

Hawai'i Navy News

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Secretary of State visits USS Port Royal (CG 73)

JO2 Patrick Dille

Commander, Seventh Fleet Public Affairs

Secretary of State Condoleezza Rice visited the guided-missile cruiser USS Port Royal (CG 73) March 16 during the ship's regularly scheduled port visit here.

The secretary made brief but encouraging comments to the crew and visiting media on the ship's main deck before going below decks for a special lunch with the Sailors.

"This group of wonderful young men and women who represent the best of America...are defending freedom around the world," Rice said to more than 150 Port Royal and USS Reuben James (FFG 57) Sailors.

Port Royal Commanding Officer Capt. David Matawitz and Reuben James Commanding Officer Cmdr. Logan Jones greeted Rice and Australian Foreign Minister Alexander



U.S. Secretary of State Condoleezza Rice speaks to the crew of the guided missile cruiser USS Port Royal (CG 73) during a visit to the ship.

Downer as the visitors boarded the ship with official honors. Reuben James is also in Sydney for a regularly scheduled port visit.

After making her way through the assembled ranks of Sailors on the ship's bow, Rice took the podium and emphasized the strong and enduring relationship between the United States and Australia. She also reinforced her commitment to peace and stability in the U.S. 7th Fleet's area of responsibility, which includes more than 52 million square miles of the Pacific and Indian oceans.

"We have good friends, and we have good allies," she said. "And we have no better friend and ally than Australia."

Following her comments on the main deck, Rice descended to the ship's mess deck, where she ate with Sailors during a 30-minute lunch.

"We really put our heart and soul into this visit, so I think that was really good for crew morale," said Petty Officer 2nd Class Ron Dixon, who sat with Rice. "I think the visit here was great, and a lot of people here onboard had a good time."

Rice's visit is one of the most distin-

guished Port Royal has experienced in more than 13 years of service, Matawitz, the ship's skipper, said.

"It was such an honor to have Dr. Rice onboard the Port Royal this afternoon to address the crew and to eat lunch on our mess decks," he said. "It really made an impression on the crew and showed them how important our mission here in the 7th Fleet [area of responsibility] is."

Rice's visit came amid high-level meetings prior to the March 18 commencement of the first ministerial Trilateral Strategic Dialogue with Australia and Japan, during which Rice is slated to meet with Downer and Japanese Foreign Affairs Minister Taro Aso to discuss issues affecting the Asia-Pacific region.

Port Royal deployed from Pearl Harbor, Hawaii, Feb. 27 as part of Expeditionary Strike Group 3 in support of regional security throughout the U.S. 7th Fleet area of responsibility.

Russell underway for global war on terrorism



On Friday, March 10, guided missile destroyer USS Russell (DDG 59) Sailors manned the rails while family and friends waved from the pier as the ship got underway from Pearl Harbor for a Western Pacific deployment. Russell, commanded by Cmdr. James Kilby, recently emerged from a dry-dock availability

to support the Abraham Lincoln Carrier Strike Group's mission in the Western Pacific. Kilby explains, "Russell is ready in all respects to join Abraham Lincoln Carrier Strike Group. We are all looking forward to putting to good use the training we have received over the last 15 months. The areas

which we anticipate operating in are unique... so Russell Sailors will experience liberty in places they have never been before - it will be a great adventure. Hana Hou!" Russell is the ninth Arleigh Burke class Aegis guided missile destroyer.

Ladies of the high seas page B-1

Hawai'i Navy News Briefs

Navy confirms missing Sailor's identity

The Navy officially identified the Sailor who was last seen March 11 in the waters off Spitting Rock near Haunama Bay, Hawai'i, as Operations Specialist 3rd Class Zachary Ryan Johnson.

The 21-year-old native of Windsor, Colo. is assigned to the Pearl Harbor-based guided missile cruiser, USS Lake Erie (CG 70). Johnson joined the Navy in March 2004 and reported to Lake Erie in December of that year.

"The crew of USS Lake Erie greatly appreciates the efforts of the local Fire and Rescue personnel, the U.S. Coast Guard, Navy Squadrons and others involved in their attempts to find and bring back our shipmate," said Capt. Joseph A. Horn, Jr. commanding officer, USS Lake Erie.

Hazardous materials: What you need to know

Terri Kojima

CNRH Environmental Pubic Affairs

Today, Navy Region Hawai'i depends on the entire Navy community to properly manage hazardous material [HAZMAT] and hazardous waste [HW] on our bases.

"HAZMAT is used for many purposes in different jobs and we need everyone's help to ensure that they are properly managed," said Clyde Yokota, who directs the region's environmental program.

The environmental program manager honed in on the importance of being in compliance with the various laws and requirements that apply when a HAZMAT becomes a hazardous waste.

"If you're planning to use or dispose of hazardous material and aren't sure what laws and requirements apply, the region's environmental professionals are trained and ready to assist you," said Yokota.

Products such as paints, cleaners, oils, batteries and pesticides frequently contain potentially hazardous ingredients and require special care when you dispose of them.

"There is a continuing need to properly manage hazardous waste to protect people's health and our environment, and that has been and continues to be a top priority," said Steve Christiansen, who leads the environmental operations team at the region. "But also, by doing so, the region can avoid costly fines that can be imposed by state or federal regulatory agencies," added Christiansen.

A single state or federal regulatory citation for a hazardous waste violation, under the Resource Conservation and Recovery Act,

could cost the region up to \$25,000 per day.

Rear Adm. Michael C. Vitale, commander, Navy Region Hawai'i, urged all personnel to take the role of environmental steward seriously.

"It is everyone's responsibility to help protect Hawai'i's environment," said Vitale, reiterating his environmental policy. "It's an ethical matter for each one of us."

The environmental team is working to equip everyone - those who work in offices, on the ranges, pier side and aboard ship - with knowledge to help properly manage hazardous waste.

In order to achieve this end, the region is accelerating its educational campaign to help the Navy community: (1) identify, (2) properly dispose of and (3) take appropriate action when encountering abandoned hazardous waste.

According to the U.S. Environmental Protection Agency, hazardous waste is a waste with properties that make it dangerous or potentially harmful to human health or the environment. The universe of such waste is large and diverse, but as a general rule, the waste exhibits at least one of four characteristics:

- Ignitability - ability to create fires under certain conditions.
- Corrosivity - capability of corroding metal.
- Reactivity - ability to cause explosions, toxic fumes, gases, or vapors when heated, compressed, or mixed with water.
- Toxicity - harmful or fatal when ingested.

The region's environmental protection specialists routinely inspect

▼ See HAZMAT, A-4

Call for building energy monitors

Kevin Saito

Energy Manager, Navy Region Hawai'i and Naval Facilities Command

In an effort to increase energy and water efficiency across the region, Rear Adm. Michael C. Vitale, commander, Navy Region Hawai'i, instructed the Naval Facilities Hawai'i (NAVFAC HI) Energy Team to create a building energy monitor (BEM) group.

The BEMs are selected by the command for their familiarity with the facility and the personnel within the facility. A successful BEM will create a positive environment to ensure the most energy and water efficient use within his or her facility without affecting the mission.

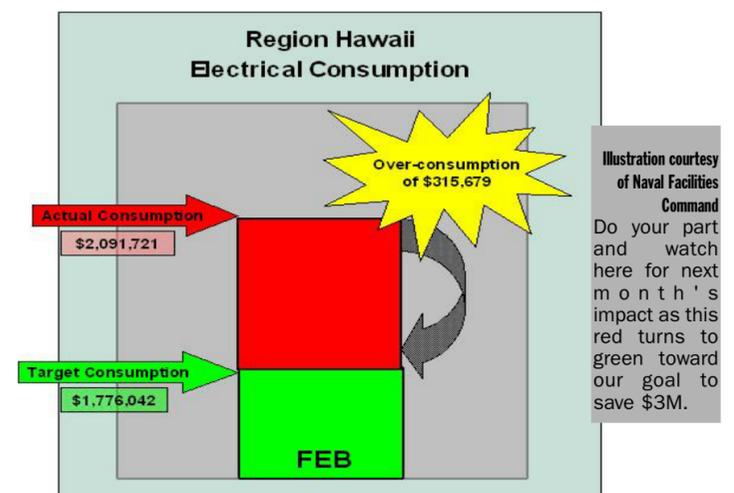
Per an ALNAVACTS message, each Navy facility shall have at least one BEM. For multiple commands or agencies within a single building, each command or agency should provide a separate BEM. Commands should submit BEM names and contact information to John Grobler, NAVFAC HI

energy team member, at john.grobler@navy.mil. Once the BEM information is recorded by the energy team, BEM designation letters are emailed to the BEMs instructing the newly-designated BEMs to arrange for BEM training. The BEMs should arrange for their training before the end of the fiscal year quarter in which they received the designation letter.

The energy team schedules and conducts the 30-minute BEM training. As part of the training, the BEM will learn about critical energy issues the Navy is facing and simple methods to help the Navy save energy to meet the goals.

With a very large budget shortfall this year, it is even more important that everyone learn what he or she can do to help save energy. What the BEM learns during the training should be passed on to co-workers so that everyone can contribute to the effort. With everyone's help, the local command can meet the expected energy goal and reduce the drastic actions required to save energy.

To identify your BEM call John Grobler at 474-7666.



COMMAND IN THE SPOTLIGHT



FLEET LOGISTICS SUPPORT
SQUADRON

VR-51:

VR-51 is located at Marine Corps Base Hawai'i-Kaneohe and is manned by 75 service members. The Windjammer team executed an impressive number of missions, flying 2,285 flight hours during the year on 163 logistics missions. VR-51 provided support to the fleet by transporting 1,972 passengers and 83,518 pounds of cargo worldwide and 10 back-to-back detachments to Al Udeid Air Base in Qatar.

MISSION:

To provide worldwide Navy unique fleet essential airlift support responsively, flexibility, and on short notice as required to sustain combat operations at sea. To set the standard in fleet support excellence in all that we do and maintain the highest level of readiness, retention, and advancement for our people.

VR 51

ARMED FORCES EXPEDITIONARY
GLOBAL WAR ON TERRORISM EXPEDITIONARY



illustration and design by PH3 (SW) Ben A. Gonzales, Fleet Imaging Center Pacific, Hawai'i

Navy to delay some PCS moves

Chief of Naval Personnel Public Affairs

A combination of current year budget reductions and out-of-cycle basic allowance for housing (BAH) increases has caused a deficit in the military manpower account that will delay permanent change of station (PCS) orders this fiscal year for approximately 3,800 Navy personnel until October 2006, the Navy announced March 15. Navy normally conducts approximately 75,000 PCS moves each year.

The impact will only be to Priority 4 moves, which are mainly shore-to-shore and some sea to shore moves.

"We're doing all we can to minimize

impact to the Sailors and their families while continuing to be mission ready and balance budget issues," Vice Adm. John C. Harvey, Chief of Naval Personnel said. "We have carefully reviewed many possible options and believe we have chosen that one that least impacts the careers of our Sailors and the lives of their families."

Both officer and enlisted personnel who do not have written PCS orders in hand within the FY06 PCS transfer window may be impacted.

Orders for Sailors that fall into high-priority billets, such as those to forward deployed naval forces, currently deployed units, recruiting duty, Joint combatant command support, and senior leadership (CO/XO/DH/CMC/COB/RTC), will rotate as scheduled.

The anticipated impact will delay lower-priority moves, including shore to shore and some sea to shore moves, beginning in March for personnel not in receipt of PCS orders. These PCS moves will be moved to October (FY-07).

Once Sailors have been issued PCS orders, even if the move is not taking place until fiscal year 2007, they may make arrangements to move household goods and their families in advance of their actual departure from their current command. Families who need to relocate in the summer for school or other issues may still move before Oct. 1.

Detailers at Millington Tenn. will call each of the Sailors impacted by the PCS delay and ensure that any issues with families, schools and careers are fully addressed.

STORY IDEAS?

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Hawaii Navy News

Hawai'i Navy News Editorial

Service record maintenance – it's your job

FLTCM(AW/SW)
Jon R. Thompson



FLTCM(AW/SW)
Jon R. Thompson

For every day you serve in the Navy, the need for you to properly maintain your service record increases. If you are the type of person who thrives on organization and has an eye for details, you will probably be just fine. However, if you are not very organized, you may be setting yourself up for some problems when you become more senior and record errors might cause you advancement problems.

Enlisted personnel have two records: a field service record (maintained by your local PSD) and an official record, maintained electronically by the Navy Personnel Command (NPC). Some of you may assume that if your field service record is accurate, so is your electronic record. That assumption could be wrong. One does drive the other, but the information in your field service record is only added to your electronic record upon reenlistment (with a couple notable exceptions like evaluations/fitness reports and personal awards).

First, your field service record: This record is your "hard" copy of all your qualifications, achieve-

ments, schools, orders, security information, awards, evaluations or fitness reports, etc. You should review it periodically to ensure that everything is up-to-date, especially your Page 4. Depending on your rank and position and your PSD's policy, you may not have the ability to physically check your record out, but each of you maintains the right to review your record (even if in the confines of the PSD). You should always make sure your field service record is up-to-date before reviewing your electronic record.

Your electronic record is available for review using the BUPERS ONLINE Web site: <http://www.bol.navy.mil>. If you have not logged on and gained a password, you need to do so. Within the BOL Web site, you will have access to a variety of services and records: advancements, application status, FITREP/eval reports, PSR/ESR, PRIMS, SRB info, and

your current orders. You can order your official record on CD.

Since this Web site maintains an on-going status of your record, you should visit this site often and ensure the data shown is accurate. You should also order your official record on CD at least annually and about six months before you appear before any selection board. It's important to order your record early because if there are errors found, it's your responsibility to get the errors corrected. Selection board view errors as your fault and the board will hold you accountable. Do yourself a favor - review early and make sure you are not one of those unfortunate Sailors that are passed up for advancement or selection because their records were not accurate.

Now that you know where to view your record, I'd like to talk about what information you should be reviewing. Basically, you want to ensure the following things are completely accurate:

- Evaluations / fitness reports
- Awards
- Education information (both Navy schools and civilian education)
- Special qualifications (warfare

qualifications, special NECs, certifications)

I'm also a firm believer in making copies of everything and my advice to each of you is to create a file that you can reference at any time that has copies of everything pertaining to your career. I think you will find that having such a file will serve you over and over if you stay in the Navy for a career.

Why is record maintenance so important? If it isn't already obvious, I'll share with you one of the biggest frustrations of the master chiefs who sit on selection boards: Inaccurate or incomplete records. Your record has to stand by itself. If you have errors, those sitting on selection boards cannot correct them, nor guess what might be correct. Also, keep in mind that if you have something missing from your record, you may be the only person who knows it's missing. Board members review what is before them only and cannot assume or guess. You owe it to yourself to ensure your record reflects your complete career.

Here's a bit of advice: Every time you achieve a career milestone, whether that's a school, certification, qualification, NEC, etc.,

you should do the legwork to ensure it gets entered properly in your service record. Receiving a graduation certificate at a ceremony is not the last step in the process...ensuring the document is reflected in your record is the final step. While it is true others often take care of some of this for you, ultimately it's your responsibility to ensure the data entry was done and was done accurately.

Shipmates, I encourage all of you to prepare for advancement smartly. While it's true you need to accomplish much to prepare for each new paygrade, the time is taken to achieve that next paygrade can sometimes be tied to how "squared away" your service record is. Take the time to get it right. If you are missing something, or notice errors, take the time to get the help you need to correct the problem. When you order your record on CD, there are instructions about how to correct errors. Also, check with your local PSD if you have questions – the folks at the PSD are experts and can get you quick answers to your questions. Get organized, check your record often, and good luck!

Commentary

Chapel Pennant

The dependable God

Chaplain Gene Theriot
Navy Region Hawai'i
Command Chaplain

An interest of mine is naval history. Recently, I was reading an article about American battleships. The article provided an insight into how many of our battleships were originally built to fight World War I. By the time the second world war began, they were practically obsolete.

As we look at pictures of their caged masts, old style bows and smaller caliber rifles, it's hard to see them as those who first saw them. They look to us like antiques - slow, inefficient and ineffective. Yet when those ships were commissioned, they were the pinnacle of naval architecture. They had the latest technology in communication, propulsion and gunnery. They were the best in the world.

Sometimes, people think of God like we think of old ships. They assume that because God was from long ago, He must not be very relevant to people today, just like old battleships aren't very relevant to today's naval warfare. That would be a mistake. God is not like ships or other things that wear out or become irrelevant. God is unchanging - always fresh, vibrant, new and relevant.

The psalmist understood this and said, "In the beginning, You laid the foundations of the earth, and the heavens are the

work of Your hands." The earth and stars and the universe in which they reside have a definite sense of permanence to them, don't they? They give every appearance of being around for a long time. Yet, the psalmist continues, "They will perish, but You will remain. They will wear out like old clothes to be discarded. But, You remain the same and Your years will never end."

Long after the universe has ground to a stop, God will remain and remain the same. He will always be there and be there for us. We can depend upon His presence and the fact that He favors us. That's not true of things. They wear out or break, like old battleships. It's not true of people either. Sometimes their attitude toward us changes.

God, on the other hand, never changes. He is dependable. He always acts and reacts in the same ways. So, when we're tempted to conclude that God and His ways are not up to modern times and all the "progress" people have made, remember, God is unchanging in who He is and how He acts. We can depend upon Him.

If you would like to know more about this unchanging God, the chaplains at Navy Region Hawai'i would be pleased to help you know Him. We can be reached at the Pearl Harbor Memorial Chapel. Appointments can be made by calling 473-3971.

Then and now...



U.S. Navy historical art

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HAZMAT: For health and the environment

Continued from A-1

Navy installations to help ensure hazardous waste is properly managed. However, increased awareness and a conscientious effort by everyone is required to minimize improper hazardous waste disposal throughout the region, explained Christiansen. Everyone pitching in will also hasten the response time for corrective action, he added.

The team offered HW management guidelines to empower the Navy community.

"Hazardous waste can take many forms, including liquids, solids, contained gases, or sludges," said Estrera Higa, who is one of six

region environmental inspectors. "We're ready to help folks who have any questions on the proper management and disposal of hazardous materials and waste."

Higa and fellow inspector, Amanda Manoi, described several examples of HW conditions that should be reported to the region's environmental department if discovered on base.

- Abandoned motor vehicle or equipment batteries - spent batteries should be turned in for an even exchange at the time of purchasing a new battery.

- Used motor or engine oil left in drip pans or bottled in water jugs and containers - vehicular maintenance

and repair on private vehicles may be conducted by authorized patrons at the NEX Autoport on Pearl Harbor Naval Base or the self service at the Morale, Welfare and Recreation Auto Skills Center at Moanalua Shopping Center.

- Cans of partially used paints and solvents - expired or excess paints and solvents in cans with the CHRIMP bar code label should be turned in to the Fleet and Industrial Supply Center (FISC).

- Used fluorescent lamps or tubes improperly stored in office and shop spaces - these light fixtures contain mercury, a toxic waste, and should be turned in to NAVFAC. For replacement

fluorescent lamps, office managers should contact their building manager. If fluorescent lamps are replaced by the tenant/occupant, a waste accumulation point should be established with the region's environmental office.

- Leaking dumpsters - staining on the ground or liquid residue may potentially be hazardous waste.

According to Manoi, a grave concern with leaking dumpsters is the potential for runoff into nearby storm drains.

"Rain water or other flowing water could carry the toxic residue over streets and enter the storm drain system," said Manoi.

"The toxic waste could eventually end up polluting our harbor, streams and ocean."

"Toxic wastes from spilled oils, solvents and other hazardous waste, which are improperly disposed of on land, could leak into the ground and pollute ground water," added Higa.

The law requires that hazardous waste be properly disposed of, including tracking the waste from generation and transportation to eventual disposal. Everyone's support is required to help effectively manage HW from its beginning to end.

"Anyone who encounters hazardous waste or suspected hazardous waste

conditions on base should immediately report these findings to the region's environmental office by calling 473-4137, ext. 0," said Yokota.

"We have a professional staff comprised of engineers, scientists and specialists who are trained and ready to take immediate action to help protect our Navy community and environment."

(Note: This article covers the disposal of industrial waste. Information on how to manage hazardous waste in your household is available in the Military Family Housing Resident Handbook and the City and County of Honolulu's Web site at www.opala.org).

Update on construction projects at Pearl Harbor

Lt. Cmdr. Joe Simpkins

Naval Facilities Engineering Command, Hawai'i

With all of the rain we have had lately, Naval Facilities Engineering Command (NAVFAC) Hawai'i has been very busy responding to leaks and other weather-related facility issues, including an increase in road and parking lot potholes.

Your eyes are needed. While traveling to and from your places of business, please note the condition of the roads on base. If you see a new pothole, or an old pothole for that matter, report it to your building manager. NAVFAC Hawai'i is out looking every day; but your help is needed.

In addition, report any leaks that may be occurring in your workspace. Be sure to report them to your building manager

right away in order to minimize damage and mold growth.

Other projects of interest:

- Road closures on Ford Island: Various roadways will be closed to traffic for the construction and repair of the road network on Ford Island from through April 14. Proper detours, signage and safety precautions will be in place. Please allow extra time to get to and from your destinations on Ford Island during this period.

Please Note: Ford Island Boulevard is now permanently closed between Kamehameha Loop housing and Kittyhawk Street as crews begin the demolition of that stretch of road. The road will be replaced by the new main access road on Ford Island. Detour signs are posted so please be extra careful while traveling on Ford Island for the next few weeks.

Changing signals



U.S. Navy photo by Denise Emsley

Godson Ceus, a member of the Naval Facilities Engineering Command, Hawai'i energy team, replaces old, incandescent traffic signal lamps at Nimitz Gate with new LED lamps. The old signal lamps used 100 watts per hour, but the new LED lamps use only 5.5 watts per hour. The new lamps will also last more than 50,000 hours. This small change increases the traffic signal lights energy efficiency by 94 percent and will lower future maintenance costs for the Navy.

FLEET ACTION



U.S. Navy photo by PHAN Justin R. Blake ▶ Lt. Joe Baker, left, and Chief Engineman Chris Lisenby assigned to Explosive Ordnance Disposal, Detachment Nine are hoisted into a SH-60F Seahawk helicopter, during casting and recovery operations.



“Russell is ready in all respects to join Abraham Lincoln Carrier Strike Group. We are all looking forward to putting to good use the training we have received over the last 15 months.”

*— Cmdr. James Kilby
commanding officer, USS Russell (DDG 59)*

The Hawai'i based guided missile destroyer USS Russell (DDG 59) is currently deployed with the Lincoln Carrier Strike Group in support of maritime security operations and the global war on terrorism.



U.S. Navy photo by PH3 Jordan R. Beesley

(Above) An SH-60F helicopter assigned to the "Golden Eagles" of Helicopter Anti-Submarine Squadron Two (HS-2) rapidly descends toward the flight deck of the Military Sealift Command (MSC) underway replenishment oiler USNS Pecos (T-AO 197).



U.S. Navy photo by J03 Cynthia A. Griggs

Chief Warrant Officer Richard Mortimer, aboard the Nimitz-class carrier USS Abraham Lincoln (CVN 72), gazes toward the Military Sealift Command (MSC) underway replenishment oiler USNS Pecos (T-AO 197) during a replenishment at sea.



U.S. Navy photo by J0C(SW) Joe Kane

(Right) Line handlers release the forward mooring line to the guided missile destroyer USS Russell (DDG 59) March 10 as the crew prepares to get underway for a six-month deployment in support of the global war on terror.

Hawai'i Navy News Sports

Bristol prepares to "Accelerate Your Life"

Jeffrey Nichols

Commander, Navy Recruiting
Command Public Affairs

No. 88 Navy "Accelerate Your Life" Monte Carlo rolls into the Bristol Motor Speedway to participate in the Sharpie Mini 300 in Bristol, Tenn. on March 25.

Driver Mark McFarland will be at the wheel of Dale Earnhardt, Jr.'s JR Motorsports-owned No. 88 Navy "Accelerate Your Life" Monte Carlo. McFarland is 18th in the Busch Series standings as of the March 11 race in Las Vegas.

The fleet honoree for the race will be the Nightdippers of Helicopter Squadron Five (HS-5) who are also celebrating their 50th anniversary this year. The "World Famous Nightdippers" of HS-5 are a member of Carrier Air Wing Seven assigned to the aircraft carrier USS Dwight D. Eisenhower (CVN-69). Their primary mission is combat search and rescue, naval special warfare support, anti-surface warfare and anti-submarine warfare.

The Navy has used its association with NASCAR over the past two years to increase America's awareness of the opportunities to serve our country.

The Bristol race will be televised live at 3 p.m. Eastern standard time (EST) to a national audience on the FOX Network and broadcast on Performance Racing Network (PRN) radio. The race will also be broadcast on American Forces Network Sports (AFN). Check your local listings in your area for broadcast times.



U.S. Navy photo by PHC Chris Desmond
Mark McFarland drives the NASCAR Busch No. 88 "Navy - Accelerate Your life" Chevrolet Monte Carlo during a practice session at the Daytona International Speedway. Dale Earnhardt, Jr. owns the No. 88 car which made its debut at the Hershey's Kissable 300 on Feb. 18.

30th NCR Approved for Change of Duty Station

JO1 (SW/FMF) Chad V. Pritt

Commander, 30th Naval Construction Regiment Public Affairs

After almost 24 years in Hawaii, and several iterations, the 30th Naval Construction Regiment (NCR) will be leaving the island as part of a change of permanent duty station to the Construction Battalion Center in Port Hueneme, Calif.

The office of the Chief of Naval Operations (OPNAV) approved the change of duty station Feb. 24, which will occur gradually over the next 18 months, according to OPNAV Notice 3111.

While there are many contributing factors fueling the need to move the 30th NCR, one of the biggest is the need to be near subordinate units, and "Unity of Command."

The current Pacific Fleet Naval Construction Force (NCF) has four active-duty Naval mobile construction battalions (NMCB), an underwater construction team (UCT), and a construction battalion maintenance unit (CBMU), and with the exception of the CBMU, all are stationed at CBC Port Hueneme. The move will allow the 30th NCR, comprised of about 40 members, to exercise improved command and control over its units.

"For the Pacific Fleet, we'll be collocated with the commands we serve and command and control," said 30th NCR Command Master Chief, CMDM

(SCW) Michael Holdcraft. "We'll have day-in and day-out interaction with them as they prepare for deployment."

Even though the command is relatively small, the move will take almost 18 months. This will allow for continuity and a decreased cost to the U.S. government, as members won't be required to execute multiple permanent change of station orders during one tour. Incoming personnel will report directly to the 30th NCR in Port Hueneme as those they replace rotate out of Pearl Harbor.

"It's a concerted effort designed to maintain optimal manning," said Chief Navy Counselor (AW) Christopher Cunningham, the command career counselor for the 30th NCR. "The phased transition ensures a smooth move and reduces work stoppage or detriment to operations."

This isn't the first time that the 30th NCR, or any of its past incarnations, has moved duty stations. During the island hopping of World War II, the 30th NCR was headquartered on Saipan, Guam, and Danang, Republic of Vietnam.

Since being stationed in Hawaii, the 30th NCR has gone by several names. These include Commander, Construction Battalions Pacific (COMCBPAC) and 3rd Naval Construction Brigade, which changed to 30th NCR in 2002 following a realignment of Naval Construction Forces under the 1st Naval Construction Division.

Life long learning for a long life riding...



Photo courtesy of MSGT USMC (Ret) Norman "Ray" Simpson Jr
Commander, Navy Region Hawai'i (CNRH) Safety and Marine Corps Base Hawai'i (MCBH) Safety Rider Coach Trainers, Rodd Johnson and Mario Diprete, recently teamed up to provide a two week joint military Motorcycle Safety Foundation Rider Coach Candidate class at MCBH Safety Center. Upon completion, the class was graduated by MCBH Chief of Staff Steve Veach on March 10, 2006. Pictured above (left to right, back) MSGT USMC (Ret) Norman "Ray" Simpson Jr, 297ATCS; CW03 Jeffrey E. Brewster, COMSUBPAC; STG1(SW) Chris Wilson, PHNSY; Mario Diprete, Marine Corps Base Hawai'i Safety Center; Rodd Johnson, CNRH Safety; (middle) HMCM(SS) Steven A. Hady, COMSUBPAC; PH1(AW/SW) James E. Foehl, CNRH PAO; MCBH Chief of Staff Steve Veach; Ltcmdr. Felipe Lopez, HSL 37; EM1(SS) Joseph Palmer, Naval Submarine Support Command; (front) ADC(AW/NAC) Lewis Lefevre, CPRW-2; FC1 Jeremy Armstrong, COMSUBPAC.

USS Reuben James (FFG 57) visits New Caledonia



Crew members of USS Reuben James (FFG 57) conduct routine maintenance, replenish supplies, and enjoyed some rest and relaxation while ported at Noumea, New Caledonia. U.S. Navy photo

Ensign Jon Derges

USS Reuben James Public Affairs

On March 10, USS Reuben James (FFG 57) homeported at Pearl Harbor Hawai'i visited Noumea, New Caledonia, a small French Pacific island approximately 800 miles northeast of Sydney, Australia. The Hawai'i-based guided missile frigate pulled into port to offer the ship and crew the opportunity to conduct routine maintenance, replenish supplies, and enjoy some rest and relaxation.

"New Caledonia is a very welcoming place," said Seaman Kevin Finnerty. "Some locals escorted us around to the beaches and showed us a where all the good night life was located. If I had another chance to go to New Caledonia again, I would."

This marks Reuben James' first visit to a foreign country in

more than two years following a major overhaul and work-up schedule.

"It was a good time to get off the ship for a little rest and relaxation on the beaches of New Caledonia," explained Lt. j.g. Dan Neverosky. "It gave me and a few other Sailors a chance to call home and let the families know how the cruise was going so far."

U.S. Navy ships routinely make port calls in a variety of locations. Reuben James' visit was consistent with the U.S. desire to interact with Pacific Rim nations and to promote regional cooperation. This port call was a demonstration of the continued relationship between the U.S. and France in the global war on terrorism.

The ship embarked on a 6-month deployment on Feb. 27 as part of Expeditionary Strike Group Three.



U.S. Navy photo

The daughter of Electronics Technician (Surface Warfare) 2nd Class George Everham, is baptized in the ship's bell aboard USS Chosin

Baptism leaves permanent mark on USS Chosin

USS Chosin Public Affairs

The bell on USS Chosin's foc'sle rings with a new name. It is the name the daughter of Electronics Technician(SW) 2nd Class George Everham, Jr. and his wife. On Friday, March 3, Jolene was baptized onboard Chosin. One of five children, she is the only one to be baptized aboard a ship.

"It was actually my wife's idea," said ET2 Everham. "She wanted to baptize the baby and asked about having the service aboard the ship."

The Methodist ceremony included scripture readings and singing, and godfathers Electronics Technician 1st Class Michael Klopotek and Electronics Technician 3rd

Class Eric Melcher promised to give the youngest Everham, born Nov. 26, 2005, spiritual guidance.

"Even though [the godfathers] and I will eventually go our separate ways, we are very close friends and they will always be a part of our lives," stated Everham.

After the ceremony, Religious Programs Specialist(SW) 1st Class Ron Harris engraved the ship's bell with the baby's name, as per ship custom. This is the fourth baptism that Harris has attended onboard Chosin.

"It was really special," explained Electronics Technician 2nd Class Everham. "My daughter's name has become part of something more permanent."

Sault turns USS Key West over to Ishee

JOC(SW/AW) David Rush

Commander Submarine Force, U.S. Pacific Fleet Public Affairs Office

Capt. Kenneth R. Sault turned over command of the Pearl Harbor-based USS Key West (SSN 722) to Cmdr. Thomas E. Ishee in a change of command ceremony on March 14.

Sault, who led the nuclear powered attack submarine for nearly 32 months, said that a hard-working crew made his job enjoyable and successful.

"I have had a great tour on board USS Key West only because I have been able to serve with a spirited crew, an aggressive chiefs' quarters and an exceptional wardroom," said Sault.

During Sault's tour, Key West completed an extensive selected restricted availability (SRA) and a six-month deployment to the Western Pacific last year. The submarine participated in numerous exercises in support of Fleet and force anti-submarine warfare readiness, including RIMPAC, Silent Fury I and II, Lungfish and Talisman Saber.

Rear Adm. Cecil D. Haney, who spoke at the

ceremony, said Sault and submariners were essential in maintaining presence and capability in an uncertain world.

"As we continue to fight the war on terrorism in various places throughout the globe, this setting serves as a reminder of what it takes to maintain a free and democratic society - something this submarine and crew have continued to work for during Capt. Sault's tour as commanding officer," said Haney, who currently serves as the deputy chief of staff for plans, policies and requirements for the commander, U.S. Pacific Fleet.

Haney said that Sault's leadership experience has greatly benefited the submarine community. "He has left his mark on submarine leadership for many, many years...he has done so with a sense of humility, unmatched professionalism, and esprit de corps."

Sault said that as his crew went to sea for exercises and deployments, he relied on command ombudsman, Rebecca Del Toro, to keep families connected and their spirits high. Sault credited Del Toro for her outstanding efforts.

"Over the last two years,

the entire time we were operational, Rebecca stood for the families, assisting them in achieving their needed support while we were underway," said Sault.

During the ceremony, Capt. Joseph E. Tofalo, Commodore Submarine Squadron Three, presented Sault with the Meritorious Service Medal.

Sault is reporting for duty as deputy commander, Submarine Squadron Seven.

Ishee said he was looking forward to the challenges that lie ahead.

"I am thrilled to be given the authority and responsibility for Key West," said Ishee. "It's an honor to command this fine ship and lead this great crew. Today is the culmination of a life-long dream."

A graduate of the University of Georgia, Ishee has served on USS Narwhal (SSN 671), USS Sea Devil (SSN 664) USS Tunny (SSN 682) and USS La Jolla (SSN 701).

USS Key West was commissioned in 1987 and has participated in Operations Enduring Freedom and Iraqi Freedom.

USS Paul Hamilton earns Golden Anchor award

Ensign Kathleen Kunkemoeller

USNR Auxiliaries Officer, USS Paul Hamilton (DDG 60) Public Affairs

For the second year in a row, USS Paul Hamilton (DDG 60) has earned the coveted Golden Anchor Award. The ship received the award because they met and exceeded Commander, Pacific Fleet re-enlistment goals for two quarters this fiscal year. They are one of only two surface ships on the Pearl Harbor waterfront to earn back-to-back awards.

To ensure their success, Paul Hamilton

departmental and divisional career counselors worked hard and aided Sailors with their career decisions. They conducted extensive perform-to-serve interviews and counseling sessions, to guarantee that every Paul Hamilton Sailor made informed career choices. In addition, they planned memorable re-enlistment ceremonies. "We're doing what we're supposed to do for our Sailors early in their careers," said Navy Career Counselor 1st Class (SW/AW) Jose Felino V. Patiak, Command Career Counselor. "The award also means that we're meeting the Navy's goal of keeping the finest Sailors."