remained out of sight until the initial advantage was gained.

Instead of remaining out of sight, however, the fleet went sailing into New Providence close behind the two sloops and were met by a burst of British fire. Having lost the element of surprise, Hopkins diverted his ships to the opposite end of the island where, under cover of *Wasp* and *Providence*, the Marines and sailors splashed ashore on a deserted beach.

The amphibious force went overland and attacked the British fortifications from the rear, compelling their surrender. It took two weeks to load the booty onto American ships and the expedition proved to be the most successful Continental Navy operation of the war.

**Q.** How big was the British fleet of 1775 when “Britannia ruled the waves”?

**A.** At that time, Great Britain had 131 ships of the line and 139 frigates, sloops of war, cutters and schooners; a grand total of 270 warships!



*British ships in action.*

**Q.** Who was Abraham Whipple?

**A.** Abraham Whipple, a colonial privateer, is probably remembered more for what he said than for anything he did. On June 15, 1775, Whipple captured an auxiliary vessel (*Gaspee*) which serviced the British frigate *Rose*. By doing so, he is credited with firing the first shot of the American Revolution at sea which precipitated the following exchange of notes between him and *Rose*'s captain, James Wallace.

“You, Abraham Whipple,” wrote Captain Wallace, “on the 10th of June 1772 burned his majesty’s vessel the *Gaspee* and I will hang you at the yardarm!”

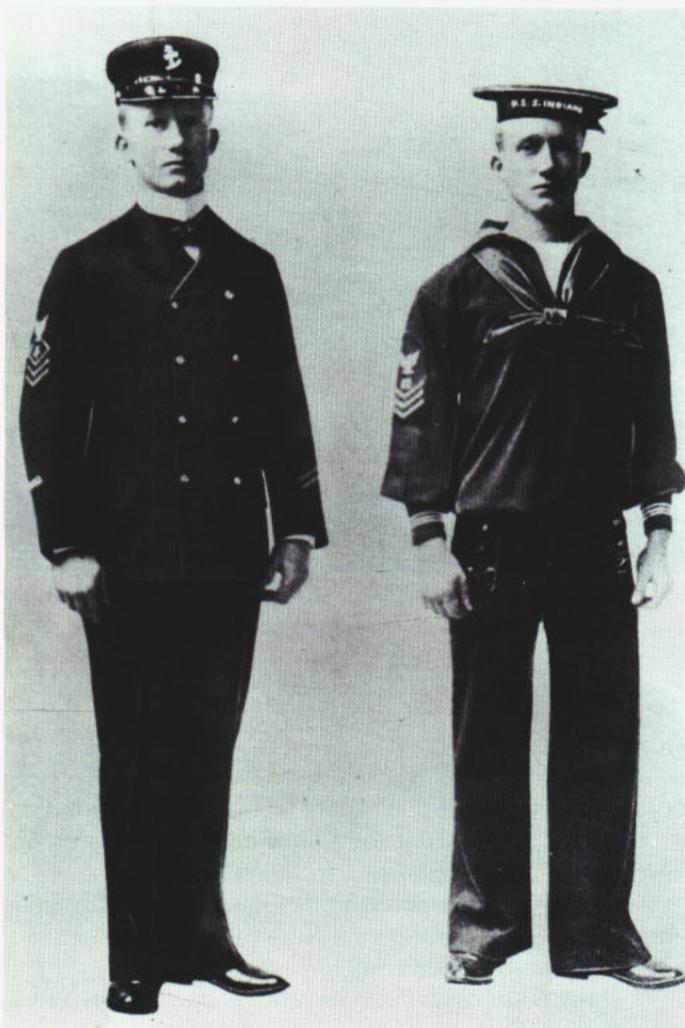
To which Whipple replied: “Sir, always catch a man before you hang him.”

**Q.** I have several questions about the origins of the bell-bottomed uniform. Is it true that the 13 buttons on the flap represent the 13 original colonies? What was the reason for the change in hats from the “limpy” to the “dixie cup”? Is it true that the original type of Navy-issue pants had straight “parachute”-type legs instead of bell bottoms?

**A.** Let’s take them one at a time. Concerning the 13 buttons—in 1897, some modifications for comfort’s sake were made by enlarging the broadfall on enlisted trousers. This necessitated increasing the number of buttons from nine to 11. A further increase in depth of flap sides brought the total number of buttons to 13. Although myth prevails that the number represents the 13 original colonies, it is not supported by fact.

About the hats—there were various complaints about the shape and durability of the sailor’s “limpy” white hat. The brim in particular was found to droop and cause an unsightly appearance. Corrective action caused more stitching to be placed in the brim which, in turn, caused the sides to be stiffer and stand upright. This practice of reinforcing the stitching eventually was done in such a way that the hat took the shape which came to be known as the “dixie cup.”

Now the pants—the American Revolutionary sailor’s uni-



form was pantaloons (often tied at the knee) or knee breeches, a jumper or shirt, neckerchief, short-waisted jacket and low-crowned hat. The short trousers were practical since they didn’t interfere with his work in the ship’s rigging.

In 1817, bell bottoms began to appear. There is no substantive reason for their adoption such as being easier to roll up or easier to kick off in the water. They were merely a tailored version of the pantaloons, flared a bit to set the sailor apart from his civilian counterparts.

**Q.** I understand that the American Revolutionary privateers accounted for many of the prizes taken in the war, but how many British ships were actually waylaid?

**A.** According to Lloyd’s of London, the total was 2,208, worth about \$66 million in the coin of the day. That figure does not consider those prizes which were ransomed or recaptured. John Adams described privateering as a “short, easy and infallible method of humbling the English.” Considering the limited resources of the Americans, it did just that and contributed in no small way to English merchants’ reluctance to wage a long and costly war.

**Q.** Is it true that the American submarine *Turtle* failed in its mission to destroy Admiral Lord Howe’s flagship because the *Eagle* was sheathed in copper?

**A.** The story of how Ezra Lee pedaled *Turtle* into New York Harbor to destroy *Eagle* by attaching a bomb to her hull is familiar, and most of it is well verified. (See August 1978 *ALL HANDS*). The one point, however, which still causes confusion is the question of whether Howe’s ship had a copper hull. Reliable records indicate that Ezra Lee tried to drill into a metal strap which supported *Eagle*’s rudder; and, as Bushnell, *Turtle*’s designer, pointed out, the mission failed because Lee didn’t simply reposition himself and drill into *Eagle*’s wooden hull.

**Q.** Is it true that Captain William Bainbridge used his ship to terrorize merchantmen for the Barbary pirates?

**A.** Captain Bainbridge, commanding the frigate *George Washington*, did not use his ship to attack merchantmen sailing near North Africa. In September 1800, Bainbridge drew the distasteful task of delivering tribute sent by the Adams’ administration to Algiers. The dey who accepted the bribe had recently angered the Ottoman sultan and was obligated to send a sizable tribute to Turkey. He ordered Bainbridge to deliver it.

Bainbridge refused.

The dey then told Bainbridge something which, once it had reached American shores, finally drove home the futility of paying tribute. He said, “You pay me tribute, by which you become my slaves. I have a right to order you as I may think proper.”

With Algerian guns trained on his ship, Captain Bainbridge hoisted the Algerian colors and proceeded to Constantinople. Shortly thereafter, U.S. Navy ships set sail for the Barbary coast to “protect our commerce and chastise their insolence...by sinking, burning or destroying their ships and



*ADM George Dewey*

vessels wherever you shall find them.”

**Q.** When was the position of Chief of Naval Operations established?

**A.** The Naval Act of 1916 created the CNO billet and the first officer appointed was Rear Admiral William S. Benson. Benson, however, was not the ranking officer in the Navy, even as CNO. The Naval Act stated that Admiral George Dewey would continue to be the Navy's senior officer until his death. Dewey died in 1917.

**Q.** Is there any record in naval archives of how many sailors have been keelhauled?

**A.** Keelhauling—the practice of binding a man and dragging him under the barnacled hull of a ship as punishment for crimes—was never practiced in the U.S. Navy.

**Q.** What is a “pigboat”?

**A.** A “pigboat” is a distasteful turn-of-the-century term used by battleship sailors to describe submarines. The brave men who manned those rickety underwater vessels had to endure everything from foul air to cramped quarters while constantly facing the dangers of chlorine gas caused by saltwater contamination of batteries. The “surface skimmers” appellation found no argument among those who routinely endured some of the most trying duty in the old Navy.



*Early sub*

**Q.** The War of 1812 was fought to preserve freedom of the seas and instigated, at least in part, by the impressment of American sailors into the Royal Navy. How many American sailors were actually taken from United States' ships?

**A.** As many as 10,000 between 1799 and 1812. There is no doubt that some of the sailors were actually British subjects since English law did not recognize the right of expatriation. Naturalization papers were of little value to a former British subject since the quarterdeck doctrine on Royal Navy ships was: "Once an Englishman, always an Englishman."

**Q.** How long have doctors been a part of the Regular Navy?

**A.** At the Navy's inception in 1775, the Continental Congress directed that each commissioned ship carry a surgeon onboard. (Surgeons first appeared on Royal Navy ships in 1512.) Official recognition and status for Navy surgeons were slow-coming, however. It wasn't until the early 1800s that medical doctors were given wardroom status and they, like pursers, fought a long battle for equality with line officers in matters of rank, pay and prestige.

**Q.** Why, of all symbols, is the fouled anchor used to depict things nautical?

**A.** Tradition. An anchor entangled by a cable or chain, though definitely a sign of poor seamanship, is more artistic than a plain anchor and has definite appeal for landsmen. The most probable reason the Navy uses a fouled anchor is because it was first used in 1601 as the seal of the British Lord High Admiral.



**Q.** Each rating in the Navy has its own insignia today. When was the first time that such a distinction was given to the enlisted man's uniform?

**A.** Enlisted men were given specialty insignias to wear on their uniforms for the first time in 1866. The badge closely resembled the tools of his trade so as to make each rating readily recognizable by all in the naval service. For example, masters-at-arms wore a five-pointed star (denoting authority); quartermasters, a double marine-glass; coxswains, crossed anchors; gunner's mates, two crossed cannon; carpenter's mates, a broad ax; captains of the forecastle, two crossed anchors; captains of the top, an open figure-of-eight knot; and sailmaker's mates, a vertically placed fid.

In the same year, enlisted men were authorized to wear their ship's name emblazoned in gold on the black ribbon band of their hat. Also during this period, the white tape on the frocks came into being. Petty officers, seamen and first-class firemen had three rows of white tape; ordinary seamen and second-class firemen had two rows; and landsmen, coal heavers and boys had one row. In all cases, a white star appeared at the corner of the combined rows.

**Q.** How many U.S. presidents were on naval duty during World War II and what were their ranks?

**A.** Five. They were Lieutenant John F. Kennedy, Lieuten-

ant Commanders Lyndon B. Johnson, Richard M. Nixon and Gerald R. Ford, and Midshipman James Earl Carter Jr. (See December 1978 ALL HANDS).

**Q.** What were the "ABCD ships"?

**A.** On March 3, 1883, after months of controversy about the size and material, iron or steel, to be used for naval vessels, Congress appropriated money for four steel ships. *Atlanta*, *Boston*, *Chicago*, and *Dolphin* were built and properly known as the "ABCD ships."

**Q.** What is this nation's oldest personal decoration?

**A.** The oldest personal decoration in this country, in origin but not in continuity, and the first to be awarded to individuals regardless of rank, is the Purple Heart. It was authorized in 1782 and only three were awarded before it was discontinued a few years later.

The decoration was revived by Congress in 1932, on the 200th anniversary of Washington's birth when the War Department announced: "By order of the President of the United States, the Purple Heart established by General George Washington at Newburgh, New York... is hereby revived out of respect to his memory and military achievements."

The Purple Heart was revived for Army personnel only and it wasn't until Dec. 3, 1942, that the president extended the award to members of the Navy, Marine Corps and Coast Guard.



**Q.** What was the greatest battle at sea ever fought in terms of numbers of ships involved?

**A.** The greatest sea battle would have to be the Battle of Jutland fought on May 31, 1916, in which 151 Royal Navy warships battled 101 German warships. The British lost 14 ships and more than 6,000 men; the Germans lost 11 ships and more than 2,500 men.

However, the greatest of the ancient sea battles was probably the Battle of Salamis, Greece, on Sept. 23, 480 B.C., in which 190,000 men manning 310 Greek and 800 Persian ships fought each other. (The Greeks were victorious.)

The greatest number of ships and aircraft ever involved in a sea-air action took place at the Battle of Leyte Gulf in the Philippines on Oct. 22-27, 1944. In that battle, the Japanese pitted 65 warships and 716 aircraft against the United States' 166 ships and 1,280 aircraft.

**Q.** What is the "Black Book of the Admiralty"?

**A.** The "Black Book of the Admiralty," written during the first half of the 14th century, was the British sea captain's guide to military justice at sea. In it were described crimes at sea and "appropriate punishments." For example, a sailor caught for the fourth time sleeping on watch was placed in a basket hung from the bowsprit, given a ration of beer, a loaf of bread and a knife. At his own election, he could starve or cut himself loose to drown. ↓



# Mail Buoy

## Flight of the NC-4

SIR: In your article "For the Navy Buff" (*All Hands*-October 1978) I question the facts stated about the NC-4 on the first trans-Atlantic flight.

I believe the NC-4 left Long Island on May 8, 1919, for Newfoundland and left there on May 6, 1919, for Flores, in the Azores. From Flores she flew to Lisbon, Portugal, on May 24, 1919, and from there to Plymouth (not Portsmouth), England, arriving there on May 31, 1919.—LCDR V.C. Brice, Royal Australian Navy

• *We find that you are indeed correct when you state that the NC-4 landed in Plymouth, England, vice Portsmouth. However, we could not confirm your May 24, 1919, date for the landing of NC-4 in Lisbon. According to United States Naval Aviation 1910-1970: "On May 27, at 8:01 p.m., the NC-4 landed in the harbor at Lisbon, Portugal, completing the first crossing of the Atlantic Ocean by air."*—ED.

## Historic Flight

SIR: I noticed an article in your October issue about the Navy Flying Boat NC-4. I have been told there were only four of these planes made and that there is only one left today. I would like to know who flew these planes and also would be interested in reading more about them. —QM2 Gregory L. Newton

• In the early 1900s, the Navy needed (for anti-submarine work) a large, sea-based patrol bomber capable of flying directly to the theatre of war in Europe instead of using valuable shipping space. In January 1918, the Navy gave Glenn H. Curtiss a contract for four Navy Curtiss (NC) flying boats. Nine months later, NC-1 rose from the water of Jamaica Bay, N.Y., for her first flight. At the controls were Commander Holden C. Richardson and Lieutenant David McCulloch.

On May 8, 1919, three of the planes took off on the first leg of a trans-Atlantic journey. For more on that historic mission, watch for an article in a forthcoming issue of *All Hands*.—ED.

## Boatswain's Signals

SIR: PRECOM duty aboard the USS *Mississippi* (CGN 40) (November 1978) must really be "one tough job," especially since they changed all the boatswain's hand

signals. The chief boatswain's mate on page 16 who was signalling "up five" or "up high speed" probably was astonished to learn that he was actually signalling "to stop letting out the anchor."—LT John D. May, USNR

• *The chief was, indeed, signalling "up high speed" or "up five" at the moment the photograph was taken. However, the chief completed the hand signal to stop (both hands up and fists closed) while simultaneously shouting "Hold it right there" to the deck crew.*—ED.

## One-Navy Concept

SIR: In the Currents section of the December 1978 edition of *ALL HANDS* there is a small but significant error in the listing of CNO objectives. Objective number four is to "Revitalize the One-Navy concept by upgrading the Naval Reserve." In the December issue the term "one-way" was erroneously used in place of One Navy.

The term "One Navy" has a special meaning these days and is a theme that your readers will encounter with increasing frequency. It stems from the Total Force doctrine of U.S. defense posture.

Simply put, "One Navy" means recognizing that our total Navy capability is composed of two principal elements: the active forces and the Selected Reserve that will augment those forces in the event of war or national mobilization. As Admiral Hayward has indicated by including the upgrading of the Naval Reserve as one of his seven

## Call for Papers

The Navy Helicopter Association invites representatives of industry and the military to submit papers for presentation at its annual convention to be held in San Diego, Calif., in May 1979. Papers of both general and limited interest will be welcome on any subject related to helicopters and multimission VTOL and should not exceed 30 minutes. Audio and visual aids will be provided.

Abstracts should be submitted to reach the Navy Helicopter Association, Helicopter Combat Support Squadron ELEVEN, Naval Air Station, North Island, San Diego, Calif. 92135, not later than March 30, 1979. Authors of selected papers will be notified by April 15, 1979.

main objectives, we may look forward to more and improved contact and mutual support between the reserve elements and active force units—all in the context of "One Navy."—RADM Frederick F. Palmer, Chief of Naval Reserve.

• *All Hands regrets the error and fully supports the "One-Navy" concept, especially as it relates to the Naval Reserve.*—ED.

## Reunions

• USS *Alcor* (AK 259)—Reunion Sept. 28-30, 1979, in Dayton, Ohio. Contact Robert Redick, 303 Oak Dr., Spencerville, Ohio 45887.

• USS *Fletcher* (DD 445)—Reunion Oct. 11-14, 1979, in San Diego, Calif. Contact Keith E. Snyder, RD #1, Box 167E, Keeseville, N.Y. 12944.

• *Seabees*—1st Navy Construction Battalion. 37th reunion April 27-29, 1979, in Pensacola Beach, Fla. All former members are requested to contact Charles E. Mischler, 29 Sanford Ave., Emerson, N.J. 07630.

• USS *Pittsburgh* (CA 72)—Reunion July 20-22, 1979, in Pittsburgh, Pa. Contact J.C. Ayers, Box 74, Wildwood, Ga. 30757.

• USS *Davis* (DD 395)—Reunion April 20-22, 1979, in Washington, D.C. Contact David S. Fowler, 351 Darlington Dr., Buffalo, N.Y. 14223.

• *Seabees*—302nd Navy Construction Battalion. 32nd reunion July 19-22, 1979, in Chadds Ford, Pa. Contact W. Cowdright, Governor Markham Dr., Glen Mills, Pa. 19342.

• USS *Bell* (DD 587)—Reunion for World War II crew members Oct. 12-14, 1979, in Warren, Ohio. Contact Wallace R. Moore, 190 Dartmouth Dr., Canfield, Ohio 44406.

• USS *Wasp* (CV 7)—Reunion of "Stinger Club" July 20-22, 1979, in Charleston, S.C. Contact George Green, 412 N. Green St., Morganton, N.C. 28655.

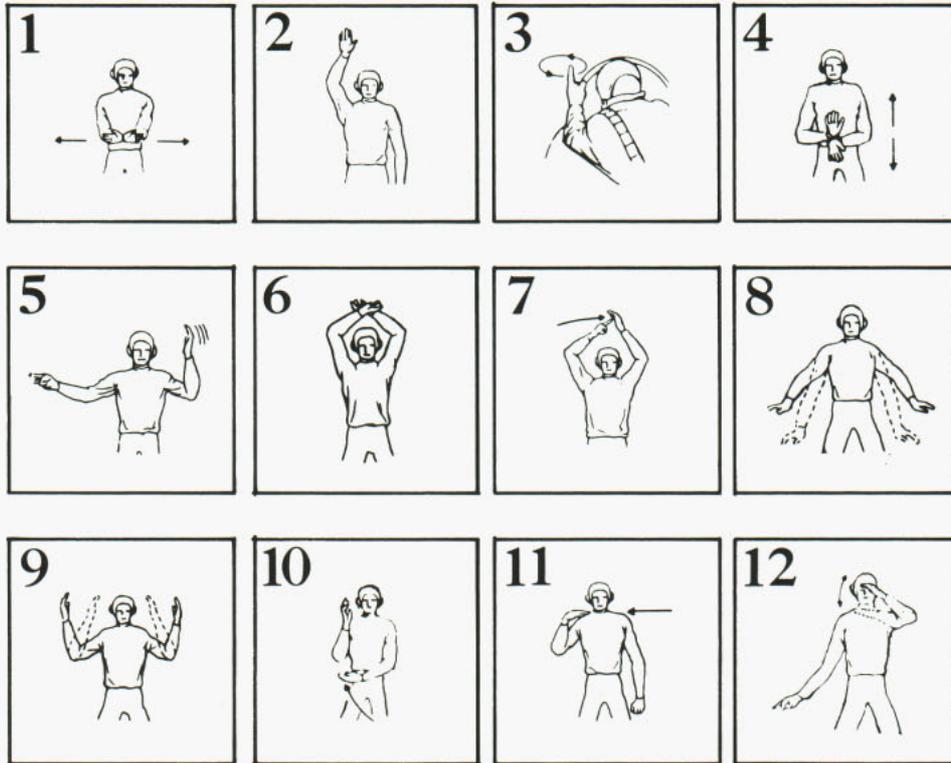
• *Guadalcanal Campaign Veterans*—3rd reunion Aug. 7-10, 1979, in Minneapolis, Minn. Contact Graydon E. Cadwell, P.O. Box 1141, Minneapolis, Minn. 55440.

• USS *Miami* (CL 89)—Reunion May 25-27, 1979, in Virginia Beach, Va. Contact S.C. Richardson, 5507 Limeric Circle, Apt. 46, Wilmington, Del. 19808.

# Stern Shots

Communication between an aircraft pilot and his ground crew on a noisy, busy flight line is limited to hand signals from the taxi signalman.

Check your knowledge of this aviation "ballet" by matching the taxi signalman's signal with the correct instruction.



(Instructions)

I have command	All clear	Nose wheel steering, left turn
Lock wings	Hot brakes	Lower wing flaps
Connect auxiliary power unit	Fold wings	Slow down
Move forward	Engine run-up	Right turn
Cut engines	Emergency stop	Open speed brakes

1 - Open speed brakes; 2 - I have command; 3 - Engine run-up; 4 - Lower wing flaps; 5 - Nose wheel steering, left turn; 6 - Emergency stop; 7 - Connect auxiliary power unit; 8 - Slow down; 9 - Move forward; 10 - Lock wings; 11 - Cut engines; 12 - Hot brakes. :samsu

# UNITAS XIX

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