



Violence at home
Fleet and Family Support Center educates and provides support to domestic violence victims. See story on page A-7.



Racing with dragons
Service members take part in a 2,000 year-old tradition. See story on B-1.

Hawai'i Navy News Briefs

Traffic lights on Salt Lake Blvd. completed

Motorists are advised that hook-ups for traffic lights on Salt Lake Boulevard have been completed and all lanes of the highway are now open. Motorists are asked to pay close attention to the signage, lane directions and new traffic signals as they may have changed from what was there before. Final striping of the road is expected to be completed by the end of the week. Navy housing residents who live in the vicinity of Salt Lake Boulevard and others who regularly use the road have been subjected to road construction delays and closures since the project began in June 2002. As part of the city and county of Honolulu road widening and beautification project, the road was expanded from two lanes to four lanes. All utilities were placed underground and a beautification project enhanced areas adjacent to the boulevard. Road crews also installed a center median, eight-foot wide sidewalks and bike lanes on both sides of the road. For more information, call 479-7952.

Hawai'i Navy News Reports on Navy TV2

Command Channel, Navy TV2, will feature the Hawai'i Navy News Reports that have aired during the week again on the weekend to give those that missed the broadcasts the opportunity to keep informed about the activities in and around Pearl Harbor.

Military aids in Nanakuli brushfire

Story and photos by
JO3 Ryan C. McGinley
Staff Writer

More than 30 Federal Fire Department (FFD) firefighters and eight military helicopters have aided the Department of Land and Natural Resources and the Honolulu Fire Department in fighting a brushfire, which has consumed more than 3,000 acres on the Waianae Coast.

Since Sunday night, FFD has supplied manpower and nine engines to support HFD in a variety of areas.

"We have been taking our firefighters to the limit and pushing them to where some people would break," said Glenn T. de Laura, deputy fire chief for FFD. "But no one complained about anything. They know that they have to do a job and they do it to the best of their ability."

As of Wednesday, areas around homes have been 100 percent extinguished, which has been a main focus for the firefighters.

"What we have been very good at doing is [not] losing major property, homes, personal belongings and lives," said de Laura. "And that is huge."

De Laura said the cooperation between FFD and HFD was phenomenal, not only in the current situation, but throughout the years on Oahu.

"We have one of the most liberal



Ron Yuen, Federal Fire Department firefighter, puts out a fire on the Waianae Coast. More than 30 firefighters from FFD aided HFD personnel.

mutual aid policies of all 50 states and we work very well beside each other, and that is a tremendous asset for both sides. Living on an island, we realized years ago you need each other to accomplish the tasks," he said.

FFD has participated in more than 500 brushfires this year. De Laura said the continued support from Navy Region Hawai'i in providing them with

the necessary tools and equipment to do their job is greatly appreciated.

"We will continue to provide the military with top line service," he said. "The Federal Fire Department is one of the top line fire departments in the world and we will continue to be [that way]. It's been a tremendous strain on our firefighters, but you are not going to hear a complaint from them. They

are going to do their job. They love what they do."

Military branches on Oahu also provided eight helicopters to help drop water over the burning area. The National Guard supplied two CH-47 Chinook helicopters, the Army supplied one CH-47 Chinook and three UH-60A Blackhawks from 2nd Battalion, 25th Aviation Regiment at Wheeler Army Airfield, and the Marines supplied two CH-53E Super Stallion helicopters to make drops.

"We maintain a level of readiness to respond to local natural disasters and emergencies like this," said Lt. Col. Frank W. Tate, commander of 2nd Battalion, 25th Aviation Regiment. "We are members of the community as well, and if there is a fire we want to be part of the solution if local assets are overwhelmed."

Tate said the Army's helicopters flew cumulatively more than 50 hours and dropped 297 buckets of water. Each UH-60 water bucket holds 660 gallons of water, and each CH-47 water bucket holds 2,000 gallons of water.

The military also assisted by opening the Kolekole Pass, a four-mile stretch of windy, rugged road that was constructed by 3rd U.S. Volunteer Engineers in 1937 as a shortcut through the Waianae Mountains.

▼ See BRUSHFIRE, A-9

A small token for a great sacrifice



U.S. Navy photo by PH2 Dennis Cantrell

LuWanda Ford, founder of the Pocket Flag Project Founding Scouts, presents a pocket flag to Gas Turbine System Technician - Electrical 3rd Class (SW) Nicanor Villanda aboard the USS O'Kane (DDG 77). The non-profit organization has presented more than 690,000 miniature flags to show their appreciation for those who serve in the military.

Navy Region's lighting projects are recognized

Naval Facilities Engineering
Command Pacific Public Affairs

On July 19, the Navy in Hawai'i received an award from the International Illumination Design Association (IIDA) in recognition of its light replacement projects at Pearl Harbor. The award was presented at the Rebuild Hawai'i Consortium meeting to Navy Region Hawai'i and accepted by Anthony DiLullo, Region energy program manager and utilities manager, Naval Facilities Engineering Command, Hawai'i.

The IIDA Award is for Navy Region Hawai'i's retrofit of its submarine base piers gymnasium and the Navy Exchange's (NEX) distribution warehouse.

"A key element in the effective management of Navy shore facilities is the employment of technology which improves quality of life and efficient energy use," said DiLullo. "This IIDA award recognizes the efforts of our forward thinking professionals and the great work they do every day to make our installations a better place to work and play."

The gymnasium, a quality of life project, received a new lighting system that uses semi-transparent prismatic housings to allow uplight and provide a feeling of spaciousness for users. However, the Navy was also interested in energy savings and with its new 250-watt metal halide StingRay fixtures, the gym's energy use is

▼ See LIGHTING, A-2

Capt. Cox bids farewell to Pearl Harbor

Navy Region Hawaii
Public Affairs

On Aug. 26 Capt. Ronald Cox will complete his duties as commander, Naval Station Pearl Harbor.

Cox became commander of Naval Station Pearl Harbor in August 2002.

During his tour, Cox hosted president George W. Bush in Oct. 2003 when he stopped in Pearl Harbor on his way back from a trip to Asia to pay his respects at the Arizona Memorial. He has been involved with several Pearl Harbor anniversary ceremonies where he was able to meet and speak with Pearl Harbor survivors. He also was directly involved in the completion of several new barracks that made Pearl Harbor the Navy's first homeport to house 100 percent of the shipboard Sailors.

Capt. Ronald R. Cox graduated from Northwestern University, Evanston, Ill., with a bachelor of science degree in chemical engineering. He received his commission through the Naval Reserve Officer Training Corps. In December 1980 following comple-

tion of Naval Submarine School in Groton, Conn., he reported to USS Patrick Henry (SSBN 599) (BLUE) where he completed one strategic deterrent patrol. In May 1981, Captain Cox reported to USS Sargo (SSN 583) where he served as communicator, damage control assistant, and chemistry and radiological assistant.

In March 1984, he reported to Commander Submarine Hawkbill Pacific Fleet staff for duty. In January 1987, Captain Cox reported to USS Hawkbill (SSN 666) serving as engineering officer until May 1989. From June 1989 to October 1990, he served as Navigator/Operations officer on board USS Tautog (SSN 639). In December 1990, Captain Cox reported to USS Flasher (SSN 613) where he served as executive officer until completion of the ship's deactivation in May 1992. He returned to Commander Submarine Force Pacific staff in July 1992 as a member of the tactical readiness Evaluation team.

In May 1995, he took command of USS Bremerton (SSN 698). While in command, the Bremerton completed two Western Pacific deployments and two Eastern

Pacific deployments. From June 1998 to June 2000, Captain Cox served as Commander Submarine Squadron Sevens Deputy commander for readiness. A graduate of the National War College class of 2001, he was assigned as Deputy for Personnel Readiness on the Pacific Submarine Force Commander's Staff through June 2002.

Captain Cox's awards and decorations include the Navy Meritorious Service Medal (three awards), the Navy Commendation Medal (six awards) and the Navy Achievement Medal (two awards).

Of the numerous duty stations Cox has served, he said Pearl Harbor is THE most memorable. "Pearl Harbor will always be a special place for me," said Cox. "Not only for it's history but also for the special friends I have made while serving as commander of Naval Station Pearl Harbor. The Sailors and Department of Defense employees that serve our Navy here in Hawai'i are the best I've ever encountered."

Cox will be relieved by Capt. Taylor Skardon at a change of Command Ceremony Aug. 26.



U.S. Navy photo by William R. Goodwin

Capt. Ronald R. Cox, Commander, Naval Station Pearl Harbor and Chief of Staff for Navy Region Hawai'i inspects Sailors during a personnel inspection and awards ceremony.

Pearl Harbor Naval Shipyard: Helping Sailors succeed

Marshall Fukuki

*Pearl Harbor Naval Shipyard
Public Affairs*

People are the Navy's greatest asset and Pearl Harbor Naval Shipyard is making sure its nearly 800 Sailors get the mentoring, support and tools they need to succeed. The results speak for themselves.

Earlier this year, Electronics Technician 1st Class (SW) Elizabeth McGee was named the Naval Sea Systems Command (NAVSEA) Sailor of the Year. Then, last month, all three of the shipyard's enlisted nominees were selected as Navy Region Hawai'i Sailors of the Quarter (SOQ) in their respective categories. The new regional senior SOQ, Machinist's Mate 1st Class (SW) Liam Dorney, is the ship's safety officer for Chief of Naval Operations (CNO) submarine availabilities at the yard. This high responsibility position is normally assigned to a chief petty officer or commissioned officer. He is the only enlisted member at the command filling that billet.

Dorney also serves as the command fitness leader. He steadily improved the fitness program, resulting in 25 percent fewer failures and far greater physical readiness among enlisted personnel. Recently ranked as the number two top-performing Sailor out of 237 first class petty officers, Dorney attributed his success to "experience gained



U.S. Navy photo by Kristin Ching

MM1 (SW) Liam Dorney is the ship's safety officer for Chief of Naval Operations (CNO) submarine maintenance availabilities at Pearl Harbor Naval Shipyard. Dorney was recently named Commander, Navy Region Hawai'i Senior Sailor of the Quarter and attributes his success to military and civilian shipyard leadership. Dorney's position is normally assigned to a chief petty officer or commissioned officer.

through the great opportunities and effective leadership at the shipyard. For those willing to give more than only what is required, the possibilities for success and career advancement are everywhere."

He noted that the drive by military and civilian shipyard leadership "to continually strive for improvement, challenging all hands in that

task and providing the professional development necessary to succeed, make this command very much responsible for the success of myself and those in similar positions."

Pearl Harbor Naval Shipyard's mix of 5,000 civilian and military employees keep U.S. Pacific Fleet surface ships and submarines "fit to fight." The shipyard's maintenance

capabilities include overhauling, repairing, converting, alteration, refurbishing, defueling, refueling and decommissioning of Navy vessels.

The regional junior SOQ, Yeoman 2nd Class (SW) Gabriel Morales, is assigned as executive assistant to the shipyard commander and deputy shipyard commander. "I'm committed to my job," he said. "I like my job. I come in early and I work hard. If you don't like [what you do], you won't excel." Morales gave credit to "my leadership downstairs," referring to the staff of the Military Personnel (MILPERS) Office staff, in particular, Yeoman 1st Class (SW) Trudy Cheadle and Navy Counselor 1st Class Dwayne Watkins. "They teach you the basics. They're always preaching leadership, doing things right the first time," he said. "They sit down with you weekly and talk to you, correct you on what you're doing wrong and what you can do better."

"Every day they see you, they ask what's going on and how can they help. It takes a lot of the pressure off," said Morales. Senior enlisted people will help you, he said, but "it's up to you to follow their guidelines." The Navy Region Hawai'i Blue Jacket of the Quarter, Fire Controlman Seaman Rebecca Hensley, earned honors for her consistent quality customer service and professionalism as an administrative assistant in the MILPERS office. Hensley said she is

motivated and determined to do well, but had a rough time adjusting to her present job. "It's not in my rating. I'm a computer technician on Aegis [combat] systems," she explained, adding that she also recently had a baby.

"The people I work with were supportive. It's the whole idea of teamwork. They treated me fairly and took the time to teach me," Hensley said. The recent announcement that 13 Shipyard Sailors were picked to advance to the rank of chief petty officer provided another validation of the command's commitment to helping its Sailors succeed. "That's a pretty good number," said Gunner's Mate 1st Class (SW) Kenneth Coley, the shipyard's educational services officer. "We let them know what's required and provide the materials for advancement, or at least the locations," he noted.

For those wanting to become chief petty officers, Coley advised that there is a lot of emphasis now on doing community service and taking college courses. Sailors are also pushed to become more proficient within their rates by using the Navy Knowledge Online and Navy Advancement Center Web sites. Coley added that, with the right mix of resources and leadership guidance available, the success of shipyard Sailors becomes a matter of personal initiative.

"If the service member wants it, it's there," he said. "It's up to the individual."

Personnel at PMRF come to the aid of monk seal

JO2 (SW/AW)

Johnny Michael

Pacific Missile Range Facility

A small team of officials from various agencies successfully removed a fishing hook from the mouth of a monk seal at Pacific Missile Range Facility (PMRF) on Saturday.

According to Mimi Olry, the Kauai marine conservation coordinator for the Department of Land and Natural Resources (DLNR) and the National Oceanic and Atmospheric Administration (NOAA), the seal had been sighted with the fishhook lodged in its mouth more than three weeks prior to the rescue.

Olry had initially placed an advertisement in the local newspaper, The Garden Island, requesting information on the seal in an effort to locate her. Weeks passed, however, and Olry began to fear for the worst.

The break came when the young female seal, identified as RR62 by two tags on her

flippers, was sighted by PMRF security guard Chris Cardejon on Friday morning. As per the facility's standing orders, the seal was reported to security dispatch, starting a chain of communications which eventually led to Olry.

Olry in turn arranged for Dr. Bob Braun, a marine veterinarian with the Hawaiian Islands Stranding Response Group (HISR), and John Henderson, a biologist with the National Marine Fisheries, to fly over to Kauai from Maui to remove the hook on Saturday morning.

John Burger, PMRF environmental coordinator and a HISR first responder, was able to arrange base access on Friday afternoon for Olry so she could attempt to corral RR62 and keep her from leaving the area before the hook could be removed the following day.

With Olry and Burger were two off-duty PMRF volunteers, Butch Llewellyn and Ensign Trey Cutrer. As they neared RR62, however, the

seal made repeated moves back toward the ocean.

"The last thing we wanted was for her to swim away; the team was already on its way," said Burger. "So we chose prudence and hoped that Saturday the team would find her in the same spot."

Fortunately, the seal was indeed a matter of yards away from her original location when the team arrived on Saturday. With Olry, Braun and Henderson was PMRF Lt. Cmdr Adam Moore, who was in the area and elected to assist in the effort.

Olry described the team as moving like commandos up the beach toward the injured, and wary, animal. After successfully netting her, the hook was removed and the seal hastily left the area.

"Upon release, she entered the water and turned to watch us as we wished her well and felt relieved and exhilarated, knowing that one more of the rare and endangered Hawaiian monk seals has been saved," said Olry.

Lighting: CNRH saves energy and money

Continued from A-1

reduced by 37.5 percent.

The NEX warehouse project replaced old HPS lighting with new metal halide lighting, featuring a focusing diffuser to customize lighting coverage on the building's floor. The warehouse's existing lens were burning and discoloring, causing uneven lighting that resulted in visual difficulties and safety concerns for NEX employees. The new system provides a high-low lighting output, controlled by motion sensors. The new 250-watt StingRay fixtures reduces warehouse lighting energy use by 75 percent in addition to improving lighting quality, visibility, and safety.

"While most metal halide light fixtures provide high-quality, energy-efficient lighting, this particular model of lighting provides a higher quality of lighting that is field adjustable to supply an even distribution of lighting for various activity levels," said Kevin Saito, Region energy manager. "The energy team searches out the very best technology and value in the energy industry. This is a good example of matching high quality and value technology with a customer's needs."

The retrofit of these two buildings saves the Navy 635,289 kilowatt-hours annually or \$84,104 at \$0.13 per kilowatt-hour. It is estimated that both projects will pay for themselves in just over three years.

The IIDA is a professional group of private companies that recognize projects that not only save energy, but also provide benefits to

building tenants that enhanced quality of life and/or higher quality lighting.

Rebuild Hawai'i Consortium is an informal group of government (city, state and federal), private companies and utilities (Board of Water Supply, HECO and GASCO) that have similar interests in sustainability and energy efficiency. It is a valuable networking group of professionals that has produced creative solutions to traditionally difficult energy efficiency problems.

What is a 250-watt metal halide StingRay fixture?

Metal halide refers to the burning in a lamp that produces light. Because metal halides burn very hot, the light it produces is white in color.

StingRay is a proprietary name of the lights used in these two Navy projects that focuses its light by moving a reflector. The intensity of the light can be adjusted by moving the reflector back and forth. The StingRay fixture also has another very important design advantage; it is able to get the light produced out of the fixture. This means it is more efficient and the light produced will bounce around the inside of the fixture producing additional heat. The StingRay uses a mathematical formula to bounce the light out, in the minimum time, so it gets the most out of the metal halide lamp.

High-pressure sodium (HPS) produces an orange-tinted light, which is favored for energy efficiency. However, the human eye is not able to see well with red hues, such as those produced by HPS. It is hard for people to discern differences in colors. This is why the Navy installed the white-light metal halide in these projects.

Hawai'i Navy News Editorial

Changes to the PFA instruction: Making our Navy stronger

FLTCM(AW/SW)
Jon R. Thompson



FLTCM(AW/SW)
Jon R. Thompson

By now you should have all read NAVADMIN 180/05 that highlights changes to our physical readiness program. This message details improvements that are going to make our Navy stronger in many ways. The changes are aimed at establishing a positive culture of fitness that mandates each and every one of us to maintain our physical health and, in time, should guide all of us into a healthier lifestyle.

I have been a strong proponent of these changes for years. I have talked to hundreds of you about your physical fitness concerns and it seems to me that the changes outlined in the new NAVADMIN will help right our ship. For those of you who engage in your own physical fitness plan and eat healthy, the changes should not affect you much. However, for those of you who have not made physical fitness a priority, this message should serve as a wake-up call.

Before anyone jumps to the con-

clusion that the intent of the new changes is to punish Sailors who are not in shape, let me stress the real reason we are ushering in the changes. Your health is a readiness issue. Yes, your appearance is important and you need to strive to look your best, but when you are out of shape, you are not able to serve the Navy to your fullest capability. Additionally, the long-term health costs to care for a Sailor who is out of shape are far greater than the costs of taking care of a healthy Sailor.

Some of you may be asking why the Navy needs to put so much emphasis on physical fitness. The answer is simple. As Chief of Naval Operations Adm. Mullen just relayed to all of us, "The Navy is first and foremost a fighting, sea-going service." That short statement says a lot in my opinion. Each of us needs to be ready, at a moment's notice, to step up and do

what's necessary. For some in our ranks, that means deploying to combat zones and working long hours in intense heat. For others, it means deploying on ships and submarines where maintaining your physical fitness is a challenge. My guess is that if you are not in shape when you deploy, you will have an uphill battle in trying to improve during the deployment.

Shipmates, getting in shape and staying in shape is not only a Navy leadership issue, it's a personal responsibility. If you are overweight, the person most accountable for your situation is you. The Navy is going to continue to offer up opportunities and equipment to help you lose weight and get in shape, but ultimately it's you who needs to commit to the program. If you haven't figured it out yet, the Navy takes your health seriously, and so should you. As each of us aspires to leadership, I challenge everyone to help those around you who may need some motivational help. If you are going to the gym, take someone with you.

When you read the new NAVADMIN, you saw that the Navy is going to implement some meas-

ures that could affect your frocking, advancement and perhaps retention. Starting with the fall PFA, if you fail the test, your advancement recommendation will be removed. I agree with that measure. Think about it - we want Sailors to move up the ranks that meet or exceed all our standards, professionally, personally and physically. It only makes sense to me that we should not advance people who are outside the standard.

Some of the other changes detailed in the NAVADMIN include providing Sailors time during their work week for physical fitness activities. Commands should also focus on helping Sailors reduce body fat.

For those of you who are out of standard, the Navy is now going to track your progress. Unless you show a one percent decrease per month, following a failed BCA, you will be processed for administrative separation. Again, the goal here is to afford every Sailor a chance. Whether or not you take that chance is up to you.

One final thing I'd like to address is the physical fitness

assessment itself. In the past, we took the test once and the score we achieved was final. Today we've changed that to offer Sailors a chance to retake the test at any time during a command's PFA cycle. I like this change because I, like you, know only too well it's possible to have a bad day. If you don't feel good, or are coming off watch, and you take the test, you may not be able to do your best. The new change affords you the opportunity to improve your score.

Whether or not the Navy truly becomes a more fit service depends on each of us to realize our role, both personally and as leaders. Command support is paramount. We need to promote physical fitness and healthy lifestyles. We need to ensure each Sailor has the opportunity to participate in physical fitness activities. We need to ensure those Sailors who are outside our standard are provided motivation and assistance to bring them back within standards. I'm counting on each of you to do your best to get in shape, stay in shape and help all those around you to improve their health as well.

Commentary

Fireside Chat

Navy Region Federal Fire Dept.

Fire exits

More than just a way out!

Victor M. Flint
Federal Fire Inspector

The fire exit is much more than a way out of your building. The fire exit is a lifesaver in more ways than one.

First of all, there should be more than one fire exit. There should be at least two or more for all buildings. Unfortunately, there have been a few tragic fires where people were trapped inside because the fire exits were locked and/or blocked.

It's human nature; we go out the way we come in. But if that way out is blocked by heat, smoke, flames and fumes, we would have to know another way out or we would get trapped. That is the purpose of more than one fire exit.

Take a minute to look for the illuminated fire exit sign in your building. You will find these fire exit signs above and close to fire exit doors. It's through these fire exit doors that will lead you safely out of your building.

The fire exit is much more than a door; it's a system. First, it's a door

that usually swings out and closes automatically. By the door swinging out, it prevents people from piling up behind the door. With the door automatically closing, it minimizes fresh air from feeding the fire and heat, and smoke and fumes from following you out the door.

Secondly, a fire alarm pull station should be close to the door. In the event of a fire, you can pull the handle and activate the fire alarm as you exit the building. Remember to muster at your outside meeting place.

Third, a fire extinguisher should be near the door. Then you do not have to look around for the fire extinguisher. It should be near the fire exit.

The Federal Fire Department recommends that you take a minute and get familiar with your fire exit. Remember, the fire exit is more than a way out - it's a system of safety for you!

For more information about fire exits and other fire-related questions, call Inspector Victor M. Flint at 474-7785.

A burning resolve



U.S. Navy historical photo

Sailors stand amid wrecked planes at the Ford Island seaplane base, watching as USS Shaw (DD-373) explodes in the center background, Dec. 7, 1941. USS Nevada (BB-36) is also visible in the middle background, with her bow headed toward the left. Planes present include PBY, OS2U and SOC types. Wrecked wing in the foreground is from a PBY.



Hawai'i Navy News

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U.S. Navy photo

While in port at Muara, Brunei, USS Paul Hamilton Sailors work hard, helping the local community with various tasks, including cleaning and yard work at the Pusat Ehasan Center.

Paul Hamilton Sailors volunteer in Southeast Asia

Ensign Kathleen Kunkemoeller
USNR Public Affairs

USS Paul Hamilton (DDG 60) Sailors have been busy at work and at play since deploying earlier this summer. They recently participated in a community relations project, working with the elderly, while in port at Muara, Brunei for an upcoming exercise with the Royal Brunei Navy. Sailors took time from their busy schedule to foster relationships with the local community, visiting the residents at Pusat Ehasan Center in Brunei and helping them with various tasks including clean-

ing and yard work.

Paul Hamilton stopped in Brunei as part of a regularly scheduled port visit last week. Since the ship arrived, her crew has met many local citizens, experienced local customs and traditions, and even found time to sightsee and shop. The community relations project, organized by Chief Boatswain's Mate (SW/AW) Mauro Guevara of Los Angeles, Calif. provided an opportunity for the Sailors to interact with the people of Brunei on a personal level and foster relationships between the United States and Brunei.

According to Guevara, Paul

Hamilton Sailors have participated in five community relations projects since they deployed three months ago.

Paul Hamilton Sailors, along with Sailors from USS Rodney M. Davis and USS Safeguard, did yard work for the Singapore Children's Society in Singapore and donated sports equipment to children in Thailand. All the Sailors agreed that the best part of the projects was interacting with the people of each country.

Paul Hamilton is deployed to Southeast Asia in support of Cooperation and Readiness Afloat Training (CARAT) 2005.

Submariners reflect on joining Navy after 9/11

JOC(SW/AW) David Rush

COMSUBPAC Public Affairs

Like many serving in the Armed Forces, many of today's submariners answered the call to duty as a result of the terrorist attacks on Sept. 11, 2001.

Now, four years later, submariners reflect on their decision to join the Navy.

Yeoman 2nd Class (SS) Ben Warren, a former crewmember of USS Chicago (SSN 721), is currently serving on the staff of Commander Submarine Force, U.S. Pacific Fleet.

According to Warren, deciding to serve his country happened as a direct result of the terrorist attacks. "It is the sole reason I am here in the Navy. I couldn't just stand around doing the same job as a gymnastics coach while the terrorists could possibly kill more children. The thought of the kids in all my classes that I coached could be the future victims of something more horrendous than 9/11 was unbearable," said Warren.

He said he knew that he would join the military. "I was filled with rage and resolve. Action had to be taken," said Warren.

Prior to the attacks, Warren, like many Americans felt that the country was secure. "When it happened, I was crushed and the bubble in my head that our country was untouchable was popped. When things change for the worse, humans will go into survival mode and do whatever they have to do to get the job done," said Warren.

According to Warren, the American resolve that followed is very similar to what took place more than 60 years ago.

"Just like the attack on Pearl Harbor, the country pulled together turning their businesses into war material factories. Today with all those materials already at hand, our country had a similar reaction of a battle cry to take care of this problem using any means possible. We are doing

a great job so far," concluded Warren.

Another Sailor who decided to join the submarine force is 26-year-old Oxford, Ohio native Storekeeper Seaman James Burnett of USS Cheyenne (SSN 773). According to Burnett, joining the Navy was something he wanted to do anyway, but 9/11 was a motivating factor. "At the time of the attacks, I was working at a vehicle armory company right after high school. I heard on the radio that the World Trade Center was hit. Then the other building was hit. It was a big shock," said Burnett.

Burnett added that his father, an Army Vietnam veteran, was also an influence in his decision to join the Navy. Although he didn't join for another two years after the attack, Burnett was compelled to enlist. "I always wanted to join the military, it was kind of a calling. To help rid the world of tyranny, I figured it was my time."

USS Cheyenne's Electronics Technician 3rd Class Kevin Scharkey, a 23-year old Winona, Minn. native, was in disbelief when he heard the news. "I got off work and went home to sleep when the attack happened. My mom called and woke me up. It was scary, like Pearl Harbor. Then the Pentagon was hit," recalled Scharkey.

In just a few months, Scharkey was at the recruiting office. He wanted a job that had something to do with communications. Although he was initially interested in the Aviation field, it was not as immediately available as the same vocation in submarines, so he took it.

"I wanted to defend my country and get back at those attacked us," said Scharkey.

As for working in the submarine community, Scharkey insists his role in the Global War on Terrorism is important. "Every little bit matters. It doesn't matter if you're in Iraq or deployed in some other part of the world. Everybody has their role, and I feel like I have a good role," concluded Scharkey.

Burnett echoed his sentiments. "The war on terrorism is a war without a frontline. As a submariner I feel that we have a very big role. We are going to take our war to them."

Boxer begins JASEX with typical "Golden Gator" flare

PH2 D. Arthur Jones and
PH3 Christopher Elmini

USS Boxer Public Affairs

USS Boxer (LHD 4) began the third annual Joint Air and Sea Exercise (JASEX) on Aug. 7 with an armed flight deck of five AV-8B Harrier IIs and a team of 87 Marines from 1st Marine Air Wing. The Marines joined the more than 1,200 crew members aboard the "Golden Gator" specifically for the exercise.

JASEX emphasizes training to support solidarity throughout the Asian-Pacific region. During the seven-day exercise, Boxer - along with the USS Kitty Hawk (CV 63) Strike Group, the U.S. Air Force's 18th Wing, 5th Air Force and 1st Marine Air Wing - will conduct joint training combining carrier and amphibious operations.

"JASEX is one of those great opportunities where we can work with our nation's other forces," said Cmdr. Mark Volpe, Boxer's operations officer. "Working as a joint task force is a great venue for learning from each other and integrating."

JASEX is the third major exercise Boxer has participated in since it began its deployment. Boxer previously participated in exercises with Malaysia in exercise Cooperation Afloat Readiness and Training (CARAT) and Australia in exercise Talisman Saber 2005. JASEX provides the first opportunity for the 844-foot long Boxer to conduct AV-8B Harrier II operations since deploying April 29.

While preparing for JASEX, forces of nature provided real-world challenges when tropical typhoon "Matsa" moved through the operating area, causing units to move the exercise more than 600 miles to stay one step ahead of the storm.

"A typhoon is an unpre-



U.S. Navy photo by PHAN Paul Polach

An AV-8B Harrier from the 1st Marine Air Wing prepares to land on the amphibious assault ship USS Boxer's (LHD 4) flight deck. Boxer and the Kitty Hawk Carrier Strike Group are participating in the third annual Joint Air and Sea Exercise (JASEX) 2005 with the U.S. Air Force and U.S. Marine Corps in the Western Pacific. JASEX focuses on integrated joint training proficiency in detecting, locating, tracking and engaging units at sea, in the air and on land in response to a range of mission areas.

dictable storm," said Aerographer's Mate 1st Class Ann Powell. "Not only do we have to monitor the storm, but we also had to relocate the whole area of the exercise. It is a testament to the flexibility of our forces."

JASEX is being conducted in the vicinity of Okinawa and will enable participating units to increase real-world proficiency in detecting, locating,

tracking and engaging units at sea.

Boxer is the fourth of seven ships in the Wasp-class of large deck amphibious assault ships and is capable of performing a multitude of missions, including transporting and operating with Harriers, in support of national interests. The ship is scheduled to return to its homeport of San Diego in September.

BHR completes post-deployment ammunition transfer

JO3 (SW) Ryan Valverde

USS Bonhomme Richard Public Affairs

USS Bonhomme Richard (LHD 6) (BHR) completed an ammunition transfer July 20 during a brief underway period off the coast of San Diego.

The ammo off-load represented the final stage of the ship's 2004-2005 Western Pacific deployment and ended a month of post-deployment, surge-ready status.

Using helicopters and landing craft utility (LCU), BHR's weapons division transferred the ship's ammunition to the deploying USS Peleliu (LHA 5) and a local naval station weapons depot.

BHR completed the five-day evolution in three days. Sailors used elevators and forklifts to transport more than 2,448,000 pounds of ammunition on 1,200 pallets from the cargo holds to the well deck and flight deck for further transfer off the ship.

According to Ensign. Travis L. Scott, BHR's air gunner, more than 300 helicopter lifts and eight LCU trips were made to clear the ordnance from the ship's weapons cargo hold.

Planning for the ammo off-load began more than three months in advance. Part of the plan-

ning phase was to inventory and account for every piece of ordnance before any pallet could be moved.

"Step one was to make sure everything was inventoried correctly," said Scott, a Columbia, S.C. native.

Many departments aboard BHR had a part in the ammunition off-load. BHR's deck department recovered and launched the LCUs, engineering department ensured the elevators worked properly, air department ensured the pallets safely left the flight deck, supply department prepared box lunches, and combat cargo helped coordinate the movement of pallets.

"Hats off to every department who played a part in this off-load. It was totally a BHR team effort," said Scott.

"I am very proud of every Sailor who participated in the ammo off-load," said Capt. J. Scott Jones, BHR's commanding officer. "Transporting ammunition requires absolute attention to detail. BHR Sailors practiced safe ordnance handling, elevator, forklift and ramp safety procedures, to ensure the mission was a success."

BHR is currently steaming off the coast of San Diego, conducting post-deployment operations.



U.S. Navy photo by JO2 Zack Baddorf

An MH-60S Seahawk helicopter, assigned to the "Blackjacks" of Helicopter Sea Combat Squadron Two One (HSC-21), transfers ammunition from the multi-purpose amphibious assault ship USS Bonhomme Richard (LHD 6) to the amphibious assault ship USS Peleliu (LHA 5) during an ammunition on-load off the coast of southern California. Peleliu is preparing for an upcoming Western Pacific deployment.

Original Blue Angel dies

Navy Region South Public
Affairs

Retired Capt. Roy M. "Butch" Voris, the original flight leader of the famed U.S. Navy Flight Demonstration Squadron, the Blue Angels, died at his home in Monterey, Calif. on Aug. 10. He was 86.

Voris, a World War II flying ace in the Pacific theater, was hand-picked by Adm. Chester Nimitz in 1946 to organize a flight demonstration team to showcase naval aviation. On June 15, Voris led the newly-named Blue Angels and their Grumman F-6F Hellcats in the team's first public performance at Craig Field in Jacksonville, Fla.

Voris' Navy career spanned 33 years, flying biplanes to jets, many of them in combat. His status as an ace was earned in the early years of World War II, when he shot down eight Japanese fighter planes. Flying from the carriers USS Enterprise (CV 6) and USS Hornet (CV 8), he took part in the battles of Santa Cruz, Guadalcanal, Tarawa, Central Pacific Islands, Philippine Sea, the "Great Marianas Turkey Shoot" and "The Mission into Darkness," in which air wing pilots took off near dusk to pursue the Japanese fleet, knowing many probably wouldn't have enough gas to return.

Voris survived numerous accidents and emergency situations in the air, including a mid-air collision during a Blue Angel demonstration at Corpus Christi, Texas in 1952, in which one Blue Angel was killed. He miraculously brought his plane in despite the aircraft's lack of control and a severed tail.

In 1952, Voris was brought back to reform the Blue Angels following their stint as a fighter squadron in the Korean War, when they were known as "Satan's Kittens." Voris was a two-time Blue Angel flight

leader, the skipper of Fighter Squadrons 113 and 191, and commanding officer of Carrier Air Group 5.

After retiring from the Navy in 1963, he went to work as an executive at Grumman Aircraft Corporation in Bethpage, N.Y. where he was instrumental in the early development of the F-14 Tomcat. He ended his aviation career as a spokesman for NASA during the momentous 1970 moon shots.

"Butch Voris' contributions to naval aviation history were epic," said Cmdr. Steve Foley, flight leader and commanding officer of the 2005 Blue Angels. "The legacy Boss Voris bestowed upon the Blue Angels has had a profound impact on our team's 59-year history. Our thoughts and prayers are with the Voris family during this challenging time."

Voris was awarded three Distinguished Flying Crosses, 11 Air Medals, three Presidential Unit Citations and a Purple Heart, from an incident when he was almost killed by a Japanese zero that shot up his cockpit as he defended Guadalcanal.

Voris is a member of the Naval Aviation Hall of Fame in Pensacola, Fla. and the International Air Show Hall of Fame. An aircraft bearing his name is outside Jacksonville Naval Air Station and the passenger terminal at the station is named for him. In 1993, he was honored by the Air Force in a "Gathering of Eagles" ceremony as one of 20 pilots worldwide who have made significant contributions to aviation.

Voris is survived by daughters, Randie and Jill; sons-in-law, Hank and Joe; and grandsons Hank Jr., Ryan and Todd. In addition, he is survived by brothers, Robert and Richard. His wife of more than 50 years, Thea, passed away in 2003.

Recruiting marks 1,000th contract in cyberspace

Commander Navy Recruiting Command Public Affairs

Navy Recruiting's high-speed journey down the information superhighway reached an important milestone Aug. 12 when recruiters achieved the 1,000th enlistment contract via the Web.

Navy Recruiting Command (CNRC) has been using Internet job search platforms to prospect for potential recruits. Increasingly, 18- to 24-year-old men and women conduct job searches via the Internet.

CNRC places ads on Internet job boards and when an interested candidate applies for a job or sends a resume through email, a recruiter conducts an initial interview to find out if the person is qualified for the Navy. After the brief interview, the candidate's information is assessed and a conference call with a field recruiter is conducted. CNRC tracks every applicant from initial contact to final contract.

"We have gone from being reactive in the past to proactive," said Damage Controlman 1st Class (SW) Michael Collie, assigned to cyberspace recruiting efforts. "It has actually reduced the time from contact to contract from 89 to 36 days and reduced the time for leads to reach field recruiters from 10 days to one."

But one thing that separates cyberspace recruiters from field recruiters is the fact that interested applicants contact them instead of a field recruiter knocking on their door or calling them on the phone.

"When they call or email us, they are already interested in the Navy," said Aviation Warfare Systems Operator 1st Class (AW) Richard Kirpatrick. "We are able to get the best quality leads this way and the recruiters in the field thank us."

Recruiting statistics from fiscal year 2004 show that there were a total of 99,657 resumes received, with 254 contracts signed. Since the new database was implemented in October 2004, 43,498 resumes were received and 1,000 contracts were been signed.

CNO makes delivering human capital strategy a top priority

Chief of Naval Operations
Public Affairs

Chief of Naval Operations (CNO) Adm. Mike Mullen told manpower and personnel officials Aug. 10 that the time is now to deliver a comprehensive 21st Century Human Capital Strategy (HCS) for Sailors. "I've been on record saying that sustaining our readiness and building the fleet for the future are two of my top priorities and they are," Mullen said. "But I don't think we can accomplish either one without a strong focus on our people and their families. Getting it right for them in the future is what the Human Capital Strategy is all about and I am interested in stepping out on it."

Mullen made his remarks to the HCS Symposium at the Naval Postgraduate School in Monterey, Calif. It was the third such symposium Navy leaders have conducted. "This symposium builds on the great strategy work done to date and is an excellent forum to educate the cadre of specialists, provide a valuable opportunity to network with other members and lay the groundwork for the working-level meeting in December," said Chief of Naval Personnel Vice Adm. Gerry Hoewing.

The HCS is designed to provide overarching guidance to achieve

capabilities-based and competency-focused workforce alignment with joint and Navy mission requirements.

Mullen said the HCS must include a focus on continuing education, executive development and duty in joint billets.

"We have amazing talent in the Navy," Mullen said, "and we need to continually look for ways to send that talent to challenging, meaningful, joint duty. It's a joint world out there and it's getting more joint every day. The war on terror proves that."

The CNO also said he was looking for ways to improve diversity across the Navy. He noted the contributions of the year-old Diversity Directorate in increasing awareness, but pledged his support to doing more.

"We need leaders for and from every part of our Navy. I want to take big steps each year to improve our diversity, especially in leadership positions, and I want a human capital strategy that helps us do that," said Mullen.

He praised the progress made on HCS and thanked the symposium attendees for their dedication. He also charged them to keep up the pace and encouraged them to try out new ideas on their own as they develop the strategy.

"Don't wait for me," he said.

Sixth phase of Southeast Asia exercise series underway

JOC Melinda Larson

*Commander, Destroyer Squadron 1
Public Affairs*

The sixth and final phase of the 2005 Cooperation Afloat Readiness and Training (CARAT) exercise series is underway at Subic Bay, Philippines following an Aug. 16 ceremony that marked an official start to a week-long series of events ashore and at sea, focused on increasing maritime interdiction capabilities of the U.S. and Philippine navies.

Nearly 2,000 personnel from the armed forces of both nations and nine ships are taking part in the exercise.

In its 11th year, CARAT is an annual series of bilateral military training exercises with several Southeast Asia nations, designed to enhance the interoperability of the countries' respective sea services in a variety of mission areas that are mutually beneficial. This year's CARAT series focuses on the development of skills useful in tackling maritime threats.

"These threats include maritime piracy and armed robbery, as well as maritime terrorism and transnational crimes committed at sea," said Commander, Task Force 712, Rear Adm. Kevin Quinn, the executive agent for CARAT, during remarks at the opening ceremony in the Subic Arts Center. "This year's edition of CARAT gives our two navies a great opportunity to practice some critical skills that can be applied to tackling those threats.

"Those skills important to building operational confidence between the U.S. Navy and the Philippine Navy (PN) include sharing maritime security skill sets, such as how to board a suspected rogue ship, question its crew and search for contraband.

"Piracy and sea robbery tend to be focused in this region of the world," Quinn told the media following the opening ceremony. "Having the ability to work together to counteract those threats is very important."

Acting on threats together means working jointly in nearly every shipboard environment, including



U.S. Navy photo by JOC Melinda Larson

USS Rodney M. Davis (FFG 60) and USS Paul Hamilton (DDG 60) practice maneuvering drills in the South China Sea along with the amphibious transport dock ship USS Harpers Ferry (LSD 49). The ships are enroute to the Republic of the Philippines for the sixth and final phase of the Cooperation Afloat Readiness and Training (CARAT) exercise series. CARAT is an annual series of bilateral military training exercises with several Southeast Asian nations, designed to enhance the interoperability of the respective sea services.

communications, at-sea maneuvering, and command and control. Air and amphibious operations are also a part of the training mix.

"All of our exercise events are designed to create as much interaction as possible between our Sailors and Marines," Quinn said. "The only way two navies can operate efficiently together at sea is through a common set of procedures and through good communications."

Key to every level of operations is communications, Quinn emphasized, noting that will be possible between both navies via the Combined Enterprise Regional Information Exchange System

(CENTRIXS). The real-time communications asset promotes joint situational awareness and allows information to be shared securely.

One of many highlights of the week-long exercise includes an amphibious landing. More than 150 Philippine Marines will embark USS Harpers Ferry (LSD 49) to conduct a landing with landing craft air-cushion (LCAC) from Assault Craft Unit 5, Det. Western Pacific Alpha, currently assigned to the ship.

"Basically a navy-to-navy exercise, CARAT specifically involves combined naval tactical operations involving fleet forces by deploying and employing naval surface, air,

special operations groups and Marine forces of the U.S. and the Philippines," Commander, Philippine Fleet, Rear Adm. Alfredo Abueg Jr. said during his opening remarks. "This exercise is a very strategic and operative venue in which our Sailors and Marines train cross-culturally with those of the U.S. Navy."

Pierside boardings will prepare combined USN/PN boarding teams for a realistic at-sea boarding exercise. Divers will hone their skills during combined diving and salvage exercises.

"Our Sailors must be well-trained in the various skills that form the foundation of their profes-

sional knowledge," Quinn said. "CARAT adds extra value to these efforts because our forces train together and learn from each other." Sailors will also interact with members of the local community through a series of medical/dental and engineering civic action projects in the surrounding area. In addition, Sailors will perform handiwork and spend time with students at several schools in nearby Olongapo.

"The interface between our people is a true hallmark of CARAT and one of the most important aspects of the exercise," Quinn said.

Capt. Buzz Little, commander, Destroyer Squadron 1 and the CARAT task group will lead the combined USN/PN CARAT task group, along with his PN counterpart, Commodore Octavio Pabuayon.

The U.S. CARAT task group is made up of the dock landing ship Harpers Ferry, the frigate USS Rodney M. Davis (FFG 60), the guided-missile destroyer USS Paul Hamilton (DDG 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 from Naval Mobile Construction Battalion (NMCB) 5 based in Port Huenemme, Calif., LCACs, a U.S. Coast Guard training team, and U.S. Army veterinarians, will also take part in CARAT Philippines.

Philippine CARAT assets include the patrol ships BRP Rizal (PS74), BRP Emelio Jacinto (PS35), the landing ship vessel BRP Bacolod City (LC550), and the two patrol gunboats BRP Hilario Ruiz (PG378) and BRP Timoteo Figoracion (PG389). Fixed-wing aircraft and helicopters, two naval special operations groups, and the 1st Marine Battalion will be involved with the exercise.

Little's staff, currently embarked aboard Harpers Ferry, is based in San Diego. Paul Hamilton is homeported in Pearl Harbor, Hawai'i, and Rodney M. Davis in Everett, Wash. Harpers Ferry and Safeguard are forward-deployed to Sasebo, Japan.

FFSC takes proactive role in domestic violence prevention

Karen Spangler
Assistant Editor

Domestic violence, child abuse and spousal abuse, is a major social issue today. We hear about it, we discuss it, and we worry about it.

Fleet and Family Support Center (FFSC) at Pearl Harbor is doing something about it. They are taking a proactive stance as they reach out to educate and provide support to Navy families who are victims of domestic violence or are potentially at risk of becoming victims.

It all begins with education and counseling for active duty members and family members. Chet Adessa, FFSC's family advocacy prevention and education specialist, noted that FFSC offers a number of family life education programs and services. These include parenting consultations by a certified family life educator and parenting classes that are conducted monthly.

He is actively involved with a number of local community child abuse prevention-related agencies, including Prevent Child Abuse Hawai'i, The Institute for Family Enrichment, the Hawai'i Coalition for Dads, Parents and Children Together, The Parent Line, Healthy Start, HeadStart, Healthy Mothers, Healthy Babies and the Armed Services YMCA. The information and services derived from many of these agencies provide additional learning opportunities and help for Navy families.

The FFSC provides child abuse and child neglect training for all Child Development Homes (CDH) providers and Child Development Center (CDC) employees as well as all children and youth programs personnel in Navy Region Hawai'i.

The myriad of programs offered by FFSC are geared toward prevention, Adessa said, with classes covering such subjects as shaken baby syndrome, child safety, car seat safety, etc. He noted that there is "a lot of intervention" and ongoing family life skills education and prevention programs.

General Military Training (GMT) in a number of areas is also offered to all area commands. The scope of the GMT classes are expansive, covering such topics as stress management, anger management, child abuse and neglect training and domestic violence awareness.

FFSC's return and reunion program takes that training a step further. FFSC representatives fly out to ships that are homebound from deployments and ride the



ships back to Pearl Harbor. While enroute, the counselors provide information to Sailors that will help them cope with the transition of coming back home. For example, there are programs on stress management, anger management, financial management and one for new dads aboard ship.

According to Sondra Dockham-Leong, counseling and advocacy regional coordinator at the center, FFSC representatives are more than happy to fly out to the returning ships and help returning Sailors with the transition process in returning home. She noted that the service must be requested by the command.

Boot Camp for New Dads is a program for "first-time dads-to-be or new dads (rookies)" whose role is "helping first-time dads step up to the challenge." Adessa, who runs the program, explained that coaches and "vets" help the rookies "hit the ground crawling" with their new babies. Sorry, but moms are not allowed to attend.

During the three-hour program, new dads are prepared for the challenges of parenthood. Experienced dads bring their two-to-four-month-old babies to class to give the rookies some "hands-on" experience. Some of the topics discussed include, "What do I do once this bundle of joy gets home?" and postpartum depression.

An ongoing schedule of classes at FFSC provides information to Navy families on a variety of topics. A family resource library with

books, videos and DVDs, covering all aspects of parenting, is also available.

The New Parent Support Program, another "prevention-oriented" resource for Navy families, provides information, education and home visits for new moms and moms-to-be. Pamela Lyman, a clinical social worker with the program, explained that the focus is high-risk families. A number of criteria are used to evaluate each client and determine eligibility for the program.

If they are not eligible, they are referred to other programs that can be of help, such as the Family Advocacy Prevention (FAP) program at FFSC or the Welcome Home Baby program, offered through the Armed Services YMCA.

Lyman described the New Parent Support Program as a voluntary program. "We do a lot of encouraging, especially if it's high risk, and do a lot of follow-up," she said. Clients who are involved with the program also have the opportunity to participate in a New Parent Support Group, which functions to provide preventive outreach to Navy and Coast Guard families.

Troy Olson, victim services specialist (VSS) at FFSC, becomes involved when there are incidents of domestic violence and works with spouse abuse victims.

Olson explained that he works 24/7 whenever needed to assist victims with such issues as safety assessment and planning, trans-

portation to shelters and appointments, and crisis intervention. He accompanies them to interviews with NCIS (Naval Criminal Investigative Service), HPD (Honolulu Police Department) and to court.

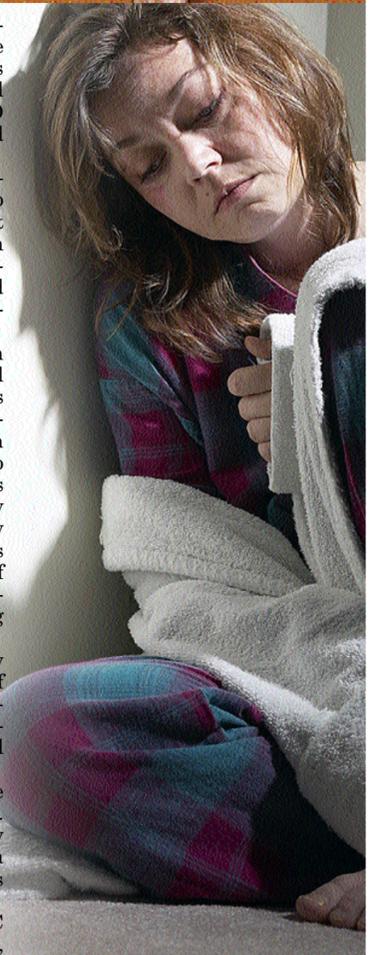
Olson described his role "to provide comprehensive assistance to victims of abuse/neglect." In that capacity, he provides help in such areas as emotional support, psycho-educational services and information on local and community resources.

He also plays a vital role when danger is imminent and physical safety becomes the primary focus for the alleged victim and children. In such situations, Olson helps the victims to relocate to military or local shelters, assists them in obtaining temporary restraining orders or military protection orders, and provides assistance with a number of issues, including financial matters, medical help and securing pets.

In coming weeks, Hawai'i Navy News will spotlight a number of the programs which FFSC provides in its ongoing efforts to prevent domestic violence and child abuse.

October is Domestic Violence Awareness Month. Rear Adm. Michael Vitale, Commander, Navy Region Hawai'i, will sign a Domestic Violence Awareness Proclamation on Sept. 26.

For more information on FFSC programs, call 473-4222, ext. 243, 244 or 246.



CNO: Diversity a leadership issue

Chief of Naval Operations Public Affairs

Speaking at the 33rd annual National Naval Officers Association (NNOA) Conference in New Orleans on Aug. 12, Chief of Naval Operations (CNO) Adm. Mike Mullen said diversity continues to be a leadership issue and critical to the Navy's future success.

"We need leaders from and for every single part of our Navy," he said. "Our leadership should reflect the nation we represent."

Mullen took the opportunity during his comments to thank the NNOA specifically, saying the association was "critical to helping our Navy improve diversity." He also said he needed their leadership as well and encouraged NNOA's members to mentor other, more junior officers and enlisted personnel.

"The Navy is certainly a more diverse force than it has been in the past," Mullen noted, "but leaders cannot rest on their laurels."

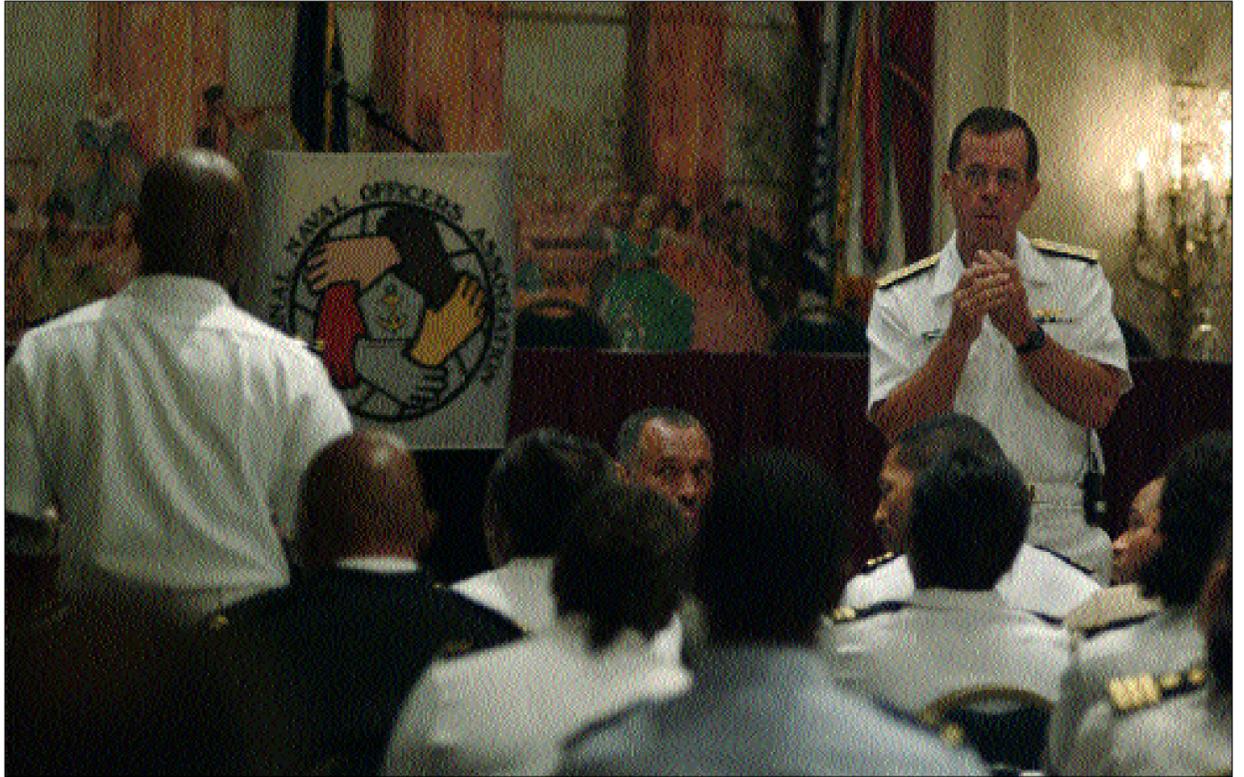
"A lot has been done, but we are still in a pioneer world," Mullen said, referring to the fact that though many more opportunities now exist for minorities and women in the Navy, much can still be accomplished.

The CNO said he will concentrate on this area specifically during the next four years.

For example, he wants to improve the number of women and minorities filling both senior officer and enlisted billets, and increase the number of women serving in enlisted technical ratings.

"My intentions are to take big steps each year, for four years," said Mullen. "I believe we need to take more risk in this area than we have in the past. I believe from my heart that diversity strengthens the very fabric of who we are."

According to Capt. Patricia Cole, CNO's special assistant for diversity, NNOA is very optimistic about Mullen's stance and his "obvious commitment to diversity in the Navy."



U.S. Navy photo by PHC Johnny Bivera

CNO Adm. Mike Mullen takes questions from members of the National Naval Officers Association (NNOA) during a luncheon held at the Hilton Riverside Hotel in downtown New Orleans. The NNOA actively supports the sea services in recruiting, retaining, and developing the careers of minority officers by providing professional development and mentoring for its members.

Tennis champ returns victorious

JO2 (SW/AW) Johnny Michael

Pacific Missile Range Facility

According to the National Kidney Foundation, more than 20 million Americans have chronic kidney disease, many of whom require organ transplantation. The median waiting time for a patient suffering from kidney disease to receive a donor kidney is three years, underscoring the disparity between the need and availability of donor organs.

The most prominent effort to raise awareness of the problem is the World Transplant Games (WTG), an Olympic-style series of sporting events featuring more than 2,000 athletes and teams from 55 nations. Every athlete that competes in the games is a transplant recipient.

Multiple-transplant recipient Sandy Webster recently returned from Canada, site of this year's WTG, with two gold medals and a silver medal in tennis.

A computer consultant at Pacific Missile Range Facility, Webster suffers from Henoch-Schonlein Purpura, a disease which ultimately debilitates the kidneys. She received her first kidney in 1977 and her second in 1995.

Initially diagnosed with HSP at the age of 10, she soon found herself on restrictive diets and eventually, dialysis. Thanks to her father's donated kidney, Webster was able to recover. The years subsequent to the transplant, throughout high school and into college, she doggedly pursued physical fitness, not only through her tennis play, but also in running where she would log 30-50 miles per week.

It was during her time at a ten-

nis camp, while still in college, that she met her future husband, Chris Webster. It was his kidney that she would receive years later in 1995, on Valentine's Day.

When she learned about the bi-annual U.S. Transplant Games (USTG), Webster decided it would be a great way to help raise awareness of the problem of organ donor shortages. An avid tennis player in high school, she went out for the team.

She quickly established herself as a world-class athlete and began competing at the WTG as well, which also occurs bi-annually, but on opposing years to the USTG.

Since she began competing in the mid-'90s, Webster has racked up two gold and six silver medals at the WTG in addition to her seven gold, two silver and two bronze winnings at the USTG. During the course of participating

in the games, she has traveled to Australia, France and Canada as well as many stateside cities, including Atlanta, Salt Lake City and Orlando.

According to Webster, the real success story is the awareness the games bring to the global deficit of organ donations.

"Has the World Transplant Games been successful? Yes. They achieve a 30 percent or better increase in organ donation in those countries where the WTG have been held," said Webster. "Much remains to be done though, to bridge the gap between the need for an organ transplant and the hundreds of thousands of people who die each year because one is not available."

For the thousands of athletes who participate in these games, it's all about second chances, establishing a support network

and making a difference for others.

"Camaraderie is a big part of the games. It's a celebration of the human spirit and there's a unique bond that is shared by every athlete," Webster explained. "We all have been through the cycle of uncertainty, struggles, pain, hope and finally a second chance at life."

Webster plans to continue competing as long as she is able to do so. She explains that as the games gain more worldwide attention, they grow accordingly and get much more competitive. The fact remains for every athlete, however, that no matter how sweet the victory, or bitter the loss, the fact that they are there competing is due to a successful life-saving operation.

"Everybody is out there to win, but just getting that second chance at life is winning," said Webster.

Brushfire: FFD and military aid HFD

Continued from A-1

State Civil Defense contacted the Army and Navy requesting the pass be opened as an alternate route, because the brushfire had forced the closure of Farrington Highway.

"We need to understand that we are residents of the state so it's very important for us to contribute where we can to the public good," said C.B. Shaw, director for public safety at Pearl Harbor. "We opened Kolekole Pass to allow an outlet for the citizens so that traffic can continue to flow while the firefighters continue to fight the fire."

The pass, which winds through Schofield Barracks and Naval Magazine Lualualei and is normally restricted to military ID-card holders, was opened for two days to the public, allowing civilians a detour path by which to access other parts of the island.

Rear Adm. Michael C. Vitale, Commander, Navy Region Hawai'i and Commander, Naval Surface Group Middle Pacific said he was proud of the military's efforts in supporting the state agencies in a time of



A U.S. Marine Corps CH-53E Super Stallion helicopter prepares to drop sea water on the brushfire.

emergency.

"We are very proud of the Federal Fire Department and other military agencies who assisted the state with the brushfire," Vitale said. "The Navy is committed to helping not only our military ohana, but, as we are able, our local communities also."

Pearl Harbor survivor vividly remembers "day of infamy"

Story and photo by
Karen S. Spangler
Assistant Editor

For 64 years, Bill Clayton, a Pearl Harbor survivor, carried memories of one of the most significant events in U.S. Navy and American history – the attack on the Pacific fleet at Pearl Harbor on Dec. 7, 1941.

Pearl Harbor hosted Clayton on Tuesday as he returned to Hawai'i for the first time since the tragic event. A seaman assigned to the engineering section on board the destroyer tender USS Whitney (AD-4), Clayton and his shipmates had a "front row seat" as eyewitnesses to history on that morning.

Whitney was berthed on the east loch of the harbor on the northwest side of Ford Island. On that morning, Clayton had been called above decks to lay lines to the destroyers Conyngham, Reid, Tucker, Case and Selfridge. As the attack began, the crew of the Whitney went to general quarters.

According to Clayton, the Japanese zeroes were coming in so close that he could see the Japanese pilots' faces as they dropped their torpedoes and bombs. "They were looking right at us," he remembered.

As the attack continued, Clayton and his shipmates watched helplessly as explosions erupted on the training battleship USS Utah that was moored nearby. Last Tuesday morning, the Pearl Harbor survivor stood near the shoreline at Pearl Harbor, with remains of Utah in the background. "There's not much left anymore, is there?" he said quietly with tears in his eyes.

He reflected on the events of Dec. 7 as he remembered the gigantic explosions that ripped through Arizona, sending her to the ocean's bottom, and seeing the Oklahoma roll over after she was hit.

"We were calm and manned



Bill Clayton, a Pearl Harbor Survivor, and his daughter Debbie Koeck, pause on The Surrender Deck of the USS Missouri Memorial to look at the plaque commemorating the end of World War II.

our battle stations and carried out our orders," said Clayton. As the attack continued, the Whitney issued ammunition and ordnance stores to the destroyers that were alongside and also secured steam devices to those ships.

Within five minutes of general alarm, Whitney's .50-caliber machine guns were firing back at the Japanese planes. The doctors who served aboard Whitney assisted with casualties on board the Solace (AH-5) which was moored nearby.

Seaman Bill Clayton and the crew of the Whitney were later commended for their conduct during the engagement that catapulted the United States into

World War II. The crew was recognized for its efforts as it provided vital supplies and equipment to damaged ships in the harbor during and immediately after the devastating attack.

Clayton was just 19 years old when he served aboard the Whitney, but he still vividly remembers the horrific details of Dec. 7. He enlisted in the Navy when he was only 17 and needed his mother's signature on his papers in order to join the ranks of the sea service.

During their visit to Oahu this past week, the Texas native and his family, including a daughter, son-in-law, grandchildren and a great-granddaughter, toured other historic points

on Ford Island before heading to the USS Missouri Memorial. According to Clayton's son-in-law, Nelson Koeck, "Seeing Pearl with Bill is the central purpose for this trip. Our youngsters need to know."

After touring various places on the Missouri, Sam Lowe - the director of visitor and education programs for the USS Missouri Memorial - led Clayton and his family to the captain's dining room where another small tour group joined them. Suddenly Bill found himself the center of attention after Lowe introduced him as a Pearl Harbor survivor.

As the Missouri visitors crowded around Bill - shaking his hand, snapping his picture and expressing their appreciation for his service to his country - he stood in the center of the group, humbly taking it all in and seemed to be surprised at all of the attention he was getting. There were many tearful eyes in the room as they paid tribute to Bill Clayton, one of America's greatest generation of heroes.

As the visitors left, a mother placed her arm around her young daughter's shoulder, saying, "Someday you will realize the importance of what you have just experienced."

Clayton said that he was enjoying his visit to the islands and Pearl Harbor. "It's so beautiful here. I'm here - I sure am," he quipped, admitting, "Coming here - it was a surprise to me."

Although almost 64 years had gone by, Clayton remembered the "day of infamy" and shared details of his long-ago experiences during his visit to Pearl Harbor. "There aren't too many of us left anymore - and that's a shame," he offered.

But with time has come change. "It's not the same now - the world has changed since then," he said.



U.S. Air Force photo by Technical Sgt. Scott Reed.

A CH-46 helicopter from Helicopter Marine Medium 262 preapares to depart the USS Fort McHenry on Jan. 17. The USS Fort McHenry LSD-43 is performing platform support to helicopter operations to deliver disaster relief and humanitarian aid supplies to remote regions of Indonesia devastated by a tsunami in late December 2004.

USS Fort McHenry hosts BEE students

JO2 James Kimber
Task Force 76
Public Affairs

strong and growing friendship between U.S. and Japanese forces.

"Fort McHenry Sailors are very honored to host ship tours for our friends. We are guests in their country, and we're proud to show them our ship," said Roemhildt.

USS Fort McHenry (LSD 43) hosted a group of Japanese Ground Self-Defense Force (JGSDF) students from the Basic English Exchange (BEE) program in Sasebo, Japan on Aug. 4.

The visit to Fort McHenry was part of the Fleet Activities Sasebo basewide tour for the graduating students of the 29th BEE course. The students were invited to visit the base and Fort McHenry to both thank the Japanese military members for a recent invitation, to U.S. Navy personnel for allowing their visit to the JGSDF base and opportunity to return the kindness.

Fort McHenry Executive Officer Lt. Cmdr. Mark W. Roemhildt said the tour reinforced an already

The ship tour also serves to inform forward-deployed Sailors of cultural growth opportunities and encourage them to interact with locals while stationed in Japan.

BEE is an English conversation program in which selected JGSDF personnel practice their English comprehension skills by interacting with U.S. Sailors stationed in Sasebo. The weekly class is held at the JGSDF base, Camp Ainoora, in Sasebo.

Fort McHenry is a dock landing ship forward-deployed to Sasebo as part of the USS Essex (LHD 2) Expeditionary Strike Group.

Hawaii Navy News Sports

Military golf courses of O'ahu

Hawai'i's military golf courses offer military members and their guest fair greens fees and scenic holes at various locations on Oahu.

PH2 Dennis C. Cantrell
Contributing Writer

Barbers Point Golf Course is located off Geiger Road in the Ewa area. It is an 18-hole, par 72 course that is set in an easygoing environment, making it a relaxing and enjoyable setting for those acquainted with, or unfamiliar with, golf.

"I enjoy golfing at Barbers. It gives me a chance to get away from it all and enjoy myself in a relaxing game of golf," said Bill Purdell, a Sailor at Naval Computer and Telecommunications area Master Station, Pacific.

Barbers Point Golf Course offers an assortment of services, including a driving range, rentals and a junior golf program. For more information, call 682-1911.

Leilehua Golf Course is located near Wheeler Army Airfield off H-2.

Commanding eucalyptus and palm trees surround this 18-hole, par 72 course.

Staff Sergeant Chris Almli of Hickam Air Force Base said, "Leilehua is a narrow course. If you don't hit it straight, you'll end up in the forest. It is also a very wet course. If you have trouble getting your golf ball to stick to other greens, try Leilehua."

According to their web site, Leilehua Golf Course is a secluded treasure, set back from the hustle and bustle of busy life and is a premier Army golf course on Oahu. Leilehua offers a variety of services including a driving range, Mizuno club fitting and a free women's golf clinic. For more information, call 655-4653.

Mamala Bay Golf Course is located on Hickam Air Force Base. This 18-hole, par 72 course is set on the ocean with a spectacular view of Diamond Head crater.

"The 11th hole is a challenging par 3, but the view you have of Diamond Head is spectacular," said David Clukey, a Sailor attached to Naval Station Pearl Harbor.

Mamala Bay offers an assortment of services including rentals, golf lessons and a driving range. For more information, call 449-6490.

Kaneohe Klipper Golf Course is

located on Marine Corp Base Kaneohe Bay off H-3. This 18-hole, par 72 course's front nine is set against the Ko'olau Mountains and the back nine extends the Pacific coastline.

Retired Navy Commander, Robert McGann said, "Klipper Golf Course is absolutely beautiful. The back nine are just amazing. When you get to the 13th hole, the ocean is just right there in your face, just an unbelievable course."

The Kaneohe Klipper Course offers a variety of additional services including golf lessons, a junior golf program and rental equipment. According to their Web site, Kaneohe Klipper is one of the world's best military golf courses, consistently voted number one by Department of Defense patrons. For more information, call 254-2107.

More military golf courses include the Hickam Par 3, Navy-Marine Golf Course located at Pearl Harbor and the Walter J. Nagorski Golf Course at Fort Shafter.

Each course has its own tee time reservation policy. In general the earliest one can make a tee time is four days out. Please be advised that course pricing is constantly being adjusted, so it's recommended calling the courses for more information.



U.S. Navy photo by PH2 Dennis C. Cantrell
Retired Navy Commander, Robert McGann prepares to tee off the number one hole at the Hickam Par 3 Golf Course. The Hickam Par 3 course is one of the many military golf courses located on Oahu.

Surface Navy Assoc. to host awards lunch- eon at Rainbow Bay



SNA Public Affairs

The Surface Navy Association, Pearl Harbor chapter will hold its annual SNA Awards Luncheon from 11:30 a.m. to 1 p.m. 26 Aug, at the Rainbow Bay Marina.

The SNA luncheon will feature Adm. Gary Roughead, commander of Pacific Fleet, as guest speaker.

"Coming less than two months after his change of command, this is a terrific opportunity to hear the admiral provide his perspective on the Pacific Fleet and the state of the surface Navy," said Capt. Dell Epperson, SNA president. "At the same time, we will be honoring one junior officer with the Vice Adm. Kihune Award, and one chief petty officer with the BMC Estes Award, along with the Tribute to Freedom winners."

Cost of the luncheon is \$9 for SNA members, \$12 for non-members. For those



Adm. Gary Roughead

who join that day, discounts will be offered which will substantially reduce the cost of the meal. In order to ensure an accurate count, RSVP to Lt. Rey Corpuz at rey.corpuz@navy.mil. Uniform for the event is summer whites.

Finally, CPO selectees are now offered a free

three-year membership. SNA is extending to E-7 selectees (ESWS qualified) a three-year complimentary (free) membership. Membership applications are available to the new selectees by joining online at <https://www.navysna.org/TEMPAPPLIC.asp>.

Submariners visit namesake city



U.S. Navy photo

Submariners of USS Cheyenne (SSN 773) left to right) Electronics Technician 1st Class (SS) Nick Green, Machinists Mate 1st Class (SS) David Pojar and Chief of the Boat, Sonar Technician Master Chief (SS) Andrew Worshek, sign photos of their Pearl Harbor-based Los Angeles-class attack submarine at the Frontier Mall in Cheyenne, Wyo. July 27. In addition, the submariners met with the state's governor and Cheyenne's mayor, participated in a rodeo, a parade, and several other community events while visiting their namesake city from July 22 to July 28.