

Navy to make IA assignments part of detailing process

Navy Personnel Command Public Affairs

With the implementation of NAVADMIN 147/07 released June 7, removing Sailors from their

current duty assignment to fill individual augmentee (IA) orders will gradually become the exception as the Navy moves to make most global war on terrorism (GWOT) support tours part of the normal detailing process.

"Bringing our support of the GWOT into the mainstream of our detailing processes is the right thing to do for our Sailors and their families," said Adm. John C. Harvey, Chief of Naval Personnel.

Phase one began in June for officers and will begin in August for enlisted Sailors. During this timeframe, Navy Personnel Command will start to bring about 1,200 joint manning document (JMD) driven GWOT billets into the normal detailing process as they become open between September and December 2008. These billets account for about one-third of all the active duty IA requirements that exist today.

Phase two will continue this process, adding additional billets to make a total of about 80 percent of the IA requirements. Phase three will add the emergent fill billets into the process, which currently consist of about 20 percent of the IA requirements.



U.S. Navy photo

Hospital Corpsman 1st Class Anne M. DaSilva examines a four-year-old Iraqi girl during a coordinated medical engagement following a vehicle borne improvised explosive device attack. DaSilva is an individual augmentee (IA) serving in Iraq with a Naval Special Warfare Task Unit.

Under these plans, Sailors would volunteer for an IA assignment at their projected rotation date (PRD) and PCS to either San Diego or Norfolk where they will be attached to the Expeditionary Combat Readiness Center while they carry out their temporary duty GWOT support

assignment (GSA).

"The desired end state is a Sailor assignment and distribution system which retains predictability for our Sailors and stability for our commands, yet is agile enough to respond to the requirements of our combatant commanders in the GWOT," said Harvey.

According to Harvey, the current process of selecting Sailors to fill IA billets will continue in the short term, but as we transition into the new process, there will be less and less requirements for commands to pull Sailors mid-tour.

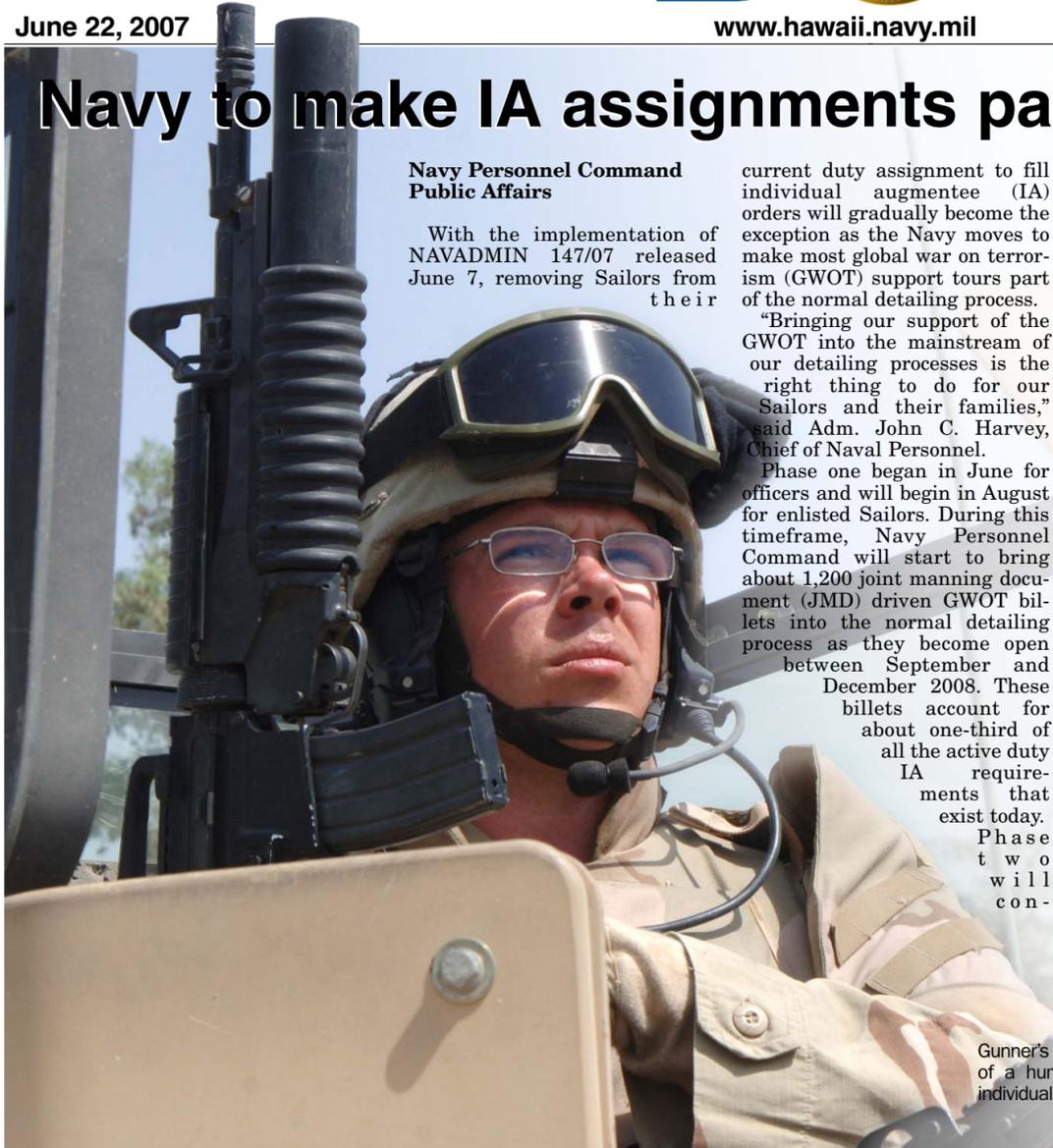
"Our existing IA process meets mission and has matured to the point that we average nearly 60 days' notice (to our Sailors)," said Harvey. "However, it also limits Sailor input into the process, masks unit level manning impacts, and its unpredictability breeds uncertainty and concern from the fleet."

The new process is expected to improve the predictability of GWOT assignments, enable volunteerism, improve manning stability at the unit level, and add detailer involvement for oversight of professional development and career progression.

For more information on IA assignments or processes, go to <http://www.npc.navy.mil/CareerInfo/Augmentation/>.

Gunner's Mate 1st Class Justin Hoffman, a native of Munising, Mich., mans the gun turret of a humvee while maintaining perimeter security in Al-Shu'illah, Iraq. Hoffman is an individual augmentee attached to the 414th Civil Affairs Battalion's Headquarters Company.

U.S. Navy photo by MCC Daniel Sanford



Submarine Squadron One welcomes new commodore

Story and photo by MC2 (AW/SW) Justin P. Nesbitt

Fleet Public Affairs Center Detachment, Hawai'i

Submarine Squadron One (CSS-1) took part in a time honored Navy tradition of passing command from one skipper to another at a change of command ceremony held at Naval Station Pearl Harbor on June 12. Capt. Lindsay Hankins relieved Capt. Stephen G. Marr as commanding officer of the Pearl Harbor-based attack submarine squadron.

Marr has been commodore for the last year and will continue his career at the Pentagon, working on the staff of the Joint Chiefs.

"Every ship is like a deck of cards. Same number of aces and the same number of twos, and each ship knows how to optimize those twos and aces to complete the mission," said Marr. "Only in my case, I think they (the Navy) doubled the number of aces to make sure I got the support I needed."

On hand for the ceremony were the Sailors and family members of CSS-1. Rear Adm. Joseph A. Walsh, Commander Submarine Force, U.S. Pacific Fleet, was the guest

speaker for the event.

"They (commodores) must bring their boats and crews to be combat-ready naval forces capable of winning the global war on terror [terrorism] and any other armed conflict, and to promote peace and security here in the Pacific," said Walsh. "Commodore Steve Marr has done an outstanding job doing his part to support the Navy's mission."

No stranger to the Pearl Harbor area, Hankins has served as the commanding officer of USS Greenville and deputy chief of staff for intelligence and special operations at Submarine Forces Pacific, as well as a senior board member for Commander Pacific Fleet.

"It's great to be back," said Hankins. "I am very impressed with the ships of Submarine Squadron One and all their abilities to keep their ships operating safely, complete the mission, and take care of their Sailors and families."

Commander, Submarine Squadron One was established in May 1941 in New London, Conn. CSS-1 is comprised of six submarines, USS Los Angeles (SSN 688), USS Bremerton (SSN 698), USS La Jolla (SSN 701), USS Buffalo (SSN 715), USS Charlotte (SSN 766) and USS Greenville (SSN 772).



Capt. Stephen Marr (left) and Capt. Lindsay Hankins congratulate each other after they read their orders during the change of command ceremony for Submarine Squadron One (CSS-1) on June 12.

Ohio child gets wish of Pearl Harbor tour

MC3 Michael A. Lantron

Navy Region Public Affairs Hawai'i

Nathaniel Allen, age 11, along with his family - father, Jeffrey, mother, Laura, and his eight-year-old brother, Matthew, took part in a private tour of Pearl Harbor on June 19, made possible by the Make-A-Wish Foundation.

Nathaniel was diagnosed with osteogenic sarcoma, a common type of bone cancer for children. Since his diagnosis, he improved well enough through chemotherapy treatments to make the trip and not have to rely on a wheelchair for the duration of the tour.

The tour, which consisted of visits to the USS Utah Memorial, the Pacific Aviation Museum, Naval Station Pearl Harbor, the Battleship Missouri Memorial and the Arizona Memorial, was arranged as the wish of Matthew through coordination between the Make-A-Wish Foundation and the various tour sites.

"After all we've been through, it was great to finally get out here and see the history," said Jeffrey.

Nathaniel's wish was to visit Pearl Harbor due to his love of airplanes at a young age, according to his mother. "He started becoming interested in airplanes really young and then became interested in World War II, so visiting Pearl Harbor was the best way for him to learn about it first-hand," said Laura.

While the family enjoyed the sights of Pearl Harbor, the participating members were proud to take part in the day's events. "To have the opportunity to give the tour is a priv-



U.S. Navy photo by MC3 Michael A. Lantron

Nathaniel Allen, age 11 (far right), of Cleveland, Ohio, along with his family, learn about the wood deck of Battleship Missouri Memorial (BB 63) during a private tour sponsored by the Make-A-Wish Foundation on June 19. During the tour, Nathaniel and his family also visited the Pacific Aviation Museum, USS Arizona Memorial, USS Utah Memorial and Naval Station Pearl Harbor.

ilege," said Tobias Langcaon, a tour guide on Battleship Missouri Memorial.

"I volunteered to give the tour and I also like to let them see some of the places normal tours don't have the chance to see," he added.

At the end of the day, Nathaniel viewed the tour as a fulfilled dream. "My favorite part of the tour was going on the Missouri," said Nathaniel. "Ships have always intrigued me and it was fun to see

where the Japanese surrendered in World War II."

The Make-A-Wish Foundation was established in 1980 to enrich the lives of children suffering from life-threatening medical conditions. Since then, the foundation has granted wishes for more than 144,000 children worldwide, and played a key role in helping Nathaniel realize his dream.

(See more photos on page B-1)



Father of Aegis system visits Port Royal See page A-2



Bonhomme Richard ESG participates in JTFEX See pages A-6



Combined maintenance organization at VP-9 gets to work See page A-4



Youngsters get their wish See page B-1

Father of Aegis system visits Port Royal

Story and photo by Lt. j.g. Rachael Pitchford

USS Port Royal (CG 73) Public Affairs

While preparing for ballistic missile defense (BMD) testing, USS Port Royal (CG 73) hosted a luncheon June 11 in honor of Rear Adm. Wayne E. Meyer. Known throughout the Navy as "the father of Aegis," Meyer was influential in the establishment and development of the combat systems suite for which U.S. cruisers and destroyers are known. He assumed the duties as founding project manager of Aegis shipbuilding in 1975 and his work has evolved into an entire fleet of ships.

Meyer presently operates a consultancy in Virginia and serves on numerous panels and committees chartered by the Department of Defense. Of these committees, Meyer serves as the chairman for the National Aegis Ballistic Missile Defense Advisory Committee where he is responsible for the continued development of the BMD program.

Created to provide a last line of defense against ballistic missiles, the Aegis BMD program is rapidly progressing. In order to fulfill this mission, Port Royal is participating in the next phase of BMD testing this summer and has spent the last several weeks preparing for the event. The Aegis weapon system remains a vital element in creating what Meyer calls "tough ships," but has also evolved to counter emerging threats.

Training and equipment preparations are crucial to the success of the BMD program. Port Royal Sailors have received training from BMD technical representatives and contractors. "Utilize the knowledge of the shore structure," Meyer



Operations Specialist 2nd Class Matt Gilley and Boatswain's Mate 2nd Class Matthew Alvarado, Port Royal's Sailors of the Quarter, meet with Rear Adm. Wayne E. Meyer during a luncheon June 11 honoring the "father of Aegis."

advised a group of officers and Sailors. "You can't work without them." Exercising this piece of advice, Sailors have been working closely with the BMD scientists in learning Port Royal's role in ballistic missile defense.

While aboard Port Royal, Meyer met with the Sailors who make the BMD program successful. Fire Controlman 2nd Class (SW) Gary and FC1 (SW) Christian Gainey, two of Port Royal's Aegis technicians, met with the father of Aegis and welcomed the advice that he had to offer. "The calling to be in the Navy fits in with

ministry, medical professions and teaching," stated Meyer. "People might set aside their vocation, but they'll never forget it."

He challenged Port Royal to continue in the quest for excellence in knowledge and service. "These tough ships have been in war, combat and heavy seas. They have survived, but they won't last forever. You have to carry the lantern," Meyer added.

the crew of Port Royal was honored to host the father of Aegis aboard and looks forward to furthering the efforts of the ballistic missile defense program.

Information about Navy drinking water

Denise Emsley

Naval Facilities Engineering Command Hawaii

The Navy's annual water quality report is available and being distributed by Naval Facilities Engineering Command (NAVFAC) Hawaii. The report provides information about the water that has been delivered to you over the past year. It describes where your water comes from, what it contains, and how it compares to standards for safe drinking water.

As the owner and operator of water distribution systems on Oahu and Kauai, NAVFAC Hawaii is required by the Environmental Protection Agency (EPA) to provide an annual Consumer Confidence Report (CCR) to its customers on the source and quality of their drinking water. The CCR includes information on the sources of water, health effects, compliance status, and other related information. It also includes a table listing all contaminants detected in water delivered to customers at levels above the EPA's prescribed



minimum detection limits.

NAVFAC Hawaii produces five water quality reports (brochures), one for each of its water systems. Navy activities and civilian billed customers, who receive water from the command, will receive a water report through the mail by the end of June.

For Navy housing residents on Oahu, copies of the reports are available at Forest City's Residential Management (offices at both the Navy Aloha Center and in Wahiawa).

For non-Navy residents who receive Navy water in the Kalaeloa area, reports are available from Ford Island Properties and/or Carmel Properties Incorporated.

For PMRF Kauai, reports will be delivered to NAVFAC Hawaii's PWD Barking Sands and distributed through the Navy housing office.

Copies may also be obtained from NAVFAC Hawaii's public affairs office by calling 471-7300 or the command's environmental compliance office at 471-1171, ext. 203.

Sea Cadets meet oldest surviving Medal of Honor recipient



California Sea Cadets shake hands with Medal of Honor recipient John Finn during the "Keeping the Promise" gala dinner held at the Anaheim Hilton on June 13. The symposium was held to promote disabled veteran-owned businesses and identify and educate disabled veterans who would like to become entrepreneurs. Finn was awarded the Medal of Honor for selflessly manning an exposed .50-caliber machine gun during the Dec. 7, 1941 attack by Japanese airplanes on Naval Air Station, Kaneohe Bay Hawaii. Although he was wounded approximately 21 times, he fought with complete disregard for his own safety. He is the oldest surviving Medal of Honor recipient.

U.S. Navy photo by MC1 Jonathan Kulp

Hawaii Navy News Editorial

Sponsor assignment aid tool connects Sailors, new commands

MCSA Ken Ingram

Navy Personnel Command Public Affairs

As Sailors prepare for summer rotations, Navy Personnel Command is encouraging them to use the Web-based Sponsor Assignment Aid (SAA) tool in seeking a sponsor from their gaining command.

The online application, located at <https://staynavytools.bol.navy.mil/SA/SA/>, helps active-duty members with permanent-change-of-station orders to get the answers they need before arriving at a new assignment.

"For young Sailors and their families who are relocating and don't know anyone or anything about the area they're headed to, a move can be very intimidating," said StayNAVY project manager, Randy Wyatt, who oversees the Sponsor Assignment Aid tool. "The SAA helps ease their anxiety by quickly connecting a transferring Sailor to their prospective command."

After a service member submits a sponsor request, a notification e-mail is sent to the gaining command using the address on file with StayNAVY. For privacy, the member's personal information is not provided in the e-mailed notification. The coordinator must click on a link inside the e-mail and log onto the secure, password-protected BUPERS Online. The coordinator will then use the information provided to assign a sponsor and contact the Sailor.

The inbound Sailor can check the status of the request by using the Sponsor Request Inquiry

(<https://staynavytools.bol.navy.mil/SA/SA/default1.aspx>).

To ensure Sailors receive a response within seven days of their request, the inquiry tool lists the contact information on file for the command. Sailors can then follow up directly with the coordinator.

To access the SAA from the Navy Personnel Command Web site (www.npc.navy.mil), click on 'career info,' then choose 'StayNAVY,' then 'career tools.' Once in 'career tools,' scroll down to the SAA and Sponsor Request Inquiry links.

The Sponsor Coordinator Update is also accessible from this page. This is the tool commands should use to provide StayNAVY with their contact information. Commands are urged to participate in the program by maintaining a sponsor coordinator point of contact.

According to Wyatt, the SAA tool is valuable to gaining commands too. It promotes two-way communication.

Once a sponsor is assigned, a

command can better track its incoming personnel through the information provided.

Coordinators can review and update the information on file with StayNAVY by accessing the Sponsor Coordinator Update. The coordinator's name, telephone number, and e-mail address are needed for every command. Since the tool uses e-mail to route a Sailor's sponsor request to the new command, it's essential that StayNAVY have a current e-mail address on file, Wyatt said.

"The full benefit of the SAA can only be realized if there is 100-percent participation from the sponsor coordinators at each command," Wyatt said. For added networking, the Sponsor Coordinator Update offers commands contact information for other coordinators as well.



NEXCOM offers new 'ready-to-wear' service

Kristine M. Sturkie

Navy Exchange Service Command Public Affairs

Beginning June 11, Navy and Marine uniforms that require embroidered items can be purchased with those items already sewn on through the Navy Exchange's uniform support center.

The initiative provides Sailors and Marines with the option to order uniforms ready-to-wear with nametapes, warfare collar devices and rating badges already sewn on. The Navy Exchange's everyday low price applies to all embroidery items purchased.

"With the expansion of the e-commerce business initiative, we are able to improve the level of convenience and service to our Sailors," said Cmdr. Mark Frierhood, director of the

Navy Uniform Program. "Giving our customers the option of ordering uniforms that are ready-to-wear when they are received provides a much needed service, especially for those who are forward-deployed."

According to Navy Exchange officials, uniform items requiring embroidery will be processed and shipped within 48 hours of being ordered. Regular shipping is free, with delivery taking 10-14 days in the United States. Express shipping is also available for an additional fee.

For more information, log on to the Web site www.navy-nex.com or call the Uniform Support Center toll free at: Guam, Virgin Islands, Hawaii, Puerto Rico 1-800-368-4088; continental United States 1-800-368-4088.

Non-guard security services work statement ready for review

Commander Navy Installations Command

The Non-Guard Security Services A-76 Performance Work Statement 80 percent draft is now available for review and comment at <http://esol.navfac.navy.mil>, under Solicitation Number N 6 9 4 5 0 - 0 7 - R - 0 5 5 4 . Employees are encouraged to download the files for review and comment.

Unless otherwise notified, comments may be submitted through the month of August. Detailed instructions on how you may submit comments are included in the posted announcement.

To keep informed, refer to these established websites which contain information

such as competition progress updates, answers to frequently asked questions, study timelines, etc.:

Navy's Competitive Sourcing Web site:

<http://competitivesourcing.navy.mil/index.cfm>

CNIC's Competitive Sourcing Updates:

http://www.cni.navy.mil/cnic_hq_site/CompetitiveSourcing/index.htm

CNIC Communicator: http://www.cni.navy.mil/cnic_hq_site/Newsroom/CNICcommunicator/index.htm

You can also submit questions via the CNIC's Competitive Sourcing Updates Web site listed above. For everyone's benefit, answers will be posted on the Web site.

Normandy Invasion, June 1944



Army troops wade ashore on 'Omaha' Beach during the 'D-Day' landings, June 6, 1944. They were brought to the beach by a Coast Guard manned LCVP.

Photograph from the U.S. Coast Guard Collection in the U.S. National Archives

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Hawaii Navy News

Combined maintenance organization at VP-9 gets to work

Lt. j.g. Dan Reinhardt

Patrol Squadron Nine
Public Affairs

A major transformation took place for Patrol and Reconnaissance Wing Two on June 11 with the dismissal of quarters of the new Combined Maintenance Organization Two (CMO-2).

This represented the official kickoff for the largest reorganization of Patrol and Reconnaissance Wing Two in recent years. With this change, all of the maintainers from the three P-3C Orion squadrons based at Marine Corps Base Hawai'i - Kaneohe Bay were placed into a new unit under the leadership of Cmdr. Adam Hunt.

This unit, now the largest single entity of Wing Two, has taken over responsibility for the maintenance and care of all of the aircraft in the wing from the three VP squadrons.

According to Hunt, "The mission of the CMO-2 Sea Raiders is to provide ready-for-tasking aircraft and qualified maintenance teams capable of supporting maritime patrol and reconnaissance objectives worldwide. We are proud to be an integral member of the MPRA team and look forward to ensuring that the aircrews flying our birds have the most capable platform available to take the fight to the enemy."

The squadrons, in turn, have a redefined role with a larger focus on aircrew specific training which is evident through the rise of the new warfare development center where aircrews will continue to focus more on the warfighting side of the



U.S. Navy photo

Cmdr. Adam Hunt (left), commanding officer of Patrol and Reconnaissance Wing Two, hands out the new CMO-2 [combined maintenance organization] ball cap the Sailors will be wearing.

house.

Many challenges undoubtedly lie ahead for the new CMO with such a large move of assets and personnel. Hunt, the officer-in-charge, said he has no doubt that the Sailors under his charge will be able to successfully overcome these trials. "At the heart of CMO-2 are the talented Sailors that have combined to create it. We have the advantage of inheriting the best from three top-performing VP squadron maintenance departments based here in Hawai'i," Hunt said.

Hunt added that fundamental to the success of this transformation will be communication between CMO-2

and the three squadrons so that maintenance needs and aircrew training requirements will both be met.

While CMO-2 becomes the largest unit in Wing Two, the squadron manpower is proportionally reduced as part of the savings the Navy hopes will result from this reorganization. This presents a wide variety of issues from the allocation of squadron spaces to the simple problem of new parking arrangements. The commanding officers of the three squadrons have had to lead their units in redefining the squadron role. In the end, the goal is to have a more efficient and effective force through the specialization of roles within the wing.

CMO-2 will be able to fully focus on the care and maintenance of the aircraft while the three squadrons will become better tactical operators of the P-3C.

Wing Two is just the second wing within the maritime patrol and reconnaissance community to undergo the change of CMO. Last year, the P-3 wing located at NAS Jacksonville, Fla. underwent the same change. Wing Two has been able to utilize the lessons learned in Jacksonville and apply those in order to make the transformation as smooth as possible.

In the coming years, the two remaining P-3 wings will also make the move to CMO.



Samuel Murray, mayor of Port Royal, S.C., presents Capt. David Adler, commanding officer of USS Port Royal, with a key to the South Carolina city.

Commanding officer of USS Port Royal visits namesake city

Story and photo by
Lt. j.g. Rachel Pitchford

USS Port Royal (CG 73)
Public Affairs

Capt. David Adler, commanding officer of USS Port Royal (CG-73), visited the ship's namesake city of Port Royal, S.C., recently as part of the Navy's efforts to improve community relationships and spread the word on the great work Sailors are accomplishing around the world.

Port Royal, homeported at Pearl Harbor, Hawai'i, is the second ship of the U.S. fleet to bear the name of the South Carolina coastal area. The name of the guided missile cruiser commemorates battles of the American Revolution and Civil War fought in the waters of Port Royal Sound and on the adjacent South Carolina islands.

While in Port Royal, the Hilton Head Navy League arranged for Adler to speak to the community about Port Royal and the U.S. Navy. He answered questions from Port Royal Elementary School students, many of whom expressed an interest

in pursuing a career in the Navy.

Adler also stopped at the National Bank of South Carolina to thank Thomas Henz, senior vice president, for gifts that the bank sent to Port Royal Sailors last Christmas. During his stay in South Carolina, Adler visited a newly-constructed war memorial and also received a historic tour of Port Royal's museum.

Since the commissioning in 1994, the affiliation between the town and the ship had faded due to the extreme distance between South Carolina and Hawai'i. Last year, Gunner's Mate 2nd Class Cody Eckles, a native of Port Royal, S.C. and a Sailor aboard Port Royal, helped re-establish this relationship by writing articles for the local newspaper chronicling his time aboard Port Royal.

As a symbol of the renewed ties between the community and the ship, Mayor Samuel Murray presented Adler with a key to the city. "I'm excited to restore this relationship," stated Adler, "and I look forward to establishing a long-standing affiliation with our namesake city."

Hawaii Navy News Online
www.hawaii.navy.mil

Pearl Harbor Highlights



Soldiers assigned to the Australian Defense Force, 2nd/14th Light Horse Regiment, maneuver from Sabina Point at the Shoalwater Bay Training Area, following an amphibious beach landing exercise during exercise Talisman Saber 2007 (TS07). TS07 is a biennial field training exercise held between U.S. and Australian forces to demonstrate the U.S. and Australian commitment to our military alliance and to regional security while maintaining a high level of interoperability.

U.S. Navy photo by MC1 (AW/SW) James E. Foehl



U.S. Navy photo by MCSN Brandon Myrick

Members assigned to the visit, board, search and seizure (VBSS) team on board guided-missile destroyer USS Paul Hamilton (DDG 60) board dock landing ship USS Tortuga (LSD 46) during a training scenario while underway conducting Talisman Saber 07 (TS07). TS07 is a U.S.-Australian joint and combined exercise involving 32,000 military members from both nations. Tortuga serves under Commander, Expeditionary Strike Group 7/Task Force 76, the Navy's only permanently forward-deployed amphibious force.



U.S. Navy photo by MCC Joe Kane

A Marine keeps watch for "non-friendly forces" as part of exercise Talisman Saber 2007. This biennial exercise, designed to enhance the combat readiness and interoperability between U.S. and Australian military forces, is conducted in Australia and focuses on crisis action planning and execution of contingency response operations. It is the largest joint/combined training exercise in the region consisting of more than 20,000 U.S. and 7,500 Australian personnel conducting land, sea and air operations.



U.S. Navy photo QM1 Donald Alvarado

Senior Chief Storekeeper (SW/AW) Vincent Caro and Chief Culinary Specialist (SW/AW) Caesar Nucum of Naval Station Pearl Harbor, along with other Sailors from the command, restacked breakwater rocks at the Shriners Beach Club on Waimanalo on June 10. They created the breakwater for the Shriners Hospital for Crippled Children and the Shriners families to enjoy.



U.S. Navy photo by Ensign David T. Gardner

During a port visit to Pearl Harbor, Hawai'i, the crew of the San Diego-based, Arleigh Burke-class, guided-missile destroyer USS Decatur (DDG 73) hosted Jackson Hatfield and his family on June 11 as part of a request by the Make-A-Wish Foundation. Eight-year-old Jackson was diagnosed with leukemia two years ago and has since been enduring extended hospital stays, a constant barrage of chemotherapy, and days when his illness doesn't even allow him out of bed. For this day, with the help of a medical staff, the love and encouragement of friends and family, and Make-A-Wish, his illness was momentarily forgotten. See more on page B-1.



SEAL Team One comes alongside USS Reuben James (FFG 57) to help conduct training on the proper handling of detainees during a recent JTFEX.

Bonhomme Richard ESG participates in JTFEX

Story and photo by
Ensign Fallon Rossi

USS Reuben James (FFG 57) Public Affairs

Eleven warships and submarines from San Diego and Pearl Harbor recently came together as the Bonhomme Richard Expeditionary Strike Group to participate in a Joint Task Force Exercise (JTFEX). Among the Pearl Harbor-based ships were USS Chosin (CG 65), USS Chung-Hoon (DDG 93) and USS Reuben James (FFG 57). Operating in the vicinity of San Clemente Island, the ships took sides and practiced approach operations (AO), maritime interdiction operations (MIO) and surveillance of merchant traffic.

During the MIO exercises, the Blue Forces searched the waters for the Orange Force warships and "terrorist" merchant vessels, rehearsed queries, and used their visit, board, search and seizure (VBSS) teams to inspect "suspicious" cargo. In the course of the exercise, bridge watch teams attempted to ascertain the suspect vessel's intentions without hostility, while the VBSS team prepared to board their ship.

Once onboard, the VBSS team questioned the crew and inspected the vessel to determine if any terrorist activity was taking place. The events of JTFEX culminated in a war at sea exercise, which helped the strike group

develop its defense tactics against attack.

These exercises aided Reuben James in obtaining certification in expanded maritime interdiction operations (E-MIO). Throughout the scenario, Reuben James, together with the Helicopter Squadron 37 "Easyriders" and SEAL Team One, successfully monitored a merchant vessel simulating a ship involved in terrorist activity and conducted training in boarding foreign vessels and the proper treatment of detainees.

Lt. Cmdr. Chad Falgout, the Air Detachment officer in charge of HSL 37, felt the E-MIO certification was a success for all units. "E-MIO was a great opportunity for the primary participants of the upcoming deployment to meet one another. We were able to meet the actual SEAL Team we'll be working with in the western Pacific theater, to get to know their pace of operations and see what tools and expertise they bring to the table."

"Getting the chance to participate in JTFEX and complete our E-MIO certification allowed us to obtain the most realistic training possible in preparation for our deployment this summer," said Cmdr. Rich Haidvogel, commanding officer of Reuben James. It wasn't all work and no play for the crew of Reuben James, however. Haidvogel ensured that the crew enjoyed a week-end of liberty in San Diego before getting underway for the exercises.

Pearl Harbor shipyarders support USS Frank Cable in Guam

Kerry Gershaneck

Pearl Harbor Naval Shipyard
Public Affairs

On most workdays, it takes Ron Cenicola 30 minutes to drive the 20 miles from his home in Hawai'i Kai to his job at Pearl Harbor Naval Shipyard (PHNSY). But his recent shipyard assignment was a much longer commute: 3,800 miles and at least 10 hours flight and drive time.

Cenicola, a welding supervisor, didn't return home after an eight-hour shift. He was on this job for five months, working 10-hour workdays six to seven days a week.

He was one of 142 shipyard workers conducting a phased maintenance availability (PMA) on USS Frank Cable (AS 40) at Naval Base Guam. The majority of the Pearl Harbor team began work in Guam in January completed their assignment in early June.

Frank Cable is very important to the U.S. Navy in the Asia-Pacific region. The submarine tender is the U.S. Seventh Fleet's only mobile submarine repair and support vessel. She can provide maintenance and logistics for up to four submarines moored alongside her at the same time.

"We are making all the repairs the Frank Cable's Sailors cannot normally complete," said Lt. Larry Upchurch, project superintendent. "Our work includes upgrading electrical equipment, improving structures such as the fuel tanks, improving the steam piping and valves, and upgrading the air conditioning."

Upchurch said the project was "a full team effort." Workers from nearly all Pearl Harbor Naval Shipyard shops supported the effort. Some work was being sent back to Pearl Harbor for completion, such as ships service motor generators repaired by shop 51 and diesel pumps repaired by shops 31 (inside machinist) and 56.

The shipyarders on Frank Cable could not succeed without support



U.S. Navy photo by MC2 Stefanie Broughton

Serina Santa Monica (left), a welder at Pearl Harbor Naval Shipyard, discusses her preparation of a pipe joint, while working on USS Frank Cable in Guam, with Hull Maintenance Technician 1st Class (SW) Michael Woody. Woody is assigned to the shipyard as an inspector.

from other organizations at Pearl Harbor and across the "one shipyard" enterprise.

Pearl Harbor's Information Resource Management Division, code 1230, sent Benjamin Kwok to provide telecommunications, computer and information security support for the Frank Cable project, as well as for other shipyarders in Guam - performing missions such as emergency planning.

"I am responsible for providing all services here that code 1230 provides back at the shipyard," said Kwok. "Although I'm the only one physically here, all my colleagues in Hawai'i back me up. It's great that I can work with a relatively small group and get to know them and their issues."

Temporary services shop 99 provided temporary power for the ship and her ventilation and air conditioning. The air conditioning was essential: Daytime temperatures in Guam hovered around 90 degrees and it was much hotter inside workspaces such as boilers.

Puget Sound and Norfolk naval shipyards supported the project as well, although with much smaller work forces.

The Norfolk workers repaired Frank Cable's two boilers, which power the turbines that propel the

23,500-ton ship up to 23 miles per hour.

The reason shipyard workers from Hawai'i provided maintenance support in Guam is that Pearl Harbor is the "parent shipyard" of Guam. Each of the four Navy shipyards acts as the parent shipyard for designated smaller naval outposts and provides fly-away maintenance and engineering support.

The work was hard and the hours were long, but life for the shipyarders in Guam can be very comfortable, according to Upchurch. Workers are offered lodging at either a contract apartment building or at a hotel. Restaurants are plentiful and food is no more expensive than in Hawai'i.

Still, working for months nearly 4,000 miles from home in Hawai'i makes some shipyarders homesick. Most workers tried to find ways to make the most of their time once they completed their 10-hour shifts. For example, Cenicola trained in mixed martial arts in his free time.

"We also go scuba diving, spearfishing and hunting coconut crabs at night," he said. "The people of Guam are very friendly so we get invited to lots of barbecues, too."