

Region wins energy award



U.S. Navy photo

Condenser water pumps move heat rejection water through giant pipings of the Central Chiller Plant at the Pearl Harbor Naval Shipyard. Hawaiian Electric Company awarded Navy Region Hawai'i an energy efficiency award for the design at a special luncheon yesterday.

Terri Kojima
Environmental Public Affairs

Navy Region Hawai'i received Hawaiian Electric Company's 2004 Energy efficiency award at a special ceremony held at the Sheraton Waikiki Hotel yesterday.

The Region's recognition came as a result of the successful construction and implementation of a central chiller plant that uses innovative technologies to provide more efficient air conditioning in office spaces. The new 1,800-ton chiller plant, which serves eight buildings at the Pearl Harbor Naval Shipyard has reduced the amount of energy expended by 7,965,280 kilowatt hours each year with annual energy savings totaling \$775,067.

According to Paul Fetherland, of Hawaiian Electric Company, Inc. the annual energy savings is comparable to the total amount of electricity that 781 typical homes in Hawai'i would use in one year.

Capt. Richard D. Roth, Regional

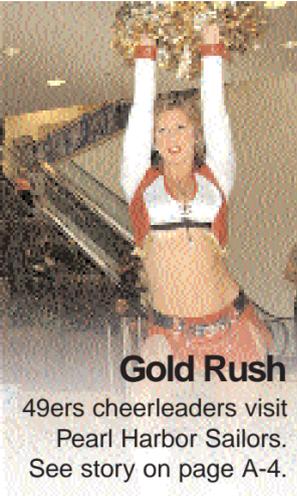
Engineer and Commander of Navy Public Works Center, accepted the award for the Navy before a crowd of industry representatives committed to energy awareness.

The ceremony, which recognized outstanding achievements in energy efficiency, was held in conjunction with Hawaiian Electric's Efficient Electro-Technology Expo and Conference

When asked to comment on the project, Roth was quick to point out the success of the "chiller" project resulted from a solid team effort among multiple Navy commands and private industry.

"The success of the chiller plant resulted from a tremendous collaborative Navy team effort working together with Hawaiian Electric Company," said Roth. "The team included experts from Naval Facilities Engineering Command Pacific, Resident Officer in Charge of Construction Pearl Harbor, Public

▼ See AWARD, A-7



Gold Rush

49ers cheerleaders visit Pearl Harbor Sailors. See story on page A-4.



Happy Halloween

Learn tips for safe trick or treating this year. See story on page B-1.

Hawai'i Navy News Briefs

Spouses invited to join COMPASS

All Navy Spouses are welcome to attend a free COMPASS Session. COMPASS is a program ran by volunteer Navy spouses. This is a spouse-to-spouse mentoring program geared to help Navy spouses find their way through the maze of Navy life.

It helps to educate spouses on how to move with the Navy, how to deal with deployments, how to read the service members LES, and even gives history on the Hawaiian Islands. COMPASS is a 3 day course with Free on-site qualified childcare. Whether you are new to the Navy community or a "seasoned" Navy spouse, everyone can benefit from this exciting course.

The web site is at www.geocities.com/compassph to see the current schedule. Anyone interested can also call 473-1627 to reserve a spot at the next session.

Contest coming up

Armed Forces Day 2005 is coming next May and you can show your support by putting your creative and artistic skills to work. The Secretary of Defense is sponsoring a poster contest, open to all military and government personnel, to commemorate the event.

Designs may be submitted in 8.5x11" format but should have enough resolution for creating 2x3 ft posters. All designs must include a written theme, such as "Armed Forces Day 2005- A Tradition of Heroes." (That was last year's theme- so don't use it) Fedex or e-mail entries by Nov. 16 to:

Lt. William Marks
CHINFO OI-51
1200 Navy Pentagon, room 4B463
Washington, DC 20350-1200
or
william.j.marks@navy.mil

The winner will receive letters of congratulations from the Secretary of Defense and Chief of Naval Information.

▼ See ENERGY, A-7

Region reports drop in housing burglaries

JO1 Daniel J. Calderón

Editor

After a rash of burglaries over the past several months, officials are hoping the arrest of a suspect is bringing the trend to a close.

Officials said there were 10 burglaries in Navy Public-Private Venture housing units between July 21 and Sept. 21 and nine in housing units under Navy control between September and October.

"There have been no burglaries in the area since the arrest," said Tom Carter, vice president of military housing for Forest City Residential Group. "Knock on wood, it's been pretty quiet since then."

Forest City is responsible for Navy housing under the PPV program.

"Both [PPV and Navy housing] areas are open and accessible," said Master-at-Arms 1st Class Stacey Carfley, assistant physical security specialist in the security department's Crime Prevention Office. "Most areas are not gated."

A man who surrendered to police Oct. 17 after the public was asked to help find him was turned over to the Naval Criminal Investigative Service as a suspect in a Sept. 19 burglary of a home in a Navy housing area of Salt Lake.

Richard Pauline, 34, was

wanted by police on contempt of court warrants and a probation revocation before his surrender. Police said Pauline also was wanted for questioning about a series of burglaries, including one at a home on Peltier Avenue.

In that case, a burglar entered the home between 2 and 7 a.m. and removed items from the home while the occupants were sleeping. Police said Pauline was identified as a suspect in the burglary based on a fingerprint that was recovered from a louver at the home.

NCIS officials said the case against Pauline is still being actively investigated. If charged, the matter would be turned over to the U.S. attorney's office in Honolulu to prosecute.

Carter said Forest City has offered to glue the shutter windows for residents in order to make entry more difficult.

Forest City has also put up additional lighting and cut down excessive plant growth in the area.

"We also have two full time roving patrols and one stationary patrol," Carter said. "HPD is also working the area."

"The measures in place have been very effective," said Lt. Cmdr. Allen Balabis, Naval Station Pearl Harbor security officer. "The naval security force, HPD, PPV folks and investigative teams have all worked well together as part of an incredible

collaborative effort. But the key to it all is the residents."

Carfley said residents are the best deterrents to crime in their areas.

"If you see a vehicle cruising slowly and you see that same vehicle more than once, report it," she said. "Yes, they may be lost, but they may also be casing the housing areas."

"Residents are now taking a more active role in securing their neighborhoods," said Balabis. "They are securing their property, lighting up darkened areas and calling in if they see any suspicious activity. I think that gives the residents a lot of comfort."

The Navy typically does not have patrols in areas under PPV. During Town Hall Meetings held in October for housing residents, Honolulu Police Department officials offered to help residents begin neighborhood watch programs.

"As far as I know, no one has come forward to start one up," Carter explained. "Anyone interested in getting one started can contact HPD or call us at 423-7711."

Navy housing residents who have a question about how to maintain their home security or would like to schedule an appointment to have a home security survey can contact the Naval Station Pearl Harbor Crime Prevention Office at 474-6191.

Coast Guard rescues two local Sailors



U.S. Coast Guard photo

A Coast Guard rescue team takes HT2 Gary Chavez from their helicopter to an awaiting ambulance for transport to Tripler Army Medical Center Sunday.

PA2 Jennifer Johnson

Coast Guard District 14

Public Affairs

Two Pearl Harbor Sailors were rescued Sunday morning after treading water off the coast of Waianae for nearly 19 hours.

Hull Maintenance Technician 1st Class Martin Mantz, of Center, N.D., and HT2 Gary Chavez, of Portage, Ind., had set out for a day on the water to make sure that everything was set with Mantz's recently purchased 21-foot Bayliner. The two left Hickam Boat Harbor early Saturday morning but after a few hours the men realized something was going wrong.

Coast Guard rescue watchstander, Petty Officer 2nd Class Justin Acosta, from the command center at Coast Guard Sector Honolulu received a call at 11:21 a.m. on VHF Channel 16 stating that a vessel was taking on water and sinking. Six minutes later, Acosta heard a mayday call presumably from the same vessel and attempted to establish communications but received negative results.

"I turned around to see which engine had quit and noticed that the back half of the boat was taking on water," said Mantz. "I knew things weren't good and about 10 seconds later the boat just sank."

Boaters in the Waianae area heard the radio traffic and called to confirm they had overheard the mayday call loud and clear from where they were located.

Despite little information regarding the situation, the command center determined it was necessary to begin a search. Crews from Air Station Barbers Point launched an HH-65 Dolphin helicopter and the 110-foot patrol boat Washington was diverted from regular opera-

tions to search areas near Waianae and the south shore of Oahu.

"I knew we were in trouble so I went below and grabbed the life jackets," said Chavez. "We were optimistic that a fishing boat might find us for the first six hours. But that wore off and I was scared and apprehensive."

Neither of the Coast Guard assets searching was able to locate the two men or the boat and the search was being reevaluated when Mantz and Chavez's friend Petty Officer 1st Class Eric Brabec called the Coast Guard to report them overdue.

"At that point I was trying to determine the best location to search based on where the loudest signal had been reported by other boaters," said Acosta. With additional information from Brabec regarding a possible destination number of people on board and a vessel description Coast Guard crewmembers continued to search throughout the night.

Chavez and Mantz were separated around sunset when the tide changed.

"I just thought that 'I had two little girls to take care of,'" said Mantz when faced with spending the night treading water. Chavez said he tried to take short naps throughout the night in order to save up his energy for the swim the following morning.

At about 7:40 a.m. Sunday, through a small window of a C-130 Hercules aircraft, Petty Officer 2nd Class Mike Heazlit noticed a speck so small he was unable to determine if it was human or not. Confident that he had seen something in the waves, Heazlit directed the C-130 over the area again.

After four unsuccessful passes by the C-130 crew, they relayed the marked position

▼ See RESCUE, A-5

Region hosts energy expo

JOSN Ryan C. McGinley

Staff Writer

Navy Region Hawai'i held the 2004 Hawai'i Navy Energy Expo Monday at The Banyans, with the goal of educating Sailors and civilians on the latest technology and energy awareness for work and home.

More than 60 vendors displayed technologies and exhibits representing the newest in lighting, fuel cell power, energy-efficient window treatment and electric vehicles.

"The expo is held for Energy Awareness Week, and this is an opportunity for us to get the word out to the region about the importance of energy conservation," said



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

FTC (SS) Bill Moore and FTC(SS) John Butcher, both attached to Commander, Submarine Forces, Pacific, learn about a waterless flush system at the 2004 Hawai'i Navy Energy Expo.

Coast Guard welcomes newest cutter to fleet

PA2 Jennifer Johnson

Coast Guard District 14

Public Affairs

The Coast Guard Cutter Sequoia made history Oct. 15 in Apra Harbor, Guam, by becoming the next-to-the-last 225-foot seagoing buoy tender to enter official service.

The ship's crew retreated to the protection of the main deck but in spite of the rain and wind, Mrs. Dorothy "Dotty" England, wife of Navy Secretary Gordon England, huddled under an umbrella and continued her speech of warm regards and praise for the ship. Shortly after the gust of wind, came the downpour of hot tropical rain. She took things in stride as a gust of wind ripped through the tent that was intended to protect the distinguished guests.

"It is like having my son up there," said Dotty England, the ship's sponsor, who became friends with many crewmembers and followed the ship's accomplishments since being named sponsor in 2003.

More than 300 people braved the untimely conditions brought by a passing tropical storm to attend the commissioning ceremony, including Guam's governor, Felix Camacho, and congresswoman Madeleine Bordallo.

"As the western most territory we are extremely vulnerable and the Coast Guard is a tremendous asset here," said Camacho. "The Coast Guard has been instrumental in deterring both immigrants and drugs into our port as well as keeping the harbors safe for travel."

Other distinguished guests included the Secretary of the Navy, the Honorable Gordon R. England, Commander of U.S. Naval Forces Mariana's, Adm. Arthur Johnson, and Dennis McCloskey, president of Marinette Marine where all 16 of the buoy tenders were built.

"The Coast Guard became a part of Marinette and we are going to miss them now that we fulfilled this contract," said McCloskey.

Now that Sequoia is home and



U.S. Coast Guard photo by: PA2 Jennifer Johnson

Crewmembers became a part of history as the first crew aboard the penultimate 225' Juniper Class buoy tender to enter official service Oct. 15. "Dotty" England, wife of Navy Secretary Gordon England, was the ship's sponsor and was on hand in Apra Harbor, Guam for the commissioning ceremony.

everyone is settling into life in Guam the crew can reflect on one of the longest maiden voyages in Coast Guard history.

In true multi-mission Coast Guard manner the Sequoia's four-month, 15,000-mile maiden voyage was full of adventure and excitement. The Sequoia traveled through all five Great Lakes, the Welland Canal, the St. Lawrence River and eventually the Atlantic Ocean. The ship and crew made several port calls along the eastern seaboard, then shot across the Gulf of Mexico. As Sequoia approached Central America, the ship's engines experienced a reduction gear casualty. The crew had to remain in

Panama until a specialist from Marinette Marine arrived to repair the crucial system. Once repaired, the Sequoia and crew made a nighttime transit of the Panama Canal and finally entered the Pacific Ocean.

The biggest adventure came when the Sequoia was diverted to pursue the vessel Pelangi Melia No. 1. The 100-foot fishing vessel was heading northeast with 44 undocumented migrants when the cutter Sequoia's crew intercepted it 350-miles south of Cabo San Lucas, Mexico.

While dealing with a rogue fishing vessel and maintaining positive control of its crew and migrants, a Coast Guard crewmember came

down with possible appendicitis. Fortunately a U.S. Navy HC-5 helicopter airlifted the member to Topaz, Mexico.

There he was met by a Coast Guard C-130 airplane and crew from Sacramento for further transport to Balboa Naval Hospital in San Diego. Lucky for him the Sequoia was near his home and he was able to recuperate there with his family.

After nearly eight days with a security and custody crew on board monitoring the migrants and Pelangi Melia No. 1, the cutters Edisto, George Cobb and Steadfast relieved the Sequoia in order for the crew to continue their voyage to

their homeport in Guam.

"It is not often that buoy tenders get to participate in cases like this and we weren't even commissioned yet," said Lt. Cmdr. Matthew Meilstrup, Sequoia's first commanding officer. "It just goes to show how multi-mission a buoy tender can really be."

During extensive legs of the trip the crew took part in morale events as a way to unwind and relax. During an all hands talent show one night some of the crewmembers were surprised to see how talented their shipmates were. Some performed comedy skits and others sang, and a few crewmembers from Guam broke out their ukuleles and displayed a little bit of their heritage.

"The camaraderie is great, especially under way," said Seaman Cade Moses. "This ship is more than just a home."

The crew also had the honor of participating in a Golden Dragon ceremony. The ceremony is conducted when a ship passes the International Dateline thus turning "polliwogs" into true, hardened sailors. It is a tradition that is deeply rooted in the military maritime community.

"For such a long trip it's really important to maintain morale and keep the crew in good spirits," said Meilstrup.

Once the commissioning pennant was struck the crew was pleased to finally close one chapter of the cutter's existence and get started with what was in store for them.

"It feels great to finally be here," said Meilstrup. "I hope to come back in 60-years as a guest of honor for the decommissioning ceremony."

The Sequoia's responsible for 97 aids to navigation located throughout an area roughly the size of the continental United States. The cutter will also continue as a multi-mission platform to serve the needs of Guam and the Northern Mariana Islands including search and rescue, homeland security, maritime law enforcement and marine environmental response.

Hawai'i and local military team up for homeland defense

Mary Markovinovic

U.S. Army Pacific

Public Affairs

A Blackhawk helicopter soars through the air to MedEvac a patient to the nearest hospital. An explosive ordnance specialist rushes to respond to a report of unexploded ordnance. A man, enveloped in a white HAZMAT suit, inspects a suspicious package.

These are not scenes from Iraq or Afghanistan. They are examples of how the military and Hawai'i's State and local civil authorities work together to ensure the safety of the people here.

"We have a remarkable working relationship with the State and local authorities," says Maj. Gen. William H. Brandenburg, deputy commander of U.S. Army, Pacific and of Joint Task Force Homeland Defense. "We work together daily through our many mutual aid agreements. We also now have an excellent communication system in place for our homeland defense program."

Major General Robert G. F. Lee, Hawai'i's Adjutant General and Director of Civil Defense added, "Our partnership with the military is vital to the continued protection of Hawai'i's residents and visitors, and the state's critical infrastructure. Moreover, it is a relationship that both civilian and military leaders in Hawai'i embrace with mutual respect and commitment. I agree with General Brandenburg; it is a remarkable relationship."

Even with many service members deployed, military members do their best to assist local civilian authorities when needed. Cooperative support is provided through mutual aid agreements and also under the umbrella of "Joint Task Force Homeland Defense" or JTF-HD. Through JTF-HD, says Brandenburg, "the military supports civil law enforcement, providing any



U.S. Army photo

Local Army units use Blackhawk helicopters like this one to MedEvac patients to island hospitals as part of a partnership between the military and civilian communities. Exercises among military and civilian agencies ensure the relationships are in good working order.

needed emergency assistance through the Defense Support to Civil Authorities program. This program helps keep the people of Hawai'i and our area of responsibility safe and protect our critical infrastructure."

JTF-HD replaces the original Joint Rear Area Coordinator, or JRAC, that was established after the 9/11 attacks. The purpose of the program was to clearly outline the type of support the military would provide to civil authorities to help deter, or respond, to a terrorist threat or a natural disaster.

This is an evolution of the many mutual aid agreements that have grown over the years.

Under the Military Assistance to Safety and Traffic program, the military provides helicopter medical evacuation support. From May through August of 2004, the 68th Medical Company supported 49 missions with more than 70 hours of flying time in support of this program.

Army National Guard units, 25TH ID(L) and U.S. Marines have provided helicopter fire bucket support to help fight local brush fires. Federal Fire also provides support to local fire departments when needed.

The Army's 706th EOD team works with local police

departments to help remove unexploded ordnance on the islands of Oahu and Hawai'i.

The USARPAC Chemical, Biological, Radioactive, Nuclear and Explosives, or CBRNE, program works with other services and state and organizations to ensure first responders have the right equipment and training to deter, or defend against, a chemical or biological attack.

According to Edward T. Teixeira, Vice Director of Civil Defense, "If we had to go it alone, without the support of the military, we could not possibly provide the level of security that is in place in Hawai'i today. While it is virtually invisible to our citizens and visitors on a daily basis, those of us who work in homeland security and emergency management at the state and county levels, know we can depend on all of our important military partners."

U.S. Pacific Command has designated USARPAC, as the lead for JTF-HD. As lead, USARPAC coordinates between local civil authorities, other services and FEMA.

Communications between the military's crisis action centers and state and local centers is tested on a regular basis. Frequent exercises help build teamwork and communication between the agencies as well as first responders.

Region hosts security fair

MA1 Stacey Carfley

Naval Station

Pearl Harbor Security

Navy Region Hawai'i hosted a Crime Prevention fair Oct. 23 which ran from 11 a.m. to 3 p.m.

More than 350 adults and children attended. There was a little bit of everything at the fair. There was music, free popcorn and free shaved ice. A jumping castle and camouflage face painting for the kids. Hula dancers performed for an hour, along with a four-year-old local boy that did a fire dance.

The military working dogs put on a performance on bomb detection and a demonstration on how the dogs are used in detect and apprehend criminals.

The Navy housing and

Private Public Venture (PPV) personnel showed the different locks that housing allows tenants to use for home security, also usefully pamphlets on ways to protect your home and how to be safe.

The Navy Police bike patrol was there talking about the importance of bicycle safety. They also passed out pamphlets on safety tips for the children when riding their bikes.

The Navy Exchange Auto Car Stereo department demonstrated the different alarm systems and handed out pamphlets on vehicle safety. Fire Trucks, Ambulances, Police vehicles for the kids to sit in and try the lights and sirens.

The Military Joint Abuse Shelter Manager and the Sexual Assault Victim



U.S. Navy photo

McGruff introduces himself at the Crime Prevention Fair.

Intervention (SAVI) Director were there handing out vital information on domestic violence and sexual assault. The D.A.R.E. police officers were there with informational flyers and bumper stickers. The Navy Region Crime Prevention Officer passed out informational pamphlets on crime prevention tips and had a sign-up sheet for personal home security surveys.

Do you stop and render aid or do you just drive on?

Commentary
MM3 Greg Bookout
Staff writer

Over the weekend, I was returning home with a friend following a night at a Honolulu dance club when my friend and I came across a field of debris scattered across the residential street in Aiea we were traveling down.

Once we pulled over and stopped, we discovered the scene of a terrible automobile accident. Some of the local residents had emerged from their homes, as the accident had occurred mere seconds before we had arrived on the scene. As I exited the car, I told my friend to call 911. Just as I said this, one local resident said emergency services were being contacted and that they had possibly seen a victim exiting the demolished Mercedes-Benz. Looking at the scene of the accident, this seemed unlikely, and yet while others had already come out to watch and emergency services contacted, none of the residents had made any attempt to check on the car, warn traffic of the accident or try to assist the victim or prevent another accident in any way until we arrived at the scene.

Looking back, I feel like someone should have made some sort of effort to at least take a look to see if anything could be done, as opportunity to do so was there before we arrived.

As we advanced toward the car, the vehicle seemed to be wrapped around a tree, the front end missing, a small fire was burning in part of the wreckage of the front of the car and a young man was trapped, unconscious in the car.

It was apparent we could not help the man trapped in the car medically. The fire had been extinguished and didn't seem to be threatening the victim and he was trapped. The only way we could help was to warn oncoming traffic to slow down, preventing any further accident and stand with the site until emergency crews

arrived on the scene. While flagging traffic to warn them of the accident, I asked the driver of one vehicle if he could stop and use his emergency flashers to warn people approaching the scene, the driver pulled to the side, but then proceeded through the debris and on his way.

Many vehicles stormed through the debris with little concern for what was going on or the possibility of losing control of their own vehicles. It appeared to me the only reason that some of them slowed down at all was to prevent damaging their tires, but then sped off.

The 24-year-old man in the car was later pronounced dead at the scene.

Stopping to assist accident victims before emergency crews have arrived on the scene can help save lives and it is the right thing to do.

Driving through a debris field without stopping puts not only yourself in danger, but also those involved in the accident, those in aid and possibly innocent by-standers. If the scene is secure and emergency crews can motion you through, or if there are others on the scene and it is under control and you can take an alternate route to your destination, then you should do so but do not speed through the scene and endanger others.

Also important, a victim should never be moved unless in a situation, such as fire or flooding is a threat to the victim. Sometimes the best thing to do is just prevent other vehicles from being involved or just waiting with the victims, placing them in the most secure condition possible until emergency crews arrive at the scene.

If you come across an accident and no one is around, stop, call emergency services and at least warn on coming traffic to prevent further catastrophe. Just think to yourself, if you had an accident and no one was around, would you want people to help in anyway they could, it's not just common courtesy, it is the right thing to do.

Are you really a Navy leader?

Commentary
FLTCM(AW/SW)
Jonathan R. Thompson



Commander U.S. Pacific Fleet Master Chief

Are you a leader? Think about that for a minute.

In a military culture that distinguishes by rank and position titles, it's often assumed the more senior grade people have a greater responsibility to be leaders.

Most define "leadership" and "being a leader" as the same. Both have similar qualities. The difference is that leadership more precisely means having the authority and competency to lead, while being a leader refers to what a person is as demonstrated by action.

Regardless of paygrade, everyone should be a leader. That's especially true in regard to our personal behavior. How we conduct ourselves and the choices we make influence others around us: our co-workers, our friends, our family. The behavior of a junior

officer, a senior enlisted, and a seaman apprentice at a foreign liberty port sets an example for others in their midst. By their actions they each are encouraging or "leading" others to adopt or sanction the same.

As leaders, we each have a responsibility to demonstrate through personal behavior what's important to us. It's the foundation of basic leadership.

Although leadership may seem complex in today's evolving military environment, I believe leadership has three core non-negotiable elements.

Maintain Standards

There's an old saying in the Fleet — "if you have more than one standard, then you don't have a standard." It's leadership's job to keep our people informed of Navy policies and to ensure compliance across the board.

That responsibility applies to everything we do, from shipboard PMS maintenance and physical fitness requirements, to timely PQS attainment and adherence to Navy uniform regulations. Sailors of every paygrade notice

when a command is serious or lax in maintaining standards.

If we don't expect a third class petty officer to maintain a standard, then that expectation will spread through the entire chain of command. Either way, leadership sets the pace. Good leadership and good follow-ership go hand in hand. On the whole, people follow strong leaders.

Correct Deficiencies

Our Sailors don't intentionally plan to fail; they want to succeed. But when performance is below standard, it's imperative that leadership proactively address the deficiency when it occurs. An immediate, straight-forward corrective response is always better than a delayed, passive appeal for compliance. Though some deficiencies may require determined leadership intervention, most times all our people need is a firm insistence to maintain standards and to reiterate what's expected of them.

Leadership By Example

Navy Core Values.

Mentorship. Stewardship. Physical readiness. Education and training. These are but a few of the many challenging responsibilities levied upon our Sailors today. Equally, those in positions of leadership have an obligation to demonstrate by personal example a commitment to these same high standards.

Being a leader is an awesome responsibility. Leadership shares that responsibility through consistent application of standards. It's about doing what's right at the expense of being unpopular.

It's about being "sincerely" concerned about the welfare of the people under our charge. More importantly, it's about common courtesy — treating people like people; it's a human right regardless of paygrade. Everyone should be treated with common courtesy.

The way you act is worth 1000 lectures. Insisting others adhere to a standard which we ourselves neglect sends the wrong message. Individually and as a team, it's up to us to set the example.

Death is only a heartbeat away

Commentary
Jim Taylor

Commander Navy Region Hawai'i CACO/Funeral Honors Program Coordinator

Death. A word nobody wants to think about, let alone talk about.

But — it is a fact of life — it's going to happen to everybody, sometimes when they are young, some when they are old.

In my position as the Commander Navy Region Hawai'i Casualty Assistance Calls (CACO)/Funeral Honors Program Coordinator, I work with death on a daily basis. It's not fun, in fact, it can be full of sadness and remorse. However, it is an important function, and the Navy in Hawai'i has a tremendous record of taking care of its own during tragedies.

On of the most disturbing things I have faced is the lack of concern by our Shipmates in keeping their Record of Emergency Data (Page #2) and

Serviceman's Group Life Insurance (SGLI) current. Let me give you a few ugly scenarios that recently occurred here in Hawai'i.

Senior Naval Officer goes to doctor for regular check-up. Always in "perfect health". They find a small blockage in the heart, placed on operating table, unanticipated attack, death. The CACO Program went into motion. Page #2 checked - CACO could not locate primary next of kin (his parents), thus a delay of official notification. It was discovered his parents had both died years prior to his death. Sisters had to be located, family notification finally made three days later. Not good.

Three separate incidents — Sailor killed in vehicular accident (two motorcycle; one automobile). Notification expeditiously made to primary next of kin because Page #2 was current. However, and this is a major however, the Sailors' SGLI form were not updated after a divorce and remarriage. New wife got \$6,000 death

gratuity because Page #2 was current, but SGLI form was not updated when the Sailors remarried. Guess who got the \$250,000 SGLI — yep — the ex-wife. You can bet there were some hard feelings there!

Bottom-line. It can happen to you! We don't want to think about it, or talk about it, but death does unexpectedly occur — don't be another sad story. Make sure every name, address, and other vital information on your Page #2 and SGLI forms are kept current. Don't let a loved one suffer because of your failure to do so.

This is also a vital part of khaki leadership. The Wardroom and Chief's Mess must schedule frequent reviews with their Sailors to ensure they keep their information correct. A lot of people have the attitude — "It won't happen to me" and tend to gaff off this tremendous responsibility to their families and loved ones.

This topic has had Navy-wide publicity; our khaki leaders must make sure this is done, and done often.

Commentary

Chapel Pennant

The Station

Cmdr. Michael C. Wolfram CHC USNR

Robert Hastings wrote of life as a journey:

Tucked away in our subconscious minds is a vision — an idyllic vision — in which we see ourselves on a long journey that spans an entire continent. We're traveling by train and, from the windows, we drink in the passing scenes of cars on nearby highways, of children waving at crossings, of cattle grazing in distant pastures, of smoke pouring from power plants, of row upon row of cotton and corn and wheat, of flatlands and valleys, of city skylines and village halls.

But uppermost in our conscious minds is our final destination — for at a certain hour and on a given day, our train will pull into the station with bells ringing, flags waving, and bands playing. And once that day comes, so many wonderful dreams will come true, and all the jagged pieces of our lives will fit together like a completed jigsaw puzzle. So, restlessly we pace the aisles and count the miles, peering ahead, cursing the minutes for loitering, waiting, waiting, waiting for the station...

"Yes, when we reach the station, that will be it," we cry. "When we're eighteen! When we buy that new 450 SL Mercedes Benz! When we put the last kid through college! When we win the promotion! When we pay off the mortgage! When we

retire!" yes, from that day on, like the heroes and heroines of a child's fairy tale, we will all live happily ever after.

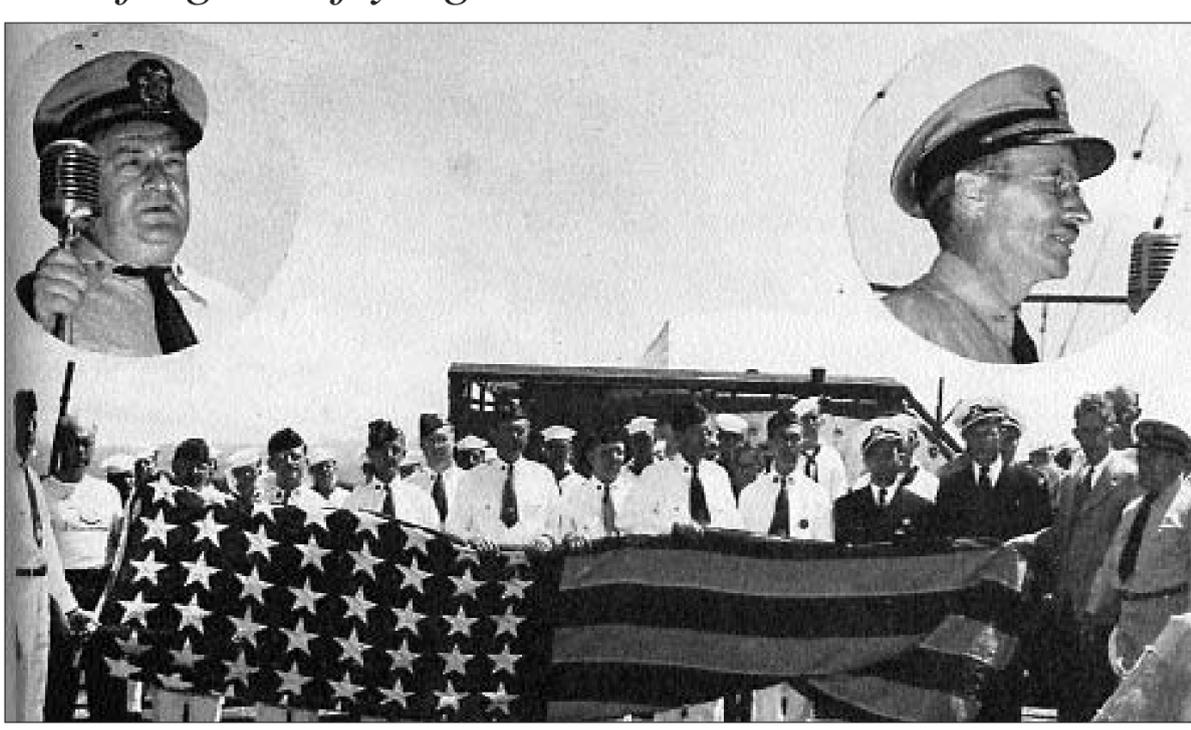
Sooner or later, however, we must realize that there is no station; no one place to arrive at once and for all. The journey is the joy. The station is an illusion — it constantly outdistances us. Yesterday's a memory; tomorrow's a dream. Yesterday belongs to history; tomorrow belongs to God. Yesterday's a fading sunset; tomorrow's a faint sunrise.

So shut the door on yesterday and throw the key away, for only today is there light enough to live and love. It isn't the burdens of today that drive men mad. Rather, its regret over yesterday and fear of tomorrow. Regret and fear are the twin thieves who would rob us of that Golden Treasure we call today, that tiny strip of light between two nights.

"Relish the moment" is a good motto, especially when coupled with Psalm 118:24, "This is the day which the Lord hath made; we will rejoice and be glad in it."

So stop pacing the aisles and counting the miles. Instead swim more rivers, climb more mountains, kiss more babies, count more stars. Laugh more and cry less. Go barefoot more often. Eat more ice cream. Ride more merry-go-rounds. Watch more sunsets. Life must be lived as we go along. The station will come soon enough.

This flag will fly again



U.S. Navy photo

The flag of The USS Oklahoma is held reverently by Legionaires of Pearl Harbor's Post 24, just before the famous banner was folded for the last time aboard the once proud battleship, Oct. 27, 1944. Captain Frank Craven of the navy Yard assumed charge of the vessel after it's decommissioning.

Hawai'i Navy News

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U.S. Navy photo by FC3(SW) Richard Neuer
USS O' Kane (DDG 77) officers and Ernestine O'Kane, widow of the ship's namesake, gather during the ship's Oct. 18 visit to San Francisco.

USS O'Kane brings spirit of aloha to San Francisco

FC3(SW) Richard Neuer
USS O'Kane Public Affairs

In honor of the ship's namesake and the sacrifice made by the O'Kane family in support of Rear Adm. Richard O'Kane's naval service, USS O'Kane (DDG 77) hosted a reception onboard the Arleigh Burke-class destroyer during its San Francisco visit Oct. 18.

A tour of the ship for the O'Kane family, led by USS O'Kane Commanding Officer Cmdr. William Nault, preceded the reception held on the flight deck. The O'Kane Family Reception, attended by O'Kane family members and USS O'Kane crew, provided a medium for both groups to share memories about the ship and the namesake. Opening remarks, which focused on the major military and non-military related events during the 55-year marriage between guest of honor Ernestine O'Kane and her husband, were followed by lei presentations to the O'Kane family and a gift exchange between the O'Kane crew and family.

According to Gas Turbine System Technician Mechanical 2nd Class (SW) Justin Spear, the event gave him the unique opportunity to link the World War II hero to the person who was an extraordinary husband and father in addition to a legend in the submarine community. "Being able to meet with his wife and extended family, gave me another facet of his life to admire," said Spear. "Not only was he the most decorated World War II naval officer, but he was also a devoted family man."

In preparation for the reception, O'Kane held extra general military training (GMT) sessions for its crew, which addressed all aspects of Rear Adm. O'Kane's life including his military accomplishments. The GMTs assisted the crew in recognizing specific O'Kane family members during the reception, adding to the overall atmosphere of welcome and appreciation for the family's support of O'Kane's naval service.

"It was an honor to meet the family of Rear Adm. O'Kane. Every O'Kane Sailor is proud of the ship's namesake and the family that provided the at-home support needed to make his

naval contributions possible," said Lt.j.g. Matthew Cox, O'Kane's navigator. "The in-depth training on his naval career, accomplishments, and his family life demonstrated the immense affect each one had upon the other."

Richard H. O'Kane was born in Dover, New Hampshire, on Feb. 2, 1911 and enrolled in the Naval Academy in 1930. O'Kane served onboard USS Chester and USS Pruitt before volunteering for the submarine service. He reported to the Submarine Base, New London, Conn., in January 1938. Following submarine school, O'Kane served on USS Argonaut until 1942, when he became the executive officer of USS Wahoo.

Following five war patrols aboard Wahoo, O'Kane assumed command of USS Tang upon her commissioning on Oct. 15, 1943. Under O'Kane, Tang deployed on five war patrols, sinking a total of 27 ships, totaling more than 227,000 tons, and damaging two other ships - a record unsurpassed by any American submarine.

During its fifth and final war patrol, during which Tang sank 13 enemy ships, a faulty torpedo struck Tang in its stern, causing a violent explosion.

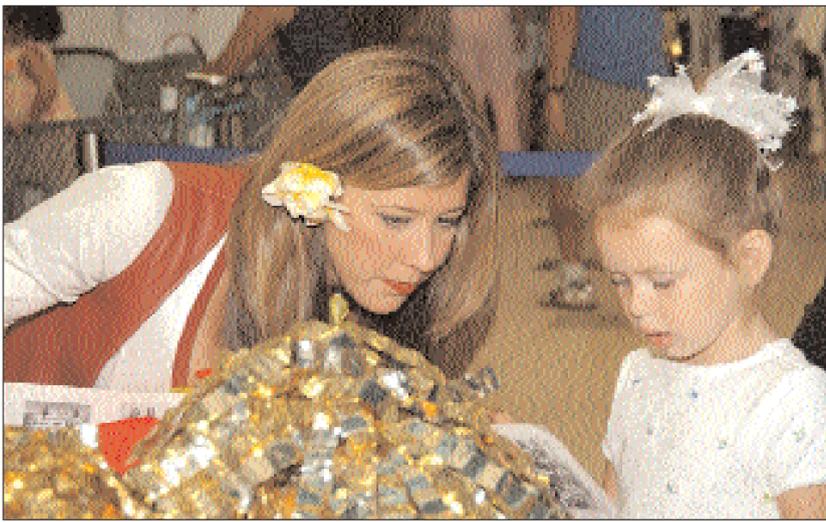
Only nine survivors were picked up by a Japanese destroyer escort and subsequently taken to a prisoner of war camp in Formosa. Cmdr. O'Kane and the other Tang survivors were transferred to a secret prison camp in Japan where they were not registered and therefore listed as "missing in action" until the camp's liberation two weeks after VJ-Day.

Rear Adm. O'Kane was awarded the Medal of Honor on March 27, 1947, for his exemplary service on Tang. O'Kane's other military decorations include the Navy Cross with two Gold Stars, the Silver Star with two Gold Stars, the Legion of Merit, the Purple Heart, the Navy Commendation Medal with Combat "V", and the Prisoner of War Medal.

Rear Adm. O'Kane passed away in February 1994 and is survived by his wife, Ernestine, two children, four grandchildren, and four great-grandchildren.

Leslie Allen Berry, granddaughter of Rear Adm. O'Kane, is the Ship's Sponsor.

Welcome to Hawai'i



U.S. Navy photo by J01 Daniel J. Calderón
Melissa, a captain of the San Francisco 49ers Gold Rush cheerleading team, talks to a young military family member at The Mall at Pearl Harbor Oct. 23.

Gold Rush cheerleaders see the local Navy sights

J01 Daniel J. Calderón
Editor

The San Francisco 49er cheerleaders, the Gold Rush, visited Pearl Harbor Oct. 22 for a tour aboard USS Los Angeles (SSN 688) and USS Chung-Hoon (DDG 93).

The cheerleaders were here to visit Sailors and drum up interest for the 2005 Pro Bowl. The annual football game between the NFC and AFC will be held at Aloha Stadium Feb. 13.

Among the group were veteran and new Gold Rush members. The cheerleaders first took to Los Angeles and were met by Submariners there.

"I think it's fantastic they took time out of their schedule to come to Hawai'i and come to the boat to give the guys a thrill just by being here," said Lt. j.g. Greg Thompson. "Sometimes, we lose perspective on how neat a lot of what we do really is. It's great to have that outside perspective every once in a while."

The cheerleaders explored the submarine's torpedo room, sonar area and even had the chance to take a look at how Submariners sleep.

"I'd heard how small it was, but to actually see it was amazing," said Michelle, one of the Gold Rush cheerleaders who was visiting Hawai'i for the first time. "Being able to see the submarine and what the guys do was awesome. I just can't believe I'm here."

After touring Los Angeles, meeting Sailors and visiting with Cmdr. Tom Stanley, Los Angeles' commanding officer, the cheerleaders left to visit Sailors aboard USS Chung-Hoon. While aboard, they got the chance to see the bridge, tour through several shipboard spaces and took time to sign autographs for Sailors on the mess decks.

"I'm lucky," said Melissa, a Gold Rush team captain who was here for her fourth trip to Hawai'i. "We just can't thank all of you enough. It's the hospitality, the sense of welcome we get every time I've been here that makes this exciting. It's always an honor to visit you guys."

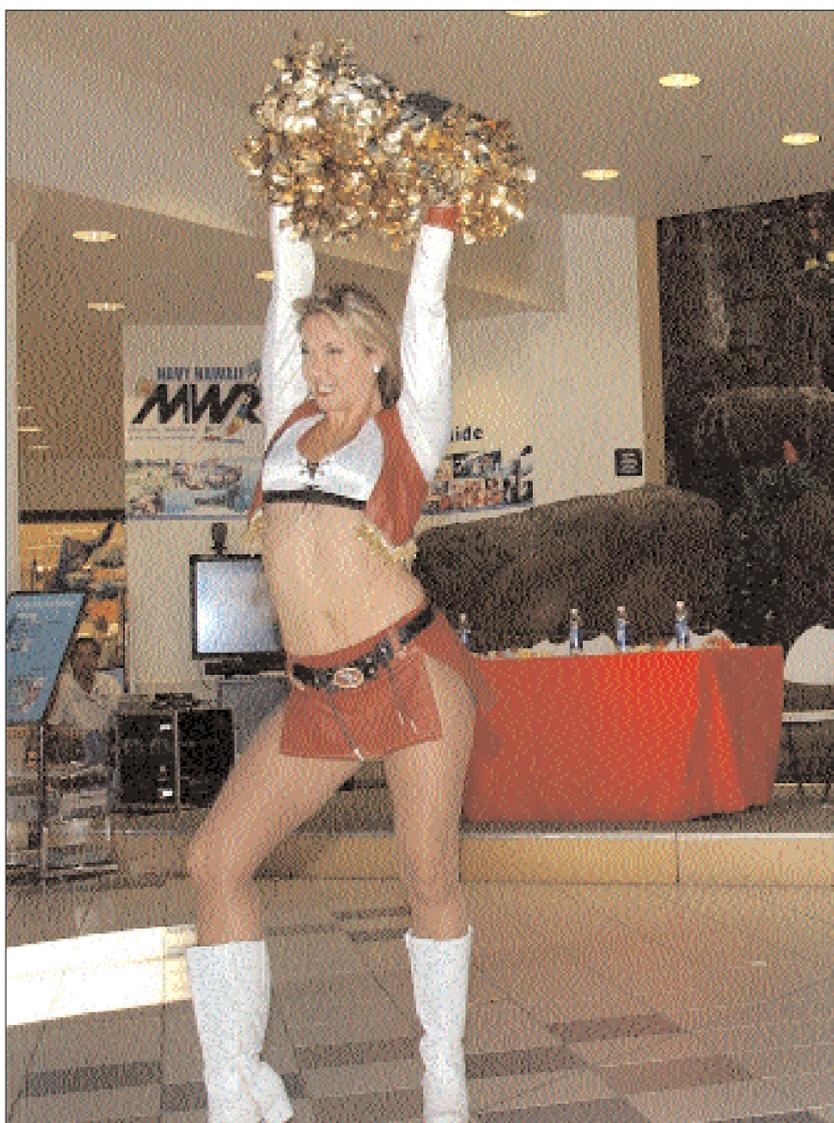
"We're proud to show our ship," said Chung-Hoon Chief Gunner's Mate (SW) Stanley Ellis. "It's the best ship on the waterfront. We've taken a crew of 320 people, with 70 percent who have never been to sea and put them together with the brand new destroyer to make a fully-commissioned warship."



U.S. Navy photo by MM3 Greg Bookout
Members of the San Francisco 49ers Gold Rush cheerleader squad learn about USS Chung-Hoon (DDG 93) during a ship's tour Oct. 22.

meet members of the military both on duty and families. They were also thrilled for the opportunity to see the historic sights around Naval Station Pearl Harbor.

"It's amazing to actually see the history and be right here," enthused Esther, who was visiting for the first time. "I'm spellbound and kind of speechless."



U.S. Navy photo by J01 Daniel J. Calderón
Michelle, a member of the San Francisco 49ers Gold Rush cheerleading team, performs for NEX patrons Oct. 23 at The Mall at Pearl Harbor.

Lake Erie Sailors honor Leyte Gulf anniversary

Ensign Jared Samuelson

USS Lake Erie
Public Affairs

On October 19 crewmembers from USS Lake Erie (CG 70) spent the evening entertaining guests and Allied Sailors in commemoration of the 60th Anniversary of the Battle of Leyte Gulf.

While at anchor in Leyte Gulf, the flight deck was transformed by multi-colored lights and a huge tent into festive and welcoming arena.

Appetizers and drinks were served and a video of footage from the landings 60 years ago was played continuously.

Guests included U.S. Ambassador Francis Ricciardone, Adm. Ronald

Hayes, Rear Adm. Kevin Quinn, Capt. Richard Menhinick, commanding officer of HMAS Anzac, veterans, embassy personnel and local officials.

"What these gentlemen accomplished is incredible," said Ensign Clay Beas. "It puts everything in perspective."

As the guests of honor, the veterans were treated to individual tours of the ship by crewmembers and before they left, with exchanged e-mail addresses and promises to keep in touch.

The ship anchored in Leyte Gulf to join thousands of Filipinos and veterans in celebrating the battle fought there 60 years ago.

Lake Erie crewmembers participated in every aspect

of the 60th anniversary commemoration. Sailors marched in a morning parade presided over by President Gloria Arroyo to honor the veterans and enjoyed an embassy-sponsored lunch at a local hotel. Later that afternoon they also marched in a parade that wound through Tacloban City and ended at Fleet Landing. The parade route was lined with hundreds of local residents waving Philippine and American Flags.

Lake Erie sailors were the main attraction as a contingent marched in two parades and the ship's commanding officer, Capt. Joseph A. Horn Jr., joined dignitaries, on the dais.

Thirty sailors represented the ship's company in the

parade, drawing applause whenever they passed by. Local residents waved American flags and shouted "God Bless America!" as the group marched the 3-mile parade route.

Once the ceremony concluded, the Filipino media descended on the ship. More than 25 journalists toured Lake Erie's combat information center, bridge and helo hangar, getting a sense of what a modern cruiser can do and learning about Lake Erie's mission as the Navy's test ship for Ballistic Missile Defense.

"It's always amazing to see a crowd of 18-year-olds rendered speechless by an 82-year-old man sharing his experiences here during the war," Horn said.



U.S. Navy photo by Ensign Jared Samuelson
Lake Erie sailors execute "eyes right" as they pass the dais during the parade commemorating the 60th anniversary of the battle of Leyte Gulf.

Crommelin sailors rescue refugees at sea Navy announces

OS1 Daniel W. Roberts

USS Crommelin
Public Affairs

The guided missile frigate USS Crommelin (FFG 37) rescued 93 refugees 200 miles south of Guatemala from a disabled, un-seaworthy vessel Sept. 29.

For the crew of USS Crommelin, fresh off her recent takedown of the third largest at-sea narcotics bust in history, time for celebration was short. Crommelin had seized 525 bales of cocaine, and turned 8 detained suspects over to authorities not long before that day.

The crew had barely returned to their normal routine when Crommelin was called upon to render assistance to a vessel adrift at sea.

During a night flight, the ship's embarked SH-60B helicopter from Crommelin's air department, spotted a vessel overloaded with people sitting dead in the water.

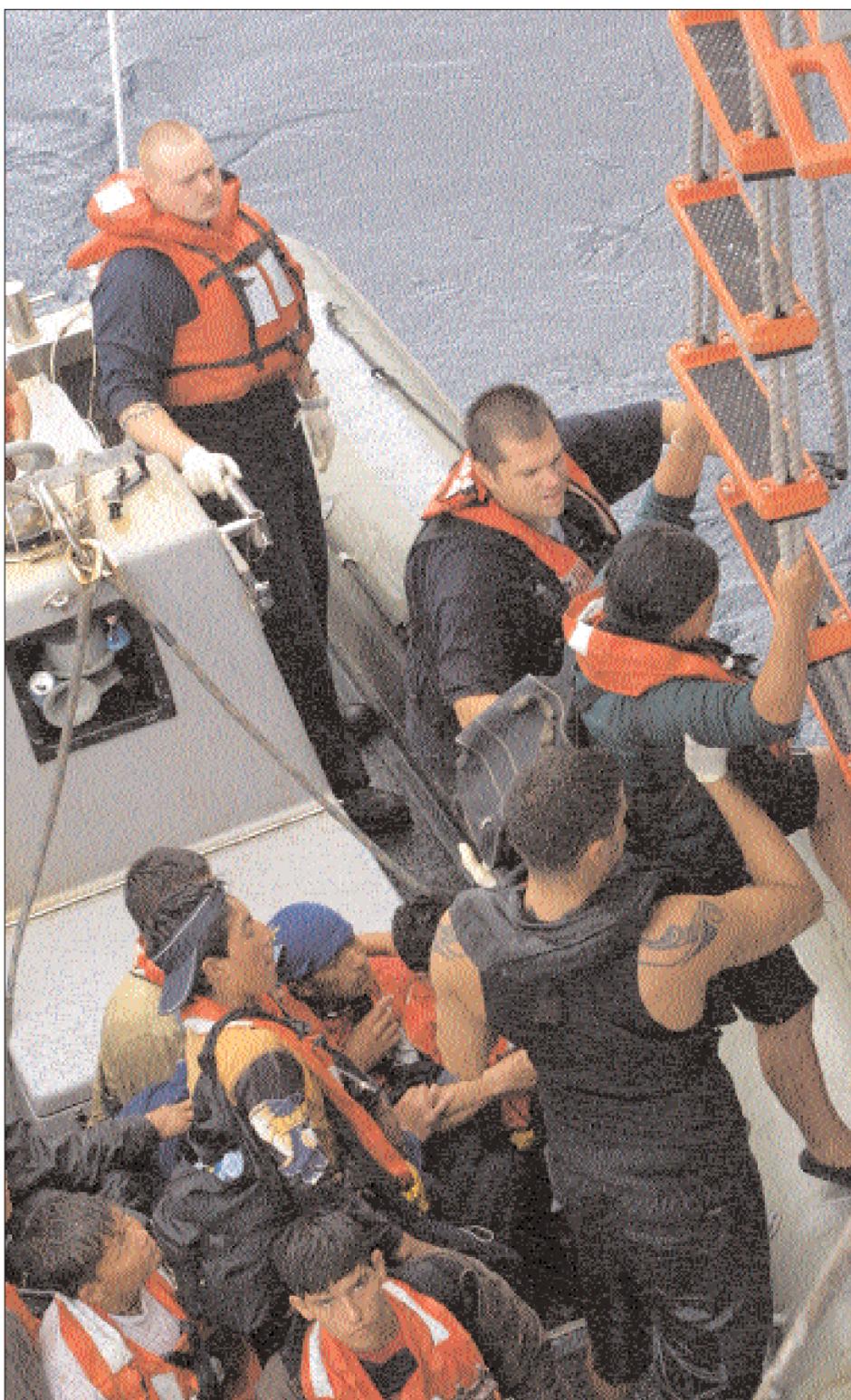
"We were approximately twenty miles from the ship when a small boat turned their bridge light on then off, this caught the attention of Lt. j.g. Elise Eastman (of Mesilla, New Mexico), the Air Tactical Officer (ATO)," said Aviation Warfare Systems Operator 2nd Class Daniel B. Shearer of Ramona, California, the Air Sensor Operator (ASO) aboard the helicopter. "The pilot, Lt Devin Tyler (of St. Petersburg, Florida), took the aircraft down to search altitude. We found a boat that was covered with people. We came to a hover on the port side of the boat and I spotlighted the deck of the small aircraft to reveal dozens of refugees curled up, lying on the deck. After a few minutes, the people on the boat got up and started waving their hands."

Crommelin arrived on scene minutes later to find the boat completely disabled and the people on board requesting to be taken aboard the warship. Crommelin's Rescue and Assistance Team, augmented with members of U.S. Coast Guard Law Enforcement Detachment (LEDET) 105, boarded the vessel in an attempt to make repairs, but determined repairs would be impossible due to the extremely poor condition of the boat.

The ninety-three migrants were taken aboard Crommelin via small boat in the early morning hours of September 30th. Once aboard they were fed, given a full medical examination, and also given fresh clothes and bedding. Tents were erected on the ship's flight deck and showers and toilets were improvised to accommodate Crommelin's guests.

In conversation with members of the Crommelin crew, the refugees related they were in route to Guatemala for immigration to the United States.

The people aboard the vessel claimed the boat was from Ecuador and that the master of the smuggling boat met with another transport out to sea and disembarked the boat telling the people



U.S. Navy photo by OS2 Eric D. Weber
Crew members from USS Crommelin (FFG 37) help refugees to the safety of the ship. The refugees were rescued Sept. 29 when their vessel was found adrift at sea.

aboard that they were at a waypoint and another boat captain would be along shortly to take them the rest of the way before leaving the refugees to their fate.

According to officials, it is not uncommon for disadvantaged people from South American countries, who are willing to risk the lives they have for a chance at a better one, to pay smugglers, dubbed "snakeheads," from five hundred to fifteen hundred U.S. dollars for transportation to the United States.

Most of those taking this risk have no money to pay for the trip and spend years working in poor conditions paying off the debt. The Ecuadorian sea voyage is one of the least visible and fastest growing in Latin America.

With a large influx people crossing into America unlawfully, the issue of Illegal immigration and the implications of it to Homeland Defense is a growing concern in the United States.

Although not the primary mission for ships operating in the U.S. Forces Southern Command's Area of Responsibility (AOR), routes the "snakeheads" use to transport their human cargo are coming increasingly under the watchful eye of the U.S. Navy and Coast Guard.

It is difficult to calculate an exact number because the illegal nature of their presence prevents any enumeration, but the U.S. Census Bureau estimated 8.7 million illegal aliens were living in the United States in 2000, and immigration officials estimate that the illegal alien population grows by 500,000 every year.

Immigration authorities from Ecuador, Mexico and the United States estimate 250,000 people have left Ecuador on fishing boats in the last four years. Authorities also estimate people smuggling from South American countries to be a \$20 billion a year industry, making it second only to the illegal narcotics trade.

"I understand why these people are trying to make it to America," said one member of the Crommelin crew, "When I see how some people in other countries live, and to know that there are people willing to risk their lives for the opportunities many of us take for granted each day, it makes me grateful to be born in the United States. What these people are doing is still illegal, but I do understand it."

At approximately 8:00 a.m. on October 5th, Crommelin rendezvoused with a Ecuadorian patrol boat inside Ecuadorian territorial waters. The refugees were transferred to the patrol boat and returned safely to their home country.

The added experience of returning the migrants to their home country also represents a small victory in the fight against illegal immigration, but for the migrants it is not a total loss.

They have survived being lost at sea and returned safely home.

Navy announces death of Vice Adm. Samuel L. Gravely Jr.

Special release from the U.S. Department of Defense

Retired Vice Adm. Samuel L. Gravely Jr., whose distinguished naval career spanned from 1942 to 1980, died Oct. 22 at the National Naval Medical Center. He was 82.

Chief of Naval Operations Adm. Vern Clark said, "Adm. Sam Gravely excelled in his life of service to the nation, commanding warships at sea during the Vietnam War and rising to lead the entire 3rd Fleet. His leadership inspired a generation of Americans to make the most of every opportunity. All in our Navy are grateful for his service."

After graduating from Virginia Union University during World War II, Gravely enlisted in the Naval Reserve in 1942. Upon completion of the midshipman school at Columbia University, he was commissioned as an ensign in the Naval Reserve in December of 1944 and went on to become the first African-American to be selected to the rank of commander, captain, rear admiral and vice admiral in the Navy.

Gravely lived by a philosophy that shaped his entire life saying, "Success in life is the result of several factors. My formula is simply education plus motivation plus perseverance."



During his naval career, Gravely served on several ships, including USS Iowa (BB 61) during the Korean War. He also commanded USS Falgout (DER 324), USS Taussig (DD 746) and USS Jouett (DLG 29). Gravely also commanded Cruiser Destroyer Group 2, Eleventh Naval District, and later 3rd Fleet, where he was promoted to the rank of vice admiral.

Gravely finished his career as the director of the Defense Communications Agency in Washington, D.C.

Gravely's personal awards included the Legion of Merit, the Bronze Star, the Meritorious Service Medal, the Navy Commendation Medal with Combat "V" with one Gold Star with Combat "V" in lieu of second award.

Gravely is survived by his wife, Alma; his daughter, Tracey; his son, David; and David's wife, Beverly Clark-Gravely.

Rescue: Saved Sailor says he will 'stick to golf for a while'

Continued from A-1

to the Dolphin. As the helicopter turned to further inspect the marked position, flight mechanic Petty Officer 1st Class Danny Rees saw Chavez waving his arms and a lifejacket.

"If it weren't for the bright orange life jacket I don't know if I would have seen him at all," said Rees.

Nine-miles southwest of Pokai Bay, rescue swimmer, Petty Officer 1st Class Jason Schelin was lowered into the water and helped Chavez into a rescue basket.

"You could tell he had been struggling for a while," said Schelin. "His eyes were bloodshot from the salt water and his hands and feet were pruned up."

Schelin assisted Chavez into the rescue basket, gave the thumbs up and Rees hoisted the survivor into the safety of the helicopter.

"My first thoughts were of Marty and I hoped they would find him soon," said Chavez.

Chavez gave his best guess as to where his friend may have drifted during the night and the helicopter continued to search for about 15 minutes. Another helicopter crew relieved them on scene, and Chavez was taken to Barbers Point where an ambulance

was waiting.

Within minutes of arriving at Barbers Point, the Coast Guard learned that Mantz had been rescued. The Good Samaritan fishing vessel, Nani G, found Mantz near the S-buoy, about 4.1-miles south of Pokai Bay. He was then taken to Waianae Boat Harbor where an ambulance was waiting.

"Things could have been drastically different if Chavez had not been wearing a life jacket," said Schelin.

A personal flotation device, a rescue whistle, and a strong desire to survive helped the two men with this crisis. Even so, they said it was still unbelievable.

"It was like a movie," said Chavez. "You never think in a million years it would happen to you and I wouldn't wish this on my worst enemy."

Both men were taken to Tripler Army Medical Center. Chavez was released later that afternoon and Mantz was treated for exhaustion but also released that day.

Mantz and Chavez are grateful to the Coast Guard rescue crew and the Nani G for finding them. When asked how they felt about going back out on the water again, Mantz reluctantly said, "I think I'll stick to golf for while."

Journey bassist visits Pearl Harbor, tours USS Los Angeles

J03 Corwin Colbert

COMSUBPAC Public Affairs

Ross Valory, bassist for the rock band Journey, made a guest appearance onboard USS Los Angeles (SSN 688) Oct. 22.

Valory joined his brother, Lance, visiting the nuclear-powered attack submarine before the band's Oct. 23 concert in Hawai'i.

This was not Valory's first time touring a submarine.

"I am somewhat of a submarine enthusiast," said Valory. "I have been on a couple of submarine tours back in Virginia. Now that we are in Hawai'i, I am looking forward to touring another one."

Valory felt he had a little in common with the undersea warriors of Los Angeles.

"Just like the living conditions on the submarine are a little tight, I spend a good third of the year on a bus with twelve other people. It is definitely similar, however, unlike these men, we can stop to get off the bus for a breather," said Valory.

Chief Fire Control Technician (SS) Glenn Kemmerer, LAN administrator aboard USS

Los Angeles, is a Journey fanatic. He was one of the many Sailors aboard the submarine looking forward to meeting Valory.

"I have been a Journey fan since the early 80's," Kemmerer explained. "I do not have one specific reason why I like them. All I know is they 'just rock.' When I found out Valory was coming today, I knew I wasn't going home early," Kemmerer chuckled.

The tour started on the main deck and then moved down into the control center where the guests were briefed on the navigation and communication capabilities of USS Los Angeles. From the control center, they made their way to the sonar room and into the wardroom, crew's mess and berthing.

"I think this is a great experience for me to see what these people do on our behalf," said Valory.

USS Los Angeles, the fourth naval ship to be named after the city of Los Angeles, is the lead ship of her class. Launched Apr. 6, 1974 at Newport News Shipbuilding and Dry-Dock Company in Newport News, Virginia, Los Angeles was commissioned Nov. 13, 1976.



U.S. Navy photo by J03 Corwin Colbert

Journey bassist Ross Valory (right) and his brother Lance, examine the control panel aboard USS Los Angeles (SSN 688). The two visited the nuclear-attack submarine Oct. 22.

Local Sailors participate in Make A Difference Week 2004

CSCS (SW) Jonathan Delacruz

ATGMIDPAC Public Affairs

Fourteen Sailors from Afloat Training Group Middle Pacific volunteered their services Oct. 21 in support of National Make A Difference Week.

The group cleared trees, shrubs, grass and weeds from the perimeter fence line at Iroquois Point Elementary School. Additionally, the volunteers edged and trimmed around all of the portable classroom buildings.

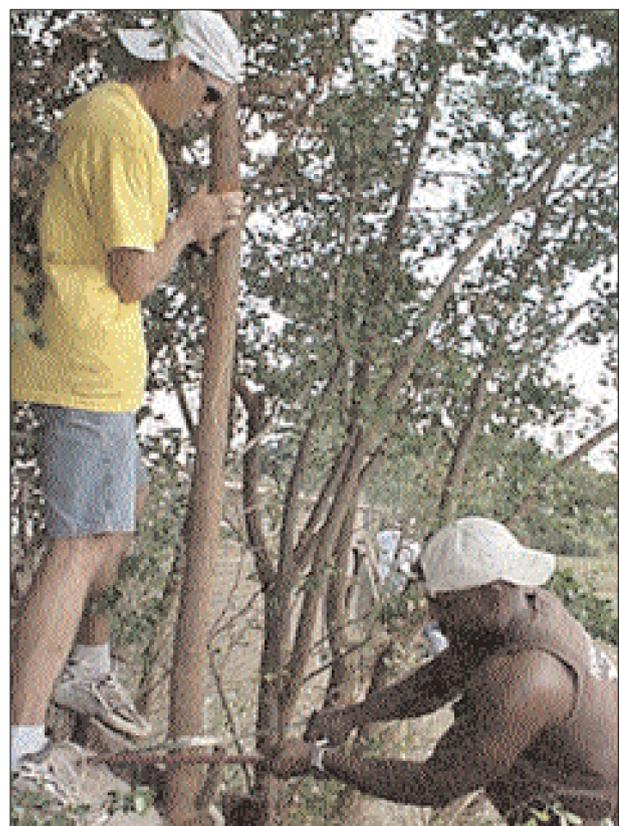
"It was a lot of work under pretty hot conditions, but well worth the effort," commented ATG's Command Master Chief, Eric Sanders.

Despite the heat, the group worked for the school children throughout the day.

"It's amazing how much we accomplished in such a relative short period of time... just reinforces what the week is all about. Our small contribution was a huge victory for the school," commented Hawai'i's own Interior Communication Specialist 1st Class (SW) James K. Kaeha. "We call this the Aloha spirit in Hawai'i - and I am glad it's catching on in the continental U.S.," said Kaeha laughingly.

The group was treated to an "onolicious" lunch consisting of pigs in a blanket, french fries, and chocolate milk.

"I am extremely proud of my staff," said Commodore Dave Armitage. "Whether training ship's at sea,



U.S. Navy photo by CSCS(SW) Jonathan Delacruz

Sailors from Afloat Training Group Middle Pacific work to cut down small trees from the area around Iroquois Point Elementary School during a clean up effort Oct. 21 as part of National Make a Difference Week.

behind the classroom roster, or assisting those less fortunate, these folks consistently go beyond the call. They are true professionals in every respect."

Afloat Training Group is a Partner in Education with Iroquois Point and command volunteers regularly participate in "Tutoring Tuesdays," where they help fourth through sixth grade

students with Math and English.

The command has been partnering with the school for the last two years.

"Our partnership with Iroquois Point is important to all of us," said Sanders. "A lot of our family members attend the school and we believe maintaining good relations is a significant aid to all the kids at the school."



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

Ronnie Strickland, sales associate with eVehicles of Hawai'i, examines the working parts of an electric car at the 2004 Hawai'i Navy Energy Expo held at the Banyans.

Energy: Expo designed to 'remove a lot of the myths' around conservation

Continued from A-1

Daniel Saenz, energy specialist for Navy Region Hawai'i. "This is also an opportunity for the people to come out here and see the technology, because it's always changing all the time."

Sailors attended the event, hoping to apply technologies to their work environment and homes.

"I came to see what different products they have," said Electronics Technician 1st Class (SS) Noe Hernandez, attached to Commander, Submarine Forces, Pacific. "The most interesting exhibit I saw was the waterless urinal. That's pretty interesting. It saves a lot of water."

All of the vendors agreed their goal for the expo was education and its vital role in protecting the environment.

"I thought it would be a great opportunity to start doing business with the Department of Defense," said Christopher Issakides, president of Environmental

Lighting Systems who had a booth set up at the expo. "The importance is education and letting people know what are the cutting-edge technologies."

Navy Region Hawai'i has utilized many of the technologies already, such as switching from incandescent to compact fluorescent lamps in the barracks, which saves approximately \$148,000 a year.

"There is new technology out there and it's improving all the time," said Saenz. "It's cost effective and energy efficient."

The installation of low-flow showerheads region wide is also saving almost \$46,000 a year and a flush sensor retrofit project at Club Pearl has saved more than \$17,000 a year. Navy Region Hawai'i also received the Hawaiian Electric Company's 2004 Energy efficiency award Thursday for the implementation of a central chiller plant.

"This expo removes a lot of the myths," said Saenz. "This makes believers out of them."

Award: Region dedicated to encouraging energy efficiency

Continued from A-1

Works Center, and Pearl Harbor Naval Shipyard. We depended on each command to provide support in their area of expertise, including quality assurance, contracting and detailed coordination to successfully execute the project."

"The project is the first district cooling system for a Navy installation in Hawai'i," said Kevin Saito, the Region's energy manager. "The new plant is part of the energy team's strategic plan to reduce the large amount of energy consumed by air conditioning equipment in the Region."

According to Saito, the new plant, which uses chilled water to remove heat instead of air is more efficient.

"It takes power to move heat, and you can move heat using water or air," said Saito. "Water removes heat six times more efficiently than air."

Two separate chilled water distribution loops were installed for the project, each serving different parts of the Shipyard.

Fetherland, who directs the Technology Applications Division at Hawaiian Electric, offered several other advantages of using a water cooling system.

"Water allows the system to reach a lower temperature," said Fetherland. "Additionally, a water cooling system minimizes the amount of refrigerant required, which saves dollars in acquisition and maintenance costs to repair leaks."

"By centralizing the refrigeration in one chilled water plant environmental risk is also reduced," explained Saito. "Refrigerant leaks, which may cause adverse environmental affects can be detected and repaired

quickly."

The central plant allowed multiple air cooled chillers and window air conditioners that were less efficient to be removed from service, thereby reducing future maintenance costs.

Another significant benefit was realized during the major renovation of historic Building 1 in the Shipyard. Due to the availability of the central chilled water pipes, many existing air conditioning units on the outside of the building could be removed to restore the historic appearance.

Additionally, the installation of direct digital controls provides early notification of problems before they become major cost and maintenance challenges.

Some workers at the shipyard are now enjoying a more comfortable, and energy efficient environment, where they are no longer plagued by debris blowing onto their desks from the duct systems of the old air system.

"This new system creates a more efficient, lower-stress environment," said Reginald Custard, who is the Deputy Military Personnel Officer for the shipyard. "The hotter it is outside, the more we look forward to our workspace."

According to Eric Kawamoto of Naval Facilities Engineering Command Pacific's Utilities Management Branch, "There are tons of energy efficient projects out there, but not enough funds for all of them, so our challenge is to leverage existing funds through innovative processes." "We were able to do that with the chiller project."

The Region's startup costs for energy efficient projects are normally funded by the government. The "chiller" project's financing was

arranged by Hawaiian Electric Company, with a rebate offer that made the project even more appealing.

"We received \$424,560 in rebates from this project, and used another \$9,663 of rebates to apply to the project cost," said Kawamoto.

The Region's energy team is committed to executing an aggressive energy conservation program to meet the mandate of Executive Order 13123 that requires all federal departments and agencies to reduce energy use by 35 percent, based on the year 1985, by the year 2010.

Keeping the Region on the forefront of energy conservation, the energy team is already envisioning several other possibilities stemming from the new plant.

"The chiller project positions the Navy in Hawai'i to be able to take advantage of technologies such as Thermal Energy Storage or combined Heat and Power," said Saito. "It is the first step towards the vision of implementing Sea Water Cooling or even Ocean Thermal Energy Conversion."

The Navy has thrice captured Hawaiian Electric's energy efficient award for implementing innovative projects.

In 1988, the Region was recognized for the unique architectural structure of the Seawolf Tower, a 17-story Bachelor Enlisted Quarter, which harnesses Hawai'i's tradewinds to optimize natural ventilating and cooling.

In the following year the Pearl City Peninsula Revitalization Phase I housing project touted energy efficiency houses, which featured solar water heating, compact fluorescent lamps, and efficient air conditioning. Annual energy savings from this project totaled \$50,000.



U.S. Navy photo by OS2 Eric Webe

Sailors assigned to the guided missile frigate USS Crommelin (FFG 37) man the rails as the ship leaves Pearl Harbor for a deployment. The new Regional Maintenance Centers help improve efficiency and cost of maintaining ships like Crommelin.

Regionalization improves ship, submarine surge ability

JO2 Jessica B. Davis

U.S. Pacific Fleet Public Affairs

The Navy's new Regional Maintenance Centers (RMCs) are improving the efficiency and reducing costs of ship maintenance and repair to support the Navy's Fleet Response Plan (FRP), after three of the four Pacific RMCs officially stood up this month.

"The Navywide effort to set up regional maintenance centers in major homeport areas brings regional Navy ship maintenance activities under a single command responsible for complete planning, execution and oversight of ship work," said Capt. Ray Duff, deputy commander for Pearl Harbor Naval Shipyard and deputy commander of Hawai'i's Regional Maintenance Center. "It's start-to-finish. The intent with regionalization is to become more efficient and reinvest the savings back into the fleet."

The creation of Regional Maintenance Centers is one of many efforts to keep more ships in a higher state of readiness. According to Chief of Naval Operations Adm. Vern Clark, the Navy deployed 70 percent of its ships for Operation Iraqi Freedom. The service's Fleet Response Plan calls for a force that will be able to surge again when needed. The CNO has directed maintenance activities to be able to support this ability.

"The first step in regional organization is the consolidation of intermediate level and depot level maintenance, which we completed in Hawai'i in 1998," Duff said. "In Oct. 2003, we looked at the consolidation of all of the maintenance activities in the area."

Efficiencies are gained by combining duplicative efforts within each homeport or maintenance region. This reduces the amount of time ships are in a maintenance

period, and reduces the maintenance cost.

"The new turnaround time is now based solely on the Fleet Response Plan and "surge readiness" requirements," Duff said. "We are not automatically sending ships recently returned from deployments into a maintenance period. We evaluate the necessary work to keep the ships at their best to meet any operational requirement. Based on mission needs, we then work with the operational commanders to schedule a maintenance period and perform maintenance."

These efficiencies in ship maintenance are keeping the fleet ready to deploy at any time, falling in line with FRP. Keeping ship maintenance at an optimal level for today's Navy makes Sailors better prepared to defend our nation.

"The biggest benefit to regionalizing here at Pearl Harbor Naval Shipyard is that we can provide more efficient one-stop, total-solution maintenance for the war fighters," Duff said. "Because of our geographic location, nearly half of our work is supporting those quick-turnaround fleet maintenance projects. Any time we can do shipyard business better; we are supporting the Navy and the nation's surge - or Fleet Response Plan - requirements."

Of the seven RMCs four are located in the Pacific Fleet area of operations: Pearl Harbor, the Pacific Northwest, San Diego and Japan.

"The Navy and the nation need the ability to respond to new world threats, wherever and whenever they happen," Duff said. "We need to do it better, faster, and with tighter fiscal constraints. Shipyard business is hard, and as we have for nearly 100 years now, Pearl Harbor Naval Shipyard ensures that the ships and submarines we send into harms way - with our fellow Sailors aboard - are fit to fight and win."

DoD observes Red Ribbon Week

Sgt. 1st Class Doug Sample, USA

American Forces Press Service

The Defense Department recognized several anti-drug-education and drug-abuse-awareness programs during the kickoff of its 14th annual Red Ribbon Week observance Monday. The event, held on the Pentagon main concourse, included several guest speakers, among them retired Army Gen. and former Drug Policy Adviser to the White House Barry McCaffrey, who called the prevention and treatment of drug and alcohol abuse one of the most important problems facing America.

McCaffrey said 1979 was the peak year for drug use in the country and about the time drugs were having the most devastating effect in the military. He pointed out that in 1980 27.6 percent of military personnel admitted to using an illegal drug.

As a battalion commander in Germany in the mid 1970s, he said drugs had almost brought his unit's effectiveness to a halt. "It destroyed our professionalism to a large extent, our physical strength, our spiritual vitality to the core. Never again."

Today, McCaffrey said, there has been a big change in the culture of drug use in the military, pointing out that in 1998 admitted drug use was down to 2.7 percent among active duty, and less than a percentage point among Guard and Reserve forces.

"It is an incredible change in the environment," he said.

The general said he credits that change to the sergeants and petty officers of the armed forces. "We changed the culture," he said. "At the end of the day, our noncommissioned officer corps said, 'On this ship, in this squadron, in this battalion, we're not going to use drugs.'"

"And those of you who won't stay within that culture, we won't arrest you and jail you; we'll tell you you can't stay among us."

McCaffrey also credited the military and civilian award recipients being honored at the ceremony, telling them that because of their leadership, the military now has one of the largest drug-free organizations in the United States.

Thomas W. O'Connell, assistant secretary of defense for special operations and low-intensity conflict, presented the Secretary of Defense Community Drug Awareness Awards to several military units and installations for their drug-education and -awareness efforts.

O'Connell also presented the fourth-annual Fulcrum Shield award to the most deserving military-affiliated youth organization. That award was presented to the American Cadet Alliance for making anti-drug training among service cadets part of the promotion criteria.

Among the other community anti-drug-awareness programs recognized were:

- Army Substance Abuse Program, Fort Stewart Ga., which provided pre- and post-deployment drug education and testing as well as face-to-face prevention and education classes to over 300 units.

- The 100 Percent Pure Marine Program, Marine Aviation Training Support Group 21, Pensacola, Fla. The drug-free program was promoted with T-shirts and posters to encourage healthy living.

- Drug Education for Youth, or DEFY, Washington Navy Yard, D.C. DEFY organizers operated 46 anti-drug camps for youth ages 9-12 worldwide. DEFY opened eight new camps last year.

- Wisconsin National Guard Low Ropes program. This program helped change the attitude of students in more than 235 schools in the state about drugs and alcohol usage.

- Ramstein Air Base, Germany, Drug Demand Reduction Program. The program helped decrease by half the number of positive drug-test results. The program also increased testing by 10 percent.



U.S. Army photo by Sgt. 1st Class Doug Sample. Retired Army Gen. and former Drug Policy Adviser to the White House Barry McCaffrey spoke at the Pentagon's 14th annual Red Ribbon Week observance Monday. DoD recognized several drug education and abuse awareness programs throughout the military at the event.

- The Defense Supply Center Columbus Employee Assistance Program, Defense Logistics Agency, Columbus, Ohio, was recognized for the fourth straight year for serving more than 3,400 employees through its drug-awareness programs. This year the agency urged employees to sign resolutions to live healthy, drug-free lives.

Red Ribbon Week began in 1985 following the torture death of Drug Enforcement Agent Enrique Camarena by drug traffickers in Mexico. Residents of Camarena's hometown of Calexico, Calif., began wearing red ribbons to symbolize his death.

In 1990, the Defense Department began its own drug-awareness campaign and recognition programs. The department started an award program to encourage servicemembers to become involved in keeping communities drug-free.

The Pentagon observance, which ended Wednesday, included drug-education and -awareness displays that focus attention on drugs' destructive effects.

The theme for this year's observance was "Drug Free - I Have the Power."

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