



"I am very excited about the opportunities and challenges that lie ahead. Navy Region Hawai'i plays a key role in supporting our war fighters and I look forward to working together with all stakeholders to provide the best support possible"

- Rear Adm. T. G. Alexander

Rear Adm. T. G. Alexander, Commander, Navy Region Hawai'i, speaks with Capt. Jim Donovan, commanding officer, Naval Computer and Telecommunications Area Master Station Pacific (NCTAMSPAC) and Pacific Regional Network Operation Center watchstander, Information Systems Technician Seaman Christina Crawford, during a tour of NCTAMSPAC Tuesday.

U.S. Navy photo by MCI James E. Foehl



Navy News

Hawai'i Serving the "Best Homeport in the Navy"

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USS Reuben James returns home from deployment

Ensign Jon Derges

USS Reuben James (FFG 57)
Public Affairs

On Aug. 5, the guided missile frigate USS Reuben James (FFG 57) returned to its homeport of Pearl Harbor after a six-month deployment to the Western Pacific, Indian Ocean and Arabian Gulf.

Reuben James departed Hawai'i on Feb. 27 with USS Peleliu (LHA 5), USS Port Royal (CG73), USS Ogden (LPD 5), and USS Germantown (LSD 42) as part of Expeditionary Strike Group 3 in support of the global war on terrorism.

During the deployment, Reuben James supported Maritime Security Operations (MSO) that set conditions of security and stability in the maritime environment as well as complemented the counter-terrorism and security efforts of regional nations. MSO deny international terrorists the use of the maritime environment as a venue for attack or to transport personnel, weapons or other material.

"It's our job to provide some security and deterrence for merchant ships out there, stated Chief Hospital Corpsman David Lockard, Reuben James' Visit Board Search & Seizure (VBSS) boarding officer, "but it's definitely a relief to get to see my family again after almost nine months at sea (including pre-deployment exercises). It's good to be home."

While in the Indian Ocean and Arabian Gulf over a three-month



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

USS Reuben James (FFG 57) rests pierside at Pearl Harbor after returning from a six-month deployment with Expeditionary Strike Group 3. The ship travelled more than 45,000 miles supporting Operation Enduring Freedom, Operation Iraqi Freedom and various other missions in support of the global war on terrorism.

period, Reuben James worked alongside coalition forces to provide security and maritime presence to deter piracy from neutral merchant and fishing vessels in the region.

During the deployment, Reuben James made port calls to New

Caledonia, Australia, Bahrain, Mauritius, Indonesia, and Hong Kong. The crew participated in a community relations project in Hong Kong, as well as a soccer game in Bahrain and a basketball game in Mauritius with the local people

supporting peaceful relations between the United States and other nations.

"I really enjoyed the Island of Mauritius the most," said Boatswain Mate 3rd Class Justin Lopez. "All the port visits were

great to visit though. It gave all of us a nice break between all the underway times."

During the deployment, Reuben James traveled approximately 45,000 miles. To keep operations moving while deployed, Reuben James completed 15 underway-alongside replenishments, receiving approximately 1.9 million gallons of fuel. The crew produced and used 1.5 million gallons of water. The crew was fed 18,000 fresh eggs, 3,000 lbs of chicken, 5,000 lbs of beef, 1,800 gallons of milk, 600 loaves of bread, 2,000 lbs of rice, and 14,000 boxes of individual cereal.

The ship also completed 40 Enlisted Surface Warfare Specialist qualifications, nine reenlistments for a total of 32 years of service, and 227 helicopter launches and recoveries with HSL 43 Detachment 3, out of San Diego, Calif. Reuben James returns to Pearl Harbor also to unite eight new fathers with their newly born children.

On July 20, during Reuben James' port visit to Hong Kong, the crew welcomed the 13th commanding officer, Cmdr. Richard Haidvogel.

"I'm extremely proud and excited about taking command of USS Reuben James," stated Haidvogel. "The crew has excelled at any mission they've been assigned. We have been looking forward to returning to Pearl Harbor and reuniting with our loved ones and enjoying some well-deserved time at home."

Walsh relieves Cassias as Pacific Submarine Force commander

Commander Submarine Force U.S. Pacific Fleet
Public Affairs

Rear Adm. Joseph Walsh relieved Rear Adm. Jeffrey Cassias as Commander, Submarine Force, U.S. Pacific Fleet (COMSUBPAC), in a change of command ceremony on board USS Chicago (SSN 721) Aug. 11, 2006.

Rear Adm. Jay Donnelly, the Pacific Fleet's deputy commander and chief of staff, said Cassias had done an "exceptional" job of maintaining readiness of his submarines. That, he said, has had a tangible impact on maintaining stability in the Pacific.

"Admiral Cassias has worked tirelessly to ensure the Pacific Fleet can dominate any submarine threat and deter any entity that threatens peace and stability in our region," he said. Describing the value his boss Adm. Gary Roughead places on submarines, Donnelly compared submarines' role in naval warfare to a chess game.

"If (the submarine) were a piece on a chess board, it would be the invisible

queen -- versatile, agile and ready to strike powerfully in any direction," he said.

Cassias, who is retiring from the Navy after 32 years, remarked that it was humbling to serve as commander of a force with such a distinguished history.

"Every day when I walk into my office, the wall containing the pictures of the incredible heroes of World War II and the Cold War who were my predecessors reminds me of our great Pacific submarine legacy," he said. "It has been an honor and a privilege to follow in their footsteps."

But Cassias was most grateful to the Sailors who serve in submarines today. Calling them "a cross section of America's best and brightest," Cassias said submariners are an elite force with a difficult job.

"It requires long periods of time away from their loved ones, and long hours in port doing maintenance, training and standing duty," said Cassias. "They have a job that requires dedication, great intellect and tremendous personal sacrifices. But they do it well, and they made me proud each and



U.S. Navy photo by MCI Cynthia Clark

Rear Adm. Joseph Walsh is piped ashore after assuming command of Submarine Force, U.S. Pacific Fleet in a change of command ceremony on board Naval Station Pearl Harbor Aug. 11.

every day that I have served as COMSUBPAC."

Donnelly presented Cassias with the Legion of Merit, his eighth award. Cassias not only maintained his submarines at the highest possible state of operational readiness, Donnelly said, but he also improved the safety and security of deployed submarines. This included significant enhancements to surface contact manage-

ment tools such as Automated Information System, PATRIOT Radar and the NIGHT OWL periscope.

In addition to his duties as the Pacific Submarine Force commander, Cassias also served as commander of Task Force 134, which oversees operations of ballistic missile submarines (SSBNs). During his tenure, nine SSBNs completed 27 strategic deter-

rent patrols. He also supervised the transfer of USS Maine (SSBN 741) and USS Louisiana (SSBN 743) from the Atlantic to the Pacific Fleet.

Cassias also served as Commander, Task Force 12 (CTF 12), which oversees theater anti-submarine warfare operations in the Eastern Pacific. Under Cassias' command, CTF-12 began conducting undersea warfare exercises for each deploying carrier or expeditionary strike group, ensuring they were ready to react to the growing threat of diesel submarines while deployed.

Walsh said he was looking forward to commanding the Pacific Submarine Force, his first assignment in Hawai'i. "To say I am excited to be standing here today may be the understatement of the year," he remarked.

Walsh said there would be many challenges ahead, but he is confident the Pacific Submarine Force will be able to meet them. He said the Navy's recent decision to shift the majority of its submarine force to the Pacific by 2010 was the right move given the poten-

tial threats in the region.

"I believe there is a re-awakening throughout our Navy and our nation of the importance and the critical need for our submarines," he said. "That recognition is particularly true here in the Pacific with its vast size and the almost exponential growth of submarine forces throughout the region."

Walsh said it was this recognition which led to this year's Quadrennial Defense Review decision to homeport 60 percent of the Navy's attack submarines -- as well as all of the Navy's Seawolf-class submarines and more than half of its Virginia-class submarines -- in the Pacific.

Walsh's previous assignment was as Director of Submarine Warfare Division on the staff of the Chief of Naval Operations in Washington, D.C. A native of Point Pleasant Beach, N.J., he is a 1977 graduate of the U.S. Naval Academy. Walsh has served on four submarines, including command of USS Hyman G. Rickover (SSN 709). He also served as naval aide to both Presidents George H.W.

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The search for USS Wahoo (SS 238)
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Shipyard, Paul Hamilton leverage SHIPMAIN
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Navy provides sanctuary for migratory birds
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Introducing the CHIEF PETTY OFFICER SELECTEES



U.S. Navy photo by MC1 Dennis C. Cantrell

Chief Petty Officer selectees stationed in Pearl Harbor, Hawai'i receive training from chief petty officers during the initial phase of becoming a Navy chief. The newly selected, but not yet promoted CPO selectees, will endure six weeks of arduous physical fitness and team building exercises as they begin their transition from first class petty officers to Navy chiefs.

Congratulations to all CPO selectees.
Continued from last week's issue

Seal Delivery Vehicle Team One

- OSC(SW) Michael R. Daddario
- ENC(SW) Jeffrey W. Gillan
- ENC(SW)) Kyle J. Jarus
- MMC(SS) William S. Jenkins
- ETC(SS) Russell C. Lasater
- HMC(DV) Timothy E. McVeigh
- ETC(SS) Grant A. Nelson
- ETC(SW) Robert E. Pettyjohn
- SOC(SEAL) Jason K. Simmons
- MMC(SS) Rodney R. Varner

USS Chosin (CG 65)

- FCC (SW) Scott Benjamin
- FCC (SW) Aaron Brown
- ETC (SW) Zachary Brown
- GMC (SW/AW) Adam Harlan
- OSC (SW) Jason Jones
- TMC (SW) Jason Lambson

"...because you are now a Chief Petty Officer... you have not merely been promoted one pay grade. You have joined an exclusive fraternity, and as in all fraternities, you have a responsibility to your brothers, even as they have a responsibility to you."

– from the Chief Petty Officers Creed

USS Chafee (DDG 90) and HSL 37 awarded ship-helicopter safety award



U.S. Navy photo

USS Chafee (DDG 90) with Helicopter Anti-Submarine Squadron Light-37 Detachment ONE embarked, was recently awarded the 2005 Ship-Helicopter Safety Award by Admiral Mike Mullen, Chief of Naval Operations. Chafee and HSL-37 completed a six-month deployment with 211 days of flawless underway operations including 902 flight hours, 40 percent of which were at night.

Ensign Melissa Barbor

USS Chafee (DDG 90) Public Affairs Officer

USS Chafee (DDG 90) with Helicopter Anti-Submarine Squadron Light-37 Detachment ONE embarked, was recently awarded the 2005 Ship-Helicopter Safety Award by Admiral Mike Mullen, Chief of Naval Operations. Chafee and HSL-37 completed a six-month deployment with 211 days of flawless underway operations including 902 flight hours, 40 percent of which were at night. This award was given for the team's employment of operational risk management and integration of safety readiness that prepared the



crew for each aviation evolution. HSL-37 was also recognized for supporting the entire fleet with submission of technical publication change recommendations and safety articles.

"This award would not have been possible without the teamwork between the ship and our embarked Air Department, HSL-37 Detachment ONE. Each member of the Ship-Helo team kept the focus on the safety of their shipmates. This recognition belongs to the Sailors who worked long hot hours during countless flight operations," said Cmdr. John Clausen, commanding officer of Chafee.

HSL-37 is composed of 10 SH-60B helicopters. Their mission is to provide highly trained, combat-ready Light Airborne Multi-Purpose System (LAMPS) detachments to the ships of the Pacific Fleet surface force.

Hawai'i Navy News Briefs

Road closure announced

As part of the reconstruction of Navy public-private venture housing in the Halsey phase three area, some roads in Halsey Terrace will be closed to both vehicular and pedestrian traffic. These closures will also affect Navy family housing residents living on Peterson Court in the Doris Miller neighborhood.

Vehicular access for residents on Peterson Court will be via Peltier Avenue to Tapp Street to Gordon Street to Enger Street since access will not be possible from Camp Catlin Road. Children who walk to Aliamanu Elementary and Intermediate Schools will need to go around the construction site. Pedestrian access from Peterson Court to the Doris Miller Community Center and Navy Exchange area will

remain open. Students should walk toward the community center, then use Nimitz Road to Camp Catlin Road. These traffic changes are expected to last 12 months or more.



Cell phone policy in action

Drivers using cell phones onboard Naval Station Pearl Harbor will get a ticket. Driving and talking on a cell phone can be haz-

ardous. For a safe drive, avoid all distractions – talking on cell phones, eating or drinking. And always wear your seat belt.

Dell recalls laptop batteries

Dell has identified a potential issue associated with certain batteries sold with Dell Latitude™ laptop computers. Dell is voluntarily recalling certain Dell-branded batteries with cells manufactured by Sony and offering free replacements. Under rare conditions, it is possible for these batteries to overheat, which could pose a risk of fire. NMCI users with potentially affected batteries and the affected users will be notified to ensure they have received this alert. To determine if you have any batteries that are subject to recall, go to: www.dellbatteryprogram.com

Free classified advertising for military in Hawai'i Navy News

Active duty and retired military, civil service and family members can advertise the sale of their personal property (including real estate) and services in HNN at no charge. The details are as follows: Classified items and services must represent an incidental exchange between the aforementioned personnel and not business operations. Requests for three-line free classified advertisements can be submitted via email, if from a ".mil" address (submit to lkaneshi@honolulu.gannett.com), by phone at 521-9111 or by visiting www.honoluluadvertiser.com and clicking on "classified ads." More lines of advertising can be purchased at an additional fee. Requesters should include their military ID number and a call-back phone number.

Hawaii Navy News Editorial

Dodging heat stress should be no sweat

Derek Nelson

Naval Safety Center Public Affairs

I have witnessed a couple cases of heat stress, and neither was pretty. The first was during a 10K race on a humid, 80 degree morning in Norfolk in June. The victim was one of my training partners, an extremely competitive runner. He didn't drink water during the race because it would cost him a few seconds each time he grabbed a cup. But his dehydration slowed him down even more, so, instead of beating me, which he easily should have, I passed him a hundred yards short of the finish line. He had a case of the jelly-legs and couldn't run a straight line.

The other case was after a round of golf one summer, and, again, the victim was someone who didn't see the need to stop and drink water. He discovered that a couple beers in the clubhouse didn't quite compensate, and he flopped right over in mid-swing.

The point is that it can happen

to anyone, whether you're an in-shape runner or an out-of-shape golfer-or even a Marine, which shows that toughness isn't much of a prevention technique. After a 12-mile conditioning hike held by a battalion at Camp Pendleton, four Marines went to a hospital with heat stroke and five others with heat exhaustion. Another time, after a 10-mile hike during the hottest part of the day, 12 Marines from a rifle company had to go to hospitals with heat problems, and eight had to be admitted for treatment. In both cases, the Marines hadn't had enough to eat or drink, and supervisors didn't recognize the early symptoms.

Serious runners aren't going to take a day off when it gets hot. Needless to say, neither are Marines. For them, and for everyone else who breaks a sweat, here are some guidelines and pointers. Staying hydrated is critical-it keeps up your blood volume, which helps your body regulate heat, and it helps you perspire.

When you are dehydrated, you are less able to maintain a safe body temperature. Although you

can get acclimated to heat, you can't "learn" to do without water. Just because you are acclimated doesn't mean you can drink less. Someone who is acclimated perspires nearly twice as much as someone who isn't; acclimated people start sweating more quickly, which allows them to dissipate heat sooner.

Research has shown that, in hot environments, people won't voluntarily drink enough water to stay hydrated, because most people wait until they feel thirsty, and this is an unreliable guide in a hotter than normal environment. When thirst is used as a guide, people tend to maintain themselves at a level that is 1-2 percent dehydrated, which has been shown to impair performance and coordination.

People who are aerobically fit are better able to pump more blood, which means better thermoregulation during heat stress. Regular, strenuous physical training (the kind that significantly raises your heart rate) will help you get acclimated.

Heat stress is influenced by

four environmental factors: air temperature, radiant heat, dew point, and wind speed. Humidity is a much more important factor than temperature, because it reduces the cooling effect of sweating.

How much should you drink? If you are exercising strenuously in the heat, drink regularly all day long, not just during the workout. Most authorities recommend 6-8 glasses of water per day under normal circumstances. Drink before running and drink 6-8 ounces every 20 minutes while you run. Carry water, or plan a route that takes you by water fountains. You can't count coffee, tea, beer, or other drinks containing alcohol in your daily total of fluids. They act as diuretics, producing a net loss of fluid.

Because of how the body's metabolism works, normally, only a quarter of the energy produced by your body goes to actual muscular exertion; the rest produces heat, which is fine for cold weather but not so fine in the summer or in the desert.

The first signs of dehydration

are usually cramps, mild fatigue, or a headache. Don't keep exercising if you feel dizzy, faint, or nauseated. These symptoms may signal heat exhaustion, which means you are losing your ability to regulate your temperature. Rest in shade and drink water until you recover. If you don't, the next, more dangerous, step is heat stroke.

Give yourself a week or two to acclimate to a new environment. Start by cutting the intensity of your workout in half and increase it slowly during the next couple weeks.

You are hydrated when your urine is clear and you have to pee every two or three hours.

For more information go to: www-nehc.med.navy.mil/prevmtd/pubstat.htm.

Incidentally, the heat flags are not intended to prevent acclimated personnel from exercising whenever they choose. The intent is to provide commands and MWR facilities with a risk-management tool for when heavy, strenuous ops or command physical training should be halted.

Commentary

For Your Security and Safety

Phishing scams, digital signature policy

Vice Adm. A. E. Rondeau

Director Navy Staff

Fraud and identity theft are becoming more and more common each day. Although these kinds of crimes have been around for years, the Internet now enables criminals access to online methods of swindling unsuspecting victims.

While you might be suspicious of e-mail from unknown sources, it can be difficult to distinguish between legitimate sites or e-mail and the "spoofed" sites or emails created for snaring the unsuspecting.

Recent scams have impersonated recognized internet service providers and companies, as well as Navy related organizations, including Navy Federal Credit Union and Navy Knowledge Online.

Phishing has also impersonated government sources such as NMCI and the veterans administration (VA).

Phishing schemes use a number of techniques to get the user to "bite." Two of the most common schemes are: "spoofing," where e-mail addresses and page content appear to be from a valid source; and "social engineering," when emails, and other means such as a phone call from someone who seems to know you, play upon human curiosity to trick the user into revealing personal data by convincing or scaring them into the desired action, potentially divulging credit card numbers, bank information, social

security numbers, user ID's and passwords for personal gain or to gain access to a network. Company logos and letterheads may appear to be genuine at first glance, and this is how unsuspecting users are usually lured into helping the phishers accomplish their goals. A recent incident of phishing appeared to come from an official NMCI Navy account but fortunately there was no compromise.

Department of the Navy CIO/061525Z OCT 2004 and CNO/071651Z DEC require Navy network users to digitally sign any e-mail that tasks a user within DoD for personal information. Use of the digital signature eliminates the senders ability to claim an email was not sent by him/her (nonrepudiation) and ensures positive identification of the sender (authentication).

Users should check to see if an email requesting any personal information has been digitally signed. If in doubt, phone the person or organization the email appears to come from. Be aware that whenever you click on a link in an email or open an attachment it may not have come from the person or entity you think it came from. Users should avoid answering any e-mail that attempts to get users to reveal personal information and report any suspicious correspondence to your information assurance manager or CIO team immediately. Never release password, login, or pin numbers via any medium.

A victory celebration



Photo courtesy of Life Magazine

Victory over Japan Day or V-J Day is the celebration of the August 15, 1945 surrender of Japan and the end of World War II. In Japan the day is known as Shusen-kinenbi, which literally means the "Memorial day for the end of the war." At noon Japan standard time on that day, Emperor Hirohito's announcement of Japan's acceptance of the terms of the Potsdam Declaration was broadcast to the Japanese people over the radio. Earlier the same day, the Japanese government advised the Allies of the surrender by sending a cable to U.S. President Harry S. Truman via the Swiss diplomatic mission in Washington. Since Japan was the last Axis Power to surrender and V-J Day followed V-E Day (Victory in Europe Day) by three months, V-J Day marked the end of World War II. The formal Japanese signing of the surrender terms took place on board the battleship USS Missouri in Tokyo Bay on Sept. 2, 1945 and at that time Truman actually declared Sept. 2 to be V-J Day.

Hawaii Navy News

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CNIC, Better Business Bureau extend educational resources to Sailors

By Mass Communication Specialist Seaman Joshua Bruns

Commander Navy Installations Command Public Affairs

Commander, Navy Installations Command (CNIC) Vice Adm. Robert T. Conway Jr. and President and CEO of the Council of Better Business Bureaus (CBBB) Steven J. Cole co-signed a Memorandum of Understanding Aug. 2 at CNIC Headquarters, Washington, D.C.

The memorandum formalizes an already standing mutual partnership between

the CBBB and the Navy.

"This is a natural alignment that will benefit both the Navy family by providing tailored tools to help them navigate their business actions throughout their active career and when they transition to civilian life, while also providing the CBBB with insightful information into an important domain of society, the military individual, and their role in the consumer-arena writ large," said Conway.

The CBBB Web site provides information and assistance services, including business reliability reports, dispute resolution, consumer education, reviews of charita-

ble organizations, and lists of online companies pledged to meet Better Business Bureau (BBB) standards. The CBBB has created a Web site tailored specifically for Sailors and their families worldwide (<http://navy.bbb.org>) to access BBB services and specialized Navy consumer services.

"The Web site's really an important aspect of this because it provides easily accessible educational information," said Cole. "They can access custom educational products on credit and investing, news and tips on consumer issues, and links to look up reliability reports or file a complaint with the BBB, to name a few."

The CBBB will work closely with the Fleet and Family Support Program to develop special educational materials and services to help educate and protect military consumers.

"By working with the CBBB and local BBBs, we are ensuring that our service members and families have access to the best and most up-to-date consumer education and information to maximize the use of their purchasing power and consumer awareness skill," said CNIC Military Career Readiness Programs Manager and Principal Advisor David M. DuBois. "It's all about educating the consumer."

The CBBB will also analyze patterns of inquiry and complaint from Navy personnel and family members, and meet with Navy representatives periodically to review and update a list of program activities.

"Our nation's Navy is on the front lines in support of our county," said Cole, "and we at the BBB want to be sure that they and their families receive the best treatment from the business community here at home. In my role as agent for shore installation readiness for the Navy, I can see on a daily basis the positive impact these smart investments in 'Family Readiness' ventures can have

not only on the individual and their family's quality of life, but on the service member's quality of service to the Navy. These are win-win opportunities."

The CBBB is a private, non-profit umbrella organization for the BBB system, consisting of approximately 120 local BBBs located across the country. Supported by more than 375,000 local business members nationwide, the organization is dedicated to developing fair and honest relationships between businesses and consumers, instilling consumer confidence and contributing to an ethical business environment.

Chosin hosts environmental training



Photo by Terri Kojima

Naval officers from nine countries learned about environmental technologies and processes aboard U.S. Navy vessels during a tour aboard USS Chosin (CG 65) on August 8. The tour was the culmination of the environmental segment of a six-week international shipyard management course sponsored by Pearl Harbor Naval Shipyard. The officers from Bahrain, Dominican Republic, Indonesia, Ireland, Philippines, Saudi Arabia, Republic of South Korea, Taiwan and Thailand learned ways in which the U.S. Navy leverages technologies to prevent pollution at sea while carrying out its mission.

It's your Future.
VOTE
for it!

You're vote counts, and so does the vote of your eligible family members. This is one way you can make a difference. Remember voting is your right and your responsibility. Register to vote now!

The Process (Registering to Vote and Requesting a Ballot)

Step one:
Go to www.fvap.gov/pubs/vag/vagchapter3.html to get the directions for your state. These directions include the address of where you will need to mail your On-line Federal Post Card Application Form (OFPCA). To make it easy, print the directions for your state.

Step two:
Go to www.fvap.gov/pubs/onlinefpcapdf to obtain your On-line Federal Post Card Application Form (OFPCA). Fill it out on the computer or print the blank form and fill it in with black pen.

Step three:
Sign and date your On-line Federal Post Card Application Form (OFPCA). Have your OFPCA signed by a witness/notary if required by your state. See the directions you printed out in step one above to find out if you need a witness or notary.
Place your OFPCA in an envelope with proper postage and mail it to the appropriate Local Election Official. The address for your Local Election Official is located in the directions you printed out in step one above.
The On-line Federal Post Card Application Form (OFPCA) is NOT accepted in American Samoa or Guam.

For more information, go to www.fvap.gov

FLEET ACTION



U.S. Navy photo by MCC Edward G. Martens
 The morning sun rises off the bow of the Military Sealift Command (MSC) hospital ship USNS Mercy (TAH 19), as crew members prepare for another full day of providing medical and dental care throughout the island of Tarakan. Mercy continues its one-week stay off the coast of this small Indonesian island located in the province of East Kalimantan while its members provide humanitarian and civic assistance to the people living there. Mercy is in the fourth month of her five-month humanitarian and civic assistance deployment to South and Southeast Asia where her crew has already treated thousands of people.



U.S. Navy photo by MC2 John L. Beeman
 Ensign Anthony Macaluso from the U.S. Navy guided-missile frigate USS Crommelin (FFG 37), demonstrates tactical movements to a Royal Brunei navy, visit, board, search and seizure (VBSS) team during the fifth phase of 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. See story on page A7.



U.S. Navy photo by MC2 Devin Dorney
 Guided-missile destroyer USS Hopper (DDG 70) 1st Lt., Ensign Ethan Reber guides local school children during a tour of the ship. Hopper hosted approximately 30 children for a visit during the Philippines phase of exercise CARAT.



U.S. Navy photo by MC3 Patrick M. Bonafede
 Aboard the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) an Aviation Boatswain's Mate Handler under instruction aligns a F/A-18E Super Hornet assigned to the Kestrels of Strike Fighter Squadron One Three Seven (VFA-137) prior to launch. Carrier Air Wing Two (CVW-2) is departing the ship as the Lincoln prepares to return to her homeport of Everett, Wash., following several months in the Western Pacific.



U.S. Navy photo by MCC(SW) Joe Kane
 Arleigh Burke-class guided missile destroyer USS Halsey (DDG 97) prepares to moor in Pearl Harbor for the first time. Homeported in San Diego, Calif., Halsey is on its maiden deployment to the Western Pacific.

Right: Navy Diver 1st Class David Sweeten, assigned to the rescue and salvage ship USS Salvor (ARS 52) assists Philippine navy diver Seaman 2nd Class Melodina Besana adjust her equipment prior to a pier-side diving event during the Philippines phase exercise Cooperation Afloat Readiness and Training (CARAT). CARAT is an annual series of bilateral maritime 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 MC1 David Votrubeck

5th CARAT phase wraps up in Brunei

MCCS Melinda Larson

Destroyer Squadron 1 Public Affairs

The Brunei phase of exercise Cooperation Afloat Readiness and Training (CARAT) ended Aug. 11 at the Royal Brunei navy's (RBN) headquarters.

The commander of the U.S. CARAT task group was the keynote speaker during the closing ceremony, and he told a group of about 100 combined U.S. and RBN forces, including the RBN's fleet commander, that working together with Brunei is vital to the peace and security of the region.

"We live in a very turbulent time, but by working together to enhance our maritime capabilities, we are ensuring that threats to our nations by way of the seas are diminished," said Capt. Al Collins, commander of Destroyer Squadron 1 and the CARAT Task Group.

The two navies, along with the U.S. Coast Guard and Brunei's marine police patrols and fisheries, practiced protecting the seas



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

Lt. j.g. Ryan Mount from the U.S. Navy guided-missile destroyer USS Hopper (DDG 70), demonstrates weapons handling techniques for a Royal Brunei navy, visit, board, search and seizure (VBSS) team during the fifth phase of exercise Cooperation Afloat Readiness and Training (CARAT).

together by sharing visit, board, search and seizure (VBSS) techniques during a pierside boarding exercise.

Combined VBSS training is a central event of CARAT, a sequential, bilateral series of exercises with six Southeast Asia navies,

designed to enhance regional cooperation, promote understanding and develop their operational readiness. The

wider region accounts for more than half of the world's economy, so a stable maritime environment is critical to the flow of trade which is vital to all nations, Collins said. The threat of terrorism and transnational crimes at sea is an ongoing concern.

"Our countries understand that the rule of law is important, and we are demonstrating that with our strong

support of making law enforcement techniques and procedures a central theme of CARAT," Collins said. "If we are to win the war on terrorism, which threatens all forms of government and religion, we need to be prepared to defeat terrorists on both the law enforcement and military fronts."

A tactical freeplay with a search and rescue scenario included U.S. Navy P-3C Orion aircraft from Patrol Squadron (VP) 69 and the Royal Brunei air force's maritime patrol aircraft. An anti-air warfare gunnery exercise was also labeled a success during the at-sea phase, Collins said. In addition, the RBN's drone detachment catapulted an unmanned flying Banshee from the deck of USS Tortuga (LSD 46) for an anti-air warfare exercise to test warship interoperability of both navies.

"Through CARAT, we continue to strengthen our interoperability and improve our skills in areas that thwart our enemies and provide protection of the seas," Collins said.

While CARAT is a military exercise, Collins stressed that not all problems require a military solution and that learning how to operate together in an exercise scenario pays dividends during humanitarian missions.

"We live in a world where multinational responses to conflicts and humanitarian crises are now routine," Collins said. "Thanks to CARAT, we have been able to answer that call through years of bilateral training, which have improved our maritime surveillance, information sharing and communication."

Additionally, community service projects help forge personal bonds within the ranks of both navies.

"The best communication of all is the direct interaction our Sailors have with the citizens of Brunei. Our Sailors and Marines may be from different countries and speak a different language, but we have a lot in common," he added. "All people...hope for a better life and safety for their family. By us working together, we can achieve those objectives

of improved security and a better life for the citizens of all countries."

Brunei was the fifth phase in the CARAT series. The U.S. task group previously held exercises with the countries of Indonesia, Malaysia, Singapore and Thailand.

Collins is embarked aboard Tortuga, which operates from Sasebo, Japan, as part of the U.S. 7th Fleet's forward deployed naval forces. Collins' staff is based in San Diego. Besides Tortuga the other CARAT task group ships are USS Hopper (DDG 70), USS Crommelin (FFG 37), USS Salvor (ARS 52) and USCGC Sherman (WHEC 720). Hopper, Crommelin and Salvor are homeported in Pearl Harbor, Hawaii. Sherman is homeported in Alameda, Calif.

The RBN task group was comprised of the Waspada-class fast attack craft KDB Pejuang (P03) and KDB Seteria (P04), and the Perwira-class coastal patrol craft KDB Perwira (P14) and KDB Pemburu (P15).

Pearl Harbor shipyard, Paul Hamilton leverage SHIPMAIN for maintenance success

Marshall Fukuki

Pearl Harbor Naval Shipyard Public Affairs

Pearl Harbor Naval Shipyard (PHNSY) recently completed a two-month maintenance period on USS Paul Hamilton (DDG 60) on schedule and within budget.

"It was an all-inclusive effort," said Halfred Chang, project manager for the selected restricted availability (SRA). "We had a good working relationship with the crew."

The shipyard's surface craft maintenance division (FMR), alteration installation teams (AITs) and the contractor all worked toward the goal of getting the ship materially ready and underway on time, he said.

The Navy's SHIPMAIN, short for ship maintenance, initiative aims to reduce the cost of surface ship main-

tenance. "The SHIPMAIN ideal is to do the right work at the right time at the right price," said Chang. New work that is identified late during a maintenance period usually incurs extra charges, such as overtime or express shipping of material.

Under SHIPMAIN, these extra charges are called premiums paid (PP). They are calculated on a sliding scale that rapidly increases according to how late the work occurs during the maintenance period.

As new work came up during the Paul Hamilton project, Chang noted, the maintenance team evaluated each item. "We conducted a business case analysis to see if the work met all the criteria," he said. "If not, we deferred it and put it into a slot where all the elements could be met."

Doey Guasch, port engineer, noted that the team kept to the budget by

looking at new work and deciding whether it was "a need versus a want." A need, he explained, was work that had to be done and a want was a "nice to have."

For example, repairs to saltwater piping were required. However, the isolation valves leaked even when closed. Although it was late work that incurred penalties, the maintenance team's analysis pointed out that replacing the valves during the current SRA would cost less than replacing them later. This in turn assisted in the isolation and repair of the piping.

On the other hand, 17 louvers for the engine intakes were planned for repainting, said Guasch. Upon closer examination, only seven were corroded and actually needed attention. Painting the other 10 louvers would have a mainly cosmetic, but not protective, effect. Limiting the job to only what was necessary cut

the cost of painting by over half, he said.

Lt. Jason Brianas, chief engineer aboard Paul Hamilton, attributed well-grounded relationships and creative planning as factors in containing costs. Excellent coordination occurred between the ship's crew and the contractor, he said. "System availability and [quality assurance] concerns were addressed prior to start [of] work, thereby reducing the working timeline for many jobs."

"Early submission of requests for 'hot work' activities, such as welding, soldering and cutting with open flame torches and other types of work, together with clear categorization of active and pending requests, enhanced processing and readiness for jobs," he added.

According to Brianas, "Daily coordination on job status and quality assurance inspection also helped ensure the work was done right

early on eliminating post-availability corrective actions."

Brianas cited two examples of creative planning. One was the use of flat-fee painting teams to tackle some new jobs that would otherwise have triggered late work charges. Another was rigging a brow directly from the ship to the berthing barge. This reduced requirements for force protection watch standers and transit time.

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.

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