



Final farewell

Former Secretary of the Navy dies. See story on page A-7.



Low impact

Near weightless water aerobics available here. See story on page B-1.

Region holds safety stand down

JOSN Ryan C. McGinley
Staff Writer

Commander, Navy Region Hawai'i held a mishap reduction stand down Oct. 13-14 at Sharkey Theater in response to a memo by the Secretary of Defense directing Department of Defense activities to reduce preventable mishaps by 50 percent within the next two years.

"My goal and your goal is simple - to prevent serious accidents from happening," said Rear Adm. (sel.) Michael Vitale, Commander, Navy Region Hawai'i. "I want to address these problems head on with a straightforward, no nonsense approach that ensures we all pay attention to safety."

From fiscal year 1999 to fiscal year 2003, 540 Sailors died - 423 due to off-duty motor vehicle accidents and recreational activities. In the first three quarters of FY 2004, 76 Sailors died and nearly half involved alcohol.

"I've been the regional commander for seven weeks, and in that short time I've been shocked by the large number of DUIs every weekend," said Vitale. "That's why we can't wait till the end of 2005 to see if we've been successful. We must be successful every day."

The stand down included informa-



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

Cmdr. Douglas Holderman, public safety officer and instructor for the stand down, informs Sailors on operational risk management principles at the mishap reduction stand down held Oct. 13-14 at Sharkey Theater.

tion on operational risk management, which focused on a safety culture in the workplace and at home.

"Operational risk management is not a program and is not something

that belongs in a binder on a shelf that we break out, but something that we have to practice each and every day," said Cmdr. Douglas Holderman, public safety officer and

instructor for the stand down. "Everybody has a responsibility to keep everybody safe."

The stand down also focused on seat belt use, helmet safety while riding a motorcycle and speeding, which are all factors that contribute to fatalities within the military and civilian communities. Holderman gave video and photographic examples to help illustrate the dangers associated with vehicle mishaps.

"I think that [the stand down] will prevent mishaps and the examples have been very informative," said Yeoman 2nd Class (SS) David Kroger of Commander, Submarine Forces, Pacific. "If you sit back and look at them, they are very scary."

Vitale said some solutions to the problems would include stiffer penalties, specialized assistance for those who might need help and continuing to hold those responsible, if accountable.

"In the last seven weeks, I have visited many of your commands and it is clear to me that our Navy has never been better," said Vitale. "I am very proud of each of you and your performance, but we can do better. Let's ensure that we are doing all we can to prevent unnecessary injury and death due to accidents, carelessness and thoughtlessness every day."

Hawai'i Navy News Briefs

Operation Aloha 2004 preparations

Preparations for Operation Aloha 2004 are underway. The annual Thanksgiving community outreach program, run by the Sailors and civilians of NCTAMS PAC, is in its 15th year.

Fundraising is currently the top priority. Based on last year's financial requirements, this year's goal is to raise \$1,500. The money will be used to purchase all the food needed to prepare a Thanksgiving feast for neighbors on the North Shore.

In addition to the fundraising efforts, Operation Aloha volunteers began collecting non-perishable food donations Oct. 2.

Anyone interested in participating in Operation Aloha 2004, would like to make a donation of food or money, or would like more information, contact LT j.g. Hasan Abdul-Mutakallim at 653-0091, 653-0118, or hasan.abdulmutakallim@navy.mil.

Navy Region Hawaii Energy Expo 2004

Navy Region Hawaii's energy team will conduct its first annual Energy Expo at The Banyans on Oct. 25, from 9 a.m. to 3 p.m.

Take advantage of this free training opportunity to learn from over 50 national vendors and companies, who will display and demonstrate the latest technologies and products available to conserve electricity, water, fuels and more in your home and office.

Participants will be able to ride in an electric car, enjoy some refreshments and win prizes while they learn to become more energy efficient.

Crime Prevention Fair coming

Navy Region Hawai'i security is hosting a Crime Prevention Fair tomorrow from 11 a.m. to 3 p.m. at The Mall at Pearl Harbor. There will be tips on home security, vehicle security, bike safety and drug awareness. McGruff, the Crime Dog and his nephew, Scruff will be on hand for keiki.

Beginnings: Groundbreaking heralds rebirth of historic Ford Island

Fluor Federal Services
Public Affairs

Contract partners Fluor Federal Services, LLC and Hunt Building Company, Ltd. marked the commencement of work for the U.S. Navy's Ford Island Master Development project Wednesday with a groundbreaking ceremony on the island, located at the center of Pearl Harbor.

Witnessing the occasion were more than 150 participants and guests, including U.S. Sen. Daniel K. Inouye, U.S. Rep. Neil Abercrombie and U.S. Pacific Fleet Commander, Adm. Walter F. Doran.

As part of the project, Fluor will conduct \$83.9 million worth of in-kind design-build projects on Ford Island - funded by private development revenues rather than tax-payer dollars - that

will ultimately provide the Navy with the necessary infrastructure foundation to further utilize the island as the centerpiece of Pearl Harbor Naval Base operations.

The construction is expected to provide a peak workforce of 400 jobs through 2006. One hundred percent of these jobs will go to local workers.

Within view of Ford Island's landmark air tower, the contractors cleared shrubbery from a portion of the island's overgrown runway and coordinated a rare flyby performed by vintage World War II-era aircraft to highlight the island's historical role in Pearl Harbor.

Inouye authored legislation that provided special authority for the development of Ford Island. The legislation allows the Navy to sell or lease formerly under-utilized properties in

▼ See FORD ISLAND, A-9



Adm. Walter F. Doran, Commander, U.S. Pacific Fleet, and Lisa Glatch, vice president of human resources and administration at Fluor Federal Services, LLC, applauded the groundbreaking at a ceremony held at Ford Island's historic airfield. Contract partners, Fluor Federal Services, LLC and Hunt Building Company, Ltd., will oversee an \$83.9 million project, which will provide centralized naval operations on Ford Island for overall efficiency and modernization of facilities over the next four years, while preserving Ford Island's contribution to the historic character of the harbor.

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

'Pearl Harbor Avenger' returns

JO1 Daniel J. Calderón
Editor

After more than a month away, ex-USS Bowfin returned home to her pier on Pearl Harbor Wednesday.

The World War II-era submarine, nicknamed the "Pearl Harbor Avenger" because she was launched one year after the Dec. 7, 1941 attack, was in drydock at Marisco's facility near the former Barbers Point Naval Air Station. The cost for the repairs was around \$600,000, but were well worth the expense, said retired Capt. Jerry Hofwolt, executive director of the USS Bowfin Submarine Museum & Park.

"You go into drydock because there are certain things a drydock can do that you can't do yourself," explained Hofwolt. "All the work done in so short a time goes to show you what you can do if you decide you're not going to think small."

Hofwolt and his team pre-planned much of the repairs to be done while the submarine was in drydock.

"We had very little work growth because we planned each job," he said. Work growth is work completed beyond what is initially planned or budgeted before a project begins.

One of the major jobs on the submarine involved trying to remove concrete that had been poured into a forward hold and into an aft hold. Hofwolt is unsure why the concrete was poured since the submarine does



Ex-USS Bowfin returns to Pearl Harbor Tuesday after spending more than 30 days at a drydock facility to repair holes in the hull, remove concrete from two holds and was completely repainted with a near-impenetrable ceramic coating. The drydock time cost \$600,000 and was paid for by the USS Bowfin Submarine Museum and Park.

▼ See AVENGER, A-4

ROK Navy visits Pearl Harbor



U.S. Navy photo by JOSN Ryan C. McGinley
Republic of Korea Ship (ROKS) Won San (MLS 560), a mine warfare ship, enters Pearl Harbor Oct. 14 for a three-day port visit as part of the Republic of Korea Navy Cruise Training Force.

MM3 Greg Bookout
Staff Writer

As part of a three and a half month Navy Cruise Training Force deployment, three ships from the Republic of South Korea made a port visit in Pearl Harbor Oct. 14.

The Korean Navy Cruise Training Force 2004 is a mission mainly meant to acquaint Korean naval midshipmen with the rigors of serving afloat and to familiarize them with shipboard responsibilities for junior officers.

The three ships making the port stop were the Republic of Korea Ship (ROKS) Yang Man Choon (DDH 973), the ROKS Won

San (MLS 560) and the ROKS Wha Chun (AOE 59).

South Korean naval officials present included Rear Adm. Sung-Gyue Oh, Commander Cruise Training Force; Capt. Kyoung-Ho Kim, Capt. Jun-Sik Woo and Capt. Chan-Seok Park, the commanding officers for the three vessels.

Upon arrival to the harbor, a welcoming ceremony was held aboard the ROKS Yang Man Choon in which Capt. David D. Bigelow, acting Commander, Naval Surface Group, Middle Pacific, presented traditional Hawaiian flower lei to members of the ship while Korean Sailors pro-



vided musical accompaniment.

Top ranking officers were also greeted by Adm. Walter F. Doran, Commander Pacific Fleet, for a gift exchange and welcome to Pearl Harbor.

Lt. Brian Donohue, Pearl Harbor's foreign ship liaison officer, commented on the activities and services provided for the three ships during their visit.

"The Korean naval personnel were very appreciative of what the U.S. Navy provided them with while they were here," said Donohue. "We arranged transportation, set up tee times for golfing and arranged many events, which they said they were very thankful for."

While visiting Hawai'i, Sailors, officers and midshipmen of the South Korean Navy were exposed to American culture, viewed equipment and traditions of the United States Navy and were greeted by the Hawaiian Korean community through a military luncheon at Kapiolani Park Oct. 16.

The Korean Navy military band, an honor guard and Tae Kwon Do team was present for the luncheon in Kapiolani Park.

A reception was held on board the ROKS Wha Chun (AOE 59) for local Korean community members on Oct. 16, and the three ships departed Pearl Harbor, en route to Canada, the next morning.



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

Republic of Korea officers stand at attention during a welcoming ceremony held aboard ROKS Yang Man Choon (DDH 973). Yang Man Choon, a destroyer, along with mine warfare ship ROKS Won San (MLS 560) and combat support ship ROKS Wha Chun (AOE 59) are on a three-month training deployment and goodwill tour under the command of Rear Adm. Sung-Gyue Oh, Commander, Cruise Training Force.

Olympian with Pearl Harbor ties visits local school

MM3 Greg Bookout
Staff Writer

Susan Bartholomew Williams, Olympic bronze medalist in the triathlon event in Athens this summer, visited with children from Aliamanu Middle School and delivered a positive message to set goals and work hard to achieve them.

"I want to share my memorable experiences with the children," said Williams. "I want to share with them the lessons that I have learned, to set your goals and work hard to achieve them no matter what people say or think."

Williams, who lived in Hawai'i when her father, Charles "Black Bart" Bartholomew was stationed with then Commander in Chief, Pacific Fleet (CINCPACFLT) from 1980 to 1983, attended school at Aliamanu in the seventh and eighth grades. Williams noted the importance of sports for Navy children.

"I was a Navy brat," said Williams. "I have lived all over, including Pearl Harbor. I used to complain about having to move and make new friends every few years as a kid. Looking back I think it helped me out in the long run because it taught me how to adapt, I think what helped me so much was being involved in sports. Every time we would move, I would join the swim team in our new location and that was almost like making instant friends," she explained.

Williams noted she has been into swimming and outdoor activities her entire life. She said while in Hawai'i, her family had a somewhat different Christmas tradition.

"I have been swimming most of my life," said Williams. "I swam on a team from childhood through college. I have

always enjoyed outdoor activities like hiking, snowboarding and skiing. One thing that I remember about Hawai'i though is on Christmas there, we would open up our presents and then go out to the beach," she said.

Along with her message of setting and working to achieve goals, Williams and Pat Parks, principal of Aliamanu Middle School also delivered a message to the students about the dangers of drug use.

"This is national Drug Prevention Month," said Parks. "Mrs. Williams delivered a positive message on working towards your dreams, but not getting involved in drugs can help you achieve your dreams."

While speaking of her Olympic experience, Williams recalled her most exhilarating moment of her time in Athens.

"I don't believe there are any words that can describe the feeling," said Williams. "When I was on the awards stand receiving my medal, with my daughter with me and my family watching, it was a feeling of great pride. That was my most memorable experience."

Following her visit to Oahu, Williams will fly to Maui on Saturday morning for the Xterra world championships. Williams will not be competing in the event. She will be there as a coach to athlete Brian Hollister.

Williams is also spending time promoting the Honolulu Triathlon April 16-17, 2005 while in the state.

"The Honolulu Triathlon is a great opportunity for people to come out and take part in," said Williams. "You don't have to be a professional to enjoy the race, you can come out to watch the professional race the first day, and compete on the second day."

STORY IDEAS? Email: hnn@honoluluadvertiser.com **NavyNews**

Hawai'i Navy News Editorial

Accidents are taking too many lives

Editorial
Rear Adm.
(Select)
Michael
Vitale



Commander
Navy Region Hawai'i,
Commander Naval Surface
Group Middle Pacific

We are losing too many shipmates to accidents, and it has to stop. The president and our chain of command have committed to reducing accidental deaths and mishaps by 50 percent over the next year. To achieve this, our task is simple: we must prevent serious accidents from happening.

In the last five years, 540 Sailors around our Navy have died in accidents. Of those, 423 – fully 78 percent of the total – were killed in off-duty motor vehicle and recreational accidents. In the first nine months of fiscal year 2004, 76 Sailors died, 60 in motor vehicle accidents.

The sad part is that most of these deaths were preventable. Nearly half of the fatal accidents involved alcohol. Of motorcyclists killed, nearly a third were not wearing helmets.

Here in Hawaii, we continue to see DUI cases each week. This can lead not only to serious accidents, but is usually indicative of problems at work or at home. That is why we cannot wait

until next year to see if we have been successful. We must be successful every day. Shipmates must look out for each other, and leaders must be aware of what is going on in the lives of those that they lead. We will address these problems head-on with a no-nonsense approach that ensures we all pay attention to safety.

First, we will continue to educate our entire Navy family – Sailors, civilians, contractors and family members – on safety issues by providing training sessions for all hands. These sessions will drive home the point of work and home safety, as well as vehicle and recreational safety. Safety is something to be practiced every day, by every-

one, under all circumstances.

Second, we will reemphasize our intolerance for those who disregard safety. In the next couple of weeks, you will see announcements about stiffer penalties for those who ignore these simple safety precautions. This includes DUIs, excessive speed, failure to wear seatbelts or use child car seats, and failure to wear protective clothing while driving a motorcycle. Furthermore, we will strictly enforce traffic regulations on base, and driving performance off-base through stiffer accumulation of traffic points, suspension of driving privileges, and other administrative proceedings.

Third, we will continue to help our shipmates who may

be drinking to excess and either don't recognize it themselves or are incapable of addressing the problem without professional assistance. But even though we will act compassionately to prevent irresponsible behavior before it happens, we will be merciless in holding people accountable for their actions after the fact.

Whether you are a junior petty officer supervising a few subordinates, or a commanding officer leading a ship, I expect each of you to intervene whenever you see something inherently dangerous, thoughtless, or careless. Get involved before such behavior results in accident, injury or death.

In the last seven weeks

since I arrived here, I have visited most of the Navy commands around Hawaii. It is clear to me that our Navy has never been better, and I am very proud of the people we have serving here. But we can do better.

There is room for improvement in our safety record. We must continue to apply that same sense of pride by taking care of our families and our shipmates. We must ensure, individually and collectively, that we are doing all we can every day to prevent unnecessary injury and death due to carelessness and thoughtlessness.

Vitale is the commander of Navy Region Hawai'i and Naval Surface Group Middle Pacific.

What is still of value to today's Pacific Fleet team?

Commentary
FLTCM(AW/SW)
Jonathan R.
Thompson

Commander U.S.
Pacific Fleet
Master Chief



Hero. Webster's Dictionary defines the word as "a person of courage and accomplishment."

I believe that definition aptly describes my predecessor, Master Chief "Buck" Heffernan, who transitioned from the Fleet Master Chief position on Sept. 24. In my

book, anyone who devotes 32 years to faithful military service is a hero. His many years of naval service are admirable; even more commendable are his accomplishments.

During the past three years since Heffernan became the Fleet Master Chief, he's been a strong, faithful advocate for Sailors and their families. In a season of immense change, he passionately shared his knowledge, wisdom, and insight to Navy leaders. He diligently "passed the word" back to the Sailors through a weekly newsletter column addressing naval standards and new policies

and programs. He's a true communicator and a proven leader. I'm honored to have had the opportunity to work with him and proud to call him a shipmate.

As Fleet Master Chief, I'm committed to serving the interests of our Sailors, our families and our Navy.

There have been many changes in our sea service since I joined the Navy in 1976. Over the years, I've spent a majority of my career on the east coast in many professional and leadership positions. Having most recently served as Force Master Chief at Naval Air Force, U.S. Atlantic Fleet, I've had numer-

ous talks with Sailors about their concerns.

In our ever-changing Navy, we need to ask what are the important issues? What do we value as a service and as a person wearing a uniform?

Here's what I believe we should be addressing:

- Personal behavior - acting responsibly both on and off duty
- Leadership responsibilities – maintaining standards and taking care of our people.
- Ethical behavior - doing the right thing at the right time for the right reason.
- Education and physical fitness

- strengthening our mind and body for today's tasks and the challenges ahead.

- Core competencies - using the skills necessary for good stewardship and leadership.
 - Training - having the know-how and resources to succeed in our job, our career, and our mission.
 - Teamwork - working together to achieve goals.
 - Lastly, but most importantly, strong communication.
- That's why I've told you what I value and consider important. This is the main list of topics you'll see in future articles.

Commentary

Fireside Chat

Navy Region Federal Fire Dept.

Make sure your haunted house is not a house of hazards

Victor M. Flint
FFD Fire Inspector

Costumes, pumpkins and treats are all part of Halloween - A great time to meet the neighbors and have a fun night out with the kids or with friends. One of the highlights is the haunted house.

There are many types of haunted houses, but there are three basic types that you would enter; go through a maze filled with scary things, then exit. The first and most common type, are the small, simple kind, that are in someone's car port or yard.

Usually the walls are just hanging sheets with cardboard props. The second types are a bit more elaborate with solid types of partitions and walls with electric props, colored lighting and costumed people inside.

These types are usually found at community centers or similar types of neighborhood meeting centers. The third type are the large, elaborate haunted houses.

These types are the ones with solid walls, electric props, colored lighting, special effects, pounding sound system and many costumed people inside ready to scare the daylight out of all that pass close to them.

Usually, you would have to pay or leave some type of donation to enter these types of haunted houses.

No matter what type of Haunted House you may find yourself in, they could all be a source of good fun and scary excite-

ment. But they also could be a dangerous nightmare if things go wrong.

The Federal Fire Department recommends the following if you are planning to build a Haunted House in your neighborhood:

- Use material that is non-combustible or flame retardant, no plastic.
- Have flashlights for all the people who are running the Haunted House.
- Keep a head count. Keep track of the people who enter, and make sure they all exit before the next group goes inside.
- Have a cordless or cell phone handy in case of emergency. (Remember 911)
- Have a fire extinguisher handy - More than one for the larger haunted houses.
- Make sure that there is an emergency plan that is in place if there is an incident.
- Do not overload electric outlets and power strips and secure all electric wires to prevent tripping.
- Do not use electric lights that are above 60 watts and make sure nothing touches the lights. They get real hot.
- Have more than one way out in case of emergency.
- Never, ever use an open flame - no fire.

Call the Federal Fire Department's prevention division (474-7783) to get a free inspection of your Haunted House before Halloween.

For more information about haunted houses and other fire-related questions, call 474-7785.

Recycling is a matter of necessity

Commentary
Karen S. Spangler
Assistant Editor

When I moved here to Hawai'i from another state in 1995, I remember asking my next door neighbor what were the scheduled days for refuse pickup and recyclables pickup. She looked at me as though I was an alien from Mars and told me that there was not any curbside recyclable pickup for residential customers.

I couldn't believe it, but in doing some additional research, I found out that it was true. But how could this be, I asked. This is an island – not a very large one – and with a population of over a million people. That doesn't include the steady influx of tourists. Land resources on the island are severely limited. How much space is available to get rid of trash? And is that how we want to utilize our land – to bury our garbage? Of course, to some extent, it's necessary. But there are other options.

One of those options is the local power plant (H-POWER waste to energy) that burns some of the trash generated by Hawaii residents and produces usable energy. Another option, and not a widely used one, is to recycle.

Even without curbside recycling, there are ways that local citizens can recycle. But to be honest with you, it isn't very convenient and makes the process of recycling much more time-consuming and laborious. And what percentage of the state's residents are going to go to that effort?

Let me give you an example. A couple years ago when I moved from one house to another, I had a collection of recyclables. I had collected them and sorted them appropriately. Then it was time to load them all into the back of my car – which I did. I drove a few miles away to where the recycling center was – or where it had previously been. But it was-

n't there anymore. I spent considerable time driving to other places where I thought that there might be a recycling dropoff, but to no avail.

At that point, you guessed it, I had to drive back home with all of my recyclables still remaining in my car. The next day, I checked out the City and County of Honolulu recycling website to see where the closest recycling dropoff was located. This resulted in a second trip to dispose of my recyclable items. The bottom line is: how many people would go to this much time and trouble to properly dispose of their recyclables?

Now, several years later, there is more momentum to implement a curbside recycling program. Not only is it a good idea, but it's a necessity. There is only so much land on the island and it is important that each of us do our part to recycle.

Recycling has always been voluntary for the island's residents, including Navy family housing residents. For many years, the Navy has been proactive in recycling in its housing communities and has provided bins for curbside recycling. And since it's voluntary, some people do and some people don't recycle.

It's a difficult thing to enforce – though not impossible. When I lived on the mainland, fees were levied on residents who put recyclables in the regular trash receptacle. When a situation affects our pocketbooks, we are inclined to take it more seriously – and predictably, the numbers of residents who recycled increased.

Recently, I heard that fines have been levied on the trash contractor for Navy housing – for picking up recyclables that have been placed in the regular trash receptacles and taking them to the landfill. The city and county of Honolulu is getting tough – and it's time. Housing residents will be advised that they need to recycle and will again be provided with the "how-to's."

According to guidelines, residents

should put their recyclables at curbside by 7 a.m. on the pickup day. Some residents told me that they were upset when the refuse trucks have driven through their neighborhood earlier than the 7 a.m. schedule and before they had the opportunity to place their recyclables curbside. A closer look at this might be warranted – ensuring that residents who are committed to recycling have the opportunity to do so.

As for me, I am elated at the prospect of having curbside recycling. All that I would need to do is collect and separate my recyclables according to the guidelines – as I do now - and on the scheduled day, place it curbside in front of my house. I would no longer have to put all of that trash in my car, drive miles to the nearest recycling dropoff point, and then pitch it all into the collection bin.

But I don't have curbside recycling and I have collected an assortment of aluminum cans, newspapers, etc. that need to go to the recycling center – so for now, I will still have to make that trip. You can bet that I'll be counting the days until they implement the curbside recycling in my neighborhood.

Recycling is the right thing to do. Not only does it keep tons of trash out of our landfills, but it makes no sense to throw away things that can be converted into usable products. Recycling saves our land resources and our environment.

And now with the curbside recycling program that will be implemented in phases island-wide by the City and County of Honolulu, the whole process will be made quicker, easier and more convenient. Meanwhile, there are recycling dropoff points located throughout the island. Check the city and county website at www.opala.org for more information.

Recycling is no longer a matter of something we could do or should do – it is a matter of something we need to do – NOW.

Hawai'i Navy News

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Avenger: Sub is 'here for the long haul'

Continued from A-1

have ballast tanks that can be filled and emptied to maintain an even trim on the sub. Once the submarine was in drydock, Hofwolt learned the job of removal was more than anyone anticipated. Since the concrete had been exposed to water and air over the past 17 years, it had been allowed to cure and re-cure.

"It just got harder and harder every time it cured," Hofwolt explained. "We had a 40,000 PSI water cannon that can normally cut through concrete like a hot knife through butter. I watched it cut in about an eighth of an inch and then just bounce off. We finally had to try a different attack."

As project supervisor, Hofwolt was at the drydock facility every day to oversee the continuing progress. The concrete and water had corroded Bowfin's hull to the point of near collapse in the fore and aft compartments. Because he could not remove it all in the time allotted, Hofwolt decided to pare down part of the impediment and clear room all the way around the concrete chunk.

He also removed the entire hull section around the concrete. Once the concrete had been worn down, he had it coated with corrosion resistant paint then sealed inside a newly constructed hull section made to resemble the original Bowfin hull.

The crew even re-fashioned part of the forward hull to resemble the torpedo tube doors that had been removed because of corrosion damage.

In addition to the partial concrete removal and reconstruction of the hull, Bowfin's hull was cleaned and repainted. Hofwolt did not use regular paint, however.

"We coated the hull with Ceram Kote, a ceramic coating," he explained. "I was one of the guys doing that job and it was hot."



Marisco Ltd. workers repair the aging hull of the decommissioned Balao-class submarine USS Bowfin (SS 287) at their shipyard near the former Naval Air Station, Barber's Point, as part of a restoration project. Bowfin has served as a floating museum for 23 years next to USS Arizona Memorial Visitor's Center. Known as the "Pearl Harbor Avenger," Bowfin was launched one year to the day after Dec. 7, 1941, and was credited by the Joint Army-Navy Assessment Committee with the sinking of 16 large vessels and 10 vessels of less than 500 tons each in World War II.

The hull below the water and up to 18 inches above the waterline had to be coated with Ceram Kote paint that had been heated to around 130 degrees and pumped through insulated hoses. The coat is 75/1000ths of an inch thick.

"It doesn't sound like much, but 75 mils is a great coating," explained Hofwolt. "Theoretically, you can't get that coating off - ever."

He seemed most pleased about the reconstruction of the damaged hull that had been eaten away by the com-

bined seawater and concrete. The project involved building a rib system where the original hull had been around the concrete left in the hull. Then, the work crew had to completely rebuild the outer hull around the concrete after coating the mass in ceramic paint.

"And we did all that in 30 days," Hofwolt beamed. "I was really pleased when I saw it. It was really remarkable."

The rest of the submarine was sprayed with a similar coat, but the paint for that portion did not have to be

heated as it was applied. The Bowfin crew also repaired the screw guard, repaired a hole at the waterline and repaired corrosion-damaged sections of the hull.

"It was no different than any other ship going into drydock," Hofwolt said. "You need a shipyard environment to have this kind of work done. I mean, you can't paint the hull unless the ship is out of the water."

Hofwolt is pleased with the work completed during the month-long shipyard period.

"The shipyard did high-

quality work," he said. "The concrete thing originally stymied everyone because we thought it would be easier than it actually was. But we got through it. I'm very pleased with the quality of the work completed."

Hofwolt said the repair work is meant to extend Bowfin's life indefinitely.

"Bowfin is here for the long haul," he said.

However, there was a downside to sending the Pearl Harbor Avenger away from the submarine museum.

"The Bowfin is our center-



U.S. Navy photo by PH1(AW) William R. Goodwin. A worker watches as ex-USS Bowfin pulls out from the berth at the submarine museum in September.

piece," explained Hofwolt. "When people come to the submarine museum, they want to see a submarine. Our visitorship went down to 10 percent."

However, September is typically their slowest month, according to Hofwolt, so that month was chosen for the drydock period. No work was done to the inside of the submarine.

"We didn't want to open the sub in the shipyard because of all the dust," Hofwolt said. "The inside is in great shape. Anything we have to do inside, we can do here."

Now that Bowfin is back, Hofwolt and his staff are eager to get back to their main mission.

"Our role is to tell the submarine story to the public," he said. "Last year, we had around 220,000 people visit here."

Bowfin is now once again open to visitors. For Armistice Day on Nov. 11, the museum is offering free admission to active duty service members.

Anyone interested in finding out more about Bowfin and the submarine museum and park can either visit their Web site at www.bowfin.org or call them at 423-1341.

Louisville honors Princess Ka'iulani's birthday



U.S. Navy photo by JO3 Corwin Colbert. Cmdr. David Kirk, commanding officer of USS Louisville (SSN 724), and crewmembers read a plaque made by Princess Victoria Ka'iulani Elementary School students in honor of the nuclear attack submarine.

JO3 Corwin Colbert

COMSUBPAC Public Affairs

Cmdr. David Kirk, commanding officer of USS Louisville (SSN 724), and a few of his crewmembers were special guests of Princess Victoria Ka'iulani Elementary School during a ceremony honoring the Hawaiian princess Oct. 15.

Princess Victoria Ka'iulani's principal, Charlotte White, said she was pleased crewmembers from the nuclear-powered submarine could attend the event.

"I am so glad they made it," White said. "Today, we are honoring the princess' birthday. All of our students performed with minimum adult participation. This morning, they will do a skit about the history of the princess and the royal family with songs and dances."

"USS Louisville has been our

partner now for more than seven years when Cmdr. Earl was commanding officer," White continued. "He was looking for a partner, we were looking for a partner, and so it came about naturally. I will always remember the day when we signed the official partnership between us. All the children were in the cafeteria and the crewmembers of USS Louisville walked in. When the children saw them in their white uniforms, they said 'Wow,'" said White.

White explained how Louisville crewmembers have made a positive impact on the students.

"Many of our children come from single parents, so the men of USS Louisville have served as wonderful role models for our students. Louisville and the school have done some great things in the past. We used to take our fifth graders at the end of the year to tour the boat and we would ride out to sea with

them. That has not happened in a long time," said White.

"In addition, the guys would come in to read to the students, paint different areas and attend field trips. I hope that everything will get back on track," she added.

Kirk expressed determination in rebuilding the relationship between the boat and school.

"We are here to show our support for the school celebrating Princess Ka'iulani's birthday. The performance by the students was great. The children are remarkable and it chokes you up to see these first graders and young ones work so hard to get their lines straight for this event," he said.

"We have had a relationship with this school since the mid-90s. We want to rekindle the relationship that has suffered due to the ship's deployments, shipyard periods and world events," Kirk concluded.

Change: Navy set to test new E-1 to O-10 concept work uniforms at fleet locations worldwide

Master Chief Petty Officer of the Navy Public Affairs

The Navy introduced a set of concept working uniforms for Sailors E-1 through O-10 Oct. 18, in response to the fleet's feedback on current uniforms.

The new uniforms, which will begin wear-testing this winter, were unveiled aboard USS Iwo Jima (LHD 7) at an all hands call with Master Chief Petty Officer of the Navy (MCPON) (SS/AW) Terry D. Scott.

The Navy Working Uniform (NWU) concepts offer four variations to be tested in the fleet. Each variation offers a combination of different patterns, dominant colors, fabric finishes and designs.

Scott said these concepts are only the initial version of what the working uniform may ultimately look like. To assist in deciding exactly what uniforms Sailors will be wearing, Task Force Uniform (TFU) developed a set of concept uniforms.

"The concept uniforms are much like a concept car at an auto show," Scott said. "It's only a preliminary design of the final model, and judging from the fleet's response, we can make modifications to the final design."

The Task Force Uniform initiative began after Sailors in the fleet expressed their concerns about the current status of Navy uniforms. Chief of Naval Operations (CNO) Adm. Vern Clark determined there should be an evaluation of the uniform requirements.

Upon completion of a Navywide survey last year, TFU went to work on interpreting more than 40,000 surveys with the help of an organizational psychologist to determine what changes Sailors desired. Some of the concerns expressed were that there are too many uniforms, they wear out quickly and are difficult to maintain. They also commented on the need for a working uniform



U.S. Navy illustration

The Navy introduced a set of concept working uniforms for Sailors E-1 through O-10, on Oct. 18 in response to the fleet's feedback on current uniforms. These digital patterns are two of the four concept uniforms announced for a wear-test by the Navy this winter. Each uniform offers a variety of options that Sailors will have the opportunity to choose from. Feedback from the fleet will be used to determine the final Navy Working Uniform.

that would be practical in different working environments and climates. The majority of respondents said they preferred a Battle Dress Uniform (BDU) style working uniform.

The Navy Working Uniform is being designed to take the place of utilities, wash khaki, coveralls, woodland green, aviation green, winter working blue and tropical working uniforms. The normal wear life is designed to last up to 18 months, compared to the current wear life of six months for the working uniform.

The working uniform design is not intended to camouflage Sailors against the background of a ship. Instead, the multiple colors on the uniform - navy blue, deck gray, haze gray and black - are common in the maritime working environ-

ment, making them a more practical choice.

"What we have heard from Sailors aboard ship is if they get a small spot of paint or grease on a pair of solid-color utilities or coveralls, it's easily visible and detracts from the uniform's appearance," Scott said. "With the Navy Working Uniform's multicolor pattern, a small spot or stain may be almost entirely unnoticeable."

Another positive aspect of a multicolor pattern is that wrinkles caused by daily wear would be less visible, and the new uniforms will be wash and wear with no ironing required.

"Why should we need to iron a working uniform? The NWU fabric treatment will be a considerable improvement over the previous working uniforms," said Scott. The proposed plan is

for the NWU to be the primary working uniform used in all Navy communities and duties, including watch-standing. The NWU is also being designed for wear outside the gate. Sailors will be able to go off base without having to change from the working uniform into their service uniform or civilian clothes.

With the CNO's approval for a wear test, the Navy is working to provide as many possible options for Sailors to choose from during the wear-test period.

Among the options will be:

- Woodland versus digital pattern
- Blue versus gray as the uniform's predominant color
- Tapered blouse versus standard-style blouse
- Rounded versus pointed collar
- Performance T-shirt ver-

sus cotton undershirt

- Pleated versus non-pleated trousers
- Elastic versus adjustable waistband
- Button versus zipper trousers
- No-polish suede versus polished leather boots
- Eight point versus round top cover
- Pocket locations and design

The Navy also plans to wear test a blue parka that will ultimately match the design pattern of the final working uniform. The parka will be designed for wear in various weather conditions, including sub-freezing temperatures, wind, and heavy rain.

Although the NWU was designed to address the concerns of the fleet, Scott said a test of how the uniforms will truly respond to the needs of Sailors can only be determined by a fleetwide wear test and evaluation before being mass produced.

The fleetwide wear test scheduled to begin this winter, will be conducted at commands around the world, and across the spectrum of different platforms. Approximately 60 participants, both male and female, officer and enlisted, will wear-test these concept uniforms at each of the following commands/locations:

USS Theodore Roosevelt Carrier Strike Group (CVN 71), Norfolk, Va.

USS Tarawa, (LHA 1), San Diego

USS Germantown, (LSD 42), San Diego

USS Chung-Hoon, (DDG 93), Pearl Harbor, Hawaii

USS Iwo Jima, (LHD 7), Norfolk, Va.

USS McFaul, (DDG 74), Norfolk, Va.

USS Philippine Sea, (CG 58), Mayport, Fla.

USS San Francisco (SSN 711), Guam

Patrol Squadron (VP) 1, Whidbey Island, Wash.

Tactical Electronic Warfare Squadron (VAQ 137), Whidbey Island, Wash.

Patrol Squadron (VP) 26,

Brunswick, Maine/Aviation Intermediate Maintenance Dept., Brunswick, Maine

Afloat Training Group, Norfolk, Va.

Afloat Training Group, San Diego

Recruit Training Command, Great Lakes, Ill.

Master-at-Arms "A" School, San Antonio

Special Warfare Logistics Support Group, San Diego

Naval Mobile Construction Battalion, Port Hueneme, Calif.

Amphibious Construction Battalion 2, Naval Amphibious Base Little Creek, Va.

Naval Station Rota, Spain

Naval Air Facility Atsugi, Japan

Naval Coastal Warfare Squadron 25, Norfolk, Va.

"We realize that there are Sailors out there who are eager to receive the NWUs, but we are determined to do this the right way and come up with a uniform that our Sailors will appreciate," Scott said.

Shore Sailor of the Year (SSOY) Chief Dental Technician Michele Villagran had a chance to see preliminary designs of the concept uniforms during the SSOY selection process. She said she liked the look and feel of the lightweight, yet sturdy, material.

"Overall, I think they look more professional, and I think the majority of the fleet will be happy with them," Villagran said. "It will definitely be a new and very much needed look for the Navy."

The vision of Task Force Uniform is to give Sailors a cost-effective set of uniforms presenting a professional appearance, recognizing naval heritage, and offering versatility, safety, ease of maintenance and storage, utility and comfort.

Task Force Uniform also plans to announce the year-round service uniform concepts for E-1 through E-6 in the coming weeks and an announcement about specifics of those wear testing dates and areas to follow.

USS Lake Erie visits Niigata

USS Lake Erie Public Affairs

USS Lake Erie (CG 70) accomplished a week's worth of work in just 24 hours after pulling into Niigata, Japan, Monday.

What was supposed to be a three-day port visit was shortened to just one when inclement weather kept Lake Erie from mooring at Niigata's Central Wharf.

The crew and community made up for it, however, embarking on a vigorous cultural exchange that culminated with a reception for more than 80 local VIPs on Lake Erie's flight deck.

Shortly after arrival, two liberty buses carried 40 Lake Erie Sailors to two different community relations projects.



U.S. Navy photo by Lt. j.g. Alapaki Gomes
AE3 John Jacobie, AZ2 Steven Ridgner, AD2 Ronald Simon and AW3 Esmelin Villar of HSL-37 Det 5, The Violators, embarked aboard USS Lake Erie (CG 70), man the rails as Lake Erie moors in Niigata, Japan.

Twenty Sailors visited patients at the Niigata Rehabilitation Hospital while 20 more dined with students of Niigata's Airline, International and Resort College.

Both visits concluded with free tours of Niigata's famed Northern Cultural Museum.

Operations Specialist 2nd Class (SW) David Diaz, of Honolulu attended the reception at the Resort College. Diaz said the students and Sailors were broken into small groups and interacted through a series of games.

"I taught (my counterpart) English and she taught me Japanese," Diaz said.

Sailors were particularly impressed with the cultural museum. The highlights included a 20-30 minute musical exhibition featuring traditional Japanese instruments. Sailors then invited students back to the ship for a tour.

In the evening, Lake Erie's commanding officer, Capt. Joseph A. Horn Jr., provided more than 50 Japanese reporters and photographers with a guided tour of the ship.

The festivities concluded with a reception on Lake Erie's flight deck. More than 80 local VIPs joined the crew of Lake Erie for dinner and music.

"The warmth and hospitality of our Japanese hosts has been unmatched this deployment," Capt. Horn said. "I just wish our schedule permitted a longer stay."

SUBPAC tests new immersion equipment

JOC(SW/AW) David Rush COMSUBPAC Public Affairs

USS Key West (SSN 722) is one of 17 attack submarines homeported in Pearl Harbor slated to implement the Submarine Escape Immersion Equipment (S.E.I.E MK-10) and accompanying equipment.

The Submarine Escape Immersion Equipment (S.E.I.E MK-10), a combined whole-body suit and one-man life raft, is designed to provide submariners protection against hypothermia and is rapidly replacing the Steinke Hood rescue device.

The S.E.I.E MK-10 is currently scheduled to replace all Steinke Hoods aboard U.S. Navy submarines. The reconfiguration of escape trunks and training of the crews are requirements prior to installing the new system.

This suit allows survivors to escape a disabled submarine at depths down to 600 feet, at a rate of eight or more men per hour.

The S.E.I.E is designed to enable a free ascent from a stricken submarine and to provide protection for the submariner on reaching the surface until rescued. The assembly is comprised of a submarine escape and immersion suit, an inner thermal liner, and a gas inflated single seat life raft, all contained in an outer protective stowage compartment.

The suit not only keeps the escapee dry and protected from cold shock during escape, but also acts as a thermally efficient immersion suit on reaching the surface. Full protection is therefore provided while deploying and boarding the life raft. The suit provides sufficient lifting force to take the

escapee from the submarine to the surface at a safe speed of approximately two to three meters per second.

According to USS Key West's commanding officer, Cmdr. Kenneth Sault, the suit is a welcome change to the Steinke Hood. "This is state-of-the-art equipment. They're doing major alterations on the two escape trunks on USS Key West right now to accommodate the S.E.I.E suits, where we would actually 'plug in' and execute an escape from the submarine. Those alterations are being done by a superb team of experts," said Sault.

Sault, along with other submariners from USS Key West, were on-hand at Richardson Pool, located near the Arizona Memorial, to undergo the required training.

"Frankly I have never done training like this before. It's great training, to actually get to put the suit on and get in the water. There couldn't be a better [training] experience, except for going up an escape tower. Every one of the crewmembers are going to have to execute this training," Sault said.

As for the level of difficulty, Sault said it's a fairly simple procedure. "It's not hard, it's almost intuitive. The whole design is ideal for survival at sea. This is a far more viable option than the Steinke Hood," Sault concluded.

The Steinke Hood was designed for the same circumstances, but did not include a full-body, thermally insulated suit or life raft. It was, at best, a last ditch survival device, but would not protect submariners from hypothermia or provide shelter or visibility at the surface, as the S.E.I.E is designed to do.



A crewmember from USS Key West (SSN 722) receives training with the Submarine Escape Immersion Equipment (SEIE MK10). Several submarines have already installed the new system.

However, the device is designed to be a last resort in the event of a submarine emergency at sea. The goal in the event of a submarine mishap is survival.

The second is rescue with a submarine rescue vehicle. Lastly, if a rescue vehicle is not available or cannot connect to a stricken submarine, the crew can escape using the S.E.I.E.

Optimally, a rescue vehicle is preferred as it allows crewmembers to survive with essentially no injuries since they are protected from the great amount of pressure at ocean depths. A rescue vehicle connects directly to the escape hatch of a submarine, eliminating the threat of exposure to cold water and extreme pressure.

In addition, the primary benefit of rescue before resorting to escape with the S.E.I.E. is that there would be resources available, including a recompression chamber, should it be needed by the rescued crewmembers.

However, unlike the

Steinke Hood, the suit provides good protection from decompression sickness, hypothermia and climatic exposure.

USS Key West's Lt. Allen Deckers enjoyed the training.

"I think the training is very productive," he began. "It's very helpful to have the hands-on experience with the same suits that will be on the submarine. Having the classroom instruction before coming here really helped so you know what to expect. It made the training go a lot better," said Deckers.

As for ever needing the suit, Deckers said he would rather not have to, but if it came down to it, he is confident in its ability to work as advertised.

"The features that it has, the raft, thermal insulation, the suit is definitely designed to keep you out of the water," he said. "The international orange color, reflective tape and staying warm, these are the keys to survival. So if you have to use it, you can be found."

Navy advancement exams benefiting from senior enlisted Sailors' experience

JOCS (SW/AW)
Tom Updike

Naval Education and Training
Professional Development
and Technology Center
Public Affairs

The Navy has changed the enlisted examination development process to take advantage of the vast experience in each rating at the senior enlisted level.

Instead of one permanently assigned test writer for each rating, the Naval Education and Training Professional Development and Technology Center (NETPDTC) is hosting a group of chief petty officers for two-week temporary additional duty in Pensacola, Fla., to develop enlisted advancement exams.

"When you have one individual developing exams, my heart goes out to him or her because it is such a major undertaking," said Senior Chief Culinary Specialist (SW/AW) James Anderson. "As a group, we can better keep up with what the fleet needs to know," said the culinary specialist subject matter expert (SME) from the Center for Service Support in Athens, Ga.

A pilot program started early in 2004 to develop a process that would allow rating experts from the fleet to serve as exam writers. To get ready for the incoming teams, the NETPDTC staff developed training and computer systems to support the new process.

The hospital corpsman and utilitiesman ratings were the first to develop exams with visiting chief petty officers. By the end of the year, NETPDTC will have hosted nearly 30 ratings, to include the new Navy diver and explosive ordnance disposal job specialties, and plan to have hosted a

conference for every rating in the Navy by late next summer.

NETPDTC worked with Fleet Forces Command and learning centers to get a good mix of experience from visiting exam writers.

"Everyone benefits due to the diversity of rating knowledge being represented," said Chief Culinary Specialist (SW/AW) Cesar Valencia, the flag CPO for Commander, Naval Surface Forces, U.S. Pacific Fleet. "We have a lot of experience here, and each group brings in fresh ideas to incorporate into future exams."

After arriving in Pensacola, the visiting group will review the current bank of questions for each paygrade in their rating. This review allows rating experts to update and groom the existing bank of exam questions before writing new test items.

"Our exam bank was among the largest at 4,000 questions, and it took 60-plus hours just to review it," said Senior Chief Musician William Chizek, the exam writer from the Armed Forces School of Music in Norfolk, Va. "Our test questions needed a massive overhauling that was simply too much for one person to do."

Each of the rating groups develop a test plan and outline for future exams, write as many as 1,500 new test questions, and review all references and the online Advancement Exam Strategy Guides.

The exam conferences have been very productive, but require a solid commitment by the visiting SMEs.

NETPDTC is confident that the added experience and span of knowledge brought to the exam development conferences by the visiting experts will improve future exams.

Additionally, chief petty officers



U.S. Navy photo

Nearly 250 candidates for E-5 mark their answer sheets while taking the March 2003 advancement exam at the Club Pearl Complex. Island-wide, a total of 701 candidates took the test and included Sailors from shore commands as well as those temporarily assigned from deployed Pearl Harbor ships and submarines.

are learning what a difficult mission an exam writer at NETPDTC truly has.

"It has made us all realize what an incredibly difficult job our former test writers have had," said Chizek.

According to NETPDTC's command master chief, Master Chief Hull Technician (SW/AW) Norman Tilton, future enlisted exam processes and administrative functions will not change.

"I'm confident we will maintain the trust and confidence

with enlisted Sailors as we improve our advancement exams, just as we have for the last 55 years. These recent changes will ensure that Sailors are tested on current rating knowledge and experience as the Navy adapts to new technologies."

Additional information about enlisted advancement exams can be found online at the Navy Advancement Center's Web site at <https://www.advancement.cnet.navy.mil>.



Photo by Denise Emsley

Dan Saenz, energy specialist, installs a T5 High Output fluorescent fixture with bi-level occupancy motion sensors at NEX's gas station.

New lights brighten NEX Pearl Harbor gas station

Denise Emsley
PWC Pearl Harbor
Public Affairs

Sailors and their family members filling up their cars at the Navy Exchange's (NEX) 24-hour fueling station on Naval Station Pearl Harbor are getting more light on the job.

A lighting retrofit eliminated older lighting technology for new, energy efficient high-tech fixtures with some unique features.

In September, members of Navy Region Hawaii's (COMNAVREG HI) Energy Team replaced High Intensity Discharge (HID), High-Pressure Sodium (HPS) lighting equipment with state-of-the-art T5 High output fluorescent fixtures with bi-level occupancy motion sensors. The older lighting consumed 50 percent more electricity and the newly-installed T5HO technology combines motion sensors, bi-level lighting, and the highest efficiency fluorescent lighting with existing ambient light sensors currently available.

"As far as I know, the application of this type of lighting technology hasn't been attempted before on exterior lights of a building, such as a fueling station, that is in operation 24/7," said Dan Saenz, energy specialist. "Since it is a self-service operation, there isn't a need to have all of the

station's lights on when one is pumping gas. So not only is there a 50 percent energy savings from switching to T5HO fluorescents; but the addition of a bi-level system creates an additional 50 percent savings when there is no activity at the pumps," said Saenz.

The bi-level system enables four lamps in a light fixture to fully light up the space below it when a vehicle pulls in to be refueled. The lamps remain on while the customer pumps gas and 'times out' when no motion is detected, turning off the two outer lamps.

By turning off half of the lamps in the fixture, there is an additional 50 percent energy savings; yet, the remaining lights let passersby see the station is open. During the daylight hours, an existing photocell turns the lights completely off.

As a result of the Navy's innovative use, the Hawaiian Electric Company has taken special note and is encouraging others in the local community to take advantage of energy savings opportunities this type of project can provide.

In addition to the cost savings this retrofit created, general lighting at the NEX Naval Station Pearl harbor fueling station was also improved by the relocation of some light fixtures for patrons.

Navy personnel must complete anti-terrorism training before Oct. 29

It is time again for annual/mandatory Level I Anti-terrorism Training. All personnel must complete this annual requirement no later than Oct. 29.

Department heads, should assign a point of contact to ensure that training has been completed and that all completion certificates are returned to Ensign Letisha Robinson.

Training will be completed online as follows

Online Training

1. Log onto the DoD Level I Anti-terrorism training site at <http://at-awareness.org/>

2. To access this training, type in the following Access Code word: aware.

3. Click "signup" to start a new account. For existing accounts, enter username and password to log in.

4. Upon successful log in, click on AT Level I Course.

5. Highlight "begin training" and select appropriate icon: SM for service member and CV for civilian.

6. Complete all four phases of the training.

7. Upon completion of course, select email certificate. User will be prompted to type in an email address, enter the following: latisha.robinson@navy.mil. User will receive credit for this course when the anti-terrorism training officer receives a course completion message from the online training site.

8. Course run time is approximately 45 minutes.

9. Additional anti-terrorism information is available on the website under training related downloads. A review is recommended of Joint Publication 5260, as well as printing out the corresponding individual protective measure card. For those without Computer Access:

Annual Level I Anti-terrorism Training will be held at Sharkey Theater on Oct. 27 from 1 to 2 p.m. for those individuals not able to complete online course.

Submit requests for training to Robinson at latisha.robinson@navy.mil or 473-3896.

STORY IDEAS?
Contact the HNN editor for guidelines and story/photo submission requirements:
Phone: (808) 473-2888
Email: hnn@honoluluadvertiser.com
Hawaii Navy News

Former SECNAV Nitze dies

Secretary of the Navy Public Affairs

Paul H. Nitze, whose distinguished government career included serving as Secretary of the Navy from 1963 to 1967, died Oct. 20 at his home in Washington, D.C.

"The thoughts and prayers of the men and women of the Navy and Marine Corps team go out to the Nitze family at this time of loss," Secretary of the Navy Gordon R. England said. "Paul Nitze's life was one of service to America and the cause of freedom. He was one of America's greatest public servants, and a patriot who played many important roles in our nation's history and the cause of world peace."

During his time as the Navy secretary, Nitze raised the level of attention given to quality of service issues. His many achievements included establishing the first Personnel Policy Board and reten-

tion task force (the Alford Board), and obtaining targeted personnel bonuses. He lengthened commanding officer tours and raised command responsibility pay.

Nitze became a strong advocate for officers' advanced education opportunities and worked to enhance greater integration of senior Navy staff by moving the Chief of Naval Operations' office next to his own.

He also worked to ease unnecessary burdens on Sailors by relaxing in-port duty section requirements and hiring civilian custodial workers.

Following his term as Secretary of the Navy, Nitze served as deputy secretary of Defense (1967-1969), as a member of the U.S. delegation to the Strategic Arms Limitation Talks (SALT) (1969-1973), and assistant secretary of Defense for International Affairs (1973-1976). Later, fearing Soviet rearmament, he opposed the ratification of SALT

II (1979). He was President Reagan's chief negotiator of the Intermediate Range Nuclear Forces treaty (1981-1984). In 1984, Nitze was named special advisor to the president and secretary of State on Arms Control.

For more than forty years, Nitze was one of the chief architects of U.S. policy toward the Soviet Union. President Reagan awarded Nitze the Presidential Medal of Freedom in 1985 for his contributions to the freedom and security of the United States.

"Paul Nitze stood the watch and bravely defied the fascists and communists who threatened freedom during World War II and the Cold War," England said. "For this, and so much more, our nation and the world owe him a deep debt of gratitude."

In April of this year, the Navy christened a guided missile destroyer named for Nitze. The ship is the 44th of 62 Arleigh Burke



DoD photo by R. D. Ward

Former Secretary of the Navy Paul H. Nitze (right) and Secretary of Defense William S. Cohen look at a model of an Arleigh Burke-class guided missile destroyer at a Pentagon press conference, following the announcement in January 2001 that a destroyer will be named in honor of Nitze.

class destroyers currently authorized by Congress.

"Today, the brave Sailors who serve in his namesake ship, USS Nitze, continue to honor Paul

Nitze's commitment to freedom as they defend America." England said. "Paul Nitze's contributions to America are legendary. We shall always remember him."



U.S. Navy photo by J02 Devin Wright

Lt. j.g. Adriana Milipello of COMDESRON 31 mail Christmas presents to family members in Japan Wednesday at the federal Post office in building 150 at Pearl Harbor.

NAVSUP announces mailing dates for 2004 holiday season

Navy Supply Systems Command Public Affairs

The Naval Supply Systems Command's (NAVSUP) Postal Policy Division, in cooperation with the U.S. Postal Service and military postal officials from all of the services, notes it is not too early for individuals to mail their 2004 Christmas cards, letters and packages to and from military addresses overseas.

Everyone is encouraged to beat the last minute rush and bring holiday mail and packages to the nearest U.S. Post Office, Army/Air Force Post Office (APO), or Navy/Marine Corps Fleet Post Office (FPO) by the recommended dates listed below.

- For military mail addressed to APO and FPO addresses, the mailing dates are:
 - Parcel Post — Nov. 13
 - Space Available — Nov. 27
 - Parcel Airlift — Dec. 4
- Priority Mail, First Class cards and letters — Mailing date is Dec. 11 to all locations, except for locations starting with ZIP 093. For all locations starting with ZIP 093, the mailing date is Dec. 6.
- Express Mail — Dec. 20 to locations where Express Mail service is available. Check with your local post office to determine which APO/FPO addresses can receive Express Mail. Note: This service is not available to ships.
- For military mail from APO and FPO addresses, the mailing dates are:
 - Space Available — Nov. 20
 - Parcel Airlift — Dec. 4
- Priority Mail, First Class cards and letters — Dec. 11
- Express Mail — Dec. 18 from APO/FPO addresses where Express Mail can be accepted. Check with your local military post office to determine if they can accept Express Mail. Note: This service is not available from ships.

Kitty Hawk introduces Internet hotspots for Sailors

JO2 David Beyea

USS Kitty Hawk Public Affairs

In October, the Morale, Welfare and Recreation (MWR) division aboard USS Kitty Hawk (CV 63) delivered a boost to local Sailors' quality of life with a new means of Internet connection for Sailors aboard the conventionally powered aircraft carrier, introducing "K-Spots."

"K-Spot" is Kitty Hawk's name for its new wireless hotspots locations, installed over the last two weeks in the mess decks and wardroom areas aboard the ship, and at the ship's shore-side

training facility, Hawk's Nest. These hotspots provide a cost-free location for Sailors to connect to the Internet with personal computers, personal digital assistants, cellular phones and other electronics devices that have wireless Internet capability.

"A hotspot is a wireless node," said Information Systems Technician 1st Class Jamie Andrews of Kitty Hawk's combat systems department. "If you have a laptop with a wireless connection, you can gain access to the Internet."

Hotspots have recently become popular in Yokosuka, especially for Sailors who

live on ships, explained Damage Controlman Fireman Nicholas Filton of Kitty Hawk's MWR office. The limited number of public places on base that have hotspots are exceeded by the number of Sailors who wish to use them. With this in mind, MWR undertook a project to have the K-Spots installed aboard Kitty Hawk.

"We realized that the hotspots were pretty popular around base, and we wanted to make them readily available to Sailors on the ship," said Filton.

Kitty Hawk's hotspots are not only easily accessible by

Sailors; they also provide more convenient, less expensive Internet access.

Although Kitty Hawk's hotspots are run by the same commercial provider that supplies hotspots to Fleet Activities Yokosuka, thanks to Kitty Hawk's MWR office, Sailors using the K-Spots never have to worry about paying a monthly fee.

"This is a service that the ship's MWR is paying for. Sailors get to use it free of charge," said Master Chief Information Systems Technician (SW) Donald Acker of the MWR office.

"It's convenient, as you don't have to fight for a place

to sit," said Andrews. "It gives people access to the Internet on their own personal computers and it's free, so you don't have to pay a service provider fee."

All that is required to use the free hotspot is to sit down in Kitty Hawk's aft mess decks, wardroom or Hawk's Nest with a wireless Internet computer and register for the service. The online registration is done the first time a user "logs on" to the K-Spot and requires an e-mail address, username and password.

There are limitations to the K-Spot's free Internet access. In order to ensure

proper use of this service, MWR has taken steps to make sure Web surfers follow the Navy's policy on Internet pornography while using the K-Spots.

"These particular hotspots will filter out pornographic and other inappropriate material," said Acker.

MWR hopes to expand the free Internet service to Kitty Hawk's crew in the near future.

Future K-Spots are scheduled for the chief petty officers' mess and training rooms. Kitty Hawk plans to complete installation of the K-Spots in the coming weeks.



U.S. Navy photo by MM3 Greg Bookout

Actors from the Central Dramatic Company of Vietnam enter the USS Arizona Memorial for their Oct. 13 tour.

Bicultural thespian group tours Pearl Harbor, holds Military Appreciation Night

MM3 Greg Bookout

Staff Writer

The cast and crew of the American Artists Repertory Theatre and the Central Dramatic Company of Vietnam toured Pearl Harbor and visited the USS Arizona Memorial Oct. 13 before putting on a free military appreciation production of Shakespeare's "A Midsummer Night's Dream" at the Hawai'i Theatre Oct. 14.

"This type of event is great for military families," said Lara Askerooth, Morale, Welfare and Recreation special events director. "This is a great opportunity for military families to experience new theatrical and cultural performance. This not only exposes them to the work of Shakespeare, but also a view of different Vietnamese traditions in theatre."

Prior to embarking on the tour of Pearl Harbor from the Arizona Memorial Visitor's Center, Allen Nause, the director of the production, commented on the selection of Pearl Harbor as one of the 10 military stops on their tour.

"Due to the world situation right now, visiting military bases and bringing the arts in gives back to the military," said Nause. "Our group is a joint production comprised of Americans and Vietnamese people, some of whom are veterans who fought on opposite sides during the Vietnam War. Pearl Harbor represents so much of our country's military history. When touring in Vietnam, our Vietnamese colleagues shared many of their historical military sites, history and culture, we thought this would be an excellent opportunity to expose them to American history and culture," Nause explained.

Nause also noted the significance Pearl Harbor represents in the way peaceful relations were made with the Japanese following the war and how the theatre group is a representation of this type of peaceful allegiance with the Vietnamese people.

"The Japanese and the American people are now friendly allies, which was not the case 60 years ago," said Nause. "Our group is a joint production which symbolizes peace and a friendship between Americans and Vietnamese people."

Michael Griggs, Project Manager for the production, also noted the bonding between the groups was an important symbol of peaceful



U.S. Navy photo by MM3 Greg Bookout

Allen Nause, the director of Central Dramatic Company of Vietnam's production of "A Midsummer Night's Dream" takes time to view drawings of the Arizona before the free admission military appreciation night at Hawai'i Theater.

resolution between the Americans and Vietnamese and would be fascinating for military audiences.

"What's especially interesting for military audiences, I think, is that the project of doing a collaborative performance of this comedy was meant to be a healing experience, having Americans and Vietnamese laughing together," said Griggs. "It has proved to be that so far and, of course, the whole play is about reconciliation and achieving peace. What makes it even more timely is the recent visit to Vietnam by a U.S. Navy ship for the first time since the war, and the beginning steps of establishing relationships between the two militaries."

Mark Twohy, the tour's technical director and an Army veteran commented on his feelings about his visit to Pearl Harbor following the tour.

"The tour today was incredibly moving," said Twohy. "The very palpable energy of this place represents a message of tolerance and growing into acceptance."

A member of the cast said seeing the harbor from a different perspective made the tour very interesting.

"It's something about just being right there on the water level," said Damon Kupper, who plays an actor named Flute in the play. "It was nice to get to go all the way around Ford Island and get to see the size of the Missouri from the water, right next to the Arizona Memorial. It was something else."

For information on upcoming events and shows, visit www.greatlifehawaii.com or contact MWR at 473-1190.

Ford Island: Work to continue through 2006

Continued from A-1

Hawai'i and use the proceeds to develop the island.

As a result, the Ford Island work is being entirely funded with revenues generated by private development of these properties, including approximately 2,000 housing units at Iroquois Point and Kalaeloa (formerly Barber's Point) currently being renovated and managed by Hunt.

"Today's groundbreaking represents years of hard work by many people," said Abercrombie. "Our Hawai'i congressional delegation, the Navy, labor unions, Fluor Federal Services and Hunt Building Company all made important contributions. I'm especially pleased that this project is governed by the Aloha Stabilization Agreement to ensure work force stability, fair labor practices, and uniform working conditions."

On Feb. 21, the Fluor-Hunt partnership joined with union and non-union labor organizations to sign the Aloha Stabilization Agreement, a unique agreement designed to allow union and non-union workers to participate in the project, thus helping to ensure jobs for local workers throughout the project. Based on this same template, similar agreements have since been made by other military contractors in Hawai'i to address the State of Hawai'i's ability to accommodate several significant military projects to begin over the next few years.

"We are committed to providing a safe work environment for the local workforce," said Chuck Read, Fluor project manager. "Fluor is one of the safest major contractors in the world. Our last workday case incidence rate last year was 50 times better than the construction industry's national average."

Conducted through 2006, the Ford Island Master Development project will provide centralized naval operations within Pearl Harbor with the goals of improving overall efficiency, modernizing facilities, and reducing maintenance costs and congestion on the base.

The scope of the infrastructure work on Ford Island includes simultaneous improvements to electrical and telecommunications systems, sewage collection, and roadways.

Work will involve:

- 36.9 miles of duct bank, five-inch conduit;



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

Members of the official party break ground with traditional Hawaiian o'o sticks at a ceremony held at Ford Island's historic airfield. Contract partners Fluor Federal Services, LLC and Hunt Building Company, Ltd. will oversee the \$83.9 million project, which will provide centralized naval operations on Ford Island for overall efficiency and modernization of facilities over the next four years, while preserving Ford Island's contribution to the historic character of the harbor.

- 29.3 miles of 15 kv cable;
- 4.6 miles of fiber optic cable;
- Six sumps averaging a depth of 20 feet;
- 3.9 miles piping averaging 12.3 inches in diameter;
- 13.8 acres of demolition of asphalt and concrete paving;
- 2.2 miles of resurfacing existing roads; and
- Three miles of new roads.

Fluor will also adaptively reuse the old movie theater that was originally constructed on Ford Island in 1942 to develop a conference center with a floor area of 21,000 square feet.

In addition, Hunt will construct on Ford Island a 17-acre, three-story apartment community, consisting of 300 two-bedroom apartments; a second 17-acre, private residential community consisting of 130 two-story town homes with two- and three-bedroom units; and a new waterfront promenade commercial center.

Fluor and Hunt have worked

with the Navy to develop a master plan that ensures the preservation of Ford Island's historical features, including the following:

- Ford Island control tower, completed in 1942;
- Hangar 54, built in 1935;
- Hangar 79, completed in 1941;
- Facility 87 (an aircraft storehouse), completed in 1942;
- Strafing and bomb impact markings from the attack on Pearl Harbor; and
- Army officer housing built circa 1922.

On Dec. 7, 1941, Ford Island acquired a singular place in history when Japan attacked Pearl Harbor. The attack focused on the Pacific Fleet ships moored around the island and on its hangars and airfield.

Remnants of bomb craters and signs of the Japanese aircraft's strafing runs are still visible. In 1962, the island's airfield was decommissioned as an active

naval airfield.

In 1964, most of Pearl Harbor — including Ford Island — was designated a National Historic Landmark by the Secretary of the Interior. Ford Island remains a central feature in the Pearl Harbor National Historic Landmark. With completion of the 4,672-foot long Admiral Clarey Bridge in 1998, the island became accessible to visitors and potential development.

The island is also the location of the Battleship Missouri Memorial and Utah Memorial, as well as potentially the Military Aviation Museum of the Pacific.

Fluor Corporation (NYSE: FLR), operating locally as Fluor Federal Services, LLC, provides services on a global basis in the fields of engineering, procurement, construction, operations, and maintenance and project management.

Headquartered in Aliso Viejo, Calif., Fluor is a Fortune 500 com-

pany with revenues of \$10 billion in 2002. For more information, visit www.fluor.com.

Hunt Building Company, Ltd., formerly Hunt Building Corporation, is the largest military housing builder in the United States and has been actively building housing on Oahu for more than 12 years.

The firm has built over 2,700 military homes on Oahu, and more than 40,000 on the mainland and overseas. It was founded in 1947 as an El Paso-based building supply company. Today, continuing under Hunt family ownership and management, the company has grown into a nationwide diversified, full-service real estate development, construction, and property management business.

Hunt Building Company, Ltd. and its affiliated companies are headquartered in El Paso, Texas. For more information, visit www.huntbuilding.com.

