



**Seabees pave the way**  
Seabees build road at NCTAMSPAC.  
See story on page A-2.



**A piece of history**  
USS Chicago's ship's wheel offers history lesson for Sailors.  
See story on page B-1.

## Hawai'i Navy News Briefs

### Free summer camps for military family members

Operation Purple Camp begins Monday and is open to all military family members ages 6 to 18. These free summer camps offer six one-week sessions and encompass all military branches, including the National Guard and reserves. Registration is ongoing until all slots are filled. Priority placement is offered to all children who have a deployed parent, but the program is open to all military family members.

Applications are available online at [nmfa.org](http://nmfa.org) and [greatlife-hawaii.com](http://greatlife-hawaii.com) or at Catlin Clubhouse, 4655 Catlin Drive, Honolulu. For more information, call 421-1556.

### Volunteers needed

The Muscular Dystrophy Association Hawai'i is looking for volunteers to help with the fourth annual MDA Golf Classic. The event is June 17 at the Hawai'i Prince Golf Club. For more information, contact Stan Long at 772-7826.

### Flag officers assignments

Chief of Naval Operations announced the following flag officer assignments June 3:

Rear Adm. (sel.) Allen G. Myers IV is being assigned as Commander, Carrier Strike Group 8, Norfolk, Va. Myers is currently senior military assistant to the Secretary of the Navy, Washington, D.C.

Rear Adm. (lower half) (sel.) Brian C. Prindle is being assigned as deputy assistant chief of staff for Joint Experimentation, Exercises, and Assessment, Allied Command, Transformation, Norfolk, Va. Prindle is currently executive assistant to the Deputy Chief of Naval Operations for Resources, Requirements and Assessments, N8, Washington, D.C.

# Reuben James tops NMCRS

Ensign Jon Derges

USS Reuben James Public Affairs

USS Reuben James (FFG57) is always ready to give credence to the phrase, "Sailors helping Sailors." Reuben James closed out her Navy-Marine Corps Relief Society (NMCRS) fund raising activities with a big push: pushing to help shipmates in need by pushing pies into the faces of blue jackets, chiefs, and officers alike. The commanding officer, Cmdr. Logan Jones, added a little competition to the mix by having the pie-in-the-face contest to raise an additional \$2,212.04, for the final push toward Reuben James' tally of \$16,637.04 in contributions.

Reuben James had raised \$14,425 by raffling off liberty tickets and bid-

ding for such honors as scullery queen, trash master, and CPO Garcon. The \$14,425 put the ship within striking distance of the waterfront leader in contributions garnered. The pie-in-the-face event was Reuben James' final thrust to raise money for the NMCRS following weeks of neck-and-neck competition with other waterfront ships.

Command Master Chief Jeffrey Clark helped motivate the crew to participate in the pie-in-the-face fundraiser on the mess deck after a full day of at-sea INSURV preparations. The Command Master Chief had kicked off this last element of Reuben James' NMCRS fund-raising several days earlier on the IMC by personally placing 20 dollars on the executive officer's "head." It was the XO who got the last laugh, though, as he "creamed" the

CMC after having outbid all competitors for the honor.

Boatswain Mate 3rd Class Abera won the pie-in-the-face competition by garnering the highest dollar value in bids. He didn't mind the pie in the face because he strongly supported the ship's efforts to raise funds. "Who knows? Maybe someday I might need to borrow some money," stated Abera.

Reuben James' NMCRS coordinator, ITC(SW) Eric Purcell, built a master fund-raising plan and was fortunate to raise \$6,000 more than last year's contributions. "I'm not doing this for the recognition," said Purcell. "There are Sailors out there that sometimes need just a little help to get caught up financially or to get money for education. I can't think of a better way to help out a shipmate in need."

The Navy-Marine Corps Relief Society, established in 1904, is a private, non-profit organization supported by the Department of the Navy. The mission of the Navy-Marine Corps Relief Society is to provide, in partnership with the Navy and Marine Corps, financial, educational, and other assistance to members of the naval services of the United States, eligible family members, and survivors when in need, and to receive and manage funds to administer these programs. For more information in learning more about the Society, its mission and the assistance it can provide – or if you are interested in making a contribution toward a worthy cause – visit the society's web site at [www.nmcrs.org](http://www.nmcrs.org) or contact our local NMCRS chapters at: NMCRS Kaneohe Bay, (808) 254-1327 and NMCRS Pearl Harbor, (808) 423-1314.

## Newly Frocked

Newly frocked second class petty officers from Naval Station, Pearl Harbor stand at parade rest while Capt. Ronald R. Cox, Navy Region Hawai'i chief of staff and commanding Officer, Naval Station Pearl Harbor addresses them during a ceremony held at Lockwood Hall June 2. More than 40 enlisted Sailors were frocked during the ceremony, including two senior chief petty officers. Chief petty officers eligible for the board increased Navy-wide by 48 to 15,011 this year with 1,726 of them advancing to E-8. This represents an increase of 189 quotas for new senior chiefs compared to last year. Fifty ratings maintained or increased their advancement opportunity. There were 34 ratings that showed a decline in advancement opportunity from last year, but 11 of those still have advancement opportunities above the Navy average. Some of the ratings showing advancement growth include boatswain's mate (BM) at 16.87 percent, up 8.47 percentage points and mineman (MN) growing from 13.73 percent to 33.33 percent this cycle.



U.S. Navy photo by JO2 Ryan C. McGinley

## Silver Dolphin Bistro earns Ney Award

JO2 Devin Wright  
Editor

Naval Station Pearl Harbor's Silver Dolphin Bistro Galley was awarded the Capt. Edward F. Ney Runner-Up award for fiscal year 2005 on June 2 at the Diosdado Rome Galley.

The Silver Dolphin Bistro competed with 13 other overseas ashore mess facilities.

"We've been pretty consistent in winning these awards," said Culinary Specialists Senior Chief (SW) Joy Jose, leading chief petty officer for Navy Region Hawai'i food service. "It goes to show that we've been serving the best food and provide the best customer service. That is something we are proud of," he said.

In addition to the Ney Award, five Navy mess facilities in Hawai'i, including the Pearl Harbor Naval Brig, Silver Dolphin Bistro, Diosdado Rome Galley, Naval Magazine Pearl Harbor and the Pacific Missile Range Facility, have earned five-star accreditation.

The Capt. Edward F. Ney Award for food service excellence is given to galleys which earn a five-star rating from a Navy evaluation team.

The Secretary of the Navy and the International Food Service Executives Association established the Capt. Edward F. Ney Memorial Awards Program in 1958. The award is designed to improve food service operations and recognize the best general messes in the Navy.

Capt. Ney served as head of the subsistence division of the bureau of supplies and accounts between 1940 and 1945.

Since 1999, the Ney Awards have been determined by a one-day, surprise inspection conducted by evaluation teams made up of senior Navy mess management specialists. Prior to that, the inspections were scheduled.

## PMRF Sea Kings aim high with 5-helo training formation

JO2 (SW/AW)  
Johnny Michael  
PMRF Public Affairs

Pilots, aircrew and maintenance personnel for the H-3 Sea King helicopters stationed at Pacific Missile Range Facility focused their efforts toward the goal of getting all five of the venerable aircraft in the air simultaneously, and in formation, on June 2.

PMRF commanding officer, Capt. Jeff Connelly, attested to both the rarity and difficulty of such an undertaking.

"I have not seen nor heard of this happening at PMRF in the last decade," said Connelly. "It takes the same level of effort and coordination as a five-plane combat strike."

These aircraft won't have to participate in a combat strike anytime soon however. Initially brought into the fleet as anti-submarine warfare platforms, today they serve a multi-function role at PMRF in both the training exercises held at the range, and test and evaluation missions.

PMRF Maintenance



U.S. Navy photo by JO2 (SW/AW) Johnny Michael

H-3 Sea King helicopters from the Pacific Missile Range Facility fly in the skies just off the Kaua'i shoreline June 2 during formation flight training. All five of PMRF's helicopters participated in the training.

Senior Chief Petty Officer ADCS (AW/SW) Dennis Meehan put the average age of these helicopters at 40 years, with the total number of miles flown between all five at 5,297,392.

Due to the age of the aircraft, having all five ready to fly at the same time can be a challenge.

"The Navy no longer fully supports supply for the H-3, so our maintenance people have to come up with ways to fix

them," said Meehan.

In fact, once all five were aligned and preparing to takeoff, one helicopter had to have on the spot maintenance before it could be cleared for flight. AD3 Michael Sabia was one of the maintenance crew who assisted in the effort.

"The line check identified a low-lube pot on number 75 and we took care of it," Sabia said.

Once the problem was overcome, all five H-3s

lifted off and assembled in the 'delta' formation which resembles the shape of an arrow-head. The formation then made several passes around PMRF before heading north to fly around the entire island.

"Our team performed magnificently," said Connelly. "This event brought together all aspects of our organization with fantastic results."



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

E03 David Dailey, assigned to Naval Mobile Construction Battalion Five at Port Hueneme, Calif., uses a Champion grader to level off gravel for a new road at Naval Computer and Telecommunications Area Master Station, Pacific.

## Seabees build roadway at NCTAMS

**JO3 Ryan C. McGinley**  
Staff Writer

Seabees from Naval Mobile Construction Battalion Five, based at Port Hueneme, Calif., are in Hawai'i constructing a roadway around Naval Computer and Telecommunications Area Master Station (NCTAMS), Pacific to help security to better patrol and monitor the base.

"The roads that they're doing around the outside of the base transit the remote areas of the base that security patrols on a regular basis," said Cmdr. Joe Spegele, execu-

tive officer NCTAMS PAC. "With the weather up here in Wahiawa, the rain and so forth, the dirt on those roads doesn't hold very well and frequently gets washed out and [the roads are] almost impassable by any vehicle."

The Seabees are laying gravel on the seven-mile stretch of roadway and compacting it with the help of an off-road vibratory roller and a Champion grader. "Putting that gravel down will make the road last for years without being washed out and makes it passable to any kind of a vehicle," said Spegele. "It enhances our security posture. We are able to easily respond to a

remote location on the base in a more timely fashion, rather than trying to transit a road that's almost impassable."

Spegele said NCTAMS was grateful the Seabees could undertake the project because of the cost and time it would take to contract from a civilian company.

"The Seabees provide a great service and bring with them a great skill set that will really help us out," he said. "It's something we couldn't have gotten done on our own and certainly the cost of it would have been phenomenal to hire a contractor."

According to Equipment Operator 2nd Class (SCW)

Jeremy Hunt, assigned to NMCB-5 and project supervisor, the Seabees were sent to Oahu as a detachment of four to construct the roadway while the main body of NMCB-5 is in Guam. They started the project April 20 and are scheduled to complete it Sept. 29.

"It's important we do this to support readiness, enhance our skills and aid in mission effectiveness," said Hunt.

"It's really a win-win situation," said Spegele. "The Seabees get experience practicing because it keeps their skill set fresh and honed. It's a great win for us because we get something we've needed for a number of years."

## Elementary students visit USS Lake Erie

U.S. Pacific Fleet Public Affairs

Forty-two graduating fifth graders from Kalihi Elementary School visited Naval Station Pearl Harbor and USS Lake Erie (CG 70) on June 3, culminating the first year of a partnership between the school and Commander, U.S. Pacific Fleet.

"Pacific Fleet adopted Kalihi Elementary School in December 2004 and through our school partnership, we have provided to the school tutors for their Homework Club, classroom assistants and assistance with self-help projects," said Linda Boswell, education liaison officer for Pacific Fleet. "The principal, Mrs. Mun-Takata, said the fifth graders worked very hard this year and as a reward, we arranged for the students to visit a Navy ship. None of the students had been on a ship in the past and this opportunity provided a glimpse of Navy life."

The students, who graduated June 3, had lunch at Diosdado Rome Galley before heading over to the Bravo piers and being instructed on the proper way to board a ship. Pacific Fleet Staff Command Master Chief CMDCM(SW/AW) Mo Radke showed the students how to request permission to board and they proceeded to take an hour-long tour of the cruiser.

"The teachers, they wanted to make this special for us," said student Tanya Vaea, discussing the first time the school had taken the fifth graders on a graduation trip. "This was the best trip ever."

"We wanted to show the fifth graders from Kalihi Elementary School what is part of Navy life, so they could meet the Sailors and see what a ship is like and see the functions and missions of the ship," said Boswell. "I think it went very well – the kids are excited and I think they learned a lot."

Pacific Fleet became a partner in education with the school during a contract-signing ceremony at the school Dec. 8. With funding from the Joint Venture Education Forum, an organization comprised of public school educators and leaders from military commands, government and community organizations who work together to bolster educational support for Hawai'i's public schools, the Pacific Fleet staff is taking an active involvement in lending a hand to the staff of Kalihi.

Sailors from the staff volunteer with Homework Club, an after-school program to help with homework and tutoring, as well as doing repairs and maintenance around the school grounds.

# Help shape tomorrow's leaders

**FLTCM(AW/SW) Jon R. Thompson**

Each summer, midshipman from the U.S. Naval Academy embark upon a summer training program that places all third, second and first class midshipmen into the fleet between academic years. The purpose is to prepare them for commissioned service through active participation in the duties and responsibilities of petty officers and junior officers.

Midshipmen second class and third class integrate into commands at a level commensurate with petty officer third or second class and midshipmen first class integrate as junior officers. The intent is, through three consecutive summers of training, midshipmen will walk in the shoes of petty officers and officers, giving them a broad perspective of the Sailors they will soon lead and serve with.

For all of you who serve at commands that will host midshipmen, I have some advice and expectations I'd like to share with you.

I can't overstate the importance of ensuring our midshipmen learn from the very best during their summer training. In every instance, running mates should be assigned that exemplify the image of a sharp, knowledgeable, professional Sailor. The Sailors chosen to be running mates should be volunteers and have a sincere desire to



FLTCM(AW/SW) Jon R. Thompson

mentor our future officers. Midshipmen first class must be assigned to highly-motivated lieutenants or lieutenant junior grade who are warfare-qualified. Midshipmen second class and third class must be assigned to highly-motivated, warfare-qualified, third or second class petty officers. Command leadership must also remain engaged in the training process and monitor the progress of each and every midshipman assigned. My experience is that when the CO, XO, CMC, officers and chiefs take an active interest in the implementation of this training program, the midshipmen walk away with a much more positive impression of the command and receive an invaluable amount of fleet experience.

My challenge to the leadership in all commands hosting midshipmen is to make the experience meaningful from the moment they arrive to the day of departure. My challenge to all of you who will serve as running mates is to embrace your role as meaningful and do everything in your power to educate, train and mentor your midshipmen. You should also understand

that in the years to come, the person you guide just might become your division officer, department head, or even commanding officer later down the road. The relationships you forge today may indeed last a lifetime if you show a legitimate interest in making your midshipman a great officer.

The goals of summer training are pretty clear. Each midshipman will report aboard with a cruise guide that spells out the various watch stations and tasks he or she is supposed to accomplish. Very similar to warfare qualifications, every attempt should be made to acclimate the midshipmen to watchstanding, engineering, operations, weapons, deck, etc. The more you expose them to, the smarter they will be.

Keep in mind that safety is paramount. It's important to ensure our midshipmen have hands-on experience, but it's our job to ensure they don't get hurt. If you insist safety is a key issue, they will see safety is not an afterthought.

Shipmates, training midshipmen can be extremely gratifying. Although I truly believe we shape tomorrow's leaders every day of the week, training midshipmen is one of the most satisfying and rewarding things any of us can do. If we all do our part to welcome them aboard, expose them to every facet of Navy life,

truly engage them in watchstanding, teach them how to lead people, and ensure they understand not only what we do, but why we do it, the skills they bring to the fleet after graduation will be serve us all.

The immediate professional expertise of the newly-commissioned ensigns reporting to the fleet depends on all of us. If we all don't take it upon ourselves to teach the midshipmen now, our future leadership may not fully appreciate the need to maintain our incredibly high standard in the fleet.

My final challenge to everyone who will host midshipmen is ensure they get to know our people. Learning how to stand a watch is important, but learning about our Sailors and why they serve is even more important. Our future officers need to understand that leading and managing people will be their toughest, yet most rewarding, tasks.

Each summer midshipman from the U.S. Naval Academy embark upon a summer training program that places all third, second and 1st class midshipmen into the fleet between academic years.

The purpose is to prepare them for commissioned service through active participation in the duties and responsibilities of petty officers and junior officers.

Commentary  
**For Your Security and Safety**  
 Karen S. Spangler, Assistant Editor karen.spangler@navy.mil

## Click it or ticket

**MA1 Stacey Carley**  
 Navy Region Hawai'i  
 Security

You may have seen the Honolulu Police Department in force promoting their Click It or Ticket campaign. From now until June 5, Honolulu police officers are watching the roads of Oahu to ensure motorists and their passengers are wearing their seatbelts, per the Hawai'i Revised Statute (HRS) 291-11.6, if you're caught without it you're looking at a \$92 fine. So how does this affect motorists onboard Naval Station Pearl Harbor? In January, there were changes to penalties for those motorists who violate the traffic regulations onboard the installation. These changes were implemented due to the Navy's increase of motor vehicle mishaps and are referred to as the "Big Five."

Some of our motorists have already felt the new traffic changes especially those of you who have failed to wear your seatbelts. The new penalty for motorists and their passengers who fail to wear seatbelts is not a monetary fine, but instead violators will have their base driving privileges suspended for 30 days for the first offense. Second offense within the same year, will be a one-year driving suspension. Other traffic

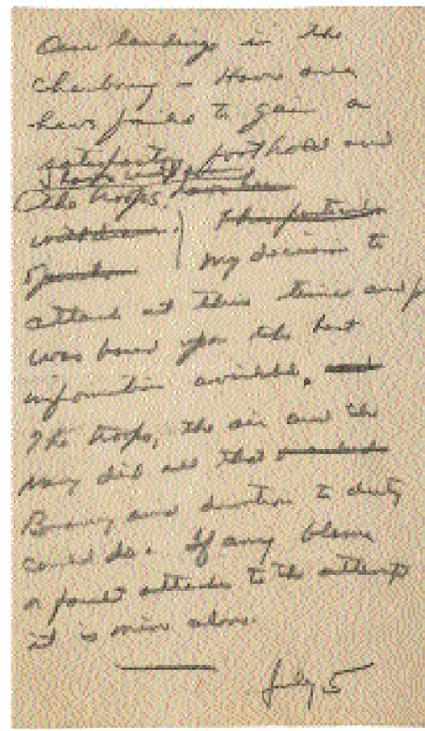
violations that will get your driving privileges suspended are failure to properly restrain children in the proper child restraint, speeding, failure to wear the proper personal protective equipment while operating or riding a motorcycle and/or moped, and allowing an unlicensed person to operate your vehicle. Our goal for stricter traffic regulations is to make every motorist aware of the importance of wearing seatbelts and following all traffic regulations on and off base. We value the lives of our service members, their families and all civilian employees who work at or visit Naval Station. We have lost so many service members due to motor vehicle accidents where the members failed to wear seatbelts. Patrol officers onboard Naval Station are cracking down on seatbelt violators. The next time you come through the gate and you do not have a seatbelt on or if your seatbelt is worn improperly expect to be pulled over and issued a ticket. That ticket gets you a court date with our traffic judge at which time your base driving privileges will be suspended. So don't be a statistic. Buckle up every time you get inside a vehicle. Your whole life can change in three seconds. It takes less time than that to buckle up.

# Normandy invasion



Photo courtesy of the National Archives, Washington D.C.

"Landing on the coast of France under heavy Nazi machine gun fire are these American soldiers, shown just as they left the ramp of a Coast Guard landing boat." (Photograph by CphoM. Robert F. Sargent, June 6, 1944)



(Left) Gen. Dwight D. Eisenhower, giving the final order for D-day, the assault on Nazi-occupied France, June 5, 1944

**The greatest invasion force in the history of warfare stormed the beaches of Normandy, France, on D-Day, June 6, 1944. It was the beginning of a campaign of liberation to eliminate Nazi tyranny over the oppressed peoples of Europe, and its commander, Gen. Dwight D. Eisenhower, Supreme Commander, Allied Expeditionary Force, called it "The Great Crusade."**

Eisenhower gave the final order that put the vast operation in motion in the early morning hours of June 5, as meteorologists predicted a temporary break in the stormy weather. Hours later he wrote this note, in case the operation were to fail. In the statement, he praised the men he commanded and accepted total responsibility for the failure the next day could bring. The only apparent hint of nerves on his part is his error in dating the note "July 5" instead of June 5.

## STORY IDEAS?

Contact the HNN editor for guidelines and story/photo submission requirements:  
**Phone: (808) 473-2888**  
 Email: hnn@honoluluadvertiser.com

# Hawai'i Navy News

Hawai'i Navy News

Hawai'i Navy News is a free unofficial paper published every Thursday by The Honolulu Advertiser, 605 Kapiolani Blvd., Honolulu, Hawaii, 96813, a private firm in no way connected with DoD, the U. S. Navy or Marine Corps, under exclusive contract with Commander, Navy Region Hawai'i.

All editorial content is prepared, edited, provided and approved by the staff of the Commander, Navy Region Hawai'i Public Affairs Office: 850 Ticonderoga, Suite 110, Pearl Harbor, Hawai'i, 96860-4884. Telephone: (808) 473-2888; fax (808) 473-2876; e-mail address: hnn@honoluluadvertiser.com World Wide Web address: www.hawaii.navy.mil.

This civilian enterprise newspaper is an authorized publication primarily for members of the Navy and Marine Corps military services and their families in Hawai'i. Its contents do not necessarily reflect the official views of the U. S. Government, the Department of Defense, the U.S. Navy or Marine Corps and do not imply endorsement thereof.

The civilian publisher, The Honolulu Advertiser, is responsible for commercial advertising, which may be purchased by calling (808) 521-9111.

The appearance of advertising in this newspaper, including inserts or supplements, does not constitute endorsement of the products and services advertised by the Department of Defense, the U.S. Navy or Marine Corps, Commander, Navy Region Hawai'i or the Honolulu Advertiser.

Everything advertised in this paper shall be made available for purchase, use or patronage without regard to race, color, religion, gender, national origin, age, marital status, physical handicap, political affiliation or any other non-merit factor of the purchaser, user or patron.

A confirmed violation of this policy of equal opportunity by an advertiser will result in the refusal to print advertising from that source.

Hawai'i Navy News is delivered weekly to Navy housing units and Navy installations throughout Oahu. Housing residents may contact the publisher directly at (808) 538-NEWS (538-6397) if they wish to discontinue home delivery.

**Commander, Navy Region Hawai'i** - Rear Adm. Michael C. Vitale  
**Chief of Staff, Navy Region Hawai'i** - Capt. Ronald R. Cox  
**Public Affairs Officer** - Lt. Barbara Mertz  
**Deputy Public Affairs Officer** - Agnes Tauyan  
**Managing Editor** - JOC(SW) Joe Kane  
**Editor** - JO2 Devin Wright  
**Assistant Editor** - Karen Spangler  
**Staff Writer** - JO3 Ryan C. McGinley  
**Technical Adviser** - Joe Novotny  
**Layout/Design** - Tony Verceluz

# Hurricane: Hawai'i's history of battling the ravages of hurricanes

## Part 2

**Karen S. Spangler**

*Assistant Editor*

How likely is it that a hurricane will hit the islands of Hawai'i? Could this be the year? No one can answer these questions. Hurricanes are relatively rare events anywhere in the world, but no place – including Hawai'i – is safe from the threat of hurricanes. There is no way to tell in advance how active a hurricane season it might be.

You never know if this could be the year that a hurricane might threaten paradise. Officials at the Central Pacific Hurricane Center caution that 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.

Since the beginning of history, all major islands in the Hawaiian Island chain have been struck by strong wind storms. Historical evidence indicates that one early hurricane in 1871 approached from an easterly direction and impacted the islands of Hawai'i and Maui. But officially, the first recognized hurricane in Hawai'i was Hurricane Hiki in August 1950.

There have been five hurricanes since 1950 that have caused serious damage in Hawai'i. The island of Kauai received the brunt of three of the severe storms. In 1959, Hurricane Dot left her mark on the island, resulting in losses of about \$6 million. With the arrival of Hurricane Iwa on Nov. 23, 1982, Kauai sustained an estimated \$250 million in damages.

Hurricane Iniki, which hit the island of Kauai in September 1992, was the most destructive storm to strike Hawai'i in recorded history. Losses from the storm's sustained winds of 130 mph along with widespread water damage exceeded \$2.3 billion.

Honolulu was ravaged by Hurricane Nina's record winds in 1957. That storm also brought 35-foot surf to Kauai's southern coast. Hurricane Estelle in 1986 produced very high surf on the islands of Hawai'i and Maui and flooding on Oahu. Although Hurricane Fico in July 1978 passed more than 400 miles to the southeast of the Big Island, waves from the storm damaged homes and roads on the island's Ka'u coast.

Tropical cyclones with winds of less than hur-



Photo by Charles Fletcher ([www.soest.hawaii.edu](http://www.soest.hawaii.edu))

This photo shows destruction in the wake of Hurricane Iniki. The potential for property damage in Hawai'i is increased because of the numerous lightly constructed buildings and dwellings. Flying debris from these structures and airborne vegetation increase the potential for serious damage to neighboring properties and utility lines.

ricane strength have also caused destruction to the islands. A storm that crossed the island of Hawai'i in August 1958 caused flooding rains and high winds that resulted in more than \$500 thousand in damages.

Hurricane activity peaks in late summer because ocean temperatures are warmest at this time. The climatology of hurricane tracks over the Central Pacific shows a mean track that passes to the south of the Hawaiian Island chain.

With the combined influence of cooler sea-surface temperatures and unfavorable westerly wind conditions aloft, which results in large wind shear, storms that approach the islands from due east, have historically been weakened. But this is not always the case and there have been potentially destructive depressions and tropical storms that previously impacted Hawai'i from the easterly direction.

Hurricanes Dot, Iwa and Iniki all approached from the south and passed near Kauai.

Identifying tropical cyclones (tropical disturbances with winds up to 38 mph, tropical storm with winds 39 to 74 mph and hurricanes with winds greater than 74 mph are collectively referred to as tropical cyclones) improved after

World War II with increased commerce and aircraft activities. The launch of the TIROS 1 weather satellite in April 1960 drastically improved the process of identifying tropical cyclone activity.

Hurricanes are giant whirlwinds, characterized by air which moves in a large tightening spiral around a center of extreme low pressure. A hurricane reaches its maximum velocity in a circular band that extends outward 20 or 30 miles from the rim of the storm's eye. Near its center, hurricane winds may gust to more than 200 miles per hour. Such a storm dominates the ocean surface and lower atmosphere over an area of many thousands of square miles.

Winds are light and skies may be clear or partly cloudy in the eye of the storm. But this calm is deceptive and is bordered by maximum force winds and torrential rains. The storms move forward very slowly, usually initially at 15 miles per hour or less, and may even remain almost stationary for short periods of time. As the hurricane moves away from the equator, its forward speed may increase. In extreme cases, it may exceed 50 miles per hour.

The destructive storms are driven by the heat that is released by condensing water vapor and by external mechanical forces. If cut off from the warm ocean, the storm becomes starved for water and heat energy and begins to weaken and die. The friction as it moves over the land weakens it even more. However, due to the small land area and close proximity of shoreline to all areas of the islands, there is less reduction in power as hurricane winds travel over land in Hawai'i.

Hurricanes combine a triple hazard – violent winds, torrential rains and abnormally high waves and storm tides. Each of these factors taken individually causes a serious threat to life and property. But when combined, they can cause widespread destruction.

Here in Hawai'i, hurricane winds are damaging not only to trees, vegetation and crops but also to lightly built homes and other structures. Severe flash flooding and landslides can result from heavy and prolonged rains associated with the storm.

Although a hurricane may be several hundred miles away, a large swell moving out ahead of the giant storm may already reach the shores of the islands. Then as the storm moves closer to the coastline, above normal storm tides and high wind-driven waves cause rapidly ris-

ing water levels. Coastal areas become flooded, beaches are eroded, and waterfront structures, highways and other facilities may be undermined as they are pounded by high surf.

In the upcoming weeks, additional hurricane articles will be published in Hawai'i Navy News. Some of the topics covered will include stages of hurricanes, when to evacuate and where to go, 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.

Additional information about hurricanes and guidelines on hurricane preparedness may be found on Navy Channel 2 and on the Navy Region Hawai'i Web site: [www.hawaii.navy.mil](http://www.hawaii.navy.mil).

The bottom line is that hurricanes are storms that are potentially capable of causing widespread destruction, injuries and deaths. The best defense is to be aware, to be armed with helpful information, to make the necessary preparations in plenty of time, and to always maintain respect for one of mother nature's most awesome, yet feared, occurrences.

(Some information provided by Oahu Civil Defense Agency and the Joint Institute for Marine and Atmospheric Research – University of Hawai'i-National Oceanic and Atmospheric Administration.)

### HAWAII'S HURRICANE HISTORY

First official hurricane: Hurricane Hiki in August 1950

Most destructive hurricane: Hurricane Nina-1957 Oahu, Kauai

Hurricane Dot - 1959 - \$6 million in damage.

Hurricane Iwa - Nov. 23 1982 - \$250 million in damage (Kauai)

Hurricane Estelle - 1987 Oahu, Hawai'i, Maui

Hurricane Iniki - September 1992 \$2.3 billion in damage.

Hurricane / Tropical Storm Daniel July 31 2000

Most recent Hurricane/storm threats: Hurricane Jimena September 2003

# Virtual Systems Command initiates SeaPort-e contracts

## Naval Sea Systems Command Public Affairs

A quantum step forward in the Virtual Systems (VS) Command initiatives occurred May 31, as the Navy awarded 504 multiple award contracts (MACs) for support services under the rolling admission provision of SeaPort-e. SeaPort-e allows the Navy to more efficiently contract needed services from private sector businesses to get better service while reducing administrative costs.

These MACs are for support services for all phases of weapon systems acquisition, including research and development support, prototyping, acquisition logistics, modeling, test and evaluation tri-

als and engineering support and will be utilized by the Naval Sea Systems Command (NAVSEA), Naval Air Systems Command (NAVAIR), Space and Naval Warfare Systems Command (SPAWAR), Naval Supply Systems Command (NAVSUP), Military Sealift Command, Naval Facilities Engineering Command, Strategic Systems Programs and the U.S. Marine Corps.

"SeaPort-e reflects a tangible example of the transformation occurring within the virtual systems command," said Vice Adm. Phillip Balisle, commander, Naval Sea Systems Command. "SeaPort-e will change how our Navy is doing business in the 21st century by providing a common vehicle that promotes efficiency and provides a

win-win effort for our industry partners."

SeaPort-e is the electronic, Web-based portal where requests for services are managed from "cradle to grave." This paperless system promotes time efficiency and a reduction in administrative costs. Competition on a task order basis results in cost savings, in addition to the already capped fees and pass-through rates established on the SeaPort-e.

These 504 contracts are in addition to the existing 150 contracts already awarded under the SeaPort-e acquisition program for services procurements. The government estimates a maximum of \$5.3 billion of services will be procured per year via orders issued under the SeaPort-e MACs. The awards

have a four-year base period with one five-year award term and one additional one-year award term.

Small businesses comprise 81 percent (409 of 504) of the awards for SeaPort-e. The SeaPort-e MACs also contain the capability to set aside requirements for small business, service-disabled veteran-owned small business, historically under-utilized business zone small business and, in the event small business goals are not being met, a cascading small business set-aside clause in order to protect the small business vendor base for each SeaPort-e activity.

The VS was initially created by the commanders of NAVSEA, NAVAIR, NAVSUP, and Space and Naval Warfare Systems Command in 2002 with the goal to collaborate

on the implementation of cost-wise and integrated business and technical practices to better support the Navy. The VS partnership continues to expand with the addition of Naval Facilities Engineering Command in 2005.

The Navy's systems commands focused on leveraging the skills, processes, facilities, and the resources of the functional communities. The functional communities have been given the responsibility of examining practices and capabilities in order to optimize collective effectiveness and reduce the cost of doing business with the ultimate target of achieving a seamless continuum of integrated capabilities in order to fulfill the Chief of Naval Operations' vision of "Sea Enterprise."



U.S. Navy photo by PH2 Cynthia Z. De Leon

Chief of Naval Operations Command Master Chief Robert Carroll addresses Task Force Uniform volunteers at the Pentagon to find out what they think of the new uniform. Sailors in the Pentagon are testing four different versions of the working uniform, designed as a replacement for both the winter working blues and the summer whites. Dress uniforms, such as "Cracker Jacks," will not be affected by this wear test. Each uniform offers options for Sailors to choose from and give feedback to Task Force Uniform.

## TFU participant survey underway, fleetwide survey to follow

### Task Force Uniform Public Affairs

The Navy's continuing effort to reduce the size of the seabag and outfit the Sea Warrior of the future reaches another milestone with the release of Task Force Uniform's (TFU) wear-test participant survey.

TFU launched its participant survey May 31 for all Navy working uniform (NWU) and E-6 and below service uniform test participants to complete by June 15.

Each 15-page survey permits feedback on performance factors such as ease of maintenance, durability, professional appearance, and also provides space for users' comments. Satisfaction regarding each of the topics is rated on a five-point scale from "very dissatisfied" to "very satisfied."

"We also ask questions in regards to preference and the performance of the

uniform so TFU will be able to quantify the uniforms' ability to perform as desired," said Command Master Chief (SS) Robert Carroll, director of TFU.

Carroll said the only difference between the service and NWU surveys, besides the type of uniform, is the service uniform survey permits separate male and female responses due to the differences in the two uniforms.

Once the participant survey is complete and evaluated, a fleetwide survey will be released by TFU. The fleetwide survey will question Sailors regarding their observations of the wear test uniforms during the test period for those with direct or indirect contact.

"The survey includes questions regarding the current wear test, as well as uniform proposals brought up during the TFU Phase II Conference. The fleet will be asked about their sentiments regarding service uniforms for

E-7 and above, service dress and dinner dress uniforms, outer garments and PT gear," said Carroll.

Carroll asked Sailors to consider the areas where they are satisfied or dissatisfied with current uniforms and to keep those factors in mind when taking the survey. He also asked Sailors to review information on the Internet regarding the current wear-test uniforms.

More than 40,000 Sailors took part in the last fleetwide survey and Carroll expects many more for the phase II survey.

Carroll said the results will be tabulated much like the last survey, with professional data analysis of Sailors' feedback.

"Once we have captured all the responses, we will review and calculate the fleet's views," explained Carroll. "Task Force Uniform is about the future," said Carroll. "It's not about yesterday; it's about where we're going

and having the seabag to support the fleet of the future."

An announcement will be made when the survey is available to all Sailors fleetwide on Bupers Online uniforms during the test period for those with direct or indirect contact.

"The survey includes questions regarding the current wear test, as well as uniform proposals brought up during the TFU Phase II Conference. The fleet will be asked about their sentiments regarding service uniforms for E-7 and above, service dress and dinner dress uniforms, outer garments and PT gear," said Carroll.

Carroll asked Sailors to consider the areas where they are satisfied or dissatisfied with current uniforms and to keep those factors in mind when taking the survey. He also asks Sailors to review information on the Internet regarding the current wear-test uniforms.

## Navy Knowledge Online improvements launched

### Naval Education and Training Command Public Affairs

Navy Knowledge Online (NKO), the Navy's interactive Web site offering a one-stop location for Navy education, training and professional growth management, transitioned to a new look and feel June 3.

"NKO's redesign focus was to improve usability and navigation to assist individual users in finding content specific to their needs," said Peg David, the NKO program manager for the Naval Education and Training Command (NETC) in Pensacola. "Government and user testing provided feedback and helped pave the way for the road ahead. Results of the user survey of the new NKO 'look and feel' were universally positive and helped drive the decision to move out with the cutover to the new system. We're looking forward to users navigating the site and welcome all feedback."

Vice Adm. Kevin Moran, NETC commander and the Navy's chief learning officer, noted the NKO cutover offers significant improvements over the previous version.

"We continue pressing forward to make the NKO Sea Warrior portal a dynamic gateway to training, education, e-learning, individual's 5 Vector Models, and manpower and personnel data for the Sea Warrior," said Moran.

Sailors can explore the links on the NKO homepage or take advantage of the new user guides under "about NKO." Detailed instructions, user guides and tutorials for the new improvements can be found under the "inside NKO" tab. These links and learning tools have been updated with the cutover and offer the latest information.

For more information about Navy Knowledge Online or to jumpstart your career educational planning, visit the Navy Knowledge Online Web site at [www.nko.navy.mil](http://www.nko.navy.mil).

# Coast Guard Cutter Bear kicks off 6th Fleet deployment



USCG photo by PA2 Andrew Shinn

The Coast Guard Cutter Bear underway in the Mediterranean Sea June 3.

### Commander, Naval Forces Europe/Commander, U.S. 6th Fleet Public Affairs

Approximately 100 Coast Guardsmen aboard USCGC Bear (WMEC 901) began their 2005 deployment in the U.S. 6th Fleet area of operation May 22.

The ship and crew will take part in a variety of Theater Security Cooperation (TSC) engagements primarily focused in the North Africa and Gulf of Guinea areas. TSC efforts are designed to foster mutual commitments to regional stability, advance multinational interoperability, and deter potential adversaries.

Commander, U.S. 6th Fleet, Vice Adm. J. Boomer Stufflebeem says the deployment is another example of the continued development of effects-based operations in theater.

"We must continually evaluate our approach to fighting the global war on terrorism to ensure we're actually achieving our desired goals," Stufflebeem explained.

"Determining the most effective methods to accomplish those goals, or the effects we hope to observe, is an ongoing process, and Bear's deployment to our AOR (area of responsibility) is a great example of the non-traditional approaches we must consider."

This deployment is similar in nature to the recently-completed USS Emory S. Land's deployment to the Gulf of Guinea region, and regularly-scheduled West African Training Cruises, conducted since 1978.

The time that USCGC Bear will spend in the Gulf of Guinea region is a direct result of the 2004 Gulf of Guinea Maritime Security Conference held in Naples, Italy, in October. The conference addressed regional common interests, challenges, and threats for the 17 navies that participated. Nation participants included Nigeria, Gabon, Ghana, Cameroon, Togo, Benin, and Sao Tome and Principe - all participants in the Naples conference.

USCGC Bear is homeported in Portsmouth, Va.

# USN, RSN boarding teams combine for CARAT

**Chief Journalist Melinda Larson**

*Commander Destroyer Squadron One Public Affairs*

The mission was to find a mock weapons cache during a combined U.S. Navy and Republic of Singapore Navy (RPN) visit, board, search and seizure (VBSS) onboard USS Fort McHenry (LSD 43) June 4.

"The idea is to practice joint boardings so we can work together during possible future operations," said Lt.(j.g.) Matthew Jones, officer in charge of the four-person U.S. Coast Guard Maritime Safety and Security Team (MSST), San Francisco detachment embarked Fort McHenry for a portion of exercise Cooperation Afloat Readiness and Training (CARAT) 2005.

CARAT, a bilateral series of military exercises with several Southeast Asian nations, is designed to enhance the interoperability of the respective sea services in a variety of mission areas of mutual benefit, including skills directly applicable to the combat of seaborne terrorism threats and transnational crimes at sea. Numerous nations in the region have taken steps to improve maritime security through increased information sharing and patrolling.

A day prior to the June 4 boarding, the combined teams spent a day in the classroom at the RSN's Changi Naval Base reviewing each other's boarding procedures.

"The U.S. Coast Guard has a lot of experience in boardings, especially how to search compartments. The symposium was excellent. We shared a lot of information," said Cpt. Yeo Boon Kiat, executive officer of the Republic of Singapore (RSS) ship Independence.

To make the shared exercise more realistic, the combined USN/RSN VBSS teams traveled a short distance to the docked Fort McHenry in a rigid-hulled inflatable boat from USS Rodney M. Davis (FFG 60), where the U.S. VBSS team orig-

inated. Three men from each Navy then picked a partner and were divided into three, two-man teams before boarding the Fort McHenry using a Jacob's ladder. The job of boarding unfamiliar vessels with possible criminal activity is inherently risky business.

"Our first priority in everything we do is safety," said Jones. "Even getting onboard climbing up a Jacob's ladder can be difficult with all of our gear."

Once onboard Fort McHenry, the teams were briefed by the MSST on their mission to find four black cases of fake firearms.

"Makes it easy when you know what you're looking for," said Chief Gunner's Mate Ross McDonell, Rodney M. Davis' assistant VBSS boarding officer and head of the command and control team during the Fort McHenry boarding.

Oftentimes a VBSS team does not know what it's looking for when it boards a suspect vessel.

"A lot of our operations are based on intelligence we receive from various sources. We always have to investigate before we can determine if we've received good information," said Lt. Joseph Silkowski, another officer-in-charge of the USCG's MSST. "A lot of times you don't know what you're looking for."

With the vision of four black cases on their minds, two teams set out on their search, while a third stayed topside as a command and control element. The MSST limited the search to the 02 and 03 decks, primarily troop berthing spaces, of the Fort McHenry.

"Why do you leave lockers open after you search?" Silkowski asked the team he monitored after a search of a berthing space.

"To make sure that you remember you already searched that space," answered 1st Sgt. Ong Teckpoh, an RSN VBSS team member.

"Excellent," Silkowski told the team as they continued their search for the elusive black cases.

Moving swiftly and surely, the combined teams covered each other as they swept rooms, transited pas-

sageways, looked behind closed hatches.

"Start forward and work aft, always keeping in sight of each other," Jones reminded the team he monitored. "Always keep your man on your back."

After about 30 minutes, one of the search crews discovered the bogus weapons cache in a berthing compartment.

"We may be from different navies, but our tactics are basically the same. It's common sense if you know the basic tactics of boardings," noted Fire Controlman 2nd Class Dean Crawford, a Rodney M. Davis VBSS team member.

One of the advantages of the combined team aspect was communication.

"When the teams operated with their own navies, we were not able to communicate with each other because we have different radios," said McDonell. "Communication between teams meant everyone knew what the other was doing."

After the discovery, the two teams spent time with the MSST reviewing apprehension tactics.

"Split seconds count if someone has a knife," Silkowski said. "Someone can get over on you with a knife before you can get your gun out of a holster."

The teams were also reminded that when searching a ship for a suspect, person-sized spaces always need checked, too.

"If you're looking for a person, remember what size of a space a person can fit," said Jones. "There are a lot of places on a ship where a person can hide."

Every vessel boarding is unique. The combined training offered members of the two navies (opportunities) to share experiences.

"No two boardings are the same and that's why sharing experiences and knowledge is so important," said Jones. "We're always training. It's a process that never stops."

Continuing the exchange of knowledge, the teams entered a third day of VBSS training. The teams once again boarded Fort

McHenry, this time underway in the South China Sea.

The scenario for the at-sea event involved locating two stowaways.

"There are two reasons you need to account for all of the crew," said Silkowski. "Legal issues and personnel security. If people are trying to, for instance, enter the United States, there could be an illegal immigration issue. You want all of your boarding personnel to be safe from potential criminals. Plus nowadays, stowaways could be terrorists and that's why it's more important than ever to account for all of the crew."

As the three teams set out on their quest for stowaways, the command and control team set up operations in a makeshift "bridge" area in order to question the vessel's captain.

"There are several things you ask the master when you suspect a stowaway," said Electronics Technician 1st Class Kyle Hallingstad, a U.S. Coast Guard VBSS instructor. "You ask him if he's had any problems with the crew, if there have been any security incidents, and you want to know if the vessel is carrying hazardous cargo or weapons."

Delving further into the weapons query, it's important to preface the question, Hallingstad said.

"You always say 'without reaching for or touching, do you have any weapons on your person?'" Hallingstad added that it's human nature for someone to reach for a weapon when responding. "Yes," as he demonstrated someone displaying a weapon, "here it is."

As the command and control team communicated with the search teams and waited for their return, they shared information about how to identify bogus passports and gather photographic evidence of a crew.

"Something we do during a boarding is take a photo of each crew member and have them hold up their passport in the photo. That way we have photographic evidence of each crew member," McDonell

told his team partner and Hallingstad.

McDonell's 20 years of experience as a VBSS team member was not lost on his RSN counterpart.

"I'm learning a lot from his boarding experience. It is invaluable as I've no experience in boardings," said Lt. Norman Quek of the Republic of Singapore Ship (RSS) Independence (PV 87). "It's important to tap into the experience of others."

It wasn't long before the teams returned with stowaways.

"I'd feel comfortable going on a boarding with any of these guys," said Fire Controlman 2nd Class Dean Crawford of Rodney M. Davis' VBSS team, referring to his RSN counterparts.

Before the teams left the Fort McHenry, the U.S. Coast guard instructors lauded the boarding team members for their work.

"You've impressed us since day one," said Silkowski. "It's been mutually beneficial to everyone for all of us to share the tricks of our trade."

As the sun set over the South China sea, the six VBSS team members said farewell to their U.S. Coast Guard instructors and boarded a RHIB back to their respective ships.

The CARAT task group, under the leadership of Commander, Destroyer Squadron One, is made up of the dock landing ship USS Fort McHenry (LSD 43), the guided missile destroyer USS Paul Hamilton (DDG 60), the guided missile frigate USS Rodney M. Davis (FFG 60), and the rescue and salvage ship USS Safeguard (ARS 50). Other elements, including P-3C Orion and SH-60 Seahawk aircraft, U.S. Navy Seabees, U.S. Army veterinarians and a variety of support commands, will also take part in CARAT.

CARAT is a series of bilateral military exercises between the U.S. Navy and the armed forces of Singapore, Thailand, Malaysia, Brunei, Indonesia and the Philippines.

## USS Gonzales wards off attack

**USS Gonzales Public Affairs**

U.S. Navy guided-missile destroyer USS Gonzalez (DDG 66), currently operating as part of Task Force 51 in the U.S. 5th Fleet area of responsibility, helped ward off an attack on motor vessel Tigris June 6 in the Indian Ocean off the coast of Somalia.

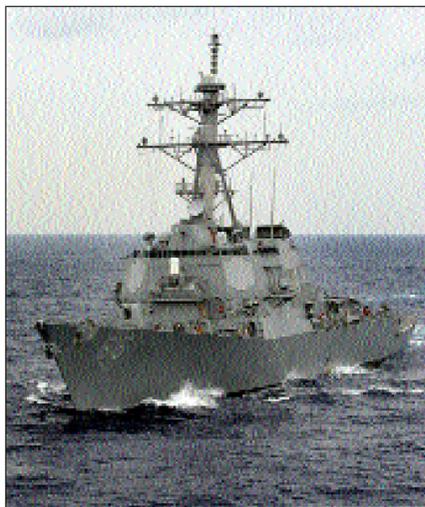
The guided-missile destroyer received word of the attack via a bridge-to-bridge radio report from Tigris. The crew of the motor vessel, who escaped uninjured, reported they were under attack and being fired upon.

"The master [of Tigris] sounded extremely scared and provided Gonzalez his position and requested immediate assistance," said Cmdr. Jeffrey Griffin, Gonzalez's commanding officer.

Gonzalez, currently conducting maritime security operations (MSO) in the area, responded immediately and began moving toward Tigris at best speed in order to render assistance. To let the attackers know of their presence, the crew of Gonzalez fired .50 caliber machine guns, energized their searchlights and fired flares in the direction of the attack in order to illuminate the area.

"I believe that Gonzalez's very overt approach was likely observed by pirates, who then broke off contact on M/V Tigris," said Griffin. "M/V Tigris appears fortunate to have had a coalition warship in the vicinity when the attack occurred or she could have become a victim."

Gonzalez continued with its MSO mission while concurrently monitoring Tigris' passage. MSO sets the conditions for security and stability in the maritime environment and complements the counter-terrorism and security efforts of regional nations. MSO denies international terrorists use of the mar-



U.S. Navy photo

File photo of USS Gonzales (DDG 66).

itime environment as a venue for attack or to transport personnel, weapons or other material.

"The master [of Tigris] repeatedly thanked Gonzalez over bridge-to-bridge for her assistance," said Griffin.

Gonzalez deployed from Norfolk, Va., March 25, as part of the USS Kearsarge (LHD 3) Expeditionary Strike Group, with the 26th Marine Expeditionary Unit (special operations capable), based in Camp Lejeune, N.C. and is currently assigned to Commander, Task Force 51 operating in the U.S. Naval Forces Central Command area of responsibility.

## Navy moving closer to cashless shipboard environment

On April 19, the USS Enterprise (CVN 65) became the third aircraft carrier to implement the Navy Cash system, which is managed by the Naval Supply Systems Command (NAVSUP). She joined 48 other ships that are transforming their financial and cash management systems.

On hand for the system "go live" event was Rear Adm. Robert Cowley, Commander, Navy Exchange Service Command. In his position as assistant chief of staff for Navy Family Support, Rear Adm. Cowley manages a Team responsible for Navy Cash deployment and implementation throughout the Fleet.

Jointly developed between NAVSUP, Department of Treasury and their agent for the project, JPMorgan Chase Bank, N.A., Navy Cash™ is an e-Business application that minimizes the need for Sailors to carry cash and provides for a cashless shipboard environment.

The Navy Cash card combines an "electronic purse" chip and magnetic strip technologies. Service members use the electronic purse feature of the card to purchase items in the ship's store, post office and all other retail locations, including vending machines without the need for cash. The card's debit feature can be used to withdraw cash at more than 890,000 ATMs in over 120 countries, and to make purchases worldwide at over 32 million locations that display the MasterCard, Cirrus, or Maestro logo. These services are available 24/7 and Navy Cash™ represents the only known electronic purse on a commercial debit card in the United States today.

During the brief implementation ceremony, Cowley, who previously served on the USS Enterprise, shared a personal observation. "Operations sure have changed since cash and coins were counted by hand for

every transaction," Cowley said.

In earlier days, a large ship such as Enterprise could collect 16,000 quarters a day or accumulate about \$120,000 in quarters a month from vending alone.

"Navy Cash is a big advantage to the Sailor. They have the ability to move money to and from their home financial institution while deployed. It's a huge advantage to operations as it eliminates workload associated with counting and accounting for bills and coins," added Cowley.

Comprised of functional specialists from NAVSUP, U.S. Treasury program managers, and financial community and industry partners, the Navy Cash Team was present for training and technical support during the "go-live" event.

The NAVSUP Navy Cash Program Office estimates that approximately 30 ships will go live every year until full fielding is completed in 2009. The system is slated for surface ships with a disbursing office and a crew size larger than 210 members. This covers all ship classes from the smallest frigate to the Navy's newest and largest aircraft carriers.

NAVSUP's primary mission is to provide U.S. naval forces with quality supplies and services. With headquarters in

Mechanicsburg, Pa. and employing a worldwide workforce of more than 24,000 military and civilian personnel, NAVSUP oversees logistics programs in the areas of supply operations, conventional ordnance, contracting, resale, fuel, transportation and security assistance. In addition, NAVSUP is responsible for quality-of-life issues for our naval forces, including food service, postal services, Navy Exchanges, and movement of household goods.

For more information on Navy Cash, visit the NAVSUP Web site at [www.navsup.navy.mil](http://www.navsup.navy.mil).

## RSN fires missiles at USN-launched targets

**JOC Melinda Larson**

*Commander Destroyer Squadron One Public Affairs*

The Republic of Singapore Navy (RSN) successfully fired Barak and Mistral missiles at U.S. Navy-launched aerial target drones during an inbound missile exercise in the South China Sea on June 7. The simulated inbound missile exercise was part of exercise Cooperation Afloat Readiness and Training (CARAT) 2005.

During the 11th annual CARAT, the RSN fired its Barak anti-missile missile at a drone flying the profile of an incoming enemy aircraft. The Barak was launched from the Republic of Singapore Ship (RSS) Vigilance, a missile corvette ship. A Luneberg reflective lens mounted fore and aft on the drone can give it a profile of four-square meters to simulate an incoming enemy aircraft. Previous CARAT Barak firings also shot down drones simulating inbound anti-ship missiles and against surface targets.

"Over the years, the U.S. Navy has provided drones in support of the RSN's missile exercise," said RSN's fleet commander, Col. Chew Men Leong, during CARAT opening remarks May 31. "I would like to take

this opportunity to thank the USN for the staunch support in this, especially when almost all of these drones have only taken a one-way trip to Singapore."

Chew, referring to his Navy's ability to shoot down targets, said the June 7 missile exercise pushes the limits of his Navy's anti-air warfare capability. The RSN's Mistral surface-to-air missile also hit its mark after being fired from the landing tank ship RSS Endeavour.

The drone detachment from Commander Fleet Activities Okinawa launched the two aerial drone targets from the flight deck of USS Fort McHenry (LSD 43), the designated launch ship. With 5,500 pounds of thrust from the engine, drones are shot from the deck at 220 knots true air speed in 1.4 seconds.

"Both launches were a great success. The Singapore Navy did a superb job of acquiring, tracking and hitting their targets," said Chief Warrant Officer 2 Douglas Park, CFAO targets officer in charge. His team is embarked Fort McHenry for the first two phases in the CARAT series. The drone targets flew parallel to the combined, six-ship CARAT task group at a maximum range of 18 to 22 miles, altitudes of 800 to 2,000 feet, and at speeds from



US Navy photo by JOC Melinda Larson  
CWO2 Douglas Park points out the parachute doors and discusses the recovery procedures on an aerial target drone with an RSN observer.

270 to 450 knots. A drone target can travel up to 500 knots at a maximum altitude of 40,000 feet with a range of 150 miles, Park said.

USS Paul Hamilton (DDG 60) and USS Rodney M. Davis (FFG 60) also fired at the drone targets with five-inch guns. CARAT is a series of bilateral military exercises between the U.S. Navy and the armed forces of Singapore, Thailand, Malaysia, Brunei, Indonesia and the Philippines. Singapore is the first phase of the annual exercise series that will continue through late August.

# FEB holds awards luncheon

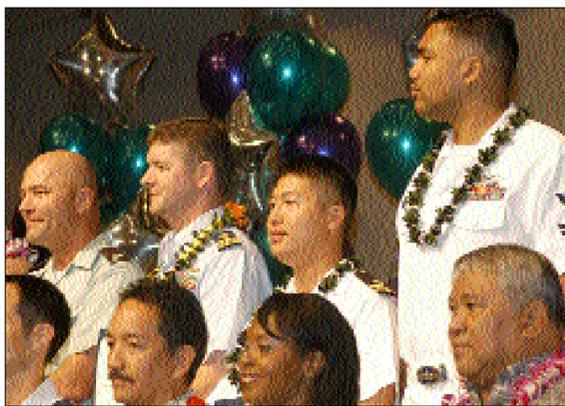
**JO3 Ryan C. McGinley**  
Staff Writer

The Federal Executive Board held their 49th annual Excellence in Federal Government Awards Luncheon June 8 at the Sheraton Waikiki Hotel to recognize outstanding accomplishments achieved by military and civilian federal personnel.

"This is the moment for us to identify and honor the great successes attained by our fellow employees," said Capt. Brad A. Bellis, commander, Defense Energy Support Center Pacific and FEB chair. "We recognize our federal employees who have distinguished themselves through hard work, dedication and countless hours of loyal support. These individuals exceeded all expectations and deserve to be honored."

Awards were given out in eight categories, which included, Federal Employee of the Year: Professional, Administrative and Technical, Federal Employee of the Year: Clerical and Assistant, Federal Employee of the Year: Trades and Crafts, Federal Manager/Supervisor of the Year, Exceptional Community Service, Enlisted Service Member of the Year, Military Officer of the Year and Federal Organizational Excellence.

Lt. Cmdr. Jim Finley, assigned to Commander, Pacific Fleet, was nominated for exceptional community service acting as coordinator for Hawai'i Meals on Wheels for three consec-



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

Nominees stand on stage at the 2005 FEB awards as the winners are announced.

utive years and aiding in the delivery of 1,248 meals to the less fortunate.

"I think it's important to recognize people who do volunteer service," he said. "I have people that volunteer for me, and when they see me recognized, they realize that people take notice of what they're doing."

Finley noted that while he was honored to be nominated, his work and dedication has only been a drop in the bucket compared to others.

"I think the real heroes are not the military folks, who obviously have a rich tradition of volunteerism, but the ones who do this for decades and set up the operations, the people who started the Meals on Wheels program," he said.

Draftsman 2nd Class (SW) Ashoka Jangdhari, assigned to Commander, Pacific Fleet Graphics Department, attended the event representing his command, which was nominated for organizational excellence. He said the

recognition reinforces the quality of work his command produced for the military in Hawai'i, and the Navy as a whole.

"Just being able to be recognized for something like this shows the type of work that we do makes everyone happy," he said. "It gives not just us a pat on the back but the whole command for doing something powerful for the Pacific Fleet."

The slogan for the event was, "Saluting the best in the Pacific," but Bellis noted in his message that the entire federal community deserves appreciation.

"This event signifies an opportunity not only to recognize those individuals, but to acknowledge all federal employees, both military and civilian, who endlessly devote their time and energy to become the backbone of our government," he said.

For more information on the FEB and winners, visit their Web site at [www.honolulu-pacific.feb.gov](http://www.honolulu-pacific.feb.gov).

# Crommelin trains to defend the homeland

**OS1 Daniel W. Roberts**  
USS Crommelin

A suspect vessel crossing into the territorial waters of the United States with intent to enter the port of Los Angeles was met with the words, "Heave to and prepare to be boarded." The mighty warship USS Crommelin (FFG 37) ordered the vessel to stop and prepare to receive a visit, board, search and seizure team.

When the suspect vessel refused and remained non-compliant, Crommelin contacted U.S. Coast Guard Safety and Security Team (MSST), Los Angeles/Long Beach for support. Two Coast Guard HH-60 helicopters swooped down on the vessel and vertically inserted a boarding team on the deck of the suspect ship. The team took control of the vessel and conducted a search, finding what they believed to be numerous improvised explosive devices (IEDs).

A canine explosive unit was also lowered to the deck of the offending vessel and confirmed the presence of IEDs on the ship. Explosive Ordnance Disposal support was requested to deal with the IEDs. The vessel was diverted and eight suspects were detained while a maritime intelligence support team (MIST) was contacted to provide post-takedown analysis.

An event of this magnitude would normally be big news to be repeated time and again by cable news agencies, but this wasn't an actual subversion of a terrorist plot. This was Lead Shield III and ROGUEx V 2005, a week-long exercise focused on protecting U.S. ports from terrorist attack.

With an estimated \$520 million worth of cargo moving through the Los Angeles-Long Beach sea port complex each day, the complex is clearly a prime candidate for terrorist attack. ROGUEx

and Lead Shield aim at reducing the risk of attack by simulating the detection and destruction of waterborne mines, and the interdiction of vessels suspected of carrying terrorists and any weapons they may attempt to employ against major U.S. ports.

While there is no indication the complex is currently being targeted, many officials worry it could be a target in the future. A successful attack on the port complex could deal a huge blow to global trade and the U.S. economy.

Twenty-four separate agencies, including the U.S. Navy, U.S. Coast Guard, FBI, and local police and fire departments, comprised of approximately 1,200 personnel, conducted inter-agency training. Drills focused on intelligence gathering and dissemination, maritime interdiction, mine clearing operations, and response by local authorities to an attack.

The exercise proved valuable to all agencies involved. "It was a great opportunity to work jointly from a naval vessel," said Lt. Cmdr. Dwight Collins, commanding officer of U.S. Coast Guard Maritime Safety and Security Team, Los Angeles/Long Beach. "Every time we conduct an operation like this, it increases our interoperability and mission effectiveness," he said.

"I think this has been an excellent opportunity to train not only for boarding but for integration. The exercise gives the Navy an opportunity to observe Coast Guard non-compliant boardings, a capability the Navy is working toward acquiring," said Lt. Cmdr. Tony Hidalgo, an exercise controller from Destroyer Squadron 21 that is supporting the U.S. Third Fleet Command. "It's a great opportunity to participate in this exercise because it's not only for Navy and Coast Guard units, but it is also



US Navy photo

USS Crommelin (FFG 37) stops a vessel in U.S. waters.

excellent training in integration and coordination for state and local authorities."

Commenting on Crommelin's performance during the exercise, Hidalgo added, "The Crommelin team performed well all around during the initial compliant boarding and as the on scene commander during a non-compliant boarding. Everything from ship handling to small boat operations and aircraft control to the actions of the visit, board search and seizure team were conducted professionally, expeditiously, and most importantly, safely."

"This joint exercise of civilian organizations and law enforcement, federal agencies and military organizations proved we can come together to protect U.S. ports and harbors," said Lt. Richard Preston of Athens, Illinois, Crommelin's operations officer.

With the threat of terrorism and weapons of mass destruction an ever-present danger, the future of national security lies in the ability of numerous entities across the civil service spectrum to act together to ensure protection of the homeland.

The numerous agencies involved in ROGUEx and Lead shield work together to keep the saber of freedom sharp.

## The last of it's kind



U.S. Navy photo by JO2 Devin Wright

USS Cushing (DD985) transits out of Pearl Harbor Thursday after a brief stop during its last cruise from Japan to San Diego for de-commissioning. Cushing is the last of the Spruance Class destroyers in the Pacific and will be the last of its class to decommission when it finally hauls down its colors in September of this year.

## 115 Sailors frocked aboard Iwo Jima

Journalist 1st Class (SW) Mike Jones

USS Iwo Jima Public Affairs

One hundred fifteen Sailors were frocked to their next highest pay grade during an all-hands call aboard USS Iwo Jima (LHD 7) May 27.

The ceremony aboard the multipurpose amphibious assault ship followed the release of the results of the March cycle of the enlisted advancement exams.

"Each member displayed what it takes to advance through the ranks - hard work, detailed study and perseverance," said Iwo Jima Commanding Officer Capt. Richard S. Callas. "I challenge all our new petty officers to raise the bar in the standards of excellence."

"I couldn't believe it when they called my name," remarked Cryptologic Technician (Collection) First Class (SW) Nicholas Strader. "It was an awesome feeling to know I was selected for advancement to petty officer 1st class."

Like many who advanced this cycle, Intelligence Specialist second Class Amanda Urton hit the books early and prepared well in advance.

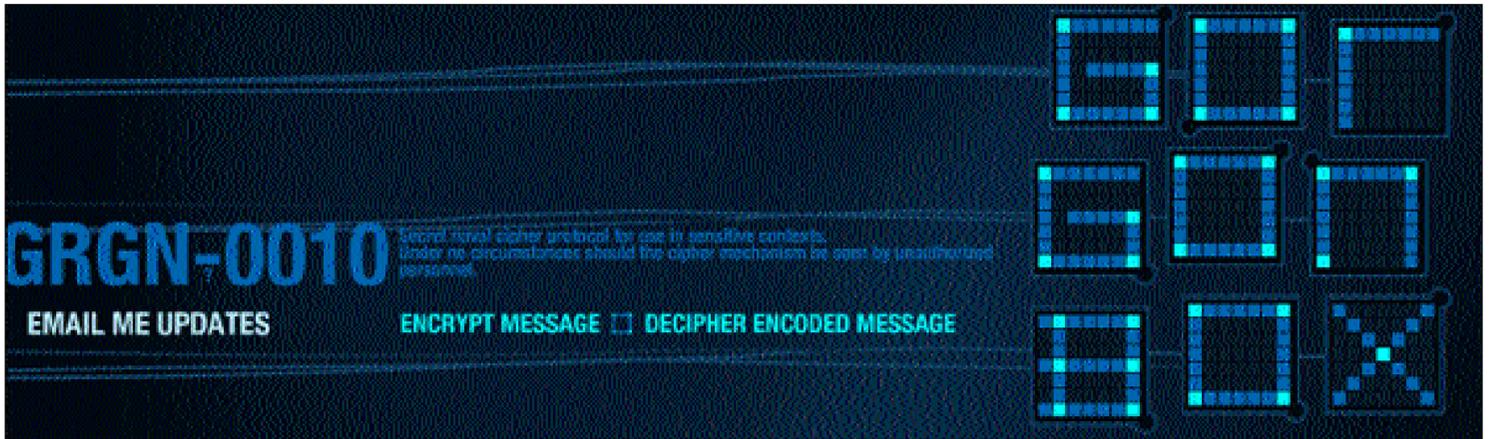
"I made sure I had all the up-to-date study materials and the latest bibliography," she said.

The results placed some of Iwo's newest petty officers not only at a new pay grade, but in an entirely new job.

"I struck into the GM rating - this is the job I want to be doing," said newly-frocked Gunner's Mate 3rd Class Brian Henle. "It will definitely take some getting used to, but I'm already looking to prepare for the next exam."

For the past several exam cycles, Sailors have been able to download all required study materials from the Navy's advancement Web site, [www.advancement.cnet.navy.mil](http://www.advancement.cnet.navy.mil). Recent improvements to the Navy Knowledge Online ([www.nko.navy.mil](http://www.nko.navy.mil)) Web site have made obtaining these materials even easier.

"The key to successful advancement, especially in today's changing Navy, is early preparation," said Iwo Jima career counselor, Navy Counselor 1st Class (SW) Chuck Cope. "The Navy has streamlined the study process by delivering all the materials in easy-to-download formats. All the Sailor has to do is log in, get the material, and start reading. The career counselor's office is always here to assist with any questions or concerns."



Screen capture of GRGN-0010 Cipher Web site

# NRC develops new recruiting tool

Navy Recruiting Command Public Affairs

Your awareness is heightened. You sense someone is watching you, monitoring your movements, waiting for you to get closer. You have no time to waste, you need to reach the downed plane and extract the sensitive information. Your country is depending on you, are you up to the challenge?

Navy Training Exercise Strike and Retrieve is a new online video game that was developed by Navy Recruiting Command and its advertising agency to help build interest and awareness of Navy high-tech

jobs. It uses a hypothetical scenario to challenge the player to locate and secure top secret documents from within a downed unmanned reconnaissance plane, all the while battling challenging underwater terrain, deep sea creatures and an opposing force also on the trail of the downed plane.

Strike and Retrieve has been developed to provide young men and women age 17 to 24 a chance to participate in a "highly sensitive, top secret" mission. While Navy Recruiting continues to reach out to this audience via more conventional recruiting methods, gaming and interactive electronic media have increasingly become an aspect of this

audience's daily lives. Accordingly, the Navy is working to reach them via these new avenues.

Strike and Retrieve will draw participants and test their skills in different areas that Sailors in the Navy experience in their everyday life and challenge their own skills. There will also be an opportunity for players to learn more about the Navy while searching for special codes to help guide them through the game. The game directs players to Navy.com to find the special codes. The initial version of Strike and Retrieve is downloadable from the Internet and is stand-alone (one player). Plans for future missions and versions that will grow with

technology, the Internet and player demands are still under consideration and planning.

Strike and Retrieve is expected to be rated "E" for everyone. The game is mentally challenging, requiring high levels of hand-eye coordination, and does not have the blood and guts that many military and war games possess. While the game is aimed at a specific age group, younger players, as well as more experienced players can also enjoy the game without fear of violence and gore.

The game is planned for launch on June 15. For more information on the game scenario, go to <http://gorgonbox.com> or contact [webmaster@cnrc.navy.mil](mailto:webmaster@cnrc.navy.mil).

Free  
classified  
advertising  
for military  
in Hawaii  
Navy News

Active duty and retired military, civil service and dependent personnel can advertise the sale of their personal property (including real estate) and services in HNN at no charge. The details are as follows:

Classified items and services must represent an incidental exchange between the aforementioned personnel and not business operations. Requests for three-line free classified advertisements can be submitted via email, if from a ".mil" address (submit to [lkaneshi@honolulu.gannett.com](mailto:lkaneshi@honolulu.gannett.com)), by phone at 521-9111 or by visiting [www.honoluluadvertiser.com](http://www.honoluluadvertiser.com) and clicking on "classified ads." More lines of advertising can be purchased at an additional fee. Requesters should include their military ID number and a call-back phone number.

## Maritime security operations: A critical component for security and stability

**Commander, U.S. Naval Forces Central Command/Commander, U.S. Fifth Fleet Public Affairs**

In an interview June 1, the commander of combined maritime forces provided an update on the impact of maritime security operations (MSO) in the U.S. Naval Forces Central Command (NAVCENT) area of responsibility.

Forty-five ships, from a coalition of global and regional nations, patrol 2.5 million square miles of international waters to conduct integrated and coordinated operations with a common purpose - to preserve the free and secure use of the world's oceans by legitimate mariners, and prevent terrorists from attempting to use the world's oceans as a venue for attack or as a medium to transport personnel or material.

By pressurizing the environment through MSO, coalition forces create the conditions for security and stability in this critical region of the world.

"Pressurizing the maritime environment describes an effect we're trying to have out there, which deters the terrorists from using the maritime environment because they know we're out there. They know we're keeping a careful eye on what's going on," said Vice Adm. David Nichols, the leader in command of the naval force responsible for



U.S. Navy photo by PH1 Class Robert McRill

Damage Controlman 2nd Class Christopher Duffin, assigned to the guided missile destroyer USS Mustin (DDG 89), receives a final brief before conducting Maritime Security Operations in the Northern Persian Gulf. U.S. and Coalition forces plan and execute MSO to deny terrorists use of the maritime environment in the Northern Persian Gulf.

conducting MSO in international waters in the Persian Gulf, Arabian Sea, Gulf of Oman, Gulf of Aden, Indian Ocean and the Red Sea.

"Being ready to deal with or defeat transnational threats here in the region" is how Nichols describes MSO. "We do that via integrated operations amongst a coalition force of several nations across the entire region inside and outside the gulf."

Nations like Australia, France, Canada, Germany, Pakistan, Great Britain, Italy and regional allies of the Gulf Cooperative Council work

together toward a common goal against a common enemy.

"About one third of my capacity is non-U.S., day in, day out," said Nichols. "The coalition brings a tactical and operational level skill set that serves us very well in the coalition environment and there is true synergistic effect there. The strategic impact it has against those who are opposing us out here and other places around the world - the tighter they see the coalition partners working together, the more difficult it is going to be for them to do the

things they want to do."

That capacity normally consists of 45 ships - about 30 from the United States and 15 from coalition nations, including Iraq.

"This is the very first time for us to be involved with many nations in the Arabian Gulf area," said Iraqi Capt. Thmir Naser, chief of staff for the operational commander at Umm Qasr Naval Base during a recent visit to NAVCENT. "The coalition has done very well for us. They have helped us with training, as well as to deal with operations to protect our two [oil

terminals."

The level of integrated and coordinated operations between these various navies has had a direct impact on the coalition's ability to achieve its goal.

"I can tell you over the last year and a half in this region, there have been some significant, tactical-level successes in terms of disrupting terrorists' plans and plots," said Nichols.

Such plots include the attempted attacks on the Iraqi oil platforms last year.

Two U.S. Sailors and one U.S. Coast Guardsman lost their lives April 24, 2004 when an unidentified dhow exploded while the group was attempting to conduct a visit, board, search and seizure mission.

Nichols said the explosive-laden dhow was headed for the Khawr Al Amaya and Al Basrah oil terminals, but "were successfully repelled and disrupted by a combination of coalition maritime forces activities, as well as the Iraqis who were on the platforms at the time."

Iraq's participation in MSO is critical not only to the country itself, but to the world as a whole.

"The Iraqi navy is already patrolling with coalition forces in the northern Gulf," said Nichols.

The growing Iraqi maritime force, along with support from coalition maritime forces, provides protection to key infrastructure nodes like the oil platforms because of how important they are to Iraq's

future.

"It's very important to the way ahead and future of Iraq because [the oil platforms] represent about 90 percent of the income for the country of Iraq at this point," said Nichols. "That economic activity and the continued growth of economic activity is key to the way ahead for the Iraqis determining their future and continuing the political process and other things that are occurring in the region."

These key nodes form the foundation for much of the region's economic growth, stability and prosperity and can significantly impact the worldwide economy.

"We are saving the world," said Pakistani Radar Technician Sailor Azad Bukhari, who is stationed aboard the Pakistani frigate PNS Tariq.

Tariq, a current member of the coalition task force, deployed twice to the region as part of Pakistan's contributions to the MSO effort. Bukhari is proud of the mission he and his ship are doing.

"We work together with other navies because this job [of security and stability] is not for one nation," he said. "It's for the entire world."

"We are all humans first, not Christians or Muslims," said Bukhari. "As humans, our needs and wants are equal and we all want freedom. Terrorism threatens freedom. By fighting terrorists at sea, we are an iron wall against that threat. We are saving the world from terrorism."

### STORY IDEAS?

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

Phone: (808) 473-2888

Email: [hnn@honoluluadvertiser.com](mailto:hnn@honoluluadvertiser.com)

## Hawaii Navy News

# Hawai'i Navy News Sports

## Cardio Plus



U.S. Navy photo by PH2(AW) John Looney  
A swimmer works out at Richardson Pool. MWR Fitness recommends swimming as a cardio exercise.

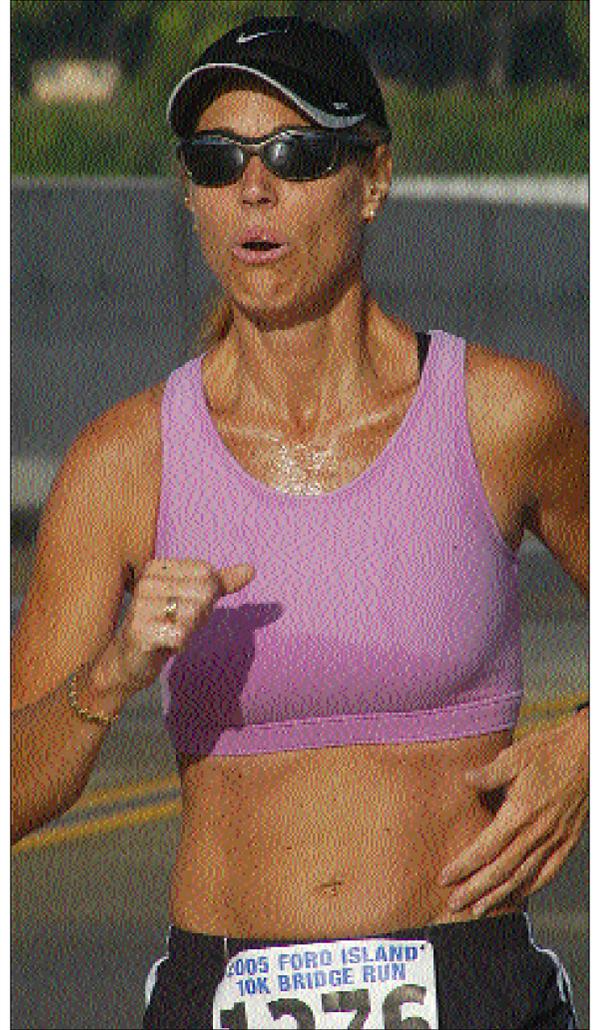


Patrons get a cardio workout at the Bloch Arena gym.

Photo courtesy of MWR Fitness

### MWR Fitness

Imagine, a total body workout in only 30 minutes! The Cardio Plus workout consists of 20 minutes of cardio exercise followed by five specific pieces of resistance equipment that will increase your overall wellness by incorporating strength training into your fitness routine. These five machines work the major muscle groups, from largest to smallest, for a complete total body workout. It's recommended to perform this workout two to three times a week for noticeable results. This program is available at all Navy Fitness Centers. See staff for more details or assistance.



U.S. Navy photo by PH2(AW) John Looney  
A runner competes in the Ford Island Bridge Run. According to MWR Fitness, running is one of the more popular forms of a cardio workout.