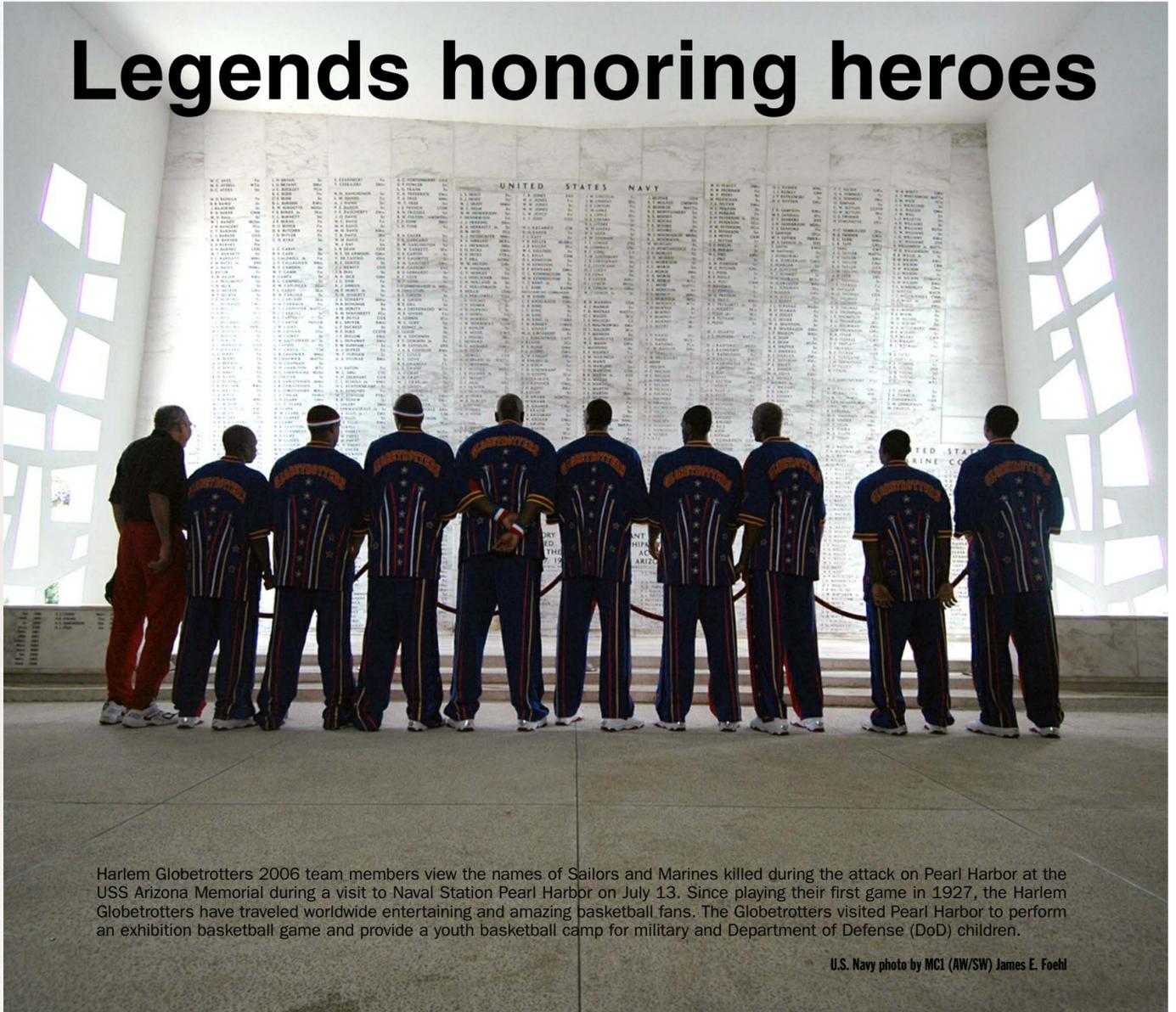


Fun in the Sun

Enjoying the outdoors safely in Hawaii

See Page B-1

Legends honoring heroes



Harlem Globetrotters 2006 team members view the names of Sailors and Marines killed during the attack on Pearl Harbor at the USS Arizona Memorial during a visit to Naval Station Pearl Harbor on July 13. Since playing their first game in 1927, the Harlem Globetrotters have traveled worldwide entertaining and amazing basketball fans. The Globetrotters visited Pearl Harbor to perform an exhibition basketball game and provide a youth basketball camp for military and Department of Defense (DoD) children.

U.S. Navy photo by MC1 (AW/SW) James E. Foehl



Pacific Missile Range Facility hosts joint service exercises

Story and photos by MC2 Johnny Michael

Pacific Missile Range Facility Public Affairs

Pacific Missile Range Facility (PMRF) on Kauai recently hosted Marines conducting training operations during the multi-service, multi-nation Rim of the Pacific (RIMPAC) 2006 exercise. The Marines practiced their ability to perform non-combatant

evacuation operations (NEOs), including an amphibious assault, an airfield raid, howitzer firing exercises and a mass-casualty drill.

The Hawai'i Air National Guard's 124th Air Control Squadron (ACS), a tenant command occupying six acres of land on PMRF, hosted nearly 150 Marines during the exercise as their command doubled as a U.S. consulate for the purposes of the NEO. Lt. Col. Myles Moriguchi,

154th ACS commanding officer, welcomed the opportunity to assist in the training, which coincided with his unit's annual two-week drill period.

Throughout the five-day exercise, personnel from PMRF range operations and ordnance departments provided scenarios for the Marines to hone their reactions, including improvised explosive device (IED) and rocket-propelled grenade (RPG) simulations.

Directing the operations for the

Marines was Lt. Col. Frank Donovan, the commanding officer for the 2nd Battalion, 1st Marines from Camp Pendleton, Calif. He expressed his appreciation for the hospitality of those at the 124th and PMRF who assisted in making this crucial training happen.

"NEO has been our bread and butter," said Donovan. "We are grateful to have this opportunity to train here."

More NEO on page A2



Bonhomme Richard, Marines conduct non-combatant evacuation exercise

MCSN Mark Patterson II

USS Bonhomme Richard (LHD 6)
Public Affairs

Sailors from USS Bonhomme Richard (BHR) (LHD 6) and a special Marine air/ground task force comprised of Southern California and Hawaii-based Marine units conducted a non-combatant evacuation operation (NEO) exercise July 12 from the Pacific Missile Range Facility (PMRF) on the island of Kauai in Hawaii.

The exercise was held during Rim of the Pacific (RIMPAC 2006), the largest biennial maritime exercise in the world.

When American citizens living, working or traveling abroad are threatened and have no means of escape, Marines and Sailors are often called upon to evacuate them to safety in an operation known as a non-combatant evacuation operation. Marines and Sailors have successfully conducted numerous NEOs around the world, evacuating American citizens and diplomatic personnel.

"A NEO exercise teaches today's Marines and Sailors what



U.S. Navy photo by MC2 Johnny Michael

Sailors and Marines gave an assist to "vistims" during a non-combatant evacuation operation on July 12 at PMRF.

it's like to be a part of a real-world NEO and evacuate American citizens and foreign nationals from potentially hostile areas," said Marine Gunnery Sgt. Brenda Parks of Combat Logistics Command 31.

During the exercise, BHR

Sailors and Marines landed in the potentially hostile fictional country of Orange. Marines infiltrated Orange by helicopter and air cushion landing craft (LCAC) in order to secure and evacuate more than 130 American citizens and four foreign nationals. Once

on the ground, the Marines traversed enemy terrain and took control of the mock U.S. embassy, which was being overrun by simulated rioters.

Once the area was secured, the evacuees began arriving in trucks, helicopters and even some by foot. The evacuees, comprised of BHR Sailors acting as role players, were processed through the evacuation command center (ECC), where Marines performed security checks including ID checks, bag searches, and pat downs.

After being evacuated by helicopter and LCAC, the evacuees were brought to BHR where they were processed, berthed, fed and provided medical treatment.

"The Marines of the ECC were extremely confident and absolutely thorough, but our job could not have been successful without the help of the MPs (military police) of Kaneone Bay," said Parks. "Their assistance was invaluable."

Navy medical personnel assigned to the ship and embarked with the Marines also responded to a mass casualty drill during the NEO exercise.

According to Capt. Steve

Greene, BHR commanding officer, NEOs are just one of the many essential missions BHR and her embarked Marines are trained to conduct.

"The success of this exercise can be attributed to the detailed planning of our embarked amphibious squadron and Marine staffs and the superb execution of operations by both Marines and Sailors. It was an opportunity to conduct world-class training that can be directly applied to real-world amphibious operations," Greene said. "Whether we are rescuing American citizens from hostile territory, providing life-saving humanitarian aid or delivering combat power to resolve crises or win wars, the Navy/Marine Corps team is able to deliver the right level of force to the right place at the right time."

Sailing as a part of the bilateral international force with the Japan Maritime Defense Force for RIMPAC 2006, Bonhomme Richard and embarked units are currently conducting naval and amphibious operations in the Hawaii operating area.

Get 'em on the beach!



U.S. Navy photo by MCSN Daniel Taylor

Amphibious assault vehicles (AAV) depart the dock transport ship USS Rushmore (LSD 47) with Marines aboard in support of the Rim of the Pacific (RIMPAC) 2006 Exercise. The Marines are performing an amphibious assault exercise. Eight nations are participating in RIMPAC, the world's largest biennial maritime exercise. Conducted in the waters off Hawaii, RIMPAC brings together military forces from Australia, Canada, Chile, Peru, Japan, the Republic of Korea, the United Kingdom and the United States.

Navy reservist bridges the gap for RIMPAC 2006

SK2 Priscilla Williams

RIMPAC Coalition
Information Bureau

As a Korean native, Cryptology Technician Interpretive 1st Class Michong Fuerst knew she wanted to be a linguist when she joined the Navy Reserve in 2001. During the Rim of the Pacific (RIMPAC) 2006 exercise, Fuerst served as a Navy liaison and translator, coordinating activities with the Korean Navy public affairs officer assigned to the Coalition Information Bureau (CIB).

Fuerst's journey began in the city of Masan in the Republic of South Korea, her native country. She learned English in middle school and college, where she earned a degree in early childhood education. Her parents were

always supportive of her aspirations, although they were hesitant when she decided to marry a U.S. Sailor and move to America.

Not only did she marry her Sailor, she became a Sailor, too. "I knew I could help the Navy as a linguist. I felt it was a job I could do and do well," said Fuerst, who is also working toward her master's degree in special education.

"I also wanted to join out of a sense of pride for the United States Navy," Fuerst added. She became a United States citizen in 1994.

As a Navy linguist, Fuerst, who reports to Navy Region Naval Intelligence Operation Center Hawaii, was the bridge between the U.S. and Korean navies during RIMPAC.

"If not for Petty Officer Fuerst, my job during RIM-

PAC would have been far more difficult," said Lt. Geun Ho Kim, the Korean navy public affairs officer assigned to the RIMPAC CIB. "She closes the communication gap between our two countries. Her patience and kindness is greatly appreciated. It is nice to work with a person who has a true love for both our countries."

"We accomplished our mission without the difficulty that sometimes comes with language barriers," said Lt. Ron Carpinella, a public affairs officer with the RIMPAC CIB. "Koreans are exceptionally appreciative of our valuable resources. Our working relationship is stronger and they are grateful for our efforts."

Fuerst provided support during her two-week annual training period as a Navy reservist.

Hawaii Navy News Online
www.hawaii.navy.mil

Hawai'i Navy News Editorial

MCPON Campa takes helm of enlisted force



Chief Petty Officer of the Navy (MCPON) Joe R. Campa Jr. receives the ceremonial cutlass from MCPON Terry D. Scott during a morning ceremony at the Washington Navy Yard on July 10. Scott became the 10th MCPON on April 22, 2002 and will retire with 29 years of service. Campa was selected to become the Navy's eleventh MCPON while serving as command master chief, Joint Task Force Guantanamo Bay.

MC1 (SCW) L. A. Shively

Master Chief Petty Officer of the Navy Public Affairs

Master Chief Petty Officer of the Navy (MCPON) (SW/FMF) Joe R. Campa Jr. took the helm of the enlisted force as the Navy's 11th MCPON, receiving the ceremonial cutlass from MCPON (SS/AW) Terry D. Scott, in a change of office ceremony at the Washington Navy Yard on July 10.

The ceremony marked the conclusion of a 29-year Navy career for Scott, who held the office of MCPON the past four years.

"He led," said Chief of Naval Operations (CNO) Adm. Mike Mullen. He elaborated, explaining how Scott's leadership engaged Sailors to "bring all manner of people together to solve problems."

Mullen stressed that many of the new programs for today's Sailors were a result of Scott's efforts, such as greater educational benefits, redesigned uniforms that are more attractive and durable, plus incorporating a "culture of fitness" aimed at improving both physical and mental health.

The CNO also recognized that Scott continued to work until his very last day in office, giving a recent interview to a major news station about the problem of predatory lenders, businesses targeting Sailors for payday or title loans with enormous interest rates.

Mullen then congratulated the newest MCPON.

"Master Chief Campa is not just an exceptional corpsman, he's a terrific leader - a command master chief with an enormous wealth of experience in the fleet that makes him the right Sailor at the right time to follow MCPON Scott," Mullen said. "Master Chief Campa, you must know how big the shoes you must fill are and I have every confidence in you. I appreciate your service and your willingness to step up to this enormous responsibility."

Campa thanked Scott and his wife in a speech after he accepted the office, offering his deep appreciation for their hard work improving the lives of Sailors and Navy families.

"Together you have made the Navy a better place," he said.

Campa then acknowledged his predecessors and set the direction for his term in office.

"I want every Sailor to achieve the full measure of their potential because it not only makes them better Sailors - it makes them better citizens," said Campa. "And like my predecessors, this is where my commitment lies and this is where my energy will be focused."

Campa most recently served as command master chief, Joint Task Force Guantanamo Bay after graduating from the Naval War College in Newport, R.I.

U.S. Navy photo by MCC Johnny Bivera

Avoid the "pay-day pirates"

Pacific Fleet Master Chief (SS/SW) Rick West

Hoo-yah, Warriors! Going to get straight to the point on this article because the subject is that hot - payday lenders or what is often referred to as predatory lenders. This is a must read for all military personnel, ombudsmen and family members. The fastest growing reason contributing to financial trouble is the use of the payday loans or predatory lenders. These "payday pirates" are not interested in helping you out. They are interested in one thing - making money and making it off of you and if you use them, they will win and you will lose ... every time.



FLTCM (SS/SW) Rick West

According to the Federal Trade Commission, a cash advance loan secured by a personal check - such as a payday loan - is very expensive credit. They'll say the fees are just \$20 per \$100 borrowed - and also say that many credit cards charge 24 percent interest or more. But that 24 percent figure is the annual rate. Payday loans are two-week loans that turn into long-term debt and their annual interest rates can easily surpass 400 percent. Bottom line: This is not a good deal! I cannot imagine anyone in his or her right mind signing up for a 400 percent loan. I cannot imagine anyone OUT of his or her right mind signing up for this scam.

Payday pirates can have a huge impact on your credit rating - which helps you get a legitimate loan. Indebtedness can hinder your military career; it will cause a lot of stress at home and it can cause you physical and mental harm.

Before you get to this point, talk to somebody - the command financial specialist, your chief, your LPO, the chaplain, a peer, anyone but that payday pirate who

is waiting for you outside the gate.

Your chiefs, LPOs and divisions officers should discuss this at every opportunity and by being proactive, you will not become reactive. Here are some recommendations:

- Inform leadership when making a big purchase or if you are thinking of using a payday lender.
- Use the resources available to you to make an informed decision. (Your CPO or division officer, command financial specialists, or Fleet/Family Support Center has several programs to ensure your success.)
- Live within your means ... do you really need the new truck? I drive a '95 Mazda.
- When you need credit, shop carefully. Compare offers. Look for the credit offer with the lowest annual percentage rate - consider a small loan from your credit union or small loan company, or a loan from family or friends.
- Compare the APR and the finance charge (which includes loan fees, interest and other types of credit costs) of credit offers to get the lowest cost.
- Ask your creditors for more time to pay your bills. Find out what they will charge - as a late charge, an additional finance charge or a higher interest rate.
- Make a realistic budget and figure your monthly and daily expenditures. Avoid unnecessary purchases, even small daily items. Also, build savings, even small deposits can help, to avoid borrowing for emergencies or unexpected expenses.
- If you need help on debt repayment or developing a budget, contact your local Fleet and Family Support Centers (FFSC) or command financial specialist. FFSC currently has some outstanding classes that maybe you can incorporate as part of indoc for both the military member and the spouse.

Fleet Tip: I recently found an outstanding Web site www.militarymoney.com. Once on the site, look at the departments section and click on money. You will see an article called, "Caught in a Debt Trap." This

Gemini 10 - up, up and away!



Photo courtesy of National Aeronautics and Space Administration

Gemini 10 launch time exposure - Photo shows launch of Gemini 10 on July 18, 1966 with Lt. Cmdr. John W. Young, as command pilot at Johnson Space Center. The mission involved 43 orbits at an altitude of 412.2 nautical miles and lasted two days, 22 hours and 46 minutes. The capsule was recovered by an HS-3 helicopter from USS Guadalcanal (LPH 7). Splashdown occurred in the Western Atlantic Ocean. Gemini 10's mission demonstrated the ability of an astronaut to travel to another spacecraft and back. Its primary purpose was to conduct rendezvous with the Agena target vehicle.

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Burian relieves Stanley as commanding officer of Los Angeles

MC1 (SW) Cynthia Clark

Commander Submarine Force Pacific Fleet Public Affairs

Cmdr. Erik Burian relieved Cmdr. Thomas Stanley as commanding officer of the guided missile submarine USS Los Angeles (SSN 688) at a ceremony July 10 on the pier at Naval Station Pearl Harbor.

Capt. Michael Zieser, former commodore of Submarine Squadron One (COMSUBRON ONE), was on hand to reflect on Los Angeles' success during Stanley's tenure as commanding officer.

"Stanley led the way in developing a winning mindset among his crew," Zieser said. "Los Angeles repeatedly was the crew I came to rely upon. Their never say die attitude was profoundly evident when they complet-



U.S. Navy photo

Cmdr. Erik Burian relieved Cmdr. Thomas Stanley as commanding officer of "the first and finest" Pearl Harbor-based, nuclear-powered attack submarine USS Los Angeles (SSN 688). The ceremony took place on the Naval Station Pearl Harbor submarine piers July 10. Commissioned on Nov. 13, 1976, USS Los Angeles is the oldest nuclear-powered attack submarine in commission and the lead ship of her class.

ed a normal 14-month training period between deployments in less than six months. This included four major inspections – an operational reactor safeguards examination, a tactical readiness examina-

tion, a dry deck shelter certification and pre-overseas movement certification."

"Most importantly ... following those inspections," Zieser continued, "Los Angeles went on deployment where she completed two missions vital to national security as well as six multi-national exercises with our Pacific Rim allies. For their efforts, the crew was awarded the Navy Meritorious Unit Commendation, a testimony to the team Cmdr. Tom Stanley developed."

Prior to presenting the Meritorious Service Medal to Stanley for his service commanding Los Angeles, he ensured the submarine was still in good hands as Stanley heads to the staff of the Chief of Naval Operations in Washington, D.C.

"Cmdr. Burian was the deputy commander for readiness of Submarine Squadron One while I was

commodore," Zieser explained. "I can think of no better man to lead the crew of 'the first and finest.'"

In his departing remarks, Stanley thanked his department heads, chiefs, wardroom and divisions who adapted and overcame the long months at sea and arduous periods in the shipyard during his command.

"To the crew of Los Angeles - you are the hardest working and most resilient crew of any that I have served with," Stanley said. "You never cease to amaze me. You are truly unstoppable. Thank you for your service to your country, the Navy, the submarine force and the USS Los Angeles."

After Stanley and Burian read their orders and the respective command pennants were presented and raised, Burian conveyed his gratitude to Stanley. He

also gave the crew of Los Angeles a pep talk before getting to work.

"I am extremely proud to be given the tremendous opportunity and challenge of taking command of this fine ship and crew," Burian said. "L.A. is on the verge of returning to sea and superbly ready to do so, thanks to Cmdr. Stanley and his true team of professionals."

Burian concluded, "To the submarine warriors of the USS Los Angeles, Bravo Zulu for the many hours of hard work to get our ship ready. I am eager to lead you to future successes aboard the 'first and finest.' Let's get back to sea."

In addition to his tour on the staff of COMSUBRON ONE, Burian has served on four submarines including a tour as executive officer of the USS Georgia (SSBN 729). He is a 1989 graduate of the U.S. Naval Academy.

Opportunities available to earn commission as LDO or CWO

Cathy Heimer

Naval Air Station Oceana, Virginia Beach, Va.

Perhaps the main concern of many of those attending the limited duty officer/chief warrant officer (LDO/CWO) briefing at [Naval Air Station] Oceana [Virginia Beach, Va.] recently were the rumors that fewer Sailors are going to be accepted into the two commissioning programs in future years.

Assistant Program Manager Chief Warrant Officer Russ Coleman didn't hesitate to address those prevalent rumors about the future of the LDO/CWO programs.

"Yes, packages are down and applications are down. But it's not because Sailors aren't interested in the programs. We believe the chain of command is taking a more active interest in the programs and carefully screening the applications before sending them on," said Coleman.

All applicants for the programs need to have their commanding officer's endorsement and Coleman warned Sailors not to expect an automatic endorsement. He suggested potential applicants read the instruc-

tion carefully and also get more information about the application by visiting Navy Knowledge Online (NKO).

Coleman explained that like many of the enlisted ratings, the officer community is looking at combining some of the officer designators. Within the LDO community, the 655X legal LDO has been approved for disestablishment and the possible merger of five other areas is also under consideration.

The three designators that Coleman said are expected to have about the same number of openings as last year are physical security, deck and combatant craft crewman.

He also explained that regardless of the number of applicants, the programs would not be lowering their standards by commissioning those less qualified. "We're still taking a 'quality cut.' Believe me, if you're selected, you earned it," said Coleman.

The briefing was organized by Lt. David Boisselle from Joint Forces Command and a member of the Hampton Roads Mustang Association. Other members of the organization also attended to help answer questions and share their experiences with potential applicants.

The other topic that interested those attending was the new "flying pilot CWO" program, which will select 30 highly-qualified second class through chief petty officers, commission them as CWO2s, and undergo for flight training to become pilots and naval flight officers. Coleman said they will be assigned to primarily fly helicopters and P-3 Orions.

CWO/LDOs are considered the technical experts, or "experts in their fields," for the Navy. Boisselle explained that by applying for the commissioning programs, it's an opportunity to lead. "You need to want to make a difference," he said.

Both Boisselle and Coleman encouraged applicants not to become discouraged if they are not selected the first time. "If you don't get picked up the first time, don't give up," said Coleman, who was selected on his fifth time applying. Boisselle applied six times for chief warrant officer before going on to become an LDO.

Last year 400 applicants were selected for the two commissioning programs. The one thing that stood out to Coleman is that 30 percent of LDOs selected had completed a recruiting, Recruit Training

Command or instructor tour; within the new CWOs, 52 percent had completed those difficult tours.

Coleman also emphasized that those selected for either program need to be prepared to go out to sea, regardless of whether they are now on sea duty. He said the audience would be surprised to find out how many people were accepted, only to turn down the commission once they found out they were headed right back to sea.

With the LDO program, the Navy is the only branch of the military with a commissioning program that allows a Sailor to go from an E-1 up to an O-6 without any break in their active duty time. LDOs need to have at least eight, but not more than 16 years of active duty time. Depending on their officer designator, qualifications and billet requirements, there are opportunities for LDOs to serve as commanding officers.

To be commissioned as a CWO, applicants must have at least 12, but not more than 24 years of active duty service. CWOs serve primarily as division officers and officers in charge.

The commissioning programs are open to first class petty officer up

through master chief to apply. Chief warrant officers can also apply for LDO. A first class petty officer must be eligible for chief to apply for either program. Unlike many other commissioning programs, the LDO/CWO program has no age restrictions for applicants.

While a college degree is not required, Coleman warned that may change in the future. He emphasized that many of the applicants have already earned at least an associate's degree.

"We're hoping that applications are up this year. We're hoping that 'road shows' like this will drive people out to apply. It's a wonderful program," said Coleman.

Chief Aviation Electronics Technician (AW/SW) Joshua Davis, one of several chiefs from USS Carl Vinson (CVN 70) who attended, said "I wanted more insight into the process of applying for LDO."

For more information about the LDO/CWO programs, contact your career counselor or Lt. David Boisselle at 836-7935 or at david.boisselle@jfc.com.mil. More information is also available through Navy Knowledge Online at www.nko.navy.mil.

Hawai'i Navy News



RIMPAC 2006

Rim of the Pacific Exercise



U.S. Navy photo by MC3 Marcos T. Hernandez
 Chief Petty Officer Matt Hanrahan, assigned to Australian Clearance Diver Team One (ACDT-1), watches a fellow clearance diver jump from an HH-60H Seahawk helicopter during a cast and recovery exercise in support of Rim of the Pacific (RIMPAC) 2006.



U.S. Navy photo by MC2 Jennifer A. Villalobos
 A member of the Australian Clearance Diving Team One (ACDT-1) climbs a ladder to an HH-60H helicopter assigned to Helicopter Anti-Submarine Squadron Two (HS-2) during a cast and recovery exercise.



U.S. Navy photo by MC3 Marcos T. Hernandez
 Chief Petty Officer Matt Hanrahan, assigned to Australian Clearance Diver Team One (ACDT-1), and fellow divers give the ready status while conducting a cast and recovery exercise during RIMPAC 2006.



U.S. Navy photo by MCSN Jeffery J. Gabriel Jr.
 Marines from USS Rushmore (LSD 47) perform an amphibious assault exercise in support of the Rim of the Pacific (RIMPAC) 2006 exercise. Eight nations are participating in RIMPAC, the world's largest biennial maritime exercise. Conducted in the waters off Hawai'i, RIMPAC brings together military forces from Australia, Canada, Chile, Peru, Japan, the Republic of Korea, the United Kingdom and the United States.

International cross-decking



Photo by QM3 Shaddrius McGruder

An Australian Seahawk helicopter from HMAS Stuart departs USS Paul Hamilton (DDG 60), homeported at Pearl Harbor, after completing a passenger transfer on July 10. More than 20 Sailors from Paul Hamilton, Stuart, HMAS Manoora and HMCS Regina have been cross-decked to experience life in a foreign navy.

Hawai'i's history of battling the ravages of hurricanes

Karen S. Spangler

Editor

(Hurricane series - Part 2)

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

You never know if this could be the year that a hurricane might threaten paradise. Officials at the Central Pacific Hurricane Center caution that allowing yourself to believe that, "it won't come here" or "there hasn't been a hurricane here in years so why worry," or buying into the "it can't happen to me" philosophy could be dangerous. The best thing is to be aware and to be prepared.

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

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

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

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

Tropical cyclones with winds of less than hurricane strength have also caused destruction to the islands. A storm that crossed the island

of Hawai'i in August 1958 caused flooding rains and high winds that resulted in more than \$500,000 in damages.

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

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

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

Identifying tropical cyclones (tropical disturbances with winds up to 38 mph, tropical storm with winds 39 to 74 mph and hurricanes with winds greater than 74 mph are collectively referred to as tropical cyclones) improved after World War II with increased commerce and aircraft activities. The launch of the TIROS 1 weather satellite in April 1960 drastically improved the process of identifying tropical cyclone activity.

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

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

The destructive storms are driven by the heat that is released by condensing water vapor and by external mechanical forces. If cut off from the warm ocean, the storm becomes starved for water and heat energy and begins to weaken and die. The friction as it moves over the

land weakens it even more. However, due to the small land area and close proximity of shoreline to all areas of the islands, there is less reduction in power as hurricane winds travel over land in Hawaii.

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

Here in Hawai'i, hurricane winds are damaging not only to trees, vegetation and crops but also to lightly built homes and other structures. Severe flash flooding and landslides can result from heavy and prolonged rains associated with the storm. Although a hurricane may be several hundred miles away, a large swell moving out ahead of the giant storm may already reach the shores of the islands. Then as the storm moves closer to the coastline, above normal storm tides and high wind-driven waves cause rapidly rising water levels. Coastal areas become flooded, beaches are eroded, and waterfront structures, highways and other facilities may be undermined as they are pounded by high surf.

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

Additional information about hurricanes and guidelines on hurricane preparedness may be found on Navy Channel 2 and on the Commander, Navy Region Hawai'i Web site: www.hawaii.navy.mil.

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

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

'Operation Cookie' boosts morale

Lt. j.g. Chris Denton

Patrol Squadron Nine (VP-9)
Public Affairs

Girl Scouts from troop 531 recently launched 'Operation Cookie,' surprising members of Patrol Squadron 9 (VP-9) at Marine Corps Base Hawai'i - Kaneohe with boxes of Girl Scout cookies as the squadron was departing for a deployment to the Middle East, Africa and the Pacific Rim.

For six days, Girl Scouts from troop 531 coordinated delivery of more than 400 boxes of cookies to VP-9's deploying Sailors.

The Scouts showed up before 6 a.m. to meet the departing P-3s and aircrew, armed with cookies and signs that expressed their gratitude for VP-9's service and sacrifice. Handshakes and well wishes were exchanged followed by the girls presenting each deploying member with a box of Girl Scout cookies.

The eight Scouts were then welcomed onto the aircraft and given a full tour, including everything from the galley to the flight station and weapons systems. First to jump into the pilot's seat for a tutorial

was one nine-year-old Girl Scout.

"There are so many buttons and switches, it's hard to remember which ones do what," she remarked.

Hoping to be a pilot herself one day, another Girl Scout asked some specific questions of Lt. j.g. Janet Bower about how to fly the plane. When the tour ended, the aircrew began final preparations to meet timelines for their three-day, 11,000-mile trip to their deployment site.

When asked why the Girl Scouts chose to create Operation Cookie, the young Scouts explained that it was because they thought giving cookies to the aircrew would make them happy.

Carla Trupp, troop leader, noted that the girls would be awarded a badge for community service. The Scouts' gesture of kindness to the deploying service members will help remind them of the sacrifices our military members make day in and day out.

Girl scout cookie patrons in Hawai'i have donated more than 7,000 boxes of cookies this year to Soldiers, Sailors, Airmen and Marines who have deployed in support of the global war on terrorism.



U. S. Navy photo by VP-9

Girl Scouts from Troop 531 pose with members of Patrol Squadron 9, home based at Marine Corps Base Hawai'i - Kaneohe. The Scouts recently presented 400-plus boxes of Girl Scout cookies during 'Operation Cookie' to VP-9 squadron members deploying to the Middle East, Africa and the Pacific Rim.

Command Master Chief Ashton named top COB in the Navy



CMDCM (SS/DV) Bob Ashton, along with Commander, Submarine Squadron One, Capt. Stephen Marr, introduces his staff to the crew of the Japan Maritime Self-Defense Force submarine Kuroshio. Ashton received the 2006 Frank A. Lister award for the top submarine chief of the boat in the Navy.

Story and photo by
MC1(SW) Cynthia Clark

Commander Submarine Force
Pacific Public Affairs

Command Master Chief (SS/DV) Bob Ashton, the senior enlisted leader for Submarine Squadron One, received the Master Chief Frank A. Lister Award on June 8, recognizing his outstanding service while serving as chief of the boat (COB) onboard USS Charlotte (SSN 766).

Ashton was recognized at the Naval Submarine League Annual Symposium in Alexandria, Va. The Lister Award is given annually by the organization to the one submarine chief of the boat who has displayed the most exceptional leader-

ship and motivation of his crew. There are more than 80 COBs currently serving on submarines around the Navy.

This marks the second consecutive year a COB from the squadron received this award. Command Master Chief Rick Atkins, COB on board USS La Jolla (SSN 701), was honored last year.

According to Ashton, these outstanding leadership traits were instilled in him early in his career and have made him the example to follow he is today.

"Growing up, I had fantastic leaders," Ashton explained. "They created opportunities for me - it made the ship better and the crew stronger. I'm doing that now, but at the command level. Focusing on what the mission is and what

needs to be done to get the crew to execute the mission is key, good delegation and communication," he said.

Ashton continued to express the importance of simplicity on board any command.

"Many times we make it too complicated," Ashton said. "We really just need to let the Sailors know what's expected of them and then have them go do it."

He also added he couldn't have been this successful if it wasn't for the chiefs working with him as well as the Sailors on the deck plates.

"My chiefs made me look good," Ashton said. "I empowered my chiefs and said we're going to make this work. Whenever we had an issue, I'd grab my department chiefs and ask them what they

wanted to do about it. This is really a testimony to the people I was able to lead."

During Ashton's tour as COB, Charlotte completed three deployments, including an under-ice transit. Charlotte received the Navy Unit Commendation as well as the Ney Award, for the submarine with the best food service in the Navy. Charlotte is now undergoing a depot modernization period at the Norfolk Naval Shipyard, Portsmouth, Va. Upon completion, it will return to Naval Station Pearl Harbor.

The Lister award is presented annually to a submarine senior or master chief petty officer while serving, or who recently served, as chief of the boat on a submarine during the year nomination period.



“Power hour” on O’Kane



U.S. Navy photo by MC3 Marcos T. Hernandez

Sailors aboard the Arleigh Burke-class destroyer USS O’Kane (DDG 77) homeported at Naval Station Pearl Harbor participate in “Power Hour,” a command physical training class during Rim of the Pacific (RIMPAC) 2006. Eight nations are participating in RIMPAC, the world’s largest biennial maritime exercise. Conducted in the waters off Hawai’i, RIMPAC brings together military forces from Australia, Canada, Chile, Peru, Japan, the Republic of Korea, the United Kingdom and the United States.

RIMPAC 2006 sports standings results are as follows:

5K Run

Men’s Open: **1st**, Lt. Cmdr. Augelli, COMTHIRDFLT, 18:26; **2nd**, P01 Park Jae Hyung, ROK Munmu, 19:01; **3rd**, Lt. Cmdr. Bradley Williams, USS Milius, 19:07.

Women’s Open: **1st**, QM3 Holly Mabb, USS Chafee, 23:30; **2nd**, Lt. Sarah Lockley - HMAS Stuart, 23:51; **3rd**, Lt. Cmdr. Kines Lenhart, USS Shoup, 24:05.

Men’s Masters: **1st**, Cmdr. Fluker, USS Bonhomme Richard, 23:03; **2nd**, ETCM Warren Grey, USS Abraham Lincoln, 23:16; **3rd**, Hirayama Hironobu, JDS Hiei, 23:34.

Women’s Masters: **1st**, Lt. Alana Garas, USS Abraham Lincoln, 27:54; **2nd**, LNC Terri Webb, USS Abraham Lincoln, 34:48.

Four-Person Volleyball (sand)

Tournament: **1st**, USS Bonhomme Richard; **2nd**, FF Blanco.

Softball Tournament: **1st**, USS Bonhomme Richard; **2nd**, VP-4.

Basketball Tournament: **1st**, USS Paul Hamilton; **2nd**, USS Denver.

Soccer Tournament: **1st**, Kunia; **2nd**, HMAS Manoora.

Volleyball (indoor) Tournament: **1st**, FF Blanco; **2nd**, JTF (P) J3.

Bench Press Contest: **1st**, Cmdr. Jon Peterschmidt, USS Pinckney; **2nd**, Lt. Anthony Richardson, USS Pinckney.

Indoor Triathlon Running, Cycling, Rowing Contest

Men’s: **1st**, Lt. j.g. Bradley Williams, USS

Milius; **2nd**, Ryan Carmichael, HMAS Manoora.

Women’s: **1st**, Lt. Sarah Lockley, HMAS Stuart; **2nd**, Po Nikky Gundy, HMAS Stuart.

Golf Tournaments held at Barbers Point Golf Course: **1st**, USS O’Kane; **2nd**, VP-4; **3rd**, USS Denver.

Outrigger Canoe Race: **1st**, HMAS Manoora; **2nd**, HMCS Regina; **3rd**, USS Pinckney.

Inner-Tube Water Polo Competition: **1st**, HMAS Stuart; **2nd**, HMAS Stuart.

Sailing Regatta: **1st**, USS O’Kane; **2nd**, HMAS Manoora; **3rd**, FF Blanco.

Bowling Tournament: **1st**, ROK Munmu, Sung/Jae/Ho; **2nd**, USS Bonhomme Richard,

Barnes/Bryan/Ziegmann; **3rd**, USS O’Kane, Walk/Tooman/Lucas.

Open Singles and Doubles Tennis

Men’s Singles: **1st**, OS2 Brendon Pacheo, USS Lake Erie; **2nd**, PO2 Hiroshi Nasuhara, JDS Samidare.

Men’s Doubles: **1st**, Lt. Cmdr. Chris Saufley/Lt. Mitch Koch, USS Abraham Lincoln; **2nd**, Lt. Sergio Gomez/Lt.j.g. Felipe Balmelli, FF Blanco.

International Military Boogie Board and Surf Meet

Surf Meet: **1st**, Clint Munoz, USS Mobile Bay; **2nd**, Clint Dedden, HMAS Stuart;

3rd, Ron Johnson, USS Bonhomme Richard.

Boogie Board: **1st**, Clint Munoz, USS Mobile Bay; **2nd**, Michael Crummy, HMAS Manoora; **3rd**, Mike Lach, USS Pinckney.