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November 16, 2007

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Volume 32 Issue 45

Port Royal, Hopper deploy to Western Pacific

MC3 Paul D. Honnick

Fleet Public Affairs Center
Detachment Hawai'i

Guided missile cruiser USS Port Royal (CG 73) and guided missile destroyer USS Hopper (DDG 70) departed their homeport of Pearl Harbor for a deployment to the Western Pacific on Nov. 12.

Port Royal and Hopper will join the San Diego element of the Tarawa Expeditionary Strike Group (ESG), which departed Nov. 5 for a six-month deployment to the U.S. 5th and 7th Fleet areas of operations in support of the global war on terrorism.

For the past few months, the crews of both ships have been hard at work performing work-ups and training drills in order to prepare for

this deployment.

"It's exciting and we're ready. It's a beautiful day out here and we've been working on this for a year. We've had great family support, I'm excited and it's a great day to get underway," said Capt. David Adler, Port Royal's commanding officer.

"This is a great crew. They're highly trained and motivated and they're ready to go do our nation's business," said Cmdr. Jeffrey James, Hopper's commanding officer. "There's no other crew I'd rather go to sea with."

This deployment will be the first for many of the ships' junior crew members.

"I expect my first deployment to be long and a lot of work, but fun, too," said Gas Turbine Systems Mechanic Fireman John Locklear. "I hope to see a lot of different

cultures and things I've never seen before. It's just an amazing feeling that I'm going to get to see things in six months that people don't get to see in a lifetime."

According to Hopper's command master chief, teamwork was very important in preparing for this deployment.

"Primarily, I was able to link the officers and the enlisted in such a way that without us working together as a team, nothing was possible, so we have just really been one cohesive team and things have worked out really well for us," said CMDCM (SW/AW) Earl Gray, Hopper's command master chief.

The multi-mission capable ships will play a key role in the security of the strike group.

"We have a

very robust anti-air capability, we have a naval surface fire support capability so we can put five-inch rounds on the beach, two helicopters which gives us outstanding anti-submarine capabilities, many small arms around the ship that gives us tremendous force protection capabilities to protect the ship, and we have the outstanding Aegis combat system which helps us protect the escorts that we're going with," said Adler.

The Tarawa ESG includes

Amphibious Squadron 1, USS Tarawa (LHA 1), USS Cleveland (LPD 7), USS Germantown (LSD 42), 11th Marine Expeditionary Unit and elements of Naval Beach Group 1, USS Port Royal (CG 73), USS Hopper (DDG 70) and USS Ingraham (FFG 61).

(Below) Photo illustration of family and friends wave farewell to Sailors aboard guided missile cruiser USS Port Royal (CG 73) as she departs Naval Station Pearl Harbor for deployment. Sailors aboard guided missile destroyer USS Hopper (DDG 70) man the rails and wave farewell to family and friends as the ship departs Naval Station Pearl Harbor for deployment.



Navy buoyed by appeals court ruling

U.S. Pacific Fleet Public Affairs

Navy officials said they are optimistic that a three-judge panel of the U.S. 9th Circuit Court of Appeals on Nov. 13 ordered a lower court to rewrite restrictions on the Navy's use of sonar in certain southern California exercises.

That ruling was part of a lawsuit challenging the Navy's ability to train Sailors before they deploy to potential hotspots.

The Navy had asked the appeals court to overturn a preliminary injunction that was granted by a U.S. district judge on Aug. 6 that bars the Navy from using active sonar in certain multi-ship exercises off southern California through January 2009. That injunction was granted in a lawsuit filed by the Natural Resources Defense Council and other environmental and animal protection groups.

In over 40 years of sonar training in the southern California operating area, no stranding or injury of a marine mammal has been associated with the Navy's use of sonar.

"We are encouraged that the appeals court found the original injunction was too broad and ordered the district court to tailor mitigation conditions under which the Navy may

conduct its training," said Capt. Scott Gureck.

Whenever sonar is used in large exercises, the Navy employs 29 separate marine mammal protective measures, which were coordinated with and approved by the nation's marine mammal and endangered species environmental regulator, the National Marine Fisheries Service.

"There's no scientific proof that sonar by itself has ever directly killed or injured whales or other marine mammals," Gureck said. "We are considering our options in light of today's ruling. These integrated sonar training exercises are absolutely vital for our strike groups to conduct before they deploy."

Adm. Robert Willard, commander of the U.S. Pacific Fleet, said "The use of sonar is a fundamental principle in anti-submarine warfare. It is very, very important that our Sailors are proficient in applications of active sonar and in their ability to hunt submarines. It's a perishable skill. If we don't practice it a lot, we are not going to be good at it. With the proliferation of very quiet diesel submarines throughout the world, and particularly here in the Pacific, it's very important to me that our ships, submarines and our Sailors have this skill."

USS Pasadena deploys with 'Galloping Ghost'

Story and photo by
MCSA Luciano Marano

U.S. Submarine Force Pacific Fleet
Public Affairs

USS Pasadena (SSN 752) departed from Naval Station Pearl Harbor for a regularly scheduled six-month deployment to the Western Pacific on Oct. 31. Although the deployment is a routine one, the Pasadena is traveling with history.

A portion of the remains of decorated Navy Rear Adm. (retired) Eugene Bennet Fluckey was brought on board Pasadena moments before departure. The remains will make the journey with the submarine to the Western Pacific where a ceremonial burial at sea will take place at an undisclosed location. While a portion of the remains travel with the submarine, as per Fluckey's wishes, the rest of his ashes were entombed at the Naval Academy in Annapolis, Md.

The retired rear admiral passed away June 28, 2007 at Anne Arundel Medical Center in Maryland. He was 93 years old.

Fluckey, a Washington, D.C. native and a highly decorated and world-renowned submarine commander, was also known as "Lucky Fluckey" and "The Galloping Ghost of the China Coast." He is credited as being the skipper who sunk the most enemy tonnage during World War II: some say 17 ships, others say as many as 29.

Fluckey received the Medal of Honor, four Navy Crosses, the Presidential Unit Citation Ribbon, the Navy Unit Commendation Ribbon, the Asiatic-Pacific Campaign Medal, World War II



Attack submarine USS Pasadena (SSN 752) departs from Naval Station Pearl Harbor for a scheduled deployment to the Western Pacific on Oct. 31.

Victory medal and numerous other awards and decorations throughout his illustrious career.

Fluckey retired from active duty in 1972 at the rank of rear admiral. He served as president of the Naval Board of Inspection, Commander of Submarine Pacific Force, Pacific Fleet, Chief of Military Assistance Advisory Group, Portugal and the Director of Naval Intelligence. Fluckey was also one of only six men in history to be awarded both Eagle Scout and the

Medal of Honor.

Chief of the Boat MTCM Jim Lyle carried the remains onto the Pasadena. "I'm honored," said Lyle about his involvement in this historic event. "I had goose bumps."

Despite the reverent atmosphere surrounding the presence of the admiral, the general mood of the deployment is one of excitement and good humor. "I'm supremely proud," said Cmdr. Douglas Perry, Pasadena

See ALOHA PASADENA, A-6



Chosin conducts 28 burials at sea

See page A-



Lake Erie hosts sports challenge with Kongo Sailors

See page A-8



Chosin ombudsman receives Navy

League Key Spouse Award

See page A-2



Sailors lead students down the right path

See page B-1

Chosin ombudsman receives Navy League Key Spouse Award

MC3 John Wallace Ciccarelli Jr.

*Fleet Public Affairs Center
Detachment Hawai'i*

The Honolulu Council Navy League honored Christi Jones, the ombudsman for the guided missile cruiser USS Chosin (CG-65), as the 2007 Navy key spouse at Hawai'i's outstanding military spouse awards Program held at Honolulu City Hall on Nov. 9.

"I am really humbled for being nominated for this award because I don't do it for the notoriety, I don't do it for the attention, I do it because when I was a junior wife I didn't have the support system that we do today in the Navy," said Jones. "Now I have the opportunity to do my part to help the Sailors and their families through times of difficulty while their love one is deployed and it has become one of the most rewarding things I've ever done."

The key spouse program honors a deserving spouse from each service who has functioned as the communication and organization focal point for a unit that is deployed in the theater of hostile operations during each calendar year.

Jones received a \$1,000 check from the Navy League and a certificate from the state legislature and from Mayor Mufi Hannemann of the City and County of Honolulu.

"To receive a check for

\$1,000 for helping Sailors and their families feels unreal," said Jones. "The Chosin has been so supportive that without them I would not be here today."

As the ship's ombudsman, Jones served as the main link between the Sailor's family members and the ship's commanding officer.

"Christi Jones is a wonderful person and a tremendous asset to our Chosin command family. She gives so much of herself for others and I am very pleased to see

her be recognized by the Navy League," said Capt. Steven A. Lott, Chosin commanding officer.

During the Chosin's most recent deployment, Jones received more than 2,000 e-mails per month and personally acted on every one. She assisted families by simply listening to their concerns and helping to ease the stress of separations and deployment.

Jones also spearheaded the Chosin's first ever video tele-conference program

which allowed deployed Sailors the opportunity to chat online with loved ones from more than 8,000 miles away.

"When I first met Christi, I knew the needs of Chosin Sailors and their family members would be met," said Master Chief (SW/AW) Greg A. Vidaurri, Chosin's command master chief. "She is without a doubt the most caring, lovely and dedicated ombudsman I have ever had the privilege of working with."



La Jolla receives NUC

The crew of the USS La Jolla (SSN 766) received the Navy Unit Commendation, Nov. 9 for work done during their 2006 Western Pacific deployment. Commander Douglas Sampson received the award from Capt. Lindsay Hankins, Cmdr. Submarine Squadron One. "Set that standard," Sampson told his crew. "Set it and maintain it- it's yours."

U.S. Navy photo by MCSN Luciano Marano

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Hawai'i Navy News Editorial

Fitness, appearance...it reflects who you are



FLTCM (SW/SS) Rick West
Commander, U.S. Fleet Forces Command

Some of you may ask why the Navy needs to put so much emphasis on physical fitness. The answer is simple. Each of us needs to be ready, at a moment's notice, to step up and do what's necessary. For some in our ranks, that means deploying to combat zones and working long hours in intense heat. For others, it means deploying on ships and submarines where maintaining your physical fitness is a challenge. My guess is that if you are not in shape when you deploy, you will have an uphill battle in trying to improve dur-

ing deployment.

Getting in shape and staying in shape is not only a Navy leadership issue, it's a personal responsibility. If you are overweight, the person most accountable for your situation is you. The Navy is going to continue to offer opportunities and equipment to help you lose weight and get in shape, but ultimately it's you who needs to commit to the program.

If you haven't figured it out yet, the Navy takes your health seriously, and so should you. As each of us aspires to leadership, I challenge each of you to help your shipmates around you who may need some motivational help. If you are going to the gym, take someone with you.

Working hard days and weeks on end will wear you down both physically and mentally. If you are not in good physical shape, you won't be able to keep your body and mind sharp. The same can be said of uniform appearance - your appearance is a direct reflection of your attention to detail and discipline. If you don't take the time to do the small things right (uniforms), you may not give the same level of attention to your work. Additionally, others may not give you the chance to get involved in important projects that could positively affect your

career if they feel you don't present an acceptable appearance. If you cut corners in your job and don't think appearance matters, you lower your operational readiness.

Whether or not the Navy truly becomes a more fit service depends on each of us to realize our role, both personally and as leaders. Command support is paramount. We need to promote physical fitness and healthy lifestyles. We need to ensure each Sailor has the opportunity to participate in physical fitness activities. We need to ensure those Sailors who are outside our standard are provided motivation and assistance to bring them back into standards. And that means you! I am counting on each and every one of you to do your best to get in shape, stay in shape, and help your shipmates around you to improve their health as well.

You are all doing some great things in our Navy. Every day I am amazed at the talent and work ethic that keeps our Navy at the forefront. Stay safe and look out for your shipmates. Hoo-yah.

Fleet tip: Did you know that Navy Morale, Welfare and Recreation has trained professionals that will assist you with a fitness regiment ... all you have to do is ask.

Naval Safety Center launches holiday driving campaign

April Phillips

Naval Safety Center Public Affairs

The Naval Safety Center (NSC) launched a Web-based holiday safe driving campaign Nov. 7.

Last holiday season, NSC predicted that 14 Sailors and Marines would die in private motor vehicle (PMV) mishaps between Thanksgiving and the New Year. Sadly, 20 lost their lives. This year, NSC is launching a new safe driving campaign called "Surviving Driving: Holidays '07" with tools to help service members navigate the highways safely.

"The holidays are a time to celebrate with loved ones, but they are also a time of increased risk," said Marine Col. Mark Vanous, deputy commander of NSC. "More of our Sailors and Marines are on the highways during this time and many are driving long hours to get to their destinations, which increases the odds that tragedy may strike. Risk management can make the difference between coming back to work safely after the new year or winding up as a statistic."

"Surviving Driving: Holidays '07" is a Web-based campaign that will run through New Year's Day. Available resources include presentations for holiday safety stand downs, informative articles for command and base newspapers, a safe driving flip guide, videos, posters and more.

"Our goal at the Naval Safety Center is to provide Sailors and Marines with the resources they need to avoid mishaps both on and off the job. Safety plays a

huge role in fleet combat readiness and this safe driving campaign is part of our commitment to keeping the Navy and Marine Corps ready to do the job entrusted to us by the American people," Vanous said.

While PMV deaths may seem unrelated to combat readiness, the loss of a trained and ready Sailor or Marine impacts his or her unit and the fleet as a whole. During the holidays, fatigued driving and driving under the influence of alcohol increase and they are both major causes of traffic fatalities. Another danger related to the season is driving unreasonable distances without taking breaks.

Master Chief Petty Officer of the Navy (SW/FMF) Joe Campa Jr. said he understands why Sailors rush to start their holiday leave period, but said there's no excuse for taking unnecessary risks.

"I know what Sailors are thinking when they get in those cars. They want to get home. They want to get the kids to the grandparents. They want to enjoy the holiday as quickly as possible. But get there safely. One lapse of situational awareness could mean the very worst," Campa stressed.

The "Surviving Driving: Holidays '07" campaign material is intended to provide leaders with the tools they need to educate their young Sailors and Marines. These tools will be updated throughout the holiday season, so NSC recommends checking back often to take advantage of the resources.

Visit www.safetycenter.navy.mil to download safe driving materials.

Commentary

Fireside Chat

Navy Region Federal Fire Dept.

Fried turkey is good ... but don't cook your goose

Victor M. Flint

Battalion Chief, Federal Fire Department



U.S. Navy photo by JO1 Daniel J. Calderón
Use caution with outdoor turkey fryers.

Deep fried turkey is a delicious Thanksgiving holiday alternative. Deep turkey fryers can be purchased from a number of retail outlets. You can purchase complete kits as well. The price you pay will be related to the size and model of fryer that you pick. When done right, the aroma, the presentation and the taste are a delight.

It also takes way less time to cook. Turkey cooks at three and a-half minutes per pound. A 17-pound turkey can be fully cooked and ready to go in about an hour - not bad.

The Federal Fire Department recommends the following guidelines if you are planning to deep fry your next turkey:

- Do not use the fryer inside. Fry outside only.
- Do not attempt to place the deep fat frying pot filled with oil and turkey over a campfire. Use a gas-operated type of burner with a retaining ring.
- Do not use animal fat frying oil. Use only a vegetable, peanut or cottonseed oil.
- Do not attempt to put a big turkey in a little pot. To avoid oil overflow spills, place turkey in the pot, then fill pot with water to four inches from the top. Mark the level of the water on the pot. Then remove the turkey from the water and mark that water level on the pot. Make sure that the pot is big enough for the job. The turkey needs to be completely immersed in the oil.
- Do not attempt to place a frozen or partially thawed turkey in the hot oil. The oil will splatter, pop and spit all over

the place.

- Do not overheat the oil. Maintain a temperature of 325 degrees, not to exceed 350 degrees. Use a thermometer that clips to the pot.

- Do not attempt to remove the turkey from the hot oil with the burner on. Turn the burner off before removing the turkey.

- Do not use water on the hot oil in case it flashes or catches on fire. Have a five-pound B-C type of extinguisher in the immediate area, just in case.

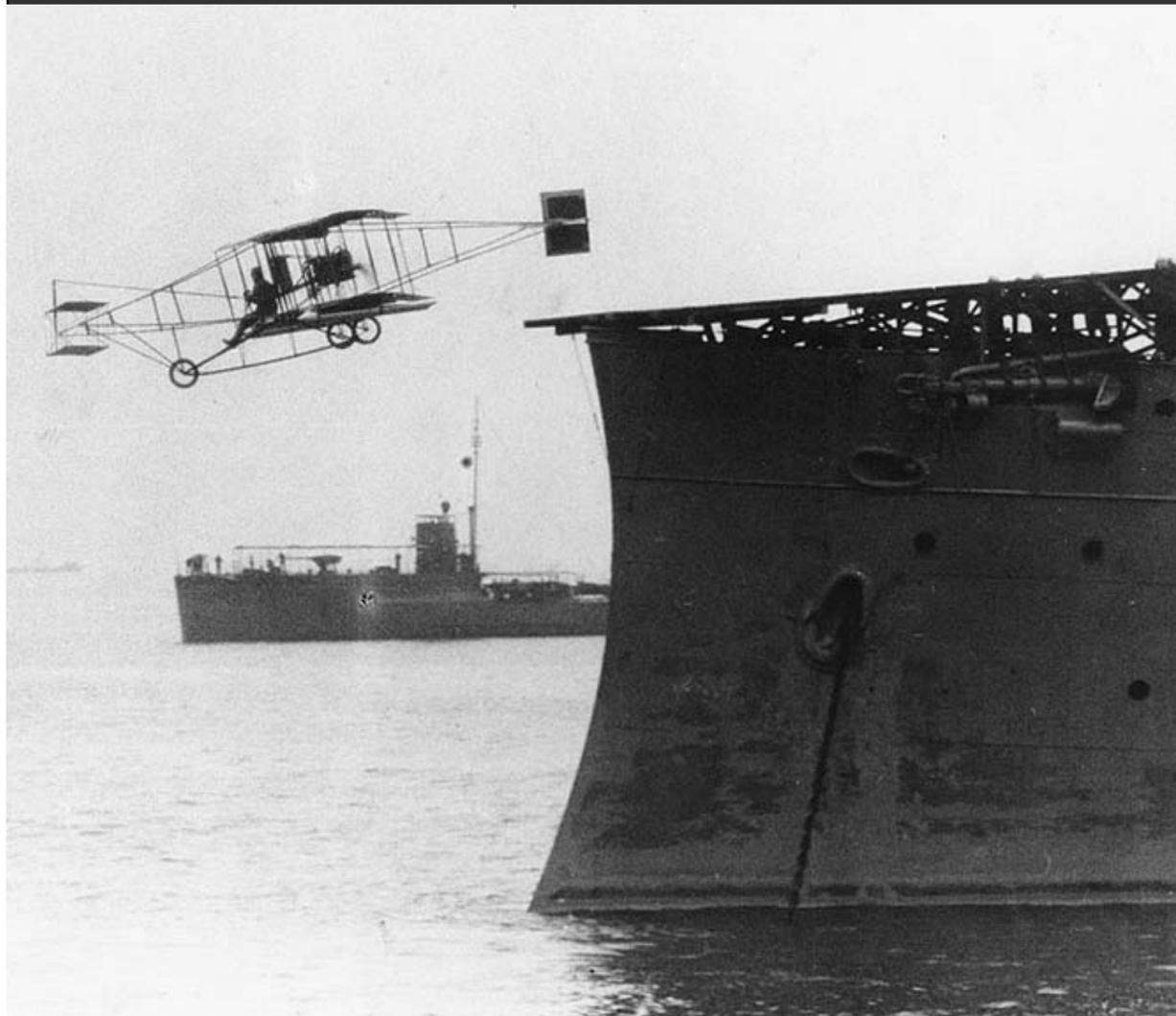
- To avoid burns, wear gloves, eye protection and shoes (not slippers) when frying. If you get burned, cool burned area immediately with water.

- Have a phone handy to call the fire department (911) if there are any problems (fire, burns, spills).

- Never, ever leave the deep fryer unattended - not even for a minute. Always have someone standing by who knows what to do if you must leave the area.

For more information about deep frying and other fire-related questions, call Battalion Chief Victor M. Flint at 471-3303, ext. 633.

First airplane takeoff from a warship



Eugene B. Ely flies his Curtiss pusher airplane from USS Birmingham (scout cruiser 2) in Hampton Roads, Va., during the afternoon of Nov. 14, 1910. USS Roe (destroyer 24), serving as plane guard, is visible in the background. Photograph from the Eugene B. Ely scrapbooks.

U.S. Naval Historical Center photograph

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Hawai'i Navy News is a free unofficial paper published every Thursday by The Honolulu Advertiser, 605 Kapiolani Blvd., Honolulu, Hawai'i, 96813, a private firm in no way connected with DoD, the U. S. Navy or Marine Corps, under exclusive contract with Commander, Navy Region Hawai'i.

All editorial content is prepared, edited, provided and approved by the staff of the Commander, Navy Region Hawai'i Public Affairs Office: 850 Ticonderoga, Suite 110, Pearl Harbor, Hawai'i, 96860-4884. Telephone: (808) 473-2888; fax (808) 473-2876; e-mail address: hnn@honoluluadvertiser.com World Wide Web address: www.hawaii.navy.mil.

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Navy chief raises bar on fitness

Story and photo by
MC3 (AW) Eric J.
Cutright

Fleet Public Affairs Center
Detachment Hawai'i

Physical fitness is an integral part of a Sailor's repertoire and an aesthetic aspect that comes to mind when people think of the United States Navy.

Chief Mineman (SW) Kevin Sperling, an officer recruiter at Navy Recruiting Processing Station Honolulu, has been in the sport of bodybuilding for the past 10 years and stands out as a beacon for Navy physical fitness.

"I started working out because I was a very skinny kid and I just wanted to get some size. I started eating healthy and started lifting weights and one thing led to another," stated Sperling.

Many Sailors spend time doing physical exercise just to stay in shape for their physical readiness test (PRT), but Sperling exemplifies raising the bar for fitness for the Navy by pushing himself far beyond goals set for him in the PRT.

Sperling recently completed a three-year tour aboard guided-missile destroyer USS Hopper (DDG-70), homeported at Naval Station Pearl Harbor, where he was the maintenance and material management (3M) coordinator for the ship and a leader among enlisted and a pinnacle of physical fitness.

"After working 10 to 12 hour days, do you want to go to the gym and work another two hours? That's what I do; I love it. If I were to go home straight after work, I would be bored twiddling my thumbs because my routine is to go to the gym and exercise," said Sperling.

Training in his off time from work, Sperling believes that his sport follows along the Navy core values of honor, courage and commitment.

"It takes a certain type of person to be in the military



Chief Mineman Kevin Sperling sits down for a personality photo aboard guided-missile destroyer USS Hopper (DDG-70) while being interviewed on his recent win at the Hawai'i Body Building Championship, where he was declared Mr. Hawai'i.

and be successful at it. If you have the discipline to follow orders from those appointed over you, to showing up to your place of work on time, with your uniform looking good and go above and beyond, that's all bodybuilding is. You have to go that extra step, give a 100 percent to it," explained Sperling.

One of the obstacles faced by Sperling is his diet. While the mess decks on a ship have salads and fish as well as other things that are healthy to eat, he prepares many of his meals at home.

Before coming to work, Sperling eats his normal breakfast which consists of between eight to 10 egg whites, two cups of oatmeal, a glass of orange juice and a fruit. He then portions his food by weight and makes five servings, keeping them in the chief's mess in marked bags.

"Right now I'm on a bulking program with my diet. I'm eating about 4,000 calories a day

and I'll be on this diet for around five months. Then I'll start getting ready for my next show and start reducing my calories. My off season diet compared to my competition diet is pretty similar except I might have a little bit of a cheat meal once or twice a week," said Sperling.

As far as tweaking his diet goes, Sperling remains practical and said, "A lot of times I'll find something that I like and I'll try it. I'll have to try it for a few weeks though to see how it does. You can't just try something twice and see how your body reacts to it."

Another hurdle that Sperling deals with is his military obligations that can conflict with maintaining his eligibility to compete in professional bodybuilding tournaments. Sperling keeps a positive outlook on this though, opting to compete whenever his schedule allows it.

So far he has been able to compete in 14 tournaments throughout his career, claiming the "Mr. Hawai'i" title at the 29th Hawaiian Islands Bodybuilding and Figure Championships held June 30 and most recently, garnering a 10th place finish in the U.S.A. Body Building Championship held in Las Vegas on July 27-28. He was the only military participant in a field of 32 other competitors.

Being a chief petty officer and a highly visible person, partially because of his size, Sperling has inspired his fellow Sailors, who might not have otherwise done so, to compete in bodybuilding tournaments with him and also independently.

"I like to share what I do because I was a skinny kid. Even though I was the same height that I am now, I was 145 pounds when I joined the Navy. I know what it took for me to get there and I'm willing to share with anybody else," said Sperling.



Photo illustration

Chosin conducts 28 burials at sea

Lt. Corey T. Thornton

MIDPAC OMC, USS Chosin chaplain

Sailors of the Pearl Harbor-based, Ticonderoga-class, guided missile cruiser USS Chosin (CG 65) held burials at sea and laid to rest 28 armed forces veterans and family members on Oct. 29-30 and Nov. 3.

Of the 28 veterans buried, there were two U. S. Marines and one retired sergeant major, Gene D. Mills who was a veteran of World War II, Korea and three tours to Vietnam, as well as a member of the 'Chosin Few,' among many other distinctions.

Capt. Steven A. Lott, the commanding officer of Chosin, who headed-up the burials, said, "I think that our Sailors did a great job in performing a time-honored ceremony to recognize the service of these great Americans. I was very proud to be able to

play a part in the process."

The ceremonies were led by Lott, Cmdr. Lee Donaldson, Chosin's executive officer, and Command Master Chief Gregory Vidaurri, Chosin's command master chief. The ceremonies included the reading of Bible scriptures, prayers and a committal of the remains. Military honors were rendered that included a U.S. flag bearer, a 21-gun salute led by Chief Gunner's Mate Jimmie Ellison, and the playing of Taps on trumpet by Information Systems Technician Seaman Kevin Melkowski.

The setting for the ceremonies in the Pacific Ocean outside Pearl Harbor, Hawai'i was beautiful. All of the Sailors were in their whites and carried themselves in a professional manner that would have made the veterans' families and friends proud.

Chosin just returned from a Western Pacific deployment in September.

Pearl Harbor Highlights

(Left) Vickie Cariello, Chapter President of Operation Homefront, a non-profit organization which provides emergency assistance and morale to troops and their families, drops off care packages to be sent to service members currently serving in Iraq at the post office on board Naval Station Pearl Harbor. More than 60 packages containing a variety of comfort items such as hygiene products and music CD's were assembled by Operation Homefront volunteers from donations by the local community.

U.S. Navy photo by MC3 David Dexter

(Right) The remains of Rear Admiral Eugene Bennet Fluckey are brought on board the USS Pasadena (SSN 752) by Chief of the Boat Missile Technician Master Chief Jim Lyle and passes to Fire Technician Petty Officer 3rd Class James Moore, Oct 30, in preparation for a future burial at sea.

U.S. Navy photo by MCSN Luciano Marano



U.S. Navy photo by MCC David Rush

Sailors aboard guided missile destroyer USS Hopper (DDG 70) say goodbye to family and friends on the pier as the ship departs Naval Station Pearl Harbor for deployment. Hopper and guided missile cruiser USS Port Royal (CG 73) deployed with the San Diego element of the Tarawa Expeditionary Strike Group (ESG) for a six-month deployment to the U.S. 5th and 7th Fleet areas of operations.

(Right) A Sailor boards the USS Pasadena (SSN 752) Tuesday, Oct. 30, at the expiration of liberty call in preparation to get the submarine underway.

U.S. Navy photo by MCSN Luciano Marano

(Below) Sailors aboard the Pearl Harbor-based Ticonderoga-class guided missile cruiser USS Port Royal (CG 73) render honors as she passes the USS Arizona Memorial. Port Royal departed Nov. 12 to join the Tarawa Expeditionary Strike Group (ESG) for a six-month deployment in the U.S. 5th and 7th Fleet areas of operation.

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



A Sailor says goodbye to his family on the pier shortly before the guided missile destroyer USS Hopper (DDG 70) departed Naval Station Pearl Harbor for deployment.

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



(Right) A lei is placed on the plaque of each World War II submarine on Eternal Patrol during a Veterans Day ceremony held in Pearl Harbor Submarine Memorial Park Sunday, Nov. 11.

U.S. Navy photo by MCSN Luciano Marano



The Naval Station Regional Ceremonial Guard stands ready to perform the 21-Gun Salute at the closing of a Veterans Day ceremony held in Pearl Harbor Submarine Memorial Park, Sunday, Nov. 11.

U.S. Navy photo by MCSN Luciano Marano



Aloha USS Pasadena

Continued from A-1

commanding officer. "These guys have executed superbly. They are the hallmark of their trade."

"Solutions, not problems," was Fluckey's life-long philosophy both in his military career and endeavors undertaken after his retirement. "Over the next six months, as we conduct mission tasking in support of national, Pacific Command and Command Sub Group 7 theater objectives, Pasadena will strive to emulate Admiral Fluckey's courageous call to action," said Perry.

Tradition and history are alive and well in the naval submariner community, with the heroes of the past never far from the minds of today's warriors. "I pinned silver dolphins on Machinist's Mate 2nd Class (NUC) Leary on the bridge as we headed west from Oahu on 31 October," said Perry. "As tradition, we commemorated the pinning with a reading from WWII submarine exploits and chose a special reading: We read an excerpt from Gene Fluckey's book, "Thunder Below!," describing the raid on the railroad bridge – a perfectly fitting way to kick off the deployment."

The crew has been preparing for the deployment for the last 12 months and Perry said that he feels that they are truly operating at the top of their game. "They enjoy being good," Perry said. "They know it's not easy and it's never convenient. I'm honored to work with them," he said.

Sea-based multiple-missile defense 'hit to kill' intercept achieved

Missile Defense Agency

Missile Defense Agency (MDA) announced the successful completion on Nov. 7 of a multiple simultaneous engagement involving two ballistic missile targets.

Air Force Lt. Gen. Henry "Trey" Obering, director of MDA, said that this was MDA's latest "hit to kill" intercept flight test conducted jointly with the U.S. Navy off the coast of Kauai.

For the first time, the operationally realistic test involved two unitary "non-separating" targets, meaning that the target's warheads did not separate from their booster rockets. This was the 32nd and 33rd successful "hit-to-kill" intercepts since 2001.

Designated as Flight Test Standard Missile-13 (FTM-13), it marked the 10th and 11th successful intercepts of 13 targets in 12 scheduled flight tests for the Aegis ballistic missile defense (BMD) program, a sea-based component of the agency's ballistic missile defense system (BMDS).

Aegis BMD is designed to intercept and destroy short to intermediate-range ballistic missile threats. The mission was completed by the cruiser USS Lake Erie (CG 70), using the tactically certified 3.6 Aegis ballistic missile defense shipboard weapon system and the Standard Missile-3 (SM-3) block IA interceptor.

At approximately 6:12 p.m. Hawai'i Standard Time (11:12 p.m. EST), a target was launched from the Pacific Missile



U.S. Navy photo

A Standard Missile-3 (SM-3) is launched from Pearl Harbor-based guided-missile cruiser USS Lake Erie (CG 70) to intercept a threat representative target as part of a Missile Defense Agency test of the sea-based capability under development.

Range Facility (PMRF), Barking Sands, Kauai, Hawai'i. Moments later, a second, identical target was launched from the PMRF. Lake Erie's Aegis BMD weapon

system detected and tracked the targets and developed fire control solutions.

Approximately two minutes later, Lake Erie's crew fired two SM-3 missiles and two minutes later, they successfully intercepted the targets outside the earth's atmosphere more than 100 miles above the Pacific Ocean and 250 miles northwest of Kauai. The intercepts used "hit to kill" technology, meaning that the targets were destroyed when the missiles collided directly with the targets.

A Japanese destroyer also participated in the flight test. Stationed off Kauai and equipped with the certified 3.6 Aegis BMD weapon system, the guided missile destroyer JS Kongo (DDG 173) performed long-range surveillance and tracking exercises.

Kongo used the test as a training exercise in preparation for the first ballistic missile intercept test by a Japanese ship planned for later this year. This event marked the fourth time an allied military unit participated in a U.S. Aegis BMDS test.

MDA and the Navy cooperatively manage the Aegis BMD program. Lockheed Martin Maritime Systems and Sensors of Moorestown, N.J. is the combat system engineering agent and prime contractor for the Aegis BMD weapon system and vertical launch system installed in Aegis-equipped cruisers and destroyers. Raytheon Missile Systems of Tucson, Ariz. is the prime contractor for the SM-3 missile and all previous variants of standard missile.

STORY IDEAS?

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Hawaii Navy News

Lake Erie hosts sports challenge with Kongo Sailors

Story and photo by
Lt. j.g. Thomas Buck

USS Lake Erie (CG 70)
Public Affairs

As operators of Japan's first sea-based ballistic missile defense (BMD) test ship, the crew of JS Kongo (DDG 173) enjoys a good challenge. As its American host ship, USS Lake Erie (CG 70) stood ready to take on the challenge. The two ships challenged each other to a three-game sports exchange on Oct. 29-30 at Bloch Arena at Naval Station Pearl Harbor.

Featuring a basketball game at Bloch Arena on Nov 29 and softball and soccer games on Nov 30, followed by an American-style barbeque, provided an opportunity for the two crews to interact with each other informally. Over the coming weeks, the two ships will be collaborating on a sea-based missile tracking exercise in November and a BMD Standard Missile-3 (SM-3) shot in December.

"Despite being from different countries and backgrounds, our Sailors and the Kongo Sailors showed that teamwork and camaraderie are valuable traits no matter what part of the world you are from," said Sonar Technician (surface) (SWIUSS) 1st Class Karreem Lisbon, from the Lake Erie who played on the basketball team.

Ship's Serviceman Seaman James Post, Lake Erie's softball coach, played a large role in organizing the event. "It was a lot of fun and a great experience for all the Sailors involved," he said.

"The sports exchange with USS Lake Erie was very much fun for members of both ships," said Capt. Mineo Hirata, Kongo commanding officer, who participated in the softball game along with Capt. Randall Hendrickson, Lake Erie commanding officer. "It promoted understanding and good friendship not only on an official, but also a personal level."

Lake Erie has served as Kongo's host ship since the Japanese destroyer arrived in Pearl Harbor on Oct. 15. Kongo is currently in the middle of a two-month stint in and out of Pearl Harbor, conducting sea-based BMD missions in the Hawai'i operational area. In December, Kongo plans to launch an SM-3 at a ballistic missile exercise target. If successful, Kongo will be the first Japanese ship to accomplish such a feat.

"Working side-by-side with the Japanese on ballistic missile defense has been very rewarding," said Lt. j.g. Tom Shapiro, Lake Erie fire control officer and liaison officer to the Kongo. "Spending time with members of their crew has been enriching both personally and professionally."



USS Lake Erie (CG 70) Operations Specialist Seaman Apprentice Angel Montoya congratulates a member of JS Kongo's softball team on a game well played following a softball game between the two ships.

Lake Erie is one of three U.S. ships to have fired the SM-3 and has done so more than any other. Named as the official Chief of Naval Operations BMD test ship in 2000, the guided-missile cruiser has conducted 12 successful SM-3 engagements. Its latest success was Nov. 6 when it simultaneously shot two SM-3s, one from its forward launcher and one from its aft launcher, at ballistic missile targets.

"We have been fortunate to be able to hold several special events with members of the Kongo," said Hendrickson, who held a special reception for both ships' wardrooms and chiefs' messes at his home at Hospital Point. "We are proud to assist the Kongo in any way possible and make them feel a part of the larger effort for ballistic missile defense as they prepare for their historic mission."

Pearl Harbor Shipyard electronic mapping system saves 400 man-days per availability

Melissa Lamerson
Pearl Harbor Naval Shipyard
Moonshine Team and

Marshall Fukuki
Pearl Harbor Naval
Shipyard Public Affairs

A pilot project by two Pearl Harbor Naval Shipyard employees to electronically map shipboard systems is projected to save about 400 man-days per availability. Steven Lum, training instructor with the support of Mark Connor, chief test engineer envisioned the new way to map and update shipboard systems.

The old method consisted of printing out plans, pasting the

sheets of paper together, and stapling them on large rectangular boards. Work, testing, temporary systems and system isolations are tracked on these boards and identified by using push pins and manually writing on the plans. The pins sometimes fell off because the boards are used constantly and are up to 20 years old.

In August, the Moonshine Team, a small group of union stewards who help workers implement their ideas to improve work processes, obtained funds so Lum could acquire a 42-inch widescreen monitor for his pilot project. Lum, instead of buying new software from a contractor,

adapted programs already paid for and available in the shipyard.

Lum's innovation enabled engineers and technicians to generate ship system drawings electronically and track maintenance and repairs quickly and efficiently.

According to data gathered by Lum and Jamie Hiranaka, quality branch head, the new method is projected to save 400 man-days per ship availability. It will also free up much-needed space in the division's waterfront trailer. Another benefit is that offsite personnel can access the drawings by computer instead of having to make their own.



Pearl Harbor Naval Shipyard employees, Steven Lum, training instructor and Mark Connor test engineer, envisioned the new way to map and update shipboard systems electronically. This new system is projected to save about 400 man-days per availability.

Navy roofers take seamless gutters to new length

Story and photo by
Denise Emsley

Naval Facilities Engineering
Command Hawai'i

Looking for a faster, cheaper, and safer method to replace old, leaky gutters? Roofers from the Naval Facilities Engineering Command (NAVFAC) Hawai'i may have the answer.

In an effort to satisfy their customers and provide a new gutter that is quick to install and less likely to leak, Navy roofers devised a new method for installing seamless gutters in incredible lengths. With a little thinking outside the box and assistance from a command crane operator and rigger, roofers installed seamless gutters longer than a football field on two Fleet Industrial Supply Center (FISC) warehouses at Pearl Harbor.

"When I received this job to install new gutters on two large, one-story warehouses, I started thinking about ways to provide a good product, quickly and at a great price," said James "Kimo" Mook, NAVFAC Hawai'i roofing supervisor. "And using seamless gutters would provide a better, long-term solution and quality product for the customer."

Typically, gutters come in pre-made, sectional pieces, anywhere from 10-22 feet long. Made of vinyl, painted aluminum, or pre-painted steel, the pieces are joined together with snap-in-place connectors. The advantage of this type of gutter system is that they can usually be installed by a home or business owner. The disadvantage is the potential for leaks through the system's various seams and connection points.

A more popular type of gutter being installed today is seamless. Of course, the main benefit is they



The seamless gutter operator starts up the machine and creates 400 feet of gutter for Fleet and Industrial Supply Center Pearl Harbor's second warehouse.

have fewer joints and, therefore, less of a possibility for leaks. Seamless gutters are usually made of aluminum with a baked-on finish, but they can also be made of copper or pre-painted steel. They are formed by a special machine brought out to the project site and are custom-sized to a specific building or home. An average length for seamless gutters is anywhere from 12-25 feet.

The work estimate for the FISC Pearl Harbor job was four men and 45 work days. "The conventional method using a seamless gutter machine would have required two manlifts (vertical boom with a bucket) with operators and two others on the ground fabricating 10, 15 or 20-foot gutter sections," said Mook. "The men on the ground would pass the sections to the men on the lifts for installation. Workers would follow up by installing drain outlets, downspouts and concrete splash

blocks."

After coming up with the idea to produce an extraordinarily long seamless gutter, the next step by Mook was to figure out if it was even possible. It was obvious to him that if it could be done, the customer would get a superior product.

"I called my counterparts in the commercial sector here in Hawai'i and couldn't find anyone who had tried to install a 400-600 foot long seamless gutter before," said Mook. "It appears to most to be an unworkable length of gutter."

Then Mook figured out a different way to do the job. "The warehouses are one-story tall, he said. "The idea was to raise the seamless gutter machine to the roofline and have a man on a scissor lift at the same height to operate its controls." As an added bonus, while working out the details, it became apparent to him that the job could be done quicker, safer

and with less effort for the roofers.

Using the first warehouse as a test for the new method, his crew removed the old gutters and immediately began working on preparing the fascia, the surface to which the new one would be mounted. They pre-fabricated temporary wooden arms and mounted them to the building's roofline. The arms were designed to cradle the new seamless gutter in an upright, 90-degree angle, holding it in place until permanent attachment to the warehouse.

With the assistance of a crane operator and rigger, the seamless gutter machine was balanced and leveled into position at the right height and 600 feet of gutter – more than the length of one football field – was produced in record time. The men on the ground quickly followed the progress of the gutter, making sure it was correctly placed on the temporary wooden arms so it would not bend or twist during the process.

"With one man on a manlift, a second worker was on the ground with a special extension pole to guide the rolling gutter and ensure that it lined up with cradle arms, as it passed from one arm to another the entire length of the building," said Mook. "A third man kept an eye on things, communicating with the gutter machine operator to stop, slow down, and then cut and disconnect the new gutter from the machine. After which, the crane and riggers returned the seamless gutter machine to the ground."

Once the 600-foot gutter was produced and placed, the roofers quickly attached it to the fascia and removed the reusable arms for the second warehouse. And using the first warehouse as a model, the second one was even

easier to complete.

A tangible benefit to using this new system was a decrease in cost and time. The project came in well under the original estimated cost of approximately \$288,000, for a total savings of \$89,500.

"By making seamless gutter in a single continuous run, its installation and completion took less time than usual," said Mook. "Even with the cost of a crane and rigger, the biggest time and money saver was the reusable cradle arm system. After attaching a certain number of downspouts, the project was completed ahead of schedule, with less manpower and cost to the customer."

A second and very important benefit was that the new method created safer working conditions for the roofers. By using the new system versus conventional methods, there was less time on the job (using ladders, cutting tools, carrying and lifting materials, etc.), which meant less potential for an accident to happen.

And, the third advantage was in quality. Both of the FISC warehouses now have long, seamless gutters that are less likely to leak or come apart at the seams. With conventional gutters, there might be anywhere from four to five seams every 100 feet. However, history has proven that no matter what type of sealant or soldering is applied to a seam, nature will eventually prevail and cause them to leak.

"In my 26 years in the roofing business, I have never heard of seamless gutters as long as ours," said Mook. "I plan on using this method on future gutter jobs wherever possible because it helps me reduce my work crew's efforts and provides the customer with a more cost effective and better product that will have a much longer life."

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