

ALL HANDS

MAGAZINE OF THE U.S. NAVY

OCTOBER 1986

Eagle
Modern tall ship

1986-87 NAVY BASKETBALL SCHEDULE

November

- 22 Tip-Off Classic @ Springfield, Mass.
Navy vs. North Carolina State
28-29 Cutlass Classic @ East Lansing, Mich.
Navy vs. Utica
Michigan State vs. Eastern Michigan

December

- 5 **Yale**
8 **St. Leo**
27-29 Runnin' Rebel Classic @ Las Vegas, Nev.
Navy vs. Old Dominion
UNLV vs. Idaho State

January

- 3 ***UNC-Wilmington**
5 ***East Carolina**
8 ***Richmond (HTS)**
10 *at James Madison
12 *at George Mason (HTS—Home Team Sports)
14 at Lafayette
17 ***American**
19 **Delaware**
21 at Drexel
23 ***William & Mary**
25 at Kentucky (ABC)
31 *at UNC-Wilmington

February

- 2 *at East Carolina
5 ***James Madison**
7 **Miami @ Baltimore Civic Center (CBS)**
9 ***George Mason (HTS)**
11 **UMBC**
14 *at American
16 *at William & Mary (HTS)
21 **Army**
24 *at Richmond (HTS)
28 CAA Tournament/quarter-finals @ Hampton, Va.

March

- 1-2 CAA Tournament/semi-finals and final @ Hampton, Va.

* - Colonial Athletic Association game

Bold Face - home games

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OCTOBER 1986 — NUMBER 835

63rd YEAR OF PUBLICATION



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Front Cover: Crew members of CGC Eagle (WIX 327) working aloft to set sail. Photo by JO2 Lynn Jenkins.

Back Cover: USS Bonhomme Richard vs. HMS Serapis, Sept. 23, 1779. Oil painting by Anton Otto Fischer, reproduction courtesy of Navy Art Collection.

Navy Currents

Credit cards in overseas NEXs

Credit card privileges for Visa and MasterCard have been extended to overseas Navy exchanges in Naples, Italy; Rota, Spain; the United Kingdom; Guantanamo Bay, Cuba; Keflavik, Iceland; Bermuda; Argentia, Newfoundland; Guam; Navy Resale Activities in Antigua, West Indies; Yokosuka, Japan; Subic Bay, R.P.; Christchurch, New Zealand; and Exmouth, Australia.

Charges will not be affected by foreign currency fluctuations since the credit card transactions will be processed through American banks and the sales recorded in U.S. dollars.

Customers can use their credit cards at Navy Lodges, the exchange's 44 retail stores, florist shops, optical shops, country stores and toylands, uniform centers, stereo shops, personalized service centers, beauty salons, furniture stores and auto accessory stores. □

EOD techs wanted

The Navy is looking for volunteers to become explosive ordnance disposal technicians.

The EOD community is expanding and the Navy is establishing three new EOD mobile units. Interested men and women in paygrades E-1 through E-6 may volunteer for EOD training.

Upon graduation from basic EOD training, people are assigned to sea duty with EOD Mobile Unit 1, Pearl Harbor; or with EOD Mobile Unit 2, Fort Story, Va. Following tour completion with a mobile unit, EOD technicians may be assigned to one of the 35 permanent shore detachments worldwide.

EOD technicians can receive \$360 per month in diving, hazardous duty, parachute and special duty assignment pay as well as gain eligibility for selective re-enlistment bonuses.

For more information, write: Commander, Naval Military Personnel Command (NMPC-401D), Department of the Navy, Washington, D.C. 20370-5401; or call Autovon 224-1091, commercial (202) 694-1091. □

Medical care billing

The process by which civilian medical facilities are reimbursed for emergency treatment given to active duty personnel has been revised. Under the new program, beginning Oct. 1, 1986, the Offices of Medical Affairs (OMAs), located at Naval Regional Medical Commands, will assist active duty personnel in getting civilian bills paid for emergency care received at civilian medical facilities. At present, Blue Cross and Blue Shield of South Carolina provides this service.

The change requires active duty personnel who are treated at a civilian medical facility to submit bills to the appropriate OMA, determined by where civilian treatment was received. The OMA will determine the validity of the claim and then will forward the bill to the appropriate Navy finance office for payment. The change will not result in any costs to the active duty member, but will affect the process by which medical claims are handled.

Blue Cross/Blue Shield is responsible for processing claims and responding to correspondence received before the Oct. 1 deadline. Claims submitted to their offices after that time will be returned to the sender unpaid, with correct filing information. □

No drunk driving

If a serious injury or death is caused by drunk driving by a service member or a veteran receiving benefits from the Veterans Administration, that person or his/her dependents could lose their benefits.

The VA will deny benefits to a service member if a death or injury is the result of "willful misconduct." A VA regulation defines that as dangerous action taken with full knowledge of the risks involved, or a "wanton and reckless disregard for its probable consequences."

The VA usually bases its determination on police and hospital reports as well as the line-of-duty report prepared by the appropriate service.

The VA has determined that driving while drunk or drugged can constitute "willful misconduct." □

Enlisted continuation policy

Waivers have been tightened under the enlisted continuation policy for enlisted people who want to stay in the Navy but have not progressed in rate in a certain number of years.

Each waiver will be examined on an individual basis. Taken into account will be the relative manning of the rate, promotion opportunity, the specific NEC of the requester, and the type of duty (sea/shore) to which the person will be ordered.

The tightened guidelines are due to:

- Mandated cuts to the Navy's end strength from the present and future;
- More people being on shore duty who were serving beyond the High Year Tenure (HYT) points; and
- Fewer promotion opportunities for less senior members in the ratings.

The continuation policy contained in OpNavInst 1160.5A soon will be cancelled and incorporated into the Naval Military Personnel Command Manual. Enlisted people who desire continuation should submit their requests in accordance with the OpNav instruction.

See your command career counselor for further information. □

We've moved!

As a reminder, *All Hands*, and the entire NIRA organization, have moved to Arlington, Va. Our new mailing address is:

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ALL HANDS

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A boot camp for KIDS

It's a midsummer's day. Sweat rolls off the little boy's forehead as the infernal buzz of the shearing clippers draws closer to his ears. "I didn't know *this* was going to happen to me," he says, as tears form in his blue eyes and clumps of curly blonde hair fall in his lap. Later, in the chow hall, among new friends, he rubs their heads, and his own, laughs, and says, "Heck, it's not *that* bad."

The haircut is a first step, at least for the boys, that the 171 recruits, 11- to 14-year-old boys and girls, will take toward graduation this summer from the Navy League Sea Cadet boot camp at Naval Air Station Patuxent, Md.

Sea Cadet Commander Henry Mooberry, the commanding officer of the boot camp, is talking about the discipline, structure, and care that the camp provides for the Navy League Cadets, when suddenly boys come thundering down the ladder outside his berthing area. "Get that cover on!" he screams. "The little monsters," he mutters to himself with a smile.

For the rest of the day, cadets arrive via airplane, car and bus from around the country. A small company will even come from Bermuda.

Kids in baggy uniforms make up a rag-tag outfit that marches off to the base dining facility. Older Sea Cadets, 14- to

18-year olds chosen as company commanders, call cadence and yell at the "little baldies" to stay together. At the chow hall, recruits are introduced to Navy cuisine: "bug juice," "sliders," and that "funny-looking gelatin" that is almost always impossible to cut.

It's going to be a long 10 days for these kids. One boy says, "The only fun I have is when I go to sleep. Even then, there is not much fun in only four hours."

Mooberry laughs about this. "He's only been here a day or two. We had a kid just like him last year. He took a while to get settled down, but when it came time to send him home, we had to drag him onto the plane.

"They want to come," Mooberry says. "They know it's not a summer camp. It's as close to the real world as we can come up with—for little kids.

"The kids help pay for this themselves," Mooberry adds. "They pay entrance fees and dues on an annual basis. The units are sponsored by the Navy League Councils—there's no Navy money or taxpayers' money of any kind paying for this."

There are more than 200 Sea Cadet units around the nation, Mooberry points out. These consist of Sea Cadets, age 14 to 17, and Navy League Cadets, age 11 to 14. "The Sea Cadets have had a regu-

lar two-week, Navy-type boot camp for many years—at Orlando, San Diego, Great Lakes. What we have now for the Navy League Cadets we started here at Pax River four years ago. Now there are five others as well.

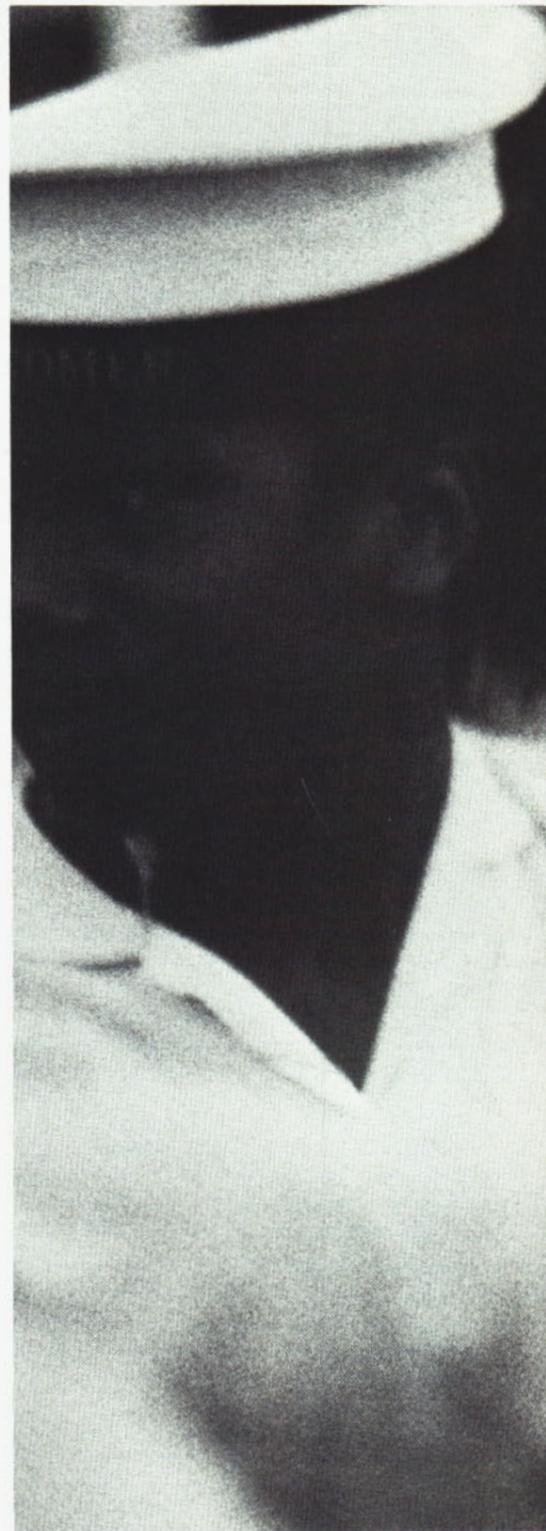
"Most kids want to be treated like young adults. With this program we can give them that discipline, structure, and attention they are looking for but can't always find. Anyone interested can write us at Navy Sea Cadets, 2300 Wilson Blvd., Arlington, Va. 22201," Mooberry adds.

"People better be watching me, I'm not going to show you again," Wanda Reas, a 16-year-old company commander, tells a group of recruits gathered around her. She's showing them how to make up a perfect rack.

A first class petty officer in the Sea Cadets, she was taught to make a barracks bed, regulation-style, by a regular Navy company commander at Recruit Training Center, Orlando. Wanda attended a Sea Cadet boot camp there. Her rack, in the girls' wing, has sheets stretched so tight that a quarter bounces—twice.

The first step is The Haircut. It's not always fun.





A company commander (top left) makes a point to a recruit in ranks, while another CC and a division officer (bottom left) counsel a recruit concerning his performance. A recruit (above) finds that "dress right, dress!" can be difficult when your arms are short.



Kids who may never have made their beds before are now set to the task of following her example.

The younger kids begin to look older when they start saluting, marching, and saying "yes sir" a lot. But even more impressive are the 18-year-olds who have completed basic military courses all the way up to master chief petty officer.

Sea Cadet Midshipman Andy Nicholas

is one of those 18-year-olds. Just like the recruits he's now in charge of, he started in the cadets at a young age. He was a freshman in high school and, right from the start, there was peer pressure against his joining up. "The first time my friends saw me in my uniform was at a parade. I was a squad leader, in charge of a few people. After they saw that I knew what I was doing, they left me alone. It's the

first time I learned to ignore peer pressure," Andy says.

The cadet program, he adds, has given him the discipline, self-esteem, and challenge he was looking for. It also provided the opportunity to explore the different aspects of the Navy and helped him decide his future.

Later, when the Army offered him a three-year Reserve Officer Training



Corps (ROTC) scholarship, Andy told them he'd rather join the Navy as an enlisted man than be an officer in the Army. He goes on active duty in October as a machinist's mate in the nuclear field. He hopes to get selected for the Naval Academy later.

As the days go by, the sound of out-of-step feet begins to dwindle. A few recruits still have a problem knowing which "left" the CC is screaming about, but they are getting the hang of drilling.

They go to lectures and learn about everything from personal hygiene to anti-submarine warfare, and even get a brief-

ing from a member of the Defense Intelligence Agency about the Soviet navy.

They are treated like genuine military recruits from the start, so a visit to the pistol range is not out of the ordinary for them. Boys and girls alike ask questions about rounds and firing rates. But all heads turn as a jet flies close by. The aircraft is even more of an attraction than the weapons. "I've seen 'Top Gun' nine times," a little boy says with a smile.

Hours of classroom instruction are balanced with time for physical fitness and for some ordinary fun. For fitness, recruit companies compete over a 2.5-

mile obstacle course on base. For fun there are trips to the base museum, swimming and playing games.

"This is a really great experience for these kids, this emphasis on fitness and discipline," says Mooberry, "and it's good for the Navy as well. As I understand it, one of the CNO's personal ex-

Cadets gain a variety of skills through hands-on instruction and book learning.

cellence goals is to help bring the best kids possible into the Navy and the Navy League program certainly helps do that.” Mooberry also points out that the program is for young people from a variety of socio-economic backgrounds. “We’ve had kids from the inner cities and admirals’ kids, and it’s been a good thing for each of them.”

Since all good things must come to an end, the graduation everyone has been talking about is soon only hours away. Enthusiasm is so thick in the air that it seems the recruits are drawing it into their lungs as they breathe.

Cadets fall into their company formations, the honor company in the lead, and start to sing, “*Momma, mamma can’t ya see/what the Navy’s done to me,*” as the column of miniature sailors takes to the street to march that last mile—to graduation.

The cadets’ graduation ceremony is formal and follows its set schedule closely. Cadets stand sweating at attention; there is no breeze in the crowded gymnasium. The CO of the base steps to the microphone to say a few words. The proud, beaming parents strain to hear his words of praise.

Using the graduation pamphlets as fans, parents sit anxiously waiting for that opportunity to grab their kids and give them hugs.

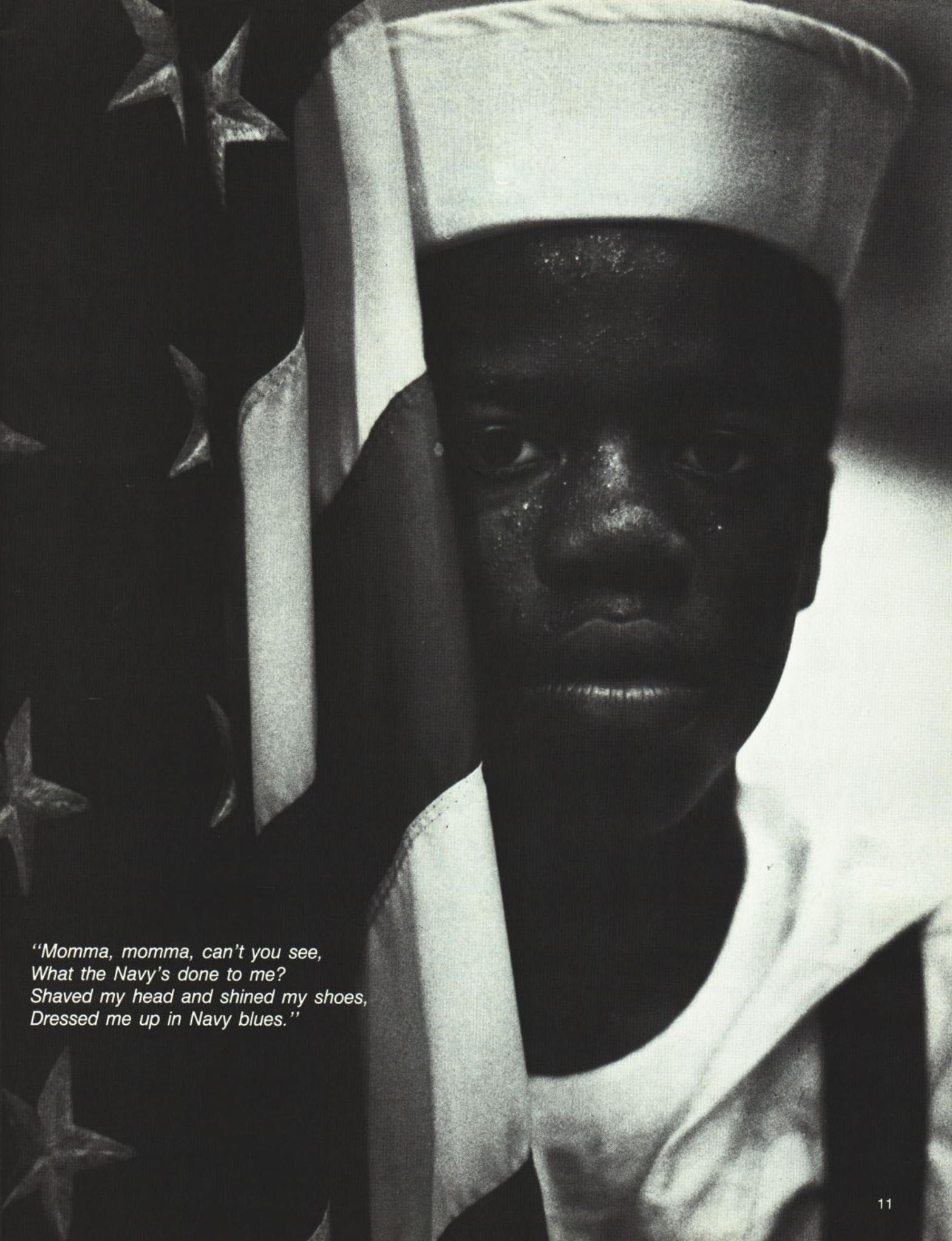
Finally it’s over; hats have flown, juice and cookies have been served, and it’s time to pack up seabags and go home. “I tell myself every year that I’m not going to break down and cry at graduation,” Mooberry says. He doesn’t always make it. “It’s just that you see these little kids come in here and try so very hard!”

Cadets pass around addresses. They talk of “next year.” A little boy says, “Damn, I’m gonna miss this place.” Then, “Let’s go home, momma.” □

—Story and photos by PHI Chuck Mussi.

Some recruits need a lift during exercise periods.





*"Momma, momma, can't you see,
What the Navy's done to me?
Shaved my head and shined my shoes,
Dressed me up in Navy blues."*

Cutlasses and

The foundation of our country's great maritime tradition and heritage of freedom was built and sustained for nearly a century by our sailing fleets that plied the oceans of the world. In commemorating the role played by the U.S. Navy's sailing ships-of-the-line in establishing and defending the freedom of the seas and the individual liberty we all enjoy today, All Hands presents a sampling of the Navy's greatest achievements in the days of fighting sail.

American Revolution

Bonhomme Richard defeats HMS Serapis

On the night of Sept. 23, 1779, the U.S. frigate *Bonhomme Richard*, under the command of fiery-tempered John Paul Jones, fought to a standstill and captured the British warship *HMS Serapis*, in a desperate three-hour shoot-out off Flamborough Head, Yorkshire, England. The intensity of the battle was such that it left both ships battered, blasted wrecks and claimed the lives of 320 Colonial and British sailors and Marines, nearly half of those engaged.

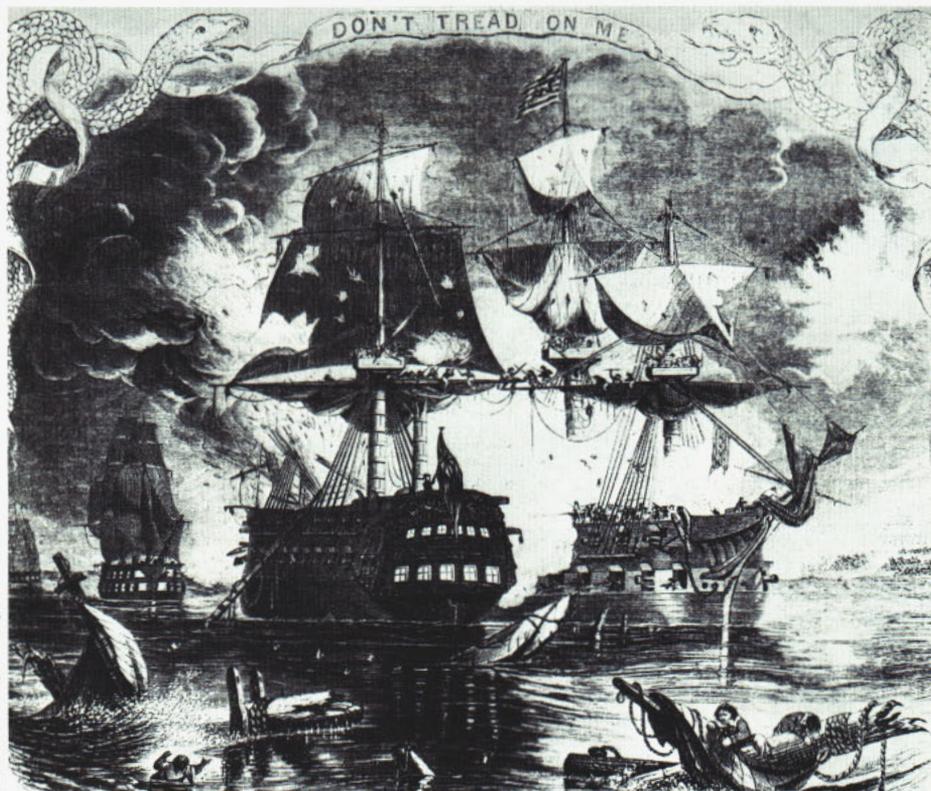
The stage for battle was set when *Bonhomme Richard* and the two French frigates *Alliance* and *Pallas* sighted a British convoy of 41 ships off Flamborough Head on England's eastern coast. The convoy was escorted by the warships *Serapis* and *HMS Countess of Scarborough*.

Jones signalled *Alliance* and *Pallas* to

come about to battle formation and then set *Richard's* course straight for *Serapis*. As a ruse, Jones had his ships flying the British jack and as *Richard* approached *Serapis*, Capt. Richard Pearson, commanding officer of the new 50-gun British warship, challenged Jones to identify

himself. Jones refused to reply. Hailing once again, Pearson admonished the approaching ship to identify itself or "I shall be under the necessity of firing into you."

But Jones refused to respond and when both ships were nearly abreast of



Artwork courtesy of Navy Historical Center

The magnitude of the battle between *Bonhomme Richard* (right) and *Serapis* is clearly depicted in this artist's conception of that famous sea fight of Sept. 23, 1779. After hearing of Jones's stunning victory over *Serapis*, England's First Lord of the Admiralty wrote one of his Home Fleet captains, "For God's sake, get to sea! If you can take Paul Jones you will be as high in public estimation as if you beat the combined fleets!"

broadships

one another, beam to beam, Jones ordered his quartermaster to run up the U.S. colors and told his gunners to open fire as *Serapis* fired a withering broadside of its own. The battle was on.

Richard's second salvo nearly ended in disaster when two of its main battery guns exploded, killing the crews at those guns and maiming and wounding others in the lower gun deck. The explosion ripped a jagged hole in *Richard's* side and started fires throughout the shambled deck as *Serapis* continued to rake *Richard* with devastating broadsides that tore the ship from stem to stern.

With most of his main batteries out of action, Jones signalled *Alliance* and *Palmas* to come to his aid, but the two frigates refused to obey and Jones was compelled to continue the fight against the faster, more heavily-armed *Serapis* alone.

Gutted below decks and on fire, *Richard* was taking a terrible beating and the crew suffered an agonizing bloodletting as they courageously traded broadside for broadside with the enemy, using the few cannon they had left.

Jones, convinced that *Richard* could no longer duel effectively against the superior firepower of *Serapis*, decided he

had to take the enemy by boarding or face being cut to pieces. And it was during the battered *Richard's* maneuvers to go alongside *Serapis* that Pearson asked Jones, "Do you surrender?" only to receive Jones's defiant reply, "I have not yet begun to fight!"

As Jones tried to put *Richard* across *Serapis'* bow to rake her, the British ship's bowsprit rode up onto *Richard's* poop deck and got tangled in the mizzen rigging. Jones, grabbing hold of one of *Serapis'* parted forestays, lashed it to the mizzenmast, thus tightening *Richard's* hold on its adversary. The two combatants now were locked bow to stern so closely together that their guns were pressed against each other's side. For three terrible, bloody hours the two ships pounded each other mercilessly at point-blank range as sailors and Marines on both sides fought each other with musket, cutlass, pistol and grenade.

Well into the battle, it looked as if *Serapis* would carry the day as its guns continued to rip *Richard* apart and put out of action, one by one, the few cannon the stricken, sinking ship had left.

Suddenly, a chain of explosions rocked through *Serapis*. A grenade had been

lobbed into a hatch leading to the warship's lower gun deck and exploded in a powder box, setting off other powder boxes down the line. As *Serapis'* gunners rushed up to the main deck to escape the holocaust below, they were met by a swarm of boarders from *Richard*, resulting in fierce hand-to-hand combat.

As the melee raged on the burning deck of *Serapis*, the French frigate *Alliance* finally sailed into the fray and took up a raking position off *Serapis'* bow, despite the fact that *Richard* was between it and *Serapis*.

Alliance opened fire with two broadsides that slammed into what was left of *Richard*. Many of the cannon balls passed through the gapping holes in *Richard's* side, striking *Serapis* enough times to force Pearson to surrender.

The battle was over. Upon accepting Pearson's sword, Jones put his wounded aboard the captured *Serapis*. Although badly mauled, the British ship was still seaworthy. The next day when *Bonhomme Richard* sank, Jones took command of the captured warship and sailed for Holland, having humbled a powerful foe in what was to become one of the U.S. Navy's most celebrated victories.

French 'Quasi-War'

Constellation defeats L'Insurgente

Shortly after its success in the American Revolution, the fledgling U.S. Navy was called upon to fight an undeclared sea war with France. France and England were at war and both countries were violating the rights of noncombatants on the

high seas, seizing neutral ships and cargoes bound for English or French ports.

But France went a step further by sending out its privateers and warships to maintain a blockade of U.S. ports and lie in wait offshore to waylay American

merchant ships bound for England or the British West Indies. Challenged by this brazen violation of neutral rights, Congress, in May of 1798, ordered the Navy to drive the French ships from American waters and protect the new nation's neu-

Cutlasses and broadsides

USS Constellation (left) unleashes a broadside into the French frigate L'Insurgente off the island of Nevis in the West Indies in 1799. After the battle, a boarding party from the victorious Constellation reported that L'Insurgente "resembled a slaughter house."

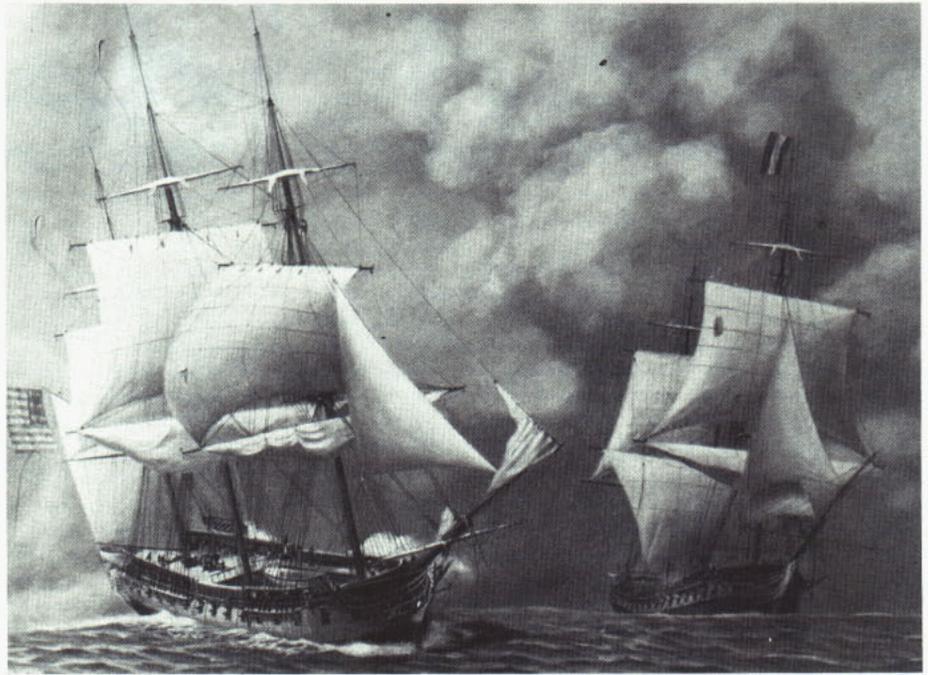
tral rights on the open sea.

The first major victory for the Navy came nine months after the "Quasi-War" with France began. On Feb. 9, 1799, the U.S. frigate *Constellation*, commanded by the tough disciplinarian Thomas Truxtun, was on a raiding foray against French naval bases in the Caribbean when he tangled with the French frigate *L'Insurgente*.

Reputed to be the fastest frigate in the world at that time, *L'Insurgente* wasn't able to avoid a confrontation with *Constellation*, which overhauled the French warship during a heavy squall, after high winds had taken away the Frenchman's main top mast.

Although the two ships were evenly matched in size, Truxtun had a decided advantage in firepower, being able to lay down a total broadside weight of 432 pounds to the Frenchman's 282 pounds and Truxtun intended to lay it on with a vengeance.

Outgunned, the French captain ordered his gunners to try to shoot away the rigging of *Constellation* in an effort to make the ship unmanageable. But this attempt failed and, still taking a severe pounding from Truxtun's broadsides, the French opted for the only other alter-



native: attempt to close on *Constellation*, secure the two ships with grapnels and board the enemy for hand-to-hand combat.

Seeing the enemy's intent, Truxtun pulled *Constellation* ahead, gained a good raking position and broadsided *L'Insurgente* from stem to stern at point-blank range, making rubbish of its decks and blasting guns from their mounts.

Unable to withstand this terrible pummeling, the half-wrecked *L'Insurgente* hauled down its colors and surrendered. The crippled French ship's decks were spattered with the blood of 29 dead and 71 wounded seaman, a heavy toll in com-

parison to *Constellation's* two killed and two wounded.

This battle between *Constellation* and *L'Insurgente*, which lasted less than an hour, would become the most famous of the sea engagements between France and the United States during those troubled times. It was a victory that inspired national pride in the Navy and gave notice to any world power who might wish to do us ill, that the U.S. Navy should not be taken lightly.

Tripolitan War

Enterprise confronts the corsair Tripoli

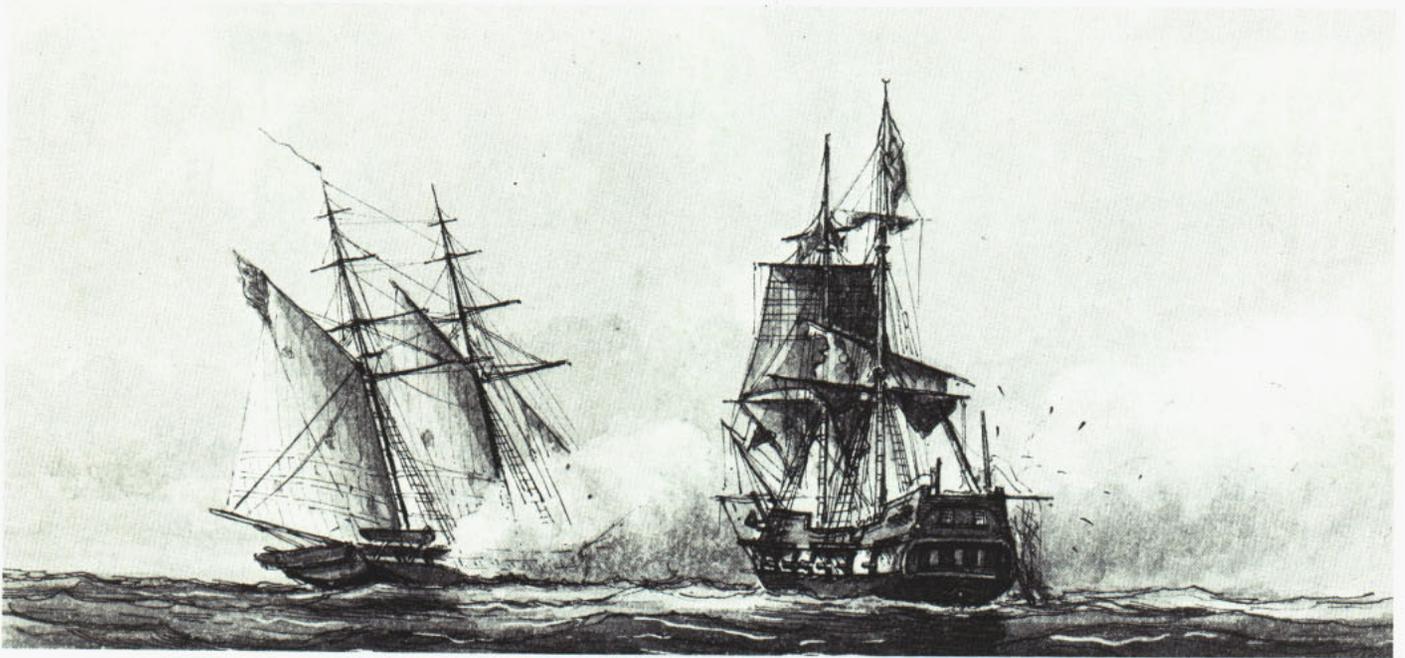
The "Quasi-War" with France had been over less than three months when, in May 1801, the U.S. Navy found itself embroiled in a war with Tripoli, in the Mediterranean.

For years, the North African states of Tripoli, Tunis, Morocco and Algiers, col-

lectively known as the "Barbary" states, had been running a protection racket in the Mediterranean at the expense of European and American shipping. Maritime powers were given a choice of either paying an annual tribute to the Barbary leaders for uninhibited passage in the

Med or risk the capture of their ships, cargoes and crews by Barbary pirates.

Following the example of European powers, the United States had been paying tribute on a regular basis. That was until 1801, when President Thomas Jefferson refused to pay the Pasha of Trip-



oli the going rate. In a pique, the Pasha declared war on the United States and the U.S. reciprocated by sending warships to the Pasha's home waters.

In the first naval action of the war with Tripoli, which would last for four years, the little war schooner USS *Enterprise* roundly defeated the Tripolitan corsair *Tripoli* off Malta on Aug. 1, 1801.

Enterprise, under the command of Lt. Andrew Sterett, was on blockade duty when it encountered the 14-gun corsair. In his report to Commodore Richard Dale, Sterett succinctly described the action. "I have the honor to inform you that . . . I fell in with a Tripolitan ship of war called the *Tripoli*, commanded by

Rais Mahomet Rous. An action commenced within pistol shot, which continued three hours incessantly. She then struck her colors . . . having 30 men killed and 30 wounded . . . We have not a man wounded, and we have sustained no material damage."

Although the enemy had feigned surrender twice during the action, trying to sucker Sterett into coming alongside close enough to rake him, the cheap ruses failed and in the end *Tripoli* was ignominiously captured. Since Sterett's orders didn't allow him to take prizes, he jettisoned all of *Tripoli's* remaining cannon over the side and sent the corsair limping home with only one mast, the other having

USS *Enterprise* (left) battles the Barbary corsair, Tripoli, off Malta, August 1801. Roundly defeating the pirate vessel in a three-hour fight, Lt. Andrew Sterett, commanding *Enterprise*, sent Tripoli back to North Africa without its guns and with only one mast.

been shot away in the battle.

This fight between *Enterprise* and *Tripoli* sent a clear message to the Pasha and others of his ilk, that from here on the Mediterranean would no longer be their own private lake and the U.S. Navy would be paying tribute in cannonballs.

War of 1812

Constitution overwhelms HMS *Guerriere*

Capt. James Dacres, commanding officer of the British frigate HMS *Guerriere*, once proclaimed that he would bet his hat that he could beat any American ship in "a few minutes tête-à-tête." Little did Dacres realize that the U.S. Navy also had a gambler who would cover that

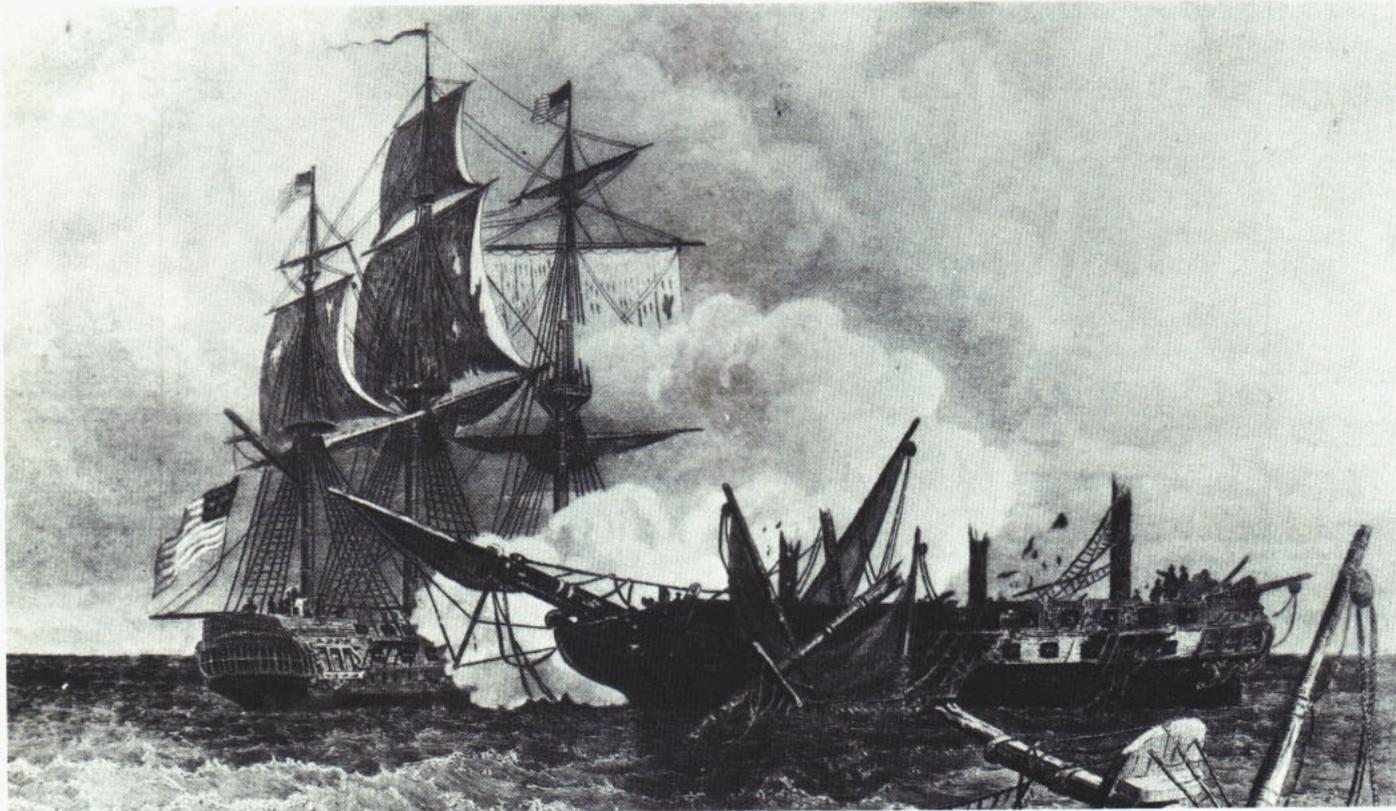
bet and call the British captain's bluff.

On Aug. 19, 1812, USS *Constitution* returning from a cruise in Canadian waters, met *Guerriere* in combat 700 miles east of Boston. In this first encounter between frigates in the war, Capt. Isaac Hull would hand the Royal navy

its first major defeat in 14 years.

As the two ships maneuvered to close for battle, Dacres was so eager to fight that he opened fire at long range, his shots having no effect as they dropped far short of *Constitution*. Hull held his fire as he maneuvered *Constitution* on an

Cutlasses and broadsides



intercept course, avoiding possible fore-and-aft raking fire from the British.

Constitution yawed to prevent rakes, closed to 50 yards and swung squarely ahead of *Guerriere* before Hull gave the command to fire and unleashed a crashing broadside into *Guerriere* which nearly wrecked the Britisher.

Seeing the enemy reeling under the punishment of their cannon, *Constitution's* gunners sent up the cry, "Hull her! Hull her!" Hull did just that. He ordered the gun muzzles depressed and in the next broadside ripped *Guerriere* from its waterline to the bulwarks.

Although taking a terrific pounding, *Guerriere* could still be sailed and Dacres swung *Guerriere* around and ran his bowsprit in *Constitution's* rigging, locking the two ships together. At the same moment, Hull and Dacres ordered "boarders away!" and sailors and Marines on both ships joined in hand-to-hand combat with pistols and cutlasses.

As mayhem raged on *Guerriere's* bloody, broken deck, the wind began wrenching the two ships apart and Hull

called his boarders back in time to prevent them from being trapped and then ordered his gunners to fire at will. A broadside was delivered that shattered *Guerriere's* foremast and toppled the mainmast. The British frigate began to list dangerously and nearly capsized.

Hull stood off as *Guerriere* literally fell apart. Dacres lowered his colors in a signal of surrender, realizing he could no longer fight with his hopelessly battered ship. In less than an hour, Dacres had not only lost his ship, but suffered 79 men killed or wounded as opposed to Hull's 14 casualties.

Having been brought on board *Constitution*, Dacres offered his sword to the American captain. Recalling Dacre's boast, Hull refused the sword and said, "But I will bother you for that hat."

Hull had intended to tow *Guerriere* into Boston but the ship was so wrecked and taking on so much water, that it failed to respond to the towline. As a result, Hull took the British crew on board *Constitution* and blew up the enemy ship.

The victory over *Guerriere* gave a great

HMS *Guerriere* is left a complete wreck after engaging USS *Constitution* in a spirited sea battle off the Massachusetts coast Aug. 19, 1812. During the early stages of the battle, *Constitution's* commanding officer, Isacc Hull, a rather plump man, got so excited as he moved his ship into raking position that he joyously leaped into the air when he ordered his gunners to fire and split the seat of his silk pants. He went on to whip *Guerriere* despite an exposed derrieré.

boost to American morale in a war that had seen a dreary series of defeats, especially by U.S. land forces. The war would go on for another two years and during that time the U.S. Navy would best the British in other sea battles and thus establish a tradition of victory. □

—Stories by JO2 Mike McKinley

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Man-o'-war

Life of sea and sails

It was a hard life, where the boredom was relieved only by the danger. But for all the hardships, the romance of life aboard the tall ships persists today.

The era of the old sailing Navy often has been dramatically described as the days of "wooden ships and iron men," evoking images of tall men-o'-war slicing through the sea, with course on course of white canvas trapping the wind, as robust, jolly tars scurry about the rigging and spars, carrying out their duties with their ever-present cutlasses at their sides.

But for the sailors who actually served aboard a U.S. Navy man-o'-war in the late 18th and early 19th centuries, life wasn't quite as romantic as our modern imaginations can lead us to believe. With the exception of the excitement of an occasional battle, monotony, iron discipline, hard work, bad food and poor living conditions made up the fabric of life aboard the tall ships of yore.

In the U.S. Navy, a man generally shipped for three years and was then discharged. During the Revolution, however, it wasn't unusual, at least for British sailors, for a man to commit himself to a ship until it was decommissioned, which could make for a long stretch of sea duty.

Enlisted men were divided into five classes within a ship's pecking order: petty officers, seamen, ordinary seamen, landsmen and boys. The petty officers, selected by the captain, constituted the uppercrust of enlisted personnel. They were the ones who performed the duties of master-at-arms, boatswain's mate, quartermaster, yeoman, gunner, armor-

er, sailmaker, carpenter, cooper and coxswains.

The seamen and ordinary seamen, though not selected specialists like petty officers, nonetheless were very proud of their profession and knew they could eventually be selected for petty officers once they proved their worth. As for the landsmen and boys, they were considered "green as cucumbers, never having smelt salt water." These latter individuals

would be given the more menial tasks about the ship, with the boys often being assigned as servants to the officers.

Although the ships generally were clean, crew living spaces below decks were crowded and uncomfortable. The typical berth was a hammock, measuring 9 feet in length and 18 inches in width. Living in such close proximity, sailors had little space for personal belongings, other than what one might fit in a sea bag



Man-o'-war

or small sea chest. Ventilation was poor and the air often foul, encouraging one sailor to comment that the "men lived almost like kenneled dogs."

For chow, the crew was divided into messes of 15 to 20 men each, with each member taking his turn waiting on tables. The daily bill of fare was quite limited and consisted of such gastric delights as hardtack and salt beef or pork. Sometimes a culinary Frankenstein, referred to as Lobsouse, a hash consisting of salt beef and potatoes, would be introduced for occasional variety. The main meal would be topped off by an indigestible plum pudding that could be washed down with tea or coffee made with marginally potable water if one so desired.

For sailors subsisting on such a diet, scurvy was a big problem, as were the ravages of smallpox and cholera, especially if a ship was sailing in the tropics. Consequently, on the larger ships, a sur-

geon was assigned to tend ailing seamen. Some were capable practitioners, but more often ship's doctors were amateurs at best and drunkards at worst, incapable of making a living on the outside.

Discipline on board was harsh and the cat-o'-nine-tails was the preferred instrument of punishment. Flogging offenses included, but were not limited to: drunkenness, fighting, theft, cursing, disobedience, sleeping on watch, and smuggling liquor on board. Although the ship's captain was legally bound to limit the punishment to 12 lashes, a court-martial could sentence a man to up to 100 lashes, depending upon the crime.

Yet the most severe punishment a sailor could undergo was to have his grog ration stopped. Grog was the one cherished amenity that could brighten his dreary existence. Sailors would manfully stand up under 100 lashes if it meant saving their grog. The regular daily ration

on a man-o'-war was one pint of spirits, usually whiskey, with a double allowance on Christmas. The average 44-gun frigate carried a whiskey cargo amounting to 100 barrels.

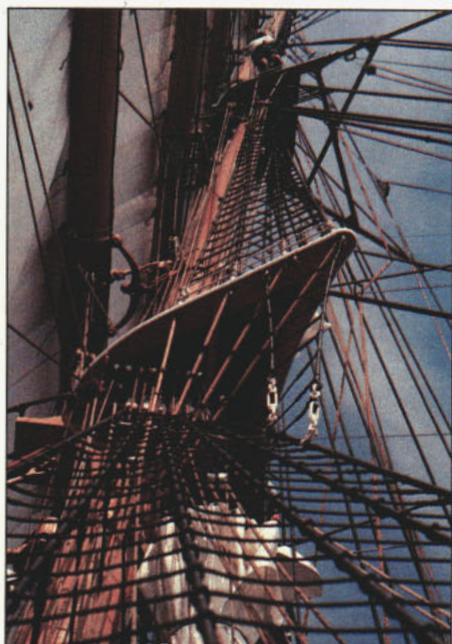
The routine of day-to-day duties was unvaried. If a sailor wasn't on watch, he would be holystoning or swabbing the deck, shining the brasswork, mending the sail, working the rigging or drilling with the cannon, cutlass and musket. There was little free time and virtually no privacy since officers and petty officers constantly had their eyes on the crew and woe to the man who didn't tend to his duties.

But despite the privations and harsh discipline, the man-o'-war sailor did his job well, often in the face of the gravest danger. His courage in battle has left an indelible mark in U.S. maritime history and played a major role in ensuring the freedom of the country. □





Sailing with Eagle



It's zero-dark-thirty, it's cold and it's strangely quiet—for a ship under way. It's the kind of silence where every small noise is amplified over and over. Seaman Joseph Humel, getting ready for the 0400 to 0800 watch, is careful not to wake any of his shipmates in the berthing compartment as he dresses with quiet, efficient movements. Finished, he peers through the red glow of the night lights to see if he's awakened anyone. Relieved that he hasn't, he leaves the compartment and heads down the passageway.

As he moves through the ship, small noises begin to accumulate: cooks starting breakfast, watchstanders making rounds, the hum of electrical and mechanical equipment. Still, there is an underlying, almost eerie silence.

There's something different about this ship.

As Humel steps out of the passageway and onto the ship's teakwood deck, that difference becomes apparent: the interior noises recede, engulfed by the gentle swell of water rushing against the ship's hull and the wind rustling through billowing sails, silhouetted against the pre-dawn moon.

After properly assuming his watch, Humel scales the rigging—briskly at first, then slowly as he nears the top of the mast. From his vantage point he can see the first glow of dawn as the sun begins to break on the horizon. Another work day has begun aboard the Coast Guard cutter *Eagle*, a 295-foot, square-rigged tall ship.

A former training ship for German naval officers, USCGC *Eagle* (WIX 327) was captured by the U.S. Coast Guard as a prize of war in 1945. Today, *Eagle* performs much the same mission for the USCG Academy as she did for the German navy 50 years ago: training cadets in the ways of the sea, naval tradition, leadership and teamwork. In addition to serving as a training platform for cadets, *Eagle* also sails on training cruises for officer candidates, boatswain's mates, and quartermasters.

"It's a wonderful opportunity to train young men and women in the Coast Guard," said Capt. Ernest M. Cummings, *Eagle's* commanding officer. "To take true novices in the ways of the sea and the *Eagle* . . . to give them the knowledge, motivation and confidence to qualify them to stand the lone watch on a tall ship that sails on the oceans of the world—it's a job you just can't beat."

Cummings' sentiments are echoed by *Eagle's* crew. Amid the cadets, who so often are spotlighted by media that greets *Eagle* everywhere the ship makes port, is a group of hard-working enlisted crew members. Usually overlooked by the television cameras, these men and women, from the engine room to the top of *Eagle's* mainmast 147 feet above the water, are the ones who keep the ship sailing on a day-to-day basis.

"We may moan and groan about the job occasionally, but I wouldn't trade my two years on *Eagle* for anything," said

It's a long way up—and down. Many of *Eagle's* sailors work and train aloft, some as high as 147 feet above the water.



ALL HANDS





Humel. "Sailing on her is a lifetime chance. Not everyone can say they've worked and sailed on a tall ship."

As a member of *Eagle's* deck force, Humel's job is similar to that of one on the deck force in every navy, with one notable exception. While he chips, paints, swabs, and hauls lines, he also climbs through 20 miles of rigging to repair, install and set sail on America's only square-rigged tall ship.

Swaying precariously above deck, he routinely works in an environment more suited to a trapeze artist than a modern-day sailor.

Aboard a working ship reminiscent of bygone times, *Eagle's* crew members work 14- to 20-hour days. "It's hard work now; I can only imagine what it must of have been like when *all* they had were sailing ships," said Seaman Mike Nidek.

Boatswain's Mate 1st Class James Rudd said, "She inspires strong feelings in me. I am proud to sail into port on her. I've been better received in port since I joined this crew, better than on any other ship."

A lot of hard work goes into getting *Eagle* ready for a port visit. Hours are spent repainting, scrubbing and polishing. The payoff for Rudd is seeing *Eagle* make people happy. "The average civilian who comes aboard the *Eagle* shows a tremendous amount of pride in the fact that the United States has a tall ship. It's an 'ownership' kind of pride. *Eagle* belongs to the American public."

For all the difficult, often dangerous work, members of the deck force all agree—they love working on *Eagle*, especially high above the heads of the rest of the crew. "In the rigging you are away from the confusion," Humel said. Seaman Robert Robinson agreed. "The rigging is the only place on board you can get away from people and have a moment of privacy."

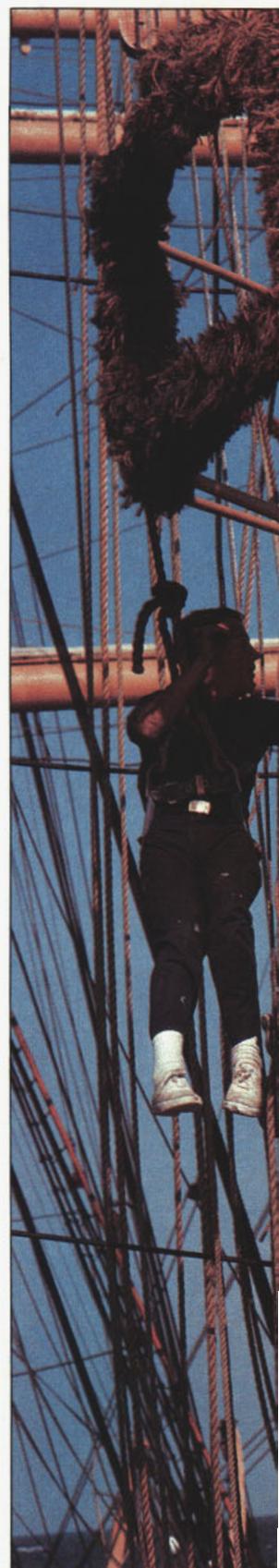
It's the deck force's job to climb through and repair *Eagle's* rigging. But whether in the course of their work, out of a need for privacy, from a sense of adventure or just for the view, nearly all crew members take a turn at *Eagle's* masts—some climbing all the way to the top.

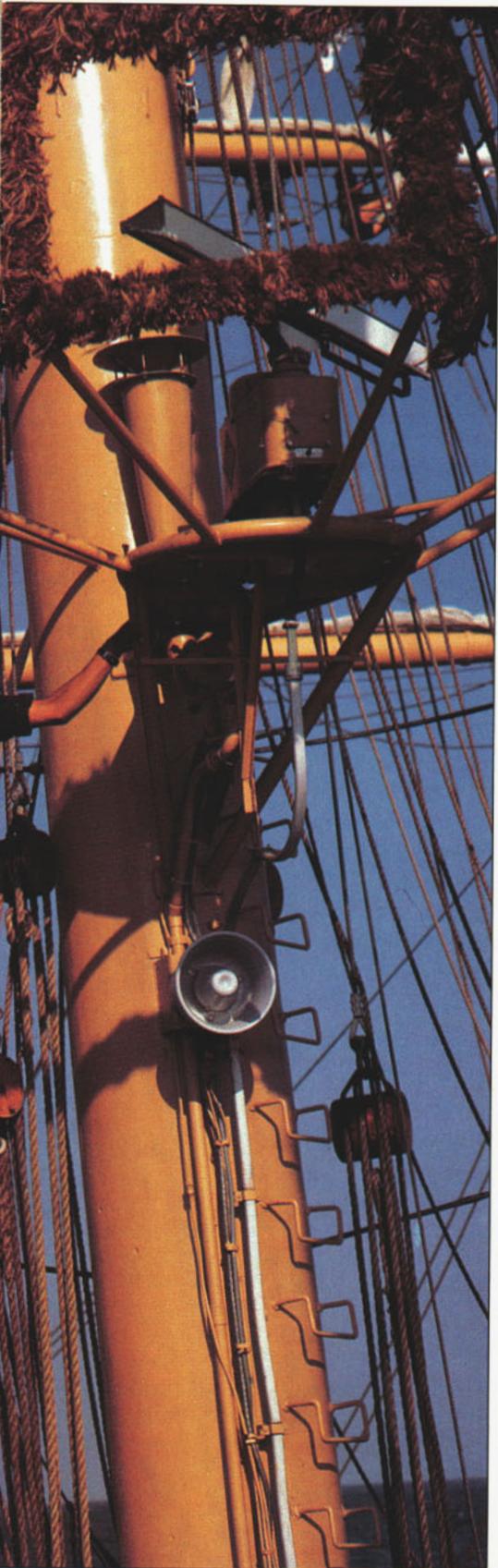
Damage Controlman 1st Class Mark Demerest said he thinks the deck force aboard *Eagle* works harder than any deck force in the Coast Guard and they should receive more credit than they do.

But he also points out that everyone in the regular crew, not just the deck force, gets involved in sailing the tall ship. "An engineer like myself does not come aboard *Eagle* and spend an entire tour below decks. Sailing is sailing, and the *Eagle* is a unique opportunity."

While under sail, *Eagle* quietly moves through the water, the throb of engines replaced by a gentle to and fro yaw, but at any moment the peace could be shattered. In olden days, it may have been a boatswain's pipe; today a siren's wail cuts across the stillness of the weather deck—the standard call for all hands to man sail stations.

Keeping *Eagle's* sails and rigging in working order is a challenge, one deck force members meet every day.







Cadets and crew members work side-by-side, hauling lines to turn the massive yardarms as the ship changes tack. "Heave . . . ho! Heave . . . ho!" Faces begin to show the strain of exertion as young muscles are pitted against the wind in a giant game of tug-of-war.

Deck force members, captains of the line, are on hand at each line station to direct the cadets through every phase. "Everything the cadets do is by a recipe card," said Robinson. "They learn what to do by rote." Nonetheless, everyone agrees that working the sails of a tall ship is an exciting experience.

Work aboard *Eagle* is not all the glamour and excitement of an Errol Flynn movie. Cadets must learn and perform the more mundane chores of shipboard life, and somebody has to teach them. Enginemen explain the workings of the ship's generator, boiler and 1000-shaft-horsepower engine. Crew members in CIC unravel the mysteries of that high-tech world. The galley crew keeps cadets busy with peeling potatoes and washing dishes, while the masters-at-arms set others to work cleaning berthing spaces and heads and washing laundry. Every job, however menial, is considered appropriate training for a well-rounded Coast Guard officer. "We look on the training we do aboard the *Eagle* as an opportunity to positively influence future Coast Guard leaders," Rudd said.

"Training is our major mission," according to *Eagle's* commanding officer, "but we also are involved with a lot public relations, for both the Coast Guard and the nation."

A recent example of *Eagle's* high visibility was the Fourth of July celebration in New York Harbor. After leading the parade of tall ships, the cutter was open to the public for tours and was one of the most popular attractions that weekend.

Even with all the spotlights and media attention, it should not be forgotten that *Eagle* is an active duty Coast Guard vessel. Search and rescue operations and law enforcement missions *will* be undertaken if *Eagle* is the closest available ship on scene.

During a recent cruise, *Eagle* found a sailboat in trouble off the coast of Bermuda. The captain of the stranded vessel was asked if he wanted help. "Yes," he replied, "do you have anybody on board who knows how to sail?"

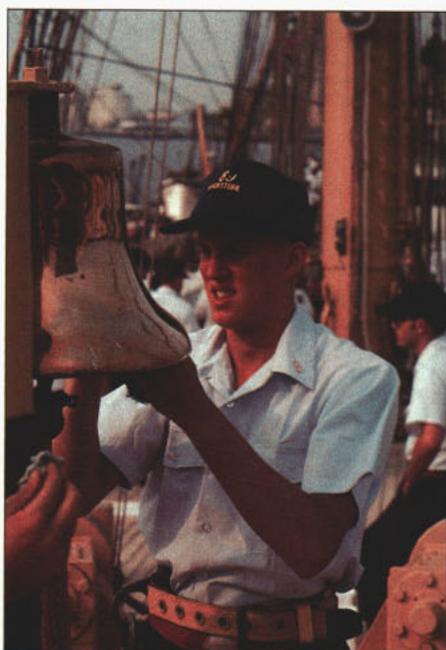
"We were kind of amused by that question," Rudd said, noting that the crew had just maneuvered their tall ship, as long as a football field, to within shouting distance of the small vessel. *Eagle's* crew threw down a line and towed the boat safely into Bermuda.

Search and rescue, cadet training, leading the parade of tall ships—it's all in a day's work for *Eagle* and its crew, a day that begins 150 feet above the water for members of the deck force, high in the rigging of America's premier tall ship. □

—Story and photos by JO2 Lynn Jenkins

Life aboard a tall ship can be long periods of drudgery interrupted by long periods of backbreaking work.





From prize of war to pride of the USCG

Commissioned Sept. 17, 1936, *Horst Wessel* was one of five training barques built by the Third Reich between 1933 and 1940 as sail-training vessels. Her mission: to train young German navy personnel in seamanship and as future U-boat officers.

Because *Horst Wessel's* engines were similar to those used on the German submarines, young sailors were able to learn traditional nautical skills while working her sails and the latest in underwater propulsion while manning the diesels.

Following the outbreak of World War II, *Horst Wessel's* training cruises were mostly limited to the Baltic, where the cadets made refugee and supply runs.

She sometimes is credited with having shot down two Soviet aircraft during this time, but according to *USCG Eagle—America's Only Sailing Square Rigger* by George Putz, published by Globe-Pequot Press, the only documented exchange of gunfire involved a near mishap with one of Germany's own aircraft.

The cadets fired three of the ship's 20mm guns at a reconnaissance plane that failed to heed several coded warnings. The pilot banked his plane to show his iron crosses painted on the wings, then landed on the water near the ship.

Once aboard *Horst Wessel*, the angry pilot demanded to see both the captain and the ship's log. Sure enough, *Horst Wessel* was 24 hours behind in its code manifest and had been sending the wrong signals.

As the war neared its conclusion and surrender became inevitable, Grand Adm. Doenitz issued general orders to "capitulate in a legal and orderly fashion," directly contradicting standing orders from the High Command that all navy vessels were to be scuttled in the face of possible capture. The commanding officer of *Horst Wessel* found his most trustworthy crew members and had them stand guard while he dismantled the permanent blasting charge that had been installed.

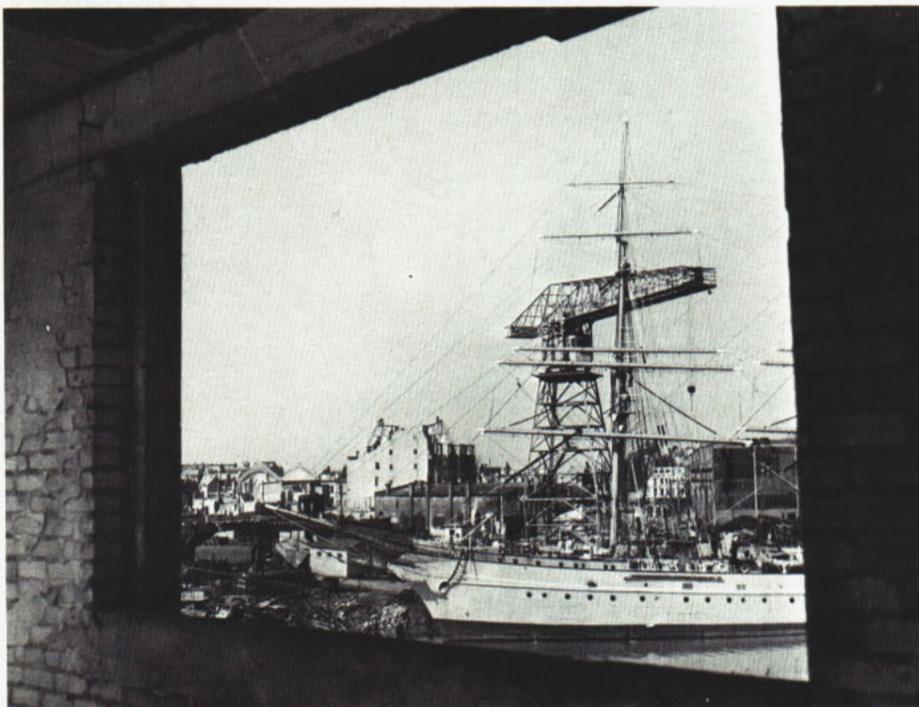
Coast Guard Cmdr. Gordon McGowan received the following orders in the autumn of 1945. "On or about 18 January 1946, proceed by air to London, England and report to COMNAVEU for further assignment as prospective commanding officer of the Coast Guard Cutter *Eagle* now the German ship *Horst Wessel* at the U.S. Navy advance base, Weser River, Bremerhaven, Germany.

"She lay at a bombed-out shipyard amid the ugly skeletons of shattered buildings and mountainous heaps of rubble," said McGowan, describing his first view of what was to become USCGC *Eagle*. "Her stately masts canted drunkenly to starboard as she rested on the bottom of a narrow waterway at low tide. Her gray sides were smeared with stains, the paint on her yards and masts blistered and cracked. Raised metal lettering on each side of the quarterdeck informed the world that this was *Horst Wessel*, a ship of the dead Nazi navy."

Through dedication and the teamwork of the allies, McGowan's group and what was left of her original German crew, McGowan was able to make *Eagle* seaworthy enough to sail to her new home in the United States.

Commissioned May 22, 1946, as the cutter *Eagle*, she has served and represented the United States proudly for 40 years.

Eagle's sister ships are still in service. *Gorch Fock* now sails for the Soviet navy as *Tovarishch*; *Albert Leo* sails under Portuguese colors as *Sagres II*; *Mircea* sails under the Romanian flag; and *Herbert Norkus* was sunk by the British after they used the still-new hull as a North Sea disposal barge. □



Rescued from a bombed-out German shipyard in 1946, *Eagle* has been chasing sunsets for the U.S. Coast Guard Academy for 40 years.



The Log Book

“What’s past is prologue.” To keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, *All Hands* presents a short review of articles that appeared in previous issues.

10 YEARS AGO— October 1976

- Gold and jewels—treasures from Egypt’s tomb of King Tutankamen (King Tut) arrived in Norfolk, Va., aboard the stores ship *USS Sylvania* (AFS 2). The archeological artifacts have been placed on loan to the United States for the next two years and will be displayed in Washington, D.C., Chicago, New Orleans, Los Angeles, Seattle, and New York City. *Sylvania* received the artifacts from the oiler *USS Milwaukee* (AOE 2), which carried them from Alexandria, Egypt, to Naples, Italy, where the transfer was made.

- The first helicopter Weapon System Trainer (WST) equipped with a visual simulation system was introduced to the fleet at NAS Norfolk, Va. The trainer consists of an SH-3E Light Airborne Multi-Purpose System (LAMPS) helicopter cockpit with a four-window visual simulation system. The computer-generated image display provides detailed land and sea environments, including aircraft carrier and frigate images, surface target, sonobuoys and smoke markers.

20 YEARS AGO— October 1966

- Destroyer deployments to the Far East are usually six months. However, Destroyer Division 32 recently ended a two-year tour in the Western Pacific with 18 months spent off the Vietnam coast. The destroyers and their home ports are: *USS Repertus* (DD 851), *USS Henry W.*

Tucker (DD 875), and *USS George K. Mackenzie* (DD 836) in Long Beach, Calif.; *USS Earnest G. Small* (DD 838) and *USS Joseph Strauss*, homeported at Pearl Harbor.

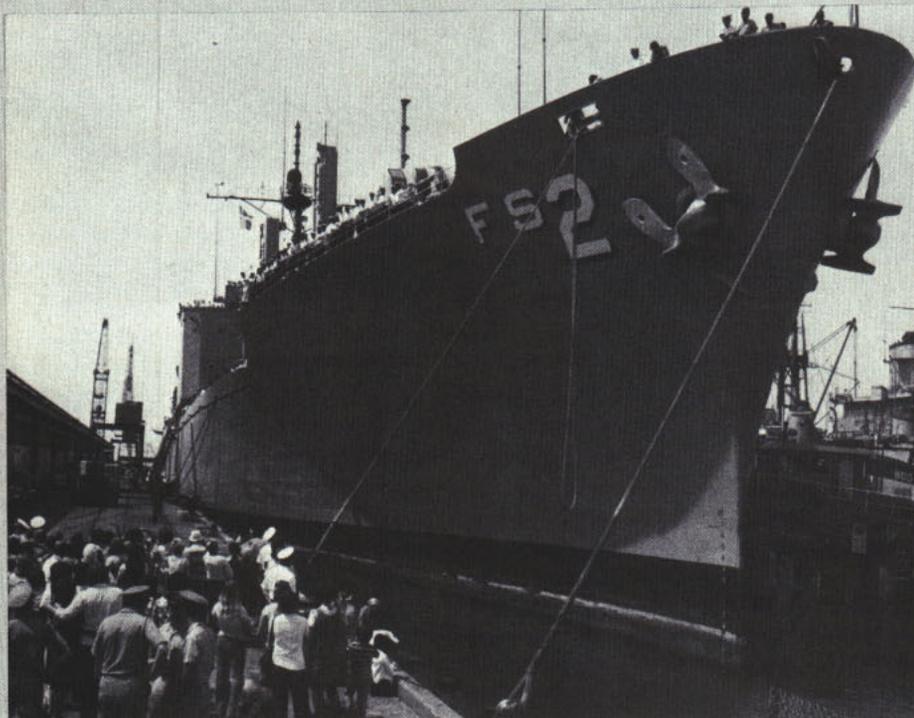
- The salvage ship *USS Opportune* (ARS 41) and the fleet tug *USS Shakori* (ATF 162) have completed an around-the-world trip, possibly the first such cruise for ships of their types.

40 YEARS AGO— October 1946

- A gigantic postwar naval operation involving transportation of five and a half million Japanese, Chinese and Koreans—men, women and children—is drawing to a close. The passengers are Japanese POWs, demilitarized personnel and displaced Chinese and Koreans who are being returned to their native lands by Navy amphibious craft, liberty ships and ex-Japanese naval vessels. All the passenger ships are operated or controlled by the Navy.

- Homemakers might not find it practical, but there is another method of opening cans, as Lt. Cmdr. E. B. Baker (SC) USNR, is willing to attest. It was aboard *USS Columbia* during the late unpleasantness in the Pacific that the new technique came to light. A Japanese 5-inch shell, crashing through *Columbia*’s emergency provisions storeroom, neatly sheared the tops off a quantity of cans containing meat. Baker doesn’t recommend the method for shipboard use, however. Two days after the action was over, a damage control party had to don gas masks to jettison the stuff. □

USS Sylvania (AFS 2) arrives in Norfolk with 39 crates of archeological treasures from the tomb of King Tutankhamen.





Standing TALL

When it comes to U.S. Naval Academy basketball, the name to remember is Robinson. David Robinson.

As Naval Academy basketball players return to Halsey Field House for their first team practice of the 1986-87 season, they are faced with one big question: Can Navy continue its winning ways?

Last season the Midshipmen stormed their way to their second consecutive Colonial Athletic Association conference title, a 30-5 record overall and the final eight of the 1986 NCAA tournament. Whether the team is as successful this season depends a lot on how well first-year coach Pete Herrmann handles the graduation loss of starters Kylor Whitaker at guard and 6'7" power-forward Vernon Butler, the academy's all-time leading scorer and rebounder.

Although a lot depends on replacing lost players, a lot more may depend on a returning player—senior David Robinson, Navy's All-America center.

At 6'11" and 230 pounds, Robinson is the key weapon in Navy's arsenal and one of the best big men in college basketball.

During the 1985-86 season, he led the nation in rebounding (13.0 per game), set an NCAA record for blocked shots in a single game (14), averaged 22.7 points a game and hit better than 60 percent from the floor. With Robinson as a starter, the

Robinson rose above most of the opposition during the '85-'86 season. Photos by Phil Hoffmann, USNA.

Robinson

Midshipmen have gone 56-11. And there are those who believe that he still hasn't reached his full potential.

"When David realizes that he is the biggest and the best player on the floor for a full 40 minutes, he's going to be great," said Herrmann.

With a schedule that includes games against North Carolina State, University of Nevada-Las Vegas and Kentucky, Herrmann is counting on Robinson to help make his first season as a head coach a winning one.

Just how good is Robinson? Well, consider this: According to information



supplied by the academy sports information office, if he comes close to repeating his performance as a junior, he has a shot at becoming the first player in NCAA history to finish his career with more than 2,500 points, 1,400 rebounds and a field-goal percentage of more than 60 percent.

Even if Robinson falls short of that goal, he is almost certain to join Kareem Abdul-Jabbar of UCLA and Patrick Ewing of Georgetown as the only NCAA players ever to have more than 2,100 points and 1,300 rebounds and shoot better than 60 percent from the floor.

It is somewhat ironic that such lofty goals are within reach of a man who didn't give basketball any serious thought until his senior year in high school.

Robinson first gave basketball a try as a 5'9" ninth grader, but soon tired of "warming the bench" and quit. He didn't play organized basketball again until he transferred to a Manassas, Va., high school and had a chance encounter with the school basketball coach.

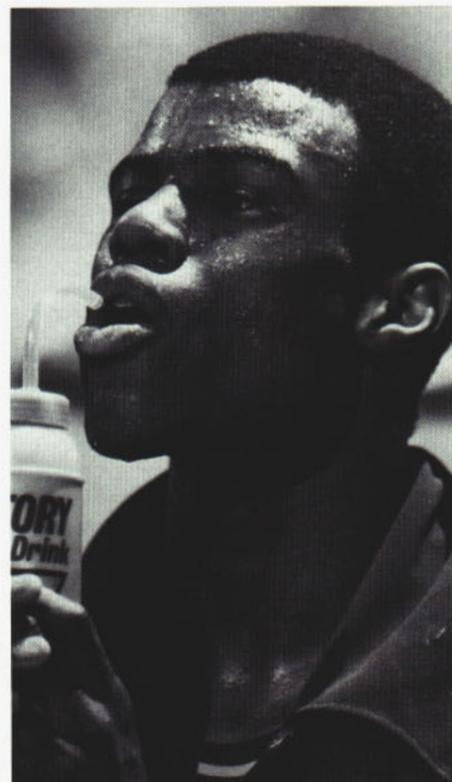
"I saw the coach in the guidance counselor's office and he asked me if I ever played," Robinson said. "I told him that I really didn't have much experience, but he asked me to come out anyway."

That afternoon Robinson tried out for the team and made it. An injury to the regular center just before the first game quickly moved Robinson into the starting position. He attracted some attention from college scouts during the season, but not much. That didn't bother Robinson, however. His academic standing was high enough to get him into just about any college he chose. Basketball was something he did on the side.

Robinson narrowed his college choices to Virginia Military Institute and the U.S. Naval Academy. His father, a retired Navy enlisted man, thought Robinson would like the Navy, but he didn't steer him toward the academy.

"He actually pushed me toward VMI

A gifted shooter and rebounder, Robinson is within reach of NCAA career records in both categories.



because he figured that if I got good (at basketball) then I wouldn't have a service obligation," said Robinson.

But well before Robinson's basketball potential became a consideration, he was already leaning toward Navy. More of a student than an athlete, Robinson had applied to the academy as a high school junior because of its academic reputation.

"My senior year I started getting calls from different schools, including the academy," said Robinson. "Since I was already interested in the academy, I came here."

The academy has a 6'6" height restriction, but up to 5 percent of the incoming class can get waivers if they are not over 6'8". Robinson just made it.

Just before his freshman year, Robinson broke his wrist in an intramural boxing match. The injury got him off to a slow start on the basketball court, but he still finished the season averaging 10.5 points and 5.7 rebounds a game. He hasn't looked back since.

He has twice been named Colonial Athletic Association Player of the Year. Following his performance last season,

The Sporting News, Los Angeles Times, World Almanac and ESPN named Robinson first-team All-America. The Associated Press and United Press International named him third team All-America, but the academy's sports information office is quick to point out that AP and UPI cast their votes before the 1986 NCAA tournament. Robinson averaged 22.5 points, 12 rebounds and blocked 23 shots during the tournament and captured the national spotlight with a 35-point, 11-rebound, seven-blocked-shot performance in Navy's 97-85 upset victory of Syracuse University.

Robinson is a gifted athlete, but don't mistake him for some "jock" cruising through college purely on athletic ability.

He let everyone know what his priorities were when he passed up the opportunity to transfer to another school before his junior year. If he had done so, he would have avoided his five-year military obligation and embarked on a fairly certain path toward a career in professional basketball. But Robinson, a math major with a 3.2 grade point average, chose the academy for academics, not basketball.

In fact, Robinson, a quiet man who prefers being by himself, seems ill-suited for the fame that has come with his development as one of the best basketball players in the country. To those who don't know him he can seem a bit standoffish.

"He tries not to get too involved with the press, but with the team he's just one of the guys," said former teammate Butler, now an ensign on temporary assignment at the academy.

As good as Robinson is, Navy still doesn't consider itself a one-man team.

"We've always believed that it's going to take seven or eight guys to get the job done," said Herrmann. "We've always considered David just another important part of the team."

Still, there is no denying that Robinson has been instrumental in bringing Navy out of the college basketball backwater.

"Once David leaves, we'll lose respect," said Butler. "People don't really think (Navy) can play. Everybody re-

spects David, but not the rest of the team."

Despite all the attention he has received, Robinson seems to be maintaining a level head.

"I just have to continue doing the things I've been doing for the past three years," he said. That means keeping things in perspective while steering a steady course toward a commission.

In the meantime, Robinson feels well-prepared for the upcoming season. He got plenty of court time this summer, as the starting center for the U.S. national team that won the World Championships in Spain.

"It was an experience. I got to play with some really good players and I think I learned a lot," he said.

As for the question of whether Navy can continue its winning ways this year, Robinson admits that Butler's graduation leaves a big hole to be filled.

"It's a tough loss. He did a lot of things for us and it's going to be hard to replace him. But we have a lot of young and talented guys coming up," said Robinson.

Among the players working in tandem with Robinson this season are point guard Doug Wojick who is one of the top assist

men in the country. A lot is also expected of Carl Liebert, a 6'6" forward who averaged 4.9 points and 3.6 rebounds a game in his 16 starts last season.

There is also freshmen talent on the bench, including 6'8" forward Byron Hopkins, who averaged 16 points and eight rebounds a game in high school and 6'4" guard Matt Nordmann who averaged 22 points a game. But there is still a lot of pressure on Robinson and, as far as Herrmann is concerned, that may not be all bad.

"I've never seen a good player that didn't thrive in that kind of situation," he said.

And how does Robinson feel going into the new season? "Obviously, I feel confident, but I realize that I still have a lot of work to do," he said. "I'm working toward feeling a little more confident in the key. A little more aggressive."

That's just what Navy needs for another successful season. Anyway you look at it, a confident and aggressive Robinson in the middle spells trouble for the opposition. □

—Story by JOI(SW) E. Foster-Simeon



From fat

Excellence through body building

Story by **JOSN John Brown**
Photos by **Perry E. Thorsvik**

Pamela Bloom is an example of deceptive packaging. A dedicated body builder with a lean and muscular physique, the 30-year-old Chief hospital corpsman

looks like she was born fit. It's difficult to believe that those hard-as-porcelain muscles were sculpted from what was once a 210-pound body.

"I could really pack away the food," said Bloom, recalling her pre-body building days. One of seven children, she re-

members being told to "think of all the starving children in China" and to eat everything on her plate. Soon she didn't have to be told any more.

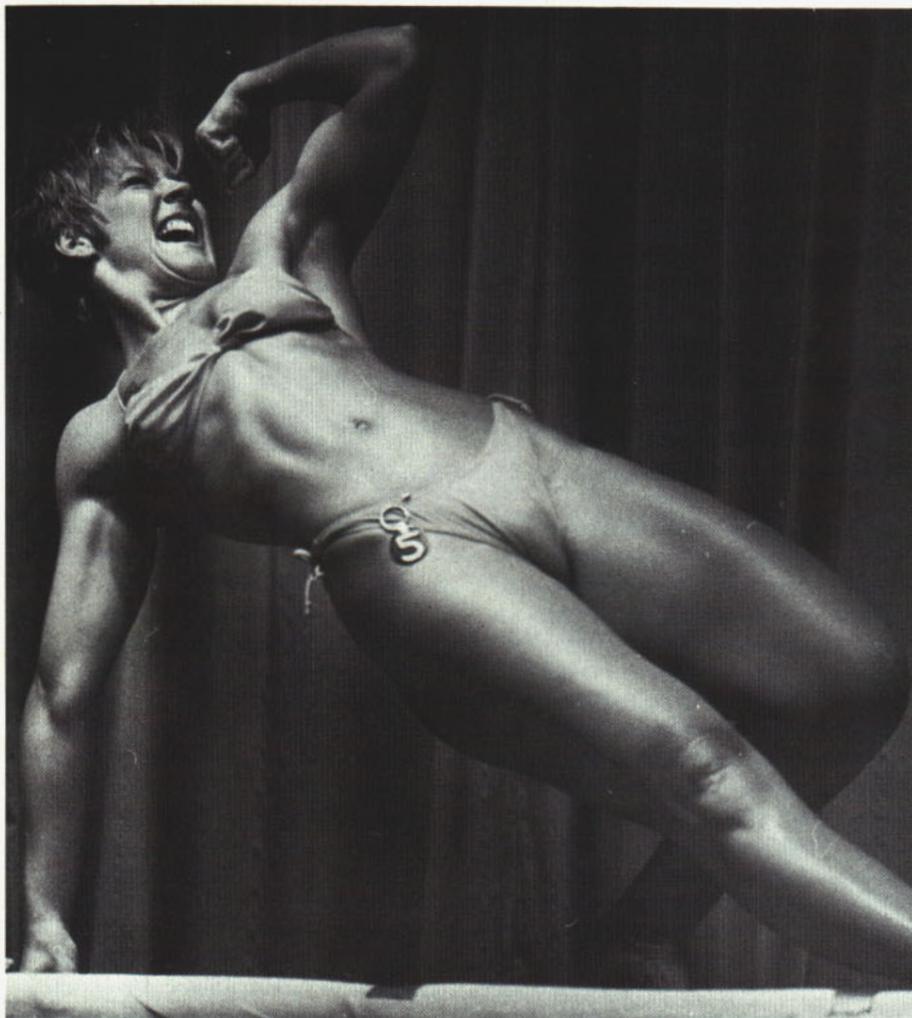
As she grew up, she ate more. "While I cooked, I would eat. Then I'd sit down and eat dinner. Then I'd clean the table and lick out pots, thinking 'I can't waste all this food.' So, eventually I just . . ." Her voice trails off, but you mentally complete her sentence with two words: got fat.

Bloom's self-esteem and self-confidence suffered as she got older and fatter. Then, spurred by hopes of finding a boyfriend, she started exercising to lose weight. But even after trimming down enough to enter the Navy, Bloom still had problems with her weight.

"In boot camp, you're forced to eat real fast, so what did I do? I piled up my tray and ate," she says. But there were only three meals a day at boot camp and regular exercise was a requirement. She was able to keep her weight in check. It was a different situation, however, when she completed recruit training and started Hospital Corpsman school.

Suddenly food was available whenever she wanted it. She even had a refrigerator in her room.

In going from 210 pounds and more meals and snacks per day than she cares to remember to 144 pounds and six days a week in the gym, Pam Bloom has paid the price, and she has the championship trophies to prove it, like the two she took at this Navy-sanctioned tournament at Annapolis, Md.



to fit

"I ate three meals a day. Then, at about 6 p.m., the hoagy truck would come by and I'd buy a great big sandwich," says Bloom, who adds that she and her roommate also ate a three-pound bag of M&Ms every day.

It wasn't until Bloom transferred to Pensacola, Fla., that she got back on track and started losing weight again. She didn't realize how much progress she was making until a co-worker persuaded her to enter a beauty contest. Taking it as a joke, Bloom entered.

She won.

Winning that beauty contest was the turning point in Bloom's life. She started playing racquetball and exercising even more regularly. When she transferred to sea duty, Bloom kept up her workouts in the ship's small weight room. When her ship moved to a new home port in Hawaii, Bloom started working out in a local gym. She met a man there who was an avid body builder. They started dating, and he developed a body building program for her.

"I remember when I couldn't even do eight sit-ups. I would work out with a two-and-a-half pound bar and think it was *so* heavy!" recalls Bloom. "But then my body started developing. That gave me the incentive to go on."

When Bloom and her boyfriend broke up, he thought that she would discontinue her body building program and start gorging herself again. He was wrong.

"I continued body building out of spite," says Bloom. "I said to myself: 'I'm not going to let anybody tell me I'm a quitter!' I started working out harder

than ever."

After seven months of intense exercise, she entered her first body building contest.

She won.

Her success in that first physique competition is what really got Bloom hooked. She remembers thinking: "I want more! MORE!"

And more she has had. During her three years as a body builder, Bloom has competed in nine military and civilian body building competitions. She has taken first place in four.

Body building has done wonders for Bloom's self-confidence. "I enjoy getting up on stage and competing. I don't really care about winning," she says. "Everyone on stage is a winner because we've all worked so hard to get there. Each time I compete, I know I'm better than the last time."

Bloom spends three to four hours a day, five or six days a week in the gym and maintains a strict diet that keeps her weight down to a well-defined 144 pounds on a 5'7" frame.

Despite her dedication to body building, it is not her entire life.

Bloom seems to thrive on activity. In her off-duty hours from her current job at the Naval Medical Command in Washington, D.C., Bloom teaches an aerobics class, bicycles, paints and sews. And she has plans to start college soon.

Body building has helped Bloom fight and win her personal battle with obesity, but it has also put her face to face with some new foes—misconceptions and stereotypes about female body builders.

"Some people think it's grotesque or unfeminine for a woman to be really developed," Bloom says. "There's a fine line between fitness and unfemininity. I want to be muscular—as muscular as I can be—but I also want to be feminine. I think I've achieved that."

Still, Bloom says that because she lifts weights and has short hair, there are some people who think she is gay, an anti-male feminist or an exhibitionist who enjoys showing off her body to men.

"That's the farthest thing from my mind. I body build because it's good for me," she says. "Body building, or any kind of exercise, slows your aging process. Just look at Jack Lalane."

Bloom adds that she often sees people in their '50s and '60s featured in body building magazines who don't look their age.

"There are women body builders still competing at age 50," she says. "And I'm going to continue body building until I'm old and gray."

Whether body building will keep Bloom looking young remains to be seen, but the effect it has had on her life is obvious.

"I used to have all these doubts about myself," she says. "But look how my attitude has changed. Now it's like the sky's the limit." □

Brown, now assigned to Argentina, Newfoundland, was assigned to NIRA print media; Thorsvik, now a civilian, was a photojournalist with NIRA.

Navy muscle takes title



Armed Forces Body Building Heavyweight Champion Dan Matuszak still thinks his 220-pound body needs work. "I have to build thickness," he says.

Dan Matuszak's body is a 6-foot, 220-pound showcase. His bulging veins fan out across mounds and valleys of muscle. Tanned, oiled and stretched taut, his skin resembles a sheet of gold plate molded around sculpted rock.

But this is fluid rock—curling his arms in an upward sweep while crouching low with one leg extended, Matuszak projects power and grace.

The fluid motion freezes as he strikes another pose, willing every inch of expansion into his arms, chest and legs.

The 25-year-old blond makes it look easy. But the untold story is one of years of training required to build the body that earned Matuszak the heavyweight title at the Armed Forces Bodybuilding Championships.

A hospital corpsman 3rd class who specializes in physical therapy, Matuszak claims body building is the most difficult sport.

"It's just you," he said. "(It's not like) guys on a team who practice for a game on Friday. In body building you have to condition yourself for two or three years before you can compete on stage the first time."

A body builder since 1983, Matuszak won the all-military title his first time in competition. He attributes his success to preparation.

"The competition is really over before it starts," he said. "The guy who comes out in the best shape—with the best skin tone, the most 'cut,' the most mass—is going to win no matter what."

Twelve weeks of dieting took Matuszak down 30 pounds from his regular 250, flushing out the layers of fat and

water that dulled the "cut," or definition, of his muscles. He said dieting was a strain, but he has a trick: "I think about what I want to look like. If I get hungry . . . I think about what I want to look like some more. Then I don't eat."

A daily visitor to the weight room, Matuszak bench presses 300 pounds for training. Not just once, but up and down, up and down . . .

Despite boasting a 55-inch chest that tapers to a 34-inch waist, Matuszak thinks his body still needs work. "I'm tall and long," he said. "I have to build thickness to compete with the guys at the national level."

With his title came an invitation to a national amateur contest. "I represent the whole armed forces now because I won that show," Matuszak said. "I didn't even know it was a national qualifier at the time."

Pride in his military title may cause Matuszak to delay his appearance at a national show. "Those are some big boys. The best in the United States are going to be there, so I want to go in feeling the best I can about myself."

In the meantime, Matuszak is enjoying the publicity his championship form has earned him. He is scheduled to appear in a major body building magazine, and a few people already have started asking for his autograph.

Matuszak admits being a little embarrassed by all the attention, but then what did he expect with a showcase body like that? □

—Story and photo by JO2 David Masci, NIRA Det. 5, San Diego, Calif.

Guided missile cruiser (CG)

KRESTA II Class

Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.

The first *Kresta II* cruiser became operational in 1970. Ten ships of this class were built.

Displacement: 7,700 tons, full load;

Length: 159 meters (522 feet);

Propulsion: Steam turbines, 32 knots;

Main armament: Two quad SS-N-14 ASW/SSM launchers (no reloads); Two twin SA-N-3 SAM launchers; Two twin 57-mm AA gun mounts;

Aircraft: One *Hormone/Helix* helicopter.

The *Kresta* cruisers are armed with eight tubes for the 30mm range SS-N-14 anti-submarine missile, twin anti-aircraft missile launchers, four 57mm AA and four *Gatling* anti-aircraft guns, 10 torpedo tubes, various anti-submarine weapons and a helicopter platform with hangar. □

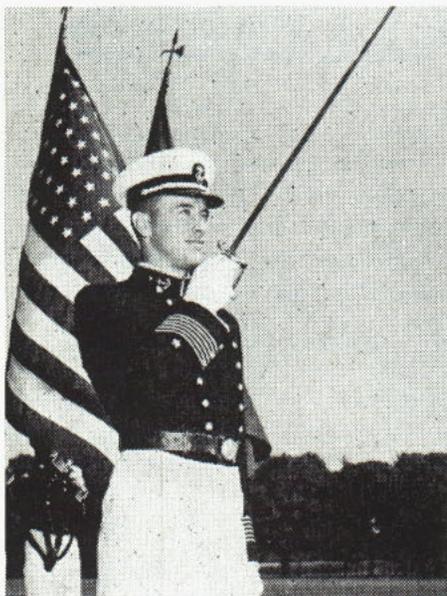
KRESTA II CG



Mail Buoy

Midshipman Trost

May I please call your attention to the fact that in the September 1953 issue of your magazine, page 20, you have pictured as a midshipman the just-named chief of naval operations?



I do have one copy of the issue, and if need be, I will loan it to you if you find it worthy of consideration for a future issue.

Bruce Bailen, HMC, USN-Ret.

We have the photo, thanks. We just didn't know we had it. The man who would be CNO was honor man for the Class of '53.—Ed.

AOCS

I am writing in regards to your article on Aviation Officer Candidate School (AOCS), that appeared in the May 1986 issue. As a graduate of that school, class 05-77, I have read with interest the various articles on AOCS that have appeared in your magazine.

Although these articles have painted a fairly close picture of the program, I feel that there are some serious shortcomings in your portrayal of AOCS and those officer candidates that go there.

I believe that you have failed to give proper credit to two other groups of officer candidates that go through the exact same program as the aviator/naval flight officer candidates. These candidates may not be destined for as glamorous a career as those who wear wings, but they nonetheless perform vital jobs in support of the entire operational posture. The two groups are the Aviation Maintenance

Duty Officers (AMDO) and Air Intelligence Officers (AIO).

In a program that is almost totally geared towards flight officers with respect to academics, survival training and motivation, the aviation ground officers find themselves in a position of being an "after thought." They endure a lot of rigors that they will never need again, as well as having to keep themselves motivated in a program that does not readily provide such motivation to them.

Let us not forget that naval aviation is a team effort composed of both aviation flight officers and aviation ground officers, both groups of which go "in like a lamb, out like a lion."

—Lt. Cmdr. S.P. Clarke,
AMDO career manager

Two BB 44s?

In the article in the July 1985 *All Hands*, "The Battle for Leyte Gulf," you made a misprint, I hope. The article named some battle-ships and the hull numbers: "USS *Mississippi* (BG 44), *Maryland* (BB 46), *West Virginia* (BB 48), *Tennessee* (BB 43), *California* (BB 44) and *Pennsylvania* (BB 38)."

You know that we would never have two ships of the same class with the same hull number. So just to set the record straight, what are the correct hull numbers for the USS *Mississippi* and USS *California*?

—QM1 Frank Dazey
NTC Orlando, Fla.

• *Good catch. We usually feel safe from "typo" letters after a year and a half. USS California was BB 44 and USS Mississippi was BB 41. However, this sort of thing is not without precedent—see inside back cover.—Ed.*

Reunions

• **USS Pensacola (CA 24)**—Reunion Oct. 12-16, 1986, Las Vegas, Nev. Contact C. J. Tibado, P.O. Box 425, Wofford Heights, Calif. 93285; telephone (714) 971-5126.

• **USS Wharton (AP 7)**—Reunion Oct. 12-16, 1986, Reno, Nev. Contact George Howlett, 110 Central Ave., Malden, Maine 02148; telephone (617) 324-6121.

• **Army 148th Ord. M.V.A. Co., World War II**—Reunion Oct. 15-18, 1986, Louisville, Ky. Contact Jerome K. Paulson, 2903 E. Willis Ave., Perry, Iowa 50220; telephone (515) 465-5462.

• **VP 14/VB 102/VPB 102, Worlic**—Reun-

ion Oct. 16-19, 1986, Washington, D.C. Contact Allan R. Dresner, 7026 Wyndale St. N.W. Washington, D.C. 20015; telephone (202) 966-5054.

• **Enlisted Pilots/Navy, Marine, Coast Guard**—Reunion Oct. 16-19, 1986, Norfolk, Va. Contact Jack Hayes, 2434 Amber Ave., Norfolk, Va. 23513; telephone (804) 853-8883.

• **Navy Special Weapons Units**—Reunion Oct. 17-19, 1986, Tulsa, Okla. Contact C. Berger, 1839 So. 13th, McAlester, Okla. 74501; telephone (918) 423-4509.

• **USS Taney CG (WHEC 37)**—Reunion Oct. 17-19, 1986, Arlington, Texas. Contact Harold F. Maybeck, 1508 Arbor Town Circle No. 1025, Arlington, Texas 76011; telephone (817) 469-7289.

• **USS Zellars (DD 777)**—Reunion Oct. 17-19, 1986, Houston. Contact D.E. Warner, 420 Palomino Lane, League City, Texas 77573; telephone (713) 332-1358.

• **World War II, Korea, Vietnam U.S. Troop ships crews**—Reunion Oct. 18, 1986, Kings Point, N.Y. Contact David Ficken Sr., c/o American Merchant Marine Museum, U.S. Merchant Marine Academy, Kings Point, N.Y. 11024; telephone (516) 482-8200, ext. 304.

• **VPB 44 "Black cats of green Ireland" 1944-45**—Reunion Oct. 22-25, 1986, San Diego. Contact G. S. Bogard, 3009 Stevenson Drive, Pebble Beach, Calif. 93953.

• **USS Rocky Mount (AGC 3), Flag, Army, Marines and wounded personnel**—Reunion Oct. 23-26, 1986, San Antonio, Texas. Contact John Vreeland, 3710 Armstrong St., San Diego, Calif. 92111; telephone (619) 277-0689.

• **Banana Fleet Marines**—Reunion Oct. 23-26, 1986, Savannah, Ga. Contact Hank Thalgott, P.O. Box 95, Oxford, Fla. 32684; telephone (904) 748-2587.

• **USS St. Louis (CVE 63)/VC 65**—Reunion Oct. 23-26, 1986, San Diego. Contact E.H. Crawford, 1910 Windsor Way, Reno, Nev. 89503; telephone (702) 747-0884.

• **USS St. Paul (CA 73)**—Reunion Oct. 28-30, 1986, Clearwater Beach, Fla. Contact Bill Shaw, Lot 214, 2112 Belle Chasse Hwy., Gretna, La. 70053; telephone (504) 392-3851.

• **USS Monrovia, (APA 31) 1942-78**—Reunion Oct. 28-Nov. 2, 1986, Cocoa Beach, Fla. Contact Hilton P. Dana, 3799 So. Banana River Blvd. No. 507, Cocoa Beach, Fla. 32931; telephone (305) 783-1320.

• **Guadalcanal Campaign Veterans Aug. 7, 1942, to Feb. 17, 1943, Army, Navy, Marine, Coast Guard, Air Force and C.B.S.**—Reunion Nov. 13, 1986, Pensacola Fla. Contact Richard R. Hennig, 2630 St. Andrews Blvd. Tarpon Springs, Fla. 33589.

Bearings

Uncle Sam's bargain store

A typewriter for \$10? Mattresses, sofas, chairs and tables for a few dollars each? Sound like a price list from yesterday or a tantalizing garage sale that ends before you get there, checkbook in hand?

Fortunately for bargain hunters both stateside and overseas, it's neither. Instead, these items represent a mere fraction of the inventories handled each year by Uncle Sam's purveyors of new and used merchandise—the Defense Reutilization and Marketing Service (DRMS), a Defense Logistics Agency activity that oversees the worldwide reutilization and disposal of excess DoD personal property. That property can cover a broad spectrum—from the tons of clothing, bedding, furniture, and office equipment that is processed through the system each year to high-tech electronic gear, motor vehicles (yes, they sell cars, too, although all the cars may not be in running condition), and even such unusual items as highly refined gyroscope lubricant valued at \$2,000 per bottle.

Few households would have a need for \$2,000 worth of gyroscope oil. However, more mundane items, such as paints, solvents and varnishes—things used by virtually every homeowner—also are frequently sold at bargain prices. And, with 135 DRMS field offices located in the United States and foreign countries (usually with military commands), shoppers need not look far—even if they're stationed in Panama, Turkey, Greece, Germany, Iceland, England, Spain, Puerto Rico, Japan, Korea, Australia, the Philippines, Guam, Okinawa or stateside.

With headquarters in Battle Creek, Mich., and five regional offices in: Memphis, Tenn.; Columbus, Ohio; Ogden, Utah; Camp Smith, Hawaii; and Lindsey Air Station, Wiesbaden, Germany, DRMS employs more than 4,000 civilian and military people. In 1985, 2,100 pub-

lic sales were conducted worldwide property valued at more than \$1.4 billion.

Through national and local auctions, national sealed bid sales, local spot bid sales, and, most important to individual buyers, through retail sales, hundreds of items were sold, providing gross proceeds of \$86 million to federal coffers.

Despite the wide scope of its sales activities, first and foremost of DRMS tasks is reutilization: the reissue of excess DoD property to alternate military users, which reduces new acquisitions and produces millions of dollars in savings. This reissue can involve anything from buttons to airplane parts—any of the millions of items in the vast logistical catalog of supplies for our military services throughout the United States and overseas.

The DRMS disposal priorities are:

1. Reutilization within DoD elements;
2. Sales and transfers to eligible foreign governments (in support of military assistance programs);
3. Transfers to non-DoD federal agencies;
4. Donations to authorized recipients, such as state and local governments and educational institutions; and

5. Property offered at public sales.

This may seem like a fine-meshed net through which little of practical value can filter down. However, much survives this culling process and becomes available for public purchase. Certain useful items become obsolete for military use. For many surplus items, sale is the best way to avoid excessive storage costs.

In any event, the bottom line for buyers is a potential bonanza of savings. Personnel serving in overseas duty stations enjoy even greater advantages since goods such as furniture and office equipment often will be offered at excellent savings to eliminate the costs incurred in returning excess property to the United States.

For additional information and the location of a DRMS office near your residence, write: Defense Reutilization and Marketing Service, P.O. Box 1370, Battle Creek, Mich. 49017-3092. For general sales information call: (616) 962-6511. Host public affairs offices serving post or base DRMS offices receive notices of sales. Happy bargain hunting. ■

Story by Victor Haagen, public affairs officer of the Defense Reutilization and Marketing Region, Columbus, Ohio.

1986 Veterans benefits handbook

The 1986 edition of the Veterans Administration's benefits handbook, "Federal Benefits for Veterans and Dependents," has been published with up-to-date descriptions of the agency's programs and services.

Among the VA benefits outlined in the 87-page handbook are medical care, education, compensation, pension, insurance, home loan guarantee, job training, and burial assistance. It also provides information on medical benefits for veterans who were exposed to agent orange and radiation, and for veterans suffering from post-traumatic stress disorder.

Employment assistance and other Department of Labor benefits for veterans are described in the handbook, as well

as benefits provided by the Department of Defense, Small Business Administration and other federal agencies.

The handbook contains sections on benefits eligibility, obtaining information in Spanish, benefits for former prisoners of war, and information for women veterans.

Addresses and local phone numbers of all VA offices, medical centers, national cemeteries, Vietnam veteran counseling centers, and other VA facilities also are listed.

"Federal Benefits for Veterans and Dependents" is available for \$1.75 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. ■

Bearings

Virginia chief always on call

Sherman Morrison is a man who is trained for quick response and a man who is always on call.

A Chief Aviation Ordnanceman, Morrison answers security and fire alarms at the Naval Air Rework Facility—NARF—at Naval Air Station Norfolk, Va., as the “graveyard shift” security officer. But he’s taken his “on call” duties a bit further. He is a volunteer fire chief, a volunteer emergency medical technician and a volunteer master diver for the Virginia Beach community.

When Morrison was 16, his father signed him up as a volunteer firefighter in Franklin, Pa., and that began his on-call career. “Then chief and president of the local fire department, Dad thought it was a great opportunity,” Morrison said. “That’s when I began responding to emergency situations.

“I used to get a tinge of excitement every time the siren went off. Even after 18 years of volunteer services, I still do.”

The 16-year Navy veteran averages 60 to 70 volunteer hours each month as fire chief for London Bridge Volunteer Fire Company 3.

“Being the third fire company for calls in the city, we average about four a day,” he said. “The procedures are a lot different than they were 18 years ago, though. There is an increased awareness by the community and firefighters concerning training. It used to be we just tried to put the fire out. Now we realize most damage is caused by smoke and water, so we try to put the fires out with the least amount of damage possible.”

He is the oldest member of the Virginia Beach Underwater Recovery and Rescue team. Morrison’s nine years of certified diving and his master diver certification come in handy when he is in charge of a dive scene.

“We respond in two modes—recovery or rescue,” he said. “Recovery is when we are called to remove something or

someone from the water. On rescue calls, we are diving to save something or someone. We hope for rescues, but most of our calls have been recovery.”

Morrison’s Emergency Medical Technician certification allows him to be a Virginia Beach Ocean Park Rescue Squad volunteer. “I usually pull four 12-hour duties there each month,” he said. “I am in charge of patient care at accident scenes during my shifts. And if they have a hole in the schedule, they give me a call.”

Morrison also is a Virginia state-certified instructor and helps train others. He instructs at the Tidewater Regional Fire Training Center, Virginia Beach, teaching new recruits basic firefighting procedures. He teaches fire safety to local businesses, community organizations, church groups and children. Also, he teaches a fire brigade that focuses on industrial fire protection at a local furniture store.

As a certified Red Cross CPR—cardiopulmonary resuscitation—instructor, Morrison teaches short courses throughout the community.

“... People (need to be) well-informed in case of an emergency. I go through a lot of training in order to better prepare others. I go to school all the time,” he said.

In July, Morrison took leave from the Navy twice to complete three courses in firefighting tactics and dive rescue procedures. He recently attended a school emphasizing precise search patterns and quick response to dives, and he plans to attend another school to become a certified public safety scuba instructor.

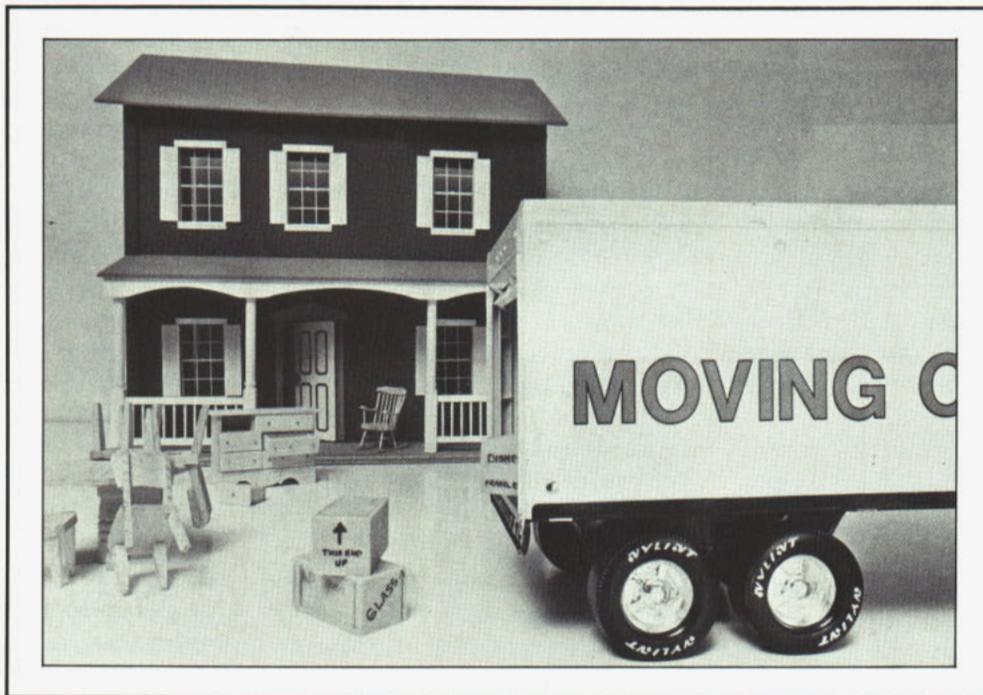
“I like being on call—both to the Navy and to the community,” he said. “With a family it’s not always easy, but I love it. I’m lucky to have an understanding wife. I could never give it up, it’s too good of a feeling to be able to help out.” ■

—Story by JO2 Jodelle Blankenship,
NIRA Det. 4, Norfolk, Va.



8

Navy Rights & Benefits



PCS Transfers and Housing

PCS Transfers and Housing

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

This chapter 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.

Moving Your Household Goods

Executing permanent change of station (PCS) orders and finding affordable housing at your new duty station can be one of the most complex and disruptive 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 people and their household goods is a complex business. It involves the 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 to 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 they might be jointly staffed offices. 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 particularly is 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. Therefore, those people 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 especially is 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 take to the interview at least seven 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 14 copies of your orders. If required for an overseas area, also take your entry approval or delayed entry approval.

If you cannot visit the PPTO personally, 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 be 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, 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.

What Can I Ship?

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 personal property associated with your home and yourself.

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

Certain items such as live plants, perishable foods, aerosol cans, 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.

Are There Weight Limitations?

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 then 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

PCS Transfers and Housing



the care and comfort of an infant; small radios and tape recorders, portable sewing machines, 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 still are charged

against your total prescribed net weight allowance. (See Table 1 on page 42.)

Number of Shipments

The personal property counselor will explain the number of shipments and place or places you are entitled to ship to and from 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. The maximum temporary storage is 180 days, except when written authorization extends that period due to TDY or deployment more than 90 days which prevents withdrawal.

Non-temporary storage generally is for a longer period of time and usually is 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 assumes the expense of shipping your personal vehicle from a port near your old duty station to a port near your new duty station in connection with overseas orders or home port changes.

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.

You and the Packers

Dismantle TV antennas and outdoor play equipment such as swing sets; disconnect and remove window air conditioners; disconnect all major appliances; dispose of perishable foodstuffs, 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 refrig-

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Table 1. Net Weight Allowances (Pounds)

Rank or Rate	Temporary change of station weight allowance	Permanent change of station weight allowance
Admiral	2,000	13,500
Vice admiral	1,500	13,500
Rear admiral (upper half)	1,000	13,500
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)	600	11,000
Lieutenant (junior grade) and warrant officer (W-2)	600	10,000
Ensign, officer graduate of USNA, officer graduate of the Coast Guard Academy and warrant officer (W-1)	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	5,000* 1,500**
USNA midshipman	225	225
Aviation cadet	400	400

*With dependents **Without dependents

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 your move successful.

Do It Yourself

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.

The DITY program (pioneered by the Navy in 1971) is showing increased popularity and usage 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, 1984, more than 18,000 officers and enlisted members made DITY moves and earned average incentive pays of \$515. At the same time, the Navy saved an estimated \$185 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 shipments 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

erator 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:

- 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 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.

The Carrier's Responsibilities

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, fill out the form evaluating the carrier's performance (DD Form 1781). 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 carrier.

Each move is different and you will

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that travel allowances are forfeited. Dependents, although they ride to the new duty station in the truck, still are authorized a mileage allowance.

Your PPTO will assist you in determining what size rental truck you need, arrange for packing material and an operating allowance for gas, oil and tolls.

For more information, talk to your PPTO.

Shipping a Mobile Home

You're entitled to an allowance—equivalent to the cost of shipping your maximum weight of household goods for the distance authorized by your orders—to have your mobile home moved from one duty station to another within the continental United States. The costs of preparing the mobile home for shipment, repairs en route other than labor for tire

replacement, and the cost of parts are not authorized at government expense. Normally, 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 between the total cost and the cost to which he or she is entitled. In the case of a mobile home, that difference can be very expensive. In fiscal year 1985, the average excess cost was \$700.

If you don't contact the PPTO or if you elect not to use the arrangements available through the PPTO to move a mobile home, the Joint Travel Regulations prescribe payment of out-of-pocket, road costs only, such as gas, oil, tolls, parking fees and permits.

If the PPTO cannot obtain commercial services, or in unusual instances where you have the capability and the

need, you will be provided a certificate allowing you to make arrangements with a licensed commercial transporter to have the mobile home moved. In this case, you may draw an advance and you then must submit a claim immediately upon completion of the move, supported by the PPTO's certificate, to liquidate the advance.

Before you decide to move your mobile home, you should ensure that:

- You are able to forfeit your right to a separate, full weight allowance shipment of household goods.
- You have reserved, or can reserve, a lot on which to set up your mobile home when you arrive at your new location.
- You are financially able and prepared to pay those costs which the government is not authorized to pay.

Housing for Navy People Everywhere

Military Family Housing

Housing always has been a primary concern of Navy people regardless of duty assignment. The Navy always has 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 (DoD) 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 housing in the civilian community or are assigned to adequate government housing.

The basic policy is to rely on the local civilian housing market in communities near military installations as the primary source of family housing. New construction is programmed for 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 congressionally approved construction programs are listed. The rental assets in the area then are 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 a one-hour driving time of the base during rush-hour periods. Second, the unit must be in good condition—it must be a complete dwelling with a 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 grand total of units available for use by military families in any particular area. This grand total then is compared with the number of military families projected to be in the

area to ascertain if the total units available are sufficient to house at least 90 percent of the eligible military families within the planning cycle (generally five years). If there are not enough units, there is justification to request additional construction to be programmed by the Navy. All Navy housing requests will be prioritized and incorporated into the overall Family Housing Construction program presented to Congress annually.

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

Base Housing

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 for gas, fuel oil and electricity are constantly increasing); convenience to commissaries, exchanges and

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maintenance facilities; and commonality with neighbors.

Military family housing falls into three categories—adequate quarters, substandard quarters and transient family accommodations.

The Navy currently manages about 66,000 adequate family housing units which are available to service members in lieu of the housing allowance. These quarters normally are 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 Navy personnel with accompanying dependents, whether assigned afloat or ashore, are eligible to obtain housing.
- 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 0-3 and below.

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

Adequate family housing is designated as:

- Junior and senior enlisted quarters.
- Company grade officer quarters (0-3 and junior).
- Field grade officer quarters (0-4 and 0-5).
- Senior officer quarters (0-6).
- Flag quarters.

Adequate quarters may be assigned to Navy families whose sponsor is in lower

grades (E-3 and below) when housing requirements of all higher grade personnel in the area and families of E-4 and higher personnel on unaccompanied tours have been satisfied.

Lower grade enlisted personnel may be authorized adequate quarters when a severe hardship is involved, or when it is otherwise considered to be in the best interest of the government.

The Navy manages approximately 4,000 substandard quarters which are available to all Navy members, giving priority to junior enlisted personnel.

These substandard units are similar to adequate units except that they have been declared substandard, normally because of floor space limitations. Members assigned to substandard quarters pay either the fair market rental or 75 percent of their BAQ, whichever is less.

Substandard quarters are retained only as long as they can be economically maintained in a safe and sanitary condition. Members residing in substandard quarters may remain on waiting lists for adequate family housing.

Transient Family Accommodations

Transient Family Accommodations (TFA) are substandard quarters which have been removed from the family housing inventory and are for use by accompanied personnel of all grades assigned to ships undergoing overhaul or repair.

Naval shore installations authorized to operate TFA and the number of units at each are Norfolk Naval Shipyard (73), Puget Sound Naval Shipyard (347), Naval Station Mare Island (240), and Naval Station Long Beach (142).

The units are furnished and offered at minimum rental rates as approved by the Commander, Naval Military Personnel Command. Personnel taking advantage of TFA still may draw Basic Allowance for Quarters (BAQ) or retain government housing at their regular home port.

Bachelor Quarters

At all levels of the Navy 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 is interested in obtaining an attractive, comfortable place to live. The Navy makes Bachelor Quarters (BQ) as desirable as possible.

There are two ways in which the Navy satisfies the housing needs for personnel without dependents and for transients. BQs have been constructed at 174 installations throughout the world. When adequate housing for unaccompanied personnel is not available, service members normally are eligible for compensation, either their allocated housing allowance or per diem. Permanent party members are entitled to BAQ at the without dependent rate, and transients are entitled to the quarters portion of per diem.

Navy installation commanders plan the utilization of on-base BQ so that housing requirements of each group listed below are fulfilled in order. This ensures that service members with a greater need for Navy BQ are accommodated on base. Of course, in areas with housing shortages, all eligible groups always cannot be accommodated. To provide adequate housing to as many residents as possible, assignment priorities have been established and implemented by OPNAVINST 11103.3.

Once assignment to quarters for unaccompanied personnel has been made, or a reservation for personnel in any of the first eight priority categories has been confirmed, the accommodations are committed. Normally, no resident will be directed to involuntarily vacate quarters in favor of a resident in a higher priority category, except when directed by the installation commander for reasons of military necessity.

For each paygrade, DoD has specified what is to be considered adequate housing for involuntary assignment. Residents

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should receive no less than what is specified when they are mandatorily assigned to BQ, except in cases of military necessity. At some commands with housing shortages, housing may be fully assigned to residents in higher priority categories.

Table 2. BQ Standards

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

GRADE	MINIMUM STANDARDS
O-3 and above	400 sq. feet net living area. Living room, bedroom, private bath, access to kitchen or officers dining facility receiving appropriated funds.
W-1 - O-2	250 sq. feet, net living area. Combination sleeping/living room with private bath.
E-7 - E-9	200 sq. feet, net living area. Private room with private bath.
E-5 - E-6	90 sq. feet, net living area. Room with no more than two people and central head facilities.
E-1 - E-4, except E-1 recruits and trainees	85 sq. feet, net living area. Room with not more than four people and central head facilities.
E-1 recruits and trainees	72 sq. feet, net living area. Open bay and central head facilities.

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

GRADE	MINIMUM STANDARDS
All officers and warrant officers	250 sq. feet, net living area. Private room with bath shared by no more than one other.
E-7 - E-9	100 sq. feet, net living area. Private room with central head facilities.
E-5 - E-6	90 sq. feet, net living area. Room with not more than four people and central head facilities.
E-1 - E-4, except E-1 recruits and trainees	85 sq. feet, net living area. Open bay (minimum) and central head facilities.
E-1 recruits and trainees	72 sq. feet, net living area. Open bay and central head facilities.

When there are no adequate BQ available for assignment, Navy members may volunteer to live in substandard BQ. (See Table 2.)

At some locations, rapidly rising civilian housing costs and shortages of BQ on base combine to make adequate housing/quarters unavailable. It may be necessary for installation commanders to take steps to provide the best housing for the greatest number of service members. These steps may include close monitoring of empty beds and requests to higher authority to temporarily lower minimum standards of adequacy for transients.

Buildings are not all that is required to create a decent place to live. Throughout the Navy, actions are being taken to make BQs more livable:

- The management of BQ has been designated for personnel in the Mess Management Specialist (MS) rating. As more trained MSs are assigned to BQ management, Navy housing will become

more professionally managed.

- To fulfill training requirements and improve the management techniques of BQ managers, a formal training course in BQ management is offered at NATTC Memphis, Tenn. Also, a team of highly-trained senior MSs is available to provide on-site management review and training to all commands with BQ operations.

- Commanding officers are responsible for ensuring that BQ for unaccompanied members are well-managed. They have implemented local procedures to get senior command personnel concerned about the welfare of residents and involved in the BQ operations.

- Navy has been constructing an average of 7,000 BQ spaces per year over the past three years. This tempo will continue in the next seven years.

Additional information concerning your entitlement to adequate BQ may be obtained from the housing officer at your command.

Civilian Market Housing

In addition to providing base housing or housing allowance, the Navy also helps members find a place to live in the civilian community.

When you receive PCS orders, you are directed to report to the Housing Referral Office (HRO) at your new duty station.

The HRO can ease the trauma that sometimes is associated with moving to a new area. Among the services offered by the HRO to help newcomers are:

- Maintaining non-discriminatory rental and sales listings for housing within commuting distance of the installation.

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

- Investigating all complaints of discrimination.

- Maintaining a restricted sanction list of all landlords/housing complexes practicing discrimination.

- Acting as a mediator in tenant/land-

lord disputes when requested.

The HRO is available to all Navy members and can save you time and money as well as cut down on some of the inconvenience of relocation.

Renting

When you choose to live in the community, the rent you pay—in spite of your quarters 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 a statement indicating that 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

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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 usually is 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 vacate 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 HRO or legal assistance officer if you have any questions. Military personnel have special problems, and leases should be written 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. This clause generally states that the member can terminate the lease if PCS orders are received. The clause does not usually allow the termination of the lease just because on-base housing becomes available. There is no standard military clause. The wording is a matter of negotiation between you and your prospective landlord.

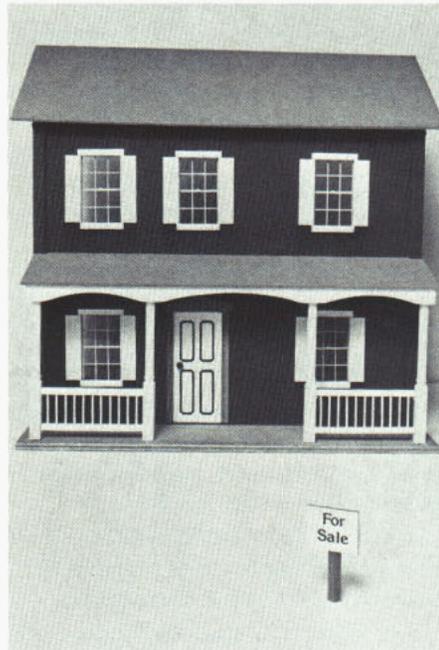
Most leases are for 12 months, but if you can't stay for the entire term, you may exercise the military clause. However, you still may be required to give a proper vacate notice, usually 30 days. In any case, any payments you would be required to pay for early termination should be spelled out in the lease.

Laws and customs regarding the landlord/tenant relationship may vary widely from state to state. Before you sign any lease, however, you should consult your legal assistance officer or your housing referral officer.

Buying

Since buying a home requires a considerable outlay of money, there must be an advantage to buying rather than renting. Those who pay rent only have the use of the premises they occupy. Those who buy, however, have the potential increase in equity, and the market value of their homes increases over the years.

In addition, the portion of your house payment which is applied to interest can be claimed as a deduction on your income tax return. If you itemize your deductions, you may save money in this way.



Mortgages

If you decide to buy a home, and, like most of us, you don't have enough money to pay cash, you must borrow the funds. Loans on homes require a mortgage or deed of trust.

Unless the seller is willing to loan you the money at or below the interest rate you can get elsewhere, you must take out a loan with a commercial bank, credit union, savings and loan association, life insurance company, mortgage company,

or some other financial institution which specializes in lending money for the purchase of real estate. The amount these organizations are willing to lend will depend on the location, the current interest rate on mortgage loans, the appraised value of the property you want to buy and your ability to repay the loan.

The standard types of mortgages involve conventional mortgage loans, mortgage loans guaranteed by the Federal Housing Administration (FHA) and mortgage loans guaranteed by the Veterans Administration (VA).

Over the past several years, new types of "creative financing" have been developed as alternatives to traditional mortgages. Some of these may involve variable rate mortgages where the interest rate constantly changes to keep pace with the market place, thereby requiring either the monthly payment or the duration of the loan to change. Others involve reduced monthly payments during the first few years of the mortgage when a young couple is least able to afford high payments. Some of these types may require a large "balloon" payment around the fifth year to make up for the smaller initial payments, while other types may recoup the difference through higher payments after the fifth year. Be alert for still other forms of "creative financing" which may become available.

Anyone may apply for a "creative financing", conventional, or FHA mortgage loan. FHA mortgages differ from the other two mortgages in two ways. First, the lender is insured by the Federal Housing Administration against losing money on the loan. Second, the percentage of the appraised value that can be lent, and other terms of the mortgage loan, including prepayment provisions, are more closely regulated by federal law.

The VA has been guaranteeing home loans for veterans and service members for years. The benefit of the guarantee program is that it meets the requirements for investment protection demanded by commercial lending institutions through substantial down payments. Because VA-

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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.

If you are an eligible veteran or an 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. Even if you're an old hand at real estate transactions, get all the facts by shopping around to determine your best options and obtain legal advice from your legal assistance office or a civilian attorney.

Navy Lodges

There are more than 1,500 Navy Lodge units at 42 locations in the United States and overseas. Navy Lodges, although

varied in size, offer motel-type facilities at \$13-\$30 per night for the entire family. All profits earned remain in the Navy Lodge program and are used for renovation, expansion and construction of additional units.

The Navy Lodge mission is to provide military personnel accompanied by their dependents under permanent change of station (PCS) orders with clean, comfortable, temporary lodging facilities while they are in the process of acquiring a permanent residence. At the Navy Lodges located at the Naval Hospital Bethesda, Md., and Oakland, Calif., priority accommodations are given to members of the immediate family of inpatients who are seriously or critically ill, and to sponsors of children who are undergoing or convalescing from serious surgery.

Other categories of authorized personnel who may use Navy Lodge facilities are listed in OPNAVINST 11107.2 series. Some of these include non-PCS active duty military and their dependents, retired military and their dependents, DoD civilian employees and their dependents assigned to overseas areas for duty who are temporarily without permanent hous-

REMINDER

A limited number of additional copies of this article and of each *All Hands* issue containing "Navy Rights & Benefits" are available from: Public Affairs Office, Naval Military Personnel Command (NMPC-05), Department of the Navy, Washington, D.C. 20370-5005.

ing, and official guests/visitors of the installation as determined by the commanding officer.

A Navy Lodge central reservation office has been established to assist military families in obtaining accommodations. To make a reservation for a Navy Lodge in the United States, call toll free 1-800-NAVY INN or Autovon 565-2027. Accompanied military personnel on PCS orders may make reservations up to 90 days in advance of the date that lodging is desired. Other personnel may make reservations up to 21 days in advance.

A complete listing of Navy Lodges worldwide, the number of available units and daily rates of each follows. □

Table 3. Navy Lodges Worldwide

LOCATION	*DAILY UNITS RATES	LOCATION	*DAILY UNITS RATES
ADAK, AK Navy Lodge, Naval Station FPO Seattle, WA 98791 Phone: 907-592-8287	14 \$18	CECIL FIELD, FL Navy Lodge, Naval Air Station Cecil Field, FL 32215 Phone: 904-772-0947	8 \$20
ALAMEDA, CA Navy Lodge, Naval Air Station Alameda, CA 94501 Phone: 415-523-4917	70 \$26	CHARLESTON, SC Navy Lodge, Naval Station Charleston, SC 29408 Phone: 803-747-7676	48 \$26
ATSUGI, JAPAN Navy Lodge, Naval Air Facility FPO Seattle, WA 98767	30 \$24	CHASE FIELD, BEEVILLE, TX Navy Lodge, Naval Air Station Chase Field, Beeville, TX 78103 Phone: 512-354-2523	5 \$19
BETHESDA, MD Navy Lodge, National Naval Medical Center Bethesda, MD 20014 Phone: 301-654-1795	22 \$27	CORPUS CHRISTI, TX Navy Lodge, Naval Air Station Corpus Christi, TX 78419 Phone: 512-937-6361	22 \$21
BRUNSWICK, ME Navy Lodge, Naval Air Station Brunswick, ME 04011 Phone: 207-921-2206	14 \$21-\$24	EDZELL, SCOTLAND Navy Lodge, U.S. Naval Security Group Activity FPO New York, NY 09518	8 \$30

Table 3. Navy Lodges Worldwide (cont.)

LOCATION	UNITS	*DAILY RATES	LOCATION	UNITS	*DAILY RATES
EL CENTRO, CA Navy Lodge, National Parachute Test Range El Centro, CA 92243 Phone: 714-339-2478	4	\$22.50	MOFFETT FIELD, CA Navy Lodge, Naval Air Station Moffett Field, CA 94035 Phone: 415-962-1542	50	\$28
FALLON, NV Navy Lodge, Naval Air Station Fallon, NV 89406 Phone: 702-423-5161, ext. 2817	6	\$23-\$24	NEW LONDON/GROTON CT Navy Lodge, Naval Submarine Base New London Groton, CT 06340 Phone: 203-446-1160	68	\$23
GREAT LAKES, IL Navy Lodge, Naval Training Center Great Lakes, IL 60088 Phone: 312-578-6196	13	\$24	NEW ORLEANS, LA Navy Lodge, Naval Support Activity New Orleans, LA 70146 Phone: 504-366-3266	22	\$27
GULFPORT, MS Navy Lodge, Naval Construction Battalion Center Gulfport, MS 39501	15	\$22	NEWPORT, RI Navy Lodge, Naval Education and Training Center Newport, RI 02840 Phone: 401-849-4500	67	\$23
GUANTANAMO BAY, CUBA Navy Lodge, Naval Station Box 38, FPO New York, NY 09593	26	\$23	NORFOLK, VA Navy Lodge, Naval Station Norfolk, VA 23511 Phone: 804-489-2656	90	\$24
JACKSONVILLE, FL Navy Lodge, Naval Air Station Jacksonville, FL 32212 Phone: 904-772-2549	50	\$25	NORTH ISLAND, SAN DIEGO, CA Navy Lodge, Naval Air Station North Island San Diego, CA 92135 Phone: 619-435-0191	90	\$24
KEFLAVIK, ICELAND Navy Lodge, Naval Station Box 10, FPO New York, NY 09571 Phone: 2210-7594	31	\$20-\$28	OAKLAND, CA Navy Lodge, Naval Regional Medical Center Oakland, CA 94627 Phone: 415-639-2051	18	\$14
KINGS BAY, GA Navy Lodge, Naval Submarine Base Kings Bay, GA 31547 Phone: 912-882-6868	26	\$25	OAKLAND, CA Navy Lodge, Naval Supply Center Oakland, CA 94625 Phone: 415-466-6187	20	\$21-\$22
LAKEHURST, NJ Navy Lodge, Navy Air Engineering Center Lakehurst, NJ 08733 Phone: 201-323-7442	9	\$25	ORLANDO, FL Navy Lodge, Naval Training Center Orlando, FL 32813 Phone: 305-646-5722	35	\$15-\$28
LEMOORE, CA Navy Lodge, Naval Air Station Lemoore, CA 93245 Phone: 209-998-5791	46	\$22	PENSACOLA, FL Navy Lodge, Naval Air Station Pensacola, FL 32508 Phone: 904-456-8676	38	\$23
LITTLE CREEK, VA Navy Lodge, Naval Amphibious Base Little Creek, VA 23521 Phone: 804-464-6215	90	\$24	PORT HUENEME, CA Navy Lodge, Naval Construction Battalion Center Port Hueneme, CA 93043 Phone: 805-486-2614	22	\$25
LONG BEACH, CA Navy Lodge, Naval Air Station Long Beach, CA 90822 Phone: 213-833-2541	50	\$28	ROTA, SPAIN Navy Lodge, Naval Station Box 17, FPO New York, NY 09540	22	\$25
MAYPORT, FL Navy Lodge, Naval Station Mayport, FL 32228 Phone: 904-246-5554	19	\$23	SAN DIEGO, CA Navy Lodge, Naval Station San Diego, CA 92136 Phone: 619-234-6142	45	\$24
MECHANICSBURG, PA Navy Lodge, Naval Ships Parts Control Center Mechanicsburg, PA 17055 Phone: 717-766-0507	9	\$20-\$22	SUBIC BAY, R.P. Navy Lodge, Naval Station FPO San Francisco, CA 96651 Phone: 884-9500	25	\$13-\$18
MEMPHIS, TN Navy Lodge, Naval Air Station Memphis Millington, TN 38054 Phone: 901-872-0121	28	\$23	WASHINGTON, D.C. Navy Lodge, Naval District Washington Washington, DC 20032 Phone: 202-563-6950	50	\$28
MIRAMAR, SAN DIEGO, CA Navy Lodge, Naval Air Station Miramar San Diego, CA 92145 Phone: 619-271-7111	90	\$24	YOKOSUKA, JAPAN Navy Lodge, Fleet Activities Code 700, FPO Seattle 98762 Phone: 234-6708	127	\$19-\$27

*Prices are subject to change without notice.



You can fool some of the people some of the time During RIMPAC 86, USS Worden (CG 18), left, tried to fool the "blue forces" by re-painting her hull number to match that of USS Goldsborough (DDG 20), right. When the two ships tied up in Pearl Harbor, there was understandable confusion. Photo by Cmdr. Bill Brubaker, USNR.



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