

ALL HANDS



SEPTEMBER 1976



ALL HANDS

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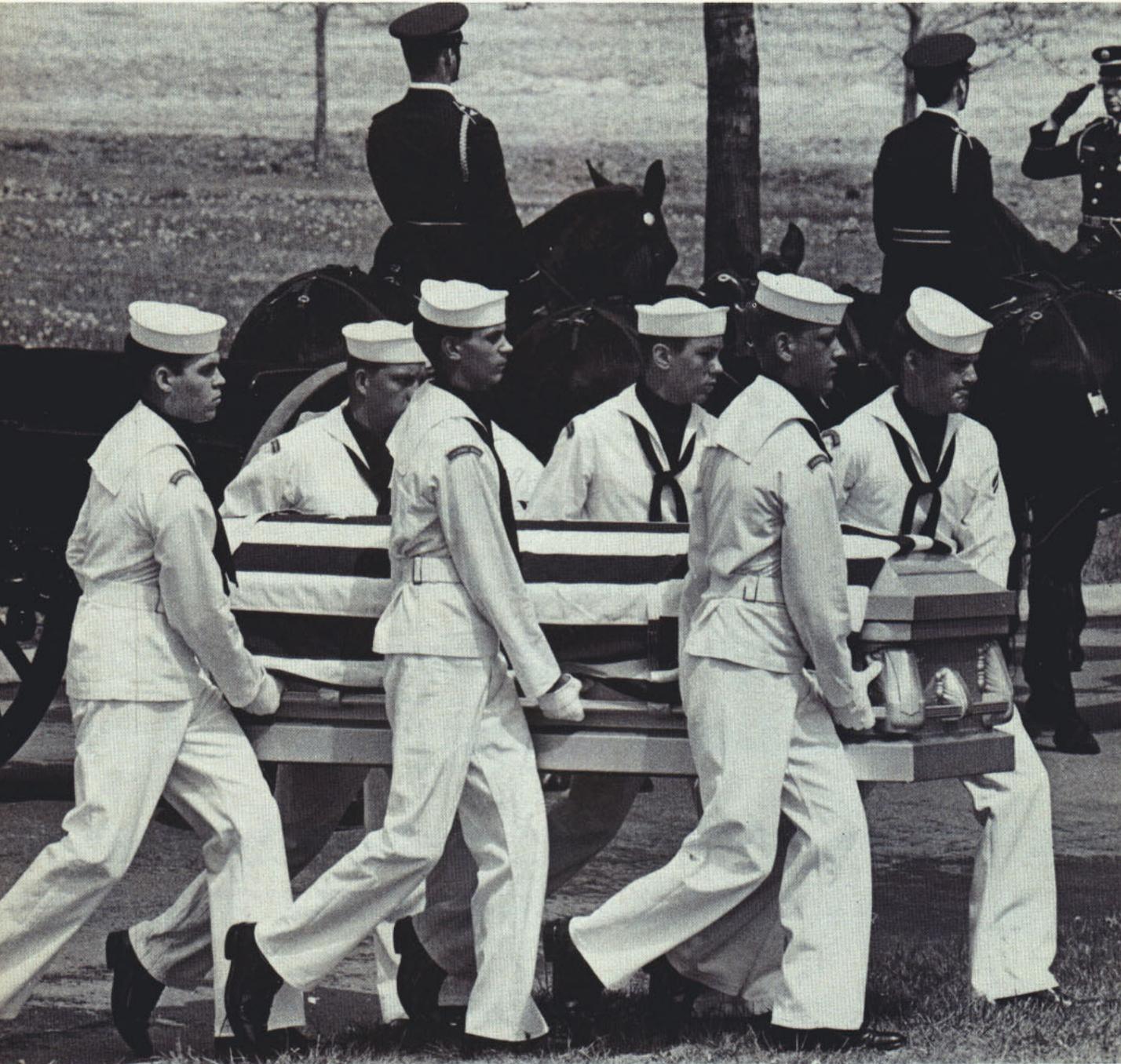
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FRONT AND BACK COVERS: The Navy Ceremonial Guard—last wearers of the old Navy uniform—parade the colors during recent ceremonies at the National Naval Medical Center, Bethesda, Md. After the bicentennial year, the guard will continue to perform at hundreds of events annually—but in the new uniform. (Photo by JO1 Jerry Atchison)

Left: Chief Machinist's Mate Glenn Crawford, Company Commander of Recruit Company 145, an all-New Mexico unit, at Recruit Training Center, San Diego, casts a practiced (and relaxed) eye on his charges. (This photo and the inside back cover are both by Navy journalist Scott Day.)

Ceremonial



Hours of practice for platoon members result in a perfectly executed funeral service.

Guard



By JO1 Jerry Atchison

For the uninitiated, the scene aboard the bus seems almost absurd. Forty sailors, immaculately uniformed, polished and manicured; each contorted in an impossible position. There they sit on the edge of their seats, avoiding the back rests; their legs assume an extreme angle, all shoes firmly planted in the center aisle. In apparent disregard for proper decorum, forty sets of trousers are unbuttoned, and the tops neatly folded back to the ankles.

It's not a scene from the latest Hollywood comedy, but it takes place regularly. The sailors are real, and they are merely protecting their gleaming spit shines (from the bottom of the seats in front) and their sharply pressed uniforms (from stains and wrinkles.)

Their faces may be familiar to but a few, but they've made the uniform (albeit the old-style uniform) of the United States Navy familiar to millions around the world. Wreath-layings at the Tomb of the Unknown Soldier, flag bearers at state dinners in the White House, events of national importance such as this year's national political conventions and, finally, burial of America's military veterans at Arlington National Cemetery—these are but a sampling of the official functions, ceremonies and events that are hallmarked by the appearance of the U.S. Navy Ceremonial Guard.

"I've got a right to be proud. I worked hard to become a member. That means an awful lot to me."

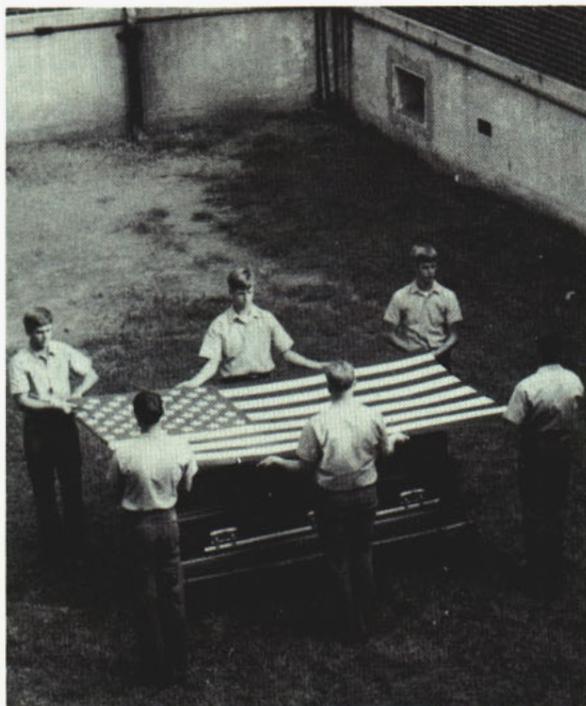
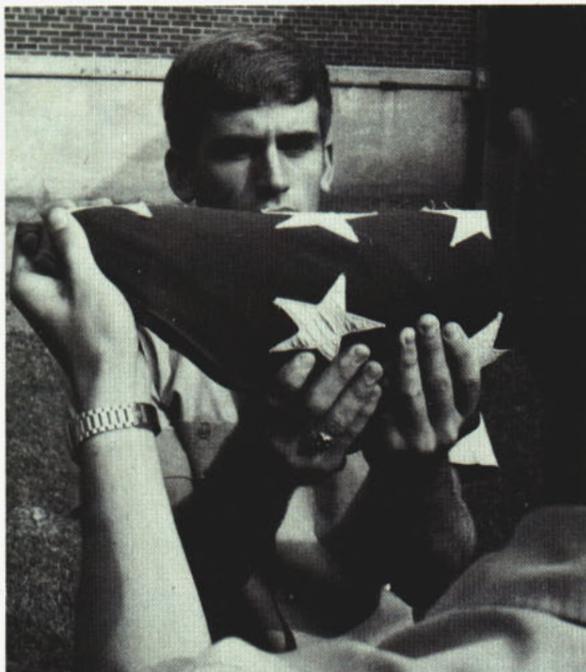
The speaker, an 18-year-old sailor, had only joined the Navy a few months before. Today, as a member of the Guard, he is expected not only to represent the Navy, but also do it better than anyone else.

And he does it well, not merely because his uniform is squared away or because he knows close order drill, but because he knows how to "get it all together."

"They're mostly extroverts with a flair for showmanship," said Lieutenant Commander Paul Greene, skipper of the Ceremonial Guard. "They've got a bit of show business in them because, really, that's the name of the game around here."

Showmanship—that little something extra that turns a routine performance into an unforgettable event—is the secret of the Ceremonial Guard's success. The Guardsman who casually tosses his rifle over his shoulder to a team member two rows back exhibits the end product of long hours of practice. But he also is displaying the verve of a showman that comes from inside.

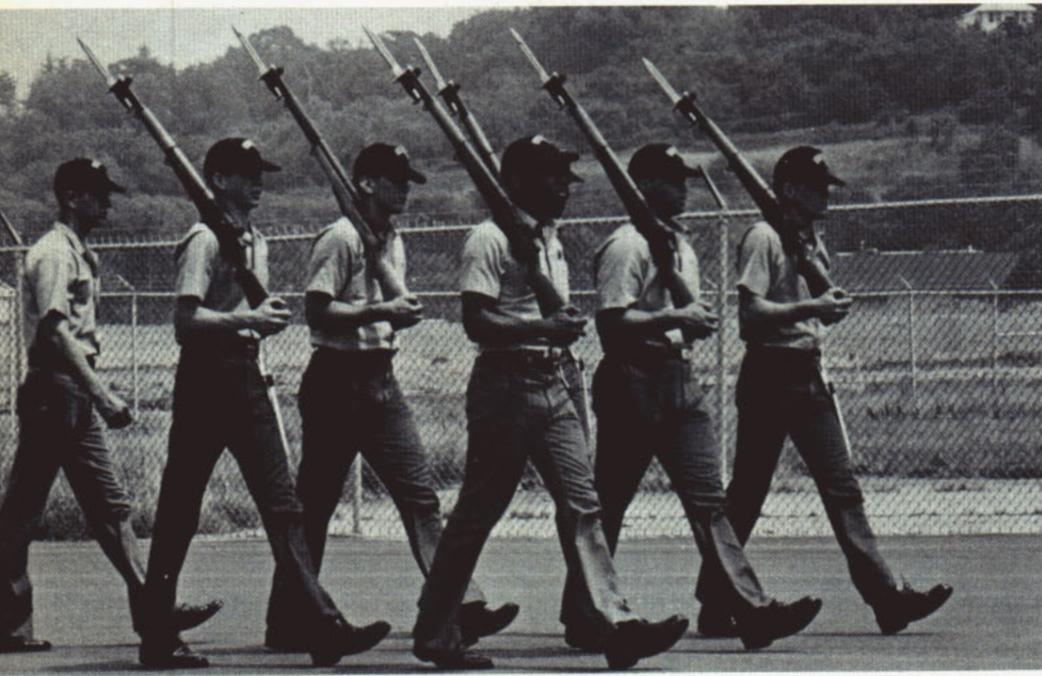
The training of a Ceremonial Guardsman begins the



Top right: Presentation of the flag is practiced, as is (bottom right) the folding of the flag in burial routines. Rehearsal sessions are conducted at Anacostia.



Above: Drill team members work at perfecting rifle routines.



Left: Members of the "X" platoon march and count cadence, march and count ...

day a man reports. The "boot" is assigned to "X" platoon where the first order is to forget the drill instructions of boot camp.

"That's the big hurdle—relearning how to march," said one guardsman. Boot camp marching instructions are inadequate to the task of Ceremonial Guardsmen. A simple order like "to the rear march" becomes an intricate series of syncopated steps marked by the twirling of rifles and the pounding of steel-clad heels on the ground.

They must work as one—everyone in step and everyone executing commands at precisely the same instant. Because of this, the new guardsman spends hours on the grinder counting aloud as the unit moves from routine to routine, execution to execution. Cadence is all-important, hence the beginners count aloud until the beat is just right.

Between hours spent learning routines come periods of uniform fitting and issue. Each uniform must fit perfectly, must be in excellent condition and must be flawlessly maintained.

For those interested in learning the techniques that result in mirror-bright shoes and brass, the answer might be disappointing. Although they all get the same result, none of the guardsmen seem able to agree on the way to raise that spit shine.

"Absolutely nothing works as well as floor polish," said one.

"Ridiculous," said another. "You've got to first set the shoe polish on fire then snuff it out and put the melted wax on your shoes."

"Plain old spit for a spit-shine—period," said still another.

No matter the techniques, guardsmen spend long hours cleaning, pressing and folding their uniforms. Professional style washers, dryers and pressers help get the job done. But when you are, in effect, standing inspection as often as three times a day, the job is still a big one.

The big job of uniform maintenance is only a prelude to their real work—ceremonies. On a typical day, guardsmen arrive at Enterprise Hall before 0600. Buses will leave for the first event of the day by 0730 and the hour and a half in between is spent putting the finishing touches on uniforms, receiving last-minute instructions and—for some—practicing routines that are done well, but must be perfect.

At the ceremony, three or four guardsmen stand apart from the group of Ceremonial Guardsmen preparing to march before the spectators.

These are the supernumeraries. At the last minute, if a previously undiscovered speck of dirt is spotted on a uniform, out goes its wearer and in goes one of the "supers." The guardsmen's record for showing up in the right place at the right time is perfect.

"It's really uncanny," said one. "We have never had a bus break down on the way to a ceremony. But we sure have had them break down on the way back!"

A ceremony may go on for hours, and heat and humidity can combine to turn a drill field into an oven. During the scheduled drill, the operating platoons



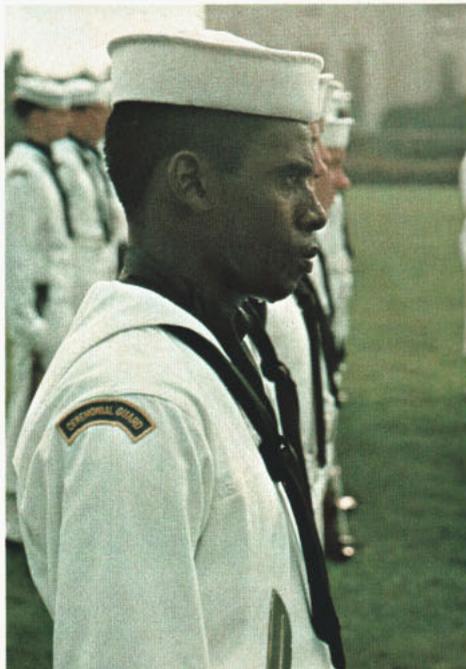
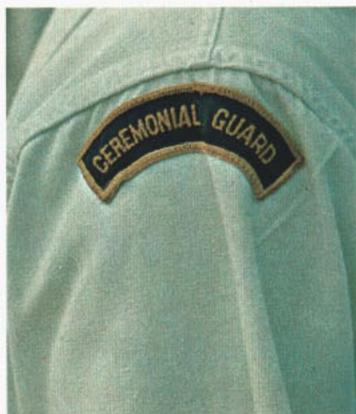
Shoes are shined to a high gloss, double-soled and with cleats.



Polishing brings out the shine in the belt buckle.

(Text continued on page 9)

The "GUARD" in Full Color



Top: The honored Ceremonial guard shoulder patch. Above: Heat and humidity combine to turn the drill field into an oven. Right: Ready to represent the Navy to the world, a guardsman proceeds to the ceremony site.





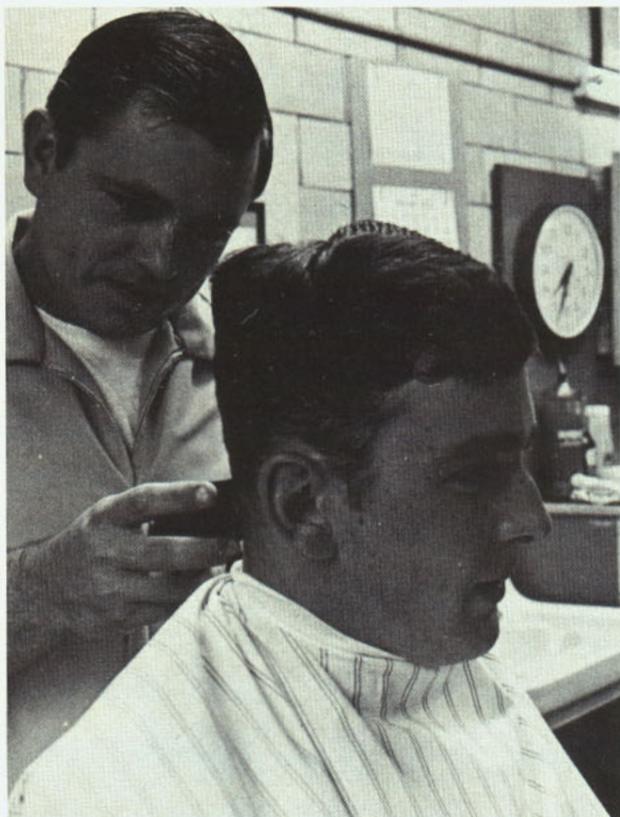
Above: Ceremonial Color Guard.

Right: The ceremony may go on for hours, but the men of the ceremonial guard stand tall. It is work that drains the best from any man.

Next Page: Guardsmen board bus for the return trip to Anacostia.







Left: Weekly haircuts are mandatory.

Below: Each member must wash, starch and press his own uniform.



(Cont. from page 5)

march smartly through the often stifling heat that reflects off the concrete. And, ultimately, all stand at attention. Speaker follows speaker, and still they stand. Honors are rendered, orders are read, bands play—but the Ceremonial Guard stands at attention. It is work that drains the best from any man. But it is their work.

For some it might be difficult to understand why these 140 men work so hard for rewards that are rarely tangible. But each guardsman has his own reasons.

"I guess it's a matter of personal pride, knowing that you're representing the U. S. Navy to the world," said one as he put the finishing touches on an already gleaming belt buckle.

"When I was a kid," said another, "I saw the Ceremonial Guard on television—at the funeral of President Kennedy. The Navy Ceremonial Guard looked the sharpest, and performed their routines better than the other groups. The Navy looked good to the world then because the Ceremonial Guard looked good."

The pressure of appearing in more than 800 various ceremonies each year has a strong unifying effect on Guard members from many backgrounds. Their reasons for joining are as varied as their interests off the drill field. But, along with a common uniform, and similar talents, they share a character found in most performers.

"They are all extroverts," said LCDR Greene. "You have to expect that from a group of people who are pretty proud."





SN Chris Gonzales in 1812 uniform aboard USS Constitution (photo by PH1 Milt Putnam).

Spanish Heritage

Hispanics have added to the lore & traditions of the Navy

His entrance into the United States was really no different than that experienced by millions of others before him. He was desperately poor. He didn't know the language. He didn't have a trade. But he had hope and, what's probably more important, he had his Spanish Heritage.

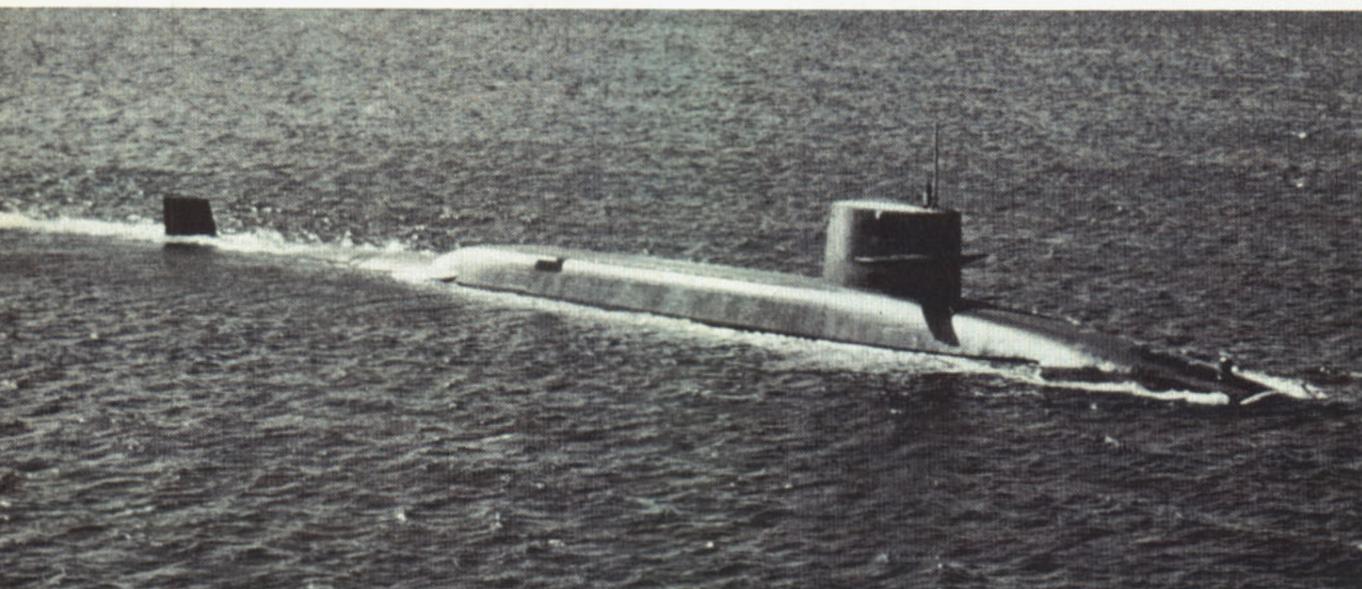
He left his home in Torreon, Coahuila, Mexico. The 10 cents he spent for the street car ride in Juarez, as he crossed into El Paso, Tex., was probably his last.

He worked at many jobs, including the railroad, and then decided to join the U. S. Navy. That was in 1918.

Soon thereafter, he entered the submarine service and became a diesel mechanic. He spent the next 20 years struggling up the promotion ladder, one painful rung at a time. He took the examination for chief petty officer seven times, failing each attempt. He reflected on his ethnic background and was convinced that this was the primary factor preventing him from further advancement. On the eighth attempt, however, he achieved his goal—he became a CPO.

He had beaten the odds against him; he had mastered enough English to build upon the seventh grade education he received in his native Mexico. He was commissioned in World War II and, for a short time, actually commanded his own ship before rounding out 30 years of service.

Today, the son of that struggling chief petty officer is a senior naval officer on active duty—Captain Benjamin L. Saravia, Commanding Officer of the Navy Public Works Center, San Diego, Calif. (→)



Of his father, CAPT Saravia said he "... loved his heritage, his adopted country, his family, and the United States Navy."

The captain's words give impact to the meaning of heritage, which is defined as "something handed down from one's ancestors or the past, as a characteristic, a culture, tradition."

In September the nation marks its sixth annual celebration of Spanish Heritage Week and Navy people along with all Americans are being encouraged to recognize the legacy of Hispanic peoples and how they have enriched this nation of ours. By so doing, heritage is put at the forefront; prejudice, defined as "a judgment formed before the facts are known," is relegated to the back seat it deserves.

The names of Casals, Picasso and Serra are synonymous with Spanish Heritage. Although he rarely performed outside his adopted Puerto Rico, Pablo Casals was known throughout the world as the greatest

classical cellist of all time. His recordings today are treasures, jealously guarded by music lovers the world over.

Picasso, perhaps the most influential artist of the 20th Century, is credited with the initiation of the cubistic school of art. His art does not appeal to everyone, but for those to whom it does, there are few greater artists.

And what of Serra? Before the American Revolution, Miguel Jose Junipero Serra left his mark on America. He founded a chain of missions along the California coast which have since given their names to nearby cities, among them, San Diego, San Francisco and Santa Clara.

Spanish Heritage touches the United States Navy through such men as Vallejo, Orlando, and Valdez, to name but a few. Their contributions through the years have enriched not only Spanish Heritage, but also the rich heritage of the Navy by adding to the lore and traditions of a proud service.

Left: Escort ship USS Valdez (DE 1096) is named for Hospital Corpsman 3rd Class Phil Valdez. Valdez was posthumously awarded the Navy Cross for gallantry in Vietnam.

Below left: The USS Mariano G. Vallejo (SSBN 658), named for the man who helped California win her independence from Mexico.

Prominent on the roster of famous Navy people of Hispanic descent is Hospital Corpsman 3rd Class Phil Isadore Valdez, posthumously awarded the Navy Cross for gallantry in Vietnam. Valdez, a young Mexican-American, lost his life on 29 Jan 1967 while serving with Company "B" First Battalion, First Marines near Da Nang.

When his platoon came under heavy fire, his citation reads, "Valdez ran over 75 yards of open terrain, under constant enemy fire, to aid a fallen Marine. He then moved the wounded man to a safe area and, quickly and competently, rendered medical assistance. Again exposing himself to enemy fire, Petty Officer Valdez moved across approximately 50 yards of open ground to another Marine. While treating the second Marine, he positioned himself between the man and the hostile fire. It was at this time that Petty Officer Valdez was mortally wounded by enemy small-arms fire."

In 1974, seven years after his heroic effort, a frigate of the *Knox* class, USS *Valdez* (FF 1096) was commissioned and became a unit of Cruiser-Destroyer Group Two in Charleston, S. C. Present at both the launching and commissioning of the ship were the hero's parents, Mr. and Mrs. Carlos Valdez.

Another of Spanish origin honored by the United States is Mariano G. Vallejo.

Vallejo was born in Mexico in what is now Monterey, Calif. He rose to become Mexico's Commandante General and Director of Colonization of the Northern Frontier, highest military command in California. But Vallejo broke with Mexico, supported his home territory and was in the forefront in the movement to separate from Mexico.

Elected to California's first senate in 1850, he spent the rest of his life and energies in the development of the Golden Bear State. California named Vallejo after him; the Navy named USS *Mariano G. Vallejo* (SSBN



Ex-Vietnam war prisoner, then Lieutenant Commander Everett Alvarez, Jr.

He positioned himself between the man and the hostile fire

658) in his honor in 1966.

Was there ever a Spanish-speaking winner of the Medal of Honor?

Indeed there was—his name, Telesforo Trinidad, a native of New Washington Capig in the Philippine Islands.

A boiler explosion drove Trinidad out of the Number 2 fireroom aboard USS *San Diego* on 21 Jan 1915. He returned to the holocaust and rescued an injured fellow fireman, R. E. Daly, whom he passed on safely to waiting shipmates. However, Trinidad, at that moment, caught a blast from another explosion—this one in the Number 3 fireroom. Badly burned himself, he disregarded his own safety and succeeded in rescuing another injured shipmate.

There was another corpsman of Valdez' stripe—Hospitalman Samuel G. Orlando. He forfeited his life in winning the Navy Cross in Vietnam.

On 4 Mar 1966, Orlando learned that one of his platoons needed additional corpsmen after being hard hit by intense automatic weapons and heavy mortar fire during Operation Utah. Unhesitatingly, Orlando left a relatively safe position and moved across a barren hill

in the face of intense fire to aid wounded Marines.

He dressed many wounds and helped evacuate casualties, making several daring trips across the fire-swept area.

During one of these trips he heard a call for more machine-gun ammo; he gathered the rounds and carried them to the machine-gun position. As if he hadn't done enough in the face of such intense fire, he again answered the call of a wounded Marine during an ensuing enemy counterattack. Orlando crawled forward but never reached his goal—he was mortally wounded before reaching his objective.

The highest rank and the second highest position in the U. S. Navy were achieved by Horacio Rivero, who entered the Naval Academy from Puerto Rico. Admiral Rivero, now retired, was Vice Chief of Naval Operations and, also in the four-star rank, served as Commander in Chief, Allied Forces Southern Europe.

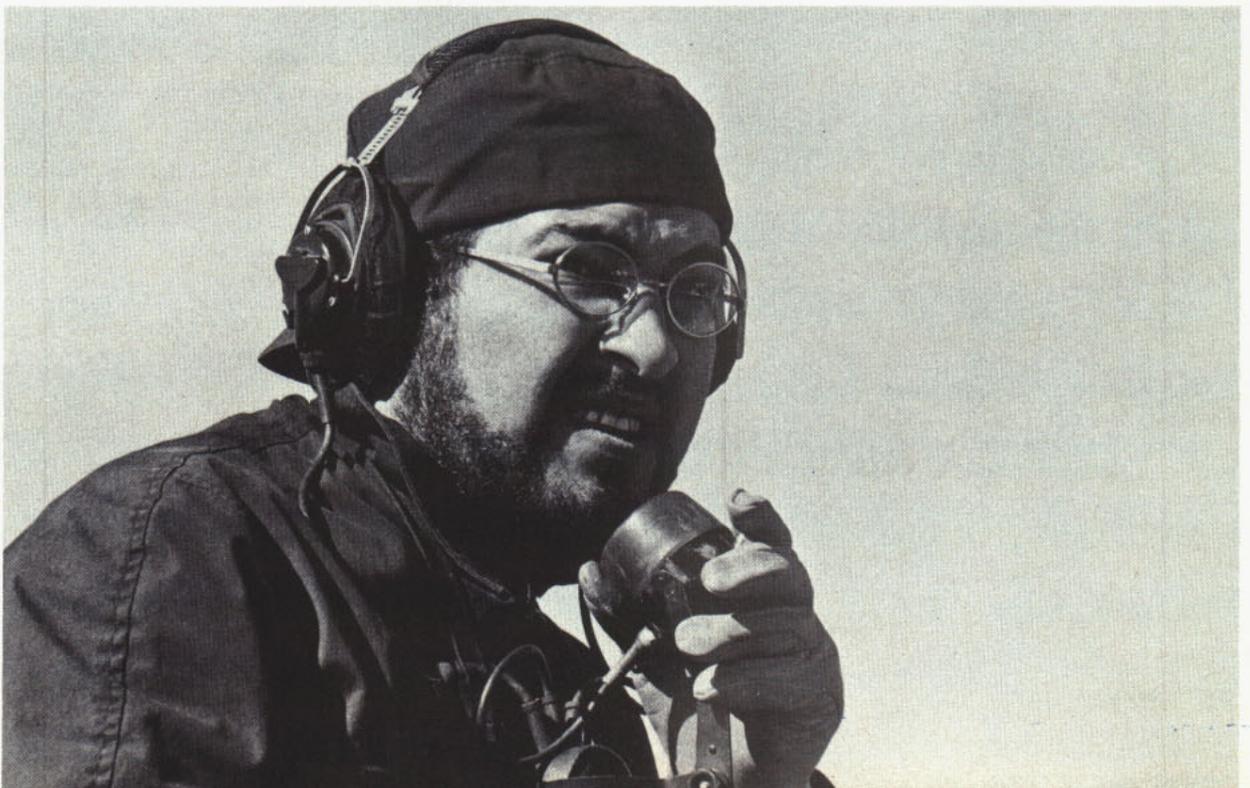
In the latter billet, he was responsible for the southern flank of the North Atlantic Treaty Operation, commanding forces from the U. S., United Kingdom, Greece, Italy and Turkey. Upon retirement in 1972, he was appointed by the President as Ambassador to Spain.

Stories such as these do not mean that the sum total of Spanish Heritage, as it concerns the U. S. Navy, involves only heroes and decorations. Sailors of Spanish descent in today's Navy are no different than Navy men and women of Irish, Italian, German or Finnish backgrounds, or any other for that matter. All wear the same uniform, take the same oath and swear to uphold the same Constitution as do their shipmates.

Their backgrounds may be a little different, but a 12-to-4 midwatch is the same grind, the same lonely affair for them as it is for any other Navy man or woman.

One problem that Navy people who are Spanish-Americans sometimes face is that of language. The English language can pose a formidable barrier to the new recruit from a family or area where Spanish is still the primary tongue. Such must have been the case with

Example of modern art, Picasso's "Seated Woman." Below: Seaman Frankie Chavez uses sound-powered telephone aboard dock landing ship USS Portland (LSD 37).



Aviation Electronics Technicians 2nd Class Jose Perez.

Perez, a native of Puerto Rico, who entered the fifth grade not knowing a word of English, is a seven-year veteran now on recruiting duty in Queens in New York City where he has been stationed for the past three years.

...a person who
"tells it like it is"

To Perez and others like him, recruiting isn't a bed of roses; it's the toughest duty of all. A successful recruiter, according to Perez, is a person who "tells it like it is," and doesn't paint the picture to please the prospective recruit.

"We're just trying to get the best possible people for the Navy regardless of their background or heritage," he said.

Some years ago, when he arrived at AE School, Perez thought he would be the only Puerto Rican there. Not so. He found that there were five others in a class of 60.

As far as promotion goes, he said, "It depends on the man, not his background. The Navy doesn't promote people just because they're from certain backgrounds.

"Not only does a person have to pass tests for promotion," he said, "but the Navy has to have a need for him in that rate."

Another of Spanish Heritage, Electronics Technician Tony Miramontes, doesn't play down the problems of Hispanic people in today's Navy; and Miramontes, now with 12 years of service, knows what he's talking about. A naturalized citizen, he was born in Rosario, Mexico, and arrived in El Paso, Tex., with his family when he was five. He, too, didn't know a word of English at the time.

What's the key to recruiting fellow Hispanic-Americans into the U. S. Navy?

Miramontes said, "I try to make them see the future and see that they're going to be better off five years from now because of the Navy.

"I tell them that their experiences, travel and—above all—the learning of a trade will pay off in big dividends in the years ahead."

All their experiences may not be happy ones and travel, as well, could have another meaning. Take, again for example, Commander Everett Alvarez, Jr. Shot down over Hongay Harbor, North Vietnam, on 4 Aug 1964, he spent the next eight years as a prisoner of war, the longest period of time spent as a POW by any American fighting man since the beginnings of this nation.

A native of Salinas, Calif., and a graduate of the University of Santa Clara, CDR Alvarez could hardly have bargained for such an experience at the onset of his Navy career. His experience as a prisoner of war was, indeed, a terrible price to pay for his right to be an American and a naval officer. But he paid it and, in so doing, added to the luster and pride of Americans everywhere.

There are others, thousands of others, who have worn the Navy uniform as officers and enlisteds down through the years. Many merely served their hitch, others completed 20 and 30 years of service. As with all groups of people, fame shone on only a few; opportunity came in varying degrees to others; but all—whether or not they were conscious of it—left their legacy and added their heritage to our Navy.

We could speak of minorities and their struggles, but the ability to overcome obstacles is the hallmark of all Americans from that initial moment when they were all immigrants, entering and giving themselves to "the melting pot," which has become the heritage of a great nation. It is fitting, therefore, to pause and note this sixth observance of Spanish Heritage Week and become aware, in so doing, of the heritage Hispanics also have given the naval service.

J.C.



Church in Saint Augustine, Fla., is one example of Spanish architecture in the United States.

Spain's forgotten leader

Galvez



By Col. E. A. Montemayor, USAF (Ret.)

Spanish King Juan Carlos I, accompanied by a Spanish Honor Guard and American dignitaries, unveiled an equestrian statue in front of the State Department in Washington this past June. He ended his presentation speech with these words, "May the statue of Bernardo de Galvez serve as a reminder that Spain gave the blood of her soldiers for the cause of American independence."

The Galvez statue, one of Spain's Bicentennial gifts to the U. S., was given in memory of a Spanish contribution to American independence that has been long overlooked. It was the Spanish forces on both land and sea that repeatedly defeated British troops in what are now the Gulf states, thus aborting England's plan to attack a young U. S. from the south.

The hero of this story is Don Bernardo de Galvez,

a dashing, brave and dynamic soldier in the finest Spanish tradition. Born in Malaga, Spain in 1746, Galvez came from a family whose members were well placed in government. Following a family tradition of service, he was appointed Governor of Spanish Louisiana at the start of the American Revolution.

Though only 30 at the time, the governor was already a seasoned soldier capable of handling any "frontier" assignment, as he proved time and time again during his seven-year administration.

From the start of his appointment, Galvez displayed partiality toward the American cause even though his country was officially neutral. He disrupted English maritime commerce while making it policy to grant favors to American shipping. He permitted American vessels to fly the banner of Spain while transiting the Mississippi, thus shielding them from British attacks. Cooperating fully with Oliver Pollock, the American

in the Revolution



agent of the Continental Congress in New Orleans, Galvez sent much-needed supplies to both Washington's army and the army in the west. Additionally, he contributed large sums of his personal fortune to further the American fight.

When Spain declared war on England in June 1779, the governor (under the slogan, "The best defense is to attack") began a series of vigorous campaigns against British fortifications along the Mississippi and immediately captured Fort Bute at Manchac, the fort of Baton Rouge, Fort Panmure at Natchez and other positions of military strategic importance.

By November, the Spanish troops had wrested the muddy river from British control, securing it for American navigation, and capturing the lower Mississippi Valley for Spain. These victories were but a prelude to more ambitious campaigns yet to come. Galvez' main objectives were the British outposts of Mobile and

Pensacola.

In January 1780, without waiting for Spanish reinforcements due from Havana, Galvez and a 1200-man contingent of regulars, blacks and militia set sail to begin the assault against Mobile. Despite the loss of several hundred men to shipwrecks in the stormy Caribbean, he launched an attack on February 17. Two days later, five ships arrived from Havana carrying 400 reinforcements from Mexico. The battle continued until March 12, when the fort finally fell.

In recognition for his capture of Mobile, Galvez was made Field Marshal in Command of Spanish Operations in America and received the augmented title "Governor of Louisiana and Mobile."

Before the Articles of Capitulation of Mobile had been signed, the new field marshal began remembering his plan for the conquest of the British port Pensacola, his major and final objective. Pensacola's location gave

it a Gibraltar-like control over navigation and commerce in the Gulf of Mexico, thereby making it strategically important to New Spain and the 13 colonies.

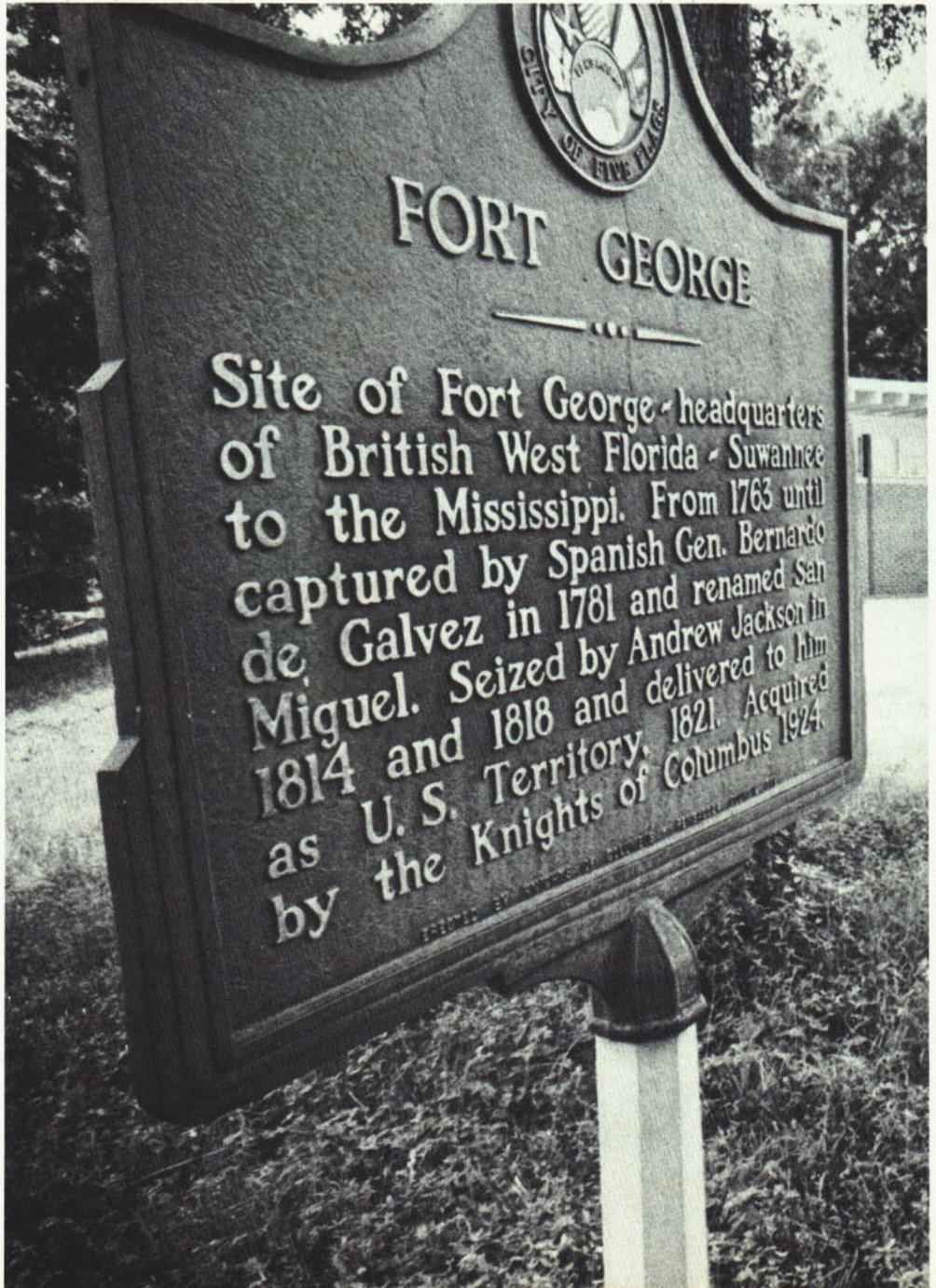
Thirteen hundred troops sailed from Havana bound for Pensacola with Galvez late in February 1781. Galvez sent word to his commanders in New Orleans and Mobile to mobilize their forces by land and meet him in Pensacola. Nine days later, Galvez landed at Santa Rosa Island opposite the objective.

Shortly thereafter, the Spanish Fleet arrived in the bay. When an indecisive sea commander delayed entrance into the port, Galvez took charge. Boarding the brig *Galveztown*, he fired a 15-gun volley to announce his presence to friend and foe, he promptly ordered all sails set for entrance into Pensacola waters. The Pensacola garrison aimed numerous big guns at *Galveztown* and at least 27 shots fell near the brig but none scored an effective hit. Amidst "vivas" and applause,

Galveztown anchored out of the fort's range. Encouraged by this bold example, the entire fleet entered the bay by the following afternoon.

Reinforcements arrived from New Orleans and Mobile and actual battle preparations began. Realizing that a direct attack would probably be too costly in lives, Galvez decided on a siege entailing much more precise preparations. After selecting suitable campsites, he ordered construction of trenches and approaches, and strategic emplacement of artillery. According to plan, as Galvez' troops advanced, they built more field fortifications, enabling them to so batter the British fort that an assault could be launched without great losses.

During the last week in March and most of April, British troops, aided by their Indian allies, continually harassed the Spanish, keeping them constantly on alert and hindering their preparations for the siege. During the entire month of April, daily skirmishes delayed the





siege and both sides suffered casualties.

Early in the morning of May 8, the British resumed their daily bombardment of the Spanish working parties outside the fort. The Spanish replied with a howitzer attack, scoring a direct hit on the British magazine directly in front of the fort. The ensuing explosion killed 105 British soldiers and severely damaged the fortification.

Galvez immediately dispatched light infantry to the smoking ruins and opened fire on an adjacent enemy redoubt, wounding its commander and 30 men. So exposed was the fort to Spanish fire and so vulnerable to a full assault, its commander was forced to surrender. Galvez had won another stunning victory.

Substantial rewards from the King of Spain followed: he was promoted to the highest military rank and also made a count; he was appointed Governor of West Florida as well as Louisiana and Mobile; and his salary was set at 10,000 pesos annually. Finally, "to perpetuate for posterity the memory of the heroic action in which you 'alone' forced entrance of the bay, you may place at the crest of your coat-of-arms (a silhouette of) the brig Galveztown with the motto 'Yo Solo' (I Alone)."

Bernardo de Galvez, a dedicated and energetic patriot, stands out as one of Spain's most illustrious, dynamic, colorful figures. His exploits won land for Spain, and provided monumental assistance to a young America at a time when her fight was unsure. He proved himself a gentleman and a soldier of the first order in the glorious contest for liberty and, as if nothing remained yet to do, he died at the height of his youth—like the classic hero.

Galvez' statue in Washington is an inspiration to millions of today's Hispanic-Americans who are justifiably proud of their Spanish heritage and the role this great Spaniard played in America's fight for freedom.

The capture of Pensacola, May 8, 1781; reproduced from the collection of the Library of Congress.

Retired Air Force Colonel Ernest A. Montemayor is the author of the recently published book "Yo Solo: The Battle Journal of Bernardo de Galvez," from which this tale was extracted. Montemayor, who until recently was executive to the administrative assistant to the Secretary of the Air Force, is now the director of the Hispanic-American Genealogical Associates of Washington, D. C. The colonel saw service in the Navy as an enlisted man during World War II, later enlisted in the Air Force, and was commissioned in 1953.

Sailor of the Year

By JO2 Dan Wheeler



Editor's note:

Since its establishment in 1972, the Sailor of the Year Program has been an important adjunct to the Chief of Naval Operations' overall "people programs" designed to recognize and reward outstanding Navy men and women. The competition is open to virtually all active duty people in paygrades E-4, E-5, and E-6.

Those selected as Sailors of the Year receive a meritorious promotion to the next higher paygrade, an all-expense paid trip to Washington, D.C., five days' rest and relaxation at the CONUS location of their choice, and the opportunity to serve a year's duty as assistant to their respective Master Chief Petty Officer of the Fleet. The Shore Establishment Sailor of the Year may choose to serve with the Master Chief Petty Officer of the Naval Education and Training Command.

They are:

Pacific Fleet Sailor of the Year, Chief Master-at-Arms Thomas C. Wallace, nominated by USS Dixie (AD 14); Atlantic Fleet Sailor of the Year, Chief Hull Maintenance Technician Randolph R. McClary, nominated by USS Claude Ricketts (DDG 5); Shore Establishment Sailor of the Year, Chief Hull Maintenance Technician Ararat (Eric) Krikorian, nominated by Naval Reserve Center Seattle (Wash.).

All eyes were on Secretary of the Navy J. William Middendorf II as he spoke of "... remarkable records. All three of you are remarkable or you wouldn't be here. You're the best of the best, the finest of the finest."

Blind to the numerous mementos, models and other impressive memorabilia on display in the dignitary's Pentagon office, every guest saw only the Secretary, the Chief of Naval Operations and the three being honored.

The Navy's highest ranking official appointed the 1976 Sailors of the Year to the rank of permanent chief petty officer, and presented each with a plaque commemorating his selection. Award/promotion ceremonies, routine occurrences in military life, generally elicit little visible emotional response from spectators. This one was different.

As the accomplishments of each individual were cited—Silver Star for gallantry in Vietnam; Purple Heart; Navy and Marine Corps Medal for heroism at sea; Navy Achievement Medal—men squared their shoulders a little more and the women present dabbed at their eyes. It was patriotism, flag-waving, public spirit, call it whatever you like, but each sailor, relative and guest in that office was visibly proud to be part of a Navy boasting such outstanding members as the three newly appointed chiefs.

Not all that awestruck or impressed, little Amy Wallace, daughter of the Pacific Fleet Sailor of the Year, began to talk aloud and squirm impatiently. With tact befitting his office, Secretary Middendorf offered Amy an opportunity to sit in his high-back chair behind his

The Sailors of the Year received their awards from Secretary of the Navy J. William Middendorf II and Chief of Naval Operations Admiral James L. Holloway III, in SecNav's office.

desk. No one refuses an offer from the Secretary of the Navy. No one, that is, except a disinterested two-year-old. "No thank you," she said and quietly returned to her daydreaming.

The Secretary then read a telegram which subtly reminded each of the boot chiefs that they had yet another ceremony to attend upon their return to their commands—their chief's initiation. This cable read: "Please convey to Petty Officer Krikorian our heartiest congratulations on his selection and appointment and advise him to stand ready to appear before his peers upon his return to Seattle. Signed, Chief Petty Officers Seattle Reserve Center."

"It looks like you're in REAL trouble now. Even though you were personally appointed by the Secretary of the Navy, I don't think you'll get out of this one," said Secretary Middendorf.

While all the Sailors of the Year are exceptional individuals, one—Chief McClary, who's single—enjoys a unique distinction. He's probably the only sailor who ever asked his grandmother to be his liberty partner on R and R. They went to Cincinnati, the home of his sister.

"When he (McClary) called me and said he was taking me with him, I could not help from screaming. I just couldn't believe it," said Mrs. Isabell Williams, the grandmother. "I'm telling you, it was just a shock to me. I've plenty reason to be proud."

Mrs. Williams, a Florida resident, raised the chief from the time he was six months old and was present when the CNO congratulated the selectees. After she had posed for pictures with the CNO and her grandson, Mrs. Williams mentioned that she would like copies of the photos to keep.

"You'll certainly get them," responded the CNO smilingly. In appreciation, Mrs. Williams gave a somewhat surprised Chief of Naval Operations a peck on the cheek.

The Fleet Reserve Association paid expenses for travel and lodging in D. C. for the dependents, and also paid their expenses while accompanying their husbands (and grandson) on R and R. Chief Krikorian and his wife, Donna, chose Disney World in Orlando, Fla., to spend their "second honeymoon," and Chief Wallace, accompanied by his wife, Sandra, and their three children, went to Lake Tahoe, Nev.

"Taking the children with us to Lake Tahoe was sort of a mistake," confided Sandra. "In the planning stages we were told that we couldn't take the children so we picked Lake Tahoe as a second honeymoon spot. Had we known, we would have chosen a more suitable place. Now, we'll be alone—just the five of us!"

Honeymoon atmosphere or not, the vacation is a well-deserved liberty for each of the winners. Chief Wallace, with 14 years' service, was an Operations Specialist before converting to the master-at-arms rating, has served two tours aboard aircraft carriers and three tours ashore in Vietnam, and has had duty in a destroyer tender and amphibious assault ship. While with Commander River Patrol Forces in Vietnam, he was awarded the Silver and Bronze (with Combat "V") stars, and the Purple Heart.

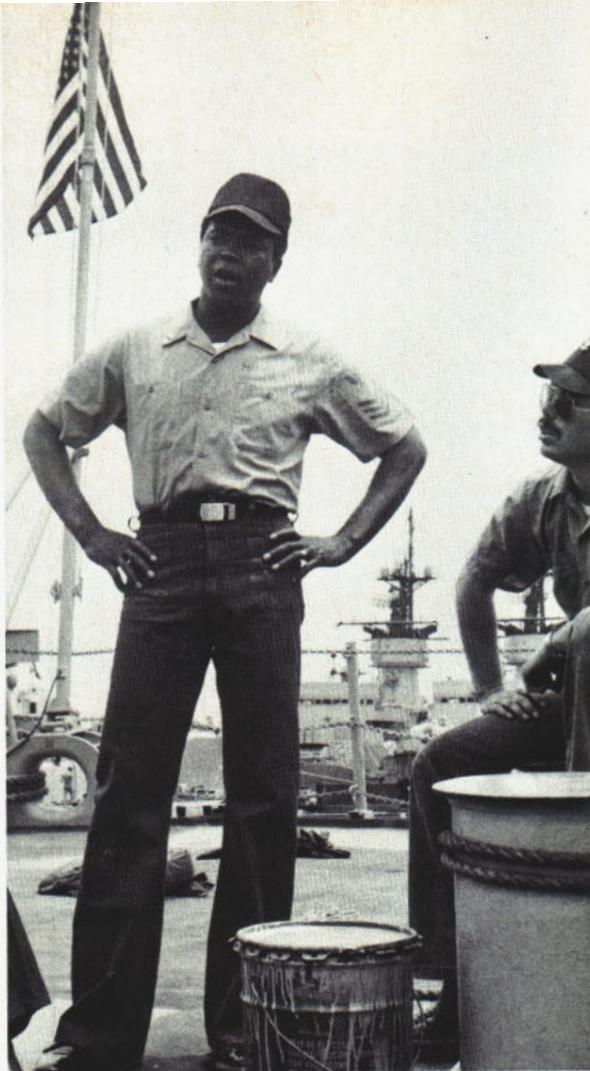


Pacific Fleet: Master at Arms First Class Thomas C. Wallace.

Chief McClary, a veteran of 11 years' service, earned the Navy and Marine Corps Medal for heroism following the *Belknap-Kennedy* collision, when he conducted firefighting and damage control efforts from USS *Claude Ricketts*. According to his commanding officer, Commander Robert C. Powers, "McClary's leadership has been tested and proven in crisis . . . his strong leadership in days prior to the incident produced the damage control teams that made the difference between life and death for a ship of the U. S. Navy."

Chief Krikorian, youngest of the group and a veteran of nearly eight years, is credited with saving the Navy thousands of dollars through Self-Help construction and supervision. "I couldn't see paying someone else to do work which we would do just as well and at the same time do it for less," said the chief. For his efforts, he was awarded the Navy Achievement Medal. Additionally, he performs volunteer construction and repair work for local senior citizen groups in the Seattle area.

All three winners devote some of their liberty hours to volunteer work with local community civic organizations, yet none credits this type of effort with being the deciding factor in his selection as Sailor of the Year. Each, instead, sees his day-to-day work and attitude toward his job as the most important attributes. (→)



Atlantic Fleet: Hull Maintenance Technician First Class Randolph R. McClary. Photo PH3 Phillips-Putnam.

"I think the most important characteristic of a Sailor of the Year should be motivation—taking pride in his work and putting out 100 per cent every day," said Krikorian. "People often criticize me because, when I do a job, I add a little extra touch that's not required. That touch makes it perfect in my eyes. I might have higher standards than some, but I like it that way."

Born in Austria, Chief Krikorian proudly explained that his father, now a contractor in the U. S., always set high standards, and Krikorian continues to set high standards for himself. Since enlisting, he has reached one personal goal after another, regardless of how many hours were required or what the personal sacrifice. These "golden" steps are his day-to-day motivation.

Nor does Krikorian plan to rest on his laurels. "My goal is to get a commission," he said. "I feel I can do more for the Navy and myself as an officer than as an enlisted man."

Wallace, another self-starter, agreed that motivation was essential, but carried it further. He thinks that leadership on the petty officer level is just as important. "Good, positive, solid, inspirational leadership is the key," Chief Wallace said. "I believe in leadership by example and feel that we have a lot of petty officers

who lack this characteristic. Every petty officer has to lead by example."

One who proved his leadership capabilities during a crisis, McClary agreed that petty officer leadership is a problem in the Navy today, yet he didn't feel it was the most pressing problem we face. "Number one, in my opinion," said McClary, "is drugs. It's not lack of drug education—we've plenty of that—and it's not lack of effective programs to deal with abusers. I don't think the deployments are a major contributing factor toward drug abuse either. It's caused by people not having a goal.

"What the Navy needs is some kind of goal, some kind of program, where sailors can get high on achievement. If a young man or woman can get it into his mind that he can get high on education, for instance, that would curb the abuses," suggested McClary.

Krikorian had still another idea about the solution. "Give people more responsibility," he said. He believes that every person should be allowed to prove himself. The only way this can be accomplished is to put him in charge of some task, no matter how small. "You do this," said Krikorian, "and he'll try to make something of himself. That's the solution to drug and alcohol abuse."

Wallace, the senior of the three, sees poor leadership, and drug and alcohol abuse as problems that go hand in hand; both have their roots in job dissatisfaction. He has seen sailors advanced to petty officer status in ratings in which they had little interest—ratings they chose even before going to sea.

"It doesn't matter how much you teach a man in boot camp," said Wallace, "he doesn't know what he's getting into when he comes aboard a ship. That's his first opportunity to see what the ratings are really like. Unfortunately, by that time, it's too late for many to change."

Consequently, Wallace feels, a man is locked into one rating while his interest lies in another. This situation affects his leadership capability, his attitudes toward the Navy and the way he performs on the job. "A man has to be happy in what he's doing. The solution is more on-the-job training and greater flexibility in choosing what rating to enter," he said.

The wives, too, see problems facing enlisted families. The biggest one, said Sandra Wallace, "is learning to get along without Dad. A wife just has to assume all the responsibilities and be very supportive when the husband is at sea."

Donna Krikorian married Eric when he was already in the Navy and didn't know what was expected of a Navy wife. "I would say 'You've done your duty; let it go,' but he wouldn't. I can never plan things because every time I do, Eric's plans change at the last minute," said Donna. "Now I understand the sacrifices and it's paid off for us."

The two married chiefs—Wallace and Krikorian—were quick to point out that Dad has problems being separated from the family too, and it's essential that Navymen don't have to worry about their families being taken care of while they are away. "This requires a special breed of wife," said Wallace, "and she's just

as important to a sailor's career as his being able to do his job."

In spite of the hardships involved, all three believe the advantages outweigh the disadvantages. The most important advantage, in McClary's eyes, is the opportunity for education. "I have two NECs in professional welding and I've attended so many schools I can't count them," McClary said. "Education is what kept me in the Navy and I think it would keep others in as well if more schools were given to first-term enlistees."

Wallace said the Navy's greatest advantage is "the opportunity to prove one's self, to learn one's capabilities and be a part of the defense lines of the country. I believe in it and always have."

Krikorian doesn't consider the pay or the benefits as decidedly important. "I think the greatest advantage of a Navy career is the opportunity to serve your country. I'm from the old country and my family came here for freedom. I want to protect that freedom and being in the Navy is my chance. I'm proud to wear this uniform and be called a Navyman. I've had a good life in the Navy, I have no regrets."

When asked, "What was your initial reaction to being selected Sailor of the Year and how did you find out?", each winner said it was a total surprise. The similarity ends there. No doubt, the details will be related many times in the future as each relives the events that followed. In their own words, this is how each found out:

MAC Wallace: The chief master-at-arms and I had gone to the bank with cash to get a single check for the ship's (USS *Tarawa*, LHA 1) commissioning party. (Although nominated by USS *Dixie*, Wallace was stationed in USS *Tarawa* when he got the news.) When we returned, there was a message on the quarterdeck stating that the XO wanted to see us immediately. When we got to his office, he grabbed me and hustled me up to the captain's cabin. All the while I was trying to explain to him, "Here's your check, the cash money is in the bank." He just wouldn't listen. As soon as I walked into the captain's cabin, the captain jumped up and congratulated me saying he wanted to be the first. I couldn't believe it.

Sandra Wallace: Tom called me at work to tell me. I yelled, "He got it!" and the entire office began yelling "He got it. He got it."

MAC Wallace: I was calling from the captain's cabin and finally Sandra asked me where I was phoning from. When I told her, her voice lowered and she said, "You're going to get into trouble if you don't get out of there and hang up his phone."

HTC Krikorian: Just like Tom, it caught me by surprise. I was on leave when Donna came out to the yard and told me I had to go to the office right away because the captain had called and said I was in "big trouble."

Heck, I was pouring cement and couldn't leave right then—you can't stop in the middle of pouring cement for anyone. Besides, how could I get in trouble on leave? I finished with the cement about a half-hour later and called the center. I asked to speak to my chief but the person who answered said the captain had left strict

orders to transfer my call directly to the captain's office.

Well, here goes, I thought just as the CO answered. "This is HT1 Krikorian," I said.

"Congratulations, Chief," the CO said.

"No, Sir, this is HT1 Krikorian." I didn't know what to expect so I played it safe. He said, "Congratulations, Chief" about three times and finally told me I was the Sailor of the Year. It didn't hit me at first, but now I'm really enjoying it.

Donna Krikorian: When the captain called, I wanted to run out and tell Eric right off, but he wouldn't let me. I could barely control myself and I thought surely Eric would notice me smiling when I gave him the "in trouble" line. In fact, by the time Eric called, I wasn't sure I had heard correctly. So I had to ask him what the captain had wanted, just to make sure.

HTC McClary: To begin with, I didn't think I was going to win because there was some very tough competition. Still, I went ahead with a straight, positive attitude that I was going to win. When I saw the other sailors I was competing against at the interviews, I thought, "There ain't no way," but I answered the questions as best I could and they were impressed with my record.

I sat next to the admiral at the banquet where the winner was going to be announced. When they called my name, all I could say was "Omigod." I was so surprised. I had wondered how come they seated me, a first class, next to the admiral. It never dawned on me that that was the reason!

Shore Establishment: Hull Maintenance Technician First Class Ararat (Eric) Krikorian. Photo by PH1 Bentley.



They Learn to Keep Their Powder Dry at Indian Head

By JOC Bob Rainville



Prospective EOD men don protective clothing while training with radioactive detection equipment.

The situation is tight. Beads of sweat drip from the sailor's brow. A cable drapes innocently across the bomb. Slowly he moves it to one side. "Click"—an explosion shatters the stillness. The "click" told the sailor he had made a mistake; the sound of the explosion drove the point home.

Despite the bomb "blast," he isn't injured.

It's an exercise for students training in a different, challenging field—explosive ordnance disposal.

The Navy's Explosive Ordnance Disposal (EOD) community is small—totaling little larger than a destroyer crew. Its members are select officers and enlisted personnel trained to detect, identify, defuse and dispose of all known types of U. S. and foreign explo-

sive ordnance. Such ordnance can be the simplest six-pound Civil War cannonball, a large bomb, or even the latest *Sidewinder* missile. They may constitute hazards on land or under the sea, wherever discovered.

Explosive ordnance disposal can be traced to World War II and the German blitz. Complex mines and bombs were fused by the Germans to detonate from one to 80 hours after having been dropped on British cities. About five per cent of all the bombs dropped failed to explode and the British were forced to detonate them.

A growing need for disposal teams in the United States Forces in WW II led to the establishment of the Mine Disposal School at the then Naval Gun Factory

in southeast Washington, D. C., and the Bomb Disposal School at nearby American University. Graduates had access to detailed information on all types of Axis ordnance and their assistance was invaluable in clearing mines, dud aerial bombs and booby traps from channels, harbors and captured airfields.

After the war, these two schools were combined into U. S. Naval School Explosive Ordnance Disposal at the Naval Powder Factory, Indian Head, Md., which is now the U. S. Naval Ordnance Station.

In 1971 the Navy was assigned the responsibility for all explosive ordnance disposal technology and training for the Department of Defense.

EOD school today is a multiservice school; instructors and students represent all service branches. In this "explosive" atmosphere the students are taught the rudiments of ordnance disposal.

"Training is tough, demanding and challenging," said Commander David L. Schaible, commanding officer of the school. "Only the best wear the EOD insignia after completion of the 35-week Navy course."

The EOD students arrive at the Indian Head facility after two weeks of basic ordnance training at the Army's Redstone Arsenal in Huntsville, Alabama. While at Redstone, the students learn to identify and defuse chemical and biological munitions, and become familiar with the hazards of working with them.

There are several training courses at the Indian Head facility located on a wooded Maryland peninsula near the shores of the Potomac River, 25 miles south of Washington, D. C. Each is geared to the mission requirements of the particular service. Only Navy personnel, for example, receive underwater training.

Eleven college credit hours are received by Navy students who complete diver training and they can earn up to 15 college credits for basic EOD training. Disposal men also receive diving pay, go through special processing procedures for advancement opportunities, and are on a 36-month sea-shore rotation.

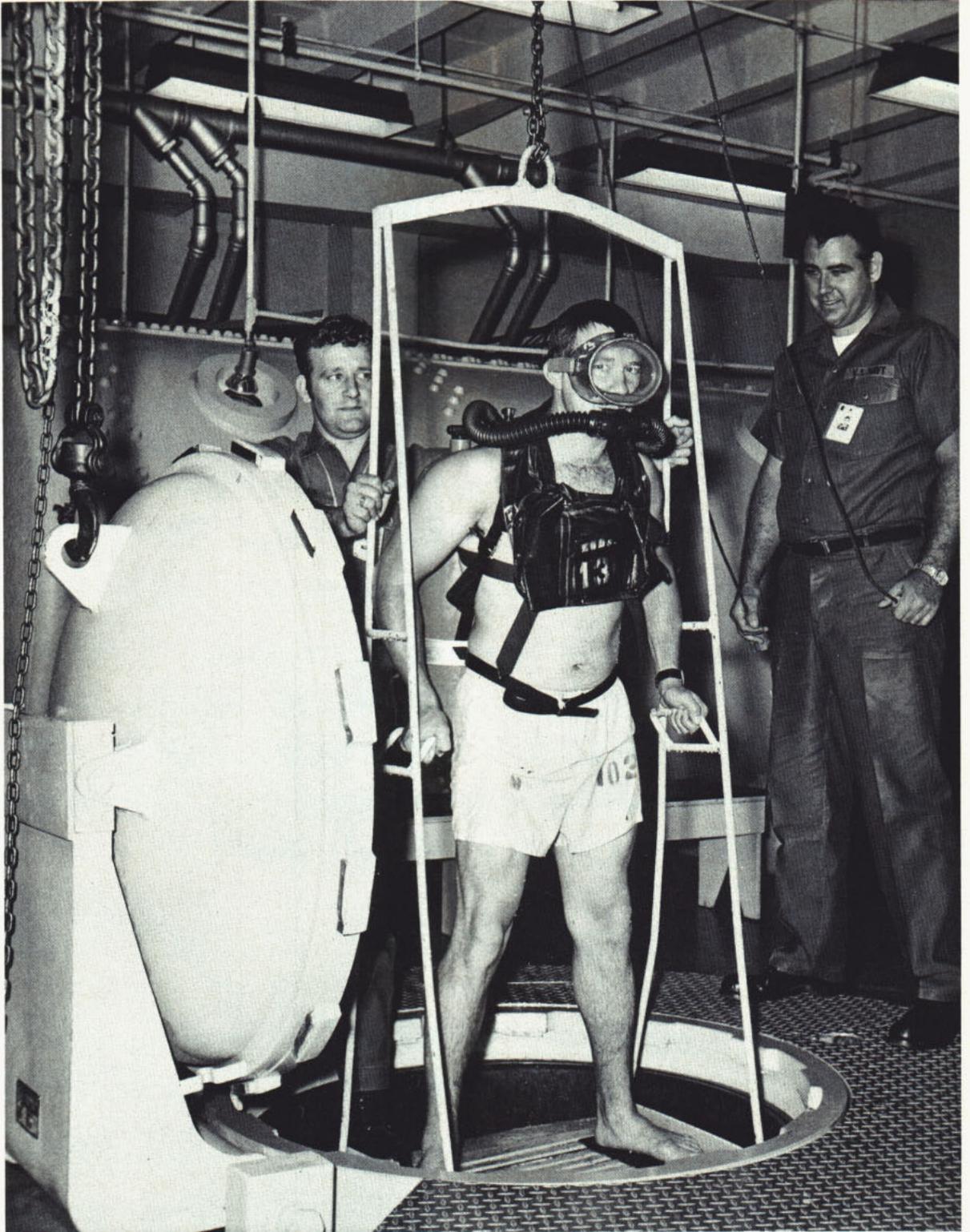
After graduating they are usually assigned as a member of a team which consists of an officer and two or more enlisted personnel. These teams are part of EOD Group One in Hawaii or Group Two at Fort Story, Va. From these locations they are assigned to ships and task forces requiring EOD teams for explosive ordnance operations—such as Operation End Sweep off the coast of Vietnam and Nimbus Moon in the Suez Canal.

Shore billets available to EOD personnel include duty at naval air stations, ammunition depots, weapons stations and ordnance test facilities. After four years in the field, an EOD man may return to the school as an instructor—bringing to class the benefit of having worked with many of the techniques and munitions he will have to teach.

EOD operations are varied. Team members may be required to disarm a piece of ordnance on a Civil War battlefield, or, thousands of miles at sea, defuse a bomb on the flight deck of an aircraft carrier. Civilian authorities often borrow EOD personnel to assist in handling and disposing of dangerous explosives. (→)



An instructor watches as a student enters the Explosive Ordnance Disposal pool during the scuba phase of training.



A student emerges, following his qualifying dive in the school's pressurized tank.



Classroom instruction is followed by a trip to the practice area to defuse inert ordnance.

Training at Indian Head is divided into three phases: surface ordnance, underwater ordnance, and nuclear weapons disposal.

"Each training phase is difficult and extremely technical so the EOD students can meet any explosives problem found in the fleet," said CDR Schaible. "When they leave here they are professional."

During training, students receive ample opportunity, through classroom and field exercises, to identify and disarm most explosives. They learn their most important tools are the EOD publications. These contain information for identifying and defusing all known munitions. Virtually all types of fusing and explosive devices ever used have been collected as training aids for the students.

Students obtain practical experience defusing various types of munitions. They are given a problem and proceed to disarm a munition. This ordnance has been wired to a one-pound block of TNT which is submerged in a nearby water hole. At the slightest wrong movement it will detonate. The only harm to the student may be a small shower of water.

Training for Navy personnel involves swimming, including an introduction to scuba and scuba gear maintenance. A majority of the swimming instruction is completed in the swim tank and pool where students gain confidence. Students also make dives in the nearby Potomac and the pond at the Indian Head facility.

Diving training also includes deep-sea, hard-hat diving. At the completion of the swimming course students are certified as qualified divers.

Training does not end with departure from school. Keeping up with the latest developments in munitions disposal is important to the EOD team member. After each completed field assignment a report is sent to EOD school for analysis and evaluation. Many times this results in a change to EOD procedure manuals.

EOD specialists maintain their qualifications by returning every three years for a six-week refresher training course.

If you would like to have the opportunity for faster advancement and have a job that is different and exciting—check into Explosive Ordnance Disposal and "get a bang out of life," well, at least figuratively.

Blacks at the Naval



Midshipman First Class Mason C. Reddix Jr., the first black brigade commander at the Naval Academy, leads the pass in review.

Academy

By Del Malkie



It was a typical Naval Academy dress parade—4300 midshipmen marched in precision in the Annapolis spring weather. But the man who gave the "pass in review" order wasn't typical. Mason C. (Chuck) Reddix, was the first black Brigade Commander, (the number one ranking midshipman), in the Naval Academy's 131-year history.

Just as important was the fact that 400 other minority midshipmen, 200 of them black, in all classes and at all ranks were scattered throughout the rest of the brigade. It was quite a change from the situation just six years ago when 23 blacks were midshipmen at Annapolis.

The single most important factor in the rapid increase in the number of minority midshipmen has been the intensive recruiting efforts to spur the interest of young men, and now women, in black, chicano, oriental and other minority communities. The academy began minority recruiting in 1970 when it assigned a black officer to be the advisor for minority affairs in the Academy's Candidate Guidance Office. A Mexican-American officer later joined the staff.

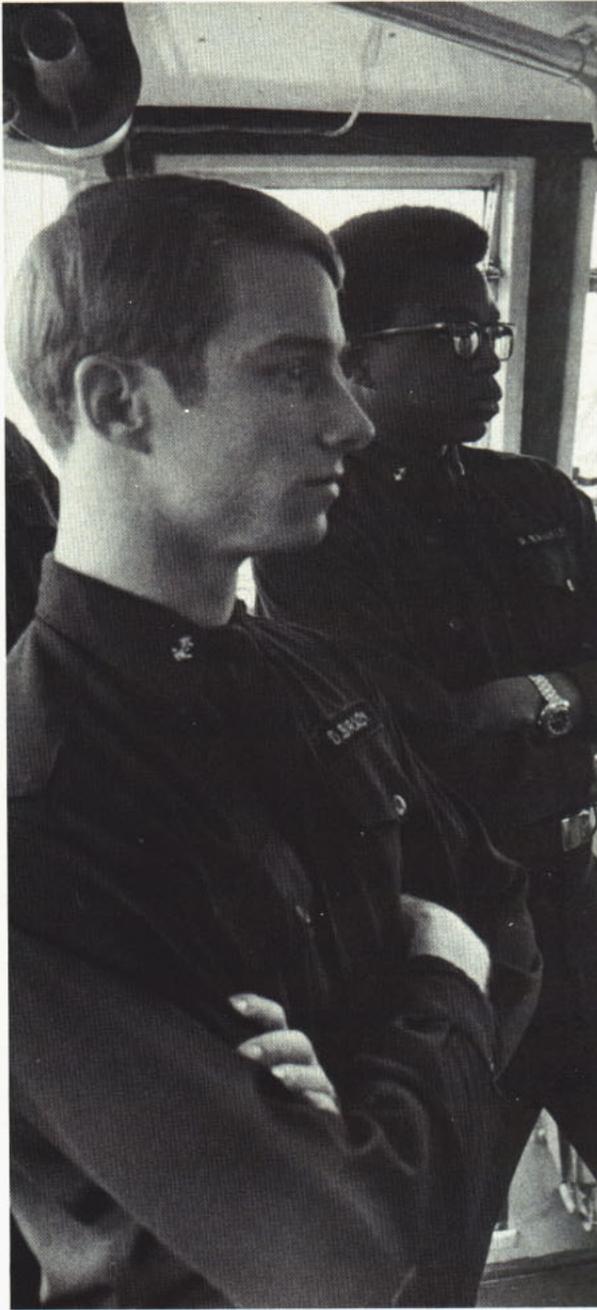
The minority advisors traveled around the country talking to high school students about opportunities at the Naval Academy, but they made a special effort in areas with large groups of minority students. The minority advisors also worked with high school principals and counselors, contacted minority organizations and professional groups and appeared, as well, on local radio and television programs.

Since the push to recruit minority midshipmen started in 1970, the number of black midshipmen, alone, has increased almost tenfold. Fifty minority men, 38 of them black, graduated in June with the class of '76.

"And they're quality students," said Lieutenant Commander George Gaines, a black officer who in June wound up his three-year tour of duty as the Academy's Advisor for Minority Affairs. "The Academy's tough entrance requirements have not been lowered to boost the numbers of minorities. The minority midshipmen here could easily have gone to any other college or university."

The class of '76 bears out Gaines' statement. Not only did they produce the first black brigade commander in Chuck Reddix, but also they saw one of their classmates, Jordan B. Smith of St. Louis, Mo., become the first black color company commander.

Smith then chose the Naval Academy's first black color girl, Stephanie McManus, to present the colors



to his company in the traditional June Week color parade.

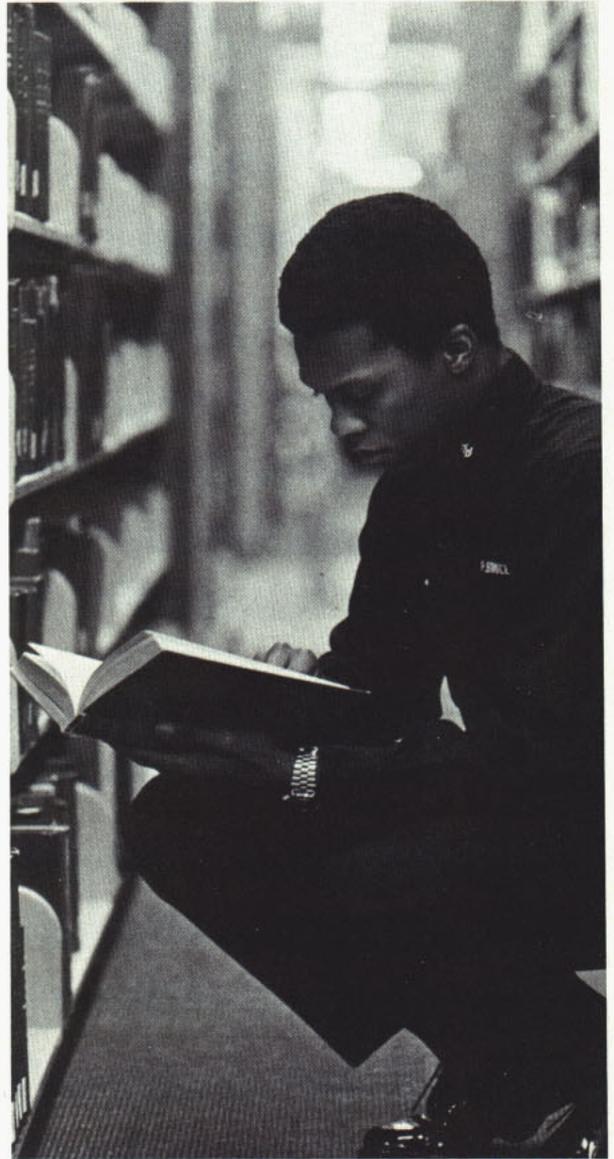
Another black midshipman in '76, who graduated with honors, will enter medical school in the fall, to eventually become a Navy doctor. And it was a black in the class of '76, a lacrosse player, who won the Naval Academy Coaches' Award for the "varsity letterman of the graduating class selected by the varsity coaches as outstanding in leadership, loyalty and consistent effort in every field, including academics." Many other minority men in '76 served as company, battalion and regimental commanders.

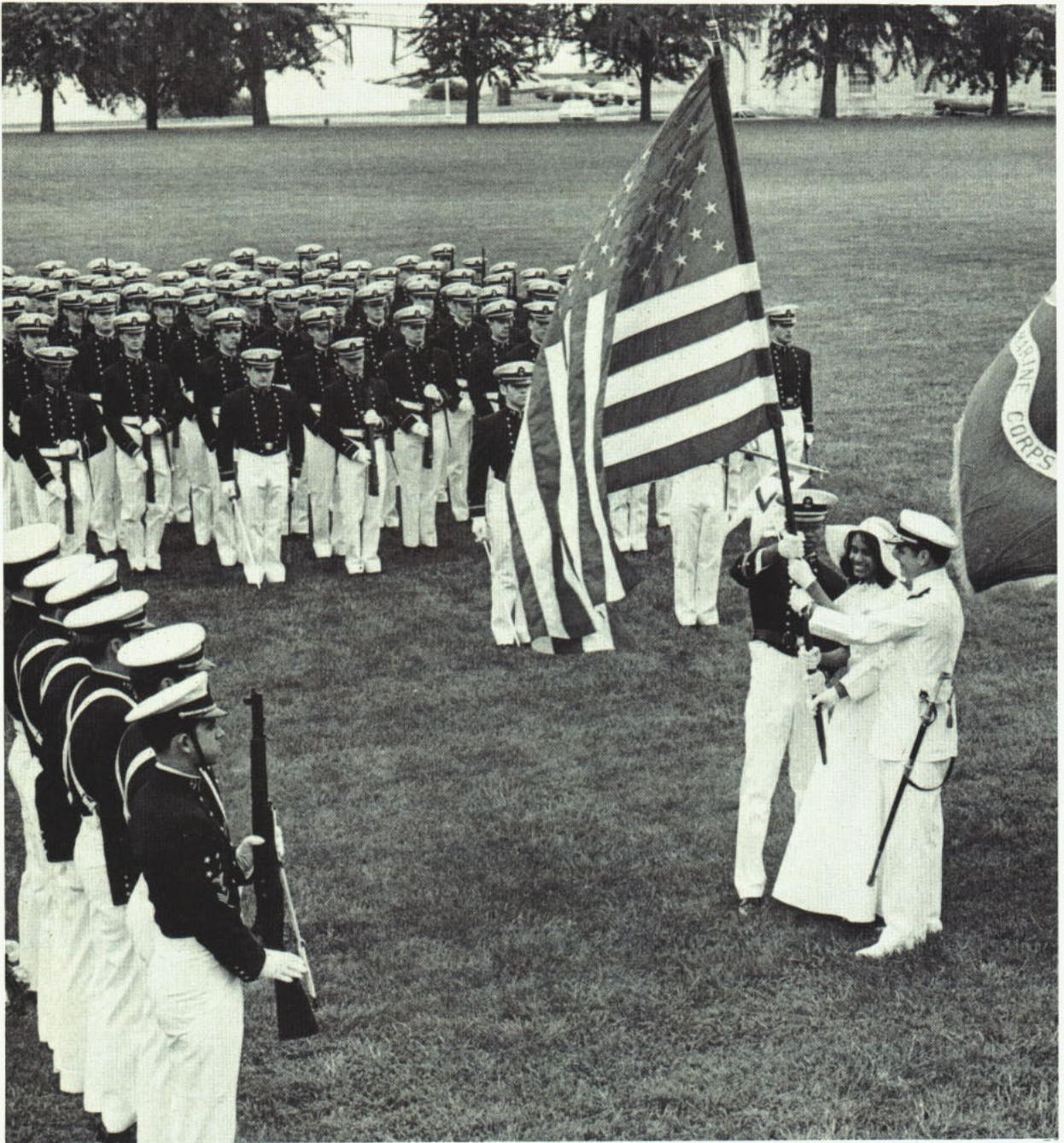
Along with the increase in the number of minority midshipmen have come different feelings about the Academy by the minority students. Black midshipmen who graduated in 1970 and '71 admitted that it was occasionally difficult to be one of only 20 or 30 blacks in a brigade of 4300 men.

"But I've noticed a definite change since I was a plebe," said Smith. "I think it was harder on the blacks then, but when the Navy began to change its policies on minorities, things seemed to change here."

Though minority midshipmen agree that treatment at the Naval Academy is generally equal for all midshipmen, Gaines says that the Navy's image on the racial

LEFT: Midshipmen use the Academy's 80-foot patrol boats for classroom instruction in navigation, shiphandling and communication. Below, a midshipman searches for that additional piece of information in the Academy library.





question does not make the Academy's recruiting job any easier. "I found that many civilian students have the idea that the Navy is the same as it was a generation ago. I had to work as much to change the image of the whole Navy as I did talking up the Academy."

But the picture at Annapolis looks completely different than it did only five years ago. Minority midshipmen are involved in every phase of life at the Academy, and there are few firsts left to achieve. The Naval Academy can now point to minority graduates who include the commanding officer of a destroyer,

1976 Academy Color Girl, Stephanie Belinda McManus is assisted by Rear Admiral Kinnaid R. McKee as she transfers the colors during June Week Color Parade.

nuclear power officers, SEALs and aviators.

Hopefully the minority picture at the Naval Academy will continue to change until, says Gaines, "the ratio of minorities here one day reflects the percentage of the population. We are about halfway there as far as the number of blacks. The ratio is even closer for other minorities. We are moving in the right direction."

Medical Benefits for

Because of constantly changing financial and personnel resources, no other aspect of service life fluctuates more frequently than medical benefits, especially as they relate to dependents of both active duty and retired personnel. An integral part of these benefits is CHAMPUS, the Civilian Health and Medical Program of the Uniformed Forces.

CHAMPUS was brought about some years ago to help take the strain off services provided the military population by the various military dispensaries and hospitals around the world. However, CHAMPUS has itself undergone changes—some extensive, others minute—almost since its inception. Changes of late have been most frequent.

PATIENTS	UNIFORMED SERVICES FACILITIES		CIVILIAN H
	Hospitalization/Outpatient		Hospitalization
Spouse or child of active duty member	On a space-available basis		Eligible, but may need nonavailability statement
Retired member Spouse or child of retired member Surviving spouse or child of deceased active duty or retired member	On a space-available basis		Eligible unless age 65 or older and entitled to Medicare (Part A). Also, may need nonavailability statement.
Dependent parent or parent-in-law of active duty, retired, or deceased member	On a space-available basis		Not eligible
COSTS	Hospitalization	Outpatient	Hospitalization
Spouse or child of active duty member	\$3.90 per day (rate reviewed annually)	No charge	\$3.90 per day or \$25, whichever is greater (rate reviewed annually)
Retired: Enlisted Officer Spouse or child of retired or deceased member	No charge Subsistence 3.90 per day (rate reviewed annually)	No charge No charge No charge	25% of the allowable medical facility charges and professional fees
Dependent parent or parent-in-law of active duty, retired, or deceased member	\$3.90 per day (rate reviewed annually)	No charge	Not eligible

the Service Family

The accompanying chart does not, nor can it totally, provide all the information one needs to know about the ins and outs of CHAMPUS and how that service directly relates to the entire naval population. The chart does, however, list those who are either eligible or ineligible for such services as hospitalization, outpatient care, care of the handicapped, and the current costs

involved.

You should contact your local health benefits counselor for particulars regarding care under the program. Remember CHAMPUS, like the entire military medical care program, is a changing thing. Do yourself and your family a favor by keeping abreast of changes.

HEALTH AND MEDICAL PROGRAM OF THE UNIFORMED SERVICES

Basic Program	Program for the Handicapped
Outpatient	Eligible
Eligible	Not eligible
Eligible unless age 65 or older and entitled to Medicare (Part A).	Not eligible
Not eligible	Program for the Handicapped
Outpatient	Patient's share per month depends on paygrade of sponsor—\$25 for E-1 to \$250 for O-10. CHAMPUS pays remainder up to \$350 per mo.
20% of allowable charges above the deductible (first \$50 each fiscal year—\$100 maximum per family)	Not eligible
25% of allowable charges above the deductible (first \$50 each fiscal year—\$100 maximum per family)	Not eligible
Not eligible	Not eligible

College Prep. Program Gives Students a “BOOST”

Are you motivated to dedicate yourself to long hours of study? Do you feel that you can overcome any academic deficiency? Finally, do you sincerely want to become a naval officer?

If you answered yes to all these, then why not look into the Broadened Opportunity for Officer Selection and Training (BOOST) program? This December, up to 200 candidates will be selected for next year's class convening in March 1977.

BOOST, a college preparatory school at the Navy Service School Command in San Diego, prepares enlisted personnel so they can compete on an equal basis with other students in programs leading to a commission.

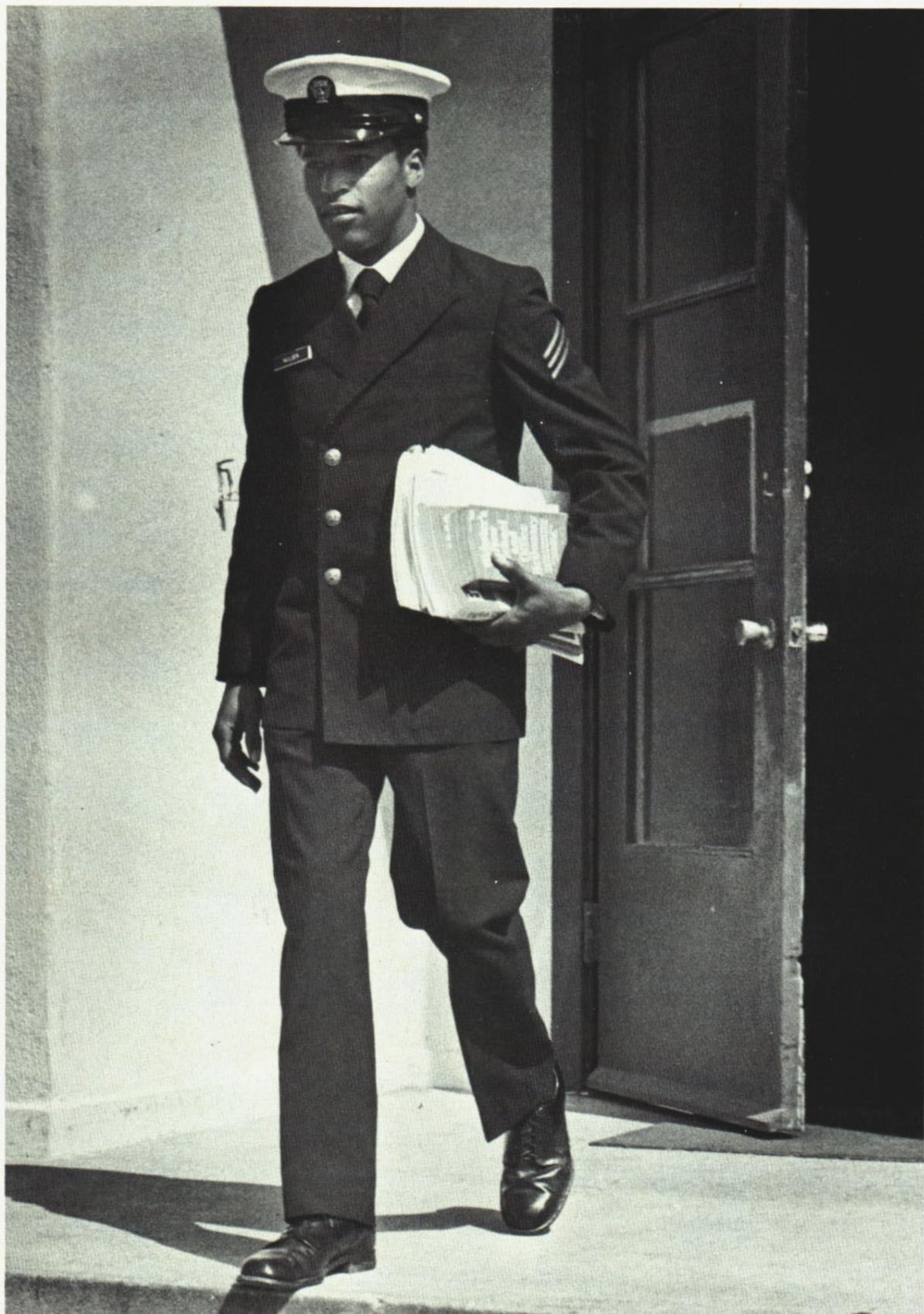
Attending the school and successfully completing the BOOST curriculum does not guarantee selection for a scholarship program or appointment to the Naval Academy. However, one-third of the students

graduated so far have entered one of these officer procurement programs.

"The original intent of the program was to give educationally deficient minorities an educational boost to enter officer candidate programs," said Commander Rudy McAfee, program director. "However, BOOST is no longer a minority only program and we encourage anyone with an academic deficiency who wants to be an officer to apply."

Still, there are not very many who apply for BOOST. Only 400 applied last year, according to Navy Recruiting Command's Officer Programs Division which

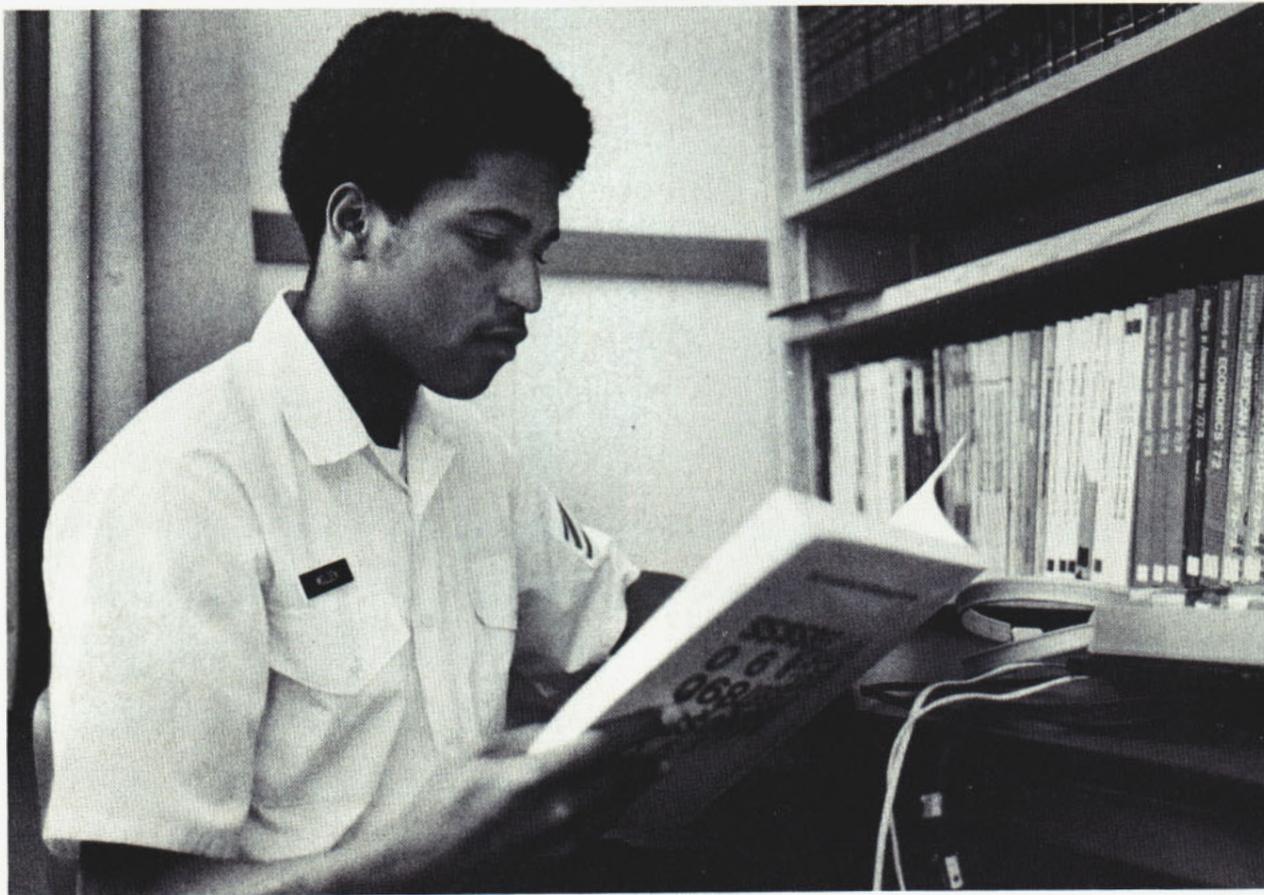
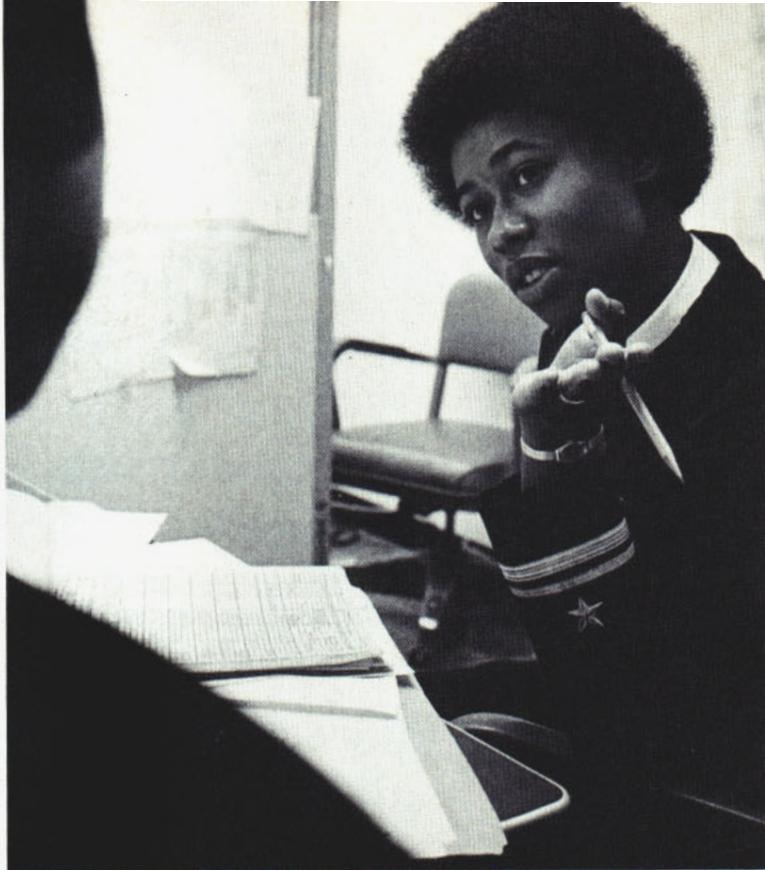
Right: The end of another school day gives boost student, Airman Harold Molden, time to relax before his studies and brings him one day closer to his goal of a Naval Academy appointment. (Photo by JO2 Stephen Wilders)



"BOOST"

Right: Lieutenant (jg) Theresa Ware-Asbury explains the procedure for a student to follow in applying for the Naval Academy. Below: BOOST student, Airman Harold Molden, studies for an exam. (Photos by PH3 Bob Weissleder)

Far right: Radioman Third Class Johnnie M. Oliver and Aviation Electrician's Mate Allen R. Voigt check the procedures they will follow for a chemistry experiment.



selects applicants for the program. Recruiting Command officials find some are overqualified and some are simply not qualified.

BuPers Manual 1020360 and BuPers Note 1500 contain current information on application procedures and qualifications. One prerequisite for BOOST, which cannot be waived, is a combined GCT/ARI of at least 100.

"For entrance into many officer programs, however, individuals need combined scores of 115 or 120," said CDR McAfee. "By completing BOOST training, students can expect to raise their scores 15 or 20 points, but not much more."

"When selecting applicants the board initially looks for motivated, ambitious people who may not have had the opportunity to devote their efforts to academics before entering the Navy, such as those from large, single-parent families," says Lieutenant Sharon Reynolds at the Navy Recruiting Command. "It helps if an applicant has successfully completed a few courses at a local community college or university during off-duty time," she added.

Aviation Electronics Technician Airman Harold Molden is a typical BOOST student. His goal is to attend the Naval Academy and, possibly, some day become a naval aviator.

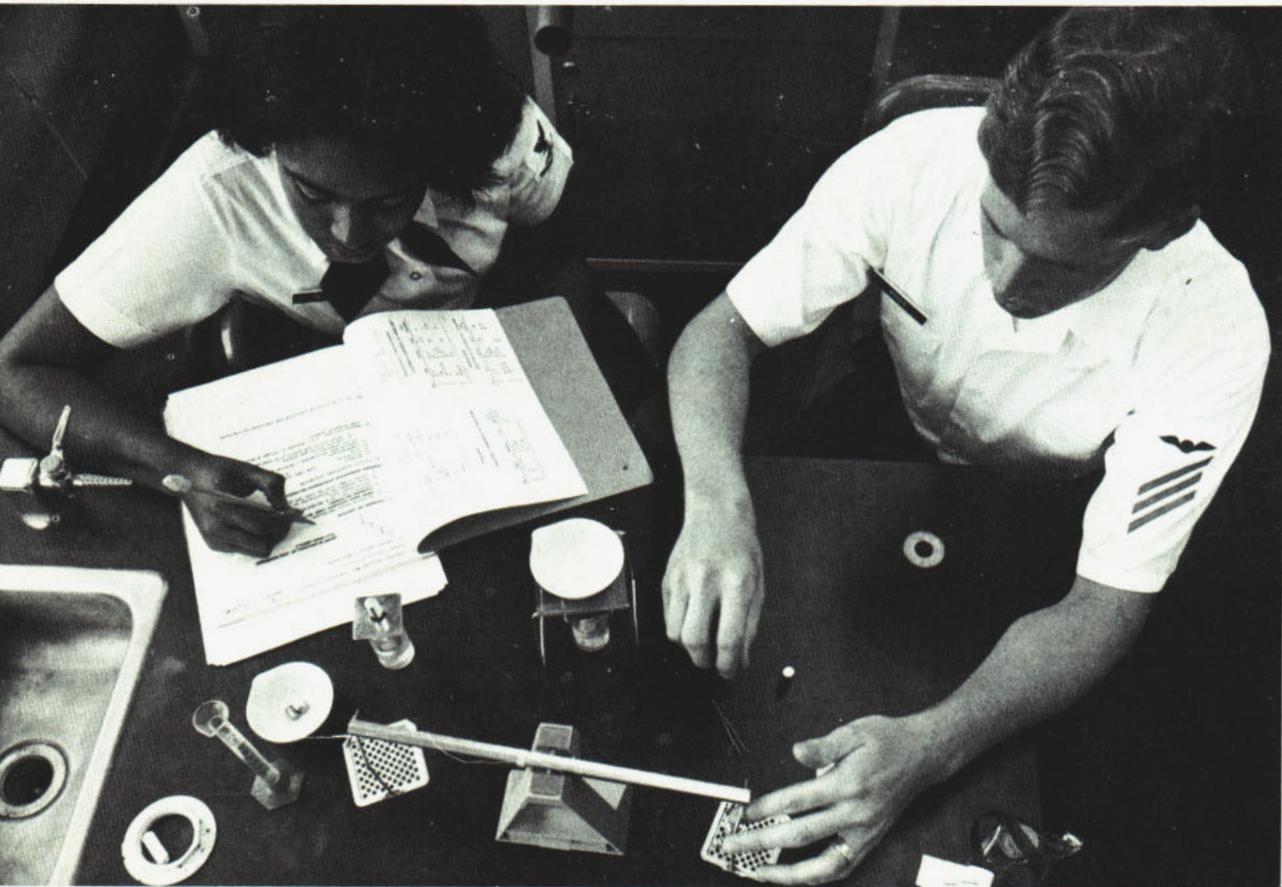
Airman Molden's BOOST training is divided into two areas. The first is college preparatory studies in communications, science and mathematics. These subjects are equivalent to those taught in high school. The

second area consists of several college level courses. In his particular cycle, Molden will earn only 15 college credits by the time he completes his BOOST training. Others can earn up to 28 college credits for studies in English, physics, chemistry and mathematics.

On the personal side, Airman Molden receives counseling when needed. His counselor, Lieutenant (jg) Theresa Ware-Asbury, said, "My psychology background and human resource management training help in this assignment. I'm responsible for 21 students' personal, professional and academic counseling. I help them pursue programs for which they are eligible. If they are not eligible, I try to help them get qualified."

BOOST does not give away unearned credit. Graduation requires satisfactory completion of all courses. Students who do graduate obtain a chance to apply for one of three service programs leading to a commission. These are: NROTC (Naval Reserve Officer Training Corps), NESEP (Naval Enlisted Scientific Educational Program), and the Naval Academy.

"Sixty-seven per cent of the last graduating class were accepted into officer procurement programs, said CDR McAfee. "Should a student graduate but not be selected for an officer program, he returns to his rating and may apply directly for officer procurement programs the following year. The student leaves BOOST with his college credits and is encouraged to continue his education."



from the desk of the
**Master Chief
Petty Officer
of the Navy**

The Detailing Process

Since becoming the Master Chief Petty Officer of the Navy I have been in a unique position to be intimately aware of the concerns of the fleet through my visits to ships and stations, the letters that come into my office and the many phone calls I receive. It is when I receive many questions and requests for assistance on a single subject area that I realize it is time to use the resources at my disposal to further the enlisted community's understanding of the problem area.

One such area is the detailing process. Ordinarily, the process goes on without Navy men and women being fully aware of the events which lead up to their receipt of orders—it just happens.

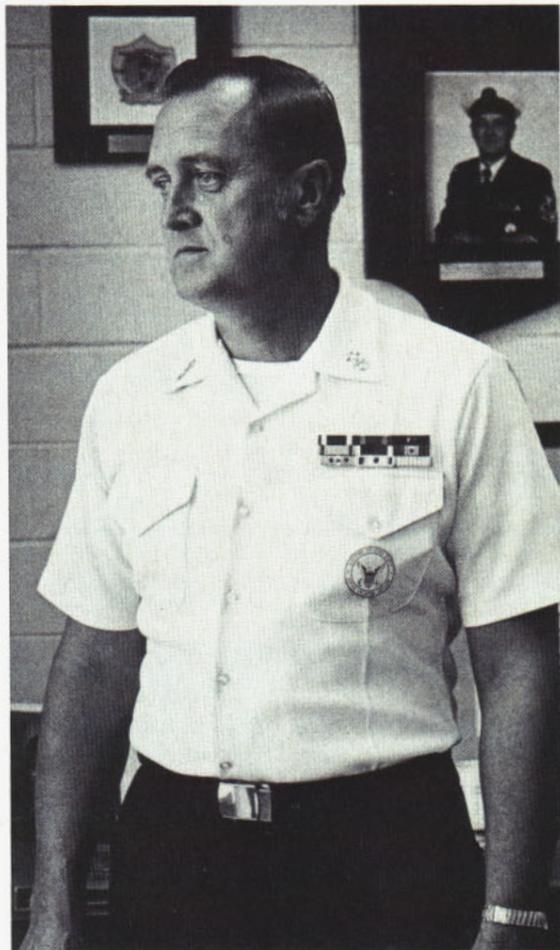
Let's use the hypothetical petty officer (or designated striker) Smith as an example to help clarify the process.

Petty Officer Smith's Projected Rotation Date (PRD) is coming up in three to five months. At this time his or her detailer receives an Enlisted Assignment Document (EAD) from the computer system. The EAD is a computer printout which quickly identifies a member with such information as his or her actual rate, previous rate, date of rate, active duty and pay entry base dates, expiration of active obligated service, number of enlistments, security clearance, Navy Enlisted Classification code, date of birth and years of education (with degree and major if applicable).

The EAD also contains GCT scores, number of primary and secondary dependents on station (if overseas), duty preference (if submitted), most recent performance evaluation (E-5 and above only, if submitted, along with up to three past evaluations), current duty station and date reported, first past duty station, career history, sea or shore duty commencement date and PRD.

With this data, Petty Officer Smith's detailer has an excellent idea who Smith is, including his/her desires and qualifications.

The detailer now looks at the requisitions which have been sent from the Enlisted Personnel Management Center (EPMAC) and identifies available billets in the priority established by the manning control authority under the fleet commanders. The fleet requisitions are



MCPON Robert J. Walker

compiled using the same information recorded on a command's Enlisted Distribution and Verification Report which shows, among other things, the billet allowance and personnel actually assigned, including PRDs.

With all this information available, the detailer must now make decisions based on such factors as the cost involved in moving personnel to a new duty station, personnel eligibility, the needs and priorities of the Navy, and duty preferences.

But there is more to the detailer's decision than this. Some individuals are more suitable for a billet than others, and the detailer must always strive to place an individual in the proper billet based on the detailer's experience. It's "the detailer's experience" that's important here—not the individual's. For instance, all things being equal, an individual coming from arduous

sea duty may have priority over someone coming from preferred sea duty when being considered for a shore billet.

Sometimes there are more factors to be considered. The individual coming from arduous sea duty may not withstand the screening for the duty in question, or the individual coming from preferred sea duty may have qualifications far better for the billet. Herein lies the complexity and individuality of assignment. Petty Officer Smith is considered as an individual with many facets to his or her makeup. Yes, a computer provides the information, but a computer does not make the decision. And, a detailer does not simply slide Petty Officer Smith into a billet just because his or her PRD nicely matches a waiting vacancy. He makes the decision based on a large quantity of data which make a person more than a rate and NEC.

Once the decision is made, it is handwritten onto the EAD and the new assignment information, including the individual's new PRD, is fed into the computer. Orders are then printed by the computer and mailed to the person's command. If the orders are to be executed within 60 days, they will be transmitted by message or mailed as a speedletter.

We have now come full circle. Petty Officer Smith is in receipt of orders and, depending usually upon duty preferences, is or is not satisfied. His or her part in the process was simple—to fill in a Duty Preference Form (DUPREF) and wait for a match-up. Yet Smith never fully realizes the complex process by which individuals are "detailed" to a billet; a process that must try to reflect not only that individual's desires, but also the many eligibility factors, the needs of the Navy and billet priorities.

If, as part of the detailing process, you contact your detailer, remember that telephone calls are for information only and are not official communications. It is not wise to make plans and major decisions on the basis of a phone call only.

Furthermore, you may help the detailing process work by ensuring that all your communications with your detailer are accurate, well considered and made with foresight. It does not help the process to phone or write your detailer after you are in receipt of Permanent Change of Station orders and notify him that you have married, bought a home, wish to complete a degree at a local college, begun a private business enterprise or wish to see the opposite side of the world. Remembering this, keep your detailer notified of your duty preferences well in advance of your next transfer.

Although detailers and the detailing process seem shrouded in mystery, they appear so because of the remoteness of the detailers and the complexity of the detailing process. Yet, neither is incapable of being understood. I can assure you that the persons responsible for your detailing and the process itself form a viable, working system that keeps the Navy's ships and stations furnished with a fresh supply of sailors and the sailor furnished with a variety of duty stations and a wide range of experiences.

VOTE



Voting far from home is not a problem for Navy men and women. Thanks to the Federal Voting Assistance Act of 1955 which recommended that states simplify absentee voting by military personnel, all states have laws which make it easier for you and your family to vote.

Your legal voting residence is usually considered to be where you lived when you joined the Navy. It is possible, however, to establish legal residence elsewhere while in the service. Careful consideration should be given in making such a change as it also involves your wife's voting residence, income tax obligations and a number of other legal matters governed by state, not federal, law.

If you have any questions about your eligibility to vote, or don't know how to cast an absentee ballot, a voting assistance officer at your command can explain your voting rights, privileges and responsibilities to you and your dependents. An ample supply of Federal Post Card Applications for Absentee Ballot (SF 76 Rev. 1968) will be on hand.

If you and your family are in the U. S. and intend to vote by absentee ballot, you should receive the Federal Post Card Application in ample time to cast your vote. Overseas Navy people should obtain the FPCA about a month sooner.

No person is entitled to question you concerning the way you voted or attempt to influence your choice of candidates by withholding privileges or promising rewards.

Don't let any election slip by—your vote really does count.

- PAR TO REPLACE PRACTICAL FACTORS

New occupational standards for Navy ratings have been developed by BuPers, and, as a result, a new Personnel Advancement Requirements (PAR) program has been created.

PAR reflects the new occupational standards and will replace practical factors as a measure of basic skills for determining advancement eligibility. The PAR Program presents task statements (things to be done in the rating) instead of the previous lists of practical factors. It is designed to be a more realistic method of evaluating overall ability by allowing commands to evaluate the individual in a day-to-day environment.

PAR forms (NavPers 1414/4) have been developed for each rating. Since the E-3 apprenticeships are broad and in many cases related to several ratings, a single PAR is impractical. Therefore, eligibility for advancement to E-3 will be based on local command evaluation in accordance with the Advancement Manual. PARs also are not required for advancement to paygrades E-8 and E-9 since other adequate means for advancement selection exist for these paygrades.

Each PAR contains descriptive information, instructions for administration, special rating requirements (physical, citizenship, security clearance) and advancement requirements.

PARs will be effective 1 January 1977, and will be used to determine advancement eligibility beginning with the August 1977 advancement cycle.

In addition to the comprehensive PAR Program, a special pilot program for the BT rating has been established. This program combines PAR with continuing PQS/PMS requirements. If this combination proves successful, the test program will be expanded to produce more comprehensive PAR forms for all PQS/PMS-covered ratings.

Details are in BuPersInst 1418.10.

- ALL-NAVY TALENT CONTEST SET FOR NOVEMBER

Special Services at the Naval Amphibious Base, Little Creek, Va., is preparing for the finals of the 1976 All-Navy Talent Contest scheduled for 14-19 November. All sea services personnel -- Navy, Marine Corps and Coast Guard -- on active duty for more than 90 days are eligible to enter the contest.

Local command and Naval District contests are being conducted during August and September. Winners of each district competition will participate in the final, worldwide championships at Little Creek where a panel of six judges will select the Navy's most talented performers.

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- PERFORMANCE EVALS EMPHASIZED

The Bureau of Naval Personnel no longer accepts correspondence of commendation for inclusion in enlisted service jackets. All such material will be returned to the submitting command. As of September 1, all documentation of such commendation must be included in the narrative content of performance evaluation if it is to be considered.

This action was taken to eliminate much correspondence which had to be filed by hand.

Commanding officers should use the formal performance evaluation reports to record any special commendatory comments. This will increase the importance given to evaluations and will enhance their value in recording overall performance. A similar program for officer fitness reports began several years ago and proved successful. Details of this change are in BuPersNote 1070 of 6 August 1976.

- WINNERS OF 1976 NEY AWARDS ANNOUNCED

The Secretary of the Navy has announced the winners of the 1976 Edward F. Ney Memorial Awards for excellence in food service.

SecNav sponsors the awards annually along with the Food Service Executive Association. The winners were selected from 12 finalists.

USS Midway (CV 41), USS Mahan (DDG 42), USS Ethan Allen (SSBN 608) and NavSta Guam received first place awards in the large, medium, small and ashore categories respectively. Runners-up, in the same categories, were USS Prairie (AD 15), USS Downes (FF 1070), USS Leader (MSO 490) and NETC, Newport, R.I.

- USS LITTLE ROCK TO BE DECOMMISSIONED

The Commander-in-Chief, U. S. Atlantic Fleet recently announced that USS Little Rock (CG 4) will be decommissioned this fall.

After 31 years of service, it is no longer considered cost effective to keep Little Rock in peak operational condition. Assets and personnel from the ship will be distributed throughout the Navy to increase fleet readiness.

Little Rock, flagship of the Sixth Fleet, operated out of Gaeta, Italy, in the Mediterranean. USS Albany (CG 10) relieved Little Rock as flagship before Little Rock returned to the states for decommissioning.

- SSAN NO LONGER REQUIRED IN ADDRESSES

Navy personnel are no longer required to include their Social Security Account Numbers in the address and return address portions of official correspondence, ac-

ording to a recent policy change.

In a Navywide message released August 9, the inclusion of this information was put on a voluntary basis for all Navy and Marine Corps personnel.

- SAN DIEGO EXPERIENCING HOUSING SHORTAGE

Navy people arriving in the San Diego area under PCS orders, especially those with dependents, should be aware of the severe shortage of low and moderate cost housing in the area, according to officials at the Navy Public Works Center, San Diego. Little can be done about the situation because private housing construction has reduced drastically during the last three years.

- "E" AWARDS ANNOUNCED

The Commander Naval Surface Forces Pacific Fleet recently announced the results of the Battle Efficiency and departmental awards competitions for amphibious ships whose cycles ended June 30, 1976.

The Battle Efficiency Award went to USS Durham (LKA 114). Runner-up was USS Vancouver (LPD 2). In addition to the overall efficiency award, Durham won the red Engineering "E", the green Operations "E" and the Deck Seamanship Award. Vancouver took the green Communications "C" and the yellow Air "E". Other winners were USS New Orleans (LPH 11) which received the black Air Intermediate Maintenance "E" and USS Frederick (LST 1148) winner of the Amphibious Assault Award.

- LABORATORY DEVELOPS NEW LIFE SUPPORT STRETCHER

The Naval Electronics Laboratory Center in San Diego, Calif., has come up with a new portable stretcher unit which provides life support for casualties during transfer from field facilities to full care centers.

The stretcher is self-contained and self-powered, consisting of a standard canvas litter and an equipment carrier which may be attached or used separately. Equipment and supplies are stowed in drawers and arranged in the order of importance for emergency procedures. Clinical tests of the stretcher unit, sponsored by Naval Medical Research and Development Command, Bethesda, Md., are being conducted at the Naval Regional Medical Center at San Diego.

- ABE RATING ADDED TO SRB LIST

The Chief of Naval Operations recently announced another change to the list of ratings eligible for the Selective Reenlistment Bonus (SRB). In addition to the recent changes in the award levels for several ratings (announced in

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NavOp 073/76), one more rating has been added. As of August 1, 1976, the Aviation Boatswain's Mate (Launching and Recovery) (ABE) rating is eligible for a Zone A (for personnel with four to six years of service) SRB at award level two.

● FLATLEY AWARDS ANNOUNCED

The Chief of Naval Operations and the Naval Safety Center recently selected the winners of the FY76 Admiral Flatley Memorial Awards for superior performance in aviation safety.

USS America (CV 66) (Carrier Air Wing 6), USS Midway (CV 41) (Carrier Air Wing 5) and USS Iwo Jima (LPH2) (Marine Medium-Helicopter Squadron 264) were presented the awards in recognition of their outstanding accident prevention programs, safety awareness and fleet readiness.

Runners up in this year's competition are USS Saratoga (CV 60) (CVW 3), USS Oriskany (CV 34) (CVW 19) and USS Tripoli (LPH 10) (HMM 165).

● 1977 NROTC SCHOLARSHIP PROGRAM SOLICITS APPLICATIONS

Applications are being solicited from all qualified personnel for scholarships for the 1977 NROTC Program. This program offers a four-year college education and leads to a regular commission in the Navy or Marine Corps. The program is available to enlisted men and women in both services.

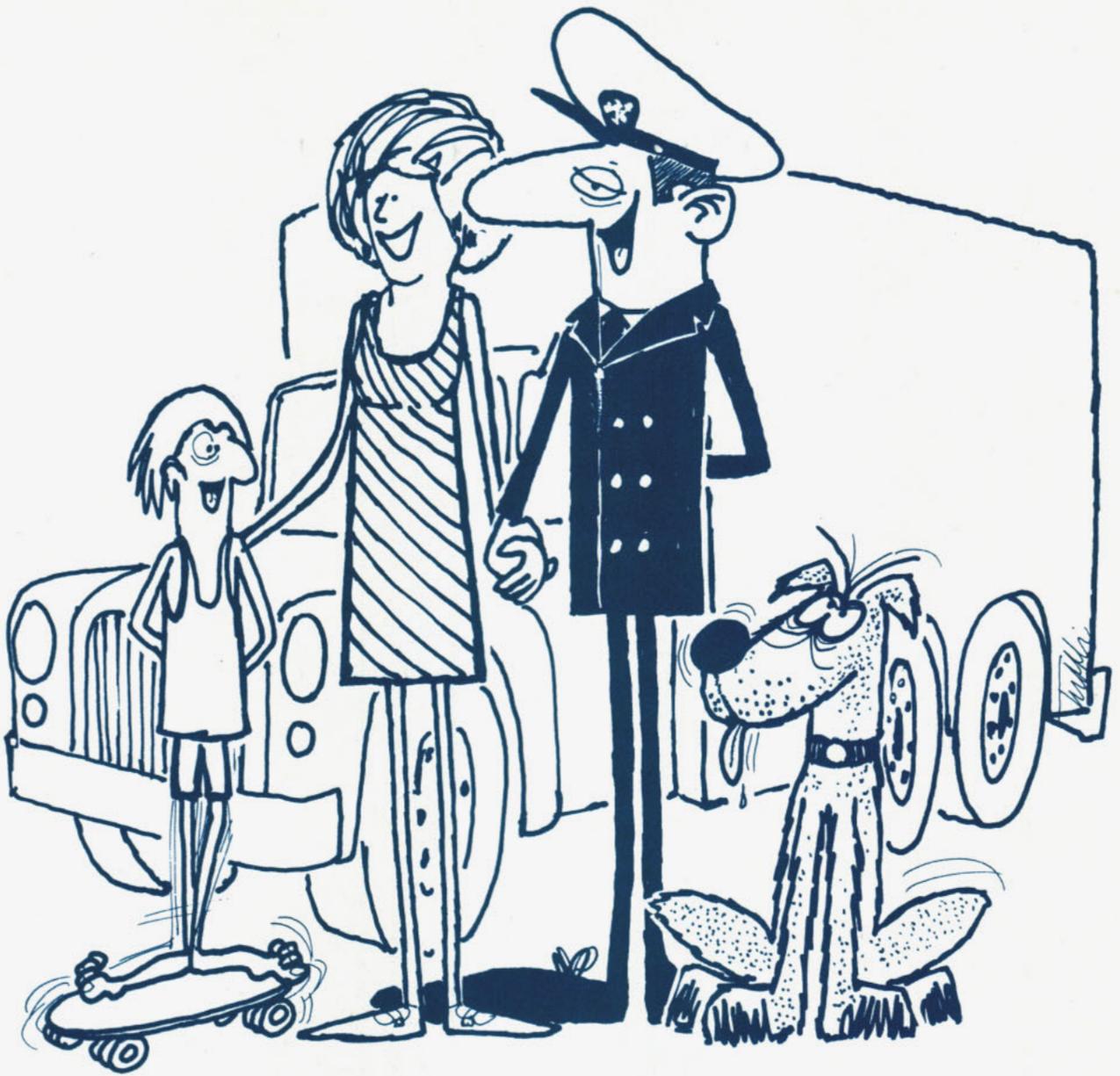
The scholarship program pays tuition, books, educational expenses and an allowance of \$100 a month. While enrolled in the program, selectees do not receive regular active-duty pay and allowances and, in most cases, it will be necessary for participants to provide their own additional funds to cover any supplemental costs.

There is no obligation to extend one's active duty, but personnel must agree to complete all requirements for a baccalaureate degree and accept a subsequent commission in the Navy or Marine Corps. The deadline for all applications for the 1977 NROTC program is November 15.

● TARAWA JOINS PACIFIC FLEET

USS Tarawa (LHA 1), lead ship in the Navy's new class of amphibious assault ships, officially joined the Pacific Fleet in August when she arrived in her new home port, San Diego.

Tarawa transited the Panama Canal on her journey from Pascagoula, Miss. She is the largest ship currently able to make that transit; about 500 guests were embarked for the historic trip.



Do It Yourself... IT'S YOUR MOVE

By JO2 Davida Matthews
Art by Mike Tuffli

Once upon a time, Second Class Any Rate Sam Sailor received his orders to a new duty station. Now, Sam, his pretty wife Polly, their son, Junior, and Salt, the dog were pleased. Yet, Polly had her misgivings; she still remembered all the inconveniences connected with their last move.

But Sam had a plan. He'd heard about a different way of moving and decided to check with his transportation officer, Lieutenant Ira Marvel.

LT Marvel told him about the do-it-yourself way of moving and explained that, although the program isn't new, it has received more attention lately for its convenience. Do-it-yourself moving started many years ago as an alternate way to transport household goods. Back then, a person could move himself, provided he paid all expenses out of his own pocket, and submit a claim for reimbursement.

Even with that obvious disadvantage, many people continued to move their own property. In 1971, a new system was developed, eliminating the need to pay expenses personally. A contract was drawn between the Navy and a reputable rental company, arranging for direct government payment.

The program worked so well that, as of this year, all DOD shipping activities operate their do-it-yourself programs under that single Navy contract with that company. Everyone under PCS orders is eligible for this type of move, as long as it doesn't cost the government more than a conventional move.

In Sam's situation, the program works like this—LT Marvel aids Sam in determining what size truck or trailer would meet his needs and reserves the vehicle for him. Sam receives packing aids and material, "how-to" booklets, and an advance from the rental contractor for gas, oil and tolls—an amount agreed upon between the transportation officer and contractor.

All Sam and Polly supply is tender loving care in packing and loading their property. If Sam needs help in loading or unloading his goods, he can hire someone, then submit a claim for reimbursement. (Sam can't pay himself, or any family members no matter how hard they work.)

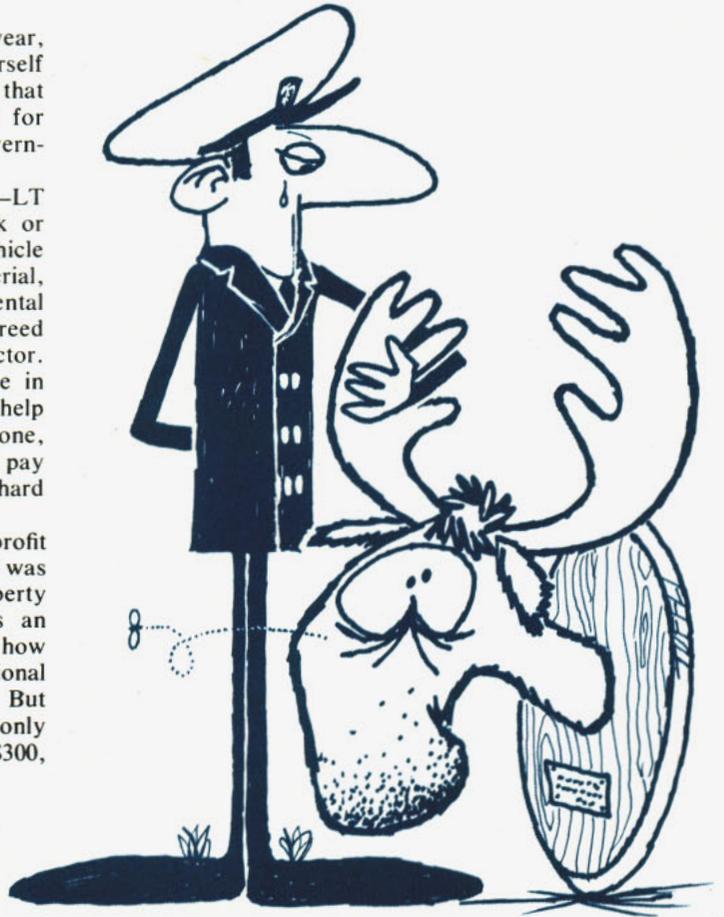
Sam also learned that not only would he profit convenience-wise, but also money-wise. Since he was saving the government money by moving his property himself, Sam receives part of that savings as an additional incentive. LT Marvel explained to him how to figure his profit: If Sam had moved by conventional means, it might have cost the government \$300. But under the do-it-yourself program, the move cost only \$150. Take 75 per cent of the conventional cost, \$300,

and subtract the cost of a do-it-yourself move, \$150. (75% of \$300=\$225-\$1500x\$75.) Sam's profit is \$75. After paperwork from the rental dealer clears the finance center, Sam receives a check for that amount less 20 per cent income tax deduction. At that time, Sam will also be given a W-2 statement.

With a date set for their convenience, the Sailor family began packing their possessions. Keeping in mind the weight limitations of the truck, pretty Polly had a heyday with Sam's souvenirs. "Is this molting moose head really all that important to you?" How could Sam argue with her logic?

With the assistance of LT Marvel, Sam determined he needed a truck. If it had been possible for Sam to use a trailer instead of a truck, everything he needed—a trailer hitch to side-view mirrors would have been provided at government expense.

Sam's property is covered by the government up to



Do It Yourself... IT'S YOUR MOVE

a maximum of \$15,000 for loss or damage provided it wasn't due to his negligence.

Sam made sure he took every precaution to make his move a safe and happy one. If he had trouble en route, the dealer told him he could contract any rental dealer in the system, and field representatives of the company for assistance. He could also pull into certain garages or tire stores throughout the country for repairs, which would be charged to the rental company. In addition, the rental company operates a toll-free trouble call number which is manned 24 hours a day.

If Sam and Polly had needed storage, Sam would have contracted the transportation officer at his new duty station to arrange for government-paid storage. Soon, every detail was taken care of and the Sailor



family were ready for the move. Sam's only problem was domestic in nature—Polly's persistent picking through his prized possessions.

"I say, Sam, are you sure you can't survive without this . . .?"

"Polly, some things are sacred!"

"A carved coconut head?"

Do-it-yourself moves are convenient for some people, but, if you prefer the conventional type move, here are a few tips to make your moving day a little easier:

- Make arrangements for moving, through the transportation office, at least 10 working days before you plan to move. Be sure the moving day established for you will be convenient—changing your mind later can mean a delay of two weeks or more.

- Remove protective covers or slipcovers from your furniture. "Condition unknown" is marked on the inventory sheet for any covered items. If damaged or lost, chances of collecting the real worth of the furniture are slim if the condition of the article is not listed.

- Consider yourself responsible for anything you pack.

- Sign the inventory sheet only if it is legible and

every item inventoried properly. Never argue with the movers—it's a waste of time. Instead, list your grievances on the back and sign it. If a serious conflict arises, contact your transportation officer for assistance.

With either a conventional or do-it-yourself move, there always seems to be something that escapes your attention. Here's a handy check list:

- Notify the local post office of your change of address. To make it easier for the post office and speed delivery of your mail, take time to send in change-of-address forms for your magazine subscriptions. Also, notify your creditors for billing purposes. Don't forget your friends and relatives—in the flurry of packing, you may not have time to write individual letters, so consider using postcards.

- Several services must be disconnected. Major concerns are telephone, electric power, water and gas companies. A deposit may have been made when these services were turned on, so don't forget to request a refund. The same goes for renters—check with your landlord about the cleaning deposit and provide him with your forwarding address. If you purchased fuel oil, don't forget to measure your tank for any remaining oil—you may not be able to resell it to the company or new residents, but it's worth a try. There are also the milkman, newspapers, laundry or dry-cleaning service, garbage collection, and diaper service to contact. Don't forget any lay-away purchases you may have made.

- Ensure your children's school records have been transferred.

- Close out any bank accounts—savings, loans or checking—or make arrangements to have the accounts changed over to your new bank.

So, we've got you packed up and ready to go. The following information should come in handy now:

- As soon as you arrive at your new duty station, contact the transportation office. Probably, your goods haven't arrived yet, but at least the transportation officer knows you have.

- After you've found a new home and a delivery date has been established, make sure you are there to inspect each item as it's unloaded from the truck and brought into your home.

- Direct the movers to where you wish each item placed—books in the den, etc.—and have them unpack, if you desire. The movers are also required to reassemble anything taken apart for shipment.

- Now's the time to note damage or losses on the

inventory. If something escapes your notice during unpacking contact the transportation office as soon as you discover the damage or notice the loss.

- The carrier, not the government, is liable for any damage done to your home by movers unloading and unpacking your property. Watch them carefully and contact the company's office if you note any damage.



Questions and Answers from Enlisted

Q. *I am an enlisted woman on active duty stationed in Memphis, Tenn. I recently went on leave to San Francisco and married a Navyman stationed aboard a ship homeported there. Why can't I be transferred immediately to the area of my husband's home port.*

A. A few requirements for eligibility: You must complete a minimum of one year at your current duty station, and an authorized billet must be available in the area you request. TransMan Article 16.03 specifies the procedures for submission of such requests and lists all requirements that satisfy either cost- or no-cost-to-the-government orders. You should review this with your personnel office to determine your eligibility and submit your request accordingly.

Q. *I am an HM2 on shore duty and I'm married to an enlisted woman (HM3). Due to the fact I am married to another service member, am I exempt from serving an unaccompanied tour with the Marines?*

A. No. Your being exempted would be unfair to your contemporaries who may also be married, whether or not to a service member. Upon the completion of your unaccompanied tour every effort will be made to assign you and your spouse to the same geographic area. See TransMan Article 16.03.

Q. *Although it's almost a year before my rotation*

to sea duty, I would like to make personal plans now for the move. If I am transferred overseas, I may have to sell my trailer home and car, and I need as much time as possible to get a good price for them. Is there any way I can get an early assignment or, at least, a decision on whether to expect overseas duty?

A. Assignments are usually made two to four months before the projected rotation date. Indicate your desire for early assignment in your duty preference (NavPers 1306/63) under "remarks," for example, "Request early assignment to have time to sell home and car." Except for unusual circumstances, assignments are not determined more than four months before the transfer month. It is not in your interest, therefore, to make irreversible decisions before receipt of official orders.

Q. *What type of reenlistment code does an E-3 on a first enlistment, or initial active duty in a 2x6 or 3x6 program, get upon separation at the completion of that active duty obligation?*

A. The member will be assigned an RE-code as follows:

- RE-1 (eligible for reenlistment) if the member is eligible for reenlistment in all respects, that is, meets provisions of BuPers Manual 3410150 and 1040300; has passed an E-4 servicewide advancement examination; has currently been recommended for E-4, or formerly

been a petty officer in current enlistment; and has currently been recommended for advancement).

● RE-3R (eligible for probationary two-year reenlistment) if the member is eligible for reenlistment and is recommended for advancement.

● RE-4 (not eligible for reenlistment) if the member is not eligible for reenlistment for one of the reasons outlined in BuPers Manual 3410150 or 1040300, or when otherwise directed by ChNavPers.

Q. *I participated in three examinations for advancement to PN1 and "Passed Not Advanced" all three, but accumulated a total of three PNA points. Subsequently, I converted to YN2 and participated in the examination for advancement to YN1. Again, I was PNAd, missing the final multiple cutoff score by only 2.05 points. In computing all the factors of my final multiple score I discovered that I was not given credit for the three PNA points which I previously earned from the PN1 exams. These three points would have put me over the final multiple score for advancement to YN1. Why wasn't I advanced?*

A. Since PNA points are earned for performance and professional knowledge within the rating for which a member is competing for advancement, such credit may not be carried over into the final multiple computation

for another rating. In your particular case, it would be unfair to your YN contemporaries to credit you with a three-point advantage for demonstrated proficiency and knowledge in another rating. The single exception to this rule is for members who are *involuntarily* converted to other rating specialties.

Q. *What are the functions of the Special Enlisted Placement Branch (SEPB) of BuPers, and how do its functions differ from those of the rating assignment section for my particular rating?*

A. The Special Enlisted Placement Branch (Pers-502) is responsible for assigning enlisted personnel to the following activities and programs: Presidential support activities; joint staffs; NATO activities; U. S. military groups Defense agencies: Washington, D. C., area joint and major Navy staffs; flag messes ashore, MAAGS; missions; Personnel Exchange Program; Operation Deep Freeze; recruiting; recruiting support; recruit company commanders; career counselors; Navy counselors; and the Human Resource Management Support System.

Rating assignment officers are advised of SEPB requirements by computer requisitions. In response to these requisitions, rating assignment officers identify and nominate those personnel whom they consider best



Questions and Answers

suit to fill the billets. The SEPB then screens the service records of those personnel who have been nominated and determines general suitability for assignment. Following this determination, liaison is generally established with the receiving command and, where required, formal written nominations are submitted to the activity for acceptance.

Q. *I have just completed a duty preference card. How much consideration is given to my choices of duty and comments?*

A. Duty preference cards are very important in the assignment process. Your detailer has a list of billets that he must fill. He makes every effort, consistent with the needs of the Navy, to assign service members to their choice of duty. Your detailer receives the long, handwritten portion of your duty preference card and maintains the most recent copy in your file. Before he makes an assignment, he reviews your file and all information on your duty preference card.

Unfortunately, a great many of the cards are out of date. An out-of-date card denies you the most important contact you have with your detailer, and often may cause orders to be written that do not reflect your desires. If you, as a member on active duty, do not update your duty preference card within one year of PRD, after reporting to a new duty station, or any time your preference changes, unexpected or regular orders to other than your current preference are entirely possible. Even those members who plan to terminate service at EAOS may change their minds and it would be prudent to have current preferences on file. It is not always possible to satisfy personal desires. However, it is certainly impossible to give those desires the amount of consideration they deserve if your duty preference card is not current.

Q. *I am transferring to the Fleet Reserve and have elected not to participate in the Survivor Benefit Plan. My career counselor tells me that my CO must notify my spouse of this election. Is this true?*

A. Yes, COs must notify the spouse of any member who elects not to participate in SBP, to participate at less than the maximum level, or elects children-only coverage when there is an eligible spouse. BuPers Instruction 1750.1F explains the Survivor Benefit Plan.

Q. *How is the term "non-careerist" defined?*

A. E-6s and below with less than 10 years' active service, and who are not obligated beyond 10 years' active service, are considered "non-careerists" for assignment purposes. Non-careerists must extend their enlistment in order to attain sufficient obligated service to provide a minimum of 24 months' service at their new duty station, exclusive of leave and travel time before reassignment.

Q. *I am interested in becoming an aircrewman. What qualifications must I meet?*

A. The Enlisted Transfer Manual, article 9.12, gives the requirements. A few of them are:

- Volunteer for flying duty. Service record page 13 entry is required.
- Successfully complete a flight physical before transfer to duty as an aircrewman.
- Type commander requirement for survival and deep water training must be fulfilled before reporting for aircrew training.
- Must be qualified as swimmer, second class, except in the case of SAR crewman (NEC 8285) which requires qualification as swimmer, first class.
- Confidential clearance.
- Possess obligated service for appropriate length of training as outlined in the Transfer Directive.

Q. *I am an SKC with four dependents stationed in Norfolk, Va. I plan to transfer to the Fleet Reserve next year and live in San Diego. I asked my detailer for orders to San Diego which would cost the Navy only one move; however, I received orders to a ship here in Norfolk. I don't understand the rationale.*

A. The assignment system is founded on a system of requirements, as expressed by the fleet commanders and the ChNavPers through the use of the requisitions. This method of assignment recognizes an upcoming



billet vacancy which appears on the requisition and the detailer, acting within the assignment system, attempts to fill this vacancy from his available assets.

Under the system, you are being detailed as a career petty officer and in response to the needs of the Navy. Orders cannot be predicated on the assumption that you are or will become eligible for transfer to the Fleet Reserve, since circumstances may arise which will cause you to change your mind, even if you already have an approved Fleet Reserve date.

An additional factor to consider is that separate provisions are made in the budget for PCS moves and transfers to the Fleet Reserve. The expense of a move to the West Coast was undoubtedly considered, and the detailer acted primarily upon the needs of the Navy in your case. Therefore, orders to a ship in the same home port was a good assignment and one in which your rate, rating, and experience will be used to the best advantage.

Q. If the SRB award level for my rating is reduced, can I still reenlist for the higher SRB award level before the effective date of the reduction, that is, after the NavOp announcing the reduction is issued?

A. Yes. In the past, certain personnel lost their SRB because they reenlisted after the announcement date (date-time-group [DTG] of the NavOp), but before their command received the NavOp announcing the change. A recent change in SRB policy now provides for an "announcement date" as well as an effective date.

If the SRB award level for your rating is reduced and you have reenlisted after the DTG of the NavOp, you are still eligible for the higher SRB level if your reenlistment date was before the announcement date. The announcement date will normally be 10 days from the DTG of the NavOp announcing the SRB award level changes. This change only affects persons who reenlist early.

Q. We have an E-5 on board who has 18 years of active military service. What are the terms of reenlistment available for him?

A. If the E-5's rating is in CREO Group A, reenlistment may be for a term of four, five, or six years. If the rating is in a CREO Group other than A, the maximum amount of time he could reenlist would be two years.

Q. Can I be ordered to foreign overseas duty if under the age of 18? If so, what must I do to request overseas duty?

A. Yes, provided you have at least four months of active service (except for duty on a ship homeported in an overseas foreign port). In computing this four months, leave and travel time may not be included unless that travel time is on a Navy ship. Reserve personnel must have two months' active duty exclusive of leave and travel time before assignment to foreign shore duty.

You may submit your request for overseas service by using an Enlisted Duty Preference Form (NavPers 1306/63) or by submitting an Enlisted Special Duty Request Form (NavPers 1306/7).

Q. I am an EM2 and would like to get more specific

information about assignment in the Navy's Human Goals Program

A. Guidelines for submitting requests for assignment to the Human Resource Management Support System (formerly Human Goals Program) are contained in Chapter 9.19 of the Enlisted Transfer Manual. You should contact your personnel officer who will assist you in submitting a request. OpNav Instruction 5300.6 series will provide you with excellent background material on all HRM specialist responsibilities.

Q. Besides acquiring 19 years and six months of active federal service (including constructive time) are there any other requirements that must be met before requesting transfer to the Fleet Reserve?

A. Yes. You must submit your application at least six months and no earlier than 12 months before the requested date, serve at least one year on board your present duty station, complete any conditional active duty obligations incurred, serve a minimum of 24 months in pay-grade E-7, 8 or 9 (from date of actual advancement), request a date not more than three months beyond present PRD and complete an accompanied overseas tour, if you're on one.

Q. FY 76 ends 30 Jun 1976, with a transition quarter 1 Jul through 30 Sep 1976. What will be the policy on leave during this change of fiscal years? Can we carry over more than 60 days as of 30 Jun 1976?

A. NavCompt Notice 7220 provides information on carryover of leave. For FY 76, which ends 30 Jun 1976, there will be no carry-over of more than 60 days. However, in the period 1 Jul 1976 to 30 Sep 1977, you will have 15 months to ensure that you will not have more than 60 days' leave on the books.

Q. Are any waivers granted for the LDO/WO Program?

A. No, the eligibility requirements for the LDO Program were approved by the Secretary of the Navy only after careful consideration of the needs of the Navy and the career aspirations of potential candidates. In order to be as equitable as possible to all applicants, waivers of the requirements are not authorized.

Q. Must E-6 applicants for the LDO Program participate in the chief petty officer exams?

A. Yes. They not only have to pass the exam, but must also be designated selection board eligible.

Q. Will there be any major changes to the eligibility requirements for the current LDO/WO Program?

A. No, except for a possible change to the date required for applications to be received in BuPers. A new BuPers Notice will be announced at the earliest practicable date.

Q. Is the Navy planning to return to all-cotton dungarees and chambray shirts? When would the change take place?

A. At present, either the dungaree/chambray shirt uniform or enlisted working blue uniform may be worn as a working uniform by all enlisted men.

The material of the enlisted working blue uniform is being changed to a lighter weight 65 per cent polyester

Questions and Answers

and 35 per cent cotton combination, and the style has been modified to have a button shirt instead of the pullover jumper shirt. The new style uniform is being issued to recruits at this time.

Questions from Veterans

Q. *Is it permissible for a veteran to use the educationally disadvantaged provision of the GI Bill to take*

a program leading to a high school equivalency certificate?

A. Yes. Enrollment may be approved in an elementary, secondary, preparatory, refresher, remedial, deficiency or special education assistance course not otherwise prohibited if such courses are required to receive a secondary school diploma or General Education Development certificate. No charge is made against the veterans' basic entitlement for such courses.

Q. *Is there a cutoff date for the spouse of a deceased veteran to complete apprentice or job training under*



VA's Dependents' Educational Assistance Program?

A. Yes. For the spouse of a deceased veteran the cutoff date for Dependents' Educational Assistance for apprentice or other on-the-job training is 24 Oct 1982, or 10 years from date entitlement arose, whichever is later.

Q. *I received a lump sum disability severance pay upon my discharge from service. If I am awarded VA compensation for the same disability, will I have to return the severance pay?*

A. Regulations require that VA monthly compensation payments be withheld until the amount payable is equal to the amount of severance pay received because of disability. The VA automatically establishes this withholding when compensation is authorized.

Q. *When I retired, I was awarded a 100 per cent service-connected disability rating by the VA. I was single. About two years ago, I married. Shouldn't there be some extra money if a veteran has a wife?*

A. Yes. An additional amount of compensation may be payable for a wife, husband, child and a dependent parent when a veteran is entitled to compensation based on disability evaluated as 50 per cent or more disabling. The veteran is responsible for notifying the VA of any change in dependency status.

Q. *If a veteran dies while indebted to the VA, will the VA withhold the amount of his indebtedness from the widow's benefits?*

A. No. The widow is not responsible for the indebtedness of the veteran. It will be determined whether or not the veteran left an estate from which recovery could be made. If he has no estate, the finance officer has the authority to write off the debt as uncollectable, if not in excess of \$20,000.

Q. *May I receive a VA-guaranteed farm or business loan?*

A. No. The Veterans Housing Act of 1974 ended VA authority to guarantee such loans. Interested parties should contact the Farmers Home Administration, U. S. Department of Agriculture, and the Small Business Administration, respectively.

Q. *Does the VA make allowances for refresher training in a program for which the veteran was previously qualified through former schooling or experience?*

A. Yes. A new program of refresher training for a maximum of six months allows updating former experience or education gained before one's service.

Q. *I wish to review my records maintained by the VA to determine validity of certain documents. Whom should I contact?*

A. The Privacy Act of 1974 grants individuals the right to access to and to seek correction or amendment of records pertaining to the veteran or beneficiary.

Submit a written request to the VA regional office that maintains your records.

Q. *Are all veterans eligible for a non-service-connected disability pension?*

A. No. Only veterans within specified income limits who had 90 days or more of honorable wartime service and are permanently and totally disabled from reasons not traceable to service are eligible. (Veterans 65 years of age or older are considered permanently and totally disabled.)

Q. *How much time does a veteran have in order to use GI home loan entitlement?*

A. Loan entitlement is no longer subject to an expiration date.

Q. *If I use my GI home loan benefits now, can I make use of them again in the future?*

A. Yes, as long as you relieve the VA from liability in your current VA loan.

Q. *May a veteran be enrolled for a fractional part of a semester, term or quarter under the GI Bill?*

A. A certified period of enrollment may not be interrupted for the purpose of conserving entitlement. Nor may a period of enrollment be certified for a fractional part of the normal term, quarter or semester if the veteran is actually enrolled for that period.

Q. *What are the Vietnam war dates for purposes of veterans' benefits?*

A. Inclusive dates for the Vietnam era are 5 Aug 1964 through 7 May 1975.

Q. *May a GI loan be paid off before the final payment date?*

A. Yes. A VA-guaranteed loan may be partially or fully paid at any time. However, part payments may not be less than one monthly payment or \$100, whichever is less.

Q. *What is the VA PREP Program?*

A. The Predischarge Education Program (PREP) is intended for military personnel who have completed more than 180 consecutive days of active duty and are in need of courses necessary for a secondary school diploma or courses necessary for entrance into a post-secondary course of study. Complete information and application forms are available from military education offices and VA regional offices.

Q. *Who is eligible for CHAMPVA?*

A. The Civilian Health and Medical Program of the Veterans Administration (CHAMPVA) is available to the spouse or child of a veteran who has a total, permanent disability resulting from a service-connected cause, or to the surviving spouse or child of a veteran who has died as the result of a service-connected disability.

Navy civic action - - helping people

Story and photos by
JO3 Debbie Larson



A water faucet in the backyard may not mean much to some people, but to the villagers of Ollei on Babelthup Island it means the difference between a half-mile, uphill trek with buckets of water or, in some cases, just a reach out the back door.

Putting water faucets within easy reach was just one job accomplished by the Navy's Civic Action Team 1024. Deployed last November, the 13-man group from Mobile Construction Battalion 10 arrived on Babelthup with an arm's-length list of things to do, and a "let's get at it" spirit. (Babelthup is in the Palau District of the U. S. Trust Territories . . . Pacific Islands assigned by the United Nations to the U. S. for administrative authority.)

The civic action team is a part of the Overseas Development Assistance Program when involved in humanitarian endeavors abroad. The United States, currently has two CAT teams in operation—Navy CAT team 0325 in the Kusaie District and an Air Force team on Truk Island.

As it's done in the past, the Navy called upon the Seabees to assist the people of the Trust Territory in their needs and to make life a little more pleasurable.

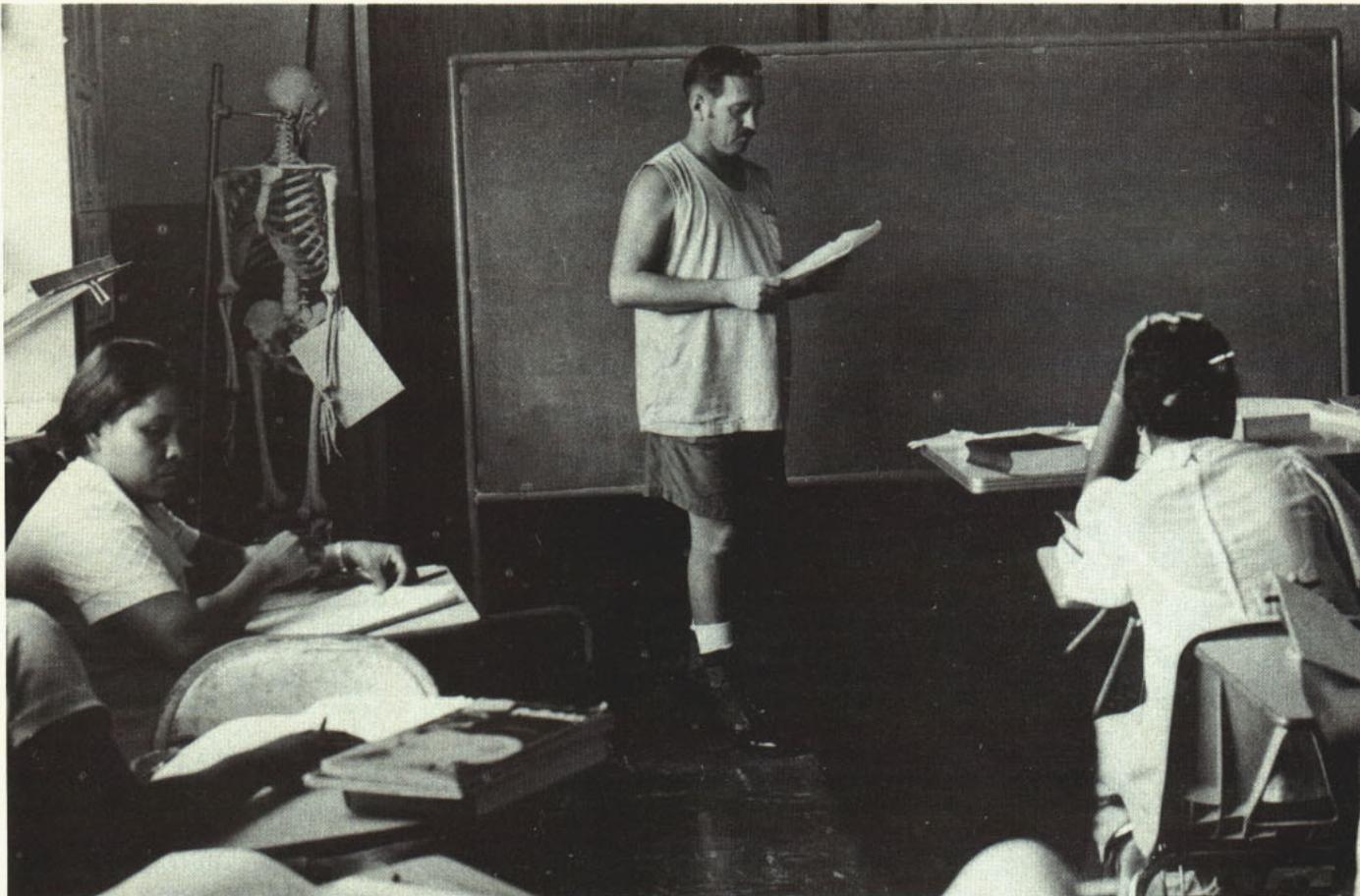
A major project on Babelthup, the Shimizu bridge and an accompanying roadway forged through dense jungle on the eastern side of the island, enables farmers to carry their goods down to the seaside where boats are not hampered by the tide.

Before the Seabees arrived, the islanders depended upon market boats which come up the Ngerdock River twice a week.

"I selected all these men. Along with their professional accomplishments, I'm proud of the way they meshed," said Lieutenant (jg) Daniel L. Hambrock, leader of the team.

Three men, living in a house built by a village family, worked on the bridge entirely on their own. Three other

Left: Engineering Aid Third Class Gary McCollom sets up a portable water pump for a civic action team project.



Above: Hospital Corpsman First Class John Atwood teaches a course in communicable diseases to a class of prospective practical nurses.

Seabees lived not far away while working on the new roadway.

"The people have been great. They accepted us right away and none of us had any trouble adjusting," said Steelworkers 1st Class Randy L. Matt. "I've been in the Navy 10 years, but nothing beats the atmosphere of the civic action team."

Two civilians worked along with the Seabees. One spoke almost no English, but the other spoke it very precisely and often acted as interpreter whenever Builder Second Class Robert O. Kepner needed assistance.

The builder has only been in the Navy two years, but on this particular phase of the job, he was the boss.

"When you're as small a group as we are, each person has his own field of expertise," explained Kepner. "We all received cross-training after being selected for this team, but that doesn't make everyone an expert. Consequently, when we come to a part of

the job in which one person has had more training, he's the boss."

The CAT team found eating to be an adventure all its own.

Meals consisting of fish, taro, tapioca, melon and fried bananas were prepared by three local families who took turns cooking for the Seabees.

"We felt guilty when these people started preparing three meals a day and bringing them over to us. We offered to pay, or bring our own food from camp, but they said it was their way of thanking us for the bridge. We really enjoyed the food," said Matt.

Utilitiesman First Class Millard M. "Stumper" Stump, who helped install the water system, was reminded of the value of his specialty.

"I worked as a plumber before joining the Navy three years ago. I wouldn't trade the experience on the island for anything."

Bedding down in an abai (traditional men's meeting-



Left: Civic action team leader, LTJG Daniel Hambrock is in the middle of the action whether it's in the office or on the job.

house in the Palau District) the Seabees became local celebrities. Skesuk Skang, wife of the Ollei village chief said, "When other visitors came and lived in the abai, no one went up there, but when the Seabees came, everyone went to visit them."

Ollei's is not the only water project the Seabees of CAT 1024 undertook. Also completed was a water tank and almost one and one-half miles of pipeline leading to the village of Ngardmau. This project combined the efforts of the Seabees, the villagers and members of Community Development, a local organization.

The resident expert on this job was Construction Electrician Second Class Ernesto M. Garcia, a 10-year Navy veteran from the Republic of the Philippines.

Assistant Director, Micronesian Occupational Center (MOC) Mike Littler is glad to have had Ernesto around. "Ernie helped out here quite a bit," Littler said. "Especially in the kitchen area. The equipment in there was his specialty and we'd had been lost more than once without his experience."

The Civic Action Team was involved in more than just building roads, bridges and water facilities for the people on the island. Medical assistance was also an objective. Hospital Corpsman First Class John G. Atwood said, "My experiences with another CAT outfit led me to volunteer again. I had a chance to do more during this tour because the people knew and accepted me. One of my most rewarding jobs was teaching a course in communicable diseases to a group of prospective practical nurses."

CAT/1024 has another veteran of civic action in the Palau District, and without him the camp would probably have become immobilized. Construction Mechanic First Class Tui M. Sunia could most often be found tinkering with a piece of equipment in the camp's mechanic shack. Not only did the 35-year-old native of Samoa keep the camp equipment in running order but he also managed a mini-exchange, dispensing toothpaste, shaving lotion and other things the team members needed.

The logistics of supplying food and other materials to the team often proved difficult. They received supplies every four to six weeks and had to order food, drink and other items for a like period. All the food was stored in freezers or refrigerators. If electricity failed, they had a portable generator standing by.

The team was also supplied with paperback books and magazines by the 30th Naval Construction Regiment, their prime source of support.

Entertainment was provided in the form of movies mailed by the Guam Motion Picture Exchange each Friday.

On weekends team members spent their time swimming, snorkeling, spear fishing or just lying around sunning. Someone usually came up with some raw fish or clams to supplement the camp food. The fish was cooked on a makeshift grill of rocks and a piece of scrap metal and fueled by coconut husks.

Although CAT 1024 was the last civic action team scheduled for Babelthuap Island, Navy people like them are lending a helping hand to others in need throughout the world.

Paintings depict infant navy's struggle against maritime giant

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Bruce Elliott Roberts has earned a title as "one of America's most distinguished marine painters." Years of meticulous research at maritime museums and a love for the sea that goes back to childhood, combine to create his paintings of men and ships of the Revolutionary War period.

Roberts was raised on the waterfront, sailed his own sloop at seven, sketched the few remaining square-riggers in New York Harbor at 14 and, at 18, won first prize in the Propeller Club of the U. S. National Poster Contest—a trip to Europe aboard a freighter.

He continued his romance with the sea by enlisting in the U. S. Navy. When he returned to civilian life, he and his wife promptly bought an 80-foot schooner and spent the next 20 years cruising Long Island Sound, the Bahamas and the West Indies.

In addition to his years of art study, Roberts visited maritime museums, collected a naval reference library of the Revolutionary period, built ship models and visited the harbors and shipbuilding sites of Revolutionary time. He has also spent considerable time researching various types of ships, sails and rigging of the period.

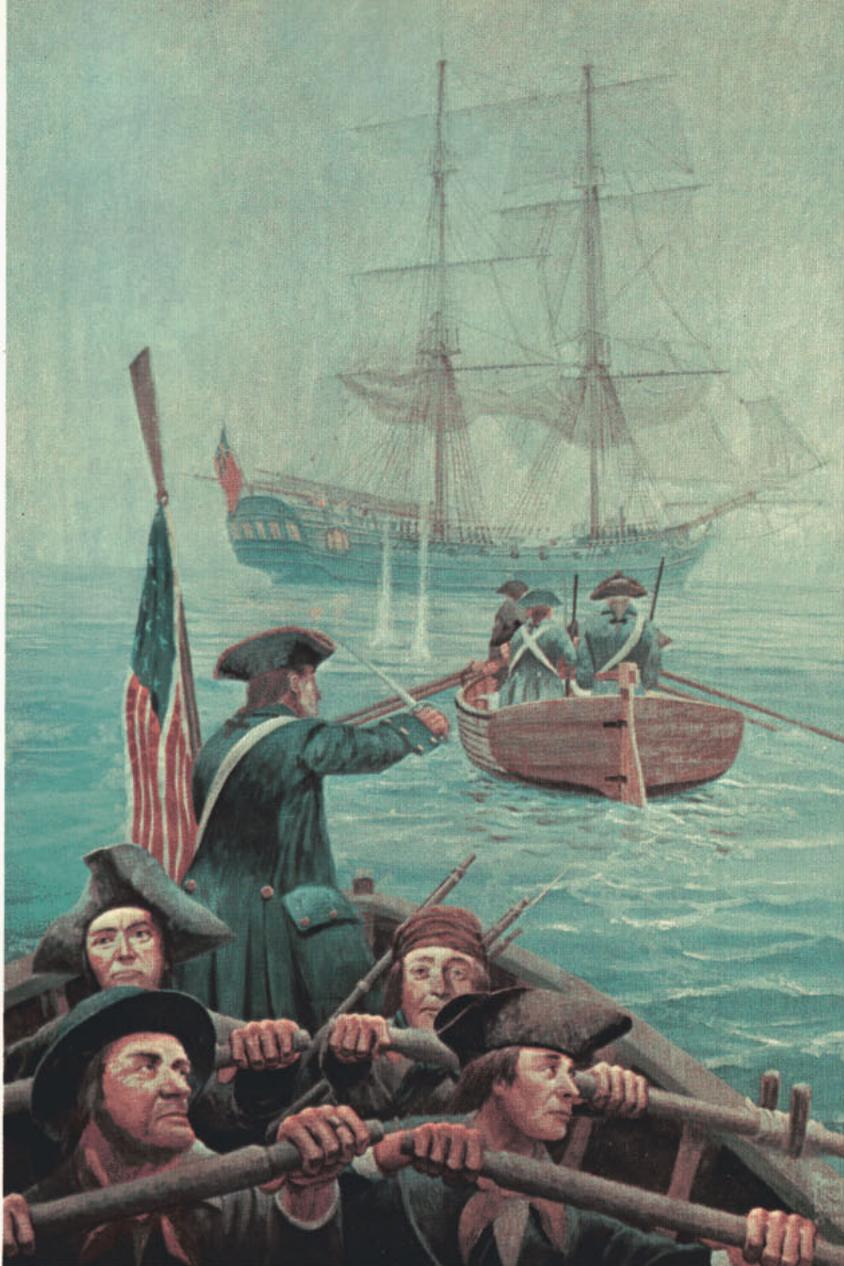


"THE SEA RAIDER" (BRIG "PROVIDENCE") In 1776, *Providence*, captained by John Paul Jones, conducted a series of raids on the Nova Scotia coast that ended after the capture of 16 British supply ships. Two British frigates fought *Providence* but were outwitted by Jones' daring sea tactics.

"ATTACK ON THE BRIG" (LT EDWARD PREBLE) LT Edward Preble led a band of men on an attack against the heavily armed British brig in the Penobscot River, Maine. In the face of fire from the brig and a British shore battery, Preble and his men boarded and seized the vessel.

"HURRICANE" (CONTINENTAL FRIGATE "CONFEDERACY") When the frigate *Confederacy* was off the Bahamas Nov. 7, 1779, she encountered a hurricane that threatened the ship and lives of the passengers and crew—including Minister to Spain-designate, John Jay. But her captain, Seth Harding, demonstrated his sea-going skill by rigging a jury sail after the storm, and safely putting in to Martinique 48 days later.

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"CAPTURE OF THE MARGARETTA" America won her first sea fight when British General Thomas Gage sent a cutter and two sloops to Machias, Maine, for lumber. While there, the Americans under Jeremiah O'Brien captured the cutter *Margaretta* in the first naval action of the Revolutionary War.

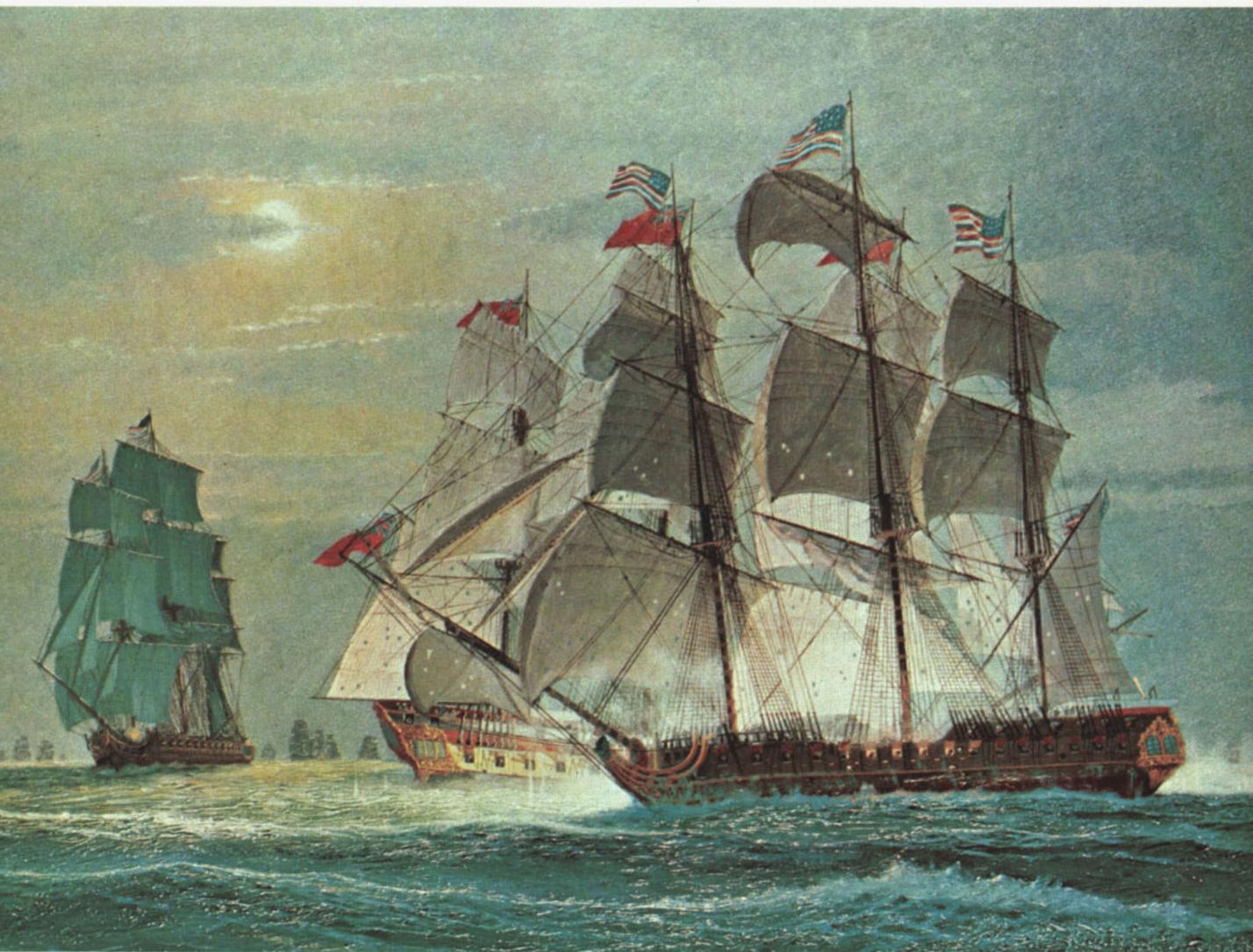


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"BOSTON, STRONGHOLD OF THE REVOLUTIONARY WAR" The city was both the center of the Revolutionary War and home port of the infant American Navy. Ships built there harassed English shipping, capturing vast amounts of war stores and causing England to divert many warships for defensive purposes which could otherwise have been used offensively.

"'BON HOMME RICHARD' VERSUS H.M.S. 'SERAPIS'" When Captain Richard Pearson of the British *Serapis* demanded the surrender of *Bon Homme Richard* on Sept. 23, 1779. Captain John Paul Jones answered, "We have not yet begun to fight!" After a long struggle, it was the British *Serapis* that finally surrendered.





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"SCHOONER 'HANNAH'" (THE AMERICAN COLONIES' FIRST ARMED VESSEL) In 1775, *Hannah* led a small fleet of ships in an attempt to stop British merchantmen from supplying Boston, then under siege by the colonists. *Hannah* and her sister ships sustained the desperate American Army surrounding Boston.

"FITTING OUT" (FRIGATE HANCOCK) The frigate *Hancock* was built in Newburyport, Mass. After fitting out at Newburyport and taking on her cannon at Boston, she set out on her first mission. That voyage ended in disaster when she was captured by the British warship *Rainbow*.

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letters to the editor

Want to pass something of interest along to the rest of the fleet, or perhaps just give us a few of your thoughts? Here's the place to do it. This section of ALL HANDS is open for unofficial letters from you on almost any naval subject. We can't promise to publish every letter we receive, but each will be answered. Write: Editor, ALL HANDS, Navy Internal Relations Activity, Office of the Chief of Information, Washington, D.C. 20350. Sign your full name and give complete address. Please don't send postage or return envelopes.

Navy's 'Magic Machine'

(Editor's Note: The following "letter" is actually a column by Dick Odessky which appeared in The Valley Times of Las Vegas, Nev., and which was sent in by its author. Although Mr. Odessky gives all credit to the U. S. Navy for the reported miracle of sorts, he and his wife—like most parents—should take most of the credit for their son's accomplishment. The Navy might have found and thrown the "switch," as Odessky says, but in reality it's the parents who install that "switch" for others to find.)

Nine weeks ago our family made its donation to national security by sending a gangly teenager, complete with a bubble hair-do, off to sea. When our sprig reported to the Navy recruiter,

it was difficult. This kid always had trouble walking and chewing gum at the same time.

He was accepted and then whisked off to the magic machine the Navy keeps in San Diego. They call it the Naval Training Center. We must now call it the miracle factory.

When Jeff notified us that he was graduating from boot camp, the still tearful mother and this reporter were committed to travel there. Our Joyce approached the event with maternal pride. I must admit I figured that the Navy would have him bundled up, waiting at the front gate along with a note telling us to get him out of there.

At the center, there was no sign of our son. His mother asked a petty officer where and how she might locate her firstborn. She was told that there would be buses taking families of all 450 graduates to the parade grounds at Preble Field.

So, along with hundreds of others, who now had an extra bedroom in their homes, we boarded the gray buses for a journey to the huge asphalt strip where the Navy would be conducting San Diego's 1262nd Recruit Brigade Review.

Having to stand aboard the bus, we had no idea where we were going. I figured that the bus would stop at the front gate and the driver would tell us all to go home for a few more weeks because our sons still were not ready to be seen.



Knowing what our home looked like after two or three teenagers, it was shocking to see the spotless condition of the base.

At the parade ground, the Navy band heralded the approach of the six companies making up the brigade and on marched 450 well-scrubbed sailors, decked out in their dress white uniforms. It was a stirring sight. The realization that the San Diego Center turns out another graduating class like this every week was awesome.

The young Americans marched briskly toward the reviewing area and then stopped. Amazingly, they all stopped at the same time. As were all the other parents, we were straining to find our son. But when there are several hundred look-alikes standing in close order, it's quite impossible.

Then the master of ceremonies started making introductions and we applauded dutifully as he named all the dignitaries in attendance. Then he came to identifying the recruit leaders and cited one J. P. Odessky as brigade adjutant. And about the only levity in the highly formal proceedings came when he said Jeff was from "Lost Wages," Nevada.

That ramrod-straight sailor, bearing the silver sabre and barking out orders to the entire brigade was Jeff? Impossible. The brigade adjutant looked like a pro, not like a kid who found it easy to fall while walking up stairs.

Tears started to streak his mother's cheeks and didn't stop all the way through the proceedings. And it was only a giant lump in my throat that kept the proud father from letting the world know that that smart, sharp young sailor was my firstborn.

The buttons really began to pop when Jeff's salute was returned by both the commander of the entire center and by the commanding officer of the recruit training command. They shook hands with our boy and congratulated him on his handling of the brigade.

When you see the two ranking officers of the San Diego base standing there chatting with your boy and commending him on a job well done, you soon realize what is meant by basking in the reflected glory of our children.

The only question left unanswered by all the festivities is how the Navy, in nine short weeks, was able to accomplish what Jeff's mother and I have been trying to do for 19 years?

All of a sudden the kid who wanted to grow a beard so he wouldn't have to shave, is clean-shaven and is getting his hair cut every two weeks. I only wish

I had been able to tape-record his statement that his short, military haircut is far more comfortable than the bubble that once adorned his scalp.

What the boot camp commencement showed this father more than anything else, is that deep down there really is some goodness in the unwashed mass we know as teenagers. Somewhere, in some way, they come up with a surprise that will floor you.

Like some fathers, this one was ready to write his son off as a lost cause. However, now, the Navy found that hidden switch within the boy and turned him into a man. How complete or permanent the switch might be will only be answered with time. But, at least, the apparent dead end has been averted.

So, take heart, parents. When you look at your own sloppy, sometimes rebellious teenaged son, remember, somewhere there is a spark. The only problem is finding the catalyst that can bring it out. For Jeff it was the Navy.

And, to Jeff and his 450 fellow graduating shipmates, we say, welcome to the world. We feel much safer about its future after seeing all of you. A hearty thank you.

Officer "Surcharge"

SIR: I would appreciate your comments on why officers are required to pay a "surcharge" when dining in the enlisted mess. Why are officers not charged at the same rate as enlisted?

● As background, Section 402 of Title 37, United States Code provides the basis for payment of the BAS. The rate for officers is specified as \$53.05 per month. Since changes in this rate are tied by law to changes in basic pay, the Navy and the Secretary of Defense are without authority to pay a different rate.

Enlisted members are entitled to BAS at one of three different rates when not furnished rations in kind. The most common rate is that provided when an enlisted member is authorized to mess separately from an otherwise available government mess. This rate is referred to as commuted rations or COMRATS. The commuted ration rate is equal to the cost of the ration which would normally be provided in kind, as determined by the Secretary of Defense. It was increased to \$2.53 per day effective 1 Oct 1975, reflecting the increased cost of subsistence. Previously, it had been \$2.28 per day in calendar year 1974, \$1.65 per day in 1973, \$1.46 in 1972, \$1.52 in 1971 and \$1.39 in 1970.

Thus, an enlisted member receiving commuted rations received the following amounts during the respective years, the figures are based on a 30-day month: 1970, \$41.70; 1971, \$45.60; 1972, \$43.80; 1973, \$49.50; 1974, \$68.40; 1975, \$75.90.

The BAS for officers, since enactment of Public Law 93-419 in September 1974, has increased from \$47.88 to \$53.05.

There have been periods when enlisted members receiving commuted rations have received less than the \$47.88 per month previously accorded officer personnel. It must be noted, however, that the Navy does not intend that an enlisted member will be forced to mess separately and he could at all times receive subsistence in kind, at no additional cost to himself, consisting of at least three meals a day. He could not receive both a BAS and entitlement to subsistence in kind. There is no provision under which an officer may be furnished subsistence in kind; instead he receives his BAS of \$53.05 per month and pays for his meals.

With regard to the comments concerning the higher cost to an officer than an enlisted member when both purchase meals from a general mess, you are correct that there is a surcharge to officers which increases their cost. Surcharges are prescribed to reimburse the government for overhead expenses incurred in the preparation and service of food to personnel not entitled to rations in kind at government expense. Since an officer is not entitled to rations in kind, he is charged the surcharge to offset the portion of overhead attributable to preparing and selling him rations from a mess operated for the subsistence of enlisted personnel.

It is recognized that the current BAS of \$53.05 for officers probably does not meet the actual cost of subsistence. However, it must also be realized that the pay increases received under the previous comparability provisions of public law were received in basic pay alone. They included calculated increases in subsistence allowances which increased the total compensation which a member receives. Enactment of Public Law 93-419 applies increases directly to the allowances.

The Third Quadrennial Review of Military Compensation (QRMC) is conducting an intensive review of all aspects of military compensation. One of the objectives is revision to the system so that it will be more equitable, reasonable and understandable.—ED.

Ship Reunions

News of reunions of ships and organizations is carried in this column from time to time. In planning a reunion, best results are obtained by notifying the Editor, ALL HANDS Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Jefferson Davis Highway, Washington, D. C. 20360, four months in advance.

● USS LST 50—Anyone who served in her and is interested in holding a reunion contact Martin Dumoch, 53 Gaffney Lane, Willingboro, N. J. 08046.

● USS Charleston (PG 51)—November reunion planned in Tulsa, Okla. For more information contact Leon T. Davis, c/o VARO, 125 S. Main, Muskogee, OK 74401.

● USS Sam Houston (SSBN 609)—All crewmembers, from commissioning to date, interested in a ship's reunion, contact CWO J. P. Whitaker, MOTU-4, Naval Submarine Base New London, Groton, Conn. 06340.

● USS Taylor (DD 468)—A reunion is planned October 1977 in Boston, Mass. Contact Edward C. Hitchings, 488 Essex St., Beverly Mass. 01915. Telephone: (617) 922-3554.

● U. S. Navy Divers Association, Inc.—Looking for new members. The nonprofit corporation was formed to encourage camaraderie among U. S. Navy divers and to promote their welfare through charitable, educational and recreational programs. Membership is open.

The association's annual convention/symposium will be held this year in San Diego and will be open to all members. For information about membership or the convention contact U. S. Divers Association, P. O. Box 6176, San Diego, Calif. 92106.

● USS Whitney (AD 4)—Those interested in a reunion contact Eric A. Olson, 1636 Highland Ave., Waterbury, Conn. 06708.

● USS Coral Sea (CVA 43)—30th annual reunion of commissioning crew, 1 Oct 1977. Contact William J. Flynn, 1511 Eton Way, Crofton, Md. 21114.

At Their Disposal

Most sailors are known for their ability to tell a whale of a yarn. However, according to Yeoman 1st Harry Costello, the officers and men of the Tampa, Fla. Naval Reserve Center are now boasting of a new one which has quite a bite to it. In fact, the yarn has such a bite that the key figure in this tale resembles the star of the movie "Jaws."

The sea story, as told by Tampa's Navymen and verified by local news media reports, goes something like this:

On 4 May, Torpedoman's Mate 3rd (SS) Michael Plue walked out of the Tampa Naval Reserve Center and looked out over the harbor. There, floating in the channel, was what Plue and the other men in the unit were soon to learn was the carcass of a 45-foot-long, 20-ton whale shark.

Plue called the Coast Guard, which dispatched a small boat and two men. They tied the large carcass, now floating belly-up, to the Reserve Center pier.

What Plue and the other men of the Center, including the commanding officer, Lieutenant Command P. W. Eslinger, soon learned was that no one—not the Coast Guard or the Florida Marine Patrol, or the National Fish and Wildlife Commission, or the Tampa Port Authority—wanted to claim responsibility for removing a dead whale shark.

Local port officials believed the big fish was killed by the propeller of a large ship passing through the channel. In any case, it was putting a bigger bite on the Reserve Center's staff than if it had been alive.

By 1630, with the giant still tied to the Center's pier, Plue had decided he had done more than his share of civic action duty for the day. He went home. The CO was left to find for himself what Navy Regulations had to say about having a whale by the tail and no way to tow it to sea. By this time local TV and other news media were telling the rest of the area of the problem.

At 1800 the Coast Guard agreed to take the carcass to sea on the following day. By the time their cutter arrived LCDR Eslinger and his staff had an even bigger problem to contend with—tourists, students and curiosity-seekers. Having heard and seen local news reports, they began to jam the center's pier for a look-see.

The dead shark, which the Reservists dubbed Tessie, was finally towed into the Gulf of Mexico for final burial. Tessie's terminal visit was relatively short, but complicated. We expect the tale woven by Tampa's Navymen will probably grow larger and travel farther than Tessie herself.



A reminder—ALL HANDS is continually on the lookout for stories and story ideas. Keep us in mind when you have an idea; jot down the basic facts and send it to the address in the column at the right of this page. You'll be glad you did—and so will we.

The All Hands Staff

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AT RIGHT: Vice Admiral Samuel L. Gravely, Jr., was promoted to his present rank and assumed command of the U. S. Third Fleet on 10 Sep 1976 at Pearl Harbor, Hawaii. Admiral Gravely, the Navy's first black officer of flag rank, heads a force made up of some 100 ships and 60,000 Navy and Marine Corps personnel.



