

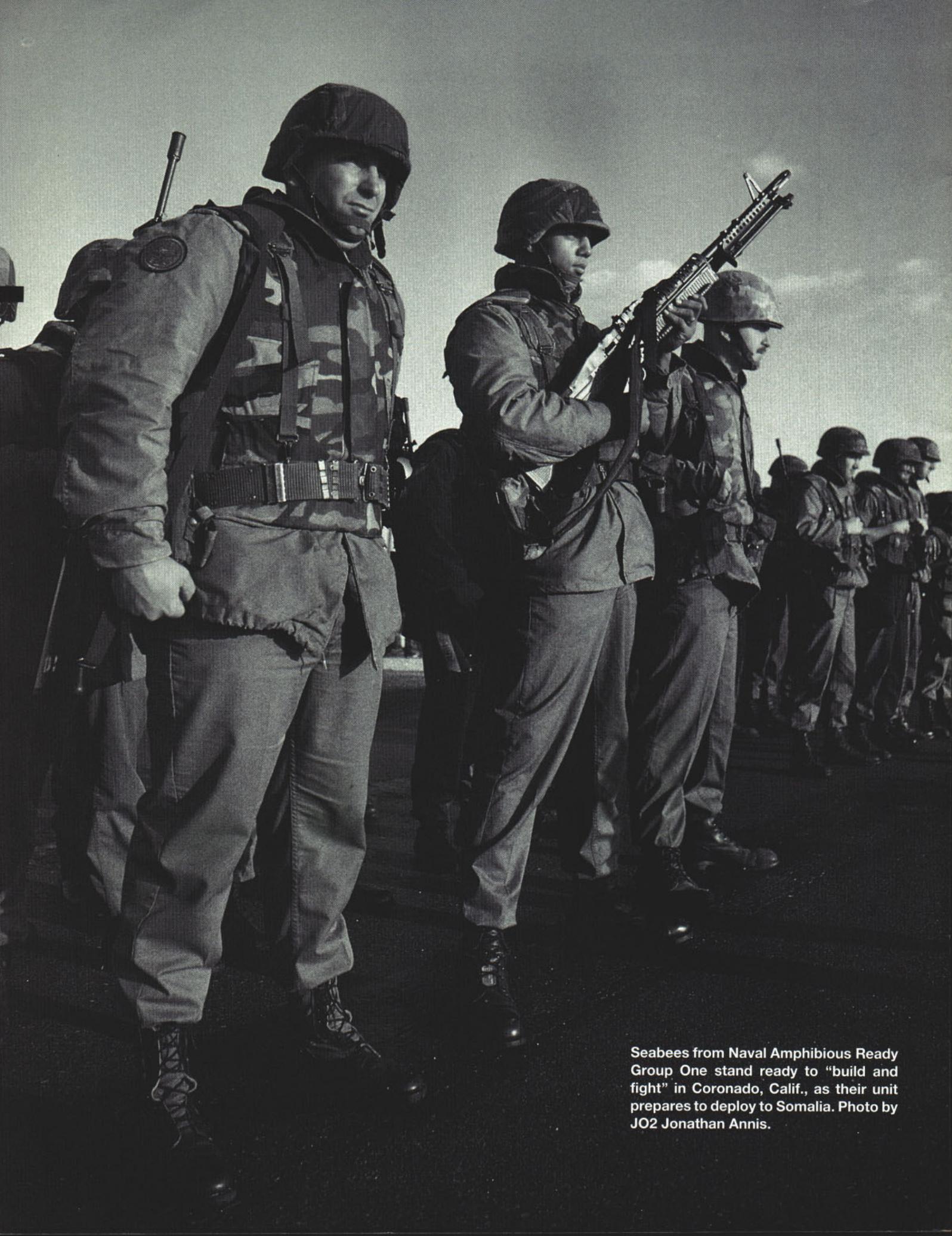
# ALL HANDS

February 1993

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Hope  
from the sea

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Seabees from Naval Amphibious Ready Group One stand ready to "build and fight" in Coronado, Calif., as their unit prepares to deploy to Somalia. Photo by JO2 Jonathan Annis.

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# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
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## Operation Restore Hope — Page 35

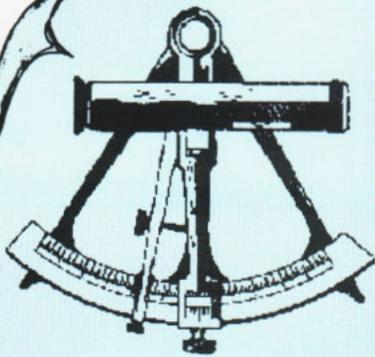
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|---|---|
| <p><b>4</b> Rape awareness<br/>Use your common sense</p>        | <p><b>31</b> ASW capital<br/>Patrol squadrons keep watch</p>                |
| <p><b>10</b> Landing a home<br/>Sailors build houses</p>        | <p><b>33</b> Educated guesses<br/>The best forecasters in Kef</p>           |
| <p><b>14</b> Eyes on the future<br/>More volunteer projects</p> | <p><b>35</b> Seabees in Somalia<br/>Units deploy to <i>Restore Hope</i></p> |
| <p><b>15</b> UNITAS<br/>Learning from our neighbors</p>         | <p><b>37</b> Buffalo soldiers<br/>Black history remembered</p>              |
| <p><b>18</b> Photo contest winners<br/>"Bravo Zulu" to all</p>  | <p><b>41</b> Money matters<br/>Financial planning pointers</p>              |
| <p><b>26</b> The land of "fire and ice"<br/>Duty in Iceland</p> | <p><b>42</b> Picking up the pieces<br/>Hurricane Andrew's aftermath</p>     |

2 From the charthouse / 44 Bearings / 48 Mail buoy

**Front cover:** A starving Somali child waits desperately for food, relief arriving from the sea. Photo by Air Force Tech. Sgt. Dean Wagner.

**Back cover:** A youngster renders a salute while watching the parade of ships during *Fleet Week '92* opening day ceremonies. More than 750,000 people converged upon the San Francisco Bay area to celebrate and show their support of the sea services. Photo by JO2 Steve Hansen.

# From the charthouse



## SGLI increased

All active-duty and reserve military members may now obtain an additional \$100,000 of Serviceman's Group Life Insurance (SGLI), for up to \$200,000 of life insurance protection. The Veteran's Group Life Insurance (VGLI) and Dependency and Indemnity Compensation (DIC) amounts have also been revised.

Premium rates (eight cents per \$1,000 of coverage) will remain the same. The full \$200,000 worth of coverage costs \$16 a month. Members eligible for SGLI coverage as of Nov. 30, 1992, may elect to increase the amount of SGLI coverage without proof of good health, provided the service member is eligible and applies no later than March 31, 1993. This offer is available regardless of any prior decision to decline or reduce coverage. The new insurance levels are strictly voluntary and are

not automatically covered at a level higher than \$100,000.

Members who decide to increase their coverage after March 31 will be required to provide proof of good health. For more

information, contact: Compensation and Policy Coordination Division (Pers 20) at Bureau of Naval Personnel (BuPers),

DSN 224-5633 or (703) 614-5633.

## Airlines offer emergency leave fare

In response to a request from the Military Traffic Management Command, Delta, Continental, American, Northwest, United and USAir have announced a military emergency leave program. These fares are in addition to those already offered by TWA. Under the terms of these programs, active-duty personnel must present their I.D. card and a copy of their emergency leave papers at the time of ticketing.

Family members are also authorized emergency leave fares if their

tickets are purchases for the same flight and date as the military member. Airlines participating in the program will allow personnel on emergency leave to obtain the lower fares without their seven-day advance purchase requirements.

Terms of the programs vary from airline to airline. For example, on some airlines the program is good for travel within the United States, Puerto Rico and the U.S. Virgin Islands, while others only allow travel within the United States. Personnel should contact their commercial travel office or the airline to confirm applicability and requirements for travel.

## First-term PRDs to match standard tour lengths

To create greater stability for first-term sailors and to reduce the turnover rate at commands, the Bureau of Naval Personnel (BuPers) is changing the rotation dates of first-term sailors to match the prescribed tour lengths for their ratings.

According to a new policy, which takes effect July 1, 1993, all first-term sailors will have a projected rotation date (PRD) that conforms to their pre-

scribed sea tour (PST) or nominal shore tour (NST) completion date. The PST and NST dates are the prescribed time at a duty station, and are set for each community or rating to meet manning requirements and establish equitable sea-shore rotation.

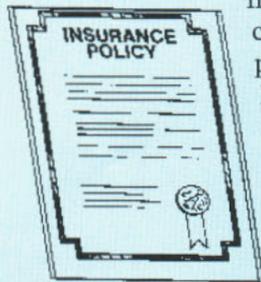
Along with the change in rotation policy, BuPers is giving first-term sailors more lead time to apply for re-enlistment under the Enlisted Navy Career Options for Re-enlistment (ENCORE) program.

The window has been expanded from nine to 12 months to give sailors three more opportunities to be considered for re-enlistment and more time to make plans based on the results.

Details on these policy changes can be found in NavAdmin 186/92 (CNO WASHINGTON DC 122233Z Nov 92).

## Need a lift?

Sailors and Marines concerned with the rising cost of college education should send for "Need A Lift," published by the American Legion. This booklet provides information on a variety of scholarships and other financial resources for children of Navy members, spouses and active-duty personnel who will be leaving the service soon



## Verify your military training and experience

Sailors and Marines leaving or retiring from active duty, or who have left since Oct. 1, 1990, are eligible to receive the new Verification of Military Experience and Training Document — DD Form 2586. This document will verify job skills and experience acquired while on active duty that may be applicable to employment in the civilian sector.

DoD and the military services developed the form to comply with the National Defense Authorization Bill of 1991.

The Bureau of Naval Personnel (BuPers) has mailed letters of explanation and DD Form 2586 request forms to all eligible Navy veterans, officer and enlisted, who separated from active duty between Oct. 1, 1990, and Aug. 31, 1992.

Service members leaving the service should receive a DD Form 2586 90 days prior to their end of active obligated service (EAOS) or a receipt of separation orders. If you don't receive the form or receipt write the Bureau of Naval Personnel, Relocation Support Section (Pers 662D), ATTN: Skills Verification Document, Washington, D.C. 20370-5000.

and want to go to college. The booklet lists agencies, organizations, clubs, military-affiliated groups and federal and state benefits which may help pay for continuing education.

Applications are sent to and screened by each scholarship sponsor listed in the publication, not by the American Legion. The American Legion maintains the scholarship list and serves as a point of contact only.

Scholarship sponsors

establish their own eligibility criteria, deadlines and appoint their own selection committee to determine award benefits.

Members can purchase a copy of "Need A Lift" by mailing a \$2 check or money order to the American Legion, National Emblem Sales, P.O. Box 1050, Indianapolis, Ind. 46206.

Copies can also be obtained from Navy Campus Education offices and family service centers.

## VA opens new centers

The Department of Veterans Affairs (DVA) is establishing special environmental medicine referral centers at its hospitals in west Los Angeles, Houston and Washington, D.C., to handle unusual cases in veterans of the Persian Gulf War.

The action was prompted by reports of symptoms possibly related to environmental contaminants among Gulf-veteran cases in the DoD health-care system. These cases may ultimately reach the VA's network of hospitals and clinics. Candidates for referral would be incapacitated veterans whose evaluation at a local DVA medical center has evaded diagnosis.

Contact your nearest VA medical center for more information.

## Undersea museum opens

Construction of the Naval Undersea Museum on the grounds of the Naval Undersea Warfare Center Division, Key Port, Wash., is complete and the acquisition and design for 18 exhibit galleries has begun.

The museum will house artifacts related to all aspects of undersea

exploration, including commercial and military applications. Housing a library and a 450 seat state-of-the-art auditorium, it will be more than a collection site for relics. It will also serve as a

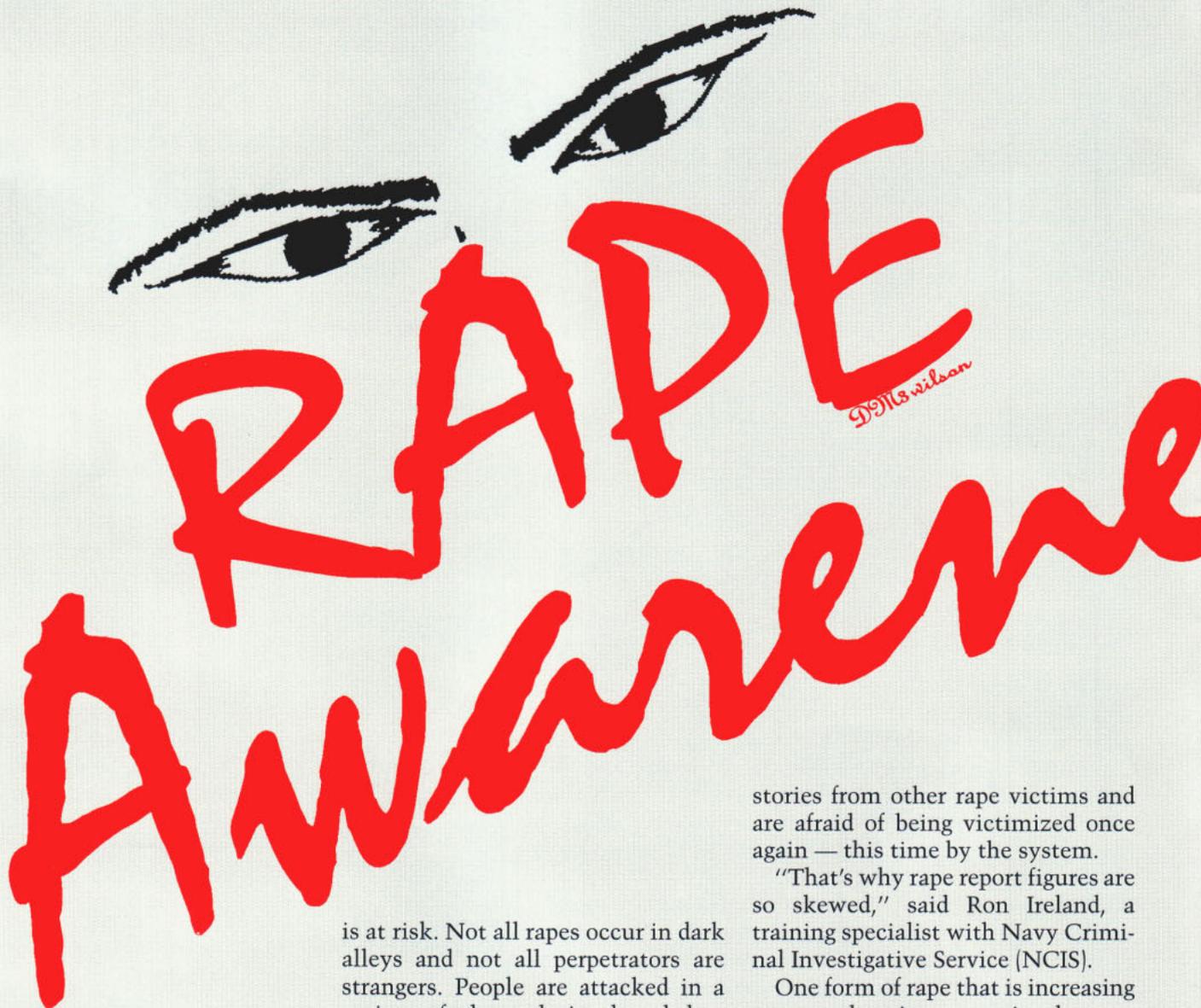


national repository for undersea technological advances and will eventually be a valuable resource for professionals in the field, undergraduate and graduate collegiate institutions and elementary through high school classes.

The Naval Undersea Museum's Preview Center is located on Olympic Peninsula, approximately 10 miles north of Bremerton. The museum will be open from 10 a.m. to 4 p.m., Wednesday through Saturday. Admission is free. For more information, call (206) 396-4148.



“My world was shattered. There was no security — there was nothing left — except fright.”



Story by JO1 Sherri E. Bashore,  
photos by JO2(AW) Laurie Beers and  
JO2 Brett Bryan

**E**very minute in America a woman is raped. Rape does not discriminate — everyone

is at risk. Not all rapes occur in dark alleys and not all perpetrators are strangers. People are attacked in a variety of places during broad daylight, even in their own homes.

Of every 100 women who are raped, only 16 ever report it. Many women are embarrassed or ashamed to admit they have been raped, feeling somehow they are at fault. Others still have heard the horror

stories from other rape victims and are afraid of being victimized once again — this time by the system.

“That’s why rape report figures are so skewed,” said Ron Ireland, a training specialist with Navy Criminal Investigative Service (NCIS).

One form of rape that is increasing at an alarming rate is date or acquaintance rape. Statistics reveal date rape is the most common and least reported form of sexual assault. This act is usually committed by an assailant the woman knows.

Date rape awareness has been placed at the forefront by a number

of victim-advocate movements in both the military and civilian sectors.

"The [advocates] are trying to show victims aren't to blame — it's the rapist who is to blame," Ireland said. "What you are dealing with in cases of date rape is betrayal."

Most date rapes occur when one or both individuals have been drinking. Of the more than 500 rapes reported to NCIS last year, nearly half involved alcohol.

According to Ireland, there are three stages of date rape: intimate touching or verbal statements of sexual innuendo; desensitization — whether the man is doing it con-



sciously or not, the victim starts to get used to the behavior; and the couple is usually alone when the offense occurs.

"Sometimes [the suggestive passes] may be as innocent as 'let me give you a back rub,' or the arm around the shoulder and squeezing, or the arm around the waist," Ireland said. "If it makes her uncomfortable, it's intrusion."

Men share the responsibility for preventing date rape. Once a woman says "no," it means no. The man who continues beyond a woman's wishes should know it constitutes assault or rape.

"If men and women are aware of the dynamics involved with date rape — how it happens, the situations that cause it to happen — then all of us can work to prevent date rape," Ireland said.

Another type of rape is the blitz





attack — the rapist does not plan ahead — he simply sees an opportunity and acts.

"Most people don't pay attention when getting out of their car," Ireland said. "A woman shouldn't park next to a van or walk past a van if you are alone."

Getting out of a car and closing the door can leave a person's back toward a van. That's when a surprise attack may take place.

"The van doors fly open, you're dragged into the van, the doors close and nobody can tell you're in there," Ireland said.

According to Eileen Grady, a family advocacy social worker at the National Naval Medical Center, Bethesda, Md., people need to heed their instincts. "You know you're not suppose to get on an elevator when there's one man on it, or walk down a dark street," she said.

Everyday actions give strangers personal information about who you are, what you do and even where you live. Not protecting that information invites the attention of another type of rapist — the stalker. According to Ireland, something as simple as a nickname, gender-specific information on vanity license plates or information on a check can open the door to disaster. "Typically, the guy will knock on the door with an excuse to use the telephone and, unfortunately, people will let him in," Ireland said.

Education can help prevent all forms of rape. With that concept in mind, NCIS and other Navy officials are producing more information on rape prevention, sensitivity for victims and avoidance of violent crime. Videotape briefings covering these topics are available to Navy commands from local NCIS offices, family service centers and Navy training libraries.

Another initiative the Navy is taking as a result of recommendations made by the 1990/91 Navy Women's Study Group is the newly-formed rape prevention and victim assistance program located at the Bureau of Naval Personnel (BuPers), in Washington, D.C. The program's mission consists of three components. The first is designed to make people aware of what constitutes sexual assault.

"It's not just the stranger in the bushes, or someone breaking into your home," said LT Marilyn Brooks, manager of the BuPers rape victim assistance program. "It can be acquaintance assault, and it can also be same-gender assault — male assaulting male or female assaulting female."

The second element of the program is victim assistance. It "establishes a Navywide system so victims have resources to go to for help," Brooks said. This system will be standardized throughout the Navy and is

## Protect yourself on the street

- Project confidence. Make eye contact with people you pass on the street — you don't have to lock stares — just stand your ground.
- If a person in a vehicle stops to ask for directions, reply from a distance — don't approach the car.
- Wear clothes and shoes that allow you freedom of movement.
- Trust your instincts or intuitions. If a person or group doesn't look right, cross the street.
- If you think you are being followed, walk into a store or knock on the door of a house. If you are followed in your car, don't drive home — go instead to a well-lit service station, a crowded parking lot or the local police station and ask for help.

**Previous page:** Parking next to a van may be an invitation for the blitz attacker. **Opposite page:** The "stalker" can follow in your footsteps at any time.



# RAPE

## Awareness

**Right:** Dream date . . . or date rape? **Below:** Walking alone in isolated areas gives a rapist the opportunity he is looking for. **Opposite page:** Jogging alone, especially at night, is an unsafe practice.



currently in place in various sites.

The final component of the rape prevention and victim assistance program involves assembling information on incidents of rape and sexual assault. The data collection, "will let us know how many cases were reported per year," Brooks said. "The statistics we collect will help develop better means of assisting victims."

Dealing with the terror, the guilt and the shame that can overwhelm a rape victim calls for professional help. Navy and Marine Corps personnel can get counseling through family service centers, medical treatment facilities and community rape, victim assistance programs.

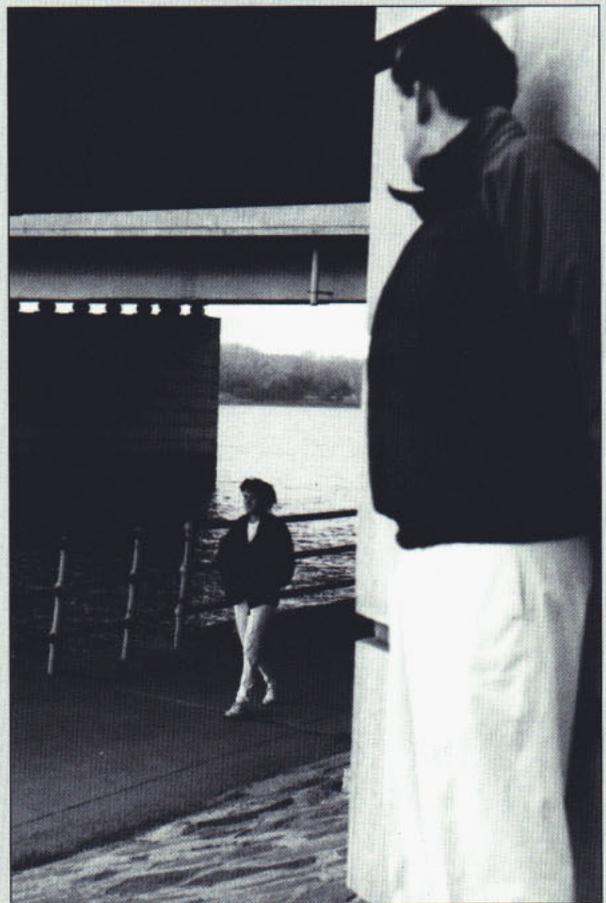
"I was sexually assaulted by a stranger in my own home in the middle of the night," said a rape victim who asked not to be identified. "I had been stalked for about a week before he actually broke in and assaulted me."

This violent intrusion happened 15 years ago. "My world was shattered. There was no security — there was nothing left — except fright."

According to Ireland there are two primary methods of thwarting an attack, the first being aggressive resistance. Studies show if a woman aggressively resists, she's less likely to be raped, but more likely to be seriously injured by her assailant.

The other option is passive resistance — trying to talk your way out of an attack.

"Passive resistance can also involve vomiting, urinat-





## Reduce your risks at home

- Install and use a peephole in the front door.
- Check the identification of any sales or service person before letting them in. If in doubt, call the company or organization the person claims to represent.
- If you live in an apartment, avoid being in the laundry room or garage by yourself, especially at night.
- Close blinds and shades at night. Assailants have selected victims after watching them through uncovered windows.
- Get to know your neighbors — someone you can turn to if you feel you are in danger.

ing, claiming to have a venereal disease, claiming to be pregnant and similar ploys," Ireland said.

The decision whether or not to resist in a rape situation is based on the victim's perception of the circumstances. If you choose not to resist or you resist and fail, don't think you've made the wrong decision. Experts say if you survive the attack, the decision you made was the right one.

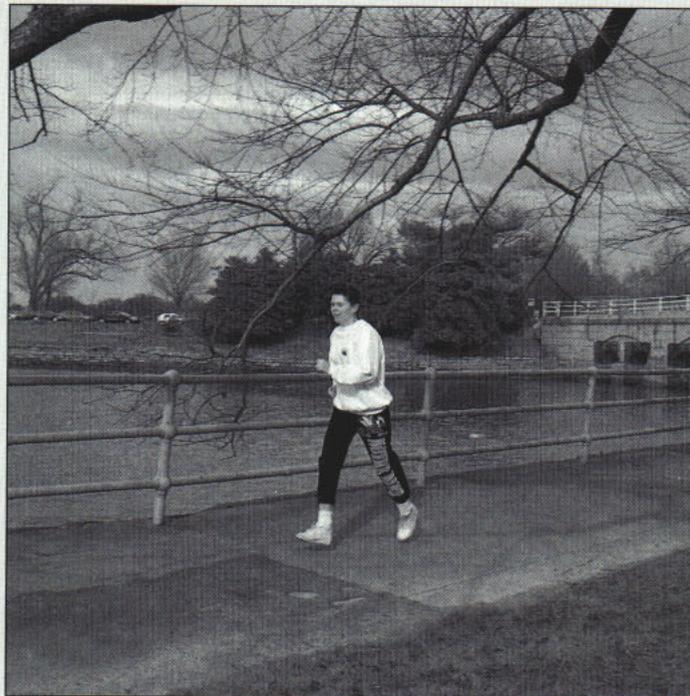
There are steps victims should take following a rape that can assist in the apprehension of the rapist.

"Many times women go home and they shower or douche — anything they do takes more evidence away," said Tabitha Brown, a registered nurse at the Alexandria Hospital Emergency Department, Alexandria, Va. "If they come in wearing the same clothing they were raped in, we have the best chance of collecting the most evidence."

While physical wounds eventually heal, the emotional scars can last a lifetime.

"It's a horrible, horrible thing to go through," one rape victim said. "There's no right or wrong way to handle it. If it happens to you, be sure to use the services that are available, and remember that one day it does get better. One day you will be over it and you'll be whole." □

*Bashore, Beers and Bryan are staff writers for All Hands. JO2 Cathleen Kemp, co-anchor of Navy News This Week, was a major contributor to this piece.*





# Landing a home

story by JO1 Melissa Wood Lefler and JOSA Paul D. Snifka

**B**uild a house from the ground up in just weeks or months? Limited by a slender budget, donated materials, and an ever-changing work force, yet sustained by infinite good will — this was the goal for volunteers on both the East and West coasts.

The Norfolk-based submarine tender USS *Emory S. Land's* (AS 39) First Class Association and the First Presbyterian Church of Norfolk spearheaded the effort on the East coast while crewmen from USS *Cape Cod* (AD 43) handled



Photo by JO1 Melissa Wood Leffer

**Above:** Sailors from USS *Emory S. Land* (AS 39) clear the yard of debris at the Habitat site in Norfolk. **Right:** Sailors from USS *Cape Cod* (AD 43) discuss the techniques of alignment, while working on a Tijuana-San Diego house.

coast. In Norfolk, the two-week "blitz-build" resulted in a dream house for first-time homeowners Percy and Cassandra Foy and their four daughters.

For 14 years the Foy's lived in decrepit public housing in Chesapeake, Va. Now they are the jubilant occupants of a brand new house whose cornerstones were faith, community spirit, brotherhood and hard work; a house which one Norfolk City council member called the "Miracle on 29th Street."

The miracle was made possible by a nationwide, non-profit organization called Habitat For Humanity. Relying on donated materials, volunteer labor and corporate sponsors, Habitat builds or renovates houses for low-income families. Habitat, celebrating its 15th anniversary last year, works to abolish poverty housing and homelessness.

John Wright, president of the South Hampton Roads chapter of Habitat, explained this is a "hand-up" rather than a hand-out concept. "The families chosen must pay for the houses," he said.

Habitat screens each family to ensure there is a working adult who can make the house payment. Payments are low because mortgages are interest-free and run in the \$25,000 to \$30,000 range. In addition, each family must work for 250 hours on their own home, and save \$500 for their down payment.

The Habitat partnership forged between *Land* person-



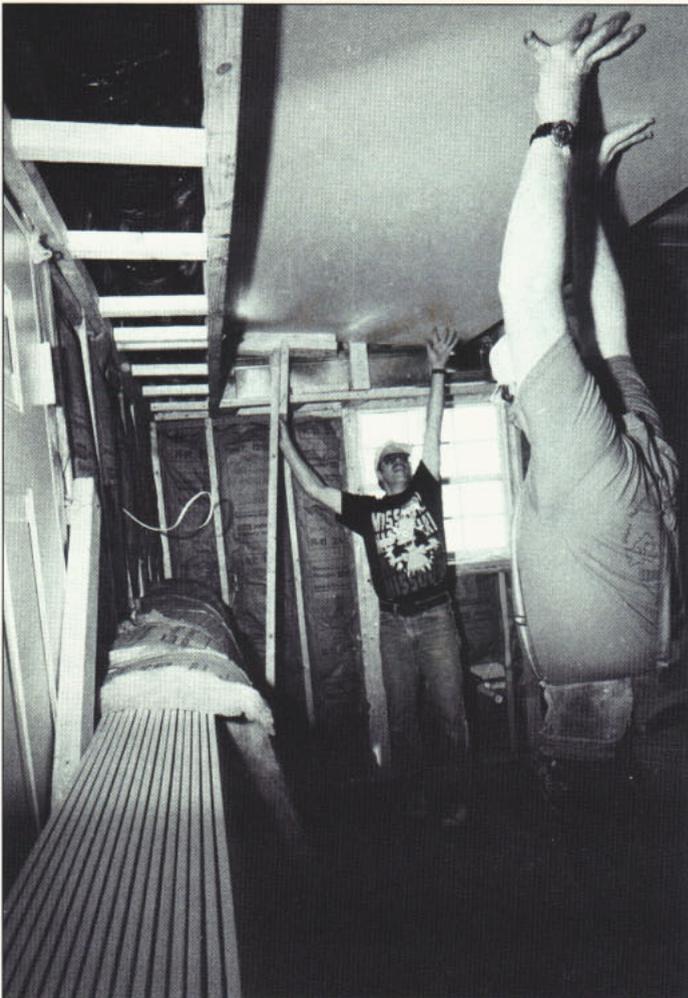
Photo by JO5A Paul D. Siffka

Photo by JOSA Paul D. Snifka



**Right:** A Cape Cod sailor performs a routine skill: painting. **Below:** BT1(SW) Harry Basnight and HM1 Paul Johnson position drywall in the bedroom.

Photo by JO1 Melissa Wood Leifer



nel and the First Presbyterian Church of Norfolk was an ideal alliance of expedience and experience.

*Land's* 1st Class Association was looking for a project and was inspired by Habitat's mission. *Cape Cod's* crew was eager to get involved in hometown efforts after their WestPac '91, in which they volunteered in various projects.

Both forces possessed plenty of muscle power, skilled labor and enthusiasm. The church also warmed to the concept of giving a deserving family a hand up, raised the \$30,000 necessary to finance the endeavor, and contacted businesses and contractors who would also donate essential time, labor and materials.

Sailors from *Cape Cod* worked side by side with the local residents from the Tijuana-San Diego Habitat, teaching them how to build homes the residents would eventually live in.

"They were ambitious, they wanted to learn," said Machinist's Mate 3rd Class Dolores M. Aquilar, a volunteer. "We helped each other a lot and there was a lot of teamwork," said Yeoman 3rd Class Ginger Garcia. Although these houses seem simple and basic, they were mansions to the people who were going to live in them.

Both *Cape Cod* sailors and first class petty officers of *Land*, along with other sailors from the ships and bases, poured concrete, put up the frame, laid bricks, installed electrical wiring, plumbing and air conditioning, hung and taped drywall and put on the roof. They also installed aluminum siding, hung kitchen and bathroom cabinets, painted, dug, shoveled, cleaned, fetched and carried for up to 12 hours at a time.

Photo by JOSA Paul D. Snifka

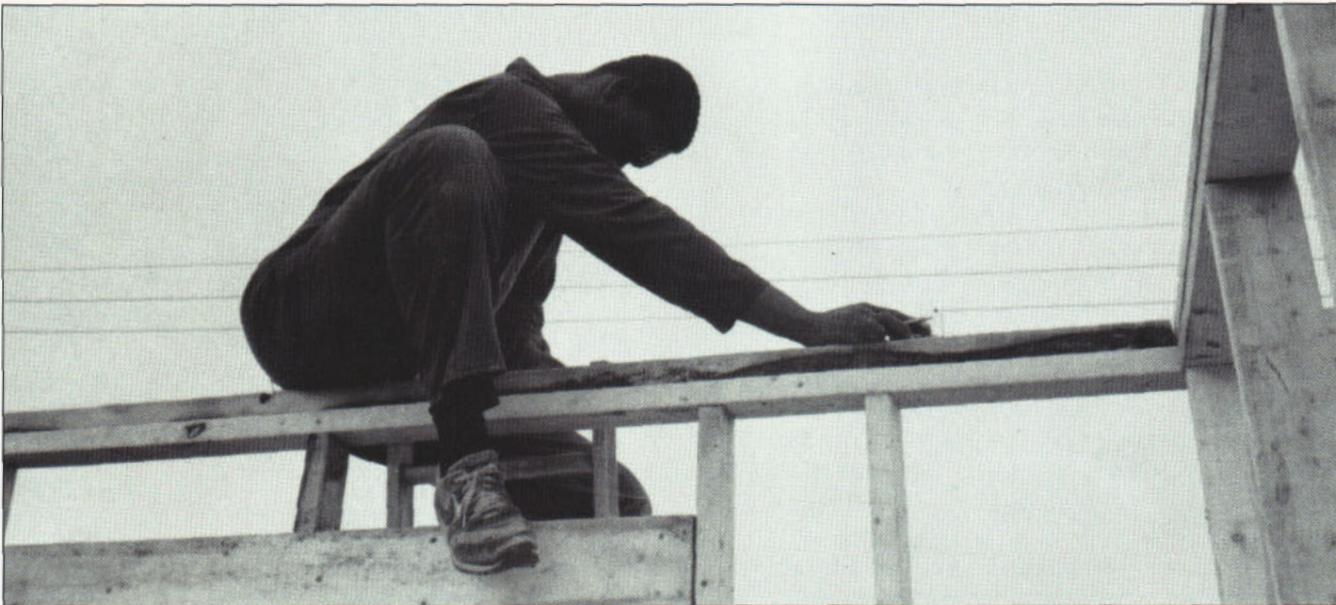


Photo by JO1 Melissa Wood Lefler

Sometimes contractors were skeptical of the volunteers said Electronics Technician 1st Class (SW) Dianna Clement who was acting as liaison between the church and Navy. "The man from a cement truck company didn't believe me when I said I was sending a female mason to pour the driveway and the sidewalk," said Clement. "He kept saying, 'Is she really going to do it alone? How big is she?'"

The mason in question, Engineman 1st Class (SW) Gloria Gutting, learned to pour cement at age 11 working with her father. "All those years I did masonry and got paid good money for it," the 10-year Navy veteran commented, "I never felt the way I did when I did that driveway."

Halfway through the two-week blitz, Percy Foy looked around the chaotic scene at the site of his new home. "I didn't know people cared about other people before [Habitat] happened to me," he said slowly. "I never expected to see people from the Navy out here all day."

The Foy's house was finished May 29, exactly on schedule. The Navy's contribution: about 30 percent of the total hours volunteered. On Aug. 30, a second structure in Norfolk was dedicated.

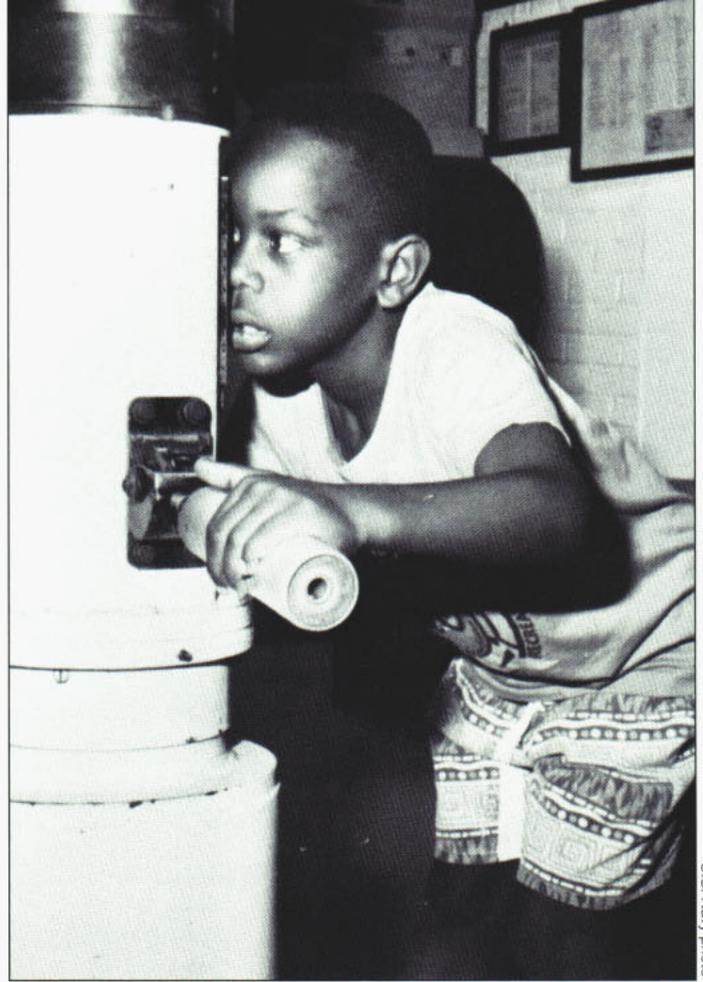
More than houses were built in the 400 block of Norfolk's 29th Street and Tijuana this summer. Bridges were built, too; bridges between groups of people who might otherwise never meet. □

Lefler is assigned to USS Emory S. Land (AS 39), Snifka is assigned to USS Cape Cod (AD 43).



Photo by JO1 Melissa Wood Lefler

Top: A Cape Cod sailor helps frame the Tijuana Habitat house. Above: John Wright, president of South Hampton Roads chapter of Habitat for Humanity, gives the dedication speech for the Foy's house. Left: ET1(SW) Dianna Clement takes a well-deserved break.



U.S. Navy photo

**B**uilding on its successful partnerships in education programs, the Navy plans to expand volunteer programs to address priority concerns in local communities and schools.

"The growth and success of current partnership programs reveal the depth of talent, energy and interest held by American sailors who would like to help others," said Chief of Naval Operations ADM Frank B. Kelso II. "However, the Navy's education and community service efforts are ready for expansion."

Kelso said the Navy will tap a pool of more than 2 million potential volunteers by asking members of the reserve, retired and veterans communities to join active-duty personnel and civilian employees to support these programs.

Kelso outlined four areas where the Navy is planning to expand efforts, while continuing support of education partnerships:

- "Campaign Drug Free" trains both active-duty sailors and reservists to speak on the dangers of drug

# Eyes on the future

abuse. Already a successful program in several areas of the country, Navy presentations will be offered nationwide by next fall.

- Health and fitness support for schools and communities will also be expanded, based on the Navy-developed

Schools with Active Fitness Education (SAFE) program. The Navy will also help develop and construct fitness courses, hiking paths, biking trails and other resources.

- Environmental conservation programs supported by the Navy will be expanded based on several successful partnerships with schools and youth groups, such as the "Water For Life" program.

- "Sharing Thanksgiving" will become an annual theme in November, with related programs developed to encourage Navy people to share their time and blessings with less fortunate neighbors.

Kelso noted the program will offer more diverse opportunities for involvement by Navy commands and individuals, share information on successful projects throughout the Navy, and recognize individuals and commands for outstanding efforts. □

*Story by the BuPers Public Affairs Office.*



U.S. Navy photo

**Above:** A student participating in one of the Navy's partnerships programs looks through a periscope. **Below:** A Chief petty officer works with kids in the program.

# UNITAS

*The spirit of cooperation  
is alive and well in the Southern hemisphere*

Story by JO1 Steve Orr

**A**s deployments go, this one was something special. The core battle group was made up of one Hawaii-based destroyer, an East coast-based *Aegis* cruiser and at different times, an amphibious ship.

The rest of the battle group changed on a week-to-week basis. Frigates, destroyers and submarines from eight South American countries of Argentina, Brazil, Chile, Columbia, Ecuador, Paraguay, Uruguay and Venezuela took turns operating with, and at times controlling, the core battle group. The only common languages were those of the sea and the desire for peace.

For more than three decades, *Unitas* has stood as a symbol of international friendship and cooperation between the United States and the navies of South America. *Unitas*, the Latin word for unity, gives an opportunity for the U.S. Navy to learn the distinctive operating capabilities of each country participating in the five-month exercise.

U.S. Navy vessels participating in *Unitas XXXIII* included USS *Cushing* (DD 985), USS *San Jacinto* (CG 56), USS *Manitowoc* (LST 1180) and USS *Portland* (LSD 37). This task force was augmented by active and reserve components from the Navy, Marine Corps, Air Force and Coast Guard.

**A Chilean sailor cradles the American flag as the U.S. Navy honors Chilean war heroes in Valparaiso, Chile.**



Photo by PH1 Carlos Drake

"Unitas is important because it provides navy-to-navy contact, and gives us an opportunity to work with the South American navies, marine and coast guards," said RADM T.C. Lockhart, commander, South Atlantic Force, U.S. Atlantic Fleet (USComSoLant). "As our neighbors to the south, these military forces could very easily become involved in conflicts or peacekeeping missions as our team members."

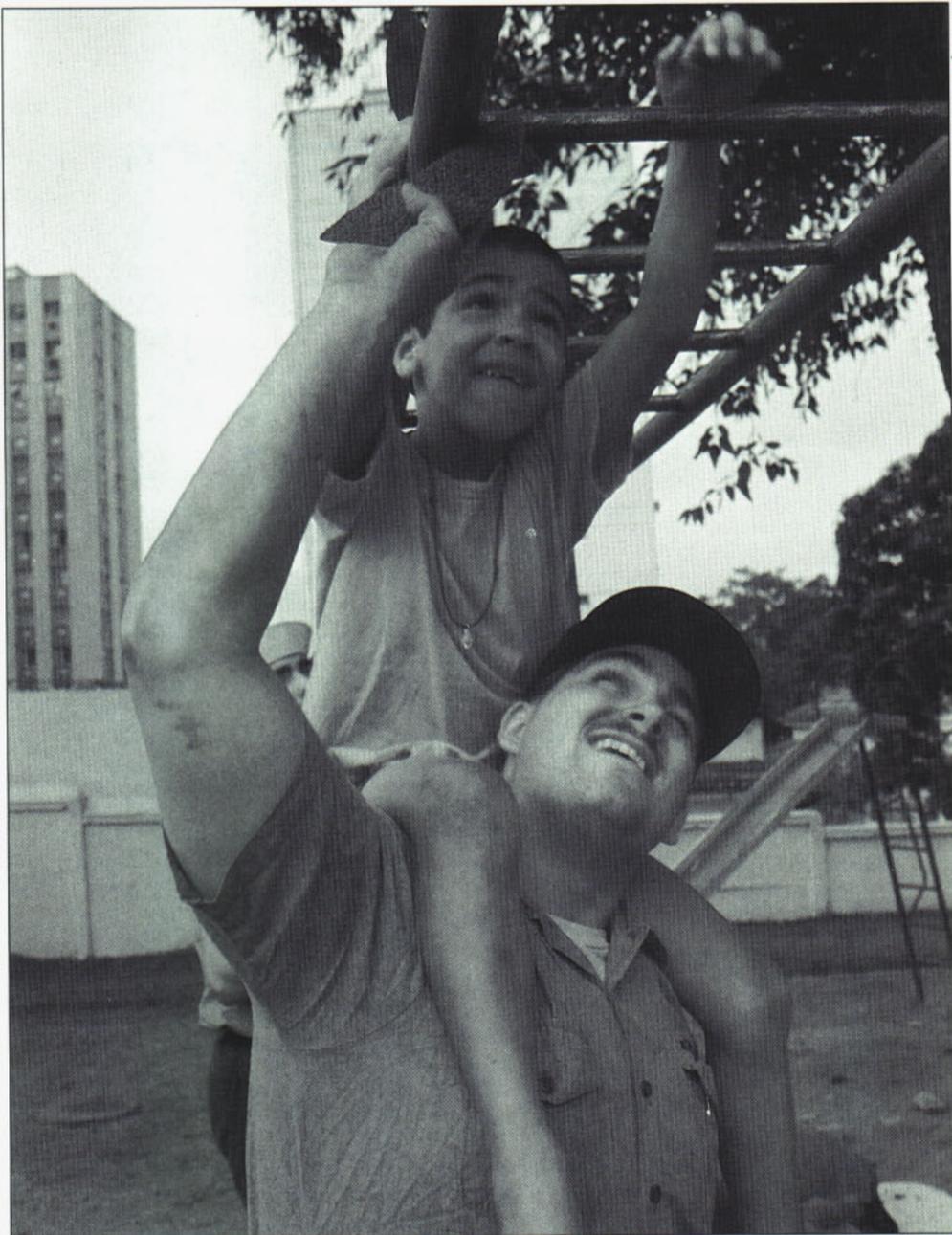
Cryptologic Technician (Interpretive) 3rd Class Bryan Hudson, sent from his regular duty station in Florida, acted as an interpreter during the deployment. "This is my first cruise, and I had a great time. I rode *Cushing* all the way around South America and back to Puerto Rico. It's really something different from the monotony that sometimes sets in at a shore station," he said.

"We come to *Unitas*, not as teachers, but as equals in sharing our knowledge and experience," said CAPT Sherman E. Wright, commanding officer of USS *San Jacinto*.

"The way we operate, the types of exercises we perform, how we conduct our ASW [anti-submarine warfare] — it was very similar for each navy," said Capello. "Some of the ships they are using are former U.S. vessels, so we use common publications and doctrines."

Furthering the spirit of unity between the sea-going services of each hemisphere, U.S. and South American ships traded representatives to observe the daily operations of each other's vessels.

According to LT Givaldo Olivera Figueiredo, of the Brazilian ship BSN *Paraiba* (D-28) and an observer on *San Jacinto*, there are a few common acts in the day-to-day business of running a ship. "For example, while observing a general quarters drill, I learned many of our fire-fighting procedures are the same," he said. "The difference comes in the material the United States uses and what



we use. The material we use is older, but our methods and center of control are basically the same."

The success of the different operational and combat drills conducted between the navies during *Unitas* served as a testament to the commitment to maintaining peace in the world's sea lanes.

The cooperation, friendship and goodwill of *Unitas* were carried ashore as task force crews visited several liberty ports throughout the deployment. More than 25 tons of food, medical supplies and other materials were donated to the South American people during *Unitas*.

Sailors and Marines also donated more than 400 man-days to community relations projects.

"It always makes people feel good to think they spent a little bit of their time helping others," Lockhart said. "These projects have always been one of the strong points of our Navy visiting foreign ports."

Visiting exotic ports may be the highlight for sailors and Marines of the U.S. task force, but integration of the U.S. and South American navies remains the focus of *Unitas*. □

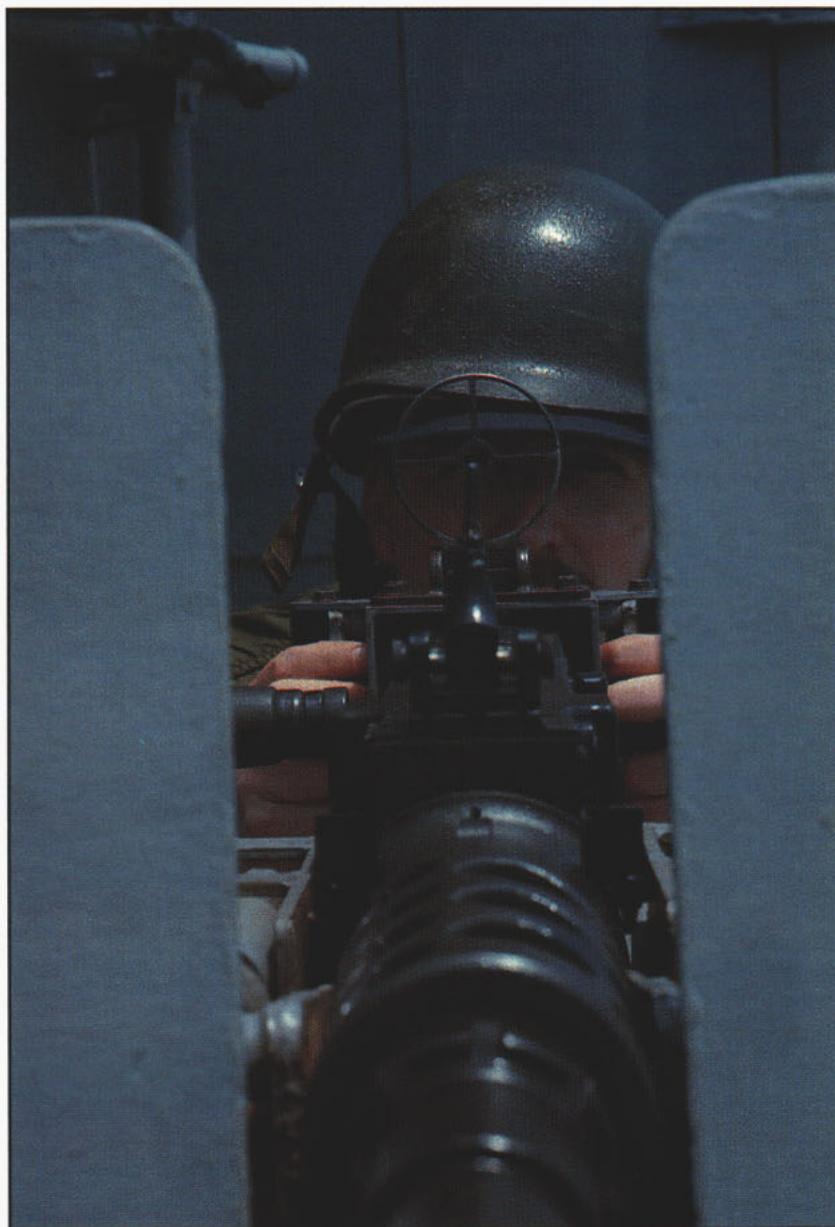
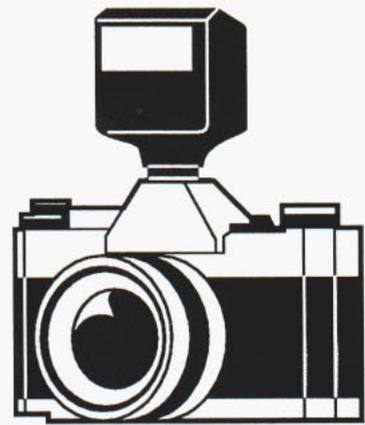
Orr is assigned to NIRA Det 4, Norfolk. Drake is assigned to NTC Orlando, Fla.



Photo by PH1 Carlos Drake

**Opposite page:** DC2(SW) Ron Davidson and a child work together to restore playground equipment at a Rio de Janeiro orphanage. **Above:** "LaBanda Unitas", the Navy Show Band from Norfolk, performs in Valparaiso, Chile. **Left:** Beach in Recife, Brazil.

# ALL HANDS



# Photo contest winners



## **“On Target”**

**Opposite page: First Place, Single-image Color Feature (Amateur). Photo by LCDR M.A. Wallace, USS Boulder (LST 1190).**

**T**he fourth annual *All Hands* Photo Contest drew more than 75 entries in its six categories. The majority of entries came from amateur photographers ranging from boatswain's mates to hospital corpsmen and included Navy officers and civilians.

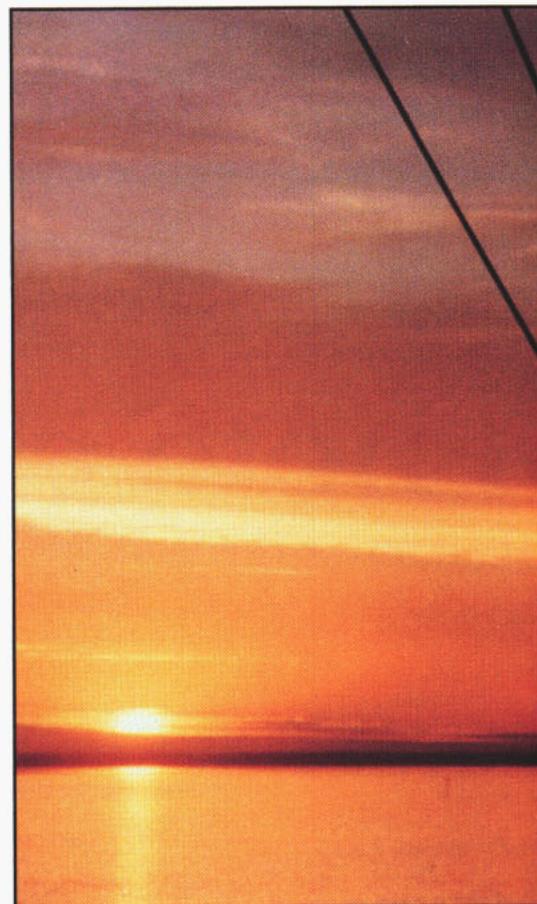
Entries covered a variety of subjects from around the world as well as many captured on ships underway and at several duty stations in the United States.

The contest was judged by Russ Egnor, director of the Navy's Office of Information News Photo Branch; Fel Barbante, assistant photo editor for Army Times Publishing; and LT Alan Morris, assistant for combat camera division at Naval Imaging Command, Washington, D.C.

Certificates were awarded to First, Second and Third Place winners as well as Honorable Mentions. The categories included Single-image Feature and Photo Story in color/black and white for both amateur and professional entrants. □

## **“Guiding Them Home”**

**Left: First Place, Single-image Color Feature (Professional). Photo by PH3 James E. Gallagher, USS Kitty Hawk (CV 63).**



### **“Mirror Lake”**

Third Place, Single-image Color Feature (Professional). Photo by LT Corrine Kelly, VF 124, NAS Miramar, San Diego.



### **“VertRep Tragedy”**

Honorable Mention, Single-image Color Feature (Professional). Photo by PH3 Michael C. Partin, USS *Dwight D. Eisenhower* (CVN 69).



**“Venezuelan Sunset”**

Second Place, Single-image Color Feature (Amateur). Photo by ISC(SW)  
Stephen M. Tomey, Atlantic Intelligence Command, Knotts Island, N.C.



**“Flooding, flooding, flooding”**

Second Place, Single-image Color Feature (Professional). Photo by PH3 Willie V. Davis, USS Abraham Lincoln (CVN 72).

## **“Independence Day, Adak”**

Honorable Mention, Single-image Color  
Feature (Amateur). Photo by LCDR  
Greta Johnson, Naval School of Health  
Sciences, Bethesda, Md.



## **“F-18 at Sunset”**

Honorable Mention, Single-  
image Color Feature  
(Amateur). Photo by LCDR  
Thomas Walczyk, Naval  
Dental Center, Norfolk.





### **“Do or Die”**

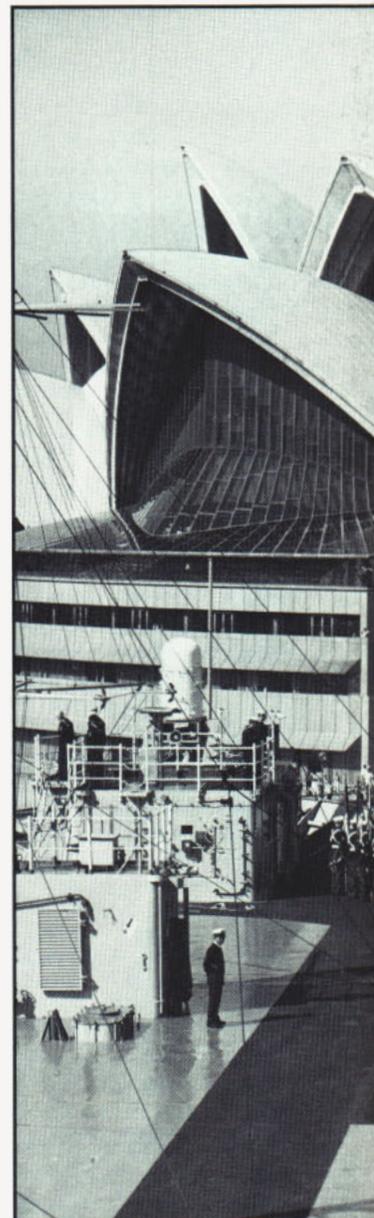
Honorable Mention, Single-image Color Feature (Professional). Photo by PH1 Eric Walker, Explosive Ordnance Disposal Unit 1, Barbers Point, Hawaii.

### **“Norfolk Pierside”**

Third Place, Single-image Color Feature (Amateur). Photo by LCDR Thomas Walczyk, Naval Dental Center, Norfolk.

## Other winners not pictured:

First Place, Color Photo Story (Professional). "Honor." Photos by PH2 David S. Tucker, Naval Imaging Command, Washington, D.C. Honorable Mention, Color Photo Story (Amateur). "Operation Deep Freeze." Photos by YN3 Deborah J. Jackson, NAS Whidbey Island, Wash.



*Clockwise from top:* "Surf is Up" — First Place Single-image Black & White Feature (Professional). Photo by PH2 Thomas Digney, Oceanographic Unit 4, Gulfport, Miss.

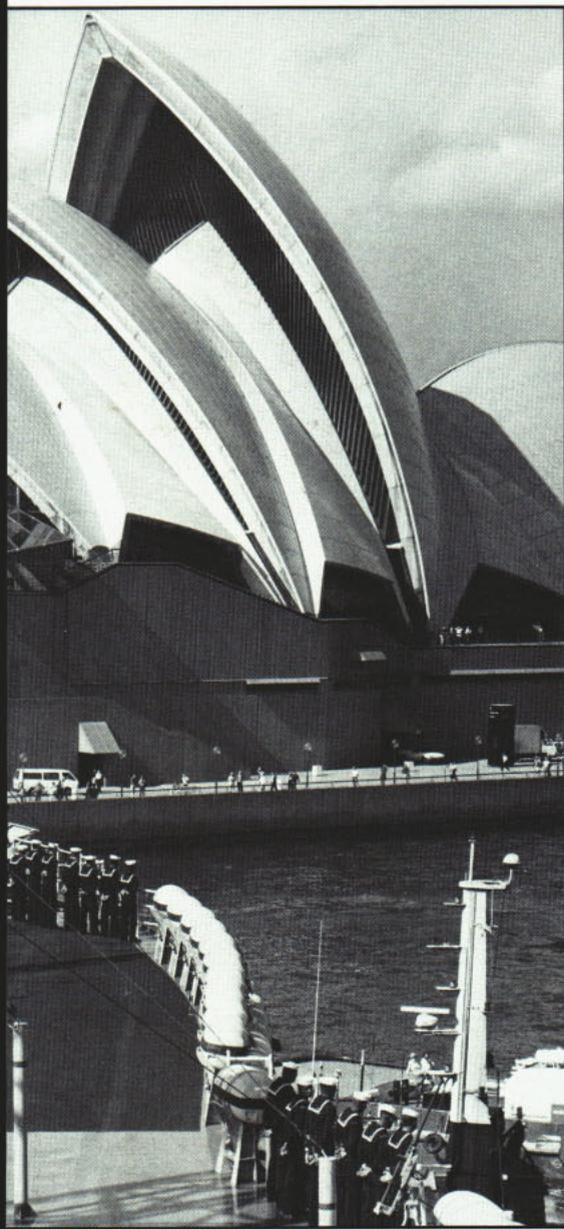
"Man the Rails" — Second Place, Single-image Black & White Feature (Professional). Photo by PH3 Gary Denman, USS *Blue Ridge* (LCC 19), Yokosuka, Japan.

"Peacekeeping Force" — First Place, Single-image Black & White Feature

(Amateur). Photo by SK2 Luis Ivan Arroba, USS *Inchon* (LPH 12).

"Desert Home" — Third Place, Single-image Black & White Feature (Professional). Photo by PH2 Thomas Digney, Oceanographic Unit 4, Gulfport, Miss.

"Plane Props" — Honorable Mention, Single-image Black & White Feature (Amateur). Photo by LI2 Margarita Lugo, ComSubPac Det. 219, San Diego.





**M**ore than 1,000 years ago, Viking explorers first set foot upon the island we know today as Iceland. They found a strange, foreboding land, filled with giant ice mountains and spewing geysers. Now, 10 centuries later, descendants of those hearty people have carved out a modern European country. Near the city of Keflavik, the people of Iceland have welcomed American Navy families to live and work with them in the land of "fire and ice."

Receiving orders to Iceland can be a bit intimidating. Its remote North

# Duty in Iceland

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*A tour of duty in the land of  
"fire and ice."*

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Story by JO2 Paul Taylor

Atlantic location, just a few miles south of the Arctic Circle, has earned Keflavik the reputation of being extremely isolated. So naturally, newly-assigned personnel have a number of concerns — most of those fears are unfounded.

Although Naval Air Station (NAS) Keflavik is a small base it is home to more than 1,800 sailors, 1,300 Air Force personnel and a small number of Marines, soldiers, coast guardsmen and officers from NATO countries. It has many of the amenities of larger bases to support the forces and their 2,700 family members. Adequate housing is available, and new and improved living quarters are being filled with more under construction. Older housing is also being renovated to meet today's standards.

The people who live and work at Keflavik try to keep up with the needs of Navy families and single sailors by providing them with all goods and services. Though improvements are being made all the time, because of its location, Keflavik has some unique logistic difficulties. Keeping the shelves filled at the exchange and commissary is always a challenge, seeing that Keflavik is the last stop on a very long logistic pipeline. But sailors always rise to a challenge, and Keflavik is no exception. So, you

Photo by JO1 Andy Karalis



don't have to go without a movie or a cheeseburger when you really need them.

Whether you come alone or bring your family, NAS Keflavik is also prepared to take care of your medical and dental needs. Recent modifications have made Keflavik one of the Navy's full service family care centers.

However, many people find the best part of a tour in Iceland is the chance to explore this rugged, untamed country. Iceland sits half-way between Europe and Greenland. Since its discovery by Norse adventurers in the 9th century, Iceland has been known for its harsh landscape and contrasting beauty. Iceland offers a unique panorama of nature's diversity. Nature has put steaming sulfur vents beside mountains of solid ice in Iceland.

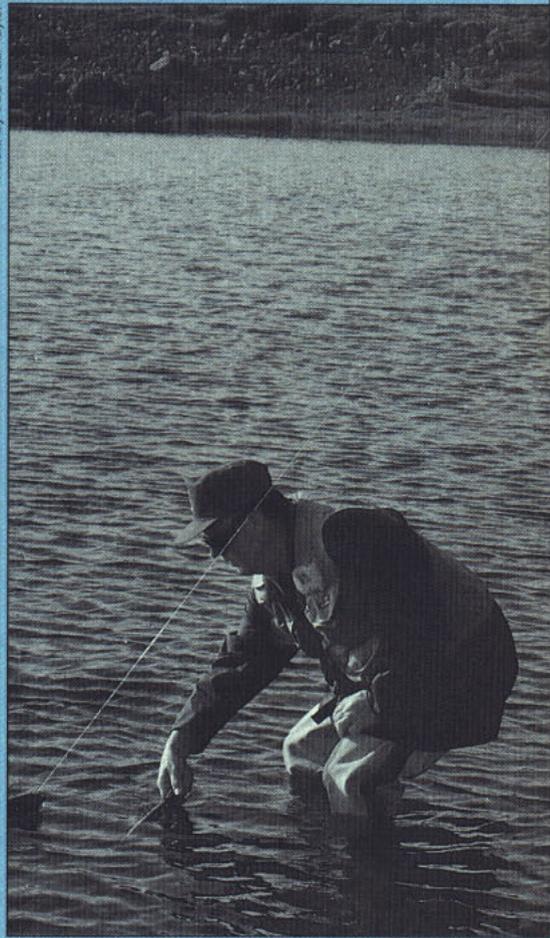
In fact, Iceland is richer in these vents or "solfataras" than any other country in the world. The vent's tremendous power has been harnessed and provides much of Iceland's electricity. One such power

plant, located 15 kilometers from base, supplies a major percentage of the base's power. A byproduct of that facility is the formation of a small lake where the runoff from the plant collects. This milky, blue pool, called the "Blue Lagoon," is known throughout Europe for the healing powers of its hot, sulfur-rich waters, attracting bathers from around the world.

Another side effect of this geothermal activity are geysers. In fact, the word geyser comes from Iceland's largest one, which is named *Geysir*. With more than 300 of these geothermal areas throughout Iceland, it might be hard to believe that 11 percent of Iceland is covered by glaciers. Vatnajokull Glacier covers more than 8,300 square kilometers and is the largest in Iceland. It is equal in area to all the glaciers on the European continent put together.

Of all the outdoor sports available in Iceland, perhaps the most popular is fishing. In addition to fishing, other activities enjoyed by outdoors men stationed in Iceland include

Photo by JO2 Paul Taylor



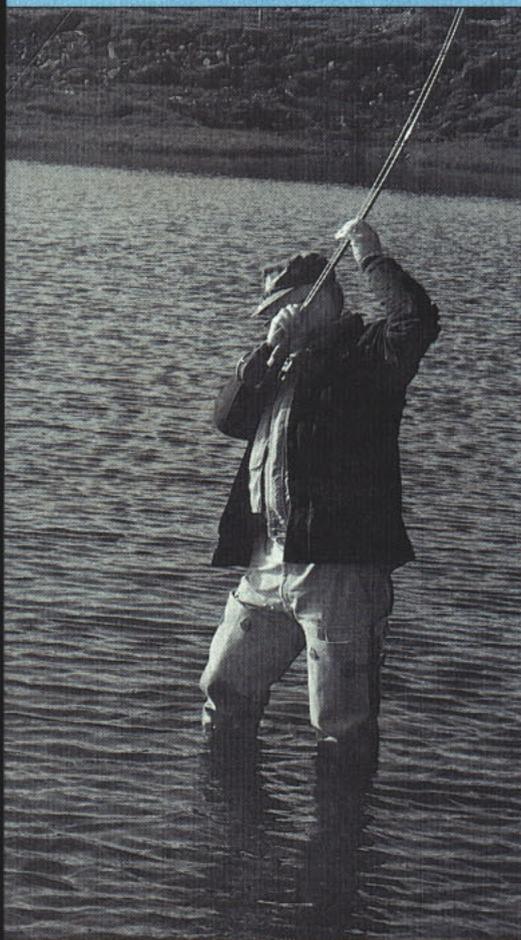


Photo by JO1 Andy Karalls



**Upper left:** Bathers are attracted to the Blue Lagoon where the sulfur-rich waters are said to have healing powers. **Left:** Two fishermen enjoy an afternoon in one of Iceland's many rivers. **Above:** The steeple of Hallgrímskirkja rises more than 24 stories above Reykjavik, the capital of Iceland. The largest church in Iceland, Hallgrímskirkja can seat more than 1,200 people.



hiking, camping and four-wheeling. Organizations on base such as the Rocky-Road Four-Wheelers, the MWR Information, Tours and Travel office and the USO offer a variety of outdoor-oriented activities.

Though shopping on the economy can be expensive, duty in Iceland wouldn't be complete without purchasing Icelandic woolen goods. Sweaters, jackets, hats, gloves and blankets are all made from the wool of the Icelandic sheep, whose wool is said to have special insulative qualities. In recent years, the manufacturers have begun moving away from rustic, traditional-looking garments

**Due to Iceland's northern location, sunrises and sunsets can be quite spectacular. Another atmospheric phenomenon visible in Iceland is the aurora borealis or "northern lights. Under the right conditions, the northern lights produce brilliant green and blue bands across the night sky.**

to more fashionable designs.

Iceland has a colorful history and visitors can enjoy the many museums and historical sites. One such place, *Thingvellir*, is the original meeting place of the *Althing* which, established in 930, is the oldest parliamentary body in the world.

Iceland is a modern, civilized

country with one of the highest standards of living in the world. The people are warm and friendly, with a generous mix of the progressive and the traditional. Living in the land of fire and ice gives you the opportunity see first hand one of the world's most beautiful and unique countries. Any tour is what you make of it and a tour in Iceland is no exception. For those who joined the Navy for a little adventure, Iceland may be the duty station you've been waiting for. □

*Taylor is a staff writer for All Hands. Karalis is assigned to USS Guadalcanal (LPH 7).*



# ASW capital of the world

*Iceland's patrol squadrons  
keep watch in the North Atlantic*

Story by JO2 Paul Taylor, photos by JO1 Andy Karalis

**D**uring the Cold War, Naval Air Station (NAS) Keflavik earned the title "Anti-Submarine Warfare (ASW) capital of the world." Soviet submarines passed quietly nearby transiting from bases on the northern coast of Russia into the open waters of the Atlantic. For

decades, a game of hide-and-seek was played in these frigid seas — them hiding, us seeking. Today, the game is still being played. The players may have changed, but even with a reduced threat, Keflavik still keeps a watchful eye on the North Atlantic.

PatRon Kef leads the pack in the search below and on the waters of the North Atlantic. Comprised of deployed P-3C (Update III) *Orions*

**No matter what the weather conditions, the maintenance crews of the deployed patrol squadron keep the aircraft ready for launch at a moment's notice.**

from either NAS Jacksonville, Fla., or NAS Brunswick, Maine, the squadrons are deployed for six months on a rotating basis.

There is also an important NATO tie to Iceland. PatRon Kef is also joined during exercises and peak operational periods by maritime patrol aircraft from Canada, Norway, Britain, Germany and even France.

The air crews of Patron Kef are in Keflavik's ASW operations spotlight. In addition to scheduled flights, they

**Aviation anti-submarine warfare operators deployed to Keflavik do a booming business.**

maintain ready crews which can be in the air at a moment's notice. According to CDR Robert Brannon, commanding officer of Patrol Squadron (VP) 45, "It takes a very motivated crew to complete their training requirements. Once they set foot on this island, they're expected to be part of the team."

"It's a challenge," said Aviation Machinist's Mate 1st Class (AW) Gregory Cerge. "The wind and snow make the work difficult, but we get the job done."

While Brannon agrees that weather can be an obstacle, he credits NAS Keflavik with its constant

support of the deployed squadrons. "There's more support on this island for the challenging operational requirements you are faced with than anywhere else in our Navy. For example, when it snows hard the runway is cleared in an hour, because they have what it takes to do it right."

Doing it right has always been the hallmark of PatRon Kef and the squadrons manning it during the years. □

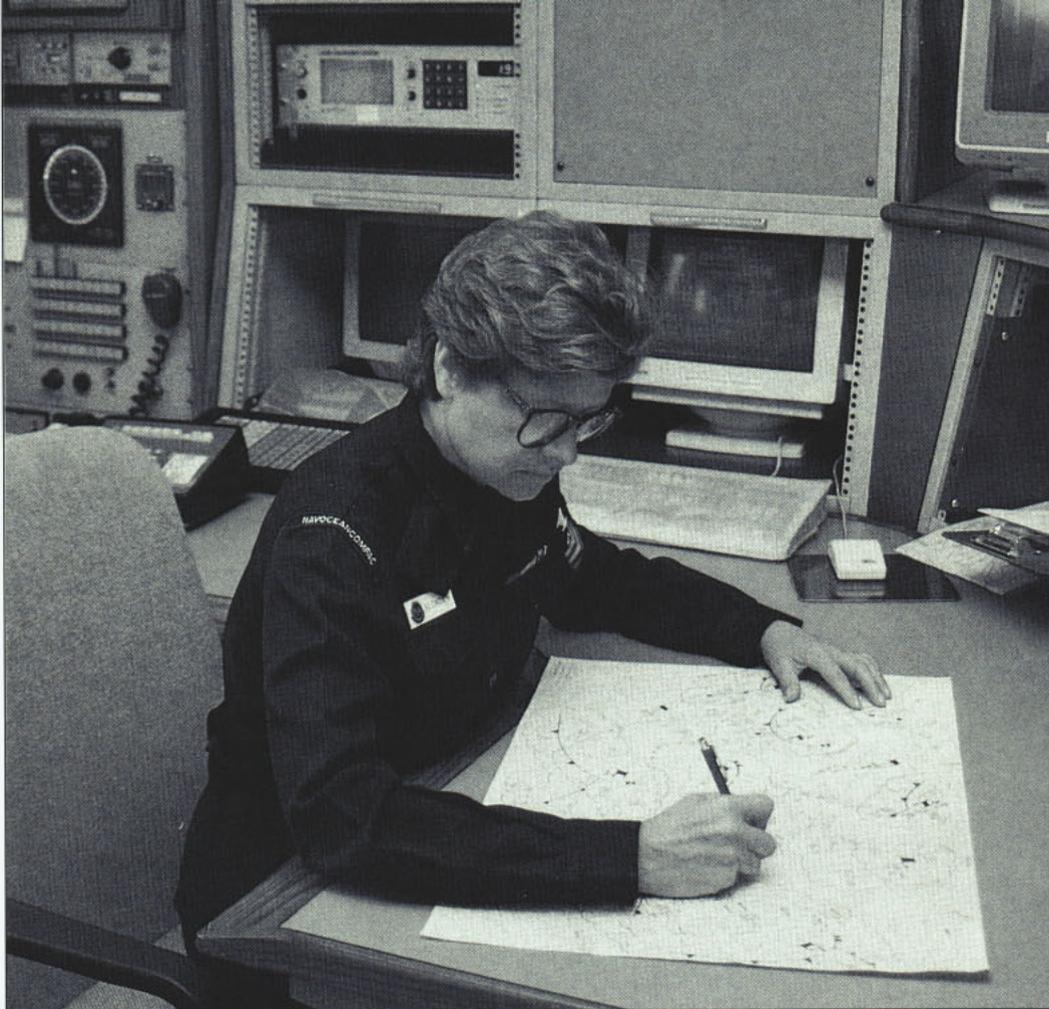
*Taylor is a staff writer for All Hands. Karalis is assigned to USS Guadalcanal (LPH 7).*



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*Making the  
best of  
weather fore-  
casting in  
Keflavik*

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# Educated guesses

Story by JO2 Paul Taylor

**I**n Iceland, winter weather can be downright dangerous. That's why it's extremely important to have a team of people accurately predicting the weather. That team is led by the Naval Oceanographic Command Facility (NOCF) at Naval Air Station (NAS) Keflavik, Iceland.

Those assigned to the NOCF staff are quick to point out they are not simply weathermen, but oceanographers. With an area of responsibility that runs from the ocean floor to the edge of space. However, they know the residents and tenant commands of Keflavik depend on them to predict the weather.

We are used to seeing five-day weather forecasts on television in the United States. However, in Iceland, according to NOCF's Commanding Officer CDR Fred Zeile, "The weather here is an hourly issue, not a daily one."

There are a number of reasons the weather in Iceland is so difficult to predict. Chief among them is the limited amount of data NOCF has to work with. In the United States, storms are tracked by hundreds of weather stations across the country. By the time a storm reaches the East Coast, it has been tracked for days allowing forecasters to make accu-

rate predictions. But in Iceland, weather forecasting isn't all that simple.

When the weather gets bad, the wind and snow can cause a condition known as a "white out." Predicting when these conditions will occur is difficult at best. That's why you won't see any five-day forecasts on TV in Keflavik.

"All we have between us and a storm coming out of North America is the Atlantic Ocean," said Zeile. "Storms roll across the Atlantic, and we get very little data until the storm is right on top of us," he added.



Photo by JO1 Andy Karalis

**Predicting the weather in Keflavik is a joint operation between the Naval Oceanographic Command Facility and Iceland's national weather service. Icelandic weather spotters and Navy forecasters are on duty around the clock keeping track of the constantly changing weather.**

What little data NOCF gets comes from either ships at sea or drifting data buoys. Another source of information available to NOCF is satellite photography, but according to Zeile, satellite photography doesn't tell you a lot about the characteristics of a storm.

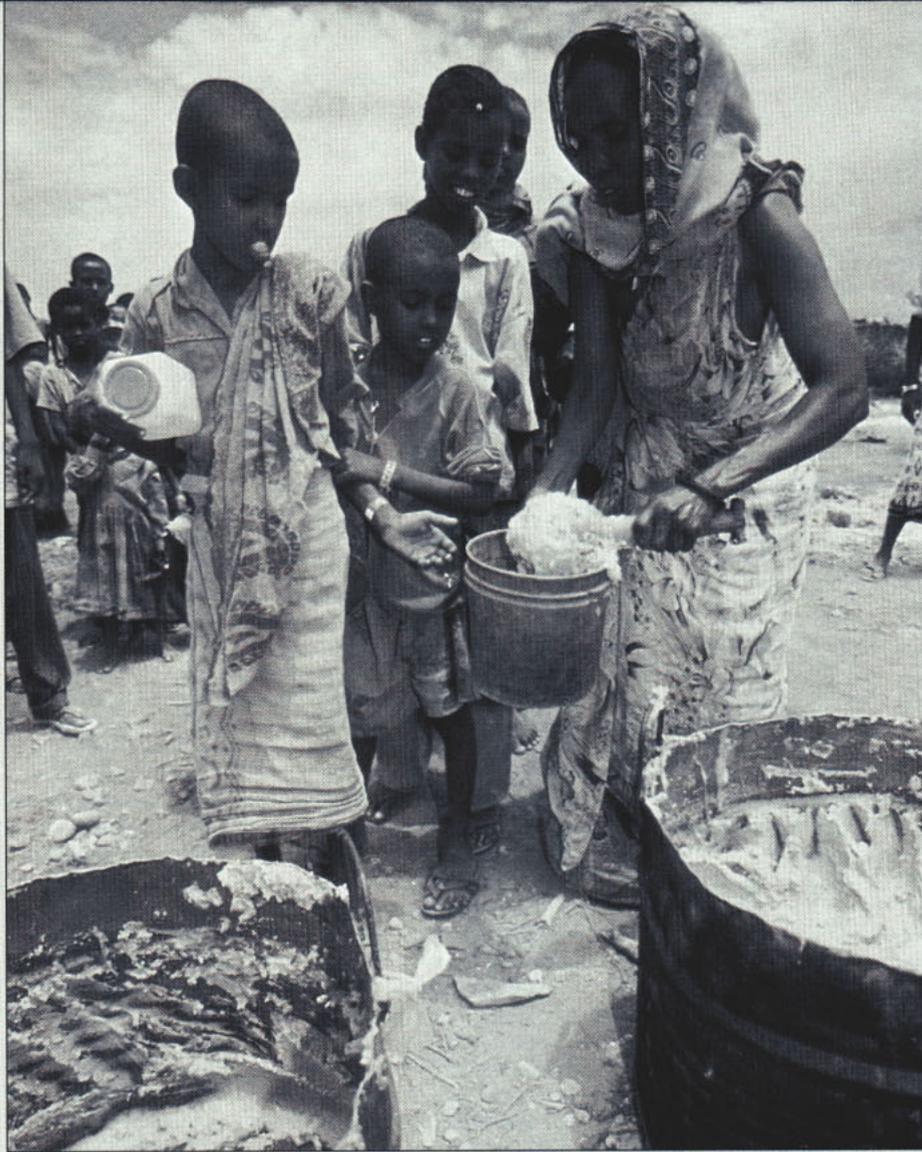
The NOCF staff at Keflavik describes the weather in Iceland as comparable to Seattle. However, the weather sometimes gets nasty enough to explain the name of the country. When the weather does get bad, NOCF has a number of ways to get the word out.

"We have the weather channel 24-hours-a-day, we broadcast a weather report every hour on the Navy Broadcasting Service (NBS) radio station, our forecasts are printed on the computer generated 'roller' NBS has on TV and we have constant radio communication with the squadrons and the command post," Zeile said.

It is extremely important for base leaders to be aware of the weather — it may be necessary for them to take steps to guard the safety of base residents. "I don't actually set travel conditions. The base CO does that. However if the weather gets bad or is going to get bad, he needs to decide whether or not he wants to close school early, or restrict travel," Zeile said.

Aerographers's Mate 1st Class Lora Slowden, a forecaster at NOCF, summed up the difficulty in weather predicting in Iceland, "Our forecasts are for 24 hours. Every now and then, people will call and ask for a long-range forecast. We do the best we can — up to 36 hours isn't bad, but after that, it's voodoo." □

*Taylor is a staff writer for All Hands. Karalis is assigned to USS Guadalcanal (LPH 7).*



# Somalia

## *U.S. forces bring hope*

**A**fter years of war and famine, starving Somalis now have hope for another day — hope that comes from the sea.

Operation *Restore Hope* began Dec. 8, when an advance force of U.S. Navy seals landed on the beach near Mogadishu's international airport. Since then, the relief effort has evolved into a full-scale international military operation with more than 28,000 troops deployed.

The coalition, led by the United States, was able to act as rapidly as it did because USS *Tripoli's* (LPH 10) Amphibious Task Unit (ATU) was already off the

Mogadishu coast when the U.N. voted unanimously on Dec. 3 to use military force to restore order.

Though tons of food from humanitarian sources around the world were flooding into the famine-stricken countryside, an estimated 1,000 Somalis died of starvation daily. According to relief workers, these numbers were due to the often deadly mission of transporting food through areas controlled by warring factions. But with aircraft from USS *Ranger* (CV 61) providing air cover and Marines escorting the relief convoys, food and supplies began flowing freely.



Photo by Air Force Tech. Sgt. David McLeod

As Operation *Restore Hope* forces settle into Somalia, more attention was being paid to the everyday logistics. Maritime Pre-positioning Ships (MPS) *Lummus* and *Anderson* off-loaded supplies in Mogadishu, and an additional 16 ships were deployed for the operation.

While the military's mission seems simple on paper — providing security for humanitarian efforts — sporadic sniper fire and armed gangs make the operation anything but routine. "You never know when someone might pop up from behind a wall and take a shot at you or lob a grenade," said Marine Cpl. Tony Storey.

But more often than not, the troops have been met with open arms. African-American Marines drew an extra warm reception as Somalis sometimes mistook them as their own. "It's weird," said Lance Cpl. Pierre Johnson. "The way they came up to me. They'd say 'American? American? No, no, Somali.'"

"We are all brothers," said Lance Cpl. Mario Wilson as he placed his hand on his Somali translator. "Brothers in the Marine Corps, brothers all over the world. We have a chance to prove it now."

This type of mission backs up the new role the Pentagon is attempting to shape for U.S. forces — a humane force for good in the world. □

*Story compiled from news clips.*

**Left, below: Somalis unload sacks of flour with an Air Force C-141 as their backdrop. Provide Relief aircraft are flying 10 to 15 missions daily to keep the supply pipeline flowing.**



Photo by Air Force Tech. Sgt. David McLeod



CDR Carlton Philpot proudly stands in front of the Buffalo Soldiers monument at Fort Leavenworth, Kan.

# Sailor spearheads memorial for *Buffalo Soldiers*

Story by Rudi Williams

A statue chronicling the presence and exploits of "Buffalo Soldiers" was dedicated at Fort Leavenworth, Kan., last summer. The project was spearheaded by CDR Carlton Philpot, a teacher of tactics and strategy at an Army War College there.

Buffalo Soldiers, a name given black cavalry soldiers for their bravery, courage and fierceness in battle by their enemy — the American Indian — were members of the 9th and 10th Cavalry Regiments. "They were given the worst horses, equipment, food and the harshest duty," said Philpot.

According to an eyewitness, they

also distinguished themselves during the Spanish American War by doing most of the fighting when Teddy Roosevelt and his "Rough

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**"They were given the worst horses, equipment and food and the harshest duty..."**

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Riders" stormed San Juan Hill.

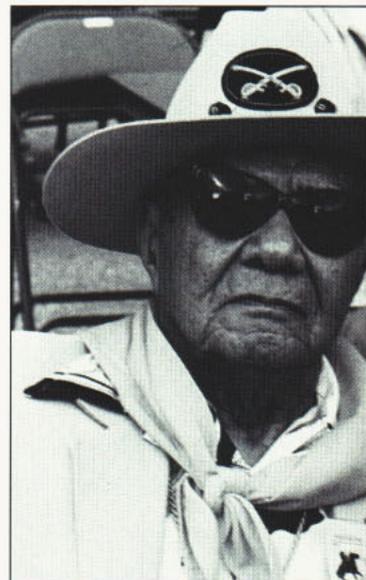
The regiments were established by Congress July 28, 1866, after the Civil War and finally deactivated in 1942.

In 1982, Army Gen. Colin Powell, Chairman of the Joint Chiefs of Staff, brainstormed the idea to build the monument. However, the project remained latent until Philpot became chairman of the committee and spearheaded its design and fundraising effort. It cost more than \$850,000 to build the monument but Philpot proudly noted, "It's paid for." □

Williams is a staff writer for American Forces Information Service.



**Above:** Jones Morgan jokes he hasn't touched a horse for almost 100 years. **Far right:** Jones Morgan and William Harrington are possibly the only two remaining Buffalo Soldiers. **Right:** William Harrington quietly takes in the ceremony.



# Buffalo Soldiers

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*Saluting the contributions  
of Black Americans  
in defense of our country*

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Story and photos by Rudi Williams

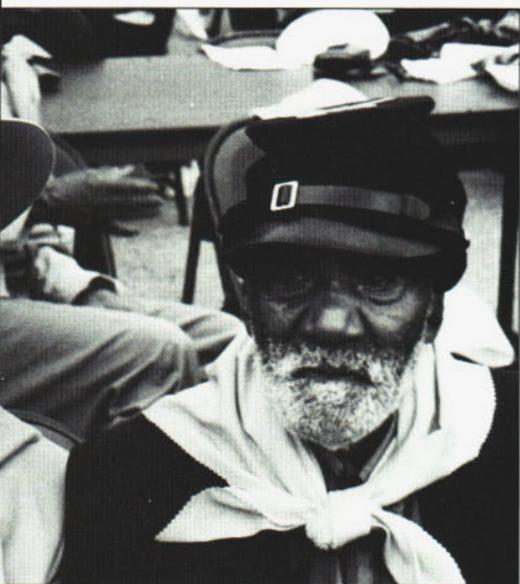
**O**n a scorching Kansas afternoon, a passing crowd smiles and waves to two elderly men enjoying a picnic lunch. Their cavalry attire is enough to get anyone's attention, but the people of Fort Leavenworth recognize them as more than just a curiosity. They know Jones Morgan and William Harrington are living American history.

They were called Buffalo Soldiers — black cavalry regiments that helped tame the West and fought during the Spanish-American War alongside, and sometimes in front of, Teddy Roosevelt's "Rough Riders." They were known for their courage and fierceness in battle. Morgan and Harrington are two of the last ones left.

History credits the Rough Riders with the charge up San Juan Hill that finally defeated the Spanish, but Army Gen. John J. Pershing (then a lieutenant) remembers it a different way. According to Pershing, the all-black 9th Cavalry led the charge. Casualties were heavy, and eyewitnesses say if it wasn't for the 9th, the Rough Riders would have been exterminated.

More than 150 former members of the 9th and 10th Cavalry were honored at the Buffalo Soldier Monument dedication at Fort Leavenworth, but 110-year-old Morgan and 98-year-old Harrington were the oldest.

Harrington, the quieter of the two, watched while the Fort Hood Horse Detachment dressed in authentic-looking 1880s cavalry equipment, put on a mounted drill and weapons performance. Meanwhile, Morgan basked in the glow of media attention. Without too much prodding, Morgan began the story of the "Oldest Buffalo Soldier."



Morgan's memory isn't what it used to be. He says he remembers most things, but sometimes he has to "think on things a little while. I done forgot half of it. I can't think like I used to. I'm one of the old boys."

Morgan, the 14th of 15 children, ran off to enlist in the Army at age 15. 'I was young, so I had to lie about my age. All of us joined the Army; the blacks joined all-black units, and the white boys joined all-white units.'

Both men have a wealth of untapped memories, but perhaps the most vivid is Morgan's memory of that day on San Juan Hill when the 9th and 10th Cavalry took up the charge against the Spanish. "When we (the 9th Cavalry) went on the hill, we done a little hand (hand-to-hand) fightin'. It wasn't much, cause it didn't take much to take the hill, no how," Morgan said.

Historians differ from Morgan's modest account. According to official records the African-American troops suffered heavy casualties during the initial push

up the hill. Their efforts were vital to the victory.

Morgan turned his gaze toward the Buffalo Soldier Monument and sighed, "It's a pretty monument. I love to look at it. It means a lot to me."

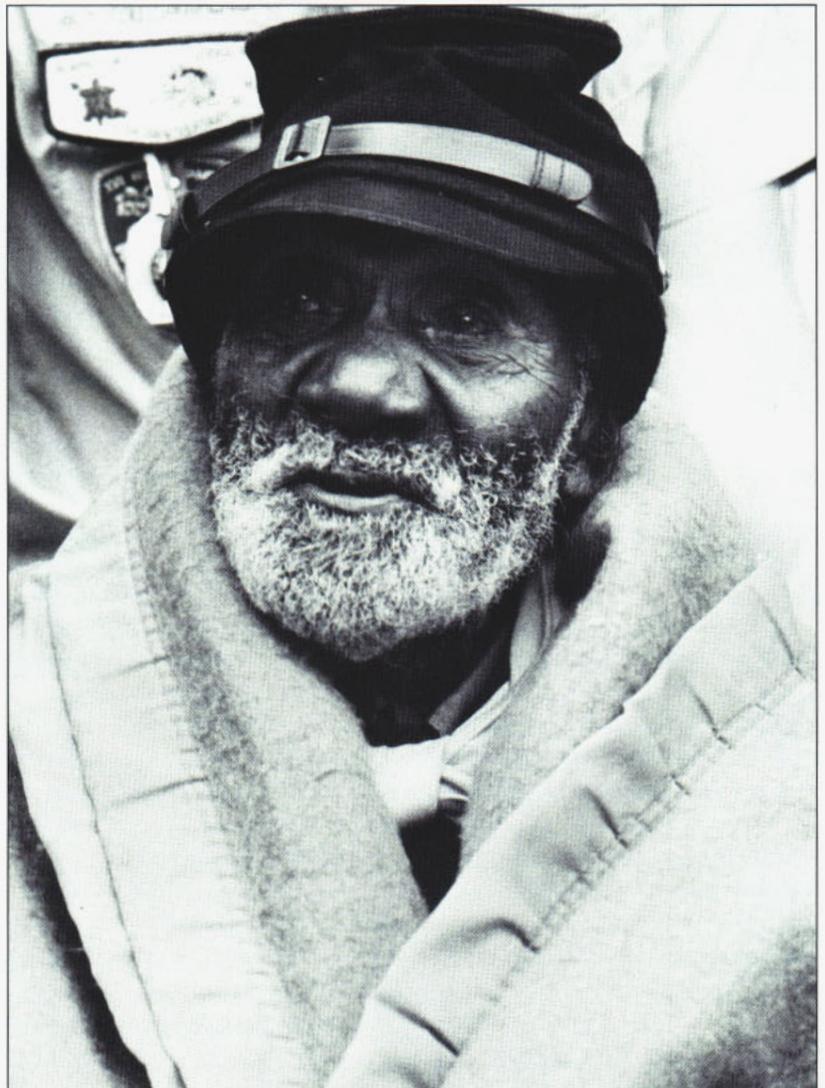
Harrington spoke up in a controlled voice, "The memorial means a lot to me, even though I wasn't a member of the original Buffalo Soldiers. It means that I helped make the history of America in the early days. It will help teach young people that we (African-Americans) had a part in protecting this great country."

Morgan added, 'It makes me feel that my country thinks something of us. I'm proud to be a Buffalo Soldier. I'm proud of my country. I'm an 1880s baby, and I've been through some stuff, but I'm still willing to fight for my country.' □

*Williams is a staff writer for the American Forces Information Service*

**"I done forgot half of it. I can't think like I used to. I'm one of the old boys..."**

**Jones Morgan, age 110**



**Jones Morgan reminisces about his life as a Buffalo Soldier.**

# Money matters

Story by Brenda Cude

**A**long with the new year comes new bills. And there's no time like the present to straighten out your personal money matters.

Follow these steps to safer, saner personal financial management, and you'll quickly see results.

- Check your savings habits. If you feel you save too little and spend too much, adopt the "pay yourself first" approach. Think of your savings plan as another bill, just like the electric bill or mortgage, and make that savings deposit first every month.

If you think you can't afford to save, it's probable you can't afford not to. Don't worry if you only put away \$5 or \$10 a week to begin with. Even small amounts will grow if you put them into a savings account where the interest is compounded.

- Check your Social Security records. While 99 percent of Social Security payments are properly credited, yours might be among the other 1 percent.

Start by calling the Social Security Administration at 1-800-772-1213 and order the form, "Request for Earnings and Benefit Estimate Statement." All you need to fill in is your Social Security Number, your current annual income, last year's income and a postage stamp.

Within three weeks, you should receive an estimate of the benefits you can expect at retirement and other important information.

- Check your credit history. Since credit bureaus respond to 1.5 million credit checks every day, the odds are that mistakes will be made. Start by looking in your local telephone book's yellow pages under credit bureaus or credit reporting agencies. Any bank or department store credit office can also tell you which credit bureaus operate locally. Expect to pay \$5 to \$15 per report.

However, there will be no charge if you have been refused credit in the last 30 days because of your credit



report. You may also be asked to put your request in a letter.

Once you receive the report, look it over carefully. If you find errors, ask the credit bureau to check them. If you still have a dispute after the recheck, add a 100-word statement to your credit history that tells your side of the story.

- Get your records in order. You'll need 16 file folders. Label one of the following headings on each folder: banking, car, contributions, credit, employment/business, home insurance, investments, medical, personal, real estate, receipts, retirement, taxes, warranties and miscellaneous. Now, distribute your

personal papers in the appropriate folder.

- Learn more about your pension plan. Ask the following questions: What will I get when I retire? What will my family get if I die before I retire?

- Review your will. If you don't have a will, write one now. If you do have a will, read it. Check to see who you designated as the executor and the beneficiaries. Decide if any changes are needed.

- Balance your checkbook. Do it now and resolve to keep it balanced.

- Create an emergency file. Some of the information you might want to record for emergencies includes notes about your safe deposit box, bank accounts, investments, deeds, mortgages, insurance policies, wills, pension and retirement plans.

For most of these items, you'll want to note where they are and who to contact. You'll also want to record the names of your lawyer, accountant, broker and executor. Also record your credit card account numbers and the numbers to call if a card is lost or stolen. □

*Cude is a consumer economist with the University of Illinois extension, Urbana, Ill.*

# Picking up the

# pieces

Story by JO3 Angela Jenkins

**P**erhaps the most famous storm took place on the silver screen, when a tornado swept a little girl and her dog somewhere over the rainbow to a distant land far from her Kansas home. The girl met new friends along the way who gained satisfaction by helping her return to her normal life.

When the residents of south Florida, coastal Louisiana, the Bahamas, Guam and Kauai, Hawaii, recently encountered real storms that left many of them homeless, the Navy acted as the "new friends along the way." Unlike the remedy to the little girl's problem, sailors knew the damage left behind by hurricanes *Andrew* and *Iniki*, and Typhoon *Omar* could not be undone by wishful thinking. It would take hard work and time before the victims could return to their normal lives.

The Navy, along with other branches of the military, rushed in to assist with the relief efforts. More than 33,000 troops converged upon Florida and Louisiana to "help our own people," as one sailor explained.

Navy volunteers opened their hearts, combined ideas and courageously set out, leaving their families behind, to put hurricane victims back on their feet.

"It's totally different to be here than to be reading about it or watching it on TV," said Avionics Technician Airman Apprentice John Bernardi, of USS *George Washington* (CVN 73). Volunteers from *George*



Photo by PH2(SW) John Gay



Photo by PH2 Ron Hagner

CARLOS L. TAITANO  
ELEMENTARY SCHOOL



Clockwise from top: MU3 Gayla Murray, of Navy Band Guam, helps clean up debris at a local elementary school in the aftermath of Typhoon Omar. Navy volunteers repair a building in Waimea, Kauai, damaged when Hurricane Iniki struck the region. HM2 Melissa Raubin, from Naval Reserve Personnel Mobilization Team Det. 3408, Miami, examines a child at a homeless camp north of Florida City. *Opposite page:* Seabees from NMCB 1 repair a fence at Miami Heights Elementary School in North Homestead, Fla. The Seabees made repairs at eight schools during their Florida deployment.



Photo by Air Force Staff Sgt. Howard Blair

Washington helped convert an abandoned mall into a distribution center for the Salvation Army.

While Marines constructed tent towns in Homestead and Florida City, the two hardest-hit communities in Florida, sailors repaired elementary schools, provided generators and fuel and distributed donated clothing, food and water. Seabees built field showers, unloaded supplies and cleared debris.

Six ships were on station to augment the volunteer work force.

"I think what impressed me most was the amount of teamwork in the joint Navy effort," said Chief Boat-swains Mate John Fairfax, skipper of Landing Craft Utility 1656, which provided logistics support.

The Navy's response to Kauai after Hurricane *Iniki* killed three people, injured at least 100 and left 8,000 homeless was similarly impressive. Almost 1,000 National Guard and active-duty troops were sent to help with the recovery effort.

The overwhelming show of support was also evident in Guam when Typhoon *Omar* devastated the island. The day after the storm,



Photo by E12 Gregory S. Byrd

hundreds of Navy personnel volunteered to help island villages. Volunteers were out every day helping the villages pick up the pieces.

Damage from *Omar* was estimated at a half a billion dollars, including more than \$100 million to Navy property. □

*Jenkins is a staff writer for All Hands.*

# Sailor cited for heroism

With little regard for his own safety, Aviation Electronics Technician 2nd Class Russell W. Gibbs granted a stranger the greatest gift of all — life. For his actions, Gibbs, a member of Carrier Airborne Early Warning Squadron (VAW) 124, was awarded the highest non-combat award for heroism.

Driving along a local road while visiting his family in Arkansas, Gibbs came upon a car that had struck a small bridge. The car was badly damaged and the engine was on fire. "There were a number of people standing around, but nobody seemed willing to approach the car," said Gibbs.

The sailor rushed over to find the driver unconscious, with both arms broken between the collar bone and elbow. "The flames began to grow, and I noticed smoke entering the passenger compartment," said Gibbs. "I knew I had to get him out of there."

Gibbs and two other men tried to get the injured man out of the car. "By this time, the smoke was getting thick, and I could see small flames around the floor," he said. While the other men started

pulling the driver out through the passenger door, the injured man's foot caught under the accelerator pedal. Gibbs freed the man's foot and pulled him to safety. "Within seconds the car was completely engulfed in flames," Gibbs said.

According to squadron officials, the man recovered from his injuries thanks to Gibbs' prompt and courageous action. Gibbs was awarded the Navy and Marine Corps Medal by VADM Anthony A. Less, Commander, Naval Air Force U.S. Atlantic Fleet, on behalf of the Secretary of the Navy. ■



Story by JOCS Cindy Adams who recently retired from active duty

## Rescue at sea

A 120-foot cargo vessel and its 15-member crew were rescued after being spotted by S-3 *Viking* crew members from USS *Independence* (CV 62). *Adel II*, a United Arab Emirates merchant ship, was 25 miles east of Al Masirah island, off the coast of Oman. The ship's engine and steering were inoperable and she had been adrift for three days.

The "Fighting Redtails" of Anti-Submarine Warfare Squadron (VS) 21 were conducting routine aerial surface searches of all vessels operating around the carrier battle group when they spotted the ship. "We saw people on the decks waving a white flag and circular life rings," said LTJG Ken Acosta. "After communications with *Adel II* were established, a crew member kept saying, 'ship is no good.'"

The *Independence* battle group launched a rescue mission involving USS *Gridley* (CG 21) and aircraft from Carrier Air Wing 5. The three squadrons that responded were VS 21, Carrier Airborne Early Warning Squadron (VAW) 115 and Helicopter Anti-Submarine Warfare Squadron (HS) 12.

*Choyan-Sun*, a Republic of the Philippines merchant ship, was the first ship to make contact with *Adel II*. *Adel II*'s crew said they did not want to leave the ship but needed a tow to the nearest



A helicopter from HS 12 and a small boat from USS *Gridley* (CG 21) provide rescue assistance to *Adel II*.

seaport. *Choyan-Sun* was not able to tow *Adel II*, but remained on station until *Gridley* arrived.

Upon arrival, *Gridley* launched a small boat to board *Adel II* and assess her engineering situation. *Gridley* gave the 15 crew members food and water, and the following day towed *Adel II* to Al Masirah island for repairs. ■

Story by JOC Cary Casola and photo by PH3 Craig Dietrich who are assigned to USS *Independence* (CV 62).

ALL HANDS



Right: AT2 Russell W. Gibbs stands in front of an E-2C Hawkeye aircraft. Gibbs received the Navy and Marine Corps Medal for heroism. Above: The vehicle continues to smolder as the fire department arrives on the scene.



## Silly rabbit, contests are for kids

It's not every day a 7-foot pink rabbit bounces into classrooms at Anthony Bowen Elementary School in Washington, D.C. But last fall, an energetic, drum-toting bunny arrived at the school, courtesy of the Navy's Military Sealift Command (MSC), to kick off the second Reading Olympics, a contest designed to make reading fun.

The rotund, pizza-loving bunny drew attention to the five-week contest which offers pizza parties to the winning classes in grades three through six. The rules are simple: read books from a special book list, write reports and earn points to win.

The contest not only pits classroom against classroom, but also teams within each classroom against each other. A pep-rally atmosphere



The energetic bunny makes a friend at Anthony Bowen Elementary School during a surprise visit to kick off the 1992 Reading Olympics.

filtered through the school as an MSC volunteer, constantly interrupted by the precocious bunny, explained the contest rules and the awards. Cheers were heard from the "Rams," the "Redskins," the "Wildcats" and Bowen's 15 other reading teams.

The contest sounded so appealing the bunny begged to be a part of the competition. "Isn't there a team

called the Pink Skins?" he asked.

Although the bunny failed to convince anyone he was eligible for the contest, he did keep students entertained. One third grader told the bunny, "If I win, I'll share my pizza with you."

Last year's Reading Olympics, centered on a Ninja Turtle, was very successful in enticing chil-

dren to read. In just five weeks, students read and reported on almost 850 books. The students' appetites for reading continued to grow throughout the school year as they checked out library books at record-breaking rates. ■

*Story by Tricia Larson, photo by Barry Lake, both assigned to MSC Public Affairs Office, Washington, D.C.*

# UAV makes historic flight



USS *New Orleans* (LPH 11) and Fleet Composite Squadron (VC) 6 made history recently when the two teamed up to launch an unmanned air vehicle (UAV) from an *Iwo Jima*-class amphibious assault ship; marking the first time a UAV has been launched from this class of ship. The successful exercise also saw VC 6 perform the first Navy line-assisted arrestment of a UAV.

Two arresting wires were set up on the flight deck with a net behind them as a final stop. The propeller-driven vehicle touched down and snagged the lines, just like a routine carrier landing.

"Normally we use a net to retrieve the UAV," said Chief Aviation Electronics Technician Tom England, VC 6's maintenance material control chief. "The arresting wires are usually used on land because the UAV has no brakes. This is the same principle applied differently."

According to LCDR Randy McDonald, officer-in-charge of the VC 6 detachment on board *New Orleans*, the UAV concept was originally used by the Israelis in Lebanon. In 1986, with the then-dubbed "remotely piloted vehicle," the Navy tasked the miniature plane with a primary mission of gunfire support. VC 6, based at Patuxent River, Md., deployed to several battleships to accomplish this mission. Secondary missions now include sea and land surveillance and bomb damage assessment (BDA) for both day and night operations.

Though the UAV is still relatively new, it has already been improved. Range has increased to 140 miles and a video system containing a computer BDA helps correct gunfire from battleships.

"The biggest advantage [of the UAV] is there's no risk to human life," England said. "Another advantage is the 'real time' video, transmitted directly to the people who need to see it."

The UAVs proved effective during operations *Desert Shield* and *Desert Storm*. One UAV even managed to capture a number of Iraqi troops.

"It was the first time in history that troops ever surrendered to a robot," McDonald said.

**The UAV approaches *New Orleans* after its historic flight.**

In the future, two UAV detachments will deploy to the fleet and the Navy will develop the UAV for use on smaller ships. "We hope to perfect a vertical take-off and landing system for the UAV," said McDonald. "We also hope to improve its speed, endurance and sensors. It is very challenging, but I believe the UAV has a big future." ■

*Story by JOSA Scott Lawson, photo by PH1(AW) Michael Cordova, both assigned to USS New Orleans (LPH 11).*

## Multipurpose

The Navy's newest *Aegis* guided missile cruiser, USS *Port Royal* (CG 73), was recently commissioned in ceremonies at Pascagoula, Miss.

*Port Royal* is the last of the 27 *Ticonderoga*-class guided missile cruisers to be commissioned. Her primary mission is protecting other ships and troops ashore from tactical ballistic and cruise missiles, as well as aircraft. She is also capable of independent operations with surface action groups rapidly dispatched to regional trouble spots.

According to Chief of Naval Operations ADM Frank B. Kelso II, multipurpose platforms such as



**USS *Port Royal* (CG 73) prepares to join the fleet.**

# Camden sailors work up a sweat

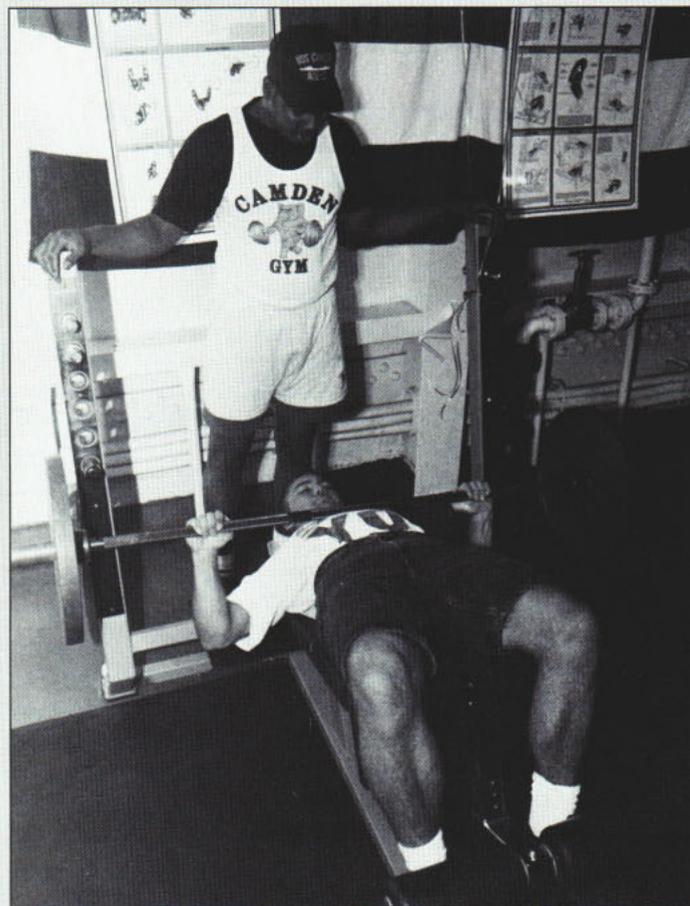
Anyone who has served aboard a fleet oiler knows the work is hard and the long hours may come at unusual times.

Typically, under these circumstances, many sailors look forward to nothing more than a hot shower, a quick meal and then hit the rack for a few hours of sleep before the next watch. However, sailors on board USS *Camden* (AOE 2) now have a program that has them working up a sweat even after normal working hours.

*Camden's* new fitness facility, developed during a recent yard period, is complete with new lifecycle stationary bicycles, rowing machines, stair-step machines, a universal multi-station gym and rubber-coated free weights. The facility replaces a gym that was severely limited in size and variety of workout equipment.

For the 600 sailors on board, the opportunity to build muscles, redirect stress and maintain Navy fitness standards is greater than ever before.

"Everything here is in excellent shape," said Machinist's Mate 3rd Class Warren Davis. "I work out almost every day. I think it's great."



Crew members on board USS *Camden* (AOE 2) enjoy their new fitness facility.

## ship joins fleet

*Port Royal* and USS *Shiloh* (CG 67), commissioned last summer, "will serve as valuable force multipliers in the fleet in the '90s and beyond."

*Port Royal* is equipped with standard surface-to-air missiles, *Harpoon* anti-ship missiles, anti-submarine rockets, torpedoes, *Tomahawk* cruise missiles in forward and aft vertical launching systems, two fully automated radar controlled *Phalanx* close-in weapons systems, one five-inch gun and electronic warfare systems. The ship is also

equipped with the Light Airborne Multipurpose System (LAMPS) MK III combat suite, which encompasses the launch, recovery, stowage and electronic support for the SH-60B *Seahawk* helicopter.

The ship will sail with a crew of 28 officers and 342 enlisted personnel. ■

Story compiled from press releases.

While the ship used funds from the Bureau of Naval Personnel's Fleet Fitness Equipment to support the new facility, the actual labor was done by crew members. LTJG Dan Gentry, the ship's recreation services officer, worked with a team of volunteers to select a suitable space and identify the types of equipment the crew desired.

Crew members then spent countless hours welding brackets to the deck, laying rubber floor tiles for safety and acoustics, installing wall mirrors and framed posters and painting the space to create a positive workout environment.

"Crew morale is always important and this was something they wanted," said Gentry. "*Camden* is only as good as her sailors make her, so the command placed a high priority on this project and made it happen. As a result, we have a fitness facility the crew can be extremely proud of." ■

Story and photo by Dan Sweet, assigned to NavBase, Seattle, Wash.

## What about the single sailors?

As an active-duty enlisted member, I write in regards to the "Gimme shelter" article in the September 1992 *All Hands*. Being an eight-year Navy veteran approaching the crossroads of a career, it was with great interest that I read all three stories ("Gimme shelter," "Home on the base" and "It's the right thing to do") pertaining to the ever-critical matter of Navy housing. Fourteen pages later, however, my interest turned to dismay for you literally missed the boat on perhaps the single most pressing housing issue.

The issue, of course, is the housing, or actually lack of, available to our E-1 through E-6 shipboard sailors. Due to what they wear on their ring fingers vice their left sleeves denies E-6 and below surface sailors from receiving any housing or BAQ/VHA compensation.

When RADM Roberta Hazard states "Inadequate housing doesn't necessarily mean members are living in a cracker box," it's obvious she is out of touch with her shipmates aboard a *Knox*-class frigate. How sadly ironic, that the sailors in most need of housing compensation receive the least.

"Neighborhoods of excellence," "project upgrades" and "welcome centers" may make for good public relations but do nothing to end the housing discrimination faced by our unmarried sea duty force. Though leaky faucets and loose floorboards are housing inconveniences deserving attention, such repairs should never receive media print until every sailor has something besides a shipboard rack to call home.

I can only appeal to you to give deserving coverage on the barracks living conditions encountered by our single fleet sailors, and what our policy makers are doing to correct it.

—ET2 Edward L. Burr  
NAS Moffett Field, Calif.

## Tell the whole story

I am writing concerning a feature titled "Duty in Guam" in the August edition of *All Hands*. Being stationed on Guam, I was interested in how the island was portrayed. There were several omissions that I feel should have been included in the feature.

The most serious of these is the power failure situation. We have been experiencing power failures for the past year due to lack of generating capacity. This lack of capacity is due to the failure of management within the utility. As you may have guessed, the power utility is a government of Guam agency. The situation has deteriorated to the point where people on and off base are without electricity for eight to 10 hours a day. As incredible as it may seem, no one has been fired in relation to the electricity crisis.

Another issue that should have been mentioned is the increasingly anti-military attitude of the local population. They feel the U.S. restricts their economic and cultural interests. They are particularly vocal about the military bases, as these occupy coveted real estate. Due to resentment over this issue, there have been demonstrations and some violence at the gates of U.S. military installations here.

People who ask for orders to Guam based on your article are in for a rude shock. Therefore, I suggest more thoughtful and balanced reporting in the future.

—AT1 Talmadge W. Bailey  
FPO AP 96539

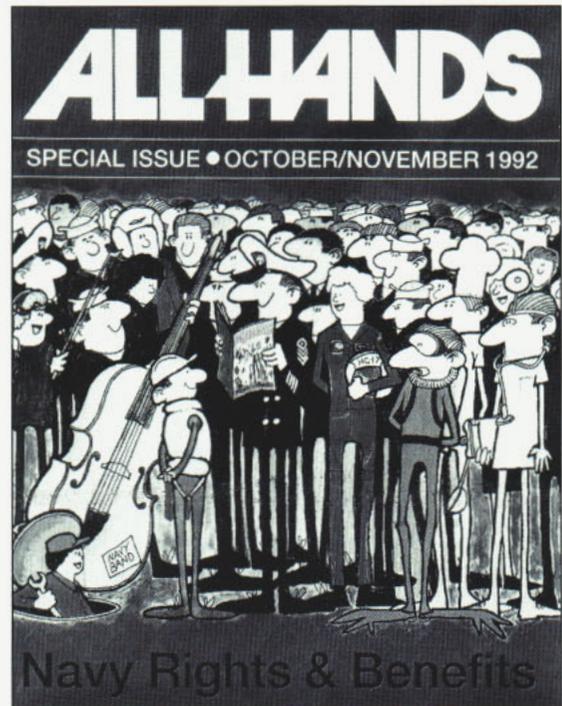


**T**he combined October-November issue of *All Hands* magazine seems destined to become a collector's edition. Not because of its great rarity, but because it presents a clear explanation of the rights and benefits available to sailors and their families.

Designed as a career planning guide, the special "Navy Rights and Benefits" (R & B) issue of *All Hands* contains detailed information about pay and allowances, health care, educational opportunities and much more.

Filled with information of an enduring nature, the "R & B" issue is an excellent reference source for commanding officers, career counselors, division officers and command master chiefs. It will also be a valuable reference tool for ombudsmen, chaplains and command financial specialists; and a tremendous asset to sailors and their families in their personal planning.

The special "R & B" issue is the first of its kind in 12 years. For additional copies call *All Hands* at DSN: 288-4171 or (202) 433-4171.



Mail Buoy



A sailor aboard *USS Cushing* polishes the ship's bell during *Unitas*, an international exercise involving the U.S. and South American navies. Photo by JO1 Steve Orr.



Fleet week