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U.S. Navy photo by MC2 Rebecca J. Moat  
 USS Abraham Lincoln (CVN 72) leads a group of 28 ships and submarines in formation at the end of Exercise Rim of the Pacific (RIMPAC) 2006.

# RIMPAC ends

## *MDSU-1 divers inspect USS Utah*



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

Gunner's Mate 2nd Class (DSW) Daniel O'Brien, Mobile Diving and Salvage Unit One (MDSU-1), monitors divers inspecting the hull of USS Utah in Pearl Harbor. The ship was torpedoed during the attack on Pearl Harbor on Dec. 7, 1941. In May 1972, a memorial site was dedicated and includes a walkway over the water near the ship, a flag which is raised and lowered daily by a Navy color guard detail, and a bronze plaque that bears the names of the 58 Sailors who died onboard during the attack.

## MAN OF HONOR

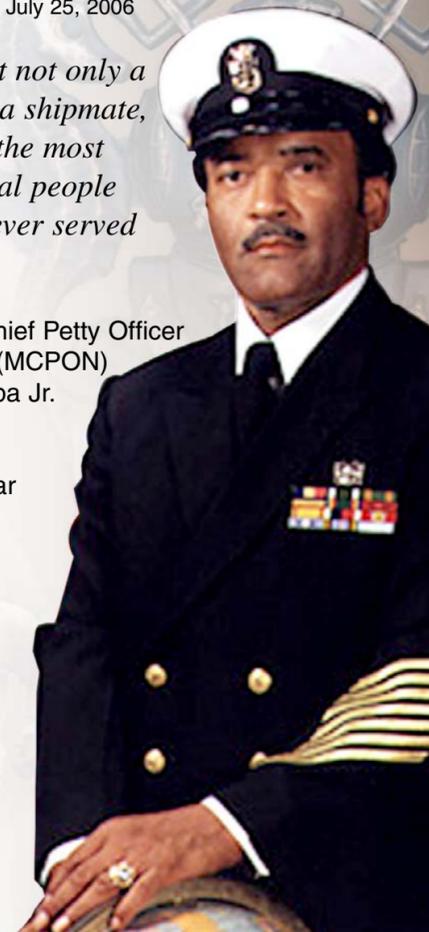
Master Chief Boatswain's Mate  
**Carl Maxie Brashear, USN (Ret.)**

Jan. 19, 1931 - July 25, 2006

*"We've lost not only a friend and a shipmate, but one of the most inspirational people who have ever served our Navy."*

- Master Chief Petty Officer of the Navy (MCPON)  
 Joe R. Campa Jr.

More on  
 Carl Brashear  
 on page B-1



More top stories



RIMPAC 2006  
 roundup - page A2



Hopper conducts  
 burial at sea - page A4



CARAT Sailors deliver  
 smiles in Malaysia - page A11

# Successful multi-national RIMPAC 2006 exercise concludes

## RIMPAC 2006 Coalition Information Bureau

The 20th multi-national Rim of the Pacific exercise (RIMPAC) concluded this week after a month of intensive warfare training conducted off the coast of the Hawaiian Islands. The Coalition Force comprised of eight nations, 35 ships, 160 aircraft and 19,000 personnel returned to Pearl Harbor for a short pause before beginning the final journey home at the end of the month.

"The exercise was a tremendous opportunity to learn and improve how we work together," said Vice Adm. Barry Costello, Commander, U.S. Navy Third Fleet, "but more importantly, RIMPAC continues to build positive relationships among allied nations who share a common interest in peace, security and stability in the region."

The month-long exercise was broken into several phases, including a variety of drills and a tactical scenario play. During the initial phase, ships

and aircraft worked on improving individual and task group level war fighting skills. Over a period of 10 days, the RIMPAC forces operated in waters off Oahu and Kauai and conducted numerous exercises including live missile, torpedo, and gunnery fire exercises, air defense, surface warfare, undersea warfare, maritime boardings, mine warfare and anti-submarine warfare.

"RIMPAC provides an opportunity to grow and develop professional forces

capable of providing stability in our part of the world," said Australian Commodore Richard Shalders, who served as the RIMPAC Sea Combat Commander aboard HMAS Manoora. "One of the largest exercises in recent years, RIMPAC 2006 was successful as all units performed extremely well, achieving all of our operational aims," he said.

The last phase of the exercise involved a fictitious scenario where coalition "blue" forces worked to enforce

United Nations Security Council Resolutions to prevent country "orange" from overtaking country "green." As part of this role play, U.S. Marines were used to conduct non-combatant evacuation operations as well as an amphibious beach assault. The air forces provided close air support, surveillance, air strikes as well as anti-ship and anti-submarine warfare capabilities.

"We had the opportunity to practice operational level command and control as well as

flying various tactical air missions during the exercise. Participation in RIMPAC is critical because there is simply no substitute for the experience gained by planning, training and working in a coalition," said Canadian Col. John McManus who served as one of the Combined Force Air Operations Center directors.

Nations participating in RIMPAC 2006 were Australia, Japan, Chile, Canada, Peru, Republic of Korea, the United Kingdom and the United States.



U.S. Navy photo by MC3 Ben A. Gonzales

The aircraft carrier USS Abraham Lincoln (CVN 72) pulls in for a scheduled port visit at the conclusion of RIMPAC 2006.



U.S. Navy photo by MCI James Foehl

A Sailor assigned to Naval Station Pearl Harbor performs line handling duties for the Japanese Maritime Self Defense Force JDS Hiei (DDH 142) as she returns to port at the conclusion of the Rim of the Pacific (RIMPAC) 2006 exercise.

## Allied Navies control supply sea lanes for RIMPAC

### MC1 Larry Foos

#### RIMPAC Coalition Information Bureau

Coalition building is a prime objective of Rim of the Pacific (RIMPAC) 2006 and nowhere is that more evident than with the logistical and material support arm of this massive exercise.

For the first time, RIMPAC logistical support was run jointly by Australian, Canadian and U.S. Navy Sailors, who controlled the flow of materials and critical parts throughout the exercise theater.

The execution of this coalition effort was a tremendous success, allowing the dozens of operations held almost daily since July 6 to run smoothly. It was a daunting task not only because of the sheer size of RIMPAC, which involves 35 naval ships and submarines and more than 160 military aircraft in a 210,000-square-mile area off Hawai'i, but because it involved coordinating with eight independent navies that each have different systems, assets and languages.

"The success of this RIMPAC is that it is truly a coalition in nature to keep those parts moving," said Lt. Chris Angerman, Canadian naval logistics officer for the shore-based forward logistics site (FLS). "Nothing is sitting on the carrier."

One Australian and one Canadian Navy officer were designated material control officers onboard the aircraft carrier USS Abraham Lincoln (CVN 72), which was one of two logistics hubs for RIMPAC 2006 (USS Bonhomme Richard (LHD 6) was the other). Critical parts and materials were flown to the carriers as needed to keep the participating ships and aircraft operating, and the material control officers managed the distribution network. Maintaining logistics interoperability between all navies was no easy task.

Lt. Cmdr. Hans Lynch, RIMPAC's deputy assistant chief of staff of logistics, explained the critical role of these officers. "We really couldn't do this without them. We normally draft

(U.S. Navy) Reservists for this role, considering the size of RIMPAC. But with these (allied-navy) officers, we're getting trained professionals who do this every day. They know the material," Lynch said.

The Canadian, Australian and U.S. Navies share many of the same classes of ships, as well as similar helicopters, weapons and communications systems, which gives the material control officers an edge. But when it was needed, they also provided support for the other allied nations participating in RIMPAC: the United Kingdom, Peru, Chile, Republic of South Korea and Japan.

"The majority of the freight we move from here is Canadian and Australian, but we have moved one part for a Chilean navy ship and some mail for a Japanese ship," Angerman said.

Angerman and 15 other officers and enlisted Sailors representing the three navies made up the FLS located at a strategic location in Pearl Harbor. The FLS operated three H-3 Sea King helicopters at an air site at Hickam Air Force Base used exclusively for RIMPAC. The H-3s acted as the material control officer's logistical "arm" from shore to sea. The reporting structure and usage of the H-3s at RIMPAC 2006 was different from previous years and was proving effective.

"We have these three H-3s solely for our use. Usually we have to take tactical helicopters from the ships, which can take away from the exercise. We're having success from a logistical standpoint," Angerman said.

Added Lt. Cmdr. Lynch, "Before the helicopters reported to (RIMPAC's) operations director. Now they report to the air logistics officer. The focus of their efforts is different from before."

The logistical component of RIMPAC 2006 has proven to be a success not only on an operational front, but also from a coalition partnership standpoint. "To me it's an incredible success. We have integrated very well and are very much a team," Angerman concluded

# Hawai'i Navy News Editorial

## Liberty behavior and why it is such a big deal

**Pacific Fleet Master Chief (SS/SW) Rick West**



FLTCM(SS/SW) Rick West

Hoo-yah, Warriors! This week I wanted to focus attention on a topic I hear quite a bit about – liberty behavior.

Now before everyone starts to tune me out, let me say up front, I'm not going to lecture. I've gotten a lot of questions about why commands – especially our overseas/FDNF commands – seem to take a hard line on liberty and liberty behavior.

Fair enough. Let's talk about it, but you'll have to forgive me if I talk about my own front yard.

So why is liberty so regulated in overseas places like Japan? Would you believe me if I said it has strategic and diplomatic importance?

Let me share with you some examples - positive and negative - that may help you understand the importance of our behavior and actions while on liberty.

Chief Hospital Corpsman Donald Schrader, assigned to USS Kitty Hawk (CV 63), was recently honored by the Good Conduct Association of Japan, a non-profit organization under the control of the Prime Minister's office of the Japanese Government. While he was on liberty, Schrader saved an

8-year-old Japanese boy from drowning in a hotel pool in Guam.

Master Chief Master-at-Arms Robert Ford of Commander, Fleet Activities Sasebo's security department spent his liberty time coordinating a U.S.-JMSDF Joint Sports Day in July 2005 as well as volunteering as an English teacher for Sasebo citizens.

Air Traffic Controller 2nd Class Kathy Kerr of the Naval Air Facility Atsugi Air Operations Department takes liberty time to teach English to Japanese elementary school children and to Japan Maritime Self-Defense Force (JMSDF) personnel.

Those are just three examples of what some of our warriors are doing with their liberty time.

So what's the strategic value in all this?

Well, Schrader is getting the prime minister of Japan's attention. As we work toward forward-deploying a nuclear-powered aircraft carrier to Japan for the first time, it is important for the prime

minister to understand that our warriors are respectful neighbors to our Japanese hosts.

Oh by the way, like our leaders in America, the prime minister answers to the people of Japan. They are the same civilian and military people learning English from Petty Officer Kerr and Master Chief Ford. They all have a good impression of the Navy. They understand us, they know what we stand for and they want us around.

So here's another story - very short and simple, still very strategic.

A Sailor was out later than he should have been. He didn't have a liberty buddy to back him up and he drank a lot more than he should have. He then decided to beat a Japanese woman to death while robbing her.

Shipmates, potentially these types of tragedies can wipe away the good work and behavior of hundreds of our fellow warriors and also cause some potential changes in their lives that will affect them forever.

Consider the strong possibility of media attention for these types of cases and the likelihood of anger and outrage at those who are convicted of these crimes.

Just as we would expect, the

countries that host us will expect our Navy to investigate and take action, as appropriate. On a case-by-case basis, appropriate command action will ensure that public opinion does not question our integrity and the need for a U.S. Navy presence.

And helping shape the public opinion and perception will be how these events are reported in the news. What people read, see and hear forms their perception, whether or not the reported facts are what really happened. Public perception drives public policy. Public policy drives national politics and relations.

Liberty behavior IS strategic. What we do out in town here at home or overseas reflects on the command, the Navy and the country. And it has potential consequences. Some of those consequences can be more significant than you realize.

So it all boils down to a simple question: How do we not let the perception of the Navy – and our country – be based on the actions of a small few?

I know I want our hosts to see the U.S. Navy filled with the responsible, caring professionals I see every day – because it is.

You always hear the LPO, LCPO, division officer and XO

going on about how we are all ambassadors of the U.S. and the Navy. They aren't rattling on to hear themselves talk. What we do on liberty matters, not only to ourselves, but also to the bigger picture.

Warriors, this is not a case of "one bad apple." One bad apple labels us all and can impair the Navy's relationship with local, regional and national communities.

You really are an ambassador of the Navy and the United States despite what you may think. So my question to you is this: How do you plan to represent the rest of us tonight on liberty?

This is a responsibility we all share. It means leaders talking to their juniors. It means an active chiefs' mess being engaged at all levels. It means all Sailors understanding that liberty behavior can mean much more than a great night on the town and, more importantly, Sailors backing each other up to do the right thing - all the time.

Liberty is supposed to be and should be fun, but we can't have so much fun that we lose sight of our responsibilities and commitments to our Navy and ourselves. And that is being the greatest Navy in the world. Hoo-yah!

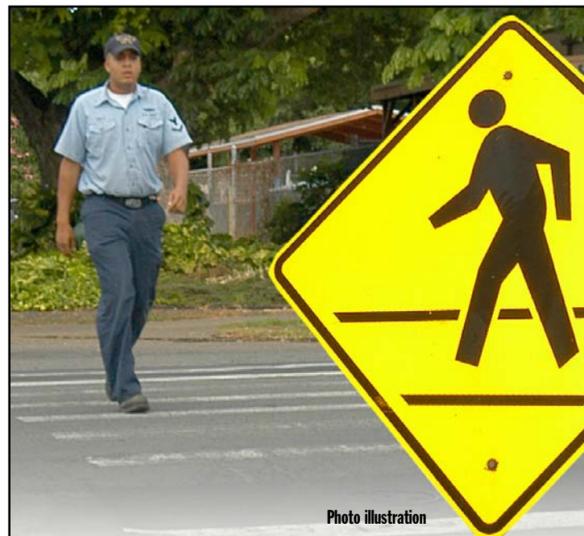


Photo illustration

### Region safety emphasizes pedestrian crossing guidelines

**John Schultz**

*Navy Region Hawai'i Traffic Safety Specialist*

Drivers frantically search up and down the street, seeking elusive berths for their cars, trucks and other privately-owned vehicles (POVs). Bicyclists, heads down, whiz by seemingly oblivious. Intrepid pedestrians, who five minutes earlier were drivers, look for cars or police and then furtively flit across the roadways.

For three mornings, Commander Navy Region Hawai'i safety specialists were standing in the background, observing and tallying. We were watching for near misses- steps back or POV bumper dips due to sudden braking and infractions- cars failing to yield to pedestrians in crosswalks or foot traffic jaywalking. The compiled results were surprising and alarming. There were four near misses during 173 pedestrian crossings.

Sixteen of the 365 cars passing (4.4 percent) caused walkers to break stride and 21 of the 173 walkers (12.1 percent) did not cross at one of the many brightly painted crosswalks.

Please know and follow these rules of the road mandated by Hawai'i law:

A pedestrian shall not

enter any marked or unmarked crosswalk when vehicular traffic is so close as to constitute an immediate hazard, nor shall any pedestrian enter any marked or unmarked crosswalk where traffic signs forbid such entry.

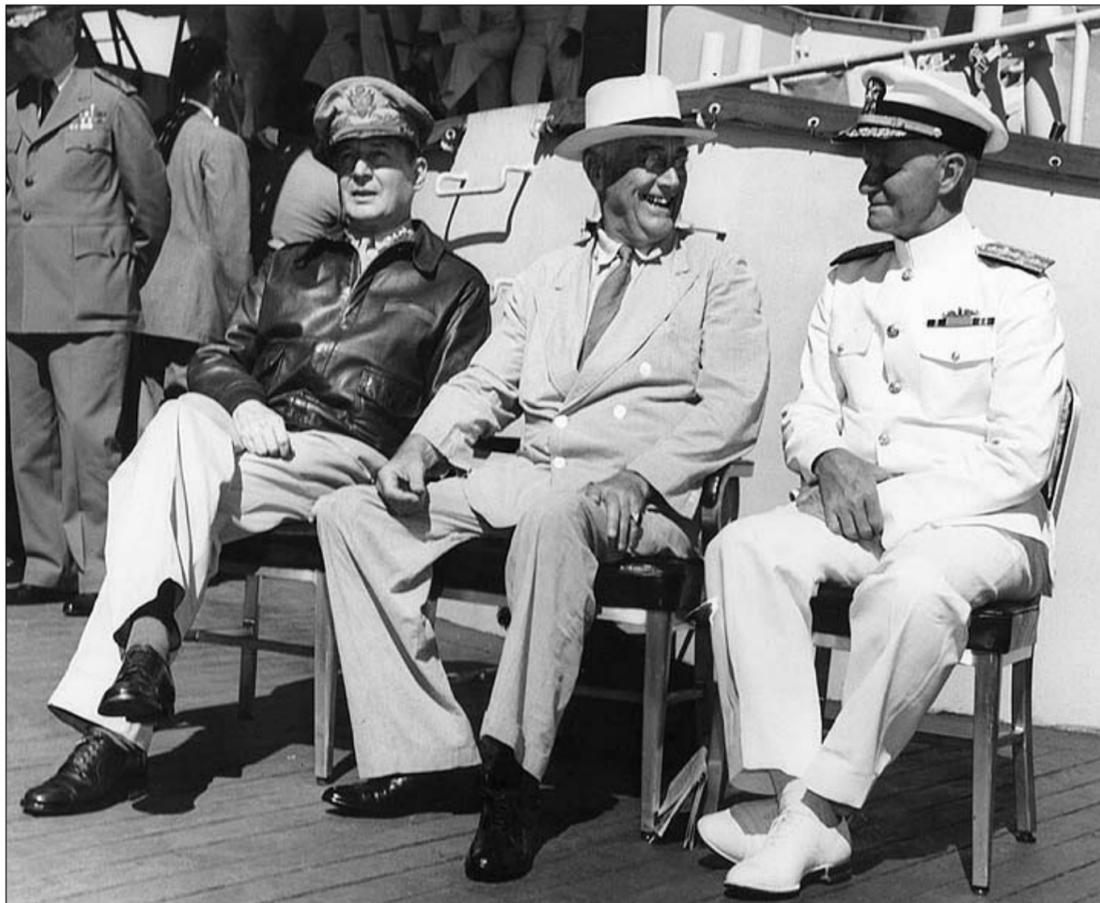
A pedestrian shall not cross any roadway without down, whiz by seemingly oblivious. Intrepid pedestrians, who five minutes earlier were drivers, look for cars or police and then furtively flit across the roadways.

The driver of a vehicle shall stop and yield the right of way to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger. The fine for violating this law is \$97.

The pamphlet "Pedestrian Safety Guidelines" was produced by the Hawai'i Department of Transportation, which distributes them. It is available in limited amounts at the CNRH Safety Office.

Make a commitment to leave early and arrive alive. Walk wise, Hawai'i, and drive aloha!

### MacArthur, Roosevelt and Nimitz visit Pearl Harbor



Official U.S. Navy Photograph, now in the collections of the National Archives  
General Douglas MacArthur, U.S. Army (left); President Franklin D. Roosevelt (center); and Adm. Chester W. Nimitz, U.S. Navy (right) on board USS Baltimore (CA 68) at Pearl Harbor, Hawai'i on July 26, 1944. Adm. William D. Leahy, the president's chief of staff, is standing in the left background.

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# Hawaii Navy News Online

## Hawai'i Navy News

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U.S. Navy photo by Ensign Alix Rupp

Sailors aboard USS Hopper (DDG 70) offer a 21-gun salute as part of a burial at sea ceremony in the South China Sea for Signalman 2nd Class Earl Charles Randall, a World War II veteran. The ship is currently deployed as part of the Cooperation Afloat Readiness and Training (CARAT) 2006 Task Group.

## USS Hopper conducts burial at sea

**Ensign Alix Rupp**

*USS Hopper (DDG 70)  
Public Affairs*

Onboard USS Hopper (DDG 70) at sea, Sailors of the Pearl Harbor-based, Arleigh Burke-class destroyer USS Hopper laid to rest Signalman 2nd Class Earl Charles Randall, a World War II veteran, on June 17.

Randall enlisted in September 1943 at the age of 17 and was honorably discharged two-and-a-half years later.

The atmosphere was somber as Sailors in dress whites filed onto the flight deck. The weather was perfect - warm but not hot, and windless. Cmdr. Peter Driscoll, USS Hopper's commanding officer, addressed the crew.

"We gather this morning on the deck of this patrolling destroyer, in a time honored ceremony, to return a fellow Sailor to the sea. It is our

honor, our privilege to be here today aboard USS Hopper to execute this solemn ceremony for a fellow Sailor," he said. "We are grateful to him and his family for his sacrifice and service on behalf of our nation and our Navy."

USS Hopper was chosen as the ship to perform the service for Randall because he had requested to be buried at sea from a destroyer and because of that, the crew felt the responsibility to make the ceremony a proper one.

The burial was conducted by Lt. Cmdr. Christopher Alexander, USS Hopper's executive officer, and Lt. j.g. Ryan Mount, who read Protestant scriptures and released the remains of Randall to the depths of the South China Sea.

Seven Sailors, under the direction of Chief Gunner's Mate Roy Grims, provided a 21-gun salute. To conclude the ceremony, Driscoll accepted the flag for Randall's widow.

Seaman Christina Olsen, a member of the honor guard, said she was proud to be a part of the ceremony. "I was privileged to participate in this event for someone who loved the Navy enough that he wanted to make his final resting place out here at sea. That level of dedication made me feel inspired to do what we do every day. I feel like participating was the very least I could do for someone who served our country, especially during such a dangerous time."

Petty officer 1st Class Ginger Hampton, who observed the ceremony, agreed. "I am honored that someone who hasn't been a Sailor for 60 years, two or three generations of Sailors ago, has enough faith in us and in the institution to trust us with his final moments with other people," she said.

USS Hopper is currently deployed as part of the Cooperation Afloat Readiness and Training (CARAT) 2006

## Chafee assists with medevac of mariner



U.S. Navy photo

USS Chafee (DDG 90) sails alongside USNS Pecos (T-AO 197) during an at sea refueling. Chafee, homeported at Pearl Harbor, and the embarked helicopter from HSL 37 Detachment 4 aided in the medical evacuation of a civilian mariner from USNS Pecos on July 20.

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**Hawaii Navy News**  
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# FLEET ACTION



U.S. Navy photo by MC2 Rebecca J. Moat

A landing craft air cushion (LCAC) from Assault Craft Unit Five (ACU-5), attached to the multi-purpose amphibious assault ship USS Bonhomme Richard (LHD 6), lands on Bellows Beach on the Hawaiian island of Oahu during an amphibious assault exercise. Eight nations participated in RIMPAC 2006, the world's largest biennial maritime exercise. Conducted in the waters off Hawai'i, RIMPAC brought together military forces from Australia, Canada, Chile, Peru, Japan, the Republic of Korea, the United Kingdom and the United States.



U.S. Navy photo by MC2 John L. Beeman

Culinary Specialist Seaman Clarissa Rodriguez wears a MCU-2P gas mask during a chemical, biological and radiological drill aboard the rescue and salvage ship USS Salvor (ARS 52). Salvor is currently participating in exercise Cooperation Afloat Readiness and Training (CARAT). CARAT is an annual series of bilateral maritime training exercises between the United States and six Southeast Asia nations designed to build relationships and enhance the operational readiness of the participating forces.



U.S. Navy photo by MCSN Daniel Taylor

Seven CH-53D Sea Stallions fly by the amphibious assault ship USS Bonhomme Richard (LHD 6) in formation. Bonhomme Richard recently participated in the Rim of Pacific (RIMPAC) 2006 exercise.



U.S. Navy photo by MC2 Jennifer A. Villalovos

U.S. Marines from the 4th Light Armored Reconnaissance, Charlie Company prepare to depart the amphibious assault ship USS Bonhomme Richard (LHD 6) on a landing craft air cushion (LCAC) for an amphibious assault at Bellows Air Force Station in support of RIMPAC 2006.



## Navy Region Hawai'i develops new technology in hazardous waste disposal

MC2 Devin Wright

Staff Writer

Navy Region Hawai'i, in partnership with Naval Facilities Engineering Command Hawai'i and Naval Facilities Engineering Command Service Center, is developing new technology to biologically treat expired shelf life solvent-based paint.

The Navy in Hawai'i has been innovative in the concept of eliminating hazardous paint through bioremediation because of its remote location. In many cases, the disposal process is far more expensive than the cost of the paint itself. With biologically treated paint, the Navy will not only treat hazardous paint to be environmentally safe, but will reduce cost and liability as well. The Navy not only pays the purchase price of the paint, but also is responsible for the tracking and labeling, proper handling and storage, transportation, treatment and final disposal of expired paint.

"Anything we generate that is hazardous waste, that we have to dispose of, typically has to be transported to the mainland," said Steven Christiansen, Navy Region Hawai'i Environmental O'ahu storefront division head. "With any type of hazardous waste, we are responsible for it from cradle to grave."

"Even if the Navy were to pay to have this hazardous paint disposed of at a landfill and later on the EPA (Environmental Protection Agency) determines that process or that particular site was not adequate, we (the Navy) would be partially responsible for that financially. So when you look at it in those terms, we have responsibility for it (hazardous material) forever," Christiansen explained.

Bioremediation uses naturally occurring bacteria to break down the hazardous elements in the paint. In the end, inorganic and non-hazardous components are all that is left of the solvent-based paint and can be disposed of as non-hazardous waste.

The bioremediation program was established in January 2004. The bioremediation system is currently housed at Navy Public Works Center Industrial Waste Treatment Center at Pearl Harbor.

The projected cost of biodegraded paint is 50 percent less than what is currently paid for disposal by the Navy. An on-site bioremediation center is expected to pay for itself in less than two years.

The hope is that in the future bioremediation centers will not only be used Navy-wide, but throughout the Department of Defense.

The DoD uses 8,000 pounds of hazardous paint annually.

## STORY IDEAS?

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

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## Hawaii Navy News

## Maurer takes NAVFAC helm



U.S. Navy photo by MC3 Ben Gonzales

Capt. Clifford Maurer (right) relieves Capt. Richard Roth as commanding officer of Naval Facilities Engineering Command, Hawai'i during a change of command ceremony July 14.

## Pearl Harbor Naval Shipyard springs into action in the spirit of 'one shipyard'

Liane Nakahara

Pearl Harbor Naval Shipyard Public Affairs

When vendors gave the wrong parts to an East Coast naval shipyard, Pearl Harbor Naval Shipyard (PHNSY) stepped up to help.

"We are all supposed to be 'one shipyard,'" said Nelphi Akina, PHNSY crane maintenance planning and estimating manager.

A couple of months ago, workers at Portsmouth Naval Shipyard (PNSY), Portsmouth, N.H. were required to perform an alteration to one of their portal cranes during an annual maintenance period.

Spring packs were needed to perform the alteration. Spring packs are sets of stacked spring washers, about five and a half inches in diameter, compressed within a brake actuator housing. They provide the force to close the brake calipers and stop a load from dropping.

During the removal of the brake actuators, it became evident that the vendor had given them the wrong spring packs. The vendors, when contacted, could only promise to supply the correct parts in 12 weeks, which wouldn't give PNSY enough time to complete the alteration. PNSY then turned to the other naval shipyards for assistance.

"We received the request from Portsmouth in the afternoon and, since we already had some on hand,

we told them we could give it to them to use as long as they replaced the parts later," said Akina.

The spring packs were taken out of storage, packaged and shipped out that same day. PNSY received the parts the next morning and was able to complete the maintenance ahead of schedule. Returning the crane to service was necessary to support the docking of USS Philadelphia (SSN 690) a short while later.

Richard Doig, deputy director of PNSY's lifting and handling department, sent a letter of appreciation to PHNSY. "Your code 730 planning and estimating group's recent support of code 730, Portsmouth Naval Shipyard, with the loan of the Samsung brake actuator spring packs, in such an expeditious manner was above and beyond our expectations and should be commended," he wrote.

Akina said, "Spring packs are expensive and hard to find so we had ordered spares for our cranes way in advance. Luckily for Portsmouth, we had them available. This was a good example of the 'one shipyard' concept in action."

Pearl Harbor Naval Shipyard is the largest industrial employer in the state of Hawai'i and contributed more than \$550 million to the local economy in fiscal year 2005. Strategically located in the Pacific Ocean, PHNSY is a full-service naval shipyard and regional maintenance center for the U.S. Navy's surface ships and submarines.

## USS Reuben James holds change of command

Ensign Jon Derges

USS Reuben James (FFG 57)  
Public Affairs

Cmdr. Rich E. Haidvogel relieved Cmdr. Logan S. Jones as commanding officer of USS Reuben James (FFG 57) on July 20 during a change of command ceremony held on the ship's flight deck in Hong Kong harbor.

Reuben James anchored in Hong Kong for a port visit during her transit home from a six-month deployment to the Arabian Gulf.

Jones assumed command of Reuben James on Dec. 15, 2004. In May 2005, he led the ship through a highly successful Board of Inspection and Survey (INSURV) which earned plaudits from senior inspectors as "the best FFG INSURV to date." Under Jones' leadership, Reuben James' self-assessment and self-sufficiency were both extolled as

"excellent" and damage control readiness was evaluated as record-setting.

The next challenge for Reuben James under Jones' stewardship was the ship's unit-level training cycle, which culminated in a final evaluation problem (FEP) in September 2005 and designation as "emergency surge ready."

In the fall of 2005, Reuben James trained for deployment with USS Peleliu (LHA 5), USS Germantown (LSD 42), USS Ogden (LPD 5) and USS Port Royal (CG 73) as part of Expeditionary Strike Group Three (ESG 3). The ship steamed out of port on Feb. 27, deploying to the western Pacific, Indian Ocean and Arabian Gulf.

Since then, Reuben James has worked closely with coalition forces conducting maritime security operations (MSO) in support of the global war on terrorism.

Under Jones' command, Reuben

James earned the Battle Efficiency 'E' Award, the CNO Safety Award, the Unit Tactics Award, the Wellness Unit Award, the Maritime Warfare Excellence Award, the Engineering/Survivability Excellence Award, the Command and Control Excellence Award, the Logistics Management Excellence Award and the Commander Naval Surface Forces Ship Safety Award. Reuben James was also nominated by Vice Adm. Terrance Etnyre for the Arleigh Burke Trophy, recognizing her significant accomplishments and signifying the ship as having the most improved battle efficiency in the Pacific Fleet Surface Forces.

Jones' next assignment will be as reactor officer on USS Enterprise (CVN 65), stationed at Norfolk, Va.

Haidvogel is the 13th commanding officer in Reuben James' 20-year history.

# Hawai'i Navy News Sports

## Navy Gymnastics ranks 4th nationally in GPA

Story and photo by  
Naval Academy Varsity Athletics

The Navy gymnastics team posted a 3.178 team grade point average to rank fourth nationally, released by the College Gymnastics Association (CGA) on Monday. The 2006 Midshipmen also landed six gymnasts on the All-America Scholar-Athlete list.

Rising seniors Sean Blackman (Fayetteville, Ga.) and Matt Beaudette (Norwell, Mass.) and rising juniors David Ferris (Austintown, Ohio), Isaac Olson (Spokane, Wash.) and Rich Mehlmann (Bristol, R.I.) each earned First-Team All-America Scholar-Athlete recognition. Rising junior Brandon Cook (Longmont, Colo.) was named a Second-Team All-America Scholar-Athlete.

Stanford recorded the highest team GPA with a 3.567, followed by MIT with a 3.192 and William & Mary's 3.186. Student-athletes that have attained at least a 3.50 grade point average earn First-Team All-America Scholar-Athlete status, while those student-athletes with a 3.2 to 3.499 grade point average are named Second-Team All-America Scholar-Athletes.

Blackman, a 2006 ESPN the Magazine Men's At-Large Third-Team Academic All-American, owns a 3.89 grade point average over his first three years in Annapolis. The aerospace engineering major produced a 4.0 grade point average this past spring and has been named to



Rising senior Matthew Beaudette has been named an All-America Scholar-Athlete twice during his career.

both the superintendent's and commandant's lists in each of his first-six semesters. Blackman's cumulative grade point average ranks as the eighth highest mark among gymnasts in the country. The rising senior has been named a CGA All-America Scholar-Athlete during each of his first three years. Athletically,

Blackman ranked as high as fourth nationally on the still rings, competed in the event at the NCAA Qualifying Meet and earned USAG All-America honors.

Beaudette earned his second All-America Scholar-Athlete recognition courtesy of his 3.72 grade point average. The economics major, a member

of the superintendent's list during the spring semester, competed in the floor exercise, pommel horse, parallel bars and high bar during his junior campaign.

Ferris also is making his second-consecutive appearance of the All-America Scholar-Athlete list in 2006. Majoring in systems engineering, the

rising senior has posted a 3.83 grade point average. During the winter, Ferris participated on the high bar for the Midshipmen.

Olson joins the group of Mids earning their second-straight All-America Scholar-Athlete distinction. The economics major owns a 3.66 grade point average and has been named to the superintendent's and commandant's list in each of his last two semesters. As a sophomore, Olson earned a spot in the NCAA Qualifying Meet on the high bar and also earned USAG All-America honors in the event.

Mehlmann's 3.63 grade point average while majoring in international relations earned him a spot as a First-Team All-America Scholar-Athlete in 2006. Mehlmann served on the still rings during his sophomore campaign.

Cook rounds out the Navy contingent earning academic distinction from the CGA as a second-team member this season. The systems engineering major owns a 3.44 grade point average and was named to the commandant's list during each semester during his sophomore year. Last season, Cook advanced to the preliminary round of the NCAA Championship in the floor exercise and earned USAG All-America status in both the floor exercise and vault competitions.

The Midshipmen posted a 13-6 record in 2006 and finished second in the ECAC Championship, their best performance in the conference cham-

# CARAT Sailors deliver smiles in Malaysia

MC1 Ralph Radford and  
MC1 Thomas Brennan

Commander Task Force 73  
Public Affairs

Sixty Sailors and Coast Guardsmen from the five-ship Cooperation Afloat Readiness and Training (CARAT) Task Group and their Royal Malaysian navy counterparts visited students at an elementary school in Malaysia July 26.

The nearly 200 students of the school in the remote village on the east coast of peninsular Malaysia seemed pleased with the donation of books and sports equipment, and fresh coat of paint being applied to one of their classrooms by the CARAT Sailors and Coast Guardsmen.

But kids being kids, and Sailors being Sailors, it was the fun and games that brought the biggest smiles of all.

"I enjoy interacting with the children," said Information Systems Technician 1st Class Mildred Rivera-Fisher, a Sailor from USS Hopper (DDG 70), homeported at Naval Station Pearl Harbor, Hawai'i. She and her shipmates signed autographs and played sports with the wide-eyed and friendly students, most of whom were meeting foreigners for the first time.

The Sailors delivered box after box of English language books - 12 pallets in all - donated by Project Handclasp, and sports equipment, such as baseball bats and gloves and soccer balls.

Sailors were only too eager to teach the finer points of baseball, while students gave lessons of their own in popular local sports, such as field hockey and net ball, which is similar to basketball minus the backboard.

In no time at all, the lines between the sports became blurred, with Sailors like Hull Technician 1st Class Robert Thompson of USS Croommelin



U.S. Navy photo by MC1 Ralph Radford

Yeoman 1st Class Kevin Valdez of USS Croommelin (FFG 37) helps teach students baseball rules during a community service project at an elementary school in Malaysia.

(FFG 37), homeported at Naval Station Pearl Harbor, Hawai'i, demonstrating the mechanics of the basketball jump shot on the net ball court.

"Kids are kids all over the world. They all enjoy the same things," said Yeoman 1st Class Kevin Valdez, another Croommelin Sailor.

A six-member U.S. 7th Fleet Band ensemble also entertained the students and facul-

ty at the school during the first of the two-day community service project that is part of the Malaysia phase of CARAT, and taking place in conjunction with a three-day medical and dental civic action project in the village.

"I hope this can be an annual event," said the school's headmaster, Alias Biu Yahya, who explained that the school serves students whose parents

primarily work on an oil pipeline that passes through the area on the outskirts of the city of Kemaman. "I am very happy about the free services and the school books," said Yahya

Community service projects are a hallmark of CARAT, which is an annual series of maritime exercises that take place throughout Southeast Asia.

Commander, Destroyer Squadron 1 Chaplain Lt. Alfred Pena said the project is a way for Sailors to express their gratitude as guests in Malaysia and to share the true spirit of Americans.

"We need to show that we have common goals," he said.

The ongoing project is also an opportunity for CARAT Task Group Sailors to build relationships with the Royal

Malaysian navy volunteers, while those sailors do the same with their local citizens.

The CARAT Task Group is made up of Croommelin, Hopper, USS Tortuga (LSD 46), USS Salvor (ARS 52), homeported at Naval Station Pearl Harbor, and USCGC Sherman (WMEC 720). The Malaysia phase of CARAT, the fourth of the 2006 series, began July 25.