

New Arizona boats coming soon

JOSN Ryan C. McGinley
Staff Writer

Norman Y. Mineta, U.S. Transportation Secretary, announced in an Aug. 12 press conference a \$5.15 million federal grant to the state of Hawai'i to help buy new ferry boats for use by tourists visiting the USS Arizona Memorial in Pearl Harbor.

"We're here today to make sure that all Americans can have a safe and reliable visit to this most solemn of places," said Mineta. "Keeping these ferries in good order is the least we can do to ensure for those who come here, a visit to cherish forever."

The grant brings the total federal funding to \$10 million for four new replacement ferries that will serve the memorial and the millions of visitors who travel to the site each year.

"That [funding] is to make these shuttles clean fuel ferries, because protecting the environment around this precious site is so important to all of us," said Mineta.

The current ferries run on diesel fuel and generate a considerable amount of noise. Capt. Ronald R. Cox, Commanding Officer, Naval Station Pearl Harbor, said the new ferries would provide an environmentally-safe atmosphere for the memorial.

"Today's announcement to replace

these boats is important because of the new technology that will give us boats that are cleaner, more reliable and friendly to the environment," said Cox.

Cox also said the current boats are in good working order, but they have reached the end of their service life. He said it's a time where the maintenance costs are rising and they have reached the end of their useful life.

U.S. Senator Daniel Inouye (HI-D) also added that since the start of this ferry service, there has not been a single accident or a single complaint in all the years. "And I don't think any other service can make that claim," he said.

The new boats are expected to have a capacity of 150, which is double the current size, to accommodate the growing number of visitors each year. The federal government's \$10 million grant is 80 percent of the total cost of the project. The state of Hawai'i will put up the other 20 percent to complete the project.

Secretary Mineta, joined by Inouye, Hawai'i Department of Transportation director Rodney Haraga, Cox and Daniel Martinez of the U.S. Park Service, toured a shuttle ferry at the visitor's center, met the crew and learned about the future plans for the new replacement ferries.

"Being here today at the gateway to the memorial to the USS Arizona and



U.S. Navy photo
Capt. Ronald R. Cox, Commanding Officer, Naval Station Pearl Harbor gives a tour of white boats currently used to ferry visitors to the USS Arizona Memorial to U.S. Transportation Secretary Norman Mineta (left) and Sen. Daniel Inouye, D-Hawai'i.

the many on board who were lost when Pearl Harbor was attacked is a profoundly moving experience," said Mineta. "Seeing the watery grave of so many proud and great Americans is a poignant remembrance of a history which carries many parallels to today's circumstance."

The U.S. Park Service manages the USS Arizona Memorial with shuttle ferry service to the memorial operated by the U.S. Navy.

Cox said this grant would help visitors see the direct connection between the Sailors of yesterday and the Sailors of today's Navy.

"It's a place where visitors can not only reflect upon those great sacrifices made by the Sailors who gave their lives," said Cox, "but they continue to see first hand the legacy of honor, courage and commitment that lives on today in the Sailors and the ships that are all around them."



Making a difference

Students get computer monitors from NFCU. See story on page A-4.



History's guides

AZ Det offers a glimpse of the past. See story on page B-1.

Hawai'i Navy News Briefs

Severe weather advisory

The National Hurricane center has issued a tropical depression warning for the area. As of 11 a.m. yesterday, Tropical depression TD 7E was located more than 1,000 miles East-Southeast of Hilo and was tracking westward at 11 knots. Wind intensity was at 30 knots, gusting up to 40.

The hurricane center has updates on their site at www.nhc.noaa.gov and click on the forecast/advisory link under eastern Pacific.

Navy officials remind members of the base community to stay tuned to Navy TV 2 for the latest updates for the Navy community.

Four missing air crewmen, identified

The four air crewmen killed in the crash of an S-3B Viking aircraft Aug. 10, operating from USS John C. Stennis (CVN 74), have been identified: Lt. Patrick Sean Myrick, age 31, of Seattle.

Lt. James Joseph Pupplo, age 34, of Selden, N.Y.

Lt. Cmdr. Scott Allen Zelle, age 35, of Indiana, Pa.

Aviation Electronics Technician 2nd Class Joshua Brent Showalter, age 24, of Fontana, Calif.

Contract worker dies at Pearl Harbor

A civilian contract worker died Aug. 16 after being found unconscious at Pearl Harbor.

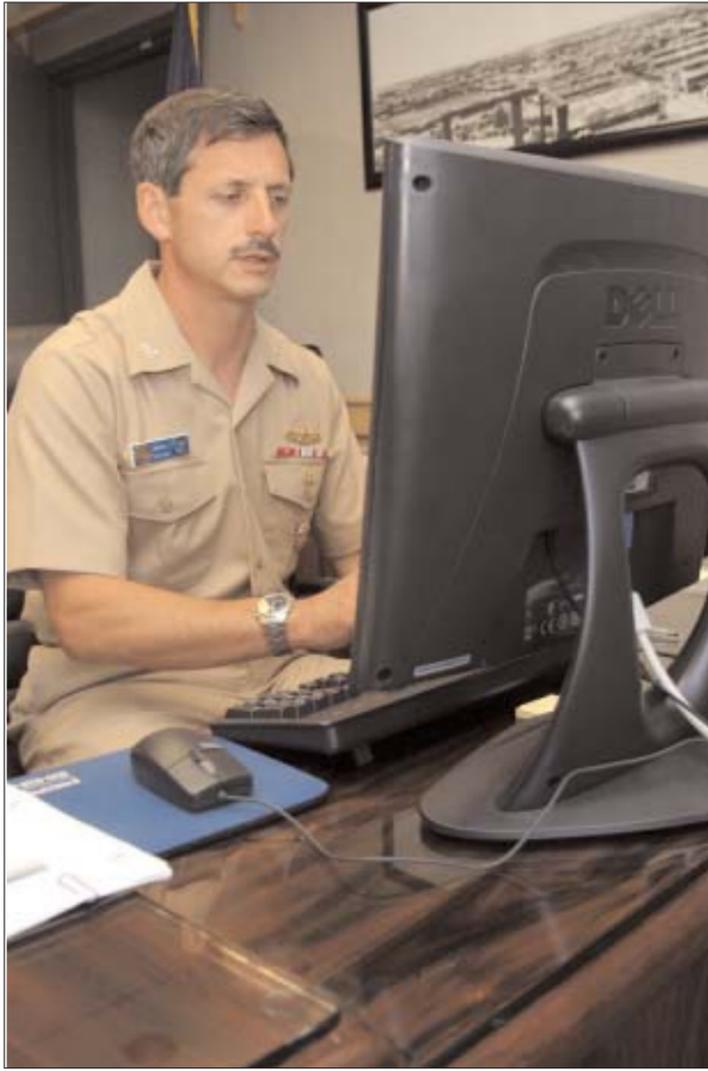
The man reportedly died of a heart attack. A fellow worker at the naval station's Bravo piers discovered the man in the morning. He was pronounced dead at Kapiolani Medical Center at Pali Momi.

HSI-Mechanical Inc., a subcontractor of Triton Marine Construction, employed the worker. The Navy hired Triton to replace fuel lines under the piers.

Blue Angels coming

The Blue Angels, the Navy's precision airshow flying team, are scheduled to perform at Marine Corps Base Hawai'i in Kane'ohe Oct. 9 and 10.

First day on the job ...



Capt. Michael C. Vitale gets comfortable in his new office in building 150 at Pearl Harbor. Vitale assumed command of Navy Region Hawai'i and Naval Surface Group Middle Pacific Aug. 16.

Vitale, who was nominated in March for appointment to the rank of rear admiral (lower half), has served since August 2003 as director, Navy Senate Liaison, Office of Legislative Affairs in Washington, D.C.

As Commander, Navy Region Hawai'i, Vitale will manage the Navy's shore installations and infrastructure in Hawai'i, serving as regional coordinator for more than 60 Navy commands, including 11 surface ships, 17 submarines and four aircraft squadrons.

U.S. Navy photo by JO2 Devin Wright



U.S. Navy photo by JOSN Ryan C. McGinley
Builder 3rd Class Chad Smith with Construction Battalion Unit-413/Self Help lays foundation wood for the roof of a pavilion at Naval Magazine Pearl Harbor.

'Angels' making Pearl Harbor more beautiful

JOSN Ryan C. McGinley
Staff Writer

They are known as Construction Battalion Unit-413/Self Help or Seabees. But to the customers they assist, they are known as "angels."

CBU-413/Self Help provides construction work and beautification to Pearl Harbor commands and buildings across the island while training for contingency operations at the same time.

The command recently placed runner-up in the Bronze Hammer competition for Navy-wide Seabee com-

mands for 2003, and they are continuing the trend in 2004, saving Naval Station Pearl Harbor over \$2.2 million in labor costs so far this year.

"The Seabees are pretty much the people that everybody turns to, to get the hands dirty and the job done," said Lt. L.B. McLin, security officer for Naval Magazine Pearl Harbor. "They take a lot of pride in what they do."

The Seabees performed a number of jobs at NAVMAG, which include command pavilions, upgrading the explosive ordnance division

▼ See SEABEES, A-8

Training center named after submarine hero

JO3 Corwin Colbert
COMSUBPAC Public Affairs

Commander Submarine Force, U.S. Pacific Fleet (COMSUBPAC) and Naval Submarine Training Center Pacific (NAVSUBTRACEN) dedicated the NAVSUBTRACEN damage control wet trainer in honor of Chief Electrician's Mate John D. Rendernick on Aug. 17 at the trainer on Ford Island.

"It's such an overwhelming honor to be here," said Mary Kay Rendernick, daughter of John Rendernick. "I got the call that this event was going to take place and tears came from my eyes. I could not believe dad was being recognized for something. He was a very secretive man in his day and he did not talk about being in the military too often," she said.

Rear Adm. Paul F. Sullivan was the

guest speaker. He thanked everyone who coordinated the event and made brief remarks about Rendernick.

"This is a great occasion to honor a man of courage and a true patriot and really exemplifies what a chief petty officer is all about. Rendernick was definitely a chief petty officer and a true submariner," said Sullivan.

COMSUBPAC Force Master Chief Michael Benko feels Rendernick is important to not only naval history, but to the chief petty officer heritage.

"I think this ceremony was very fitting. It is the officers who take the ship into battle, but it is the chief petty officers that run the ship. We are witnesses today to Chief Rendernick and his efforts to lead his men in saving USS Billfish," said Benko.

Rendernick's daughter spoke on her father's behalf and expressed the



U.S. Navy photo by JO3 Corwin Colbert
Mary Kay Rendernick, daughter of EMC John D. Rendernick, reacts to the unveiling of the plaque bearing her father's name. COMSUBPAC and NAVSUBTRACEN named the damage control wet trainer in honor of the World War II hero.

▼ See BUILDING, A-8

Making a SWIFT impact on RIMPAC



U.S. Navy photo by JOSN Ryan C. McGinley

The High Speed Vessel Two (HSV-2) SWIFT sits moored in Pearl Harbor while the crew is on liberty after participating in RIMPAC 2004. The HSV-2, homeported in Ingleside, Texas, is a modified commercial craft with a flight deck and two hangers for H-60 helicopters. It participated in RIMPAC 2004 to showcase its versatile mission capability and platform potential for the future littoral combat ship (LCS) program.

HRSOC may move to Wahiawa

JOSN Ryan C. McGinley

Staff Writer

Navy officials briefed the Wahiawa Community Board Monday concerning a proposed plan to move the Kunia Regional Security Operations Center to the Navy's 700-acre parcel at NCTAMS, Wahiawa.

"I think we all appreciated the fact that we were given a heads up before the environmental assessment was done," said Kathleen Masunaga, chairman of the Wahiawa Community Board. "I know that [the Navy] does an important job and you can't tell a lot of people what it is that you do."

The current underground facility was built in the early 1940s as an aircraft assembly plant and will be unable to continue supporting the mission as it reaches the end of its useful life.

The proposed project site is in the former area of the circular antenna, sometimes referred to as the "elephant cage." Upon relocation from Kunia, the new facility complex will be named Hawai'i Regional Security Operations Center (HRSOC).

The new HRSOC facilities would include a two-story, 300,000 square-foot main building and several adjacent single-story buildings for operational and personnel support functions. Paved parking areas would

also be provided for HRSOC personnel.

Access to the new HRSOC facility would be via a new 8,000-foot long roadway intersecting with Kamehameha Highway at the triangle intersection with Kamananui Road. The proposed new access roadway would allow personnel to bypass Whitmore Avenue. Other major infrastructure improvements include the construction of sewerage and potable water systems.

"We are sensitive to the fact that this will greatly increase the number of people on this base and are making sure this facility will include a new road to go to the base, which will essentially take away the need to access the base on the current road," said Lt. Cmdr. Jeff Davis, public affairs officer for Commander Navy Region Hawai'i. "We are taking the residents of Whitmore Village into consideration at every step in this process to ensure that they will be impacted as little as possible."

The Kunia Regional Security Operations Center performs intelligence gathering and analysis missions in support of U.S. interests in the Pacific, Far East, South/Southeast Asia and the Indian Ocean. In this capacity, KRSOC focuses on national security intelligence needs, predictive intelligence to defend our homeland and the pri-

ority intelligence requirements of U.S. Pacific Command, Central Command, Special Operations Command Pacific, and their components.

In accordance with the National Environmental Policy Act of 1969 (NEPA), the Navy will prepare an environmental assessment (EA) to evaluate potential environmental effects.

Masunaga said the community is cautiously supportive of the project, but there are still some issues to address.

"I think a lot of people in this side of the island are appreciative of the fact that by staying here within Wahiawa that the jobs will remain in this area as opposed to being transferred elsewhere," she said. "We'd like to continue to be good neighbors and support the military."

The environmental assessment starts in late 2004 and will be completed in late 2005. Construction could begin by mid-2006 with HRSOC being operational by mid-2010.

"What they do is critically important to our nation's security, particularly in the wake of 9/11," said Davis. "They do a job day in and day out regardless of whether we're at war or peace. They're helping our nation stay secure. Giving them a place to work that supports their mission is critically important to their success and our security."

Region reviews oil spill response plan

Terri Kojima

Navy Region Hawai'i

Environmental Public Affairs

Members of Navy Region Hawai'i's Spill Management Team each took their turn to place a purple orchid flower into the well of the USS Arizona Memorial, where the sun's reflection created rainbow sheens on the oil seeping out of the sunken ship's hull.

More than 40 emergency response experts from the Navy, Coast Guard, Fish and Wildlife Service, state of Hawai'i and city agencies, and contractors converged at Ford Island for last week's roundtable exercise to train on responding to an unlikely but sudden catastrophic oil release from the USS Arizona. The flower offering culminated the group's visit to the underwater gravesite before addressing specific issues and challenges that could evolve from a massive 500,000-gallon release from the sunken vessel.

While such a catastrophic scenario is highly unlikely to occur in the near future, based on the best available scientific data available, the Navy and National Park Service recognize the value in training and preparing for the worst-case scenario. Because the Arizona warrants special considerations, the Region developed a new annex to the Region's Integrated Contingency Plan.

"Responding to a sudden release from the Arizona requires sensitivity and balance not typically utilized in the spill response environment," said Cynthia Pang, the region's environmental response coordinator.

While securing the source of the spill is given priority in a typical spill response environment, this response is contrary to the response plan for the USS Arizona, according to Pang.

The response procedure on page one of the annex states in oversized red letters, "Do Not Attempt to Secure the Source." To help participants understand the reason for this directive and the sensitivity surrounding the watery gravesite, the group stepped aboard the memorial prior to discussing the response requirements for the historic vessel.

During the visit, Daniel Martinez, National Park Service historian at the Arizona Memorial Visitor Center, explained why many Pearl Harbor survivors and others are set against removing the oil from the vessel.

"For some, the oil releases are seen as the tears of the ship crying for the lost Sailors," said Martinez. "Another legend has the oil being emblematic of the tears of all those who suffered during the war in the Pacific."

Navy and National Park Service officials agreed that these emotional attachments complicate any decision regarding removal of the oil from the Arizona before a cata-



U.S. Navy photo by Terri Kojima

Daniel Martinez, a National Park Service Historian, and Leland Nakai of Oahu Civil Defense observe drops of oil that float to the surface from the sunken vessel.

strophic incident occurs. Another concern is of the short and long term management of the sunken vessel.

Marshall Owens, curator for the Arizona Memorial Visitor Center said that since 1983, the National Park Service's Submerged Cultural Resources Center, assisted by various Navy organizations, especially the Mobile Diving and Salvage Unit, has undertaken a systematic approach to gathering data regarding the deterioration of the Arizona.

Equipped with the latest information surrounding the condition of the vessel, related sensitivities, historic significance, and environmental concerns, the team then proceeded to address the hard cleanup questions in event of a catastrophic release.

Participants agreed the Navy acting alone would not be able to successfully respond to a catastrophic release of 500,000 gallons of oil, which was an approximate calculation based on the vessel's fuel capacities and rate of release.

"It takes a community response for a major release," said Harry Schultz, exercise coordinator with PCCI, the Navy contractor hired to prepare the Region's contingency plan, who kicked off the roundtable discussions at the Navy Lodge conference room on Ford Island.

"If a substantial release were to occur, the Navy supported by the U.S. Coast Guard and commercial contractors would immediately respond," said Becky Hommon, Region environmental attorney and lead attorney on the Region's spill management team. "We'd use containment and cleanup assets pre-positioned at Pearl Harbor and other Hawai'i locations. We know we won't be able to do it alone," said Hommon.

"The exercise provided a tremendous opportunity for participants to share viable cleanup alternatives, technologies, and what each entity can offer to support the Navy's response actions," said Pang.

Hawai'i Navy News Online
www.hawaii.navy.mil

Hawai'i Navy News Editorial

Red means stop

Bob Bryant

Editor, "Public Roads," on U.S. Department of Transportation Federal Highway Administration Web site

I will confess that nothing makes me "see red" so much as observing a driver blatantly running a red light, and it seems like I'm seeing red every day. And I'm not alone. According to surveys released by the U.S. Department of Transportation (DOT) and the American Trauma Society (ATS) in 1998 and 1999, two of every three drivers say that they see other drivers run red lights almost every day, and although 98 percent of Americans agree that red-light running is dangerous, almost 56 percent of the survey respondents admit to deliberately running red lights because they are in a hurry.

The numbers suggest that although people feel it's wrong to run red lights, they're still doing it," said Harry Teter, executive director of ATS. "Apparently these offenders don't consider that the snap decision they make to run the red light has the potential to change — or end — a life forever."

It is perversely ironic that so many people are willing to risk their lives and the lives of others to save a minute or two when one in three Americans claim that they personally know someone who has been injured or killed in a red-light-running crash and 96 percent are fearful that they will be hit by a red-light runner.

Obedience to traffic signals ranks right up there with keeping your car in the appropriate lane as a fundamental aspect of driving and as the foundation of a safe and orderly means of traffic control. The blunt message to red-light runners should be, "Hey, you're either incredibly stupid or incredibly careless."

If you think that's a bit harsh, consider the statistics provided by DOT. Drivers who run red lights are involved in 89,000 crashes a year, inflicting more than 80,000 injuries and nearly 1,000 deaths. In addition, consider the

billions of dollars in medical bills, property damage, and lost productivity and wages.

The 1,000 additional dead people each year are not statistics. They all had names, and most had families. Each one is a personal story, and the amount of anguish caused by those red-light runners cannot be measured.

To counteract this tragic situation, ATS and the Federal Highway Administration (FHWA) have teamed up with DaimlerChrysler to raise public awareness of this dangerous and costly problem through the Stop Red Light Running program. Since it originated with FHWA's efforts in conjunction with local communities in 1995, the program has been expanded to more than 200 communities.

The use of cameras to catch red-light runners has proven to be effective in reducing red-light running and crashes. Currently, 20 states, the District of Columbia and Puerto Rico have either passed legislation or are considering legislation to allow the use of cameras to enforce traffic laws. Also, some communities are using cameras based on the passage of local ordinances.

Other groups are also aiding in the effort to raise awareness and reduce red-light running. The Red Means Stop Coalition — a non-profit organization formed in January 1999 by three families in Arizona — has already achieved some impressive results. The coalition was successful in getting some legislation passed in the state and convinced Gov. Jane Hull to declare March as Red Light Awareness Month.

Despite some local successes, overall the problem continues to grow. From 1992 to 1998, the number of fatal crashes at intersections increased by 16 percent, while all other types of fatal crashes increased by only five percent. You can help — ALWAYS stop on red.

For more information about the Stop Red Light Running program, about how to start your own program, or about the availability of federal funding, go to the Stop Red Light Running Web site at <http://safe-ty.fhwa.dot.gov/community/srlr.htm>.

America prepares to attack



U.S. Navy photo

The United States Navy conducts flight operations in the Pacific Ocean before setting out for Saipan Aug. 25, 1944 in a prelude to the battle for the Marianas.

STORY IDEAS?

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

Hawai'i Navy News

Email: hnn@honoluluadvertiser.com Phone: (808) 473-2888

Commentary

For Your Security and Safety

Karen S. Spangler, Assistant Editor karen.spangler@navy.mil

Hiking in the great outdoors

Oahu — and Hawai'i — offer an abundance of outdoor trails for hikers of all levels of experience — from novice to advanced. Frequently, hikes are organized by the outdoor adventure center at Naval Station Pearl Harbor or by environmental organizations, such as the Sierra Club.

But there are times when hiking enthusiasts strike out on their own — ready to enjoy all of the beauty that Mother Nature has to offer.

There are precautions that hikers should follow to guard against possible mishaps and to know what to do if they should become lost or injured while hiking. Some of these things may seem like common sense, but it is surprising how often hikers fail to heed them.

The Naval Safety Center offers these guidelines for avid hikers:

- Plan ahead, and plan carefully.
- Study maps, guidebooks and other references so that you know about the roads, trails and streams in the area.
- Check the weather forecast before you leave.
- Make sure you're in shape for the demands of your hike.
- Leave a written plan of your route, schedule and campsite with a responsible friend. Follow your plan, and let them know when you return.
- Wear a good pair of hiking shoes or boots.
- Bring an extra layer of clothing, and avoid cotton if you might get wet.
- Carry a compass and a topographic map of the

area and know how to use them.

- Don't travel too lightly. Many campers have ended up wishing they had brought a poncho, a jacket, more food and water, a first-aid kit, knife, whistle and matches in a waterproof container.

- Don't drink water from ponds or streams unless you have treated it first by boiling, filtering or using purification tablets.

- If you get lost, don't worry. If someone is going to report you missing, then most experts stress the three "stays": stay dry, stay warm and stay put.

- If you have to find your way out of the woods, follow a stream downhill.

- Don't hike alone. For long trips, take along at least two friends.

- For day hikes, make sure you will finish well before dark.

- Turn back if the weather gets bad.

And another important one would be to make sure that your cell phone is fully charged before leaving on your hiking trip and reserve its use in the event that you may need it to contact someone in an emergency.

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. 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.)

Hawai'i Sailors 'talk story'

QM2 Brandon J. Kirby

Quartermaster 2nd Class Brandon J. Kirby of Naval Station Pearl Harbor Transient Personnel Unit, is a driven Sailor with a positive attitude for life and work. Kirby has been in the Navy for five and a half years. He enjoys many sports, including mountain biking, surfing, running and the triathlon.

"I always liked the outdoors," Kirby said. "In California, I liked to snowboard. Out here in Hawai'i, I am getting into surfing and extreme competition sports."

Kirby has been competing in marathons and triathlons for the past two years and has already competed in the Honolulu marathon, the Honolulu Triathlon and the tin-man triathlon. Kirby said that getting into intense competitive events was his way of leading a more healthy, fulfilling daily life.

"I used to party all of the time," said Kirby. "I wanted to change my lifestyle and see just how much I could do. I haven't placed first in anything yet, but crossing that finish line is a win in itself."

Although he plans to compete in the Honolulu triathlon and marathon again, Kirby also plans to

square off in a 100-mile bike ride called the Century run in September, the Ko Olina Triathlon in October and he wants to race in an X-terra event, which is a triathlon type contest on a mountain bike set on treacherous trails.

If his aggressive way of life doesn't seem strenuous enough, Kirby also plans to participate in a grueling event on the big island of Hawai'i. The competition includes a 2.6-mile ocean swim, a 112.2-mile bike ride, and finishes with a marathon-length, 26.2 mile run.

"My goal is to compete in the Iron Man competition on the Big Island," Kirby said. "I have already done the run and the swim, but I have never biked that far before."

Kirby's interest in physically demanding sports does not end with his life outside of work. He currently is trying to get into the special forces as a special warfare combatant-craft crewmen (SWCC).

"My parents are really proud of my naval service and I think that joining the special forces is something I would be really proud to do," said Kirby.

Since arriving on the island in September 1999,

Vital statistics

Name:
Brandon J. Kirby

Hometown:
Red Bluff, Calif.

Duty station:
Transient Personnel Unit, Pearl Harbor

Job:
Handling administrative work at TPU.

Favorite part of the job:
Working with good people.

Kirby has served aboard USS O'Kane (DDG 77) along with his current shore duty assignment. While serving aboard O'Kane, Kirby served alongside Electronic Warfare Technician 1st Class Joe Brewer. Kirby describes him as a good influence and adviser.

"My mentor in the Navy is Joe Brewer who I served with on the O'Kane," Kirby stated. "He has a great outlook on life. A lot of people have a bad attitude about the Navy. He taught me to look on the brighter side of things," he added.

Kirby also enjoys spending a little down time relaxing outside of his busy life of hard work and tough play.

"I enjoy going to the



U.S. Navy photo by MM3 Greg Bookout
QM2 Brandon Kirby rides his road bike on Hickam Air Force Base. Kirby enjoys many outdoor sports.

movies and eating out at diverse restaurants," said Kirby. "I like trying foods of a different culture."

As for the future, Kirby plans to 'stay Navy' because the Navy has provided a good experience in his life.

"When I joined, I wanted to get out of my hometown and see the world," Kirby stated. "College was a big issue. I am slowly working on a business degree. I thought I would stay in the Navy four years and get out, but I have enjoyed my time. Right now I want to go to SWCC school, stay enlisted and make chief some day."

Hawai'i Navy News

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USS Crommelin leads the charge during PANAMAX 2004

OS1 Daniel W. Roberts

USS Crommelin Public

Affairs

A suspect vessel crossing into the territorial waters of Panama with intent to transit the Panama Canal was met with the words, "This is your final warning." The mighty warship USS Crommelin ordered the vessel to stop and prepare to be boarded or face disabling fire. A small boat boarded the Crommelin while an SH-60B Helicopter provided air surveillance, sending images from their Forward Looking Infrared camera back to Crommelin's Combat Information Center in real time to be viewed by the tactical action officer, the commanding officer, and the staff of Destroyer Squadron Six for evaluation. The boarding team conducted a sweep of the vessel and found one suspected terrorist and the makings of a sizable bomb. The vessel was diverted and turned over to Panamanian authorities.

An event of this magnitude would normally be big news to be repeated time and again by the cable news agencies, but this wasn't an actual subversion of a terrorist plot, this was PANAMAX 2004, a two week-long exercise focused on protecting the Panama Canal from terrorist attack.

With an estimated 13-thousand trips through the Canal conducted by ships from countries around the globe each year, shortening their transits by weeks, the 50-mile waterway, which links the Atlantic Ocean with the Pacific has long been thought to be a prime candidate for terrorist attack. PANAMAX aims at reducing the risk of attack by simulating the interdiction of vessels suspected of carrying terrorists and any weapons they may attempt to use



U.S. Navy photo by Lt Ligia Cohen

The guided missile frigate USS Crommelin (FFG 37) and an Argentinean P-3 aircraft patrol the northern approach to the Panama Canal in search of a "suspect" vessel. Naval forces from eight countries are participating in PANAMAX 2004.

against the Canal, and assimilating lessons learned

While there is no indication the Canal is currently being targeted, many officials worry it could be a target in the future. Any attack on the strategic waterway could deal a huge blow to global trade. "The Canal not only is our most valuable asset, but also it's an asset for all the countries in the hemisphere," said Jose Antonio Isaza, director of Panama's National Maritime Service.

Eight countries participated in the exercise, conducting joint training. Drills focused on helicopter and ship surveillance. Suspicious ships were identified then boarded and searched for weapons and terrorists.

The United States, Panama and Chile, held similar naval exercises a year ago. This year, the number of participants grew to include Argentina, Chile, Colombia, the Dominican Republic, Honduras, Panama, Peru and the United States. Ecuador sent observers.

The exercise proved valuable to all countries involved "The training my team

received during PANAMAX was invaluable," said Crommelin's combat information center officer, Ltjg Donald Beaucage, of South Boston, Massachusetts. "Working with ships from other countries provides an opportunity to iron out the kinks and streamline the process of interdiction as well as strengthening ties between countries."

The exercise also demonstrated the worldwide effort at fighting terrorism.

"It offers up a lot of the good training we won't get at any other time," said Crommelin's operations officer, Lt. Kimberley Mitchell, 32, of Solon Springs, Wisconsin. "On this whole thing we call the global war on terrorism, it promotes a working relationship."

With the threat of terrorism and weapons of mass destruction on the minds of people from all countries, it is comforting to know there are men and women like the Crommelin crew and their international counterparts standing between their respective countries and those that would do them harm.



Photo by Lacy Lynn

PTA members from Aliamanu Elementary School in Salt Lake show off the 20 computer monitors donated to the school by the Pearl Harbor Navy Federal Credit Union.

NFCU donates monitors to local school

Lacy Lynn

Staff Writer

After moving to its new location, Pearl Harbor Navy Federal Credit Union (NFCU) donated 20 computer monitors and other items to Aliamanu Elementary School (AES) in Salt Lake on Tuesday.

"We came here just with the intention of getting the monitors and got more," said Susan Kanetake, the computer teacher and technology coordinator at AES.

In addition to the computer monitors, the school received two office chairs, some preschool equipment, and about a dozen "Tensabarrier" poles.

The donations were all from the NFCU's former branch located at building 150 on Naval Station Pearl Harbor.

Lori Quemado, member service representative from NFCU, said the monitors and other items were no longer needed after the financial institution's move on Aug. 9 to its new location across from the Navy Exchange Mall complex.

"We work with a lot of the schools in this area," said Quemado.

According to Quemado, the credit union already has an established relationship with AES. During the holiday season, NFCU employees volunteer to wrap pres-

ents the children have purchased for their parents.

"Anything that betters our community we want to be able to do," said Quemado.

Kanetake said the monitors will be used in several of the classrooms to replace outdated computer screens.

The school will use the preschool equipment for the elementary school's pre-kindergarten special education program.

Quemado from NFCU initially contacted the school and said she had some monitors to donate.

A group of parents and teachers volunteered to help transport the monitors and other donations and arrived with pickups and SUV's Tuesday morning in front of building 150.

Among the volunteers was Leilani Reyes, the PTA president for the school, who said the school often turns to the military for support and donations because many of the families are military.

Reyes said the school is currently looking for donations of fans for the 40 classrooms of AES that have no air conditioning.

She explained that all donations are important to public schools like AES because the "school has a limited amount of computers and a limited amount of supplies."

Marquet takes over COMSUBRON-3

J03 Corwin Colbert

COMSUBPAC Public Affairs

Capt. L. David Marquet relieved Capt. William Toti as the 52nd commanding officer of Commander, Submarine Squadron Three (COMSUBRON 3) Aug. 13 on board USS Louisville (SSN 724) at Naval Station Pearl Harbor.

Rear Adm. Paul F. Sullivan, Commander Submarine Force, U.S. Pacific Fleet was the keynote speaker.

"For the past 14 months, through a very challenging and dynamic period for submarine operations, Bill Toti performed his duties with the utmost professionalism and excellence," said Sullivan. "He has shown great determination and persuasion in the pursuit of the noble objective making sure our submarines are ready to perform all mission tasks assigned," he said.

"While we have the difficult job of bidding farewell to Bill and his wife Karen, we have the enjoyable task of welcoming Dave, his wife Jane and their family back to Pearl Harbor," said Sullivan. "Dave, I know that you are the right man for this challenging job. You are now assuming a position that will take advantage of all the skills and experience you have gained in your career," said Sullivan.

Following his speech, Sullivan presented Toti with the Legion of Merit for exceptionally meritorious service as commodore of COMSUBRON 3.

Afterward, Toti welcomed the guests and thanked the many captains, commodores, commanders, enlisted and civilian personnel he met since taking command of Squadron Three.

"Over the course of the year, I have found great pride in the accomplishments of the submarines of this squadron. In addition, I give a special thanks to the squadron staff. I could not have asked for better support," said Toti.

Toti told the story of Admiral Glynn Donaho and Donaho's patrols on board USS Flying Fish (SS 229) and his role in the famous court-martial of Capt. Charles McVay of USS Indianapolis (CA 35). He concluded his speech with remarks about the Sept. 11 attacks on the country.

"When I speak about Sept. 11, I generally speak in terms of its impact on our country. We had 'Remember Pearl Harbor' or 'Remember the Maine', but nowadays instead of 'Remember 9/11,' we hear a lot of mild, politically correct clichés," said Toti. "We see stylized symbols that are so vague as to be meaningless. Even after experiencing one of the most tragic events in our nation's history, our culture still has not generated the rallying cry needed to focus our fight against terrorism. This attack was to generate fear. But for most of us, it generated a profound fury," he said.

"Let our submarine crews prove to these evil men that when it comes to strength or will, they have vastly underestimated us," said Toti. "In my dream, we are at peace, and all is right with the world. May we all live



U.S. Navy photo by J03 Corwin Colbert
Capt. L. David Marquet is piped ashore after assuming command of Submarine Squadron Three. Marquet relieved Capt. William Toti during a change of command ceremony Aug. 13 on board USS Louisville (SSN 724) at the Naval Station Pearl Harbor submarine piers.

that dream again soon. Capt. Marquet, I hand the fight off to you and I transfer the squadron into your capable hands."

Toti's next command will be Fleet Anti-submarine Warfare Command Detachment in Norfolk, Va.

Marquet, a former commanding officer of USS Santa Fe (SSN 763), was enthusiastic about his new command and made brief remarks.

"I thank the crew of USS Louisville and shipmates of Squadron Three for hosting today's ceremony. Squadron Three has shown dedication and enthusiasm during the past couple of weeks," said Marquet.

"Also I thank Capt. Bill Toti for his openness, friendship and good counsel during our turnover period," said Marquet. "Thank you for turning over the legacy of this superb combat unit. I reaffirm my vow to defend the constitution of the United States against all enemies, foreign and domestic," Marquet concluded.

Marquet, a native of Berkeley, Calif., graduated with distinction from the United States Naval Academy in 1981. He has served on

four submarines and his last assignment was as a military fellow to the Council on Foreign Relations, New York City.

Submarine Squadron Three was first established Nov. 25, 1930 at Coco Solo in the Panama Canal Zone. The squadron's ten boats conducted Panama Sea Frontier patrols for the Atlantic Fleet.

As tensions grew through the 1930s, Squadron Three's mission evolved into the defense of coastal regions on both ends of the canal. Most of the squadron submarines shifted to the Pacific end of the canal when war broke out.

As World War II progressed, most of the squadron's submarines were transferred to regions that were more active by August 1943. Squadron Three was deactivated July 1, 1945 and reactivated in Guam Oct. 1, 1945. In February 1946, the squadron moved to San Diego.

The squadron continued to serve until March 31, 1995 when it was again deactivated. On June 16, 1997, Squadron Three rejoined the Pacific Submarine Force in Pearl Harbor.



U.S. Army photo by Sharon Mulligan
At the Naval Station Pearl Harbor main fire station, Capt. Chris Rapoza explains how a Mass Decontamination Trailer would be employed in a chemical or biological terrorist incident.

Training highlights homeland defense

Sharon Mulligan

U.S. Army, Pacific

Public Affairs

The U.S. Army, Pacific conducted a Joint Task Force – conducted a Homeland Defense Workshop Aug. 3 - 5 to train key personnel with the systems and procedures available to combat terrorism.

Homeland Defense is a shared responsibility. Military and civil authorities working together enhance the preparedness, protection, and capabilities of agencies in responding to emergency situations.

The workshop was designed to familiarize participants with Homeland Defense planning in the U.S. Pacific Command's area of operations.

"The workshop focused on educating Level 1 staff personnel who would carry out the Homeland Defense mission as their full-time job," said Jim Amos, a USARPAC G-3 subject matter expert.

"We want them to understand what role the Department of Defense has in managing the consequences of a terror attack, and how DoD resources would be employed to assist state and local officials in the event of an incident. DoD is particularly well suited to respond to emergencies as it has a significant amount of personnel, equipment, and expertise."

Participants in the workshop got the chance to expand their education outside a briefing room. A hands-on equipment display, which included detection and decontamination equipment, and an Incident Command Post were set up for the Level 1 personnel at the main fire station on Naval Station Pearl Harbor.

Workshop participants were able to see how first responders would work at the incident site, and understand the types of equipment avail-

able to support mitigation of an incident in the event of a terror attack.

After the equipment display, participants toured the Navy's Regional Operation Command and Control Center to learn about the 911 call facility.

USARPAC is notified about incidents requiring DoD first responders through the Navy's ROCC, so it was important to become familiar with the operation.

Earlier this year, U.S. Pacific Command designated the commander of the U.S. Army, Pacific as the JTF-HD Commander. The task force is charged with a responsibility to help against terror attacks in the Pacific.

"Most of what we'll do is situational awareness," said Russ Dallas, USARPAC G3. "The primary mission will be to determine 'what's going on out there?' The secondary mission will be to respond to all hazards."

JTF-HD will protect military installations and critical infrastructure, as well as provide defense support to civil authorities, in order to protect U.S. populations, the homeland, U.S. territories and protectorates.

This support will be provided either to save/preserve lives on an emergency basis, on or off the installation, or by request from state and territories in the Pacific area.

The mission of the organization includes a focus on situational awareness, and providing critical support for military and civil authorities in times of national need.

The role the task force will play in the Pacific is enormous.

"An emergency is never expected to solely affect the military or civilian communities because of geography and close relationships," Amos said. "Emergencies impact both, as military members live in, and are part of the communities that make up the Pacific region."

Chung Hoon completes first underway replenishment

J0C Linda Brinkley

Navy Information Bureau,

Atlanta

USS Chung Hoon (DDG 93) and her crew performed their first underway replenishment (UNREP) Aug. 11.

On board Chung Hoon, there have been many firsts while cruising her maiden voyage and heading to Pearl Harbor, her new homeport. Approximately 90 percent of the line handlers had never completed an UNREP before.

"Of course there are concerns and always will be concerns," said Chief Gas Turbine Systems Technician (electrical) Edwin Carpio. "But not because the crew is new or has never done it before. The concern is the safety of all personnel involved and the ship as a whole."

The line handlers are responsible for securing the first lines, which are usually shot across from the approaching ship. The line handlers have to be on deck and ready long before the ship slows to match the speed of the fueling station. Once the ship came alongside the refueling ship, USNS Rappahannock (T-AO 204), the line handlers secured the pulling line, then brought across a secondary line to pull

the hoses from the tanker ship.

Once the hose was pulled across and the connection to Chung Hoon's receiving lines was secure, the line handlers relaxed a little bit while letting other crewmembers take over and perform the activities necessary when fuel was taken on board. Chung Hoon was receiving 2,400 gallons of fuel per minute, more than 225,000 gallons total.

Activity below deck was as important as what was going on topside. Personnel assigned to the ship's oil lab called "oil kings" are described by Carpio as unsung heroes.

"First, they have to have a good knowledge of the ship's fuel system which includes diagram and hand to hand tracing," Carpio said. "That knowledge gives them an idea that will help them to have a clear picture of what is going on and every action they will have to perform."

Commander Ken L. Williams, Chung Hoon's commanding officer, said the entire ship handled the refueling as if it had been an everyday occurrence for them.

"The crew performed exceptionally," Williams said. "They performed like the team they have become, working together to get the job done calmly and safely."

Chief selectees clear the woods



U.S. Navy photo by J0C(SW) Joe Clark
(From left to right) Chief selectees Paul Robertson, Derrick Pelekai and Juan Wallace of the Makalapa and Afloat Training Group, Middle Pacific (ATG MIDPAC) Chief Petty Officers Associations (CPOA) on Naval Station Pearl Harbor, chop open a trail at Bellows Air Force Station, Hawai'i. These future chiefs, along with other selectees from the Makalapa and ATG MIDPAC CPOAs, performed this community service project to open up a hiking, jogging and biking path on Bellows. Sean McNeil, a Boy Scout working on his Eagle project organized the event. The CPO selectees' anchors are scheduled to be pinned Sept. 16.

Ninety apprentices graduate from the Pearl Harbor Shipyard program

Pearl Harbor Naval Shipyard Public Affairs

Pearl Harbor Naval Shipyard gained 90 skilled men and women journeymen at a Shipyard Apprentice Program graduation ceremony Aug. 13 at Naval Station Pearl Harbor's parade grounds.

The Navy's newest civilians represent 17 different work trades, including welders, electricians, riggers, machinists and more, all of whom will continue the shipyard's nearly 100-year legacy of keeping Pacific Fleet ships "fit to fight."

"This program is a resounding demonstration of the critical importance of Pearl Harbor Naval Shipyard," said U.S. Sen. Daniel Inouye, the event's key speaker. "It's a shipyard with a long tradition of service to our Navy and our nation." He then spoke directly to the graduates. "Some of you, your fathers, mothers, uncles, aunts and neighbors, have been part of this great tradition" he said. "Now it's your turn to carry forward the continuity and the skill."

"It's a very big accomplishment," said John Clemente, a graduating electronics mechanic, after the ceremony. "It took four long years. I'm very happy." His co-worker, Justin Quijano, paid homage to the experienced craftsmen who guided them through the years as they rotated to different sections of their trade's shops learn critical skills. "We had excellent mentors," he said.

After congratulating the graduates, Inouye recounted the serious threats in the Pacific region. "The Navy is here to stay [in Hawai'i]. The shipyard could very well see an expanded and stable workload in the future," he said before addressing the graduates again. "I suppose most of you see this as a job, but I see it as a commitment to national security."

The class of 2004 shipyard apprentices received certificates from the Navy and the U.S. Department of Labor, official recognition of their accomplishments, at the ceremony.

Shipfitter Tracy Tandal was honored as one of 16 outstanding craftsmen and also received the National Association of Superintendents' Superior Achievement Award.

"It's been a long four years," he said, "but it's paying off now. Like [the speakers at the ceremony] said, this is just the beginning." Through a PHNSY & IMF partnership with Honolulu Community College (HCC), program instructors provide in-class training while students work at the shipyard and con-



U.S. Navy photo by Marshall Fukuki

Tracy Tandal (left) Pearl Harbor Naval Shipyard receives the Superior Achievement Apprentice Award from Ronald Obrey, the organization's president.

currently earn an associate of applied science degree from HCC.

The four-year apprenticeship combines academic and trade theory courses along with on-the-job training to prepare students for careers with Hawai'i's largest industrial employer. Pearl Harbor Naval Shipyard employs over 5,000 people, including over 4,200 Navy civilians. Formally called the Student Career Experience Program (SCEP), the shipyard's apprentice program started in 1920 and nearly 4,000 people have graduated from the program since. The program stopped in 1994 in the midst of post-Cold War rightsizing, as the shipyard's workforce dropped from over 7,000 workers in 1990 to approximately 4,000 workers in 2000.

Apprentices earn full pay at work and in the classroom. Starting pay for apprentices, depending on the trade, ranges from \$14.90 to \$16.76 an hour.

The apprentices choose jobs within 17 trades and continue to work at the shipyard following completion of the program.

The class of 2004 is the second class to graduate from an apprentice program that was resurrected in 1998.

At that time, the average age of a shipyard civilian worker was 48-and-a-half years old. Since then, this has dropped to age 45 in 2003. Much of this improvement is due to the program that is revitalizing the workforce by bringing in at least 100 new apprentices each year.

For more information on the Pearl Harbor Naval Shipyard apprentice program, visit http://www.phnsy.navy.mil/apprentice_program.htm.

CFC raises thousands



U.S. Navy photo by PH2 (SW/AW) Jennifer L. Bailey

Rear Adm. John Jay Donnelly, Deputy Commander, U.S. Pacific Fleet accepts a check from Renee Acosta, president of Global Impact, for \$49,044.95. The check, presented Aug. 9, represents the money raised through Combined Federal Campaign for family support and youth programs overseas. The two met to exchange feedback on the contributions made by overseas commands. This year, Pacific Fleet Sailors donated more than \$1.2 million in support of overseas Navy commands.

TAMC welcomes new general

Margaret Tippy

Tripler Army Medical Center
Public Affairs

Maj. Gen. Gale S. Pollock assumed command of Tripler Army Medical Center from Col. Stephanie A. Marshall at Tripler Army Medical Center, Aug. 11.

Pollock now has many titles, including Commanding General, Pacific Regional Medical Command; Commanding General, Tripler Army Medical Center; U.S. Army Pacific Command sur-

geon; the 22nd chief of the Army Nurse Corps; TRICARE senior market manager, Hawai'i; and Professional Filler System (PROFIS) Commanding General, 18th Medical Command.

She also went from colonel to major general all in one day July 26 at the Military Service for America Memorial at Arlington National Cemetery, Wash., D.C.

"This is a very special day for me," she said. "I am truly honored to command (all of you) outstanding warriors and healers."

Maj. Gen. Kevin C. Kiley, M.D., acting commander, U.S. Army Medical Command, presided at the ceremony.

Kiley praised Tripler staff on the great work they have been doing preparing more than 12,000 active and reserve component Soldiers for deployments through the Soldier Readiness Processing system.

"We are a nation at war and an Army medical department at war," Kiley said.

He also praised Marshall's leadership of Tripler during her time of command.

Hawai'i
Navy News Sports

Are you ready for some football?



JOSN Ryan C. McGinley
Staff Writer

With the season quickly approaching, Navy teams are getting ready for the 2004 Intramural Flag Football league open to active duty Sailors from Pearl Harbor, Barber's Point, NCTAMS, West Loch and NSGA Kunia.

"I guarantee the championship," said Engineman 3rd Class (SW) Michael Lagani from the USS Paul Hamilton team. "USS Paul Hamilton is going to win it all."

The Paul Hamilton (DDG 60) team went 14-2 last year and hopes to improve this year and win it all. They said they have been practicing hard to make this year count.

"We're back this year," said Seaman Apprentice Coby McGruder. "It's a new era, baby."

All of the teammates consider the USS O'Kane (DDG 77) team to be their toughest competition this year, following their outstanding performance last year.

"The O'Kane is our toughest competition because they have a great squad and they're the same type of team we are with short passes and quick athletes," said STG 3rd Class Michael McLaurty, a Hamilton teammate.

The National Intramural-Recreational Sports Association "no touch" rules apply to the season, which runs from Sept. 14 through Dec. 4 and games are played at Ward Field on Naval Station Pearl Harbor.

Ashore commands play Tuesday and Thursday night and afloat commands play Friday, Saturday and Sunday.



U.S. Navy photo by JOSN Ryan C. McGinley
 STG3 Michael McLaurty from the USS Paul Hamilton flag football team throws a hail mary pass to a teammate during a practice game Tuesday. The Paul Hamilton team hopes to improve on their 14-2 record from last year.

U.S. Navy photo by JOSN Ryan C. McGinley
 Sean Caddell (left) tries to catch a pass over two defenders during a flag football game at Ward Field Tuesday.

SEABEES: Train for contingency operations

Continued from A-1

range, dumpster enclosures and creating fire breaks to help stop the spread of fire should one ever occur.

"I am more than pleased with the work the Seabees have done, and hopefully I'll be pleased in the future as well," said McLin, who plans to enlist the help of Seabees for more projects.

All of the customers CBU-413/Self Help has assisted said the quality, time and cost-saving attributes are the most valuable part of their work.

"We got a local vendor out in town to give us a price quote, and it was almost the same price as the building itself," said Chief Construction Mechanic (SCW) Joseph Noonan from Brockton, Mass., liaison for the Seal Delivery Vehicle (SDV) Team One Clamshell project completed by the Seabees.

The Seabees erected the Clamshell building in eight days for SDVT-1 to use as storage. Clamshell buildings are a rigid framed structure with a neoprene fabric shell and are quickly becoming popular among U.S. armed forces, especially in contingent environments where portability, expedience in construction and durability are dictating factors in mission support.

"I knew that we would definitely get a quality job in a short amount of time," said Noonan. "I just want to thank the [CBU413/Self Help] for an outstanding job helping us out in a time of need because we had a deadline. Because they were able to do it, we were able to make that deadline," he continued. "Plus it's good training for them because you see a lot of these in the desert, so it's training for a contingency operation."

CBU-413/Self Help also helped to renovate the Boutiki gift shop



U.S. Navy photo by JOSN Ryan C. McGinley.

Utilitiesman 2nd Class Salvador Rendonramirez with Construction Battalion Unit-413/Self Help cuts a piece of wood for the construction of a pavilion at Naval Magazine Pearl Harbor.

located on Naval Station Pearl Harbor. The crew of four installed lighting, painted walls and helped to arrange for a carpet service to help refurbish the establishment.

"It was awesome," said Kari Holland, a volunteer at the shop. "We love it and the customers love it. Just walking in the store, it looks more like a store."

The 70 Seabees from CBU-413/Self Help work together in all facets of their job to complete projects and reach goals.

"We work as a crew," said Master Chief Utilitiesman (SCW) Jonathan Slichter, assistant officer in charge for the Seabees. "Its not one guy sitting behind a piece of equipment, it's five guys working on one project for a common goal."

The Seabees said their unique addition to the Navy is their range of specialized skills learned from shore training.

"We're real diverse," said Builder 2nd Class (SCW) Tierre Gee from Chicago. "Everyone gets to learn something about the builder rate."

For others, the satisfaction from completing a project that will stand the test of time is the greatest fulfillment.

"The most important part of being a Seabee is that I can come back in 10 years and see [a project] still standing," said UT2 Salvador Rendonramirez from Vannuys, Calif.

Customers said that Naval Station Pearl Harbor is lucky to have the Seabees to help with all the projects, making the base a better place for everyone.

"We are so grateful for the Seabees," said Ernie Aubrey, who works at Armed Forces YMCA on Pearl Harbor where Seabees created a new office. "I just think they are angels sent to us."



U.S. Navy photo by JOSN Ryan C. McGinley.

Builder 3rd Class Chad Smith and Utilitiesman 2nd Class Salvador Rendonramirez with Construction Battalion Unit-413/Self Help team up to lay foundation wood for the roof of a pavilion at Naval Magazine Pearl Harbor.

Building: Submarine war hero honored at Ford Island

Continued from A-1

importance of the dedication.

"I am amazed that he was chosen. If he were alive today, he would be overwhelmed. He said the submarine force is unique and unlike any other job. He called the old submarines "cigars under the sea." My father was not a man to cry, but there would be some tears sneaking by," she concluded.

Chief Fire Control Technician (sel.) Benjamin Kern said the dedication was a good way to recognize Rendernick who saved the lives of his shipmates. "This dedication was a perfect fit to what Rendernick did. He saved his submarine and, more importantly, the lives of

his shipmates. He was in a desperate situation, found a solution and took it for action. He is a role model for all chief petty officers to follow," said Kern.

Rendernick was awarded the Navy Silver Star posthumously for heroic actions while serving on board USS Billfish (SS 286) during the war patrol in the enemy controlled waters of Makassar Strait on Nov. 11, 1943.

An enemy depth charge caused, damage to the submarines internal piping and hull fittings.

Continuous attacks added major damage to all systems and important equipment threatening the submarine's survivability.

Rendernick took action from his battle station at the

electrical control cubicle aft and immediately began leading emergency repairs to reduce the heavy flooding through the stern tubes and to restore operability to damaged equipment.

He directed damage control measures aft, including pumping grease into the worst leaking stern tube and used six men and a hydraulic jack to reposition the port main motor, which had been knocked off its foundation by the shock of some extremely close depth charges.

When the increasing pressure and heat reached the limit of the crew's tolerance, Rendernick had them wrap wet towels around their heads and take turns going into the livable adjacent compartment for a rest.