



Hurricane season

Tips on being prepared this hurricane season. See story on page A-3.

Paul Hamilton returns to Okinawa

USS Paul Hamilton Public Affairs

USS Paul Hamilton (DDG 60) arrived in Okinawa, Japan, May 20.

This is their first port visit of deployment in support of Cooperation and Readiness Afloat Training (CARAT) 2005. This event has special significance, as the second destroyer named for Paul Hamilton, (DD 509), served valiantly at Okinawa during World War II. Paul Hamilton's return to Okinawa comes nearly 60 years after its predecessor departed the island.

DD 509, a Fletcher-class destroyer, was commissioned in 1943 and served in the Pacific campaigns in World War

II. She saw action in Battle of the Philippine Sea, the Battle of Leyte Gulf and provided gunfire support for U.S. Marines ashore on Iwo Jima.

The destroyer also played a gunfire support role in the Okinawa campaign during the spring of 1945. The Battle of Okinawa was the largest amphibious invasion of the Pacific campaign, and the last major naval campaign of the Pacific War. Paul Hamilton, along with 10 battleships, nine cruisers, 22 destroyers and destroyer escorts, and 117 rocket gunboats provided the heaviest naval gunfire ever expended to support an amphibious landing. The ship received one of her seven battle stars for her role in the cam-



U.S. Navy photo by PH1 Brian Aho

▼ See HAMILTON, A-8 USS Paul Hamilton (DDG 60) underway on sea trials.



Pumping up

Navy chief commits to better health and fitness. See story on page B-1.



U.S. Navy photo by J03 Ryan C. McGinley

USS Chafee sets sail

A family member of a Sailor stationed aboard the guided missile destroyer USS Chafee (DDG 90) waves goodbye to the ship as she leaves Pearl Harbor on May 20 on her maiden deployment as part of the USS Nimitz (CVN 68) Carrier Strike Group for a six-month deployment in support of the Global War on Terrorism. Chafee's keel was laid April 12, 2001, she was christened on Nov. 11, 2002 and commissioned in Newport, R.I. on Oct. 18, 2003.

USS Hopper pays final tribute to veteran

Ensign
Jamie Lynn De Coster
USS Hopper

A new generation of Sailors paid tribute to a fallen comrade from a previous generation May 20, committing the ashes of Chief Warrant Officer Charles William McGrath II (Ret.) to the Hawaiian seas. With the approval of Commander Naval Surface Group Middle Pacific, McGrath's wife, children, sister and a couple of close friends were allowed onboard for the event.

The crew of USS Hopper (DDG 70) performed a somber burial at sea on her flight deck with Diamond Head as a backdrop. "We gather here today to return a Sailor to the sea in a solemn and time-honored ceremony," Cmdr. Pete Driscoll, Jr. Hopper's Commanding Officer began. With the firing of a 21-gun salute and the playing of Taps, a devoted husband, father and lifelong Sailor was laid to rest in the comfort and strength of the ocean he lived beside, served on and loved so much.

Charles William McGrath served the Navy for 22 years in the waters of Vietnam and throughout the cold war. His devotion for naval service, however, did not end with his retirement. McGrath became actively involved in the Navy League of the United States, ultimately becoming the president of the Marin County Council (San Francisco area). During his tenure with the Navy League, McGrath developed a special relationship with the Hopper and her crew. He played an integral role in becoming the lead Navy League representative in preparing for Hopper's commissioning in San Francisco on Sept. 6, 1997 and further supported Hopper's visit to the bay area during Fleet Week 2003. Several Hopper Sailors still remember

▼ See TRIBUTE, A-10



U.S. Navy photo by Ensign Jamie Lynn De Coster Sue McGrath is presented the United States flag by the commanding officer of USS Hopper.

Hawai'i Navy News Briefs

Leis for veterans

The Boy Scouts of Hawai'i are asking for assistance. They need more than 6,000 leis to be placed on veteran's gravesites. Leis can be homemade or purchased and can be dropped off at building 1770 at Shipyard anytime next Friday or Saturday.

POCs are needed from all departments to collect homemade leis or collect \$3 donation to buy the leis. Also needed are the names of all who made leis or donated \$3 so their names can be printed on each lei donated.

For those who have homemade leis, call 349-0656 to coordinate the pick up and drop off.

Town meeting

NAVFAC Hawai'i will hold a town meeting to discuss the redevelopment of the Moanalua Shopping Center (MSC). The MSC will soon be undergoing a major redevelopment. Construction work will start in July and is scheduled to be completed September 2006.

How will the redevelopment impact Pearl Harbor Elementary School? How will the construction and redevelopment affect the road system surrounding the shopping center? What type of construction work will occur and when? What will the shopping center look like when it is completed? If you have similar questions or any other MSC project-related questions, attend the MSC Town Meeting on June 2nd starting at 6 p.m. at the Pearl Harbor Elementary School cafeteria.

▼ More briefs on A-9

J03 Ryan C. McGinley Staff Writer

The Chief Petty Officers Association from the Naval Submarine Support Command (NSSC), Pearl Harbor started a volunteer community program at the River of Life Mission in Honolulu on May 24, assisting with food preparation, construction and cleaning for those less fortunate in the area.

Six Sailors visited the mission May 24, touring the facility, participating in group discussions and preparing food for the needy.

"We're here to help the community, doing volunteer work with the community and representing the community," said Senior Chief Hospital Corpsman (SS/SW) David Repking, assigned to NSSC.

Various commands around the island have been helping the mission for many years, but since the global war on terrorism and the war in Iraq, the mission has had to deal with deployments.

"It was very hard for us when everyone got deployed because we were so used to depending on the military's help," said Davi Teves, public relations director for the River of Life Mission. "They're just so good and so helpful. The military has always been a part of helping us down here at River of Life."

The River of Life Mission is a non-profit organization, which provides daily meals, clothing, showers, medical and legal aid, job-training and chapel services. They serve 12,000 hot meals a month and prepare 25,000 food box meals a month for distribution in the community. In 2004, they gave away 1.6 million pounds of food.

"Our goal is the three 'R's," said Teves.



U.S. Navy photo by J03 Ryan C. McGinley

Command Master Chief (SS) Mitch Erhardt, assigned to Naval Submarine Support Command, Pearl Harbor, prepares food plates for those less fortunate at the River of Life Mission in Honolulu.

"First is to rescue, second is to rehabilitate and third is to re-integrate them into the community, making them a part so that they are giving back instead of just taking. All of them really want that, too. They're looking for that chance."

For Chief Machinist's Mate (SS) David Burrus, stationed at NSSC, Pearl Harbor, this is his first time volunteering on the island and he said his goal was to give something back to the needy because he feels very fortunate to be in the military.

"My goal here is to donate back to the community," he said. "We are part of the community. There are always people that

are less fortunate. A lot of people have had hard times and they need a little boost."

Teves said she was glad to have the military volunteering at their facility again and hopes others will come out to make a difference in the community.

"We take no state or federal funds," said Teves. "So everything that happens here happens because of the community. So the military is partnering with us to make sure their fellow man is taken care of."

For more information on the River of Life Mission or to volunteer, call 524-7656 and ask for Andrea.

Baby baptized in ship's bell on Pearl Harbor's USS Port Royal

Ensign Joseph B. Powell
USS Port Royal Public Affairs

In what has become one of the Navy's most sacred and treasured traditions, USS Port Royal (CG 73) hosted a bell baptism May 22. Eight-week-old Ian Robert Brown was baptized on Sunday morning by Chaplain Lt. Mark Tanis, U.S. Navy Reserve. Several guests were on hand to commemorate the event, including the baby's parents, Lt. Janel Timoney Brown, USNR, and Lt. Cmdr. David Brown, USN, (ret.), and Capt. David Matawitz, Port Royal's commanding officer, and his wife, Patricia.

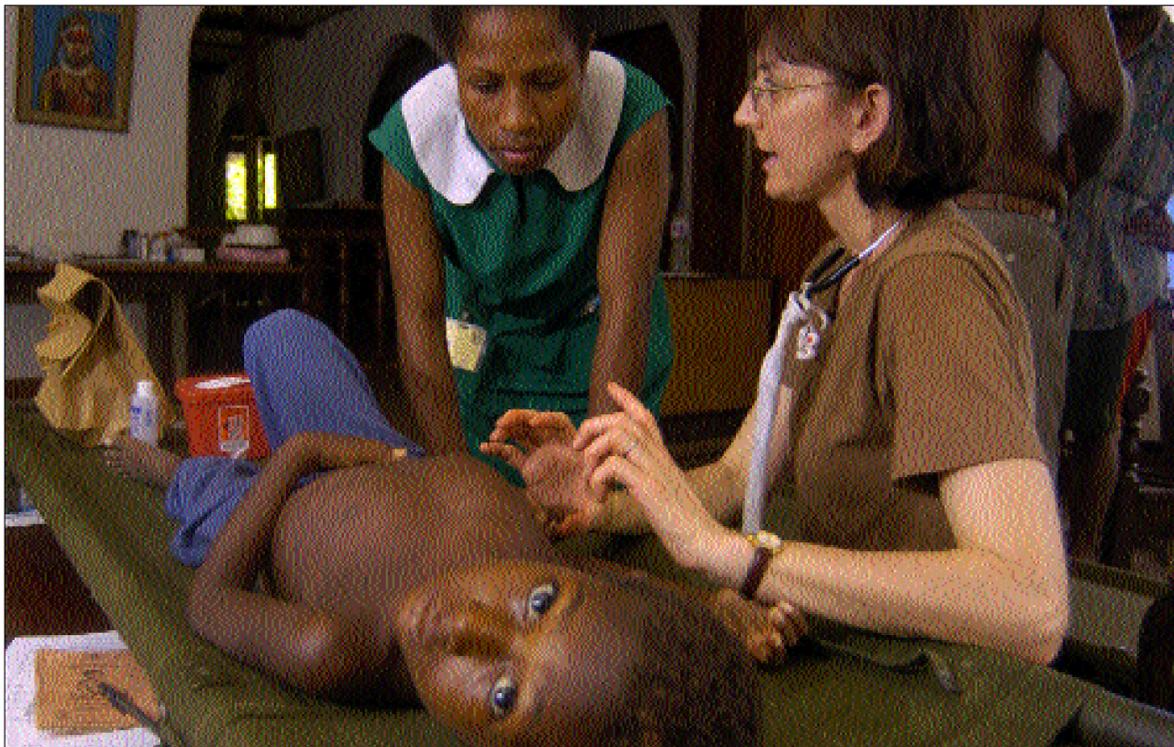
Dating back to British Royal Navy traditions, baptism with the use of a ship's bell can either be performed under the ship's bell or the bell can be used as a christening bowl, filled with holy water for the ceremony. Afterward, it is then custom that the name of the child is inscribed inside the bell.

For the Brown family, the combination of being a total "Navy" family and Lt. Brown's own history aboard

the Port Royal as her former navigator made the ship's forecandle and bell a natural location and instrument to carry on the rich, longstanding tradition of baptizing using the ship's bell as a baptismal font.

"As a chaplain, it is a blessing and an honor to come along side of a family and share in their faith journey," said Tanis, Port Royal's chaplain, following the special event. "When church tradition and naval tradition join together, it is even more rewarding. The whole ship was proud when the watch announced over the ship's loudspeaker, 'Stand by on the forecandle for the baptism of Ian Robert Brown.' It is with glad heart that we waved good-bye at the quarterdeck to the newest member of the Port Royal family, and not to mention, God's family."

Now that Ian Robert will have his place on the Pearl Harbor waterfront with his name permanently engraved inside the Port Royal's bell, mom and dad are already wondering if young Ian will have a career in the Navy - following in his parent's footsteps.



U.S. Navy photo by PH3 Amel J. Hintona

Lt. Cmdr. Rose Diefenbach of Los Altos, Calif. and a local nursing student examine a child as medical personnel from the Military Sealift Command hospital ship USNS Mercy (T-AH 19) and personnel from USNS Niagara Falls (T-AFS 3) provide health care and community relations to the village. Niagara Falls is currently sailing off the coast of Northeastern Madang where a volcano erupted earlier this year. Mercy is en route to its homeport of San Diego, Calif. after taking part in Operation Unified Assistance after the tsunami and earthquake that caused devastation in Indonesia.

Sailors of NEPMU 6 travel the world to help those in need

JO1 Joshua Smith
USNS Mercy Public Affairs

The Sailors of Navy Environmental and Preventive Medicine Unit Six (NEPMU 6) who are deployed with the Military Sealift Command hospital ship USNS Mercy (T-AH 19) are a unique bunch. Some are experts in disease, some in bacteria, while others catch and study insects. There aren't many people, Sailors included, who even know the Navy employs entomologists, but these insect specialists are an integral part of the NEPMU 6 team.

NEPMU 6 Sailors dress differently than other medical personnel on Mercy, preferring camouflage to surgical scrubs. Surgical scrubs probably wouldn't hold up too well while in the middle of the unforgiving Indonesian jungle and the sweltering, tropical disease-infested jungles of the world are where they spend much of their time.

NEPMU 6, homeported at Pearl Harbor, Hawaii, joined Mercy shortly after the ship arrived off the coast of Banda Aceh, Sumatra, Indonesia to support the ongoing tsunami relief effort there. Since then, NEPMU 6 has performed its mission - to provide specialized environmental and preventive medicine support in remote areas of Alor, Indonesia, Dili, East Timor, Nias, Indonesia and, and now, in Papua, New Guinea. While other Mercy Sailors worked from local hospitals or clinics,

NEPMU 6 Sailors ventured into jungle villages, some accessible only by helicopter.

According to Lt. Cmdr. Scott Thornton, a NEPMU 6 microbiologist, there is never a dull moment in the unit, "It's always interesting as we are a very operational portion of Navy medicine. We work with ships and Marine units all the time, getting them prepared to deploy, investigating disease outbreaks and deploying to where the action is."

For the work it performed in Nias, NEPMU 6 earned the United States Public Health Services' (USPHS) Unit Citation. While Mercy was deployed to Nias, supporting disaster relief efforts in the wake of the devastating earthquake that struck there March 28, NEPMU 6 and a team of seven USPHS officers, also deployed with Mercy, teamed up to assist the residents of the island with public health issues, both chronic and as a result of the earthquake.

NEPMU 6 personnel assisted USPHS engineers in analyzing 285 buildings to determine whether or not earthquake damage had rendered them unsafe for use. They visited 150 schools on the island and found that one-third of those structures were unsafe, despite still being used by students. Through various non-governmental organizations on the island, they were able to coordinate delivery of 57 large tents to enable the students to move out of the unstable buildings and continue their education.

NEPMU 6 also tested the water from 14 main sources, which supplied some 120,000 of the island's residents, to determine what types of contaminants it contained and found that many were contaminated with degreasers used to repair piping. In addition, they gathered and analyzed data on communicable diseases from the island's main hospital and from outlying clinics and found an island-wide increase in respiratory disease and a two-fold increase in diarrheal disease.

To further assist the people of Nias, NEPMU 6 conducted training for 30 insecticide spray supervisors, teaching them how to safely handle and appropriately apply insecticides for use in a coordinated malaria control program.

"The fact that this was an unscheduled, major operation challenged everyone, but we are better able to respond than most since we work all year at being able to get out the door on short notice," said Thornton.

With Mercy on station off Papua, New Guinea, NEPMU 6 is providing immunizations for preventable diseases, assessing sanitary conditions, determining disease prevalence and providing insect control services.

Following Mercy's successful completion of operations in Papua, New Guinea, the ship will make a scheduled port visit at Pearl Harbor, Hawai'i where the Sailors of NEPMU 6 will return home to begin training for their next mission.



Photo courtesy of USS Port Royal Public Affairs

Chaplain Lt. Mark Tanis, USNR, baptizes 8-week-old Ian Robert Brown aboard USS Port Royal May 22. Ian is son of Lt. Janel Timoney Brown, USNR, and Lt. Cmdr. David Brown, USN, (ret.).

Hawai'i Navy News Editorial

Critical days of summer...it's not all fun in the sun

FLTCM(AW/SW) Jon R. Thompson

In less than a week, the Navy enters the critical days of summer. From Memorial Day to Labor Day, the Navy incurs more off-duty mishaps and traffic deaths than it does the entire rest of the year. The most alarming fact is that nearly 100 percent of the mishaps and deaths are preventable. Hence, I would like to discuss with you how devastating this period is to our overall readiness, in addition to the huge emotional toll on the families and friends of those who know and serve with those who become statistics.

In fiscal year 2004, 119 Sailors and Marines died in motor vehicle crashes and another 32 died in off-duty/recreational incidents. That's 151 Sailors and Marines who died unnecessarily because of poor judgment!

This summer, the Navy has three specific goals that depend on your commitment: To raise awareness, to teach skills and behavior that result in mishap reduction, and to provide alternatives to high-risk behavior. The goals look great on paper, but for the Navy to achieve them, each and every one of you needs to cooperate and understand that the decisions you make on a daily basis, on and off duty, will ultimately dictate how well we do...and whether or not you enjoy your summer in the sun or in the hospital.

As we enter summer, most of you will be spending more time outside and enjoying the

nicer weather. The days are longer, everyone seems to be in a better mood, and there's a more care-free attitude that accompanies the summer months.

The summer months also see more Navy people transfer than at any other time of the year and the summer months are prime vacation months. Because of this, more Sailors are on the highways, making long trips, than at any other time of the year. Unfortunately, the longer days, warm weather and increased travel bring with it dangers that - if not understood - have the potential of ruining your (or your family's) summer.

While most look forward to summer, I know only too well that many of you think you're invincible. You think accidents only happen to other people and you think combining alcohol and driving isn't as bad as others say it is. The problem is I know you're wrong...dead wrong. The most distressing part of my job is hearing about Sailors who lose their lives because they



FLTCM(AW/SW) Jon R. Thompson

were careless.

Shipmates, do your shipmates, your family, yourself and me a favor. Make a commitment to be safe this summer. When you consider how most of our accidents and deaths occur, it's not hard to realize how to overcome the risks. Here are a few quick tips to avoid the top hazards:

- Never combine alcohol and driving, not a car, a boat, a jet ski, a motorcycle, nothing.
- Always wear your seatbelts! Make sure all others in your vehicle wear theirs as well.
- Slow down! Obey the speed limit. Excessive speed kills, it's that simple. If you plan accordingly, you won't need to be in such a hurry.
- If you're going to take a trip, get plenty of rest and limit your mileage to about 500 miles in a single day. If you feel drowsy, stop and get some rest. If you are traveling with a spouse or friend, share the driving.
- If you're going to swim, ensure you have a buddy. I'm always amazed how many Sailors drown each year. I often wonder where his or her friend was when they entered the water?

Of course, not all Sailors die on the highways or out on the water. We also lose Sailors in off-duty mishaps that are not as statistically significant. Sailors have died falling off roofs. Sailors have also shot themselves, lost limbs in power tools, died because of electrocution, and probably many other means that could only be described as reckless and careless.

Summer is a wonderful time of year. However, if you're young, you're more at risk

than you might believe. In fiscal year 2004, 43 percent of all recreational mishaps happened to Sailors between the ages of 18 and 22. Additionally, 19 percent of the fatalities occurred while riding ATVs/off-road motorcycles and 14 percent were due to drowning. Oh, and age isn't the only prime factor. More than 65 percent of all our fatalities happen at night, particularly on weekends. If you think alcohol is a prime factor in most accidents and fatalities, you're right. I've personally found that alcohol (in moderation) is only good when mixed with good food...nothing else.

My final challenge to each of you as you head into summer is to look out for each other and your families. All of us have made dumb decisions, but how many times have you changed your mind about something because a family member or friend told you, 'hey, that's pretty stupid, I don't think you should do that.' Advice like that is priceless! The difficult part is heeding the advice.

A note to supervisors: You have a responsibility to personally counsel your Sailors on how to be safe in off-duty activities. Talk with your Sailors about their vacation plans, long weekend events and related themes. Good leadership does not stop at "liberty call." Your Sailors look up to you and, contrary to popular belief, they do listen to you.

Enjoy your summer, shipmates. Relax, go on vacation, enjoy some outdoor sports and barbecues, but above all - be safe!

Armed Forces Day, Memorial Day 2005 message by Secretary of Defense

Donald H. Rumsfeld
U.S. Secretary of Defense



Donald H. Rumsfeld

I am pleased to join millions of Americans in honoring the brave men and women in uniform - those who serve today, those who have fallen in battle and those veterans who proudly served in the past.

My father volunteered to serve in the Navy after the surprise attack on Pearl Harbor. Millions enlisted to battle against the tide of tyranny then threatening the world. And I was privileged to serve in the Navy some 50 years ago.

Now, more than 50 years later, I count my time in uniform as a most important period in my life. Thousands, if not millions, of others who have served undoubtedly feel

stepped forward to defend those who could not defend themselves. This was true from our country's early days at Lexington and Concord, where the earliest citizen soldiers defended their farms and homes,

the same way. Military service has always been one of our country's most noble callings. America has long been the defender of liberty - the country that has

their new country and the cause of freedom. In the years that followed, the U.S. armed forces have become freedom's champion - at Gettysburg, in the forest of the Argonne, on the beaches of Normandy and Iwo Jima, in the air during the Berlin blockade and today, in places like Kabul and Baghdad.

This new war we face has required our military to adapt its thinking and challenged us to prepare in new ways. Yet whatever the mission, whatever the challenge that lies before us, each of you who are serving our country are confronting it with grit and courage. I thank each of you and your families for your service to our country.

When my father passed away some 30 years ago, I found a letter in his

papers that he had received from then Secretary of the Navy, James Forrestal - who later became the first Secretary of Defense. Secretary Forrestal apparently sent this letter to all those who served, to arrive after they had returned to civilian life. Noting the historic achievements made by the U.S. military, he wrote: "You have served in the greatest Navy in the world. ... It crushed two enemy fleets at once, receiving their surrenders only four months apart. It brought our land-based air power within bombing range of the enemy and set our ground armies on the beachheads of final victory. ... For your part in these achievements you deserve to be proud as long as you live. The nation you served at a time of crisis will remember

you with gratitude."

That letter to my father now hangs on my office wall in the Pentagon. It is a reminder to me of our country's fighting spirit. And I see that same spirit in the actions of the men and women in uniform every day. It is that spirit that we honor on this holiday: the selfless duty and devotion passed down from generations who served before and the courage of those who sacrificed their lives in service to our country.

Our country is proud of every member of our armed forces - volunteers all - and we are deeply grateful to those who have sacrificed for the cause of liberty. May God bless each of you, may God bless your families and may God bless our wonderful country.

Commentary

Chapel Pennant

You don't have to use 'big words' when you talk to God

Lt. Tiffany Y. Combs
Naval Station
Pearl Harbor

Often times we hear men and women of the cloth pray prayers that would intimidate the most educated person we may know.

However, don't you know you don't have to use "big words" to talk to God.

When you pray to God, it is a time to repent. Tell God you are sorry for doing wrong. It is a time to praise and worship him.

Tell God you love him and you adore him and how good he has been to you in your life.

It is a time to thank him. Tell him thank you for waking you up this morning. Thank him for the activity of your limbs, thank him for being there for all you needs.

Sure, it's always time to ask God to keep you safe.

Ask him to protect

you from any hurt, harm or danger that may impact your life greatly. But, it is also a time to pray not just for yourself, but for others.

Pray for the President of the United States and other spiritual and secular leaders.

Pray for your parents, friends, other loved ones, your church family, your community, people on your job, people in the hospital sick, the shut-ins, police department, etc.

It does not really matter how you pray as long as you approach the throne of grace where God sits with humility and respect for the authority He has over this whole universe.

Remember, you don't have to use "big words" when you talk to God; just use your "big heart" to speak to God.

I am very confident our Father in Heaven will listen.

Underway with the United States Coast Guard

Commentary
Ensign Anastacia Visnecki
Coast Guard Cutter Jarvis

The Coast Guard Cutter Jarvis, a 378-foot high endurance cutter homeported in Honolulu, recently set out to sea and headed for Asia. I am an ensign in the deck division, recently graduated from Officer Candidate School, and on my second patrol aboard the Jarvis.

The Jarvis's mission remains the same law enforcement and search and rescue. This trip however, involves a mission of diplomatic importance. The Jarvis is heading to Asia to work with Japanese, Korean, Chinese, Russian and Canadian counterparts to set the framework for future cooperative efforts in protecting the seas from high seas drift netting and other illegal fishing activities. I feel like this will be the opportunity of a lifetime and am lucky to be a part of this trip.

The first few days underway are probably one of the most intense experiences I have ever had. There is a strange mix of feelings running through the crew: distinct sadness at leaving families and home, excitement at the prospect of seeing new places, and the pure rush that comes along with not knowing what the high seas have in store for you.

Within the first 24 hours underway, we've conducted six hours of helicopter training and four emergency drills. We also had a scare when white smoke clouded a compartment within the first few hours of getting underway. Talk about a wake up call. There are always

little bumps and glitches, some of them more amusing than others.

We painted the deck of the bridge wing and it promptly rained on the fresh paint, leaving it looking as though we had given our ship a beatifying mud mask. So, out went the deck department to strip the paint off and try again. As with any ship, things break or malfunction so the crew is pressed to come up with on the spot solutions. Communication is imperative and I think for the first week we have been underway the crew is learning each other's languages all over again.

Each day I am taught something new. I learned how to calculate the position of the ship using lines of position shot from the sun, how to give commands to the helmsman to keep the cutter on course and that there are good reasons to keep your belongings secured. There really is nothing like a flying shampoo bottle during heavy rolls. I have also learned that you can indeed get so seasick that you pass a mushroom from breakfast through your nose. How's that for a party trick? Seriously though, a lot is expected of a Coast Guardsman. It's totally exhilarating, if not occasionally overwhelming, learning each aspect of driving a ship that is just short of a football field. I laugh out loud now remembering when my parents worried about me driving my dad's truck because it was "so big."

While the days aboard the Jarvis are amazing, there is only one thing I love more than getting underway and that's the night time. It's not just because it's when the ship is actually quiet, but also because I spend my night duty learning

how to navigate by the stars, as well as all the skills I will need to be qualified as an underway officer of the deck. These are things that keep my mind buzzing and active, and I love learning how to do my job. I have never been so challenged in all my life as I am aboard the Jarvis.

It's not just the lessons that I am learning at night that make me love this time, but it is also the mysterious beauty of night. The sound of the engines "all ahead standard" purring like a big jungle cat in harmony with the soft sliding of the ocean is calming after a long day of busy work. There is finally a little peace that comes with having the night air rush past my face, tasting slightly of salt as I notice stars that I would have never noticed while in the city.

It's in those moments that I reflect on how lucky I really am to be where I am. Not only am I doing something for my country, I am part of an amazing team and I get to see beauty that few people will witness in their entire life.

Excitement builds within the crew as we get closer to Japan. We are making final arrangements for receptions, training exercises, demonstrations and morale trips. The crew wants to make sure they visit Mount Fuji and Tokyo while they are here as well as take time for a softball game with members of the Japanese Coast Guard. Morale underway has been kept up with a swim call in the warm Pacific waters and we played a scary movie on the flight deck to celebrate Friday the 13.

It's an exciting time to be aboard the cutter Jarvis, and I can't wait to see what the next few weeks bring.

Hawai'i Navy News

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Staff Writer - JO3 Ryan C. McGinley
Technical Adviser - Joe Novotny
Layout/Design - Tony Verceluz

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It's hurricane season – prepare and be aware

Karen S. Spangler
Assistant Editor

How much do you know about hurricanes? Do you know what to do to prepare for a hurricane? Hurricane season runs from June 1 to November here in Hawai'i so now is the time to familiarize yourself with information about hurricanes and to make the necessary preparations and formulate a disaster plan for your family.

The islands have not been hit by a major hurricane since Hurricane Iniki churned through in 1992. But within a few hours after the Civil Defense warning had sounded to warn island residents that Iniki was approaching, every supermarket, gas station and convenience store was faced with long lines of customers. Anxious, hurricane-watching shoppers attempted to collect the necessary items and such items as flashlights, batteries, bottled water and food were soon in short supply.

Waiting until the last minute to assemble your home survival kit with foods, medicines, bottled water, etc. is not a good idea. By waiting too long to prepare, you may find that it is impossible to find the essentials that you need to ride out the storm.

According to Jim Weyman, director of the Central Pacific Hurricane Center, "Although you and your family may have never experienced a hurricane, don't be complacent! It's not a matter of if a hurricane will occur, but when one will occur.

"We can't tell you if it is going to be this year or 10 years from now. Because of this uncertainty, you need to be prepared every year," said Weyman.

The origins of the word "hurricane," are derived from 'hurricane,' the Carib god of evil – fitting since hurricanes are dangerous and deadly storms that cause massive destruction. These severe tropical storms form in the southern Atlantic Ocean, Caribbean Sea, Gulf of Mexico and in the eastern Pacific Ocean.

Because Hawai'i is composed of islands, the effects from hurricanes can cause more large-scale problems than on the mainland. Since we live on relatively small islands, there are not really any "safe havens" to evacuate to. The small land area and close proximity of shoreline to all areas of the islands equates to less reduction in power as hurricane winds travel over land. Heavy rains are also very likely because the storm is over the ocean at the same time that it is over land mass.

Another consideration is that most homes and buildings in Hawai'i, particularly the older ones, are not built to withstand severe



Photo courtesy of Hawai'i State Civil Defense Office

The island of Kauai bore the brunt of Hurricane Iniki which hit Hawai'i in September 1992. Iniki, the most destructive hurricane to hit Hawai'i in recorded history, bore down on the islands with winds of 145 mph. Damages across the state exceeded \$2.2 billion. Island residents were not prepared for the vicious storm and stores on the islands quickly ran out of supplies.

storms. Although an abundance of windows can be advantageous when enjoying the trade winds and the scenic views, they are hazardous when dealing with serious storms and damaging high winds.

An understanding of the anatomy of a hurricane and the conditions that are necessary in order for the storms to form and intensify may be helpful.

The core of a hurricane is characterized by a small, central region called the "eye." Within the eye, the winds are light and there are few clouds. Surrounding the eye is a ring of thunderstorms known as the "eye wall." Hurricanes rotate in a counter-clockwise direction around the eye. The overall diameter of a hurricane's circulation is usually between 300 and 600 miles. To be classified as a hurricane, they must have winds of at least 74 miles per hour.

Certain conditions are necessary in order for a convective disturbance over tropical oceans to intensify into a hurricane. Those conditions are related to the wind field's ability to pro-

duce and concentrate warm air. Warm air is less dense than cold air. This leads to a low surface pressure. But as wind strength increases over the warm ocean surface, heat and moisture also increase and results in a cycle of intensification.

Only one of 10 tropical disturbances (winds up to 38 mph) develops into a tropical storm (winds 39 to 74 mph). However, seven of 10 tropical storms develop into hurricanes (winds greater than 74 mph). All of these storms collectively are referred to as tropical cyclones.

In order for hurricanes to form, there are five prerequisites. These are related to the formation of the warm core in the hurricane:

- Warm ocean water with a temperature of more than 80 degrees F (26 degrees C) to a depth of about 100 feet (5 m) so that cooler water cannot easily be mixed to the surface by winds.

- Unstable atmosphere characterized by enhanced thunderstorm activity.

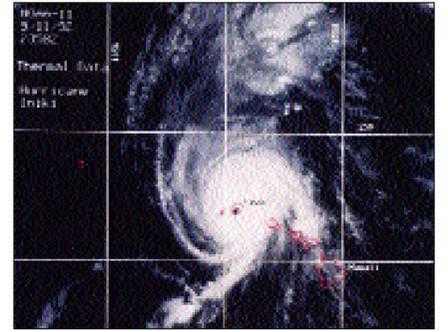


Photo courtesy of NOAA

Hurricane Iniki over the Hawaiian Islands in 1992.

- High relative humidity in the middle troposphere. Moist air weighs less than dry air, making it buoyant and contributing to lower surface pressure.

- A pre-existing disturbance with cyclonic circulation.

- Small wind shear or little change in the wind speed or direction with height in the vicinity of the developing storm. Thus, warm air is concentrated into one area and not blown apart by the winds. As a hurricane moves over land or cold water, its supply of energy is reduced and wind speeds decrease. Frictional forces also act to weaken the storm when it is over land.

In the upcoming weeks, additional hurricane articles will be published in Hawai'i Navy News. Some of the topics covered will include hurricane history in Hawai'i, stages of hurricanes, when to evacuate and where, your household survival kit, where to get timely information when a hurricane is approaching and how to make provisions for family pets. The information is intended to provide interesting and helpful information about hurricanes that will help to prepare you in the event that a hurricane moves toward the Hawaiian Islands.

Although hurricanes are relatively rare events anywhere in the world, no place – including Hawai'i – is immune. Allowing yourself to believe that, "it won't come here" or "there hasn't been a hurricane here in years so why worry," or buying into the "it can't happen to me" philosophy could be dangerous. The best thing is to be aware and to be prepared. You never know when this could be the year that a hurricane might threaten paradise.

Navy christens USNS Lewis and Clark

Special release from the U.S. Department of Defense

WASHINGTON (NNS) — The Navy christened the lead ship of a new class of underway replenishment ships, USNS Lewis and Clark, on May 21, when it was launched at National Steel and Shipbuilding Company (NASSCO) in San Diego.

The name Lewis and Clark honors the two legendary explorers who jointly led the Corps of Discovery on a visionary expedition that was to become one of American history's greatest adventure stories.

Rep. Jerry Lewis of California, chairman of the House appropriations committee, delivered the ceremony's principal address. Descendants from the families of Capt. Meriwether Lewis and Lt. William Clark, Jane Lewis Sale Henley and Lisa Clark, served as sponsors of the ship. The launching ceremony was highlighted in the time-honored Navy tradition when the sponsors christened the ship by breaking bottles of champagne across the bow to formally name the ship "Lewis and Clark."

Lewis and Clark is the lead ship in the Navy's new 11-ship T-AKE Class. T-AKE is a new combat logistics force (CLF) vessel intended to replace the current capability of the T-AE 26 Kilauea-class ammunition ships, T-AFS 1 Mars-Class combat stores ships and when operating with T-AO 187 Henry J. Kaiser-Class oiler ships, the AOE 1 Sacramento-class fast combat support ships.

Designed to operate independently for extended periods at sea while providing replenishment services to U.S., NATO and allied ships, Lewis and Clark will directly contribute to the ability of the Navy to maintain a worldwide forward presence. These ships will provide logistic lift from sources of supply either in port or at sea from specially equipped merchant ships. They will transfer cargo (ammunition, food, limited quantities of fuel, repair parts, ship store items, and expendable sup-



U.S. Navy photo by Photographer's Mate 3rd Class Timothy F. Sosa
Ship sponsors, Jane Lewis Sale Henley and Lisa Clark, christen the Military Sealift Command (MSC) auxiliary dry cargo carrier USNS Lewis and Clark, (T-AKE 1), during a ceremony held at the National Steel and Shipbuilding Company, (NASSCO) in San Diego, Calif. Lewis and Clark is the first of the newest class of underway replenishment ships built for naval service and is named in honor of the legendary explorers. Direct descendants of Capt. Meriwether Lewis and Lt. William Clark, Henley and Clark, were on hand to help celebrate the launching of their ancestors' namesake.

plies and material) to ships and other naval warfare forces at sea.

As part of the Naval Fleet Auxiliary Force, the ship was designated a USNS ship. The term

stands for United States Naval Ship. Unlike their United States Ship (USS) counterparts, USNS vessels are manned primarily by civilian crews working for the U.S.

Navy Military Sealift Command, Washington, D.C.

Lewis and Clark is 689 feet in length, has an overall beam of 105 feet, a navigational draft of 30 feet

and displaces approximately 41,000 tons. Powered by a single-shaft diesel-electric propulsion system, the ship can reach a speed of 20 knots.



U.S. Navy photo by PH2 William H. Ramsey
The conventionally-powered aircraft carrier USS Kitty Hawk (CV 63) gets underway from Yokosuka, Japan to begin her post upkeep underway period in the western Pacific Ocean. Kitty Hawk is the U.S. Navy's oldest active aircraft carrier. Kitty Hawk demonstrates power projection and sea control as the U.S. Navy's only permanently forward-deployed aircraft carrier, operating from Yokosuka, Japan.

Kitty Hawk performs COMREL for handicapped

JO3 Christopher Koons
USS Kitty Hawk Public Affairs

USS Kitty Hawk (CV 63) Sailors gave back to their Japanese hosts during a community service project at the Miura Shiratori-en facility for handicapped adults and children May 10.

Thirty Sailors attended the event, sponsored by Kitty Hawk's religious ministries department.

"The facility needed people to come and do yard work," said Lt. Deann Coleman, a Kitty Hawk staff chaplain, "so we volunteered."

During the project, the Sailors mowed grass on a large field adjacent to the facility and uprooted weeds. This reminded some of them of the earliest jobs they had as children.

"As a child, I did a lot of work around my neighborhood, mowing grass and raking leaves," said Information Systems Technician Seaman (SW/AW) Kevin Candle of combat systems

department. "I find yard work very enjoyable because it takes your mind off more stressful matters."

Other Sailors said they enjoy participating in any kind of community service project.

"On one of my first ships, we went to a schoolhouse in the Virgin Islands and repainted their swing sets," said Chief Interior Communications Electrician (SW) Jonathan Hendricks of engineering department. "I remember the smiles on the children's faces. Projects such as this bring back memories of that first time."

The facility takes care of 120 handicapped adults and 14 handicapped children and the chance to help them is what motivated many of the Sailors to attend.

"I wanted to help out the community," said Personnelman 2nd Class Christopher Jones of executive department. "Since we're over here, we might as well give as good as we receive."

Some Sailors also said they came

because of the chance to show that Kitty Hawk Sailors can play a very positive role in the community.

"It shows our Japanese hosts that Kitty Hawk Sailors really are good ambassadors," said Candle. "It shows that Kitty Hawk Sailors are good people who are willing to help."

Ultimately, community service projects serve a variety of purposes, according to Coleman.

"They allow Sailors to reach out to the community and be good ambassadors for the Navy," she said. "They also allow Sailors from different departments to get to know each other, are good stress relievers and are a lot of fun."

The Kitty Hawk Strike Group is the largest carrier strike group in the Navy and is composed of the aircraft carrier Kitty Hawk, Carrier Air Wing (CVW) 5, the guided-missile cruisers USS Chancellorsville (CG 62) and USS Cowpens (CG 63), and Destroyer Squadron 15.

Flag officer assignments

Special release from the U.S. Department of Defense

WASHINGTON (NNS) — Chief of Naval Operations Adm. Vern Clark announced May 23 the following flag officer assignments:

Rear Adm. David Architzel is being assigned as Commander, Program Executive Officer for Aircraft Carriers, Washington, D.C. Architzel is currently Commander, Operational Test and Evaluation Force, Norfolk, Va.

Rear Adm. Frederic R. Ruehe is being assigned as Commander, Navy Region Mid-Atlantic, Norfolk, Va.

Ruehe is currently Commander, U.S. Naval Forces Japan/Commander, Naval Component, U.S. Forces Japan, Yokosuka, Japan.

Rear Adm. (lower half) William J. McCarthy is being assigned as Commander, Operational Test and Evaluation Force, Norfolk, Va. McCarthy is currently Commander, Carrier Strike Group 8, Norfolk, Va.

Rear Adm. (lower half) James W. Stevenson Jr. is being assigned as Commander, U.S. Naval Forces, U.S. Southern Command, Mayport, Fla. Stevenson is currently Commander, Carrier Group 12, Norfolk, Va.

E-8 board not compromised

Chief of Naval Personnel Public Affairs

The inspector general of the Bureau of Naval Personnel has reported that the results of the recent E-8 selection board were not compromised by the unauthorized release of working documents from the board.

Vice Adm. Gerry Hoewing, Chief of Naval Personnel, has determined the board results will be released while the investigation into who transmitted the unofficial documents will continue.

"I'm confident that the board was not compromised in any way," Hoewing said, "and I have complete confidence in the board's procedures and the interim findings of the investigation."

Hoewing and Master Chief Petty Officer of the Navy (SS/AW) Terry Scott agree that to continue withholding the results until the full investigation is complete will be of little value and keeps deserving chief petty officers from being advanced.

"Our paramount concern was to ensure our Navy's promotion process remained impartial and professional in its conduct," said Scott. "We remain committed to the highest levels of integrity and to maintaining the faith and trust our Sailors place in the selection system."

USNS Mercy completes humanitarian assistance mission to Papua New Guinea

Hawaii Navy News **Online** www.hawaii.navy.mil

JO1 (SW) Joshua Smith

USNS Mercy Public Affairs

The Military Sealift Command (MSC) hospital ship USNS Mercy (T-AH 19) successfully completed its humanitarian assistance mission to Papua New Guinea on May 20 and is now sailing east toward its homeport of San Diego, after providing medical care to more than 8,000 residents of Papua New Guinea.

Prior to Mercy's arrival in Papua New Guinea, a small team of medical personnel cross-decked to the MSC combat stores ships USNS Niagara Falls (T-AFS 3). The Niagara Falls sailed within flying distance for embarked MH-60S helicopters from Helicopter Sea Combat Support Squadron (HSC) 25 to ferry personnel and their medical supplies to the camps on a daily basis.

"The people in the camps were very hospitable and extremely grateful for our help," said Hospital Corpsman 2nd Class Cyrena Williams.

Meanwhile, Mercy arrived off the coast of Madang, Papua New Guinea on May 16 and personnel commenced humanitarian assistance operations at Modilon General Hospital the following day. Between May 17 and 20, Mercy's staff completed 27,931 medical procedures, conducted 27 surgeries, performed 114 dental examinations, 148 dental extractions and prescribed more than 1,000 pairs of glasses.

In addition to providing medical care, Mercy staff visited area schools to give lectures on a wide range of important topics. The ship's Nurse Corps officers gave classes at the Lutheran School of Nursing in Madang on topics such as cardiopulmonary resuscitation (CPR), the initial assessment of a patient coming into the emergency room and wound care, while hospital corpsmen, dental technicians and culinary specialists visited local grade schools to teach kids the importance of proper dental hygiene and the essentials of maintaining a proper diet.

Upon Mercy's successful completion of operations, the staff of Modilon held a special ceremony to thank Mercy's crew for lending valuable assistance to their country. At the ceremony, Papuans dressed in traditional clothing and performed dances to the beat of a traditional drum. The staff also set aside small patches of ground for each of Mercy's department heads to plant a tree.

"It was really a fitting end to the operation," said Information Systems Technician 1st Class (SW) Jose Salazar. "You could really tell the people appreciated all that we did for them by that ceremony alone. At the end, they even gave out gifts to the crew that they'd made by hand."

With the mission to Papua New Guinea complete, Mercy's first deployment since Operation Desert Shield/Desert Storm in 1991 draws to a close. Following a brief port visit at Pearl Harbor, Hawai'i, Mercy will return to San Diego.



U.S. Navy photo by PH3 Lamel J. Hinton

Members of the United States Public Health Service hike through the jungle as local residents guide them to the source of the water supply in the village of Potts Dam. Medical personnel from USNS Mercy (T-AH 19) and USNS Niagara Falls (T-AFS 3) provided health care and community relations (COMREL) to the island of Madang, Papua New Guinea.

Gero relinquishes command of the 'Silent Thunder'

JO2 Corwin Colbert
COMSUBPAC Public Affairs

Cmdr. Brian Humm relieved Cmdr. Murray Gero as commanding officer of USS Buffalo (SSN 715) during a change of command aboard the nuclear-powered attack submarine on May 20.

Capt. Michael Zieser, Commander Submarine Squadron One, was the guest speaker.

Zieser spoke about the extensive dry-dock period of USS Buffalo and how the crew's morale stayed high and how they got the job done. Zieser said the leadership provided by Gero enabled the crew to perform superbly.

"This ship and crew couldn't have completed this rigorous overhaul without the infectious, inspired leadership, wisdom and active management of Cmdr. Gero," said Zieser.

"Cmdr. Gero's influence is evident as we stand on this magnificent ship today," he said. "It's better than new and ready to fight."

After his speech, Zieser welcomed the prospective commanding officer before presenting Gero with the Meritorious Service Medal for meritorious service while serving as commanding officer of USS Buffalo.

"I would like to extend a warm welcome to Cmdr. Brian Humm and his family," he said. "We take the idea of family and make it a reality here at Squadron One. We look forward to many memorable times to come," said Zieser.

After the presentation of the medal, Gero gave a special thanks to the workers of the Pearl Harbor Navy

Shipyards for their expertise during the overhaul.

"I invite everyone to see the quality craftsmanship that is the hallmark of this great shipyard," said Gero.

Gero said the crew successfully completed a post-overhaul, in what normally takes 12 days to complete, in only eight days. The Waco, Texas native said the success was due to his crew's effort and professionalism.

"This team has a unique personality. They are professional, courteous and sincere," said Gero.

After presenting leis to a few special guests, Gero read his orders relieving him of command of Buffalo as he leaves for a new assignment as a member of staff at Commander Submarine Squadron One.

After the official turnover of duty, Humm made a brief comment.

"I owe a great debt to Murray. Being an overhaul commanding officer is a phenomenal task," said Humm. "But he and his crew have handed over a magnificent ship. I am proud to be the commanding officer of this fine crew," he concluded.

Humm was raised in Park Ridge, Ill. He graduated from the U.S. Navy Academy in 1987 with a bachelor of science degree in history. His previous submarine assignments have included USS Tinosa (SSN 606), USS Tautog (SSN 639) and USS Florida "Blue" (SSBN 728). His last assignment was as the submarine executive officer/post-executive officer detailer at the Bureau of Naval Personnel in Millington, Tenn.



U.S. Navy photo by JO2 Corwin Colbert

Cmdr. Murray Gero is piped ashore after turning over command of USS Buffalo (SSN 715). Cmdr. Brian Humm relieved Gero during a change of command ceremony on May 20.

Hamilton:

On deployment in support of CARAT

Continued from A-1

paign. Following the battle, Paul Hamilton departed Okinawa on June 17th, 1945.

Okinawa was her last port of call before returning home from the war.

As the modern destroyer Paul Hamilton anchored in Okinawa for a weekend of liberty, the crew remembered all the Sailors who served aboard the battle-hardened destroyer Paul Hamilton 60 years earlier. "The significance of our returning to the same site as the previous Paul Hamilton can simply be put as our journey to honor the past. This ship is being afforded the opportunity to honor those 'tin can' Sailors that went before us. So many of them gave their best and their lives in World War II. Because of their sacrifice, the United States and her allies were victorious," remarked CMDCM(SW) Bryan Diekman, Paul Hamilton's command master chief. Paul Hamilton deployed from Pearl Harbor in May and is in Okinawa for a series of coordination meetings in support of CARAT 2005.

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Hawaii
Navy News

Tribute: USS Hopper crew performs burial at sea

Continued from A-1

McGrath and his love for the Navy. "He was a nice man and truly showed he cared about the Sailors' morale and the ship," recalled Hull Technician 2nd Class Billy Terrell.

Hopper's crew was grateful for the chance to pay their respects to a great man who led a great life of service. "To celebrate his dedication to our country and to this ship is a great privilege. To carry the flag that his family and friends will always have to remember him by is an honor, and something that I will never forget," said Gunners' Mate 2nd class (SW) Rob Prine, the flag bearer for the ceremony.

As Hopper returned to Pearl Harbor, family and friends shared stories with the crew and remembered their loved one. "My father loved Hawai'i and had a great affection for the Hopper and her crew. We know it was because he could see himself in them and he remembered the many fond experiences he had," said McGrath's son, Charles.



U.S. Navy photo by Ensign Jamie Lynn De Coster

Crew members aboard USS Hopper perform a burial at sea for Chief Warrant Officer Charles William McGrath on May 20. He is survived by his wife of 32 years, Sue; a son, Charles, and two daughters, Janny and Tanya.

Charles William McGrath is survived by his wife of 32 years, Sue; a son, Charles McGrath, and two daughters, Janny McGrath and Tanya McGrath.

Hawai'i Navy News Briefs

Continued from A-1

Silent auction today

Support your community by participating in a silent auction to benefit an educational fund for the seven children of the Sailors and Marines who perished in the helicopter crash in Iraq on Jan. 26. The auction will be held on May 27 from 4 to 8 p.m. at the officers' club at Marine Corps Base Hawai'i (MCBH) - Kaneohe. Proceeds will be directed to the Armed Services YMCA for distribution to the children's educational funds.

Items have been donated by organizations such as Hilton Hawaiian Village, Wyland Galleries Makani Kai Helicopter Tours, Luana

Hills Golf, Honolulu Zoo, Star of Honolulu, Hilo Hattie, Lowe's, Germaines Luau, Global Village, Too Good Kayaks, GAP Inc., and various other businesses, restaurants and spa services. The auction is hosted and organized by the VP-9 Officers Spouses' Club, MCBH. For more information, call Erin Ellis at 206-7112.

Military Appreciation Day June 4

The USO, the city and county of Honolulu, and the Chamber of Commerce are sponsoring a special event for military personnel and their families June 4 at the Honolulu Zoo. Admission will be free to all military ID card holders: active, Reserve, Guard, retired and dependents. The first 5,000 military cardholders will receive a free lunch. Free parking and shuttle bus service will be available to the zoo from Kapiolani Community College, beginning at 9 a.m.

Commands pool resources to accomplish mission

JO3 Ryan C. McGinley
Staff Writer

Commander, Navy Region Hawai'i safety department and the Pearl Harbor Naval Brig have teamed up to improve the motorcycle training course, which provides classroom and hands on training for any Sailor who rides a motorcycle on or off duty.

The Naval Station Brig has allowed the safety department use of their training classroom and also provided manpower to clean the



U.S. Navy photo by JO3 Ryan C. McGinley

Service members in custody at the Naval Brig, Pearl Harbor sweep the motorcycle training facility located on Pearl Harbor.

motorcycle training course.

"It's a region facility used by region safety and they're helping out by supplying their classroom and their manpower to clean our facility," said Jack M. Nagaishi, Commander, Navy Region Hawai'i traffic safety program manager. "It's a win-win situation to me."

Four service members in custody at the Brig cleaned the track May 18, sweeping debris and rubble to make the course safe for Sailors.

"It's really dirty because of the construction on Ford Island and the wind blowing," said Nagaishi. "It makes it dangerous."

Nagaishi said the cost of hiring outside help to clean the facility would cost approximately \$200. He contacted the Naval Station Brig for help, which they give out regularly for working parties and other manual labor to help out the military communities.

"This is something constructive for [the service members in custody] to do that helps out other commands," said Aviation Boatswain's Mate 2nd Class (AW) Oscar Velasquez, assigned to the Naval Station Brig.

"To me it gets the [service members in custody] out," said Nagaishi. "They are doing something worthwhile. They are helping out fellow Sailors. It's a positive thing for everyone."

Nagaishi said it's important for the Navy to utilize their resources and work with other commands to obtain their goals.

"I think partnering in this case brings the community of motorcycling, safety civilians and the region military together," he said. "I think it's important to use our assets more effectively in the Navy so the mission can be accomplished more smoothly."

He said the partnership would help Sailors who use the motorcycle course get the training they need in a safe environment.

"Motorcycle training is very important," he said. "The motorcyclists make out because it's a clean, safe range."

Navy Marine Corps Relief Society fund drive tops last year's donations

Karen S. Spangler
Assistant Editor

The Navy Marine Corps Relief Society (NMCRS) fund drive has topped last year's donations, raising more than \$600,000 to come to the aid of Navy and Marine Corps service members and their families. That total reflects the highest per capita in the world at \$29.09, according to Paul Belanger, director of NMCRS Hawai'i.

In comparison, NMCRS's 2004 fund drive raised more than \$590,000. During 2004, NMCRS at Navy Region Hawai'i assisted 1,673 Navy and Marine families who visited the society's office at Naval Station Pearl Harbor.

This year's fund-raising effort began March 21 and officially concluded on April 29 although donations are still incoming. Donations were collected from all Navy and Marine Corps commands in Hawai'i. The NEX also held various events, such as Pennies from Heaven, huli huli chicken sales and vendor contributions, to raise money for the drive.

"This year's drive started off a few days after a memorial was held for some lost Marines with NMCRS funding family members to fly from the mainland for

the memorial. This was inspiration for all of the key participants because we saw NMCRS in action and that we were part of a very worthy cause," explained Lt. Cmdr. Tom Gorman, fuels director at FISC Pearl Harbor and this year's fund drive coordinator.

"This year's theme was 'We protect them while you're protecting us' and the one feeling that was prevalent throughout is that the NMCRS is needed now more than any time because we have many young Sailors and Marines from the Hawai'i area deployed, and some will most likely need the help of the NMCRS," noted Gorman.

He added, "Unlike donations that you give in front of a supermarket or door-to-door, you know that your money will be spent in support of military personnel in need and that is probably why we did, in fact, break last year's record."

An awards ceremony will be held in June to honor those who contributed to the success of the drive.

NMCRS provides assistance with basic living expenses, emergency transportation, funerals, medical bills, essential car repairs, pay problems and other emergency needs. Assistance is given in the form of interest-free loans

and/or grants, depending on financial need and the type of assistance rendered.

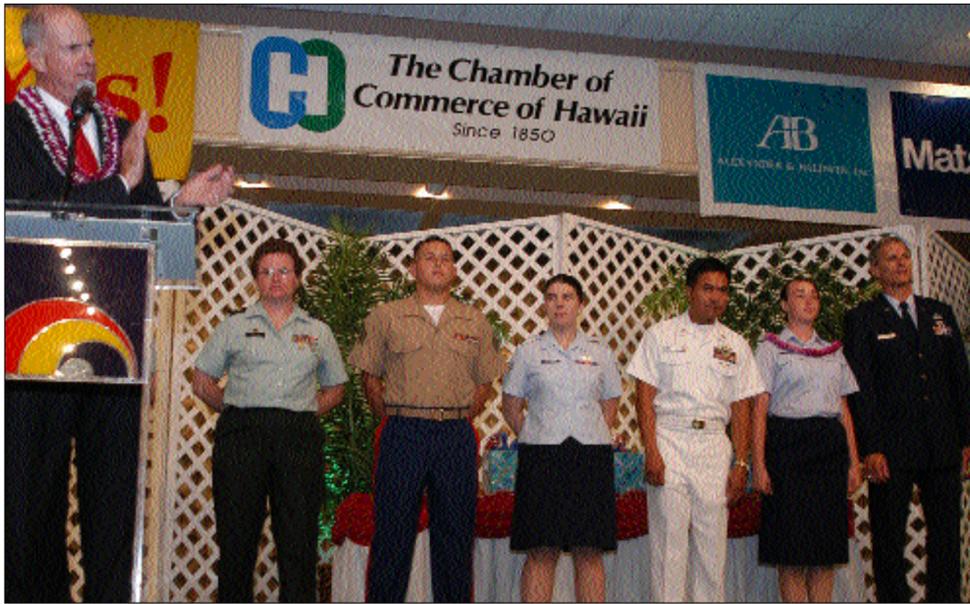
"The funds are also used to assist service members and their families in times of crisis and war," explained Belanger. He noted that NMCRS granted the funds to bring family members of the 27 Marines and one Sailor, who died in a helicopter crash in Iraq on Jan. 26, to Hawai'i for the memorial service.

A visiting nurse program which offers assistance to mothers of newborns is another program that is funded by donations to NMCRS.

For more than 100 years, NMCRS has responded to the emergency financial needs of active duty and retired Sailors, Marines and their families. As the problems of Sailors and Marines have grown increasingly complex, the society has implemented a full spectrum of programs and services to meet the diverse needs of service members.

For more information about NMCRS, call the NMCRS office located in building 1514 at Naval Station Pearl Harbor or call 423-1314. To reach the NMCRS office at Marine Corps Base Hawai'i at Kaneohe, which is located in building 4016, call 254-1327.

Chamber of Commerce honors Hawai'i military



U.S. Navy photo by PH3 Ian W. Anderson

Retired Army Gen. David Bramlett applauds the men and women who received the Military Community Service Award at the 20th Annual Military Recognition Luncheon. The luncheon was held in appreciation of the dedicated men and women who serve and attended by more than 400 active duty and retired military service members and their spouses.

U.S. Pacific Fleet Public Affairs

Military members from all branches of service gathered at the Hilton Hawaiian Village Hotel on May 18 for the 20th annual Military Recognition Luncheon hosted by the Chamber of Commerce of Hawai'i.

Approximately 900 individuals were in attendance, including senior leadership from all the services, military-affiliated civilians and exemplary Sailors – Sailors of the Year, Sailors who worked with the tsunami relief efforts and Sailors involved with Morale, Welfare and Recreation.

One of those in attendance, Navy Chief Electrician's Mate (SW/AW) Noriel Tapay, was recognized as the Navy winner of the 2005 Hawai'i Military Recognition Award for volunteerism. The Afloat Training Group Middle Pacific maintenance and material management instructor was announced as a winner at the beginning of the month, but was presented with his award, along with winners from each of the other services, during the luncheon.

On Oahu since 2002, Tapay is a volunteer for the Hawai'i Special Olympics,

Hawai'i Meals on Wheels, and is involved with partnerships at the Navy Hale Keiki School and Iroquois Point Elementary School as well as command groups.

"For me, it's about the personal satisfaction of taking the time to give to the community," Tapay said during an interview with Hawai'i Navy News earlier this month. "This award is a great honor for me."

As part of Military Appreciation Month, the Chamber of Commerce of Hawai'i holds several events including an opening ceremony, a day of games, food and entertainment dedicated to the military, a twilight tattoo and a band concert in addition to the luncheon.

"It was great," said Cryptologic Technician (Administration) 1st Class Kiffani Walker, a special security representative for Pacific Fleet. "It was very emotional. You don't realize how much people notice the military and how much we do for our country."

The chamber's military affairs department maintains strong bonds between Hawai'i's military, business and civilian communities, and acts as a liaison to matters relating to the military in Hawai'i.

Maintenance-free watertight doors save Navy time, money, work

JO3 (SW) Nick T. Young
Fleet Public Affairs Center,
Pacific

The guided-missile destroyer USS Howard (DDG 83) has saved more than 10,000 man-hours a year since it began testing 10 virtually maintenance-free, quick-acting, watertight doors two years ago.

The quick-acting, watertight doors, called Mafo doors after the Netherlands-based company Mafo Holtkamp, are making a big impression on Sailors in the fleet.

"The new doors work a lot better. They don't fail, they don't wear out," said Damage Controlman 1st Class (SW) Rick Nelson.

With a stainless steel shell, an internal dogging system and self-lubricating moving parts, the doors require virtually no maintenance, said Electronics Technician 2nd Class Jason Luke, a damage control petty officer aboard Howard.

"I definitely see a huge savings with the Mafo doors in terms of maintenance," he said.

The Navy estimates saving at least 1,000 man-hours per year per door.

"It is a huge reduction in man-hours. It allows the ship's personnel who work on the doors to focus more on their



U.S. Navy photo by PH3 Mark J. Rebilas

Waves crash over the bow of the guided missile destroyer USS Howard (DDG 83) during exercises with the nuclear-powered aircraft carrier USS John C. Stennis (CVN 74). Stennis and embarked Carrier Air Wing Fourteen (CVW-14) are on a scheduled deployment to the Western Pacific Ocean.

jobs, not collateral duties," said Lt. Adrian Barefield, Howard's damage control assistant.

Seventy-eight of the high-tech doors have been installed on nine Navy destroyers. Eight Mafo doors will be installed on

DDG 102, the Navy's newest destroyer under construction. After DDG 102, the Navy plans on installing each new DDG with 163 Mafo doors - nearly all of the watertight doors aboard.

Additionally, the amphibious transport dock ship USS San Antonio (LPD 17) had 55 Mafo exterior doors installed and the Navy plans to install the new doors on each ship in the San Antonio-class.

Sailors urged to complete survey

Sharon Anderson
Chief of Naval Personnel Public Affairs

Time is getting short for the 16,000 Sailors asked to help shape the Navy by participating in the 2005 Navywide Personnel Survey (NPS). The survey is expected to close by June 10.

These randomly-selected officers and enlisted were sent letters of invitation to participate in the survey. The online survey should take about 30 minutes to complete.

"There is still time for Sailors to provide us with their valuable inputs that can help shape policy and influence decisions on key areas of readiness, quality of service and quality of life," said Vice Adm. Gerry Hoewing, Chief of Naval Personnel. "These are issues that directly affect the way we work and live in this Navy."

Anyone who was asked to take the survey, but can no longer access the survey may contact Dr. Kimberly Whittam at 901-874-2321 (DSN 882) or at kimberly.whittam@navy.mil, for help in accessing the online survey.

"We value and need Sailors' responses in this crucial survey; we hope that you will consider providing us your views," said Dr. Steve Watson, survey oversight director for the strategic planning and analysis directorate of Chief of Naval Personnel. "Sailors can only be heard if they take part in the survey."

The NPS has been administered since 1990 and assesses issues related to the quality of work life balance, career development, satisfaction with Navy life and career decisions. Results from past surveys have had major impact on Navy readiness and Sailors' lives.

Initiatives spurred by past surveys include a renewed focus on funding for parts and supplies, career sea pay expanded to officers with less than three years of sea duty and to junior enlisted, improvement in the detailing process and design changes on shipboard berthing compartments.

Hawai'i Navy News Sports

MDSU One offers diving safety tips



Photo by Lt. Todd Ochsner

Diver safety includes checking equipment before hitting the water.

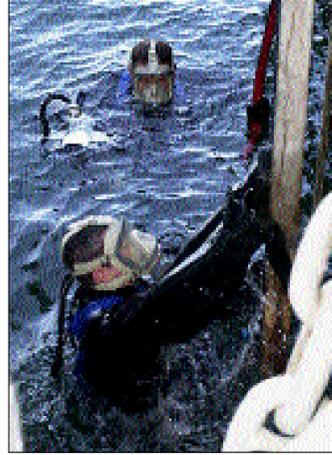
Mobile Diving Salvage Unit One Public Affairs

Each year, an average of three to five active duty recreational divers are treated at Mobile Diving and Salvage Unit One's fleet treatment recompression chamber for diving-related illnesses, including decompression sickness and arterial gas embolism. More often than not, these injuries are related to unsafe diving practices and poor planning.

The practices that lead to these emergencies generally include poor preparation, inadequate planning and inexperience. Specifically, the diver neither evaluates the risk involved in repetitive deep diving, nor knows the location of the nearest recompression treatment facility prior to diving.

"Knowledge of the location of a recompression chamber and a tentative plan on how to get there in case of a diving injury are essential to any dive plan," according to Lt. Todd Ochsner, MDSU One's dive medical officer. "Preparation for any dive needs to include an emergency action plan discussed before the dive."

In addition to proper planning, divers need to be aware of the effect that residual nitrogen will have on the body and how it will be affected by flying or going up in elevation after diving. Divers who travel to higher elevation shortly after diving, notably in an aircraft, may experience pain in the shoulders, elbows, knees or hips and may suffer from lost coordination or confusion. "These are dead ringers for decompression sickness, what is commonly known as the bends," said Ochsner. "It should also be noted that one need only travel a few hundred feet after diving for decompression sickness to arise. This could include driving over the H-3 high-



U.S. Navy photo by PH3 Johansen E. Laurel

Mobile Diving and Salvage Unit One (MDSU-1) diver Boatswain's Mate 2nd Class William Feser, of San Diego, Calif., surfaces after a dive at Naval Base, San Diego, Calif.

way (elevation 1,300 feet) or going to Camp Smith (elevation 600 feet). Divers should wait at least 24 hours after a dive to go flying or at least one hour if driving the H-3." Simple planning ahead of time usually circumvents these medical problems.

MDSU One maintains and operates the regional recompression treatment facility for military divers throughout Naval Region Hawai'i. This chamber is always available to military divers and military personnel who are recreational divers as well as their family members. Any military person or group planning a diving trip should make themselves aware of the location and activation steps for their own safety. For true hyperbaric emergencies, the "bends hotline," located at MDSU One, is 471-9984.

Ochsner stated, "It should be said that although treatments are

generally successful, they always have the possibility of resulting in very fatal outcomes. Most cases can be avoided with simple pre-dive checks and planning that any Sailor or family member can do."

Here is some basic guidance for recreational divers in order to ensure a safe dive, but remember that this is not an all-inclusive list:

- What can go wrong? Build a checklist based on this question.
 - What is your planned depth and what is your plan for exceeded depth? Always make your deepest dive first.
 - Review symptoms and emergency actions for decompression sickness or arterial gas embolism.
 - Review symptoms and actions for bad air and toxic gas.
 - Survey boat traffic.
 - Review surf action and surge.
 - Cover procedures for loss of air and buddy signals.
 - Review actions for shark or eel bites.
 - How can we get help if necessary?
 - Know the phone numbers for: Coast Guard, recompression chamber and fire department/ambulance. Prevention of incident.
 - No alcohol and plenty of rest the night before diving.
 - Do not fly the day of a dive, even in a pressurized aircraft.
 - Good physical conditioning reduces the risk of decompression sickness.
 - Talk the dive over and ensure all divers understand contingency plans.
- Hawai'i has some of the most beautiful waters in the world for diving. While recreational scuba diving can be both fun and rewarding, it can also be dangerous for the unsuspecting diver. Just a small amount of preparation and caution will go a long way in keeping you and your loved ones safe.