



### Save a life

Bone marrow drive at NEX next week. See story on page A-3.



### Old Hawai'i

Plantation Village takes tourists on historic journey. See story on page B-1.

# SECNAV talks to Sailors



### JO1 Jim Williams

Features Editor

"Hawai'i is one of the most important places in the Pacific in terms of what we have stationed here," according to Secretary of the Navy (SECNAV) Gordon R. England, who spoke with Sailors and Marines from Expeditionary Strike Group (ESG) 1 aboard USS Peleliu (LHA 5) at Pearl Harbor on Feb. 27. "We have a lot of capabilities, a lot of housing and a large number of Sailors and Marines."

The stop aboard the ship was just one of many that day during which he traveled around the harbor to visit with Sailors and Marines and to conduct meetings with local military leadership. In the various locations, England's theme of thanks to Sailors and Marines for their support of America's war on terrorism

was evident.

"The president and the American people appreciate what you are doing," he said to the Sailors and Marines in Peleliu's hangar bay. "You're making a difference."

"The SECNAV seems like a very nice guy," said Intelligence Specialist 2nd Class (AW/SW) Melissa West from the ship's combat systems department. "This is my third time seeing him, but today I got to talk to him."

"He came across very genuine," she continued. "His thanks was sincere and I really do feel appreciative that he would take the time to come out and thank us."

After speaking with the service members, England answered individual questions and posed for photos with many of the Sailors and Marines.

"It was a great experience getting to meet him," said

Machinist Mate 1st Class (SW) Jeffery Matlock, Peleliu's Sailor of the Year. "He pretty much told us the views of the Navy and where the Navy is going right now."

England also took time to meet with the local press and discuss some hot topics, such as whether an aircraft carrier group will be based in Hawai'i.

"There's still a study under way," England said. "A lot of different places are a possibility and, while there is a study underway, until that study is complete, we just won't know."

The secretary arrived at Pearl Harbor following a trip to the Asia-Pacific Region that included visits to Japan, Singapore and Guam.

"Hawai'i is a great place for the Navy," said England. "We have a large investment here so certainly this place will remain a very

▼ See SECNAV, A-4

# Rains claim life of five-year-old girl



Neighbors and family members placed a memorial around a tree near the rainwater run off basin for the five-year-old daughter of a Pearl Harbor-based Sailor. The little girl passed away Saturday.

### JOSN Ryan C. McGinley

Staff Writer

The five-year-old daughter of a Pearl Harbor Sailor died Saturday in a rainwater run off basin near her home at Navy housing on Pearl City Peninsula.

Neighbors and emergency personnel found her submerged and unconscious at approximately 11 a.m., according to Navy officials. Neighbors and paramedics conducted CPR, but were unable to revive her. She was transported to Pali Momi Hospital where she was pronounced dead.

"We are saddened by this terrible tragedy," said Lt. Cmdr. Jeff Davis, a spokesman for Navy Region Hawai'i. "Our deepest sympathies go out to the family of this little girl." According to Navy officials, the preliminary investigation indicates it was an accidental drowning.

The regional commander has ordered an administrative preliminary inquiry to collect all available information.

"We have begun an investigation to determine what factors might have contributed to this incident, including assessing whether the rainwater run off basin was functioning the way it was designed," said Davis.

Navy officials have erected a temporary fence around the basin until a determination is made about the need for installing a permanent fence.

"Our biggest priority is ensuring safety," said Davis. "We will look not only at this site, but at all similar rainwater collection basins in other Navy housing areas."

## Memorial service set for little girl

A special fund has been set up at City Bank to help the family of the five-year-old girl who passed away Saturday with expenses.

Please make check donations to:

Friends of Allison, c/o City Bank, P.O. Box 3709, Honolulu, HI 96811. Donations can be mailed to or dropped off at any City Bank location.

Also, memorial services will be held Thursday at Our Lady of Good Counsel in Pearl City. Visitation will be from 10 a.m. to noon with a service to follow.

# 2fast 2dead: Sailors, Marines, civilians across O'ahu must learn to 'curb' their need for speed says HPD, senior Navy leadership

### JO1 Daniel J. Calderón

Editor

Speed is killing people. Speed is killing those who abuse it and innocent victims of it. Speed, in this sense, is not referring to the drug. Speed, in this sense, is driving too fast on Hawai'i highways.

"Speed kills, plain and simple," said CNOCM(AW/SW) L.R. Cruz, Navy Region Hawai'i command master chief.

"We saw it in the '60s and in the '70s. Now, Sailors in our younger generation are going through the same thing."

Last Thursday, traffic safety unit officers stopped a 20-year-old Pearl Harbor Sailor on Kamehameha Highway near Center Drive.

Center Drive is the street which runs just outside the main gate. The Sailor was allegedly driving between 115 to 120 mph on the surface street before he was stopped.

A 20-year-old Marine, who was allegedly driving a motorcycle at more than 100 mph on Kamehameha Highway at 2:29 a.m. on Feb. 27, was arrested near Waipahu High School. He is scheduled to appear in Ewa

District Court on March 15.

If convicted of reckless driving, a person can receive a range of punishments. A Hawai'i state judge decides whether to impose fines, jail time or both to anyone found guilty.

The Honolulu Police Department said the problem is not just with the military. The problem is with younger drivers in the military and civilian sectors, said one HPD officer.

The problem, according to CMDM(SW/SS) Mark S. Marshall, command master chief for USS Port Royal (CG 73), is a "culture of speed."

"If you have a Sailor who is involved in that culture, who also drinks and drives - you have a dead Sailor - statistically, it's just a matter of time," he said.

Marshall recalled two Sailors in his command he had to lay to rest during his tenure as command master chief.

"I have buried two Sailors here during my tour on Port Royal due to vehicular accidents," said Marshall. "I had to watch one die in the hospital alongside his parents after a motorcycle accident - no alcohol

and all safety equipment used - but excessive speed was suspected. As I was standing in the morgue with him, I thought, 'If Sailors could see what I'm seeing now - they wouldn't do it.'

"On another occasion, early one Sunday morning, I got a call and had to go and identify the body of one of my Sailors who was pulled out of an auto accident that morning along with a dead Sailor from [USS] Lake Erie (CG 70)," Marshall continued. "Sending people down to the morgue is more than a little gruesome and it's certainly 'over the top,' but I think the mission can be accomplished by other means if we can find a way to show our Sailors what kind of pain this causes. If they can feel a little of that pain, maybe they'll remember it."

Marshall said the Sailors who died were not the only victims of excessive speeding.

"I drafted the letters that we're required to send to the parents and spouses when one of our Sailors dies," he said. "I also drafted two additional letters - one for each of the baby girls left fatherless when their dad died in a motorcycle acci-

dent.

"They were only about five years old, but I didn't write the letters at a five-year-old level," Marshall explained. "I drafted these letters for those little girls to read when they became older and I wrote stuff in there to tell them how great their dad was and what a great Sailor he was and how much we loved serving with him. I did this so they would know, when they got older, what kind of man he was because they were never really going to ever get to know him."

There is a new message out now detailing more specific punishments for Sailors stopped for excessive speeding, either on base or out in town. Consequences include revocation of base driving privileges for Sailors.

"Driving on base is a privilege, not a right," said Cruz. "If people don't respect that privilege, we will take it from them."

For Sailors who still feel 'the need for speed,' Cruz said there is a place to fulfill it without misusing public roads.

"First and foremost, there is a time and a place for everything," he said. "If you want to



Photo by JOSN Ryan C. McGinley

A Sailor drives down the H-1 freeway heading toward Pearl Harbor on Wednesday. A new Navy Region Hawai'i instruction details consequences for Sailors who are caught driving too fast on base or on public roads.

play basketball, you go to a basketball court. If you want to play football, you go to a football field. If your intent is to race, then we have a venue for that in Hawai'i."

Cruz said he was referring to the track in Kapolei and gave his thoughts on those who would use the highways of

Hawai'i as their personal play area.

"You don't do it [race or speed excessively] on a public roadway because of the danger to our community," he continued. "Don't be selfish. Think of others who could be injured or killed because of you breaking the law."

# Welcome back

USS Greeneville returns from Navy's first expeditionary strike group deployment

**COMSUBPAC Public Affairs**

USS Greeneville (SSN 772) returned to its homeport of Pearl Harbor on Feb. 27, following six months at sea with the Navy's first Expeditionary Strike Group (ESG) 1.

According to the commanding officer of USS Greeneville, Cmdr. Lee Hankins, the crew performed flawlessly.

"This was a successful deployment. We were the first submarine to do an ESG deployment. We also conducted a forward-deployed exercise with the advance seal delivery system. Everything went very well. The crew was superb and the family support we received was top notch," said Hankins.

During the deployment, Sonar Technician 3rd Class (SS) Eric Boyd had a chance to further his naval career in the six months since he left Naval Station Pearl Harbor.

"This was my first deployment so I had the chance to finish getting my submarine qualifications. Overall, it was good and I had a



Photo by JOC(SW/AW) David Rush

Family members and friends endured heavy rain as USS Greeneville (SSN 772) returned from deployment. The nuclear-powered attack submarine was part of the Navy's first expeditionary strike group.

great time," said Boyd.

Chief Electronics Technician (SS) Mark Wachter, navigation leading chief petty officer, agreed with Boyd. "The deployment was excellent. There was a lot of maturing of the crew, but we are glad to be home with our families," he concluded.

The seven ships of Expeditionary Strike Group One (ESG) 1 are returning home fol-

lowing a six-month deployment in support of the global war on terrorism.

The strike group is centered on flagship USS Peleliu (LHA 5) and combines the Navy amphibious squadron and Marine expeditionary unit with the proven strike, anti-air, anti-surface and anti-submarine capabilities of a cruiser, a destroyer, a frigate and attack submarine USS Greeneville.

## Navy establishes Cryptologic Technician Networks (CTN) rating

**Chief of Naval Personnel Public Affairs**

In yet another force-shaping move, the Navy announced the establishment of the cryptologic technician networks (CTN) rating in February. It is the first new rating of the 21st century.

The new rating, which became effective Feb. 6, is designed to further develop a skilled work force to meet fleet requirements in computer network defense and other computer network operations. It also supports the Chief of Naval Operations' guidance to transform information operations.

"This rating will be based on 21st century computer skills. It is just one more of many force-shaping initiatives the Navy is pursuing," said Cmdr. Mike Bryce, cryptologic technician community manager. "More importantly, this one will better give the Navy the ability to defend and exploit computer network systems."

That mission area is currently being performed by the cryptologic technician (communications), cryptolog-

ic technician (maintenance) and cryptologic technician (administration) ratings. As Sailors convert over time to CTN, these legacy ratings will be collapsed and disestablished.

"Creation of the CTN rating is a positive move toward consolidation of CT skills," said Chief of Naval Personnel, Vice Adm. Gerry Hoewing. "Establishment of a single rating is the most effective and efficient way to engage the types of information technology and computer network threats we face in

this new century."

Initial conversion to the CTN rating will be limited to personnel already designated as cryptologic technicians. Ultimately, all eligible Sailors will be able to apply for conversion.

A naval message will follow soon announcing application procedures, selection criteria and submission deadlines.

For more information, refer to NAVADMIN 043/04 available on the Web at [www.bu-pers.navy.mil/navadmin/nav04/nav04043.txt](http://www.bu-pers.navy.mil/navadmin/nav04/nav04043.txt).

Commentary

## For Your Security and Safety

Karen S. Spangler, Assistant Editor

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### Racing...the life you waste may be your own

**Karen S. Spangler**  
Assistant Editor

Racing on Hawai'i's highways is extremely dangerous...and the life you waste may be your own.

Horrific crashes, like the one that took the lives of three Schofield Barracks soldiers and a highway worker on Friday, Feb. 13, have become a fairly common occurrence on Hawai'i's highways.

Remember the news footage of flames after the speeding vehicles careened into a highway truck and exploded. Imagine the intensity of those flames, melding the involved vehicles together into a mass of metal. Now imagine human beings trapped inside those burning vehicles, unable to escape, helpless as the inferno raged.

That catastrophic crash was just the latest in a series of violent accidents that were the result of racing. Not only is it a dangerous thing to do, but it's stupid and irresponsible. It's also illegal.

So what are these young drivers thinking? Is the adrenaline rush of racing another car worth the end result - losing your life as 2,000-plus pounds of speeding metal careens into another vehicle, a cement abutment, a tree or a utility pole? Pleasant thought, huh?

But not only are those who decide to use Hawai'i's highways as a racetrack risking their own lives, but the lives of innocent victims.

Maybe you have raced on the highway a couple times - you achieved the adrenaline rush, perhaps came out the winner, and so far you've beat the odds. However, keep in mind that the odds are not in your favor.

For drivers who decide to risk it all engaging in such irresponsible behavior, stop to consider the consequences that racing on the highway could have - not just for you, but for countless others.

Of course, the first thing to consider is the obvious - you will probably either be killed or seriously injured in a terrible crash. But also consider the lives of those who place their well-being in your hands

when they become passengers in your car.

Think about how your family will feel when you are no longer with them, how devastated they will be at losing you. Think of their sadness when the only visits they have with you are the ones at the cemetery. Families and loved ones of those other victims - those riding in your car - will also be traumatized by similar losses.

Now take it a step further. Traffic accidents usually involve innocent victims - drivers and families in those other cars that couldn't manage to get out of the path of the impending crash. They weren't racing, just driving along the interstate minding their own business. Then suddenly, thanks to the recklessness and thoughtlessness of those who must race on the highway for the thrill of it and with no regard for their lives or the lives of others, these innocent victims met with tragic circumstances. They were merely in the wrong place at the wrong time and that's very little consolation for the family and friends who are devastated by the loss.

Fatal traffic accidents also tie up the highways for long hours - as the police investigate the accident scene, and tow trucks and ambulances remove the mangled cars - and bodies - from the scene.

It's all due to a few irresponsible drivers who can't resist the childish urge to use the public roads as speedways.

For those who ignore the laws and good advice and continue to race on Hawai'i's highways, the lives they waste will not just be their own - there will also be innocent victims. And that's the real crime.

If you have a security or safety question or concern, please send us an email or a fax and we'll obtain an answer.

(You can email your questions or comments to: [hnn@honoluluadvertiser.com](mailto:hnn@honoluluadvertiser.com). Or fax us at 473-2876. Please put the words "security column" in your subject line and that will help us to more quickly route it to the appropriate point of contact.)

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## Government vehicle gets the 'boot'



Photo by JO3 Devin Wright

EO3 Aaron Lafountain of CBU 413/Self Help places a 'boot' on a government vehicle parked at an unauthorized establishment, stopping the vehicle from being moved. The reinforcement is part of Navy Region Hawai'i's 'Road Master's Program,' designed to significantly reduce unauthorized use of government owned vehicles (GOVs).

# Bone marrow donation could save little girl's life

**JO3 Devin Wright**  
Staff Writer

Commander Third Fleet will host a bone marrow drive from 9 a.m. to 4 p.m. March 11 and 12 at the Navy Exchange at The Mall at Pearl Harbor.

For a Sailor stationed in San Diego, this drive could be the determining factor in saving a loved one's life.

"Bone marrow is much more complicated than just blood type and many children have died because they haven't found a match that was close enough to their own," said Lt. Fred Dini, whose daughter has been diagnosed with juvenile myelomonocytic leukemia. "I urge everyone to look into their hearts and ask themselves what they can do so this never happens again. You never know when your family will be the next in need," said Dini.

Service members, Department of Defense employees and their family members over the age of 18 and under the age of 60 can be tested. There are very few circumstances that would render a person from being eligible to donate.

"You can still register even if you've taken anti-malarial medication, had a tattoo recently, visited the UK or Africa, or are anemic," said Lt. Cindy Campbell, commander Third Fleet bone

marrow donor coordinator.

The problem, Campbell says, is finding people with the courage to become donors.

"People are scared to do it; they think that it's going to hurt them somehow," said Campbell. "So many people have told me they are scared of needles. Can you imagine how you would feel if you had leukemia and someone wouldn't register because they were scared?" said Campbell. "It's really sad because there are over 500 service members and their families that need a transplant. I watched a shipmate die of leukemia over 10 years ago," said Campbell. "Someone out there matched him; they just weren't on the list."

After blood is drawn on the day of the drive, it is tested to determine if there is a match.

If a match is found, Campbell says the bone marrow donation process is fairly painless.

"It's a very simple procedure," said Campbell. "It takes less than 60 minutes and is done with local anesthesia. You'll feel sore for about a week, just minor discomfort. It's a small price to pay to save a life," she added.

In addition to the drive at the Navy Exchange, drives will also be held on board USS Hopper (DDG 70) and USS Crommelin (FFG 37) on March 10, Hickam Air Force Base Exchange March 11 from 10 to 3, Kaneohe Bay Ma-



Photo courtesy of Commander Third Fleet Chiara is the daughter of a San Diego Sailor. She has been diagnosed with juvenile myelomonocytic leukemia, a rare form of leukemia with no effective treatment. The best hope for her survival is a bone marrow transplant. The next drive will be March 10 and 12 at The Mall at Pearl Harbor.

rine Corps Exchange on March 12 from 10 a.m. to 3 p.m. and at the Schofield Barracks Post Exchange on March 10 from 10 a.m. to 4 p.m.

"This is the first drive held in Hawai'i in over three years," said Campbell. "Personnel should take a few minutes to stop by one of the locations to get tested. I can't stress how important this is. You may save someone's life. Imagine how wonderful it would be to have the chance to give someone with leukemia a chance at full recovery."

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# DoD announces criteria for new medals

Special release from the U.S. Department of Defense

The Defense Department announced Feb. 26 the final approval of the Global War on Terrorism Medals.

Presidential Executive Order 13289 previously authorized the medals, which come in expeditionary and service versions. The expeditionary medal is for those who deploy to designated combat areas, and the service medal is for those who serve in support of operations to combat terrorism.

Service members authorized the Global War on Terrorism Expeditionary Medal must have deployed overseas for service in the global war on terrorism operations on or after Sept. 11, 2001 and to a future date to be determined by the Secretary of Defense. Initial award of the expeditionary medal is limited to personnel deployed abroad in Operation Enduring Freedom and Operation Iraqi Freedom. The area of eligibility encompasses the United States Central Command area of responsibility (less the lower Horn of Africa), Middle East, eastern Turkey, Philip-

pinas, Diego Garcia and all air spaces above the land and adjacent water areas.

Each combatant commander has the authority to approve award of the expeditionary medal for personnel deployed within their theater of operation. Under no circumstances are personnel in the United States eligible for the expeditionary medal.

Service members must be assigned, attached or mobilized to a unit participating in designated operations for 30 consecutive days or 60 nonconsecutive days in the area of eligibility, or meet one of the following criteria:

- Be engaged in actual combat against the enemy and under circumstances involving grave danger of death or serious bodily injury from enemy action, regardless of time in the area of eligibility;

- While participating in the designated operation, regardless of time, be killed, wounded or injured requiring medical evacuation from the area of eligibility; or

- Be regularly assigned aircrew member flying sorties into, out of, within or over the area of eligibility in direct support of Operations En-

during Freedom and/or Iraqi Freedom. Each day that one or more sorties are flown in accordance with these criteria shall count as one day toward the 30 or 60-day requirement.

Individuals authorized the Global War on Terrorism Service Medal must have participated in or served in support of global war on terrorism operations on or after Sept. 11, 2001 and to a future date to be determined by the Secretary of Defense. Initial award of the service medal will be limited to airport security operations (from Sept. 27, 2001 until May 31, 2002) and to service members who support Operations Enduring Freedom, Noble Eagle and Iraqi Freedom.

Service members must be assigned, attached or mobilized to a unit participating in or serving in support of designated operations for 30 consecutive days or 60 nonconsecutive days, or meet one of the following criteria:

- Be engaged in actual combat against the enemy and under circumstances involving grave danger of death or serious bodily injury from enemy action, regardless of

time in the area of eligibility.

- While participating in the designated operation, regardless of time, be killed, wounded or injured requiring medical evacuation from the area of eligibility.

Battle Stars for the expeditionary and service medal, if warranted, may be applicable for personnel who were engaged in actual combat against the enemy and under circumstances involving grave danger of death or serious bodily injury from enemy action.

Only one award of the expeditionary medal and service medal may be authorized for any individual; therefore, no service stars are prescribed. Personnel may receive both the expeditionary medal and service medal if they meet the requirements of both awards; however, the qualifying period of service used to establish eligibility for one award cannot be used to justify eligibility for the other.

The Global War on Terrorism Expeditionary Medal will be positioned above the Global War on Terrorism Service Medal in precedence; both shall directly follow the Kosovo Campaign Medal.

# SECNAV: England thanks Pearl Harbor Sailors

Continued from A-1

important place for the United States Navy."

Peleliu, a San Diego-based amphibious assault ship, just returned from a six-month deployment to the Middle East. The seven-vestel Expeditionary Strike Group 1, headed by Rear Adm. Robert Conway, includes the Pearl Harbor-based cruiser USS Port Royal (CG 73) and attack submarine USS Greeneville (SSN 772).

"This trip was a prototype of sorts," said England, "as we (the Navy) try to reconfigure our traditional battle group."

According to the secretary, the new strike groups may replace some of the previous battle groups, where an aircraft carrier is placed in the center, to help have "a larger force be forward deployed at any given time be able to respond quicker."

He added he was proud of the Navy turnaround on the project which was just recently initiated.

"I am ecstatic that the Navy has done so well at bringing this concept along," he said. "One year ago, we were talking about this approach and today we have deployments."

In response to a question about how these changes will affect the Sailors, he also said he believes the operational tempo of the Navy will not change.

"It is same as before, the time at sea is still at the same level," he added before going on to say while he still expects deployments to last about six months, in the end the "world needs will determine our deployments."

The secretary of the Navy concluded his address to both the service members and press by taking time to thank the Sailors and Marines, a small deed that meant a lot to the Sailors and Marines like Cpl. Jacob King from Peleliu's Marine Aviation Combat Element.

"It's nice to know that someone that high up would take time out of his schedule for us," said King. "It's nice that the guy third in charge of the whole Navy is willing to come out and take time to shake our hands and meet us."

"I just want to thank these great Sailors and Marines for what they do for our nation," concluded England. "God bless you and your families. The world will be different because of what they're doing today. You're making this world a better place for future generations."

## Navy News asks: *What are unauthorized locations for GOVs?*



**STS2 Michael Lewis**  
COMSUBPAC

You're not supposed to drive to restaurants. You're not supposed to use it for any personal uses.



**STS1 Dan Smith**  
SSEP Pearl Harbor

You can't take it through a drive-through, like a McDonald's drive-through.



**CSCS(SW) Joel Adamos**  
Naval Station Pearl Harbor

You can't take it home with you and food places.



**GSM2 Bionny Fortuno**  
IMF Pearl Harbor

McDonald's drive-through and Popeye's drive-through.



**GSM2 Pete Martinez**  
Pearl Harbor Naval Shipyard

Navy Exchange, anywhere that's not official business for the government.

# Shipyard builds 'Super Sailors'

Marshall Fukuki

Pearl Harbor Naval Shipyard  
Public Affairs

In less than two years, Shipyard leadership guided four of its Sailors to distinguishing marks of recognition.

Last year Pearl Harbor Naval Shipyard's Electronics Technician (ET) 1st Class (SS) Adam Powars went on to be named the 2003 Vice Chief of Naval Operations' Shore Sailor of the Year, and this year ET1(SW) Elizabeth McGee looks to blaze her own trail to the top after being named one of the five finalists in the Naval Sea Systems Command (NAVSEA) Sailor of the Year (SOY) competition. Add two recent Hawai'i regional winners and a pattern begins to form.

Command Master Chief Mark Shearer credits three tenets of the yard to its Sailors success - demanding shore command billets, the relative large size of the command and proactive leadership from the bottom up.

#### Demanding billets

"Part of the Shipyard's success rests on the Shipyard itself," said Shearer about the demanding billets that give people the chance to improve their



Photo by Marshall Fukuki

ENFN Christine Mitchell test-runs a diesel engine for a rigid hull inflatable boat (RHIB) at Pearl Harbor Naval Shipyard's motor diesel shop. Mitchell was honored in January as Navy Region Hawai'i Blue Jacket of the Year for 2003. Shipyard Command Master Chief Mark Shearer said the Shipyard's demanding billets attract high-quality, motivated and talented individuals who want to stay connected to the fleet and serve their shore duty in Pearl Harbor.

skills and knowledge. He said this attracts high-quality, motivated and talented individuals who want to serve their shore duty in Pearl Harbor.

Navy Region Hawai'i recently recognized two Shipyard Sailors for their contributions. Engineman Fireman Christine

Mitchell was honored last month as Navy Region Hawai'i Blue Jacket of the Year (BJOY) for 2003. Hull Maintenance Technician 1st Class (SW) Kenneth Dziendziel was just selected as Navy Region Hawai'i Senior Sailor of the Quarter, fourth quarter of 2003.

"The type of jobs our Sailors are doing is far above their normal pay grade as well," he continued. For example, McGee and Dziendziel are first class petty officers serving as ship superintendents, a billet normally filled by chief petty officers.

The nature of the work makes a difference, too, according to Shearer.

"Our Sailors are fixing ships," he said. "They're directly involved in keeping the fleet fit to fight." The deciding factor that gave Mitchell regional (BJOY) honors was the fact that she worked on the diesel generator of a warship, he said.

#### Size matters

The size of the Shipyard is another factor, he noted. The yard, with almost 800 military personnel, is one of the largest Navy commands in Hawai'i. "The pool of talent is greater," said Shearer, making the yard a very competitive arena whenever it's time to select a top performer.

McGee is number one out of approximately 200 first class petty officers in the Shipyard. "That carries more weight with any selection board than someone from a smaller command who may be number one out of

four of their peers," Shearer said.

McGee returned from Washington, D.C. last week where she had face-to-face interviews with the NAVSEA SOY selection board and Vice Adm. Phillip Balisle.

She credited the Shipyard's senior enlisted with playing an active role in guiding her and creating opportunities for her. "They've been my role models. They've trained me how to do my job to the best of my ability. I wouldn't be what I am today without their leadership and mentoring."

The yard has many senior enlisted personnel who have served on selection boards, Shearer added. "Their experience and devotion in preparing our Sailors for the awards screening process has helped our nominees become better candidates."

#### Taking the lead

The Shipyard began a program last May in which every incoming Sailor is assigned a mentor. Chief petty officers receive monthly training that keeps them updated on developments in the Navy and pass this knowledge on when they meet with their junior Sailors. "The leadership ensures the

success of junior Sailors by providing the tools and knowledge to help them achieve their goals," he said.

Dziendziel said the monthly in-rate training has been very effective in keeping Sailors informed of Navy-wide initiatives and how to advance their careers. "Through the encouragement of the chiefs and above, we're able to use this knowledge to our benefit ... and make us stand out above the rest," Dziendziel said.

Code 133 supervisor Adam Powars is a Navy civilian today, but last year as an active duty Sailor, he soared to become the NAVSEA, and then Vice Chief of Naval Operations Shore, SOY.

"Everybody should do their job well. It's what you do above and beyond that makes you stand out," he said. "It's important to be well-rounded."

"My chain of command supported me. My chiefs tried to push me to my full potential ... [and] I was fortunate to work with experienced, knowledgeable civilians who were willing to teach me."

"The Shipyard is so big and diverse," he said. "There are just a lot of opportunities to excel."

## Hawai'i submariners prep for exams

JO3 Corwin M. Colbert

COMSUBPAC Public Affairs

With Navy advancement exams just a few weeks away, submariners are getting ready. Some have taken the test before, but for junior enlisted personnel taking the test for the first time, this is the beginning of their road to advancement.

According to Master Chief Electronics Technician Jeff Peters, Commander Submarine Force, U.S. Pacific Fleet's force career counselor, the road to advancement starts the day a Sailor enters basic training.

"How well you do your job is directly tied to advancement. Having sea time is the best way to advance. That is where most of your rating is based and where the most experience is gained," he said.

The second step to advancing is overall performance. This is broken down on an evaluation. It is important because it places Sailors in promotable, must promote and early promote categories for advancement purposes. For example, a Sailor with a progressing evaluation, or a 3.40, receives 48 points added on their test score, compared to a 4.0 Sailor who receives 84 points.

"Your evaluation scores are vital. Considering some Sailors miss advancement by 10 points or less, making the extra effort counts," said Peters.

To new Sailors taking the exam, it may seem that they need to know a lot of information to advance. However, Peters explained everything needed is already provided.

"Everything you need is in the bibliography for that specific rate. The bibliography is posted six months before the scheduled test. All of the references and information needed to study are in that bibliography," he said.

Once a Sailor's qualifications and evaluations are established, they are entered on a worksheet with other in-

formation that determines a Sailor's eligibility to take the exam. This is done by the command's education service officer (ESO) who orders the exams.

"A worksheet breaks down your award points, evaluations, time-in rate and other performance profiles. They are computed with your test scores to get your final multiple."

Your final multiple determines whether you pass or fail your test and whether you're advanced to the next rank," said COMSUBPAC's collateral duty ESO, Cryptologic Technician Communications 1st Class Lindsey Henry.

Being deployed for a test on a submarine is different than on a surface ship. Preparations have to be made in advance before deployment by the ESO.

Explaining that having the worksheets and the right test are important, Fire Control Technician 1st Class Rodney Kirkpatrick, collateral duty ESO of USS Pasadena (SSN 752), said once the boat is underway and submerged, it is hard to correct errors. However, this is not the only preparation a deploying submarine makes before an exam cycle. Downloading important studying material is also a priority.

"We make sure we download all the bibliographies and study guides onto our internal website," said Kirkpatrick. He explained the purpose of downloading the information is for Sailors to have full availability of resources non-deployed and surface Sailors have.

"Once we are underway, the boat cannot pop up because a Sailor wants to download study material. Our main goal is to have all our Sailors advance so we do what is necessary for them to achieve that goal," said Kirkpatrick.

There are many submariners preparing for their advancement exams this March, including Sonar Technician Seaman Steve Porter of



Photo by JO3 Corwin M. Colbert

MM3 Timothy Jeffers, USS Columbia, cleans a Vertical Launch System hatch. Jeffers is one of many Sailors getting ready to take the Navy advancement exam in March.

USS Honolulu (SSN 718), who believes his first exam will not be too hard. Despite his shipboard obligations, Porter said he is ready.

"This is my first time taking the test, but I am not nervous," he said. "I have a pretty good grasp of the in-rate material. There is also information I can look up onboard if I need to," said Porter.

Studying job specific material will not guarantee advancement. Military requirements make up a good portion of the test. The training learned in basic training as well as experience learned throughout a Sailor's career are applied when taking the first, second or third class test.

"When taking the E-4 exam, there are only 50 test questions on professional military requirements compared to 100 questions on the E-7 exam," said Peters. "This is because as you make rank you are expected to know more basic military information. It is a leadership principle be-

cause when you make chief, junior personnel will be looking up to you for answers and military knowledge," said Peters.

"The most challenging part of the test will be the military knowledge questions," said Porter. "I haven't been in boot camp for awhile so I am a bit rusty; however, there is a chief onboard who helps out by asking a lot of military knowledge questions," he said.

According to Kirkpatrick, most commands understand some Sailors are balancing submarine qualifications with studying and try to accommodate their Sailors. "The hardest part for submariners is balancing studying for the exam and for submarine qualifying. Submarine qualifying is a must and some Sailors get frustrated when also trying to advance in paygrade," said Kirkpatrick.

Watchstanding and warfare qualifications are other key factors for determining advancements.

## New military photojournalism course available in San Diego

JO2 Christopher C. Fowler

Commander, Naval Air Force,  
U.S. Pacific Fleet

Combat Camera Group Pacific completed the pilot program on Feb. 6 for a newly-developed, one-week military photojournalism (MPJ) course that will be taught at Naval Air Station, North Island (NASNI).

As part of the pilot program, five students received classroom instruction and spent the week shooting images in and around the city of San Diego. After shooting, they received direction based on their individual abilities. Coming from different commands and different backgrounds, they all shared one common goal - to become Navy photojournalists.

"We understand events better through narrative, but we remember events better through imagery," explained Photographer's Mate 1st Class Aaron Ansarov, MPJ instructor at Fleet Imaging Command Pacific's (FICP) Combat Camera Group, to the hand-picked class.

One of the cornerstones of MPJ is its focus on the use of a mentor. Mentoring accelerates MPJ students' development through the sharing of firsthand experiences and wisdom. Mentors become pathfinders, seeing different routes that the students can pursue to tell their story. Through mentoring, MPJ students learn to investigate and analyze the next step.

Photographer's Mate 3rd Class Elizabeth Thompson is stationed aboard USS Nimitz (CVN 68) and was one of the five test-bed students to run through the program.

"MPJ's one-on-one mentorship provided constructive feedback from highly-talented experts with real-world experience. More than anything, MPJ demonstrated that photojournalism is more than taking just another pretty picture. It's really about capturing the moment," said Thompson.

The mission of MPJ is to gather the most promising Navy photographers and journalists from the fleet and, through example and mentorship, help them improve their talents and become military photojournalists.

"We (FICP) are working toward conducting two MPJ workshops per year, with between five and 10 people per workshop," said Senior Chief Photographer's Mate Mahlon K. Miller, command senior chief of FICP. "We are in the planning stages for a class tentatively scheduled for the last week in April. Once all of the details are nailed down, we will release a message announcing the class."

"We are looking into getting the assistance of a Pulitzer-prize winning National Geographic photographer for the next class," said Miller. "The instructors will come from Combat Camera, many of whom themselves are graduates of the photojournalism course taught at Syracuse University."

As recorders of historical events, Navy photojournalists have the unique ability to allow the world to experience the Navy through their photo stories. By combining both the content of a picture with its aesthetic qualities, photojournalists are able to convey powerful stories and emotions through the mastery of their craft.



Photo by JO1 Daniel J. Calderon

## Navy wins the race

Navy Seabees take the checkered flag in the 2003 all-military portion of the HECO Electron Marathon. In this race, teams from each branch of the military raced their cars, which were powered by two motor car batteries, around a track. The Navy won this race and will be defending their title at this year's event. The Electron Marathon is scheduled to take place on Ford Island on March 20. Cars for the first race will be behind the starting line no later than 9 a.m. with races continuing throughout the morning.

The race will take place in the open area adjacent to the Ford Island gymnasium. Students from approximately 28 schools on Oahu and neighboring islands as well as military personnel will compete for the fastest time at this annual spring event.

Refreshments for racers and spectators will be available, displays will be set up and representatives from the Sports Car Club of America should make for a memorable race day.

The event is open to the public, but public access for the event will end at 10 a.m. Drivers should be prepared to present a current driver's license, current registration and safety check.

# Happy Birthday

## U.S. Navy Medical Corps celebrates 133 years of service

**Doris M. Ryan**

*Bureau of Medicine and Surgery  
Public Affairs*



More than 4,000 Navy physicians around the world celebrated the Navy Medical Corps birthday March 3.

Uniformed physicians, both active-duty and Reserve, are part of a unique health care organization where they practice medicine in military treatment facilities (MTF), in the field, aboard ships, on submarines and with aircraft squadrons.

They focus on maintaining the health and readiness of active-duty Sailors and Marines and, at the same time, provide health care to family members and military retirees.

"Navy physicians, by volunteering for the Medical Corps, are dedicating part of their medical career to serving those who serve this nation," said Rear Adm. Donald C. Arthur, chief of the Medical Corps and commanding officer of the National Naval Medical Center, Bethesda, Md. "Naval medicine provides the best health care in the world."

Navy physicians meet the challenge of balancing the health care needs of a diverse population of beneficiaries and meeting military medical missions.

"We are masters of the unex-

pected," said Arthur. "Our doctors can work under the most austere conditions. They practice medicine in garrison with the Marines, at sea and in combat, where they are faced with injuries of incredible severity and complexity. Because of the part they play in naval medicine, it is vital to maintain professional qualifications and readiness to support Sea Power 21 and the commandant's guidance."

The Navy Medical Corps includes more than 47 specialties and nearly 200 subspecialties.

"Physicians in the Navy fill many roles," said Capt. Michael P. Malanoski, the Medical Corps career planner at the Bureau of Medicine and Surgery. "The most recognizable are the practicing clinicians in the hospitals and clinics, and those assigned to the operational forces, like general medical officers, flight surgeons and undersea/diving medical officers."

"There is also a small cadre of physicians involved in basic and clinical research focused on military-specific areas, like

infectious diseases, biological warfare, blood banking and advanced trauma care," said Malanoski. Also, many physicians fill positions in executive medicine as leaders in the Navy, either at the MTFs or in the field."

"This birthday is a celebration. We recognize the accumulation of professionalism in naval medicine," said Arthur. "We are not just celebrating a particular corps, because the Medical Corps is inextricable from all the other corps in the medical department. We are a team. The doctors, nurses, corpsmen, dentists, technicians and Medical Service Corps members work together."

"I will be leaving as head of the Medical Corps on March 6," said Arthur. "I've been the corps Chief for four and a half years, and it has been one of the proudest times for me as a naval officer because of the incredible level of professionalism I've seen in the medical department. I am very proud to be part of the Medical Corps."

In Hawai'i, the Navy Medical Corps consists of clinics around the island, including Branch Medical Clinic Makalapa and Naval Shipyard Medical Clinic. For more information on Navy Medicine, the website can be found at [www.navalmedicine.med.navy.mil](http://www.navalmedicine.med.navy.mil)



Photo by JOSN Erica Mater

U.S. Navy physicians, Cmdr. (Dr.) Claude Anderson (left) and Cmdr. (Dr.) Jeffrey Headrick, operate on a patient's ankle in one of the 12 operating rooms aboard the Military Sealift Command (MSC) hospital ship USNS Comfort (T-AH 20) in March 2003. Comfort was in the Arabian Gulf operating in support of Operation Iraqi Freedom.

### STORY IDEAS?

Contact the HNN editor for guidelines and story/photo submission requirements.

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**Hawaii Navy News**