



**Post 9/11**  
Sailors reflect on their reasons for joining the Navy. See story on page A-8.

## Sailor wins Spirit of Service Award



U.S. Navy photo by JOSA Byung K. Cho  
Yeoman 2nd Class Elizabeth Joy Avalos stands with the American Legion Spirit of Service Award at the Hawai'i Convention Center in Aug. 23.

**JOSA Byung K. Cho**  
U.S. Pacific Fleet Public Affairs

Yeoman 2nd Class (SW) Elizabeth Joy Avalos of Naval Air Station (NAS), Meridian, Miss., received the American Legion's Spirit of Service Award at the Hawai'i Convention Center in Honolulu on Aug. 23.

Air Force Gen. Richard B. Myers, the Joint Chiefs of Staff chairman, presented the award. The American Legion, an organization comprised of active duty and retired service members, gives out the award for volunteering one's time to the community. The annual award is given to one person from each branch of the armed forces.

The other service members that won the award were:

- Coast Guard Boatswain Mate 3rd Class Erik G. Relford of the United States Coast Guard Cutter Oak based at Charleston, S.C.
- Army Specialist Megan



McCartney of the 232nd Medical Battalion based at Fort Sam Houston, Texas.

- Marine Cpl. Jeffrey S. Carrway of Current Operations Division, Plans, Policy and Operations Headquarters in Washington, D.C.
- Air Force Tech. Sgt. Roland Kearney Jr. of the 552nd Computer Systems Squadron at

Tinker Air Force Base, Okla.

Avalos was nominated in June by her commanding officer for volunteering her free time to help take care of children at Hope Village orphanage and assisting with events at the Special Olympics. She also helps take care of the elderly at the Guardian Angel Nursing Home and helps build homes for Habitat for Humanity. Avalos was also named the 2004 Military Citizen of the Year for NAS Meridian.

"It's an honor to win the award because there are so many people in the Navy that deserve the award, too," said Avalos. "I'm still pretty overwhelmed. The impact of receiving the award didn't hit me until I was up there on the podium."

During the ceremony, Myers said that it was service members like the ones who received the award that make our military the strongest and most professional in the world.



**NCTAMSPAC**  
Offers big fun in a little place. See story on page B-1.

## USS Los Angeles officer selected for achievement award

**JOC(SW/AW) David Rush**  
Commander Submarine Force, U.S. Pacific Fleet Public Affairs

On Aug. 5, the Hispanic Engineer National Achievement Awards Corporation (HENAAC) announced that Lt. Gabriel Anseeuw of USS Los Angeles (SSN 688) was selected as Luminary honoree.

The award ceremony is slated to take place Oct. 7 in Los Angeles.

The navigator of the nuclear-powered, attack submarine homeported at Pearl Harbor said he was honored that he was selected. "I was pleasantly surprised. My executive officer put me in for the award, but I didn't think I was going to get it."

When Anseeuw was 10 years old, his family moved from Puerto Rico to Miami. His father is French and his mother is from Cuba. Growing up in Miami, he said he was raised as a Cuban-American.

After graduating from high school, he enlisted in the Navy in 1991. He said he was encouraged by a leading chief petty officer to seek a commission. "I knew when I joined the Navy I was going to [do] something in engineering. The day before my college orientation, I decided to go the Navy recruiting office and I enlisted as an electrician's mate. My chief back in 1991 had me apply to the Naval Academy," said Anseeuw.

Since then, the Naval Academy graduate has never

looked back and is determined to make the most of his career opportunities in the Navy's submarine force. "The best thing about the submarine community is the people. It's not an automated submarine. People run it and the spirit of the ship is the crew. They're a great bunch of guys," Anseeuw said.

Anseeuw encourages fellow submariners to pursue their dreams. "It's just a matter of understanding there are opportunities out there. Many more than you probably know about - commissioning programs, scholarships, tuition assistance, you name it, it's out there."

Anseeuw said information about the programs is the key to success and it's very easy to find, thanks to the Navy's Web site. "The Navy.com Web site will do wonders for you. It lists programs that I never knew about and that have been around for years."

As a submariner, he has set his sights at one day commanding his own attack submarine. "I want command of my own ship. Command at sea - that's where it's at," concluded Anseeuw.

According to the executive officer of USS Los Angeles, Lt. Cmdr. Michael Brunner, Anseeuw is an invaluable asset to the submarine. "His dynamic leadership abilities, exceptional foresight and endless supply of personal energy turned a struggling and inefficient department into one of the best performing navigation teams in the entire Pacific submarine force."

▼ See ANSEEUW, A-10

## Naval Station Pearl Harbor gets new CO

Capt. Taylor Skardon relieves Capt. Ronald Cox as commanding officer, Naval Station Pearl Harbor and chief of staff of Commander Navy Region Hawai'i during a change of command ceremony aboard Battleship Missouri Memorial today.

Skardon is a native of South Carolina and a 1982 graduate of The Citadel. His tours at sea include serving as the main propulsion assistant and first lieutenant on USS Deyo (DD 989); engineer officer on USS Nicholson (DD 982); commissioning engineer officer on USS Lake Erie (CG 70); and executive officer on USS Vicksburg (CG 69). From December 2000 to September 2002, Capt. Skardon served as the commanding officer of USS O'Kane (DDG 77). During this period, O'Kane completed her maiden deployment, having served with the USS Carl Vinson Battle Group in Operation Enduring Freedom and was awarded the Battle Efficiency "E" from Commander Destroyer Squadron-31.

Skardon's assignments ashore include serving as an instructor at the United States Naval Academy, an action officer supporting the Navy's theater ballistic missile defense program on the Navy staff, and as the surface officer placement officer and assistant surface captain detailer at the Bureau of Naval Personnel (Pers-41). After command of O'Kane, Skardon reported to the Office of the Secretary of Defense where he served as the director of Senate affairs. He reports to Naval Station Pearl Harbor after recently graduating from the National War College as a member of the class of 2005.

Skardon holds a bachelor of science degree in business administration, a master's of science in information systems management from George Washington University and a master's of science in national security strategy from the National War College.

His personal awards include the Defense Superior Service Medal, the Meritorious Service Medal with one gold star, and the Navy Commendation Medal with four gold stars.



## Hawai'i Navy News Briefs

### All Hands Call

Vice Adm. Gerald L. Hoewing, United States Navy chief of naval personnel and deputy chief of naval operations will hold two all hands calls at Sharkey Theater. The first will be held Aug. 31 at 1 p.m. and the second will be held Sept. 1 at 10 a.m. For further information contact your command master chief.

### WWII commemoration ceremony

The USS Missouri Memorial Association will commemorate the 60th anniversary of the end of WWII at a ceremony Sept. 2 at 8:45 a.m. at the Battleship Missouri Memorial at Ford Island. The ceremony includes a keynote address by the Commander of the Pacific Fleet, Admiral Gary Roughead; an F-15 missing man formation fly-over; howitzer 21-gun salute; joint forces color guard; and joint military band performances. The event is free and open to the public by registering at <http://www.usmissouri.org/60th/invitations.htm>. Service members, their families, DoD civilians and other DoD ID cardholders are welcome to attend and registration is not necessary.

### Boutiki Gift Shop

The Boutiki Gift shop is holding a one-day special discount tent sale today from 9 a.m. to 1 p.m. at the shop. For more information call the Boutiki at 422-6662.



U.S. Navy photo by JO2 Devin Wright  
HFD firefighters stand at parade rest during a conveyance ceremony for the Charles H. Thurston Training Center on Aug. 22 at the center.

## HFD holds conveyance ceremony

**JO2 Devin Wright**  
Editor

The Honolulu Fire Department (HFD) held a conveyance ceremony for the Charles H. Thurston Training Center on Aug. 22 at the center.

The deed that conveyed the property from the Navy to HFD was recorded July 15, giving the department its first permanent training facility.

In 1987, the HFD leased the property from the Navy and opened the Mokulele Fire Station. Talks for the HFD to purchase the property from the Navy began in 1994.

"Passing ownership of the Charles H. Thurston Training Center and Mokulele Fire Station from the Navy to the HFD has been a 10-year journey, but this transfer is natu-

rally the right thing to do," said Capt. Ronald Cox, Commander, Navy Region Hawai'i chief of staff. "We all win. Being part of a community means helping each other. We're very proud to be able to help the city meet a common goal and provide the best service to our military families and the citizens of Hawai'i. Both fire departments have worked together and will continue to work together and now they will train together through this facility transfer agreement," he said.

With the assistance of Senator Daniel Inouye, the Navy agreed to transfer the fee simple title to the City and County of Honolulu.

"All this was made possible by Senator Daniel Inouye who sponsored the special legislation allowing the city to negoti-

ate this transfer," said Cox. "He remained true to the vision and execution of this endeavor."

HFD Fire Chief Attilio K. Leonardi said the training facility is necessary in saving lives.

"This training facility is essential in the training of not only city firefighters, but federal fire fighters as well," said Leonardi. "We are in the business of saving lives and property. We need training to do that. This facility will allow us to train to save the lives and property of our citizens both civilian and military."

The training center was named in honor of Charles H. Thurston, the 17th HFD fire chief who served from 1901 to 1928, the longest tenure of any fire chief in the department.

# USS Port Royal (CG 73) demonstrates surface Navy's newest ASW capability

## USS Port Royal Public Affairs

USS Port Royal (CG 73), already a test platform for Aegis ballistic missile defense and the MK-38 25mm cannon, again had the chance to test another piece of equipment for the Navy. The AN/SQQ-89A(V)15, the surface Navy's newest and most sophisticated sonar suite, was put to the test over a grueling seven days of round-the-clock anti-submarine warfare (ASW) operations from Aug. 6-12 in the Hawaiian operating area.

The seven days of testing were part of an underway period that had two goals: test the A(V)15 and participate in a training exercise for the submarine community. After getting underway on Aug. 5, Port Royal headed to Naval Magazine Pearl Harbor (NAV-MAG) to onload four torpedoes and two vertically launched ASW rockets (VLA). Port Royal got underway from NAV-MAG and headed west of Oahu.

The operational test and evaluation (OPEVAL) of the A(V)15, conducted by Commander Operational Test and Evaluation Force, culminated a long process of development which started for the Port Royal with installation in

August 2004. This multimillion-dollar program reflects the Navy's re-emphasis on anti-submarine warfare in the post-cold war era. The OPEVAL is a necessary step to accomplish before the Navy approves the A(V)15 for fleet-wide installation. USS Chung Hoon (DDG 93) also tested its very capable sonar system which shares much of the same functionality as the A(V)15.

The training exercise USS Port Royal participated in was Submarine Command Course (SCC) 05-3. SCC is an exercise designed to test and train prospective submarine executive officers and commanding officers through classroom and realistic at-sea scenarios. The submarines, aircraft and other surface ships participating in SCC provided the perfect opportunity to test the A(V)15.

The at-sea portion of SCC began on July 29 and was completed Aug. 11. USS Rentz (FFG 46) and USS Chung Hoon (DDG 93), along with Port Royal, served as worthy adversaries for the SCC students. Nearly every type of ASW situation was demonstrated, including choke-point transit, harbor egress, high-value unit screening, and area sanitation. HSL-37 provided sev-

eral days of helicopter support for the surface and submarine units. P-3 fixed-wing aircraft from a Naval Patrol Squadron also participated in the events and were effective ASW detection and attack assets. Chung Hoon and Port Royal had the opportunity to act as squadron augmentation unit commander, directing all other platforms in the search and attack of opposing submarines.

Demonstrating the symbiotic relationship between USS Port Royal and the submarine community, OPEVAL and SCC happened concurrently. While the surface ships and aircraft acted as opposing forces for the submarines, Port Royal was able to take advantage and track the submarines and employ the A(V)15. By providing service to each other, both sides were able to accomplish their goals. This is not the first time Port Royal and Commander Submarine Force, Pacific Fleet helped each other. Over the last seven months, Port Royal has participated in several ASW exercises with submarines based at Pearl Harbor and elsewhere. The submarines used the ships as an adversary while they were used to test the sonar system and its ability to track underwater contacts. No class or computer-based trainer could have provided this opportunity.

Immediately following the conclusion of SCC on Aug. 11, Port Royal coordinated the launch of two vertically launched anti-submarine rockets as the final part of OPEVAL. Ships seldom get the chance to shoot these weapons. Within the span of a few hours, Port Royal was able to launch two VLAs accurately at an underwater target. The ship returned to port that evening in high spirits after successfully completing OPEVAL and participation in SCC.

"We feel lucky to get the chance to launch a VLA. Most ships never get the chance and we launched two," stated Sonar Technician 3rd Class Jesse James.

Capt. David Matawitz, commanding officer of USS Port Royal, stated, "I firmly believe we have the finest sonar team in the U.S. Navy and we have a one-of-a-kind system which will enable us to conduct ASW missions around the globe."



U.S. Navy photo

Sonar technicians aboard USS Port Royal (CG 73) man the control console during operational test and evaluation.

## Correction...

In the August 5 edition of Hawai'i Navy News, we posted the names of the CPO selects from around the island. However, in doing so, we made errors regarding the Makalapa Naval Health Clinic, Hawai'i chief selects. The correct names and ranks are as follows:

### Makalapa Naval Health Clinic, Hawai'i:

- HMC (SEL) Arne Marin
- HMC (SEL) Angelito Santos
- HMC (SEL) Matthew Lowery
- HMC (SEL) Timothy Hill
- HMC (SEL) Robin Ward
- HMC (SEL) Kevin Jelenski

## Shipyard team volunteers on 'Mighty Mo' facelift

### Kristin Ching

Pearl Harbor Naval

Shipyard Public Affairs

the job in less than four hours.

"They actually saved us quite a bit of money, at least . . . about half a million dollars," said Napoleon Arline, USS Missouri Memorial Association manager of volunteer programs. "For the amount of time they took, they did such a great job."

The effort was one of a multitude of ongoing projects where the Navy gives back to its supporting public.

Roberts said he got involved with volunteering for the Battleship Missouri Memorial because "the USS Missouri is a national treasure and it was such an important part of our history, especially 60 years ago."

According to a Navy master chief said, "I think it's important to give back. It's not just for the command; [volunteering] is a very personal thing for me."

For more information on Pearl Harbor Naval Shipyard, visit <http://www.phnsy.navy.mil>.

More than 130 Navy and community volunteers gave the Battleship Missouri Memorial a fresh coat of paint Aug. 20 in preparation for ceremonies marking the 60th anniversary of Japan's formal WWII surrender.

"Folks just started showing up and it was absolutely amazing," said Master Chief William Roberts from Pearl Harbor Naval Shipyard, who organized the event with the help of the Missouri staff.

The team, led by more than 50 shipyard chiefs, included chiefs from in-port vessels, family members and a local Boy Scout troop.

In addition to touching up the paint on the historic vessel's main hull and superstructure, the group made repairs to the chief's quarters, decks and sanded the antique wooden stairwell.

Roberts said they finished

# Hawai'i Navy News Editorial

## Who's looking out for your career?

### Pacific Fleet Master Chief (SS/SW) R. D. West

I was reviewing a service record for a shipmate the other day and it got me thinking about this column. I hate to say it, but I need to get on the IMC and talk awhile.

I hear a lot from Sailors about what they need to do to make chief or get selected for the many programs the Navy offers. What duty assignments do they need to take, what kinds of collateral duties are important, what does a selection board look at?

Hopefully through this article, I can provide you some insight to ensure your career stays on track.

Any board is going to be looking at you, as a Sailor, as your evals, fitreps and record portray you. Bottom line.

You could be the best Sailor in the world, taking all the hard duties and assignments, being the go-to Sailor at every command, volunteering at every possible Navy and community event. And yet with all that, you could not get selected. And for one all-too-prevalent reason - your evals and/or fitreps.

So I guess my question back to this - who's looking out for your career? There's only one good answer and we all know what it is. Problem is, many of us don't act on that answer.

For those in denial, the answer is - you are. And that means learning and understanding the eval/fitrep system beyond the required due dates for the mid-term counseling and the actual eval/fitrep signing.

For our junior Sailors out there, you should be making sure you get your mid-term counseling and taking it to heart. The mid-term isn't



FLTCM(SS/SW)  
Rick West

designed to tell you what kind of marks you'll get or what the writeup will be like.

It's designed to give you guidance and direction to improve. And you need to listen. You need to get a copy of the counseling and use it as a road map in getting yourself to your goals - whatever they may be.

The Navy is getting smaller and more competitive, so ensure you give yourself the edge. Advancement is money and I know we all like that.

For our senior folks, each and every one of us should learn the evaluation system and sit a board for the experience. You will be surprised at what you will learn about writing evals and how you can improve your team. Too many of our senior folks rest on the hopes that Navfit 98a will somehow make everything work well. Former board members will tell you that isn't right.

We chiefs have to make sure we are doing our level best to write fair, honest and reliable fitreps and evals on our Sailors under our charge - as well as teaching them how to do it for their folks as well.

It pains me to see so many evaluations with vague or broad statements that are completely unsubstantiated in the remarks. Don't write all the fluffy/big words ... tell it like it is and highlight the many good things the Sailors are doing. Lose the spelling and grammar

errors, end runs around the system to make folks look better, and smoke screen numbers that could only be accomplished by someone working 28 hours a day, nine days a week. Selection boards see through it.

And those of us putting our names on these things and/or letting our Sailors sign them are flat-out wrong and we're doing our Sailors a huge disservice. Just as well, if you are signing an eval full of fluff and no substance, then you are just as much to blame.

So how do we fix this? Well, it calls for good old-fashioned deckplate leadership. Chiefs and first classes need to understand the system and learn the evaluation instruction. They need to read the selection board feedback about evaluation comments - the good ones and the "pearls." These come out every year!

They need to take that knowledge back to their workcenters and then apply it fairly and accurately. They need to explain to their Sailors why they got the marks and how to either improve or take great performance to the next level. (Don't rest ... continue to make improvements in your performance.)

Finally, a topic of debate is command ranking. I know there are lots of arguments pro and con on this topic, but I'm telling you from experience, it's crucial. Most folks worry about the P, MP or EP. These are factors, but selection boards also look for command ranking - and not just the EPs either. A 25 of 100 MP carries a lot of weight with boards, probably much more than one of one EP. Make sure you are ranking your folks within the command.

For the junior folks, do everything I just said. But also be involved. Make yourself competitive, push to make your division, your department and the command the best the Navy has to offer and the rewards will come. Take the time over the course of the year to write down your accomplishments so when it's time for you to provide input, it readily comes to mind. You will be surprised at how much you can forget.

Sailors being evaluated need to take on the mid-term counseling and guidance and apply it as an improvement plan. Go back and get routine check-ups from the LPO or LCPO just to make sure you're still on track.

OK, so now we all are tracking the same. We're responsible for our careers. Our chiefs and LPOs are there to help and guide, but it still comes down to the individual. So how do we fix problems?

Well, I'm not the most computer-savvy guy in the world, but the Navy Knowledge Online (<https://www.nko.navy.mil/portal/splash/index.jsp>) portal can get you started. Log on and review your online training jacket. Get your chief or LPO to look it over with you and ask questions - and get answers!

You can also log onto Bupers Online (<https://www.bol.navy.mil/>) and print out a copy of your enlisted summary record and your performance summary record. Make sure they are right and everything is there. Additionally, order a CD-ROM copy of your entire service record as BUPERS knows and checks for discrepancies.

If you are missing an eval or

fitrep, a selection board member is going to wonder why. Start learning. You can get the evaluation instruction at [http://buperscd.technology.navy.mil/bup\\_updt/508/Instructions/InstructMenu.htm](http://buperscd.technology.navy.mil/bup_updt/508/Instructions/InstructMenu.htm), so download it and start reviewing it.

So to wrap up my time on the IMC, let me give a quick review:

- Leaders need to write strong, honest, accurate evals/fitreps that are realistic and reliable; cut the fluff and gimme the facts.

- Leaders need to be involved in their Sailors' careers by giving solid, useful guidance and career counseling to help them improve.

- Leaders need to rank their Sailors within the command.

- Sailors need to take an active interest in their records and evaluations. Keep a record of your accomplishments.

- Sailors need to learn how the evaluation system works, listen to the leadership's counseling and guidance about performance, and apply it.

- Sailors need to always work hard and the rewards will come.

Well, that's enough this time. I hope you understand my passion on this subject because I don't want any qualified Sailor overlooked by any board. I want you to succeed. I want the chiefs to ensure our Sailors have all the "tools in their tool box" to succeed because that's what we do.

We are doing some great things in our Navy. Every day I'm amazed at the talent and work ethic that keeps our Navy at the forefront. Stay safe, shipmates, and I'll see you out on the deckplates. Hoo-Yah!

Commentary

## Chapel Pennant

### Back to school

**Cmdr. P.J. McCormick**  
Chaplin Corps, USN  
Naval Station Pearl Harbor

Traditionally, the end of August or first of September has been the happy and sad time of the year when students go "back to school." The time of relaxation and vacation is over and now it is time to get back to business as usual. We enter the long period of the year when the routine schedule of everyday life is taken on once again. It is sad because the joy of doing something different and fun is over, but it is happy because this is the time of the year when real human progress is made in life. The summer is only valuable if it enables us to enter the "back to school" phase of life renewed and refocused on life's goals.

While students go "back to school," the rest of us get back into the normal routine of everyday living. This is the time of real growth and achievement in life, the time that people advance in their professions and vocations.

"Back to school" time is a time for all of us to reflect on the ultimate purpose and the specific goals in our lives that lead to the attainment of that ultimate purpose for which we live. It is a time to turn back to our God with renewed energy and thanksgiving, a time to seek again the knowledge and fulfillment of His will in our lives. It is a time to take up with renewed seriousness finding our God through prayer, reading of our Scriptures, and Sunday worship and Sunday school.

It is good for students to go "back to school." It is good and necessary for all of us to go back to the search and fulfillment of life's goals and purpose. And each of us has a unique purpose of life that no other person ever has or ever will have. Let's all get ready to go "back to the school of life."

## Reviving a battered morale



U.S. Navy historical photo

Three Sailors watch the USS Nevada departing from Pearl Harbor after temporary repair of bomb and torpedo damage during the Japanese air raid on Dec. 7, 1941. This photograph is dated April 19, 1942, possibly taken as the ship was leaving Pearl Harbor for a trial run. The Pearl Harbor Navy Yard's work on her was completed on April 22, after which she steamed to the Puget Sound Navy Yard in Washington State for permanent repairs and modernization. Note: the Sailors are each carrying a gas mask container.

## Hawai'i Navy News

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# Hurricane awareness: Taking care of last minute details

(part 7)  
**Karen Spangler**  
*Assistant Editor*

As Hurricane Hilary churns the waters of the eastern Pacific, weather forecasters at the Joint Typhoon Warning Center in Hawai'i have been watching the storm and noting its progress. Currently a tropical storm, Hilary should continue to weaken to tropical depression strength, according to officials at the Joint Typhoon Warning Center in Hawai'i. Hilary isn't expected to cause any problems for the Hawaiian Islands.

With a hurricane season that runs until November, there is still plenty of potential for one of the storms to create havoc and destruction in Hawai'i. Island residents are advised to plan and take care of last minute details before a storm arrives and avoid waiting until the last minute – that could leave you marooned and/or unprepared.

Don't pay attention to rumors. Rely only on accurate sources of information – such as emergency broadcast system announcements on radio and television, Navy Channel 2, and the other emergency numbers (Oahu Civil Defense, National Weather Service (NWS), etc.) that will give up-to-date information. The emergency broadcast system will also provide details on the location of evacuation shelters and opening times.

Oahu Civil Defense offers the following guidelines for Hawai'i residents in the event that a hurricane or tropical storm should head toward the islands.

It is important that you stay off the roads during high wind conditions. If you are outside and the wind is strong enough to blow down signs and tree branches, immediately seek shelter. You can be knocked down by strong winds or injured by flying debris.

- Park your car in a garage or in an open space away from trees and utility poles. It isn't a good idea to park in an underground garage that may flood.

- Bring your pets inside. Make sure you have plenty of newspaper available for sanitary purposes.

- Try to keep your phone lines clear

unless you need to contact authorities with emergency information.

- Know where your evacuation shelters are. If you are instructed to evacuate, be prepared to leave immediately.

- Board or tape windows if winds are expected to exceed 100 mph. Small windows can be broken from wind-driven debris. Large windows may be shattered by wind pressure. Such items as sand bags and tape can be obtained from the housing self-help stores. Close drapes and blinds to contain flying glass if windows break.

- Be sure to secure or store away any outdoor objects that could be blown away or could cause damage. This includes garbage cans, garden tools, toys, lanai furniture, barbecue grills, etc.

- Now is the time to fill the emer-

gency water supply items that you previously sanitized.

- The importance of staying tuned to media advisories about the approaching storm cannot be stressed enough. Monitor the storm's position. Know when it is expected to arrive.

Don't panic – stay calm as you ride out the storm until the emergency has passed.

Don't be lulled into a false sense of security and feeling of safety when the eye of the storm, the hurricane's center, is overhead. The winds will calm for a period of a few minutes to a half hour or more. If emergency repairs are not absolutely essential, continue to stay in a safe place. Remember that as soon as the eye passes, the winds will again increase to hurricane force very rapidly and at that time, will come from the oppo-

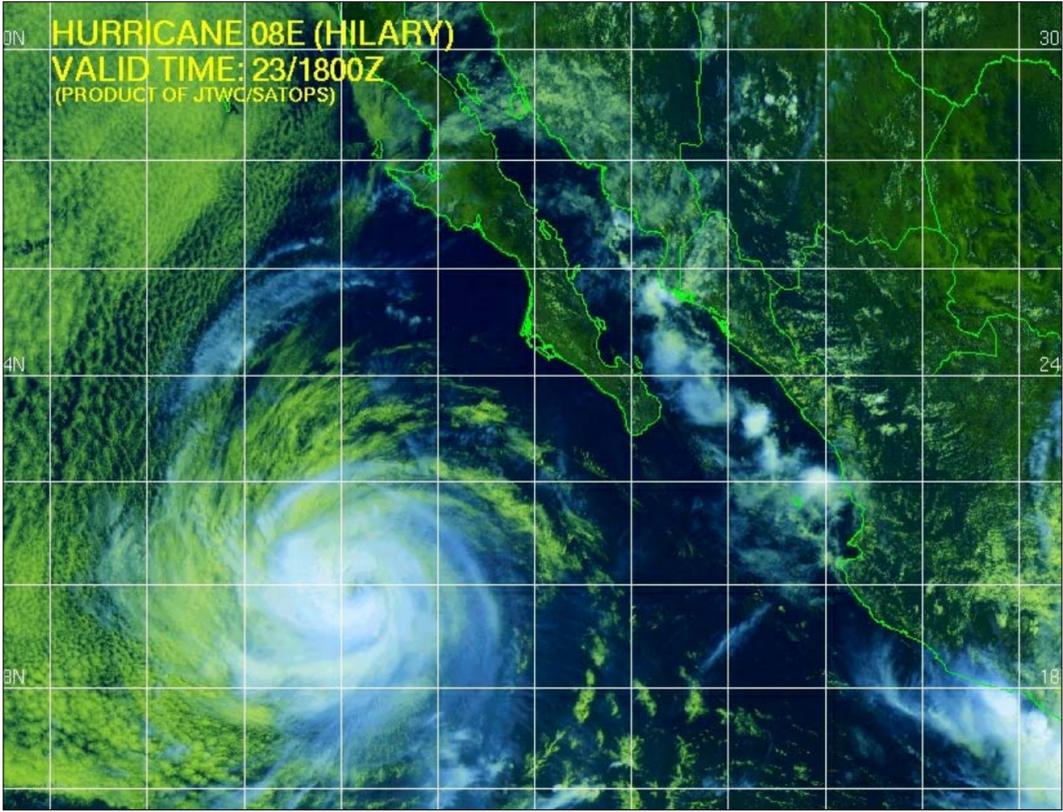
site direction.

Hurricanes can cause severe flooding in low-lying areas. Listen to warnings and stay away from coastal areas, rivers and streams.

Prepare yourself for the emergency in plenty of time, take all warnings and cautions seriously, and follow the guidelines. In an emergency situation, local officials and relief workers will be on the scene. But they will not be able to reach everyone right away. It is up to you to know what to do and then do it.

The safety and well being of you and your family will strongly – and possibly totally – depend on your knowledge, your awareness and how well you have prepared. Don't short change them – or yourself.

*(Some information provided by Oahu Civil Defense and Joint Typhoon Warning Center.)*



Courtesy of Naval Maritime Forecast Center/Joint Typhoon Warning Center

## Hurricane Warnings/Watches

Weather/marine advisories:

Issued when storms are within 1,000 miles of Honolulu, Hawai'i.

Hurricane watch:

Issued when there is a strong possibility that the storm could threaten coastal or inland communities within 36 hours or less.

Hurricane warning:

Issued when there is a high

possibility that hurricane force winds will arrive within 24 hours or less.

# Santa Barbara welcomes USS Ronald Reagan crew members

JO3 Cynthia Smith  
Fleet Public Affairs, Pacific

More than 3,000 Sailors from USS Ronald Reagan (CVN 76) received a warm welcome Aug. 19 from the residents of Santa Barbara Calif. as they experienced all the food, shopping and hospitality the city has to offer.

"Everyone I have run into has been very generous and inviting," said Lt.j.g. Taiwan Holmes, Reagan's repairable asset management branch officer.

"It is amazing to see people go out of their way to thank you for the job you are doing," Holmes added. "It is very encouraging."

Sailors took tours of the Ronald Reagan Presidential Library and the Reagan Ranch, Rancho del Cielo. Other special events during the three-day visit were the Reagan Golf Classic and multiple receptions held aboard Reagan.

In addition to activities for visiting Sailors, local residents and businesses showed their support and appreciation to the men and women serving in the military.

"Watching such a powerful ship pull in reminded me of the great strength our Navy and country possesses," said Bret Foster, a resident of Santa Barbara. "It is amazing to see how far our technology has advanced in just a few decades."

According to Stevie Danley-Considine, a waitress at Breakwater Restaurant in Santa Barbara, Foster isn't the only one who is enjoying Reagan's arrival in Santa Barbara.

"We all feel very close to this ship," said Danley-Considine. "Everyone has been looking forward to talking and getting to know the Sailors from Reagan. To everyone in Santa Barbara, this is really the ship's homeport."



U.S. Navy photo by JO2 Brian P. Biler

Hull Maintenance Technician 3rd Class Zachary D. Dimare, left, helps a Philippine Navy diver prepare his gear aboard the rescue and salvage ship USS Safeguard (ARS 50), for a familiarization dive during the Philippines phase of CARAT. The training is an annual series of bilateral military training exercises with several Southeast Asian nations designed to enhance the interoperability of the respective sea services.

## Safeguard crew breaks language barriers in multi-national exercise series

IT3(SW/DV)  
Jason M. Tucker  
USS Safeguard Public Affairs

JOSN Adam R. Cole  
Task Force 76 Public Affairs

USS Safeguard (ARS 50) completed the final phase of Cooperation Afloat Readiness and Training (CARAT) 2005 in the Philippines on Aug. 23, successfully solidifying a long road in cooperation at sea and ashore.

During the multi-national exercise, Safeguard conducted training with six different countries: Singapore, Thailand, Malaysia, Indonesia, Brunei and the Philippines.

"The number and type of things that Safeguard Sailors have accomplished this sum-

mer is pretty remarkable," said Lt. Cmdr. Doyle Hodges, Safeguard commanding officer. "We've conducted diving and salvage exercises with six different nations, helped to clean up schools and orphanages, enjoyed liberty all over Southeast Asia, towed another ship, done lots of valuable training, and qualified Sailors in every watch station from lookout to engineering officer of the watch to officer of the deck."

Hodges noted that other nations' divers were always "eager and professional." Safeguard's commanding officer emphasized that every exercise involved mutual growth and a strengthened confidence in each other's abilities.

Throughout CARAT,

Hodges noted that there was a perfect semblance of hands-on with classroom training. Safeguard's dive staff used the Mark (MK)-21 surface supplied diving rig, a device that supplies air to divers in the water. At each stop, Safeguard brought out its "mud monster," a large yellow box, whose sides measured five-feet by five-feet, made to simulate salvage operations. The crew even partnered with the Royal Malaysian Navy to pull a purposely-sunken sport utility vehicle from the ocean floor in Tioman Island, Malaysia.

Each CARAT phase presented a new challenge and a new language. One thing that helped Safeguard crew members through the language barrier is the international diving sign language used

during underwater exercises.

"I enjoyed breaking the language barrier between the two navies," said Hull Maintenance Technician 3rd Class (DV) Zachary D. Dimare of the Indonesia phase of CARAT. "It was challenging, yet rewarding to work with a culture so different from ours."

"I have enjoyed interacting with all the different cultures thus far in CARAT," added Boatswain's Mate 3rd Class (DV) Danielle R. Smith. "It has been the experience of a lifetime!"

Safeguard is a forward-deployed rescue and salvage ship operating out of Sasebo, Japan and is part of Task Force 76, the Navy's only forward-deployed amphibious force.



U.S. Navy photo by PH1 Michael Moriatis

Intelligence Specialist 1st Class Zirie Benton, right, assigned to the Nimitz-class aircraft carrier USS Ronald Reagan (CVN 76), congratulates players from the Santa Barbara Fire Department after a friendly game of softball hosted by the local Navy League. Reagan is currently conducting a weekend port call in the port of Santa Barbara, Calif.

## Ecuadorian migrants rescued from dangerous voyage

U.S. Coast Guard Pacific Area Public Affairs

USS McClusky (FFG 41), working under the tactical command of the U.S. Coast Guard District 11 commander, rescued 166 Ecuadorian migrants from an overloaded vessel 300 miles south of Guatemala on Aug. 19.

The Navy ship discovered the migrants aboard a 55-foot, Ecuadorian-flagged fishing vessel while conducting counter-drug operations. The migrants requested to be taken aboard the Navy vessel because of concerns for their safety. The vessel they were aboard, the Lakshmi I, was dangerously overloaded and not suitable for the type of voyage it was undertaking. A Coast Guard law enforcement detachment aboard the Navy ship conducted the transfer. Lakshmi I sank on its own shortly after the migrants were removed. The Ecuadorians are scheduled to be repatriated through Guatemala today.

"Voyages like this are extremely dangerous," said Rear Adm. Kevin J. Eldridge, Commander, Eleventh Coast Guard District, adding, "We frequently hear about the dangers facing those attempting to cross the Florida Straits or the Mona Passage between the Dominican Republic and Puerto Rico on makeshift rafts and unseaworthy vessels. But it is not



U.S. Coast Guard photo

An overloaded boat carries Ecuadorian migrants, discovered August 19, by a U.S. Navy ship working under the tactical command of the U.S. Coast Guard.

often that you hear about the perils of making much longer voyages in the eastern Pacific from Ecuador on grossly overcrowded and unseaworthy vessels."

Migrants typically pay thousands of dollars for conveyance by sea from Ecuador to a Central American country, where they attempt to enter the United

States by land. Coast Guard records from previous cases show that the migrants are often found suffering in poor conditions aboard overloaded and

unseaworthy vessels.

The danger of these trips was demonstrated on Aug. 13 when a boat sank with approximately 100 migrants 160 miles north of Manta, Ecuador. Nine survivors escaped the sinking vessel and survived four days in the Pacific Ocean before being rescued by an Ecuadorian fishing vessel. Ecuadorian and Colombian authorities conducted an extensive search for the missing migrants and a Coast Guard cutter and two C-130 aircraft joined the search. None of the missing migrants have been found.

The Coast Guard has rescued and repatriated about 5,000 Ecuadorian migrants since 2000.

Coast Guard and Navy vessels are part of a joint task force that maintains an active presence in the eastern Pacific off the coast of Central America to deter and respond to regional maritime threats, particularly illegal narcotic drugs. The Coast Guard seized more than 110 tons of cocaine in fiscal year 2004 alone, more than any other single fiscal year in its history. Approximately 76 percent of this cocaine was interdicted in the eastern Pacific. One boat, carrying more than 15 tons of cocaine, was stopped in September by a Coast Guard law enforcement detachment aboard a U.S. Navy ship. This was the largest maritime seizure of cocaine on record.

# End of successful Philippines phase brings CARAT series to close

**JOC Melinda Larson**

*Commander, Destroyer Squadron 1  
Public Affairs*

The annual Cooperation Afloat Readiness and Training (CARAT) exercise series ended Aug. 23 with the closing of the Philippines phase.

Capt. Buzz Little, commander of Destroyer Squadron 1 and the CARAT task group, members of his staff and officers from three CARAT task group ships went ashore Aug. 23 at Puerto Princesa City, Philippines, to close out the exercise at the Philippine Navy's Headquarters Naval Forces West.

"The CARAT Philippine phase was successful because both of our military forces cooperated on many levels at sea and ashore," Little said during his closing ceremony remarks.

CARAT is an annual series of bilateral military training exercises designed to enhance cooperative working partnerships with several Southeast Asian nations. Ensuring freedom of the seas by increasing maritime security efforts in the region is a primary focus of the CARAT series.

The Philippines phase of the 11th annual exercise series was marked with many milestones, including the first-time operational employment of the U.S. Navy's Combined Enterprise Regional Information Exchange System (CENTRIXS), a real-time communications capability that gave commanders a comprehensive tactical picture.

"It takes a little adjusting for a Filipino to understand the words spoken by an American and vice versa," noted Philippine Vice Adm. Ruben Domingo, commander, Western Command during his closing remarks. "The exercise gave everyone the opportunity to get accustomed to each other's way of communicating verbally or through the use of codes and signals using modern communication equipment."

CENTRIXS was installed at the Philippine Navy's (PN) CARAT headquarters ashore in Manila, enabling exercise "orange" and "blue" force commanders to have a communications capability that was not available before.

"This ability to communicate among each other, combined with our



U.S. Navy Photo by JOC Melinda Larson

Fire Controlman 2nd Class Dean Crawford explains his visit, board, search and seizure (VBSS) security team leader role to Philippine Navy (PN) Sailors during VBSS training aboard the guided missile frigate USS Rodney M. Davis (FFG 60). The VBSS training was in preparation for a combined USN/PN boarding event during the underway phase of exercise Cooperation Afloat Readiness and Training (CARAT) Philippines.

ability to plan and execute complex maritime security and warfare scenarios at sea, highlight our CARAT achievements and, most importantly, burnish our mutual respect and ability to depend upon our navies in the years to come," Little said.

Building strong alliances is key when combating transnational criminals who increasingly use vital sea lanes in the area to commit acts of piracy or to transport illegal caches of weapons and drugs. The threat of maritime terrorism has become a transnational issue, Domingo said.

"Terrorists do not recognize national boundaries and they do not discriminate on their targets," Domingo said. "We have come to realize that collective effort is needed to effectively fight terrorism. This brings us back to one good reason why the conduct of the CARAT exercise should be done seriously, so that we can enhance our interoperability to fight terrorists wherever they are."

Strengthening skill sets together is vital to combined forces, especially in the maritime interdiction arena. By learning each other's visit, board, search and seizure (VBSS) tactics, the teams were able to build confidence during pierside symposia held before taking the boardings to sea.

"We really worked on our interoperability, which can only strengthen

maritime security in the region," said Lt. Justin Long, USS Rodney M. Davis (FFG 60) operations officer.

Rodney M. Davis' boarding team worked in tandem with the PN patrol ship Rizal (PS 74), while USS Paul Hamilton's (DDG 60) boarding team paired up with the patrol ship Emelio Jacinto (PS 35).

Meanwhile, U.S. Navy P-3 Orion and PN Islander aircraft patrolled the skies in another first-ever search and rescue (SAR) event. The goal of the patrol aircraft was to locate personnel from a simulated mid-air collision scenario that had occurred between two military F/A-18 aircraft. Three kapok lifejackets and a barrel were used to represent the survivors and the aircraft, all of which were safely recovered.

"This event proved challenging and extremely rewarding for both SAR forces," Little said.

Philippine Navy BO-105 helicopters got into the exercise action by completing deck landing qualifications aboard Rodney M. Davis. Four pilots made a total of 12 "bounces" on Rodney M. Davis' flight deck. U.S. Navy SH-60B Seahawk helicopters played a variety of roles, including dropping the kapoks and barrel for the SAR exercise, and taking the aerial photograph of the combined Navy ship formation.

One-hundred fifty Philippine marines embarked USS Harpers Ferry (LSD 49) for a beach landing exercise. Five waves of two landing craft air cushion (LCAC) took the marines ashore at San Miguel beach.

While others in the task group were at sea for the underway phase, USS Safeguard (ARS 50) conducted numerous interactive diving and salvage events at Subic Bay.

A hallmark of the CARAT Philippine phase was also what crews from U.S. and Philippine armed forces did together on behalf of the communities that hosted them. Before the exercise officially began Aug. 16, Seabees from Naval Mobile Construction Battalion (NMCB) 5, together with the Philippine Naval Construction brigade, got a head start on an engineering civic action project.

"Construction experts from U.S. Navy Seabees and Republic of Philippines Marine Engineers - better known as the 'blue-green team,' put their collective experience and brick and mortar together in San Narciso to construct a building addition to Doce Martires Elementary School," Little said. "Well done' to both crews for what will provide a better learning environment for one of our greatest resources - our young people."

At the same site and others, U.S. Navy doctors and dentists, along with their Philippine Navy counterparts, diagnosed and treated 1,500 patients over a six-day period.

Youth were also provided for during community service projects at Iram elementary and high schools. Twenty U.S. Sailors and four PN Seabees volunteered to construct a gazebo at the elementary school, while basketball backboards and goals were replaced at the high school. Basketballs, volleyballs and volleyball nets were also donated, according to Lt. Cdr. William Middleton, CARAT task group chaplain.

Another community relations project took 12 U.S. and six PN sailors to a home for deaf and blind children, where rice and mattresses were donated. The kids and the Sailors also entertained each other.

"It was inspiring to see a blind child playing the piano and a Sailor dancing and singing to the music,"

said Middleton. "The kids also taught us how to write our names in Braille."

In the end, the U.S. CARAT task group commander said that building relationships is one of the most important outcomes of the exercise.

"This exercise is about junior officers building friendships. I hope you've exchanged addresses and e-mails with your counterparts, as I have," Little said. "Our navies will be working together like this the next 25 to 30 years and you will be the ones in charge."

The CARAT 2005 task group, under the leadership of Little, was made up of the dock landing ship Harpers Ferry, the guided-missile destroyer Paul Hamilton, the frigate Rodney M. Davis, and the rescue and salvage ship Safeguard. Other elements, including P-3C Orion and SH-60 Seahawk aircraft, U.S. Navy Seabees, a U.S. Coast Guard training team, U.S. Army veterinarians and a variety of support commands, also took part in CARAT.

Philippine CARAT assets included the patrol ships Rizal and Emelio Jacinto. Fixed-wing aircraft and helicopters, two naval special operations groups, and the 1st Marine Battalion were also involved with the exercise.

CARAT began in 1995, combining a number of existing exercises to be conducted sequentially by a single U.S. Navy task group. CARAT Singapore was conducted May 30-June 13, while CARAT Thailand took place June 17-26. The nine-day CARAT Malaysia phase began July 8 and ended July 18. CARAT Indonesia was July 25-29. CARAT Brunei took place Aug. 4-12. The CARAT Task Group ships arrived in the Philippines on Aug. 15 for the final phase of the CARAT series.

Rear Adm. Kevin M. Quinn is responsible for overall CARAT coordination for U.S. participants in his executive agent role as commander, Task Force 712.

Little's staff, currently embarked aboard Harpers Ferry, is based in San Diego. Paul Hamilton is homeported at Pearl Harbor, Hawai'i and Rodney M. Davis at Everett, Wash. Harpers Ferry and Safeguard are forward-deployed to Sasebo, Japan. The San Diego-based amphibious assault ship USS Boxer (LHD 4) participated in the Malaysia phase.

# Hawai'i's Navy Reserve integrates, bolsters operational sup-

## port

**JOC Sean Hughes**

*Navy OSC Honolulu*

*Public Affairs*

The untying of a maile lei, a Hawaiian version of the traditional ribbon-cutting ceremony, signified the official opening of Navy Operation Support Center Honolulu on Aug. 20 at Naval Station Pearl Harbor. The center, most recently known as Navy Reserve Center Honolulu, moved to the naval base after several decades in its off-base location.

"The spirit of active-reserve integration mandates that the active and reserve Navy components make strides to complement strengths and achieve mission effectiveness," said Cmdr. Philip Davis, command-

ing officer of the center, during the ceremony. "This move on to the historic Naval Station Pearl Harbor perfectly exemplifies these efforts."

Vice Adm. John Cotton, Chief of Navy Reserve and guest speaker at the event, said he also feels the move symbolizes an operation shift underway in the Navy Reserve.

"This new on-base operational support center came onto the base and became a tenant command," he said. "The center's skipper gets visibility of all the capabilities of the center plus all the capabilities of the supporting commands."

"When he meets with the regional admiral, (Davis) has a seat at the table representing the surge skill sets of everybody here."

The center is located in one

of Pearl Harbor's Marine Barracks buildings, originally built in 1941, and provides personnel administration, training, medical and other services for 654 Sailors who support 35 area commands and operations around the world.

"From this wonderful platform, we are optimally situated to do our mission: to support the fleet, ready and fully integrated," Davis said, after ceremonially receiving the building's keys from Capt. Richard Roth, commanding officer of Naval Facilities Engineering Command, Hawai'i.

Over 26,000 reserve Sailors – or 34 percent of the Navy's reserve component – provide global operational support to the fleet today. U.S. armed forces' reserve components continue to strengthen their

presence in day-to-day military operations and directly in the global war on terrorism (GWOT), or as Cotton called it, "a global struggle against violent extremism."

The Navy Reserve leader is visiting Hawai'i and Korea to ask strategically-located Sailors and operational commanders what he calls "the four most powerful words: 'What do you think?'" His stops in Hawai'i included briefings at U.S. Pacific Command, Pacific Fleet, Navy Region Hawai'i and Marine Corps Base Hawai'i headquarters.

"The reservists here are very integrated in doing their jobs, whether it's two days, two weeks, two months or two years," Cotton said about the active component's perspective.

"This is my first visit as

Chief of Navy Reserve out here to Hawai'i," he said. "I am very pleased with what's going on. PACFLT gets it. PACOM gets it."

Following the support center's opening ceremony, Cotton held a town hall meeting for hundreds of Hawai'i's reserve component Sailors, where he discussed key points in Navy Reserve challenges, priorities and expectations.

"We must listen, we must learn and we must lead," he said, in reference to the Chief of Naval Operations' priorities for the Navy. "The only constant we can expect is change."

"The six most dangerous words in the Navy are, 'We've always done it that way,'" Cotton said, and added that as leaders, all Sailors must pursue the CNO's three priorities in building readiness, the Navy of the future, and a 21st

century workforce.

"Wow them," he told the audience regarding operation support and the active component's perception of contributory value. "As reservists, we have to operate at a higher standard."

Cotton also pressed the "citizen-Sailors" for increased participation in local schools to help future generations of U.S. citizens make responsible life decisions, discussed the Navy's culture of fitness, and shared his particular admiration of the Seabees' GWOT contributions in "rebuilding nations."

The ever-vigilant Seabees in the audience, many of whom recently returned from GWOT mobilization, responded to his comments with a resounding, "Ooh-ra!"

For more information on the Navy Reserve and their operational support of world



U.S. Navy photo

A maile lei untying ceremony, signified the official opening of Navy Operation Support Center Honolulu on Aug. 20 at Naval Station Pearl Harbor.

## Submariners reflect on joining Navy after 9/11

**JOC(SW/AW) David Rush**  
*Commander Submarine Force,  
 U.S. Pacific Fleet 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 crew member 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



U.S. Navy photo by JOC(SW/AW) David Rush  
 Storekeeper Seaman James Burnett and Electronics Technician 3rd Class Kevin Scharkey of USS Cheyenne (SSN 773) consider their role as submariners vital in the Global War on Terrorism.

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 [who] 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."

## History of the Battleship Missouri, more significant than ever before

**CPO selectees**

*PHNSY, MDSU-1, EOD, HONRES,  
 and Dive School*

The USS Missouri's (BB 63) keel was laid at the New York Naval Shipyard in 1941. Margaret Truman, the daughter of President Harry S Truman (who was the Missouri's sponsor), officially and ceremonially launched the mighty battleship on Jan. 29, 1944. The ship was commissioned in June and joined the Pacific Fleet in November of that year. A month later, the "Mighty Mo" first arrived in Hawai'i.

Sept. 2, 1945 not only meant the end of World War II, when the Battleship Missouri finally entered Tokyo Bay, but it also meant a new beginning for freedom and democracy.

It was on board the veranda deck of the Missouri that Gen. Douglas MacArthur and Fleet Adm. Chester Nimitz, along with other U.S. and Allied officers, accepted the unconditional surrender of the Japanese at the end of World War II.

Fleet Adm. Chester Nimitz boarded the ship on Sept. 2, 1945, shortly after 8 a.m., and General of the Army Douglas MacArthur, Supreme Commander for the Allies, came on board at 8:43 a.m. The Japanese representatives, headed by Foreign Minister Mamoru Shigemitsu, arrived at 8:56 a.m.

At 9:02 a.m., Gen. MacArthur stepped before a battery of microphones and the 23-minute surrender ceremony was broadcast to the waiting world. During the surrender, General MacArthur said, "Today the guns are silent, a great tragedy has ended, a great victory has begun." By 9:30 a.m. the Japanese emissaries had departed.

The Battleship Missouri Memorial today stands as a National Historic Monument located just off Ford Island at Pearl Harbor, Hawai'i. A plaque aboard the ship marks the location of the signing of the surrender documents and states, "USS Missouri. Over this spot on 2 September 1945 the instrument of formal surrender of Japan to the allied powers was signed thus bringing to a close the Second World War. The ship at that time was at anchor in Tokyo Bay. Latitude 35° 21' 17" North. Longitude 139° 45' 36" East."

Sept. 2, marks the 60th anniversary of the Japanese surrender. This is a special moment in time for those who were involved in World War II and those who continue to serve in the armed forces today, defending freedom and democracy around the world. The surrender of the Japanese military on board the Missouri showed the might and strength of the United States of America and its Allies in 1945.

Sept. 2 is a time to honor and respect all those who have given the ultimate sacrifice for Americans' freedom and way of life.

In 1971, Missouri was named to the Register of Historic Places for its historic role in the unconditional surrender of Japan. In 1995 the USS Missouri was removed from the Navy's ship registry, clearing the way for the battleship to be donated by the Navy for preservation as a memorial museum.

The USS Missouri arrived at Pearl Harbor, Hawai'i on June 22, 1998 where she now serves as a memorial, a museum and as testament to America's accomplishments.

# Assistant navigators more likely to make CPO



U.S. Navy photo by JOC(AW/SW) David Rush

According to an analysis of board results by the Submarine Force Pacific staff, Submarine navigation electronics technicians who qualify as assistant navigator (A-NAV) are twice as likely to be selected for chief petty officer than those without the qualification.

**JOC(SW/AW) David Rush**  
*COMSUBPAC Public Affairs*

Submarine navigation electronics technicians who qualify as assistant navigator (A-NAV) are twice as likely to be selected for chief petty officer than those without the qualification, according to an analysis of board results by the Submarine Force Pacific staff.

Of the 21 board-eligible first class petty officers in the most recent board who had the A-NAV qualification, 17 were selected for chief - a rate of 81 percent. That's nearly twice the 41 percent rate of selection for navigation electronics technicians without the qualification.

The A-NAV on USS Cheyenne (SSN 773), 11-year Navy veteran Electronics Technician Senior Chief (SS) John Perryman, said he has no regrets about achieving the qualification.

"When I reported to the submarine, they had a gap in the A-NAV billet so they asked me to fill it. I completed the qualifications onboard and was certified by Submarine Squadron Seven while we were on a Western Pacific deployment."

Perryman, who arrived in September 2004, said he was fortunate to get promoted to the next rank in less than a year. "I came here as a chief and have been here for almost a year. I was up for senior chief and picked it up," said Perryman.

According to Perryman, getting promoted is a direct result of having the qualification and job as the submarine's A-NAV. "For me it was a huge help for making senior chief first time around."

Perryman added that the bottom line to getting promoted to chief is more than getting qualified. "The thing that will separate you from the rest of the navigation electronics technicians is whether you have the A-NAV qualification and sustained superior performance."

Electronics Technician 1st Class Nick Green, the navigation department's leading petty officer onboard USS Cheyenne, is well aware of the requirements for his rate. He is currently working on his A-NAV qualifications on the Pearl Harbor-based nuclear attack submarine.

"As far as I'm concerned, you can't make chief in our rate unless you're a qualified A-NAV," said Green.

Green said the qualification is demanding, but he has set his sights high. "I'm definitely going to qualify A-NAV before I leave this boat. I want to be as qualified as my senior chief before I leave in March of next year."

According to Commander Submarine Force, U.S. Pacific Fleet Force Master Chief Michael Benko, submariners with the A-NAV specialty are more likely to get promoted. "As we can see in these advancement numbers, as well as the advancement numbers from previous years, doing what the Navy expects of you will make you more competitive for promotion," said Benko.

Benko added that the A-NAV requirement has been around for a while. "The requirement to qualify A-NAV is not a new one. The submarine force simply sent the message to the fleet that commands and Sailors are expected to follow the rules that have been in place for about 10 years. The fact that 17 of 21 board-eligible first class petty officers, who were qualified A-NAV were promoted to chief petty officer, is the real impact statement."

In addition to a greater opportunity of getting promoted, Benko said that there is also a monetary reward. "Besides the fact that A-NAV is their senior in-rate watch, these petty officers will benefit from one of the highest special duty assignment pay awarded to enlisted personnel on submarines," concluded Benko.



Lt. Anseeuw

## Anseeuw: HENAAC Luminary

Continued from A-1

Brunner added that he is also an asset to the Hispanic community. "In his assignment prior to USS Los Angeles, Lt. Anseeuw served as an officer recruiter and as the head of enlisted recruiting programs in Jacksonville, Fla. where he made significant contributions to the Hispanic-American community. At every stage of his career, Lt. Anseeuw would look for new ways to improve the career development of Hispanic Americans."

Bertha Haro, HENAAC's manager of development administration, said Anseeuw was an excellent candidate for the award. "He is a superior navigation and operations officer who sets high standards of excellence and leadership. In his prior assignment, one of his greatest accomplishments was empowering Hispanic Sailors to advance their careers by becoming naval officers," said Haro.

Haro added that Anseeuw has become a mentor for many aspiring submariners. "The HENAAC Luminaries are individuals who have made significant contributions in the Hispanic technical community and have inspired our youth to pursue careers in the technical fields."

# Navy plus Jr. equal NASCAR excitement

## Commander, Navy Recruiting Command Public Affairs

The Navy and NASCAR driver and team owner Dale Earnhardt Jr. announced Aug. 23 that the Navy will sponsor a new team owned by Earnhardt Jr. for the 2006 NASCAR Busch Series.

Earnhardt Jr.'s new firm, JR Motorsports, will field a Chevrolet Monte Carlo Number 88 driven by Mark McFarland and will carry the "Navy - Accelerate Your life" primary sponsor logo. McFarland is presently second in the USAR Hooters Pro Cup Series with 1,452 points.

"We are very excited about further increasing our awareness through NASCAR in 2006 by an association with JR Motorsports and Dale Earnhardt, Jr., one of the most recognized names in NASCAR," said Rear Adm. Jeffrey Fowler, Commander, Navy Recruiting Command.

Navy began sponsorship of the NASCAR Busch Series with FitzBradshaw Racing for 11 races in 2003 and subsequent full seasons in 2004 and 2005. "We are proud of David Stremme and our FitzBradshaw team for their top-10 performance in 2005, which has more than doubled our exposure from last year," Fowler added.

"We wish David Stremme the best of luck as he takes his career to a new level in the Nextel Cup. We look forward to Mark McFarland moving up to the Busch Series to drive the Navy car next year," added Fowler. "These two drivers exemplify Navy's commitment to grow and develop quality young Sailors through service in the Navy."



U.S. Navy Photo by PHC Chris Desmond

From left, Navy NASCAR driver and team owner Dale Earnhardt Jr.; driver Mark McFarland; Commander, Navy Recruiting Command, Rear Adm. Dale Jeffrey Fowler and Sailors pose with the 2006 Busch series race car at Lowe's Motor Speedway in Charlotte, N.C. The Navy will sponsor a new team owned by Earnhardt Jr., who will field a Chevrolet Monte Carlo Number 88 driven by McFarland and will carry the "Navy - Accelerate Your life" primary sponsor logo.