

Hopper chief wins Mr. Hawai'i title

MC3 (AW) Eric J. Cutright

Fleet Public Affairs Center
Detachment Hawai'i

Chief Mineman (SW) Kevin Sperling from the USS Hopper (DDG 70), who recently won the title of "Mr. Hawai'i," stands out as an example of the Navy's commitment to fitness.

During an interview on July 18 in his office where he manages his assistant 3-M duties, Sperling, a semi-pro body builder, discussed his arrival into the sport and his dedication to his diet. His most recent win was at the Hawaiian Islands Body Building Championship where he was proclaimed "Mr. Hawai'i."

"Sperling talked about the positive qualities that he has taken from his sport and applied to his Navy career. 'I came in like any other kid, you know, you get exposed to the military base's gym so you start working out just to gain a little muscle and maybe gain a little weight. And it was so weird because maybe I was weighing about 155 pounds or 160 pounds and people were saying, 'You should compete as a body builder,'" said Sperling.

"I was that kid that worked out in my off time, shot basketball, and hit the weights. I gradually gained a little size here and there. In 1998, I decided to do a physique transformation contest - one of the contests where you take a before picture and you work out for three months and you take an after picture. I ended up going to that show and I won my weight class and I won the overall at that show so I was totally shocked," explained Sperling, who won the '98 Tito's Classic in McAllen, Texas, his first body building competition.



Sperling has since gone on to compete in 13 other body building competitions, winning all of them since 2000. He most recently won the Hawaiian Islands Body Building Championship.

A pro qualifying competition, the U.S.A. Body Building Championship that will be held July 27-28 in Las Vegas, Nev. will allow the Navy chief to compete in his first ever national competition. In the upcoming competition, Sperling will be competing against 32 other body builders in his weight class. There will also be six other weight classes and then, only two body builders out of that show will be selected to go pro.

In preparation for the Vegas competition, Sperling has boosted his workout regimen from training five to seven days a week in the gym.

Sperling's diet, which he maintains even at work, consists of eating six well-proportioned meals a day. Needing to know what his intakes are, Sperling must prepare all of his meals prior to coming to work.

"Body building and military go hand-in-hand, the 'honor, courage, commitment,' and the discipline - the discipline to commit to a diet and a workout regimen and stick with it. It takes a certain individual to do that and that's the same type of individual that usually makes a great military member, Sailor, Marine or anything," said Sperling.

"It's an honor for me to do this and every time I go to a competition, it's always, 'That's the Navy guy! That's the Navy chief,' so I'm proud to say that," Mr. Hawai'i added.

U.S. Navy photo by MCSN (AW) Eric J. Cutright

Chief Mineman (SW) Kevin Sperling appeared as the guest body builder at an Armed Forces Body Building competition held at Sherkey Theatre at Naval Station Pearl Harbor on May 4. Sperling is an assistant 3-M coordinator aboard USS Hopper (DDG 70).

Pearl Harbor Sailor gets hometown burial

MC2 Matt Grills

Navy Reserve Fleet Public Affairs Center Atlantic, Norfolk

An honor guard detail from Navy Operational Support Center Indianapolis paid tribute to a Hoosier Sailor on July 21 - more than six decades after he was killed at Pearl Harbor and placed in a grave marked "unknown."

Fireman 3rd Class Alfred Eugene Livingston served aboard USS Oklahoma (BB 37) and died the morning of Dec. 7, 1941, when Japanese planes bombed the U.S.

Pacific Fleet. The death toll topped 2,000, including 429 Sailors and Marines who died when the Oklahoma capsized. Livingston's body was among hundreds recovered from the harbor in the weeks following the attack and buried unidentified at the National Memorial Cemetery of the Pacific (Punchbowl) on Oahu.

Recently identified through dental records and research, Livingston's remains arrived in Indiana on July 19 under U.S. Navy escort from Hawai'i and were greeted by a Navy honor guard and his family. He was then transported to

Worthington in preparation for a full military funeral.

"After 21 years in the Navy, this is one of my proudest moments," said Aviation Electrician's Mate 1st Class Scott Hill of London, Ky., who helped carry Livingston's casket to the graveside service. "To be part of bringing this man home gives me a sense of pride and helps me appreciate my own life and family."

More than 500 people attended the funeral, including local veterans and members of the Pearl Harbor Survivors' Association. Outside Veterans of Foreign Wars Post 7117, a sign with Livingston's name read, "Worthington's Missing Son."

Livingston's relatives - including surviving sister Louise Hobbs of Greenwood, Ind., several cousins, nieces and nephews - expressed relief that he is finally buried alongside his parents and grandparents in the town's cemetery.

"Honestly, we never thought this would happen," said Linda City, one of Livingston's nieces. "It's a very happy ending."

Earlier this year, Ray Emory, World War II historian and Pearl Harbor survivor of USS Honolulu (CL 48), worked with the Joint POW/MIA Accounting Command's Central Identification Laboratory at Hickam Air Force Base in Hawai'i to confirm the



U.S. Navy photo by MC Joseph C. Garza

Master Chief Engineer George W. Harris of Navy Operational Support Center Indianapolis presents the flag to Louise Hobbs of Greenwood, Ind., the sister of Fireman 3rd Class Alfred Eugene Livingston, during Livingston's funeral service on July 21 in Worthington, Ind. Livingston was a Sailor aboard USS Oklahoma and died during the attack on Pearl Harbor, Hawai'i on Dec. 7, 1941.

▼ See LIVINGSTON, A-2

CNO outlines Navy operations at sea and ashore

MC2 Tim Wightman

Navy Region Southwest Public Affairs

Chief of Naval Operations Adm. Mike Mullen stressed the critical role San Diego and the Pacific Fleet play in sustaining fleet readiness and the Navy's expanded role in the Middle East during a breakfast meeting in San Diego on July 19.

"We need to make sure that we sustain the readiness that we have so that we can push somebody like a USS Ronald Reagan and that combat

strike group pretty quickly," Mullen said.

"We will always need that high-end capability, not just because of concerns in the Middle East. We have a vital basin in the Pacific and stability in the Western Pacific is obviously really key."

Mullen pointed to the additions of more submarines and the arrival of USS Carl Vinson (CVN 70) to San Diego, along with the replacement of USS Kitty Hawk (CV 63) with USS George Washington (CVN 73) in Japan next summer as evidence of the growing role of

the Pacific. "The Pacific region, for the long term, is not just a growing, but a vital, vital region," he said.

A different kind of expansion is occurring in the way the Navy is helping the ground forces fight the war in Iraq.

Concerned about the amount of stress placed on the other forces with their combat rotations, Mullen said he was anxious upon taking over as CNO, to try to relieve as much pressure on

▼ See OPERATIONS, A-6



U.S. Navy photo by MC1 Chad J. McNealey

Chief of Naval Operations (CNO) Adm. Mike Mullen prepares to secure students of Basic Under Water Demolition Seal Training (BUDS) Class 266 from the "Hell Week" portion of their training during a visit to Naval Special Warfare Command in Coronado, Calif. on July 20.



Crommelin crew gets their ears checked
See page A-2



DEFY program completes phase one
See page A-4



USS Chosin Sailors perform COMREL project in Seychelles
See page A-2



Pearl Harbor survivor reunited with shipmates
See page B-1

Crommelin crew gets their ears checked

Story and photo by
MC3 Michael A. Lantron

Navy Region Hawai'i Public Affairs

The 185-Sailor crew of the Pearl Harbor-based, guided-missile frigate USS Crommelin (FFG 37) participated in an annual hearing conservation test July 23-25 which was provided by a mobile occupational hearing test vehicle from Naval Health Clinic Hawai'i.

Conveniently located pier side next to the Crommelin, the Sailors were each provided with individual testing which allowed them to note any possible changes in their hearing and learn how to properly protect themselves from noise exposure.

"This program is great because it allows you to find out if there is a problem and if there is one, how to fix it before it becomes permanent," said Seaman Terry Gilliam, assigned to deck department on board Crommelin.

On ships such as the Crommelin, there are many areas where Sailors must be aware of the potential for damage to their hearing, such as engineering plants, the flight deck and where ship upkeep is occurring.

"Hearing conservation is used to prevent hearing loss," said Occupational Audiologist James Davis, assigned to Naval Health Clinic Hawai'i. "It is important to find changes in hearing before they completely lose their hearing."

Significant changes in hearing can be found immediately after a Sailor takes the test. The test is conducted through pure-toned air conduction hearing, where



Hospitalman Zeb Williams (left), assigned to Naval Health Clinic Hawai'i, briefs a Sailor assigned to Oliver Hazard Perry-class, guided-missile frigate USS Crommelin (FFG 37) on procedures for his annual hearing examination.

tones are sent through headphones and Sailors press a button when they hear the tones. The results are monitored on a computer where hospital corpsmen examine the differences in a Sailor's hearing from the baseline test, conducted prior to entering the Navy, to the current test.

"The two most common reasons why a Sailor has a hearing problem is either their earplugs or earmuffs are not working properly or a Sailor does not insert their hearing protection deep enough to make an impact," said Davis. "It is essential that not only are Sailors involved in hearing conservation, but the equipment must be working properly as well."

Crommelin Sailors agreed that hearing conservation is an important factor in their Navy lifestyle.

"We are continuously trying to have the entire crew take part in hearing conservation," said Chief (Sel) Hospital

Corpsman (SW) Mark McKnight, senior medical department representative assigned to Crommelin. "We enforced [the requirement for] all Sailors on board to have their hearing protection on them as part of their daily uniform and there are hearing protection signs posted throughout the ship where it is necessary to wear it," he explained.

Pearl Harbor Sailors who may be experiencing problems with hearing can schedule an appointment with the Naval Health Clinic Hawai'i audiology department. The clinic also provides further training on hearing conservation and tips to help "get the word out" and share the knowledge with others within your command.

For more information on hearing conservation, view the Navy audiology homepage at http://www.nhc.med.navy.mil/ocmed/index_audiology.htm.

USS Chosin Sailors perform COMREL project in Seychelles

Lt. j.g. Christina M. Linehan

USS Chosin (CG 65)
Public Affairs Officer

Sailors from Expeditionary Strike Group Three onboard USS Chosin (CG 65) participated in a community service (COMREL) project at the Sisters of Mercy Care Home, Saint Anton, Anfa Etole, Seychelles on July 7. The project, led by Lt. Juan Cometa, Chosin's command chaplain, was a huge success.

The COMREL volunteers painted the walls, including doors, of a home for the aged, operated by the Sisters of Mercy to enhance the quality of living for the elderly.

Chosin provided the brushes, rollers, pans, ladder, papers, etc. After four and a half hours of labor, Chosin Sailors were able to interact with some of the residents who call Sisters of Mercy home.

"It was great to be able to help out," said Gunner's Mate 2nd Class Christopher Jones. "It was rewarding to participate in this activity, knowing that our efforts were greatly appreciated."

This was Chosin's fourth COMREL project during their 2007 Western Pacific deployment. Previous COMREL projects took place in Guam, Malaysia and India.



U.S. Navy photo by Lt. Juan Cometa

Chosin Sailors worked on a community relations project at the Sisters of Mercy Care Home, a home for the aged, on July 7 during a port visit to Seychelles.

Livingston

Continued from A-1

remains of grave no. 457 as those of Alfred Livingston. In 1949, the remains were exhumed and mistakenly labeled as a USS Arizona (BB 39) crewman.

Livingston is the fourth U.S. serviceman Emory has identified since he began researching Pearl Harbor deaths about five years ago.

"It was one of those situations where you feel you've gotten a hold of something you can't let go of," he said.

Last July, Emory contacted one of Livingston's nephews, Ken Livingston, of Indianapolis, who grew up hearing stories about his uncle. The nephew said he was shocked to hear that Livingston's remains may have been identified. His father, Livingston's brother Raymond, passed away in January, just three months before tests confirmed his uncle's identity.

"Anytime I mentioned it, he teared up," Ken said. "I'm glad we have some closure."

Worthington residents rallied around the family, also happy that the mystery of Livingston's fate had been solved.

"For more than 65 years, Alfred's body rested in Hawai'i, unknown," said Rev. Bill Beckelheimer of Worthington First Baptist Church, which Livingston grew up attending. "Today his remains have come home to the town he knew and the streets he walked. This is the hero's welcome he deserves."

Master Chief Engineman George Harris III of Indianapolis has provided more than 200 funeral honors during his Navy career and considers Livingston's among the most moving.

"Each military funeral is important, but to bring home someone who served and was killed in the nation's worst attack is incredible," he said. "As I presented the flag to Alfred's sister, Louise, I knew it meant a great deal to her to have him home after so many years."

Hawai'i Navy News Editorial

What do all these new deployment terms mean?

FLTCM (SS/SW) R. D. West

U.S. Fleet Forces Command Fleet Master Chief

Hoo-yah Warriors! I hope everyone is enjoying a safe and prosperous 2007. I have been out and about in the fleet since checking onboard last year, enjoying the chance to meet many of you. As I have said many times over, you continue to amaze me with your enthusiasm, dedication and willingness to complete any and every mission.

Shipmates, I want to take this time to talk to you about the Navy's new focus on the deployability and employability of our assets as well as other terms used like "dwell," "Fleet Response Plan (FRP)," and "Homeport Tempo." You may have already begun to hear these terms used and it is important you understand these terms and understand what is behind the changes in how we deploy the Navy – and you.

In order to help you understand these new terms and the new operational focus, I want to take a look back a couple of months. In the last few months, the Navy has been reviewing the deployability and employability of its forces to find out how we could increase operational availability while still providing overall readiness and quality of service for you and your families. As a result, we revisited deployment policies, revised some definitions - as you saw above - and signed a new instruction. These changes complement the FRP by limiting deployment lengths and by providing you and your family more stability in your planning.

Before we dig deeper into further details of the new instruction, let's



FLTCM(SS/SW) R. D. West

stop and look at what some of these terms mean. First, deployability and employability describe a window of operational availability open to task units outside scheduled maintenance and training periods required to maintain unit readiness. Employment, also known as the FRP cycle, is the time from the end of one maintenance phase to the end of the next maintenance phase. A deployment is time spent providing presence to combatant commanders (COCOMs) regardless of deployment length. As a result of our new deployment policies, any forward-deployed time now counts. Our nation is at war, and you and your families have proven that you understand this means the nation depends on the capability of naval forces to provide forward operational presence. You remain committed to carrying out the Navy's - and the nation's - mission.

In relation to deployability and employability, Homeport Tempo is the percentage of time a unit is in homeport or on station from the end of a maintenance phase to the end of the next maintenance phase. Keep in mind that all deployable elements have a maintenance period, but these maintenance periods vary in length and loss of operational capability. For example, ships experience a total loss in availability when they are required to be pier side or in drydock. Other units, like air wings or



U.S. Navy photo by MCSN Mark Patterson II
Sailors man the rails aboard the amphibious assault ship USS Bonhomme Richard (LHD 6) as the ship departs Pearl Harbor after a scheduled port visit.

detachments assigned to the Naval Expeditionary Combat Command, do not lose full capability. These units can still be employed to their level of current capability.

Lastly, dwell is the ratio of the number of days a unit spends on its last deployment to the number of days the unit spends in homeport, on station or in local waters between deployments. This term replaces the Navy's term, "turn-around ratio." This change, as well as other terminology changes, aligns our verbiage and our deployment policy with our Marine Corps, Army and Air Force counterparts to the extent possible.

What does all this mean to you? If your ship deploys on a routine

deployment, goes for six months and comes home, you should, per the "dwell" time, remain in your home operating area for six months before the ship will deploy again to any other geographic command. Think of dwell time as your time at home. Prior to the Navy's new focus, the ship that had most recently returned from a deployment was considered the ready ship, ready to deploy at a moment's notice as it was the one geared up and set to go. Per the Chief of Naval Operations (CNO), this is no longer the case.

In a recent message (NAVADM 051/07), the CNO, Adm. Mike Mullen, wrote that "we are deliberately taking action to strike the right balance between our need to

provide rotational forward forces, our obligation to prepare forces for major contingencies and crisis, and our time at home." His plan is to maximize our ability to deploy, provide flexibility to our COCOMs (combatant commanders), align our terminology with the other services, and account for all of your deployment time. Now, any time spent on deployment will count as deployed time, even if it's for one day only. Before the new plan, the deployment clock did not begin until 56 days into the deployment.

Although this is a new Navy policy, not all units will be affected by the changes. Because of unique missions or operating cycles, fleet ballistic missile submarines, aviation training and fleet replacement squadrons, military assigned to MSC (Military Sealift Command) ships, permanently forward-deployed units, deployed units operating with rotating crews, naval mobile construction battalions and cryptological direct support personnel are not included.

Bottom line here, shipmates, we are a nation at war. We have taken the oath to support and defend our nation as part of the country's warfighting, seagoing service. You and your families' contributions and sacrifices are valued by the leadership and the American public. This new focus will help us take care of you, the lifeblood and heart of the Navy.

If you have any questions on these new terms or the Navy's new operational focus, don't hesitate to talk to your chiefs, your command master chief or others in your command's leadership.

For Your Security and Safety

Run red lights – and you could be dead wrong

Some information provided by Naval Safety Center

There isn't a day that goes by that I don't find myself sitting at a green traffic light, waiting as one or two – and sometimes as many as several cars – continue through the traffic light on red. I have a limited concept of how traffic signals operate, but I know that in order for me to have a green light, the drivers running the red light have had the stop signal for at least a few seconds. It really irks me, but I do the responsible driver thing and wait until they have cleared the intersection before I proceed on my GREEN light.

It's a common problem and one which I'm sure many of our readers have encountered frequently. Or, perhaps there are some readers who are the problem – the ones who risk themselves and other drivers to beat the light. Either they are in too big a hurry, or too impatient, or they are convinced that even if they run the red light, no one is going to challenge them.

Well, they're wrong. And they could be dead wrong. How big is the problem of people running red lights? According to the Insurance Institute for Highway Safety, these people cause an estimated 260,000 crashes each year; of that number, about 750 are fatal. Nationally, fatal motor-vehicle crashes at traffic signals increased 18 percent in a six-year period, far outpacing the six percent rise in all other fatal crashes.

Traffic statistics show that red-light running is a big problem. People running red lights and other traffic controls, such as stop and yield signs, are

the leading cause of urban crashes. Institute researchers studied police reports of crashes on public roads in four urban areas and learned that of 13 types of crashes the researchers identified, running traffic controls accounted for 22 percent of the total.

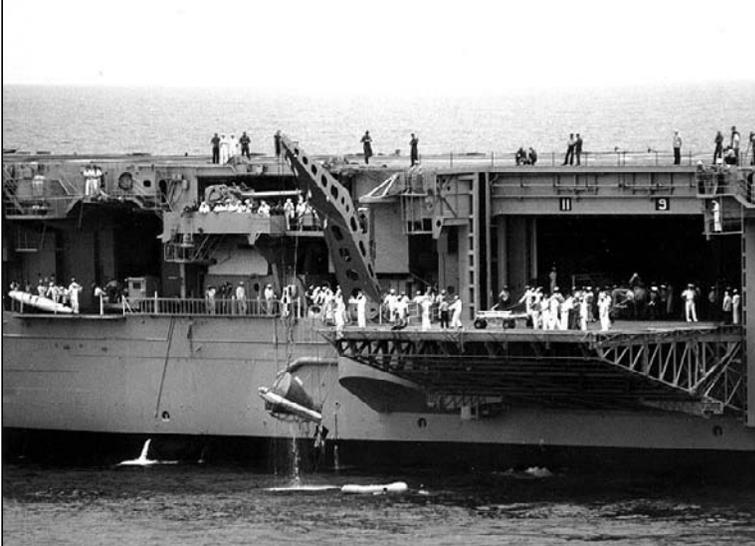
Running red lights figured in 24 percent of all of these traffic-control-related crashes. The same study showed that motorists are more likely to be injured in crashes involving red-light running than in other types of crashes. Occupant injuries occurred in 45 percent of such crashes, compared to 30 percent for other types of crashes.

A survey of American drivers showed that 55.8 percent admit to running red lights. Yet, 96 percent of the same drivers admit that they fear that someone will run a red light and hit them as they enter an intersection.

Although social scientists have hypothesized that frustration and road rage would represent what most American drivers in the survey perceived as the cause of red-light running, the results proved otherwise. Only 15.8 percent cited these reasons, while nearly half (47.8 percent) admitted nothing more complicated than being in a hurry prompted them to run red lights.

Researchers also concluded that red-light runners do not conform to a set demographic. The dangerous practice reaches across drivers of all ages, economic groups and genders. The perpetrators are everyday people: professionals, white-collar workers, blue-collar workers, unemployed, homemakers, parents and young adults.

Gemini IV returns to earth



Official National Aeronautics and Space Administration photograph, from the collections of the Naval Historical Center
The Gemini IV space capsule is lifted aboard USS Wasp (CVS-18) on June 7, 1965, after completing a 62 revolution flight around the earth in 97 hours and 56 minutes. The spacecraft, crewed by Astronauts James A. McDivitt and Edward H. White, landed about 48 miles short of its target and some 400 miles east of Cape Kennedy, Fla. at 12:12 p.m. Eastern Standard Time on June 7. The National Aeronautics and Space Administration Gemini IV mission covered over 1,600,000 miles in the longest multi-manned space flight yet flown.

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A child enrolled in the Drug Education For Youth (DEFY) phase one summer camp tosses a line to a volunteer mentor during a team building exercise on July 19 at the Caitlin Community Center at Naval Station Pearl Harbor.

DEFY program completes phase one

Story and photo by
MC3 Paul D. Honnick

Fleet Public Affairs Center
Detachment Hawai'i

Children enrolled in Drug Education For Youth (DEFY) participated in a graduation ceremony held at the Caitlin Community Center at Naval Station Pearl Harbor for successfully completing their phase one summer day camp July 20.

The eight-day camp covered a broad spectrum of topics ranging from drug resistance education to social interaction skills, and included physical fitness and team building activities.

"DEFY is about teaching kids everything about drug resistance, how to deal with peer pressure, and how to deal with conflicts," said Cryptologic Technician

Administration 1st Class Latasha Jones, DEFY's Pearl Harbor program coordinator.

DEFY's nine volunteer "mentors" met with the children each day and provided

valuable education and mentoring about the negative experiences and health hazards of using drugs.

"It can give you cancer and make you lose your brain cells and you can go to jail," said one child about some of the consequences of smoking marijuana.

"I would say no and if they keep on forcing me, I would just find a way to go tell somebody because I would never try to use a drug at all," explained a child about how he would combat peer pressure.

DEFY is a two-phase program designed to promote positive, healthy, drug-free lifestyles in children ages 9-12 through drug education, leadership and character development, positive role-model mentoring and community outreach.

"In phase one, we talk about the effects of drug and alcohol abuse, we talk about illegal drugs and legal drugs like cigarettes and how they harm your body, and we talk about why kids get curious," said

Jones. "In phase two, we get a little bit deeper into the program. We talk about gang violence, gang resistance and we talk about self esteem issues."

The program's second and final phase will meet once a month Saturdays starting in August.

"A lot of the curriculum that we teach is not taught in school so kids aren't aware," said Jones.

DEFY is a Navy-funded program provided at no cost to children ages nine to 12 of active duty service members from all branches of the military.

"We came here not knowing who most of the people were, but after they split us up into different groups we learned about each other and what we like to do and by the end of the camp, mostly everyone became friends," said one of the children about his day camp experience.

"I just love working with kids. The curriculum that we're teaching is just so vital, it's what kids need to hear," said Jones.

Pearl Harbor survivors depart USS Kidd



U.S. Navy photo by MC2 Joseph Seavey

Members of the Pearl Harbor Survivors Association depart guided-missile destroyer USS Kidd (DDG 100) in San Diego on July 19 during the ship's homeport arrival. Kidd arrived in San Diego after being commissioned in Galveston, Texas.

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Pearl Harbor Highlights



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

Personnel Specialist 1st Class Robert Whittle (right), member of the Naval Station Pearl Harbor (NAVSTA PH) First Class Petty Officer's Association (FCPOA) and administration officer assigned to NAVSTA PH Brig, and Master-at-Arms 1st Class Jinine Green, vice president of the NAVSTA PH FCPOA and kennel master for NAVSTA PH Security K-9 Unit, spread Christmas cheer to passing motorists at an intersection of Pearl City, Hawai'i as part of a volunteer project and fundraiser for the River of Life Mission's third annual "Christmas in July" program. Last year, the program helped raise more than \$29,000, which provided hot meals, clothing and personal necessities to local community members in need. The River of Life Mission is a Hawai'i-based non-profit organization committed to helping the homeless and indigent by restoring broken lives through rescue, rehabilitation and reintegration services.



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

Master-at-Arms 1st Class Jinine Green, vice president of the Naval Station Pearl Harbor (NAVSTA PH) First Class Petty Officer's Association and kennel master assigned to NAVSTA PH Security K-9 Unit, collects money from motorists at an intersection of Pearl City, Hawai'i as part of a volunteer project and fundraiser for the River of Life Mission's third annual "Christmas in July" program.



U.S. Navy photo by MC2 Kerryl Cacho

Lt. Lydia Battey, attached to Naval Health Clinic Hawai'i, assists an elderly Vietnamese woman to her seat before issuing her prescribed medication at Nai Hiem Dong Ward Station in Da Nang Vietnam on July 19. During the medical civic action program, members of Pacific Partnership 2007 work together to provide medical and dental for local residents. Pacific Partnership serves as an enabling platform through which military and non-governmental organizations can coordinate assistance efforts together with the government of Vietnam.



U.S. Navy photo by MC3 Michael A. Lantorn

Damage Controlman 1st Class (SW) Brandon Bower (right), assigned to Oliver Hazard Perry-class, guided-missile frigate USS Crommelin (FFG 37), listens for test-tones while Hospitalman Zeb Williams (left), assigned to Naval Health Clinic Hawai'i at Naval Station Pearl Harbor, monitors his results on a computer during annual hearing examinations conducted July 23-25 pier side at a mobile occupational hearing test vehicle on board Naval Station Pearl Harbor. Naval Health Clinic Hawai'i provided the annual testing to each of the Crommelin Sailors as part of the Navy's hearing conservation program which is used to protect the hearing readiness of Navy personnel.



U.S. Navy photo by MC3 Michael A. Lantorn

Seaman Terry Gilliam assigned to Oliver Hazard Perry-class guided-missile frigate USS Crommelin (FFG 37), listens for test-tones during an annual hearing examination conducted July 23-25 pier side at a mobile occupational hearing test vehicle on board Naval Station Pearl Harbor.



(Left) A member of the Naval Station Pearl Harbor Honor Guard stands at parade rest with his rifle during a burial-at-sea held at the USS Utah Memorial on July 17. The ashes of Pearl Harbor survivor Chief Gunner's Mate Raymond Haack were scattered into the water by family next to the sunken ship as the honor guard performed a 21-gun salute. Haack was serving aboard Saint Louis-class light cruiser USS Helena (CL-50) when she suffered a direct torpedo hit from Japanese planes Dec. 7, 1941.

(Below) Members of Naval Station Pearl Harbor's honor guard carefully unfold the American flag during a burial-at-sea held at the USS Utah Memorial on Ford Island on July 17. See more on page B-1.

U.S. Navy photos by MC3 Paul D. Homick





NAVFAC Hawai'i employees make sure the pumped concrete is placed correctly during the installation of four modular armories at Marine Corps Base Hawaii - Kaneohe

Navy assists Marines with installation of modular armory

Story and photo by Denise Emsley

Naval Facilities Engineering Command Hawaii

Marine Corps equipment, weapons and other assets are increasing because of the wars in Afghanistan and Iraq. Although a military construction project for a new armory has been included in the fiscal year 2010 budget, the Marines at Kaneohe contacted Naval Facilities Engineering Command (NAVFAC) Hawaii to install four modular armories as an interim solution for more armory space.

"These modular armories are a first for Marine Corps Base Hawaii (MCBH)," said Master Sgt. Robert Busto, 3rd Marine Regiment ordnance chief. "The main advantage is their portability, although these units are not planned to be shipped

out with any future troop movement at this point in time. They were specifically procured as a short-term solution for a future project."

The job got underway in May and was completed with the installation of the modular armories on June 14. NAVFAC Hawai'i crew members began by removing a 140-foot chain link fence and light pole at the new armory location. Workers constructing a 1,700 square foot concrete pad and providing necessary electrical hookups followed closely behind.

"The concrete pour went very well," said Jonathan Liu, NAVFAC Hawai'i project manager. "I had 10 employees whose job it was to make sure the finished slab was super flat, within one-eighth-inch deflection."

The finishing work was critical for the modular armories to be correctly placed.

"Once modular armories

arrived on island, they were transported to MCBH and craned into position. NAVFAC Hawai'i's crane and rigging shop used a 55-ton crane that is able to lift up to 110,000 pounds," added Liu.

The Marines asked for NAVFAC Hawai'i's help because most of their own crane operators are in Afghanistan and Iraq. "I had three riggers and one crane operator to execute this job," said Dan McMoore, NAVFAC Hawai'i crane operator supervisor. "It's not the first lift of this type for us, but it's a complex lift just the same because of the weight of the modular armories and the environment in which the crane will need to operate."

The prefabricated modular armories meet Department of Defense (DoD) physical security standards for storage of security risk items and can be built to virtually any size up to 44 feet by 27 feet by 10

feet. In this case, there are three small 20 feet by 10 feet units and one 40 feet by 24 feet.

They are equipped with lights, climate control capability such as heating, ventilating, and/or air conditioning, a local area computer network, communications, dehumidifiers, sprinklers and an intrusion detection system. The armory modules were also outfitted with weapons racks, equipment cabinets, ammunition safes and workbenches before delivery.

Once the armories were in place, NAVFAC Hawai'i electricians installed piping and panel boards providing them with electricity. Masons planted the light pole and welders installed approximately 200 feet of security chain link fence. Costs for this project include both the infrastructure work of \$198,000 and the modular armory costs of approximately \$380,000.

Operations: emphasis on leadership and diversity

Continued from A-1

Navy in fighting the war, Secretary Gates has been very clear. He said the most important thing we can do right now is to get the right people to the fight. The second most important thing we can do is make sure we take care of those who are injured in that fight," Mullen said.

Mullen pointed to the efforts of Naval Medical Center San Diego (NMCS) in taking care of wounded warriors and he recognized and thanked the commander of the medical center, Rear Adm. Christine Hunter, for the job that she and her staff have done.

In his remarks, Mullen also discussed the value he places on strong leadership and diversity in the Navy, the critical importance of the Navy's missile-defense capability for the future - pointing to the San Diego-based USS Decatur's (DDG 73) recent successful work in that area, and also the successes and challenges of the individual augmentee (IA) program.

Among those challenges, he said, are those faced by spouses of IAs who find themselves without a support network to share their experience.

"It has been a struggle for us as a Navy to take care of these spouses," Mullen said. "We have to do a better job connecting them (with each other) in their common experience. Once they are connected, it just sort of takes care of itself."

"Just setting programs up is not enough. We have to actively make sure they're okay."

Along with the importance Mullen places on the Navy's expanded warfighting role is the importance he places on care of the wounded. He quoted Secretary of Defense Robert Gates when talking about two critical tasks of the

Naval Station to hold Delta Drill

CMDCM Stephen R. Mitchell

Naval Station Pearl Harbor

Security forces from Naval Station Pearl Harbor (NAVSTA PH), Naval Magazine (NAV MAG) and Naval Computer and Telecommunications Area Master Station Pacific (NCTAMS PAC) in conjunction with Hickam AFB, Federal Bureau of Investigation (FBI) and Honolulu Police Department, will be conducting a Comprehensive Integrated Training Evolution (CITE) from July 30 July through Aug 3.

During this exercise, there will be a display of increased force protection and security posture. Some gates will have barriers in place, causing entry into the base to be slower. Other events may cause minor disruptions to base activities, while security forces respond to training exercises.

Safety observers and event coordinators can be identified by reflective orange vests and orange ball caps with "SFTT" printed on them.

Notification signs will be used to warn personnel of traffic barriers and will be in place the day prior to any events.

STORY IDEAS?

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

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Hawaii Navy News