

# Hawai'i Navy News

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## Navy Region Hawai'i welcomes back heroes

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

Fleet Public Affairs Center  
Detachment Hawai'i

Three individual augmentee (IA) Sailors from Pearl Harbor returned home May 15 after completing a six-month deployment to Iraq.

Lt. Kyle Alcock, from Naval Surface Group Middle Pacific, Engineman 2nd Class Sherwin Orio from Pearl Harbor Naval Shipyard and Sonar Technician 2nd Class Jose Acevedo from USS Port Royal (CG 73) left their families about 10 months ago, first heading off to Fort Bliss, Texas for four months where they received training.

At Fort Bliss, the Sailors earned weapons qualifications, conducted convoy and urban operations, learned the code of conduct, and were trained in first aid and cultural awareness.

Upon completion of training, the Sailors deployed to Iraq and conducted operations in support of Operation Iraqi Freedom.

"It feels good to be back," said Acevedo. "It's good to be home in Hawai'i. The weather in Iraq is not so friendly."

The families of the returning Sailors were the first to welcome home their loved ones by surprising them at the arrival gate at Honolulu



Lt. Kyle Alcock, MIDPAC individual augmentee, talks to Rear Adm. T.G. Alexander, commander of Navy Region Hawai'i and Naval Surface Group Middle Pacific, during a homecoming at Honolulu International Airport on May 15.

International Airport.

"Today is just great. I am so excited and so happy to have him home and I'm overwhelmed with joy," said the wife of one returning augmentee. "I am so proud that he has served in our Navy and has made the sacrifice and is now returning home."

"This has been a long deployment for me," said the wife of Orio. "It's our first since getting married, but it's well worth it to be able to see him again."

After the returning IAs were greeted by family members at their arrival gate, they picked up their carry-on bags and walked toward baggage claim. The Sailors were surprised once again upon reaching baggage claim as a gathering of Sailors headed by Rear Adm. T.G. Alexander, commander of Navy Region Hawai'i and Naval Surface Group Middle Pacific, greeted them with the full red carpet treatment.

There are currently 11,000 Sailors serving on the ground in the Central Command area of responsibility. More than 4,000 of those are serving in Iraq.

Sailors who serve as IAs are eligible for several benefits, such as points toward advancement and preferred duty location, although the specific initiatives vary depending on location and length of IA tour.

Photo illustration



U.S. Navy photos by MCSA Luciano Marano

### Honoring Sailors on 'eternal patrol'

A lei is placed on the plaque of each World War II submarine on "eternal patrol" during a Memorial Day ceremony held at Pearl Harbor Submarine Memorial Park on May 26.

## NAVFAC Hawai'i receives SECNAV Safety Award

Denise Emsley

Naval Facilities Engineering  
Command Hawai'i

Naval Facilities Engineering Command (NAVFAC) Hawai'i was awarded the Secretary of the Navy's (SECNAV) Fiscal Year 2007 Achievement in Safety Award for a medium industrial facility as announced on May 19.

"It is a tremendous honor for the team at NAVFAC Hawai'i to receive this award, especially at a point in time when the Department of Navy has set a very high bar on safety excellence," said Capt. Clifford Maurer, commanding officer, NAVFAC Hawai'i. "Our commitment

to operational risk management, by leadership and by every member of the command, has produced a safer working environment, higher efficiencies and better quality. It has been a true force multiplier," he said.

This is the command's second major recognition for safety excellence; the first was the Chief of Naval Operations Safety Ashore Award in February.

Over the past three years, NAVFAC Hawai'i has made significant strides in reducing mishaps throughout the organization and has been busy educating and energizing employees to look out for both themselves and their co-workers. Its safety program has document-

ed a 70 percent reduction in its lost-time mishap rate (direct time off work after a mishap) and a 62 percent reduction in no lost-time mishaps (medical appointments or restricted duty for example).

In addition, lost work days and workers' compensation costs have steadily decreased due to an aggressive focus on return-to-duty and light duty opportunities for employees.

NAVFAC Hawai'i has a civilian workforce of 1,135 and 60 military personnel. In Fiscal Year 2007, the command executed \$218 million in Navy working capital fund work and \$183.4 million in mission fund work (major construction and service contracts).



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

Utilitiesman 2nd Class Darwin Naigan, assigned to Naval Facilities Engineering Command, Hawai'i (NAVFAC), takes a break during renovations to a male head at Naval Station Pearl Harbor.



MDSU-1 Career Day  
See page A-2



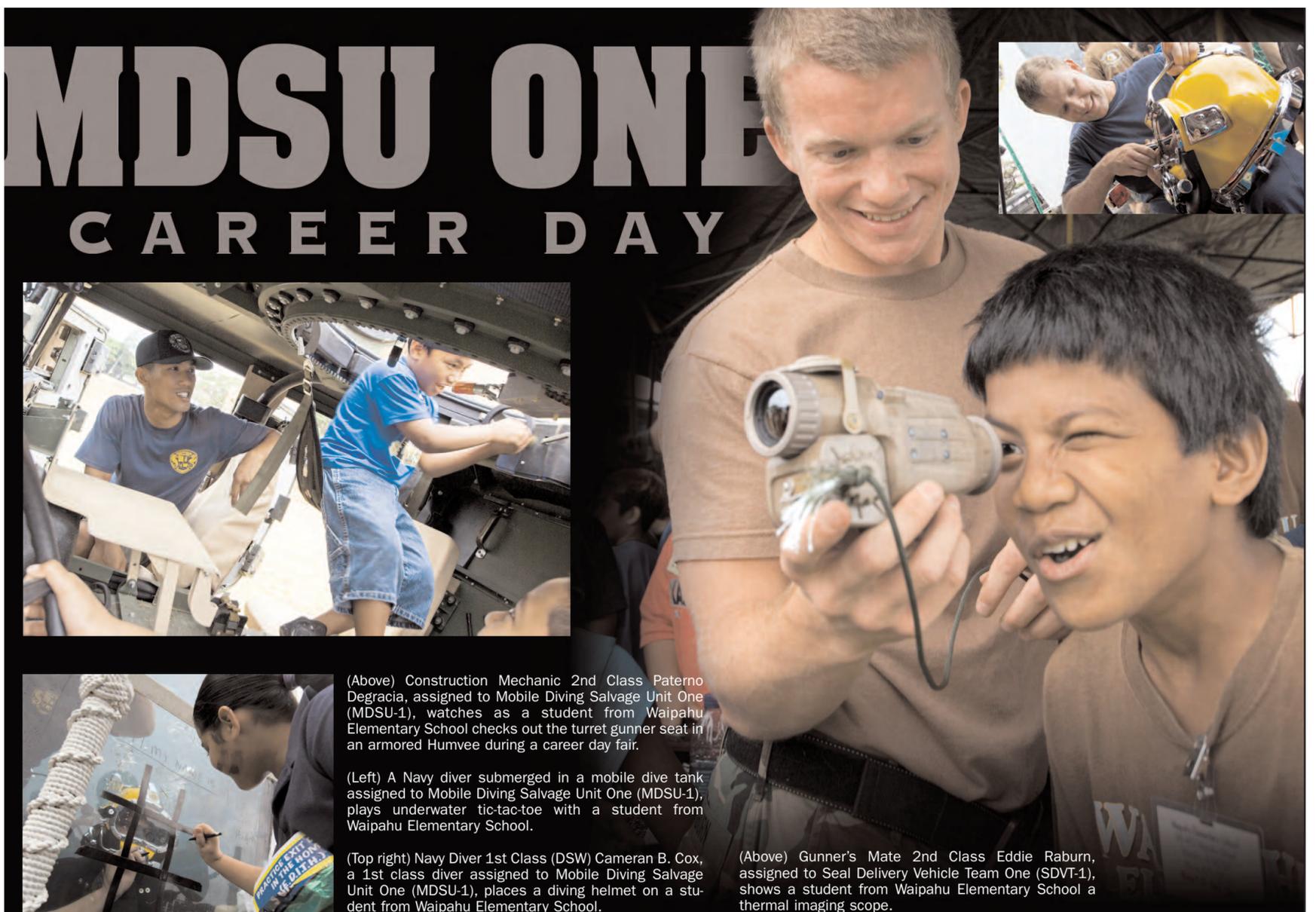
USS Chung-Hoon and Army vessel train to fight  
See page A-6



O'Kane visits Land of the Rising Sun  
See page A-6



Pearl Harbor Naval Shipyard  
See page B-1



# MDSU ONE CAREER DAY



(Above) Construction Mechanic 2nd Class Paterno Degracia, assigned to Mobile Diving Salvage Unit One (MDSU-1), watches as a student from Waipahu Elementary School checks out the turret gunner seat in an armored Humvee during a career day fair.



(Left) A Navy diver submerged in a mobile dive tank assigned to Mobile Diving Salvage Unit One (MDSU-1), plays underwater tic-tac-toe with a student from Waipahu Elementary School.

(Top right) Navy Diver 1st Class (DSW) Cameran B. Cox, a 1st class diver assigned to Mobile Diving Salvage Unit One (MDSU-1), places a diving helmet on a student from Waipahu Elementary School.

(Above) Gunner's Mate 2nd Class Eddie Raburn, assigned to Seal Delivery Vehicle Team One (SDVT-1), shows a student from Waipahu Elementary School a thermal imaging scope.

## Mobile Diving and Salvage Unit One hosts career day

Story and photos by  
MC3 Paul D. Honnick

Fleet Public Affairs Center  
Detachment, Hawai'i

Sailors assigned to Mobile Diving and Salvage Unit One (MDSU-1) hosted a career day for approximately 400 third and sixth grade students from Waipahu Elementary School at Quick Field on Naval Station Pearl Harbor (NAVSTA PH) on May 19.

The career day allowed the students to interact hands-on with both military and civilian personnel attached to MDSU-1 along with NAVSTA PH Security K-9 Unit, Seal Delivery Vehicle Team One (SDVT-1), the Federal

Fire Department and the Honolulu fire and police departments.

"It truly was an opportunity to give back to the community and to try to be a positive role model for the children. The biggest thing I hope they're taking from this career day is that there are positive role models in the community that wear both a military uniform and a civilian uniform," said Lt. Cmdr. Oscar Rojas, executive officer of MDSU-1.

Rojas also said this was the first time the command has brought students from a public school onto the Navy base.

"We figured they would want to know about the Navy diving community and with that, we

wanted to broaden our opportunities for other people to come out and share what they do for a living," said Rojas.

The students rotated to various stations where they learned about the equipment and vehicles used by the different commands and departments.

The students also were able to try on diving equipment, fire fighting equipment, parachutes and various types of body armor used on the job and in theater.

Navy Diver 1st Class (DSW) Cameran B. Cox, a diver assigned to MDSU-1, helped the students try on a diving helmet and explained how it works underwater. "I think it's important to just show the friendly side and that we're here to con-

tribute to the community as well as be a part of the community," explained Cox.

"I love interacting with children. I think it's good for them; it's good for us, too," said Cox. "It gives the children something to dream about and maybe look forward to."

Sailors from NAVSTA PH Security K-9 Unit brought military working dogs, Malibu and Rossi, and demonstrated how the dogs are trained to search for drugs and explosives.

"It means a lot because it gives me an opportunity to show them exactly what it is that we do and make it real for them," said Master-at-Arms 1st Class (SWAW) Jinine Green, a dog handler assigned to NAVSTA PH

Security K-9 Unit.

Green wore a bite sleeve and performed a bite demonstration with working dog Rossi and dog handler Master-at-Arms 3rd Class David Vass, a dog handler assigned to NAVSTA PH Security K-9 Unit.

"They were excited because they've seen it on TV, but to actually see it in real life right in front of their eyes is pretty cool for a little kid," said Vass.

Paul Taga, principal of Waipahu Elementary School, attended the event and shared in the students' experiences. "We're so humbled by the hospitality and the willingness [of MDSU-1] to share and do this career day. The kids are getting so much out of it," said Taga.

# GOT SPORTS

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## Happy Birthday USS Paul Hamilton!

Gunner's Mate Seaman Apprentice Samantha Reyer and Gunner's Mate 1st Class Kerry Shannon cut the cake at USS Paul Hamilton's (DDG 60) 13th birthday party on May 27. The cake, designed by the ship's culinary specialists, was cut by the oldest and youngest crew members. Paul Hamilton (DDG 60) celebrated with a steak and lobster lunch for the crew and a cake cutting ceremony on the mess decks. The ship was commissioned May 27, 1995 in Charleston, S.C. after being built at Bath Iron Works in Brunswick, Maine. Named for the nation's third Secretary of the Navy, serving under President James Madison from 1809 to 1813, it is the third ship to bear the illustrious title. The first was DD 307, a Clemson-class destroyer, the second, DD 590, a Fletcher class destroyer.

U.S. Navy photo by Ensign Abigail Adams



# Hawaii Navy News Editorial

## Operation Prepare provides tips to prepare and survive a hurricane

### Commander Navy Installations Command

June 1 marks the start of the hurricane season. Hurricanes are unpredictable and their strength can quickly increase with very little warning. From high winds ranging from 74 mph to more than 200 mph, even the weakest hurricanes can destroy buildings and properties. To make matters worse, hurricanes can spawn tornadoes and cause tremendous flooding as far as 200 miles away from the center of the storm. The best way to protect you and your family from a hurricane is to prepare.

"The key to keeping your family prepared and safe throughout the hurricane season is to be informed and have a family emergency plan ahead of time," advised Owen McIntyre, CNIC's director of emergency management program.

### The following steps should be taken to properly prepare for a hurricane before it hits:

- Be informed by staying up-to-date on weather alerts.
- Create a family evacuation and shelter-in-place plan.
- Assemble your emergency supply kits and 'go bags.' Supplies should be kept in water-resistant containers and kept at a pre-determined location in your home where you would shelter-in-place. 'Go bags' should contain items that are needed in case of a home evacuation (e.g. essential items such as money or credit cards, important documents, prescription medications or other items for persons with special needs such as infants or the elderly, local maps, dust mask, etc.)
- Create and practice a family communication plan in case you are separated. Keep in mind that phone lines and cell phone towers may be down.
- Install straps or clips to secure your roof to the frame structure.
- Make sure surrounding trees and bushes are well trimmed and maintained.
- Have supplies available to board up your windows or install permanent storm shutters.



When the storm hits:

- Secure your home by closing the storm shutters and bringing outdoor furniture inside.
- Store a supply of water for household purposes.
- Turn your refrigerator to the coldest setting and keep the door closed.

- Turn off utilities if told to do so.
- Stay tuned to emergency stations on TV or radio; listen for further instructions.
- Prepare to evacuate to a shelter or neighbor's home if your home is damaged.
- Stay away from windows and doors by seeking shelter in a bathroom or basement.
- Do not go outside until instructed to do so even if the storm is over and it seems calm.
- Remain inside even when the eye of the storm has passed. It is calm following the eye of the hurricane, but it will not remain that way.
- Once you are in a safe place, if you are military or civilian personnel or a member of the selective reserves, muster with

your command.

### If you are told to evacuate:

- Never ignore an evacuation order.
- Follow guidelines from your local emergency management mass warning system regarding evacuation times and routes.
- Take only essential items and your emergency kit.
- Turn off gas, electricity and water; disconnect all appliances.
- Make sure your car's gas tank is full.
- Do not walk in moving water.
- Do not drive in high water (as little as six inches can cause a stall or loss of control).
- Follow the designated evacuation plan and expect a high volume of traffic.

### After the storm:

- Listen to news reports to make sure water supplies are not contaminated.
- Avoid flood waters, standing or moving, as they may be contaminated or deeper than expected.
- Beware of fallen power lines.
- Avoid untested roads where flood waters have receded as they may have weakened and could collapse under the weight of a car.
- Be extremely cautious when entering buildings and homes as there may be unseen damage.
- Clean and disinfect everything that was touched by flood water as it can contain sewage and other contaminants.
- Following a declared emergency, Navy personnel (military and civilian) must follow their command's established procedures for mustering and report their individual and family members' whereabouts and status. If command or

alternate command cannot be reached, log into the Navy Family Accountability and Assessment System (NFAAS) at <https://navyfamily.navy.mil>. Family members will need their sponsor's date of birth and social security number to log in. If a computer is not accessible, call the Navy Personnel Command Emergency Coordination Center (NPC ECC) at 1-877-414-5358 (TDD is 1-866-297-1971).

If affected and recovery assistance is required, complete a Needs Assessment Survey. Indicate what type of assistance you are seeking (e.g., housing, finance, legal). A case manager will contact you based on the information provided in the survey. Together, you'll both determine the appropriate response or assistance needed for your recovery efforts. Information provided in the survey will be used only by Navy professionals and subject matter experts to aid with recovery efforts. Details contained in the survey are confidential and will not be shared with anyone without permission.

The cornerstone of 'Operation Prepare' is your family's emergency plan. For more information to help you prepare and cope with hurricanes, go to the 'Operation Prepare' section at [www.cnic.navy.mil](http://www.cnic.navy.mil). For more information about CNIC's Emergency Management Program and 'Operation Prepare,' contact Owen McIntyre, director, CNIC N37 Emergency Management Program, at (202) 433-4728 or send an e-mail to [owen.mcintyre@navy.mil](mailto:owen.mcintyre@navy.mil).

Remember: It's your duty to be prepared. Be informed, have a plan, make a kit.

Commentary

## For Your Security and Safety

Karen S. Spangler, Editor

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### Run red lights

— and you could be dead wrong

Karen S. Spangler

Editor

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 and blue-collar workers, unemployed, homemakers, parents and young adults.

But I doubt that all of these statistics will do anything to deter red light-running, stop-sign running drivers. I just wonder if they will think it was worth it when they are involved in a serious traffic accident.

(Some information provided by Naval Safety Center.)

## USS Yorktown survivors enroute to Pearl Harbor



Official U.S. Navy photograph, now in the collections of the U.S. National Archives

USS Yorktown survivors from Battle of Midway are checked in on board USS Fulton (AS 11), after being transferred from USS Portland (CA 33), for transportation to Pearl Harbor, Hawaii on June 6, 1942. Note life jackets, which appear to be oil-stained.

## Hawaii Navy News

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# Pearl Harbor Shipyard graduates Centennial Class of 2008

## Pearl Harbor Naval Shipyard Public Affairs

The 109 men and women graduating from Pearl Harbor Naval Shipyard's apprentice program May 14 did so amid a special time that will never be repeated. Christened the "Centennial Class of 2008," they received their diplomas 100 years and a day from the date of the establishment of the Navy yard.

"As we celebrate the 100th anniversary of Pearl Harbor Naval Shipyard this week, we are blessed here today to celebrate our centennial graduates' successful completion of four years of dedicated study and training," said Capt. Gregory Thomas, shipyard commander.

"Welcome to your new role as leaders. We look forward to continuing to work side-by-side with you for many years to come to keep the ships and submarines of our 21st century Pacific Fleet 'Fit to Fight,'" continued Thomas.

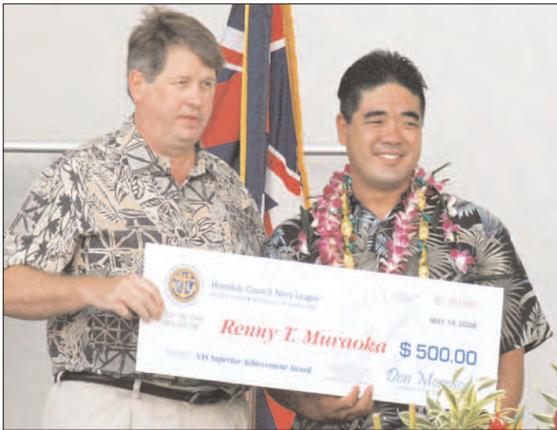
Representatives from the

offices of Hawai'i's Congressional delegation were on hand to congratulate the graduates. Also in attendance were Honolulu Mayor Mufi Hannemann and U.S. Department of Labor State Director of Apprenticeships, Alfred Valles. Each spoke words of congratulations and encouragement to the graduating class.

"As the certificates are passed out, inherent in each piece of paper is not only the skills and the knowledge that you have gained, but also the fighting spirit – the resilience of those who have come before you," said Jennifer Sabas, chief of staff for U.S. Sen. Daniel Inouye.

Guest speakers also voiced their gratitude for the contributions made by the men and women of the shipyard to the Navy, the state of Hawai'i and the nation.

"You let us all put our heads on the pillow at night, safe in the knowledge that the blanket of protection the military provides has been well main-



U.S. Navy photo by Clarence Freeman

Donald Morrison, president of the Navy League's Honolulu Council, presents Shipwright Renny Muraoka with a \$500 award. Minutes earlier, the Pearl Harbor Chapter of the National Association of Superintendents honored Muraoka as the outstanding apprentice of the class of 2008.

tained by the Pearl Harbor Naval Shipyard," said Joshua Wisch, district director for U.S. Rep. Mazie Hirono.

Pipefitter Harry Quemado delivered the student

address. On behalf of the graduates, he thanked the academic and trade instructors and experienced co-workers who shared their knowledge and expertise.

Following the processional onstage, the outstanding craftsman awards were presented. The National Association of Superintendents' Superior Achievement Apprentice Award, which equates to the outstanding apprentice of the Class of 2008, went to Shipwright Renny Muraoka.

A couple of new honors were added this year. The Federal Managers Association bestowed its inaugural valedictorian award for academic excellence to Machinist Guy Nakamoto. In a surprise presentation, the Honolulu Council of the Navy League gave centennial awards of \$500 each to Muraoka and Nakamoto.

Quemado, reflecting on his apprenticeship, said, "I'm thankful for the education and the opportunity provided by the shipyard." He was a pastor before entering the shipyard. He said that "to go from a non-mechanical background to fixing nuclear sub-

marines was a big step for me."

Inside Machinist John Shirai said being an apprentice was a good experience. He worked in Silicon Valley for 13 years, but moved back to the islands because he wanted to raise his children here. Explaining how he entered the apprentice program, he said, "It's hard to make a living in Hawai'i. When (my relatives) heard the shipyard was hiring, they told me, 'You better jump on board!'"

The shipyard's apprentice program is a paid, four-year work/study program that prepares participants for various trade careers. As part of the curriculum, trainees earn a tuition-free, two-year degree from Honolulu Community College and certification in ship maintenance from the Navy and U.S. Department of Labor. Starting pay for apprentices is about \$17 an hour. Upon graduation, they convert to journeyman positions paying about \$27 an hour.

# Don Pilling, retired Navy four-star admiral and CEO, dies

## Commander Navy Installations Command

Adm. Donald Lee Pilling, a retired Navy four-star admiral revered for his leadership, mathematical genius and easy sense of humor, died May 26 at the National Naval Medical Center in Bethesda, Md. The Bayside, NY native was 64 years old and lived in Vienna, Va.

Pilling was best known in the Navy for his vast intellect. Having graduated fourth in his Naval Academy class of 1965 with a bachelor of science degree in mathematics, he further distinguished himself as one of the school's first Trident Scholars. Pilling's research dealt with the abstractions of partially ordered systems, where he studied under his mentor and lifelong friend, Professor "Prof" James Abbott.



Adm. Donald Lee Pilling (Ret.)

He later earned a Ph.D. in mathematics from the University of Cambridge. Pilling was also a prolific writer, publishing articles

in both mathematical and professional journals throughout his life.

A running joke in Navy circles was that when he dropped his briefcase, math journals and technical manuals were far more likely than routine paperwork to spill out of it.

Pilling spent most of his sea duty in small warships, rising to command the destroyer USS Dahlgren (DDG-43) and later, Destroyer Squadron 26. He was a firm believer in holding himself and others to a high standard of responsibility and accountability, telling a Senate committee once that, "Accountability can be, must be, a severe standard. Without accountability, command loses credibility and authority. Without authority, command at sea becomes impossible."

As a flag officer, he commanded

Cruiser Group 12/USS Saratoga Battle Group and later the United States Sixth Fleet/Naval Striking and Support Forces Southern Europe, based in Naples, Italy.

Ashore, Pilling excelled at a variety of defense resources and planning billets, including stints in the Office of the Secretary of Defense and four tours on the Navy Staff. His last such assignment, before becoming the Navy's 30th vice chief of naval operations in November 1997, was as deputy chief of naval operations, resources, warfare requirements and assessments (N8). In this capacity, he was responsible for planning and preparing the Navy's annual programs and budget.

It was often said of Pilling that he never forgot the needs of the warfighter. His primary concern while in Washington was "what the Navy really needs not just

today, but for decades to come," noted a colleague. "This is a man who has been there; he knows what it means to be a warrior and what it is that we need."

Pilling took that perspective with him to a fellowship at the Brookings Institution in 1985, where he studied defense acquisition and national security issues, and later to an assignment as a member of the National Security Council staff of President George H.W. Bush.

He retired from the Navy in October 2000 and became president and CEO of LMI in 2002.

Pilling is survived by his wife of 42 years, Barbara Orbon Pilling of Vienna, Va.; two daughters, four grandsons, a sister and a brother.

A Mass of Christian Burial was held today at the Naval Academy Chapel with interment at the Naval Academy Cemetery.

# Pearl Harbor Highlights

Rear Adm. T. G. Alexander, commander of Navy Region Hawai'i (CNRH) and Naval Surface Group Middle Pacific (CNSG MIDPAC), and CMDMCM Bill Holz, CNRH/CNSG MIDPAC command master chief, talk with radio show host Mike Buck during an interview at the KHVH News Radio 830 station in Honolulu on May 21.

U.S. Navy photo by MC3 David N. Dexter



(Below) Retired Navy Cmdr. Bruce Holmberg, president of U.S. Submarine League, Aloha Chapter, places a wreath in front of the wall bearing plaques for each of the American submarines lost in World War II during a Memorial Day ceremony held at Pearl Harbor Submarine Memorial Park on May 26.

U.S. Navy photo by MCSA Luciano Marano



U.S. Navy photo by MC2 Joseph Studdard

Cmdr. Michael "Jake" Johansson, commanding officer of Patrol Squadron Four, salutes the side boys after assuming command of the squadron at a change of command ceremony on May 16 at the Marine Corps Air Facility, Kaneohe Bay, Hawai'i.

(Below) USS Kitty Hawk (CV 63) Sailors spell out 'sayonara' on the flight deck as the ship departs Yokosuka, Japan's Truman Bay for the final time. Sayonara is Japanese for "goodbye." Kitty Hawk will be replaced as the Navy's only aircraft carrier operating from Yokosuka by USS George Washington (CVN 73). Kitty Hawk operated from Fleet Activities Yokosuka since 1998, when it replaced the USS Independence (CV 62). About 900 Kitty Hawk Sailors will be returning to Japan with George Washington in the coming months; the remainder of the crew will either transfer or help decommission Kitty Hawk in early 2009.

U.S. Navy photo by MC3 Kyle D. Gahlau

Commander, Naval Surface Group, Middle Pacific Senior and Junior Sailors of the Quarter, Sonar Technician 2nd Class (SW) Tara Kerrin (left) and Electrician's Mate 1st Class (SW) Earl Sanders (right) of USS Port Royal (CG 73) pose in front of one of a pair of bronze plaques featuring President Roosevelt's motivational "Man in the Arena" speech.



The speech highlights the courage and tenacity required to carry a person through life's most difficult challenges. "I'd just like to thank the people who work for me," said Sanders. "If it weren't for them, I wouldn't be where I'm at."

U.S. Navy photo



# O'Kane visits Land of the Rising Sun

Ensign Heather Behnke

USS O'Kane (DDG 77)  
Public Affairs

USS O'Kane (DDG 77) departed Sukumo, Japan on May 26 following a five-day port visit. While in port, the ship's crew members had a chance to meet local citizens and experience the local customs and traditions of the Japanese people.

The Pearl Harbor-based ship, O'Kane has been underway since April 18 operating in the U.S. 7th Fleet area of responsibility. This port visit was not only a welcome break from the underway routine, but it was also a cultural exchange for both O'Kane Sailors and Japanese citizens.

As soon as O'Kane pulled into Sukumo Harbor, she was overwhelmed with hospitality from the Sukumo citizens. Ensign Amber Petersen said, "They welcomed us with open arms, allowed us into their homes, shared the deepest aspects of their culture with us, and most of all, showed us a wonderful time."

Cmdr. Tom Druggan, O'Kane commanding officer, said he was extremely proud of his crew for their ambassadorship during the port visit. "The crew of O'Kane maintained outstanding professionalism throughout our stay and had a wonderful time with our superb hosts, the people of Sukumo. Sukumo was the absolute highlight of our time here in 7th Fleet and the



The Arleigh Burke-class guided-missile destroyer USS O'Kane (DDG 77) departed Naval Station Pearl Harbor on April 18 and is currently underway in the U.S. 7th Fleet area of responsibility for routine operations.

U.S. Navy photo by MC2 Michael A. Lantron

most unique port visit of my entire naval career."

The opportunities for cultural exchange were vast during this port visit, including samurai sword demonstrations, kimono try-ons, traditional Japanese tea ceremonies, origami lessons, local baseball games and even flower arrangement classes. Sukumo residents and O'Kane Sailors enjoyed several festivals, including a reception onboard O'Kane for Sukumo VIPs.

The mayor of Sukumo also

invited the O'Kane crew and the citizens of Sukumo to a spirited festival with a traditional Japanese dragon dance, Japanese women's rhythm dance, a drum performance by a local group, local foods, drinks and of course, karaoke. O'Kane contributed to the cultural exchange as well with a traditional Hawaiian hula dance, performed by Culinary Specialist 3rd Class Jessica Tolentino, a native Hawaiian, Gunner's Mate Seaman Christina Lozano and Postal Clerk Seaman Laura Nunez.

The crew of O'Kane befriended the citizens of Sukumo quickly, sharing guitar playing and karaoke tips.

One of the highlights of the port visit for many Sailors was the home visit program. Several Sukumo citizens invited O'Kane Sailors into their homes for an evening of food, fun and cultural exchange. Some home visit participants traveled to local shrines, some viewed karate demonstrations in which the karate master broke four slabs of ice with his bare

hands and all enjoyed delicious local food.

"It was an incredible experience to see the blend of everyday life with the special treatment shown to their guests. This kind of hospitality, so typical in Japan, is a rare thing for Americans to see. It is impossible to understand a culture as rich as that of Japan in five days, but the citizens of Sukumo did their best to show us," said Fire Controlman 2nd Class Erynn Morris. O'Kane Sailors were able to

reciprocate the generosity they had received during the Sukumo City Clean-Up community relations project. Dozens of crew members joined Sukumo citizens on May 25 to pick up trash and weeds during the city's semi-annual beautification event.

Lt. Cmdr. Will Baxter, O'Kane executive officer, said that he enjoyed his weeding experience, "After experiencing such incredible generosity from the people of Sukumo, it feels good to give back a little to help keep this city beautiful," he said.

Aki Cibulka, the chief liaison between the city of Sukumo and O'Kane, commented on the unique relationship forged during this visit. "It is a wonderful opportunity for the O'Kane to visit Sukumo because the Sailors help the economy not only by going to the local shops and restaurants, but behaving well and interacting with the locals. The O'Kane Sailors have interacted very well with the citizens and everybody would love to see the O'Kane come back again," said Cibulka.

O'Kane is underway in the 7th Fleet area of responsibility for routine operations. The U.S. 7th Fleet is the largest of the forward-deployed U.S. fleets, with approximately 50 ships, 120 aircraft and 20,000 Sailors and Marines assigned at any given time. For more information, visit the U.S. 7th Fleet Web site at [www.c7f.navy.mil](http://www.c7f.navy.mil).

## Motorcycle crash claims another Sailor's life

Naval Safety Center

On March 13, at 6:40 p.m., a 20-year-old E-5 was maneuvering his 2005 Honda CBR 600F sport bike near Pickett Road in Norfolk.

He was attempting to move the motorcycle from a parking lot back into the street when he initiated an unexpected acceleration. The motorcycle began fishtailing and accelerated to approximately 45 mph, according to bystanders. The E-5 continued to hold on to the bike, which hit a curb and became airborne. The rider was ejected from the motorcycle and impacted a brick wall.

According to reports, the E-5 had purchased the motorcycle only four hours before the fatal crash. He had asked a friend to ride it from the dealership to the friend's home, where the friend provided the E-5 some riding instructions.

A short while later, a second friend arrived and the new owner decided to ride his motorcycle, this time so that

photos could be taken of him. He put his helmet on and began to reposition his motorcycle when the fatal crash occurred. The rider's helmet came off upon impact with the brick wall. Medical personnel were called to the scene and transported him to a local hospital, where he ultimately succumbed to his injuries.

As of May 9, there have been 13 USN motorcycle fatalities involving Navy service members in Fiscal Year '08, compared to 10 for the same time frame in Fiscal Year '07.

Special Note: To date in Fiscal Year '08, 22 of the 24 Sailors and Marines who have been killed on motorcycles were riding sport bikes.

To address this challenge, the Navy and Marine Corps, in conjunction with the Motorcycle Safety Foundation, developed the Military Sport Bike Rider Course (MSRC). This course is designed to specifically address the unique handling and speed characteristics of



Photo illustration

### Motorcycle Fatalities

|                 | Navy |      | Marine |      | Navy/Marine |      |
|-----------------|------|------|--------|------|-------------|------|
|                 | No.  | Rate | No.    | Rate | No.         | Rate |
| FY06 thru 9 May | 17   | 7.20 | 9      | 7.65 | 26          | 7.35 |
| FY07 thru 9 May | 10   | 4.39 | 4      | 3.40 | 14          | 4.05 |
| FY08 thru 9 May | 13   | 5.87 | 11     | 9.30 | 24          | 7.07 |

sport bikes and the associated hazards when operating this type of motorcycle on street and highways with other vehicles. The course will also address risk management and the appropriate riders' mindset required to be successful. When completed, this course will be mandatory

for all Navy and Marine Corps sport bike riders.

The MSBC will begin to be taught on June 1 in high priority and fleet concentration areas. The course will continue to proliferate across the fleet as qualified instructors are certified and made available at all locations.

Commanding officers and safety officers should contact their base or station safety office for course scheduling/availability. The Department of the Navy goal is to have all sport bike riders complete the required training by October 2008.

This course is the first of its kind in the nation and will give Sailors and Marines the knowledge and skill they need to be successful sport bike riders.

**Consider these actions to help prevent motorcycle mishaps:**

- Conduct training for all hands to ensure awareness of the Navy/Marine Corps motorcycle policies. Emphasize that all riders are required to complete the Motorcycle Safety Foundation (MSF) Basic Rider Course (BRC) prior to operation of a motorcycle, on or off base.
- Supervisors should identify Sailors and Marines who ride or intend to ride and ensure they complete training and are aware of the

increased risk of motorcycling.

- Brief individuals regularly on the unique dangers involved with riding. Drivers of automobiles and other vehicles do not always see or look for motorcycles. Expect the unexpected.

- Reiterate that risk management is a full-time commitment that should be included in every major daily evolution. Risk management: A systematic process to identify hazards and control risks.

- For more information regarding general motorcycle safety, visit our Traffic Safety Toolbox at: <http://www.safetycenter.navy.mil/ashore/motorcycle/toolbox/default.htm>
- Navy personnel should take note of the recertification requirements, required for all motorcyclists, contained in the latest version of the Navy Traffic Safety Program, OPNAVINST 5100.12H, which can be viewed at: <http://www.safetycenter.navy.mil/instructions/default.htm>.

## USS Chung-Hoon and Army vessel train to fight

Lt. j.g. Graham Hull

USS Chung-Hoon (DDG 93)

On May 15, USS Chung-Hoon, homeported at Naval Station Pearl Harbor, and the Army Low Speed Vessel-2 (LSV-2) Clinger undertook a joint towing exercise off the coast of the Big Island of Hawai'i.

The operation was an excellent training opportunity for both crews and demonstrated first-hand the effectiveness of inter-service cooperation at sea. The two ships literally passed in the night by chance. Ensign Kevin Reali of Chung-Hoon seized an opportunity to give both crews the chance to tow and be towed, an operation infrequently conducted at sea. After speaking with the commanding officer of the Clinger, the two ships designated a rendezvous point for the next morning and went their separate ways to prepare.

What on the surface appears to be a simple operation, to tow a vessel (and be towed), requires hours of careful planning and preparation to ensure success. Any



U.S. Navy photo by BM3 Gabriel Morris

Ensign Kevin Reali cons USS Chung-Hoon (DDG 93) into position during a joint towing exercise off the coast of the Big Island of Hawai'i with the Army Low Speed Vessel-2 (LSV-2) Clinger.

number of hazards are present for the ships and their Sailors. Lines under tension can break and snap back with lethal force, a minor miscalculation can result in a major collision, and the proximity of the two massive ships leaves

little room to maneuver should the situation take an unexpected turn.

Sailors aboard Chung-Hoon went to work before dawn, meticulous in their preparation of the heavy towing hawser that would pull

Clinger behind Chung-Hoon. As the two vessels approached each other off the western coast of Hawai'i, a crowd turned out on both vessels to watch the events unfold. With calm seas and clear skies, the Chung-Hoon

approached Clinger at a 25-degree angle and went to work.

Shot lines were sent over to the Clinger, whose personnel hauled in the messenger, a thicker line, followed by the towing hawser itself. Despite the differences in size between the two ships, the evolution went smoothly and safely. Through the hard work of both Navy and Army, the heavy towing hawser was finally attached to the Clinger and Chung-Hoon successfully towed her along the coast.

The crew's view of the training opportunity was also positive. Lt. j.g. Lawrence Heyworth, who observed the operation from onboard the LSV-2 Clinger, noted that "many of the junior officers onboard Chung-Hoon, myself included, were surprised to be working with Army mariners. But the competency and professionalism of the Clinger was quite exceptional. Her crew was enthusiastic and bent over backwards to support our training."

Following the successful completion of the mission, three Army officers, including the commanding officer of the

Clinger, CW3 (P) Christopher K. Montroy, executive officer CW3 Scott Harcastle, and Chief Engineer CW3 (P) Scott Titus crossdecked to Chung-Hoon. The wardroom had a chance to enjoy dinner with these Army mariners and shared lessons learned and other experiences to include how Army Soldiers become career sailors.

Boatswain's Mate 1st Class (SW) Lavar Guyton said he was "proud to work with the Army unit and was impressed by their professionalism and helpful suggestions. All in all, it was a very successful evolution."

Chung-Hoon's executive officer, Lt. Cmdr. Chase Patrick, noted that "the towing exercise was smoothly executed and a large share of the credit belongs to Chung-Hoon's deck division for their exceptional planning and preparation."

Thanks to the prior preparation, a little ingenuity and a lot of hard work, the evolution was conducted safely and provided an excellent training opportunity for Sailors on both ships.